

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: TRAFFIC ON PHILLIPS AVENUE BETWEEN LOUGHEED AND
WINSTON**

RECOMMENDATION:

1. THAT a copy of this report be sent to Robert Alcock of 3623 Phillips Avenue, Burnaby, B.C., V5A 2W8.

REPORT

The Traffic Safety Committee, at its meeting held on 2005 June 07, received and adopted the *attached* report responding to correspondence from Mr. Robert Alcock regarding the volume and speed of traffic on Phillips Avenue between Lougheed Highway and Winston Street.

Respectfully submitted,

Councillor Evans
Chair

Councillor Volkow
Vice Chair

Councillor Rankin
Member

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Copied to:	City Manager Director Engineering
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TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2005 May 24
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-20
SUBJECT: TRAFFIC ON PHILLIPS AVE BETWEEN LOUGHEED AND WINSTON
PURPOSE: To respond to correspondence from Mr. Robert Alcock of 3623 Phillips Ave.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Robert Alcock of 3623 Phillips Ave, Burnaby BC, V5A 2W8.

REPORT

1.0 INTRODUCTION

At the Tuesday February 4 meeting, the Traffic Safety Committee received correspondence from Mr. Robert Alcock of 3263 Phillips Ave. Mr. Alcock recently completed construction of a new home here, and has expressed concern with the volume and speed of traffic passing his home and in addition, he states a large amount of this traffic is due to "large commercial style vehicles". He has witnessed "many close calls" and is concerned that a pedestrian or vehicle occupant injury is imminent.

2.0 BACKGROUND

Phillips is classified as a local collector, and provides a connection from Lougheed Hwy (where access is limited to right turns) to Winston St as well as access to the Government road residential area. It is constructed to a modified interim standard, with a sidewalk on the east side from just south of Colleen St. to the Lougheed Hwy. The remainder is a mixture asphalt curb and gravel shoulder. Pavement consists of an 8m to 10m interim cap. Accident records for this portion of Phillips are conspicuously absent with the exception of the busiest intersection of Government and Phillips. During the period of 1999 to 2003, this intersection averaged 2.8 accidents a year, not considered a disproportionate number.

3.0 REVIEW

In early February of this year, automated traffic volume, speed and classification counts were undertaken to identify patterns and usage. Counters were placed on Phillips to gather data from Kraft Cr. to Loughheed Hwy and Government Rd. to Colleen St.

3.1 Speed

The 85th percentile speed, as noted in Tables 1 and 2, is generally used as an indicator for law enforcement.

Day	Vehicles Per Day Northbound	Vehicles Per Day Southbound
Wednesday	53.78	52.73
Thursday	53.35	52.56
Friday	53.16	52.57
Saturday	52.32	52.93
Sunday	51.97	52.60

Day	Vehicles Per Day Northbound	Vehicles Per Day Southbound
Wednesday	64.32	63.43
Thursday	64.96	61.62
Friday	63.93	64.15
Saturday	60.78	64.29
Sunday	64.47	63.51

The 60-64km/hr speed readings between Kraft and Loughheed indicate that 15% of vehicles were exceeding this speed and enforcement is viable. Conversely, the 52-53 km/hr speed readings between Government and Colleen are typical and enforcement attempts would likely be unproductive.

3.2 Volume and Classification

Vehicle volumes collected on Phillips indicate a moderate daily traffic demand on Phillips, with some difference in volumes on Phillips from Government to Colleen as opposed to Kraft to Lougheed as shown in tables 3 and 4.

Day	Vehicles Per Day Northbound	Vehicles Per Day Southbound	Total Vehicles Exceeding 13,600 KG (Both Directions)	Total Vehicles
Wednesday	1004	1440	5 (0.2% of total)	2449
Thursday	995	1442	8 (0.3% of total)	2445
Friday	975	1523	6 (0.2% of total)	2504
Saturday	818	1202	4 (0.2% of total)	2024
Sunday	683	1010	3 (0.2% of total)	1696

Day	Vehicles Per Day Northbound	Vehicles Per Day Southbound	Total Vehicles Exceeding 13,600 KG	Total Vehicles
Wednesday	473	874	9 (0.7% of total)	1356
Thursday	442	867	0	1309
Friday	470	936	4 (0.3% of total)	1410
Saturday	376	748	0	1124
Sunday	302	655	0	957

Volumes between Government and Colleen were over 50% greater than between Kraft and Lougheed. This indicates much of the volume is generated in the Government road residential area itself and not excessive short cutting traffic. The volumes between Kraft and Lougheed can be considered modest for a local collector which can be expected to conduct volumes up to 5,000 vehicles per day.

3.3 Truck Traffic

The automated counting equipment used by the City separates traffic into 13 separate classes by identifying the number of axles and separation of axles using road tubes. Class-1 being motorcycles and class-13 being seven or more axel multi-trailer trucks. The maximum allowable weight vehicle allowed off truck routes in Burnaby is 13,600kg; this generally means a 2 axle vehicle.

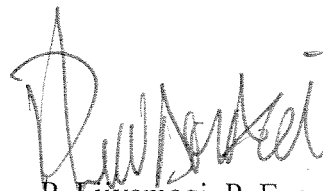
The presence of "heavy" truck traffic, in excess of 13,600kg, was found to be minor. The 4-9 heavy trucks per day are plausibly accounted for by permitted delivery or construction purposes. The proximity of the industrial area will generate commercial vehicle traffic which may, to those unfamiliar with truck classification, be perceived as restricted vehicles.

4.0 CONCLUSION

Phillips Ave provides one of only two access points to the Government Rd residential neighbourhood off Lougheed Highway. The other access is located at Brighton St. Closing this access, as Mr. Alcock suggests, is ill advised as it would inconvenience other residents of the area and could exacerbate traffic volume and congestion issues at the Brighton/Lougheed intersection and on Government Rd.

Speeding is evident between Lougheed and Kraft and is probably due to southbound traffic leaving Lougheed at a higher speed and failing to quickly adjust to the lower limit on Phillips. Northbound speed is attributable to the wider, straight stretch of relatively lightly traveled roadway leading to Lougheed. Though speed is a factor here, sight lines in this area are good which would account for the nonexistent collision history and makes this portion of road comparatively safe. The data shows no clear patterns as to the time of speeding as it occurs fairly sporadically through out the day, however, enforcement would best be carried out during the 8:00 am to 6:00 pm period when the majority of traffic volume occurs. The occasional off route truck violator may be apprehended here during speed enforcement as well.

Phillips is designated as a local collector and under the Burnaby Transportation Plan is not eligible for speed humps through the Local Area Service Program. Traffic volume is a minor issue on Phillips as measured volumes are well below maximum recommended for this classification of roadway.



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

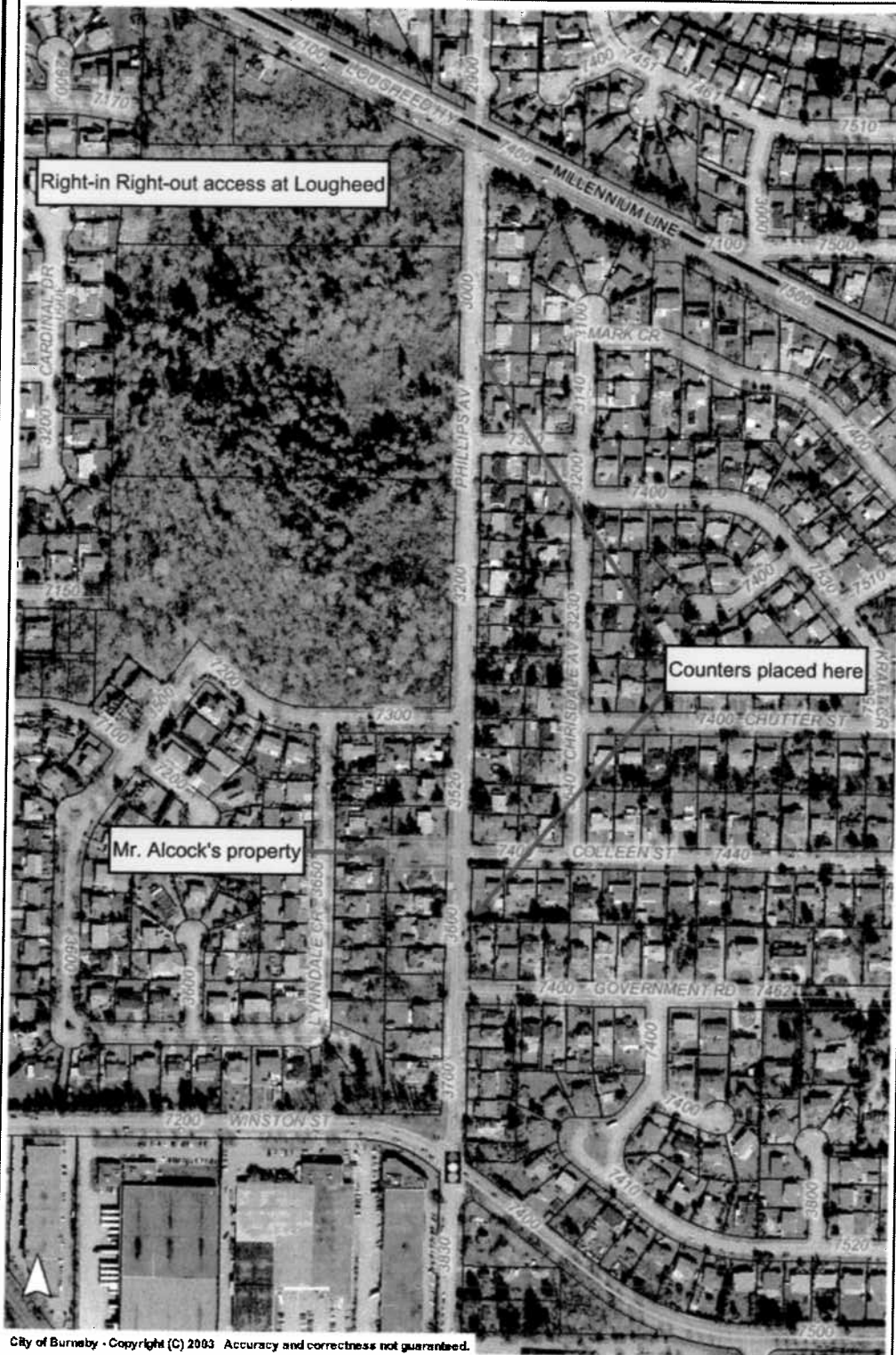
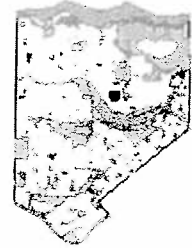
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Copied to: City Manager



City of Burnaby

May 24, 2005



- Selected_Features
- Strata Units
- Skytrain Stations
- Skytrain Lines
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Local
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

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Map Scale
1 : 5000

