

TRANSPORTATION COMMITTEE**D**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: TRAFFIC ISSUES ON EDMONDS STREET BETWEEN GRIFFITHS DRIVE  
AND KINGSWAY**

RECOMMENDATIONS:

1. THAT Council approve the following actions to address the concerns of the correspondents regarding traffic on Edmonds Street between Kingsway and Griffiths:
  - a. that signs be installed on Edmonds between Kingsway and Griffiths advising trucks to avoid using engine brakes.
  - b. that interim sidewalks be constructed on the north side of Edmonds in front of 7173 and 7183 Edmonds and on the south side in front of 7150 to 7170 Edmonds, as shown in Figure 1 of this report.
  - c. that residents of 18th Avenue (between Britton and Griffiths) and the residents of 16th and 18th Streets (between Edmonds and 18th Avenue) be sent information on the Local Area Service Program for speed humps.
2. THAT copies of this report be forwarded to Lori Geosits, Peter Kollross and Rose Gnelty who have corresponded with the Committee on this matter.

REPORT

The Transportation Committee, at its meeting held on 2006 September 13, received and adopted the *attached* report advising Council on issues raised in correspondence to the Transportation Committee regarding traffic on Edmonds Street between Griffiths Drive and Kingsway.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor L. Rankin  
Member

Copied to:	City Manager Director Engineering Director Planning & Building
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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

**DATE:** 2006 September 7

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 37500 – 01  
*Ref: Edmonds*

**SUBJECT:** TRAFFIC ISSUES ON EDMONDS STREET BETWEEN GRIFFITHS  
DRIVE AND KINGSWAY

**PURPOSE:** To advise Council on issues raised in correspondence to the Transportation Committee regarding traffic on Edmonds Street between Griffiths Drive and Kingsway.

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#### RECOMMENDATIONS:

1. **THAT** the Transportation Committee recommend that Council approve the following actions to address the concerns of the correspondents regarding traffic on Edmonds Street between Kingsway and Griffiths:
  - a. that signs be installed on Edmonds between Kingsway and Griffiths advising trucks to avoid using engine brakes.
  - b. that interim sidewalks be constructed on the north side of Edmonds in front of 7173 and 7183 Edmonds and on the south side in front of 7150 to 7170 Edmonds, as shown in Figure 1 of this report.
  - c. that residents of 18<sup>th</sup> Avenue (between Britton and Griffiths) and the residents of 16<sup>th</sup> and 18<sup>th</sup> Streets (between Edmonds and 18<sup>th</sup> Avenue) be sent information on the Local Area Service Program for speed humps.
2. **THAT** copies of this report be forwarded to Lori Geosits, Peter Kollross and Rose Gnelty who have corresponded with the Committee on this matter.

#### REPORT

##### 1.0 INTRODUCTION

The Traffic Safety and Transportation Committees have received items of correspondence from three Burnaby residents regarding traffic on Edmonds Street between Griffiths and Kingsway, as follows:

- 2005 December 12 letter from Lori Geosits regarding traffic volume, noise, pollution and pedestrian safety on Edmonds between Griffiths and Kingsway.
- 2006 March 15 letter from Peter Kollross regarding traffic noise generated by trucks and buses on Edmonds between 18<sup>th</sup> Street and Kingsway.
- 2006 April 25 letter from Rose Gnelty regarding bus and truck traffic on Edmonds Street between Griffiths and Kingsway.

These items of correspondence were referred to staff for a report on the issues raised by the correspondents.

## 2.0 EDMONDS STREET

### 2.1 Background

Prior to 1995, Edmonds Street between Sixth Street and Griffiths was classified as a Secondary Arterial. The 1995 Burnaby Transportation Plan reclassified Edmonds to a Major Collector – Primary road between Sixth Street and Kingsway, and to a Major Collector – Greenway on the subject section between Kingsway and Griffiths.

The Major Collector – Primary classification on Edmonds between Sixth Street and Kingsway provides for a pavement width which could accommodate four travel lanes. However, the role of this segment of Edmonds Street is presently being evaluated as part of the Edmonds Village Plan review.

From Kingsway to Griffiths, the subject of this report, Edmonds is classified as a Major Collector – Greenway with a curb to curb pavement surface providing one travel lane and one parking lane in either direction divided by a landscaped centre median. A Major Collector – Greenway is a street intended to be developed to a high standard of design as an “entrance way” into town centres and other major activity centres in the City such as the Deer Lake Park / City Hall area. Major Collector – Greenways incorporate more urban amenities including greater landscaping and enhanced bike and pedestrian facilities. Additional landscaping is provided by a separated sidewalk with boulevard trees and grassing. As development has proceeded along this section of Edmonds, the street has been upgraded to reflect this higher standard of design.

The full length of Edmonds, from Griffiths Drive to Sixth Street, is an important element of the Burnaby Transportation Plan. There are only two routes that link the Cariboo – Armstrong area westward to the rest of Burnaby, namely Tenth Avenue and Edmonds / 16<sup>th</sup>. Of the two, Edmonds / 16<sup>th</sup> is the more convenient route for many Burnaby residents, while Tenth Avenue is better situated to accommodate external trips from the southeast.

In summary, given the designation of Edmonds Street in the Burnaby Transportation Plan, it will continue to serve some through traffic movements. The issues raised by the correspondents, and the City's response to these issues, have been reviewed in this context.

### 3.0 ISSUES RAISED BY THE CORRESPONDENTS

#### 3.1 Traffic Volume on Edmonds Street

**Issue:** Ms. Geosits comments on the increasing volume of general traffic on Edmonds Street with its associated noise and pollution. As shown in *Table 1*, weekday traffic volumes on Edmonds between 16<sup>th</sup> and 18<sup>th</sup> Streets have increased by 54% since 1989. As traffic volumes on major roads in the region have been growing at an average rate of 1 – 2% per year, the growth rate on Edmonds at 2% per year is at the higher end of the range. The increased traffic on Edmonds is likely a result of overall population and employment growth in the region as well as recent development activity in the Edmonds Town Centre.

**Table 1**  
**Weekday Traffic Volume**  
**Edmonds Street (16<sup>th</sup> to 18<sup>th</sup> Streets)**

YEAR	Daily Traffic Volume
1985	6,107
1986	7,090
1987	7,529
1988	7,697
1989	8,068
2006	12,419

**Staff Comment:** As the desirable maximum volume of traffic on a Major Collector Greenway is 12,000 vehicles per day, this section of Edmonds on most weekdays is operating at its upper limit in terms of traffic volume.

In general, staff would expect that these existing traffic volumes would remain at or near current levels, as any significant future increase in traffic volumes on this section of Edmonds Street would be expected to be ameliorated by future planned capacity improvements on Marine Way and Tenth Avenue. Marine Way is planned to be widened, over time, from its current four lanes to a six-lane standard. Planned improvements to Tenth Avenue include the installation of left-turn lanes at major intersections between Kingsway and Sixth Street. As these improvements are implemented, they will serve future growth in regional east-

west movements which, in part, would have otherwise occurred on Edmonds Street.

### 3.2 Traffic Noise and Air Pollution from Trucks on Edmonds Street

**Issue:** All three correspondents raised concerns regarding the noise generated by the increased volume of trucks on Edmonds Street. Ms. Geosits incorrectly observes that it was intended that Edmonds Street between Kingsway and Griffiths be removed from the City’s truck route network when the 19<sup>th</sup> / Griffiths Connector was constructed. Rose Gnelty also refers to the need to “declassify” Edmonds as a truck route and Mr. Kollross notes that trucks should be restricted on Edmonds.

Edmonds between Canada Way and Griffiths is a Schedule A truck route in the City’s Truck Bylaw. This category means that trucks not exceeding 2.6m in width or 18.5 m in length are permitted on Edmonds. Larger trucks must use the former Provincial Highways including Kingsway, Marine Way or Canada Way which permit all trucks. **Table 2** provides a classification summary of the vehicles currently using Edmonds Street over a 24 hour period.

**Table 2**  
**Traffic Volumes, by Vehicle Type**  
**On Edmonds (16<sup>th</sup> Street – 18<sup>th</sup> Street)**

Vehicle Classification	Weekday Volume	Percent of All Weekday Traffic
Motorcycles	187	1.5%
Passenger Cars	8,697	70.0%
Light Trucks	2,286	18.5%
Buses	420	3.3%
Single Unit Trucks	741	6.0%
Trailer Trucks	88	0.7%
<b>Total</b>	<b>12,419</b>	<b>100%</b>

**Staff Comment:** The vehicle classification data for Edmonds show that those trucks covered by the Burnaby Truck Route Bylaw (i.e., identified as trailer trucks in Table 2) constitute less than 1% of the total vehicles on Edmonds Street. Therefore, removing the truck route designation of Edmonds (as suggested by the correspondents) would eliminate only the trailer trucks and would still permit the single unit trucks (6% of total traffic) to use Edmonds. This is because single-unit trucks are permitted on all Burnaby roads, regardless of designation.

These single-unit trucks ranging from the two-axle recreational vehicles, motor homes and small delivery trucks to the three- and four-axle construction vehicles (dump trucks, cement mixers, etc.) and larger delivery trucks are more significant from a noise perspective. At 6% of the vehicles in the traffic stream, their numbers are higher than the 3–5% expected on two lane roads of similar classification. Many of these truck movements are likely generated by the construction activity in the Highgate Village area, which has been referred to by Ms. Geosits.

It would be expected that current levels of truck traffic would abate to some degree with the completion of the residential construction at the Highgate site. However, multi-family residential construction on other sites in the Town Centre will likely continue to generate truck traffic on Edmonds.

Given the role of the Edmonds corridor as part of a network of truck routes to serve the City, staff would not recommend that Edmonds be declassified as a truck route. In relation to the concerns received, staff would also note that declassification would only address the movement of trailer trucks, as these are subject to the Burnaby Truck Route Bylaw. Trailer trucks constitute less than 1% of the total vehicles on Edmonds Street. The remaining truck movements, which represent 6% of traffic on Edmonds Street, would be unaffected by declassification of the route.

However, staff would propose that signs be placed on Edmonds Street prohibiting the use of engine brakes, in an effort to limit and control this component of truck noise on Edmonds Street. This approach has been used in other areas of the City and can provide for some reduction in overall noise levels. In addition, the previously-mentioned improvements to Tenth Avenue will make that route more desirable for trucks, which may result in lower truck volumes on Edmonds Street.

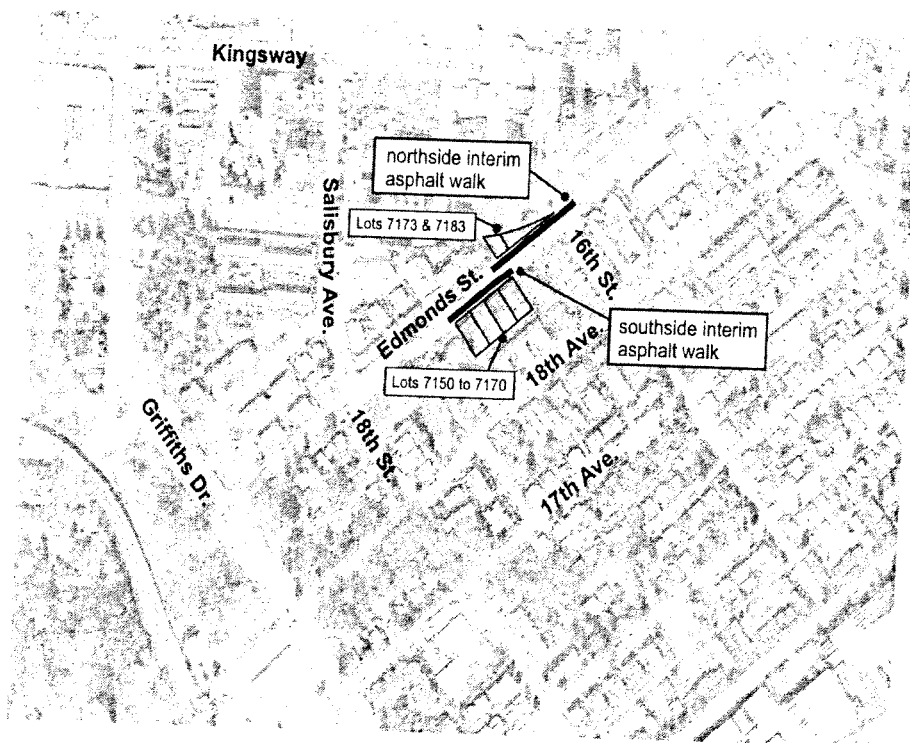
### 3.3 Pedestrian Safety on Edmonds

**Issue:** L. Geosits notes that the volume of trucks and general traffic and the unfinished condition of parts of Edmonds make it unsafe to cross Edmonds or to walk/cycle along the road. More specifically, the correspondent refers to the cracked, uneven and potholed pavement surface and the lack of sidewalks which force pedestrians to use the unpaved shoulders of the road.

**Staff Comment:** In conjunction with the multi-family redevelopment that has occurred in recent years, most blocks of Edmonds Street have been developed to a finished standard with sidewalks. These segments of Edmonds Street have concrete sidewalks and boulevards which separate pedestrians from moving traffic.

However, part of the segment of Edmonds between 16<sup>th</sup> Street and 18<sup>th</sup> Street is constructed to an interim standard and lacks continuous sidewalks. Pedestrian paths have been informally trodden on the grassy verge of the road or on the gravel edge of pavement. This applies on the north side of the street in front of 7173 and 7183 Edmonds, and on the south side in front of 7150 to 7170 Edmonds. While these sections will be finished to final standard through redevelopment, this is not anticipated in the near future. Until then, staff recommend that pedestrian safety be enhanced through the provision of interim asphalt sidewalks.

**Figure 1: Proposed Interim Sidewalk Locations**



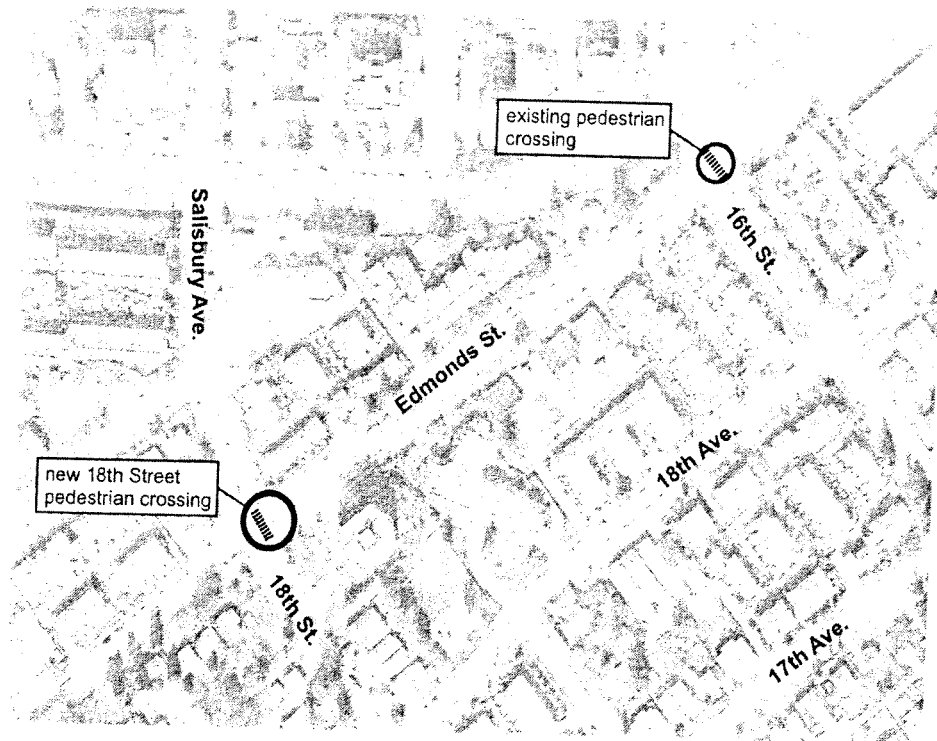
It is estimated that these interim sidewalks could be completed for approximately \$2500. Funding for these sidewalks is available from the Capital Works Interim Sidewalks budget in the 2007 Capital Program.

It should also be noted that the block from Griffiths Drive to 18<sup>th</sup> Street has a finished sidewalk on the north side, and a gravel walk on the south. While not a hard surface, this gravel walk is separated from traffic by a grass median, and thus provides a safe place for pedestrians. It is anticipated that this will be replaced by a concrete sidewalk through the normal redevelopment process.

To accommodate pedestrians and cyclists crossing Edmonds, there is a marked, down-lit pedestrian crossing located at 16<sup>th</sup> Street, as shown in *Figure 2*. The

intersection at 18<sup>th</sup> Street has also been approved for the installation of similar crossing protection, to be implemented this year. Upon completion of this crossing at 18<sup>th</sup> Street, a marked or signalized pedestrian crossing would be available at every Edmonds intersection, from Griffiths to Kingsway.

**Figure 2: Edmonds Pedestrian Crossings**



### 3.4 Edmonds Bus Routes

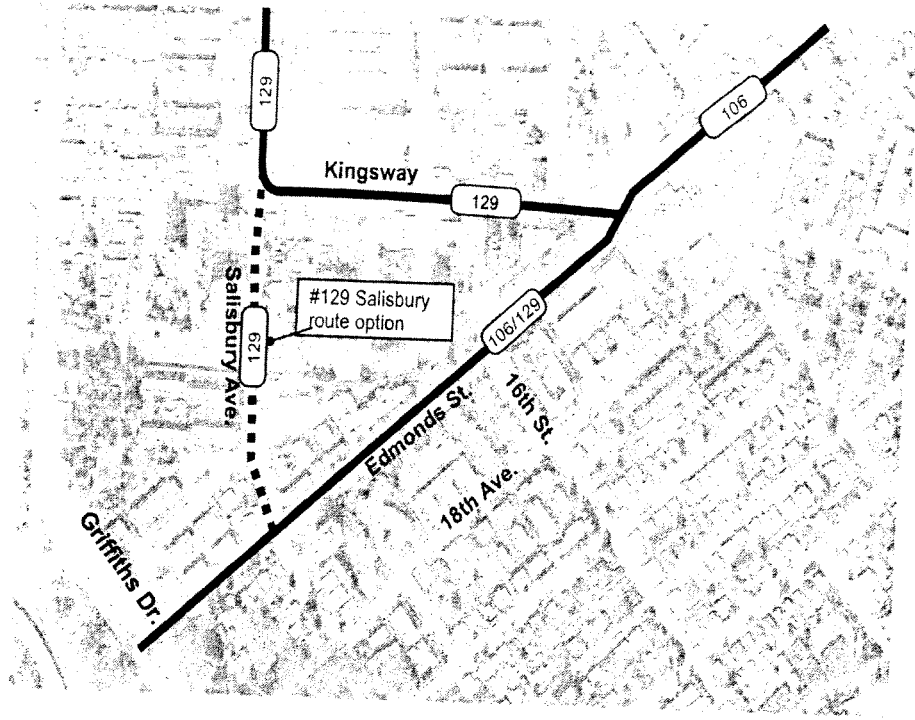
**Issue:** L. Geosits refers to a number of issues created by the number of buses operating on an average weekday on this section of Edmonds. The main issue is noise but the correspondent also refers to the following safety issues including:

- Transit buses short-cutting to Edmonds Station by turning left from Edmonds to 18<sup>th</sup> Street and traveling fast down 18<sup>th</sup> Avenue to avoid traffic queuing on Edmonds up to Griffiths Drive. Neither 18<sup>th</sup> Street nor 18<sup>th</sup> Avenue is the approved route for transit buses. Both are Local Residential streets and 18<sup>th</sup> Street lacks sidewalks on the west side.
- Pedestrian safety in the crosswalk across Griffiths at 18<sup>th</sup> Avenue is compromised by transit buses turning left out of the Edmonds Station Transit Exchange. The correspondent notes that, in 2004, a pedestrian was hit by a left-turning bus in this crosswalk.



**Staff Comment:** As shown in *Figure 3*, two transit routes (#129 Metrotown Station and #106 New Westminster Station) use Edmonds between Kingsway and Griffiths. These transit buses account for most of the 420 buses (see preceding *Table 2*) using Edmonds.

**Figure 3: Transit Buses on Edmonds**



The correspondent's suggestion to reroute transit buses away from Edmonds would be difficult to achieve. There are no alternative routes for the #106 which would be as direct as Edmonds. The #106 also provides the sole service on Edmonds from Sixth Street to Kingsway and therefore cannot be rerouted without loss of service for this part of Edmonds.

As the #129 is routed on Salisbury north of Kingsway, it could be continued on Salisbury south of Kingsway to Edmonds. However, Salisbury is a Local Residential street which is not as suitable for buses as Edmonds and its operation on Salisbury could raise similar noise issues with residents. It would also weaken the #129's ability to access the core of the Town Centre.

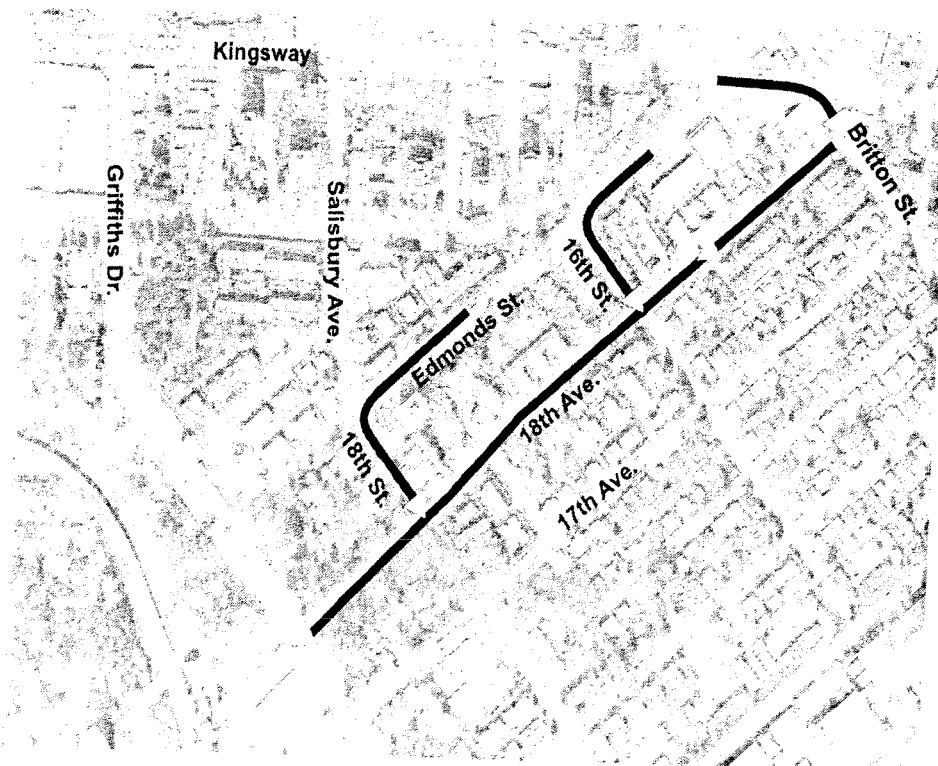
Regarding the correspondent's suggestion that the crosswalk is unsafe for pedestrians, there was a fatality involving a bus striking a pedestrian in the crosswalk in the evening hours after dark in 2004. Since that time, visibility in the intersection has been improved through the introduction of new street lighting.

The correspondent has observed that transit buses are shortcutting via 18<sup>th</sup> Street and 18<sup>th</sup> Avenue. City staff have raised this issue with Coast Mountain Bus Company (CMBC). While re-routings are occasionally necessary due to construction or accidents, CMBC staff are unaware of any regular use of 18<sup>th</sup> Street or 18<sup>th</sup> Avenue by their buses. In the future, if this happens again, CMBC can investigate if the correspondent contacts them with the date, time, and four-digit bus identification number.

### 3.5 Traffic Shortcutting

**Issue:** The correspondence from Ms. Geosits also refers to traffic shortcutting to 18<sup>th</sup> Avenue from Edmonds via either Britton, 16<sup>th</sup> Street or 18<sup>th</sup> Street as shown in *Figure 4*.

**Figure 4: Traffic Shortcutting Routes**



**Staff Comment:** All these roads (Britton, 16<sup>th</sup> and 18<sup>th</sup> Streets, 18<sup>th</sup> Avenue) are classified as Local Residential roads in the Burnaby Transportation Plan. As such, they are eligible for the installation of speed humps under the Local Area Service Program (LASP). Speed humps have been shown to be an effective traffic calming measure under these circumstances. As residents may not be aware of the options open to them to calm traffic on their neighbourhood streets, it is proposed that the residents of the subject blocks of 16<sup>th</sup> Street, 18<sup>th</sup> Avenue and

To: Transportation Committee  
From: Director Planning and Building  
Re: Traffic Issues on Edmonds Street  
2006 September 7 ..... Page 10

18<sup>th</sup> Street be sent information advising them of the LASP Speed Hump Program.  
(The subject block of Britton Street is too short for speed humps.)

#### 4.0 CONCLUSION

Traffic issues including noise, truck and bus volumes, pedestrian and cyclist safety and traffic shortcutting on Edmonds Street between Kingsway and Griffiths have been raised in recent correspondence to the Transportation Committee. The Transportation Committee has referred this correspondence to staff for report. This report reviews issues in relation to the concerns raised and recommends measures to be taken by the City to address these issues including the provision of truck engine brake signing, interim sidewalks, marked crosswalks and the installation of speed humps through the resident-initiated Local Area Service Program. It is also recommended that a copy of this report be sent to those who have corresponded with Council on this matter.



Basil Luksun  
DIRECTOR PLANNING AND BUILDING

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Copied to: City Manager  
Director Engineering

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