

REPORT  
1995 FEBRUARY 20

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 the Community Transportation Plan for the Canada Way - 6th Street area, as outlined in this report and shown in Figure 1 attached.
2. THAT Council send a copy of this report to residents of the Canada Way - 6th Street area to inform them of the results of the recent survey.
3. THAT Council direct staff to initiate a Local Improvement Program to fund the traffic calming measures included in the plan.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 February 08, adopted the attached staff report outlining the Canada Way - 6th Street Community Transportation Plan and a Local Improvement Program to fund the traffic calming measures included in the plan.

MEMBERS:

Mr. E. Neumann  
Mr. L. Werden

Respectfully submitted,

Councillor J. Young  
Chairman

: COPY - CITY MANAGER DESIGNATE  
- DIRECTOR ENGINEERING  
- DIR. PLNG. AND BLDG.

Councillor D. Evans  
Member

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

1995 JANUARY 27

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.1166

SUBJECT: CANADA WAY - 6TH STREET COMMUNITY TRANSPORTATION PLAN

PURPOSE: To recommend the approval of the Canada Way - 6th Street Community Transportation Plan and the initiation of a local improvement program to fund the traffic calming measures included in the plan.

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#### RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee approve the Community Transportation Plan for the Canada Way - 6th Street area, as outlined in this report and shown in Figure 1 attached.
2. THAT the Traffic and Transportation Committee send a copy of this report to residents of the Canada Way - 6th Street area to inform them of the results of the recent survey.
3. THAT the Traffic and Transportation Committee direct staff to initiate a Local Improvement Program to fund the traffic calming measures included in the plan.

### REPORT

#### 1.0 BACKGROUND

In the Fall of 1994, Council approved in principle the Community Transportation Plan for the area between Canada Way and 6th Street, which was developed by a committee of residents from the area over a period of approximately six months. The plan included speed humps on all streets between 14th Avenue and 19th Avenue, a traffic circle at the Graham Avenue/7th Street intersection, and the installation of two-way stop sign configuration at all existing uncontrolled intersections in the area.

The survey was conducted during the month of December 1994, and the results are summarised below.

**2.0 Support for the Community Transportation Plan**

The survey was mailed, on 1994 December 1, to a total of 260 addresses, including both owners and occupants of all properties within the study area. In order to provide as much information on the planning process as possible, and to encourage response, each resident was sent a copy of a report detailing the plan, the names and phone numbers of the Resident Committee members, a Business Reply envelope, and information regarding a Public Open House meeting at which staff and Committee members would be available to answer questions.

Sixty nine (69) responses were received prior to the deadline of 1994 December 30, giving a response rate of 26.5%. The results of the survey are summarised below:

**Table 1 Results of Survey**

Street	"Yes"	"No"	Total
19th Avenue	2	8	10
18th Avenue	4	4	8
17th Avenue	6	2	8
16th Avenue	14	3	17
Graham Avenue	7	1	8
15th Avenue	7	1	8
14th Avenue	9	0	9
7th Street	1	0	1
<b>Total</b>	<b>50 (72.5%)</b>	<b>19 (27.5%)</b>	<b>69</b>
<b>Total (without 19th Avenue and 18th Avenue)</b>	<b>44 (86%)</b>	<b>7 (14%)</b>	<b>51</b>

Since only the property owners will be voting for the Local Improvement Program, staff looked carefully at the respondents to the survey to ascertain their ownership status. Only four non owners responded to the survey, one from 14th Avenue, and three from 16th Avenue, all but one of whom voted "yes" to the plan.

The responses to the survey indicated that overall the residents of the Canada Way - 6th Street area support the Community Transportation Plan as developed by the Resident Committee by a significant majority. However, residents of 19th Avenue indicated that they did not support the installation of speed humps on their street as part of the Community Transportation Plan. Also, the response from 18th Avenue was inconclusive, with those opposing and supporting the plan split evenly.

Several residents included comments on their surveys, which are documented in the attachment. After consideration of the survey results, and the comments included, the Resident Committee proposed some modifications to the plan.

### 3.0 Modifications to the Community Transportation Plan

#### \* Stop Sign Locations

Based on the comments received, and some suggestions put forward at the Public Open House meeting, the Resident Committee decided to review the positioning of the stop signs at the 7th Street intersections. In the original plan, stop signs were placed on the 7th Street legs of the intersections, to reduce speed on 7th Street which did not have any speed humps. However, in order to maximize the speed reduction impact of the speed humps, the Committee voted to change the location of the stop signs at the 17th Avenue/7th Street intersection so that traffic on 17th Avenue would be required to stop at 7th Street which would be assigned the right-of-way. The same change in stop sign configuration was also recommended at the intersection of 14th Avenue/7th Street. This process of alternating stop signs has been successfully used in North Burnaby in a grid system network.

#### \* Inclusion of 19th Avenue and 18th Avenue

After reviewing the results of the survey on a street by street basis, it appeared that the residents of 19th Avenue do not wish to have speed humps installed on that street. Therefore, to respect the wishes of the residents, the Committee decided to modify the Community Transportation Plan to remove the traffic calming measures on 19th Avenue. However, in order to respond to some of the concerns of residents of 19th Avenue related to the potential increase in traffic volume and speed on their street as a result of traffic calming measures on other streets, the Resident Committee has decided to review traffic patterns in the area six months after the implementation of the plan. The need for additional speed humps and other traffic calming measures will be reassessed at that time.

The response rate from 18th Avenue was very low, with only eight of the thirty four property owners returning completed surveys. Of these eight responses,

four were in favour of the measures outlined in the plan, and four were opposed. After considering the survey results, the Resident Committee decided not to include 18th Avenue in the Community Transportation Plan now, but to re-canvass the street to ascertain the degree of support for the Plan.

As shown on the last line of Table 1, if 19th Avenue and 18th Avenue are not included in the plan, then the overall level of support for the Canada Way - 6th Street Community Transportation Plan climbs from 72.5% to 86%.

#### **4.0 Process for Implementation of the Community Transportation Plan**

Now that the survey has been completed, and the Resident Committee has reviewed the results, staff recommend that the Traffic and Transportation Committee approve the modified Canada Way - 6th Street Community Transportation Plan shown in Figure 1 attached. Staff also recommend that a copy of this report and Council's recommendation be forwarded to all residents and property owners in the area to inform them of the results of the survey.

Because the response from 18th Avenue residents was inconclusive, the Resident Committee proposes that residents of that street be consulted once more to seek a more definitive response to the Community Transportation Plan. If a clear majority of residents of 18th Avenue wish to have speed humps installed, then they may be included in the Local Improvement Program. Otherwise, as is the case for 19th Avenue, the need for speed humps on 18th Avenue will be reassessed six months after the installation of the measures outlined in the Community Transportation Plan.

In order to improve safety at the intersections with 7th Street, the Resident Committee proposed that the stop signs included in the plan be installed as soon as possible. Because the Local Improvement process is a lengthy one, staff recommend that the stop signs be installed in advance of the installation of the speed humps and traffic circle in order to increase safety in the area in the interim.

#### **5.0 Funding of Measures Included in Community Transportation Plan**

As with all traffic calming measures installed in Burnaby, the cost is shared between the area residents and the City. Staff recommend that cost sharing for the Canada Way - 6th Street Community Transportation Plan take place in accordance with the local improvement process.

Usually the 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)*	44,000	11,000	55,000
All other traffic measures (60/40)	8,200	5,500	13,700
Total costs	<u>56,700</u>	<u>16,500</u>	<u>68,700</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 \$1.80 per front foot which equates to \$90 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 \$20.70 per year.

## 6.0 SUMMARY & CONCLUSION

A committee of residents from the area between Canada Way and 6th Street has been working with staff to develop a Community Transportation Plan for their area. The plan was approved in principal in 1994 November, and a survey was distributed to all residents of the area to solicit their opinions. A total of 69 responses were received by the deadline, and the majority of respondents supported the measures included in the plan. However, the response from 19th Avenue indicated that residents of that street did not wish to have any traffic calming measures installed, and the response from 18th Avenue was inconclusive.

After reviewing the results of the survey, the Canada Way - 6th Street Resident Committee voted not to include 19th Avenue in the plan, and to re-canvass 18th Avenue to solicit a more definitive response. If 19th Avenue and 18th Avenue are not included in the Community Transportation Plan, the percentage in favour of the Community Transportation Plan climbs to 86% from 72.5%. Therefore, staff recommend that the plan as shown in Figure 1 be adopted, and a copy of this report be circulated to all residents of the area to inform them of the outcome of the survey. Additional correspondence should be sent to residents of 18th Avenue to solicit a more definitive response.

Upon adoption of the plan by Council, staff will initiate a Local Improvement Program

Planning & Building

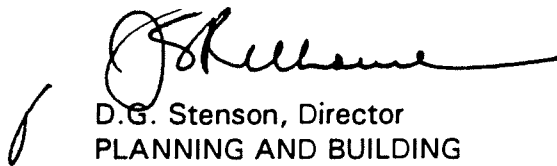
Re. Canada Way - 6th Street Community Transportation Plan  
Results of Resident Survey

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for the area to fund the traffic calming measures included in the plan. At such time as the Local Improvement is approved, staff will undertake a series of traffic counts with which to assess the change the traffic patterns before and after the completion of the Community Transportation Plan.

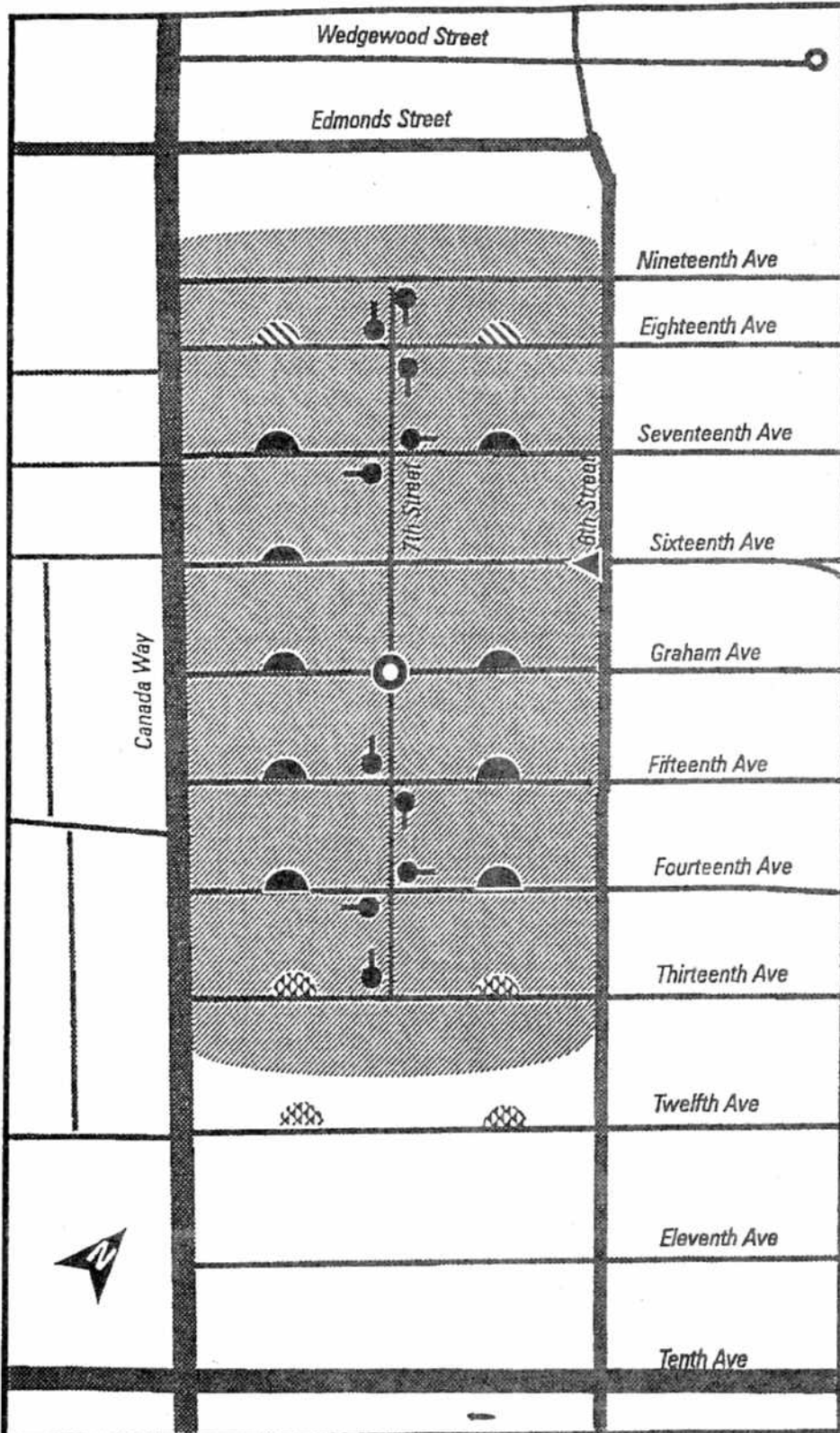
A companion report dealing with the specifics of the Local Improvement Program process appears elsewhere on the Committee's agenda.










D.G. Stenson, Director  
PLANNING AND BUILDING

DAB/

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



-  Study area
-  Proposed speed hump
-  Existing speed hump
-  Subject to further review with residents
-  Traffic circle
-  Stop sign
-  Delta island