

ITEM	4
MANAGER'S REPORT #	25
COUNCIL MEETING	95/05/15

TO: CITY MANAGER

DATE: 1995 05 09

FROM: DIRECTOR ENGINEERING

FILE: 55-01-04

SUBJECT: CONCERNS RELATED TO TRAFFIC ON
WINSTON STREET AT PIPER AVENUE

PURPOSE: To address concerns raised by Roberta and Frank Boutillier who appeared before Council as a delegation at its meeting of 1995 May 01.

RECOMMENDATIONS:

1. THAT Council approve the proposed restoration of landscaping along Winston Street adjacent the Boutillier residence.
2. THAT Council approve the installation of a marked pedestrian crosswalk of Winston Street at Piper Avenue.
3. THAT Council approve the prohibition of stopping along both sides of Winston Street within an approximate distance of 90m from Piper Avenue.
4. THAT a copy of this report be sent to Mr. & Mrs. Boutillier, 3990 Piper Avenue, Burnaby, B.C., V5A 3B3.

REPORT

1.0 INTRODUCTION/BACKGROUND

Mr. & Mrs. Boutillier (Frank and Roberta) appeared as a delegation to Council at its meeting of 1995 May 01. It was indicated that staff would be preparing this report in response to the issues raised.

The Boutilliers first contacted staff early this year after boulevard maintenance work was undertaken along Winston Street. This work included thinning of low growth and significant pruning of deciduous trees adjacent to power lines. This work was of significant impact to the Boutilliers because the boulevard vegetation acted as a primary buffer between their property and Winston Street -- a major industrial collector. Most of the concerns of the Boutilliers are related to the presence of this adjacent roadway.

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Winston Street was constructed in the early 1970's to divert traffic around the Government Road residential neighbourhood. It has been a designated truck route since that time. Its status as a major industrial collector was affirmed in the Comprehensive Transportation Plan adopted by Council in 1979 July and reaffirmed in the more recent Transportation Plan Review.

Winston Street at Piper Avenue currently carries 14,000 vpd (vehicles per 24 hour week day) including a significant volume of trucks. Historic traffic count data confirms that traffic along Winston has been increasing steadily at a rate of 500 vpd per annum. Thus eight years ago when the Boutilliers moved to 3990 Piper Avenue, the adjacent traffic on Winston Street was in the order of 10,000 vpd.

2.0 **RESIDENT CONCERNS**

2.1 **Traffic Noise**

A major concern of the Boutilliers is the traffic noise from Winston Street which detracts from their livability and has impaired recent attempts to sell their house. Noise readings taken on the Boutillier's property earlier this year (5m above ground level and 5m from the roadway) indicate readings of 76dB Leq which is a significant level of noise. While the literature confirms that thin foliage buffers do not measurably attenuate noise, it is clear that removal of vegetation can raise one's awareness of the noise. Similarly, the literature confirms that the increase in noise due to the increase in traffic volume which has occurred during the Boutilliers eight year residency on Piper Avenue would not normally be a perceptible change. Some of the measures discussed below will mitigate some of the noise factors identified by the Boutilliers but not necessarily quantitatively.

The Boutilliers have requested the installation of a noise attenuation fence adjacent to their residence citing as precedent the concrete fence installed along Winston Street adjacent the Bettiol residence on Lozells Avenue. We note that Council policy requires noise attenuation adjacent new major roads through or adjacent residential areas. The fence adjacent the Bettiols was recommended because their occupancy of their property pre-dated the construction of Winston Street.

2.2 **Landscaping**

The Boutilliers have tended and augmented the planting adjacent their residence and at the end of the Piper Avenue cul-de-sac. The maintenance of this area by the City does not occur on a regular annual basis because of the cost involved. Consequently, the pruning and thinning that took place earlier this year reflected past neglect and anticipated future re-growth. To the adjacent property owners the results of this maintenance appeared severe and insensitive.

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Accordingly, Parks' staff have prepared a landscape restoration plan (Exhibit A, attached) that addresses resident concerns through supplemental planting. The plants have been selected to complement existing vegetation and will in future provide a low maintenance year round screen between the residential area and the road that will ultimately be superior to that which existed prior to the maintenance earlier this year.

2.3 Truck Traffic Along Piper Avenue

Residents in this area use Piper Avenue south of Winston Street as a pedestrian route to Warner Loat Park and Burnaby Lake. Hence, the presence of truck traffic on Piper Avenue which is an unfinished street is disruptive and potentially hazardous. It appears that two of the industrial land uses addressed from McConnell Court have developed secondary access links to Piper Avenue which are used on an occasional basis by large vehicles. Staff will determine the "legality" of this access including Fire Department requirements and work with the industrial users to curtail or eliminate truck traffic from Piper Avenue.

2.4 Pedestrian Safety

Residents noted the difficulty that they and other pedestrians destined from the industrial area have in crossing Winston Street at Piper Avenue. Staff carried out pedestrian counts which confirmed that this location (just) met warrants for a marked crosswalk but not signal protection. Staff have concerns about safety at marked crosswalks because of the false sense of security they impart, but we believe that a marked crosswalk at this location will better identify the potential presence of pedestrians to drivers than is presently the case. Currently, it is not readily apparent to motorists on Winston Street that the junction with Piper Avenue is a "legal" crosswalk at an intersection.

To improve sightlines, we will trim back overhanging vegetation on the south west corner of this junction.

2.5 Parked Vehicles

With the installation of the marked crosswalk, we would normally implement stopping prohibitions on the approaches to the crosswalk. In this case, we intend to provide increased "corner clearances" along Winston Street to also address resident concerns about the noise generated by trucks that sometimes park overnight on Winston Street with their "Reefer Units" on. With no parked vehicles to shy away from, trucks will also be less likely to impact the manholes along the centre of Winston Street at Piper Avenue which has been a concern of the residents. (We have checked out the manholes but found there is no remedial work that would reduce the dynamic noise they generate when struck by vehicle wheels.)

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2.6 Other Measures

We have ordered the installation of standard information signs at either end of the Sperling/Winston/Brighton truck route requesting that drivers refrain from using engine brakes as requested by the delegation.

We understand that the RCMP Traffic Section has been monitoring speeds on this section of Winston Street and will continue to do so as long as is productive.

Staff are also collecting data on vehicle classification and speed along Winston Street and we will be further reviewing this data with the RCMP. We have noted to the delegation in previous correspondence that in 1996 we anticipate recommending the installation of a full traffic signal at Brighton/Winston/Government to Council. A signal at this location would tend to "break up" traffic flow along Winston Street.

3.0 DISCUSSION

We appreciate the concerns of the delegation and regret that the maintenance of landscaping along the Winston Street boulevard adjacent Piper Avenue could not be carried out with greater sensitivity. However, we believe that the restorative landscaping recommended will ultimately albeit not immediately provide a superior screening.

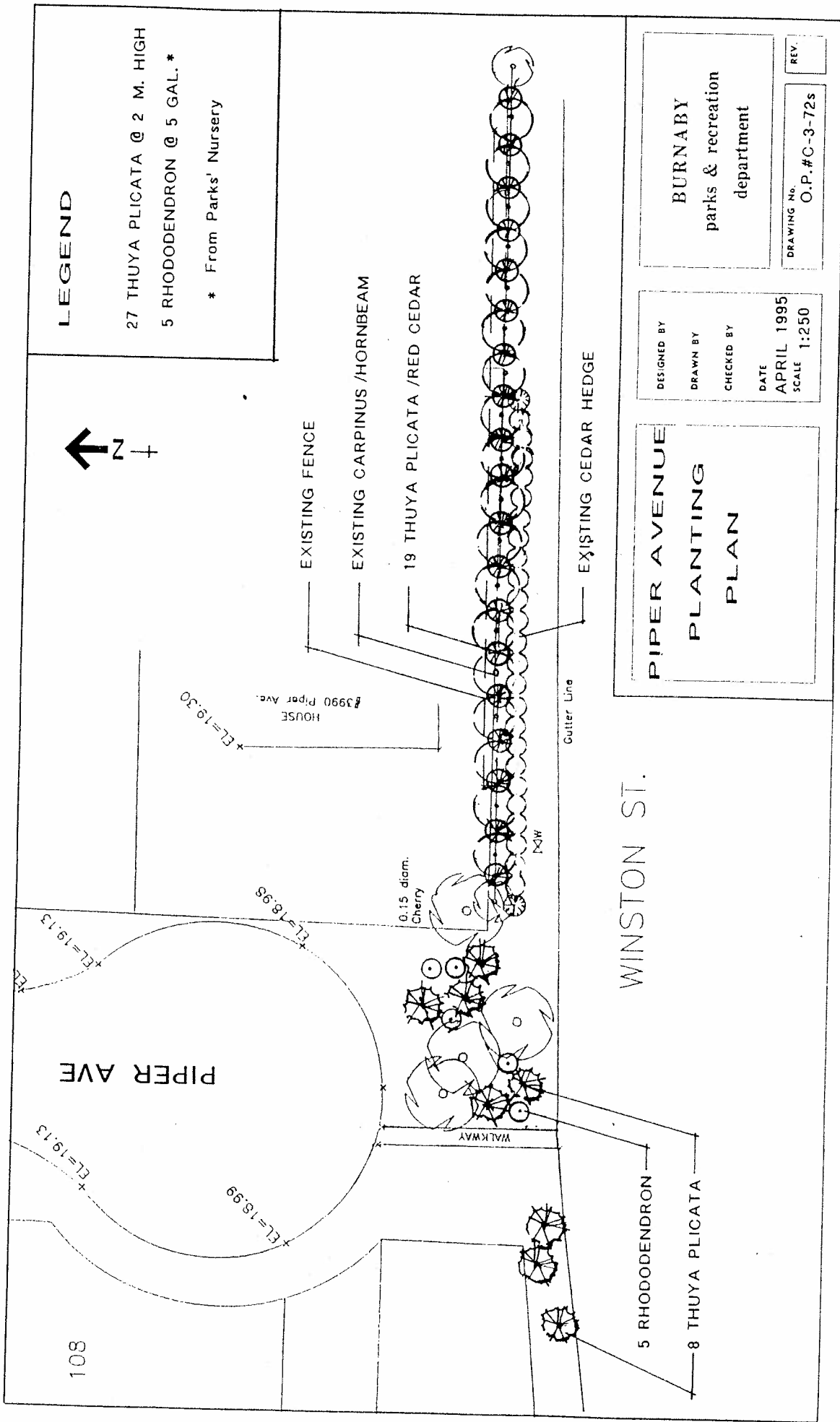
The recommended marked crosswalk at Piper Avenue on Winston Street will address the primary traffic safety concern of the delegation. We are also recommending the implementation of extended parking bans along Winston Street, as requested by the delegation. With monitoring and enforcement, we hope to further reduce vehicle speed and hence noise along this stretch of Winston Street.

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DIRECTOR ENGINEERING

PL:jb
Attach.

cc: Director Recreation & Cultural Services
Director Planning & Building
Chief Environmental Health Officer



DESIGNED BY
 DRAWN BY
 CHECKED BY
 DATE
 APRIL 1995
 SCALE
 1:250

PIPER AVENUE
 PLANTING
 PLAN

BURNABY
 parks & recreation
 department

DRAWING No. O.P.#C-3-72s
 REV.

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