

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: CONGESTION ON KINGSBOROUGH

RECOMMENDATION:

1. THAT Council receive this report for information.

REPORT

The Traffic Safety Committee, at its meeting held on 2006 June 13, received and adopted the attached report advising Council of the review of reported traffic congestion on Kingsborough Street.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Sav Dhaliwal
Vice Chair

Councillor Garth Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2006 June 05

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: CONGESTION ON KINGSBOROUGH

PURPOSE: To advise the committee of the review of reported traffic congestion on Kingsborough

RECOMMENDATIONS:

1. **THAT** the committee receive this report for information

REPORT**1.0 INTRODUCTION/BACKGROUND**

We have received increasing feedback regarding congestion on Kingsborough. Initially the concerns were related to days when there was a high shopping demand at the Crystal Mall. The major problem appeared to be that traffic turning left into the Crystal blocked eastbound through traffic. On occasion this would result in queuing back to Willingdon resulting in further back up of left and right turning vehicles on Willingdon approaching Kingsborough. Initially this was resolved by “bagging” the five parking meters on the south side of Kingsborough between Willingdon and the library surface lot driveway during the days when traffic was at its peak. This enabled through traffic to bypass the left turners.

Subsequently the meters were removed but the space was allocated to police vehicles used by the community police station officers.

2.0 REVIEW

Figure 1 illustrates the left turn driveway conflicts on Kingsborough. Each of these conflicts can initiate or exacerbate queuing on Kingsborough itself. Although the driveways are optimally located mid block, the problem is that the block is short. Staff have reviewed historic counts (from 2002) of traffic on Kingsborough and found that the peak traffic hours are midday Saturday as shown on Figure 2. More recently we counted vehicles entering and exiting the library driveways over the May long weekend when usage of the driveways would likely be at a maximum. Again Saturday midday traffic was higher, with a longer peak period than on other days. While the library driveway traffic exhibited the same pattern demand as the Crystal driveway it was, as would be expected, considerably lower. (Figure 03.)

To: Traffic Safety Committee
From: Assistant Director Engineering, Traffic and
Engineering Systems
Re: Congestion on Kingsborough
2006 June 05 Page 2

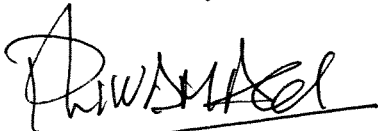
3.0 OPTIONS

The prohibition of all left turns at the driveway either on a full time or part time basis would undoubtedly resolve the congestion issue. However this would cause some access problems, particularly for the Crystal, as the left turn from westbound Kingsway to McKay is at present prohibited. Thus westbound Kingsway traffic has to be routed via Willingdon to turn left onto Kingsborough and then left into the Crystal. The conversion of the driveways to right in/ right out can be revisited when the Kingsway left turn to McKay can be implemented. Accordingly we have turned to the possibility of prohibiting the left turn out movements either on a full or part time basis. This would require some accommodation by the management of the Crystal, as their parkade currently has two lanes of traffic exiting. Elimination of their left turn exit lane would require some work on site as there is no practical way of signing this within the right of way.

It is noted that with the retention of the left turn to the Crystal the issue of parked (police) vehicles would remain as a primary cause of congestion. The elimination of parking in the south side zone on Saturdays would in considerable measurement address the problem.

4.0 CONCLUSION

The resolution of the Kingsborough traffic congestion issue is not straight forward. Accordingly staff will pursue the adoption of mitigative measurements through discussion with staff representing the library, the Crystal and the Community Police office.



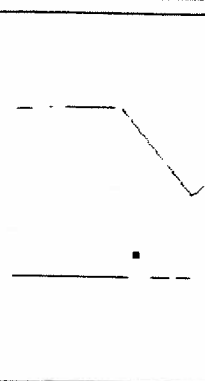
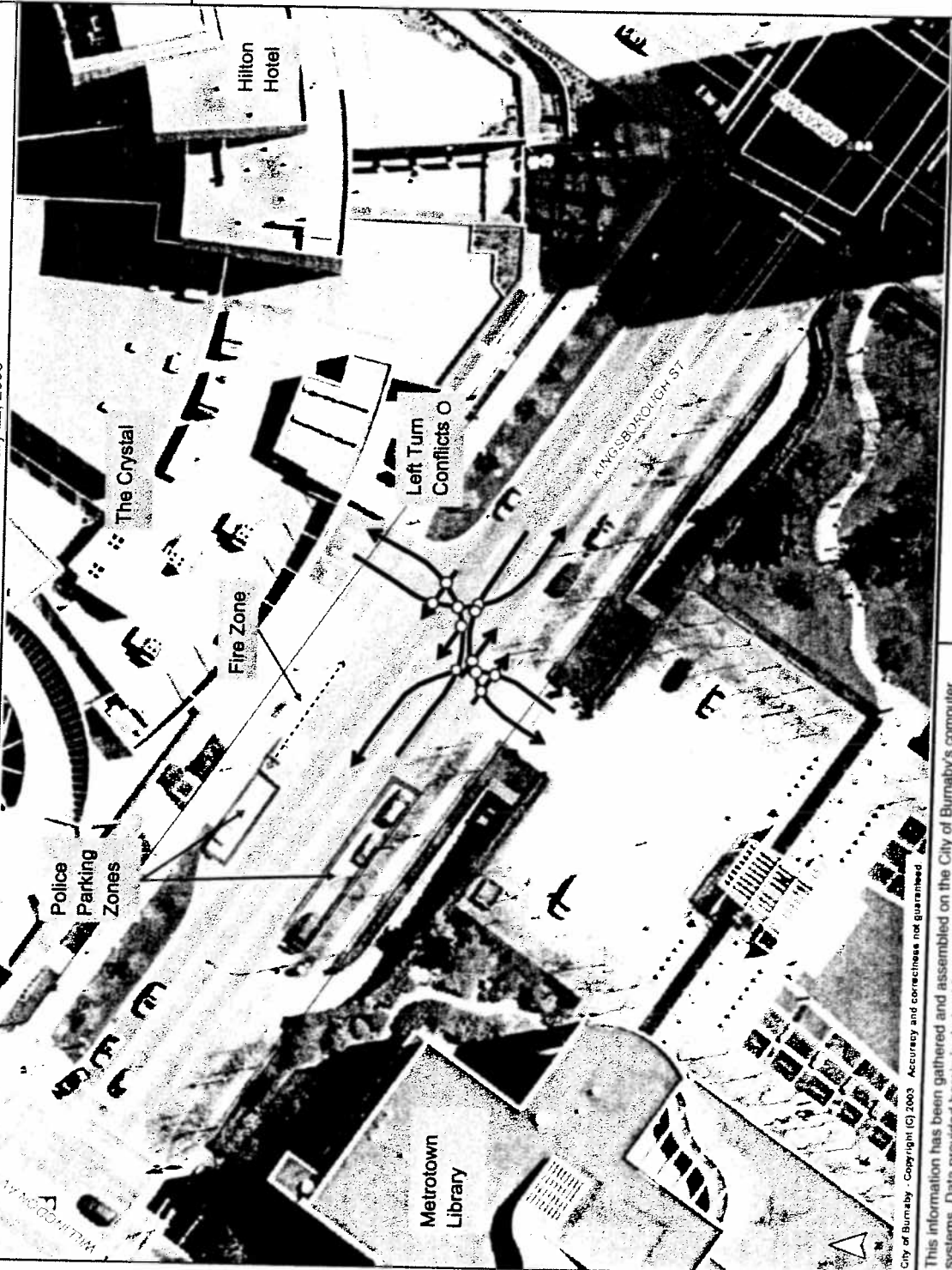
Peter Liivamagi, P.Eng.
ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

PL:cc

Copied to: City Manager

Kingsborough Driveways

February 22, 2006



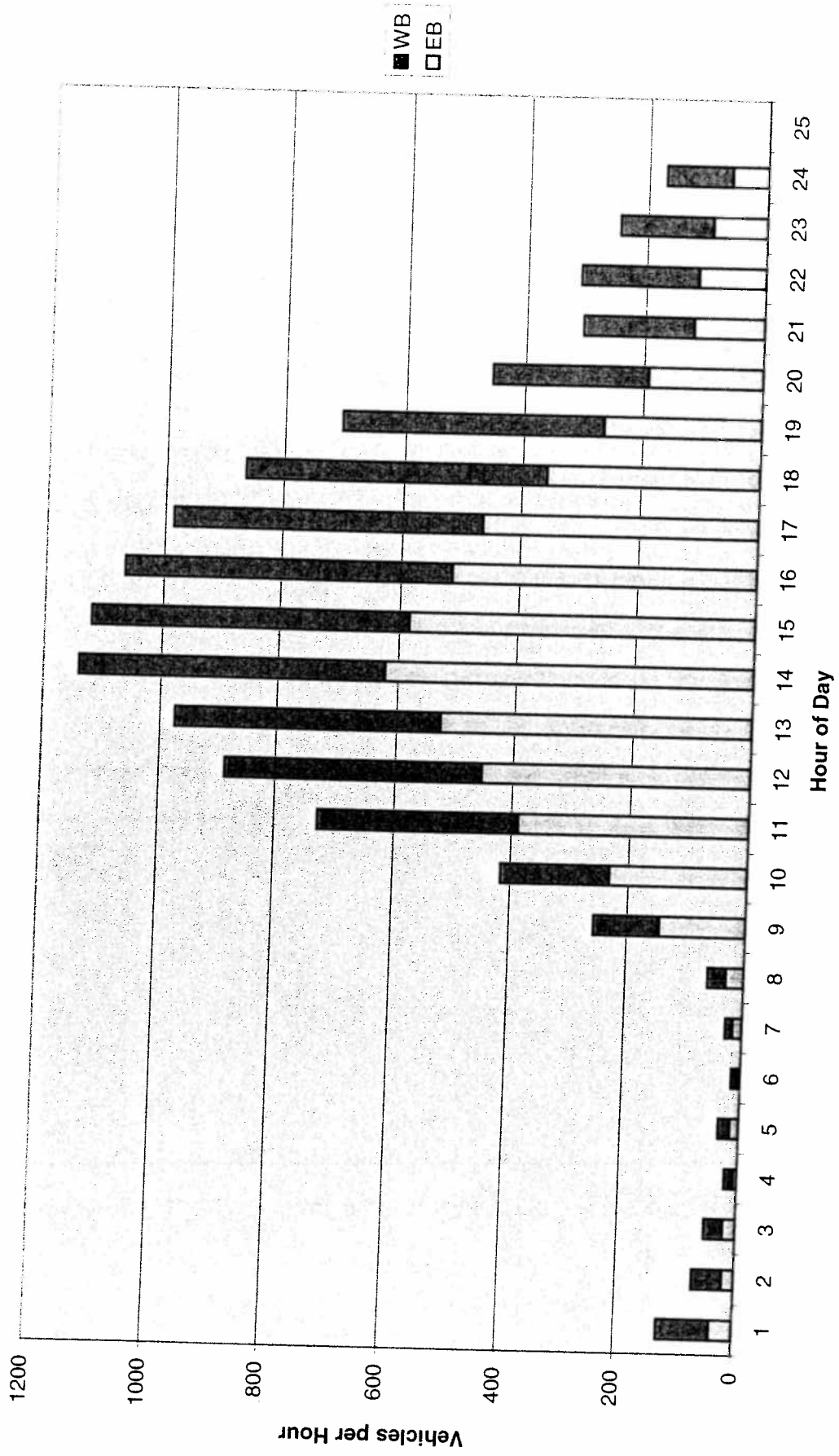
- Strata Units
- Skytrain Stations
- Skytrain Lanes
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Bumps
- Roads
- Private
- Residential
- Commercial
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parcels to be Acquired
- Parkland
- Boundary

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Map Scale
1 : 750

**Fig 2 Kingsborough Saturday Traffic
(02 March) EB from Willingdon to Library & WB Mackay to Library**



3
FIG. 2 Kingsborough Driveways' Saturday Traffic
(06 May long weekend)

