

CITY OF BURNABY

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

I

SUBJECT: BURNABY HEIGHTS TRAFFIC CALMING PLAN

RECOMMENDATIONS:

1. **THAT** Council approve the qualified reclassification of Eton Street and Oxford Street under the conditions outlined in Section 5 of this report.
2. **THAT** Council not renew the existing “paint lines” in the four trial blocks (3700 and 4000 blocks) of both Eton and Oxford.
3. **THAT** Council authorize the implementation of a four-way stop sign at the intersection of Albert/Esmond to reflect the pattern of existing 4-way stops at all other intersections along this section of Albert Street between Boundary Road and Willingdon Avenue.
4. **THAT** Council request the Hastings/Brentwood Community Police Office of the RCMP to use the “Speed Watch” program within Burnaby Heights to increase enforcement of speed limit and stop sign adherence.
5. **THAT** a copy of this report be sent to the Traffic Safety Committee; 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 Cal Fister, District 1 (Hastings/Brentwood CPO) Commander, RCMP and local residents who attended the recent series of Resident Working Group meetings.

REPORT

The Transportation Committee, at its meeting held on 2003 March 12, adopted the attached report recommending approval and implementation of the Burnaby Heights Traffic Calming Plan.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING
DIRECTOR FINANCE
DIRECTOR PLNG.&BLDG.
OIC, RCMP

TO: CHAIR & MEMBERS
TRANSPORTATION COMMITTEE

2003 March 7

FROM: DIRECTOR PLANNING AND BUILDING

Our File: 94020

SUBJECT: BURNABY HEIGHTS TRAFFIC CALMING PLAN

PURPOSE: To recommend approval and implementation of the Burnaby Heights Traffic Calming Plan.

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REPORT

1.0 BACKGROUND

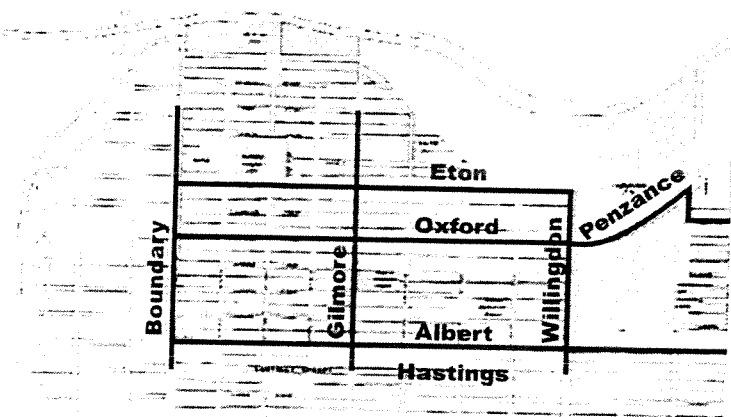
At its regular meeting of 2002 October 28, Council authorized staff to undertake a neighbourhood Open House and to circulate a newsletter/questionnaire summarizing the results of the six-month trial of "Local Residential" street width on Eton and Oxford and to seek broad neighbourhood reaction to the three (3) specific traffic calming plans summarized in Section 4.2 of this report. The six-month trial of "Local Residential" street width was undertaken in response to the concern that the reclassification of Eton and Oxford to "Local Residential" streets and their subsequent reconstruction to the 8.5 m (28') width would result in traffic diverting onto other parallel streets in Burnaby Heights.

The main conclusion of the six-month trial of "Local Residential" street width 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 key background information, to briefly summarize the results of the six-month trial of the "Local Residential" standard on Eton and Oxford, and to present the results of the public response to the detailed traffic calming options circulated in the newsletter/questionnaire and presented at the second public Open House.

2.0 KEY FACTS AND FIGURES

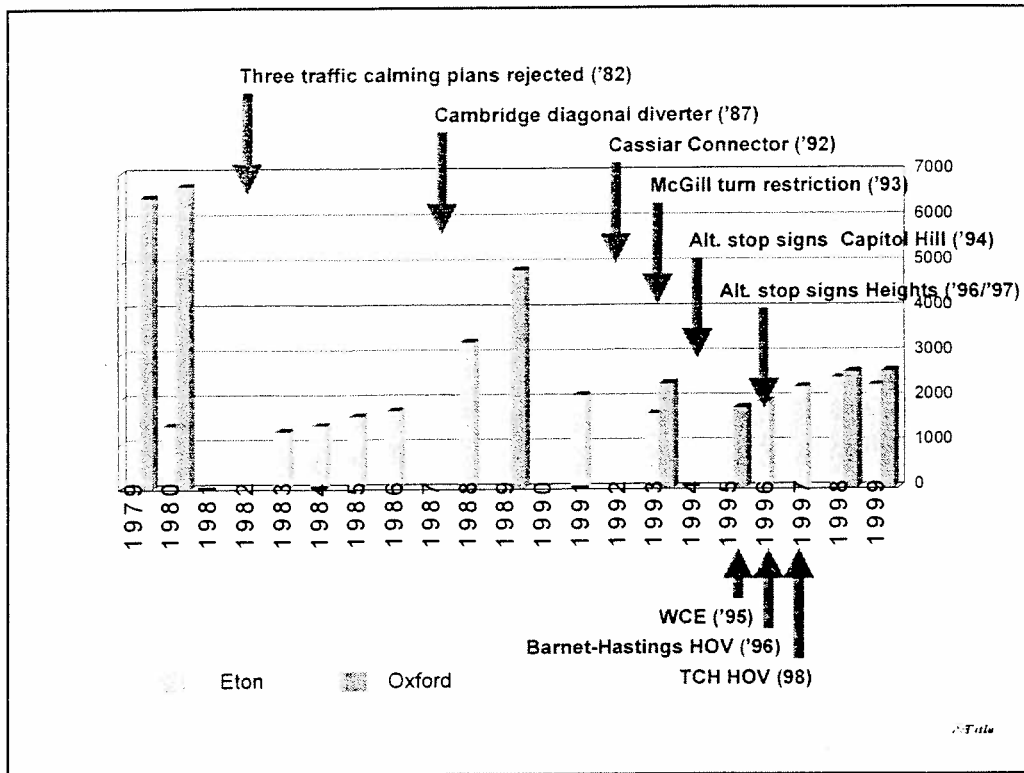
As shown in *Figure 1*, the Burnaby Transportation Plan currently identifies Eton and Oxford, along with the sections of Albert, Penzance, Boundary, Gilmore and Willingdon as "Local Collectors". This "Local Collector" status within the Burnaby Transportation Plan dictates that these two streets would ultimately be constructed to an 11 m (36') width (to accommodate two paved parking lanes and two paved travel lanes).



*Local Collectors
Designated in Burnaby Transportation Plan*

Figure 1

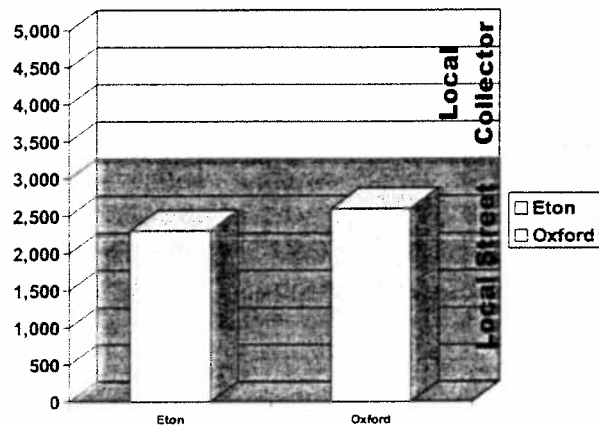
As shown in **Figure 2**, traffic volumes have changed over time on Eton and Oxford. It should be noted that Oxford Street carried over 6,000 vehicles per day in the late 1970's. It should also be noted that accident rates in the neighbourhood were considerably higher prior to the installation of the system of alternating stop signs in 1996 and 1997.



Historic Traffic Volumes

Figure 2

As shown in **Figure 3**, Eton and Oxford both now carry daily traffic volumes under 3,000 (2,400 and 2,600 respectively), which is within the upper end of the range acceptable for "Local Residential" streets as defined by the Burnaby Transportation Plan. However, both Eton and Oxford have higher than typical a.m. and p.m. peak period rush hour volumes or surges in peak period rush hour traffic. Typically, the ratio between peak hour volumes and non-peak hour volumes is about 12-13%, while for Eton and Oxford this ratio is about 20%.



Daily Traffic Volumes

Figure 3

As shown in **Figure 4**, for Oxford it is a strong westbound morning peak and as shown in **Figure 5**, for Eton it is a strong eastbound afternoon peak. These differences are likely due to the relationship of each of these two streets with the existing gaps in the Boundary Road median which provides access to the Skeena Tunnel in the City of Vancouver.

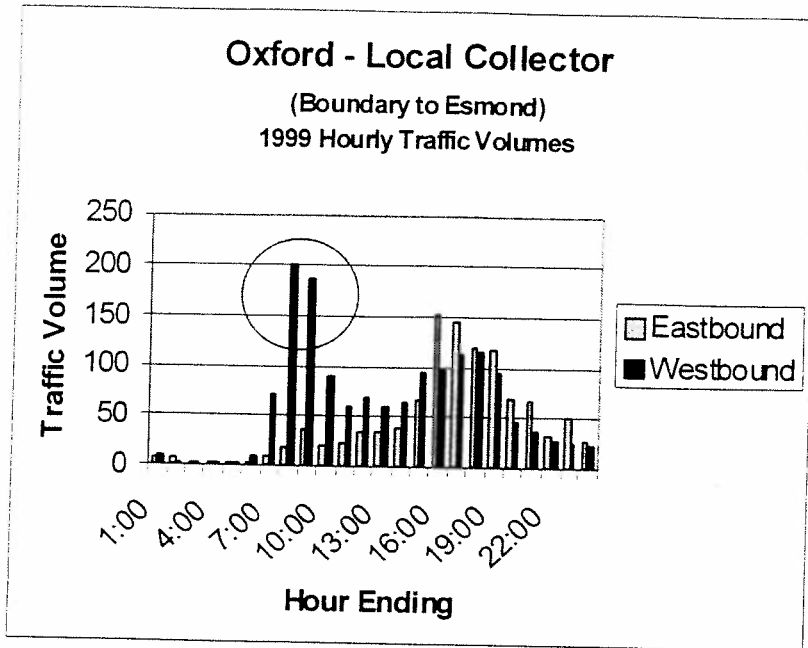


Figure 4

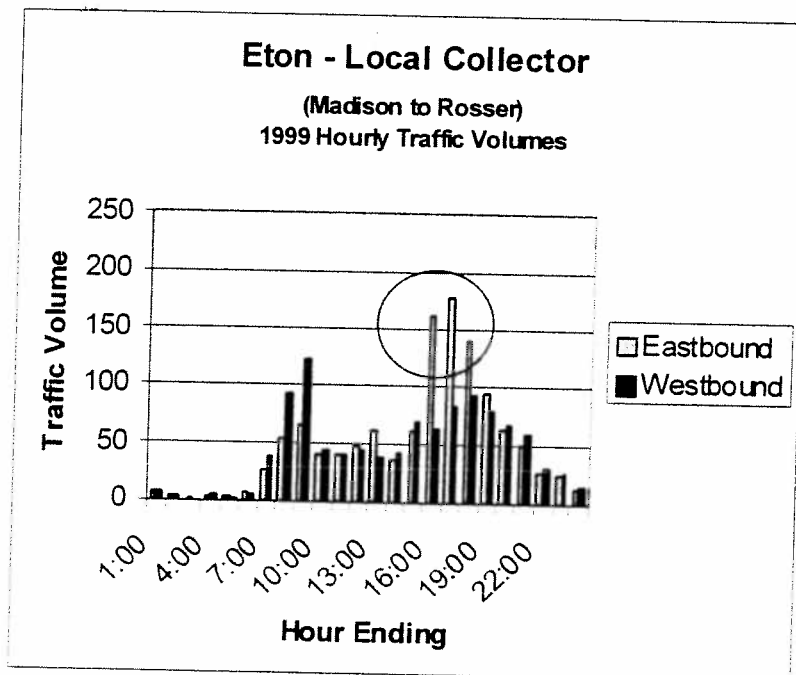
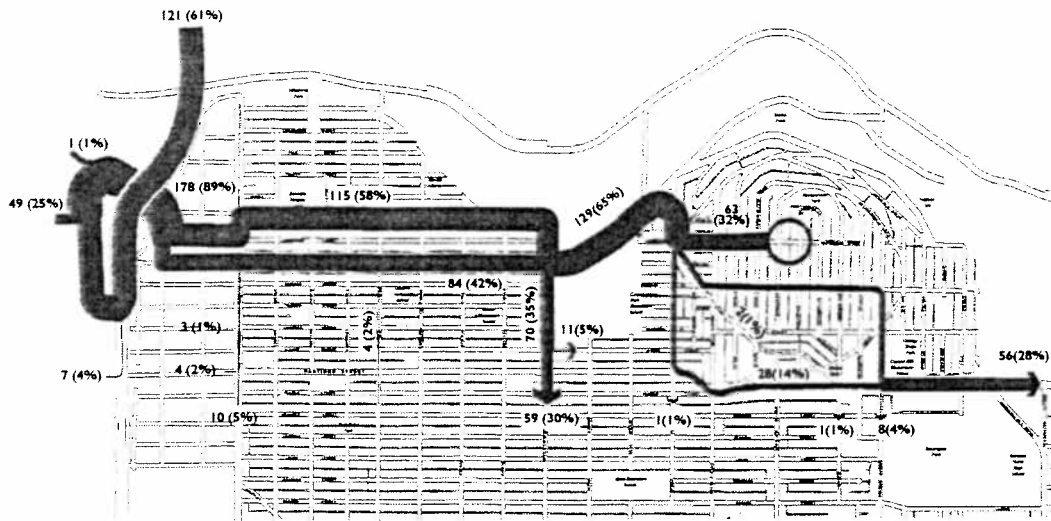


Figure 5

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 6**. 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 6

As shown in **Figure 7**, 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.

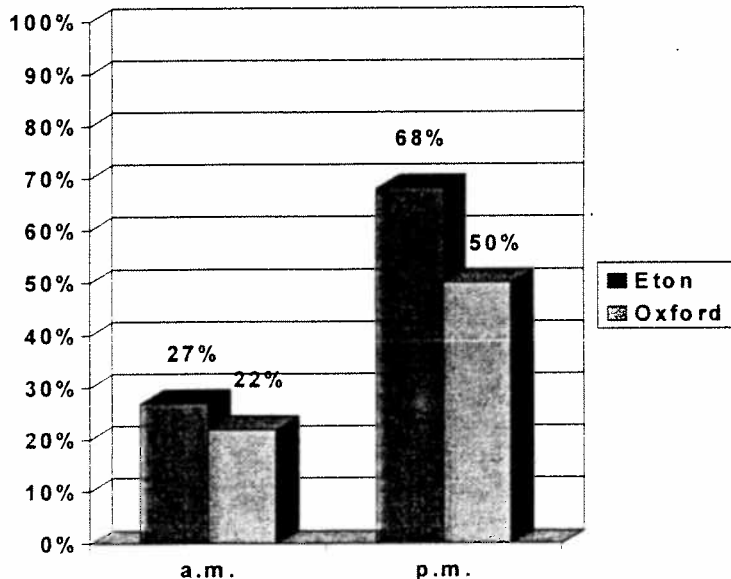


Figure 7

As shown in **Figure 8**, the 4400 block of Oxford has already been reconstructed at the "Local Residential" width of 8.5 m (28'). This section of Oxford currently carries similar daily traffic volumes as the rest of Oxford, although at slightly slower speed. It should also be noted that accident rates are not significantly different on this block than on other blocks of Oxford and that accident rates for the Burnaby Heights neighbourhood in general were reduced significantly with the previous introduction of the pattern of alternating stop signs.



4400 Block of Oxford Figure 8

3.0 SIX-MONTH TRIAL OF "LOCAL RESIDENTIAL" STREET STANDARD ON ETON AND OXFORD

As shown in **Figure 9**, the six-month trial of "Local Residential" street width was designed to: (1) generally simulate a "local" (8.5 m wide) street standard; (2) slow travel speeds on Eton and Oxford; (3) discourage through traffic; and (4) assess the potential spill-over of traffic onto other parallel streets within the Burnaby Heights neighbourhood. The detailed results of the six-month trial of "Local Residential" street width on Eton and Oxford were the subject of a separate report received by Council at their regular meeting of 2002 June 17. The results of the six-month trial

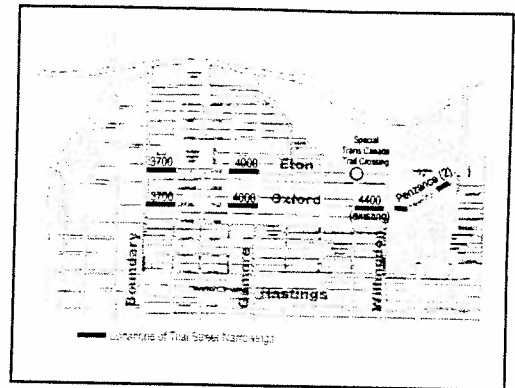


Figure 9

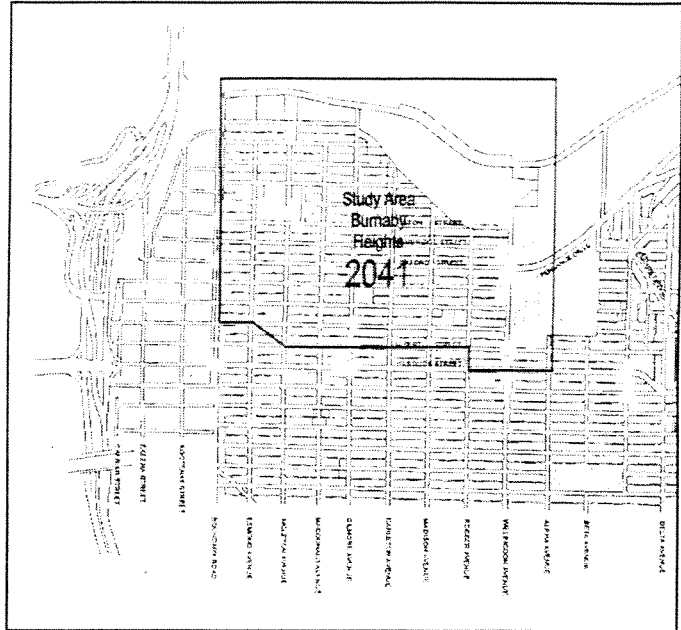
indicated that while there was limited diversion of traffic from Eton and Oxford to other parallel streets in Burnaby Heights, there was some modest speed reductions achieved on both Eton and Oxford. What follows is a high level summary of these results:

1. Little through traffic was squeezed out of the neighbourhood.
2. The overall neighbourhood traffic volume remained stable.
3. The overall neighbourhood traffic patterns remained similar.
4. Modest speed reductions resulted on Eton and Oxford where the narrowings were applied.
5. Marginal increase in speed resulted on Penzance where yield signs were used in association with the narrowings. Speeding remains a significant issue on Penzance with the average daily speed being 20 km/h above the posted speed of 50 km/h.
6. No change in before and after accident rates occurred.

4.0 PUBLIC CONSULTATION RESULTS

4.1 Community Outreach

In advance of the second Open House a brochure/questionnaire outlining three traffic calming options was circulated to over 2,000 households in Burnaby Heights from Boundary Road to Willingdon Avenue shown in **Figure 10**. In addition to the mailing, 50 copies of the brochure/questionnaire were also sent to each of the following locations:



- McGill Library
- Confederation Centre
- Eileen Daily Pool
- Gilmore Avenue Community School
- Heights Merchants Association
- North Burnaby Adult Learning Centre
- Rosser Elementary School

*Distribution of
Brochure/Questionnaire*

Figure 10

A **second Open House** was also held on 2002 December 4 in the Activity Room of Confederation Centre. The objectives of the second Open House were to:

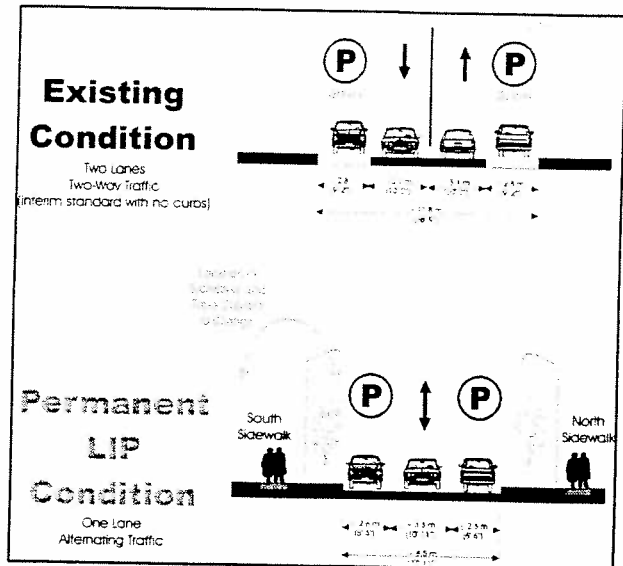
- Present the results of the six-month trial of “Local Residential” street width on Eton and Oxford;
- Provide an opportunity for Burnaby Heights residents to discuss the issues with City staff; and
- Receive feedback and comments about the options being considered.

In total, 78 people attended the second Open House and were given the opportunity to review the 20 display boards presented. It should be noted that 63 (or 81%) of the residents attending were from Eton and Oxford .

4.2 The Options Presented

Option 1: "Local Residential"

Streets proposed to 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) as shown in **Figure 11**. No additional traffic calming measures (eg. speed humps) would be allowed under this "qualified" reclassification of Eton and Oxford. This was proposed to avoid the potential diversion of traffic onto other parallel streets in the Burnaby Heights neighbourhood.



Option 1:
 "Local Residential" Streets

Figure 11

Following the "qualified" reclassification, the reconstruction of Eton and Oxford would be a resident initiated street works Local Improvement Program (LIP). If the resident initiated LIP 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.

Option 1a: "Paint Lines" were used as one physical element of the six-month trial. Although the concrete barriers have been removed, the paint lines used to show the "narrower" road width, as shown in **Figures 12**, 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.



Paint Lines

Figure 12

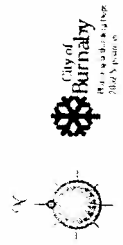
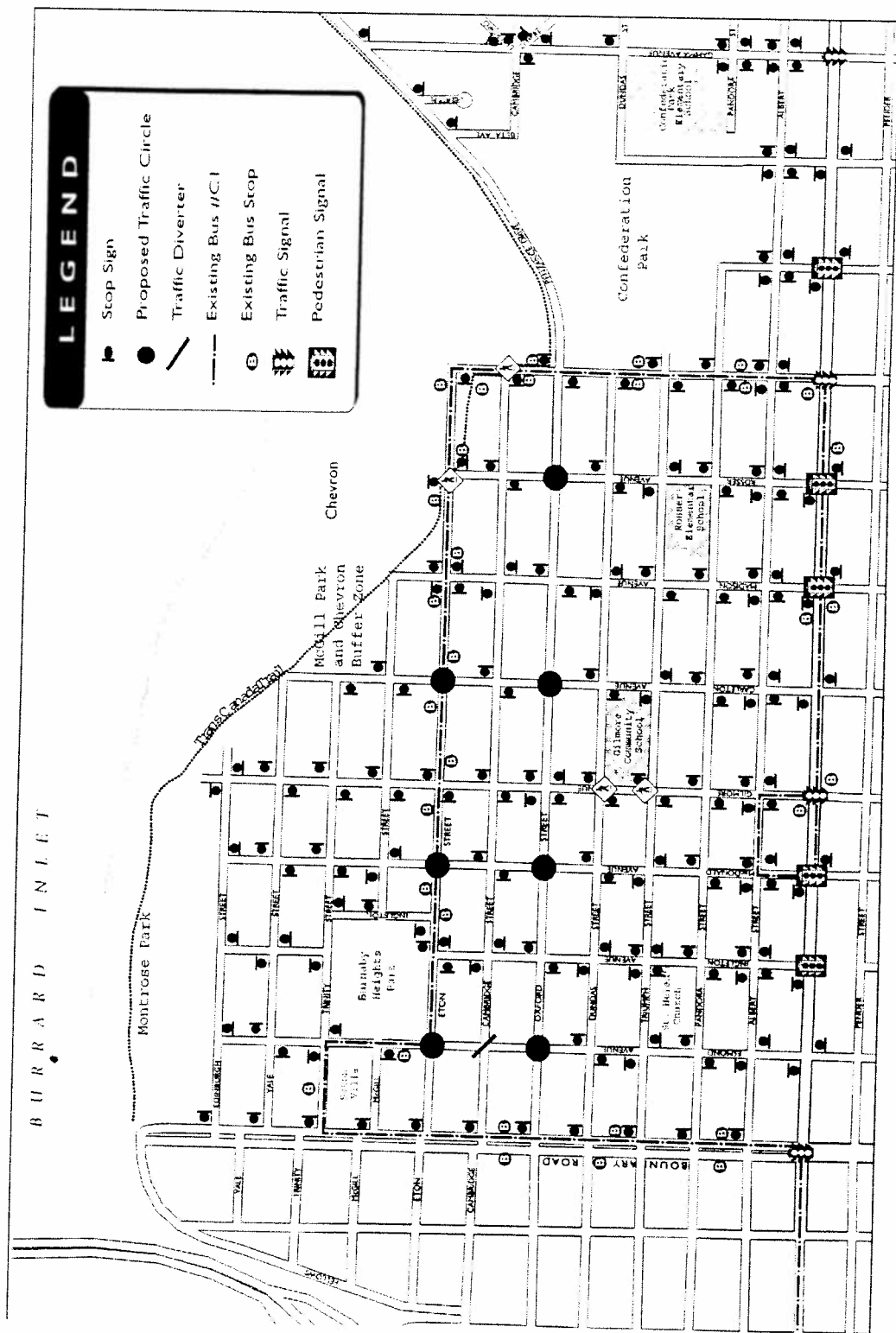
As any reconstruction would occur under the LIP process, some blocks would have to wait 5 years or more. Staff note that few residents on the blocks where the paint lines remain now park their cars straddling the edge of the pavement. However, some motorists do appear to be driving within the “narrowed” 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 was included in the pull-out questionnaire circulated to the Burnaby Heights neighbourhood.

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: “Local Residential” streets 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 13** (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 13

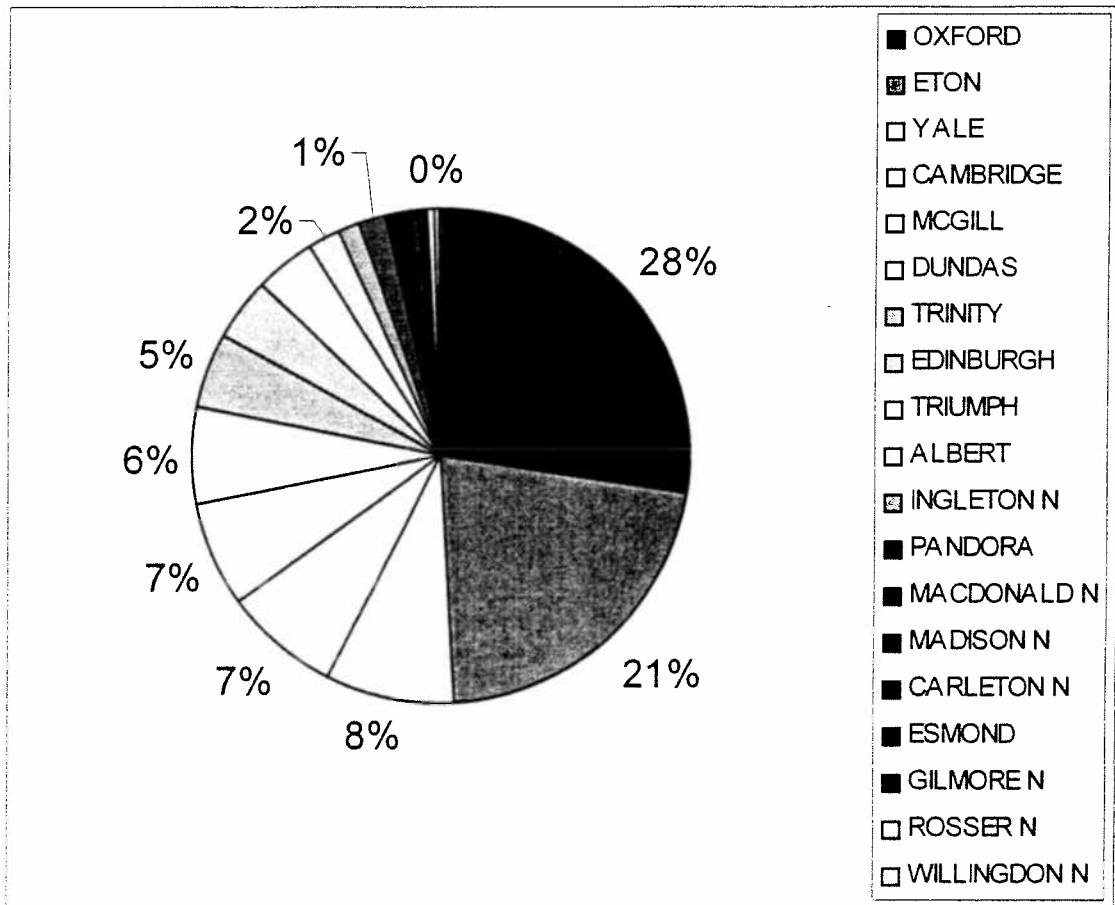
4.3 Neighbourhood Response

The total number of households on Eton and Oxford combined are about 336. They represent about 16% of the total number of households (2,041) in the study area bounded by Boundary Road, the Burrard Inlet, Willingdon Avenue and Albert Street.

The overall neighbourhood response rate was 13.3% (272 responses).

The response rate for Eton and Oxford was significantly higher at 39.6% (133 responses) while the response rate was lower for the other streets in the study area at 8.1% (139 responses).

As shown on **Figure 14**, the households on Eton and Oxford account for about half of the overall responses.



Response by Street

Figure 14

Response to Option 2: Traffic Circles Only

- Traffic circles have little support, especially when combined with “Local Collector” 11 m (32') width street.
- Overall neighbourhood support is limited to 36% support and 64% oppose as shown in **Figure 15**. The distribution of overall support is also shown in **Figure 17** and the distribution of overall opposition is shown in **Figure 18**.
- The strongest opposition to traffic circles is found with Eton and Oxford respondents (those most directly affected), where support drops to 18% support and 82% oppose (see **Figure 16**).
- The number one opposition concern is “*high traffic speeds would continue mid-block*” between the traffic circles (41 respondents) as shown on **Figure 19**.
- Other concerns included, “*would not reduce traffic volume*” (21), “*Local Collector width could result in more traffic volume*” (16), “*dangerous / confusing / people go the wrong way*” (11), and “*inconvenient*” (11) as shown on **Figure 19**.

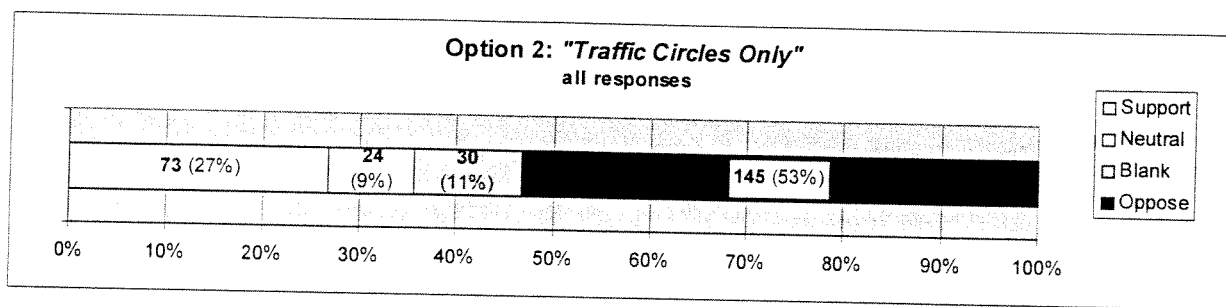


Figure 15

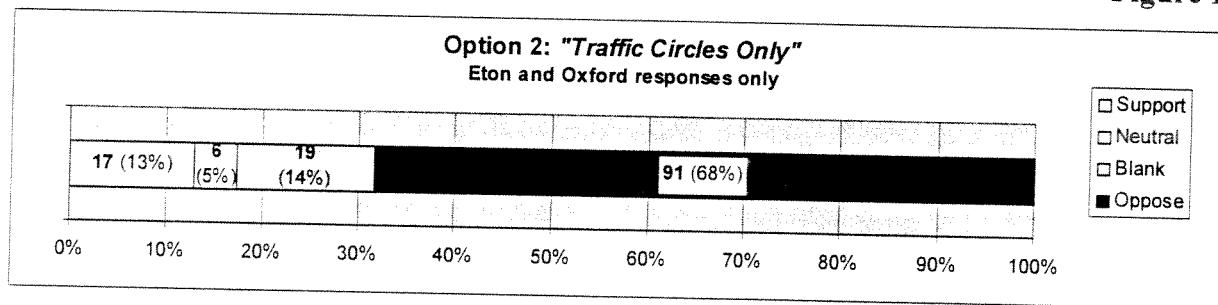


Figure 16

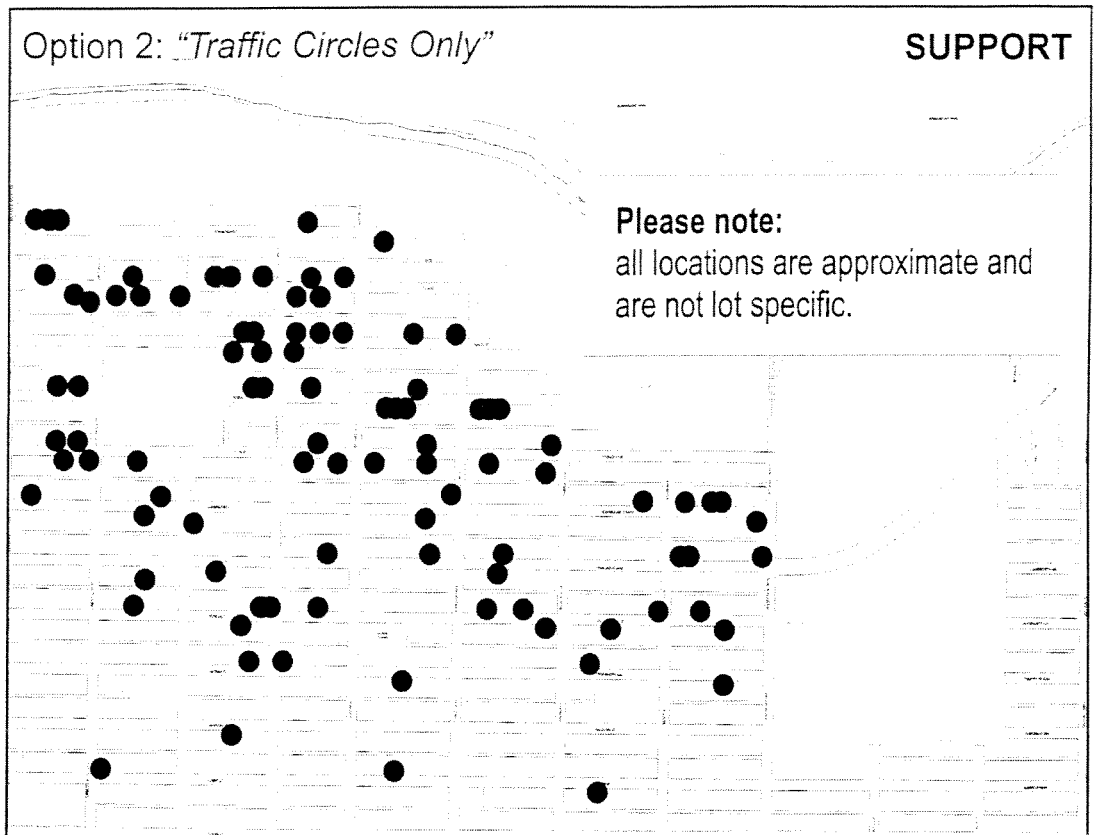


Figure 17

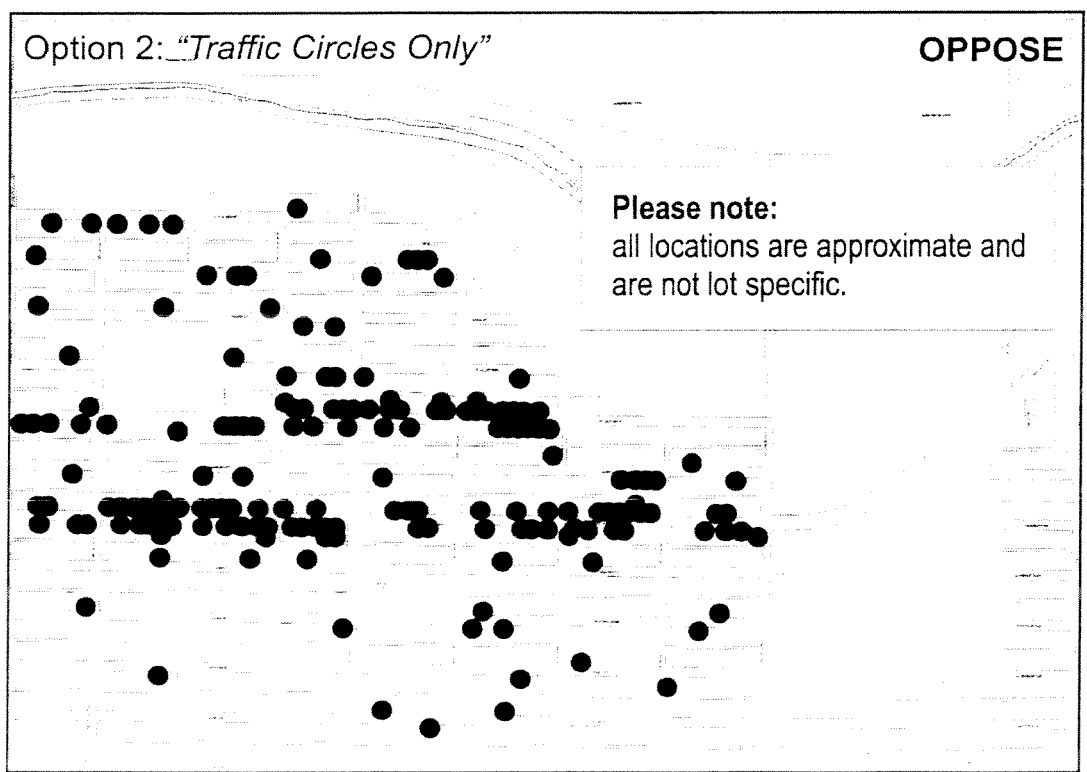


Figure 18

Option 2: "Traffic Circles Only"

Support		Do Not Support	
Comment	#	Comment	#
<u>Traffic still flows</u> even though it is calmed (slowed)	10	<u>High traffic speeds</u> would continue mid-block	41
<u>Attractive</u>	3	<u>Would not reduce traffic volume</u>	21
Traffic circles will reduce the speed of traffic	2	Do not want "Local Collector" width / <u>more traffic</u>	16
Cheaper than "Local Residential" option (Option 1)	2	<u>Dangerous</u> / confusing / people go the wrong way	11
They work well in the City of Vancouver	2	Do not like traffic circles / <u>inconvenient</u>	11
City should consider cost sharing	2	<u>Too expensive</u> / 100% resident funded	9
Traffic circles will reduce traffic volume	1	<u>No required</u> / overkill	8
Encourage residents to maintain landscaping	1	"Local Residential" reclassification (Option 1) required	8
Make sure they are large enough to be effective	1	<u>Pay twice</u> / cost more than Option 1 (circles plus LIP)	7
Traffic circles should be added to all streets	1	<u>Ugly</u> / eye soar	7
Prefer traffic circles over "Local Residential" (Option 1)	1	<u>Stop signs</u> are more effective	6
Acceptable as an interim measure	1	Would also slow down <u>emergency vehicles</u>	5
Cost-effective	1	<u>Will not change the speed</u> even at the traffic circles	5
Drivers are ignoring stop signs	1	Complicate driving in <u>snow and ice</u>	5
Better for the environment than stop signs	1	Could cause <u>traffic to divert</u> to other streets	5
Other streets should not have a say	1	Prefer " <u>Local Collector</u> " without traffic circles	4
Speed is the issue	1	Impact alternate truck route for Chevron	2
Traffic circles may not reduce traffic volume	1	C1 Bus route uses Eton	2
Put a traffic circle at Oxford/Rosser	1	Encourages aggressive driving / road rage / honking	2
Better than stop signs	1	Prefer cost sharing offered in Option 1	1
Not as effective as "Local Residential" option (Option 1)	1	Speed humps would be better	1
Traffic circles should be placed randomly	1	4400 Block of Oxford is already narrowed	1
		Should not be used in addition to stop signs	1
		Would restrict commercial vehicles	1
		Other streets should not have a say	1
		Not enough traffic circles	1
		Do not put a traffic circle at Eton/Carlton (closures)	1
		Neighbourhood should be closed to Capital Hill residents	1
		Need a waterfront expressway	1
		Fix Hastings	1
		C1 needs a bigger bus	1

Figure 19

Response to Option 1: "Local Residential" Streets

- Support for "Local Residential" Streets is strongest among Eton and Oxford respondents (those most directly affected), 75% support and 25% oppose as shown in **Figure 21**.
- Overall 55% support and 45% oppose as shown in **Figure 20**. The distribution of overall support is also shown in **Figure 22** and the distribution of overall opposition is shown in **Figure 23**.
- Number one opposition concern is "inconvenient / too restrictive / need local collectors" (34 respondents) as shown in **Figure 24**.
- Diversion of traffic has now dropped to 6th on the list of concerns (11 respondents) as shown in **Figure 24**.

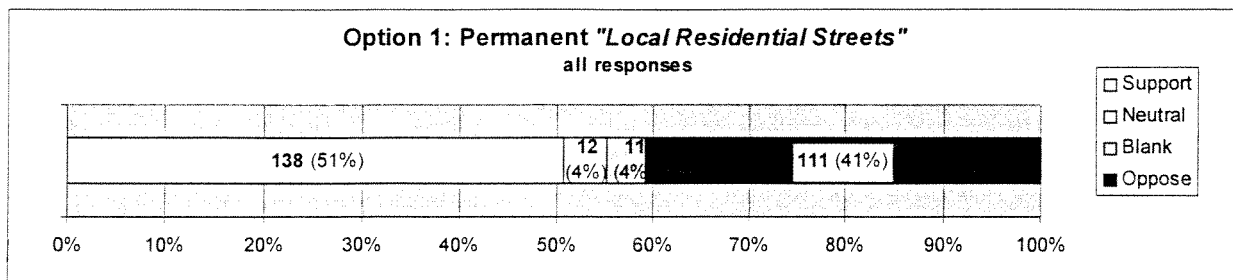


Figure 20

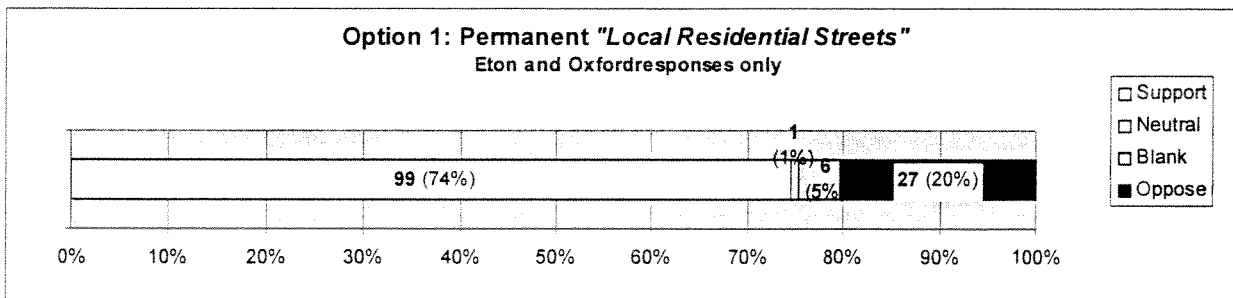


Figure 21

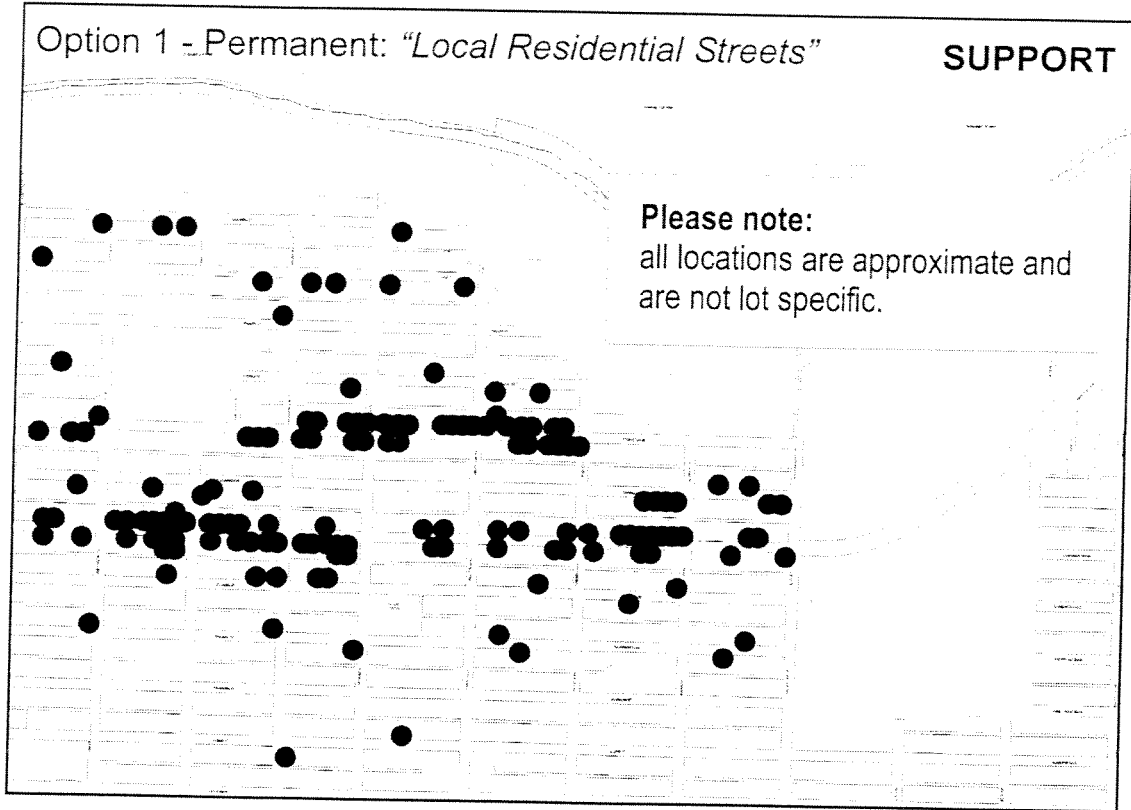


Figure 22

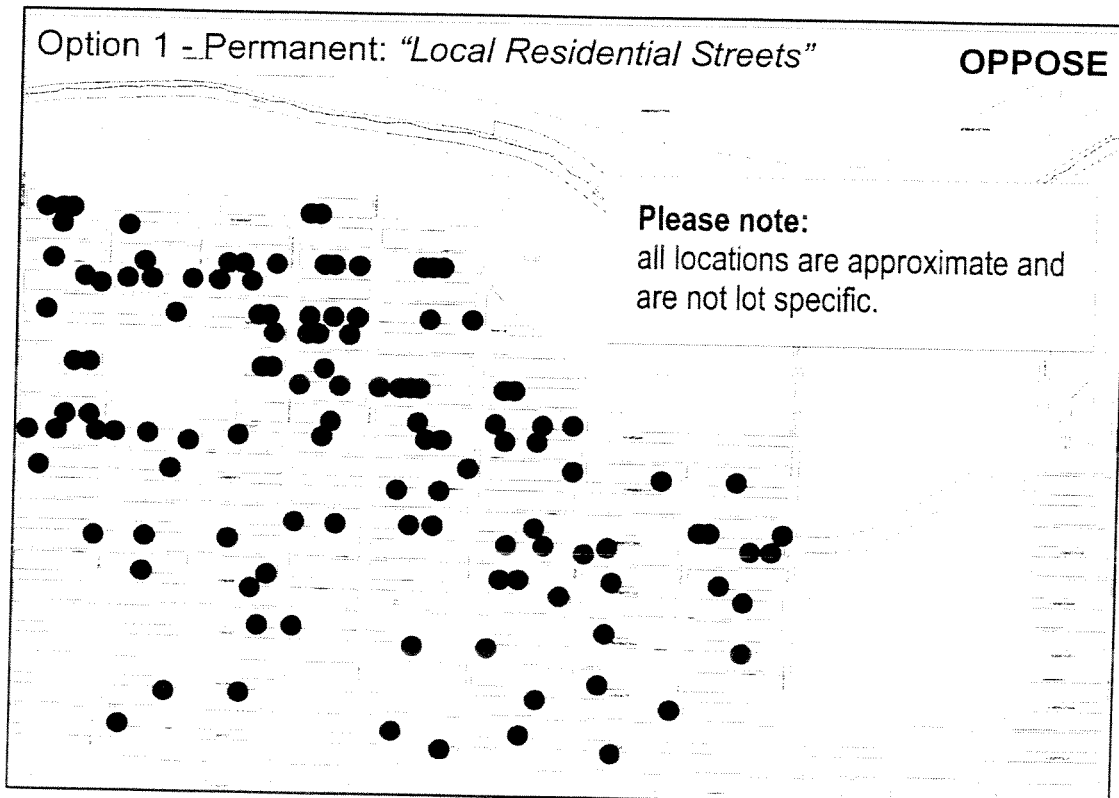


Figure 23

Option 1 - Permanent: "Local Residential Streets"

Support		Do Not Support	
Comment	#	Comment	#
Only option that would reduce speed and volume	2	Inconvenient / too restrictive / need "local collectors"	34
Need stop sign / speed limit enforcement	1	<u>Dangerous</u> / too narrow	18
Eton & Oxford should be allowed to be "finished"	1	Cost / too <u>expensive</u> / more expensive	18
Standard would be consistent (all streets the same)	1	Would not reduce <u>volume</u> of traffic	15
Sidewalks are a mess	1	Not required	13
Do something now	1	Could cause traffic to <u>divert</u> to parallel streets	11
Support, but prefer traffic circles	1	Would encourage <u>aggressive driving</u> / road rage	5
Shares the cost	1	Limits <u>emergency vehicle</u> access	4
My car has already been hit	1	<u>Stops signs</u> have done a better job than narrowing	3
Eton yes but Oxford no	1	Prefer <u>traffic circles</u>	3
Consider further traffic reduction measures	1	Only <u>slows</u> the traffic	3
		Traffic surges limited to <u>rush hours</u>	3
		<u>Stop signs</u> will be ignored / back lanes used	3
		Would not reduce speed of traffic	2
		Would increase congestion	2
		Ugly / aesthetically less pleasing than traffic circles	2
		My block (4400 Oxford) has already been done	2
		Do not want more traffic	2
		Would make snow removal difficult / dangerous	2
		Cost of Eton & Oxford homes discounted for traffic	2
		Narrow all the streets or none	1
		Improve Hastings / Trans Canada Highway	1
		Solid parking on 3800 Eton on weekends (no passing)	1
		Concerned about speed more than volume	1
		Eventually parking would be removed	1
		Most traffic in one-direction (tidal)	1
		Decision should be left to residents on Eton & Oxford	1
		Have to make allowance for Chevron trucks	1
		Access to garages facing street difficult	1
		Bus route C1 uses Eton	1
		Speed is not a factor	1

Figure 24

Response to Option 1a: "Paint Lines"

- Mixed response was received in response to "Paint Lines" in both the overall neighbourhood and from Eton and Oxford respondents
- Overall 45% support and 55% oppose "Paint Lines" as shown in **Figure 25**.
- Of Eton and Oxford respondents, 50% support and 50% oppose as shown in **Figure 26**. The distribution of support is shown in **Figure 27** and the distribution of opposition is shown in **Figure 28**.
- The number one opposition concern is, "drivers ignore them" (30) as shown in **Figure 29**.

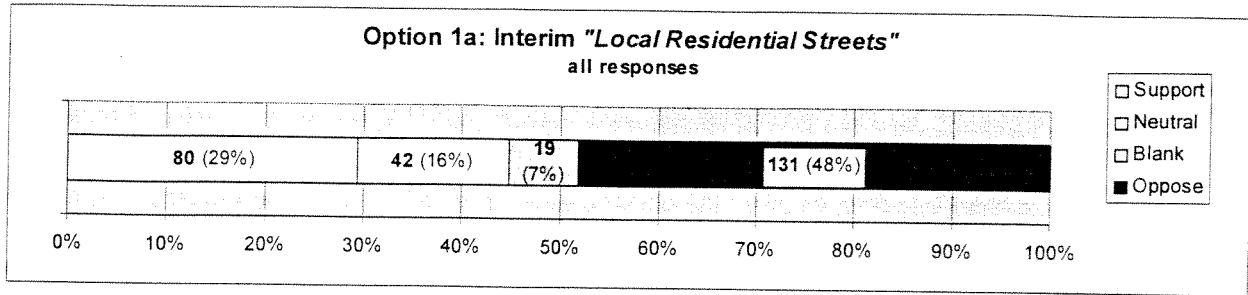


Figure 25

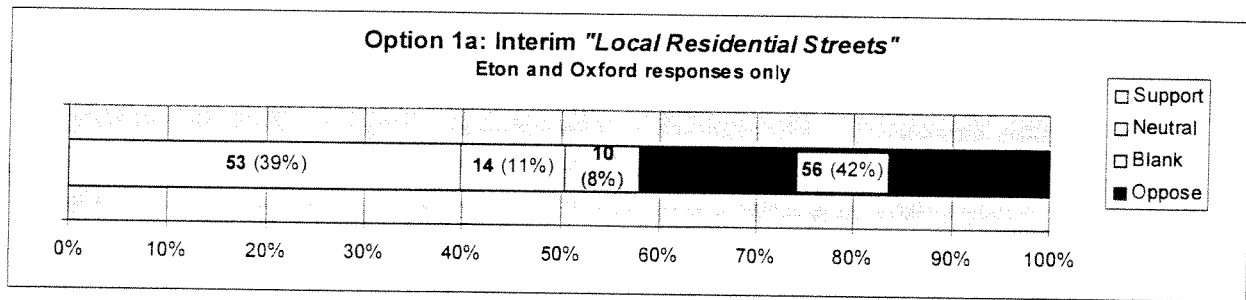


Figure 26

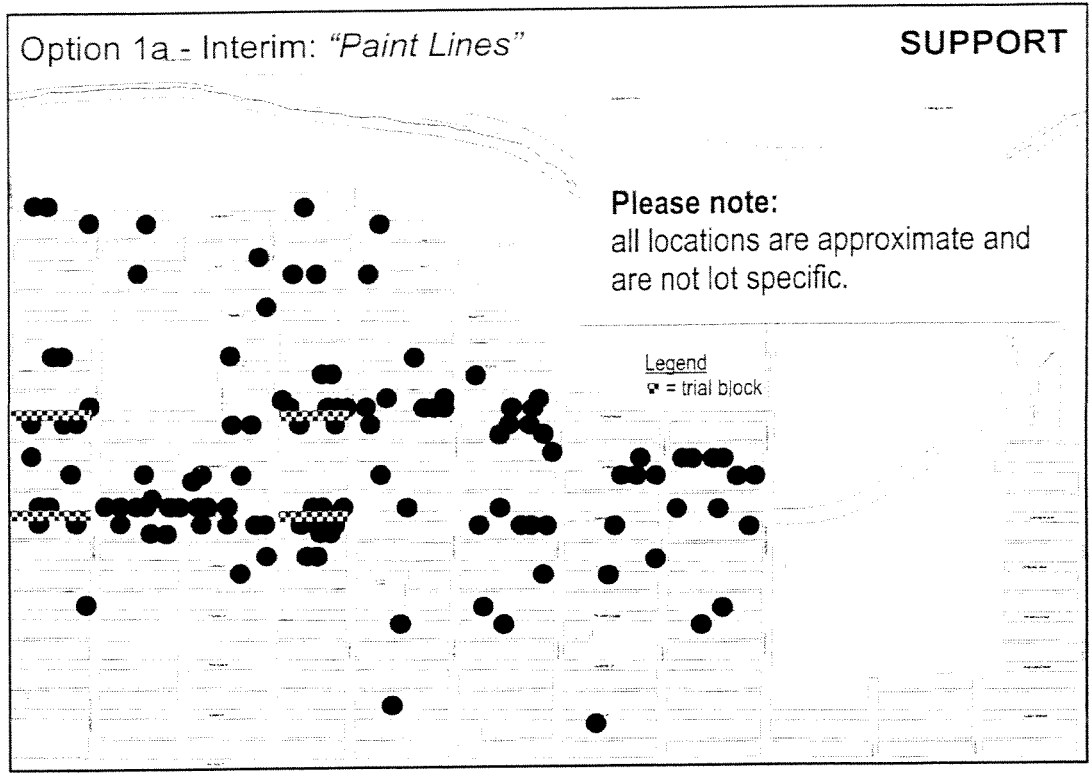


Figure 27

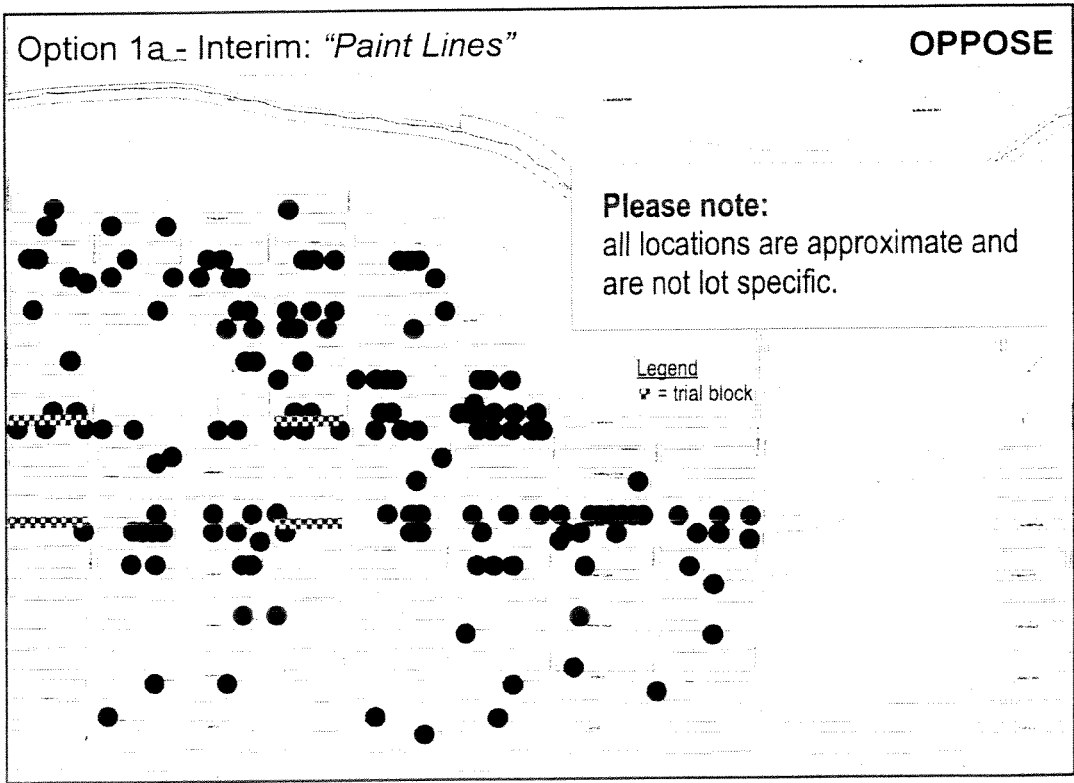


Figure 28

Option 1a - Interim: "Paint Lines"

Support		Do Not Support	
Comment	#	Comment	#
<u>Viable interim solution</u>	5	<u>Drivers ignore them / not effective</u>	30
Slows traffic	2	<u>Save the money</u>	18
City should pay for paint lines	1	<u>Dangerous / confusing</u>	18
Should be every interim street	1	Prefer " <u>Local Collector</u> " (wider) street	11
Residents on each street should decide	1	Do not want an interim measure / <u>get on with it</u>	8
Least expensive / best choice	1	Encourages <u>aggressive driving / road rage / honking</u>	8
		<u>No need / no problem</u>	7
		<u>Does not reduce traffic speed</u>	6
		<u>Ugly / too dirty</u>	5
		<u>Does not reduce volume of traffic</u>	4
		Impacts parking / forces cars to park on the sidewalks	2
		Limits emergency vehicle access	2
		Ebn and Oxford house prices discounted for traffic	2
		Cosmetic	1
		Reclassification (narrowing) the only solution	1
		Traffic comes from within the neighbourhood	1
		More than enough stop signs	1
		Annoying	1
		More appropriate on commercial street	1
		Prefer traffic circles (Option 2)	1
		How will future traffic demand be met	1
		Causes congestion	1
		Please remove the existing paint lines	1
		Add more stop signs instead	1

Figure 29

5.0 QUALIFIED RECLASSIFICATION RESTRICTIONS

It should be noted that although the qualified reclassification of Eton and Oxford is strongly supported by the residents of Eton and Oxford, there is a strong element of opposition within the remainder of the neighbourhood. In an effort to minimize any potential spill over of traffic onto the parallel streets, the following conditions are being recommended as part of the qualified reclassification of Eton and Oxford to “Local Residential” standard.

- a. **No additional traffic calming measures** will be allowed on Eton and Oxford.
- b. **The existing taper on the Willingdon end of the 4400 block of Oxford, is to be retained** to ensure on-street parking can be maintained for the 4400 block of Oxford while maintaining safe traffic operations on Willingdon.
- c. Should the **3700 block of Eton or Oxford** successfully initiate an LIP petition, the Boundary end of **these two block shall also be tapered** to ensure on-street parking can be maintained while addressing traffic safety issues (namely the vertical curve and limited sight lines from Boundary).
- d. Should the **3800 block of Eton** (adjacent to Burnaby Heights Park) successfully initiate an LIP petition, consideration will need to be given to introducing **some form of parking restrictions along a limited section of the north side of this block** to prevent circulation problems during peak parking conditions associated with sports events and other events at Burnaby Heights Park.
- e. **Advancing LIPs on Eton and Oxford in tandem.** The Section of the Local Government Act that regulates Local Improvement Programs (LIPs) allows the municipality to determine the order of construction. Typically LIP petitions have been issued on a first come, first-serve basis by the City. There are currently 42 blocks on the waiting list for LIP petitions with about 12 being petitioned with and average of about five (5) being constructed in any given year of the biennial program. There are five (5) historic Eton/Oxford LIPs petition requests which would likely be eligible for consideration as part of the 2004 LIP street works program. It should be noted that four (4) blocks are on Oxford (3800, 3900, 4200 and 4300 blocks) and one (1) block on Eton (3900 block). If all four (4) blocks of Oxford and only one (1) on Eton advanced, the existing balance between Eton and Oxford Street could be compromised in the short term (e.g. traffic diverting from Oxford to Eton). The City could advance the 4300 block of Eton as a City initiated LIP as there are no adjacent residences on this block, but an imbalance of four (4) Oxford blocks and two (2) Eton blocks could remain. There are also two (2) other blocks of Eton (4000 and 4200 blocks) further down the petition waiting list likely to come forward in 2008.

The following approach of releasing an equal number of LIP petitions on Eton and Oxford in tandem is being recommended for the consideration of the Transportation Committee as a means of continuing to treat Eton and Oxford equally within the

special circumstances presented by the qualified reclassification. In the 2004 road works LIP program two (2) blocks on Oxford (4300 and 3800) and two (2) blocks on Eton (3900 and 4200) would be issued petitions. Then as part of the 2006 LIP road works program two (2) more blocks on Oxford (3900 and 4200) and two (2) more blocks on Eton (4000 and 4300¹) would be released. This would require some minor adjustment to overall priorities to ensure an equal number of petitions are released in tandem on both streets (Eton and Oxford) while continuing to release petitions on each street (Eton or Oxford) in a first-come, first serve order.

- f. **A program of neighbourhood traffic counts** is also being recommended. This program could be initiated and undertaken in each year subsequent to LIP road work construction on Eton and/or Oxford to monitor for significant changes in neighbourhood traffic patterns. The results of these counts could be forwarded to the Transportation Committee for their review and consideration.

6.0 POTENTIAL IMPLICATIONS OF A QUALIFIED RECLASSIFICATION

Given existing traffic volumes on Eton and Oxford, the qualified reclassification of these two streets is technically supportable. Some of the potential implications of a qualified reclassification may include:

- Some tempering of vehicle speed is 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.
- Eton and Oxford would likely reconstruct to a finished standard, improving pedestrian connections in the neighbourhood and shortening north-south pedestrian crossing distances on Eton and Oxford.
- Change will be gradual, given the sequence involved in the LIP road construction process.
- A lack of short term relief for those blocks of Eton and Oxford that are not on the waiting list for a LIP petition. 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 2008 LIP street works program or five years from now as LIP street works are currently a biennial program.

¹ The 4300 block of Eton would be a City initiated LIP as City owned lands now front both sides of this block as part of the Chevron buffer zone.

- Some interim standard blocks on other parallel streets may feel a need to also be reconstructed to “protect” themselves from the threat of diverting traffic.
- Increased overall demand for an already oversubscribed LIP program could cause construction delays in other areas of the City.

7.0 COST

The total cost of implementing Option 1: “Local Residential” Streets on Eton and Oxford is estimated to be about \$2.6 million (including 7% GST); of which about \$1.3 million or 50% being City funded and about \$1.3 million or the other 50% being resident funded.² Currently, the LIP road works program is a biennial program³ within the City’s 5-Year Capital Program. As such, if approved by Council, successful resident initiated LIPs for “Local Residential” road works (based on the release of petitions in tandem for Eton and Oxford as outlined in Section 5 of this report) would then be constructed with other successful LIP projects from the waiting list. 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 existing sidewalk is present the cost per lot would be slightly higher.

Table 1
Estimated Cost per Lot (Generalized)
Option 1: “Local Residential” Streets on 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

8.0 CONCLUSION

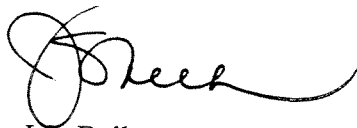
Concern over traffic within Burnaby Heights dates back over three decades. Traffic volumes on Oxford have decreased significantly since the 1970's, while traffic volumes on Eton have increased marginally. During the late 1970's and early 1980's, every block of Eton and Oxford from Boundary to Willingdon 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 “Local Collector” designation requiring the 11 m (36') width. As a result, not one block has been reconstructed at the “Local Collector” width of 11 m (36').

² Estimates based on typical rates. Note these rates have not been increased since 1999 as increasing construction costs have been off-set by decreasing interest rates. All future LIP petitions would be subject to any future rate adjustments.

³ \$2,000,000 is budgeted in 2004 and \$2,000,000 is budgeted in 2006.

Both Eton and Oxford currently both carry daily traffic volumes which fall within the range acceptable for "Local Residential" Streets. However, they both carry surges of through traffic in the morning and afternoon rush hours. The results of the six-month trial of "Local Residential" street width indicated that there was limited diversion of traffic from Eton and Oxford to other parallel streets in Burnaby Heights while there was some modest speed reductions achieved on both Eton and Oxford. The overall pattern and volume of traffic in Burnaby Heights remained similar, in part due to the gravity that the Skeena Tunnel and Penzance Drive have as the traffic "gateways" for the Burnaby Heights neighbourhood. There was also no change in reported accident rates during the trial. Moreover, the existing 4400 block of Oxford has been reconstructed to the "Local Residential" width and carries similar volumes of traffic as the other sections of Oxford safely, only at lower speeds.

Therefore, on balance, the qualified reclassification of Eton and Oxford is being recommended as a means of improving the livability for the residents on Eton and Oxford, while recognizing the concerns of the residents who live on the streets which run parallel to Eton and Oxford. Moreover, the conditions outlined in Section 5 of this report as part of the qualified reclassification, including the biennial program of monitoring traffic volumes, are all being put forward to minimize the potential impact on other streets in the Burnaby Heights neighbourhood and to maintain the balance between Eton and Oxford, while allowing the reconstruction of Eton and Oxford to proceed at the "Local Residential" width gradually over time as part of the City's existing LIP program.



J.S. Belhouse, Director
PLANNING AND BUILDING

cc: City Manager
Director Engineering
Director Finance

