

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 the Community Transportation Plan for the Buckingham Area as outlined in Section 4.0 of this report.
2. **THAT** copies of this report be forwarded to all residents of the Buckingham Community Transportation Plan area.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1998 March 11, adopted the attached report advising of the resident survey of the Buckingham area and to define a Community Transportation Plan for the consideration of the Traffic and Transportation Committee.

Arising from a delegation's comments regarding the parking lot at Deer Lake, it was requested that a copy of the report be forwarded to the Parks and Recreation Commission for information.

MEMBERS:

Respectfully submitted,

Ms. L. Boivin
Mr. R. Lupien
Mr. W.B. Roxburgh
Ms. L. Tatangelo

Councillor D. Evans
Chair

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIR. PLNG. & BLDG.
- DIR. PARKS, REC. & CULT. SERV.

Councillor J. Young
Member

Councillor N. Volkow
Member

TO: CHAIR AND MEMBERS
Traffic and Transportation Committee
(Transportation and Transit Division)

March 03, 1998

FROM: Director, Planning and Building

Our File: 8.116.10

SUBJECT: **Buckingham Community Transportation Plan**

PURPOSE: To report the results of the recent resident survey of the Buckingham area and to define a Community Transportation Plan for the consideration of the Traffic and Transportation Committee

RECOMMENDATION:

1. That the Traffic and Transportation Committee approve the Community Transportation Plan for the Buckingham Area as outlined in Section 4.0 of this report.
2. That copies of this report be forwarded to all residents of the Buckingham Community Transportation Plan area.

REPORT

1.0 BACKGROUND

Since early 1997 a process has been underway to develop a Community Transportation Plan for the Buckingham area to address issues arising from the installation of a traffic signal at the intersection of Canada Way at Sperling. The primary objective of this process has been to develop a Plan that would prevent the increase in traffic infiltration on Buckingham Avenue that would result from the activation of the traffic signal without appropriate measures to discourage traffic from using the section of Buckingham between Burris and Sperling. The Residents Committee established to develop the Plan has reviewed a number of options ranging from traffic calming measures such as speed humps, which would reduce traffic speeds, to other measures such as traffic barriers which would eliminate commuter traffic completely. A number of surveys of area residents have been conducted to solicit opinion on these options and the responses evaluated to provide direction to the Committee

in determining the most appropriate course of action for the overall benefit of the neighbourhood.

This report provides a summary of the process followed in developing the Community Transportation Plan, including the results of the most recent survey of area residents as background to the development of a Community Transportation Plan for the consideration of the Traffic and Transportation Committee.

2.0 Canada Way/Sperling Intersection and Related Projects: Current Status

Construction will begin in 1998 March on a number of projects designed to improve access and safety in the Deer Lake Administrative and Cultural Area, including the following:

- (i) Canada Way/Sperling Intersection reconstruction and signalization
- (ii) improvements to Deer Lake Avenue to facilitate transit access
- (iii) right turn vehicular access from Canada Way via Century Park Way
- (iv) removal of the existing traffic barrier to accommodate direct access to Deer Lake Beach

Recognizing that these improvements would generate increased traffic infiltration through the Buckingham area between Burris and Canada Way via Buckingham Avenue, a Residents Committee since the latter part of 1996 has been in the process of developing a Community Transportation Plan for the area. The following sections outline the results of this process.

3.0 Buckingham Community Transportation Plan

3.1 Process

Over the past year, the Residents Committee has considered a number of options to reduce or eliminate traffic infiltration through the Buckingham area ranging from traffic calming measures such as speed humps to street closures on Buckingham Avenue. In 1997 May, the Committee surveyed residents' views on the installation of a barrier on Buckingham at Burris. As this original proposal was supported by only 36% of neighbourhood residents, the Committee did not advance this proposal for Council approval. Based on comments from the survey that indicated that many of the respondents indicated their preference for a closure on Buckingham at Sperling, the Committee sent out a letter to residents soliciting comments on this option and received negative comments from 17 residents and positive comments from eight residents. As this result was inconclusive, the Committee decided to pose

a more direct question to residents regarding their preference for one of the two barrier options as shown in Figures 1 and 2.

3.2 Survey Results

In the first week of 1998 February survey forms were distributed to 220 households in the Buckingham area requesting that residents select between the following:

- (i) **Option A** (Figure 1) - installation of a barrier with firegate on Buckingham Avenue at Burris.
- (ii) **Option B** (Figure 2) - installation of a barrier with firegate on Buckingham Avenue at Sperling. This option includes the provision of full signalization at Buckingham at Burris to allow access into and out of the neighbourhood at a traffic signal.

A total of 127 questionnaires were returned out of 220 distributed, yielding a response rate of approximately 57% of all households in the Buckingham area. As shown in Table 1 below, 82% of households indicated a preference for one of the two barrier options, while 18% did not support a barrier in either location.

Table 1
Buckingham Area Household Survey
Support for Barrier

Selection	Households	Percent
Either Option A or Option B	104	82%
Neither Option A or B	23	18%
Total	127	100%

As shown in Table 2 below, of the 104 households that supported a barrier, 76 households or 73% preferred the barrier to be located on Buckingham at Sperling (Option B) and 28 households or 27% preferred the location on Buckingham at Burris.

Table 2
Buckingham area Household Survey
Barrier Option Results

Barrier Option	Households	Percent
A Barrier at Burris	28	27%
B Barrier at Sperling	76	73%
Total	104	100

In summary, the results of the survey indicate strong support for the position of the Residents Committee that a barrier is required to prevent through traffic on Buckingham Avenue after installation of the traffic signal at Canada Way and Sperling, and that the preference of a clear majority of the residents is for the barrier to be located at Sperling, assuming that the current pedestrian signal on Burris at Buckingham is converted to a full signal to allow safe access in and out of the area.

4.0 Buckingham Community Transportation Plan

The Residents Committee for the Buckingham area reviewed the results of the survey at a meeting held on 1998 March 05 and recommended to the Traffic and Transportation Committee a Community Transportation Plan for the neighbourhood which included the following elements as shown in Figure 3:

- (i) the installation of a barrier on Buckingham Avenue just east of Sperling Avenue with a gate to allow access for emergency vehicles when required, and for local traffic during periods of heavy snowfall. Recognizing that there are a significant number of residents who either did not support a barrier or supported a barrier at Burris, it is recommended that the barrier be subject to review by the Residents Committee after one year relative to its effect on access, traffic patterns and neighbourhood safety.
- (ii) the conversion of the traffic signal at Burris and Buckingham to a full traffic signal
- (iii) the installation of a right turn lane on Canada Way southwest to Burris Street.

These facilities, except for the right turn lane, would be installed and available for operation coincident with the actuation of the traffic signal at Canada Way and Sperling expected to occur in early July 1998. The right turn lane on Canada Way would be installed as part of the Major Roads Program upon approval by Council of necessary property acquisition.

5.0 Sperling Avenue Issues

In the course of the Community Transportation Planning process, the Residents Committee has received representations from residents in the Buckingham area largely living in the vicinity of Sperling Avenue and Deer Lake Beach who have raised a number of issues regarding the use of Deer Lake Beach and Sperling Avenue as follows:

- (i) removal of the traffic diverter on Sperling will result in increased traffic on Sperling to access the beach
- (ii) traffic speeds on Sperling will increase without a barrier to slow traffic
- (iii) the parking lot at Deer Lake Beach is a source of traffic, disruptive activity and noise and should not be located in a residential area

The issues raised by these residents primarily relate to the existing traffic diverter, the current use of the Deer Lake Beach parking lot, and the future of the Deer Lake Beach area which are outside the scope of the Buckingham Community Transportation Plan. The removal of the existing traffic diverter has been approved by Council to provide improved access to Deer Lake Beach, and its removal is necessary to provide access to the residences on Sperling Avenue if the Community Transportation Plan is approved and a barrier is installed on Buckingham at Sperling. The use of the parking lot, especially in the late evening, has been a chronic problem for residents prior to the recent consideration of changes to the road system in the area. The future of Deer Lake Beach is currently under review in the context of the Deer Lake Master Plan public process.

A petition has been received from 79 households in the Buckingham area including many residents located on Sperling Avenue and on Rugby Street representing the above concerns. The petition expresses opposition to the removal of the traffic diverter and requests "to keep the neighbourhood as it is." Council approved removal of the traffic diverter in 1996 July as part of a number of traffic improvements in the area including the Canada Way/Sperling signal, transit access to the Shadbolt Centre and right turn access from Canada Way via Century Park Way. The traffic diverter is to be removed to provide more direct access to Deer Lake Beach for residents of Burnaby without having to use the current circuitous route via Burnis and Buckingham. As the traffic and park issues raised by these residents are beyond

the scope of the Community Transportation Plan it is the view of staff that the petitioners' concerns should be addressed through a more limited resident process which is more specific to their needs and involves the Traffic and Transportation Committee, residents in the Deer Lake area and staff from the Planning, Parks and Engineering Departments. It would be initiated upon completion of the Canada Way/Sperling and associated projects.

6.0 Conclusion

The development of a Community Transportation Plan for the Buckingham area has been underway since 1997 January, involving detailed review of a variety of traffic calming options and extensive surveying of resident views on these options. The Community Transportation Plan recommended for approval reflects thoughtful consideration by the Residents Committee of the technical merits of each option, the impact on traffic patterns and neighbourhood access, and the views of affected residents. While the signalization of Canada Way at Sperling is almost unanimously supported by the neighbourhood, some residents oppose any change in the current traffic configuration which will be necessary to respond to the impact of the signal on traffic patterns. The majority of households of the area, however, are prepared to accept a reduced level of access in order to maintain the livability of the area, and it is recommended that the Traffic and Transportation Committee approve the Community Transportation Plan which has been developed by the Residents Committee with the support of the neighbourhood.



D.G. Stenson, Director
PLANNING AND BUILDING

Attachments
RG'sk

cc: City Manager
Director, Engineering
Director, Parks and Recreation

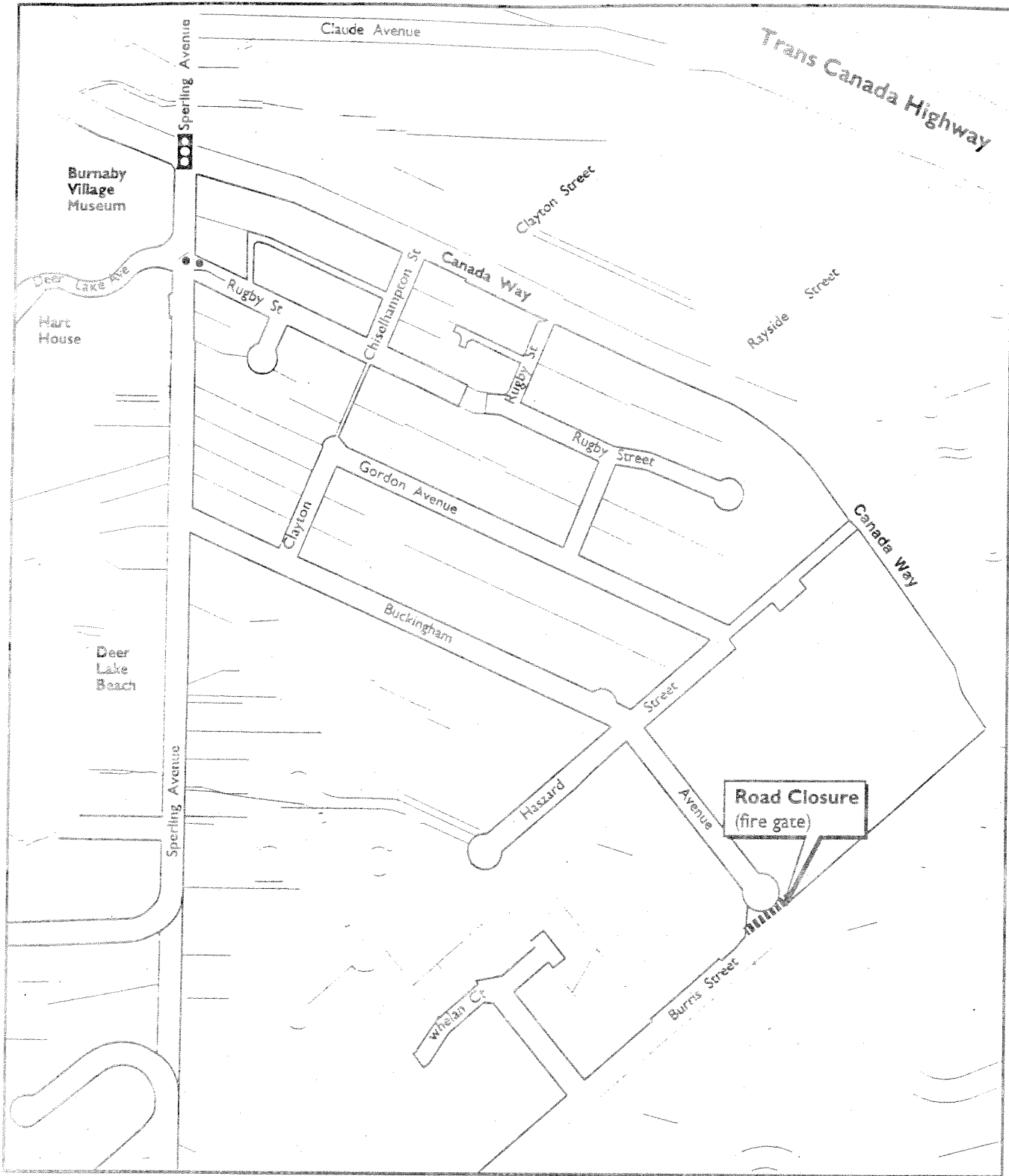


Figure 1
Buckingham Community Transportation Plan
Option A - Gate at Buckingham/Burris



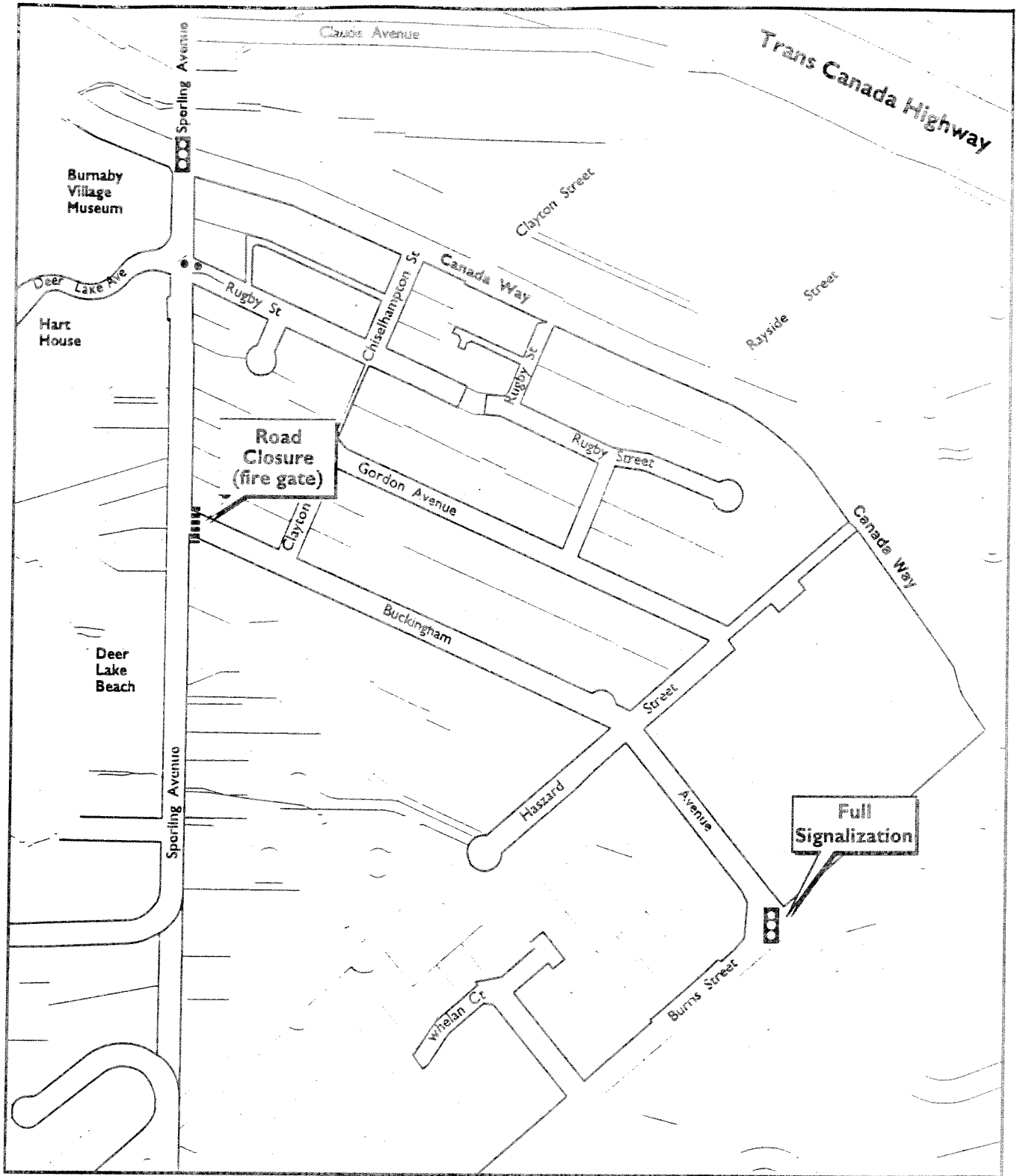


Figure 2
Buckingham Community Transportation Plan
Option B - Gate at Buckingham / Sperling

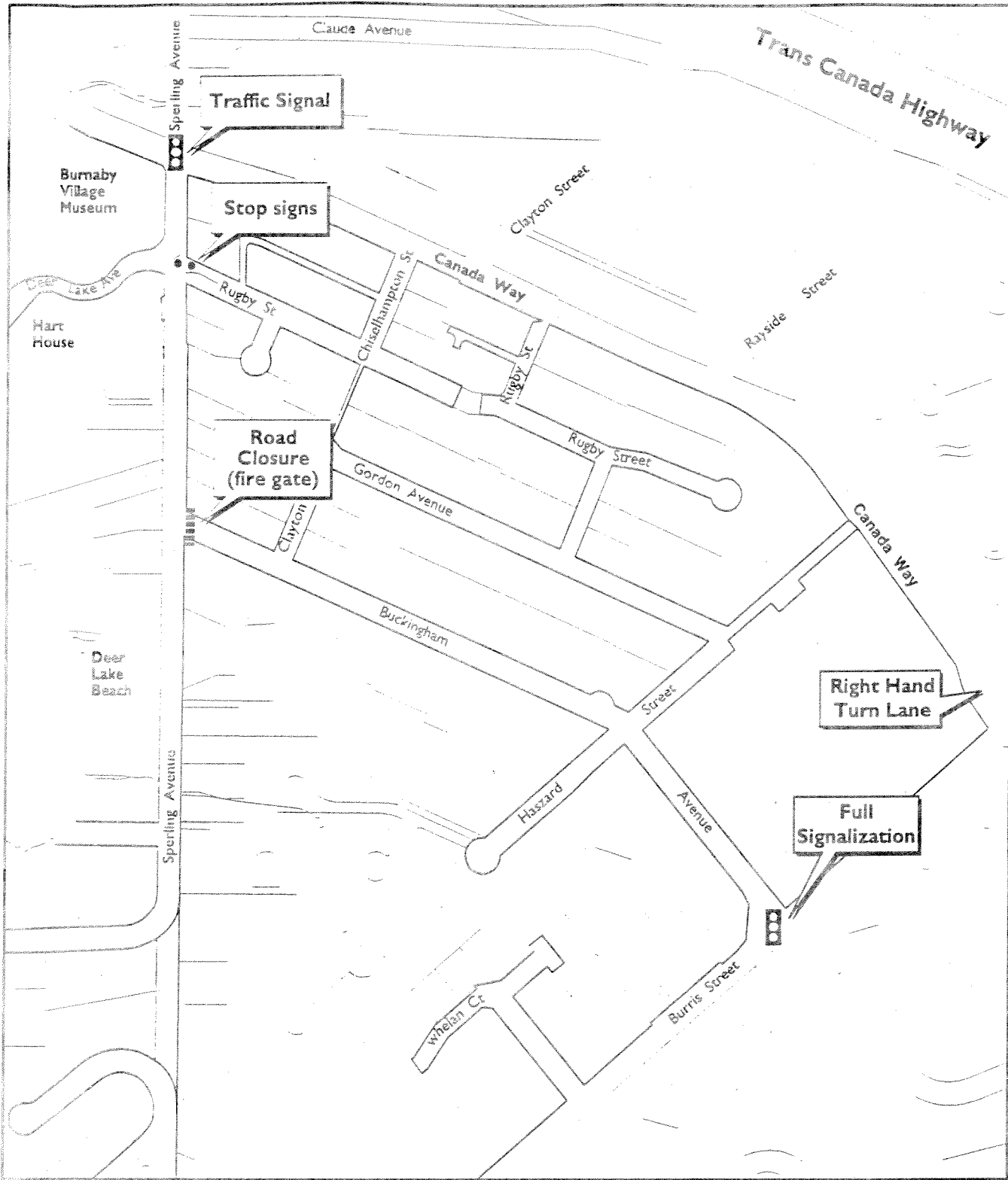


Figure 3
Revised Buckingham Community Transportation Plan

