

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

RE: SOUTH EAST BURNABY COMMUNITY TRANSPORTATION
PLAN: SURVEY RESULTS

RECOMMENDATIONS:

1. THAT Council approve the Community Transportation Plan for South East Burnaby shown in Figure 3.
2. That Council direct staff to install a barrier on 17th Avenue east of the intersection of Newcombe Street/17th Avenue and the right turn restriction on 10th Avenue at 2nd Street.
3. THAT Council direct staff to begin the Local Improvement Program for the installation of the speed humps and low profile speed bumps in early 1996 in conjunction with the commencement of the Engineering Department's 1996 Speed Hump Local Improvement Program.
4. THAT a copy of this report be forwarded to the Ministry of Transportation and Highways.
5. THAT a copy of this report be forwarded to 2nd Street Community School, Cariboo Hill Secondary School, Armstrong Elementary School, and John Knox Christian School as well as the Fire Department and R.C.M.P.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 December 13, adopted the attached staff report summarizing the results of a survey assessing resident support for the South East Burnaby Community Transportation Plan.

COPY - CITY MANAGER
- DIRECTOR FINANCE
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING
- DIRECTOR RECREATION AND CULTURAL SERVICES

REPORT
1995 DECEMBER 18

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Arising from the discussion, the Committee requested that a copy of this report also be forwarded to the Fire Department and R.C.M.P.

MEMBERS:

Mrs. Y. Coveney-Boyd
Mr. E. Neumann
Ms. L. Tatangelo
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chairman

Councillor J. Young
Member

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

1995 NOVEMBER 30

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: SE Burnaby
08.116.7

SUBJECT: SOUTH EAST BURNABY COMMUNITY TRANSPORTATION PLAN:
SURVEY RESULTS

PURPOSE: To summarize the results of the recent survey of South East Burnaby to assess support for the Community Transportation Plan, and recommend an approach for the installation of the measures included in the plan.

RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee approve the Community Transportation Plan for South East Burnaby shown in Figure 3.
2. THAT the Traffic and Transportation Committee direct staff to install a barrier on 17th Avenue east of the intersection of Newcombe Street/17th Avenue and the right turn restriction on 10th Avenue at 2nd Street.
3. THAT the Traffic and Transportation Committee direct staff to begin the Local Improvement Program for the installation of the speed humps and low profile speed bumps in early 1996 in conjunction with the commencement of the Engineering Department's 1996 Speed Hump Local Improvement Program.
4. THAT a copy of this report be forwarded to the Ministry of Transportation and Highways.
5. THAT a copy of this report be forwarded to 2nd Street Community School, Cariboo Hill Secondary School, Armstrong Elementary School, and John Knox Christian School.

REPORT

1.0 BACKGROUND

In 1995 June, Council approved the Community Transportation Plan for South East Burnaby outlined in Figure 1, subject to approval by area residents. In 1995 September, staff circulated the survey questionnaire shown in Attachment 1 to all area residents and property owners.

A total of 355 responses were received prior to the deadline of October 6, 1995. This report documents the results of the survey and recommends an approach for the installation of the measures included in the plan.

2.0 Support for the Community Transportation Plan

The overall support for the South East Burnaby Community Transportation Plan was high, as shown in Table 1.

Table 1. Overall Support for Community Transportation Plan

Level of Support	Number of Responses	% of Total
Strongly in Favour	123	35%
In Favour	131	37%
Neutral	34	9%
Opposed	31	9%
Strongly Opposed	32	9%
No Answer	4	1%
TOTAL RESPONSES	355	100%

Approximately 72% of respondents are in favour of the plan, and 18% are opposed. The remaining 10% either didn't answer the question regarding their support or hold a "neutral" view of the plan.

A high percentage of respondents (66%) included comments on their surveys. These comments were sorted by street and block, and are available upon request from the Clerk's Department. The main comments are also discussed in section 2.3 below.

2.1 Support for Speed Humps

Residents living on streets where speed humps were proposed were asked to indicate whether or not they support the installation of this type of traffic calming measure. Overall, just over half of the residents responding indicated their support for speed humps and low profile speed bumps.

On some blocks, however, the level of support was difficult to gauge due to a low response rate. Therefore, after discussing the response level with the Resident Committee, staff recommend that the Local Improvement Program to implement the speed humps and speed bumps include all streets for which these measures were proposed as part of the plan, and that this process be used to more precisely determine the level of support on such neutral streets. Under the Local Improvement Program process, the property owners on a particular block will be asked again if they support the installation of speed humps and low profile speed bumps. If two thirds of the property owners on any block sign the petition in support of the LIP, then speed humps may be installed. However, if support for speed humps is low, the LIP on that block will be defeated.

2.2 Support for the Barrier at 10th Avenue/2nd Street

All residents of the area were asked to express their opinion on the installation of a barrier preventing access into the neighbourhood from 10th Avenue via 2nd Street. The response was mixed, with 62% of the area south of 16th Avenue and west of Cumberland voting against the proposal. The residents of this area would have their access restricted by the installation of a barrier, and cited this as the reason for the negative response.

After discussing the results of the survey with the Resident Committee, staff recommend that the right turn restriction during the morning peak period be implemented, and the traffic volumes on 2nd Street between 10th Avenue and 11th Avenue be monitored to assess the effectiveness of the right turn restriction. The Resident Committee will meet in six months to assess the impact of the turn restriction.

2.3 Comments from Area Residents

The main issues on which residents commented are summarised below:

- * "speed humps may divert traffic onto back lanes"

Several respondents were concerned that the installation of speed humps on area streets may cause more drivers to divert onto the back lanes. Some lanes in the area are particularly wide and may be attractive to commuters. After discussing the issue with the Resident Committee, staff recommend that traffic patterns on both streets and lanes be monitored before and after the installation of speed **humps**, and that residents be offered speed **bumps** in back lanes through the Engineering Department's Rear Lane Speed Bump Program.

- * "the impact of stop signs should be monitored before installing speed humps"

Some residents expressed a view that the recently installed stop signs have been successful in reducing the speed and volume of traffic on their residential streets. These residents feel that installation of the speed humps should be delayed until the impact of the stop signs has been fully assessed.

As mentioned above, staff intend to conduct studies of speed and volume on the streets to assess the impact of the stop signs. However, many other residents who responded to the survey felt that the installation of further measures is required immediately to deal with the speed and volume of commuter traffic using residential streets in the area.

- * "would like additional stop signs"

Several residents of 18th Avenue and 19th Avenue recommended some modifications/additions to the recently installed stop signs on their streets. Residents of 18th Avenue recommended the installation of additional stop signs on 18th Avenue at the intersection with 1st Street, and residents of 19th Avenue wished to have the direction of the stop signs at 19th Avenue/2nd Street reversed to stop 19th Avenue in favour of 2nd Street. The Resident Committee recommended these modifications to the plan.

- * access concerns related to the diagonal diverter at 17th Avenue/Newcombe Street

Several residents of the area north of 16th Avenue expressed concern regarding access restrictions resulting from the installation of the diagonal diverter at 17th Avenue/Newcombe Street. If a diverter were installed, the residents would no longer be able to access the 4-way stop or future signal at Cumberland Street/16th Avenue, and would, therefore, have to make a left turn onto 16th Avenue at an unsignalised intersection.

Staff discussed this concern with the Resident Committee, and focused on the decision of the residents to limit access as a means of reducing short-cutting traffic. Overall, area residents feel that the benefits resulting from restricting free movement through the neighbourhood outweigh the inconvenience.

Another concern expressed by residents of Newcombe Street north of 16th Avenue was the difficulty in accessing their homes in the winter if it snowed. Because of the steep hills in this part of the neighbourhood, Newcombe Street is ploughed during snow conditions at a higher priority than most residential streets. Residents suggested that the barrier be installed on 17th Avenue east of Newcombe Street to allow access to 16th Avenue in the event of a snow fall.

Planning & Building

Re. South East Burnaby Community Transportation Plan
Survey Results

95 November 30

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After considering the negative impacts of the diverter on access and snow removal, the Resident Committee recommended that the barrier be placed across 17th Avenue east of Newcombe Street in the location of the partial cul de sac already constructed, as shown in Figure 2. This barrier will have a similar impact to the previously suggested diagonal diverter at 17th Avenue/Newcombe Street. Staff will conduct traffic counts in the area before and after the installation of the barrier to assess its impact on traffic. The results of the impact assessment will be discussed at a future meeting of the Resident Committee to be held three months after the installation. Upon review of the effectiveness of the barrier at this location, the Resident Committee may recommend a diagonal diverter at 17th Avenue/Newcombe Street as originally proposed.

3.0 CONCLUSION

Over the past year, staff have been meeting with a group of residents of the South East Burnaby area to develop a Community Transportation Plan to address the problem of traffic infiltration in this residential area. In Spring 1995, Council approved a Community Transportation Plan subject to consultation with area residents. Overall, the results of the recent survey show that a substantial majority of residents support the measures included in the plan as shown in Figure 3.

Staff recommend that the installation of the right turn restriction at 10th Avenue/2nd Street and the installation of the barrier on 17th Avenue east of Newcombe Street take place as soon as possible, and that the Local Improvement Program for speed humps begin in early 1996. The outcome of an assessment of the effectiveness of the 10th Avenue/2nd Street turn restriction and the barrier on 17th Avenue east of Newcombe Street will be discussed at a future meeting of the Resident Committee, and will be reported to the Traffic and Transportation Committee in late Spring 1996.

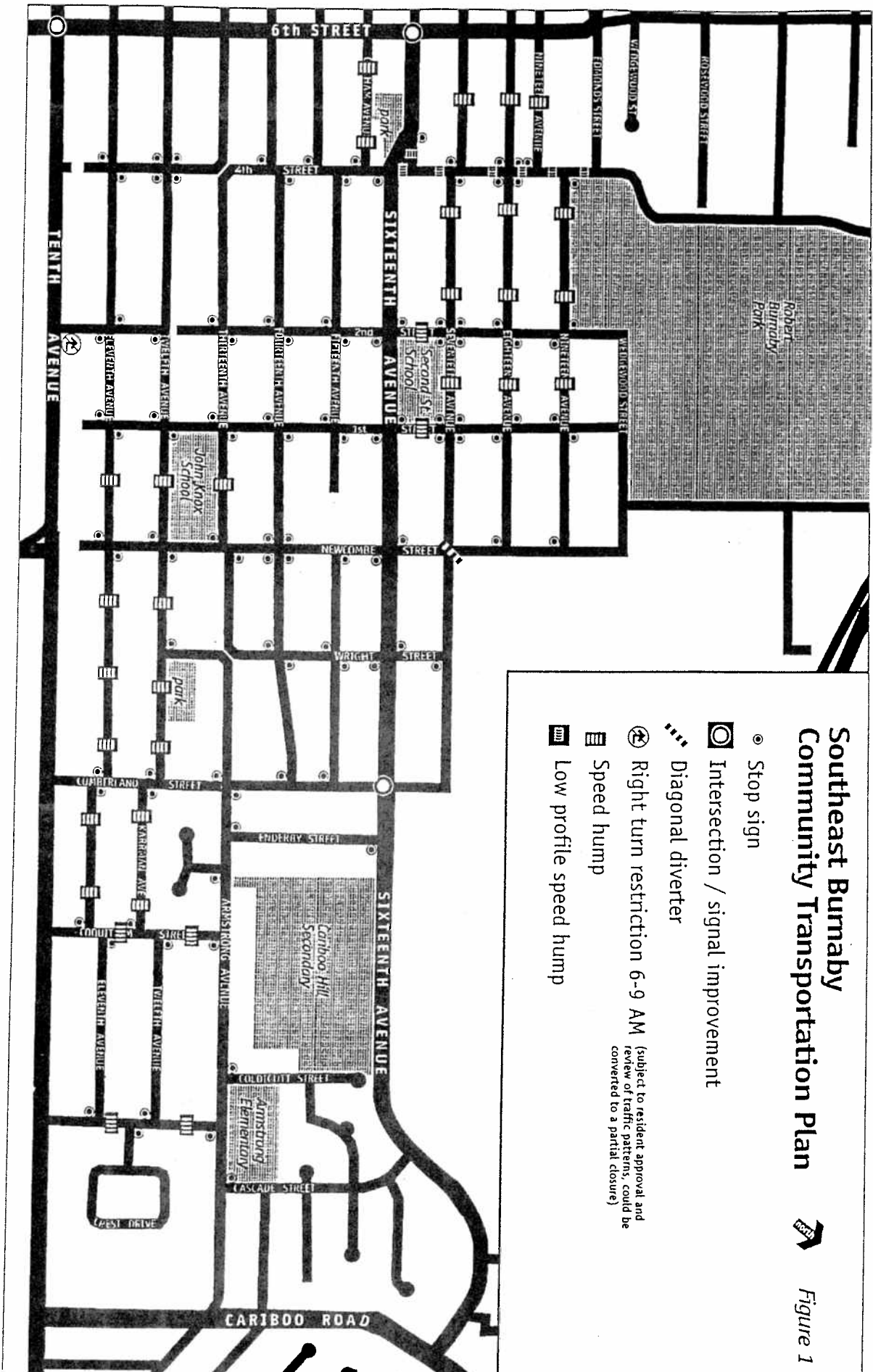
D.G. Stenson, Director
PLANNING AND BUILDING

DAB/

Attachments

cc: City Manager
Deputy City Manager - Corporate Services
Director Recreation & Cultural Services
Director Engineering
Director Finance

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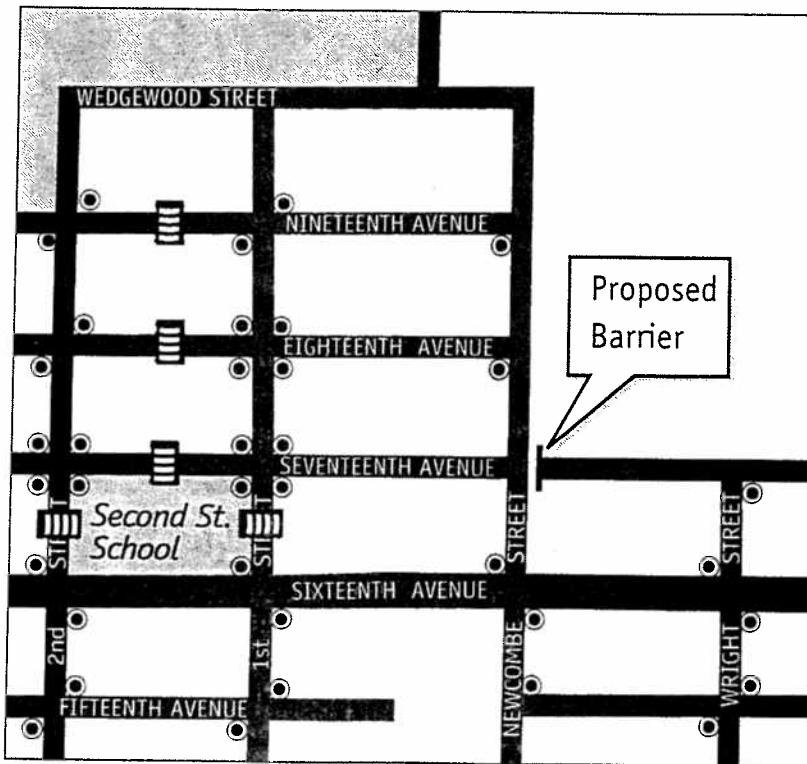
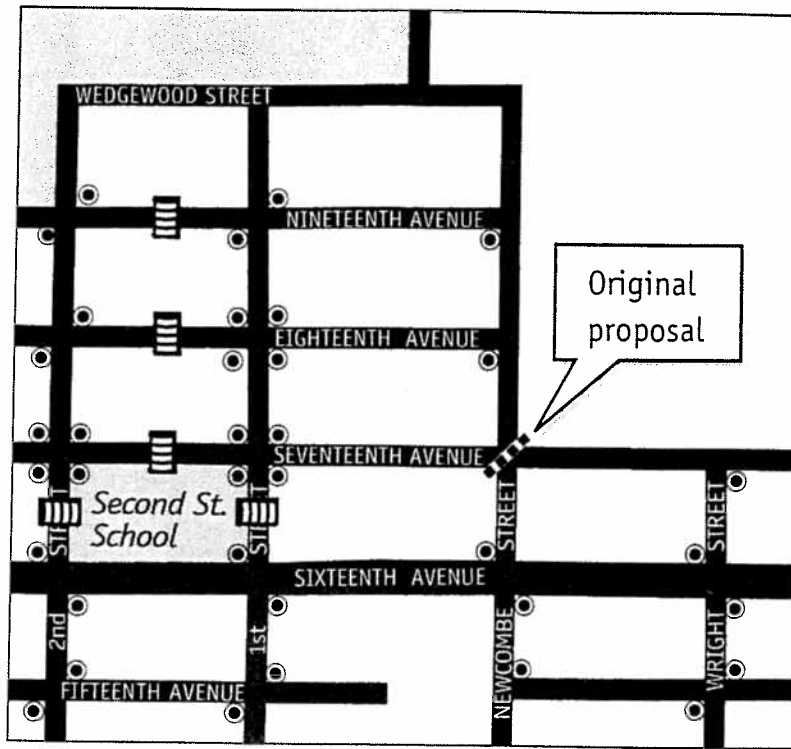


Southeast Burnaby Community Transportation Plan

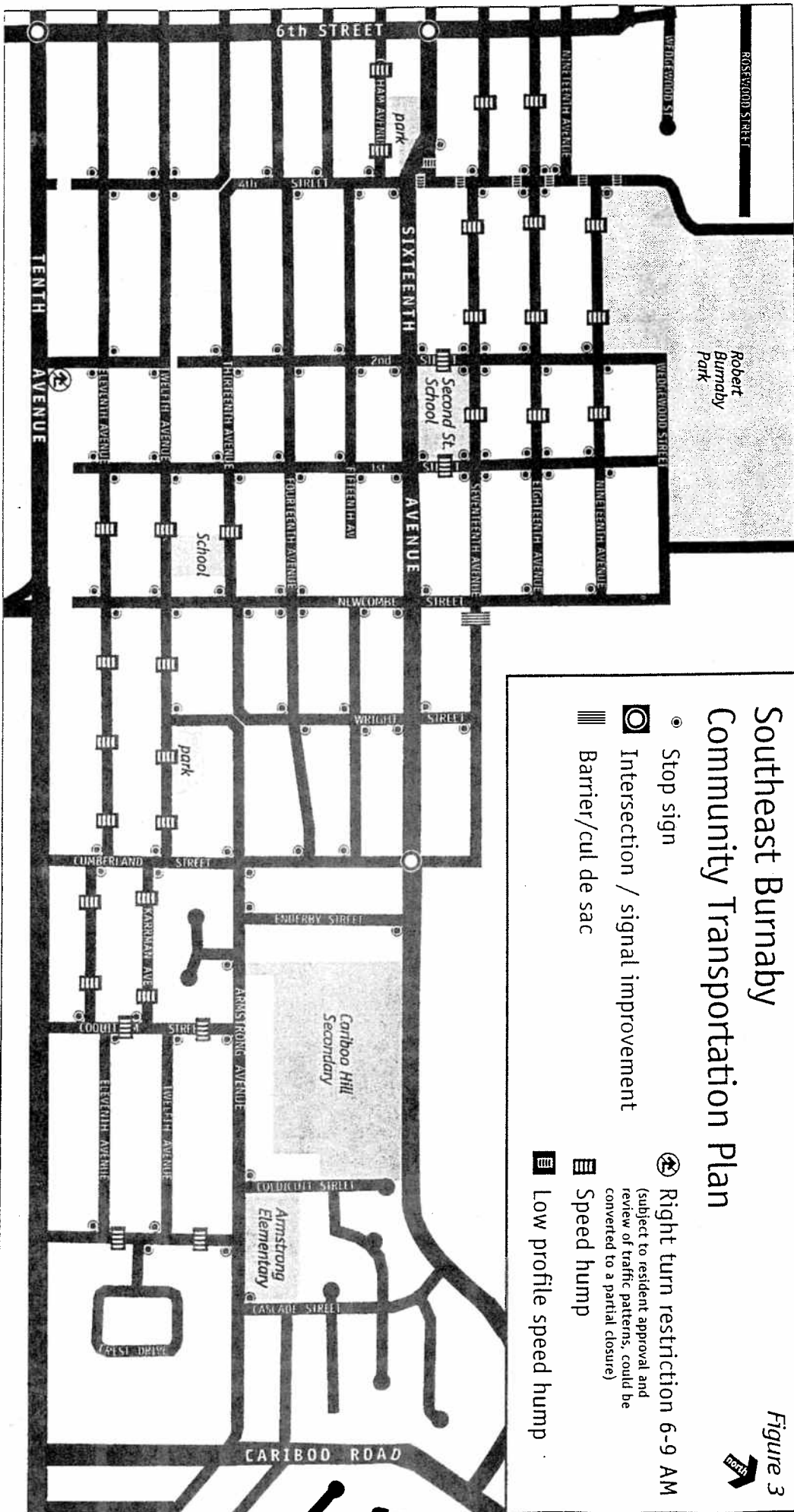


Figure 1

- Stop sign
- ⊞ Intersection / signal improvement
- Diagonal diverter
- ⊞ Right turn restriction 6-9 AM (subject to resident approval and review of traffic patterns, could be converted to a partial closure)
- ▭ Speed hump
- ▭ Low profile speed hump



17th Avenue / Newcombe Options



Southwest Burnaby Community Transportation Plan

- Stop sign
- ⊙ Intersection / signal improvement
- ▤ Barrier/cul de sac
- ⊗ Right turn restriction 6-9 AM
(subject to resident approval and review of traffic patterns, could be converted to a partial closure)
- ▤ Speed hump
- ▤ Low profile speed hump

Figure 3
North

South East Burnaby Community Transportation Plan

RESIDENT SURVEY

The City of Burnaby and the South East Burnaby Resident Committee would appreciate your comments regarding the Community Transportation Plan for the area. Please review the enclosed report and diagram on the back page of this survey showing the proposed plan, before answering the following questions and return the survey in the Business Reply envelope provided before October 6, 1995.

Please provide your name and address:

Name:	_____
Address:	_____ _____
Postal Code:	_____

1 Overall, do you support the Community Transportation Plan for the area?
(please indicate your level of support)

- strongly in favour
- in favour
- neutral
- opposed
- strongly opposed

2 Do you live on a block for which speed humps or low profile speed bumps have been recommended in the plan?

- Yes
- No (please go to question 5)

- ③ Speed humps and low profile speed bumps are funded by property owners under a Petition Method Local Improvement Program. The approximate cost per property is around \$20 per year for five years. If the results of this survey indicate that there is support for speed humps, then signatures must be collected from at least 2/3 of property owners on those blocks for which speed humps are proposed in order to approve the Local Improvement. If approved, circulation of the petition would take place sometime this winter.

Do you support the installation of speed humps on your block ?

Yes No

- ④ Would you be willing to help the Resident Committee collect signatures from property owners on your block as required through the local improvement program?

Yes No

If "yes", please provide a daytime telephone number: _____

- ⑤ The Resident Committee has recommended the installation of a right turn restriction from 10th Avenue onto 2nd Street during the morning peak period, but this right turn restriction may be difficult to enforce. If the turn restriction is not successful in dealing with short-cutting traffic, then the Resident Committee has proposed that a barrier be installed at 10th Avenue to prevent vehicles entering 2nd Street from 10th Avenue. The barrier would effectively make 2nd Street a one way street southbound from 11th Avenue to 10th Avenue.

Do you support the installation of a barrier to prevent vehicles entering 2nd Street from 10th Avenue?

Yes No



The Resident Committee will meet in mid-October to review the results of the survey and finalize the plan before taking it to the Traffic and Transportation Committee and Council for final approval in late Fall.

After approval of the plan, a Local Improvement Program will be initiated for each block on which speed hump or low profile speed bumps are proposed, and petitions will be circulated seeking signatures of property owners who support the installation of these traffic calming measures on their block.

Southeast Burnaby Community Transportation Plan



Figure 1

- Stop sign
- ◻ Intersection / signal improvement
- ⋯ Diagonal diverter
- ⊗ Right turn restriction 6-9 AM (subject to resident approval and review of traffic patterns, could be converted to a partial closure)
- ▬ Speed hump
- ▬ Low profile speed hump

