

CITY OF BURNABY

TRANSPORTATION COMMITTEE

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*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: SUMMARY OF PUBLIC PROCESS FOR SOUTHPOINT DRIVE**

RECOMMENDATIONS:

1. **THAT** Council amend the Edmonds Town Centre Plan to eliminate the closure of Southpoint Drive between Station Hill Drive and Hanna Court.
2. **THAT** Council authorize staff to review the intersections of Southpoint Drive at Station Hill Drive and Southpoint Drive at Sandborne Avenue, six months after the opening of Byrnespark Drive, to evaluate whether changes to the intersection control are warranted at either location.
3. **THAT** Council forward a copy of this report to those people who completed a hand-written or on-line questionnaire and/or attended the Public Open House.

REPORT

The Transportation Committee, at its meeting held on 2003 June 11, received and adopted the *attached* report advising Council of the results of the Public Consultation process regarding Southpoint Drive.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Doug Evans  
Vice Chair

Councillor Lee Rankin  
Member

COPY: CITY MANAGER  
DIRECTOR ENGINEERING  
DIRECTOR PLANNING AND BUILDING

**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

2003 June 05

**FROM:** DIRECTOR PLANNING AND BUILDING

Our File: 08.640

**SUBJECT: SUMMARY OF PUBLIC PROCESS FOR SOUTHPOINT DRIVE**

**PURPOSE:** To advise Council of the results of the Public Consultation process regarding Southpoint Drive.

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**RECOMMENDATIONS:**

1. **THAT** Council be requested to amend the Edmonds Town Centre Plan to eliminate the closure of Southpoint Drive between Station Hill Drive and Hanna Court.
2. **THAT** Council be requested to authorize staff to review the intersections of Southpoint Drive at Station Hill Drive and Southpoint Drive at Sandborne Avenue, six months after the opening of Byrnespark Drive, to evaluate whether changes to the intersection control are warranted at either location.
3. **THAT** following Council approval of the recommendations of this report, a copy of this report be sent to those people who completed a hand-written or on-line questionnaire and/or attended the Public Open House.

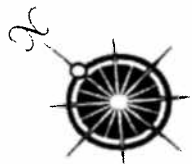
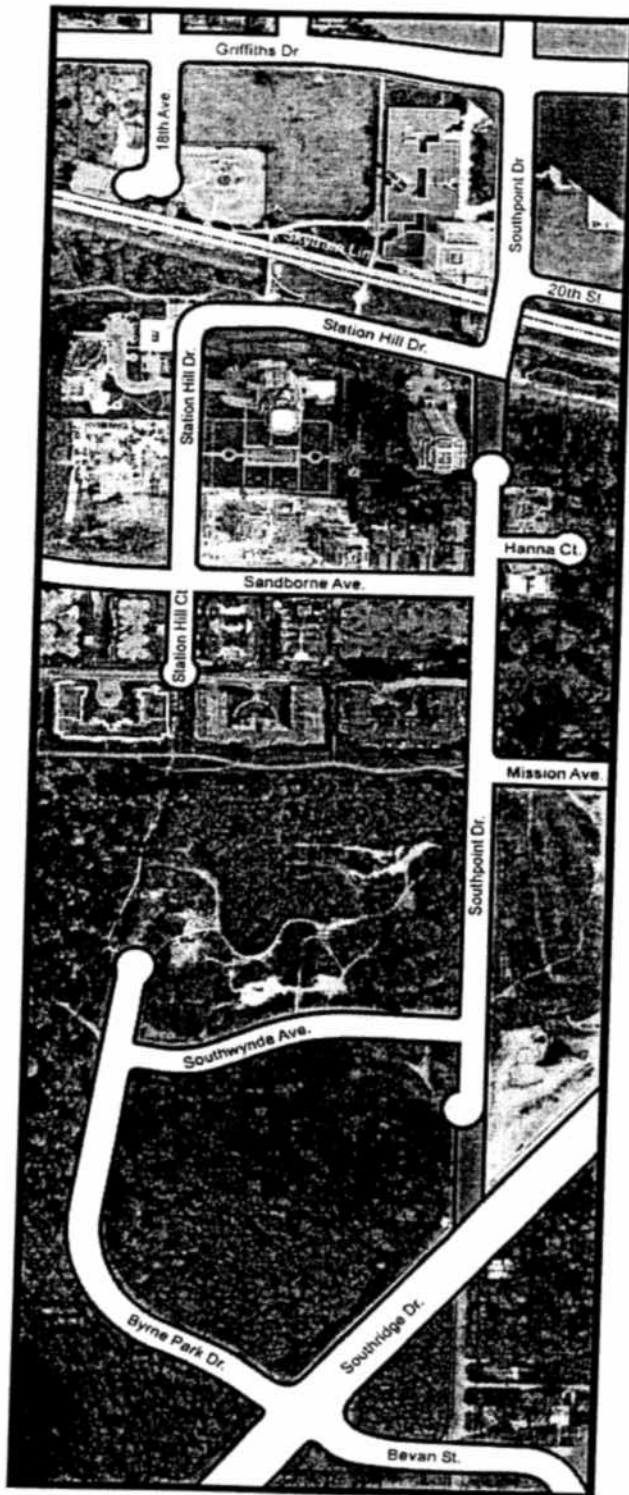
**REPORT**

**1.0 BACKGROUND**

The Edmonds Town Centre Plan of 1994 proposed that a short section of Southpoint Drive would ultimately be closed. If implemented, this would have the effect of routing traffic around via Station Hill Drive and Sandborne Avenue, as illustrated in *Figure 1*. The original intent was that this more circuitous route would discourage through traffic from short-cutting through the neighbourhood.

The implementation of the partial closure of Southpoint Drive was to occur following the completion of Southridge Drive between 10<sup>th</sup> Avenue and Marine Drive, which has now been opened.

Figure 1: 1994 Road Plan



Since many of the present residents did not live in the neighbourhood in 1994, it was considered appropriate to determine the level of neighbourhood support for the proposed road change before any implementation occurred. Accordingly, on 2003 March 17, Council approved the public consultation process for Southpoint Drive. Subsequent to that, the public process was advertised in the community newspapers, and on the City's Web site. Brochures were mailed out to properties in the area. An Open House was held on May 7. Public comment was received via mail, fax, drop-off, and on-line. The deadline for input was May 21.

A total of 415 responses were received. From a neighbourhood of 1,336 properties, this 31% response rate indicates the high level of interest in this issue.

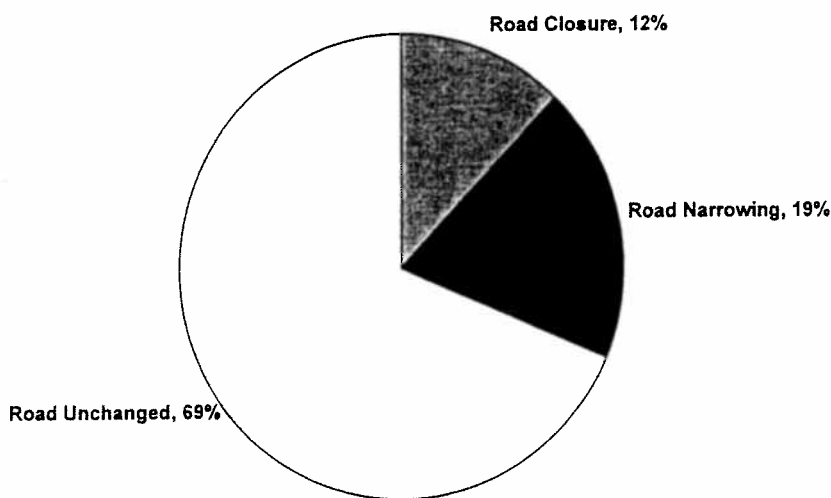
The purpose of this report is to summarize the results of the consultation process and to present recommendations for Council's consideration.

## 2.0 QUESTIONNAIRE RESULTS

### 2.1 Key Findings

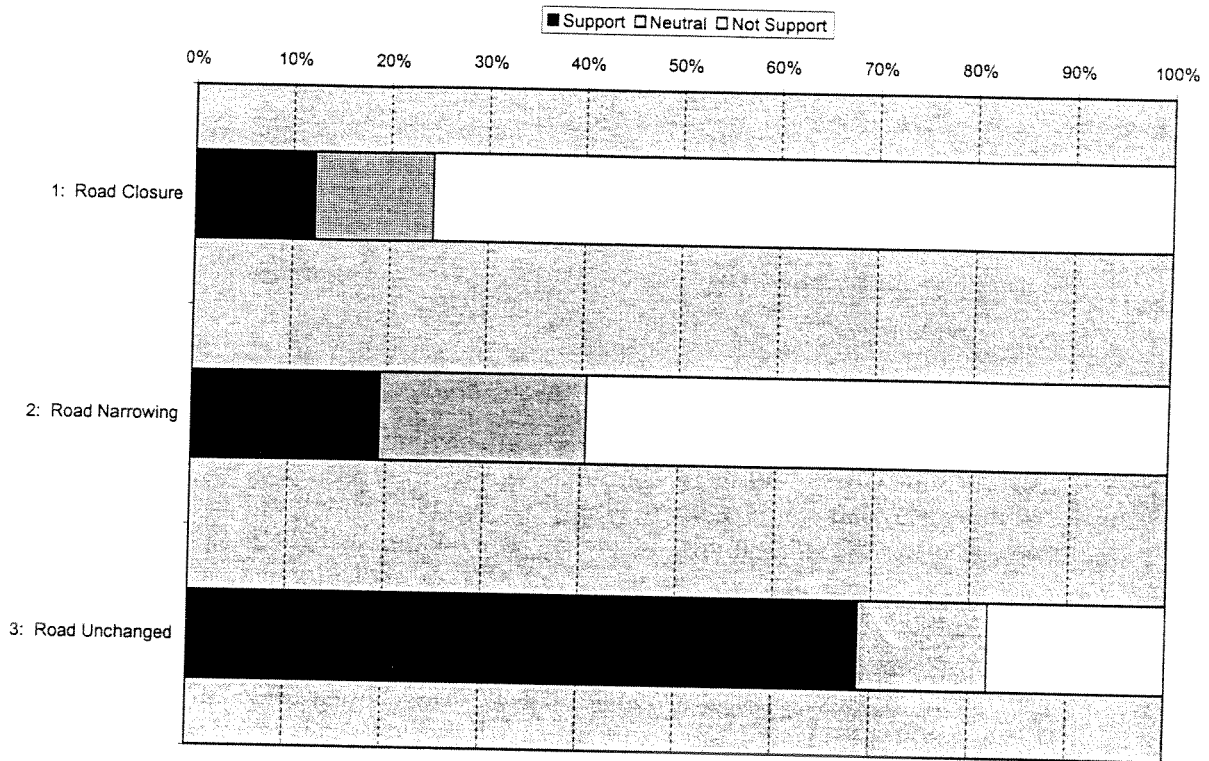
The key findings are presented in *Figure 2*. This shows that 69% of respondents want to leave the road unchanged. The second choice of narrowing the existing road is supported by 19%, and the last choice of road closure is supported by only 12%.

Figure 2: Level of Support for Each Option



More detailed results are shown in *Figure 3*, which also shows the level of neutral and non-supportive responses for each option. This indicates that 82% of respondents either support or are neutral to leaving the road unchanged. This is a very strong statement of the neighbourhood's preference.

Figure 3: Detailed Results



## 2.2 Resident Comments

Most of the respondents included written comments; some quite extensive. It is not possible to document all of them in this report, but some of the more common themes are expressed below. These are not actual quotes. Rather, they are composite statements reflecting commonly-expressed opinions.

### 2.2.1 Road Closure

Reasons for opposing the road closure included:

- Station Hill Drive is already busy. A particular concern is the circulation and visibility at the 90-degree bend in the road. Closure of Southpoint Drive would make this worse, by routing more traffic onto Station Hill Drive and Sandborne Avenue. Additional development expected in the coming years (residential and the school) will add to the problem. This will create additional safety concerns, traffic congestion, and noise for residents. It will force the traffic to pass in front of many more residences than it does today.
- A road closure would create additional auto/pedestrian conflicts on Station Hill Drive, due to the high number of pedestrians accessing the existing store and the SkyTrain station.
- A road closure would lengthen auto trips, and would not have a significant impact on reducing through trips.
- The cul-de-sac, if built with a bus lane, would have little effect as cars would still sneak through.
- Some are concerned about the impacts on emergency vehicles, and may not be aware that the bus lane would be accessible to those vehicles.
- It would be better to wait and see what things are like after Byrnepark Drive has been opened to Southridge Drive, and after the rest of the properties in the neighbourhood have been developed. Deal with the problem then, if there is one.

For the 12% that supported the road closure, the main opinion was that they believe it will be effective in reducing through traffic. Some believed that it should be implemented because it was in the 1994 Edmonds Town Centre Plan.

### **2.2.2 Road Narrowing**

Reasons for opposing the road narrowing included:

- It won't have any impact, so don't bother doing it.
- It would encourage traffic to detour onto Station Hill Drive and Sandborne Avenue, thus creating the same problems (presumably on a smaller scale) as the road closure.
- A speed reduction will be created once the school zone is implemented on Southpoint Drive. This will help to discourage through traffic. Further changes to Southpoint are therefore not needed.

- It would create a "choke point" that would generate congestion at the Southpoint / Station Hill intersection.

Supporters of the road narrowing like the potential for reduced speed, which they see as important.

### **2.2.3 Road Unchanged**

Reasons for opposing the unchanged road included:

- With no change, traffic volumes will increase. Some are worried that trucks will ignore prohibitions and return to Southpoint Drive. However, Southridge Drive is now available to trucks, and is a much better route for them than the steep hill of Southpoint Drive and the circuitous roads at the south end. Truck volumes on Southpoint Drive are therefore likely to remain low.
- Speed is a concern.

Among the many supporters of leaving the road unchanged, many took a "wait and see" attitude. Many others stated that they like Southpoint Drive the way it is today.

### **2.2.4 Other Comments**

A few people suggested alternative solutions:

- Speed humps were mentioned several times, out of concern for traffic speeds. However, speed humps are generally not installed on Local Collector roads, or roads where future bus service is being contemplated. The same is true for most of the other traffic-calming solutions that were proposed.
- A few people suggested closure of Southpoint Drive in the vicinity of the proposed school. This would effectively cut the neighbourhood into two sections, as there would be no alternative routes available. This is not recommended due to its impact on neighbourhood cohesiveness, the loss of ability for a bus route, the creation of longer routes for many people living in the neighbourhood, the limiting of access to the proposed school and park, and the severing of the southern neighbourhood from the rest of Edmonds Town Centre.
- Some people suggested three-way stop signs or traffic signals on Southpoint Drive at Station Hill Drive and/or Sandborne Avenue. After Byrnespark Drive

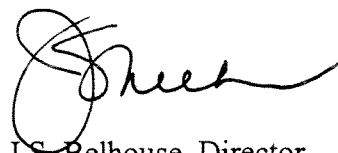
is opened to Southridge Drive for six months, traffic counts at these two intersections should occur to see if any changes to the intersection control are warranted.

In addition, many people expressed their appreciation for the public process, and were pleased that Council was seeking their input.

### **3.0 CONCLUSION**

The neighbourhood has indicated that it clearly favours leaving Southpoint Drive unchanged. It has been pointed out that a reduced speed limit near the future school will help to discourage through trips. The construction of Southridge Drive has created a route with flatter grades and better curves, making it attractive for trucks. As such, it is unlikely that many trucks will try to short-cut down Southpoint Drive. It is therefore recommended that Southpoint Drive remain unchanged.

The opening of Byrnpark Drive is linked to the completion of a residential development at the corner of Southpoint Drive and Southwynde Avenue, which is scheduled for mid-June. Six months after that, staff will conduct traffic counts on Southpoint Drive at the intersections of Station Hill Drive and Sandborne Avenue, to evaluate whether any changes in traffic control devices are warranted. This is in response to the opinions expressed by some residents that the present form of intersection control is inadequate. The findings will be reported to Council.



J.S. Belhouse, Director  
PLANNING AND BUILDING

SR/jc

cc: City Manager  
Director Engineering