

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Forest Glen Area Community Transportation
Plan Survey Results and Proposed Approach

RECOMMENDATIONS:

1. THAT Council approve in principle Phase 1 of the revised Community Transportation Plan outlined in this report as a basis for review by the residents of the Forest Glen Area.
2. THAT Council send a letter and the attached survey questionnaire to all residents of the Forest Glen area to assess their acceptance of the revised plan as recommended 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.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1994 December 14, adopted the attached staff report outlining a revised Forest Glen Area Community Transportation Plan and a public review process for the plan.

Please note that a quorum was not present when the Committee adopted this report.

Respectfully submitted,

Members:

Mr. Ernest Neumann
Mr. Len Werden

Councillor D. Evans
Chairman

Councillor J. Young
Member

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

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE 1994 NOVEMBER 30

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.116.8
"Forest Glen Area"

SUBJECT: FOREST GLEN AREA COMMUNITY TRANSPORTATION PLAN
SURVEY RESULTS AND PROPOSED APPROACH

PURPOSE: To report the results of a recent survey to assess support for the Forest Glen Area Community Transportation Plan, and recommend an approach to assess opinion on a revised plan for the area.

RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee approve in principle Phase I of the revised Community Transportation Plan outlined in this report as a basis for review by the residents of the Forest Glen Area.
2. THAT the Traffic and Transportation Committee send a letter and the attached survey questionnaire to all residents of the Forest Glen area to assess their acceptance of the revised plan as recommended 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.

R E P O R T

1.0 BACKGROUND

At its regular meeting in 1994 September, the Traffic and Transportation Committee approved in principle a Community Transportation Plan developed by the Forest Glen Area Resident Committee to address concerns regarding traffic infiltration in the area bounded by Moscrop Street, Royal Oak Avenue, Grange Street, and Willingdon Avenue. The plan consisted of a total of thirteen speed humps, several stop signs and the narrowing of the north leg of the Nelson/Grange intersection.

In 1994 October, a survey questionnaire was distributed to all residents and property owners in the area, and a Public Open House was held to answer questions from the residents. The following is a summary of the results of the survey, and the recommendation from the Resident Committee regarding the next step in the survey process.

2.0 Survey Results

A total of 957 surveys were distributed throughout the area in late September 1994. As is normal practice in conducting surveys regarding traffic concerns, both property owners and residents were surveyed for each property. A copy of the Traffic and

Transportation Committee report summarising the Community Transportation Plan was distributed along with the survey. To encourage response, staff also included Business Reply envelopes with the information package and survey.

The letter accompanying the survey also included the names and telephone numbers of most of the Resident Committee members, and information regarding the date and time of a public Open House at a neighbourhood school to discuss the plan. The Open House was well attended with over 60 residents coming out to ask questions and voice their opinion on the Community Transportation Plan.

A total of 263 survey forms were returned by the deadline date of 1994 October 21. The overall response rate was quite low, with only 27% of the surveys being returned. Of the 263 responses, 151 (57.4%) indicated that they were in favour of the plan, 107 (40.7) responded negatively, and 5 (1.9%) did not indicate a preference. A summary of the responses by street is shown in Attachment 1.

A total of 162 of the 263 respondents (61.5%) of the respondents also included comments on the returned surveys. Copies of these comments were distributed to the Resident Committee for their information. Of the 162 comments, there were several common types of concerns, as listed in Table 1 below.

Table 1 Common Types of Comments on Survey Forms

Type of Comment	Number
Don't like speed humps/too many speed humps	33
Concerns about impact of speed humps on bus route	30
Concerns regarding cost of Community Transportation Plan	15
No problem with traffic in the area	15
Need more speed humps/change location of speed humps	12
Concerns about snow removal	11
Concerns about emergency vehicle access	10
Don't like narrow intersection at Nelson/Grange	9
Concerns about diversion of traffic within the neighbourhood	8
Comments about the road network in general	8
Need more stop signs	7
Inconvenience for Residents	4

Apart from a general dislike of speed humps due to the added inconvenience for residents of the area, the main concerns of those residents voting negatively on the plan were the impact on the bus route, snow removal operations, and the response of emergency vehicles. The concern expressed by residents regarding the possible diversion of traffic came mainly from residents of Maitland Street who feared an

increase in volume of traffic on their street due to the planned narrowing of the north leg of the Nelson/Grange intersection.

3.0 Response to Resident Concerns

In late October, the Resident Committee met to discuss the results of the survey, and the main concerns of the area residents. The main concerns of residents outlined above were addressed by the Resident Committee previously; however, the committee recommended further consideration of the concerns regarding the bus route.

* Impact on the Bus Route

Many residents were concerned about the impact of speed humps on the bus route which uses Bond Street and Nelson Avenue. This bus, currently route #130, is used by many residents of the area both for commuter trips and for recreational trips. The bus is also used by a high number of passengers travelling to and from Metrotown from outside the Forest Glen Area.

The impact of the Community Transportation Plan on the bus route was an issue of major concern to the Resident Committee while developing the plan. The Committee considered many other options before deciding to propose speed humps for Bond Street and Nelson Avenue. These options included "bus only crossings" which would effectively close the street to all traffic other than buses and wide wheelbased vehicles, and specially designed road humps which would impact only cars and not the bus.

In parts of Europe, special speed humps are used which have ruts for bus wheels which are wider spaced than the wheels of cars. However, when staff investigated the possibility of installing such measures in Burnaby, they found that the wheel base of the rear axle of the BC Transit buses is equivalent to that of a car. Therefore, such a design would not be effective for reducing the speed of general traffic using Bond Street and Nelson Avenue.

The Committee also considered a design which would allow a "bus only" lane down the centre of Bond Street, with speed humps on the sides to slow down general traffic. However, after consideration of this type of measure and both the need for removal of parking on Bond Street and the likelihood of motorists ignoring the designation of the bus lane, the Resident Committee decided not to propose such a measure.

After exhausting the options for "modified" speed humps, the Resident Committee recommended that BC Transit conduct field tests of the operation of the bus on the existing speed humps on North Fraser Way in South Burnaby. In the Fall of 1993, staff accompanied BC Transit on its first field test. The bus was able to operate at low speeds over the humps with little or no impact on comfort of passengers. Therefore, the Resident Committee, in the Spring of 1994, proposed that a "test" speed hump be installed on Bond Street by Forest Glen Park to allow area residents and BC Transit to experiment with crossing such a traffic calming measure. The speed hump height was restricted to approximately 3" to minimise impact on BC Transit operations.

In the Summer of 1994, BC Transit responded to the City's "test" of the speed hump by recommending that the hump be removed due to the decreased operating speeds of the buses using Bond Street, and the resulting increased travel time for the route. The Resident Committee reviewed the comments from BC Transit, and did not support the removal of the speed hump.

On their completed surveys, however, many residents expressed concern about the possibility of BC Transit re-routing the bus to avoid the speed humps on Bond Street and the one proposed for Nelson Avenue between Maitland Street and Grange Street. There have been many discussions with BC Transit regarding the impact of speed humps on the bus route, and BC Transit has never indicated that it would consider relocating the bus route due to the installation of speed humps.

* Impact on Snow Removal

The first speed humps to be installed in Burnaby were constructed on North Fraser Way in the Fall of 1992 in response to concerns regarding drag racing in the industrial area south of Marine Way. Since then, the City has installed more speed humps as part of the Engineering Department's Speed Hump Initiative. To date, since the installation of the speed humps, there has been no heavy snow in Burnaby in which to test the operation of snow clearing equipment. However, in other areas in Canada where there is regular heavy snowfall, such as the City of Edmonton, the snow clearing equipment operators lift the blades of the snow-plough to pass over the speed hump.

As part of its comprehensive review of the speed hump program, the Engineering Department will be reviewing snow clearing operations (weather permitting over the next few months) in the areas where speed humps have been installed.

* Impact on Emergency Vehicle Access

In the Fall of 1993, in response to concerns from the Resident Committee, staff contacted the Fire Department, R.C.M.P., and the B.C. Ambulance Authority to ask for their input on the use of speed humps. In all three cases, the emergency services responded and indicated that they do not have concerns regarding the installation of speed humps as long as they are informed of the locations of the humps in advance of construction.

Because the City has installed many more speed humps since last year, staff have recently circulated another letter to the emergency services asking for their input on operations on streets where speed humps have been installed.

4.0 Modifications to the Plan to Increase Acceptance by Area Residents

After reviewing the results of the survey, and the comments included on the surveys, the Resident Committee proposed some modifications to the Community Transportation Plan to address some of the concerns of residents voting negatively. Many residents were concerned that there were too many speed humps proposed for the area, particularly on the bus route. Some residents wished to see more speed

humps installed. In response to the concerns regarding the number of speed humps being proposed, and concerns of BC Transit regarding the increased travel time resulting from the installation of speed humps on the bus route, the Resident Committee proposed a two phased approach for the Community Transportation Plan as shown in Figures 1 and 2, with Phase II based on evaluation of need.

Figure 1 shows Phase I of the Community Transportation Plan which includes the installation of seven additional speed humps in the area. Phase I also includes a 4-way stop sign at the intersection of Booth and Sardis, and the installation of all the two-way stop signs recommended in the original plan.

In order to evaluate the impact of Phase I of the Forest Glen Community Transportation Plan on traffic patterns in the area, staff recommend that a series of traffic counts be conducted prior to the installation of the measures outlined in the plan. Counts should also be taken approximately six months after the completion of Phase I, and the Resident Committee should reconvene to discuss the effectiveness of Phase I of the plan, and the need for Phase II.

Phase II of the Community Transportation Plan includes eight additional speed humps. The need for this Phase of the plan will be assessed based on the impact of Phase I on traffic patterns in the area.

5.0 Assessment of Support for Modified Plan

In the 1994 September report recommending approval in principle of the Forest Glen Area Community Transportation Plan, staff referred to the desired 70 to 80% "yes" votes recommended before proceeding to the Local Improvement Program stage. The results of the recent survey indicated that approximately 58% of residents who responded supported the measures outlined in the plan. A higher indication of support for the plan was recommended before proceeding with the plan.

Therefore, staff recommend that another survey be distributed to the area residents to assess support for the two-phased Community Transportation Plan before proceeding to the Local Improvement Program process. Because the Resident Committee made changes to the Community Transportation Plan to address concerns of the area residents, the survey to assess support for the plan would likely yield a higher percentage in favour.

Staff propose that residents be asked if they support Phase I of the Community Transportation Plan at this stage. However, it would also be useful to include a question on the survey regarding Phase II of the Community Transportation Plan to obtain a preliminary estimate of the likely percentage in favour of this additional phase. Therefore, staff propose that a copy of the survey shown in Attachment 2 be distributed to the area to assess resident support of the Community Transportation Plan.

6.0 CONCLUSION

In 1994 October, the Forest Glen area was surveyed to assess the level of support for a Community Transportation Plan developed by the Forest Glen Area Resident Committee. A total of 957 surveys were distributed, and only 27% were completed and returned. Of the returned surveys, 58% indicated that they supported the measures outlined in the plan. The level of support was relatively low, mostly due to concerns that there were too many speed humps proposed, and the impact on the bus route.

The Resident Committee met to discuss the plan after review of the comments included on the surveys. The Committee made some changes to the plan, and recommended a two-phased installation of traffic calming measures. Phase I of the plan could be implemented in the Spring of 1995 based on support from area residents, and the need for Phase II would be reviewed after analyzing the change in traffic patterns resulting from Phase I.

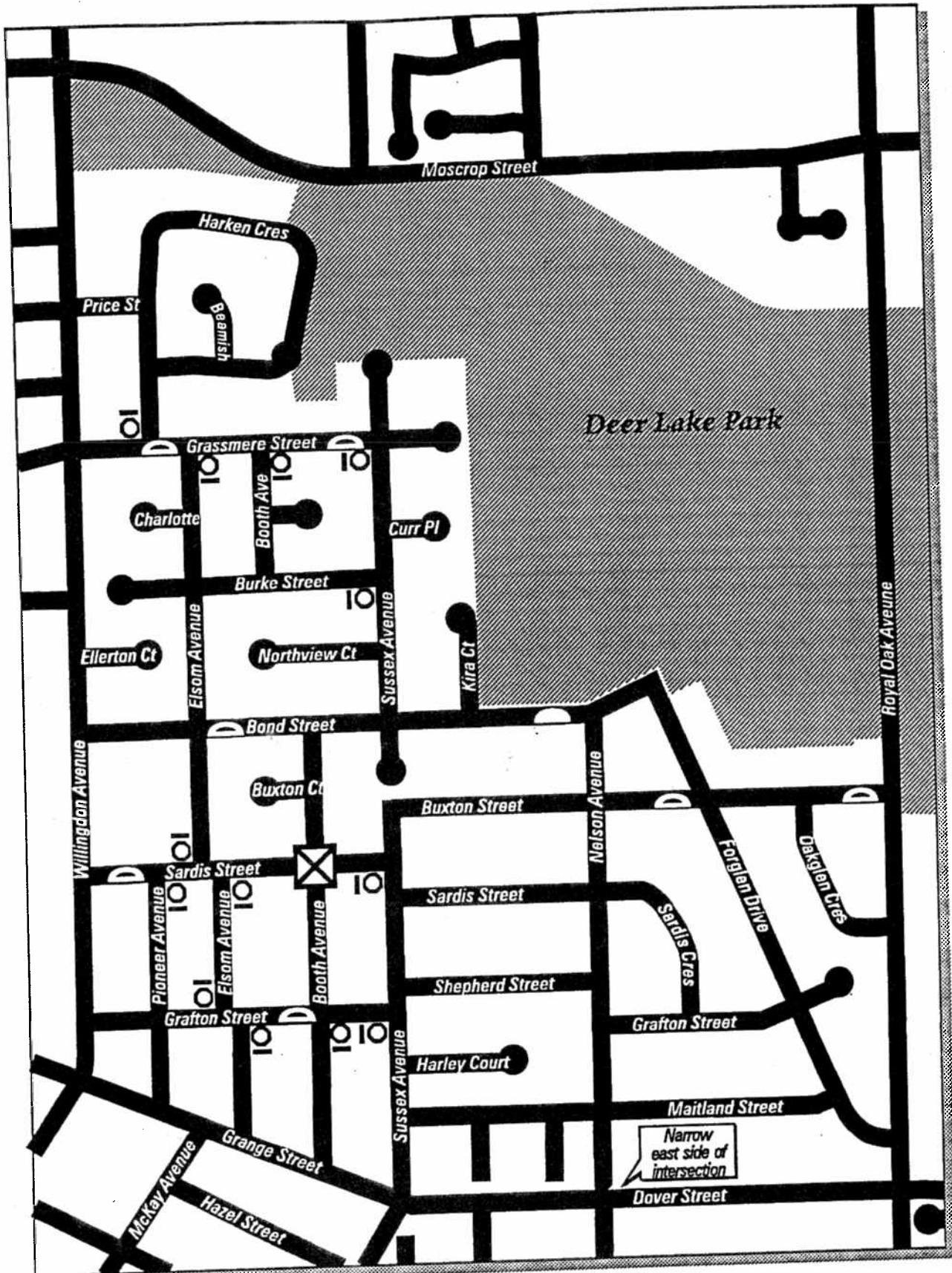
Staff recommend that a copy of the attached survey be distributed to all residents and owners in the area to assess their support for the modified plan. It is expected that the modified plan will generate a higher level of support from the area, due to its addressing some of the concerns regarding the high number of speed humps proposed in the original plan. Upon completion of the survey, the Resident Committee will meet again to discuss the results, and report back to the Traffic and Transportation Committee recommending implementation of the plan.



D.G. Stenson, Director
PLANNING AND BUILDING

DAB/

cc. Acting City Manager
Director Engineering
Director Finance
Director Administration and Community Services
Director Recreation and Cultural Services



Phase 1





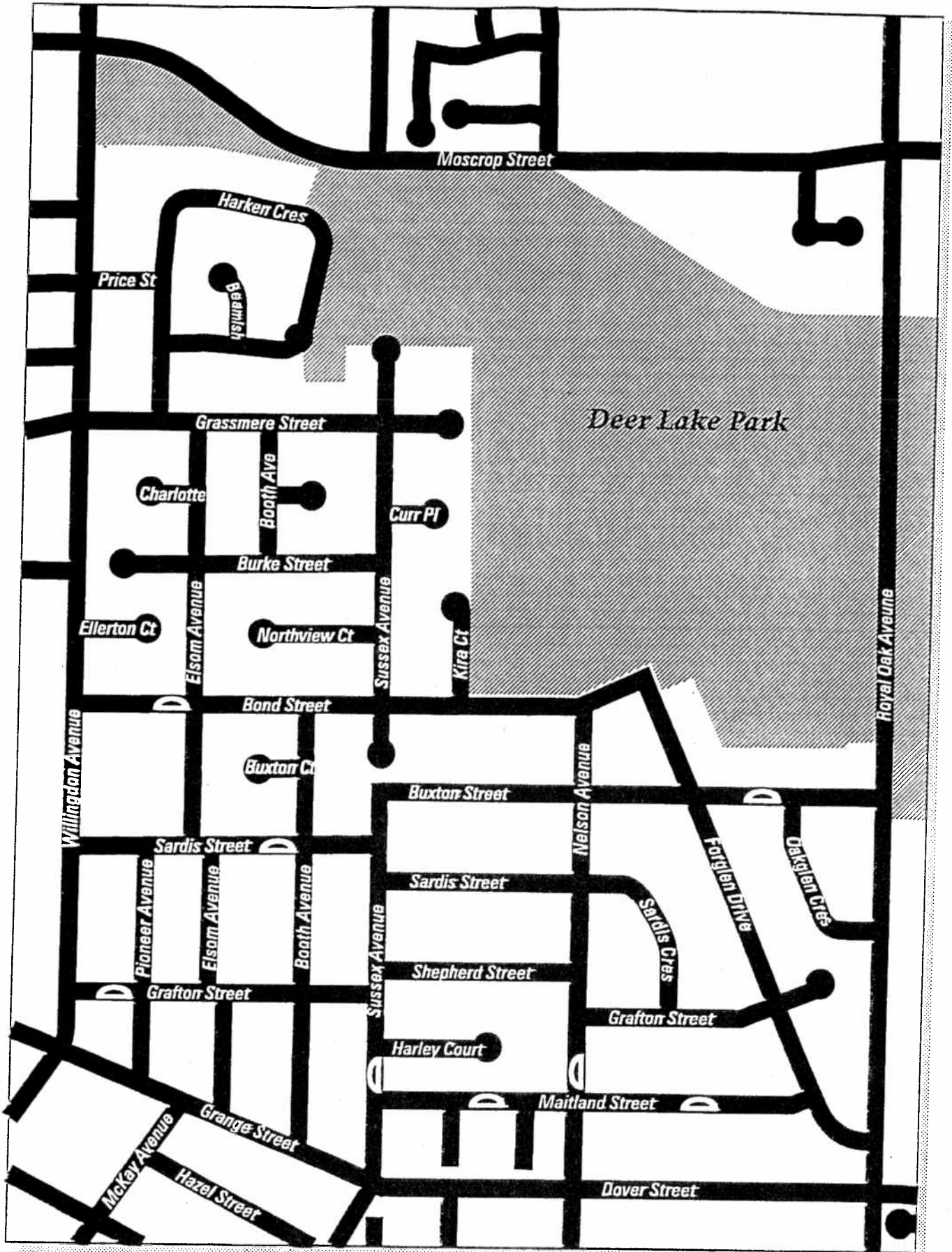
-  Existing speed hump
-  Phase I speed hump
-  4-Way stop sign
-  Stop sign

FIGURE 1



**Forest Glen Community Transportation Plan
Survey Results - By Street**

STREET	Yes	No	?	Total
Beamish Court	0	3	0	3
Bond Street	15	3	0	18
Booth Avenue	11	5	1	17
Burke Street	4	6	0	10
Buxton Court	2	1	0	3
Buxton Street	11	6	0	17
Charlotte Court	4	0	0	4
Curr Place	1	2	0	3
Elsom Avenue	14	11	1	26
Forglen Drive	10	5	0	15
Grafton Street	6	1	0	7
Grange Street	1	1	0	2
Grassmere Street	10	3	0	13
Harken Drive	3	9	0	12
Kira Court	1	5	0	6
Maitland Street	9	8	0	17
Nelson Avenue	7	5	0	12
Northview Court	1	9	0	10
Oakglen Drive	5	1	0	6
Pioneer Avenue	4	2	1	7
Sardis Crescent	4	3	0	7
Sardis Street	5	1	1	7
Shepherd Street	2	2	0	4
Sussex Avenue	8	10	0	18
Other (named street)	13	3	0	16
Other (no name)	0	2	1	3
TOTAL	151	107	5	263
PERCENTAGE	57.4%	40.7%	1.9%	100%

Forest Glen Area Community Transportation Plan Resident Survey #2

After consideration of the results of the recent survey to assess support for a Community Transportation Plan in the area, and review of the comments included on the survey, the Forest Glen Area Resident Committee has proposed a two-phased Community Transportation Plan for the area. Please could you take a few minutes to review the plan, and indicate whether or not you support **Phase I**.

1. Do you support the measures outlined in **Phase I** of the Community Transportation Plan?

Yes _____

No _____

Traffic patterns in the area will be reviewed six months after the implementation of Phase I, and the need for the measures included in Phase II will be reviewed by the Resident Committee at that time. Regardless of whether or not Phase II proceeds, we would appreciate your views on **Phase II**.

2. If **Phase II** is necessary, and approved by the Resident Committee, would you support the measures outlined in **Phase II** of the Community Transportation Plan?

Yes _____

No _____

3. Please provide any comments (attach additional paper if necessary) :

Please provide your name and address:

Name : _____

Address : _____

Postal Code : _____

Please return completed survey in the enclosed envelope by

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ATTACHMENT # 2

