

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

LAKEVIEW TRAFFIC CALMING: SURVEY PROCESS

RECOMMENDATION:

1. **THAT** Council forward copies of the attached report to the residents of the Lakeview area who attended a meeting with staff on the subject matter.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2000 January 12, adopted the attached report to advise the Committee of the proposed process for soliciting the views of residents of the Lakeview area on traffic calming options for the area.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor Nancy Harris
Member

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.</p>
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TO: CHAIR AND MEMBERS
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

2000 January 10

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.116.11

SUBJECT: LAKEVIEW TRAFFIC CALMING : SURVEY PROCESS

PURPOSE: To advise the Traffic and Transportation Committee of the proposed process for soliciting the views of residents of the Lakeview area on traffic calming options for the area.

RECOMMENDATION:

1. **THAT** copies of this report be sent to the residents of the Lakeview area who attended a meeting with staff on the subject matter.

REPORT

1.0 BACKGROUND

At its regular meeting of 1999 October 13, 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 arose from an informal meeting between the Chair of the Traffic and Transportation Committee, staff and a group of residents of the area to discuss possible approaches to resolve the traffic issues in the Lakeview area. It was clear from this meeting that residents, especially those living on Lakefield Drive and 4th Street, were committed to pursuing traffic calming measures, particularly the installation of speed humps. To develop a process that could lead to a resolution of the traffic issues in the Lakeview area, the Committee approved an approach consisting 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, Reigate and the streets adjoining 6th Street/Reigate to determine their level of support for the following two speed hump options: - the provision of speed humps on Lakefield and 4th Streets only, or the provision of speed humps on 6th Street and Reigate in addition to Lakefield and 4th Street.

- **Implementation through the Speed Hump Local Improvement Program (LIP)**

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 option of

implementation through a City-initiated LIP for speed humps. A City-initiated LIP was approved by the Committee as an option because it would take into account the concerns of the residents that a resident-initiated LIP would cause further delay and would be difficult to implement because of the number of nonresident owners.

This report outlines the process to be followed in undertaking the survey and presents a draft questionnaire survey for review by the Committee

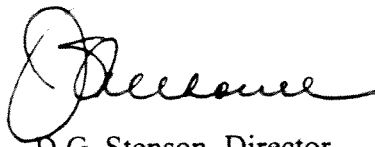
2.0 DRAFT QUESTIONNAIRE SURVEY

Provided for the review of the Committee is a draft questionnaire (*Attachment A*) which would be sent to property owners in the area. The recipients of the questionnaire would include residents living on the streets directly affected by the speed humps (Fourth, Lakefield, 6th Street and Reigate) as well residents living on adjoining streets off 6th Street (Burnfield Cr., Linfield Pl. and Mesa Ct.) who would have to use the streets proposed for speed humps to gain access to their homes.

Residents are being requested to provide their home addresses so that their support or lack of support for the traffic calming approach can be linked to whether they are directly affected by shortcutting traffic and whether they are directly or indirectly affected by the proposed speed humps. It is expected that the questionnaire would be distributed in early February with a report to the Committee at its March meeting. This report would document the results of the survey and advise the Committee on the approach to implement the speed humps through the LIP process.

3.0 CONCLUSION

This report provides an update on the process for implementing the approved approach to address the traffic issues in the Lakeview area. The draft questionnaire offers a comparatively simple and direct way to ensure there is adequate neighbourhood support for speed humps and, if support is given, to provide information upon which to develop a plan for speed humps. The Plan could then be taken back to the residents for comment prior to implementation through a City-initiated Local Improvement Program.



D.G. Stenson, Director
PLANNING & BUILDING

RG/dh/sa

Attachment

cc: City Manager
Director Engineering

Lakeview 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 ਵਿਸ਼ੇਸ਼ ਬਾਰੇ ਜੇ ਤੁਹਾਨੂੰ ਜਾਣਕਾਰੀ ਚਾਹੀਦੀ
ਹੈ ਤਾਂ ਕੁਮਰਵੰਤ ਸੇਰਸ ਨੂੰ 294-71901 'ਤੇ ਫੋਨ
ਕਰੋ।

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

(The above offers a translation assistance for this brochure)

Burnaby Council is soliciting

the opinion of residents of the Lakeview area 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 involving 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 February 29, 2000. For more information call 294-7420.

Cut and Mail or fax to 570-3680

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



Questions to be considered:

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

- ❖ Do you think that through traffic is an issue in your area?
 - Agree
 - Neutral
 - Disagree
- ❖ Do you think that traffic speed is 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

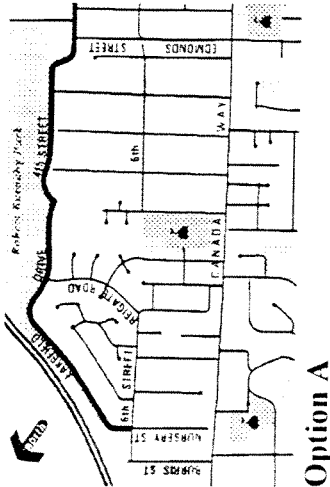
Comments :

Name _____

Address _____

OPTION A

Both 4th Street and Lakefield Drive are currently the most negatively affected by commuter traffic movements through the Lakeview area. Option A will 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.



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 Nursery 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

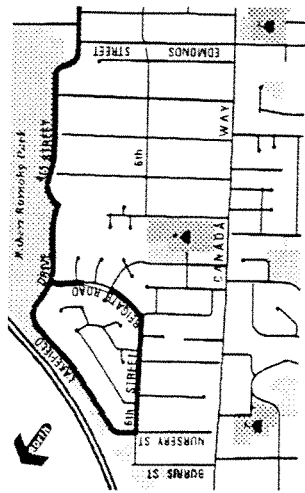
Low-Profile Speed Hump

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 Nursery 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.

