

REPORT
Regular Council Meeting
1991 November 25

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Re: Community Transportation Plan:
Community Plan Two Area

RECOMMENDATIONS:

1. THAT traffic barriers be erected on Mayberry Street at Willingdon Avenue followed by the design and construction of a permanent landscaped turnaround at the same location.
2. THAT staff investigate the option of extending McKay Street from South Beresford Avenue to Central Boulevard.
3. THAT a sign be erected providing area residents with advance notice of the Mayberry Street closure and further; that Strata Council representatives be advised by letter of same and requested to distribute a letter from the municipality to apartment residents providing advance notice of the closure.

R E P O R T

"1.0 INTRODUCTION

1.1 Background

At its meeting of 1990 November 26, Council approved the Community Transportation Plan for the Community Plan Two Area. This plan was developed in consultation with a community working group drawn from the Strata Council representatives in the area. The plan's various components were identified in a Plan Implementation Schedule setting out the projects and an expected date of completion. However, arising from the Capital Budget Review process several key components of the plan were delayed resulting in the necessity to amend the Plan. A series of options were developed with the aim of dealing with the implementation delay. These options were presented to the Traffic & Transportation Committee at the regular Committee meeting of 1991 October 09 with a recommendation that they be presented to the Strata Council working group for consultation. The recommendation was adopted by Council at the regular Council meeting of 1991 October 21, the consultation has taken place and the results of the consultation with further actions are discussed in this report.

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1.2 Community Transportation Plan: Community Plan Two Area

One of the key components of the Community Plan Two Community Transportation Plan was the permanent closure of Mayberry Street at Willingdon Avenue. This was to be done in order to prevent the commuter by-pass movement as described in Figure 1. However, this closure was to occur only after the construction of Central Boulevard. This project was contingent on the property acquisitions illustrated in Figure 2. These property acquisitions were delayed as a result of the Capital Budget Review causing the closure of Mayberry Street to be delayed as well. It is the delay in this component of the plan that the options presented to the working group seek to address.

2.0 CONSULTATION PROCESS

2.1 Meeting with Strata Council's Representatives

A meeting with the Strata Council representatives was held 1991 October 21 at the Municipal Hall to receive their comments on options to address the delay in implementation of the Plan. The report presented to Council outlining the various options was circulated as background information prior to the meeting. Two additional options over and above the initial three identified in the report were added by the representatives. At the time staff viewed these additional options as reasonable proposals to be included in the consultation process. The three options originally in the report and the one additional option suggested are illustrated in Figure 2 attached and are presented below.

2.2 Options

A) Future Closure of Mayberry after the extension of Central Boulevard.

This option allows for the sequence as described in the original Community Transportation Plan. The present delay would be accepted and Mayberry Street would not be closed at Willingdon Avenue until Central Boulevard is constructed. This could be expected in a 5 to 10 year period.

B) Left Turn Restrictions onto Mayberry Street from Patterson and Willingdon Avenues.

Under this option traffic signs restricting left turns onto Mayberry Street during peak periods would be posted. These would be a morning peak period restriction from Willingdon Avenue northbound onto Mayberry Street westbound and an afternoon peak period restriction from Patterson Avenue southbound onto Mayberry Street eastbound.

C) Immediate Closure of Mayberry Street at Wilson Avenue prior to the extension of Central Boulevard.

This option would see a system of temporary barriers erected at the west end of Mayberry Street at Wilson Avenue. The barriers would be erected immediately and would be removed on construction of the permanent closure of Mayberry Street in the final location at Willingdon Avenue.

D) Immediate Closure of Mayberry Street at Willingdon Avenue prior to the extension of Central Boulevard.

This option would see a system of temporary barriers immediately erected at the east end of Mayberry Street at Willingdon Avenue. The permanent closure would be budgeted for and constructed as soon as possible irrespective of the closure of Central Boulevard.

3.0 CONSULTATION RESULTS

When asked to express their views on these options, ten of the representatives supported Option D and two supported Option A. Strata council representatives also requested consideration of an extension of McKay Avenue to Central Boulevard through the existing southern Rail Line whose purpose would be to provide an alternate access to the arterial system for residents residing east of Willingdon Avenue.

4.0 RECOMMENDATIONS

The consultation process recommended the immediate closure of Mayberry at Willingdon Avenue prior to the extension of Central Boulevard. This option was not originally included by staff because although it very successfully removed through traffic from Mayberry Street, it also significantly affected Mayberry residents' access to their homes. Given the results of the consultation process, the residents are willing to make this trade-off and staff can therefore concur. As a result, staff recommends the immediate installation of temporary barriers on Mayberry Street at Willingdon Avenue with the design and construction of a permanent landscaped closure at the same location to follow as soon as possible. Staff will also investigate the longer term option of connecting McKay Avenue across the present Southern Rail Line to Central Boulevard."

Arising from the discussion, the Committee amended the report by requesting that a sign be erected providing area residents with advance notice of the Mayberry Street closure. The Committee also recommended that Strata Council representatives be provided with advance notice of the closure by letter and further that those representatives be requested to distribute a letter from the municipality to apartment residents advising same.

Finally, the Committee directed by motion that staff consult with the R.C.M.P. and Fire Department prior to the installation of a barricade regarding emergency vehicle access.

Respectfully submitted,

Alderman J. Young
Chairman

Mr. Peter Miller
Member

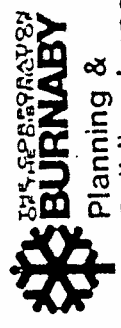
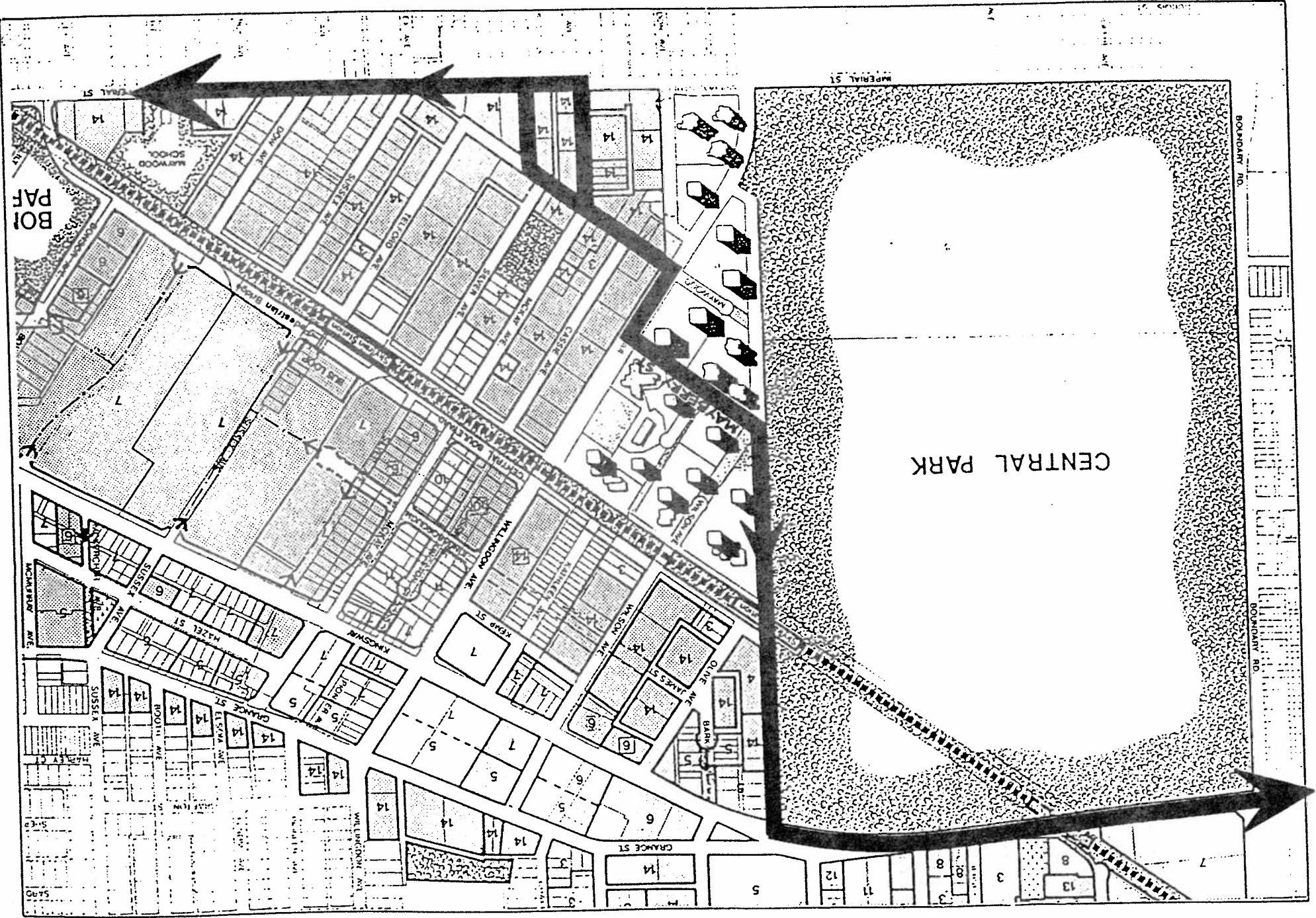
Alderman D. Evans
Member

Mr. Ernest Neumann
Member

Alderman D. Lawson
Member

Mr. Len Werden
Member

Alderman C. Redman
Member



Planning &
Building Inspection
Department

Date: 1991 Nov

Scale: NTS

Drawn By: RCM

FIGURE 1
MAYBERRY ST.
COMMUTER
BYPASS
MOVEMENT



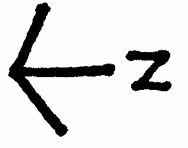
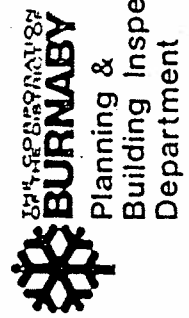
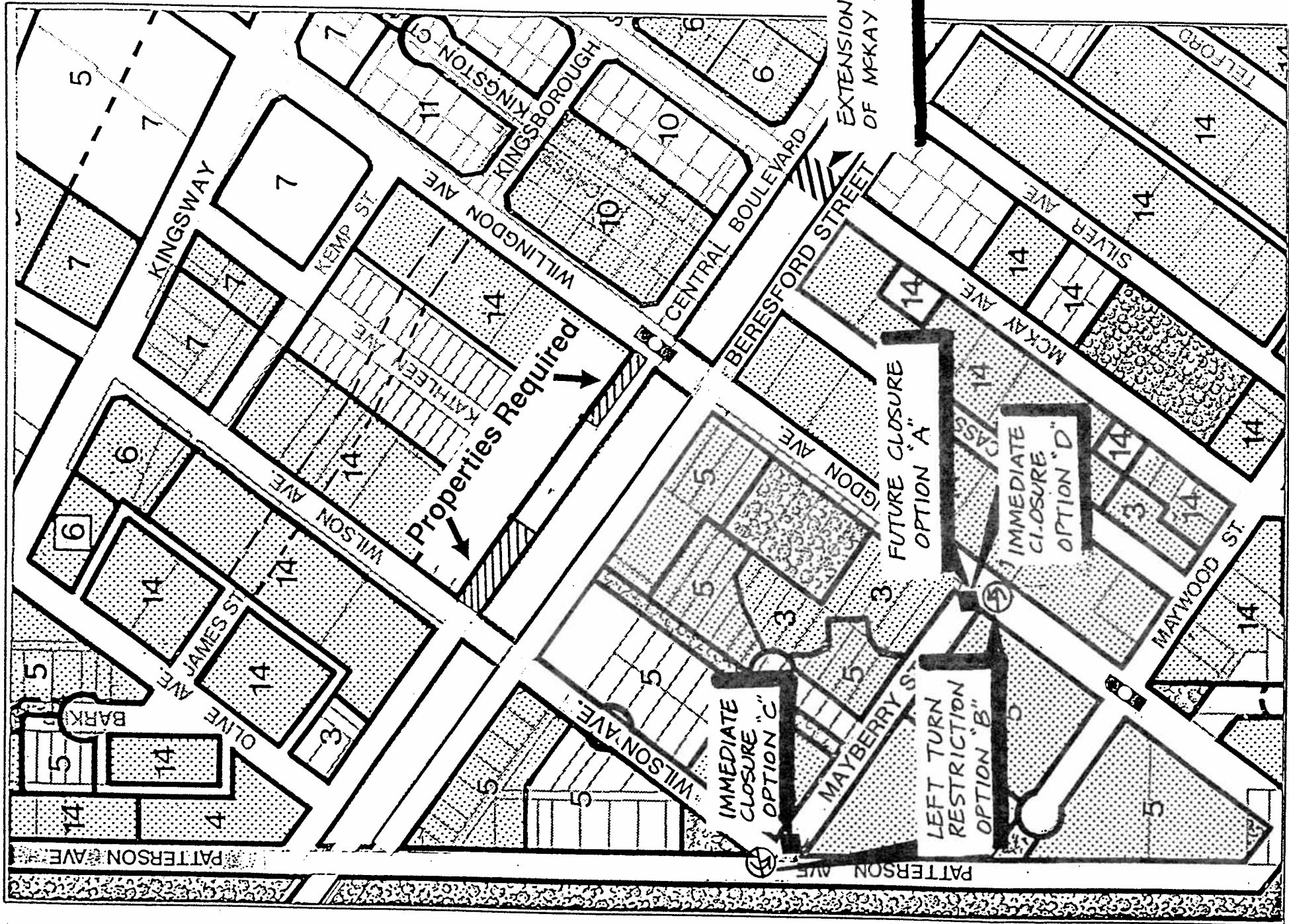


FIGURE 2
MAYBERRY ST:
OPTIONS
AVAILABLE

Date: **1991 NOV**

Scale: **NTS**
 Drawn By: **REN**

