

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: CANADA WAY/BURRIS RESIDENTS CONCERNS**

RECOMMENDATIONS:

1. **THAT** Council approve in principle the construction of a traffic circle in the intersection of Buckingham Avenue and Haszard Street.
2. **THAT** Council authorize staff to discuss the traffic circle proposal with the residents in the immediate vicinity of Buckingham and Haszard Street to establish a design, cost estimate and implementation schedule.
3. **THAT** a copy of this report be forwarded to Mr. Gary Beatch, 5815 Canada Way, Burnaby, B.C. and to the other residents who attended the meeting with staff.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2001 June 13, received and adopted the attached report advising of measures to address the concerns raised by residents living near the intersection of Canada Way and Burris.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor D. Evans  
Vice Chair

Councillor B. Der  
Member

<p>• COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR PLANNING &amp; BUILDING - DIRECTOR FINANCE</p>
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**TO:** CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

2001 June 11

**FROM:** DIRECTOR PLANNING & BUILDING

**OUR FILE:** 08.640C

**SUBJECT:** CANADA WAY/BURRIS RESIDENTS CONCERNS

**PURPOSE:** To advise the Traffic and Transportation Committee on measures to address the concerns raised by residents living near the intersection of Canada Way and Burris.

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**RECOMMENDATIONS:**

1. **THAT** the Traffic and Transportation Committee approve in principle the construction of a traffic circle in the intersection of Buckingham Avenue and Haszard Street.
2. **THAT** staff be authorized to discuss the traffic circle proposal with the residents in the immediate vicinity of Buckingham and Haszard Street to establish a design, cost estimate and implementation schedule.
3. **THAT** a copy of this report be forwarded to Mr. Gary Beatch, 5815 Canada Way, Burnaby and to the other residents who attended the meeting with staff.

**REPORT**

**1. INTRODUCTION**

At its regular meeting of 2001 February 14, the Traffic and Transportation Committee received a delegation from Mr. Gary Beatch regarding traffic issues near the intersection of Canada Way and Burris. The delegation represented a group of residents who raised a number of issues which have arisen since the closure of Buckingham at Sperling and the construction of the right turn lane on Canada Way southbound to Burris westbound. The measures were taken as a result of the Buckingham Community Transportation Plan which was approved by the residents of the Buckingham area and approved by Council in 1999.

Arising out of the delegation, the Committee directed staff to meet with Mr. Beatch and other residents of the area and report back to the Committee.

## 2. ISSUES

In accordance with the Committee direction, staff had two meetings with the residents. On 2001 March 27, staff met with nine residents living in the vicinity of Canada Way and Burris to discuss the traffic issues in the area. A second meeting was held on 2001 May 4 with Gary Beatch, the original delegation, at which time measures to address the issues raised at the first meeting were discussed.

At the first meeting with staff, residents raised the following issues:

- **Left turn access out of driveways** onto Canada Way is difficult especially during peak periods due to the volume of traffic on Canada Way and on Burris, and the length of the traffic queues up to the intersection. To avoid the left turn out onto Canada Way, residents use a variety of circuitous routes through adjacent neighbourhoods. Some attempt a prohibited U-turn in front of Buckingham School to turn around headed west bound on Canada Way. Some measures which were discussed to address this issue included allowing U-turns in front of the school or removal of the barrier and provision of an actuated gate at Buckingham and Sperling.

*Response:* Allowing U-turns at Buckingham School would be a safety hazard and any removal or alteration of the Buckingham and Sperling barrier would not be possible without approval of the residents. Staff advised providing some form of safe turning facility on one of the less busy adjacent local streets as outlined in Section 3.2 may be the appropriate measure.

- **Left turn access out of driveways on Burris** between Buckingham and Canada Way. Two of the residents on the north side of Burris have difficulty making left turns out of their driveways headed to the intersection of Canada Way. These residents suggested removal of the long standing barrier on Haszard Street at Canada Way, providing a half barrier to allow turns out onto Canada way headed southbound to New Westminster or provide a turnaround on Burris.

*Response:* Removal or alteration of the barrier on Haszard was considered during the process of developing the Buckingham Community Transportation Plan but rejected after opposition from Haszard Street residents. Staff suggested the possibility of providing a safe turnaround facility accessible to residents living on both Canada Way and Burris as outlined in Section 3.2.

- **Truck traffic on Canada Way** has increased in recent years. Residents thought that the sign on Highway 1 directing trucks destined for New Westminster to use Brunette Avenue instead of Canada Way was a positive step.

- **Removal of hedge from City-owned house on Canada Way.** To construct the right turn lane on Canada Way, a 10m cedar hedge of trees on the Canada Way property line of the City-owned property at 5851 Canada Way had to be removed. Although new trees have been planted they have not yet reached the height of the previous hedge. The owner of the adjoining house on Burriss has cited increased noise and visibility from the removal of this treed buffer.

*Response:* The newly planted trees are relatively fast growing cedars which will grow into an effective visual screen within a few years. Erecting a solid fence could be effective against wheel noise at the lower levels of adjoining residences. However, under the Zoning Bylaw, a fence can only be 1.8 m high which would not be of sufficient height to deflect noise from the second floor windows of adjacent residents.

### 3. APPROACH

#### 3.1 Traffic Considerations

The residents of the Canada Way/Burriss area live in the vicinity of one the busiest intersections in Burnaby. However, traffic on Canada Way has grown relatively slowly from approximately 40,000 vehicles per day in 1982, to 46,000 vehicles today, probably due to the peak period volumes on Canada Way having reached the capacity of the road. The resulting traffic queuing up to the intersection has complicated left turn access to and from the driveways of adjacent residents.

From the residents' perspective, the City's responsibility to address these issues rests on the claim that the closure of Buckingham Avenue and the provision of the right turn lane on Canada Way at Burriss (as part of the Buckingham Community Transportation Plan ) has increased traffic on Canada Way making left turns out onto Canada Way more difficult, while at the same time the barrier restricts the alternative access options to travel west via Buckingham and Sperling.

The closure of Buckingham has had little impact on the already high traffic volumes that have affected left turn access in and out of the properties on Canada Way for some years. However, the closure of Buckingham has restricted the alternative access to Canada Way via Buckingham and Sperling previously available to residents.

#### 3.2 Buckingham/Haszard Turnaround

To address the issue of providing a safe way to access Canada Way westbound without having to left turn out of residential driveways onto Canada Way or left turn out on to Burriss, it is proposed to construct a traffic circle in the intersection of Buckingham and

Haszard as shown in *Figure 1 attached*. This would allow residents located on Canada Way and on Burris the opportunity to right turn at Buckingham and Burris, down Buckingham to Haszard, turn around at a traffic circle back to Burris, left turn on to Burris (at the traffic signal at Buckingham and Burris) and left turn back onto Canada Way headed west.

While this route is more circuitous than the left turn onto Canada Way or Burris from the residential driveways, it is a considerably safer option and would probably not be any more time consuming than waiting to left turn from a residential driveway at peak periods. Implementation of a traffic circle at this location would also address an issue raised by the Buckingham residents in the course of the Community Transportation Plan for the area, specifically the tendency for some drivers to avoid slowing down or stopping at the intersection.


The traffic circle design would be developed in consultation with the residents in the immediate vicinity of the intersection.

Sufficient funds can be available to implement the traffic circle if approved by the Committee and accepted by the residents of the area.

#### 4. CONCLUSION

The residents living near the busy intersection of Canada Way and Burris have raised issues regarding access from residences to Canada Way westbound to Vancouver. To address this concern, it is proposed to provide a safe turnaround by constructing a traffic circle at the intersection of Buckingham and Haszard. This would address the access issue while improving safety at the intersection.

The Committee is being requested to approve the proposal in principle and authorize staff to discuss it with the residents in the immediate vicinity of the proposed traffic circle.

  
J.S. Belhouse, Director  
PLANNING & BUILDING

RG/ma

cc: City Manager  
Director Engineering  
Director Finance

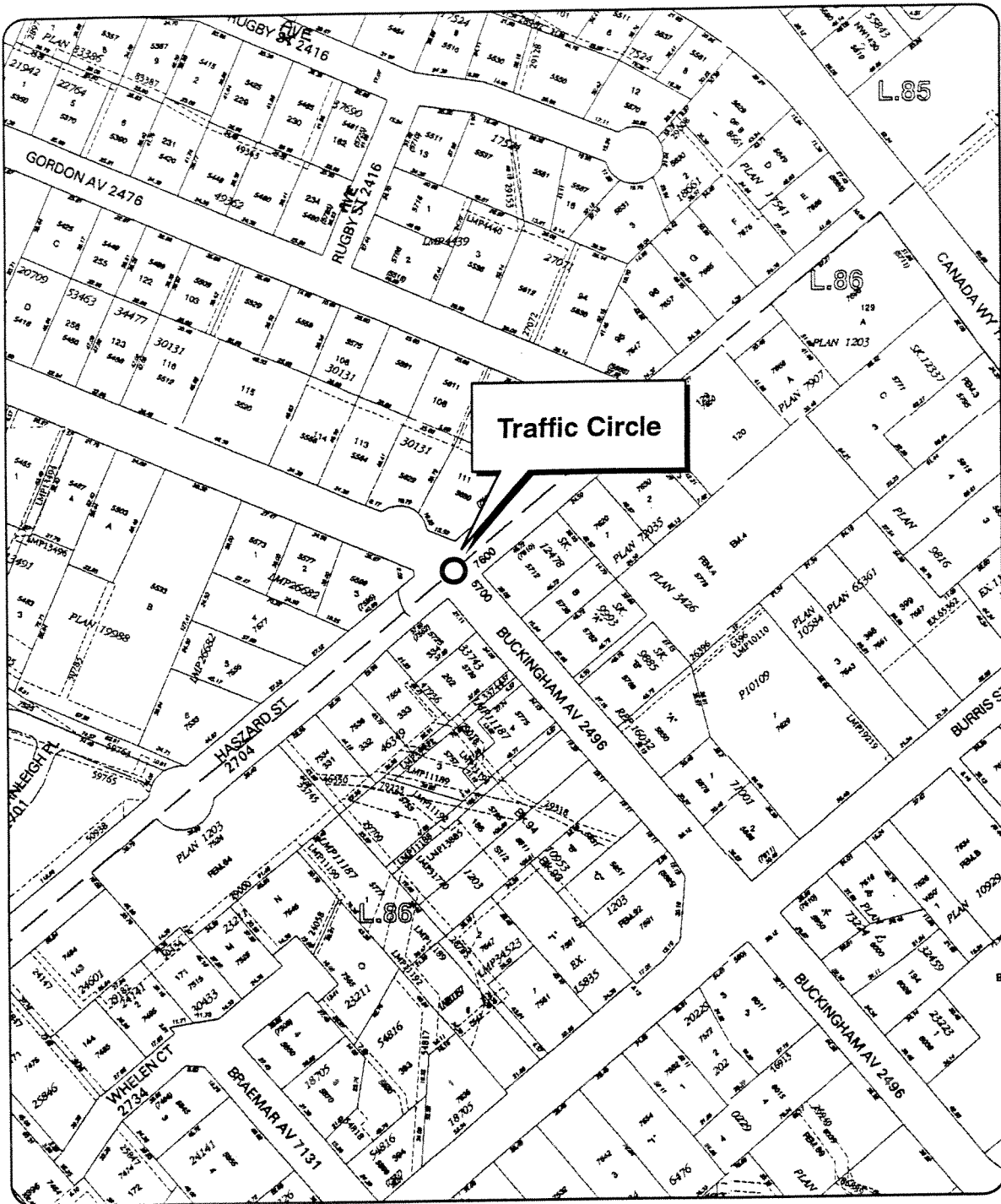


Figure 1  
 Buckingham Avenue / Haszard Street Traffic Circle

