

**TRANSPORTATION COMMITTEE**

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*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: SALISBURY AVENUE TRAFFIC ISSUES: PETITION FROM R. MUNCH**

**RECOMMENDATION:**

1. THAT Council forward a copy of this report to the residents of Salisbury Avenue who submitted the petition to the Transportation Committee.

**REPORT**

The Transportation Committee, at its meeting held on 2007 April 11, received and adopted the *attached* report responding to the concerns expressed in a petition regarding traffic issues on Salisbury Avenue.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor L. Rankin  
Member

Copied to:	City Manager Director Engineering Director Finance Director Planning and Building
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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE **DATE:** 2007 March 29

**FROM:** DIRECTOR PLANNING AND BUILDING **FILE:** PL 37500-01  
*Ref: Salisbury*

**SUBJECT:** SALISBURY AVENUE TRAFFIC ISSUES: PETITION FROM R. MUNCH

**PURPOSE:** To respond to the concerns expressed in a petition regarding traffic issues on Salisbury Avenue.

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**RECOMMENDATION:**

1. **THAT** the Transportation Committee recommend that Council forward a copy of this report to the residents of Salisbury Avenue who submitted the petition to the Transportation Committee.

**REPORT****1.0 BACKGROUND**

At its regular meeting of 2006, March 08, the Transportation Committee heard a delegation from Mr. Rod Munch, 6738 Salisbury Avenue, outlining his concerns with increased traffic frequency, noise, and speed on Salisbury Avenue following the development of Highgate Mall in the Edmonds Town Centre. Mr. Munch submitted a petition containing 16 signatures from residents of 6600, 6700 and 6800 blocks Salisbury Avenue as shown in *Figure 1*. The petition requested that the Transportation Committee and/or Burnaby Council take immediate action to reduce the frequency, noise, pollution, and speed of all traffic on Salisbury Avenue". This report responds to the concerns of the residents as outlined in their petition.

Figure 1 6600, 6700, 6800 Blocks Salisbury Avenue



## 2.0 RESIDENT CONCERNS

The petition received from residents outlined the following concerns with traffic on Salisbury.

### 2.1 Traffic Volumes

**Issue:** The residents indicate that the traffic volume and noise on Salisbury has drastically increased since the development of the Highgate Shopping Centre.

**Staff Comment:** While traffic counts for Salisbury Avenue prior to the completion of Highgate are not available, the most recent count (July 12-16, 2006) on Salisbury Avenue taken since Highgate has been in operation shows a traffic volume on weekdays of approximately 2,600 to 2,700 vehicles (*Table 1*). This traffic volume is higher than that for most Local Residential streets which tend to fall into the range of 1,000-1,500 vehicles per day but is below the desirable maximum traffic volume of 3,000 vehicles for this class of street.

**Table 1 Weekday Traffic Volume (Vehicles per day)  
 Salisbury Avenue - Halligan to McBride**

Traffic Counts	North Bound Traffic Volume	South Bound Traffic Volume	Total Traffic Volume
January 11, 2006	1,210	1,174	2,384
January 12, 2006	1,221	1,175	2,396
January 13, 2006	1,303	1,206	2,509
January 14, 2006	1,299	1,118	2,417
January 15, 2006	1,106	990	2,096
<i>Average</i>	<i>1,228</i>	<i>1,133</i>	<i>2,361</i>
July 12, 2006	1,342	1,203	2,545
July 13, 2006	1,402	1,280	2,682
July 14, 2006	1,458	1,322	2,780
July 15, 2006	1,517	1,350	2,867
July 16, 2006	1,250	1,209	2,459
<i>Average</i>	<i>1,394</i>	<i>1,273</i>	<i>2,667</i>

**2.2 Traffic Speeds**

**Issue:** The residents note that Salisbury has become an unsafe residential street due to drivers speeding on Salisbury and running stop signs.

**Staff Comment:** *Table 2* provides additional data from the January 11 -15, 2006 survey of traffic volumes and speeds on Salisbury.

**Table 2 Vehicle Speeds (kph) – 24 Hour Average  
 Salisbury Avenue: Halligan to McBride**

Travel Direction	15 <sup>th</sup> Percentile Speed	50 <sup>th</sup> Percentile Speed	85 <sup>th</sup> Percentile Speed
Northbound Vehicles	36.6	44.8	54.2
Southbound Vehicles	35.1	43.8	53.8

Traffic speeds over a 24 hour period show that 50% of the northbound or southbound vehicles were traveling in the range of 44 to 45 kph which is under the speed limit. The 85<sup>th</sup> percentile speeds were 54.2 kph northbound and 53.8 kph southbound which means that 85% of the vehicles were traveling at or below these speeds. The 85<sup>th</sup> percentile speeds of approximately 4 kph over the speed limit of 50 kph are comparable to those speeds on other Local Residential streets in Burnaby.

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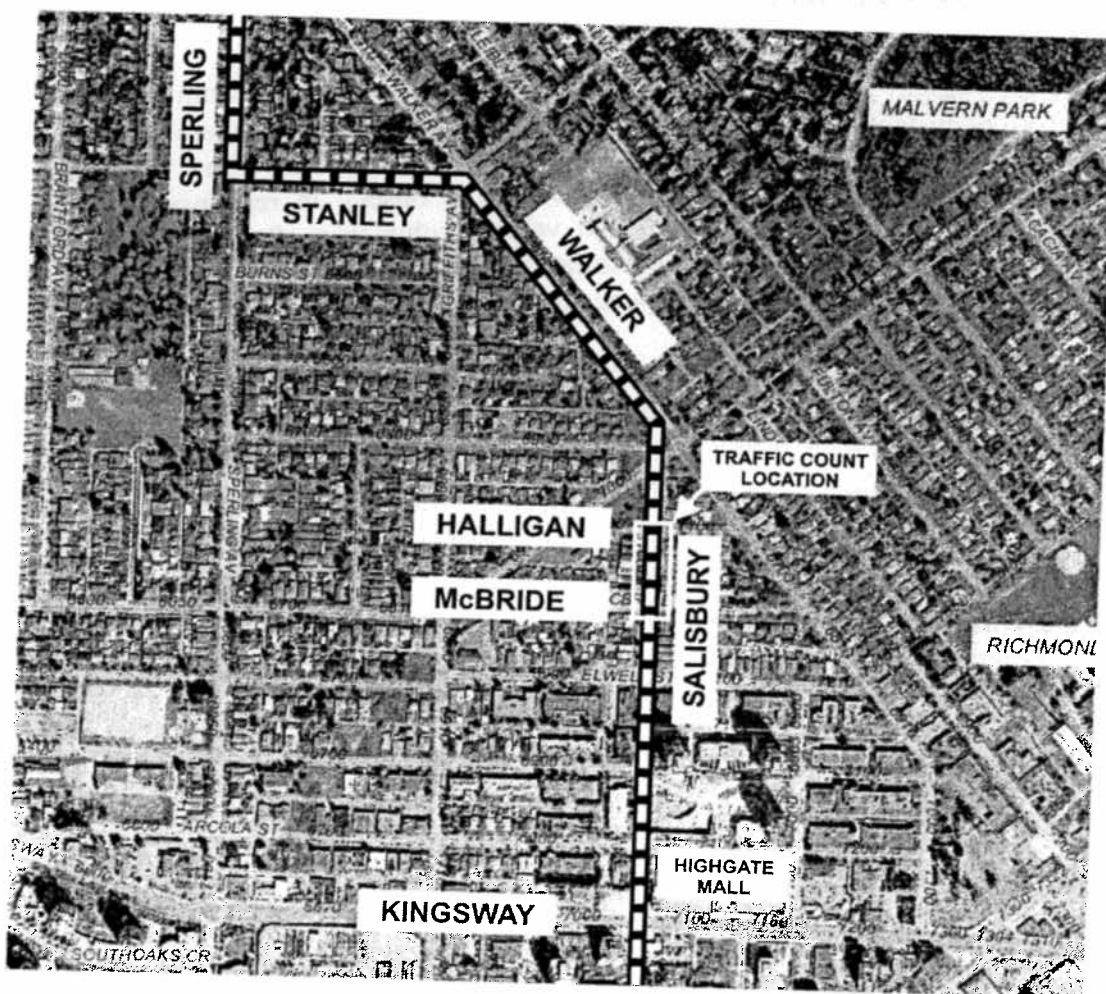
Based on traffic speed data, it is the view of staff that traffic speeds on Salisbury do not warrant application of speed control measures. In particular, the typical speed humps, which are often applied on Local Residential streets to slow traffic, would not be appropriate as this segment of Salisbury is a bus route.

### 2.3 Bus Frequency

**Issue:** The petition notes that the number of buses using Salisbury Street has increased from 2 buses per hour to 10 buses per hour during the peak periods.

**Staff Comment:** The #129, Metrotown Station/Edmonds Station is routed via Sperling, Stanley, Walker and Salisbury, as shown in *Figure 2*.

**Figure 2 #129 Bus Route (Oakland to Kingsway Segment)**



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Salisbury accommodates an average of approximately 83 buses per day. The current frequency of service during peak periods is approximately every 15 minutes or approximately 7 buses per hour (total both directions) during peak periods. However, in the early morning (before 6:45 a.m.) and evening (after 7:00 p.m.) when residents are most sensitive to noise, there are 4 buses per hour using Salisbury.

The #129 operates through a number of largely residential neighbourhood streets including Stanley, Walker and Sperling at the same frequency as it does through Salisbury Street. The current routing of the #129 is considered to be the most convenient route to serve the residents of this area of Southeast Burnaby and one which is well accepted, particularly by the residents of the Walker/Sperling area north of Imperial. Staff are of the view that rerouting the #129 from Salisbury to another parallel street should not be considered.

### 3.0 CONCLUSION

This report is written in response to a petition received from residents within the 6600, 6700 and 6800 blocks of Salisbury Avenue north of Highgate Mall. The petition raises a number of traffic issues with Salisbury Avenue including the volume and speed of vehicles, traffic noise (particularly from buses). In response, staff would advise that traffic counts have shown that vehicle volumes on Salisbury are within the desirable maximum for this class of street. Traffic data have also shown that vehicle speeds on Salisbury do not warrant speed control measures.

It is recommended that the petitioners on 6600, 6700 and 6800 Salisbury Avenue who signed the petition be sent a copy of this report.

  
B. Luksun, Director  
PLANNING AND BUILDING

RG/jc

cc: City Manager  
Director Engineering  
Director Finance