

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

F. FRANCES/UNION BIKE ROUTE AT BETA AVENUE

RECOMMENDATIONS:

1. **THAT** Council approve the shortening of the Frances/Beta median diverter and that a delta island be installed on Frances Street (east leg) at Willingdon Avenue.
2. **THAT** Council approve the area bounded by Willingdon, Hastings, Delta and Parker for consideration of a Community Area Transportation Plan initiative by the Transportation & Transit Division of the Traffic & Transportation Committee.
3. **THAT** copies of the attached report be sent to the Frances Street residents who participated on the ad hoc committee reviewing traffic concerns relative to the bike route with the thanks of the Committee.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 June 03, adopted the attached report providing a consensus of the ad hoc Residents' Committee regarding concerns generated by the median at Beta Avenue and Frances Street and the proposal for a diagonal diverter at Gamma Avenue.

MEMBERS:

Mr. D. Berardine
Mrs. M. Canessa
Ms. K. Friederici
Mr. E. Fourchalk
Ms. L. Kapp
Mr. A. MacDonald
Mrs. D. Mumford
Mrs. R. Oostlander
Mr. D. Richardson
Mr. N. Smith

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIR. PLNG. & BLDG.

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Vice Chair

Councillor N. Volkow
Member

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1997 06 02
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-07-09
SUBJECT: FRANCES/UNION BIKE ROUTE AT BETA AVENUE
PURPOSE: To report on the consensus of the ad hoc Residents' Committee regarding concerns generated by the median at Beta Avenue and Frances Street and the proposal for a diagonal diverter at Gamma Avenue.

RECOMMENDATIONS:

1. THAT the Frances/Beta median diverter be shortened and that a delta island be installed on Frances Street (east leg) at Willingdon Avenue.
2. THAT the area bounded by Willingdon, Hastings, Delta and Parker be considered for a Community Area Transportation Plan initiative by the Transportation & Transit Division of the Traffic & Transportation Committee.
3. THAT copies of this report be sent to the Frances Street residents who participated on the ad hoc committee reviewing traffic concerns relative to the bike route with the thanks of the Committee.

REPORT

1.0 INTRODUCTION

At its meeting of 1997 February 04 the Traffic Safety Committee heard a delegation of residents (Messrs. Buggie and Martiello) living on the corner of Beta Avenue and Frances Street. They appeared regarding the central median along Beta Avenue that had been installed to moderate traffic on Frances Street. The residents cited numerous incursions onto their property by drivers intent on circumventing the travel restrictions imposed by the median (no left turns at the intersection or through movements on Frances Street except for bikes). The concerns of the residents were referred to staff for a report along with a letter from Keith Ballantyne who resides on the north east corner of Gamma Avenue and Frances Street.

At its 1997 March 04 meeting, the Committee received a staff report and a rejoinder by the residents. The minutes note:

"Mr. Alan Buggie, 6261 Beta Avenue, Burnaby, Mr. C. Martiello, 650 Beta Avenue and Mr. Y. Leung, 584 Beta Avenue, appeared before the Committee to express their disagreement with the recommendations as outlined in the staff report on that evening's agenda.

The speakers cited a number of concerns with the recommendation to install a final standard curb and gutter on Beta Avenue at Frances Street. The speakers gave several examples of how the curb would not work and recommended the removal of the diversion and a 4 way stop be installed.

Arising from discussion, it was suggested that the report be sent back to residents to form a Residents' Committee to come up with a recommendation so that a uniform approach can be used throughout Burnaby.

The staff report submitted responding to concerns raised by residents at the Frances/Beta intersection was then considered by the Committee. The report noted that the diverter, at the mid-point between stop signs on Beta Avenue, has reduced speeds on that route below otherwise expected levels. However, the small volume of traffic bypassing the diverter has also created nuisance for the residents on each of the four corners of the street.

Because Beta Avenue is an unfinished street, vehicles making illegal left turns do so at the expense of the side yard landscaping that extends to the edge of the pavement cap. Staff suggested that this could be remedied by extending concrete curb and gutter from the existing Frances Street curb returns to the lanes. The report recommended this treatment for all four corners to minimize "cheating" by motorists and we proposed that each resident should be given a choice as to whether they want this work done adjacent to their property."

The Committee recommended that the staff report be "referred to staff to consult with residents within a one block radius to form a Residents' Committee.

A separate report addressing Mr. Ballantyne's concerns about the Gamma/Frances intersection and his recommendation for a closure of Gamma Avenue north of Frances Street was also received at the 1997 March 04 meeting and a copy was forwarded to Mr. Ballantyne. Subsequently, Mr. Ballantyne appeared as a delegation before the Bicycle Advisory Committee and also the Traffic Safety Committee meeting of 1997 April 01 and it was noted that his concerns would be folded into the resident consultation initiative.

2.0 RESIDENTS' COMMITTEE

In response to direction, staff polled each household along Frances Street between Willingdon Avenue and Gamma Avenue. The intent of the letter survey was to solicit views regarding the bike route and to establish a short list of volunteers for an ad hoc Residents' Committee to examine issues. Attached is a copy of the letter questionnaire and summary of responses. Approximately a third of households responded to the questionnaire. Eleven respondents agreed to serve on the committee and each was invited to attend. The first meeting took place at Confederation Centre on Wednesday, 1997 May 19 at which there were two round table discussions of concerns and then possible solutions. This meeting was followed one week later by a second which focussed on arriving at a consensus regarding solutions.

The recommended solutions that emerged from the residents are discussed below.

2.1 The Frances/Beta Median

After considerable discussion of alternative measures, it was proposed by Mr. Buggie and accepted by his neighbours that the Beta Street median be shortened from either end while maintaining the regulatory signing limiting turns to right-in/right-out with respect to both legs of Frances Street. This may result in more drivers flouting the regulations but hopefully not at the expense of the residents on each corner. To further discourage traffic a delta island was also proposed at the Willingdon Avenue end of Frances Street. This restriction would be initially constructed on a "temporary" basis with barricades as at Union Street and Kensington Avenue. Occasional monitoring of the turn restrictions by the RCMP was also considered desirable.

2.2 Community Area Transportation Plan

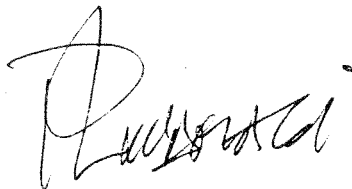
Mr. Keith Ballantyne who lives on the north east corner of Gamma Avenue and Frances Street proposed a diagonal diverter extending across the intersection to the south west corner. The design he had prepared would accommodate through traffic for bikes. Mr. Ballantyne was concerned about traffic cutting through the neighbourhood, attracted by the Hastings/Gamma signal. All of the residents were sympathetic to the idea of introducing traffic calming measures to preclude extraneous traffic. It was also recognized that there could be a significant negative impact on other streets as a result of "hard" traffic calming devices such as diverters. Accordingly, it was proposed that a wider study of neighbourhood traffic with wider neighbourhood representation -- in effect a "Community Area Transportation Plan" (CATP) -- was required.

It was explained to the residents that there are committed neighbourhood traffic calming initiatives competing for limited staff resources. There was some discussion of utilizing consultants to bolster staff resources. The decision regarding priority rests with the Transit Division of the Committee based on recommendation of the Planning Department which executes the CATP program. To assist in the assessment of priority for this area, we would recommend a thorough data gathering exercise including traffic counts, a license plat origin/destination survey and a wider survey of resident opinion.

3.0 DISCUSSION AND CONCLUSION

We believe the ad hoc Frances Street Residents' Committee discussion has converged to workable consensus for short term action relative to the problems created for corner residents by the bike route median at Frances/Beta. The issue of traffic on Gamma Avenue remains a concern, particularly for one of the residents at that intersection, but it is recognized that measures proposed have wider implications with respect to diverted traffic. This will require wider neighbourhood involvement in the process of identifying problems and solutions.

Staff believe the recommendations made in this report reflect and address the resident consensus.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

PL:jb
Attach.

cc: City Manager
Director Planning & Building



City of
Burnaby

4949 Canada Way, Burnaby, B.C. V5G 1M2
Engineering Department
File: 55-07-09

Telephone: (604) 294-7460
Fax: (604) 294-7425
1997 03 13

Dear Resident:

Re: Traffic Calming on the Frances Street Bicycle Route

As you are aware the City of Burnaby, with funding support from the Provincial Government, has created an on-road bicycle route which utilizes Frances Street from Ingleton through to Fell Avenue in North Burnaby.

The main objective of this route is to provide a cycle-friendly route connecting the existing City of Vancouver Adanac Street route to SFU. Integral in its design and implementation is the placement of traffic calming measures which reduce the amount of through-traffic while minimizing restrictions on cyclists.

One such device has been installed at the intersection of Frances Street and Beta Avenue. This linear diverter along Beta Avenue was designed to restrict the flow of traffic along Frances Street while allowing cycle traffic to continue.

As the result of resident concern regarding the placement of this device, staff have been directed by the Traffic Safety Committee to consult with area residents to review the bicycle route traffic calming measures along this section of Frances Street to determine how the present concerns of residents may be resolved. This consultation process involves the canvassing of the area residents to solicit basic input, and identify residents willing to participate on a committee to resolve the issues. We anticipate that the resident committee will meet on 3 or 4 weekday evenings at a convenient location.

Therefore, we would ask that you take the time to complete the attached questionnaire and return it to the City of Burnaby Engineering Department via the enclosed envelope no later than 1997 April 01.

If you have any questions concerning this matter, please contact Alan Evans at 294-7538.

Yours truly,

W.C. Sinclair, P. Eng.
DIRECTOR ENGINEERING

by:


P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

AE:jb
Attach.

61

TO: CITY OF BURNABY
ENGINEERING DEPARTMENT
4949 CANADA WAY
BURNABY BC V5G 1M2

FROM: _____ (Name)
_____ (Address)

_____ (Phone)

RE: FRANCES STREET BICYCLE ROUTE

1. Have you been required to change the route you usually drive as the result of the median installation? Yes No
2. Do you feel the overall traffic situation along Frances Street has improved since the bicycle route was implemented? Yes No
3. Have traffic volumes: Increased Decreased Stayed the Same
4. Have speeds: Increased Decreased Stayed the Same
5. **Would you or a member of your family be interested in representing your neighbours as a member of the residents' review committee?** Yes No

6. What problems has the route created for you? _____

7. How might things be improved? _____

8. Other Comments: (Please use more paper if required) _____

Frances Beta bicycle refuge median survey results

QUESTION #1

Have you been required to change the route you usually drive as the result of the median installation?

| | | |
|-----|----|-----|
| Yes | 31 | 56% |
| No | 24 | 44% |

Total 55

QUESTION #2

Do you feel the overall traffic situation along Frances Street has improved since the bicycle route was implemented?

| | | |
|-----|----|-----|
| Yes | 36 | 67% |
| No | 18 | 33% |

Total 54

QUESTION #3

Have traffic volumes Increased / Decreased / Stayed the same?

| | | |
|----------|----|-----|
| Increase | 3 | 6% |
| Decrease | 35 | 66% |
| Same | 15 | 28% |

Total 53

QUESTION #4

Have speeds Increased / Decreased / Stayed the same?

| | | |
|----------|----|-----|
| Increase | 4 | 8% |
| Decrease | 25 | 47% |
| Same | 24 | 45% |

Total 53

