

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Forest Glen Area Community Transportation Plan

RECOMMENDATIONS:

1. THAT Council approve in principle the Community Transportation Plan for the Forest Glen 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 Forest Glen area to assess their acceptance of the plan as developed by the Forest Glen Area Resident Committee.
3. THAT a copy of this report be forwarded to Mr. Norm Richards, Manager, Innersuburban Product Development Team, B.C. Transit.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1994 September 14, adopted the attached staff report outlining the Forest Glen Area 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
- DIR. PLNG. AND BLDG.

TO: CHAIR & MEMBERS 1994 SEPTEMBER 2
TRAFFIC & TRANSPORTATION COMMITTEE

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08-640
"Forest Glen Area"
"Bond/Nelson"

SUBJECT: FOREST GLEN AREA COMMUNITY TRANSPORTATION PLAN

PURPOSE: To recommend a public process for the review of the Forest Glen Area Community Transportation Plan.

RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee approve in principle the Community Transportation Plan for the Forest Glen 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 Forest Glen area to assess their acceptance of the plan as developed by the Forest Glen Area Resident Committee.
3. THAT a copy of this report be forwarded to Mr. Norm Richards, Manager, Innersuburban Product Development Team, BC Transit.

REPORT

1.0 BACKGROUND

The Forest Glen Area Resident Committee has been meeting with City staff over the past year and a half, to develop a Community Transportation Plan for the area. The plan is being developed in response to increasing commuter traffic in the area bounded by Willingdon Avenue, Grange Street, Royal Oak Avenue, and Moscrop Street. Staff have held eight meetings with the Resident Committee, during which time many traffic control and traffic calming measures were discussed. After much consideration of the traffic patterns in the area, the Committee has recommended a Community Transportation Plan as shown in Figure 1.

This report documents the measures proposed, and recommends a public process to assess the acceptance of the plan by area residents

2.0 Bus Route on Bond Street and Nelson Avenue

The development of this Community Transportation Plan has been especially difficult due to the existence of a bus route on Bond Street and Nelson Avenue. Staff and the

Resident Committee members have looked at various traffic calming measures for the area, but many of these measures would have had serious impact on the #130 bus route.

After much discussion with BC Transit, the Resident Committee recommended the installation of an experimental speed hump on Bond Street at Forest Glen Park. In 1994 March, Council approved the installation of the speed hump, which was constructed to a height of 3" high as opposed to the usual 4" high speed humps installed on other residential streets in Burnaby.

Over the weeks following the installation at the end of April, both staff and Resident Committee members had very positive feedback from area residents. The speed of traffic in the vicinity of the hump was significantly reduced, and several residents indicated that the noise level had also decreased. Traffic counts, however, revealed that the overall volume of traffic on Bond Street had not experienced a corresponding decrease. Therefore, the Resident Committee at its meeting in 1994 May recommended the addition of two more speed humps on Bond Street between Sussex and Willingdon.

A recent letter dated 1994 August 3, which appeared on the agenda of the August meeting of the Traffic and Transportation Committee, documented BC Transit's response to the "test" of the speed hump installation. In the letter, staff from BC Transit recommended that the speed hump be removed from the bus route due to the decreased operating speed of the bus, and the increased level of driver care necessary in order that transit passengers are not adversely impacted by the hump.

At its most recent meeting in 1994 August, the Forest Glen Area Resident Committee reviewed the letter from BC Transit, as well as feedback from city staff regarding several bus trips to assess impact to passengers, and decided to adhere to the recommendation at its 1994 May meeting that the speed hump remain, and that further speed humps be installed to reduce traffic speed in the area.

3.0 Community Transportation Plan

The Community Transportation Plan for the Forest Glen Area is shown in Figure 1. The plan shows a series of speed humps, stop signs and narrowing of the north leg of the Nelson/Grange intersection. The Resident Committee considered various traffic calming and traffic control measures ranging from street closures to signage, but recommended a series of speed humps due to the speed reduction properties of the humps as well as the relatively low cost of installation. Another advantage of speed humps as a traffic calming measure is that their installation maintains access for area residents.

The following is a description of the measures recommended in the plan, and the reasons behind their recommendation:

* **Grassmere Street**

The Resident Committee has proposed the installation of two speed humps on Grassmere Street to slow traffic and to discourage short-cutting. Along with the speed humps, the Committee has also recommended stop signs on each street intersecting with Grassmere.

- * **Bond Street**
On Bond Street, the Committee recommended a series of three speed humps, approximately 100 metres apart. From experience with speed humps in various countries, a spacing of approximately 100 metres between humps provides the optimum level of speed reduction with the minimum number of humps. On Bond Street, the Committee proposes that the speed humps be constructed to 3" high instead of 4" to minimise the impact on the #130 bus route.

- * **Buxton Street**
The Committee recommends that three speed humps be installed on Buxton Street between Royal Oak and Nelson Avenue to address the speeding problem on Buxton, and to discourage through traffic.

- * **Sardis Street**
The Resident Committee considered several measures for traffic calming on Sardis Street including traffic circles and stop signs, but recommended that two speed humps be installed as shown in Figure 1. The Committee recognised an existing accident problem on Sardis Street at its intersection with Booth Avenue, and has recommended the installation of stop signs on all north-south streets intersecting with Sardis Street.
The Resident Committee recommends that the existing left turn restriction at Willingdon/Sardis remain during the PM Peak Period.

- * **Grafton Street**
To complete the pattern of speed humps on east-west streets intersecting with major collector and arterial streets, the Committee recommends the installation of humps on Grafton Street between Willingdon Avenue and Sussex Avenue. As with the above streets, stop signs are recommended for the north-south streets to address speeding and intersection traffic control in this direction.

- * **Nelson Avenue**
Bond Street and Nelson Avenue are the main focus of non residential traffic in the Forest Glen Area. Traffic is using these streets to avoid congestion on the major streets in the area. Therefore, the Resident Committee investigated methods of reducing the attractiveness of Nelson Avenue as well as Bond Street and recommended a narrowing of the north leg of the Nelson/Grange intersection to emphasize the change in classification of Nelson Avenue in this location. By reducing the width of the north leg of the intersection, traffic approaching from the south along Nelson is faced with a much narrowed intersection and signs emphasising the residential character of Nelson Avenue to the north.

In order to emphasize the residential character of Nelson Avenue north of Grange, the Committee is also recommending that a speed hump be constructed on Nelson Avenue between Grange Street and Maitland Street. This portion of Nelson Avenue is less steep than north of Maitland Street, and would, therefore, allow the construction of a speed hump in this location.

The Resident Committee also recommends signs at each intersection around the boundary of the study area to indicate that the area is a "traffic calmed neighbourhood". By having these signs, motorists are alerted to the fact that they will be confronted with traffic calming measures which will slow their passage through the

neighbourhood.

4.0 Public Participation

The residents of the Forest Glen area were sent a letter dated 1993 August 10 regarding the development of the Community Transportation Plan. Included in the letter were the names and phone numbers of Resident Committee members, and residents were encouraged to call and ask questions about the process or address any concerns regarding traffic in the area. Both staff and Committee members received several calls from area residents with comments about traffic in the area. Some of the main points put forward by residents were:

- * Speeding on Sardis Street and safety concerns regarding the intersection of Booth/Sardis,
- * Speeding on Buxton Street, and the increase in traffic volume related to the Oakalla development, and
- * general concerns regarding uncontrolled intersections in the area.

These concerns, and others expressed by area residents were considered by the Resident Committee in the development of the plan.

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 Forest Glen 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 October, and will be held in the area. 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 majority of between 70% and 80%, then a Local Improvement process will be initiated as described below.

5.0 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 so 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 700 affected households.

Therefore, staff propose that the local improvement for the Forest Glen Area 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 Forest Glen Area Community Transportation Plan is so low, it is recommended that the cost will be added to the tax assessments in one lump sum.

The cost for the local improvement program for this area is estimated at \$34,000. The City will pay 60% of this cost, and the remaining 40% will be charged to area residents resulting in an approximate cost of \$20.00 per household.

6.0 Process for Implementation of the Community Transportation Plan

The following is a summary of the process proposed for the implementation of the Forest Glen Area Community Transportation Plan:

1. Send out survey and information about public open house meeting by end of September.
2. Hold a public open house meeting in second or third week of October.
3. Once results of survey are documented, meet with the Forest Glen Area Resident Committee to review the comments and finalise the plan.
4. Report to Council to document the survey results, and initiate local improvement process.
5. Prepare assessment notices for property owners detailing cost of Local Improvement.
6. Send out tax assessments, put notice of Local Improvement in local newspapers.
7. Count number of negative responses to the Local Improvement. If the negative

responses number 50% + 1 of the property owners, then the Local Improvement 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 can begin. Staff estimate that construction should take place in early 1995.

7.0 SUMMARY & CONCLUSION

The Forest Glen Area Resident Committee has been meeting over the past year and a half, to develop a Community Transportation Plan for the area bounded by Willingdon Avenue, Moscrop Street, Royal Oak Avenue, and Grange Street. 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.

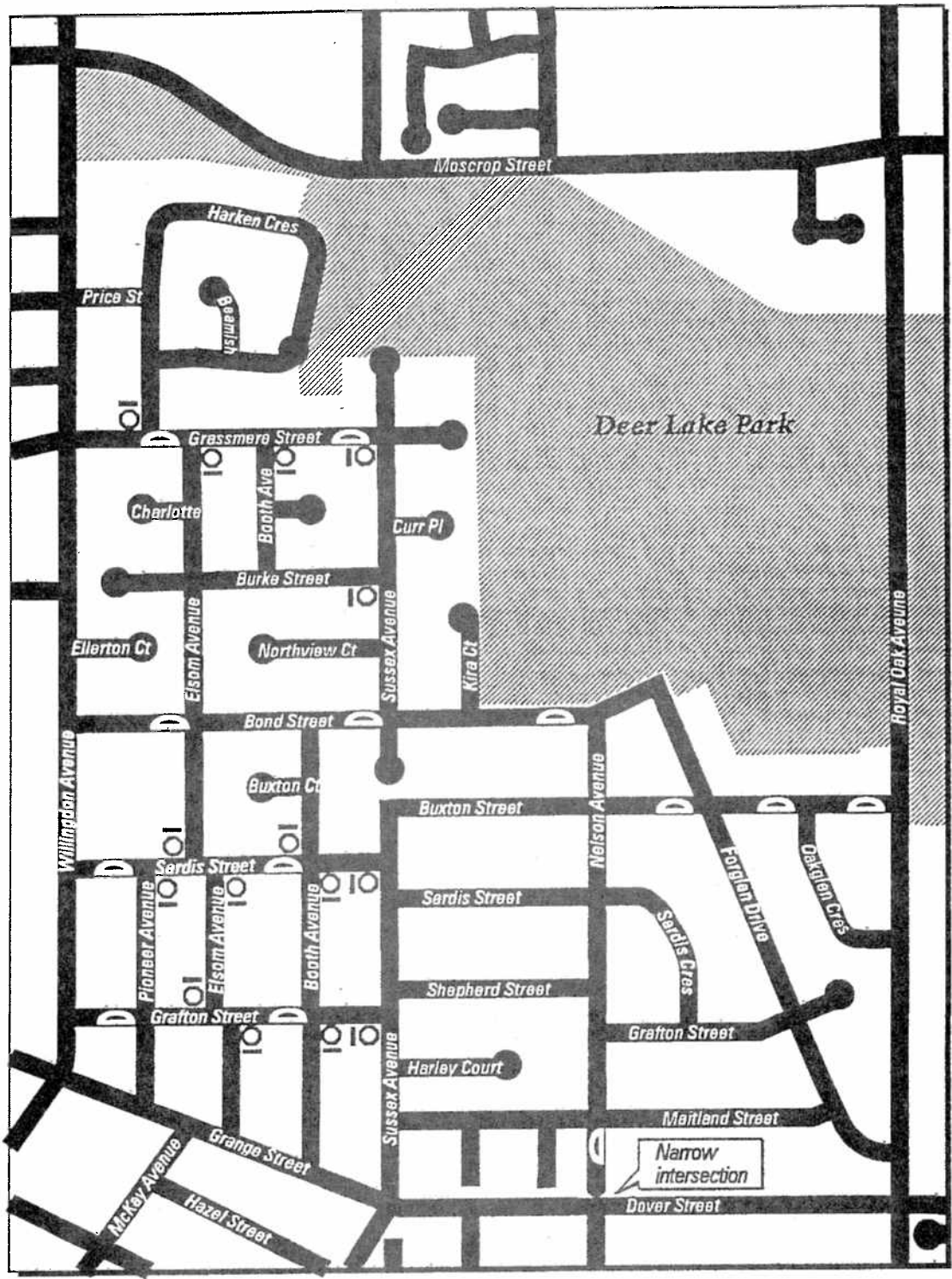
Staff propose that a future report be taken to Council after review of the survey results, to initiate the cost sharing for the implementation of the plan in accordance with the Local Improvement Program. When the Certificate of Sufficiency is issued after the tax assessments have been circulated in 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 Forest Glen Area Community Transportation Plan will take place in early 1995.



D.G. Stenson, Director
PLANNING AND BUILDING

DAB/

cc. Director Engineering
Director Finance





-  Speed hump / Pavement undulation
-  Stop sign

FIGURE 1