

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

Re: BUCKINGHAM HASZARD TRAFFIC CIRCLE

RECOMMENDATIONS:

1. *THAT* Council approve the construction of a traffic circle in the intersection of Buckingham Avenue and Haszard Street according to the design shown in Figure 1, Attachment "A".
2. *THAT* a copy of this report be forwarded to Mr. Pat Gillan, 5290 Buckingham Avenue, Mr. Cal Rosen, 5533 Buckingham Avenue, Burnaby, BC, to the four residents who live immediately adjacent to the proposed traffic circle at Buckingham and Haszard and to the residents of the Canada Way/Burris area who attended a meeting with staff to discuss their access issues.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2001 October 16, received the *attached* report which was prepared in response to correspondence received regarding a proposed traffic circle at the intersection of Buckingham and Haszard. The report also addresses the design and cost of the traffic circle.

At the same Committee meeting, a delegation came forward raising issues regarding the traffic circle proposed for the intersection of Buckingham and Haszard and the traffic barrier at Buckingham and Sperling. The delegation's questions and concerns were referred to staff for a further report.

At its meeting held on 2002 January 09, the Committee received for information a report from staff responding to the issues raised by the delegation (see Attachment "B"), completed its review of the proposal and now request Council's endorsement of the recommendations above noted.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Doug Evans  
Vice Chair

Councillor Barbara Der  
Member

: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIR. PLNG. & BLDG.

**TO:** CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

2001 October 10

**FROM:** DIRECTOR PLANNING & BUILDING

**SUBJECT:** BUCKINGHAM HASZARD TRAFFIC CIRCLE

**PURPOSE:** To respond to correspondence regarding the proposed traffic circle at the intersection of Buckingham and Haszard and to advise the Traffic and Transportation Committee on the design and cost of the traffic circle.

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**RECOMMENDATIONS:**

1. **THAT** the Traffic and Transportation Committee approve the construction of a traffic circle in the intersection of Buckingham Avenue and Haszard Street according to the design shown in *Figure 1 attached*.
2. **THAT** a copy of this report be forwarded to Mr. Pat Gillan, 5290 Buckingham Avenue, Mr. Cal Rosen, 5533 Buckingham Avenue, Burnaby, BC, to the four residents who live immediately adjacent to the proposed traffic circle at Buckingham and Haszard and to the residents of the Canada Way/Burriss area who attended a meeting with staff to discuss their access issues.

**REPORT**

**1. INTRODUCTION**

At its regular meeting of 2001 June 13, the Traffic and Transportation Committee approved in principle the installation of a traffic circle at the intersection of Buckingham and Haszard Street and directed staff to consult with the residents in the immediate vicinity of the traffic circle to establish a design and to estimate costs. The traffic circle was proposed in response to issues raised by residents in the Canada Way/Burriss area who need a safe place to turn around to go west on Canada Way.

Subsequently at its meeting of 2001 September 12, the Committee received correspondence from Mr. Patrick Gillan and Mr. Cal Rosen, both residents of the area but not residing in the immediate vicinity of the traffic circle who raised issues regarding the traffic circle. The Committee referred this correspondence to staff for a report.

The purpose of this report is to respond to the issues raised by the correspondents and to present the comments of the residents in the immediate vicinity of the proposed traffic circle as a basis to assess the acceptability of a traffic circle and to provide input to its design.

## 2. CORRESPONDENT'S ISSUES

The correspondents raise the following issues with regard to the traffic circle:

- **Mr. Gillan** (who lives directly adjacent to the barrier at Buckingham and Sperling ) suggests that the access problems of the Canada Way/Burris residents were created by the closure of Buckingham Avenue but that the traffic circle will do very little to address their problems. He also points out that the traffic circle could result in significant accidents at the Buckingham/Haszard intersection from motorcyclists who still "rat run" through the neighbourhood and from drivers who get into the neighbourhood illegally via Rugby Street from Canada Way.
- **Mr. Rosen** observes that the residents' committee which proposed the traffic barrier did not represent commuters whose access was most affected. He suggests the City revisit the matter of the traffic barrier at Buckingham and Sperling due to the inconvenience and delays associated with residents having to access their properties using Canada Way and using Burris. Mr. Rosen suggests removal of the Buckingham/Sperling barrier and installation of traffic circles on Buckingham at both Haszard and Chiselhampton Streets.

In summary, the issues raised by the correspondents seem to be more concerned with the barrier at Buckingham and Sperling which was installed in 1999 as an outcome of the Buckingham Community Transportation Plan.

In considering the correspondents' concerns, the Committee would need to assess whether it is appropriate to reconsider the Buckingham Community Transportation Plan. The Plan was approved by a majority of residents who recognized the implications of the barrier in terms of restricted access to the neighbourhood and their exposure to peak period delay on Canada Way and on Burris. Since its implementation in the Fall of 1999, however, staff has had no negative feedback from residents until receipt of the above correspondence.

## 3. BUCKINGHAM HASZARD TRAFFIC CIRCLE

### 3.1 Evaluation of the Traffic Circle

- *Safer Access to Canada Way Westbound*

The traffic circle would provide a safe way for residents who live on Canada Way and on Burris near the intersection to access Canada Way westbound without having to left turn out of residential driveways onto Canada Way or to left turn out on to Burris. Recognizing this, the Committee approved in principle, installation of 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 onto 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 direct left turn onto Canada Way or Burris from the residential driveways it is considerably safer and would probably not be much more time consuming than waiting to left turn from a residential driveway at peak periods.

- *Traffic Control at the Buckingham /Haszard Intersection*

The Haszard approaches to the intersection at Buckingham are stop sign controlled but some drivers do not come to a full stop at the stop sign. This issue was raised by the original Buckingham Residents Committee and a traffic circle was suggested as a traffic control measure which could better address the tendency for some drivers to “run” the stop signs. However, the traffic circle did not become a part of the Buckingham Community Transportation Plan.

- *Traffic Speed on Buckingham*

As Buckingham Drive slopes down to the west from Burris, drivers have a tendency to pick up momentum on the hill and continue through the intersection at Haszard at a high rate of speed. A traffic circle in the intersection could be an effective means of speed control.

- *Acceptance from Adjacent Residents*

The attached questionnaire (*Attachment A*) was forwarded to the residents of the homes immediately adjacent to the traffic circle at the four corners of the intersection. Three of the four residents responded and the results were two positive responses and one negative response. Of the positive responses, one thought it was a “great idea” in general, the other thought it would reduce speeds through the intersection. Both approved of the proposed traffic circle design.

The single negative response raised the issues of emergency vehicle access, increased collisions from vehicles running into the traffic circle or careening into trees, houses and fences as well as the potential for the traffic circle to obstruct the capability of residents to accelerate up the Buckingham Hill on snowy days.

In response to these concerns, staff would advise that emergency services have reviewed and approved the traffic circle, that the traffic circle design allows for vehicles to mount the rollover curb on the circle without losing control of the vehicle and that the barrier at Sperling is opened on snowy days to allow access to and from the neighbourhood without using the Buckingham hill.

### 3.2 Traffic Circle Design and Cost

As shown in *Figure 1 attached* the traffic circle proposed for the Buckingham/Haszard intersection is a standard design of 3 m. in radius which has been sized to deflect but not obstruct travel through the intersection. The centre planted area and the rollover curb of the traffic circle would not present a collision hazard for vehicles.

The estimated cost of the Buckingham/Haszard traffic circle is \$5,000.

### 3.3 Financing

At its regular meeting of 2001 October 01, Council gave fourth reading to a Capital Expenditure Bylaw for \$60,000 to fund a number of traffic management devices in Burnaby neighbourhoods including the Burnaby Heights pavement narrowing, changes to the traffic circles on Lakefield Drive and the installation of this traffic circle.


## 4. CONCLUSION

The residents living near the busy intersection of Canada Way and Burris have raised traffic issues regarding access from residences on Canada Way and on Burris westbound to Vancouver. To partly 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 partly address the access issue while improving safety at the intersection.

Opposition to the traffic circle was raised by the correspondents, Mr. Gillan and Mr. Rosen, but their concerns seem to be more focused on the barrier at the intersection of Buckingham and Sperling which was installed in 1999. Also opposed is one of the four residents living immediately adjacent to the proposed traffic circle who was asked to provide comments. He raises concerns regarding emergency access and views the traffic circle as a collision hazard. However, these issues have been addressed through discussions with emergency services and the inclusion of minor changes to the design of the traffic circle.

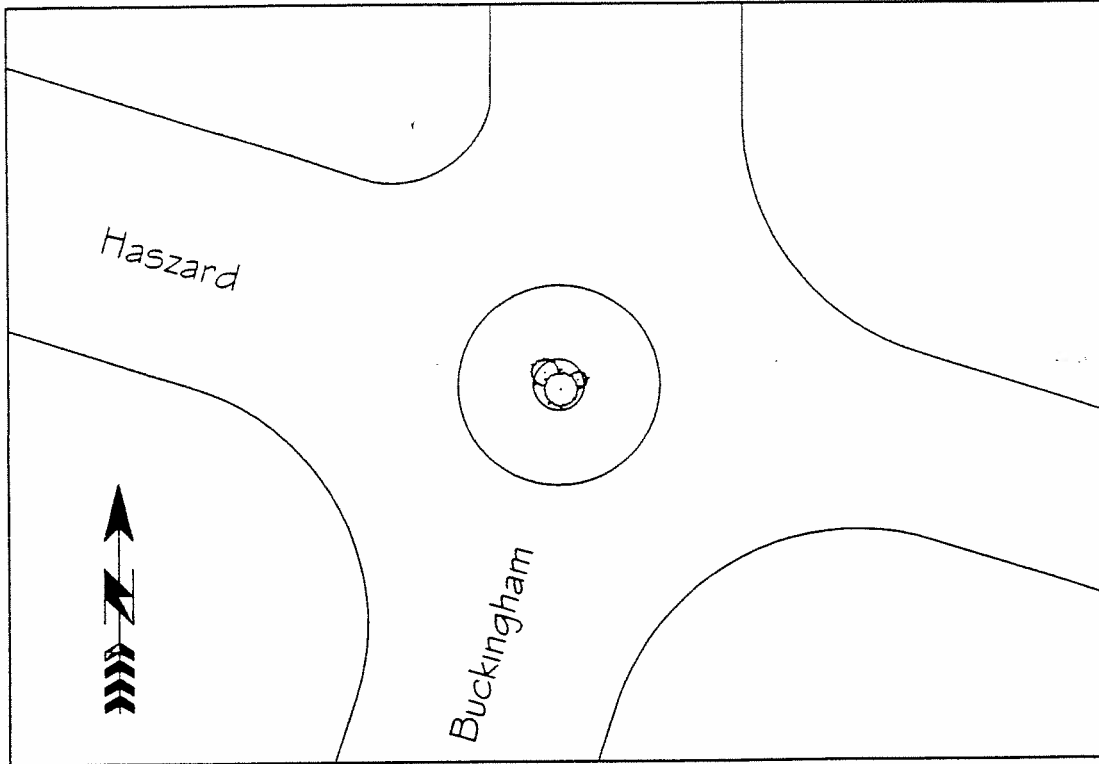
The traffic circle has the support of the residents living adjacent to the intersection of Canada Way and Burris as a measure which partly addresses their left turn-out access issue and is supported by most of the immediately-adjacent residents who would be predominantly affected by the traffic circle.

Those opposed to the traffic circle have raised questions as to whether a broader process of public consultation with the neighbourhood is necessary. In previous cases a comprehensive neighbourhood consultation process has been initiated when the installation involves a number of traffic measures implemented throughout a neighbourhood and/or the traffic measures would significantly disadvantage a broad segment of the neighbourhood who may not have had input into the decision. In this case, the City is proposing to implement a single traffic circle which would have safety benefits for the neighbourhood.

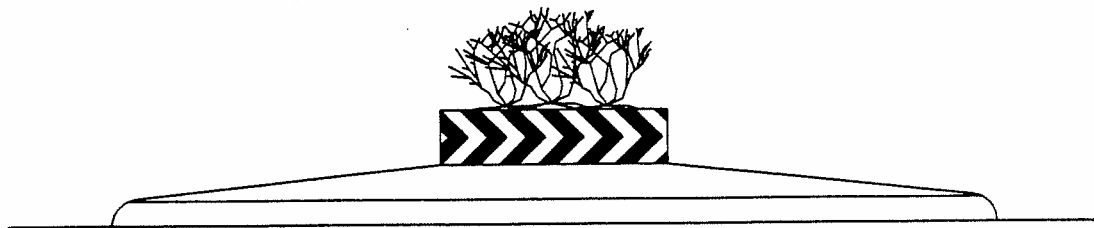
  
J.S. Belhouse, Director  
PLANNING AND BUILDING

  
RG/sla/sa  
Attachment

cc: City Manager  
Director Engineering



Traffic Circle Plan View



Traffic Circle Elevation Plan



www.city.burnaby.bc.ca

4949 Canada Way, Burnaby, B.C. V5G 1M2  
Engineering Department

Telephone: (604) 294-7460  
Fax: (604) 294-7425

File: 55-07-17

2001 06 25

Dear Property owner / Resident

**Re: Modifications to the Buckingham / Haszard intersection.**

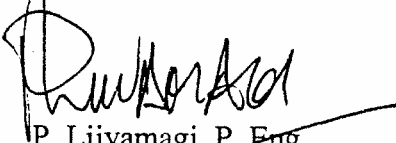
At its 2001 June 18 meeting Council approved in principle, the construction of a traffic circle at the Buckingham and Haszard intersection in response to concerns expressed by a delegation of Canada Way and Burris Street residents at a previous meeting.

Council also authorized staff to discuss the traffic circle proposed with the residents in the immediate vicinity of Buckingham and Haszard. Accordingly, we are seeking comments on the traffic circle proposal and your input on the design for the circle. We have enclosed a preliminary design concept for the traffic circle, as well as a brief form for feedback.

We would ask that you review the traffic circle design, and complete the attached questionnaire and return it to us, via the enclosed postage paid envelope before July 25<sup>th</sup>. If you need any additional information, or wish to discuss the matter in greater detail, please contact Alan Evans at 294 7538.

Yours truly,

W.C. Sinclair, P. Eng.  
DIRECTOR ENGINEERING

by:   
P. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AE:  
Attach.

## Buckingham - Haszard Traffic Circle Questionnaire

Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

1. Please provide your comments on the overall proposal for a traffic circle at the Buckingham - Haszard intersection.

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. Do you approve the proposed design of the traffic circle ?

YES                          NO                          NOT SURE   

(If not, what changes would you like to see?)

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**TO:** CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

2001 December 27

Our File: 08.640 "B"

**FROM:** DIRECTOR PLANNING & BUILDING

**SUBJECT: BUCKINGHAM HASZARD TRAFFIC CIRCLE:  
DELEGATION FROM MR. CAL ROSEN**

**PURPOSE:** To respond to concerns raised by Mr. Cal Rosen regarding the traffic barrier at Buckingham and Sperling and the proposed traffic circle at the intersection of Buckingham and Haszard.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be forwarded to Mr. Cal Rosen, 5533 Buckingham Avenue, Burnaby, BC.

**REPORT**

**1.0 INTRODUCTION**

At its regular meeting of 2001 October 16, the Traffic and Transportation Committee received a delegation from Mr. Cal Rosen who raised issues regarding the traffic circle proposed for the intersection of Buckingham and Haszard and referred the issues raised by the delegation for a report.

The purpose of this report is to respond to the issues raised by Mr. Rosen as a basis to assess the acceptability of a traffic circle and to provide input to its design.

**2.0 DELEGATION'S ISSUES**

**2.1 Buckingham Sperling Barrier**

The delegation observed that his commuter trip is more time consuming and more circuitous due to the traffic barrier installed at Buckingham and Sperling in 1999. Mr. Rosen advocates that the City revisit the matter of the traffic barrier at Buckingham and Sperling due to the inconvenience and delays associated with residents having to access their properties using Canada Way and Burris Street.

Mr. Rosen suggests that the traffic barrier was a drastic solution proposed by a Resident's Committee which did not represent working people whose access was most affected and requests removal of the Buckingham/Sperling barrier and its replacement with a median running down the centre of Sperling from Deer Lake Avenue to Deer Lake Drive.

In considering the delegations concerns, the Committee would need to assess whether it wishes to reopen the Buckingham Community Transportation Plan. The Plan was approved by a majority of residents who recognized the implications of the barrier in terms of restricted access to their neighbourhood and their exposure to peak period traffic delay on Canada Way and on Burriss. Since its implementation in the Fall of 1999, staff has had very little feedback from residents until the appearance of the delegation.

The delegation's proposal for a median down the length of Sperling was considered by the Resident's Committee but not accepted due to its ineffectiveness in preventing the morning commuter infiltration westbound from Burriss via Buckingham to Sperling and the inconvenience and aesthetic impact of installing a raised median or highway-type barrier for the residents of Sperling living at the east end of Deer Lake.

## **2.2 Additional Left Turn Lane on Burriss at Canada Way**

To address the issue of traffic queuing in the left turn lane from Burriss onto Canada Way, the delegation proposes the addition of a second left turn lane through the dedication for road right of way of City-owned property at the intersection.

The use of the City-owned property which was acquired for the provision of the right turn lane on Canada Way at Burriss would require a substantial dedication of an area of approximately 30 square metres from the Burriss frontage of this property. When the property was acquired, the amount of dedication for the right turn lane was kept to a minimum to ensure that the site area of the remaining property (after the dedication) would be sufficient to meet the minimum site area provisions of the Zoning Bylaw. The additional dedication for the proposed left turn lane would reduce the site area of the property below the limit required under the Zoning Bylaw to develop a new single family house on the property thereby substantially reducing the potential redevelopment or resale of the property.

The provision of dual left turn lanes on Burriss also raises issues regarding the function of Burriss Street. Burriss is a Major Collector-Primary street which is intended to carry local traffic from a large area of single family properties in Buckingham Heights and surrounding neighbourhoods to Canada Way, the major arterial. However, Burriss is also used to some degree by regional traffic from south of the Fraser as a route to

Highway 1 and Vancouver. Adding a left turn lane would tend to attract more of these regional trips. The additional traffic would negatively impact Burriss Street residents and would not be compatible with the Major Collector function of Burriss.

However, there may be opportunities to provide some additional left turn capacity by increasing the green time of the left turn signal phase from Burriss onto Canada Way headed westbound. Staff will pursue this option through an assessment of the signalization of the intersection.

### 2.3 Buckingham Haszard Traffic Circle

The delegation also cited a number of reasons why he did not support the traffic circle at Buckingham and Haszard. The reasons and a response from staff are provided as follows:

- **There is no reason to slow traffic down by using a traffic circle.**

The traffic circle was originally suggested by the Buckingham Residents Committee as a traffic control measure which could better address the tendency for some drivers to “run” the stop signs on Haszard at Buckingham. Moreover, as Buckingham Drive slopes down to the west from Burriss, drivers have a tendency to pick up momentum down the hill and continue through the intersection at Buckingham and Haszard at a higher speed. A traffic circle in the intersection was viewed as an means of speed control.

- **There is already a cul de sac at the west end of Haszard which would allow people to turn around.**

The traffic circle at Buckingham and Haszard was recently proposed to provide a safe turnaround for residents of the Canada Way Burriss area to turn around heading southwest on Canada Way toward Vancouver. While the existing Haszard cul-de-sac would provide this turnaround function, it would require driving an additional two blocks further to turn around (one block down to the end of Haszard and one block back) than using the proposed traffic circle at Buckingham and Haszard.

- **The \$5000 cost of the traffic circle could be saved.**

The withdrawal of the proposal for a traffic circle would allow the City to save these funds. However, Canada Way Burriss residents would not be offered a safe turnaround within a reasonable driving distance from their homes and Buckingham residents would not benefit from the improved traffic control and safety at the Buckingham-Haszard intersection.

### 3.0 CONCLUSION

The residents living near the busy intersection of Canada Way and Burriss have raised traffic issues regarding access from residences on Canada Way and on Burriss westbound to Vancouver. It was proposed to provide a safe turnaround by constructing a traffic circle at the intersection of Buckingham and Haszard. This would partly address the access issue while improving safety at the intersection.


Mr. Cal Rosen, a resident of the area appeared as a delegation and raised three issues: the traffic barrier at Buckingham and Sperling, the need for an additional left turn lane on Burriss at Canada Way and the proposed traffic circle at Buckingham and Haszard.

With regard to the delegation's proposal for a raised median on Sperling to replace the traffic barrier this option was considered but not accepted by the original Buckingham Residents Committee as it would continue to allow AM Peak direction commuter traffic through the neighbourhood from east to west on Buckingham.

The proposal from Mr. Rosen to provide an additional left turn lane on Burriss at Canada Way was assessed. Due to the implications of this proposal on the operation of Burriss as a Major Collector and on the developability of the City-owned property, staff would recommend instead a review of the intersection signal timing to assess the potential to provide some additional green time for the Burriss to Canada Way westbound left turn phase.

The delegation also considers the proposed traffic circle at Buckingham and Haszard as an unnecessary expenditure of City funds. Staff have reviewed this concern but would continue to recommend the traffic circle as a cost-effective way to provide a turnaround for the residents near Canada Way and Burriss and to provide improved traffic control for local residents in the Buckingham Heights area.

*BUS/*  
RG/sla/sa  
Attachment

  
J.S. Belhouse, Director  
PLANNING AND BUILDING

cc: City Manager  
Director Engineering