

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Canada Way - 6th Street Community
Transportation Plan

RECOMMENDATIONS:

1. THAT Council approve in principle the Community Transportation Plan for the Canada Way - 6th Street area, as outlined in this report.
2. THAT Council send a copy of this report along with a letter, questionnaire, and information regarding an Open House meeting, to residents of the Canada Way - 6th Street area to assess their acceptance of the plan as developed by the Canada Way - 6th Street Resident Committee.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1994 October 12, adopted the attached staff report outlining the Canada Way - 6th Street Community Transportation Plan and a public review process for the plan.

Respectfully submitted,

Members:

Mr. Ernest Neumann
Mr. Len Werden

Councillor D. Evans
Chairman

Councillor J. Young
Member

COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR PLANNING & BUILDING

TO: CHAIR & MEMBERS 1994 SEPTEMBER 27
TRAFFIC & TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.640

SUBJECT: CANADA WAY - 6TH STREET COMMUNITY TRANSPORTATION PLAN

PURPOSE: To recommend a public process for the review of the Canada Way - 6th Street Community Transportation Plan.

RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee approve in principle the Community Transportation Plan for the Canada Way - 6th Street area, as outlined in this report.
2. THAT the Traffic and Transportation Committee send a copy of this report along with a letter, questionnaire, and information regarding an Open House meeting, to residents of the Canada Way - 6th Street area to assess their acceptance of the plan as developed by the Canada Way - 6th Street Resident Committee.

REPORT

1.0 BACKGROUND

The Canada Way - 6th Street Resident Committee was formed in 1994 Spring, to develop a Community Transportation Plan for the area between Canada Way and 6th Street from 13th Avenue to 19th Avenue. The plan was developed to address an increasing short-cutting problem due to both insufficient capacity on major roads in the area, especially at the intersection of Canada Way/Edmonds, and some diversion of traffic from 16th Avenue due to the recent installation of a delta island at the intersection of 16th Avenue/6th Street.

After three meetings with staff and members of the Traffic and Transportation Committee, the Resident Committee has proposed the Community Transportation Plan for the area as outlined in this report.

2.0 Community Transportation Plan

The Committee considered several options for reducing traffic infiltration in the area ranging from street closures and diverters, to traffic calming measures such as speed humps and traffic circles. After considering the traffic volumes and speeds in the area, and the impact of the various traffic calming and traffic control measures on resident access, the Resident Committee recommended a Community Transportation Plan as shown in Figure 1.

The Committee chose measures that would reduce the speed of traffic, while allowing residents free access through the neighbourhood. The plan for each of the streets involved in the Community Transportation Plan is summarised below:

* 18th Avenue

The Committee proposed installing speed humps on 18th Avenue to reduce the speed of traffic on that street, and discourage through traffic. The Committee also proposed stop signs on 7th Street at 18th Avenue to increase safety at the currently uncontrolled intersection.

* 17th Avenue

The Resident Committee member from 17th Avenue consulted with her neighbours, and proposed speed humps on that street with stop signs on the 7th Street legs of the 17th Avenue/7th Street intersection to increase safety.

* 16th Avenue

Sixteenth Avenue was the subject of a Community Transportation Plan in 1993 to reduce the volume of traffic using the 7700 and 7800 blocks of that street as an access between Canada Way and 6th Street. The 16th Avenue Resident Committee recommended that a delta island be installed at the intersection of 16th Avenue/6th Street to prevent through traffic using this residential street.

The volume of traffic on 16th Avenue has been reduced significantly since the installation of the delta island in the Fall of 1993. However, the Resident Committee members recommended that speed humps be installed to reduce the speed of the traffic continuing to use 16th Avenue.

* Graham Avenue

Graham Avenue experiences a significant speeding problem in the vicinity of the park. In early 1994, the Traffic and Transportation Committee proposed that four-way stop signs be installed at the corner of 7th Street/Graham Avenue. Since the installation of this 4-way stop, several residents have expressed concern about safety at the intersection. It appears that increasing numbers of vehicles are ignoring the signs. In fact, in a recent speed study, staff found that several vehicles travelled through the park zone on Graham Avenue in the vicinity of the signs at speeds in excess of 60km/hr.

In response to the speeding problem on Graham Avenue, the Resident Committee has proposed that speed humps be installed on Graham, and that a large traffic circle be installed at the intersection of Graham Avenue/7th Street to further reduce traffic speed in the vicinity of the park.

The Committee considered several options for the intersection of Graham Avenue/7th Street including the provision of a diagonal diverter. However, after weighing the pros and cons of providing a measure which would restrict resident movement through the area, the Committee recommended that a large traffic circle be constructed in the intersection.

* **15th Avenue & 14th Avenue**

As with 18th Avenue, 17th Avenue, and 16th Avenue, the Resident Committee proposes that speed humps be installed on both 15th Avenue and 14th Avenue. As with other unsignalised intersections in the area, stop signs will be placed on the 7th Street legs of the intersections with both these Avenues.

* **13th Avenue**

Residents of 13th Avenue had speed humps installed in the Spring of 1994 through the Engineering Department's Speed Hump Pilot Program. Therefore, no additional traffic calming measures are proposed as part of the Community Transportation Plan.

* **7th Street**

The Resident Committee has proposed that speed humps be installed on 7th Street near the Graham Avenue traffic circle in order to further decrease the speed in the vicinity of the park. As mentioned above, stop signs will be placed on the 7th Street legs of all uncontrolled intersections.

* **19th Avenue**

Some residents whose properties abut 19th Avenue feel strongly that 19th Avenue should not have any traffic calming measures installed, and thus should not be included in the Community Transportation Plan process. However, there are other residents who feel that speed humps should be installed on 19th Avenue to protect the street from traffic infiltration.

Therefore, staff propose that the speed humps shown on 19th Avenue in the Community Transportation Plan be subject to review with the residents. This review should take place prior to the report and survey being sent to all area residents.

As with other Community Transportation Plans, signs indicating that the area is a "traffic calmed neighbourhood", should be installed at all intersections around the periphery of the area. By having such signs, motorists are alerted to the fact that they will be confronted with traffic calming measures which will slow their passage through

the residential neighbourhood.

3.0 Public Participation

When the planning process was initiated in 1994 February, all residents of the area were sent a questionnaire asking for feedback regarding traffic on their streets and also asking for interested residents to be part of a Resident Committee to work with staff to develop a Community Transportation Plan for the area.

In Spring 1994, a Resident Committee was selected, and all residents who expressed and interest in being part of the Committee were informed of the names and phone number of these members. The Committee had its first meeting with staff in June 1994 and was presented with traffic count information as well as information regarding various Traffic Calming and Traffic Control measures. Over the summer, most of the Resident Committee members contacted their neighbours to review some of the options put forward.

At its last meeting in September 1994, the Resident Committee proposed that the Community Transportation Plan, as shown in Figure 1, be circulated to residents of the area for review. Now that the plan has been developed, staff recommend the following public consultation process to assess resident support for the plan:

1. Send out a copy of this report with a letter and survey questionnaire. The names and phone numbers of the Resident Committee members should be included in the letter, as well as the date, time, and location of a Public Open House meeting to discuss the plan. The questionnaire survey will ask if the residents are in favour of the plan, and will ask for any comments which residents wish to have raised with the Resident Committee at its next meeting. Also included in the survey will be a cost estimate for the installation of the measures, as well as information on the future collection of these funds.
2. Hold a Public Open House meeting to allow residents of the Canada Way - 6th Street area to discuss the plan with staff and Resident Committee members in person. This Open House will take place during the second or third week of November, and will likely be held in Edmonds Elementary School. The exact date, time and place has yet to be determined, and will be conveyed to the residents in the aforementioned letter.

The responses to the survey will be analysed, and if the residents approve the plan with a sufficient consensus, then it is proposed that a Local Improvement process will be initiated as described below.

4.0 Funding for Community Transportation Plan

As with all traffic calming measures installed in Burnaby, the cost is shared between the area residents and the City. In the case of the Engineering Department's Speed Hump Program, one area resident collects money and signatures from his or her neighbours. Because the area involved in this planning process is large, the collection of the resident portion of funding via this method is not feasible. Therefore, staff propose cost sharing in accordance with the area-wide local improvement process.

Under the Municipal Act there are two methods by which to process Local Improvements: by petition or by initiative. Recently, the Engineering Department adopted the petition process as the method used to assess support for local improvements. However, because under the petition process one resident must collect signatures from 2/3 of the affected property owners, this method would not be feasible for such a large area with over 200 affected households. Also, there are many absentee owners in this area who would have to be contacted by the petition coordinator.

Therefore, staff propose that the local improvement for the Canada Way - 6th Street Community Transportation Plan be conducted under the initiative method. Under this process, the City prepares and sends assessment notices to property owners in the area informing them of the local improvement process as well as the exact charge which will be added to the following year's tax assessment.

Usually this local improvement method is used for curb work to provide sidewalks, and therefore the additional cost to property owners is significant. In the case of this expensive curb work, the City amortises the cost over 5, 10, or 15 years. Because the cost of the measures outlined in the Canada Way - 6th Street Community Transportation Plan is relatively low, it is recommended that the cost be amortized over a maximum of 5 years at the prevailing Local Improvement interest rate of 7.5%.

The cost sharing for the components of this proposal is:

	<u>City</u>	<u>Homeowners</u>	<u>Total</u>
Traffic circle - Graham Ave./7th St. (80/20)*	43,920	10,980	54,900
All other traffic measures (60/40)	<u>12,780</u>	8,520	<u>21,300</u>
Total costs	<u>56,700</u>	<u>19,500</u>	<u>76,200</u>

*staff proposed that the City pay a higher portion of the traffic circle construction cost due to its location adjacent to a City park/playground area.

The homeowners' portion of the costs will be allocated based on the front footage of their property. This will be about \$2.00 per front foot which equates to \$100 for a 50 foot lot. Over the five year term of the Local Improvement charges (at 7.5%) the yearly cost to the homeowner on a 50 foot lot will be approximately \$24.70 per year.

5.0 Process for Implementation of the Community Transportation Plan

The following is a summary of the process proposed for the implementation of the Canada Way - 6th Street Area Community Transportation Plan:

1. Send out survey and information about public open house meeting by end of October.
2. Hold a public open house meeting in second or third week of November.
3. Once results of survey are documented, meet with the Canada Way - 6th Street Area Resident Committee to review the comments and finalise the plan.
4. Report to Council to document the survey results.
5. Initiate the Local Improvement process.
6. Prepare, mail to the homeowners, and publish in the newspaper the notice of intention detailing the cost and the work to be undertaken.
7. Allow thirty days from date of publication to receive negative responses from any of the homeowners. If the majority of the owners, representing at least 1/2 of the value of the properties, object to the proposed Local Improvement then the initiative is defeated.

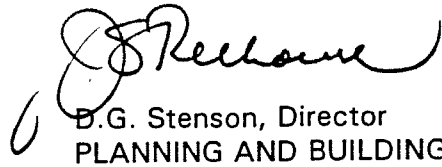
If the Local Improvement is not defeated, a Certificate of Sufficiency is presented to Council from the City Clerk. Upon receipt of the Certificate of Sufficiency, the construction of the traffic calming measures proposed in the Community Transportation Plan may begin. Staff estimate that construction should take place in early 1995.

6.0 SUMMARY & CONCLUSION

The Canada Way - 6th Street Area Resident Committee has been meeting over the past five months, to develop a Community Transportation Plan for the area bounded by Canada Way and 6th Street between 19th Avenue and 13th Avenue. At its most recent meeting, the Resident Committee recommended a Community Transportation Plan, as shown in Figure 1, to be taken out to the area for public input. The plan includes several traffic calming and traffic control measures, and is designed to reduce the speed and volume of short-cutting traffic in the area without adversely impacting resident access.

Staff propose that a copy of this report and a questionnaire survey be sent out to all residents of the area, and that an open house meeting be held to allow area residents to address their questions and concerns regarding the plan to the Resident Committee members.

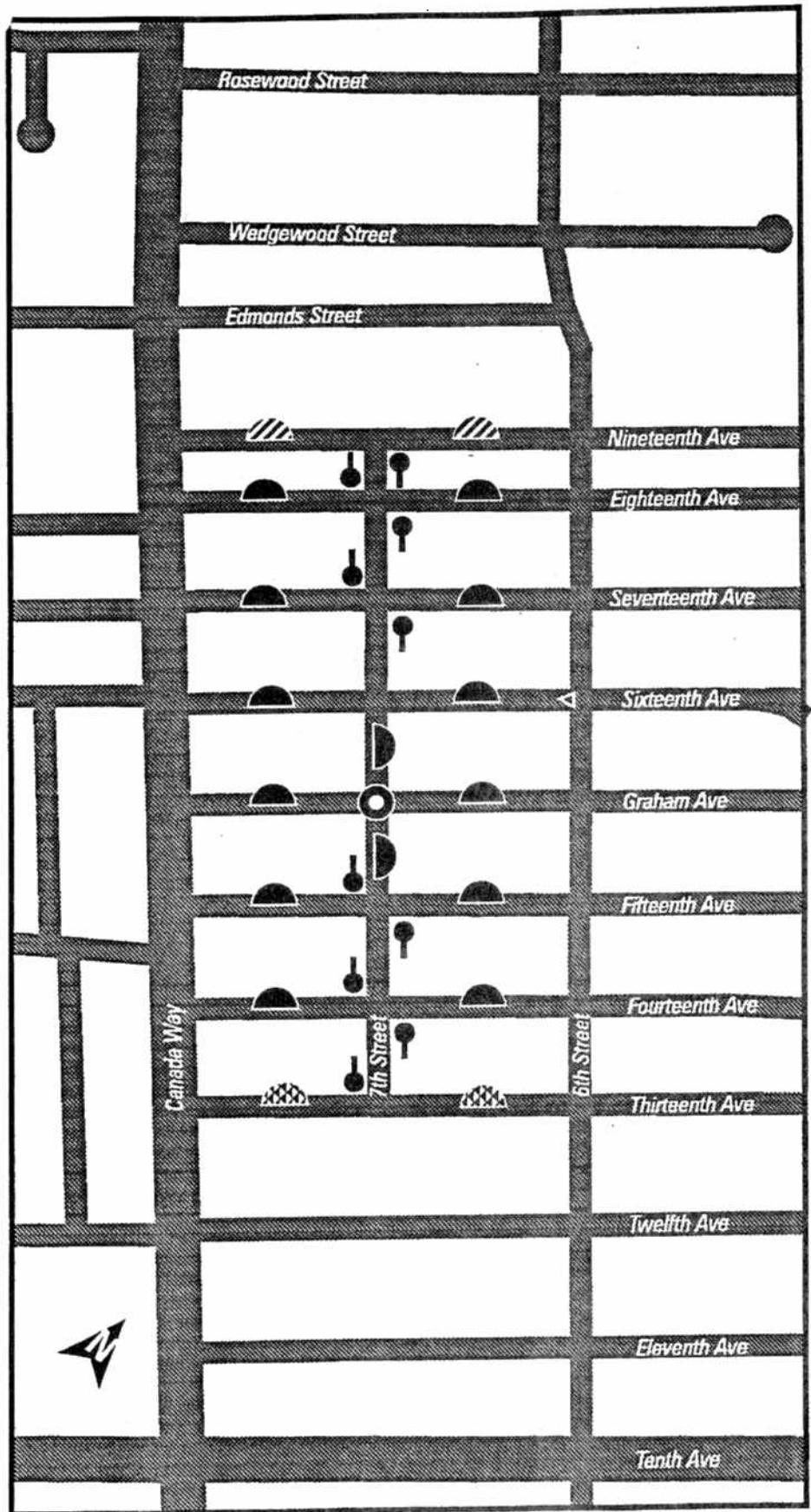
Staff propose that a future report be taken to Council after review of the survey results, to initiate the cost sharing for the implementation of the plan in accordance with the Local Improvement Program. When the Certificate of Sufficiency is issued after the notice of intention has been circulated in accordance with the Local Improvement Program, construction may begin. If the residents are in agreement with the plan and with the funding arrangement, implementation of the Canada Way - 6th Street Community Transportation Plan will take place in early 1995.



D.G. Stenson, Director
PLANNING AND BUILDING

DAB/

cc. City Manager
Director Engineering
Director Finance
Director Administration and Community Services









-  Proposed speed hump
-  Possible speed hump (subject to review)
-  Existing speed hump
-  Traffic circle
-  Stop sign
-  Delta island

Figure 1

