

**TRANSPORTATION COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: CORRESPONDENCE FROM MR. J. POWERS REGARDING THE  
CLOSURE OF THE 4300 BLOCK OF ETON STREET**

**RECOMMENDATIONS:**

1. THAT Council direct staff to proceed with installation of a raised crosswalk west of Rosser Avenue as shown in Figure 2 and described in Section 3.0 of this report.
2. THAT Council forward a copy of this report to the Traffic Safety Committee.
3. THAT Council forward a copy of this report to Mr. Joshua Powers of 4297 Eton Street, Burnaby, B.C. and Mr. G. McRae, Operations Planner, Chevron Refineries.

**REPORT**

The Transportation Committee, at its meeting held on 2005 October 12, received and adopted the *attached* report responding to correspondence from Mr. Joshua Powers of 4297 Eton Street requesting the closure of the 4300 Block Eton Street.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Doug Evans  
Vice Chair

Councillor Lee Rankin  
Member

Copied to: City Manager Director Engineering Director Finance Director Parks, Recr. & Cult. Services Director Planning and Building
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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

**DATE:** 2005 October 04

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** PL 37500 – 01  
Eton Street

**SUBJECT: CORRESPONDENCE FROM MR. J. POWERS REGARDING THE  
CLOSURE OF THE 4300 BLOCK OF ETON STREET**

**PURPOSE:** To respond to correspondence from Mr. Joshua Powers of 4297 Eton Street requesting the closure of the 4300 Block Eton Street.

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**RECOMMENDATIONS:**

1. **THAT** the Transportation Committee recommend that Council direct staff to proceed with installation of a raised crosswalk west of Rosser Avenue as shown in *Figure 2* and described in *Section 3.0* of this report.
2. **THAT** the Transportation Committee recommend that Council forward a copy of this report to the Traffic Safety Committee.
3. **THAT** the Transportation Committee recommend that Council forward a copy of this report to Mr. Joshua Powers of 4297 Eton Street, Burnaby, B.C. and Mr. G. McRae, Operations Planner, Chevron Refineries.

**REPORT****1.0 INTRODUCTION**

At the Public Hearing held on 2005 April 19 with regard to the Bylaw No. 11908 (Chevron Buffer Zone) Mr. Joshua Powers of 4297 Eton Street outlined a number of concerns with traffic on Eton Street. Correspondence from Mr. Powers was referred to the Traffic Safety Committee and the Transportation Committee. Subsequently at its 2005 May 3 meeting, the Traffic Safety Committee received this correspondence and referred it to staff for a report.

The correspondence raised concerns regarding the speed and noise of vehicle traffic on Eton Street and the safety of children. Mr. Power's requested that Council introduce a Highway Closure Bylaw to close the 4300 block of Eton Street. The correspondent observes that this section of Eton Street is redundant, with area network needs being provided by adjacent parallel roads of Oxford to the north and Cambridge Street to the south.

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From: Director Planning and Building  
Re: Correspondence From Mr. J. Powers Regarding The  
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This report responds to the matters raised by the correspondent. As subject matter of the letter deals with the Chevron Buffer Zone and the Burnaby Heights Traffic Calming Plan both previously considered by the Transportation Committee this report has been prepared for the consideration of the Transportation Committee.

## 2.0 CORRESPONDENTS SUGGESTION – ETON STREET CLOSURE

The correspondent’s suggestion to close the 4300 block of Eton Street was previously considered by the Chevron Buffer Zone Committee but did not become part of the plan for the area. Currently, there are approximately 2,000 vehicles per day using the 4300 and 4400 blocks of Eton Street, which is typical for a Local Residential Street. In addition, there is a Community Shuttle bus service and two access egress points for the Chevron refinery, one inbound at Eton and Rosser and the other outbound at Eton and Willingdon as shown in *Figure 1*. Both could function as inbound or outbound accesses in an emergency. While these accesses to the refinery could be maintained by locating a closure west of Rosser, the Community Shuttle bus service along Eton Street which serves Burnaby Heights would need to be rerouted. As well, vehicular traffic on Eton would also be displaced onto the adjacent roads of Cambridge and Oxford.

**Figure 1 Correspondents Proposal To Close Eton Street**



### 3.0 RECOMMENDED APPROACH

In 2002, a traffic calming plan was undertaken in the Burnaby Heights area to address the issues of the volume and speed of through-traffic using Eton and Oxford Streets to access the Iron Workers Memorial Second Narrows Bridge. At the time both streets were classified as Local Collectors in the Burnaby Transportation Plan. After extensive neighbourhood consultation, both of these roads were reclassified as Local Residential Streets. This qualified reclassification provided the opportunity for local residents to implement through the Local Area Service Program a narrower Local Residential Street width which could discourage through-traffic and reduce vehicle speeds.

While traffic circles were not supported by the majority of residents, the Plan did include provision for a “Special Trans-Canada Trail Crossing”, a standard crosswalk with a pavement narrowing on Eton Street just west of Rosser Street. This crosswalk was intended as a traffic calming device to provide a safe crossing where the Trans-Canada (bike/pedestrian) Trail crosses Eton Street as shown in *Figure 2*.

**Figure 2 Recommended Raised Crosswalk  
on Eton Street at the Trans-Canada Trail**



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The pavement narrowing at this location (using traffic barriers) was retained after the six month trial period of pavement narrowing on Eton and Oxford in accordance with the Burnaby Heights Traffic Calming Plan. In response to the concerns raised by the correspondent it is recommended that the traffic calming in this location be upgraded to a raised crosswalk. While the raised crosswalk would reduce vehicle speeds it is not expected to divert traffic to adjacent streets.

This raised crosswalk would be similar to a speed hump in its effect on vehicle speeds and still allow for the Community Shuttle bus to remain on its present routing.

#### 4.0 CONCLUSION

The issues of traffic volume and vehicle speed on Eton Street raised by the correspondent were addressed in the Burnaby Heights Traffic Calming Plan by downgrading the classification of Eton and Oxford Streets to Local Residential Streets. This change in the Burnaby Transportation Plan permitted a reduction in pavement width as a traffic calming measure. As well, stop signs were introduced and the Plan made provision for the installation of a special crosswalk for the Trans-Canada Trail consisting of pavement narrowing using traffic barriers. This narrowing is still in place.

In response to the correspondent's concerns it is recommended that traffic calming be upgraded to a raised crosswalk, a more effective traffic calming measure consistent with the intent of the Burnaby Heights Traffic Calming Plan. Against this background of community involvement in traffic calming and land use matters, consideration of other measures to address this issue would likely require a process of community consultation.



J. S. Belhouse, Director  
PLANNING AND BUILDING

RG/jc

cc: City Manager  
Director Engineering  
Director Finance  
Director Parks, Recreation and Cultural Services

