

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: LAKEVIEW TRAFFIC CALMING

RECOMMENDATIONS:

1. **THAT** Council approve a City-initiated Local Improvement Program for speed humps on 4th Street/Lakefield Drive between 16th Avenue and Reigate Road.
2. **THAT** staff be directed to monitor the traffic conditions in the Lakeview area one year after implementation of the speed hump Local Improvement.
3. **THAT** copies of this report be sent to the Burnaby Fire Department and all respondents to the questionnaire.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2000 May 10, received and adopted the *attached* report to advise of the results of the questionnaire survey and an approach regarding traffic calming for the area.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor N. Harris
Member

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

TO: CHAIR AND MEMBERS 2000 May 02
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.116.11

SUBJECT: LAKEVIEW TRAFFIC CALMING

PURPOSE: To advise the Traffic and Transportation Committee of the results of the questionnaire survey and an approach regarding traffic calming for the area.

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee approve a City-initiated Local Improvement Program for speed humps on 4th Street/Lakefield Drive between 16th Avenue and Reigate Road.
2. **THAT** staff be directed to monitor the traffic conditions in the Lakeview area one year after implementation of the Local Improvement for speed humps
3. **THAT** copies of this report be sent to the Burnaby Fire Department and all respondents to the questionnaire.

REPORT

1. BACKGROUND

At its regular meeting of 1999 January 12, the Traffic and Transportation Committee approved an approach to address the issue of traffic shortcutting on Lakefield and 4th Street to bypass traffic congestion in the Canada Way corridor from Edmonds Street to Burris Street. This approach consisted of the following elements.

- **A general survey of neighbourhood residents**

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

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

If the results of the general survey indicated sufficient support for the implementation of speed humps on the affected streets, a City-initiated LIP for speed humps would be undertaken. A City-initiated LIP was proposed instead of a Resident-initiated LIP in order to respond to the concerns of residents that a Resident-initiated LIP would cause further delay and would be difficult to complete because of the number of non-resident owners.

This report outlines the results of the questionnaire survey as a basis to continue through the LIP process.

2. QUESTIONNAIRE SURVEY RESULTS

The questionnaire (*Attachment A*) was sent to all property owners in the area shown in *Figure 1 attached*. The recipients of the questionnaire include residents living on the streets directly affected by the speed humps including Fourth, Lakefield, Nursery, 6th Street and Reigate as well residents living on adjoining streets who would have to use the streets proposed for speed humps to gain access to their homes.

2.1 Issues

The respondents were asked whether through-traffic and the speed of traffic were issues in their neighbourhood. *Table 1* shows the number and percentage (**in bold**) of respondents (from the whole area and from the two street sections in question) who agree that through-traffic is an issue or traffic speed is an issue. The other residents were either neutral or disagreed with the statement.

Table 1
Neighbourhood Traffic Issues
Level of Agreement About Issue

Respondent Group	Through Traffic	Traffic Speed
All Respondents	101 (64%)	110 (70%)
4 th Street, Lakefield, Nursery Residents	36 (90%)	35 (85%)
Reigate, 6 th Street Residents	8 (41%)	8 (47%)

The responses indicate that a substantial majority of residents of the area (2/3 or more) believe that both traffic shortcutting and traffic speed are issues in their neighbourhood. For those residents who live on 4th Street, Lakefield or Nursery, the major shortcutting route in the area) this majority rises to between 85% and 90%. However, on Reigate and 6th Street, most respondents do not perceive either traffic shortcutting or traffic speed to be an issue.

2.2 Response to Traffic Calming Options

Tables 2 and 3 show the responses to the two traffic calming options posed in the questionnaire survey - Option A, the provision of speed humps on Lakefield, 4th Street and Nursery only or Option B, the provision of speed humps on 6th Street and Reigate in addition to Lakefield, 4th Street and Nursery.

As shown in *Table 2 below*, for all respondents, there was only a slight majority (53%) who were either supportive or neutral to Option A. However, residents of the 4th Street, Lakefield and Nursery Street corridor were strongly supportive of Option A which would put speed humps on their street (67%). Residents on Reigate and 6th Street did not support the implementation of speed humps on the neighboring streets.

Table 2
Responses to Option A

Respondent Group	Support	Neutral	Oppose
All Respondents	68 (43%)	15 (10%)	74 (47%)
4th St., Lakefield, Nursery Residents	27 (67%)	2 (5%)	11 (28%)
Reigate, 6th Street Residents	4 (24%)	2 (12%)	11 (64%)

As shown in *Table 3 next page*, support or neutrality to Option B constitutes only a slim majority (53%) of the overall respondents but the 4th Street, Lakefield, Nursery respondents are solidly in support of speed humps on their streets and on Reigate and 6th Street. However, residents of Reigate and 6th Streets are not supportive of speed humps on their streets.

Table 3
Responses to Option B

Respondent Group	Support	Neutral	Oppose
All Respondents	68 (43%)	15 (10%)	74 (47%)
4th St., Lakefield, Nursery Residents	23 (68%)	6 (18%)	5 (14%)
Reigate, 6th Street Residents	4(24%)	0 (0%)	13 (76%)

2.3 Summary of the Comments

Respondents were also asked for their comments on both Option A and Option B. *Attachment B* summarizes these comments in support and in opposition by resident group: Lakefield/4th Street/Nursery residents, Reigate/6th Street residents and other residents.

Among the Lakefield/4th Street/Nursery residents, support is high for Option B involving speed humps on their street and the neighboring Reigate and 6th Streets to prevent diversion onto neighboring streets that could occur after implementation of speed humps. Those in opposition to Option A or Option B suggest alternatives to speed humps such as enforcement of speed limits.

The Reigate and 6th Street residents opposing Option A and Option B generally do not accept the need for speed humps on any street in the neighbourhood. Some believe that Option A will result in diversion of rat-running traffic to Reigate and 6th Street; others cite a number of problems with speed humps including the expense, inconvenience and discomfort and prefer other options such as speed limit enforcement and road closures.

Residents on other streets not proposed for speed humps oppose both Option A and B based on the view that the existing situation is fine and that speed humps are not required.

3. PROPOSED APPROACH

3.1 Conclusions of the Questionnaire Survey

The questionnaire survey provides a sufficiently large sample of the opinions of residents of the Lakeview area that conclusions can be drawn to guide the City in developing an approach to address the traffic issues in the neighbourhood.

The large majority of residents of the Lakeview area acknowledge that there is an issue with the high volumes of through-traffic and speeding traffic in the residential

area, especially on 4th Street, Lakefield and Nursery Streets. However, most respondents from 6th Street and from Reigate do not view these as significant concerns on their streets.

While most respondents view rat-running and speeding to be an issue, the neighbourhood appears to be evenly split as to whether measures should be taken to address the problem. Residents living on Lakefield, 4th Street and Nursery, the streets most affected, very strongly support speed humps. With a majority of 85%-90% in favor, a resident-initiated Local Improvement petition would garner the required 66% support. A City-initiated LIP as proposed in this report would also pass as rejection by 50% or more of the residents is not likely.

As residents of 6th Street and Reigate do not perceive traffic to be an issue on their streets, they are unwilling to support the implementation of speed humps. Under these conditions a resident-initiated LIP for speed humps likely would not be successful and a City-initiated LIP would not be welcomed.

3.2 Recommended Approach

In view of the longstanding and clearly recognized traffic issues on the 4th Street/Lakefield/Nursery corridor and the high level of support for speed humps as a measure to address this issue this report recommends proceeding with a City-initiated LIP for speed humps in this corridor. In contrast, as the residents of Reigate/6th Street do not perceive through-traffic as an issue on their street and therefore do not support speed humps, a LIP for speed humps on Reigate/6th Street is not warranted nor accepted.


In proceeding with a City-initiated LIP on 4th Street/Lakefield/Nursery however the views of the many residents in the Reigate/6th Street area who do not support speed humps for the 4th Street/Lakefield/Nursery corridor should be taken into account. These residents cite the inconvenience and discomfort of having to use speed humps to reach their neighbourhood. If speed humps were implemented on 4th Street/Lakefield/Nursery, going north into and out of the neighbourhood would require negotiating speed humps. However, residents of the Reigate/6th Street area would have an option of using a speed hump-free route via 6th Street to Burris and Canada Way to travel north or south and are therefore not forced to travel on streets with speed humps to access their neighbourhood.

Six residents on Reigate/6th Street noted a concern that if speed humps were implemented on 4th Street/Lakefield/Nursery then traffic would be diverted to the Reigate/6th Street. Staff would advise that this issue is addressed by limiting the Local Improvement to the section of Lakefield north of Reigate. By excluding the section of Lakefield between Reigate and Nursery from the installation of speed humps traffic would not be encouraged to divert over to Reigate and 6th Street to avoid speed humps on Lakefield between Reigate and Nursery. Speed humps on this section of Lakefield would be reconsidered a year after implementation based on the results of the monitoring program.

4. CONCLUSION

This report advises the Committee on an approach for traffic calming in the Lakeview area. The questionnaire survey was intended to provide a measure of neighbourhood support for a City-initiated Local Improvement for speed humps on Lakefield/4th Street/Nursery alone or with the addition of Reigate/6th Street. On the latter option the residents of Lakefield/ 4th Street/Nursery have indicated overwhelming support for speed humps while the residents of Reigate/6th Street do not perceive through-traffic volumes and speed as significant to warrant speed humps. It is therefore recommended that staff be directed to proceed with a City-initiated LIP for speed humps on 4th Street, Lakefield and Nursery and monitor the traffic situation one year after the speed humps are implemented.

This initiative is not viewed as a comprehensive solution for the traffic and access concerns of the entire neighbourhood but is intended to address a serious and longstanding issue that has affected the livability of many residents of the area. Other traffic issues are affecting the southern part of the Lakeview area bounded by Canada Way, 4th Street, Mayfield and Edmonds that in the near future should be addressed in a broader neighbourhood traffic planning format.

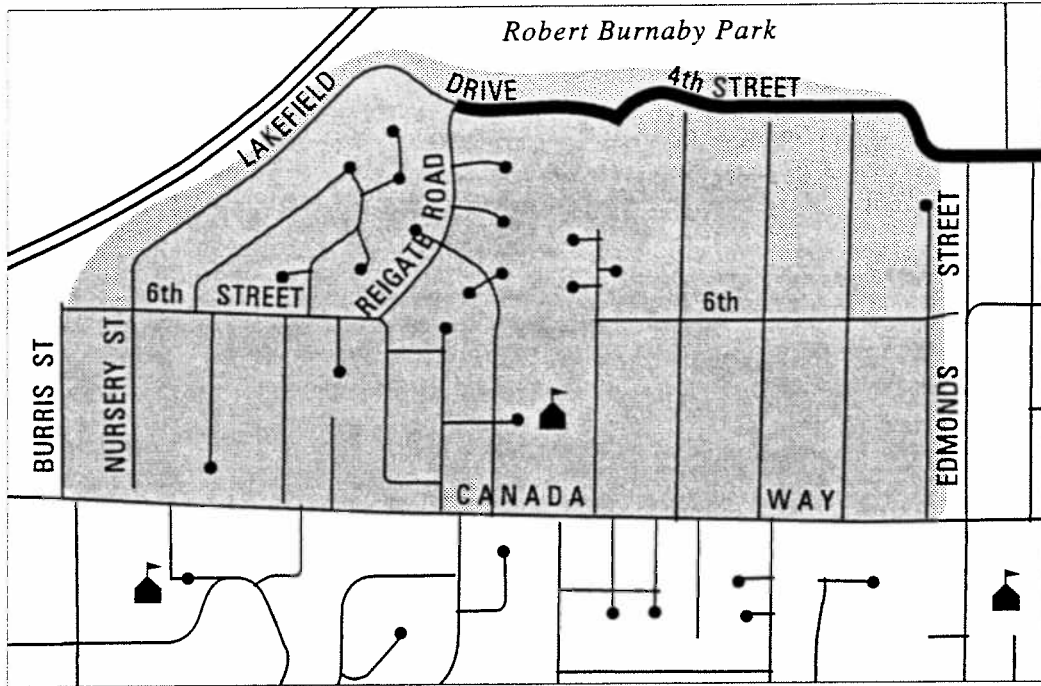


D.G. Stenson, Director
PLANNING & BUILDING

RG/ma
Attachments

cc: Director Engineering

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Survey Area

 **Figure 1**

————— Recommended Local Improvement Program

City of Burnaby
Planning Department
4949 Canada Way
Burnaby, BC
V5G 1M2

Lakeview

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Area

Traffic Calming Proposals



若需要有關這份小冊子的資料，
請電 294-7115 與鄭小姐聯絡，或
電 294-7147 與石錦華先生聯絡。

ਇਸ ਵਿੱਚ ਦਿੱਤੇ ਗਏ ਜੋ ਤੁਹਾਨੂੰ ਜਾਣਕਾਰੀ ਚਾਹੀਦੀ
ਹੈ ਜਾਂ ਕੁਝ ਸਵਾਲ ਹੋ ਸਕਦੇ ਹਨ 294-7901 'ਤੇ ਫੋਨ
ਕਰੋ।

Si vous désirez obtenir des renseignements au
sujet de cette brochure, appelez Fiona
Avakumovic au 294-7966.

(The above offers translation assistance for this brochure)

Burnaby Council is soliciting the opinion of residents of the Lakeview neighbourhood about proposals to deal with commuter traffic cutting through the area. This approach would respond to concerns raised by residents of the area regarding the volume and speed of commuter traffic using Fourth Avenue, Lakefield Drive, 6th Avenue and Reigate Road to bypass traffic congestion at the intersection of Canada Way and Edmonds Street. We are interested in your response to two traffic calming options that would involve the installation of speed humps:

Option A

Install about five (5) speed humps on 4th Street and about three (3) speed humps on Lakefield Drive as shown on the map overleaf.

Option B

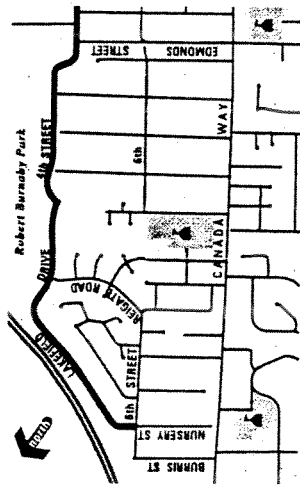
Install about five (5) speed humps on 4th Street, about three (3) on Lakefield Drive, and about four (4) on 6th Street (from Nursery to Reigate Road) / Reigate Road as shown on the map overleaf.

Please complete the attached questionnaire and mail or fax before March 15, 2000. For more information call 294-7420.

OPTION A

Both 4th Street and Lakefield Drive are currently the most negatively affected by commuter traffic movements through the Lakeview area. Option A would reduce the speed of all vehicles using these two streets (including both commuters and residents of the area) and could also reduce the volume of commuter (non-local) traffic.

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Option A

As 4th Street is classified as a Local Collector street any speed humps on 4th Street would be the low-profile humps similar to the ones on Elwell Street (west of Canada Way). The speed humps on Lakefield Drive between Reigate Road and Nursey Street could be standard speed humps (similar to the one in place on Lakefield next to Robert Burnaby Park).

7 feet long by 1.5 inches high

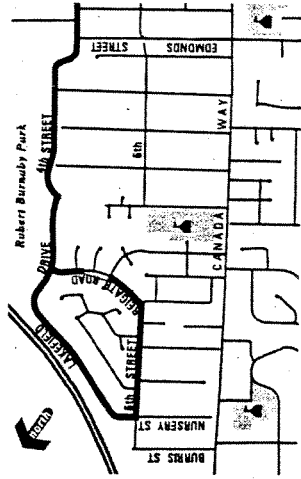
Low-Profile Speed Hump

12 feet long by 3 to 4 inches high

Standard Speed Hump

OPTION B

Installing speed humps on 4th Street and Lakefield Drive only could cause traffic to avoid the humps by diverting via 6th Street and Reigate Road. To prevent this, Option B would involve the installation of speed humps on 6th Street from Nursey to Reigate and continuing around Reigate Road to Lakefield Drive. As both are Local Collector streets, low profile speed humps would be implemented rather than the standard speed humps.



Option B

LOCAL IMPROVEMENT PROGRAM FOR SPEED HUMPS

Based on the results of the survey questionnaire the speed humps would be funded under a City-initiated Local Improvement Program (LIP). Residents living on those streets which approve speed humps in the questionnaire survey will be sent a LIP form which will identify the locations, cost and annual assessment for speed humps. Applied to all residents on a street the cost of speed humps would be \$5-\$10 per year. The speed humps would be implemented unless more than 50% of property owners return the form indicating rejection of the LIP.



Questions to be considered:

Please add your own comments / questions. Use a separate sheet if necessary.

- ❖ Is through traffic an issue in your area?
 Agree Neutral Disagree
- ❖ Is traffic speed an issue in your area?
 Agree Neutral Disagree

❖ What do you think of **Option A**? Speed Humps on Lakefield Drive and 4th Street

- Support Neutral Oppose

Comments:

❖ What do you think of **Option B**? Speed Humps on Lakefield Drive, 4th St., 6th St. and Reigate Road

- Support Neutral Oppose

Comments:

Name _____

Address _____

Cut and Mail or fax to 570-3680

Lakeview Area

Traffic Calming Proposals

4th St, Lakefield, Nursery

Plan "A"			
#	Support	#	Oppose
6	prefer Option "B"	1	commuter traffic issue not speed
5	it's about time (thank you)	1	existing bumps do not slow traffic
3	drivers should use more care (too fast)	1	existing system is fine
3	need more than 3 on Lakefield	1	reduce speed limit to 30 km/h
3	prefer closure	1	will only divert traffic to 6th (school route)
2	either option better than existing		
1	add stops signs at Reigate / Berkley		
1	high night time speeds		
1	humps needed on 16th as well		
1	open up Rosewood or Elwell		
1	people will continue to rat run		
1	prefer narrowings		
1	prefer speed humps to closure		
1	will participate in a traffic committee		

Plan "B"			
#	Support	#	Oppose
3	"standard" bumps required throughout	2	reduce speed limit (30 km/h)
2	calm the whole area	1	increase speed enforcement
1	connecting 4th and Lakefield a mistake		
1	it's about time		
1	Plan "A" will divert traffic to 6th and Reigate		
1	protects against traffic diverting		
1	should also add sidewalks to 6th		
1	stop signs violated (6th / Lakefield)		
1	this may help		
1	why not block off street		
1	why were people on Newcombe consulted		

Lakeview Area

Traffic Calming Proposals

Reigate, 6th

Plan "A"			
#	Support	#	Oppose
1	addresses the area of concern	6	will divert traffic to Reigate and 6th
1	also add bumps to Morley (no sidewalks)	4	existing condition is fine (not required)
1	may help	4	waste of money (too expensive)
1	prefer closure	3	bumps are inconvenient / uncomfortable
1	prefer Option "B"	2	bumps will not stop irresponsible drivers
1	recent Canada Way / Esmonds improvements helped	2	people violate stop signs (6th and Reigate)
1	ugly and impact property values	2	ugly and impact property values
		1	how would snow removal work
		1	improve Canada Way / Edmonds
		1	improve safety in school areas
		1	increase speed enforcement
		1	keep or add more to 4th but do not add more to Lakefield
		1	no more speed humps
		1	not enough
		1	prefer closure
		1	reduce the speed limit
		1	remove existing speed humps on 4th
		1	traffic problem is minor

Plan "B"			
#	Support	#	Oppose
3	add sidewalks on 6th from Burris to Reigate	7	existing condition is fine (not required)
2	traffic operates a high speed	2	bumps will not stop irresponsible drivers
1	add humps to Stanley Street as well	2	how would snow removal work
1	great idea - long overdue	1	add 4-way stop to Berkley / Reigate
1	how would snow removal work	1	add left southbound turn signal at Burris / Canada Way
1	only option which prevents diversion of traffic	1	add traffic circle at Reigate / 6th
1	people violate stop signs (6th and Reigate)	1	grade of 6th would make bumps dangerous
1	poor sight lines (high hedge) at 6th / Burnfield	1	humps on 6th only
1	too much traffic in the area	1	improve Canada Way / Edmonds
1	traffic is getting worse	1	improve speed limit signs
1	why no other options	1	increase speed enforcement
1	will slow people down and may decrease traffic	1	no humps on 6th
		1	prefer closure of Reigate
		1	prefer local traffic signs and enforcement
		1	prefer reduced speed limit
		1	should widen 6th street instead
		1	speed bumps will not decrease traffic
		1	too many humps
		1	ugly and impact property values

Lakeview Area

Traffic Calming Proposals

Other residents

Plan "A"			
#	Support	#	Oppose
3	many speeding drivers now	7	no more speed humps
2	may slow traffic	6	existing condition is fine (not required)
2	too many short cutting drivers	4	bumps are inconvenient / uncomfortable
1	band-aid solution	3	improve Canada Way / Edmonds
1	connecting 4th and Lakefield a mistake	2	add more speed limit signs and increase speed enforcement
1	prefer low-profile humps	2	does not include Newcombe, 17th, 18th or 19th
1	speed and heavy traffic constant worry	2	remove existing speed humps / circle on 4th
1	will divert traffic to 6th, Reigate and Stanley	1	add sidewalks on 6th from Burris to Reigate
1	will divert traffic to other streets	1	how about speed humps on Canada Way
1	will not reduce through traffic	1	improve 6th / Edmonds
		1	improve Canada Way / Burris (northbound left turn)
		1	mistake connecting 4th and Lakefield
		1	need proper interchange at Kensington / Sperling
		1	too many humps
		1	ugly and impact property values
		1	waste of money (too expensive)
		1	will divert traffic to Reigate and 6th

Plan "B"			
#	Support	#	Oppose
5	prefer to Option "A"	7	existing condition is fine (not required)
3	great idea - long overdue	4	no more speed humps
2	add sidewalks on 6th from Burris to Reigate	3	improve Canada Way (coordinate signals)
1	add humps to 17th between 1st and 2nd	2	does not include Newcombe, 17th, 18th or 19th
1	may also help reduce traffic on Berkley	2	improve Canada Way / Edmonds
1	people violate stop signs (6th and Reigate)	2	improve road access
1	prefer "standard" speed humps	1	add speed humps to 17th between 4th and 2nd
1	prefer low-profile humps	1	alternative: add 4-way stop at Reigate / Berkley
1	traffic is getting worse	1	bumps will not stop irresponsible drivers
1	traffic operates a high speed (aggressive)	1	need more bridges
		1	no humps on 6th
		1	prefer closure of 4th
		1	speed bumps will not decrease traffic

