

REPORT
Regular Council Meeting
1990 November 26

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

A. BC TRANSIT RESPONSE TO MUNICIPAL REQUESTS FOR
TRANSIT SERVICE IN THE 1991/92 ANNUAL SERVICE PLAN

RECOMMENDATION:

1. THAT a copy of this report be forwarded to the Chairman,
Vancouver Regional Transit Commission.

R E P O R T

This report responds to correspondence received by Council at the regular Council meeting held 1990 November 19 from Mr. G. Leicester, Service Planning Manager, BC Transit, which advises Burnaby of the status of its municipal requests for transit service to be included in the 1991/92 Annual Service Plan. These municipal suggestions referred to in the correspondence were approved by Council at its regular meeting of 1990 July 16 and subsequently submitted to the Vancouver Regional Transit Commission.

At its regular meeting of 1990 October 01, Council received a copy of the 1991/92 Annual Service Plan for review and comment. This Plan includes a number of service improvements as follows:

- #120 Rerouting to Vancouver via Broadway
- #139 Burnaby Heights Routing Consolidation
- #138 Brentwood Town Centre Service
- Increased Service Frequencies on the #134 and #144

Council then directed that the Traffic and Transportation Committee prepare a brief to the Vancouver Regional Transit Commission on the Service Plan, commenting on each of these proposals.

The Director Planning and Building Inspection reported, in part, as follows:

"With regard to the correspondence from BC Transit, the municipal requests can be grouped into four categories relative to BC Transit's response as follows:

- i) Agreed Improvements Included in the 1991/92 Annual Service Plan.

These projects which are agreed to by BC Transit and are included or implementable within the time horizon of the Plan include the following:

- #139 Burnaby Heights Routing Consolidation
- New connection between Brentwood Town Centre and the office park areas in the Canada Way/Willingdon Avenue areas.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 NOVEMBER 26
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

ii) Agreed Improvements Not Implementable in the 1991/92 Annual Service Plan

These projects are agreed to by BC Transit but are not feasible within the time horizon of the Plan and include the following:

- #135 Kootenay Loop extension to downtown Vancouver
- Hastings Trolley Extension to SFU
- Royal Oak bus service
- Transit service to Deer Lake area
- Rerouting of the #144 SFU to Hastings and Sperling

iii) Improvements Requiring Further Study

Some projects have not been agreed to by BC Transit but will be subject to further study of their implications and could be accepted for inclusion in a future Annual Service Plan. These include:

- Smaller buses for Burnaby Heights and South Slope routes
- Improved service on Grange Street
- Bus service to the Big Bend area
- Revisions to Metrotown internal routing

iv) Improvements Unacceptable to BC Transit

The following improvements are unacceptable to BC Transit at this time:

- Allowing stops in Burnaby of the Coquitlam express services
- #28 Joyce Station rerouting to Metrotown
- Lougheed Trolley Extension

In conclusion, Annual Service Plans since 1989 have focused on improvements to bus services in North Burnaby initiated by the North Burnaby Transit Area Plan process. Considerable progress however has been made in accomplishing Council's objectives for transit service in Burnaby including providing more direct service to Vancouver, better connections between town centres and improved service coverage. A number of outstanding transit issues are being pursued with BC Transit as part of the Area Plan process including the Lougheed trolley extension, Deer Lake bus routings, and the Northeast Burnaby fare zone boundary. Advances in these areas may be forthcoming for implementation in future Annual Service Plans."

B. COUNCIL BRIEF TO THE G.V.R.D. ON THE PROVINCIAL TRANSPORTATION PLANRECOMMENDATION:

1. THAT Council approve ATTACHMENT A as a Brief to the G.V.R.D. Development Services Committee on the 1991/92 Provincial Transportation Plan.

R E P O R T

The Director Planning and Building Inspection submitted the following report to the Traffic and Transportation Committee regarding the Provincial Transportation Plan:

"At its regular meeting of 1990 November 05, Council received correspondence from Mayor G.J. Blair, Chairperson, G.V.R.D. Board of Directors, requesting comments from Council to permit the G.V.R.D. to make a consolidated submission to the province on a 1991/92 Provincial Transportation Plan.

The 1991/92 Provincial Transportation Plan sets provincial transportation priorities for the five-year period from fiscal year 1991/92 - 1996-97 and provides the context for developing the budget of the Ministry of Transportation and Highways for the upcoming fiscal year 1991/92.

Upon consideration of the correspondence and a report from the Director Planning & Building Inspection on the Provincial Transportation Plan, Council approved a recommendation to direct staff to prepare a Brief to the G.V.R.D. on the 1991/92 Provincial Transportation Plan for the consideration of Council.

The Brief outlined in ATTACHMENT A restates the major positions taken by Council in its previous Brief to the G.V.R.D. Transportation Task Force on the 1990/91 Provincial Transportation Plan and provides further comments on the current status of regional policy initiatives and provincial road and transit projects identified in the 1990/91 Plan. It is recognized that Council policy on transportation is subject to the results of an update of the Burnaby Transportation Plan to be undertaken in 1991. Notwithstanding this process however, it is recommended that Council approve ATTACHMENT A as its Brief to the G.V.R.D. on the 1991/92 Provincial Transportation Plan outlining its current position on provincial highway and transit projects."

C. TRAFFIC ON 14TH AVENUE BETWEEN CANADA WAY AND KINGSWAY

RECOMMENDATION:

1. THAT Mr. P. Paul Wilting, 7511 - 14th Avenue, Burnaby, B.C., V3N 2A2 be sent a copy of of this report.

R E P O R T

The Director Planning and Building Inspection submitted the following report to the Traffic and Transportation Committee:

"1.0 BACKGROUND

Correspondence was received from Mr. P. Paul Wilting of 7511 14th Avenue dated 1988 July 25, and, Mr. Ron Morey of 7608 14th Avenue appeared before the 1988 September 13 meeting of the Traffic Safety Committee (now the Traffic and Transportation Committee) with regards to commuter use of 14th Avenue. In the following year, a detailed study and analysis was carried out after which a report was submitted to Council at its meeting of 1989 November 20 from the Traffic Safety Committee. Council adopted a series of recommendations with respect to reducing traffic flow and increasing safety along 14th Avenue between Canada Way and Kingsway. Subsequently, correspondence requesting the status of actions taken on the previous recommendations has been received from Mr. P. Paul Wilting. This report updates Council on the status of these actions.

2.0 STATUS

2.1 PREVIOUS REPORT

In general, the report of 1989 November 20 outlined a set of preliminary guidelines for action with regards to commuter traffic in residential neighbourhoods. The issues addressed by these guidelines include impact on adjacent neighbourhoods, community support, capacity on adjacent arterials as well as local traffic volume limits. The neighbourhood issues pertaining to 14th Avenue suggested that improvements to major intersections on the surrounding arterials; Canada Way, Edmonds, Kingsway and 10th Avenue, in conjunction with a series of mitigatory measures, were identified as the most appropriate method of dealing with commuter volumes.

2.2 PREVIOUS RECOMMENDATIONS

RECOMMENDATION 1

THAT Burnaby staff meet with the Ministry of Transportation and Highways to discuss and examine ways and means by which the signalized intersections on 10th Avenue at Canada Way and Kingsway and on Edmonds at Kingsway and Canada Way can be made to operate more efficiently to reduce delay and thereby encourage commuter traffic to maintain travel along the arterial routes rather than 'shortcut' through the residential neighbourhood.

ACTION

A series of meetings were held with the Ministry at which the above intersection improvements were discussed.

Major modifications to the intersection of Edmonds and Canada Way are in the design process. Left turn lanes are being added to the Canada Way legs of the intersection, at which time the present left turn peak hour prohibition will be removed, and additional left and through lanes are being added to the Edmonds legs of the intersection. Construction is expected to begin in 1991. These modifications could considerably reduce through traffic, presently using 14th and 16th Avenues as access roads between Canada Way and Kingsway, by vehicles presently unable to make the left turn movement at Canada Way northbound to Edmonds.

Modifications to the intersection of Edmonds and Kingsway will be carried out in the future on widening of Edmonds Street. This project is budgeted in the Major Roads Program for 1992.

Modifications to the intersections of 10th Avenue at both Canada Way and Kingsway require the concurrence of the City of New Westminster as well as the Ministry of Transportation and Highways and the the District of Burnaby. In this respect they may require more time and effect to resolve but will be pursued.

RECOMMENDATION 2

THAT following completion of the investigation mentioned in Recommendation No. 1, staff report back to the Traffic Safety Committee (now the Traffic and Transportation Committee).

ACTION

This report constitutes the required report.

RECOMMENDATION 3

THAT the Parks and Recreation Commission be requested to provide appropriate fencing along the 14th Avenue frontage of Hilda park for added safety and to separate the park from 14th Avenue.

ACTION

The Parks and Recreation Commission has provided chain link fencing, physically separating activities in the Hilda Park playground from 14th Avenue traffic.

RECOMMENDATION 4

THAT the RCMP be requested to implement, over the next six months, a phased program of enforcement in the playground zone on 14th Avenue with the objective of making all drivers aware of the presence of the Hilda Park playground and posted travel speed and thereafter report back to the Traffic Safety Committee (now the Traffic and Transportation Committee).

ACTION

An enforcement program was carried out between 1989 December and 1990 May as reported in ATTACHMENT B. Over this six month period a total of 59 speeding charges were made with an additional 35 warnings and other charges. However, the RCMP did report that "...this area is not considered to be a serious problem when compared with other school or playground areas."

RECOMMENDATION 5

THAT following the six month period mentioned in Recommendation No. 4, staff again monitor the traffic volumes in the area to identify any changes and report back to the Traffic Safety Committee (now the Traffic and Transportation Committee).

ACTION

Traffic volumes have been monitored by the Engineering Department. The results are illustrated in ATTACHMENT C. Little overall change has been noted in the traffic volumes. The section of 14th Avenue between Kingsway and Mary Avenue showed a slight drop in volumes from 1,703 vehicles per day to 1,674 and the section between Canada Way and Burgess showed a slight increase from 1,440 to 1,541 vehicles per day. Slight variations do occur depending on the day of the week and other factors. These volumes are not out of the ordinary for streets of the local collector type.

3.0 CONCLUSION

A detailed analysis was done and full report presented to Council at the regular Council meeting on 1989 November 20 containing a series of recommendations with regard to traffic along 14th Avenue. Included in the recommendations were a series of measures meant to mitigate the effects of present traffic along 14th Avenue, as well as broader actions, namely the intersection improvements to the surrounding major roads, which were expected to yield the primary benefits in reducing traffic volumes. These measures have been completed and, as discussed above, action is being taken on the broader intersection improvements. Therefore, no further action is recommended until the completion of the major road improvements. Traffic volumes will be monitored at that time to determine if further action is required."

D. TRAFFIC IN THE PATTERSON AVENUE/BURKE STREET AREA

RECOMMENDATION:

1. THAT Mrs. Shirley A. Sellers, 5192 Patterson Avenue, Burnaby, B.C., V5G 3A9 be sent a copy of this report.

R E P O R T

The Director Planning and Building Inspection submitted the following report to the Traffic and Transportation Committee:

"1.0 BACKGROUND

Correspondence was received from Mrs. Shirley A. Sellers of 5192 Patterson Avenue dated 1990 July 04. Mrs. Seller's letter was received at the regular Council meeting of 1990 July 23 and the matter was subsequently referred to the Traffic and Transportation Committee (Transportation Division) for analysis and report. This report presents the results of the analysis.

2.0 TRAFFIC ANALYSIS

The functional classification of the road system in the Patterson Avenue/Burke Street area as adopted in the Burnaby Conceptual Transportation Plan is graphically illustrated in ATTACHMENT D. Patterson Avenue is designated a major residential collector whereas the function of Burke Street is that of a minor residential collector. The major collector system is expected to provide for intra-municipal trips as well as feeding traffic from residential areas to the arterial system. The primary function of the minor collector is to feed traffic from the neighbourhood to the major collector and arterial network although it is recognized that a certain amount of through traffic will also be carried by these streets.

A comparison of the latest available traffic counts taken on Patterson Avenue and Burke Street with counts taken from similar 2-way stop controlled major/local collector intersections is presented (ATTACHMENTS E and F) for each of the functional classifications. Of the four legs extending from the Patterson Avenue/Burke Street intersection Burke Street on the east side of Patterson Avenue is the only leg carrying a significant amount of traffic for its function. The volume of 2750 vehicles per day (2-way) is an acceptable volume for a minor collector.

3.0 WILLINGDON AVENUE/BURKE STREET SIGNALIZATION

With regards to the signal installation, a report was presented at the Traffic and Transportation Committee (Traffic Safety Division) regular meeting of 1990 February 13. Signal installation was completed late September 1990 with the follow up traffic volume counts scheduled for mid November subsequent to the stabilization of the traffic in the area. Past complaints from this area have been minimal being primarily centered on requirements for stop signs at various intersections which were subsequently installed.

As a result of the recommendation adopted by the Traffic and Transportation Committee on 1990 February 13 a signal was installed at the intersection of Burke Street and Willingdon Avenue on 1990 October. The report to the Committee with the included recommendation was in response to a delegation advising that a pedestrian crossing of Willingdon Avenue between Sardis and Moscrop Streets was necessary. The Burke Street/Willingdon Avenue location was chosen as the most adequate on the basis of grades and R.T.A.C. warrants.

Pedestrian crossing of Willingdon is definitively improved as a result, however, an increase in the use of Burke Street as a consequence of the less restrictive left turn movement provided by the signal is probable. Signalization, though providing the benefits of increased access to the arterial network for residents and superior pedestrian safety also improves access to the collector network to commuters, increasing the undesirable use of this network by commuters. These competing objectives must be emphasized and the tradeoffs acknowledged at the decision making stage.

4.0 ARTERIAL NETWORK IMPROVEMENTS

The choice of a collector street over an arterial street as a through route by commuter traffic generally occurs only when a delay is encountered or expected along the arterial route. The most probable use of Burke Street as a bypass route would involve vehicles moving from South and East of the Willingdon Avenue and Kingsway intersection to Boundary Road and Moscrop in the morning, or the reverse in the afternoon.

The choice of Burke Street would be caused in part by the desire to avoid 1) a left turn movement from Willingdon (north) onto Kingsway (west) in the morning and 2) a left turn movement from Boundary Road (south) onto Kingsway (east) or Imperial Street (east) in the afternoon. A dedicated left turn signal is presently being installed for item 1) above and major intersection improvements are planned for both the Boundary Road and Kingsway and the Boundary Road and Imperial Street intersections over the next 2 years. These actions should mitigate the effects of facilitating the left turn movement at the Burke Street and Willingdon Avenue intersection. Major improvements to the arterial system are always vastly preferable to minor interference based schemes in residential neighbourhoods for the alleviation of commuter traffic through residential neighbourhoods.

5.0 CONCLUSION

At present commuter traffic on Burke is not unreasonable for a minor collector street. Vehicular volumes are still compatible with the function of Burke, and equivalent to volumes on other streets in Burnaby of similar function. As such, further measures are not warranted at this time. However, depending on the effects of the signalization of Willingdon Avenue at Burke Street and the mitigating arterial improvements it is difficult to predict future traffic growth. It is therefore proposed that the traffic counts which will be taken subsequent to traffic stabilization and future counts should be carefully examined to ensure the maintenance of the proper function of Burke Street. Should future traffic growth warrant further action a more detailed study will be done at that time."

E. COMMUNITY TRANSPORTATION PLAN FOR THE COMMUNITY PLAN TWO AREA

RECOMMENDATIONS:

1. THAT Council approve the Community Transportation Plan for the Community Plan Two Area as outlined in ATTACHMENT G.
2. THAT Council approve an amendment to the Community Plan for the Community Plan Two Area to include the closure of Mayberry Street at Willingdon Avenue.
3. THAT staff undertake a study of access from the Community Plan Two Area after the implementation of Central Boulevard (Phase 1) project as a basis for the consideration of timing for improvements to the intersection of Willingdon Avenue and South Beresford Street.
4. THAT staff pursue advancement of the improvements to Kingsway between Boundary Road and Patterson Avenue with the Ministry of Transportation and Highways.
5. THAT provision be made for the proposed improvements in ATTACHMENT G in the 1991/1995 Capital Budget.
6. THAT a copy of the summary report to Council be forwarded to the Strata Council representatives in the Community Plan Two Area.

R E P O R T

The Director Planning and Building Inspection submitted the following report to the Traffic and Transportation Committee:

"1.0 BACKGROUND

On 1989 November 07, Mr. Bruce Carlson, President of Post 83 Co-operative Housing Association, appeared before the Traffic Safety Committee as a delegation on behalf of several neighbouring housing complexes regarding traffic concerns in the Community Plan Two Area. Subsequently, on 1990 February 06, the Committee considered a report from the Director Planning and Building Inspection which proposed a review of the street network in the Metrotown Area.

At its meeting of 1990 May 09 the Traffic and Transportation Committee (Transportation Division) approved a process for public input into developing a Community Transportation Plan for the Community Plan Two Area. Subsequently workshops were held with Strata Council representatives, a proposed Community Transportation Plan defined and a survey questionnaire developed for overall resident input and approval.

At its meeting of 1990 September 12, the Traffic and Transportation Committee (Transportation Division) approved in principle a series of transportation improvements for the Community Plan Two Area subject to the residents' opinion survey and a study of signalization of the intersection of South Beresford Street and Willingdon Avenue.

At its 1990 October meeting, the Committee received interim results from the partially complete opinion survey. Based on the specific concerns identified in the interim results a meeting with Strata Council representatives was required in order to solicit their views with regard to some minor changes in the original proposed plan. The final analysis of the completed survey has been carried out and the draft study of the signalization of the Willingdon/ South Beresford intersection has been completed.

This report presents a Community Transportation Plan incorporating the results of the survey, the Strata Council meeting and the draft signalization study for final consideration of Council.

2.0 FINAL SURVEY RESULTS

A total of 504 returns were received out of 1,100 delivered yielding a 46 percent response rate indicating a high level of community interest in the Plan.

The final results show an extremely high overall approval rating for the Plan of approximately 80 percent in favour. Analysis of the results by location within the Community Plan Two Area continued to show a higher approval rating for Mayberry Street residents and those further north while Maywood Street residents approval rating was lower at 70 percent.

3.0 MAYWOOD STRATA COUNCIL MEETING

Further analysis of the comments from Maywood residents was undertaken to determine the source of the higher level of dissatisfaction with the Plan. The main issue related to the relocation of the closure from the Patterson end of the street to the Willingdon end.

Subsequently, a meeting was held with Strata Council representatives from four buildings in Maywood Street. These representatives requested that the Plan's proposal to relocate the closure to the Willingdon side be changed to maintain, but upgrade, the closure in its present location at Patterson Avenue and Maywood Street.

4.0 WILLINGDON/BERESFORD SIGNALIZATION STUDY

In response to proposals for signalization of the intersection of Willingdon Avenue and Beresford Street, staff commissioned Del Can Ltd. to undertake a study of the feasibility and implications of signalizing the intersection. Signalization would constitute a somewhat unique application of signal technology due to the close spacing of the intersections of Central Boulevard and Beresford with Willingdon and the need to accommodate movements on these two parallel major road facilities. The results of this study were important to the Community Transportation Plan as signalization of this intersection was viewed by residents as a component of the Plan.

5.0 COMMUNITY TRANSPORTATION PLAN

The Community Transportation Plan ATTACHMENT G recommended for approval is illustrated diagrammatically in ATTACHMENT H. The plan is largely similar to the plan previously accepted in principle by the Committee and submitted to resident survey. However, the following matters are brought to the Committee's attention based on the additional public input and the signalization study.

5.1 Patterson Avenue Improvements

Concern was expressed by some residents in the questionnaire survey regarding the effect of the probable increase in traffic along Patterson Avenue on access and visibility from Mayberry Street. As a result sight lines will be improved by introducing parking restrictions on the east side of Patterson Avenue in the proximity of Mayberry Street. Crosswalks across Patterson Avenue to Central Park are included, at the SkyTrain Station/BC Parkway and at Maywood Street in order to service the major pedestrian corridors across Willingdon Avenue. The pedestrian crossing at Mayberry Street is not proposed for inclusion at this time as it is not a pedestrian corridor to the same extent as is Maywood Street.

5.2 Maywood Street Closure

One of the results of the interim survey analysis was identification of the Maywood Street traffic closure as problems particular to the residents of the apartment blocks fronting Maywood Street. A meeting was held on 1990 October 31 for these residents in order to deal with this concern. Subsequently, a consensus was reached with the residents to rescind the proposal to relocate the closure to the Willingdon end and instead, upgrade the existing temporary closure. This change to the Plan was appropriate in view of the signalization of the Willingdon/Maywood intersection.

5.3 Willingdon Avenue/S.Beresford Street Intersection Improvements

The draft Community Transportation Plan provides for signalization of the intersection of Willingdon Avenue and South Beresford Street. Approval of the Community Transportation Plan in principle was subject to the results of the residents' study and a study of the implications and timing of the signalization of this intersection. At this stage, a draft report from the consultant has indicated that full signalization coordinated with the traffic signal at Willingdon and Central Boulevard, would introduce significant time penalties for most travel movements at both intersections.

As these time penalties would include the left turn movement from S. Beresford to Willingdon Avenue and Central Boulevard, access for residents of the Community Plan Two area to Metrotown would be more effectively provided via the Central Boulevard extension. It is expected that the extension of Central Boulevard to an interim standard access to Metrotown will substantially reduce the need for the immediate signalization of Willingdon/S. Beresford. The Community Transportation Plan therefore assumes the following three stage approach will be pursued with respect to ensuring access for Community Plan Two residents:

- i) Stage I - extend Central Boulevard from Patterson Avenue to Willingdon Avenue.
- ii) Stage II - undertake traffic study to monitor the effectiveness of this access and to determine timing of signalization of Willingdon and S. Beresford.
- iii) Stage III - construct Central Boulevard to a four-lane standard from Patterson Avenue to Willingdon Avenue with timing dependent on property acquisition and development in the area.

This approach has the advantages of ensuring access for residents of the Community Plan Two area without introducing signalization of the Willingdon/S. Beresford intersection in advance of need. The timing of signalization of Willingdon Avenue and S. Beresford is made contingent on the study of access for Community Plan Two Area residents after completion of the Central Boulevard extension.

6.0 CONCLUSION

The Community Transportation Plan for the Community Plan Two Area has been developed through an extended process of public input and technical evaluation. Following from this process changes to the Plan previously approved in principle have been identified in this report. It is recommended that the Plan incorporating these changes and shown in ATTACHMENT G be given final approval by the Committee. Reports seeking specific authority for funding these projects would be brought forward as required."

F. COMMUNITY TRANSPORTATION PLAN: LAKEVIEW AREA

RECOMMENDATIONS:

1. THAT Council approve ATTACHMENT I as the recommended Community Transportation Plan for the Lakeview neighbourhood.
2. THAT staff carry out the required transportation improvements in the time periods specified in the Community Transportation Plan ATTACHMENT I.
3. THAT staff monitor the effectiveness of the stop signs along 6th Street for a period of one year following implementation and report on the results of this review.
4. THAT staff approach the Burnaby School Board with regard to the staffing of a pedestrian crosswalk at 6th Street and Reigate Drive.
5. THAT the Lakeview residents who participated in the working group be sent a copy of this report.

R E P O R T

The Director Planning and Building Inspection submitted the following report to the Traffic and Transportation Committee:

"1.0 BACKGROUND

In early October 1989 a petition was received by the Corporation from a group of residents in the Lakeview neighbourhood. The petition advocated the closure of Fourth Street between Reigate and Elwell Streets to discourage commuter traffic using the residential streets in the neighbourhood during the peak periods. The matter was referred to the Traffic and Transportation Committee (Transportation Division) after which a report from the Director Planning and Building Inspection outlining the causes of the concerns was presented to the Committee at its regular meeting of 1990 March 07.

At its meeting of 1990 May 09 the Traffic and Transportation Committee (Transportation Division) approved a process for public input into developing a Community Transportation Plan for the Lakeview Neighbourhood. This process was based upon workshops with a representative group from the community to develop traffic measures to address neighbourhood transportation concerns.

During 1990 July and August, a series of meetings were held with a working group of residents through which elements of a Community Transportation Plan for the Lakeview neighbourhood were developed. A Plan was developed along with a process for overall resident input based on a questionnaire survey. At its meeting of 1990 July 05 the Traffic and Transportation Committee approved the resulting Community Transportation Plan in principle and directed staff to undertake the survey.

The survey was distributed in early 1990 October and a preliminary report on the survey results was presented to the Traffic and Transportation Committee at its regular meeting of 1990 October 26. The final tally of responses from the survey has been done, and a final Community Transportation Plan with implementation schedule is presented in this report for the approval of Council.

2.0 SURVEY QUESTIONNAIRE RESULTS

As of 1990 November 09, 236 returns had been received out of 850 delivered, yielding a 28 percent response rate. The overall acceptance rate for the proposed plan is very high with 89 percent of the respondents favouring the Plan. This reflects the strong desire within the community for action by the Municipality regarding the use of their neighbourhood as an alternate route to Canada Way.

However, a large number and range of comments were received within the community regarding solutions to commuter traffic in the area and the key problem locations. A more detailed breakdown of the responses by area, North and South Lakeview sub-areas, and by comment category was performed in order to explore the possibility of a preference for alternate options. No changes to the proposed plan were suggested by the analysis as the plan does appear to satisfy the majority of the residents' concerns and to offer a compromise to satisfy the often conflicting desires for neighbourhood accessibility and relief from traffic infiltration.

3.0 RECOMMENDED PLAN AND IMPLEMENTATION SCHEDULE

The proposed Community Transportation Plan for the Lakeview neighbourhood is presented in ATTACHMENT I. The resident survey did not indicate the need for significant changes to the Plan but prior to consideration of the Plan, the following matters are raised for the attention of the Council.

3.1 Sixth Street Stop Signs

Traffic Engineering practice is to follow a specific warrant for signage in order to prevent a loss of effectiveness due to overuse. These warrants are provided as general practice and policy guidelines that provide a good framework for traffic safety. However, there is some scope for deviation on the basis of judgment. In the case of stop signs, the warrants state that the basic purpose of a stop sign is to assign right-of-way at intersections; they do not recommend the use of stop signs for speed control in residential neighbourhoods.

Experience with the use of 4-way stop signs used as speed controls can be summarized as follows:

Negative Aspects

- i) Could cause levels of disregard for regulatory signage to increase.
- ii) May have little or no effectiveness in controlling mean speeds past a 200 ft. (60m) radius of the intersection.
- iii) Could have a negative impact on residences in the immediate vicinity in terms of additional noise and air pollution generated by the frequent stops and starts.

Positive Aspects

- i) The speeds of the excessive speeders (top 15%) may be reduced slightly.
- ii) Could provide greater opportunities for pedestrians to cross the street.
- iii) They are viewed as preferable by the residents.

The stop signs requested as speed controls through the Community Transportation Plan development process have been included in the proposed Community Transportation Plan for the Lakeview neighbourhood. However, from a traffic engineering perspective, it may be preferable to install traffic roundabouts rather than unwarranted stop signs, particularly where there is a consistent application of roundabouts elsewhere in the neighbourhood. The approach suggested in the Plan reflects a consensus reached with the Committee and the working group and would involve the installation of stop signs as originally proposed with their retention subject to the results of a monitoring study.

3.2 Pedestrian School Crossing

There are concerns with respect to the residents' request for a pedestrian school crossing at Reigate Road and Berkley Street. School crosswalks are determined by staff in conjunction with the School and recognize the School's safe route program. The process for implementing crosswalks also requires agreement by the School or School Board to patrol or man the required crosswalk. The School District has a standard set of criteria it uses in assessing warrants for crossing guards. This proposal would be evaluated in relation to these criteria.

3.3 Lakefield Drive/4th Avenue Traffic Circles

As experience with traffic circles in Burnaby is limited, the effectiveness of traffic circles in the Lakeview neighbourhood should be monitored.

3.4 Improvements to Major Intersections

There is strong agreement on the part of all concerned in the need for the major improvements identified in the Plan for both the Canada Way/Edmonds Street and the Canada Way/Imperial Street intersections. It should be recognized however that improvements to these intersections are the responsibility of the Ministry of Transportation and Highways. While the Ministry has agreed to carry out the improvements as identified in the Plan, the timing is subject to the Ministry's approval. Staff however will pursue with the Ministry the implementation of these improvements consistent with the timetable as indicated in ATTACHMENT I.

3.5 Additional Requests for Improvements

During the course of the survey of residents, various additional requests were received, some of which merit consideration. Firstly, a possible requirement for speed bumps in the lane parallel to Canada Way between Goodlad and Elwell Streets was suggested. Secondly, the upgrading of 6th Street to a final standard in the southern sub-area between Mayfield and Edmonds Streets, similar to the upgrading in the northern sub-area between Nursery Street and Welsley Drive was also raised. The first of these requests can be dealt with in the context of Council's speed bump policy and the second as a typical request for a Local Improvement Project. Staff will contact the residents to advise them of the process for the local improvement process. Finally, a number of requests for pedestrian crossings on Canada Way between Burriss and Imperial Streets and between Imperial and Edmonds Streets were received. Again this portion of Canada Way is the responsibility of the Ministry of Transportation and Highways and as such, in these instances staff will initiate discussions with the Ministry.

4.0 CONCLUSIONS

In general, the Community Transportation Plan development process which was used appears to have been a successful method of including resident input into the development process. The high degree of support received from the residents for the proposed Community Transportation Plan is a reflection of this new avenue of communication and consideration. As a result, it is recommended that Council approve the Community Transportation Plan for the Lakeview area and the implementation schedule as described herein.

Reports seeking specific authority for funding these projects would be brought forward as required."

G. #140 BUS ROUTE IN BURNABY HEIGHTS

RECOMMENDATIONS:

1. THAT Council request B.C. Transit to consider use of small buses in the Burnaby Heights Area.
2. THAT a copy of this report be forwarded to J. Hougan, 3796 McGill Street, Burnaby, B.C., V5C 1L9 and Donna Kerr, Administrator, Seton Villa, 3755 McGill Street, Burnaby, B.C., V5C 1M2.

R E P O R T

The Director Planning and Building Inspection submitted the following report to the Traffic and Transportation Committee:

"1.0 BACKGROUND

At its regular meeting of 1990 April 30 Council adopted the recommendations of a report from the Traffic and Transportation Committee which recommended approval of a B.C. Transit proposal to reroute the #140 Kootenay Loop bus route in Burnaby Heights. As shown in ATTACHMENT J, the #140 Kootenay Loop now operates on Boundary Road northbound to McGill Street, westbound to Esmond Avenue and southbound to Eton Street, thence resuming its former routing eastbound to Gilmore Avenue.

Subsequently, on 1990 May 30, a petition was received by Alderman Young, Chairman of the Traffic and Transportation Committee from Terri Shimbasi and John Hougan of 3796 McGill Street, Burnaby, containing sixteen signatures opposing the #140 rerouting. The petition requests that Council reverse its decision to approve the rerouting. Subsequently, on 1990 June 07, members of the Transportation Committee and staff met with the petitioners to hear their concerns. As a result of this meeting staff was asked to prepare a report for the July meeting of the Committee.

This report is written in response to this direction of the Committee.

2.0 PETITIONERS' CONCERNS

The residents' concerns related to the #140 Kootenay Loop routing on McGill Street are outlined in the petition shown in ATTACHMENT K. The following responds to each of these concerns:

i) Bus-Parking Conflicts

The residents note that the presence of parking on both sides of McGill Street results in streets too narrow for a bus to safely negotiate. McGill Street is developed to a 28" curb-to-curb standard similar to many other local streets in Burnaby currently used as transit routes. With the smaller 35' buses operated by B.C. Transit, these streets function efficiently to accommodate both resident parking and transit access.

ii) Loss of Street Parking

The removal of parking to accommodate bus stops is noted as a concern due to the high demand for parking to accommodate events at Burnaby Heights Park. The Municipality has attempted to address this concern by not proposing a bus stop mid-block on McGill Street directly across from Seton Villa as shown in ATTACHMENT L. Of the remaining stops on Boundary Road and on Esmond Avenue, the former is too distant from the park to be attractive to park users while the latter results in the removal of approximately five parking spaces. This removal, however, is balanced by the additional parking spaces available on Eton Street resulting from the cancellation of the previous stop on Eton Street at Esmond Avenue.

iii) Service to Seton Villa

The residents petition questions whether the new routing serves the needs of Seton Villa residents.

The decision to route the #140 Kootenay Loop via McGill Street was intended to address a long-standing concern of senior citizens at Seton Villa for more convenient access to transit.

Relocation of the bus stop from Eton Street at Esmond Avenue to Esmond at McGill reduces walking distance from the previous 600 feet to the current 300 feet. It also avoids the necessity for senior citizens to cross Eton Street or walk adjacent to the park at night. The new routing therefore offers significant benefits in terms of safety and more convenient access to transit for Seton Villa residents.

In summary it should be recognized that to efficiently serve the community transit in some instances must operate on local residential streets. In many cases this has resulted in the necessity for buses to operate in somewhat more restricted rights-of-way and also the removal of some on-street parking to accommodate bus stops. In these respects the operation of a bus route on McGill and Esmond Streets is not significantly different from the operation of buses on many other residential streets in Burnaby including local routes in the Capitol Hill, Brentwood, and South Slope neighbourhoods. These bus routes have provided convenient transit for local neighbourhoods while maintaining very high safety standards.

In some of these areas, particularly in the South Slope of Burnaby Heights however where ridership is lower than average, it may be appropriate to consider smaller buses (30' or less in length). Small buses would also require less space to maneuver and shorter stopping areas. B.C. Transit is currently assessing use of smaller buses in the South Slope area and has indicated a willingness to consider these vehicles for the Burnaby Heights area.

3.0 CONCLUSION

Council approved the new routing for the #140 to address longstanding concerns expressed by the residents of Seton Villa for better transit service. The new bus tops provide a substantially shorter and safer walk to a transit route for these senior citizens.

At the same time both B.C. Transit and Municipality have attempted to minimize the impact of the bus route on the area through the use of smaller (35') buses and the elimination of a bus stop on McGill Street. Inclusion of this bus stop would have realized even greater benefits for Seton Villa transit users but would have eliminated more on-street parking for residents and park users. It is concluded therefore that the current routing and bus stop locations are an appropriate compromise which attempts to strike a balance between the transit needs of Seton Villa seniors and the concerns of other neighbourhood residents. On lower ridership routes such as the #140 Kootenay Loop however, it may be appropriate to request B.C. Transit to consider the use of small buses. The use of small buses would be a further step towards addressing residents concerns regarding parking."

Respectfully submitted,

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L.A. Rankin
Member



A BRIEF BY
THE COUNCIL OF THE DISTRICT OF BURNABY
TO
THE G.V.R.D. DEVELOPMENT SERVICES COMMITTEE
ON THE
1991/92 PROVINCIAL TRANSPORTATION PLAN

1.0 BACKGROUND

Appearing on the Council agenda for the meeting of 1990 November 05 was correspondence from Mayor G.J. Blair, Chairperson, G.V.R.D. Board of Directors, requesting comments from Council to permit the G.V.R.D. to make a consolidated submission to the Province on a 1991/92 Provincial Transportation Plan. The 1991/92 Provincial Transportation Plan sets provincial transportation priorities for the five-year period from fiscal year 1991/92-1996/97 and provides the context for developing the budget of the Ministry of Transportation and Highways for the upcoming fiscal year 1991/92.

This correspondence was subsequently considered by the Traffic and Transportation Committee in order to develop a position paper on the 1991/92 Provincial Transportation Plan for consideration by Council.

This brief was developed and approved by the Traffic and Transportation Committee on 1990 November 20 and by Council on 1990 November 26. The Council of the District of Burnaby forwards these comments to the G.V.R.D. Development Services Committee for inclusion in their submission to the Province on the 1991/92 Provincial Transportation Plan.

In this regard this brief provides a statement of overall transportation policy in Burnaby as the basis for a definition of Council priorities for Provincial highway and transit improvements.

2.0 POLICY FRAMEWORK FOR TRANSPORTATION

Council's brief to the G.V.R.D. Transportation Task Force approved by Council on 1989 October 16 outlined the need for a bold approach in the Provincial Transportation Plan. A number of policy statements were clearly enunciated by Council in its previous brief to guide the selection of priorities and the design of new facilities. The following reiterates these statements and provides Council's perspective on progress towards these objectives in the Provincial Transportation Plan.

- i) Regional Livability
Council Statement:

To maintain the livability of the region as it grows and develops, we cannot merely respond to the travel demand occasioned by current travel habits and locational choices. Instead, we must begin to more actively manage growth and shift travel behaviour to more efficient and environmentally acceptable travel modes.

Current Status:

With respect to the management of urban growth, Council notes the proposals in the Creating Our Future program but also recognizes the lack of a regional land use planning framework to facilitate their realization. Under the extreme pressures of urban growth, the consensual approach to growth management utilized in the Creating Our Future program may not be effective.

On the other hand, measures to shift travel behaviour away from the single person private vehicle to a large degree is dependent on individuals making environmentally responsible decisions. The role of government is to provide incentives to encourage appropriate individual actions which are significant collectively.

ii) Regional Growth

Council Statement:

Transportation and development need to be interlinked as part of an overall strategy to manage growth in the region. In the absence of a regional development plan, transportation facilities will continue to support undesirable growth trends.

Council is convinced that transportation systems should not be planned independently of a strategy for regional development. Otherwise the transportation system is constantly reacting to urban change instead of leading in new and more positive directions.

Current Status:

The recent release of the 'Creating Our Future' report outlines five critical priorities for the Lower Mainland region including the necessity to 'conserve our land resource'. The report identifies a number of objectives to support this goal including a renewed concept of regional town centres, an improved jobs and labour force balance, a cooperative transportation planning process emphasizing alternative modes to the private automobile. At this point however, the town centres strategy is not defined leaving a gap in the land use planning framework necessary to guide transportation development priorities.

iii)

Transportation Facilities

Council Statement:

From Council's perspective, the issue is broader than simply providing the appropriate mix of roads and transit projects, it is the need to actively promote more efficient use of both existing and future transportation facilities. From Burnaby's perspective unless strong initiatives are taken to increase the capacity of east-west travel corridors to emphasize the movement of people rather than vehicles, there will be little hope of addressing the municipality's primary transportation problem - commuter traffic congestion on both arterial and major collector routes and the spillover through residential neighbourhoods.

Current Status:

The proposed regional actions in the 'Creating Our Future' report support Council's objectives for the more efficient use of transportation facilities.

REPORT
Regular Council Meeting
1990 November 26

It outlines GVRD policies to increase the people moving capacity of roads through promotion of high occupancy vehicles (including public transit) and other alternative modes such as bicycles and walking. The overall approach at the regional level is compatible with Council's objectives in the Municipality of Burnaby.

iv) Transportation and the Environment

Council Statement:

Without measures to protect the environment, air quality can be expected to further deteriorate with the forecasted increase in vehicle usage. A comprehensive and integrated approach is required not just to maintain but to improve environmental quality. This approach should include the aggressive promotion of alternative fuels and vehicles not powered by fossil fuels.

Current Status:

As part of the regional priority to 'maintain a healthy environment', Creating Our Future sets out some clearly defined regional actions to improve air quality. In Council's view these measures provide the comprehensive approach necessary to address air quality issues on all levels including the municipal government and individuals. Council's approach, however, recognized the supreme importance of the individual in this respect and has thus far focused its attention on Council members and municipal employees prior to expanding these initiatives throughout Burnaby.

v) Regional Planning

Council Statement:

The planning and provision of transportation in the region is undertaken by the Municipalities, the Provincial Ministry of Transportation and Highways, and BC Transit. At the present time, however, there is no formal approach or funding mechanism for dealing with the transportation system as a whole and defining a balance of roads versus transit in this broader context.

In the future, as travel and traffic congestion increases, the need for coordination will become more critical if the capacity of the overall transportation system is to be optimized at the minimum cost. A major challenge in the future will be to work towards a coordinated approach to planning and funding transportation infrastructure, so that the relative costs and benefits of road and transit alternatives are explicitly recognized.

Current Status:

Through the Provincial Transportation Plan process, the GVRD has attempted to develop a transportation planning process primarily directed to provide regional input into the identification of provincial priorities for roads and transit spending. In Council's view this process worked well to define an overall list of transportation projects for Provincial consideration. Council was disappointed however that the process of municipal consultation necessary to set priorities was sacrificed in the later stages of the process in order to meet the Provincial budget deadline. It is hoped that the errors of the past will not be repeated and that a process will be permanently established which recognizes the need for a sound technical foundation for a regional transportation plan combined with a cooperative process of setting priorities for both provincial and municipal transportation projects.

3.0 ROAD IMPROVEMENTS

60

In its previous brief on the Provincial Transportation Plan, Council defined its priorities for provincial spending on roads and transit facilities in Greater Vancouver. These priorities recognized the role of the Municipality as a conduit for commuter traffic on east/west corridors but established two basic principles for Council's concurrence with the development of these corridors, namely:

- i) that improvements to the provincial highway system are necessary to avoid the traffic congestion on the regional arterial system which results in traffic infiltration into residential neighbourhoods
- ii) that while it is recognized that these corridors need to be further developed to handle travel growth, any augmentation of capacity must be based on the most effective use of these corridors to carry more people rather than more vehicles.

These principles continue to guide Council's priorities for provincial highway improvements in the municipality and are reflected in the comments on specific projects outlined in the following sections of this brief.

3.1 Barnet/Hastings People Moving Project

Council Statement:

It is clear from the Task Force Report that Hastings Street is intended to function as a major east/west corridor for through traffic from the N.E. Sector - an approach which does not recognize its local traffic function in serving North Burnaby residents and businesses.

While Council recognizes the pressures to accommodate through traffic from the N.E. Sector, it is not prepared to accept the expansion of Hastings Street and the imposition of parking restrictions solely to accommodate peak period general vehicular traffic from a widened Barnet Highway.

In summary, in the absence of options to substantially increase vehicular traffic capacity on Hastings Street, the emphasis in the Barnet/Hastings corridor must be on measures to increase the efficiency of this facility in moving more people. Accordingly, Council supports the widening of Barnet Highway to four lanes but only if the additional lanes are limited during peak periods to high capacity express buses and high occupancy vehicles.

Current Status:

Council has communicated its requirements for the Barnet/Hastings People Moving Project directly to the Minister of Transportation and Highways and these requirements are to be reflected in the design process currently underway. It should be clearly noted that this project includes the Hastings/Gaglardi Connector which was excluded from the GVRD Transportation Task Force Report as a committed project. Council would advise that this project should be included as a committed project in the GVRD submission to the Province. From a regional perspective however, Council is particularly concerned with the termination of the Barnet/Hastings project at the City of Vancouver boundaries. In Council's view the lack of continuity of the project in the City of Vancouver is an area involving conflicting municipal jurisdictions over road priorities. It is precisely this type of conflict which would benefit from the existence of an effective regional transportation planning process.

3.2 Broadway Avenue Connector

Council Statement:

Council does not approve the inclusion of the Broadway widening as a committed project without concurrent development of the Hastings/Gaglardi connector. Council is extremely concerned about the impact of east/west traffic from Gaglardi Way on residents of the Parker/Curtis area and therefore omission from the report of this significant link in the Provincial Highway system in Burnaby is not acceptable to the Municipality.

Current Status:

Council's brief to the Province on Barnet/Hastings People Moving Project defined a number of requirements for the Broadway Connector including assurance that the Broadway Connector project would not be undertaken without a commitment to construct the Hastings/Gaglardi Connector, the inclusion of a bridge over the Stoney Creek Ravine, and measures to limit the possible traffic impacts on the Parker/Curtis corridor. As previously noted, the first issue has been resolved by the province's commitment to the Hastings/Gaglardi Connector while the latter two matters are under discussion between the Municipality and the Ministry of Transportation and Highways.

3.3 Lougheed Highway Corridor

Council Statement:

Widening of the Lougheed Highway to six lanes is not identified as a priority project for the 1991-1996 period. This project however, is necessary to supplement the Broadway/Gaglardi/Hastings connector route in accommodating N.E. Sector travel demand. Council will be acting to ensure that the highway is widened to six through lanes in conjunction with major new developments in this corridor.

Current Status:

Council is adamant that this project be included as a priority project for the 1991-1996 period in any GVRD submission to the Province on the Provincial Transportation Plan. Council does not accept the results of the GVRD Transportation Task Force Report that indicated this project as a long term priority. Increased demands on the Lougheed Corridor will result from the completion of the Broadway Connector, the diversion from the Hastings Corridor due to increased loadings from the Barnet/Hastings project, the potential use of the Lougheed Highway as an alternate during the Highway 1 upgrading and the possible use of this corridor for rapid transit. With regard to the latter consideration, Council strongly supports the inclusion of the Lougheed corridor as an option for rail transit to Lougheed Town Centre and beyond.

3.4 Highway 1 Upgrading

Council Statement:

Council strongly supports an immediate start on the planning and construction of Highway 1 from the First Avenue interchange to the west end of the Port Mann Bridge. While it is recognized that this corridor is not particularly suitable for transit, high occupancy vehicle express lanes (two or more persons) and park-ride facilities however should be considered to promote more efficient peak period use of the freeway.

Current Status:

Although the design process for Highway 1 has been underway since 1990 January a conceptual design for this improvement has not been completed. In view of the importance of this project, the Province should be requested to proceed expeditiously towards completion of the technical process so that affected Municipalities may begin to review some tangible proposals.

3.5 Stormont/McBride Connector

Council statement:

Council supports the need for this project provided that a 'cut' or 'cover' approach, as included in the Burnaby Comprehensive Plan, will be implemented to minimize the potential disruption of this proposed arterial on the adjacent residential community.

Current Status:

This project is a Council priority to address serious concerns regarding traffic infiltration into S.E. Burnaby neighbourhoods.

Council anticipates this project will be included in the overall Highway 1 upgrading project and looks forward to moving towards implementation of this project in a manner compatible with Council's design objectives.

4.0 TRANSIT IMPROVEMENTS

4.1 SkyTrain Extension to Lougheed Town Centre

Council Statement:

Council is concerned however that major transit improvements to serve the N.E. Sector are relegated to longer term status in favour of rapid transit improvements to Whalley and Richmond.

In general, while Council recognizes the success of SkyTrain in meeting rapid transit needs in the Vancouver/New Westminister corridor, it has serious concerns about the capacity of the existing SkyTrain line to meet the potentially enormous growth in ridership which could be generated by the extensions to Whalley and the N.E. Sector. In view of these concerns, it would be appropriate in the near future to assess the transit technologies and route options required to address transit needs at some future point when demand from growing suburban areas reaches the capacity of the extended SkyTrain line. This overall assessment would include rapid transit and streetcars, and route options including Hastings Street, the Lougheed Highway and the BNR rail line.

Current Status:

In the context of the Coquitlam SkyTrain Extension Study, Council has included the Broadway/Lougheed corridor as route option for evaluation in addition to the Edmonds and New Westminister corridors. This overall corridor assessment should include a possible commuter rail routing via the BNR rail line.

4.2 Park-Ride Facilities

Council Statement:

Lougheed Town Centre park-ride, located at the proposed terminus of the SkyTrain extension, differs from the location at the Stormont Interchange of Highway 1 proposed in a 1986 BC Transit Study. While no size or specific site is mentioned in the Report, Council does not support the establishment of single purpose park-ride facilities at these locations. Park-ride is not appropriate for these areas as they represent an under-utilization of valuable land and could add significantly to the level of congestion in peak travel periods within these major commercial/residential centres.

Current Status:

Although the Lougheed Town Centre park-ride facilities were scheduled for 1991/92, Council has received no proposals from BC Transit in these locations. In this regard Council would like to reiterate its opposition to park-ride at Lougheed Town Centre and the Stormont Interchange.

4.3 Bus Fleet Acquisitions

Council Statement:

In conjunction with the bus priority measures proposed for the Barnet Highway and to provide the maximum transit capacity Council endorses the use of higher capacity articulated buses in the Barnet corridor. On this basis, Council supports the purchase of 20 articulated buses annually from 1990-1996.

Current Status:

It is Council's understanding that the acquisition of articulated buses for the SuperBus service on the Barnet Highway is a first priority and will be available for service in 1991. Council supports the use of Barnet/Hastings as a major transit corridor.

5.0 CONCLUSION

In the intervening period since Council's previous brief to the GVRD on the 1990/91 Provincial Transportation Plan progress has been made in the development of a regional plan framework, an emphasis on transportation efficiency in moving people rather than vehicles and a shift to alternative modes. In terms of individual projects, design studies are underway for Barnet/Hastings, Highway 1 and rapid transit corridors to accommodate east-west commuter travel from suburban municipalities to the east and south. Council views all of these developments as positive steps from both a transportation and environmental perspective. Improvements to the Lougheed Highway, however, remain a continuing deficiency which needs to be addressed as a priority by the 1991/1996 Provincial Transportation Plan.

In 1991 the Municipality will be undertaking a process to update the Burnaby Transportation Plan. This process will involve a review of the transportation policy framework underlying the conceptual transportation network and its associated road improvements. The heightened concerns of the public for the environment, alternative transportation modes and other emerging issues, will be reflected in this update.

In conclusion, while a number of programs have been launched and specific projects initiated Council remains concerned with the current state of the regional transportation planning process. The focus of this process on provincial transportation projects ignores the substantial role of the municipalities in providing transportation in the Region and the consequent need for a cooperative planning process to resolve municipal differences. Council would therefore strongly urge the GVRD to move expeditiously towards a regional process which reflects these objectives.

Government of Canada / Gouvernement du Canada

MEMORANDUM

NOTE DE SERVICE

MUNICIPAL CLERK
CORPORATION OF THE DISTRICT OF BURNABY

M NCO I/C TRAFFIC SECTION RCMP

M 12.07.00 (14th Ave.)

SECURITY - CLASSIFICATION - DE SECURITE
OUR FILE/NOTRE REFERENCE
89/65689
YOUR FILE/NOTRE REFERENCE
DATE
90-05-23

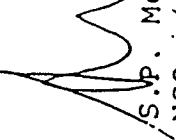
JECT 14TH AVENUE BETWEEN CANADA WAY AND KINGSWAY

This is in reply to the memorandum of Mrs. M. PASQUA dated 89-11-23 requesting, on behalf of the Traffic Safety Committee, speeding enforcement at the above location for a six month period.

The enforcement period has now finished and the following results are reported.

SPEEDING CHARGES	59
OTHER CHARGES	7
SPEEDING WARNINGS	18
OTHER WARNINGS	10

A breakdown of the times and day of the week for this enforcement is attached. The area is not considered to be a serious problem when compared with other school or playground zones. Attention will continue to be given to this area in the future.


S.P. Melanson, S/Sgt.
NCO i/c Traffic Section

CONTINUATION
REPORT

HAFFUKI DE
CONTINUATION

OCURRENCE NO. - IV D INCLURENT
Y-A
89 - 65689

BIN - BD

MILDA PARK - playground zone Enforcement

ACTION TAKEN - MESURES PRISES

DATE	TIME HEURE	Day of Week	TIME		# of hours	CHARGES		WRITTEN WARNINGS	
			Start	Stop		Radar	Other	Radar	Other
89-12-07		SAT	0950	1210	2.5	7	3	4	3
89-12-10		SUN	1220	1350	1.5	5	0	4	0
90-01-03		WED	1540	1615	.5	6	0	1	0
90-01-04		THURS	1530	1635	1.0	5	3	1	1
90-03-28		WED	1305	1415	1.0	6	0	1	1
90-03-28		WED	1540	1615	.5	4	0	2	0
90-03-01		THURS	1515	1615	1.0	3	0	1	0
90-03-12		TUE	1630	1815	1.5	8	0	2	2
90-03-31		SAT	1310	1440	1.5	4	1	2	1
90-05-16		WED	1815	1845	.5	1	0	0	0
90-05-18		FRI	1630	1805	1.5	10	0	0	2
<u>TOTALS</u>						59	7	18	10

Concluded / Enquête terminée
 Investigator - Enquêteur
 Date: Complainant Notified / Date d'avis au plaignant
 OO - DA
 SUI / ECE
 Date: 90-05-26
 SUPERVISOR / SUPERVISEUR
 Consulted / Consulté
 Attended sur les lieux
 Advised / Avisé
 Signature: [Signature]
 Date: 90-5-23
 PAGE 1

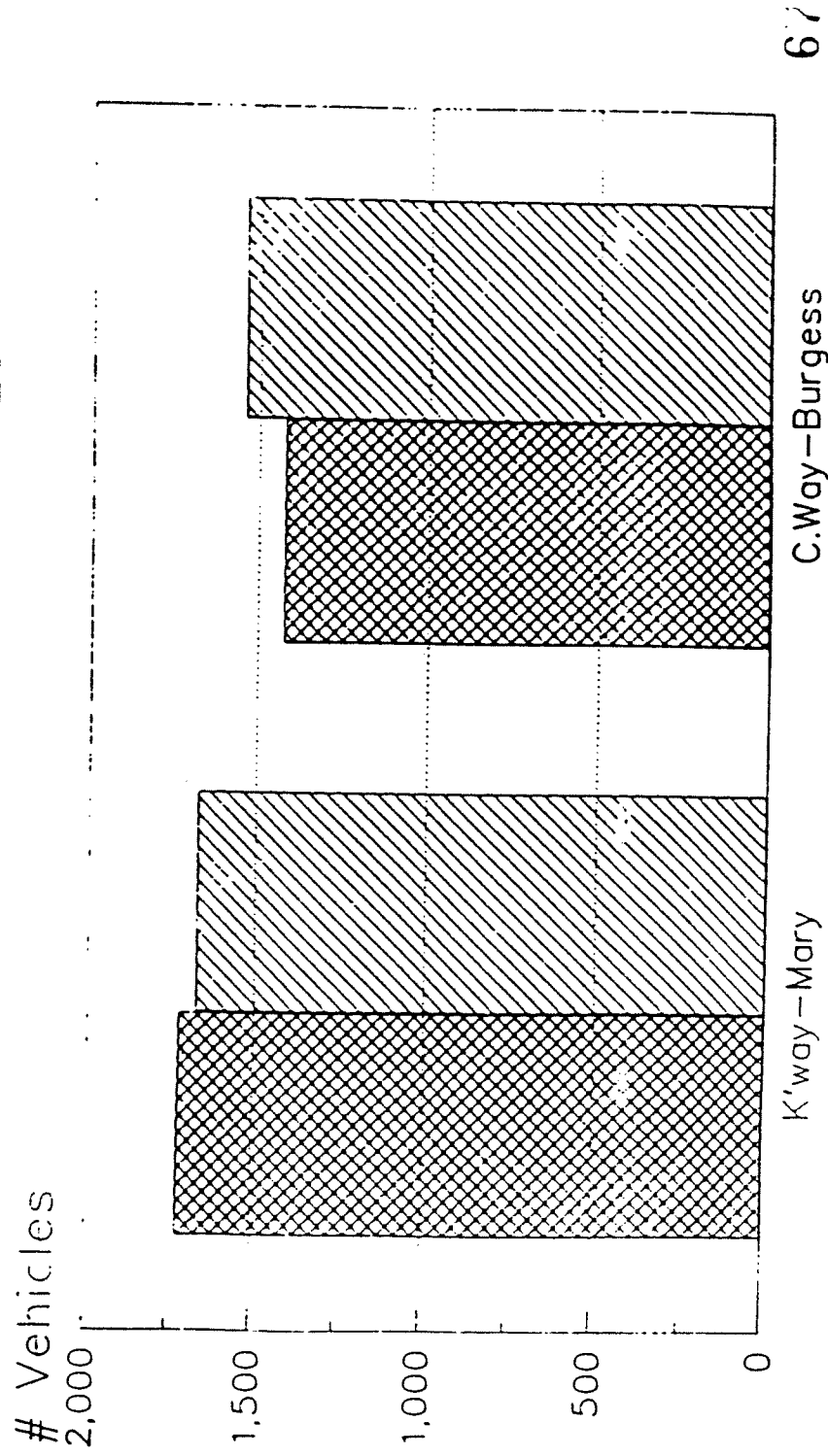
FEDOR, L.A.

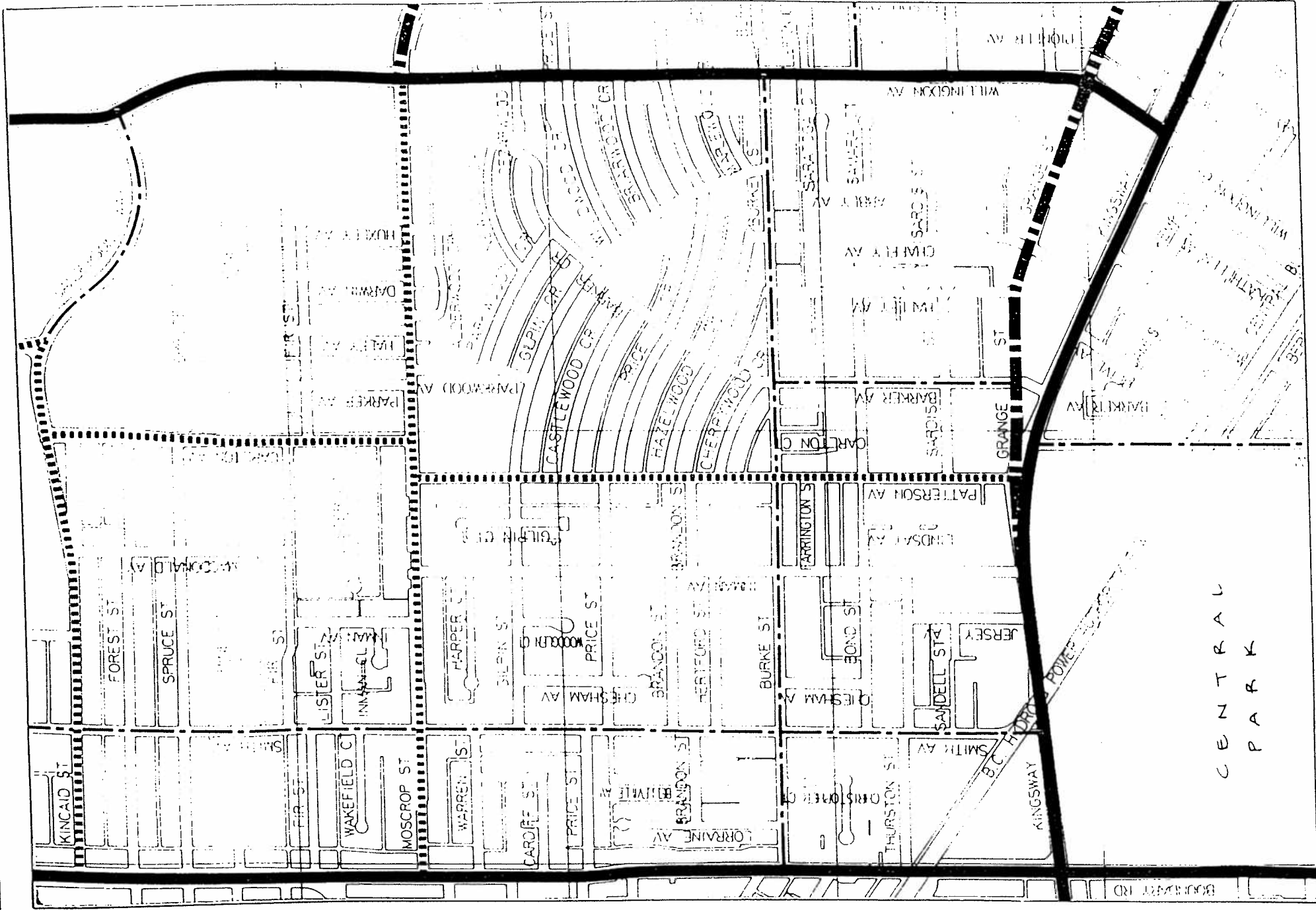
COPIES TO - COPIES A

H.O.
 D.G.
 DIV
 C.I.S.
 S.F.J.
 G.I.S.
 S.E.G.

Other - Autre

FIG. 1 : 14th AVE
24 HR 2-WAY TRAFFIC VOLUMES





Date: 1990 Nov 20

Planning & Building Inspection Department

Scale: NTS

Drawn By: RW

PATTERSON AVE / BURKE ST
FUNCTIONAL CLASSIFICATION

- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- MAJOR COLLECTOR (RES.)
- MINOR COLLECTOR

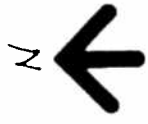


FIGURE 2 : BURKE STREET
Minor Collector Comparison

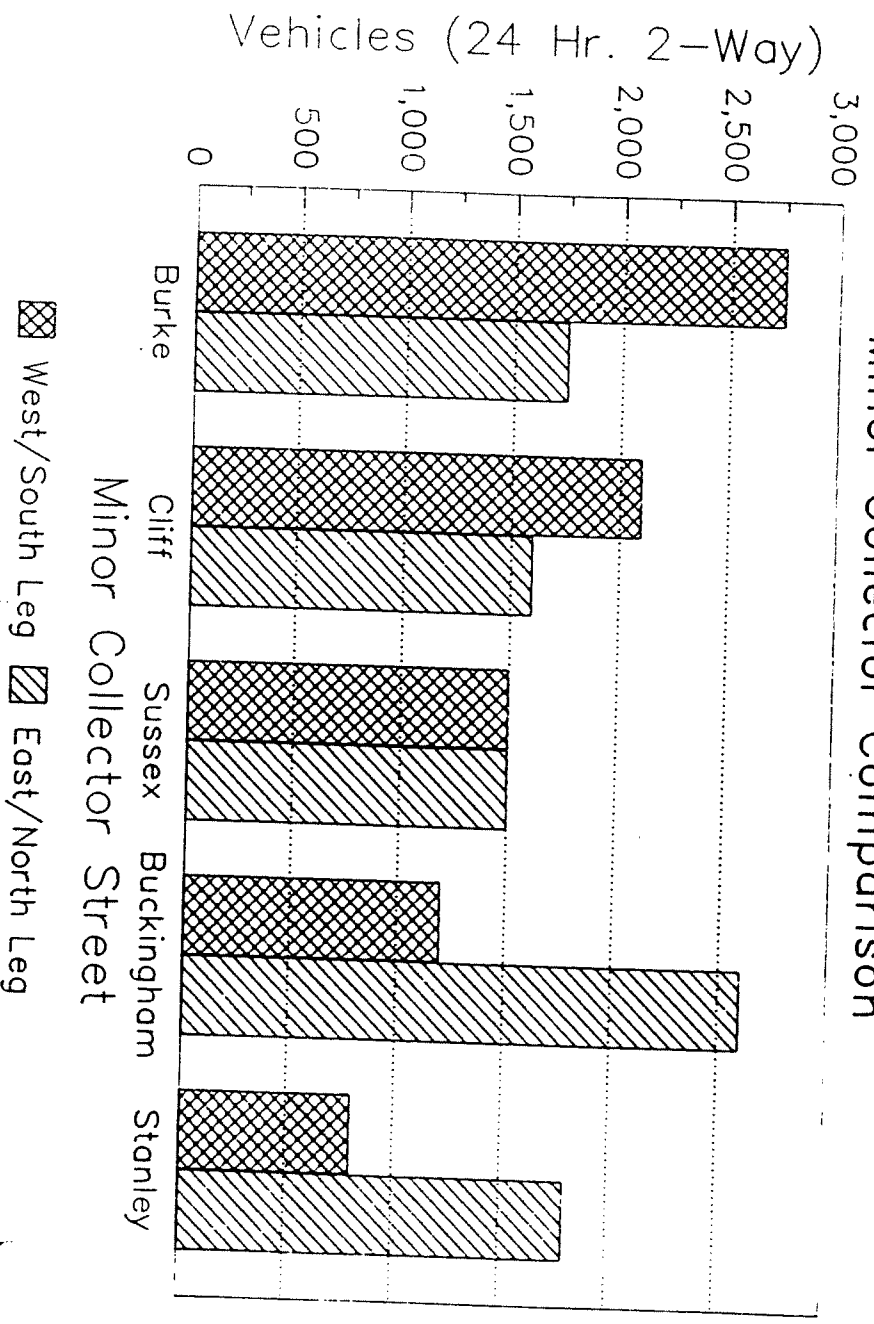
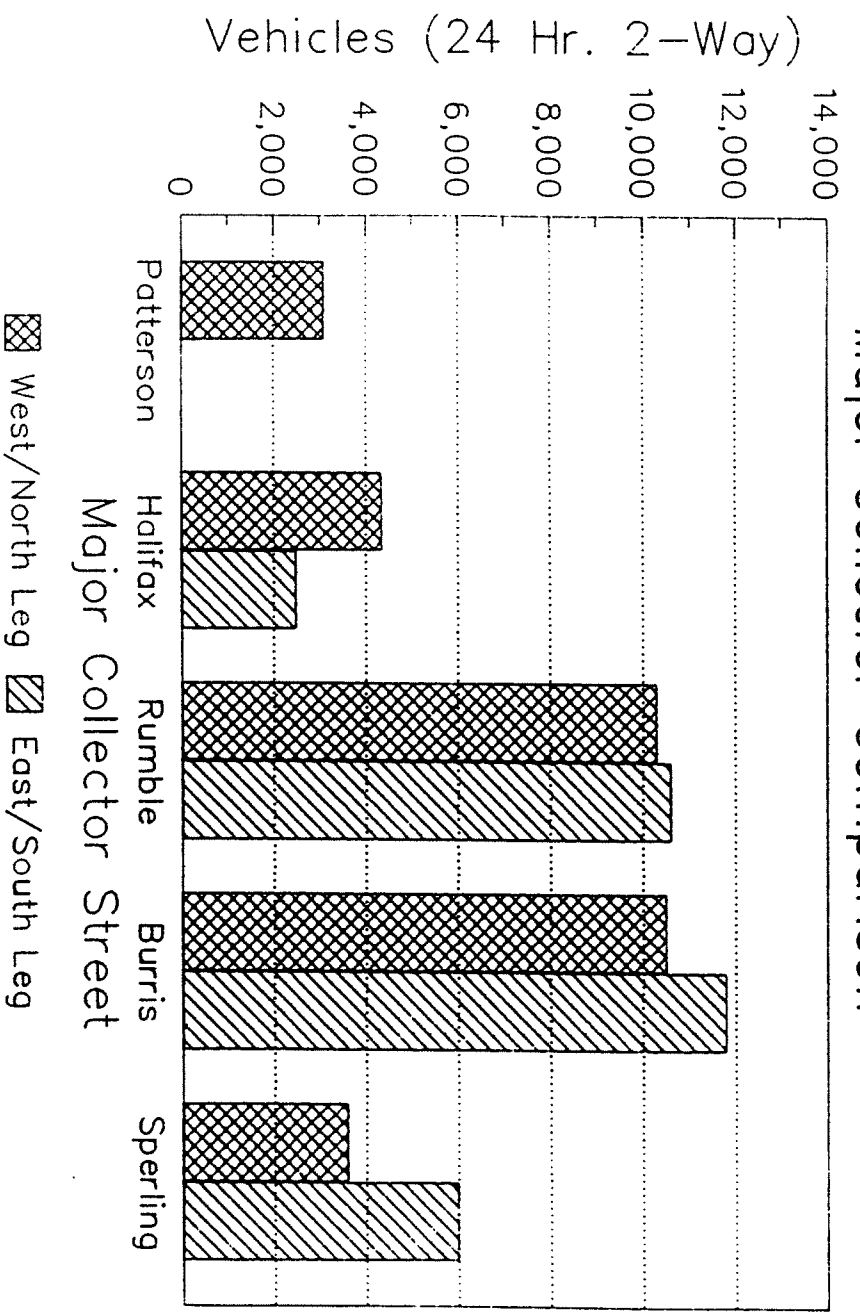


FIGURE 3 : PATTERSON AVENUE
Major Collector Comparison



ATTACHMENT A

COMMUNITY TRANSPORTATION PLAN - COMMUNITY PLAN TWO AREA

RECOMMENDED PLAN AND IMPLEMENTATION SCHEDULE

JANUARY - JUNE 1991

- 1A. Signalization
Willingdon Avenue at Maywood Street
- 1B. Property Acquisition
Single family residences on Wilson and Central Boulevard and part of an apartment property at Willingdon and Central Boulevard.
- 1C. Crosswalks
I) Patterson Avenue at S. Beresford Street
II) Patterson Avenue at Maywood Street
III) S. Beresford Street (West side) at Willingdon Avenue

- 1D. Intersection Safety
Introduce parking restrictions on Patterson Avenue (East side) in proximity of Mayberry Street for increased visibility

- 1E. Traffic Barriers
Maywood Street - Replace present temporary closure on Maywood Street at Patterson Avenue with permanent landscaped turnaround

- 1F. Signalization
Willingdon Avenue/Kingsway - Introduce left turn phase northbound to westbound.

- 1G. Street Improvements
Central Boulevard (Phase 1) - Construct from Kathleen Avenue to Wilson Street to a two lane interim standard with a widening at Willingdon Avenue to provide for a straight through and left turn lane eastbound.

JULY 1991 - DECEMBER 1991

- 2A. Intersection Improvements
Imperial Street/Boundary Road - Reconstruct intersection to two through lanes westbound and turning lanes
- 2B. Intersection Improvements
Willingdon Avenue/Patterson Avenue - Construct left turn lane on Patterson Avenue.

JANUARY 1992 - JULY 1992

3A. Signalization

Willingdon Avenue/S. Beresford Street - THIS SHOULD PROCEED ONLY ON COMPLETION OF CONSTRUCTION OF CENTRAL BOULEVARD (1G) AND SUBSEQUENT TRAFFIC STUDY

3B. Traffic Barriers

Mayberry Street - Construct landscaped turnaround on Mayberry Street at Willingdon Avenue. THIS SHOULD PROCEED ONLY ON COMPLETION OF WILLINGDON/PATTERSON LEFT TURN LANE FOR ACCESS FROM THE SOUTH (2B) AND CONSTRUCTION OF CENTRAL BOULEVARD (1G).

3C. Intersection Improvements

Wilson Avenue - Closure from Patterson Avenue to cui-de-sac. THIS SHOULD PROCEED ONLY ON COMPLETION OF WILLINGDON/PATTERSON LEFT TURN LANE (2B) AND MAYBERRY STREET TRAFFIC BARRIER (3B).

JULY 1992 AND BEYOND

4A. Intersection Improvements

Boundary Road/Kingsway - Construct additional lane for through or right turn movements. This is to be done in conjunction with the Ministry of Transportation and Highways planned upgrading of Kingsway from Boundary Road to Patterson Avenue.

4B. Street Improvements

Central Boulevard (Phase II) - Reconstruct Central Boulevard from Willingdon Avenue to Patterson Avenue to a four lane standard.








BURNABY

Planning &
Building Inspection
Department

COMMUNITY
TRANSPORTATION PLAN:

COMMUNITY PLAN TWO AREA

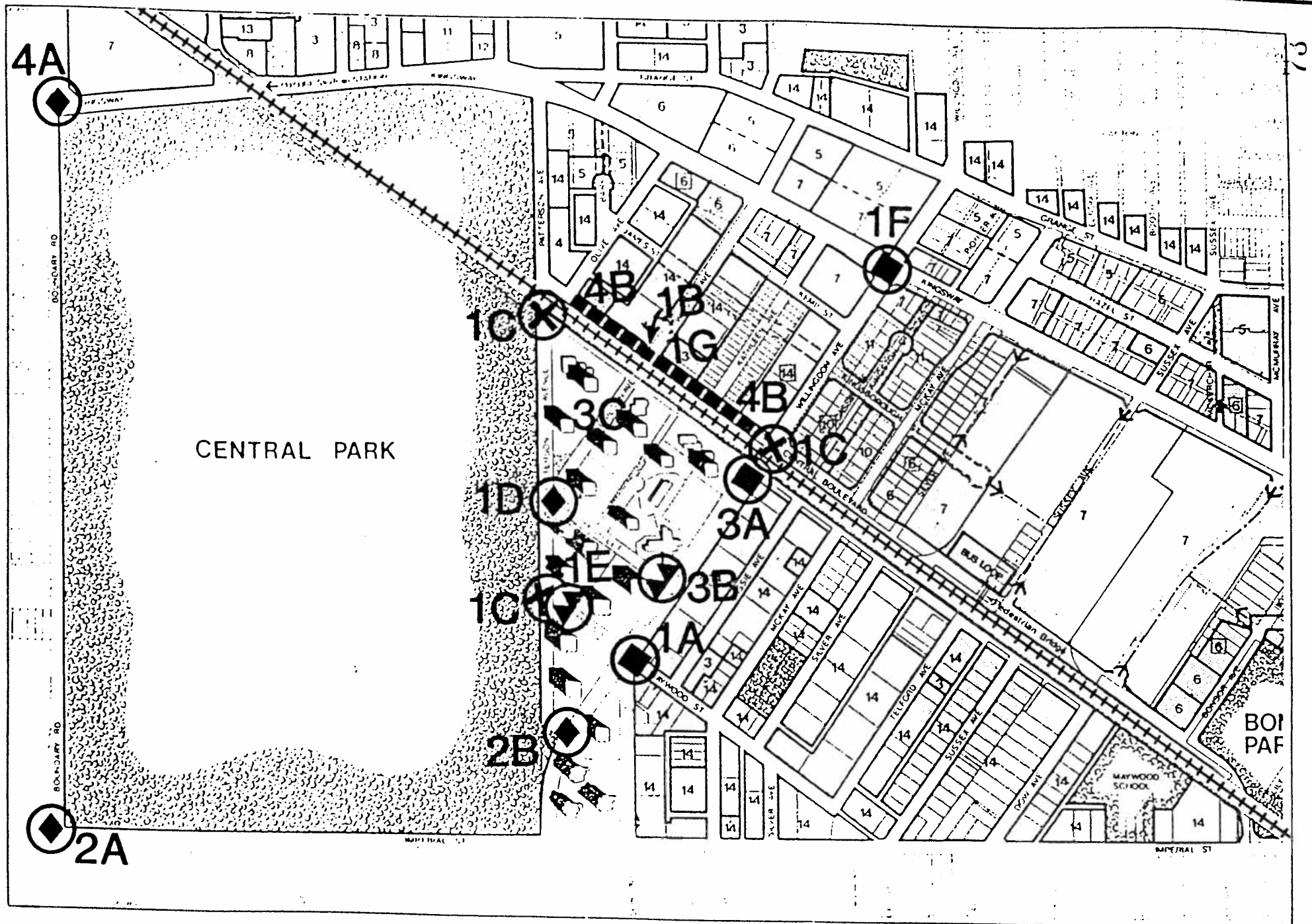
(METROTOWN-
CENTRAL PARK)

-  INTERSECTION IMPROVEMENTS
-  SIGNALIZATION (and improvements)
-  BARRIER
-  PEDESTRIAN CROSSWALK
-  ROAD IMPROVEMENT



NOT TO SCALE

1996 NCV





COMMUNITY TRANSPORTATION PLAN

LAKEVIEW AREA

RECOMMENDED PLAN AND IMPLEMENTATION SCHEDULE

JANUARY - JUNE 1991

1(a) Signage

(i) 6th Street/Edmonds

Description: Install improved left directional arrow and no entry signage on traffic barrier.

(ii) Canada Way/Edmonds

Description: Install larger left turn prohibition sign - subject to agreement by MOTH.

(b) Pedestrian School Crossing

Install crossing at Reigate Road at Berkley Street - subject to agreement by Burnaby School Board regarding manning.

(c) Stop Signs

Sixth Street/Nursery Street

Description: Install four way stop signs

Welsley Drive/Reigate Road

Description: Install three way stop signs

(d) Traffic Circles (Roundabouts)

Construction of traffic circles at:

Lakefield Drive/Reigate Road
Lakefield Drive/Fourth Street
Fourth Street/Edmonds

JULY - DECEMBER 1991

2(a) Intersection Improvements

Canada Way/Edmonds intersection

Description: Addition of left turn lanes to Canada Way legs of intersection and through and left turn lanes to Edmonds Street legs of intersection.

(b) Street Improvements

6th Street - Nursery Street to Welsley Drive

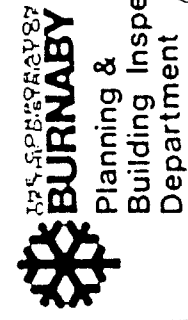
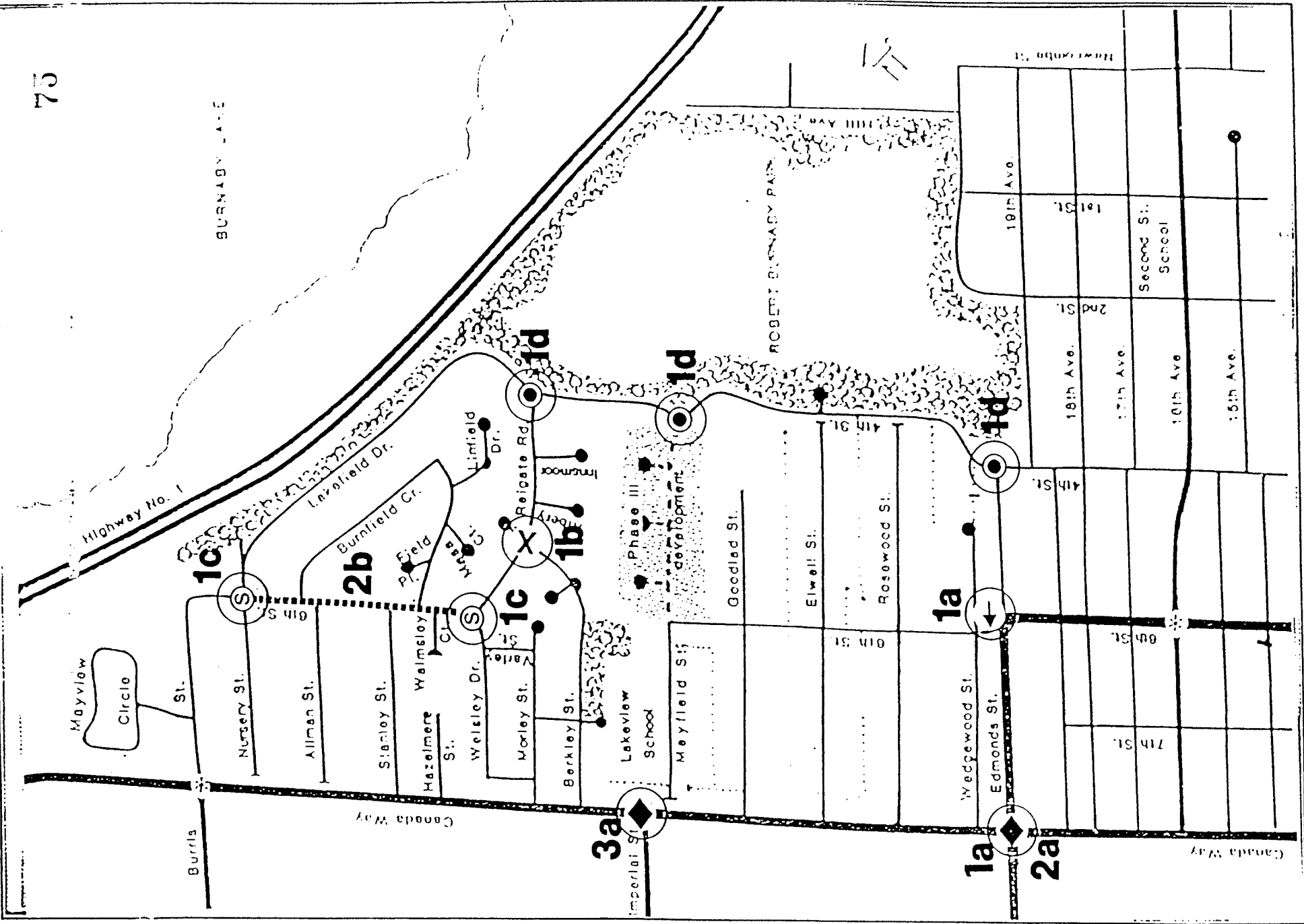
Description: Municipality to initiate local improvement for reconstruction of 6th Street to a standard 28 foot local street including sidewalks.

JANUARY - JULY 1992







3(a) Intersection Improvements

Canada Way/Imperial Street

Description: Addition of left turn lane northbound and right turn lane southbound on Canada Way.



COMMUNITY TRANSPORTATION PLAN
LAKEVIEW AREA

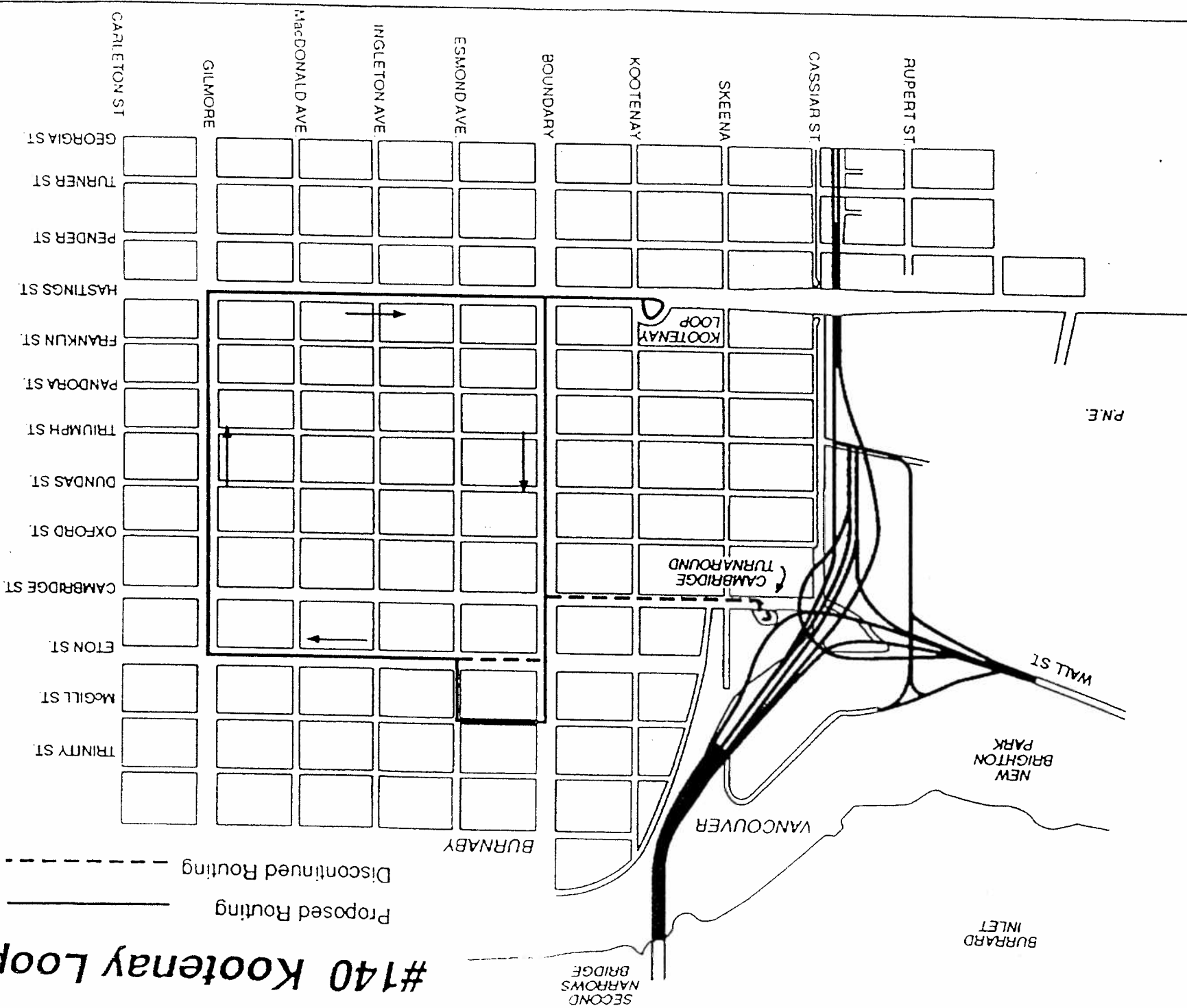
-  TRAFFIC CIRCLES
-  STOP SIGN
-  INTERSECTION IMPROVEMENTS
-  PEDESTRIAN CROSSWALK
-  LEFT ARROW
-  SIXTH AVENUE

Date: 1990 NOV

Scale: N.T.S.
Drawn By: RAN.

#140 Kootenay Loop

Proposed Routing
Discontinued Routing



TO: Mayor Bill Copeland and Members of Burnaby Municipal Council

We, the undersigned, object strongly to the Municipal Councils decision to re-route the #140 Kootney Loop bus on McGill and Esmond Streets.

We, want the Burnaby Municipal Council to reverse this bus routing decision!

We believe that the Council should consider the following:

1. We do not want a bus route on these streets
We do not want a bus route on the above mentioned streets because it will disrupt our neighborhood street. We believe that the existing route along Eton Street (a wider and much busier street) is satisfactory and meets the needs of the surrounding neighborhood.
2. Traffic and the Bus Route
The volume of traffic on McGill and Esmond Streets is heavy enough because of the presence of Burnaby Heights Park and Seaton Villa. A bus route will add to the problem.
3. Parking, the bus route and potential hazards
The current high demand for parking on both sides of McGill and Esmond Streets, due to park activities and visitors to Seaton Villa results in streets too narrow for a bus to safely negotiate. This will present a hazard to street residents, Burnaby Heights Park users, and visitors to Seaton Villa.
4. Loss of street parking
Present activity in the park includes soccer games, tennis, field hockey and lacrosse. These activities, along with the many weekend visitors to Seaton Villa's residents has created a high demand for parking along McGill and Esmond Streets. Relocating the bus route onto McGill and Esmond Streets will result in the loss of street parking which further magnifies the overloaded parking situation on these streets.
5. Bus stop location
Locating a bus stop (on Esmond between McGill and Eton) less than 1/2 a block from an existing stop (at Esmond and Eton Streets) is not a reasonable solution to Seaton Villa's concerns about its residents. It also represents a waste of tax dollars.

NAME	ADDRESS	SIGNATURE
IAN HOUGAN	3796 MCGILL ST, BURNABY	John Hougan
IN DUBLANKO	3750 Mc Hill st Bhy	Jean Dublanko
RAE HEARITAGE	3746 McGill St. BNB	Shirley Heritage
Mr. James	3760 McGill St - Bhy	J. James
Clon Galbraith	3740 McGill	Clon Galbraith
Linda Jackson	3734 McGill	Linda Jackson
RUINO BENADET	3731 McGill	Ruino Benadett
Sharon	3754 McGill St	Sharon Singm

NOTE: Total of 16 Signatures.

140/141 Kootenay Loop

Recommended Routes & Stops

