

Edmonds Speed and Traffic Management Study

What We Heard Report:
Phase 2
Winter 2025

THIS IS
CLIMATE
ACTION



TERRITORIAL ACKNOWLEDGEMENT

We respectfully acknowledge that the City of Burnaby is located on the unceded territories of the ḡwəməθkʷəy̓əm (Musqueam), Skwx wú7mesh (Squamish), səlilwətał (Tsleil-Waututh), and kʷikʷəḷ̓əm Peoples (Kwikwetlem). Each Nation has distinct histories and distinct traditional territories that fully or partially encompass the city.

We encourage you to learn more about the Host Nations whose ancestors have occupied and used these lands, including parts of present-day Burnaby, for thousands of years.

About This Report

The City of Burnaby (City) is conducting an Edmonds Speed and Traffic Management Study to better understand speed and traffic concerns and identify potential improvements for the area bounded by Edmonds Street, Kingsway Avenue, Canada Way and the New Westminster border. The goal is to enhance the safety of our roads for pedestrians, cyclists and motorists while preserving neighbourhood liveability.



The Study is being undertaken in two phases. Phase 1 (September 5 through October 1, 2024) included the sharing of traffic data with the community, identification of gaps, and collection of feedback from the public on traffic and speed-related concerns within the study area. Phase 2 of the project presented recommendations for traffic and speed mitigation measures based on technical analyses and Phase 1 feedback.

Please note that the views represented in this report reflect the priorities and concerns of those community members who chose to participate in the engagement process only and may not be representative of the general public. Respondents elected to take the survey and provided feedback in engagement activities - their responses do not reflect a random sample.

While only top themes are included in this report, the City has reviewed and considered all the feedback received.

Background

The Edmonds Town Centre neighbourhood has experienced an increase in traffic volumes as a result of sustained development growth in the city and neighbouring municipalities. The traffic volume increase has created access challenges for local residents that has led to operational and road safety concerns. The City has initiated a Speed and Traffic Management Study to address traffic speed and volume concerns that have been raised by the public. This study is aligned with Council-adopted goals and objectives within *Connecting Burnaby: Burnaby's Transportation Plan*, and coincides with significant cycling infrastructure upgrades in the area through the *Edmonds Town Centre Cycling Network Project*, which aims to create a connected and safe cycling network that is suitable for cyclists of all ages and abilities.

The purpose of the Speed and Traffic Management Study is to assess current traffic patterns, gather community feedback, quantify the challenges, identify opportunities, propose mitigation measures, and develop an implementation plan to help improve traffic conditions and safety within the study area.

Communication and engagement objectives for Phase 2

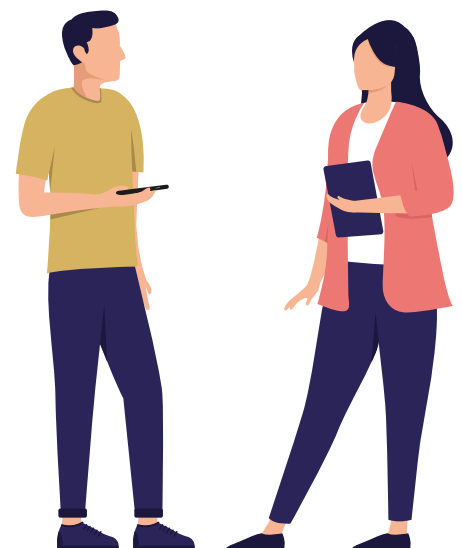
Phase 2 was focused on:

Sharing information with the community on:

- » Why the City is undertaking the Edmonds Speed and Traffic Management Study;
- » What we heard from the community during the Phase 1 engagement activities (in-person pop-ups and survey);
- » The proposed traffic management measures include:
 - speed humps and traffic-calmed neighbourhood signs throughout the Edmonds study area;
 - measures on 14th Avenue to deter shortcutting traffic and reduce vehicle speed; and
 - measures on 19th Avenue to deter shortcutting traffic and enhance safety for all road users.

Gathering feedback from the community on:

- » the proposed traffic management measures as described above; and
- » general feedback on speed, traffic, safety and other concerns within the study area.



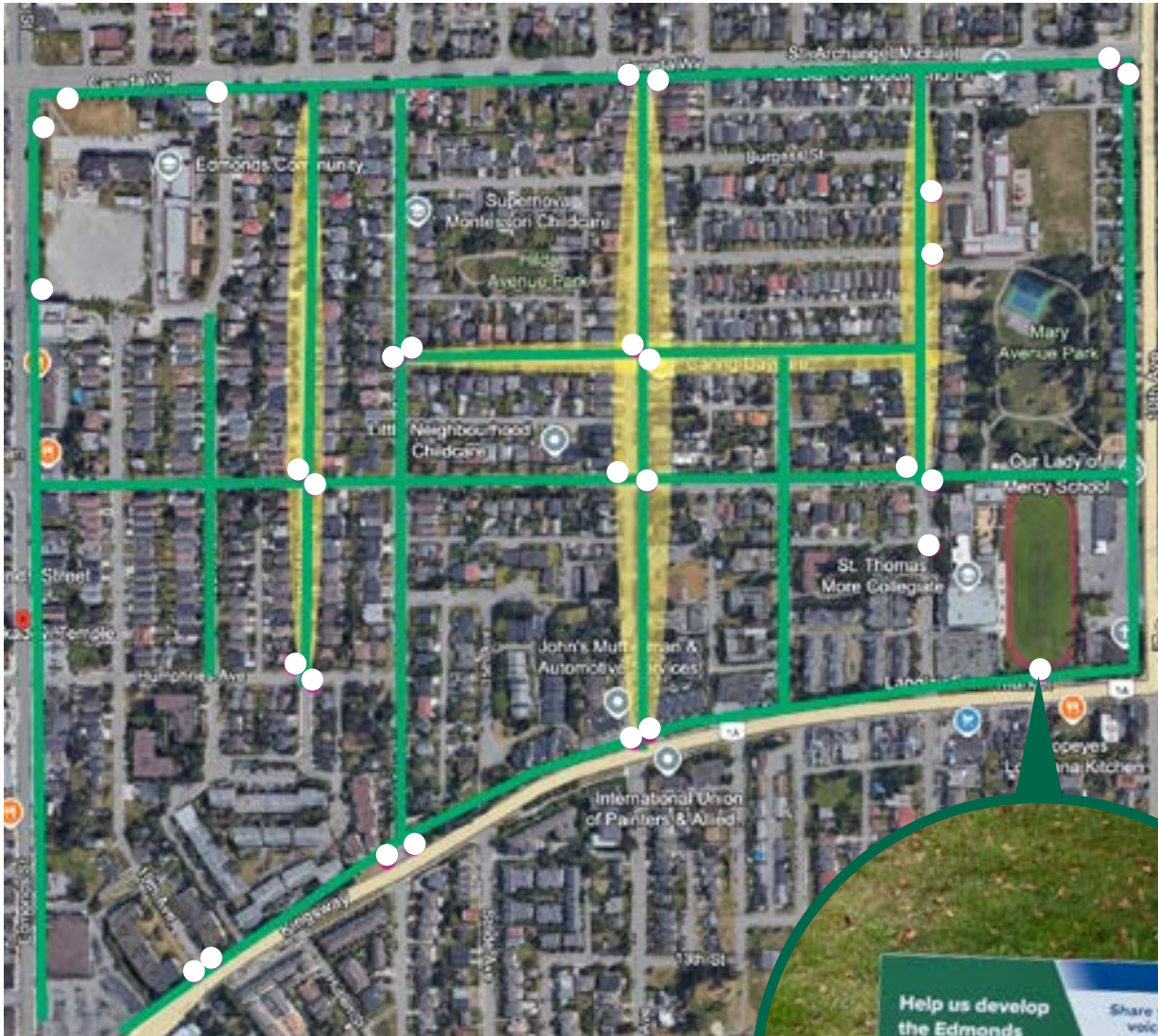
Engagement Activities

Promotional efforts

Phase 2 engagement was undertaken from November 12 to December 9, 2024 and was promoted using the following methods:

Method	Description	Dates
Burnaby.ca website	Webpage with project information and link to online survey	Webpage published on November 12, 2024 Survey available from November 12 to December 9, 2024
Postcard mail out	Provided link to the webpage and QR code to online survey 6,799 pieces mailed through Canada Post	Mailed on November 12* *note that mailouts were sent during the Canada Post strike and their delivery may have been impacted.
Social media posts	Organic posts and paid ads on Facebook, Instagram and X (formerly Twitter)	Posts made from November 12 to December 9, 2024.
Lawn signs	30 lawn signs were distributed around the study area on public-land and in prominent/high-traffic locations	Lawn signs were installed on November 13 and removed on December 16, 2024

White dots indicate the locations of the lawn signs:





Pop-up engagement events

The City conducted two pop-up engagement events on November 30 and December 3, 2024 at the Edmonds Community Centre, which were attended by approximately 38 people. At the pop-up events, there were interactive boards where attendees could put stickers on their preferred options and provide additional comments using post-it notes.



Taken on December 3, 2024 during a pop-up engagement event.

Online survey

An online survey was hosted on Burnaby's project website from November 12 to December 9, 2024, with a total of 204 community members participating, of which 86 responded that they resided within the study area.



Key Themes and Findings

The purpose of the Phase 2 engagement was to understand the community's preference for the proposed speed and traffic mitigation options within the study area. Feedback was collected at the in-person pop-ups and through an online survey (multiple choice and long-form answers).

Please note that some respondents chose to skip questions which is reflected in the varying number of total responses received.

Given that the residents in the study area are most acutely affected by both the current speed and traffic concerns, as well as the implementation of any future mitigation measures, the feedback for this report has been organized into the following three sections:

- » comments received at the in-person events (respondents were not asked whether or not they resided within the study area);
- » comments received online from those who reside within the study area; and
- » comments received online from those who reside outside the study area.

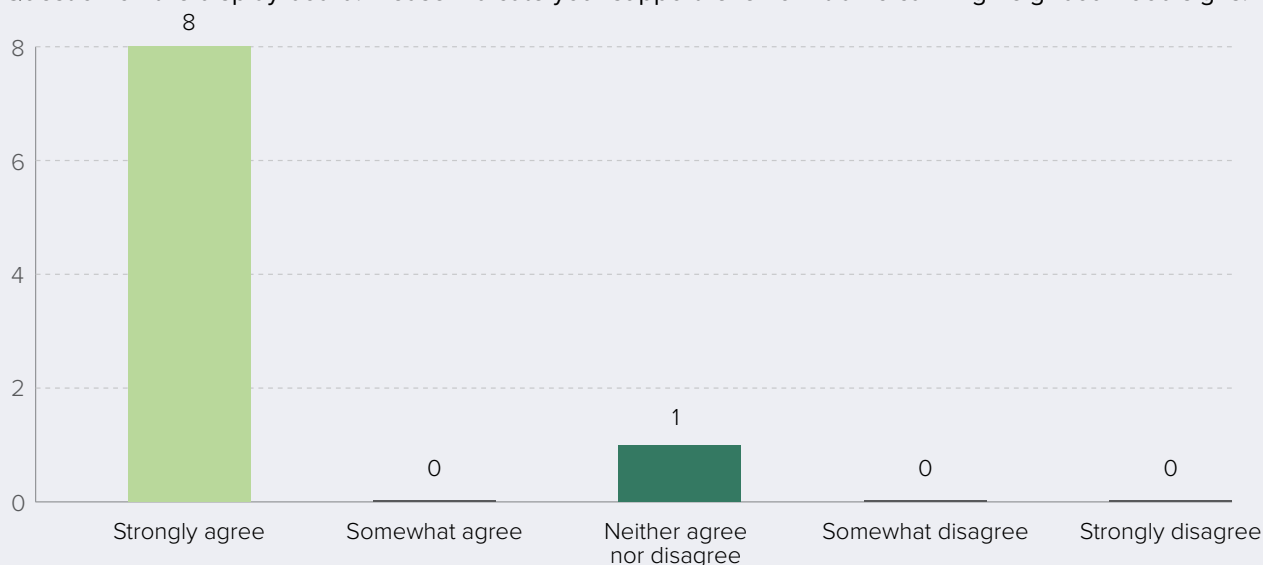
Multiple choice summary

Community members expressed a variety of opinions regarding speed control measures, which are categorized as follows:

1. Survey question: What are your thoughts on adding signage to inform drivers that the project area has traffic management measures

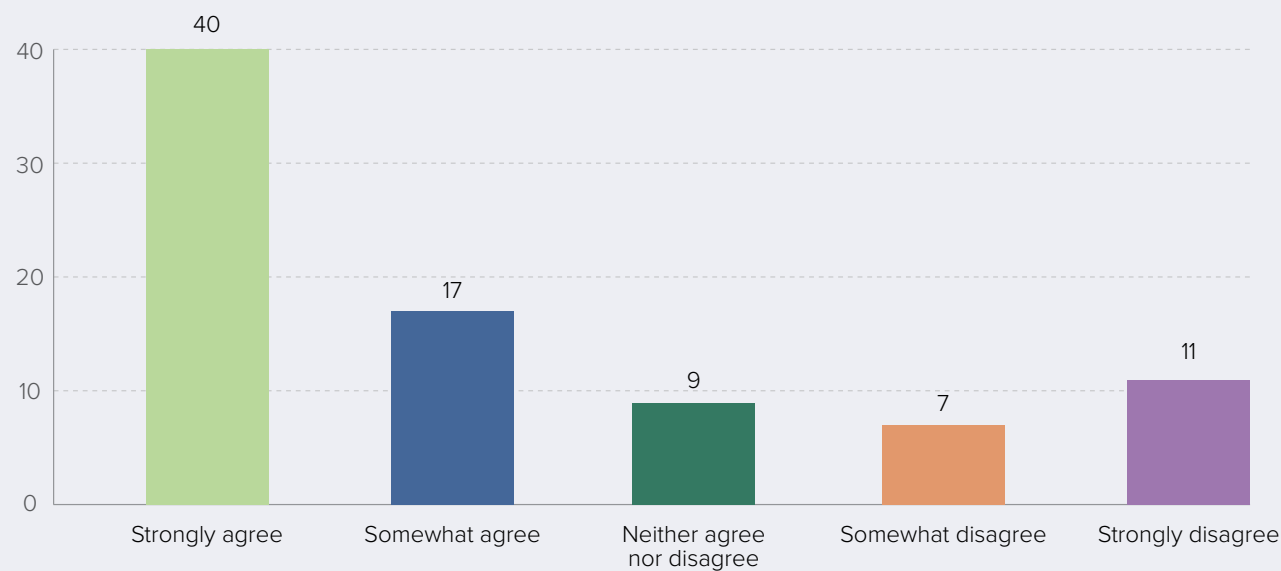
In-person response

Question on the display board: Please indicate your support level for - traffic-calming neighbourhood signs:

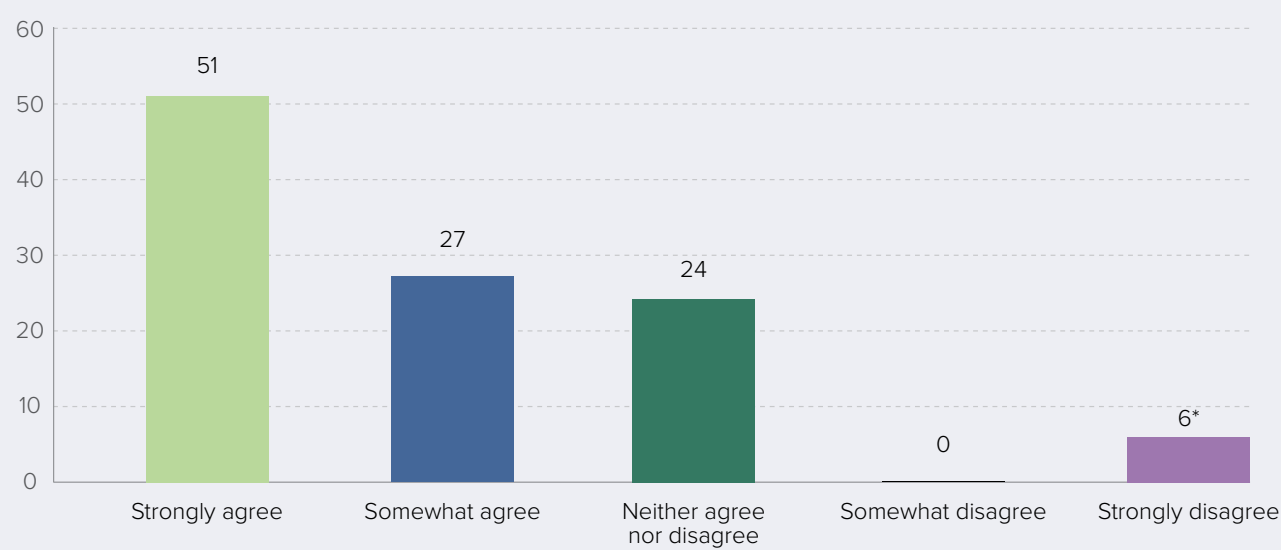




Survey response (resides within study area)



Survey response (resides outside study area)



Total responses - 201

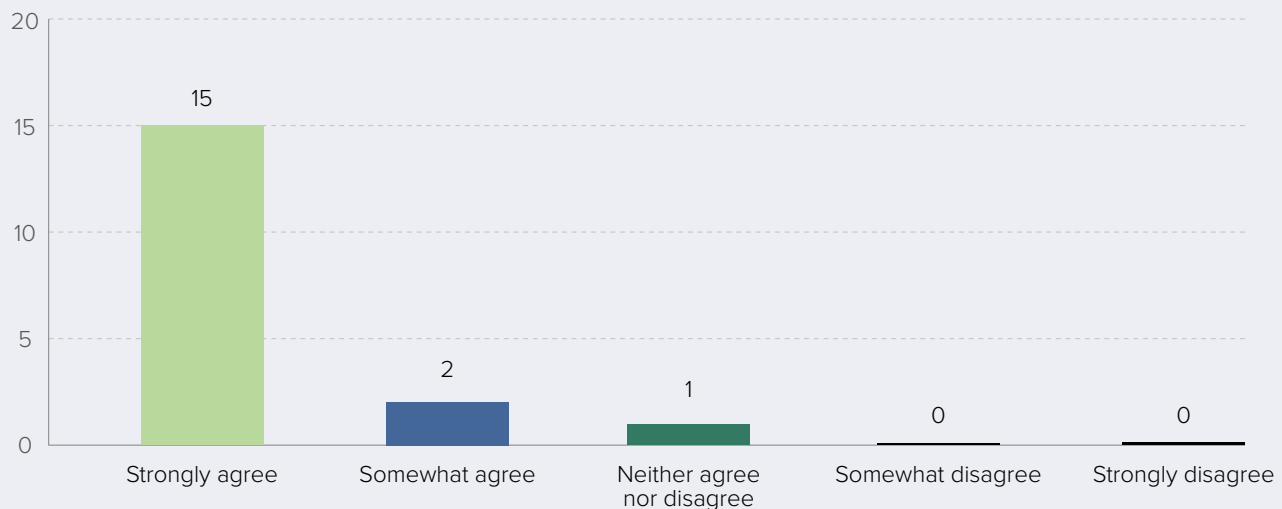
*Three respondents did not answer whether they resided within the study area

2. Survey question: Referring to the image below, what do you think of implementing speed humps on all streets, including select laneways, that currently have no speed humps to make it consistent throughout the project and reduce shortcutting traffic?



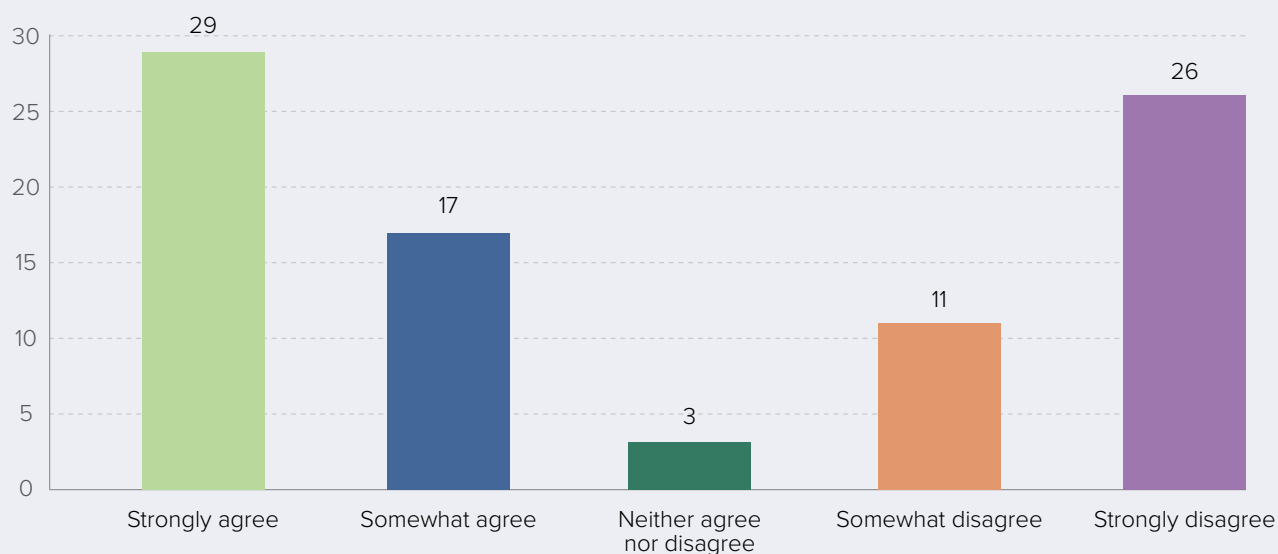
In-person response

Question on the display board: Please indicate your support level for - speed humps:

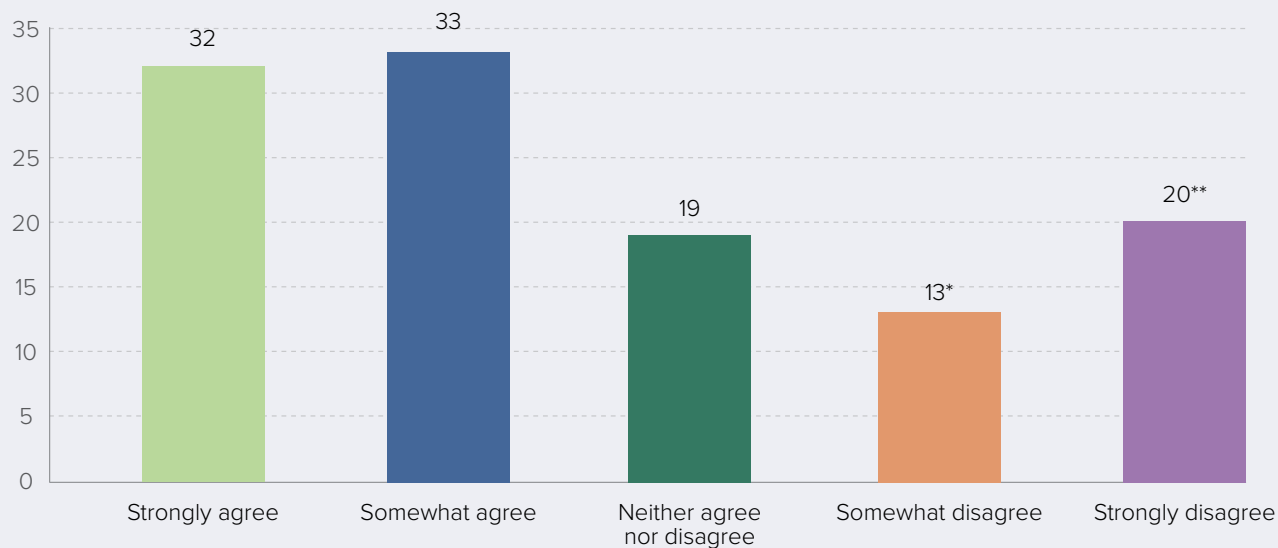




Survey response (resides within study area)



Survey response (resides outside study area)



Total responses - 221

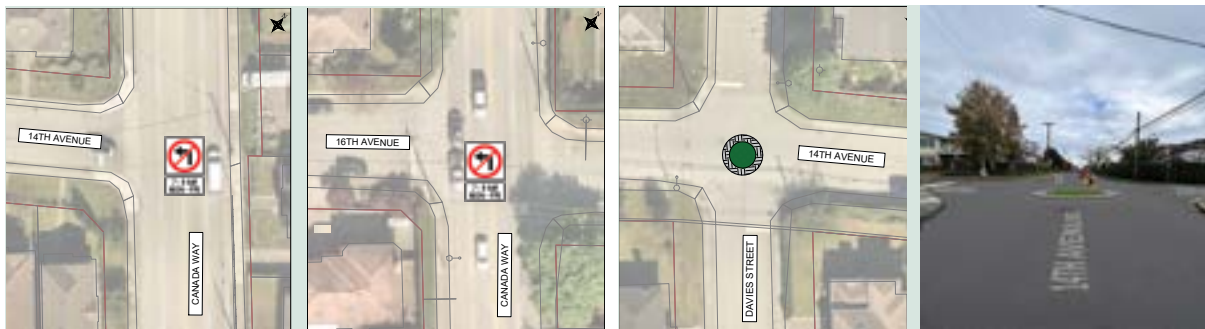
*One respondent did not answer whether they resided within the study area

**Two respondents did not answer whether they resided within the study area



3. Survey question: Referring to the below options, please indicate which option you support. (Proposed measures - 14th Avenue)

Option 1: No left turns from Canada Way onto 14th and 16th Avenues during the morning peak period (7-9 am) and a new traffic circle at 14th Avenue and Davies Street

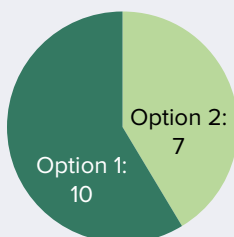


Option 2: A new traffic diverter at 14th Avenue and Mary Avenue

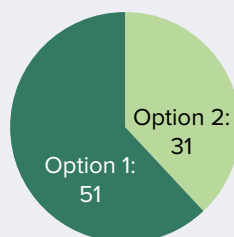


Survey response

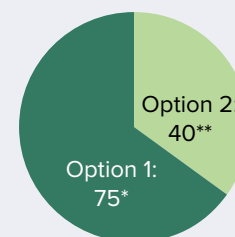
In-Person



Resides Within Study Area



Resides Outside Study Area



Option 1 Option 2

Total responses - 214

Based on the 82 responses received from residents within the study area, 62% (51 responses) support Option 1.

*One respondent did not answer whether they resided within the study area

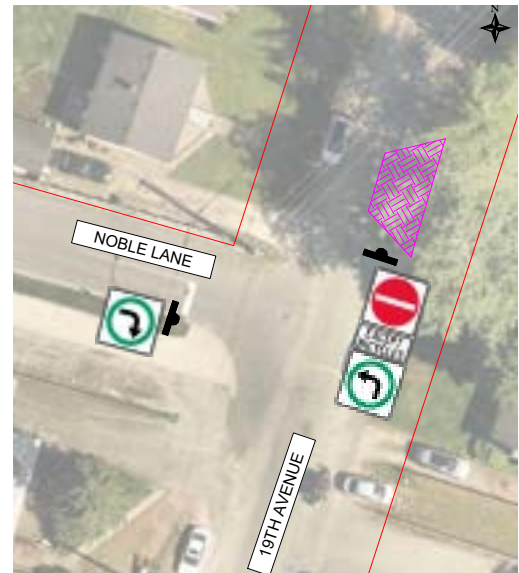
**Two respondents did not answer whether they resided within the study area

4. Referring to the below options, please indicate which option you support. (Proposed measures - 19th Avenue)

Option 1: No left turns from Kingsway onto 19th Avenue during the afternoon peak period (3 - 6 pm). This option will reduce commuter traffic volumes.

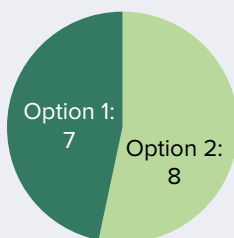


Option 2: Restricting Eastbound through movement along 19th Avenue at Noble Lane while westbound through movements are maintained. This option will reduce overall eastbound traffic volumes.

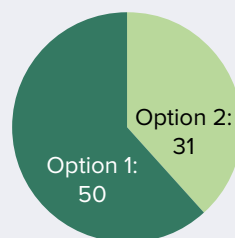


Survey response

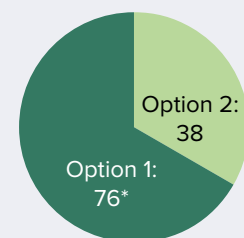
In-Person



Resides Within Study Area



Resides Outside Study Area



Option 1 Option 2

Total responses - 210

Based on the 81 responses received from residents within the study area, 62% (50 responses) support Option 1.

*One respondent did not answer whether they resided within the study area

Long-form written summary

Several key themes were revealed through the written feedback received as summarized below.

5. Survey question: Do you have any comments about the proposed changes?

	 In-person <i>On the display board: please share your thoughts, questions and comments below.</i>	 Survey Response (Resides within Study Area)	 Survey Response (Resides outside of Study Area)
 Speed humps	Design + placement (7) Speed hump signage (1)	Design + placement (7) Speed hump effectiveness (3)	Design + placement (1) Implementation considerations (1)
 Diverter/traffic circles	Non-support for diverters (5) Support for traffic circles (4) Traffic circle effectiveness (2) Diverter design + location (2) Diverter effectiveness (1) Support for diverters (1)	Diverter effectiveness (5) Preference for traffic circle on Mary Avenue (3) Non-support for diverters (1) Support for traffic circles (1) Support for traffic diverters (1) Issues with parking compliance at traffic circle control intersections (1)	Support for diverters (2) Diverter design (1)
 Traffic-calmed neighbourhood signs	Sign effectiveness (4)	Sign effectiveness (1)	

	 In-person <i>On the display board: please share your thoughts, questions and comments below.</i>	 Survey Response (Resides within Study Area)	 Survey Response (Resides outside Study Area)
 Restrictions and left-turns in/out of the neighbourhood	<p>Support for left-turn signal along Canada Way (4)</p> <p>Restrict eastbound turns at Canada Way (3)</p> <p>General turning restriction concerns on Canada Way (2)</p> <p>Non-support for turning restrictions (1)</p> <p>Non-support for restricting left-turns in/out of the neighbourhood (1)</p>	<p>Support for left-turn signal (7)</p> <p>Non-support for turning restrictions (3)</p> <p>Non-support for restricting left-turns in (1)/out of the neighbourhood (2)</p> <p>Design/implementation considerations (2)</p> <p>Discourage specific types of vehicles (2)</p>	<p>Non-support for turning restrictions (4)</p> <p>Design/implementation considerations (3)</p> <p>Turning restriction effectiveness (2)</p> <p>Non-support for restricting left-turns in (1)/out of the neighbourhood (1)</p> <p>Discourage specific types of travel (1)</p>
 Pedestrian/cyclist safety	<p>More sidewalks (3)</p> <p>More crosswalks (2)</p>	<p>More sidewalks (3)</p> <p>More crosswalks (3)</p> <p>Cycling network usage (2)</p>	<p>More sidewalks (1)</p> <p>Cycling network improvements (1)</p>
 Other	<p>Street lighting (3)</p> <p>Speed limit reduction (2)</p> <p>Feedback not directly related to speed and traffic (2)</p> <p>Street markings/paint (1)</p> <p>Speed cameras (1)</p>	<p>On-street parking (6)</p> <p>Feedback not directly related to speed and traffic (3)</p> <p>Road design (2)</p> <p>Non-support (1)</p> <p>Traffic light synchronization (1)</p>	<p>Feedback not directly related to speed and traffic (5)</p> <p>Road design (3)</p> <p>General support (2)</p> <p>On-street parking (1)</p> <p>Electronic speed indicators (1)</p>

Comments/Feedback provided on areas located outside of study area (not within scope)

Additional areas/intersections to study (5)

Additional speed humps (2)
Additional traffic circles (2)

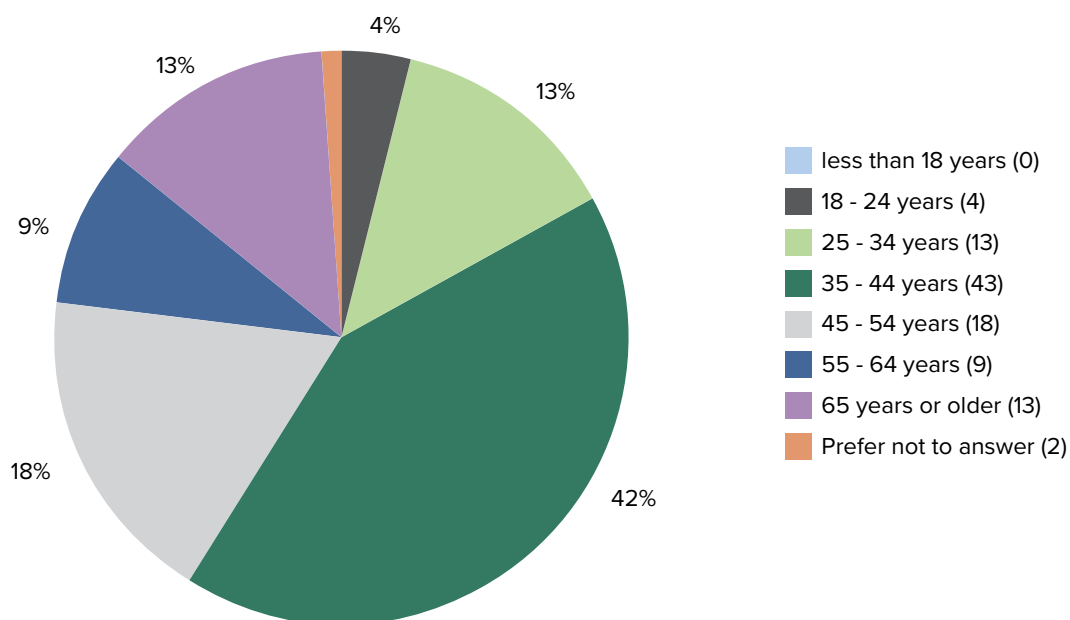
More crosswalks (1)
Additional turning restrictions (1)



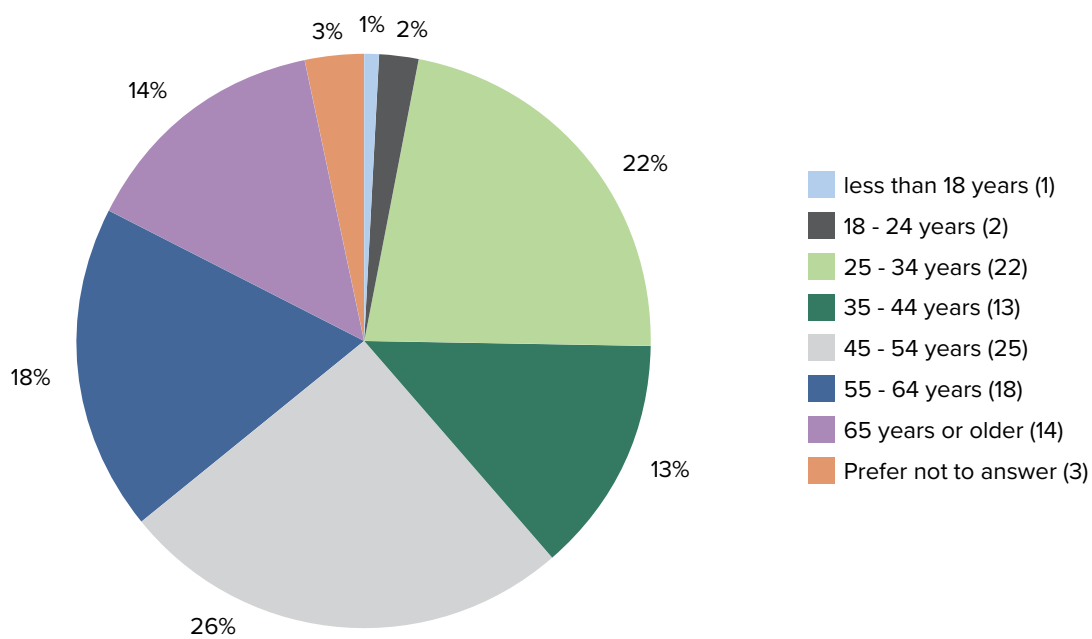
Respondent demographics summary (online only)

6. Please tell us your age group:

Online response (resides within study area)



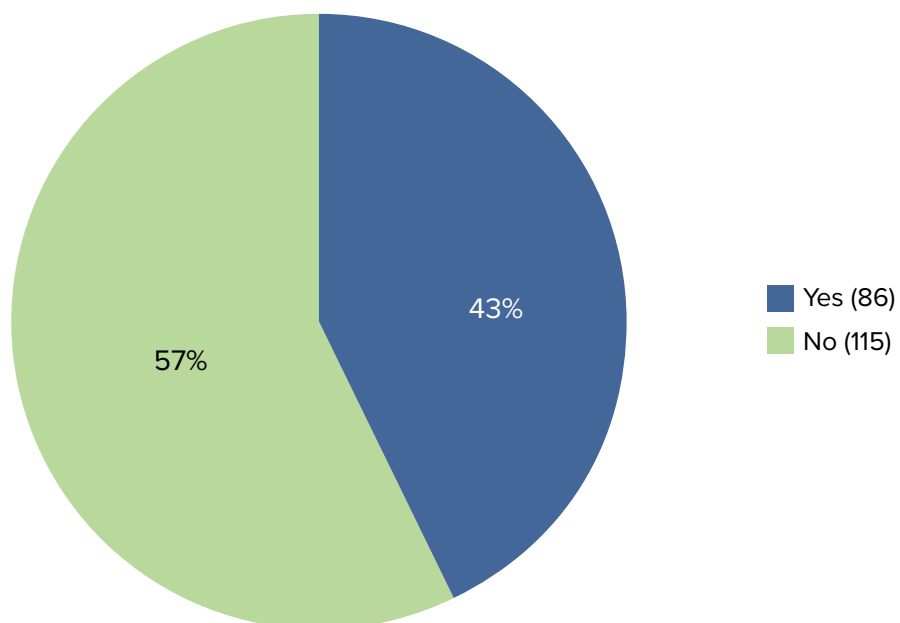
Online response (resides outside study area)



Total respondents - 200



7. Do you live within the study area boundary?



Total respondents - 201

Next Steps

A final report with recommendations for speed and traffic mitigation measures will be considered for implementation in 2025.

Engineering Department

604-294-7460 | [Burnaby.ca/EdmondsTraffic](https://burnaby.ca/EdmondsTraffic)

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