

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

RE: LAKEVIEW TRAFFIC CALMING APPROACH

RECOMMENDATION:

1. **THAT** Council approve the approach outlined in Section 3 of the *attached* report to address the issue of traffic calming in the Lakeview area.
2. **THAT** a copy of the *attached* report be sent to the residents of the Lakeview area who attended a meeting with staff on this matter.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1999 October 13, adopted the *attached* report advising of an approach to the issues of traffic calming in the Lakeview area.

MEMBERS:

Lyle Boivin  
Raymond Lupien  
Leanne Tatangelo

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor J. Young  
Vice Chair

Councillor D. Evans  
Member

:COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR PLANNING AND BUILDING

TO: CHAIR AND MEMBERS 1999 October 07  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.116.11

SUBJECT: LAKEVIEW TRAFFIC CALMING APPROACH

PURPOSE: To advise the Traffic and Transportation Committee of an approach to the issues of traffic calming in the Lakeview area.

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**RECOMMENDATION:**

1. **THAT** the Traffic and Transportation Committee approve the approach outlined in Section 3 of this report to address the issue of traffic calming in the Lakeview area.
2. **THAT** a copy of this report be sent to the residents of the Lakeview area who attended a meeting with staff on this matter.

**REPORT**

**1. BACKGROUND**

The Lakeview area in Southeast Burnaby has been the subject of a number of previous programs to introduce traffic calming measures on Lakefield and 4<sup>th</sup> Street to address the issue of traffic which uses these streets as a shortcut to bypass traffic congestion in the Canada Way corridor from Edmonds to Burriss. These programs have included a Community Transportation Plan, a survey on the closure of Lakefield Drive, the completion of the Canada Way intersection improvements and the Lakefield Bike Route proposal. However, none of these programs have been able to adequately address the problem of traffic infiltration through the neighbourhood to the satisfaction of the residents of the area.

Recognizing that these initiatives have not completely addressed this continuing problem, this report discusses a further approach to deal with these issues.

**2. PREVIOUS APPROACHES**

**2.1 Community Transportation Plan 1993**

In 1992, the residents of the Lakeview area first approached Council seeking relief from the volume and speed of commuter traffic in their neighbourhood. Subsequently,

a residents committee was organized which developed a Community Transportation Plan for the area. This included the implementation of three traffic circles in the 4<sup>th</sup> Street/ Lakeview route and the intersection improvements in the Canada Way corridor at Edmonds and at Imperial.

## **2.2 Potential Closure of Lakeview/ 4th Corridor**

While, to some degree, the traffic circles addressed the issue of traffic speeds in localized areas the Canada Way improvements did not divert sufficient traffic away from the route to substantially reduce traffic volumes. In an attempt to deal with this issue the residents proposed surveying the neighbourhood on the question of closure of the Lakeview route to all traffic. In the survey undertaken in 1995 September, the closure was supported by 54% of the residents of the area. However, this was not viewed by Council as sufficient support for an approach which would have dramatically restricted access for neighbourhood residents as well as commuters.

## **2.3 Trial Implementation of Speed Hump**

The City of Burnaby was one of the first in the Greater Vancouver region to consider the implementation of speed humps as a traffic calming device in residential areas. An experimental single speed hump was installed on Lakefield Drive adjacent to the park. It was very effective in reducing speeds in this localized section of the route.

## **2.4 Lakeview Bike Route**

Subsequently in 1997, the City initiated a proposal to develop a Alternate Cycle Road to Canada Way on Lakefield and 4<sup>th</sup> as had been identified in the Burnaby Transportation Plan (adopted by Council in 1995). Public Open Houses held in the neighbourhood again raised the matter of traffic calming, not only to provide a safer route for cyclists, but also to address the continuing traffic infiltration issue. The installation of cycling-friendly speed humps was discussed with residents and included in the overall plan, but the Lakeview Bike Route did not proceed due to issues concerning the off-street Lubbock Woods section of the route.

# **3. PROPOSED APPROACH**

Staff met with a small group of residents of the area to discuss possible approaches to resolve the traffic issues. Residents, especially those living on Lakefield Drive and 4<sup>th</sup> Street, are committed to pursuing traffic calming measures, particularly the installation of speed humps. In an effort to develop a process which could lead to a resolution of the traffic issues in the Lakeview area, staff would propose an approach which would consist of the following elements:

- **A general survey of neighbourhood residents**

A survey would be undertaken of all residents living on Lakefield Drive, 4<sup>th</sup> Street, 6<sup>th</sup> Street, Reigate and the streets adjoining 6<sup>th</sup> Street/Reigate to determine their level of support for the following two speed hump options: - the provision of speed humps on Lakefield and 4<sup>th</sup> Streets only; - the provision of speed humps on 6<sup>th</sup> Street and Reigate in addition to Lakefield and 4<sup>th</sup> Street.

- **Implementation through the Speed Hump Local Improvement Program**

If the results of the general survey indicate sufficient support for the implementation of speed humps on the affected streets, the residents would be offered the choice of implementation through a City-initiated LIP for speed humps. A City-initiated LIP is proposed to take into account the concerns of the residents that a resident- initiated LIP would cause further delay, is difficult to effect because of the number of non-resident owners and would require residents to go through another process of door to door canvassing similar to that involved in previous petitions which have been circulated by residents in the area.

#### 4. CONCLUSION

The City and the residents of the Lakeview area have been involved for some years in working together to resolve the issues of traffic infiltration in the neighbourhood. However, it has become increasingly clear that the introduction of a system of speed humps may be an essential part of the package of measures needed to address the problem. Previous initiatives to address the traffic infiltration problems of the area have not seemed adequate with the continued growth of traffic in the Canada Way corridor. The recommended approach offers a comparatively simple and direct way to ensure there is adequate local support for speed humps and further that they can be expeditiously implemented if that support is given.



D.G. Stenson, Director  
PLANNING & BUILDING DEPARTMENT

RG/dh

cc. City Manager  
Director Engineering