

Edmonds Speed and Traffic Management Study

**What We Heard Report:
Phase 1**
November 2024

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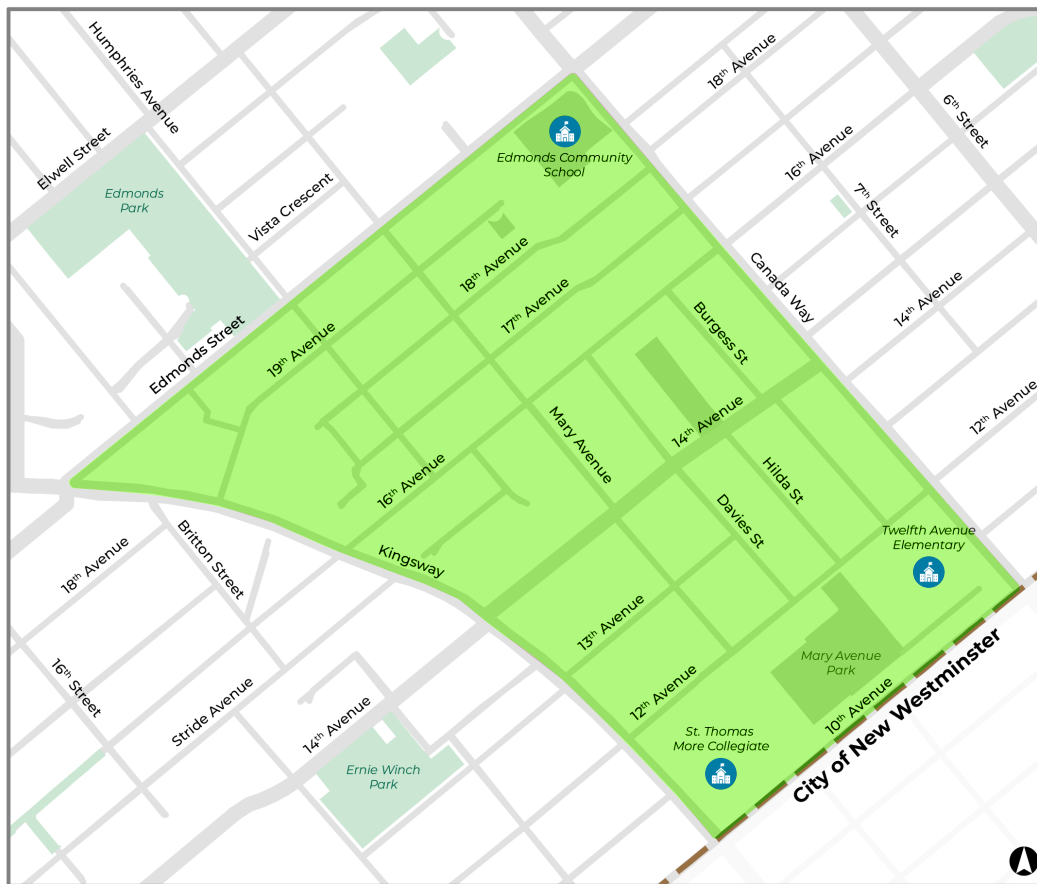
LAND ACKNOWLEDGEMENT

Burnaby is located on the ancestral and unceded homelands of the hə́ŋqəmiŋəm and Skwxwú7mesh Sníchim speaking peoples. We are grateful for the opportunity to be on this territory.

About This Report

The City of Burnaby 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, 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.

STUDY AREA



LEGEND

Study Area Park School

The Study is being undertaken in two phases. Phase 1 involved sharing traffic data with the community, identifying gaps and collecting public feedback on traffic and speed-related concerns within the study area. Phase 2 of the project will present recommendations for traffic and speed mitigation measures based on technical analysis and feedback gathered in Phase 1.

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 provide feedback in engagement activities, and their responses do not reflect a random sample.

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

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 increase has created access challenges for local residents that has led to operational and road safety concerns.

To address these issues, the City has initiated a traffic management study to tackle traffic speed and volume concerns that have been raised by the community. This study aligns 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 suitable for cyclists of all ages and abilities.

The purpose of the traffic management study will be to assess current traffic patterns, analyze community feedback, quantify the challenges, identify opportunities, develop a strategy and prioritize an implementation plan.

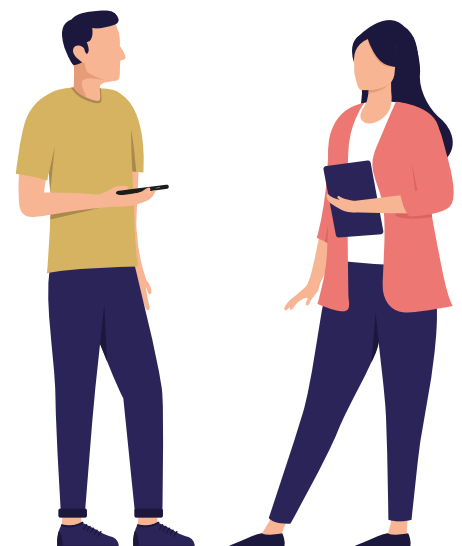
Communication and engagement objectives for Phase 1

Sharing information with the community on:

- » why the City is undertaking the Edmonds Speed and Traffic Management Study
- » existing conditions in the neighbourhood, including:
 - road classifications
 - locations of traffic and pedestrian signals, stop signs, traffic circles and diverters, existing and proposed speed humps, curb extensions, cycling routes, sidewalks and 30 km/hr zones
 - neighbourhood safety, including vehicle collision data from 2019-2023 (property damage, casualty, or injury)
 - neighbourhood traffic volumes: fall 2022 vs. fall 2023 (following the installation of a traffic diverter at Mary and 16th)
- » speed and traffic management measure considerations, and
- » project timeline and next steps

Gathering feedback from the community on:

- » where they have experienced traffic or speed-related concerns
- » where there are safety concerns or other issues



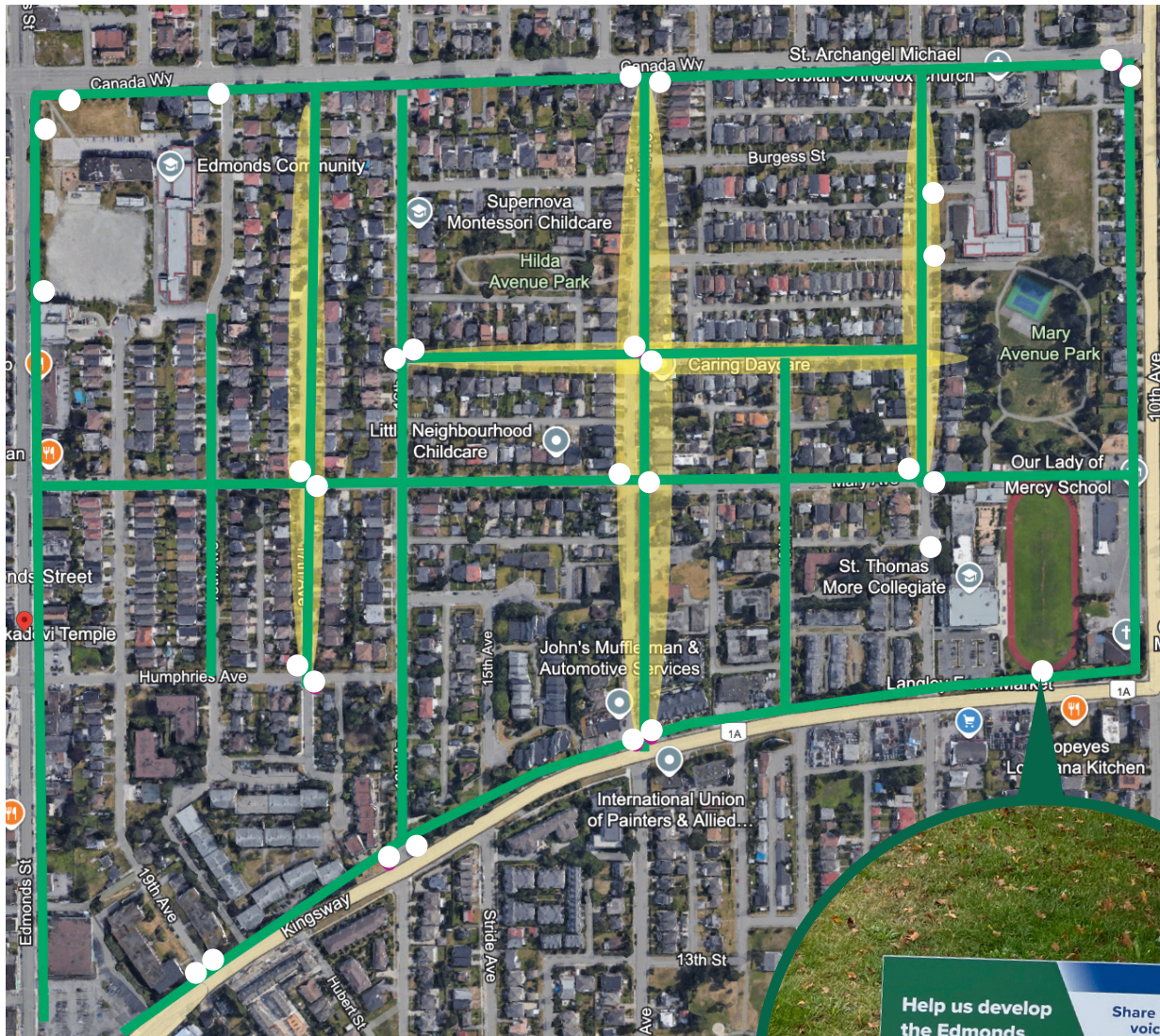
Engagement Activities

Promotional efforts

Phase 1 engagement took place from September 5 to October 1, 2024 and was promoted using the following methods:

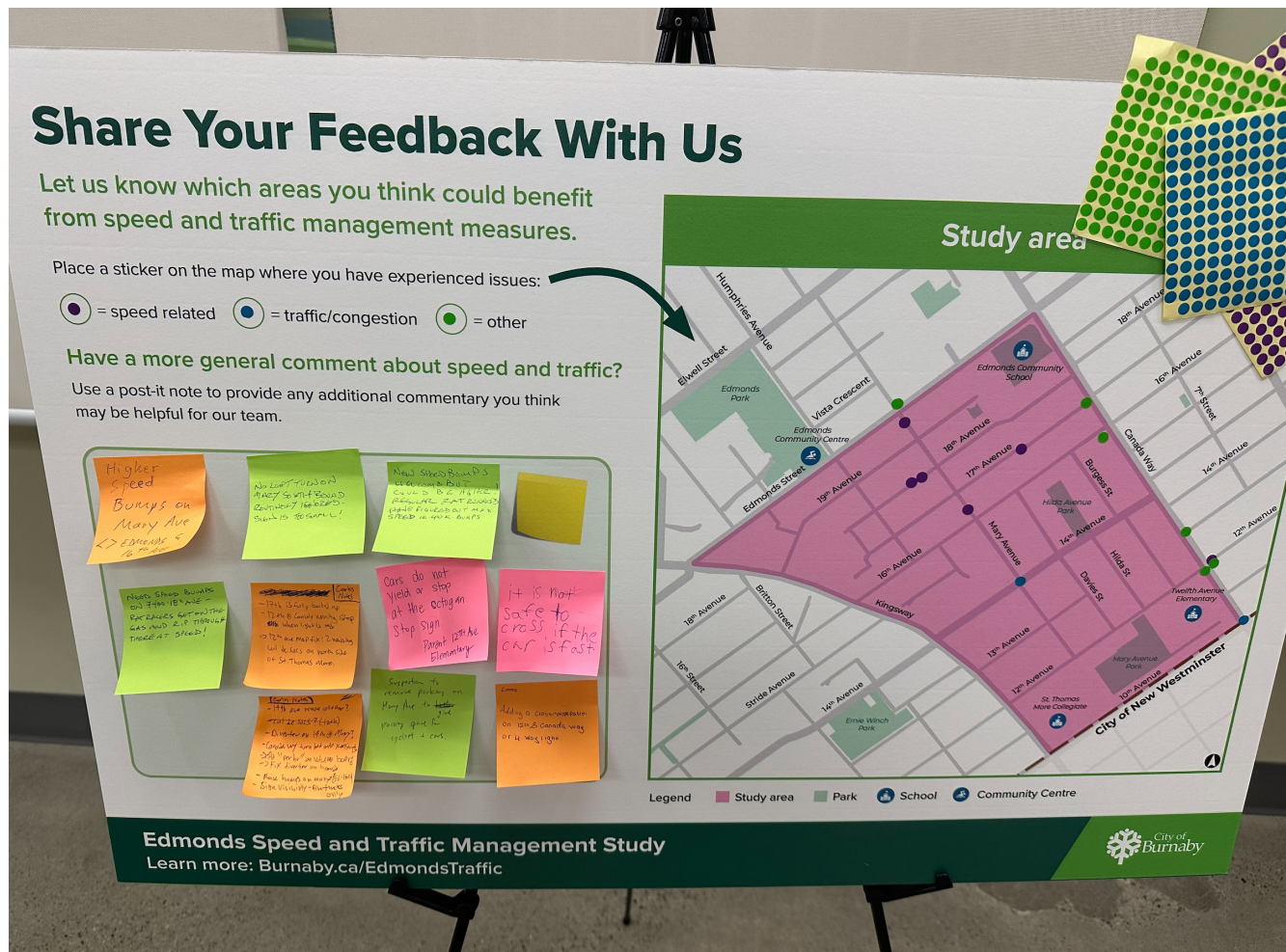
Method	Description	Dates
Burnaby.ca website	Webpage with project information and link to online survey	Webpage published on September 5, 2024 Survey available from September 5 to October 1, 2024
Postcard mail out	Provided link to the webpage and QR code to online survey 6,733 pieces mailed through Canada Post	Mailed on September 5
Social media posts	Organic posts and paid ads on Facebook, Instagram and X (formerly Twitter)	Posts made on September 5 to October 1, 2024
Newspaper advertisements	Digital ad in the BurnabyNow eNews	Digital ad ran in the September 22 issue
City's eNewsletter	Email newsletters to followers	Sent on September 5, 2024
Media release/ latest news	Official statement from the City introducing the project and inviting public feedback	Published on September 5, 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 September 10 and removed on October 11, 2024

White dots indicate the locations of the lawn signs:



Pop-up engagement events

The City of Burnaby conducted two pop-up engagement events on September 25 and 28, 2024, at the Edmonds Community Centre, which were attended by approximately 50 people. At the pop-up events, there was also an interactive board where attendees could put stickers on a map to indicate the issue (speed-related, traffic/congestion, other) and provide comments on post-it notes.



Online survey

An online survey was hosted on Burnaby's project website from September 5 to October 1, 2024, with a total of 305 community members participating.



Key Themes and Findings

The purpose of these events was to gather input on traffic issues and street improvements in the Edmonds study area. Feedback was collected both at the in-person events and through an online survey. Several key themes were revealed through the feedback received and as summarized below.

1. Speed management (Total - 71 comments)

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

- » **Speed humps:** While some residents supported speed humps to slow down traffic, others suggested increasing the height of existing speed humps on streets like Mary Avenue and 16th Avenue for better effectiveness. Innovative suggestions included using gel-filled speed humps that harden at higher speeds to discourage speeding. Additionally, roads such as 19th Avenue were identified for new speed bump installations to control vehicle speeds, especially in areas where current measures are insufficient.
- » **Roundabouts vs. four-way stops:** Four-way stop intersections, such as those at 16th Avenue/Mary Avenue and Humphries/18th Avenue¹, were considered inadequate for controlling traffic speed. Residents suggested replacing them with roundabouts, which naturally reduce vehicle speeds and have shown safety benefits at nearby intersections.
- » **Speed monitoring signs:** Residents recommended installing digital speed monitoring signs that display the current speed of approaching vehicles, which can serve as a visual cue for drivers to slow down.
- » **High-risk areas:** Speeding concerns were frequently mentioned for streets like Davies Street (between 14th and 16th), 17th Avenue, and near schools (e.g. around 12th Avenue and Canada Way). Speeding is problematic not only on main roads such as Canada Way and Kingsway but also on residential streets where children and pedestrians are present.

2. Traffic congestion (Total - 60 comments)

Congestion was a significant issue, with specific areas identified for improvement:

- » **Congestion hotspots:** The intersection of 14th Avenue and Canada Way was noted for severe congestion, especially during rush hours, with on-street parking and stop control measures contributing to backups. Mary Avenue also experienced congestion, particularly at peak hours. Heavy traffic on arterial roads such as Canada Way, Kingsway and Edmonds was a frequent concern, with bottlenecks at key intersections (e.g. 12th Avenue/Canada Way, and 14th Avenue/Canada Way).
- » **Cut-through traffic:** The increased use of local streets like 12th Avenue, 13th Avenue, and Davies Street as shortcuts to avoid congestion on main roads led to calls for more robust traffic management solutions to address the resulting safety issues.
- » **Impact of new developments:** With significant growth anticipated in the Kingsway/Edmonds area, including new residential developments, there is concern about whether the existing road network can handle the increased traffic. Suggestions included removing barriers (e.g. on 16th Avenue) to create additional north-south traffic routes and improve connectivity.

¹ Respondent noted Humphries/18th Ave as a four-way stop, but it is actually a two-way stop.



3. Cycling infrastructure and pedestrian safety (Total - 52 comments)

Residents shared several ideas to enhance safety for cyclists and pedestrians:

- » **Bike network connectivity:** There was a strong call for a more integrated cycling network, particularly on streets like Mary Avenue and 12th Avenue, where dedicated bike lanes are currently missing. Improving the bike infrastructure was seen as crucial for encouraging cycling as a safe and viable transportation option.
- » **Pedestrian safety enhancements:** Raised crosswalks were suggested for locations like 14th Avenue near Hilda Park to increase pedestrian visibility and safety. There were also concerns about inadequate pedestrian crossings at busy intersections, such as 12th Avenue and Canada Way, despite the presence of flashing pedestrian lights.
- » **Edmonds street corridor challenges:** Heavy traffic from Kingsway to Canada Way restricts safe access for cyclists and pedestrians, with narrow sidewalks and insufficient crossings. Residents suggested the introduction of more separated cycling lanes and pedestrian-friendly infrastructure to ensure safer non-motorized travel.

4. Intersection and crossing improvements (Total - 15 comments)

Community members identified the need for changes at several intersections to improve safety and traffic flow:

- » **Protected left turns and advanced greens:** Installing protected left turn signals and advanced green lights at key intersections (e.g. Kingsway/10th Avenue, 10th Avenue/Canada Way) could help alleviate congestion and reduce unsafe turning movements.
- » **Pedestrian crosswalk enhancements:** High-visibility crosswalks, pedestrian-activated flashing lights, and additional crossing points at high-traffic locations (e.g. 12th Avenue near Canada Way, 14th Avenue/Canada Way) were recommended to enhance pedestrian safety.
- » **Roundabouts or four-way stops:** Implementing roundabouts or additional four-way stops at intersections like 14th Avenue/Mary Avenue could help to slow down traffic and improve overall safety.

5. Parking (Total - 16 comments)

Parking was a frequent topic of feedback, with concerns and suggestions for improvement:

- » **Parking modifications:** Some residents suggested removing parking on certain streets (e.g. Mary Avenue) to create space for both cyclists and motorists. Another proposal was to convert 17th Avenue to one-way traffic to help alleviate congestion.
- » **Visibility issues:** Cars parked too close to intersections and traffic circles posed safety hazards by limiting visibility, leading to recommendations for “no parking” zones near these areas.
- » **Parking restrictions during rush hours:** Limiting parking along congested routes such as Edmonds Street during peak traffic times could help improve traffic flow.



6. School zone and residential traffic concerns (Total - 14 comments)

Concerns specific to school zones and residential streets were shared:

- » **School traffic:** High traffic volumes during school drop-off and pick-up times, particularly near St. Thomas More Collegiate, contributed to congestion and speeding issues. Suggestions included stronger traffic management measures, better enforcement, and promoting alternative transportation options for students.
- » **Residential street safety:** Many residents reported that local streets, laneways, and back alleys were being used as shortcuts by speeding vehicles. To mitigate these risks, speed humps and lower speed limits in residential areas were suggested.

7. Diverters and traffic diversion (Total - 21 comments)

Feedback on existing and proposed diverters was mixed:

- » **Diverter at Mary Avenue and 16th Avenue:** Some participants noted reduced traffic on certain streets, while others raised concerns about increased congestion on alternate routes like 14th Avenue, leading to dangerous driving conditions. There were also suggestions to adjust the diverter's orientation.

8. Additional Comments (Total - 35 comments)

Participants provided recommendations for improving road design and traffic signage:

- » **Truck route designation:** There was a call for clearer designation of truck routes to prevent heavy vehicles from using residential streets. During construction, temporary signage or flaggers could enhance safety.
- » **Traffic light synchronization:** Coordinating traffic lights along busy corridors such as Edmonds and Kingsway was recommended to help alleviate congestion.

Feedback highlighted issues with nighttime visibility and pedestrian infrastructure:

- » **Lighting improvements:** Residents suggested adding more streetlights, particularly on side streets and cul-de-sacs.
- » **Sidewalk conditions:** The need to complete sidewalk networks across the neighbourhood was emphasized, with calls for upgrades to ensure safe walking conditions, particularly in areas with high traffic volumes.

Next Steps

Thank you to all community members who participated in the engagement activities for Phase 1. Phase 2 of the project will present recommendations for traffic and speed mitigation measures based on the technical analysis and Phase 1 feedback. Phase 2 is anticipated to run from November to December 2024.

Engineering Department

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

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