

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

Re: BUCKINGHAM COMMUNITY TRANSPORTATION PLAN

RECOMMENDATIONS:

1. **THAT** Council approve in principle the Community Transportation Plan for the Buckingham Area as outlined in the attached report, for the purpose of obtaining input from area residents.
2. **THAT** a copy of the report and the attached survey be forwarded to all residents of the Buckingham area soliciting input on the Community Transportation Plan.

REPORT

On 1997 March 27, the attached report was forwarded to the Traffic and Transportation Committee members for their review and comments. The report presents the Buckingham Area Community Transportation Plan and seeks authority to survey the area to assess the level of support for the measures included in the plan.

The Committee members have approved the report and therefore submit the report to Council for endorsement.

MEMBERS:

Ms. L. Tatangelo
Mr. W.B. Roxburgh
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chair

Councillor J. Young
Vice Chair

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIR. PLNG. & BLDG.
- A/DIR. REC. & CULT. SERV.

Councillor N. Volkow
Member

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION) 1997 MARCH 26

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.116.10

SUBJECT: **BUCKINGHAM COMMUNITY TRANSPORTATION PLAN**

PURPOSE: To present the Buckingham Area Community Transportation Plan and seek authority to survey the area to assess the level of support for the measures included in the plan.

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee approve in principle the Community Transportation Plan for the Buckingham Area as outlined in this report, for the purpose of obtaining input from area residents.
2. **THAT** a copy of this report and the attached survey be forwarded to all residents of the Buckingham area soliciting input on the Community Transportation Plan.

REPORT

1.0 BACKGROUND

In 1996 November, a letter and survey were distributed to all residents of the Buckingham area seeking input on traffic concerns and soliciting volunteers to sit on a Resident Committee to develop a Community Transportation Plan for the area. A total of 216 surveys were distributed and 75 were returned prior to the deadline of December 13, 1996. Of these 75 responses, 32 residents wished to be part of the Resident Committee.

As outlined in the report distributed to all households in the area in 1996 November, the development of a Community Transportation Plan for the area is important to the livability of the area. At present there is a significant volume of short-cutting traffic on Buckingham Avenue, but with the installation of the traffic signal at Sperling/Canada Way planned for July 1997, the volume of commuter traffic on Buckingham Avenue would likely increase. Also, the plan to improve access to the Deer Lake Beach area would necessitate the removal of the existing southbound closure on Sperling Avenue. Therefore, the development of a Community Transportation Plan for the Buckingham Area was seen as a priority.

A seven member Resident Committee was chosen in late December, with representation from throughout the community. Because of the direct impact of traffic on Buckingham Avenue, three of the seven members of the Resident Committee were

from that street.

The Resident Committee met four times from 1997 January to March. In developing the Community Transportation Plan as outlined in this report, the Committee considered input from the initial survey of area residents conducted in 1996 November.

2.0 Traffic Patterns in the Area

2.1 Buckingham Avenue

During the Summer and Fall of 1996, staff conducted a series of traffic counts in the area. The volumes on Buckingham Avenue between Haszard and Clayton are documented in Table 1. Traffic volumes were collected in both the Summer and the Fall to assess travel patterns to and from the Deer Lake beach area.

**Table 1 Summer 1996 and Fall 1996 Traffic Volumes
 Buckingham (Haszard - Clayton)**

Time	Direction	Summer 1996	Fall 1996	Change (Fall-Summer)
AM Peak (8 - 9 AM)	Eastbound	39	87	+ 48
	Westbound	34	132	+ 98
	2-Way	73	219	+ 146
PM Peak (4 - 5 PM)	Eastbound	80	78	-2
	Westbound	100	84	-16
	2-Way	180	162	-18
Day	Eastbound	957	873	-84
	Westbound	974	1036	+ 62
	2-Way	1931	1909	-22

Traffic volumes on Buckingham are in the order of 2,000 vehicles per day which is higher than would be expected on a residential street of this type. From the morning and afternoon peak hour information, it is clear that a high proportion of this traffic is commuter related.

Typically the volume on commuter routes is lower during the Summer months due to vacations and school holidays. This pattern is evident from the AM peak hour volumes on Buckingham Avenue. However, during the PM Peak Hour, the volume of traffic using Buckingham Avenue is higher in the Summer than in the Fall. This is likely due to traffic headed to and from the Deer Lake beach area. At present, the only access to the Deer Lake Beach area is via Buckingham Avenue at Burris Avenue. However, as part of the planned access improvements to the Deer Lake Administrative area and

the installation of the traffic signal at Canada Way/Sperling, access to the beach will be from Sperling Avenue and not Buckingham.

2.2 Sperling Avenue

The volume of traffic on Sperling Avenue between Buckingham and Rugby is shown in Table 2. The counter was placed in the vicinity of the one-way section of Sperling Avenue.

**Table 2 Summer 1996 and Fall 1996 Traffic Volumes
Sperling (Buckingham - Rugby)**

Time	Direction	Summer 1996	Fall 1996	Change (Fall-Summer)
AM Peak (8 - 9 AM)	Northbound	45	133	+ 88
	Southbound	3	81	+ 78
	2-Way	48	214	+ 166
PM Peak (4 - 5 PM)	Northbound	27	67	+ 40
	Southbound	5	60	+ 55
	2-Way	32	127	+ 95
Day	Northbound	551	826	+ 275
	Southbound	89	634	+ 545
	2-Way	640	1460	+ 820

Traffic volumes on Sperling Avenue are higher during the Fall as expected. From the traffic count data, it is clear that there is a high volume of traffic travelling southbound and disobeying the existing one-way restriction on Sperling. In fact, during the PM Peak Hour, the volume using this portion of Sperling Avenue is almost balanced north and southbound.

3.0 Improvements to Sperling/Deer Lake Avenue Intersection

While not part of the Community Transportation Plan the current traffic diverter (partial closure) at Deer Lake Avenue/Sperling Avenue will be removed. This change in traffic regulations is designed to provide more direct access to the Deer Lake Beach area.

At present, Deer Lake Avenue intersects with Sperling just south of Canada Way. In the future, in order to better define the signal at Canada Way as the entrance into the Deer Lake Administrative area, the portion of Sperling between Deer Lake Avenue and Canada Way is proposed to be realigned and renamed Deer Lake Avenue. Sperling Avenue/Deer Lake Avenue will become a T-intersection with a stop sign on Sperling Avenue as shown in Figure 2.

It is believed that the realignment and the renaming of Sperling in this location will better define the change in roadway designation between the predominantly residential usage of Sperling Avenue and the institutional facilities along Deer Lake Avenue.

4.0 Buckingham Area Community Transportation Plan

As indicated above, the Resident Committee met four times in January, February and March of this year to develop the Community Transportation Plan. The committee considered a range of traffic calming and traffic control measures ranging from speed humps to street closures to signage.

After careful consideration of the initial resident survey, the traffic patterns in the area, and the options available, the Resident Committee developed the plan as shown in Figure 1. The main features of the Community Transportation Plan are discussed below:

* Closure of Buckingham at Burris

The most important feature of the Community Transportation Plan is the closure of Buckingham at Burris. The Committee considered a number of alternatives including the installation of traffic calming measures on Buckingham Avenue such as speed humps and traffic circles. Speed humps and traffic circles work well to reduce the speed of traffic and help discourage short-cutting. However, in the case of the Buckingham Avenue short-cut route it is evident that even the existing southbound closure on Sperling at Rugby is not an effective means of deterring commuter traffic.

Because Buckingham Avenue is such an attractive short-cut route between Deer Lake Avenue and Burris, the Committee decided that a more effective measure was needed to prevent commuter traffic from using the residential area as a by-pass. A closure at Burris was reviewed as preferable to other locations as it allowed residents access to the new signal at Canada Way and Sperling, and did not obstruct access for area residents to Deer Lake Beach, the Deer Lake United Church, the City Hall, and administrative and cultural facilities.

The closure of Buckingham at Burris will be facilitated by the installation of a fire gate and the construction of an interim cul-de-sac at the east end of Buckingham Avenue which will be designed to accommodate passenger drop-offs. The fire gate may be opened by City crews during heavy snow storms and by emergency services as required.

* Reconstruction of Canada Way/Burris Intersection to Provide Eastbound Right Turn Lane

Another important part of a Community Transportation Plan is the provision of improvements to the external road network in the area to provide better circulation of traffic outside the residential area under study. In the Buckingham Area Community Transportation Plan, improvements to the Canada Way/Burris intersection are required to provide more capacity for vehicles turning right from Canada Way eastbound onto Burris. This improvement would reduce traffic queuing on Canada Way up to Burris, especially during the

PM peak period.

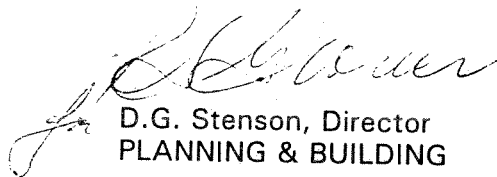
Completion of this improvement will require a longer time period to obtain Ministry of Transportation and Highways approval and complete property acquisition, design and construction. However, provision for the project could be made in the 1998 - 2002 Capital Program of the City of Burnaby.

5.0 CONCLUSION

The development of the Buckingham Area Community Transportation Plan required careful consideration by the Resident Committee of both the traffic patterns in the area and various methods of traffic calming and traffic control. The plan presented in this report will eliminate traffic infiltration. However, the closure of Buckingham at Burris will introduce minor inconvenience for some area residents wishing to travel south east on Canada Way towards New Westminster.

In order to assess the level of support for the Community Transportation Plan, staff propose the distribution of a survey (Attachment A) to all residents of the area. When the surveys are returned, the responses will be summarised and reviewed by the Resident Committee at a meeting in May. If there is significant support for the plan, a further report will be taken to the Traffic and Transportation Committee and Council in June seeking final approval.

Implementation of the Community Transportation Plan would take place in conjunction with the reconstruction of Canada Way/Sperling and Sperling/Deer Lake Avenue expected in the Summer of 1997.



D.G. Stenson, Director
PLANNING & BUILDING

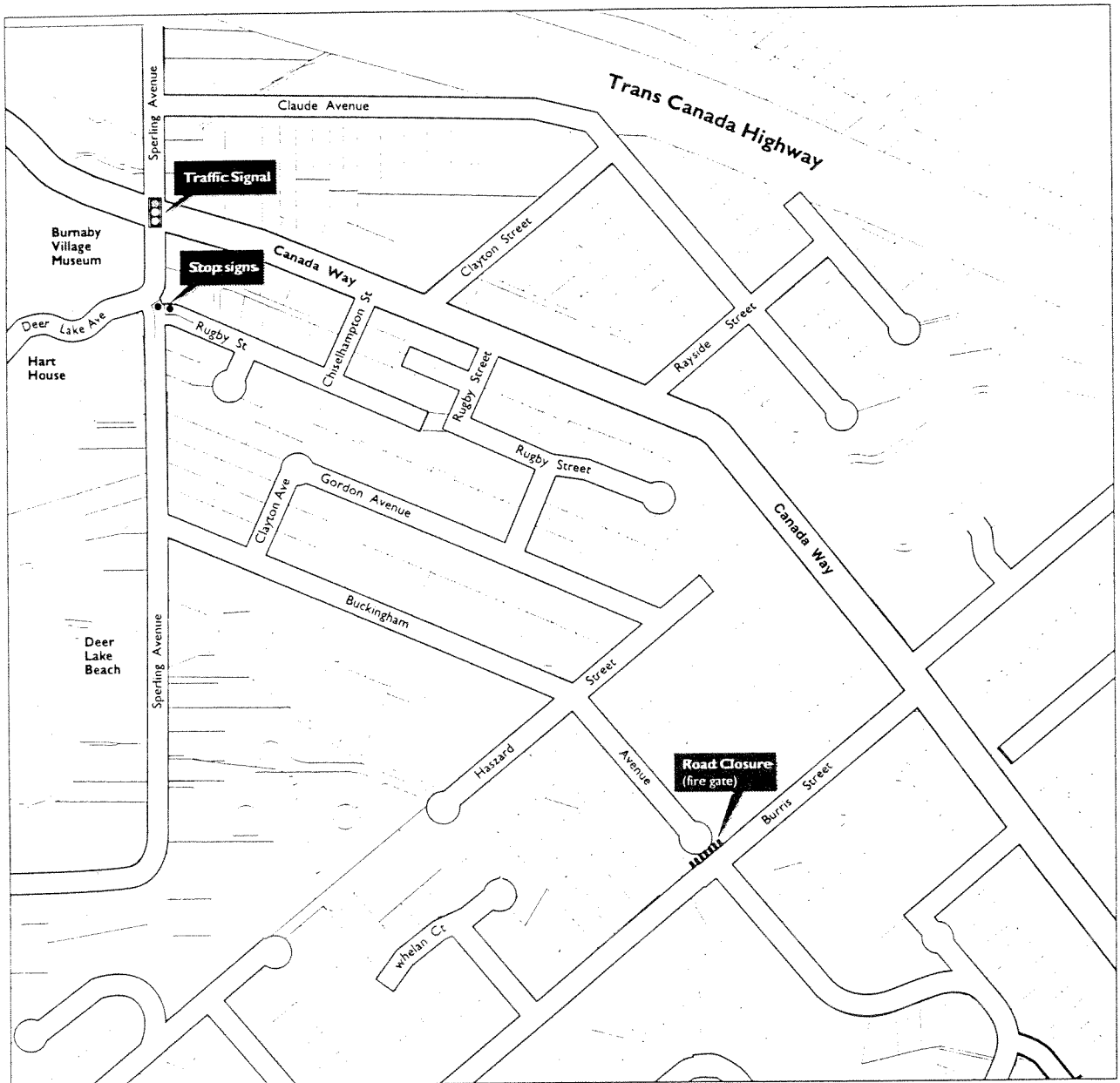


DAB/

Attach.

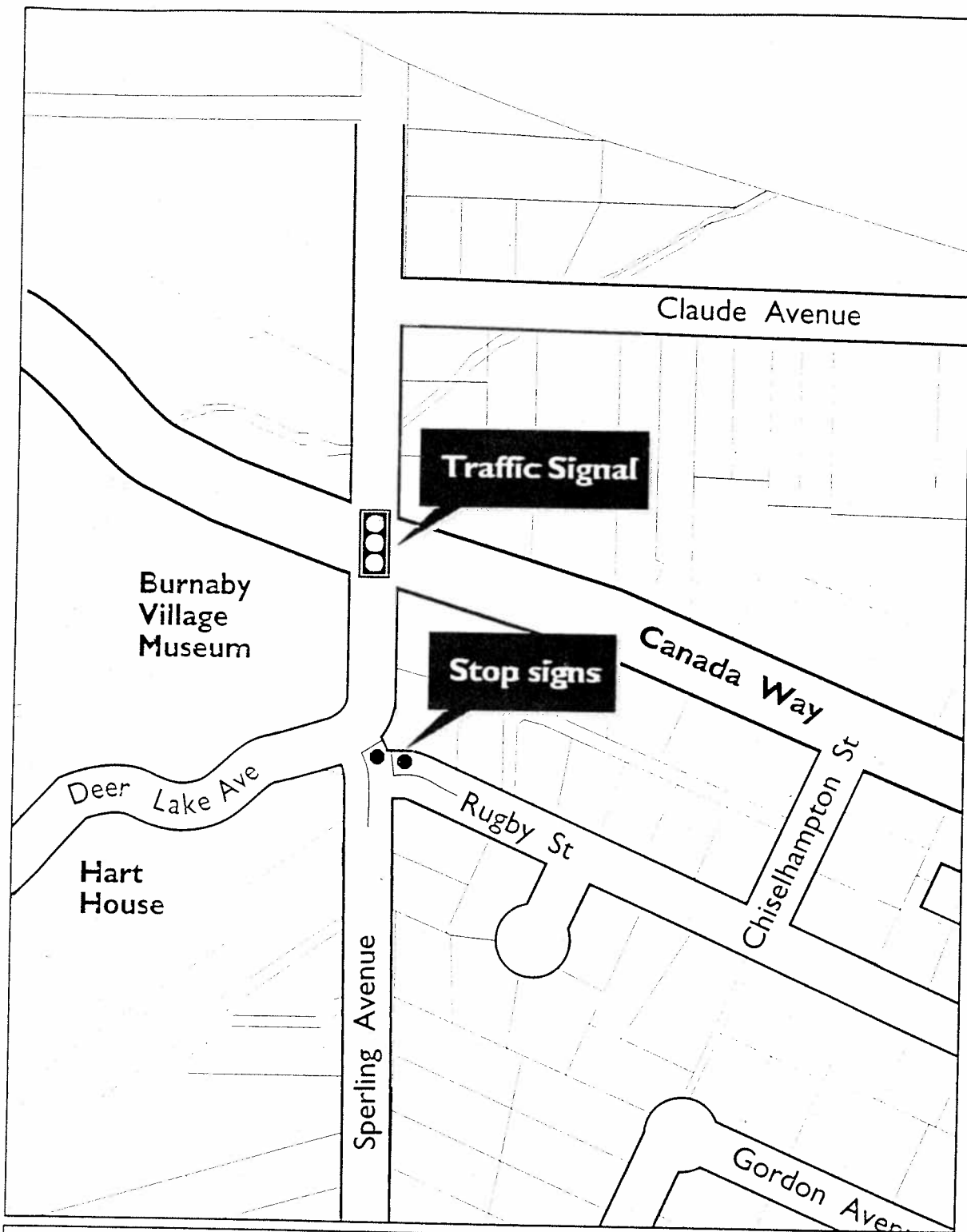
cc: City Manager
Deputy City Manager - Corporate Services
Director Engineering
Director Finance
Director Recreation & Cultural Services

a:\ctpdra#2.rep



Buckingham Community Transportation Plan

FIGURE 1



REALIGNMENT OF DEER LAKE AVENUE AT SPERLING

Buckingham Area Community Transportation Plan

RESIDENT SURVEY

The City of Burnaby and the Buckingham Area 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 May 9, 1997.

Please provide your name and address:

Name:	_____
Address:	_____ _____ _____
Postal Code:	_____

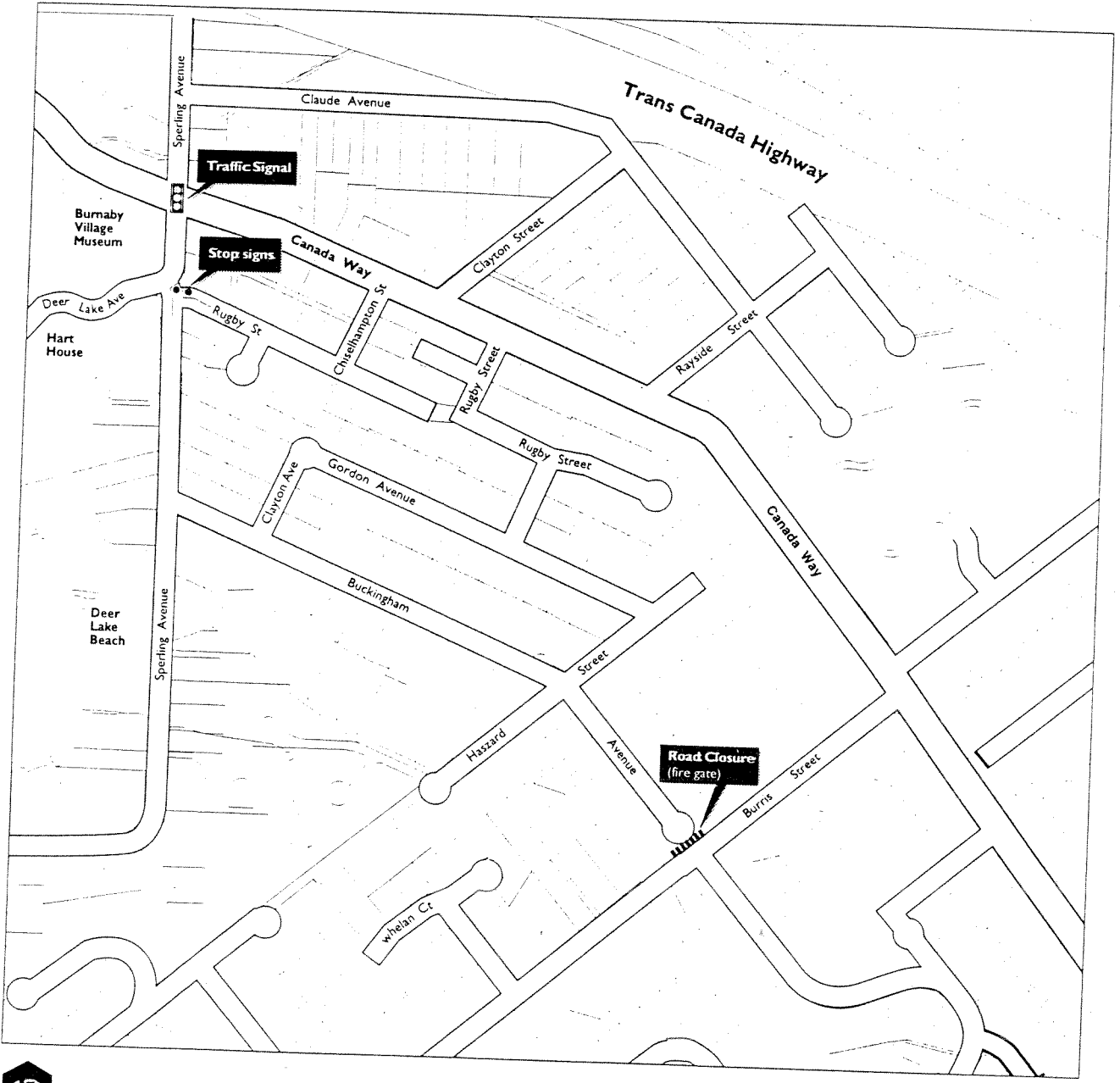
① Overall, do you support the Community Transportation Plan for the area?
(please indicate your level of support)

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

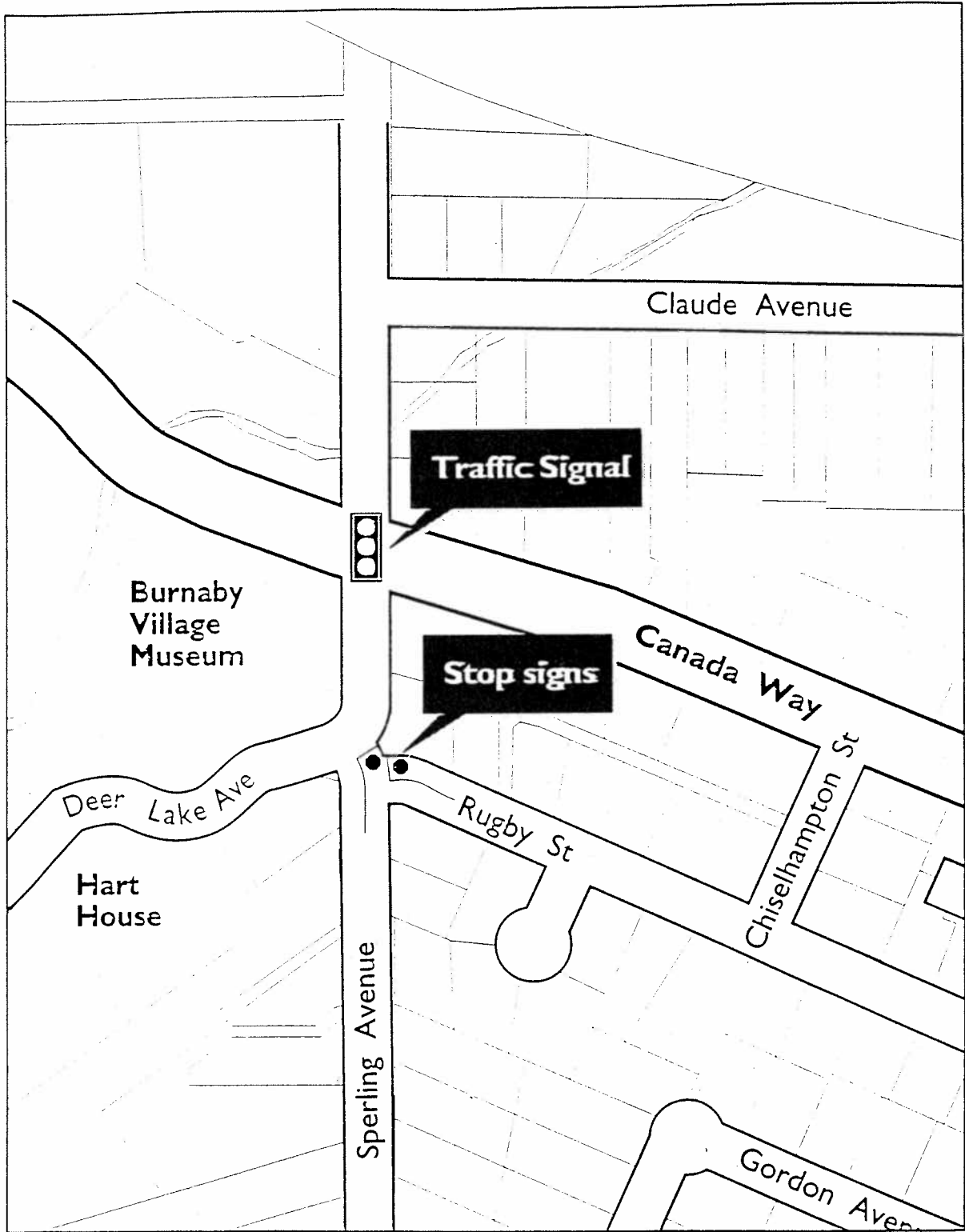
Please provide any comments you would like to have discussed with the Resident Committee when it meets in late May to review the results of the survey. For example, are there any parts of the Community Transportation Plan you particularly like or dislike?

COMMENTS:

The Resident Committee will meet in late May 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.



Buckingham Community Transportation Plan



REALIGNMENT OF DEER LAKE AVENUE AT SPERLING