

ITEM 6
MANAGER'S REPORT NO. 57
COUNCIL MEETING 1982 10 18

RE: MEETING WITH THE MINISTER OF TRANSPORTATION & HIGHWAYS
BURNABY HEIGHTS QUESTIONNAIRE
(ITEM 6c, REPORTS, 1982 JUNE 21)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

* * * * *

TO: MUNICIPAL MANAGER 1982 October 13

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: MEETING WITH THE MINISTER OF TRANSPORTATION & HIGHWAYS -
BURNABY HEIGHTS QUESTIONNAIRE

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RECOMMENDATION

THAT this report be referred to the Traffic Safety Committee.

SUMMARY

On Council's direction, a four part questionnaire was prepared and commencing 1982 September 07, was distributed to the Burnaby Heights residential area bounded by Boundary Road on the West, Edinburgh Street on the North, Willingdon Avenue on the East and Hastings Street on the South.

The questionnaire contained only the four alternatives listed below:

1. The present road pattern for the area not be altered.
2. An alternate "one-way" street pattern.
3. A diverter proposal.
4. A barricade proposal.

A total of 2,410 questionnaires were distributed to residential dwellings in the Burnaby Heights neighbourhood.

Of the 2,410 distributed, approximately 28% were returned. Of those returned, 75% (502) indicated their preference as well as the address or block number to assist staff in the analysis.

The results: 64% indicated the existing street pattern - Sketch 1 as their preference:

8% selected the "one-way" street pattern - Sketch 2;

14% preferred the diverter - "restricted access network" - Sketch 3;

and 14% indicated the barricade - "median closures on Boundary Road" as their choice.

R E P O R T

BACKGROUND

Although the commuter traffic, speed and safety concerns of the residents in the Burnaby Heights neighbourhood has been the subject of consideration by the Traffic Safety Committee and Council prior to the beginning of 1982, reference is made in this report to the events from the beginning of 1982 which have lead to Council's direction that a traffic questionnaire be prepared and distributed to the Burnaby Heights neighbourhood.

During the first half of 1982 Council has received correspondence and delegations from the residents in the Burnaby Heights neighbourhood concerning commuter traffic, traffic speed and safety concerns for school children.

Because Burnaby Council believes many of the traffic concerns raised by residents in North Burnaby can be resolved, to varying degrees, through implementing traffic management measures and constructing improvements in provincial highway routes, e.g., Hastings Street and Cassiar Street respectively, Council believed a meeting with the Minister of Transportation and Highways would be beneficial in that many of the problem areas could be discussed directly.

Related to the preceding is the 1982 May 25 recommendation of the Traffic Safety Committee for implementation of traffic management measures along Hastings Street to improve the peak period traffic flow and thereby encourage commuters to remain on the arterial facilities rather than divert their travel route through residential areas. On 1982 June 02 Council adopted the recommendation of the Traffic Safety Committee concerning the posting of "no stopping" restrictions along Hastings Street between Boundary Road and Delta Avenue. (Appendix I attached).

The 1982 June 21 report (Appendix II) from Mayor W.A. Lewarne outlined Council's direction on the North Burnaby traffic matters and the proposed meeting with the Minister of Transportation & Highways. Council adopted the following recommendations of that report:

- (1) THAT a meeting with the Highways Minister be held in Burnaby in the latter part of August.
- (2) THAT the Traffic Safety Committee, Transportation Committee, Council and Staff be invited to this meeting.
- (3) THAT a questionnaire, rather than a public meeting, be authorized for the areas mentioned, i.e., Edinburgh Street to the North, Hastings Street to the South, Boundary Road to the West and Willingdon Avenue to the East.
- (4) THAT the Planning & Building Inspection Department and the Engineering Department, in consultation with the Traffic Safety Committee, prepare a draft of the aforementioned questionnaire for the consideration of Council.

On 1982 July 26 Council adopted Items (c) and (d) of the recommendations of the Traffic Safety report (Appendix III).

- (c) THAT a four part questionnaire be prepared for the area bounded by Edinburgh Street to the North, Hastings Street to the South, Boundary Road to the West, and Willingdon Avenue to the East, which would only contain the following four alternatives in the order listed below:
 - (i) THAT the present road pattern for the area not be altered.
 - (ii) An alternate "one-way street" pattern.
 - (iii) A diverter proposal.
 - (iv) A barricade proposal.
- (d) THAT this questionnaire be prepared and circulated to those residents in the defined area as quickly as possible.

QUESTIONNAIRE DISTRIBUTION AND RESIDENTS' RESPONSE

Commencing 1982 September 07, 2,410 questionnaires, including the return postcard (Appendix IV), were distributed to Burnaby Heights residents.

The following table provides an overall summary of the responses to date (1982 October 14) with the qualifications indicated.

TABLE "A"

SUMMARY OF RESPONSES BY PREFERRED STREET PATTERN

	Number Indicating Preference & Providing Address	Number Indicating Preference but no Add- ress or Block No.	Total Responses Indicating Preferred Street Pattern	Other Responses
SKETCH 1 (Existing Street Pattern)	322	125	447	
SKETCH 2 (One-way Street Pattern)	39	8	47	
SKETCH 3 (Restricted Access Pattern)	70	13	83	
SKETCH 4 (Median Closures Boundary Rd)	71	8	79	
TOTALS	502	154	656	11 responses indicated No preference but provided comments

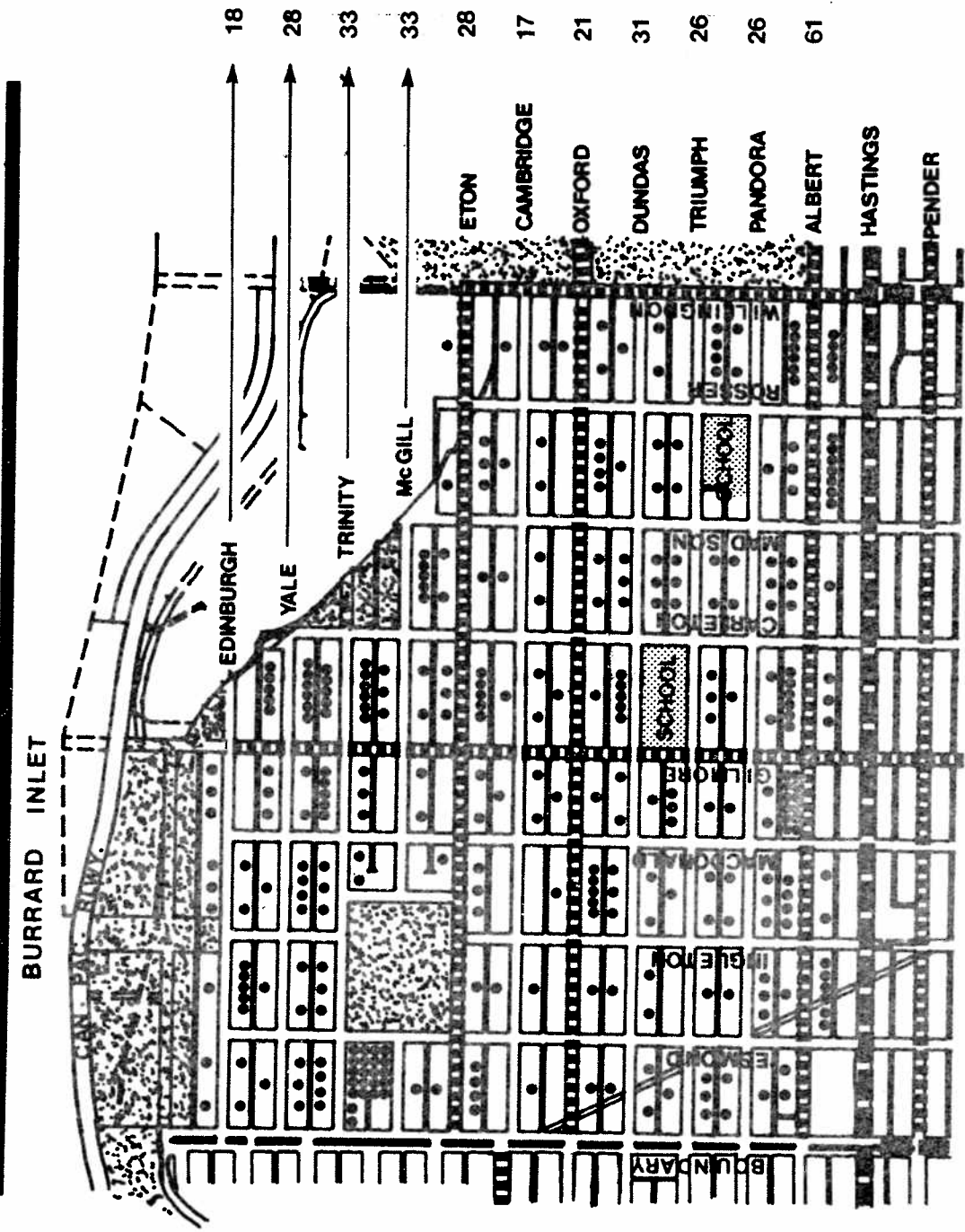
Percentage returned $667/2,410 = 27.7\%$
 Percentage indicating preference $656/2,410 = 27.2\%$
 Percentage with preference and address $502/2,410 = 20.8\%$

Sketches 1 through 4 illustrate the neighbourhood distribution of the 502 responses above while Table "B" provides a summary of responses by the respondent's street of residence and the preferred street pattern indicated.

It should be noted also that respondents whose residence address is on north-south streets, (e.g. Boundary, North or South Carlton etc. have been included with the Block number of the nearest East-West street for convenience in the analysis.

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Sketch 1



STREET CLASSIFICATION
 ■■■ ARTERIAL
 ■■■■■ COLLECTOR



TOTAL

322

SCALE 1:16000

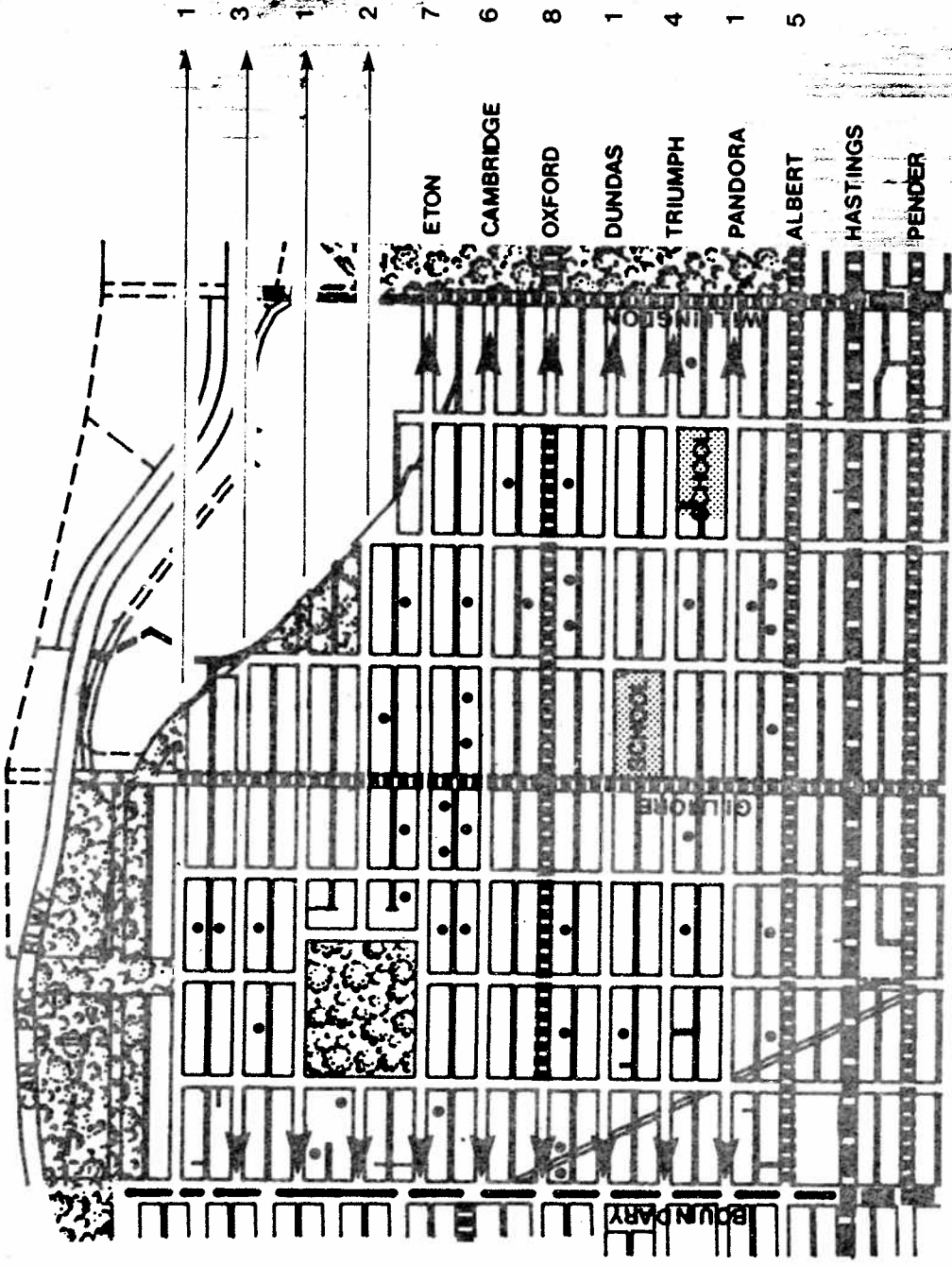
EXISTING ROAD PATTERN - UNCHANGED

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Sketch 2

BURRARD INLET



One-way pattern applies only to streets in the 3700 and 4400 blocks

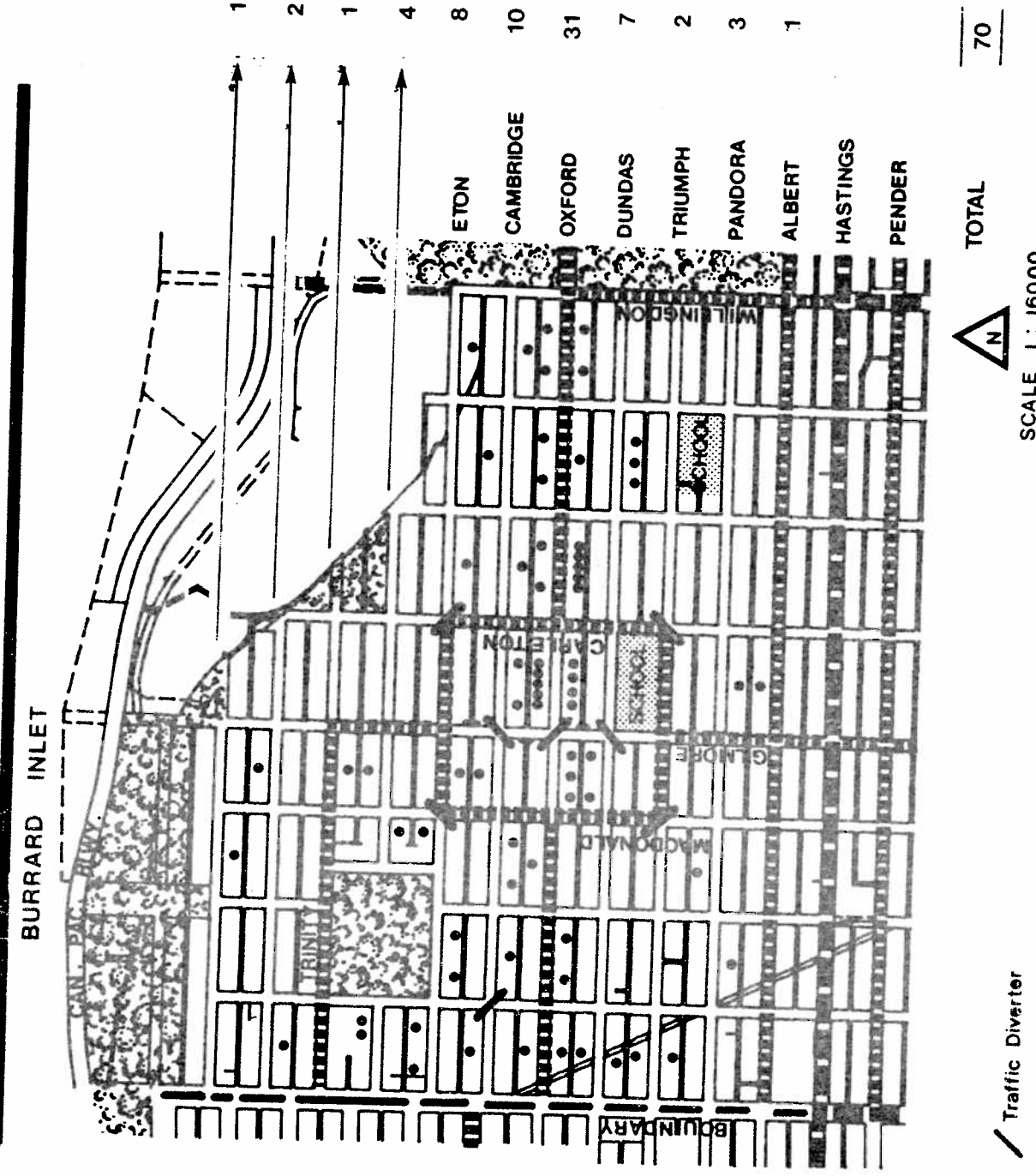


SCALE 1 : 16000

ONE-WAY STREET PATTERN

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Sketch 3

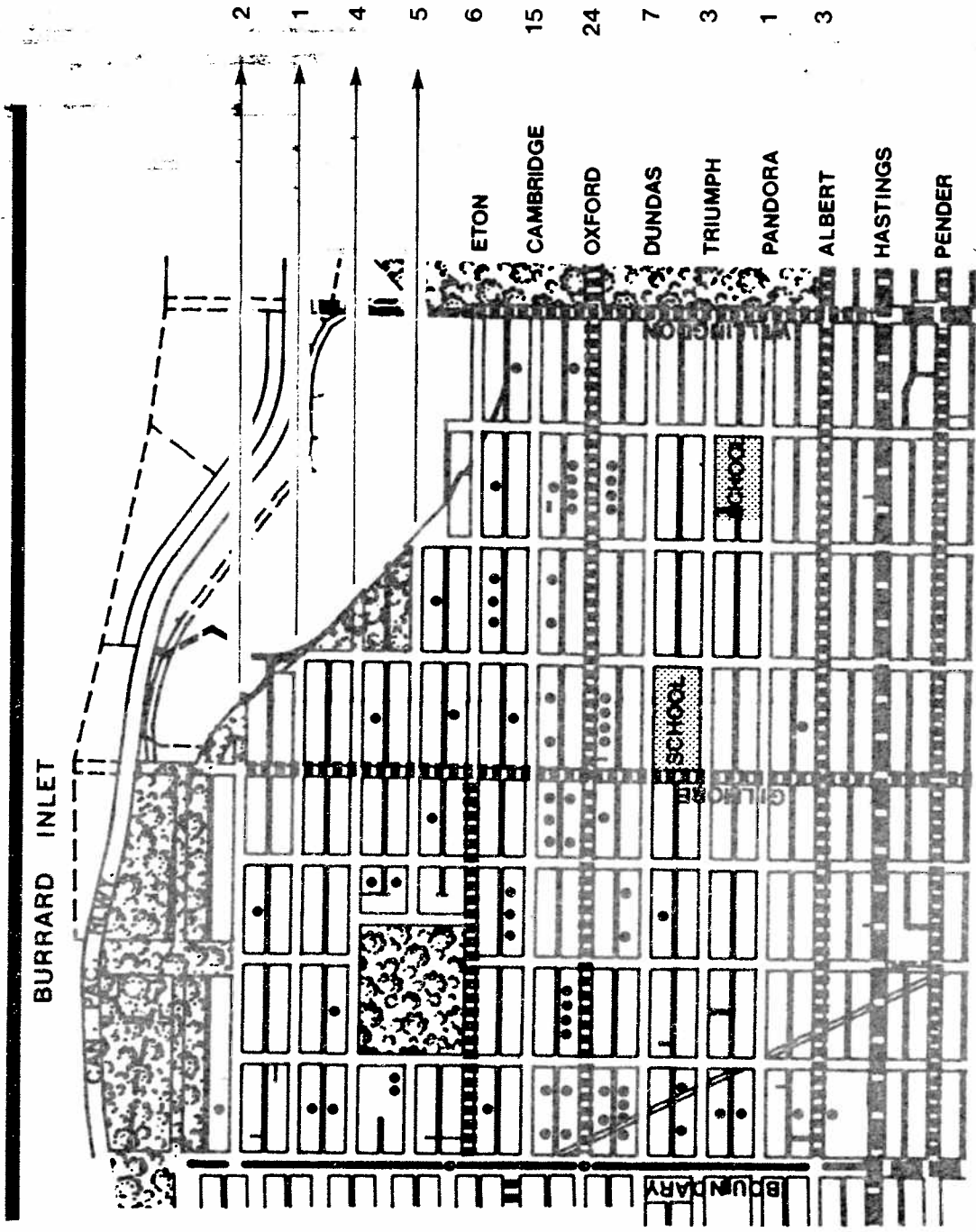


RESTRICTED ACCESS NETWORK

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Sketch 4



TOTAL

71

- + : Subject to approval of Vancouver Council
- e : Emergency vehicles and buses permitted across Boundary Rd.

SCALE 1 : 16000

MEDIAN CLOSURES ON BOUNDARY ROAD †

TABLE "B"

SUMMARY OF RESPONSES BY RESPONDENT'S RESIDENCE STREET

QUESTIONNAIRES		Distr.		Returned		Returned by Street Distributed		Sketch 1		Sketch 2		Sketch 3		Sketch 4		Total from Street		Percentage of (502 Returned	
Edinburgh	75	22	29.3%	18	1	1	18	1	1	1	1	1	1	2	22	4%	4%	22	4%
Yale	106	34	32.1%	28	3	3	28	3	3	2	2	1	2	34	7%	7%	34	7%	
Trinity	100	39	39.0%	33	1	1	33	1	1	4	4	1	4	39	8%	8%	39	8%	
McGill	316	44	13.9%	33	2	2	33	2	2	5	5	4	5	44	9%	9%	44	9%	
Eton	162	49	30.2%	28	7	7	28	7	7	6	6	8	6	49	10%	10%	49	10%	
Cambridge	202	48	23.8%	17	6	6	17	6	6	10	10	31	15	48	10%	10%	48	10%	
Oxford	212	84	39.6%	21	8	8	21	8	8	10	10	31	15	84	17%	17%	84	17%	
Dundas	204	46	22.5%	31	1	1	31	1	1	7	7	7	7	46	9%	9%	46	9%	
Triumph	176	35	19.9%	26	4	4	26	4	4	2	2	2	3	35	7%	7%	35	7%	
Pandora	165	31	18.8%	26	1	1	26	1	1	3	3	3	1	31	6%	6%	31	6%	
Albert	692	70	10.1%	61	5	5	61	5	5	3	3	1	3	70	14%	14%	70	14%	
	2410																		
	502		-		39		322												
					70														
					71														
					502														
																			101% *

* Due to rounding

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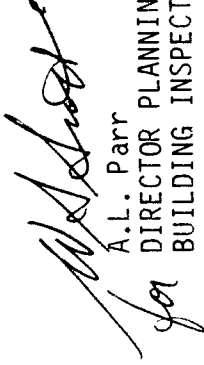
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From Table "B" above it is noted that a reasonable response rate was obtained from streets where low density residential homes are located particularly Oxford Street which showed the highest response rate for their street (39.6%) which represented approximately 17% of the total (502) responses. Although the majority (75%) of respondents from Oxford Street indicated that a street pattern other than the existing pattern was desired, no clear preference was indicated.

COMMENTS

Many of the respondents took the time to provide comments on the return postcard and these have been summarized (Appendix V) by the respondent's street (when indicated) and by preferred street pattern (when indicated).


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

WSS/mcb
Attachs:

cc: Director Engineering



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INTER-OFFICE COMMUNICATION

TO: DIRECTOR ENGINEERING DEPARTMENT: DATE: 82/06/02
FROM: MUNICIPAL CLERK DEPARTMENT: OUR FILE # 20-2
SUBJECT: RE: PARKING PROBLEMS ON HASTINGS STREET YOUR FILE #
DELEGATIONS - COUNCIL MEETING 1982 MAY 31

This is to advise that Vera Banner, 4092 Hastings Street, appeared before Council as a delegation on May 31 to request that parking bans not be imposed on Hastings Street between Boundary Road and Delta Avenue until alternate parking spaces are available.

Council, at that time, also lifted Item 3 of the report of the Traffic Safety Committee dated 1982 May 25 and adopted the following recommendation contained in that report:

1. THAT Council approve the posting of "No Stopping" restrictions along Hastings Street between Boundary Road and Delta Avenue during the following periods:
 - a) North side of Hastings Street between 06:00 h and 09:00 h.
 - b) South side of Hastings Street between 15:00 h and 18:00 h.

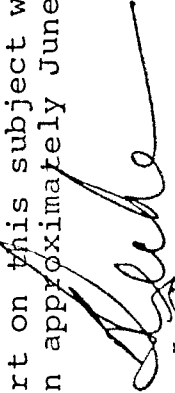
Arising out of Council's discussion of this subject, the following additional motion was adopted:

- "2. THAT the posting of 'No Stopping' restrictions along Hastings Street between Boundary Road and Delta Avenue not take place until input is received from the merchants of the area, municipal staff and Council by 1982 June 30 on the provision of alternate parking."

It would appear that a further report on this subject will be required for Council's consideration approximately June 30.

BL/blp

cc: Mayor W.A. Lewarne
Municipal Manager
Director Planning & Building Inspection
Burnaby Detachment RCMP


B.D. Leche,
DEPUTY MUNICIPAL CLERK

APPENDIX I

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R E P O R T
Regular Council Meeting
1982 June 21

File: 20-2

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THE CORPORATION OF THE DISTRICT OF BURNABY

TO: MEMBERS OF THE MUNICIPAL COUNCIL

RE: Direction From Council On North Burnaby Traffic Matters
And Meeting With The Minister Of Highways

Madam and Gentlemen:

Council will recall the following resolutions by Council:

1982 May 25

"THAT the area bounded by Edinburgh Street to the North, Hastings Street to the South, Boundary Road to the West and Willingdon Avenue to the East, be canvassed to determine if the residents would favour a one-way street system for their area which would designate Gilmore Avenue as the dividing line, and designate the streets between Boundary Road and Willingdon Avenue "one way only" as noted on Sketch 3 attached to the report of the Traffic Safety Committee."

Arising out of Council's discussion of this subject, the following motion was adopted:

"THAT this matter be referred back to the Traffic Safety Committee for a report with regard to the experience with this type of traffic control in Ottawa, Ontario, and the finalized plan and the Director Engineering submit his comments on this proposal as well."

1982 May 31

You will recall that Mr. B. H. Buchannon appeared before Council as a delegation on 1982 May 31 concerning the traffic problems presently being encountered on Curtis/Parker Streets and the proposed widening of Parker Street at Holdom Avenue.

Arising out of Council's discussion of this subject, the following motion was adopted:

"THAT this subject matter be tabled and His Worship, The Mayor, arrange a meeting between Council, appropriate municipal staff, and the Minister of Transportation and Highways and his staff, at which time the question of excessive traffic volumes on Curtis/Parker Streets can be fully discussed and an equitable solution found to the existing problems."

1982 May 31

Arising out of Council's discussion of Mrs. A.L. Smith's submission (Vice-President of the Gilmore School Council), the following motion was adopted:

"THAT His Worship, Mayor Lewarne, initiate a meeting with the residents of the Burnaby Heights area to obtain citizen input, discussion and debate, and to get a general consensus of the wishes of the majority of the residents to determine which, if any, traffic control schemes are desired to overcome the traffic problems in the area."

I have been in touch with Mr. Jess Ketchum, Executive Assistant to the Highways Minister, to arrange a meeting as swiftly as possible. Because of the size of the group, it would require this meeting to be held in Burnaby. Since the Provincial House is in session at the present time, this meeting cannot take place until mid-August unless we are prepared to take a smaller group to Victoria to meet with the Minister.

To bring these matters to a head with total information, I would suggest that we, as a Council, send a questionnaire out to the citizens in the area bounded by Hastings Street to the South, Boundary Road to the West, Edinburgh Street to the North and Willingdon Avenue to the East, to determine if the residents

AGENDA 1982 JUNE 21

COPY - MANAGER

- DIRECTOR PLANNING &

- DIRECTOR ENGINEERING

.../p.2.34
BUILDING INSPECTION APPENDIX II

Page 2

R E P O R T

Regular Council Meeting

1982 June 21

favour any traffic control measures to restrict traffic through their area.
A method such as the Brentwood Park questionnaire is suggested (copy attached).

The Planning and Building Inspection Department and the Engineering Department, consulting with the Traffic Safety Committee, could give several options for the citizens if they wish traffic control measures. These would be included in the survey so that an expression of opinion could be obtained from the residents.

The availability of this information could be favourable for the Highways Minister's meeting. Therefore, I would suggest the following recommendations:

- (1) THAT the meeting with the Highways Minister be held in Burnaby in the latter part of August.
- (2) THAT the traffic Safety Committee, Transportation Committee, Council and Staff, be invited to this meeting.
- (3) THAT a questionnaire, rather than a public meeting, be authorized for the areas mentioned, i.e. Edinburgh Street to the North, Hastings Street to the South, Boundary Road to the West and Willingdon Avenue to the East.
- (4) THAT the Planning and Building Inspection Department and the Engineering Department, in consultation with the Traffic Safety Committee, prepare a draft of the aforementioned questionnaire for the consideration of Council.

Respectfully submitted,

William A. Lewarne,
M A Y O R

NAL/dew

Attachment.

HIS WORSHIP, MAYOR W.A. LEWARNE
INTER-OFFICE COMMUNICATION

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TO: DIRECTOR ENGINEERING DEPARTMENT: SECRETARY, TRANSPORTATION DATE: 1982/07/29
DIRECTOR PLANNING & BUILDING INSPECTION COMMITTEE
FROM: MUNICIPAL CLERK DEPARTMENT:
OUR FILE # 20-2

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SUBJECT: MEETING WITH THE MINISTER OF TRANSPORTATION AND HIGHWAYS
YOUR FILE #

This is to advise that Council on 1982 July 26 received the attached report from the Traffic Safety Committee regarding the upcoming meeting with the Minister of Transportation and Highways. The following recommendations, amended as shown, were adopted by Council at that time.

(a) THAT staff prepare working drawings for those areas which will be discussed at the upcoming meeting with the Minister of Transportation and Highways, and that His Worship, Mayor W.A. Lewarne so advise the Minister of Transportation and Highways of those items which the Corporation wishes to review at this meeting, including any other related road proposals.

(c) THAT a four part questionnaire be prepared for the area bounded by Edinburgh Street to the north, Hastings Street to the south, Boundary Road to the west and Willingdon Avenue to the east which would only contain the following four alternatives in the order listed below:

(i) THAT the present road pattern for the area not be altered.

(ii) An alternate "One Way Street" pattern.

(iii) A diverter proposal.

(iv) A barricade proposal.

(d) THAT this questionnaire be prepared and circulated to those residents in the defined area as quickly as possible.

Further, I wish to advise that recommendation (b), as contained in the report, was referred to the Transportation Committee, namely:

(b) THAT the proposed "Benson Waterfront Expressway" be included on the agenda for the meeting with the Ministry of Transportation and Highways.



B.D. Leche
Deputy Municipal Clerk

RDS:sw
attach
cc: Traffic Supervisor
W.S. Scott, Transportation Planner
Secretary, Traffic Safety Committee