

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: TRAFFIC SPEED ON 12th AVENUE

RECOMMENDATIONS:

1. **THAT** Council authorize staff to survey the residents of 12th Avenue from Cumberland Street to 1st Street in order to gauge the level of support for the various traffic safety initiatives discussed in this report.
2. **THAT** a copy of this report be sent to Mr. Todd Evans of 8424 12th Avenue, Burnaby.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2002 January 15, received and adopted the *attached* report in response to a resident petition regarding traffic safety along 8200/8400 Block 12th Avenue.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- OFFICER-IN-CHARGE, R.C.M.P
- FIRE CHIEF

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2001 10 15
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-01-04
SUBJECT: TRAFFIC SPEED ON 12TH AVENUE
PURPOSE: To respond to a resident petition regarding traffic safety along 8200/8400 Block
12th Avenue

RECOMMENDATION:

1. **THAT** staff be authorized to survey the residents of 12th Avenue from Cumberland Street to 1st Street in order to gauge the level of support for the various traffic safety initiatives discussed in this report.
2. **THAT** a copy of this report be sent to Mr Todd Evans of 8424 12th Avenue, Burnaby.

R E P O R T

1.0 INTRODUCTION

The 2001 September 4th Traffic Safety Committee agenda included correspondence from Mr. Todd Evans of 8424 12th Avenue, who is concerned with the speed and volume of traffic along 12th Avenue between 1st Street and Cumberland Street, especially adjacent to George Leaf Park and John Knox Christian School where 30 Km/Hr speed limits are in effect at specific times of the day. Additional support for the concern expressed by Mr. Evans has been provided in the form of a petition signed by 33 individuals representing 23 properties primarily along the 8400 Block of 12th Avenue, which was also submitted to the Committee for review.

2.0 BACKGROUND

The configuration of 12th Avenue between Cumberland Street and 1st Street is an unusual hybrid standard with a curb walk along the south side, a 7.6M foot (25 foot) "interim" roadway and a minimal gravel shoulder on along the north side. It is noted that the usual width for an interim standard pavement "cap" is 6M (20 ft) while a finished residential street has a curb to curb width of 8.5m (28 feet).

Parking is currently prohibited along the unfinished north side of 12th Avenue while on street parking is permitted along the curbed south side. It is presumed that the non standard cross section of this roadway was the source of this parking arrangement.

There are two 30 Km/h reduced speed limit zones in effect within the 82 and 84 hundred blocks for John Knox Christian School and George Leaf Park respectively (Diagram #1).

A review of the Local Improvement Program (LIP) records confirms that an application for Speed Humps along 12th Avenue between 1st Street and Cumberland Street was submitted in 1996 as part of a wider neighbourhood transportation plan. Of the 69 eligible property owners only 16 were in support of the proposed Speed Humps. As the required majority was 46, the petition was defeated.

3.0 VEHICLE COUNTS

Staff collected vehicle volume and speed data along 12th Avenue, between Cumberland and Wright Street's, and 1st and Newcomb Street's in order to gauge the level of driver compliance with 30 Km/h speed zones. The total weekday (24 hours, both directions) ranged from 1700 to 1900 between Cumberland and Wright and marginally higher toward 1st Street. The flows observed were unbalanced with north/east bound demand exceeding that in the opposite direction by approximately 300 vpd, most predominantly in the pm peak.

This volume of traffic suggests that 12th Avenue in this section, south west of Cumberland, functions as a minor local collector although it is not designated as such. Some of the traffic is probably extraneous to the wider neighbourhood and uses 12th Avenue in preference to 16th and 10th Avenues. There was no indication of a "trucks off truck route" problem.

4.0 VEHICLE SPEEDS

The mean speed of traffic was calculated to be 42 km hr through the park zone with marginally lower average speed during the day time hours (after 8:00 am). As usual there is a distribution of speeds with approximately 15% of traffic travelling below the 30 km/hr limit and 15% travelling at speeds in excess of 50 km/hr. The 85th percentile speed which is often used as a measure of compliance is plotted hour by hour on Exhibit 2.

5.0 DISCUSSION

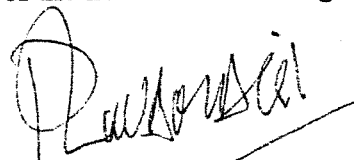
Ideally the preferred long term solution to the concerns of excessive vehicle speed would be the reconstruction of 12th Avenue to a finished local residential standard of 8.5 metres (28 feet) through a resident initiated LIP. It is noted that an LIP to finish the street would only apply to the north side residents as the south side is complete. With this finished width parking on both sides of the road limits vehicle travel to a single lane.

Notwithstanding the narrower interim width staff believe that reinstatement of parking along the north side of this roadway may have merit. Such a configuration would provide a slightly narrower roadway than the local residential standard as shown on the attached Exhibit # 3. This provides a comparison of the typical final standard roadway cross section and the currently feasible cross section of 12th Avenue with permissive parking on both sides of the roadway. However, an overriding concern is that heavy on street parking on both sides may cause excessive impedance to travel. Accordingly we would seek resident support for a trial of this proposal (which would also be reviewed with the Fire Department).

It is noted that the petition presented by Mr. Todd Evans suggests there may be sufficient support for a Speed Hump LIP in the block between Cumberland and Wright. To determine whether it is feasible to include this and adjacent blocks of 12th Avenue in the 2002 speed hump LIP a poll of residents would be useful.

6.0 CONCLUSION

Staff propose surveying residents on 12th Avenue from 1st to Cumberland to determine whether there is support for a trial removal of the parking prohibition on the north/west side of the street. Concurrently we would also poll residents to test whether they would be receptive to an LIP speed hump initiative. The resident petition organized by Mr. Evans suggests that at minimum the 8400 Block 12th Avenue adjacent to the park should be a candidate for the 2002 LIP program. The questionnaire would also be used to gauge the level of support for "finishing" the street to local residential standard through LIP by the residents of the north side as a longer term solution.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE

cc: City Manager
Fire Department

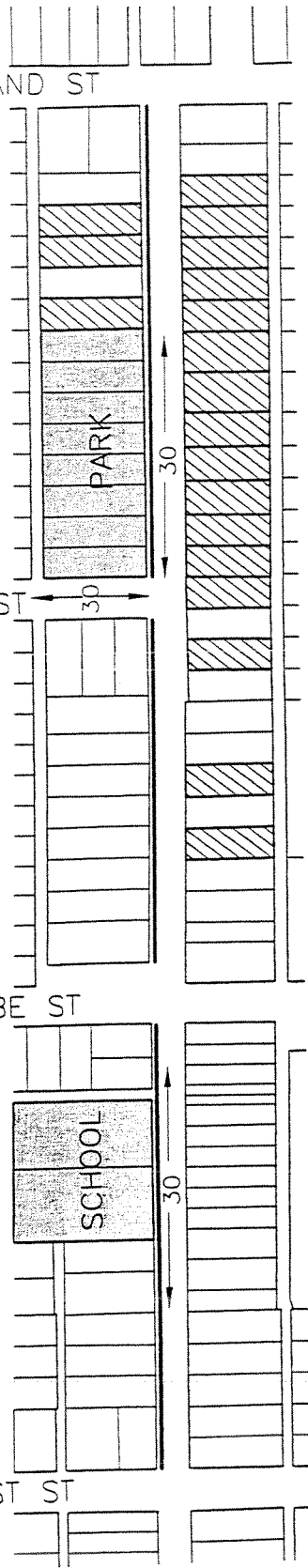
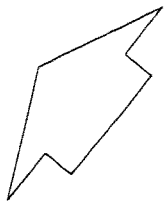
CUMBERLAND ST

WRIGHT ST

NEWCOMBE ST

1ST ST

12TH AVENUE



LEGEND

— NO PARKING ZONE

▨ RESIDENTS PETITIONING FOR TRAFFIC CALMING

↔ 30 → 30KM HOUR SPEED ZONE

DIAGRAM #1

NO.	DATE	REVISION



12th AVENUE
1st ST - CUMBERLAND ST

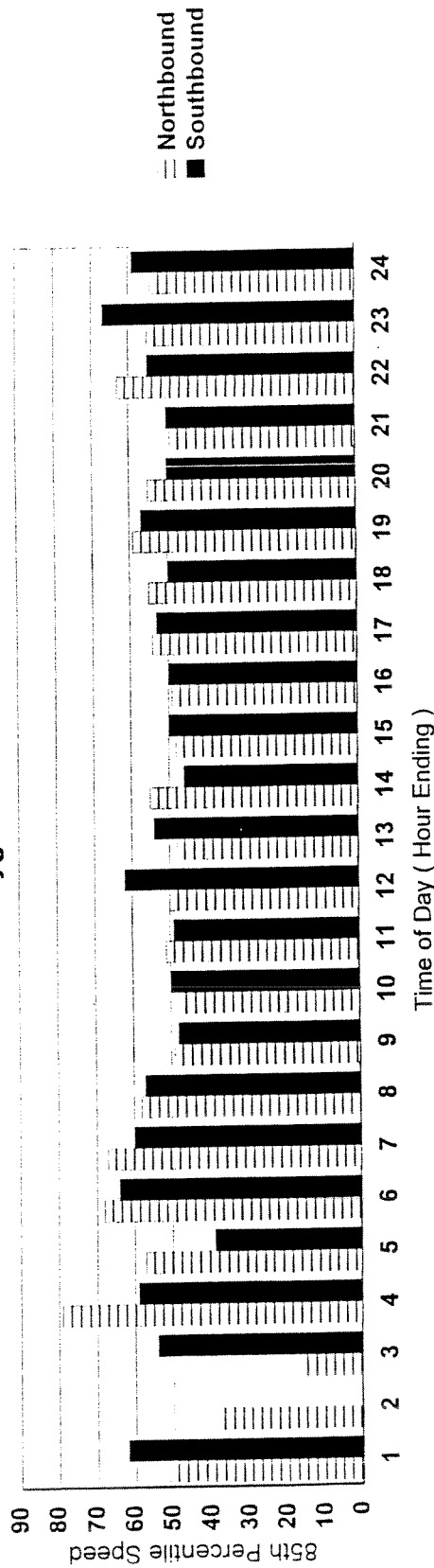
56

DRAWN BY: G.FUNK SCALE: N.T.S.
APPR'V'D BY: DATE: 01-10-11

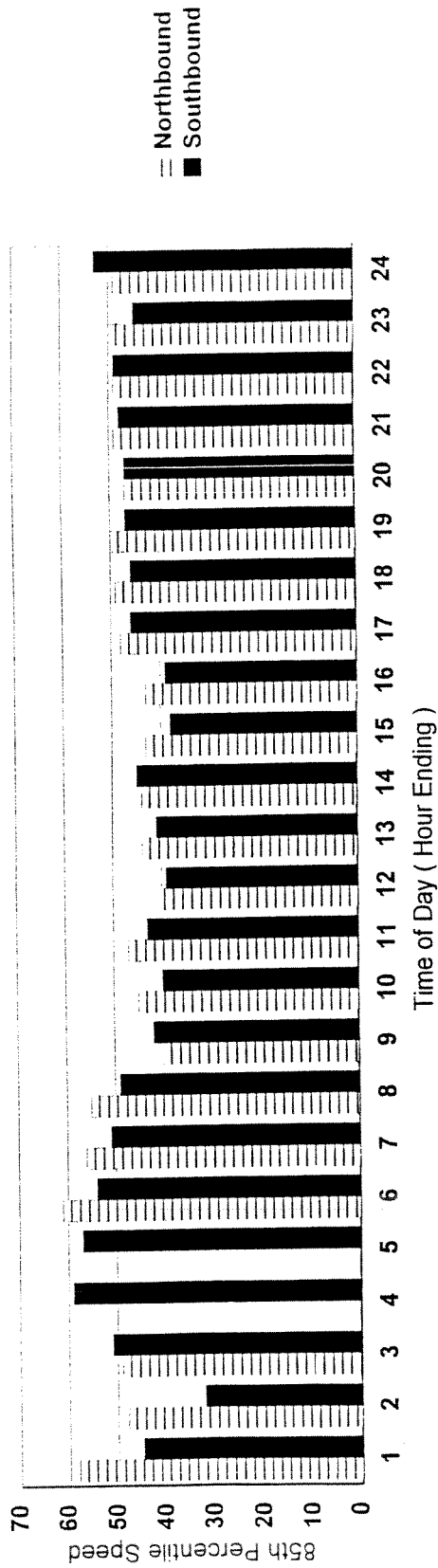
A 570

Exhibit #2

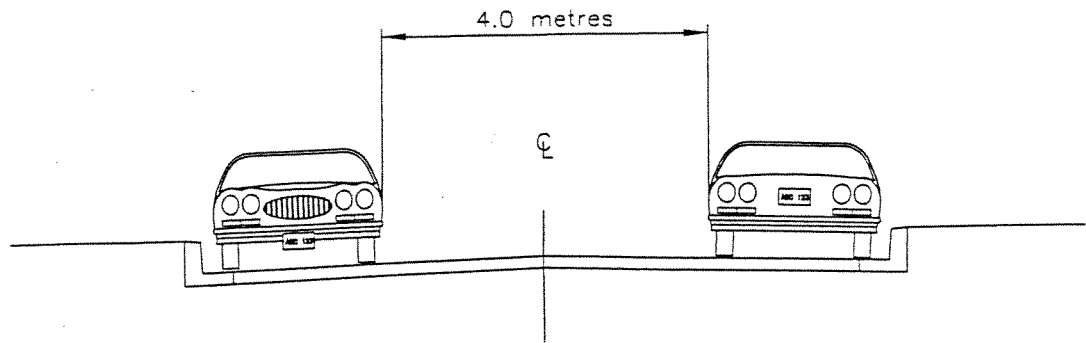
12th Avenue Speed Data
Wright - Cumberland
30 Km/H Playground Zone



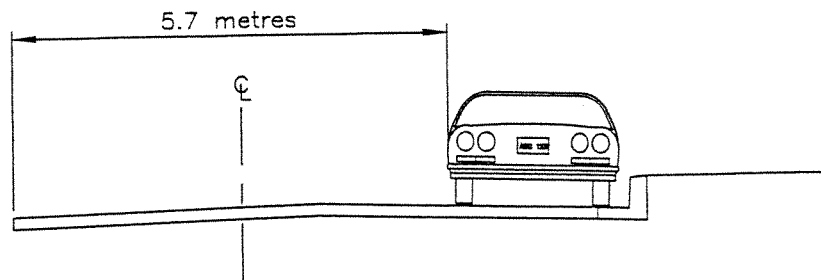
12th Avenue Speed Data
Wright - 1st
30 Km/H School Zone



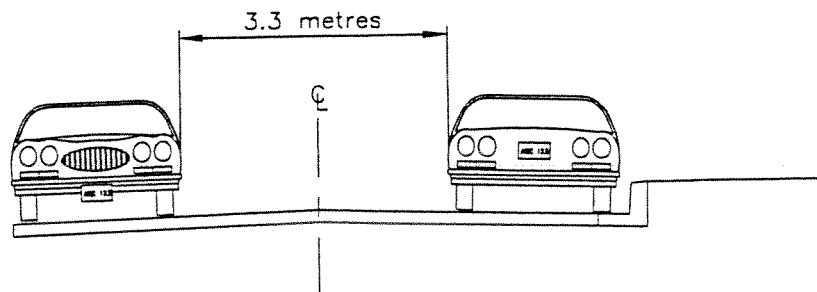
Final Standard Residential Roadway (8.5 m / 28")



Existing Roadway Cross - Section



Proposed Roadway Cross - Section



58



Standard - Interim Roadway
Cross Sections

DRAWN BY:	AKE	SCALE:	N.T.S
APPR'V'D BY:	PL	DATE:	01-10-02

DIAGRAM # 3

