

**CITY OF BURNABY**

**TRANSPORTATION COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

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**SUBJECT: CORRESPONDENCE FROM MARION J. FILLIS  
REGARDING TRAFFIC ON SALISBURY AVENUE**

RECOMMENDATION:

1. THAT Council be requested to forward a copy of this report to Marion J. Fillis, 7377 Salisbury Avenue, Burnaby, BC, V5E 4B2.

**REPORT**

The Transportation Committee, at its meeting held on 2003 June 11, received and adopted the attached report responding to correspondence from Marion J. Fillis regarding traffic on Salisbury Avenue.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor D. Evans  
Vice Chair

Councillor L. Rankin  
Member

COPY: CITY MANAGER DIRECTOR ENGINEERING DIRECTOR PLANNING AND BUILDING
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TO: CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

2003 May 28

FILE: 08.640S

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: CORRESPONDENCE FROM MARION J. FILLIS REGARDING TRAFFIC  
ON SALISBURY AVENUE

PURPOSE: To respond to correspondence from Marion J. Fillis regarding traffic on Salisbury Avenue.

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**RECOMMENDATION:**

1. **THAT** Council be requested to forward a copy of this report to Marion J. Fillis, 7377 Salisbury Avenue, Burnaby, BC, V5E 4B2.

**REPORT**

**1.0 INTRODUCTION**

At the Public Hearing for the multi-family development at 7350 and 7438 Salisbury Avenue (Rezoning #02-39, see *Figure 1 attached* ) held on 2003 February 18, Council received correspondence from Marion J. Fillis regarding traffic on Salisbury Avenue and referred this correspondence to the Transportation Committee. Subsequently, at its regular meeting of 2003 March 12, the Committee received this correspondence and referred it to staff for a report.

The purpose of this report is to respond to the issues raised by the correspondent.

**2.0 ISSUES RAISED BY THE CORRESPONDENT**

Mrs. Fillis raised a number of traffic issues in her correspondence to the Public Hearing:

**2.1 Speed of Traffic on Salisbury**

The correspondent indicated that vehicles on Salisbury Avenue between Kingsway and Edmonds are traveling at a very high rate of speed and suggested speed humps be installed to slow down traffic on Salisbury.

Salisbury Avenue has a grade of approximately 8% -10% which potentially could cause vehicles to pick up speed down the hill and accelerate up the hill to overcome

the grade. The posted speed limit on Salisbury Avenue is 50 kilometres per hour. Speed counts undertaken on 2003 April 07 and 08, Monday and Tuesday, show that the average speed of vehicles on Salisbury is 34 kph north bound up the grade and 36 kph southbound down the grade. Notwithstanding the average daily speed, the speed surveys also show that during the P.M. peak period, the 85<sup>th</sup> percentile speed northbound was 43 kph but that in the late evening (11:00 P.M.), this increased to 46 kph. Southbound during the P.M. peak period the 85<sup>th</sup> percentile speed was 45 kph, increasing to 47 kph in the late evenings.

In both directions, the speed surveys found that only 45 vehicles over the 24 hour period exceeded the speed limit of 50 kph representing approximately 2% of the total vehicles on Salisbury. This rate of speeding is very low in comparison with other similar streets in Burnaby.

## **2.2 Bypass for traffic to/from Edmonds Town Centre South**

The correspondent noted that Salisbury Avenue carries high traffic volumes as it is increasingly used as a bypass route for Edmonds Street between Kingsway and Griffiths and for vehicles traveling to and from the Middlegate Shopping Centre.

Total daily traffic volumes on Salisbury have increased approximately 4% per year from 1,430 in 1985 to 2,030 in 1994. Since that time, the annual rate of increase has slowed to approximately 3% per year to a volume of 2,600 in 2003. This rate of increase is higher than the regional average of 2% per year, but traffic volumes on Salisbury remain below the acceptable limits of 3,000 vehicles per day for a Local Residential street.

To some degree, Salisbury does function as a bypass route for traffic which should be using major roads such as Edmonds or Griffiths as it provides a more direct route between the Edmonds Town Centre South area and Middlegate Shopping Centre. Recent capacity improvements to the Kingsway/Edmonds and Kingsway/Griffiths intersections will make the use of Edmonds and Griffiths more convenient.

## **2.3 Truck and Bus Usage**

The correspondent referred to the noise generated by trucks and buses on Salisbury even during the daylight hours.

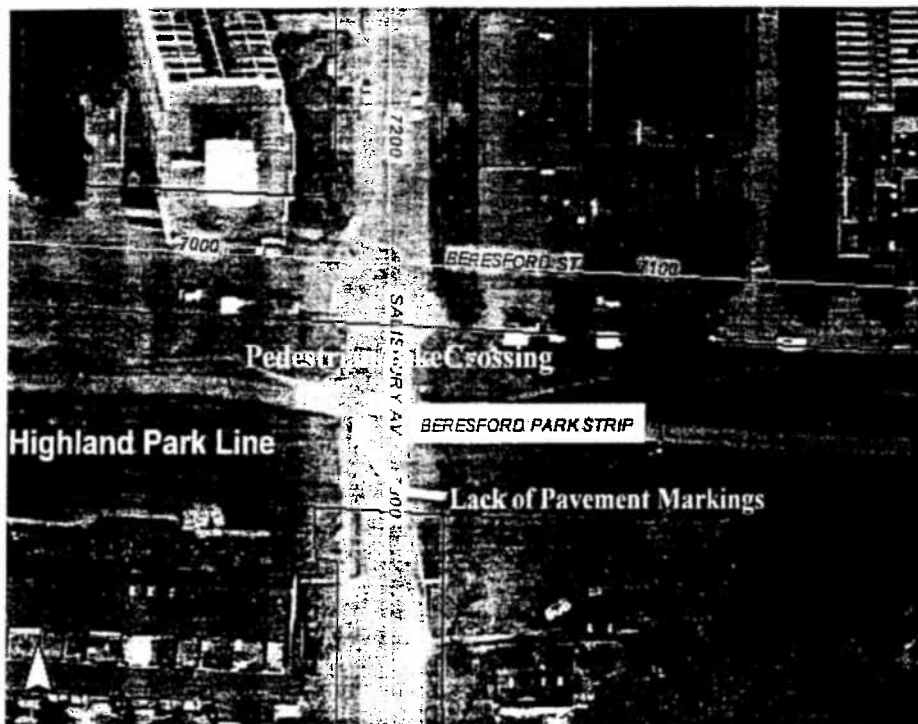
Salisbury is not a truck route. Vehicle classification counts undertaken on 2003 April 07 and 08 indicated that 17 trucks used Salisbury, but only one was a larger, three axle truck prohibited under the provisions of the City's Truck Bylaw.

As it is not a bus route, buses should not be using Salisbury and no buses were counted on the days of the survey.

#### 2.4 Highland Park Line Crosswalk

The correspondent suggested that the crosswalk on Salisbury at the Highland Park Line is not observed by vehicles and needs to be repainted and more clearly identified. As shown in *Figure 2*, the crosswalk is marked on the 6 metre interim standard pavement, but is not marked from the edge of pavement to the Urban Trail.

**Figure 2**  
**Salisbury Crosswalk**



Field inspections also indicate that the crosswalk markings are being eroded and need to be repainted. In response to the correspondent's concern, staff will extend and repaint the crosswalk markings as required.

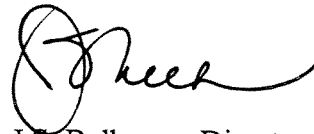
#### 3.0 CONCLUSION

This report responds to the correspondence regarding Salisbury Avenue from Marion J. Fillis submitted at the Public Hearing in reference to Rezoning #02-39. The correspondent raised

a number of issues regarding the traffic volumes and speeds and the use of Salisbury by trucks and buses. While traffic volumes have grown in recent years, the volume of traffic on Salisbury is appropriate for a Local Residential street and vehicle speeds are well below similar streets in Burnaby.

With regard to the composition of this traffic, surveys undertaken by the City have not shown traffic speeds and usage by trucks and buses to be significant issues on Salisbury. Few large vehicles use Salisbury and those that do are permitted under the City's Truck Bylaw.

Staff have reviewed the concerns raised by the correspondent regarding the Highland Park Line crossing of Salisbury and will renew and extend the line painting on the "zebra" crosswalk as required.

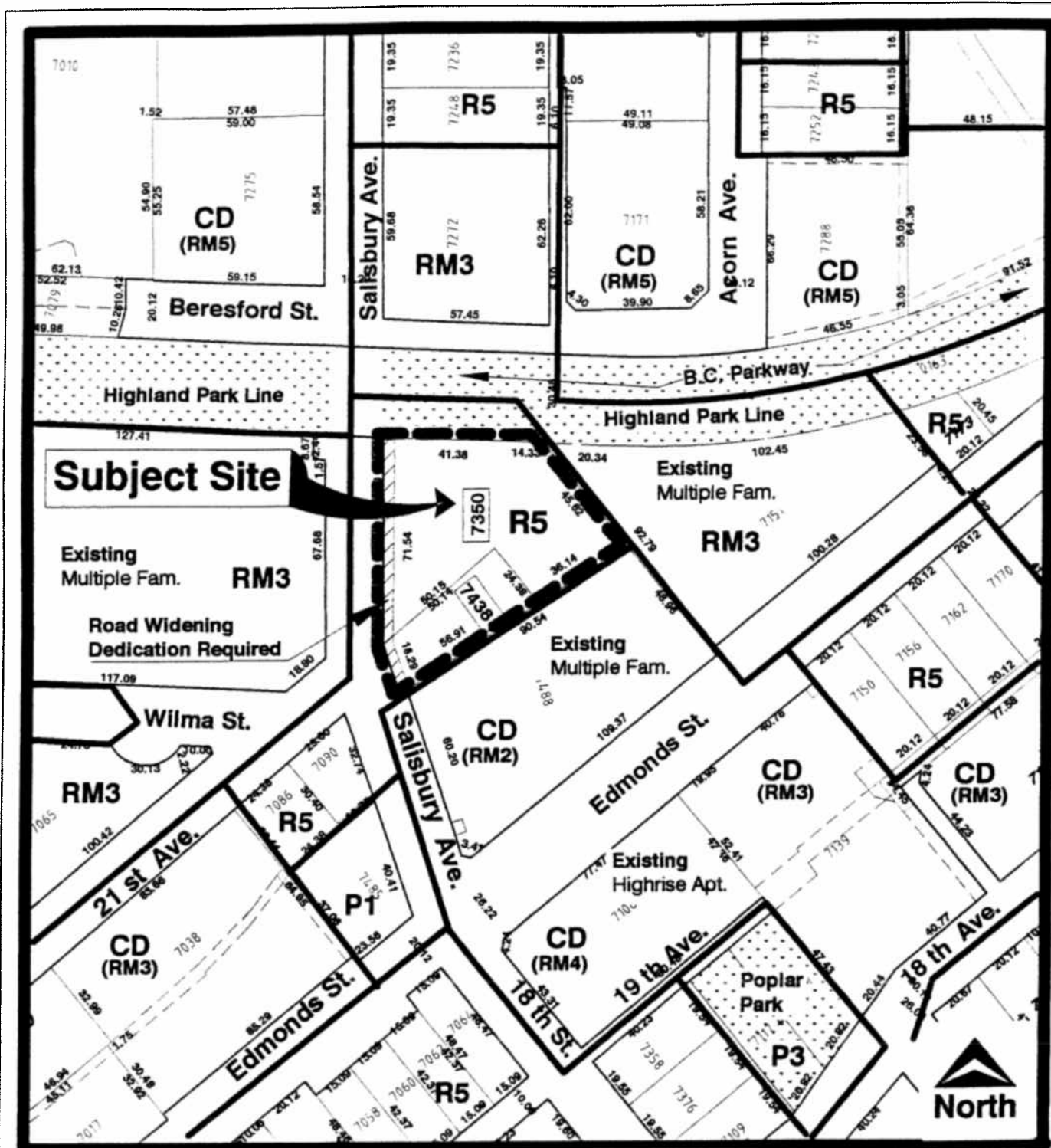


J.S. Belhouse, Director  
PLANNING AND BUILDING

RG/sla/jc  
Attachment

cc: City Manager  
Director Engineering

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Planning and Building Department

Scale: 1 = 2000

Drawn By: J.P.C.

Date: May 2003

**REZONING REFERENCE 02 -- 39**  
 7350,7438 Salisbury Ave.

Figure # 1