

CITY OF BURNABY

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TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: TRAFFIC CONCERNS OF THE RESIDENTS
 OF 4700 BLOCK CAMBRIDGE**

RECOMMENDATION:

1. **THAT** Council forward a copy of this report be sent to the residents of 4700 block Cambridge.

REPORT

The Transportation Committee, at its meeting held on 2004 April 14, received and adopted the attached report reviewing the background to the traffic concerns of 4700 block Cambridge residents.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER DIRECTOR PLANNING AND BUILDING DIRECTOR ENGINEERING OIC, RCMP FIRE CHIEF

2.0 BACKGROUND

The 4700 block Cambridge (Beta to N.Gamma) is a link in the Capitol Hill local collector network. This designation was identified at least as far back as 1974. As indicated on Figure 1 attached, Cambridge (N.Gamma to Beta) and Beta (Cambridge to Penzance) provide a north-western “outlet” from Capitol Hill allowing access to the Willingdon corridor and beyond via Penzance. Penzance can also be accessed via N. Gamma, a residential street which is not a designated Local Collector. Traffic counts, as discussed below, indicate some usage of N .Gamma which is non-local but the volume of vehicles is significantly lower than on the Cambridge/Beta link.

3.0 REVIEW

3.1 Local Context (Figure 2)

Cambridge from Beta to N.Gamma is constructed to an 8.5m width standard which is typical for Local Residential streets. It is therefore narrower than a Local Collector. The 4700 block Cambridge is approximately 150m in length and is fronted by 22 properties. Beta Avenue between Cambridge and Penzance is somewhat shorter - 110m. It is flanked by Mr. Cech’s property and the back of four properties on Liberty Place. The west side of Beta is fronted by Confederation Park and as a consequence Beta Avenue is posted with a park zone having a 30 km/h speed limit. Cambridge slopes down to Beta at an approximate grade of 13%. Apart from its Local Collector status this grade precludes the installation of speed humps. The grade on Beta is relatively flat.

3.2 Traffic Volumes

This history of traffic volume counts on Cambridge is listed below.

Table 1: 24 Hour Traffic on 4700 Block Cambridge

	2003 Jan 22	2003 Jan 23	1994 Sept 29
24 Hour Volume	1286	1226	1381

A review of more extensive annotated series of counts on Penzance (Beta to Willingdon) indicates inclement weather (snow) on 22/23 Jan. The indication is that traffic volumes may have been understated by up to 30%. Nonetheless, this affirms only modest growth of traffic on Cambridge over the past decade. The estimated travel demand is about 1/3 of the 5,000 vehicles per day (vpd) recommended maximum for a Local Collector and indeed is less than the recommended 2,000 vpd maximum for a local residential street. The traffic on N. Gamma (Cambridge to Penzance), the alternative link to Penzance, is about one half that on Cambridge. The Gamma link is less attractive to motorists than the Cambridge/Beta link because it is longer.

3.3 Travel Patterns

As part of the recent Burnaby Heights Traffic Study, the origin and destination of trips using the Heights as a shortcut was measured for peak directions during morning and evening rush hours. These data are shown in Figure 3 and Figure 4. Approximately half of the vehicles utilizing Penzance had trip ends local to Capitol Hill. As the number of shortcutting trips was less than the vehicles utilizing Cambridge/Beta we can assume that the bulk of traffic on this Local Collector is related to residents of Capitol Hill. We anticipate that the traffic shortcutting through both the Heights and Capitol Hill will diminish as Eton and Cambridge streets are finished to an 8.5m local standard. An 8.5m road tends to throttle traffic as, with parking both sides, one of two oncoming vehicles has to pull over and yield to the other. The Capitol Hill is largely fully developed and we would expect only marginal growth in the traffic generated by this neighbourhood.

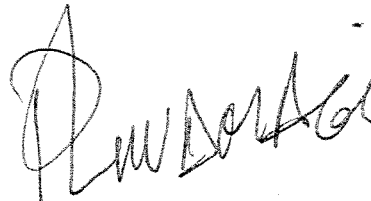
4.0 DISCUSSION

The Cambridge/Beta link is a Local Collector that serves the wider Capitol Hill neighbourhood. Measures to preclude traffic from this link would move traffic to N.Gamma and ultimately reduce accessibility for Capitol Hill residents. Traffic counts have shown that volumes are less than 1/3 of the maximum recommended traffic volumes for a Local Collector Street and are well within the accepted maximums (3,000 vpd) for a Local Residential street. The closure petitioned for by the residents would also have repercussions for emergency services relying on this route as a secondary access.

Any consideration of measures to restrict access to these Local Collector Streets would require the inclusion of Capitol Hill neighbourhood residents.. As Cambridge/Beta functions as a collector street providing access to the whole of Capitol Hill experience suggests that the wider neighbourhood would be unlikely to support measures that restrict access to Penzance.

5.0 CONCLUSION

While we appreciate the Cambridge residents concern with traffic on their street vehicle volumes on Cambridge are only more akin to those of a Local Residential Street and are a fraction of the maximum recommended for Local Collectors or even many local streets. Further, in the future it is expected that vehicle volumes on Cambridge will be reduced as the Local Residential pavement width standard is implemented through the Local Improvement Program on Eton and Oxford streets. It is recommended that a copy of this report be sent to the residents of the 4700 block Cambridge as clarification of the issues.



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

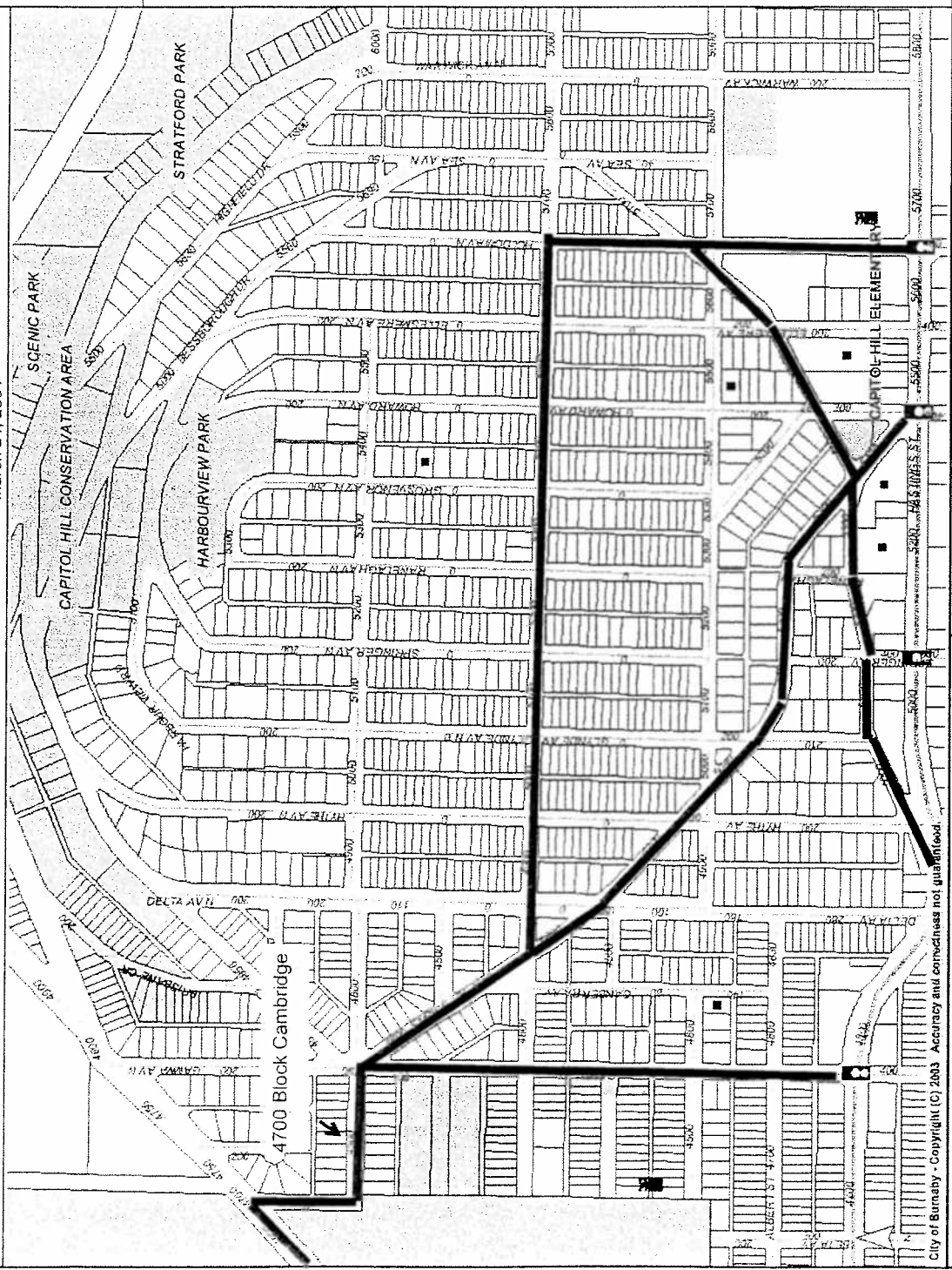
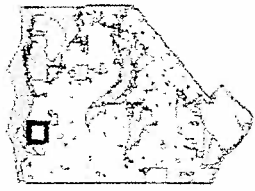
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cc: City Manager
Director Planning & Building



Capitol Hill Neighbourhood Local Collector Network

March 24, 2004



<ul style="list-style-type: none"> Speed Humps Speed Humps Hundred Blocks Roads Local Collector Arterial Freeway Parks PARKLAND TO BE ACQUIRED Other Boundary 	<ul style="list-style-type: none"> Sirata Units Places Golf Police Fer Utility Cemetery School Chc Library Hospital Mat Parks and Rec Skytrain Stations Skytrain Lines Lot Street Intersections Traffic Signal Local Collector
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Map Scale
1 : 7500



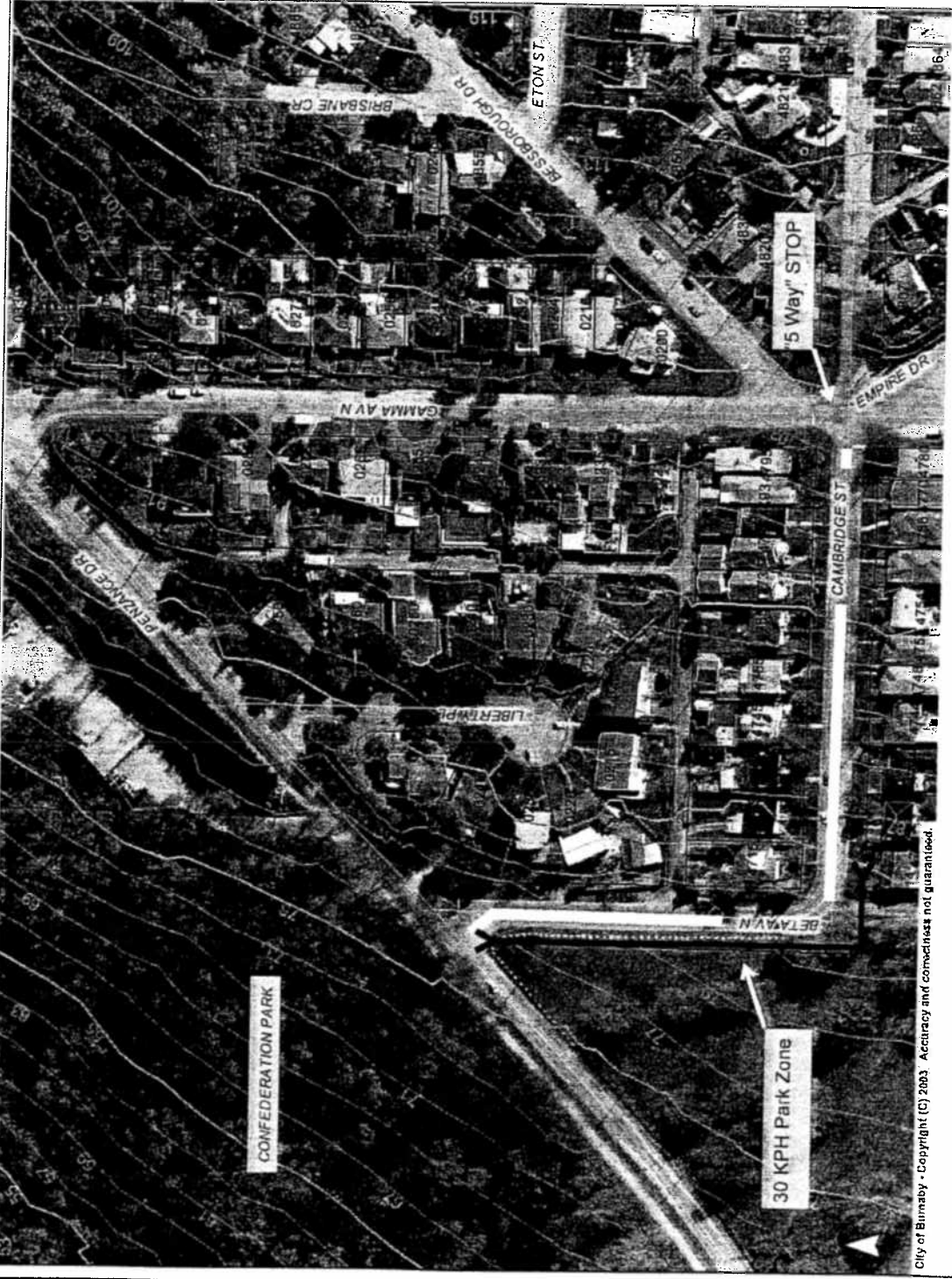
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Cambridge- Beta Local Collector

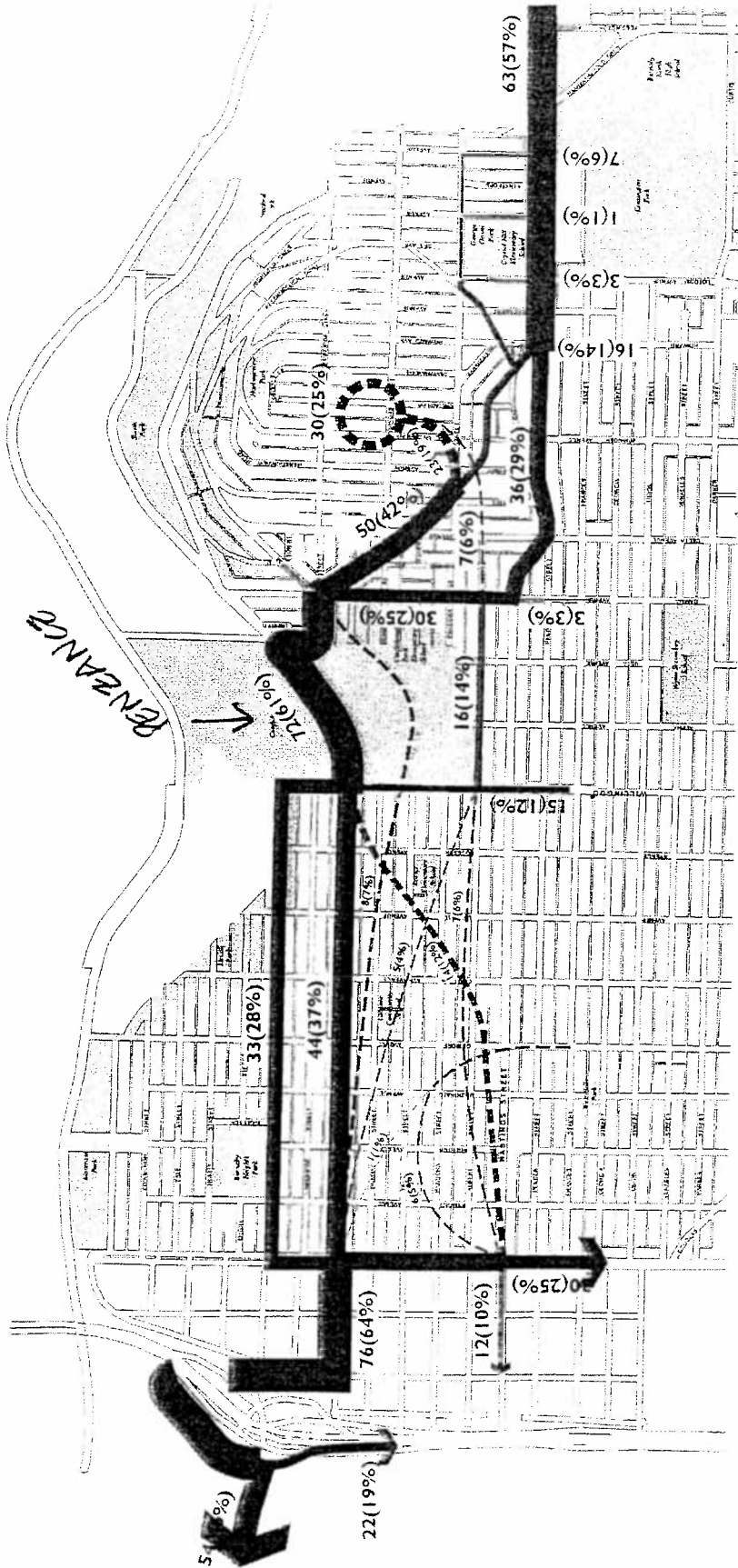
April 06, 2004



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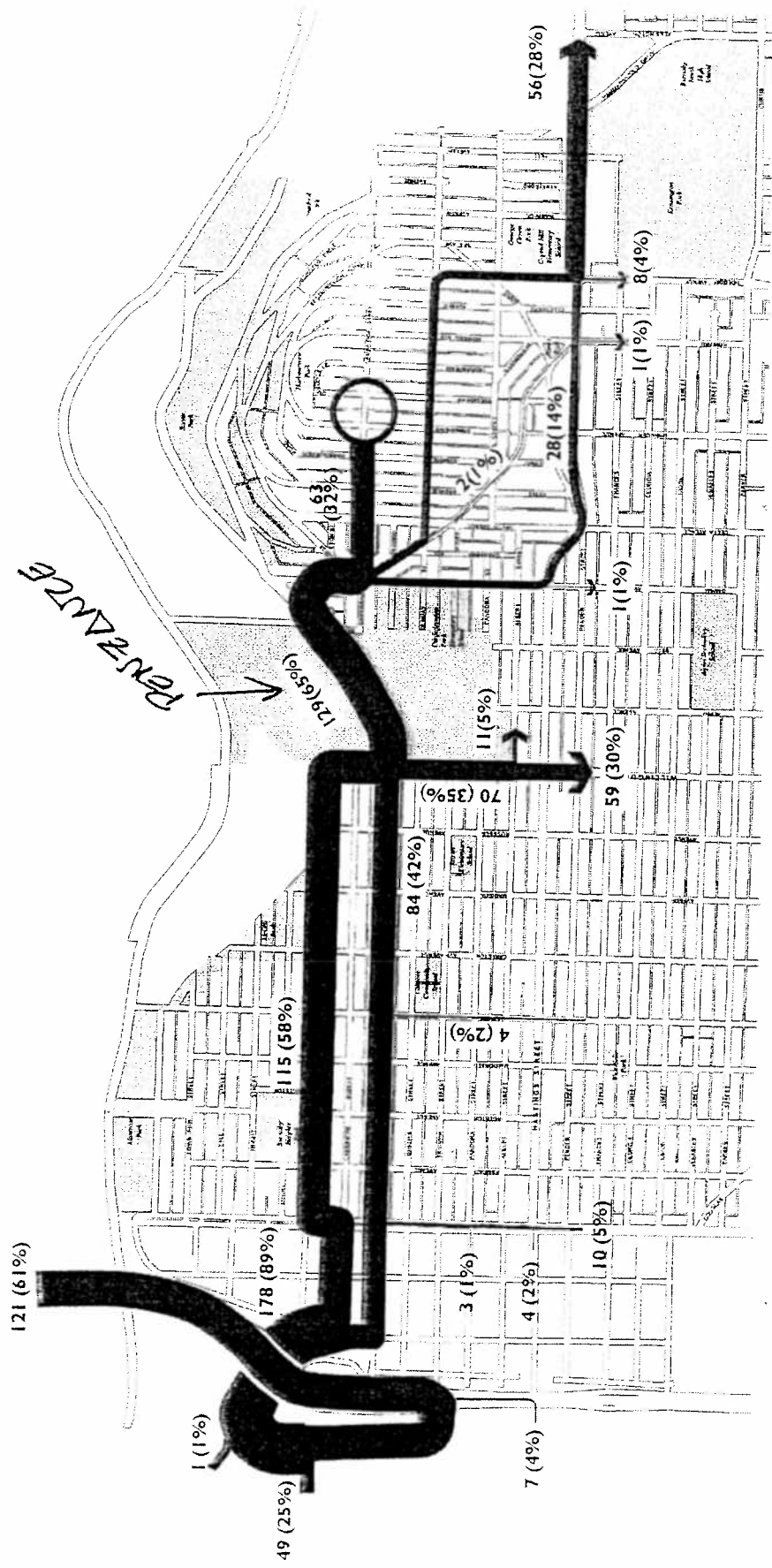
Selected Features	Addresses
Contours	Lot
1m	Street Intersection
5m	Traffic Signal
Strata Units	Speed Humps
Places	Speed Humps
Golf	Roads
Police	Local
Fire	Collector
Utility	Arterial
Cemetery	Freeway
School	Hydrology
Civic	Colour 2002
Library	Parks
Hospital	PERKLAND TO ACQUIRED
Mail	Other
Parks and Rec	Boundary
Skytrain Stations	
Skytrain Lines	



Morning Through Traffic
(8:00 - 9:00 a.m.)

Total Through Trips = 118

H.A. 3



**Afternoon Through Traffic
(4:30 - 5:30 p.m.)**

