

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

A. COMMUNITY TRANSPORTATION PLAN: COMMUNITY PLAN TWO AREA

RECOMMENDATION:

1. THAT the Community Plan Two Area Strata Council representative working group be reconvened for consultation with regard to the options available for dealing with the delay in the implementation schedule of the Community Transportation Plan for the area.

R E P O R T

"1.0 INTRODUCTION

1.1 Background

At its meeting of 1991 November 26, Council approved the Community Transportation Plan for the Community Plan Two area. This Community Transportation Plan was the culmination of an intensive public participation process. A series of workshops with a representative citizens' group was held for the purpose of developing measures to address neighbourhood transportation concerns followed by a questionnaire survey to solicit resident input to the proposals. The results of the questionnaire showed an overwhelming resident acceptance of the Community Transportation Plan.

The Community Transportation Plan for the Community Plan Two area was initiated because of resident concerns with regard to excessive commuter traffic along Mayberry Street. The commuter by-pass movement through the residential neighbourhood is illustrated in APPENDIX 1 attached. A major objective in the Plan is to avert this commuter by-pass movement through a series of improvements detailed in the plan and implementation schedule provided in APPENDICES 2 & 3 attached. The series of improvements are scheduled such that they will minimize disruption to the neighbourhood and maximize safety to all traffic during completion of the Plan.

At its meeting of 1991 June 18 the Traffic & Transportation Committee approved a recommendation that the Strata Council representatives of the Community Plan Two area be notified of the revised Implementation Schedule for the area's Community Transportation Plan, pending the outcome of the Capital Budget review process. The review process has been completed and significantly alters the Implementation Schedule for the Plan. Several options exist for amending the Plan and Implementation Schedule; the background information required and options are presented herein.

<u>INTERNAL DISTRIBUTION:</u>
AGENDA - 1991 OCTOBER 21
COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

1.2 Current Status of Implementation Schedule

APPENDIX 2 attached, identifies the Implementation Schedule of the Community Transportation Plan for the Community Plan Two area. Of the nine items to have been completed by 1991 June, four have been completed, three should be completed within the next two months and two have been deferred by Council and form the basis for this report. The current status of each individual item is provided below.

- 1A Signalization: Willingdon Avenue at Maywood Street  
  
The major portion of the signal installation has been completed. Contractor is presently awaiting delivery of the approved signal poles. Completion expected by early October.
- 1B Property Acquisition: Central Boulevard  
  
Funding has been deferred as part of Council's budgetary restraint package.
- 1C Crosswalks: Patterson Avenue at S. Beresford Street  
Completed.
- 1C Crosswalks: Patterson Avenue at Maywood Street  
  
To be completed in combination with permanent construction of walks at same location (Item 1E).
- 1C Crosswalks: S. Beresford Street at Willingdon Avenue  
Completed.
- 1D Patterson Avenue Parking Restrictions  
Completed.
- 1E Permanent Road Closure: Maywood Street  
  
Project has been deferred until property acquisition (Item 1B).
- 1F Signalization: Willingdon Avenue at Kingsway  
Completed.
- 1E Interim Construction: Central Boulevard  
  
Can only be completed following Item 1B. Completion deferred because of budgetary restraint package.

1.3 Closure of Mayberry Street

One of the key components of the plan is the closure of Mayberry Street at Willingdon Avenue. This closure would prevent the movement of through traffic through the neighbourhood. However, it would also produce new travel patterns in that in the present road configuration access from Mayberry Street to Willingdon Avenue could only occur at Beresford Street south of the B.C. Hydro right-of-way. Because of poor intersection capacity, lack of present signalization and difficulty in providing proper signalization at Beresford Street, this would not be advisable. Access through the Beresford Street location would significantly restrict Mayberry Street residents' access to and from their neighbourhood via Willingdon Avenue.

Central Boulevard, north of the B.C. Hydro right-of-way, would provide a much more logical location for the provision of access to Willingdon Avenue from its west side. However, this involves the extension of Central Boulevard between Willingdon and Patterson Avenues requiring the acquisition of two properties as shown in APPENDIX 4 attached. Only after this extension occurs, should the closure of Mayberry Street be implemented.

At its meeting of 1991 June 18, the Traffic & Transportation Committee approved a recommendation that the Strata Council representatives of the Community Plan Two area be notified of the revised Implementation Schedule for the area's Community Transportation Plan, pending the outcome of the Capital Budget review process. The review process has been completed and significantly affects the timing of the Central Boulevard extension.

## 2.0 TIMING OF THE CENTRAL BOULEVARD EXTENSION

The original scheduling called for the required property acquisitions for the construction of Central Boulevard by 1991 June, the actual construction to interim standard by 1991 December followed by the closure of Mayberry Street by 1992 July. However, in the approved 1991 budget for Major Roads, the property acquisitions required for the construction of Central Boulevard illustrated in APPENDIX 4 attached, have been deferred. As a result of this deferral the permanent closure of Mayberry Street at Patterson Avenue cannot be carried out as scheduled. An interim plan to address the continuing problem of traffic infiltration on Mayberry Street is required.

## 3.0 PROPOSED OPTIONS

A series of options has been developed with the aim of dealing with the implementation delay caused by the deferral of the required Central Boulevard property acquisitions. These options are presented below.

### 3.1 Maintain Present Sequence

The present implementation sequence as identified in APPENDICES 2 and 3 can be maintained with a postponement of the final items as described above pending the completion of the extension of Central Boulevard. This extension can only occur after the acquisition of properties identified in APPENDIX 4 attached. The properties can either be acquired directly by the Municipality or possibly be acquired through redevelopment of the area. Construction of the extension could proceed approximately 1 year after Council authorization for acquisition or an indeterminate time in the case of acquisition through redevelopment.

Under this option, Mayberry Street would remain open until Central Boulevard was extended.

### 3.2 Peak Period Left Turn Prohibitions

In order to address the concerns of the residents of Mayberry Street regarding through traffic, signs prohibiting left turns during the peak periods could be installed at both ends of Mayberry Street as an interim measure (APPENDIX 5 attached). A ban on morning peak left turns from Willingdon Avenue northbound to Mayberry Street westbound could be expected to significantly reduce the movement of traffic to Patterson Avenue.

This posting would be relatively self-enforcing in that there would likely be some harassment of attempting violators by northbound through traffic on Willingdon Avenue backing up behind the violator. An afternoon peak hour ban from Patterson Avenue southbound to Mayberry Street eastbound would be less effective given the smaller volume of southbound traffic on Patterson Avenue affected by an attempted violation. However, some reduction in volume could be expected. This option would retain full access to both Willingdon and Patterson Avenues but would not reduce traffic infiltration to the same extent as a closure on Mayberry Street.

### 3.3 Mayberry Street - Interim Closure

The final location for the closure on Mayberry Street, as discussed above, is at Willingdon Avenue. This choice of location is based on reducing the number of direct accesses onto Willingdon Avenue and providing a superior access location for the residents onto Willingdon Avenue at Central Boulevard. In the interim, however, Mayberry Street could be closed at the west end near Patterson Avenue immediately east of Wilson Avenue. Both closures are illustrated in APPENDIX 6 attached. This would serve to prevent the through traffic movement either to Patterson or Wilson Avenues while simultaneously providing temporary direct access from Mayberry Street to Willingdon Avenue.

### 4.0 CONCLUSION

The items of the Community Transportation Plan for the Community Plan Two area which have been or shall be imminently completed, will have addressed some of the traffic issues in the area. However, because of the deferral of the property acquisitions and construction of the extension of Central Boulevard, the concerns regarding through traffic expressed by the residents of Mayberry Street will not be addressed as scheduled. In view of the commitment of the residents of the area to participation in the working group, and the expectations generated through adoption of the Community Transportation Plan, it is suggested that the Strata Council representative working group be reconvened. The group can provide its comments with regard to the above options after which a report can be prepared for submission to the Traffic & Transportation Committee recommending a strategy to deal with the implementation delay."

Respectfully submitted,

Alderman J. Young  
Chairman

Alderman D. Evans  
Member

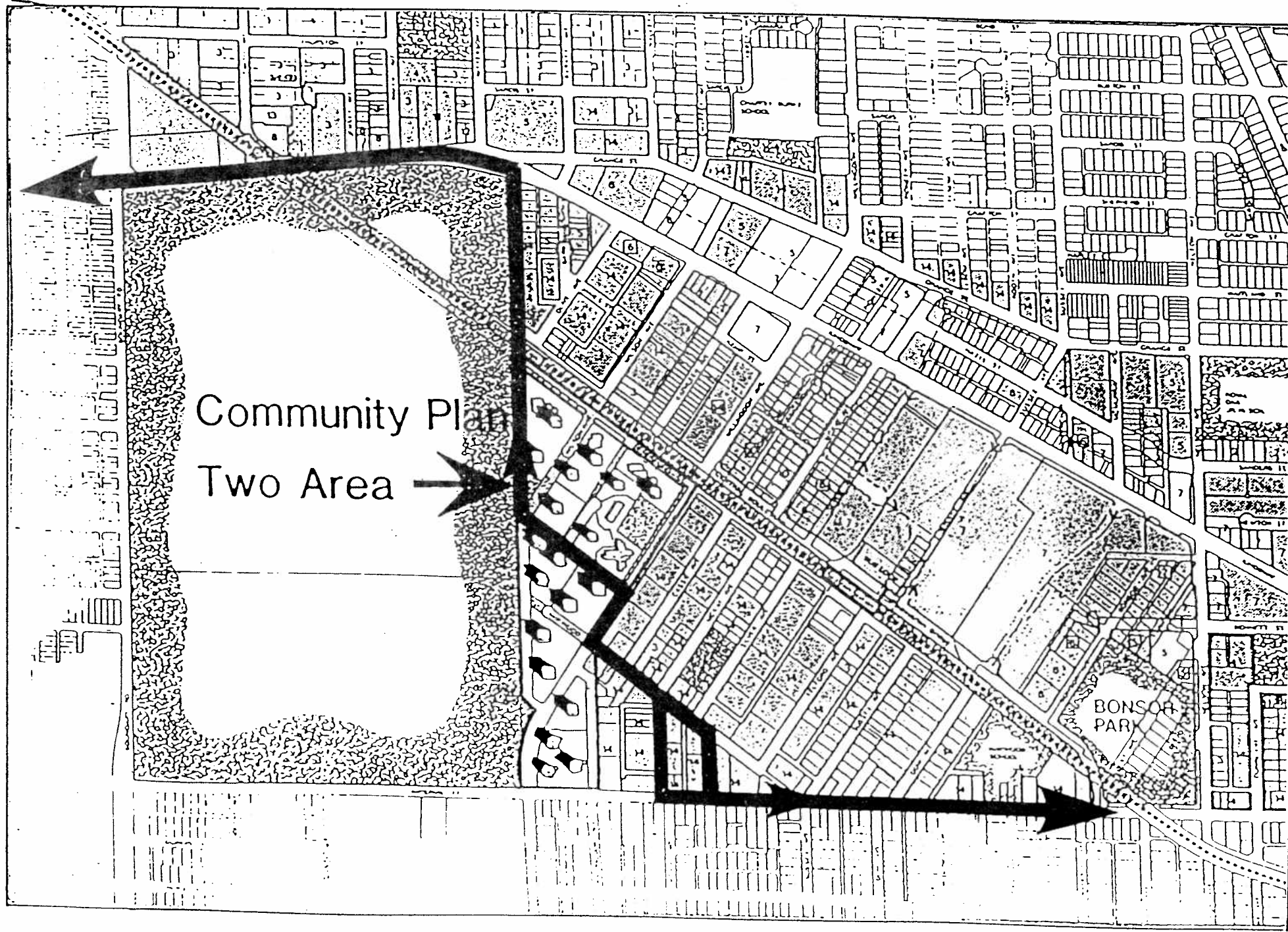
Alderman D. Lawson  
Member

Alderman C. Redman  
Member

Mr. Peter Miller  
Member

Mr. Ernest Neumann  
Member

Mr. Len Werden  
Member



Date:

Scale:

Drawn By:



**BURNABY**  
Planning &  
Building Inspection  
Department

Mayberry Street

Commuter Bypass Movement

APPENDIX I

COMMUNITY TRANSPORTATION PLAN - COMMUNITY PLAN TWO AREA  
RECOMMENDED PLAN AND IMPLEMENTATION SCHEDULE

JANUARY - JUNE 1991

- 1A. Signalization  
Willingdon Avenue at Maywood Street
- 1B. Property Acquisltion  
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 turn-around
- 1F. Signalization  
Willingdon Avenue/Kingsway - Introduce left turn phase north-bound 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 cul-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

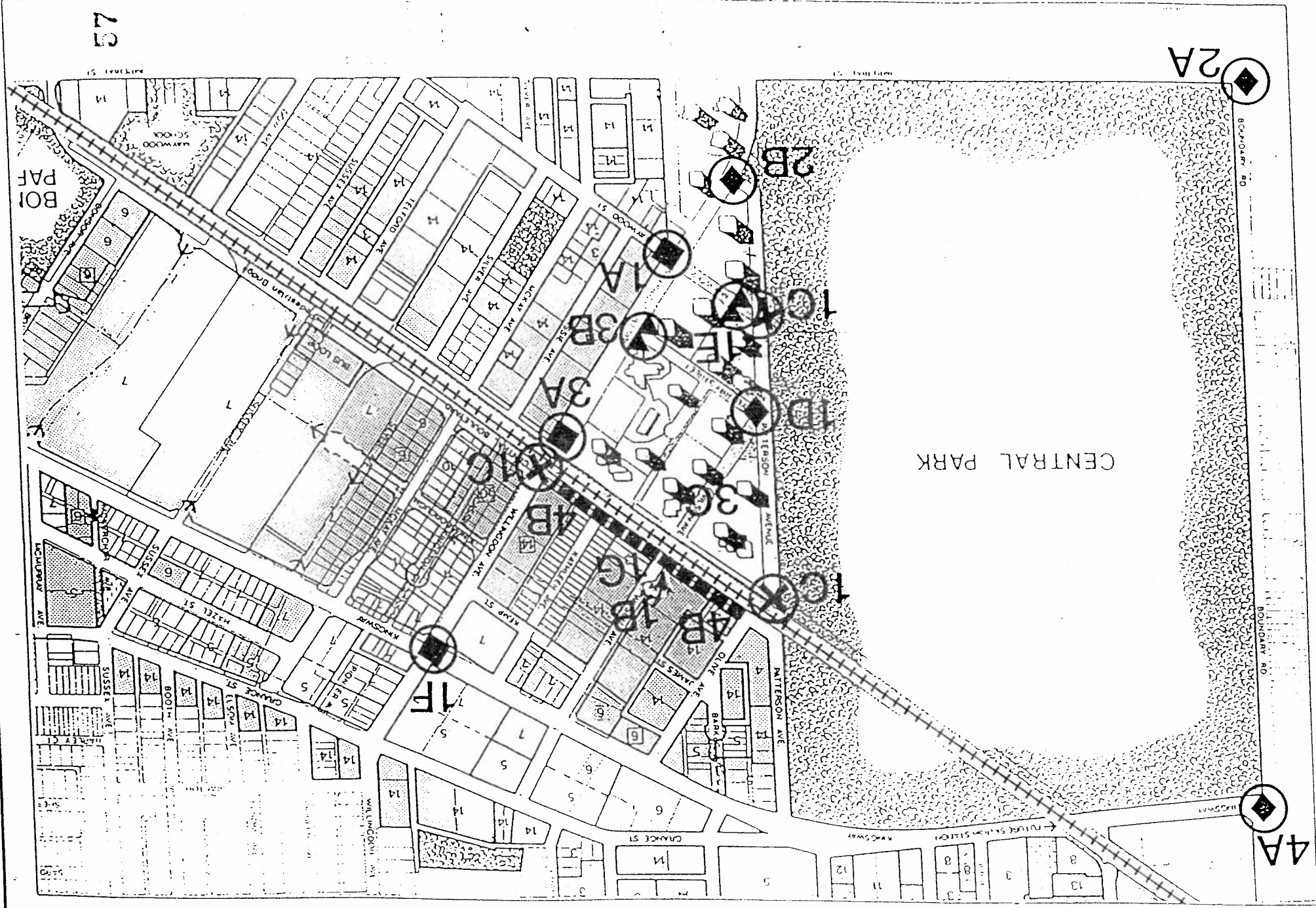
Central Boulevard (Phase II) - Reconstruct Central Boulevard from Willingdon Avenue to Patterson Avenue to a four lane standard.

COMMUNITY TRANSPORTATION PLAN

TWO AREA

COMMUNITY PLAN  
(METROTOWN-CENTRAL PARK)

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



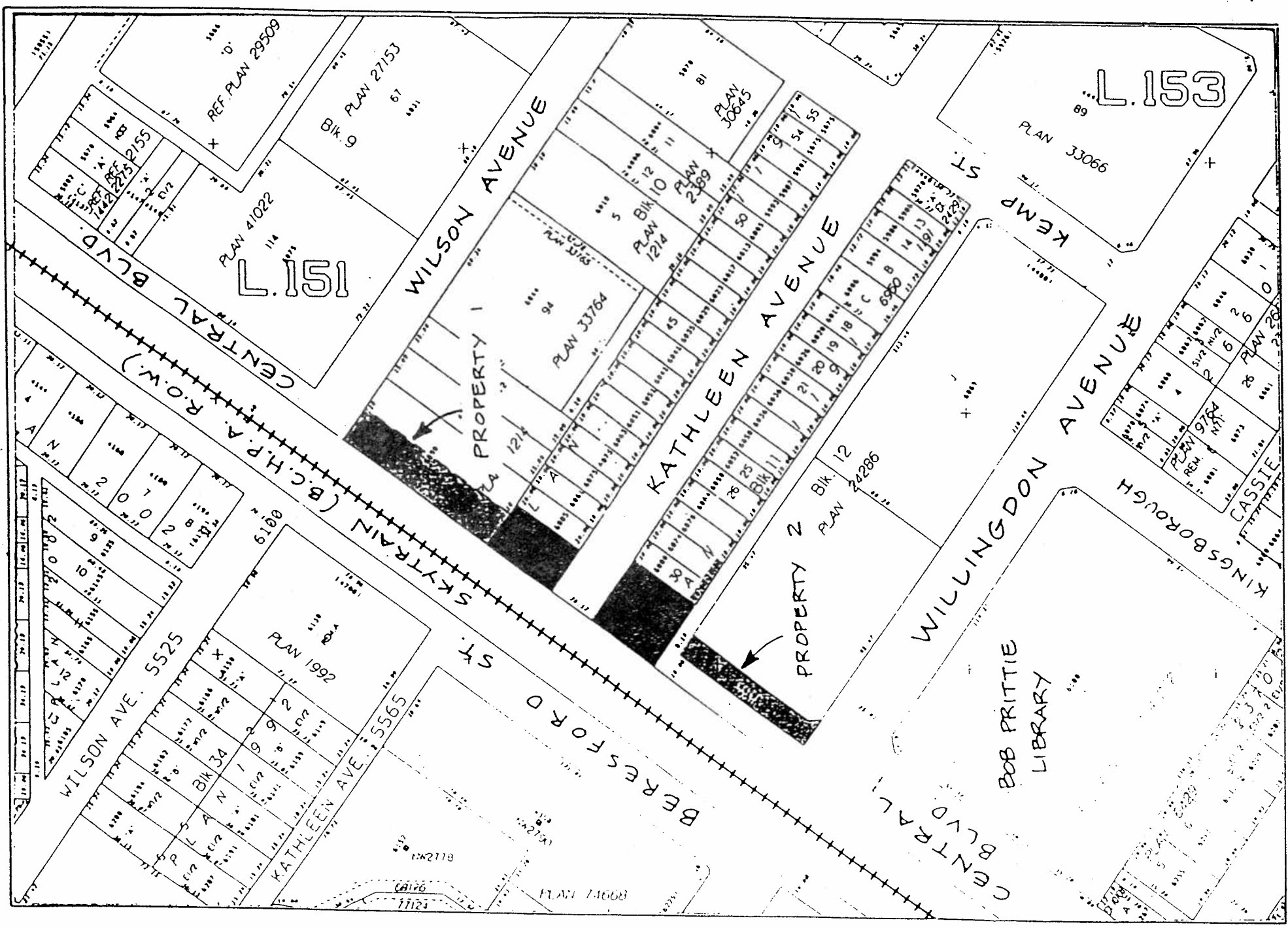
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2A

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Planning &  
Building Inspection  
Department



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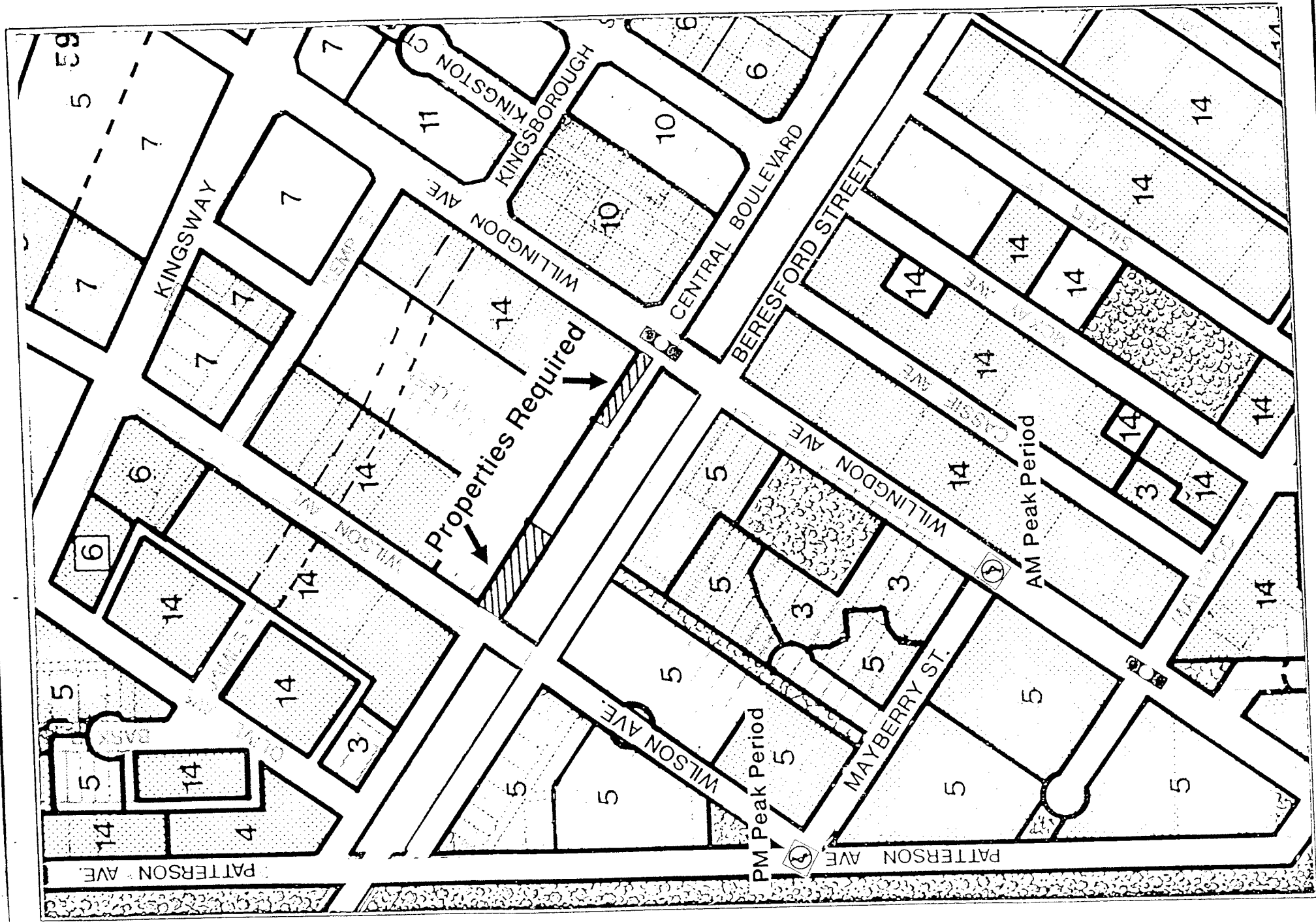
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CENTRAL BLVD.  
WILLINGDON AVE TO WILSON AVE.  
PROPERTY ACQUISITIONS

■ BURNABY OWNED PROPERTY

■ RIGHT-OF-WAY REQUIRED FOR ROAD.

APPENDIX 4

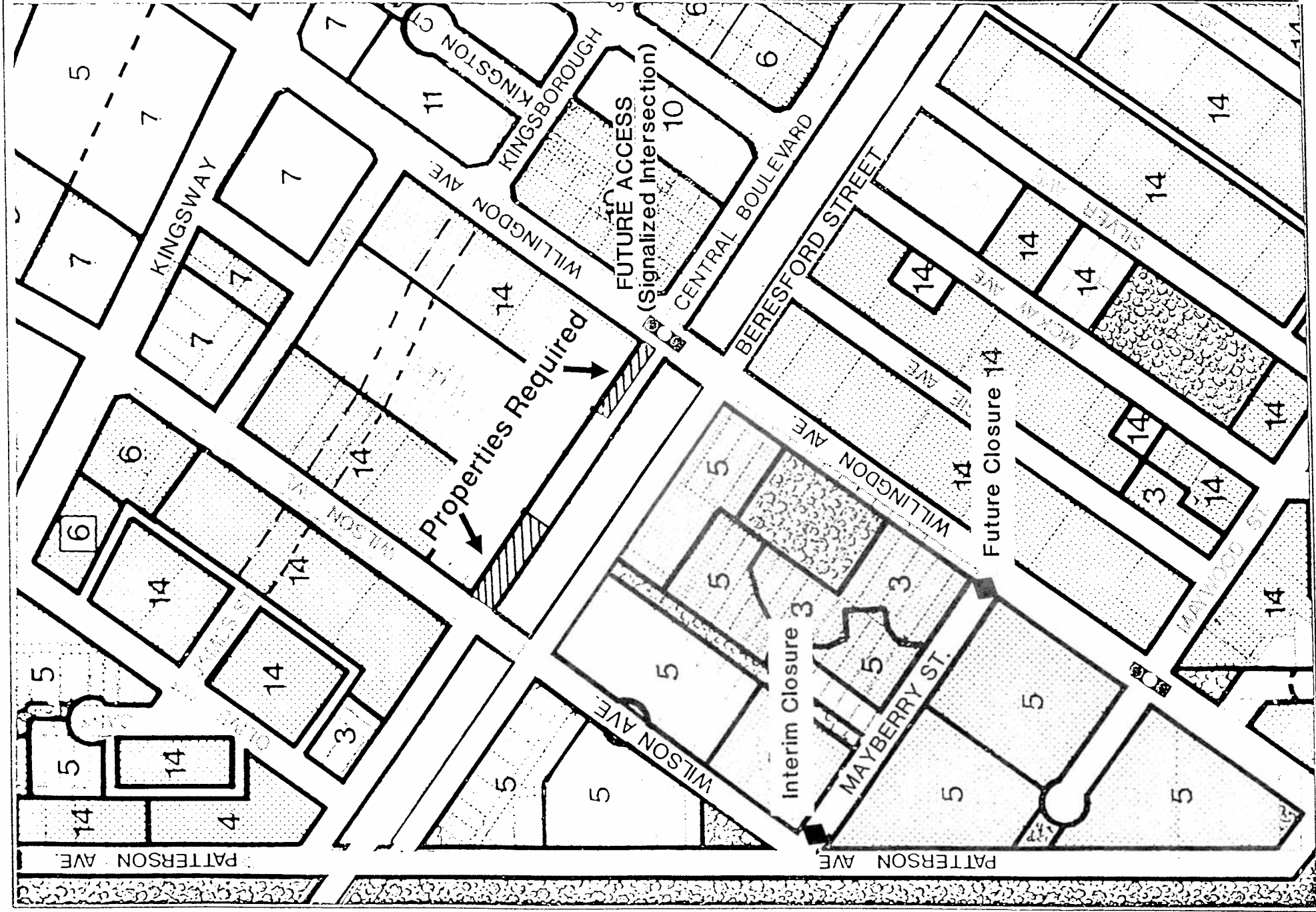


**CITY OF BURNABY**  
 Planning &  
 Building Inspection  
 Department

Date: 4/SEP/91

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Left Turn Peak Period Prohibitions



**BURNABY**  
 Planning &  
 Building Inspection  
 Department

Date:	4 / SEP / 91
Scale:	NTS
Drawn By:	MGG

Interim Closure : Mayberry St.

