

**TO:** CITY MANAGER

1997 JULY 03

**FROM:** DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.116.10

**SUBJECT:** REVISED COMMUNITY TRANSPORTATION PLAN: BUCKINGHAM AREA

**PURPOSE:** To advise Council of the results of the resident survey and seek Council approval of a revised Community Transportation Plan for the Buckingham area.

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**RECOMMENDATION:**

1. **THAT** Council approve forwarding a letter to all residents of the Buckingham area seeking input on the revised Community Transportation Plan as outlined in Section 3.0 of this report.

**REPORT**

**1.0 BACKGROUND**

At its regular meeting of 1997 April 07, Council approved in principle a Community Transportation Plan for the Buckingham Area, accompanied by a survey to be forwarded to all residents of the area soliciting input on the Community Transportation Plan. Subsequently, in the latter part of April, survey forms and a copy of the Community Transportation Plan report were forwarded to all households in the area. The results of the survey were subsequently processed and a meeting held with the Residents Committee to discuss the results and assess the options for revisions to the Plan to reflect results of the survey.

This report is written to advise Council of the results of the resident survey and to outline an approach developed by the Resident Committee to improve the Community Transportation Plan based on neighbourhood input.

**2.0 RESIDENT SURVEY**

The residents were requested to respond to a Community Transportation Plan which included the following components:

- (i) the closure of Buckingham Avenue at Burris Street
- (ii) provision of a right-turn lane on Canada Way eastbound to Burris Street.

Respondents were requested to indicate whether they were in favour, neutral or opposed to the traffic changes recommended in the Community Transportation Plan and to provide written comments on the Plan.

In late April, every household in the survey area was forwarded a copy of the Council report outlining the Community Transportation Plan and a survey form. Of the total 216 surveys sent to residents, 130 surveys were received for a response rate of 60.2%. The results of the survey are indicated in Table 1.

**TABLE 1  
 BUCKINGHAM COMMUNITY TRANSPORTATION PLAN  
 RESULTS**

| Response     | Number     | Percent     |
|--------------|------------|-------------|
| In Favour    | 47         | 36%         |
| Neutral      | 10         | 8%          |
| Opposed      | 73         | 56%         |
| <b>Total</b> | <b>130</b> | <b>100%</b> |

As only 36% of respondents were in favour of the Community Transportation Plan, the Plan did not receive the clear and unequivocal support of the community necessary to recommend implementation of the Plan to Council.

Based on this response, it was decided to convene a meeting of the Residents Committee to review the survey results and to assess options for revising the Community Transportation Plan to respond to the concerns of the Buckingham community.

### 3.0 REVISED COMMUNITY TRANSPORTATION PLAN

At a meeting held on 1997 June 19, the Resident Committee for the Buckingham Area considered the results of the survey with specific attention to the comments offered by those residents who responded negatively to the proposals in the Community Transportation Plan.

Table 2 provides a summary of the reasons cited by those who opposed the Plan.

**TABLE 2**  
**BUCKINGHAM COMMUNITY TRANSPORTATION PLAN**  
**REASONS FOR OPPOSING PLAN**

| #                     | Reason  | Comments  |
|-----------------------|---|-----------|
| 1.                    | Limits access to south (Metrotown, New Westminster) | 19        |
| 2.                    | Limits access to Buckingham School                  | 13        |
| 3.                    | Directs more traffic to Canada Way                  | 14        |
| 4.                    | Canada Way is unsafe to use                         | 11        |
| 5.                    | Inconvenient, circuitous access                     | 10        |
| 6.                    | Emergency vehicle access                            | 4         |
| 7.                    | Accident on Canada Way could block access           | 4         |
| 8.                    | Will increase traffic on Gordon and Rugby           | 4         |
| 9.                    | Will depreciate property values                     | 4         |
| 10.                   | Access difficult during inclement weather           | 1         |
| <b>Total Comments</b> |   | <b>86</b> |

In reviewing the reasons for opposing the Plan, it was clear that residents were concerned about the proposed closure of Buckingham at Burris Street and its effect on access for residents to the south towards Buckingham School and Metrotown, and its tendency to direct local traffic to use the more circuitous, congested and less safe route via Canada Way. From this perspective, it was clear that a Community Transportation Plan which would be approved by the neighbourhood needed to incorporate a solution which did not create these issues for residents.

Further analysis of the comments suggested some options for measures which could be more acceptable to residents. As shown in Table 3, many of the residents who did not support the Plan did propose either relocating the closure or introducing traffic calming measures including speed humps, traffic circles or turn prohibitions. The most popular suggestion was to either fully or to partially close Buckingham Avenue at Sperling instead of Burris.

**TABLE 3**  
**BUCKINGHAM COMMUNITY TRANSPORTATION PLAN**  
**OPTIONS FOR REVISED PLAN**

| #  | Option                              | Comments  |
|----|-------------------------------------|-----------|
| 1. | Full closure at Buckingham/Sperling | 15        |
| 2. | Speed humps                         | 6         |
| 3. | General traffic calming             | 4         |
| 4. | Partial closure Buckingham/Sperling | 3         |
| 5. | Closure between Haszard and Clayton | 2         |
| 6. | Traffic circles                     | 2         |
| 7. | Turn prohibitions                   | 2         |
| 8. | Closure at Buckingham/Haszard       | 1         |
|    | <b>Total</b>                        | <b>35</b> |

Upon review of the two major options for revising the Plan proposed by residents - either a relocated closure or traffic calming measures - the Resident Committee opted for relocating the proposed closure to Buckingham at Sperling. This decision was based on two considerations, one, that the alternative of traffic calming measures would reduce the speed but not the expected increased volume of traffic using Buckingham after installation of the traffic signal at Canada Way/Sperling and, two, that the installation of speed humps on Buckingham between Burriss and Haszard was not safe due to the steep grade.

The revised Community transportation Plan as shown in Figure 1, therefore, includes the installation of a barrier (with fire gate) on Buckingham at Sperling (on an interim basis with review after a period of one year) coupled with full signalization of the Buckingham/Burriss intersection. The inclusion of a right-turn lane from Canada Way westbound to Burriss remains in the Community Transportation Plan.

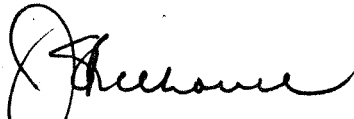
As the closure of Buckingham Avenue at Sperling would necessitate increased use of the intersection of Buckingham and Burriss for neighbourhood access, the Community Transportation Plan includes upgrading of the existing pedestrian signal at Burriss and Buckingham to full signalization. This component of the Plan will increase the safety of this intersection for both vehicles and pedestrians.

**4.0 NEIGHBOURHOOD INPUT**

To seek input from the Buckingham area on the revised Community Transportation Plan, it is proposed to forward a copy of this report with a covering letter including a survey form and postage paid envelope. The survey form would request residents to indicate whether they favour or oppose the Community Transportation Plan and would provide space for comments. Returned surveys would be analyzed and the results reviewed by the Resident Committee, followed by a further report to Council if the revised Community Transportation Plan is approved.

**5.0 CONCLUSION**

The residents of the Buckingham area did not support the Community Transportation Plan which included the closure of Buckingham at Burris. In response, the Resident Committee has revised the Community Transportation Plan to relocate the closure (with fire gate) to Buckingham at Sperling and to upgrade to full signalization the intersection of Burris at Buckingham. It is expected that this revised Community Transportation Plan will better respond to the concerns of residents of the Buckingham area and will be more likely to be accepted by the community.

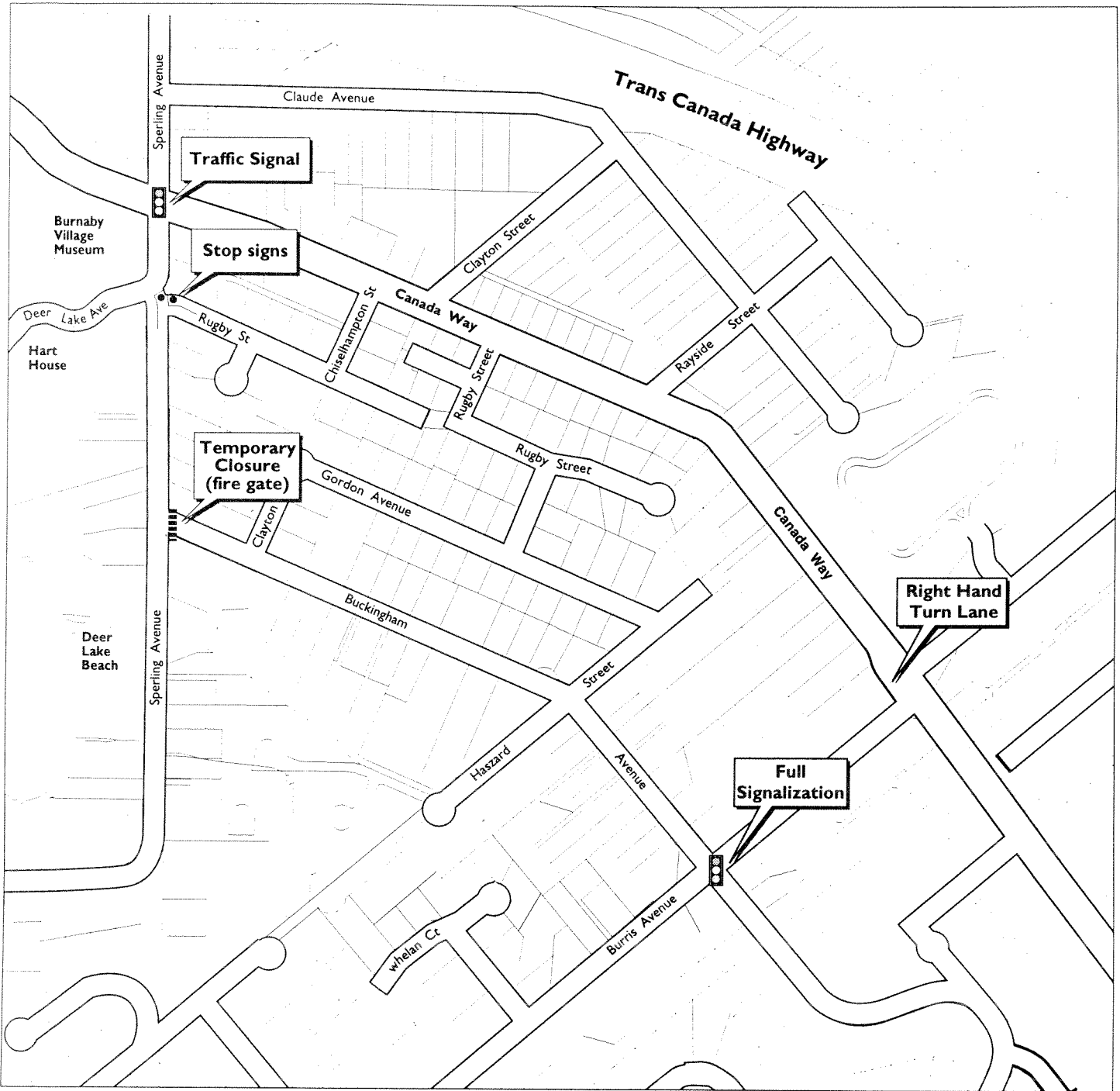


D.G. Stenson, Director  
PLANNING AND BUILDING



RG:ma

cc: Director Engineering  
Director Finance



# Buckingham Community Transportation Plan

Revised JULY 2, 1997

Figure 1