

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: BURNABY HEIGHTS TRAFFIC CALMING PLAN

RECOMMENDATIONS:

1. **THAT** Council authorize staff to undertake a neighbourhood workshop based on the options outlined in Section 3 and the process outlined in Section 5 of this report.
2. **THAT** Council approve the community newsletter/questionnaire in Attachment "A" of this report.
3. **THAT** a copy of this report be sent to Glen Leicester, Manager of Implementation Planning, TransLink; Jim Hall, Manager Neighbourhood Transportation Branch, City of Vancouver; Doug Penn, Deputy Fire Chief (Operations), City of Burnaby Fire Department; Bruce Hartford, BC Ambulance Service; Staff Sargent Bill Shumborski, Traffic Section, RCMP and local residents whom attended the recent series of Resident Working Group meetings.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its open meeting held on 2002 October 09, received and adopted the *attached* report requesting authorization to distribute a community newsletter/questionnaire and host a neighbourhood open house as part of the Burnaby Heights Neighbourhood Traffic Calming Plan process.

The Committee advised that the results of the six-month trial of street narrowing on Eton and Oxford indicated that while there was limited impact from traffic diverting from Eton and Oxford to other parallel streets in Burnaby Heights, there was some modest benefit in terms of speed reduction achieved on Eton and Oxford. Staff further advised that the newsletter/questionnaire summarizes the results of the six-month trial of street narrowing and polls the broader community on the following three points:

1. Would you support the reclassification (narrowing) of Eton and Oxford to allow for the reconstruction of Eton and Oxford and the narrower "Local Residential" street width of 8.5 m (28') through the Local Improvement Process?

2. Would you support the use of paint lines on Eton and Oxford as an interim method of helping to slow traffic until such time as they are reconstructed at the narrower 8.5 m (28') width?
3. Would you support the use of seven (7) traffic circles introduced simultaneously on an 11 m (36') "Local Collector" width Eton and Oxford?

The Committee concluded by noting that once this broader community input is summarized, a recommendation will be formulated regarding the future width of Eton and Oxford for the consideration of the Committee and Council early in 2003.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor B. Der
Member

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

2002 October 2

FROM: DIRECTOR PLANNING AND BUILDING

Our File: 08.116.12

SUBJECT: BURNABY HEIGHTS TRAFFIC CALMING PLAN

PURPOSE: To request Council authorization to host a neighbourhood open house as part of the *Burnaby Heights Neighbourhood Traffic Calming Plan* process.

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee request Council to authorize staff to undertake a neighbourhood workshop based on the options outlined in Section 3 and the process outlined in Section 5 of this report.
2. **THAT** the Traffic and Transportation Committee request Council to approve the community newsletter/questionnaire in Attachment "A" of this report.
3. **THAT** a copy of this report be sent to Glen Leicester, Manager of Implementation Planning, TransLink; Jim Hall, Manager Neighbourhood Transportation Branch, City of Vancouver; Doug Penn, Deputy Fire Chief (Operations), City of Burnaby Fire Department; Bruce Hartford, BC Ambulance Service; Staff Sargent Bill Shamborski, Traffic Section, RCMP and local residents whom attended the recent series of Resident Working Group meetings.

REPORT

1.0 BACKGROUND

At its regular meeting of 2002 June 17, Council received a report which summarized the results of the six-month trial of street narrowings on Eton and Oxford and authorized staff to remove the six-month trial of street narrowings, investigate the use of traffic circles and prepare draft public consultation material for the consideration of Council. The six-month trial of narrowings was undertaken in response to the concern that narrowing Eton and Oxford would result in traffic diverting onto other parallel streets in Burnaby Heights. The main conclusion of the six-month trial of narrowings was there was limited impact from traffic diverting from Eton and Oxford to other parallel streets in Burnaby Heights while there was some modest benefit in terms of speed reductions achieved on both Eton and Oxford.

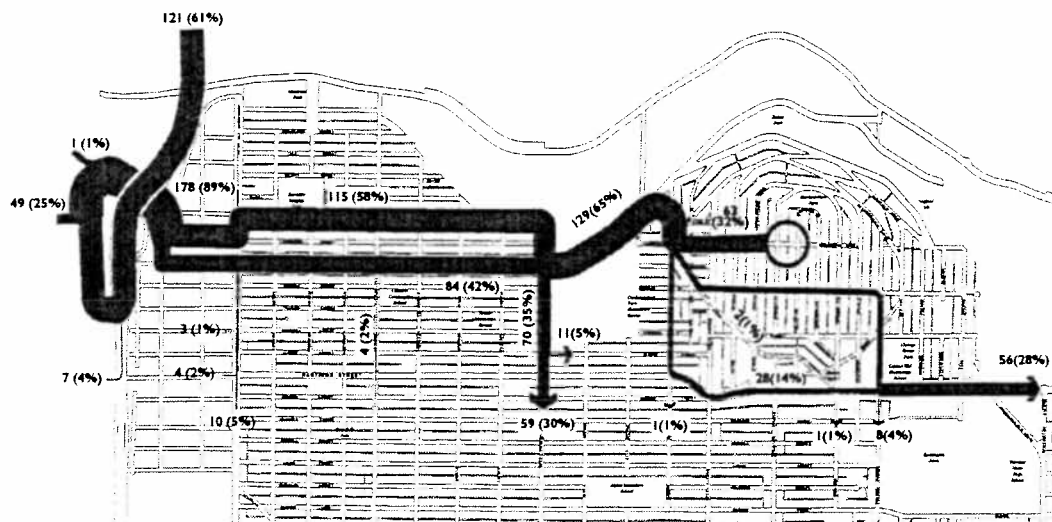
The limited diversion of traffic to other parallel streets in Burnaby Heights is likely due to the position of the Skeena Tunnel relative to one end of Eton and Oxford and Penzance Drive relative to the other end.

The purpose of this report is to present the detailed options contained within the draft public consultation newsletter/questionnaire to Council, to outline the potential implications of the options and to present the timing for the remaining steps in the process.

2.0 KEY FACTS AND FIGURES

The following key facts and figures are provided here as a summary in advance of the detail options presented in the next section of the report.

- Over 60% of all ***rush hour through traffic***, both morning and afternoon, uses Penzance as the gateway to Burnaby Heights carrying traffic to and from both Capitol Hill and Hastings Street as shown in **Figure 1**. In general terms about a third of this through traffic is based in Capitol Hill and about another third originates from Hastings Street east of Capitol Hill.



Afternoon Through Traffic
 (4:30 - 5:30 p.m.)

Figure 1

- As shown in **Figure 2**, Eton and Oxford currently carry *daily traffic volumes* under 3,000 (2,400 and 2,600 respectively), which is within the upper end of the range considered acceptable for “Local Residential” streets in the Burnaby Transportation Plan even though they are both currently classified “Local Collector” streets.

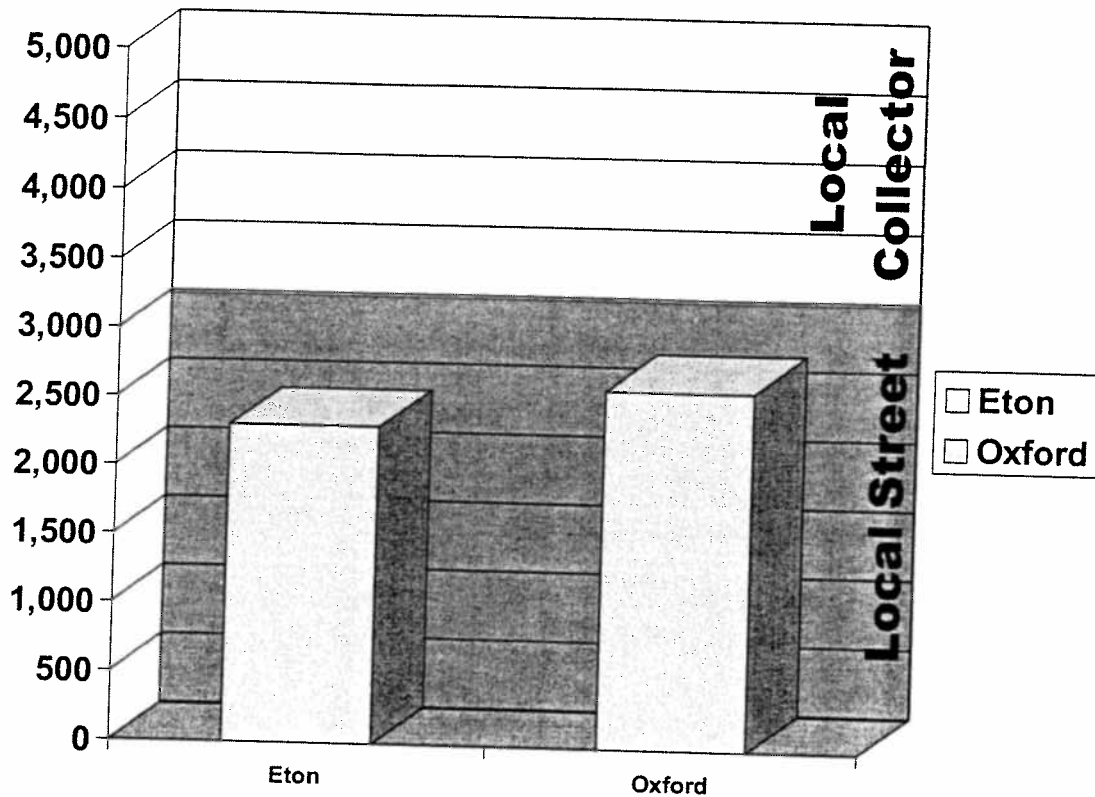


Figure 2

- Eton and Oxford do have higher than typical a.m. and p.m. *peak period rush hour volumes* or surges in peak period traffic. Typically the ratio between peak hour volumes and off-peak volumes is about 12-13% while Eton and Oxford is about 20%. For Oxford it is a strong westbound morning peak as shown in **Figure 3** and for Eton it is a strong eastbound afternoon peak as shown in **Figure 4**. These differences are likely due to the relationship of each of these two streets to the existing gaps in the Boundary Road median which provide access to the Skeena Tunnel.

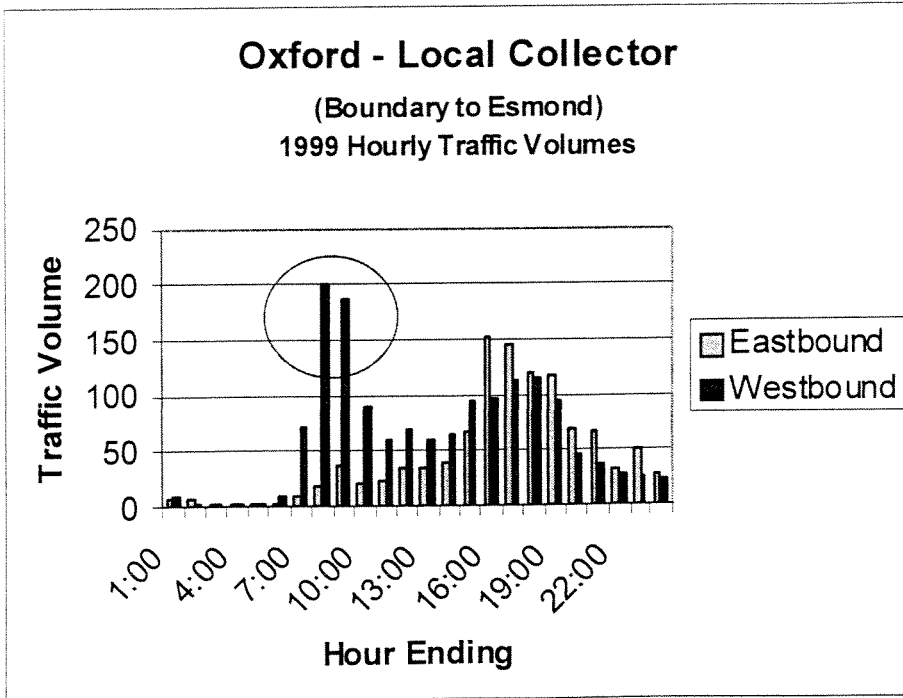


Figure 3

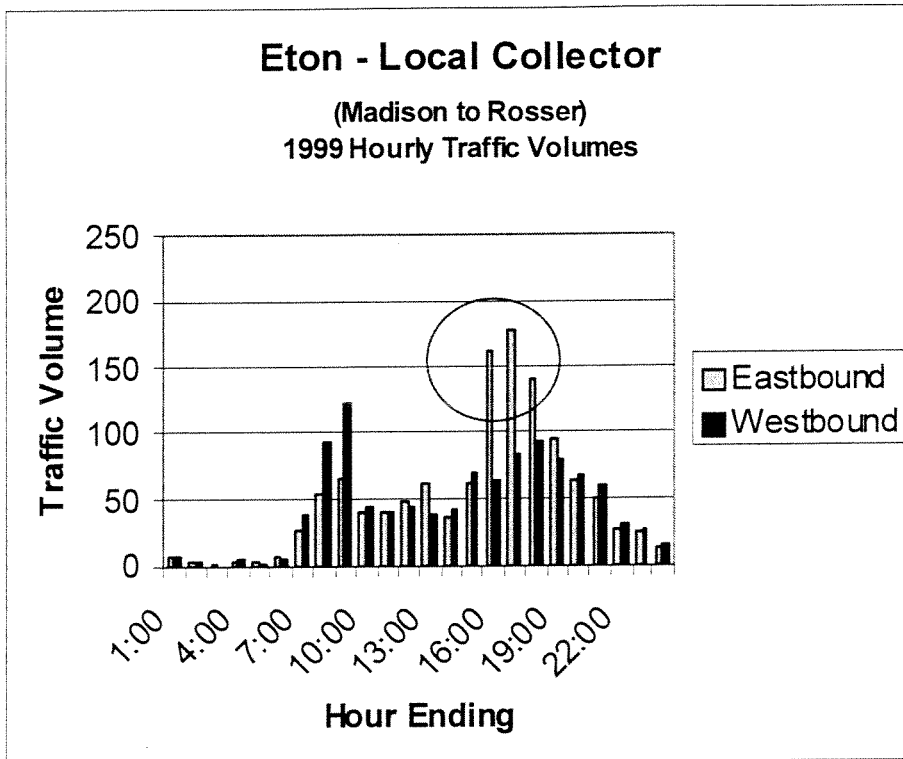


Figure 4

- As shown in **Figure 5**, although *rush hour through traffic* is fairly low in the morning (27% on Eton and 22% on Oxford) it is considerably higher in the afternoon (68% on Eton and 50% on Oxford). Expressed as peak hour, peak direction through vehicles Eton had 33 in the morning and 115 in the afternoon and Oxford had 44 in the morning and 84 in the afternoon.

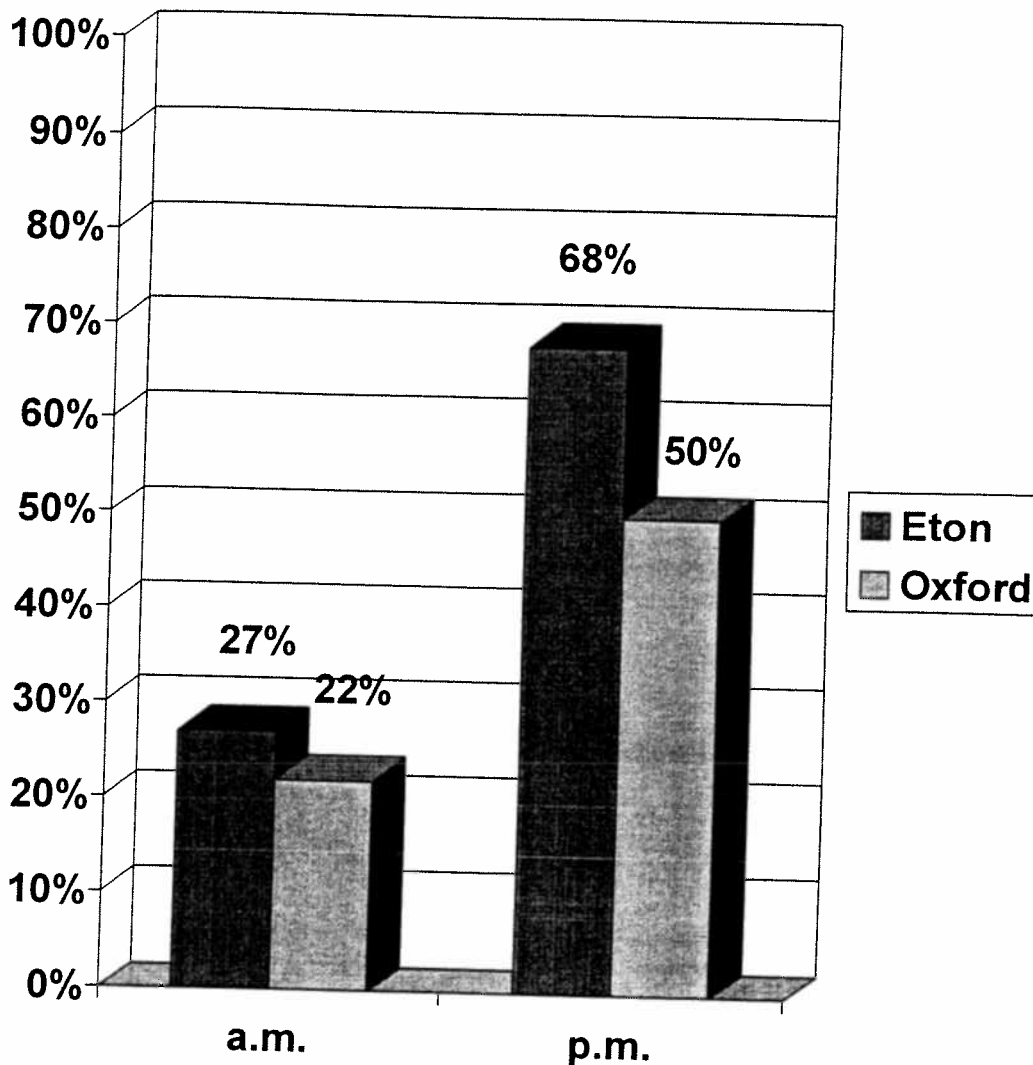


Figure 5

- 85th percentile *speeds* ranged from 54 km/h to 72 km/h on Eton and Oxford prior to starting the six-month trial of street narrowings.

3.0 OPTIONS

In response to these issues and in an effort to resolve the fundamental question on what the future width of Eton and Oxford should be: a “Local Collector” 11m (36’) width or a “Local Residential” 8.5 m (28’) width, two different options were developed. Both of the options presented here and described in *Attachment “A”* were developed in accordance with the following two general principles put forward during the first stage of the public consultation undertaken in the Fall of 1999:

- treat the entire Burnaby Heights area in a balanced manner; and
- within the neighbourhood, treat Eton and Oxford equally.

3.1 Option 1: *Narrowing of Eton and Oxford*

Option 1 would change the classification of Eton and Oxford from “Local Collector” to “Local Residential”. This would allow the reconstruction of Eton and Oxford to occur at the narrower “Local Residential” width of 8.5 m or 28’ (parking on either side and alternating through traffic in between). No additional traffic calming measures (eg. speed humps) would be allowed under this “qualified” reclassification of Eton and Oxford. This is being proposed to avoid the potential diversion of traffic onto other parallel streets in the Burnaby Heights neighbourhood. It is important to note the 4400 block of Oxford was reconstructed to a narrow “Local Residential” width of 8.5 m (or 28’) in the late 1990’s and carries similar traffic volumes to the rest of Oxford and Eton, only at lower speeds.

Following the “qualified” reclassification, the reconstruction of Eton and Oxford would be a resident initiated street works Local Improvement Program (LIP). If their City issued LIP petition is successful (i.e. receives the support of 2/3 of the property owners), the cost of the improvements are shared between the City (about 50%) and the residents of that block (about 50%). These street improvements would require a minimum block size of one for construction to occur.

As LIP petitions are issued on a first come, first-serve basis, there would likely be an initial surge of about five (5) LIPs as part of the 2004 LIP street works program as four (4) blocks of Oxford and one (1) block of Eton are already on the waiting list for LIP petitions. For blocks not currently on the waiting list for a LIP petition, the earliest their request could be considered would be as part of the 2006 LIP street works program or four years from now as LIP street works are currently a biennial program.

If Option 1, the *narrowing of Eton and Oxford*, were to be adopted, some of the potential implications may include:

- Some tempering of vehicle speed likely within the blocks of Eton and Oxford reconstructed to the narrower “Local Residential” 8.5 m (28’) width.
- Diversion of traffic onto other parallel streets is unlikely given the gravity that the Skeena tunnel and Penzance appear to have on either end of Eton and Oxford.
- Change will be gradual given the sequence involved in the LIP road construction process.
- Eton and Oxford would likely reconstruct to a finished standard improving pedestrian connections in the neighbourhood.
- Increased overall demand for an already oversubscribed LIP program could cause construction delays in other areas of the City.

Although the concrete barriers used as part of the six-month trial have been removed, the paint lines used to show the “narrower” road width, as shown in **Figures 6 and 7**, remain in five blocks. Some residents have suggested that the other eleven blocks of Eton and Oxford should receive the same paint line treatment as an interim step under Option 1 to offer some limited traffic calming relief while they await their blocks to be reconstructed under the LIP process, which in some cases could be between 4 to 6 years. Staff note that few residents on the blocks where the paint lines remain now park their cars straddling the edge of the pavement. However, some motorists do appear to be driving within the “narrowed” road created by the paint lines. Therefore, this proposal would appear to offer modest benefit at minimal cost with limited risk of diverting traffic to other parallel streets. To test if there is support for this interim option, a question has been included in the pull-out questionnaire contained in **Attachment “A”**.



Figure 6

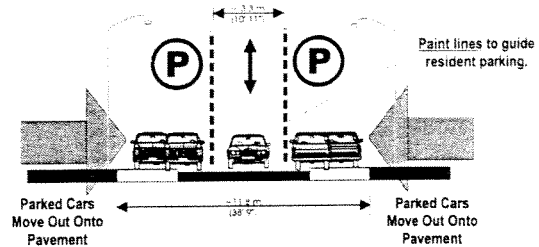
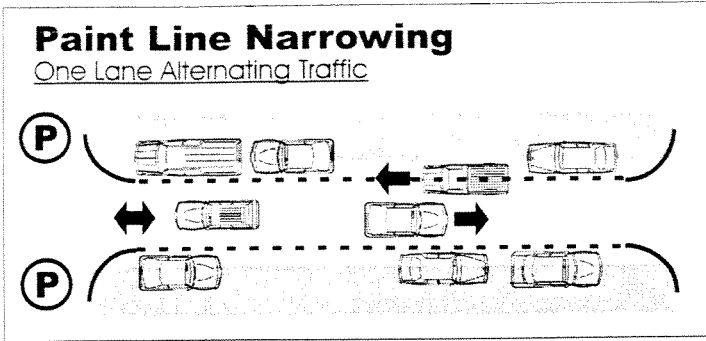


Figure 7

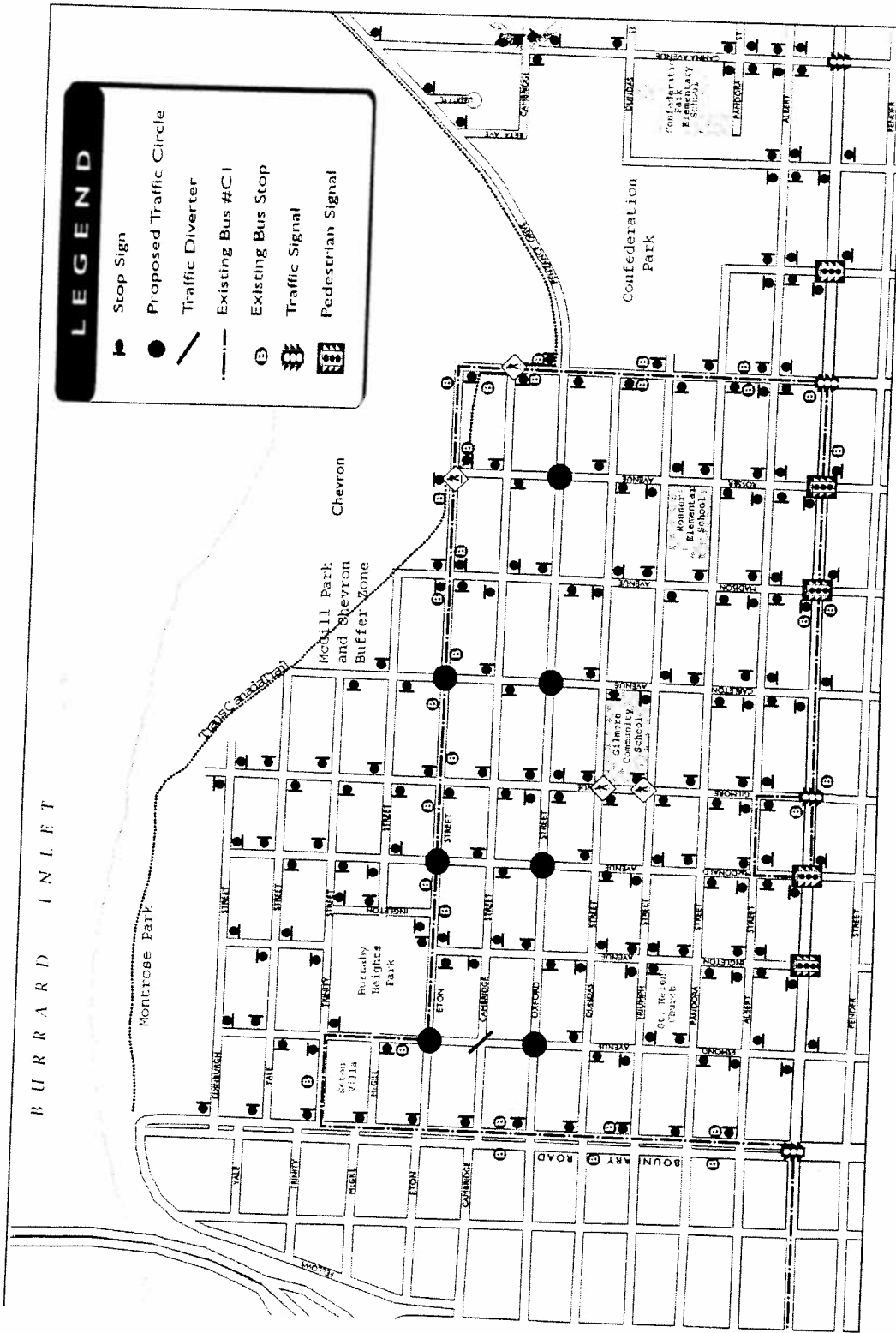
3.2 Option 2: Traffic Circles Only

Option 2: *Traffic Circles Only* would use traffic circles to slow traffic on Eton and Oxford but would NOT be permitted if the Option 1: *Narrowing* was approved. The reason for this is to avoid the diversion or spill over of traffic onto other parallel streets in the Burnaby Heights neighbourhood.

As shown in **Figure 8** (on the next page), this option would introduce seven traffic circles, three new traffic circles would be added to Eton and four new traffic circles would be added to Oxford to supplement the existing alternating stop sign pattern. The existing special Trans Canada Trail pedestrian crossing at Eton/Rosser would be retained as a traffic circle and would not be effective at this location given the need to accommodate Chevron truck movements. This would result in either a stop sign or a traffic circle at every intersection on Eton and Oxford from Boundary Road to Willingdon Avenue. Some allowance in the traffic circle proposed at the intersection of Eton/Carleton would be required to allow for the temporary diversion of Chevron trucks to Gilmore on the occasions when Willingdon is closed.

This option would be implemented as a result of a successful resident initiated LIP. The traffic circle LIP would be 100% resident funded and construction could occur in the year following the successful petition. There would be one petition for all seven traffic circles. This would be an “all or nothing” petition including all residents on Eton and Oxford from Boundary to Willingdon. The reason for this approach is to maintain the balance between Eton and Oxford by avoiding the potential for only one street advancing traffic circles.

Under Option 2, both Eton and Oxford would remain classified as “Local Collector” streets in the Burnaby Transportation Plan and any reconstruction of Eton and Oxford would be required to be at a “Local Collector” 11 m (36’) width (two parking lanes and one travel lane in either direction) between intersections. All aspects of the road reconstruction LIP program would apply to the reconstruction of these two streets between the traffic circles.



Option 2: Traffic Circles Only

Figure 8

If Option 2, *traffic circles only*, were to be adopted some of the potential implications may include:

- Some tempering of vehicle speed is very likely as every intersection on Eton and Oxford would have some type of treatment, either a stop sign, a traffic circle or a pedestrian crossing.
- Diversion of traffic onto other parallel streets is unlikely given the gravity that the Skeena tunnel and Penzance appear to have on either end of Eton and Oxford.
- Change would be sudden as the seven (7) proposed traffic circles would all be constructed at once as part of single resident initiated 100% resident funded LIP.
- The traffic circles LIP could be implemented in the year following the successful resident petition, offering some near term relief from speeding.
- As the “Local Collector” 11 m (36’) standard required under Option 2 is not supported by the residents of Eton and Oxford, only minor portions, if any, would likely reconstruct under the street works LIP program.
- Eton and Oxford would have to pay twice, once for traffic circles and again for road reconstruction, to achieve a traffic calmed finished 11 m (36’) “Local Collector ” street.

4.0 COSTS

The total cost of **Option 1**, the *narrowing of Eton and Oxford*, is estimated to be about \$1.3 million (including 7% GST), about \$650,000 or 50% being City funded and about \$650,000 or 50% being resident funded. Currently the LIP road works program is a biennial program¹ within the City’s Annual Capital Program. As such, if approved by Council, successful resident initiated LIPs for road works would be prioritized with other LIP requests on a first-come, first-serve basis. The cost per lot is dependent on lot size and estimates of these costs are shown in **Table 1** based on current rates and assuming replacement sidewalk. In cases where no sidewalk is present the cost per lot would be slightly higher.

¹ \$2,000,000 is budgeted in 2004 and \$2,000,000 is budgeted in 2006.

Table 1
Estimated Cost per Lot
Option 1: Narrowing of Eton and Oxford

	Lot Width	
	10.05 m (33')	15.2 m (50')
One Payment	\$2,200	\$3,300
Annually Over 15 years	\$250	\$375

The cost of the interim paint lines and associated parking restrictions on the remaining eleven blocks is estimated to be about \$6,000 (including 7% GST). This project is not included in the 2002 - 2006 Capital Program. If required, Council would be requested to bring down a Capital Reserves Expenditure Bylaw in the amount of \$6,000 to finance the paint lines and associated parking restrictions, and appropriate budgetary reallocation would be made to ensure that the capital spending limit is not exceeded.

The total cost of **Option 2**, the *traffic circles only*, for the seven (7) new traffic circles is estimated to be about \$315,000 (including 7% GST) and this amount would be 100% resident funded. However, as the City would have to finance this budget, provision would have to be made under the Local Improvement Program portion of the City's Annual Capital Program. Similar to Option 1, the cost per lot for Option 2 is dependent on lot size and estimates of these costs are shown in **Table 2**.

Table 2
Estimated Cost per Lot
Option 2: Traffic Circles Only

	Lot Width	
	10.05 m (33')	15.2 m (50')
One Payment	\$600	\$900
Annually Over 5 years	\$150	\$225

The Option 2 traffic circles would involve the introduction of curbs and drainage on all four corners of the intersection, sidewalk modifications and some paving in addition to the introduction of the traffic circle itself. Option 2 involves almost a complete reconstruction of the intersection. As previous installations of traffic circles in the City have been in location where curbs are already in place and only minor modifications are required, the rates

used for the Option 2 traffic circles are higher to account for the extensive additional work required for the intersections on Eton and Oxford. If Option 2 were approved by Council, a change to the rates included in the Local Improvement Charges By-law would be required.

5.0 TIMING

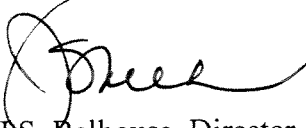
This report is being submitted for the consideration of the Traffic and Transportation Committee (Transportation and Transit Division) at their meeting of 2002 October 9. Should it be approved it would likely be before Council at their regular meeting of 2002 October 21. Should this material be approved by Council, staff intend to circulate the final brochure to every household in the Burnaby Heights neighbourhood the week of 2002 November 20 as an invitation to the Open House on 2002 December 4. Once this broader community response to the pull-out questionnaire is received and summarized, a staff recommendation will be formulated for the consideration of Council via the Traffic and Transportation Committee (Transportation and Transit Division) early in 2003.

6.0 CONCLUSION

The results of the six-month trial of street narrowings indicate that while there was limited impact from traffic diverting from Eton and Oxford to other parallel streets in Burnaby Heights, there was some modest benefit in terms of speed reductions achieved on both Eton and Oxford. The *attached* draft newsletter/questionnaire has been designed to summarize the results of the six-month trial of street narrowings and to poll the broader community on the following three points:

- A) *Would you support the reclassification (narrowing) of Eton and Oxford to allow for the reconstruction of Eton and Oxford at the narrower "Local Residential" street width of 8.5 m (28') through the Local Improvement Process (support, neutral, oppose)?*
- B) *Would you support the use of paint lines on Eton and Oxford as an interim method of helping to slow traffic until such time as they are reconstructed at the narrower 8.5 m (28') width (support, neutral, oppose)?*
- C) *Would you support the use seven (7) traffic circles introduced simultaneously on an 11 m (36') "Local Collector" width Eton and Oxford (support, neutral, oppose)?*

Once this broader community input is summarized, a staff recommendation will be formulated regarding the future width of Eton and Oxford for the consideration of Council early in 2003.


J.S. Belhouse, Director
PLANNING AND BUILDING

Attachment

cc: City Manager
Director Engineering
Director Finance



Please complete and return the *questionnaire* on the last page



Burnaby Heights

TRAFFIC CALMING PLAN

The purpose of this brochure is to:

- Summarize the **results of the six-month trial** of street narrowings on Eton and Oxford;
- Encourage you to **provide your opinion** about the two options being considered, by filling in and returning the pull-out questionnaire.

This is **NOT A VOTE**. The City is using your response to determine which traffic calming option(s) has wide spread support within the neighbourhood. Your response will be reported back to Council as an important piece of information in their consideration of this issue.

Neighbourhood Open House

Please attend our information session where you can learn more about the six-month trial results, and talk with City staff about the two traffic calming options before you return your questionnaire.

6-9 p.m.

Wednesday, 4 December, 2002

Activity Room, Confederation Centre

Items Already In Place

In the Spring of 2000 Council approved a number of traffic calming elements which were widely supported by the Burnaby Heights neighbourhood during the first phase of public consultation. These projects included:

- *Adding stop signs along Eton* at Madison and Ingleton in the *Spring of 2000*.
- *Reducing the size of the bus* serving the neighbourhood in *September of 2000*.
- *Completing the Hastings "Green-Wave"* in *August of 2001*. This system of signal progression links the fifteen signals on Hastings between Inlet Drive and Ingleton Avenue and was designed to smooth traffic flows.

- *Increasing enforcement* of speed limit and stop sign adherence whenever RCMP officers are returning from calls in the area.

Results of the Six-month Trial of Narrowings on Eton and Oxford

The results of the six-month trial of street narrowings indicate that while **there was limited impact from traffic diverting from Eton and Oxford** to other parallel streets in Burnaby Heights there was **some modest benefit in terms of speed reductions** achieved on both Eton and Oxford. More specifically:

- Overall neighbourhood traffic volumes remained stable and overall neighbourhood traffic patterns remained similar.
- Little through traffic was squeezed out of the neighbourhood.
- West of Gilmore, although overall traffic volume north of Oxford as slightly lower, there was some limited diversion of traffic to other streets from Eton and Oxford.
- East of Gilmore, slightly higher overall traffic volume, but no diversion away from Eton and Oxford.
- There was no change in ICBC accident statistics during the trial.

Please note there are more key facts and figures on the back of the "Background Information" insert.

The following language services are offered.

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 ਖਿਤਾਬ ਦੇ ਬਾਰੇ ਜੇ ਤੁਹਾਨੂੰ ਜਾਣਕਾਰੀ ਚਾਹੀਦੀ
ਹੈ ਤਾਂ ਕੁਲਵੰਤ ਜੋਗਲ ਨੂੰ 294-7101 'ਤੇ ਫੋਨ
ਕਰੋ।

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



Residential Street Standards

Background Information

Narrow or Wide?

The road network in Burnaby is based on a hierarchy of streets - each with a different function. This network includes local streets, collector streets, arterial streets and freeways. Currently Albert, Eton, Oxford, Penzance, Boundary, Gilmore and Willingdon are all designated as “Local Collector” streets north of Hastings.

There are three residential street standards within the City of Burnaby. The first is a temporary or “**Interim**” street standard. As shown on the back of this page, this standard may have ditches, but likely have no curbs, no sidewalks and no street trees. The two-lane asphalt road surface is only about 6 m or about 20' wide. Beyond the asphalt there is a gravel parking lane on either side of the street. Every east-west street within Burnaby Heights north of Albert, with the exception of Edinburgh, has at least one block of “Interim” standard street.

As also shown in the figure on the next page, there are two “finished” street standards. The first is the “**Local Residential**” street standard at 8.5 m or 28' in width which allows for one lane of parking on either side and one alternating travel lane in between. Presently, there are over 50 blocks of 8.5 m (28') “Local Residential” streets within Burnaby Heights, including several blocks of Edinburgh, Trinity, McGill, Cambridge, Dundas, Triumph and Pandora.

The second “finished” standard is the “**Local Collector**” street standard at 11 m or 36' in width. This standard allows for parking on either side of the street and one full-time travel lane in either direction. Albert has been reconstructed to this standard between Boundary and Alpha.

Having a street reconstructed to a finished standard is a resident-initiated process. If their City issued LIP petition is successful (i.e. receives the support of 2/3 of the property owners), the cost of the improvements are shared between the City and the residents of that block.

Eton, Oxford and Penzance are all currently designated as “Local Collectors” and this designation is meant to carry local traffic in and out of the neighbourhood. However, Eton and Oxford currently are also carrying traffic between Penzance and the Skeena Tunnel. This longer distance traffic should be using Hastings, a “primary arterial”. Speed was also noted as an issue of concern on sections of Eton, Oxford and Penzance.




Moreover, Council has received a number of Local Improvement petition requests from various blocks along Eton and Oxford requesting their blocks be reconstructed at the narrower “Local Residential” street standard. During the late 1970's and early 1980's every block of Eton and Oxford from Boundary to Willingdon made an effort to initiate the LIP process to have their block reconstructed. However, these and every subsequent effort have all run into the issue of the “Local Collector” designation requiring the 11 m or 36' width. As a result none have been reconstructed with the exception of the 4400 block of Oxford. Council has been asked to consider re-classifying Eton and Oxford to a “Local Residential” street standard so they could also be reconstructed to a narrower “8.5 m (28') width.

It is important to note the 4400 block of Oxford was reconstructed to a narrow width of 8.5 m (or 28') in the late 1990's and carries similar traffic volumes to the rest of Oxford and Eton, only at lower speeds.

Key Facts and Figures

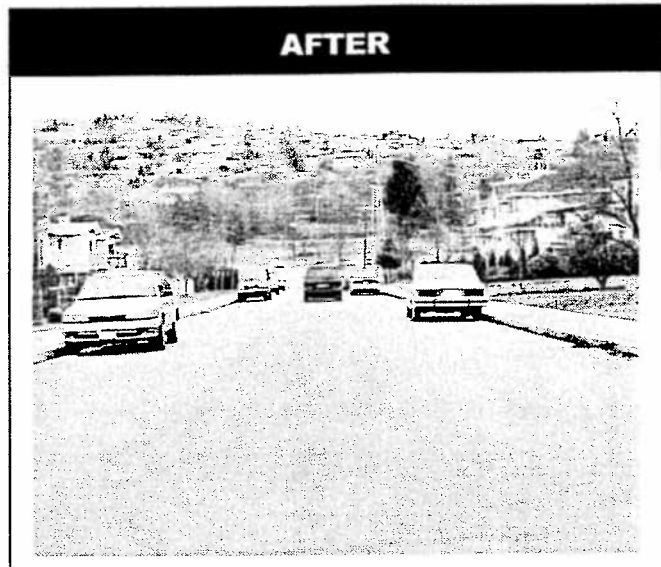
- Over 60% of all *through traffic*, both morning and afternoon, uses Penzance as the gateway to Burnaby Heights. In general terms, about a third of this through traffic is based in Capitol Hill and about another third is based on Hastings Street east of Capitol Hill.
- Eton and Oxford currently carry *daily traffic volumes* under 3,000 (2,400 and 2,600 respectively) which is within the volume considered acceptable for "Local Residential" streets in the Burnaby Transportation Plan even though they are both currently classified "Local Collector" streets.
- Eton and Oxford do have higher than typical a.m. and p.m. *rush hour volumes* or surges of peak period traffic. For Oxford it is a strong westbound morning peak and for Eton it is a strong eastbound afternoon peak. These differences are likely due to the relationship of each of these two streets to the existing gaps in the Boundary Road median and the Skeena Tunnel beyond.
- Although *rush hour through traffic* is fairly low in the morning (27% on Eton and 22% on Oxford) it is considerably higher in the afternoon (68% on Eton and 50% on Oxford). Expressed as peak hour, peak direction through vehicles Eton had 33 in the morning and 115 in the afternoon and Oxford had 44 in the morning and 84 in the afternoon.
- 85th percentile *speeds* ranged from 54 km/h to 72 km/h on Eton and Oxford prior to the six-month trial of narrowings being started.

A Summary of Residential Street Standards

	"Interim" Standard	FINISHED STANDARDS	
		"Local Residential" Street	"Local Collector" Street
			
Layout	<p>~6 m (20'0") wide</p> <ul style="list-style-type: none"> two gravel parking lanes; and two travel lanes (eg. Eton and Oxford) 	<p>8.5 m (28'0") wide</p> <ul style="list-style-type: none"> two parking lanes; and one travel lane (eg. Cambridge) 	<p>11 m (36'0") wide</p> <ul style="list-style-type: none"> two parking lanes; and two travel lanes (eg. Albert)
Function		Direct access to individual residential properties.	Access to and from a residential area.
Traffic Service		<ul style="list-style-type: none"> carries traffic with a start or finish along the street buses are sometimes permitted large trucks are not permitted 	<ul style="list-style-type: none"> carries traffic between the local area and the Major Collector streets buses sometimes permitted large trucks are not permitted
Land Access		Driveways permitted to all properties wider than 12 m	
Traffic Volumes		Less than 3,000 vehicles per day.	1,000 - 5,000 vehicles per day
Parking		On-street parking permitted at all times.	

Option 1 Narrowing of Eton and Oxford

Currently both Eton and Oxford are interim standard streets from Boundary Road to Willingdon and have a 6 m asphalt cap with a gravel parking lane on either side (as described in the "Background Information" insert). It should be noted that the exception is the 4400 block of Oxford which has already been reconstructed to a **"Local Residential" 8.5 m (28') width**.



OPTION DETAILS

- Width:** The proposed future width of Eton and Oxford would both be reduced from 11 m (36') including parking on both sides to 8.5 m (28') including parking on both sides.
- Qualified Reclassification:** The reconstruction of Eton and Oxford at a narrower width would require a reclassification of these two streets from "Local Collector" to "Local Residential" street status. This would however, be a qualified reclassification which would preclude additional traffic calming measures (eg. speed humps). This restriction is being proposed to avoid the diversion of traffic onto other parallel streets in the Burnaby Heights neighbourhood.
- Resident Initiated LIPs:** Following the qualified reclassification, the reconstruction of Eton and Oxford would be the result of successful resident initiated Local Improvement Program (LIP) petition(s). The "Background Information" insert has more detail on the LIP process.

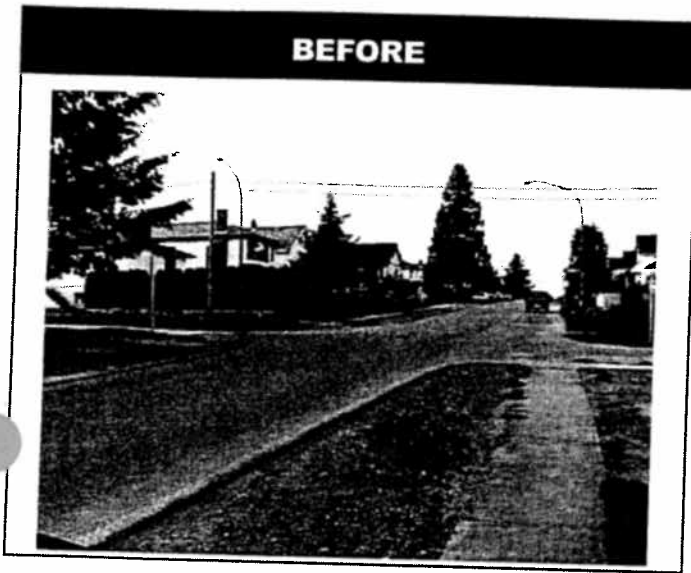
- Cost:** Street improvement LIPs are cost shared, about 50% by the residents who live on the block and about 50% by the City. These street improvements would require a minimum size of one block for construction to occur. The cost to individual property owners varies by lot size and estimated costs are provided in the following table.

Estimated Costs for OPTION 1	Lot Width	
	10.05 m (33')	15.2 m (50')
One Payment	\$2,200	\$3,300
Annually Over 15 years	\$250	\$375

- Timing:** As LIP petitions are issued on a first-come, first-serve basis, there would likely be an initial surge of about five (5) LIPs in 2004 as four (4) blocks of Oxford and one (1) block of Eton are already on the LIP waiting list for LIP petitions.

Option 2 Traffic Circles Only

Option 2 would use traffic circles to slow traffic on Eton and Oxford but would NOT be permitted if the Option "1" Narrowing was approved. This would likely limit the potential diversion of traffic onto other parallel streets in the Burnaby Heights neighbourhood. If Eton and Oxford were reconstructed under the LIP program under this option, it would be to a **"Local Collector" 11 m (36') width** between intersections. This option would introduce seven traffic circles on Eton and Oxford as shown in the map on the next page. These traffic circles would be similar in design to the one recently installed at the intersection of Cambridge/Kootenay in Vancouver Heights in the City of Vancouver. When contacted, City of Vancouver staff noted that no complaints have been received about diverting traffic from area residents.



OPTION 2: TRAFFIC CIRCLES ONLY

- **Existing stop signs:** The existing alternating stop sign pattern would remain throughout Burnaby Heights, including Eton and Oxford.
- **Traffic Circles:** Three new traffic circles would be added to Eton and four new traffic circles would be added to Oxford to supplement the existing alternating stop sign pattern (*see the map on the next page*). Some allowance at the intersection of Eton/Carleton would be required to allow for the temporary diversion of Chevron trucks to Gilmore on the occasions when Willingdon is closed.
- **Resident Initiated LIP:** The traffic circles would be the result of a successful resident initiated LIP petition with construction occurring the following year. There would be one petition for all seven traffic circles. This would be an "all or nothing" petition including all residents on Eton and Oxford from Boundary to Willingdon.
- **Cost:** The traffic circles would be 100% resident funded. Cost is dependant on lot size.

The Trans Canada Trail pedestrian crossing: The pedestrian crossing at Rosser/Eton would remain. A traffic circle would not be effective at this location given the need to accommodate Chevron truck movements.

Estimated Costs for OPTION 2	Lot Width	
	10.05 m (33')	15.2 m (50')
One Payment	\$600	\$900
Annually Over 5 years	\$150	\$225

Pull-out Questionnaire

Options

Question 1 - Which of the proposed option(s) would you support?

A) **Option 1 - PERMANENT: "narrowing of Eton and Oxford"** from Boundary to Willingdon. This would allow the reconstruction of Eton and Oxford to occur at the narrower **"Local Residential" width of 8.5 m (28')** (parking on either side and alternating through traffic in between. No additional traffic calming measures (eg. speed humps) would be allowed under the qualified reclassification of Eton and Oxford. This is being proposed to avoid the potential diversion of traffic onto other parallel streets in the Burnaby Heights neighbourhood. Following the qualified reclassification, the reconstruction of Eton and Oxford would be resident initiated and cost shared between the City (about 50%) and the residents of the block(s) (about 50%) through the Local Improvement Program (LIP).

- Support Neutral Do Not Support

If you do not support this option, please tell us why. _____

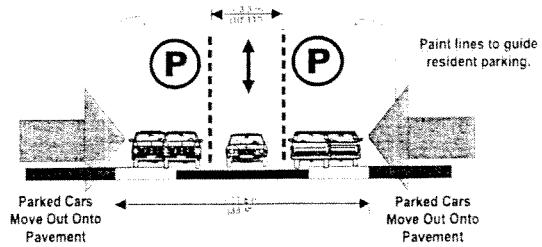
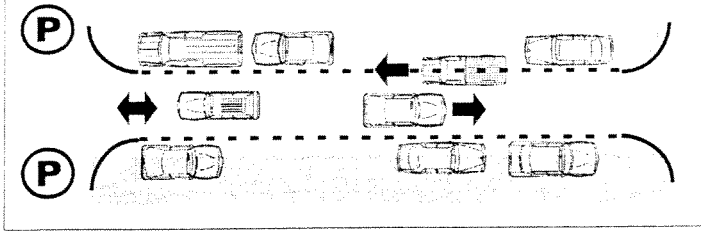
B) **Option 1 - INTERIM: "narrowing of Eton and Oxford"** Although the concrete barriers used as part of the six-month trial have been removed, the paint lines used to show the "narrower" road width (between two parked cars as shown on the top of the next page) remain in five blocks. Some residents have suggested that the other eleven blocks of Eton and Oxford should receive the same paint line treatment as a interim step to offer some limited traffic calming relief while they await their blocks to be reconstructed under the LIP process which in some cases could be between 4 to 6 years.

- Support Neutral Do Not Support

If you do not support this option, please tell us why. _____

Paint Line Narrowing

One Lane Alternating Traffic



- C) **Option 2: "traffic circles only"** would use traffic circles to slow traffic on Eton and Oxford but would NOT be permitted if the **Option "1": Narrowing** was approved. The reason for this is to avoid the diversion or spill over of traffic onto other parallel streets in the Burnaby Heights neighbourhood. If Eton and Oxford were to be reconstructed under the LIP program under this option, it would be at an **"Local Collector" 11 m (36') width** (two parking lanes and one travel lane in either direction) between intersections. This option would introduce seven traffic circles simultaneously, three (3) on Eton and four (4) on Oxford. The cost of the traffic circles would be 100% funded by the residents of Eton and Oxford. The existing special Trans Canada Trail pedestrian crossing at Eton/Rosser would be retained.

Support Neutral Do Not Support

If you do not support this option, please tell us why. _____

About You

Question 2 - Please tell us your name and address (mandatory for each respondent).

Name

Address

Other Issues

Question 3 - Please use this space or a separate sheet to note any other issues.

Please **drop this form in the box** at the Open House or **return by mail** to the "City of Burnaby, Planning Department, 4949 Canada Way, Burnaby, BC V5G 1M2" or **fax** to 604-570-3680 (*post marked or faxed no later than December 11th*).

Thank you for taking the time to complete this Comment Sheet!

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