

CITY OF BURNABY

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TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: LAKEVIEW/SIXTH NEIGHBOURHOOD TRAFFIC PLAN

RECOMMENDATIONS:

1. **THAT** Council approve the Neighbourhood Traffic Plan for the Lakeview/Sixth area as outlined in Section 4.0 of this report.
2. **THAT** Council authorize staff to include the Edmonds/Sixth intersection reconstruction and signalization and the Canada Way/Elwell pedestrian signal for consideration in the Five year Provisional Capital Program as outlined in this report.
3. **THAT** a copy of this report be forwarded to the Lakeview/Sixth Residents Committee.

REPORT

The Transportation Committee, at its meeting held on 2003 October 08, received and adopted the attached report seeking Council approval of the Lakeview/Sixth Neighbourhood Traffic Plan to address the traffic concerns raised by residents of the Lakeview/Sixth area.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR FINANCE
DIRECTOR PLANNING AND BUILDING
DIRECTOR ENGINEERING

TO: CHAIR AND MEMBERS 2003 October 02
TRANSPORTATION COMMITTEE

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 08.116.2
DIRECTOR ENGINEERING

SUBJECT: LAKEVIEW/SIXTH NEIGHBOURHOOD TRAFFIC PLAN

PURPOSE: To seek Transportation Committee and Council approval of the Lakeview/Sixth Neighbourhood Traffic Plan to address the traffic concerns raised by residents of the Lakeview/Sixth area.

RECOMMENDATIONS:

1. **THAT** the Transportation Committee request Council to approve the Neighbourhood Traffic Plan for the Lakeview/Sixth area as outlined in Section 4.0 of this report.
2. **THAT** the Transportation Committee request Council to authorize staff to include the Edmonds/Sixth intersection reconstruction and signalization and the Canada Way/ Elwell pedestrian signal for consideration in the Five year Provisional Capital Program as outlined in this report.
3. **THAT** a copy of this report be forwarded to the Lakeview/Sixth Residents Committee.

REPORT

1.0 INTRODUCTION

At its regular meeting of 2003 April 09, the Transportation Committee received a report from staff which presented a draft Neighbourhood Traffic Plan for the Lakeview/Sixth area. This Plan received approval in principle as a basis for public consultation.

Subsequently, a Public Open House was held on 2003 June 10 to present the draft Plan and receive input from neighbourhood residents. A questionnaire survey accompanied the notification of the Neighbourhood Open House and was sent to all households in the area as shown in *Figure 1* to solicit their views on the draft Neighbourhood Traffic Plan.

Figure 1
Lakeview/Sixth Neighbourhood



This report presents for the consideration of the Transportation Committee the results of the public input process and a Neighbourhood Traffic Plan for the Lakeview/Sixth Neighbourhood.

2.0 RESULTS OF THE PUBLIC CONSULTATION PROCESS

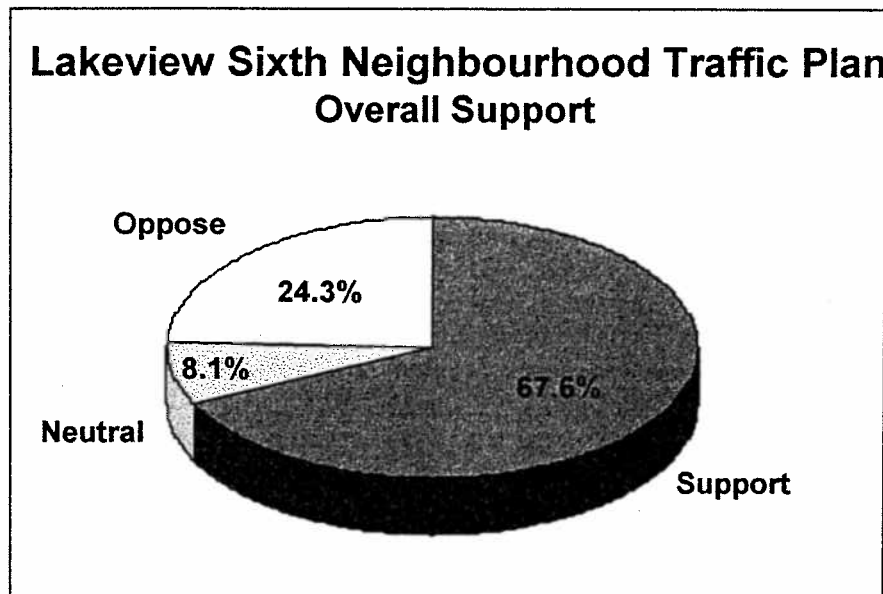
2.1 Questionnaire Survey

The questionnaire survey was sent to a total of 392 households in the neighbourhood accompanied by notification of the Neighbourhood Open House. The questionnaire solicited resident responses on the overall level of support for the Plan and the support for the six components of the Plan including traffic circles, raised intersections, Edmonds/Sixth intersection upgrading, crosswalks and landscaped street ends. Attendees at the Open House (25 registrants) were also issued questionnaires. After eliminating duplicate Resident Responses, 165 questionnaires were retained for analysis, representing a Resident Response rate of 42.1 % of the households in the area. This response rate indicates a high level of community interest in the Plan.

2.2 Overall Level of Support

As shown in *Figure 2*, the resident responses showed a relatively high level of support for the Plan, primarily on the basis of the proposed Sixth Street/Edmonds intersection improvements, with 67.6 % of those responding to this question, indicating support for the Plan, 24.3% indicating opposition to the Plan and 8.1 % were neutral.

Figure 2
Support for the Plan



2.3 Recommended Approach

In past plans of this type, Council has generally expected a minimum 2/3 support for a Community Transportation Plan or Neighbourhood Traffic Plan as a basis to proceed to implementation. As this majority level support the plan (67.6 %), *the Plan is recommended for approval with modifications to reflect resident comments on specific components of the Plan.*

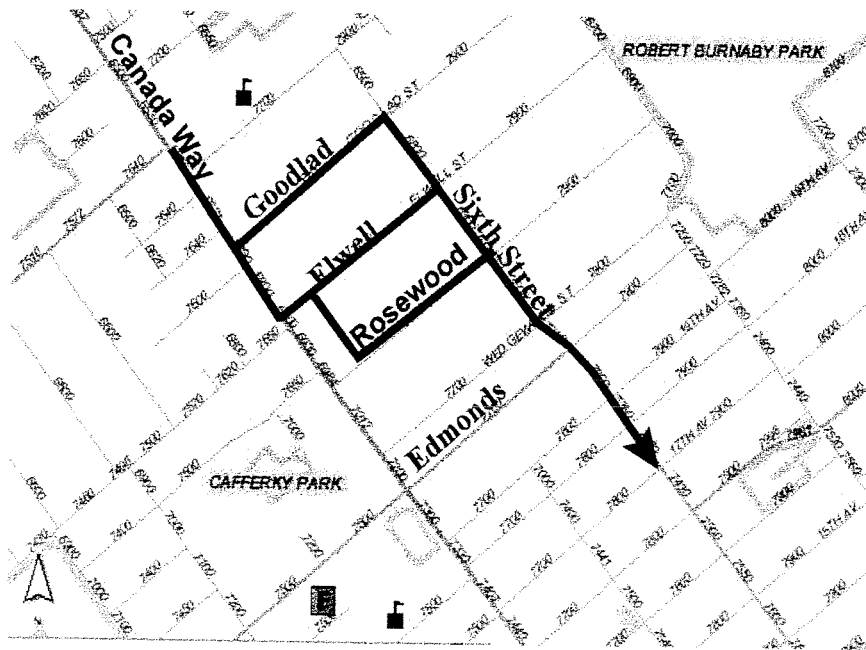
3.0 COMPONENTS OF THE PLAN

3.1 Traffic Circles

- *Issue*

Commuter traffic shortcutting from Canada Way via Goodlad, Elwell and the lane to Rosewood especially in the afternoon peak period tends to speed along Sixth Street towards Edmonds as shown in *Figure 3*. This “rat running” pattern has raised concerns regarding vehicle safety at the intersections along Sixth Street.

Figure 3
Sixth Street Shortcutting Route

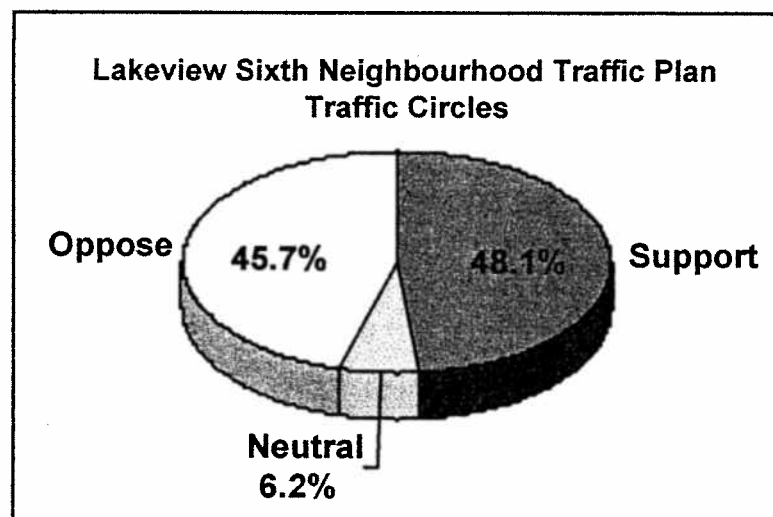


To slow vehicles down, traffic circles were proposed by the Residents Committee at the Sixth/Rosewood and Sixth/Elwell intersections to address the issue of vehicle speed along Sixth Street. The traffic circles are to be financed through a Local Improvement Program primarily by residents fronting or flanking Sixth Street from Goodlad to Wedgewood defined as the benefitting area.

- **Resident Response**

The results of the survey (*Figure 4*) do not indicate majority support for the traffic circles with 48.1% supporting, 45.7% opposing the circles and 6.2% neutral.

Figure 4
Support for Traffic Circles



Opposition to the traffic circles cited the difficulties in negotiating the circles with large vehicles and the potential restriction on access for emergency vehicles. Others noted that the circles were not necessary as the stop signs installed a few weeks before the questionnaire survey were considered effective in slowing traffic.

- **Recommended Approach**

To be implemented through an LIP process, the traffic circles petition would have to receive approval from 2/3 of the property owners within the benefitting area along Sixth Street. To determine the likelihood of success of this petition, an analysis was undertaken of the Resident responses from the residents living within the benefitting area as shown in *Figure 5*. Of the 17 residents of the benefitting area responding to the survey, there were 7 supporting, 8 opposed and 2 were neutral to traffic circles.

Figure 5
Traffic Circles Benefitting Area



○ Traffic Circle

Based on these results, a resident LIP would face obstacles to garner the necessary 2/3 support from the benefiting area. On this basis, some residents have suggested that the LIP should apply to all the residents of the area. However, with less than 50% support for traffic circles indicated in the survey, an area wide LIP is less likely to be approved.

- ***Recommended Approach***

The Lakeview/Sixth Residents Committee have been consulted on this matter and they wish to pursue a Resident-Initiated LIP within the benefiting area as defined. As the residents are eligible to request a traffic circle LIP, *it is recommended that the LIP petitions for traffic circles be issued, if requested by the residents.* The resident petitioners may have a greater chance of success within the more clearly-defined group of residents

living on Sixth Street. The residents may respond more positively to face-to-face contact with a petitioner/neighbour than they would to the questionnaire survey.

3.2 Raised Intersection on Mayfield Street

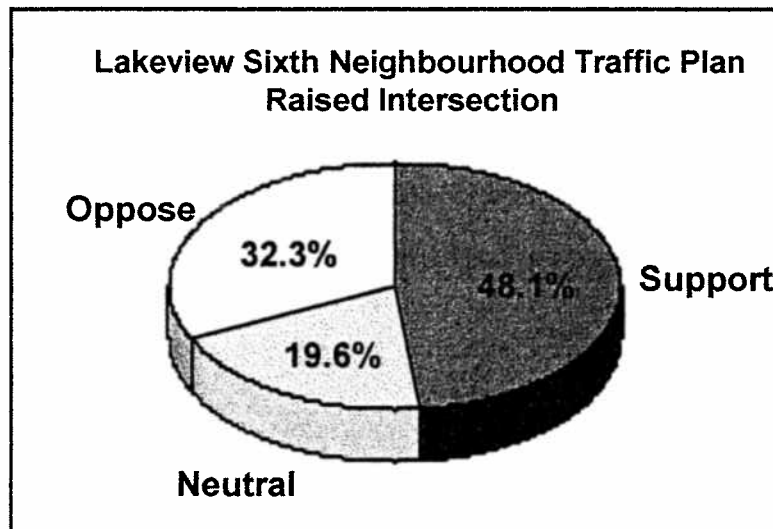
- **Issue**

The existing stop sign on Sixth Street at Mayfield is subject to significant non-compliance from drivers. Speed is also an issue at this intersection and in the area around the Lakeview Elementary School.

- **Resident Response**

As shown in **Figure 6**, the raised intersection received the support of only 48.1% of respondents with the majority of residents, either opposed (32.3%) or neutral (19.6%) to the project.

Figure 6
Support for Raised Intersection



- **Recommended Approach**

The raised intersection was proposed as an experimental installation in the Lakeview/Sixth area. However, in the absence of a significant majority

supporting the installation, *it is recommended that this item not be carried forward for inclusion in the Neighbourhood Traffic Plan.* Instead, it is proposed that stop signs be installed at the two Mayfield legs of the intersection, so that all three legs of the intersection will be stop sign-controlled.

3.3 Landscaped Street Ends

- **Issue**

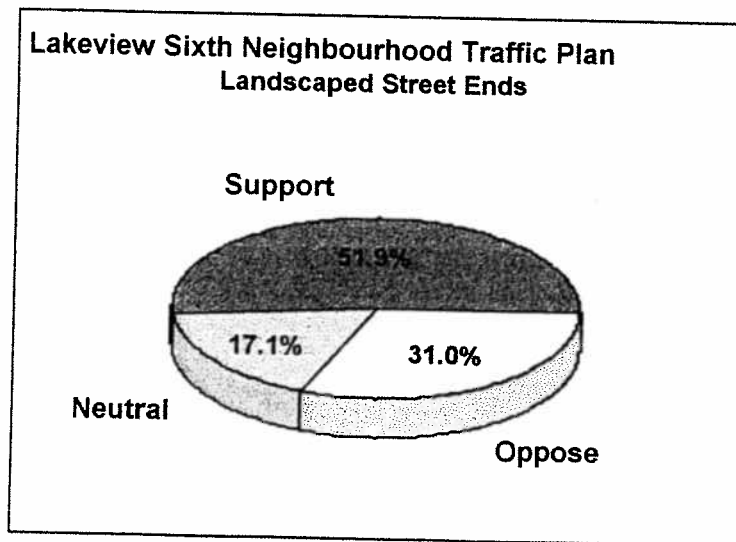
Concrete no-post barriers have been in place at the eastern street ends of Elwell and Rosewood since the 1980's. The existing barriers are viewed as unattractive and deteriorating and were proposed to be replaced by more attractive and permanent street closures.

- **Resident Response**

As shown in **Figure 7**, the provision of landscaped street closures was supported by only a narrow majority (51.9% of the respondents), with 31% opposed and 17.1% neutral.

Review of the comments from those opposing the provision of landscaped closures suggested that some residents would like the barriers to be removed to provide more convenient access to the neighbourhood. Others considered it an unnecessary expense.

Figure 7
Support for Landscaped Street Closures



- **Recommended Approach**

There is only a small majority of residents supporting the landscaped street closures, making it less definitive for inclusion in the Plan. It is therefore recommended that this item not be included in the Plan at this time.

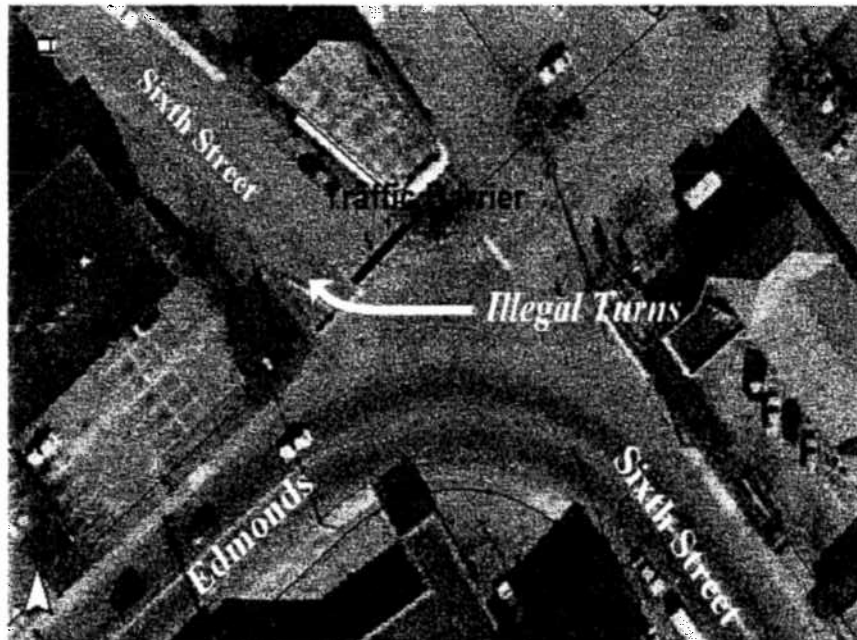
In 1987, October 27, Council approved the provision of a landscaped cul de sac when local improvement works were undertaken on the two streets.

3.4 Edmonds/Sixth Intersection

- **Issue**

As shown in **Figure 8**, the north approach to the intersection of Sixth and Edmonds is blocked by a traffic barrier which does not permit northbound movements into the neighbourhood and restricts southbound left turns from Sixth onto Edmonds out of the neighbourhood. Moreover, these turning movement restrictions are regularly violated creating safety issues at the intersection. Since 1992 July, sixty-six collisions have been reported at this intersection. Pedestrian access across Edmonds is also a safety issue.

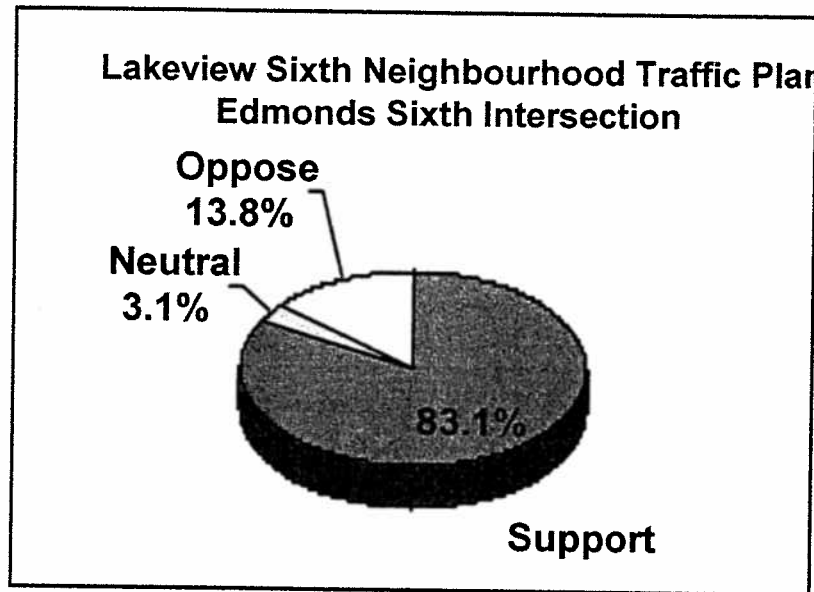
Figure 8
Sixth/Edmonds Current Configuration



- **Resident Response**

As shown in *Figure 9*, the proposed improvements to the Edmonds/Sixth intersection are overwhelmingly supported by neighbourhood residents, with 83.1% of respondents in favour of the intersection modifications and only 13.8% opposing and 3.1% neutral.

Figure 9
Support for the Edmonds Sixth Improvements



- **Recommended Approach**

The Sixth/Edmonds intersection reconfiguration as shown in Figure 10 should be considered for inclusion in the Major Roads component of the 2004 - 2008 Capital Program with provision for the design to be undertaken in 2004.

Figure 10
Edmonds/Sixth Intersection
Reconstruction and Signalization



3.5 Pedestrian Crossings

- **Issue**

Crossing the two busiest streets bordering the Lakeview/Sixth area a pedestrian is a safety issue especially during peak periods. There is no designated pedestrian crossing of Canada Way between Edmonds and Imperial or on Sixth Street at 18th Avenue to accommodate the significant number of pedestrian movements generated by the bus stops at that location.

- **Resident Response**

As shown in **Figure 11**, the proposed signalized pedestrian crossing at Canada Way and Elwell has the support of 72.5% of the respondents, while the proposed signalized pedestrian crossing at Sixth and 18th is supported by a 52.5% of the residents (**Figure 12**).

Figure 11

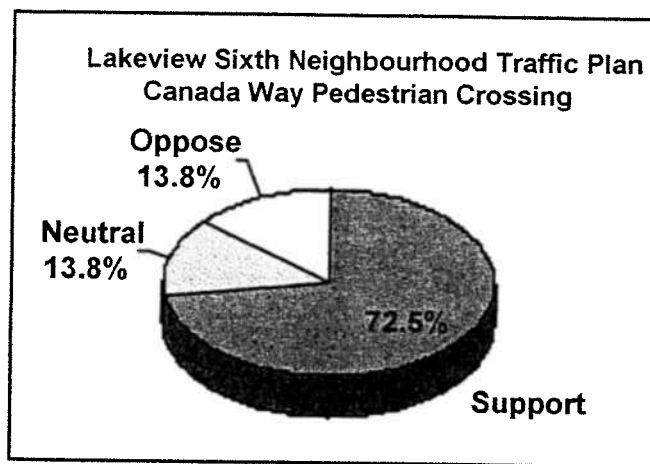
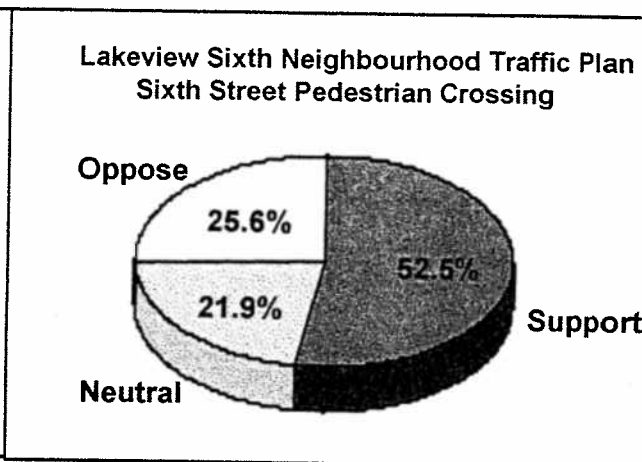


Figure 12



- **Recommended Approach**

In view of the substantial level of support for the Canada Way/Elwell pedestrian crossing, it is recommended that this work be considered for inclusion in the 2004 - 2008 Capital Program.

Although the Sixth/18th pedestrian crossing is desirable, the provision of a full signal at Edmonds and Sixth will accommodate some of these pedestrian movements and create more gaps in traffic for safer crossings of Sixth at 18th from the bus stops on both sides of the street. *It is recommended that the Sixth/18th pedestrian crossing not be included in the Plan, but that it be considered, when warranted by safety considerations and pedestrian volumes.*

3.6 Rosewood Speed Humps

- **Issue**

Some residents on Rosewood Street west of Sixth Street noted significant rat running from Canada Way via the lane between Elwell and Rosewood to avoid the speed humps on Elwell and Goodlad.

- **Recommended Approach**

The City funded the speed humps installed on Elwell and Goodlad to address the impacts of the Canada Way/Edmonds project. As the rat running on Rosewood Street is likely resulting from the installation of these speed humps, a City-initiated LIP for speed humps is proposed for Rosewood Street west of Sixth Street. Prior to commencing a City-initiated LIP, it is recommended that staff poll the residents on Rosewood as to their support for this proposal.

4.0 NEIGHBOURHOOD TRAFFIC PLAN

This section of the report including *Figure 13* provides a summary of the Lakeview/Sixth draft Neighbourhood Traffic Plan.

4.1 2004 Initiatives

Traffic circles on Sixth/Rosewood and Sixth/Goodlad

Initiative - Although the traffic circles did not receive majority support in the Lakeview/Sixth neighbourhood, the Residents Committee wish to pursue a LIP petition process within the benefiting area previously identified.

Financing - The traffic circles would be 100% resident-funded in accordance with the general practice used for traffic calming measures. The estimated cost of the traffic circle is \$10,000 to be paid in annual installments on the resident's property tax statements over a five-year period. At this cost, the average annual charge per resident would be in the range of \$50.

Reconstruction and Signalization of the Sixth Street/Edmonds Intersection

Initiative - Reconstruct and signalize the intersection as discussed in the Draft Neighbourhood Traffic Plan. In conjunction, there would be discussions with the property owner at 7879 Edmonds with regard to closing the access to Sixth from the property at 7879 Edmonds.

Financing - The estimated cost of \$250,000 for this project would be financed from the 2004 - 2008 Capital Program for design in 2004 and construction thereafter as Capital Budget allocations permit.

Speed Humps on Rosewood

Initiative - A City-initiated LIP is proposed to respond to residents of Rosewood Street between Canada Way and Sixth who identified the need for speed humps to address rat-running traffic to Rosewood through the lane between Elwell and Rosewood. The cost of these speed humps would be approximately \$3,000.

Prior to the sending out the LIP letters, resident support for a LIP for speed humps will be determined through a questionnaire survey of the residents of Rosewood west of Sixth.

Financing - If approved by residents through City-initiated LIP, the speed humps could be implemented in 2004.

Stop Signs at Sixth and Mayfield

Initiative - In place of the raised intersection which did not receive majority support from residents, two stop signs would be installed at the Sixth Mayfield intersection to control traffic.

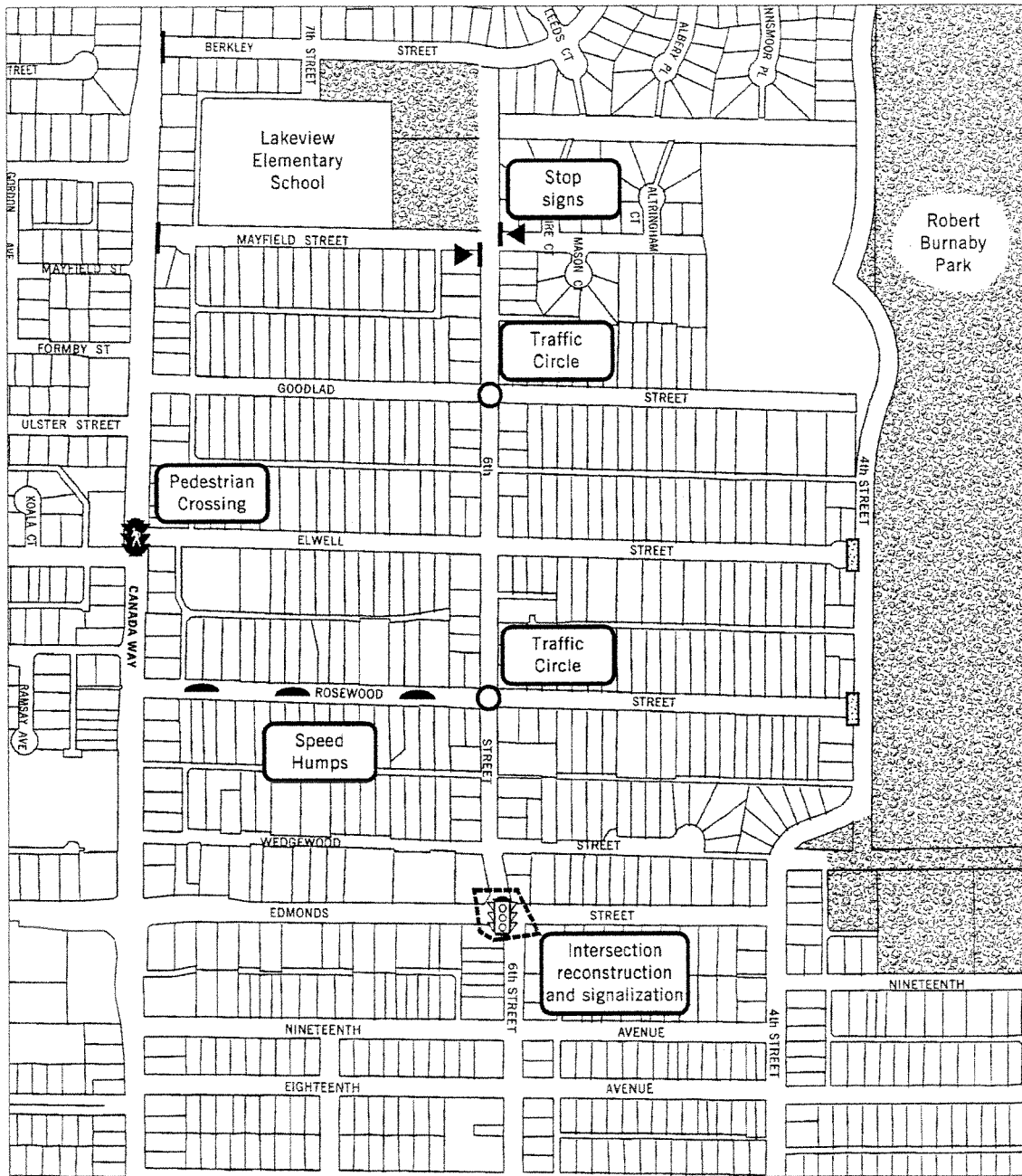
4.2 Post 2004 Initiatives

Canada Way/Elwell Pedestrian Crossing

Initiative - To provide a safe crossing of Canada Way for pedestrians, the intersection of Elwell and Canada Way has been identified as the most appropriate location for a pedestrian crossing. The type of crossing would be determined by the Traffic Safety Committee of Council.

Financing - As it facilitates a safe pedestrian crossing to and from bus stops, the \$125,000 cost of the pedestrian signal on Canada Way could be eligible for cost-sharing from TransLink. Funding for this project, an MRN element, would be considered for inclusion as an element in the 2005 - 2008 Capital Program if endorsed by the Traffic Safety Committee, approved by Council and agreed for cost sharing by TransLink.

Figure 13
Lakeview Sixth Neighbourhood Traffic Plan



Lakeview / 6th Street Neighbourhood Traffic Plan



5.0 FINANCING

Sufficient Capital Reserves are available to finance these project components. If Council approves, the Edmonds/Sixth Intersection and the Canada Way/Elwell Pedestrian Crossing will be considered for inclusion in the 2004 - 2008 Provisional Capital Budget with only the design for the Edmonds/Sixth Intersection for 2004 given the existing pressures on the 2004 Capital Program.

6.0 CONCLUSION

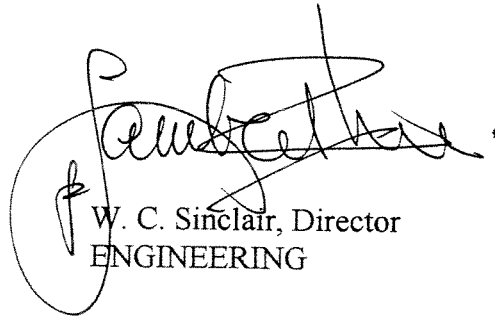
The public consultation process for the Lakeview/Sixth Neighbourhood Traffic Plan was conducted in May/June of this year. This report outlines the results of the questionnaire survey and comments from the Public Open House as a basis to shape the recommended Neighbourhood Traffic Plan for consideration by the Transportation Committee and approval by Council.

The Neighbourhood Traffic Plan includes a number of measures to address traffic volume and speed issues on local streets in the neighbourhood and to provide safer and more convenient access to residents of the area. It is recommended that the Transportation Committee recommend that Council approve the Neighbourhood Traffic Plan described in Section 4.0 of this report, and authorize staff to consider the projects, previously discussed, for inclusion in the 2004 - 2008 Provisional Capital Program.

As the 2004 Capital Program is oversubscribed, it is expected that these works could be accommodated within the 2005 - 2008 years of the Capital Program within existing budget constraints.



J. S. Belhouse, Director
PLANNING AND BUILDING



W. C. Sinclair, Director
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cc: City Manager
Director Finance

