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CITY OF BURNABY

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: CHAIN LINK FENCE ON NORTH ROAD AT AUSTIN AVENUE

RECOMMENDATIONS:

1. **THAT** Council approve the removal of the chain link fence on North Road at Austin Avenue subject to the monitoring of pedestrian activity.
2. **THAT** Council forward a copy of the report to Jim Stangier, Executive Director, North Road Business Improvement Association, 9912 Lougheed Highway, Burnaby, B.C., V3J 1N3 be sent a copy of this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2004 March 02, received and adopted the attached report discussing the status of the chain link fence on North Road at Austin Avenue.

Respectfully submitted,

Councillor Doug Evans
Chair

Councillor Nick Volkow
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2004 02 24
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-05
SUBJECT: CHAIN LINK FENCE ON NORTH ROAD AT AUSTIN AVENUE
PURPOSE: To discuss the status of the chain link fence on North Road at Austin Avenue

RECOMMENDATION:

1. **THAT** the Committee approve the removal of the chain link fence on North Road at Austin Avenue subject to the monitoring of pedestrian activity.
2. **THAT** Jim Stangier, Executive Director, North Road Business Improvement Association, 9912 Lougheed Highway, Burnaby BC, V3J 1N3 be sent a copy of this report.

R E P O R T

1.0 INTRODUCTION

Appearing elsewhere on the agenda is a letter to the Mayor (with response) from Mr. Jim Stangier. Mr. Stangier is the Executive Director of the North Road Business Improvement Association (BIA). The BIA is requesting the removal of the chain link fence on North Road, north of Austin Road. The BIA has concerns over the unsightly condition of the fence and questions its current need relative to the change in pedestrian patterns since the opening of the SkyTrain Millennium Line.

2.0 BACKGROUND

In 1999, the City installed a chain link fence along the centre median on North Road, north of Austin Avenue. The fence was installed after consideration from both the Cities of Burnaby and Coquitlam in response to a request from TransLink. This request was based on concerns noted by Transit operators regarding pedestrians jay-walking.

At the time the Lougheed Mall Transit loop still existed on the north-west corner of the intersection (now relocated nearer the SkyTrain Station). Due to increased capacity needs within the loop, Transit located some stops on-street. Stops were positioned on North Road, north of the intersection in both directions. It was with the installation of these on-street stops that the increased the jaywalking.

The fence installation was initially funded by TransLink, however maintenance has been undertaken by the City.

3.0 DISCUSSION

3.1 Fence Effectiveness

As noted, the need for a median fence as requested by TransLink was reviewed and supported by both the Cities of Burnaby and Coquitlam. The Lougheed Mall bus loop, the locating of on-street stops, area facilities, such as the Mall, Coquitlam College and fast food restaurants were all factors contributing to pedestrian traffic along this portion of North Road. Depending on the origin / destination of this traffic, many pedestrians chose to cross where deemed convenient, often jaywalking north of the intersection. From a safety perspective the fence was considered an appropriate deterrent.

With the relocation of the Transit loop, a significant pedestrian destination has been eliminated. Recent counts indicate an appreciable decrease in pedestrian crossings on the north leg of the Austin/North Road intersection both at the signal and around the fence end. Many of the initial pedestrian sources of attraction remain, including the North Road stops.

3.2 Fence Condition/Maintenance

TransLink funded the installation of the fence. The City is responsible for maintenance. This has become an ongoing concern with frequent calls for repairs and the associated maintenance costs. Aside from the costs associated with the ongoing repairs/maintenance, the fence condition has deteriorated. Holes, patches and bent posts all contribute to the unsightly nature of the fence. These are all inherent problems with chain link fencing.

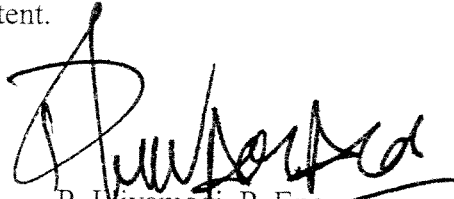
4.0 CONCLUSIONS/RECOMMENDATIONS

The North Road BIA has requested the removal of the chain link fence on North Road, North of Austin Avenue. They cite the poor condition of the fence and the fact that the primary reason for its installation is no longer a factor. The BIA believes the fence is not necessary.

Staff agree that the fence is in poor condition and continues to deteriorate. Strictly from a maintenance (and associated cost) perspective we would recommend its removal. However, we must be satisfied that the original need for the fence installation is no longer a significant factor. Recent counts have indicated that since the relocation of the Transit loop, a substantial reduction in pedestrian traffic has occurred both at and north of the intersection. Jaywalking is not uncommon along this stretch of North Road to the south.

Improvement to the aesthetics of the existing fence would require full replacement. Accordingly, we recommend removal of the fence and subsequent monitoring pedestrian activity. If it is concluded that a median fence is still necessary for safety reasons we would recommend a higher standard of design that is in keeping with the town centre location.

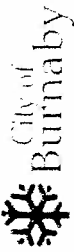
It should also be noted at this point that a recent traffic evaluation of the North Road corridor, conducted by ICBC suggested a fence on the median south of the intersection. We propose that these two locations be monitored concurrently and that any fencing of these medians be appropriate and consistent.



P. Divamaji, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

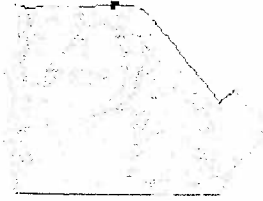
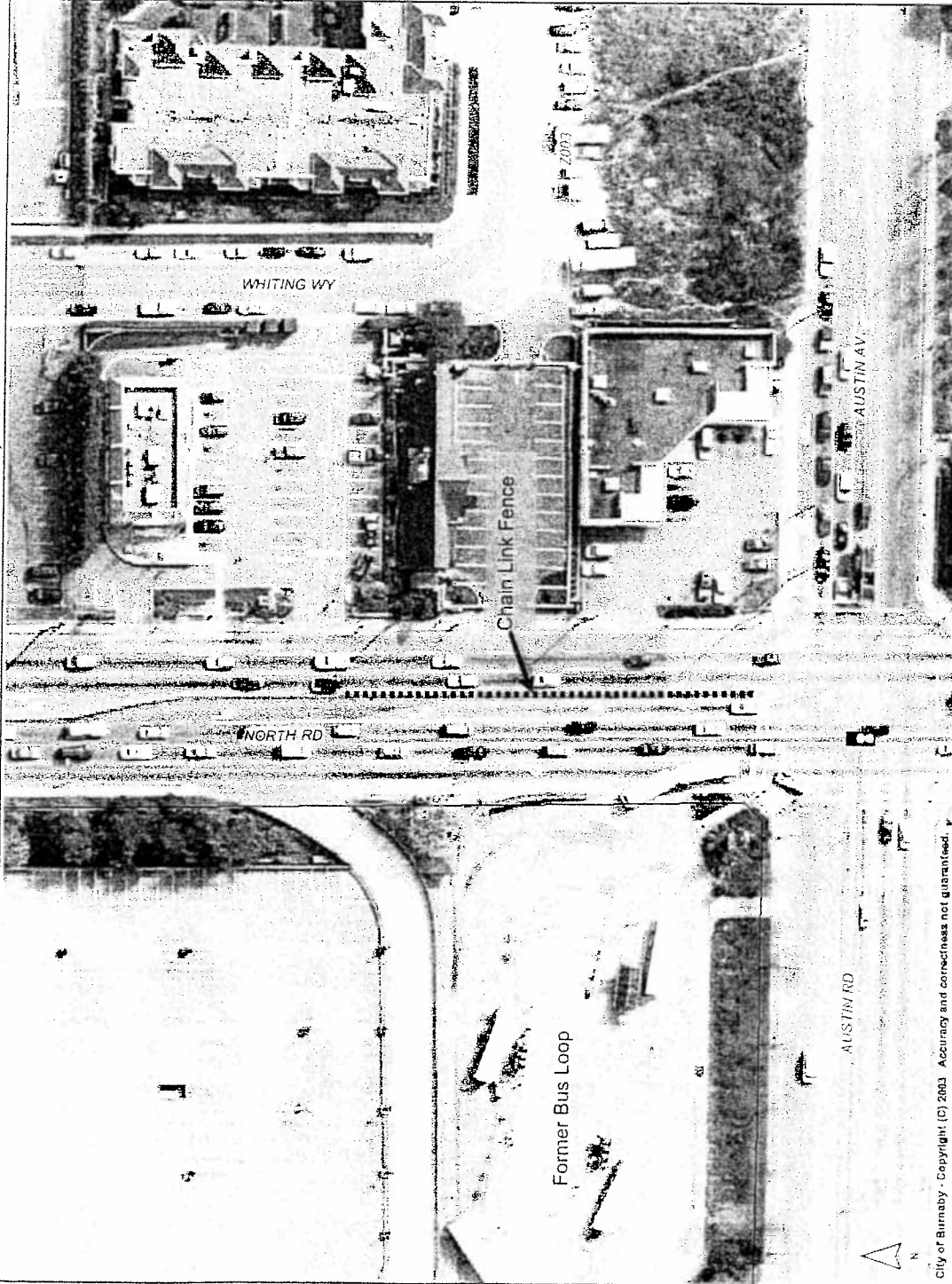
EJ:

cc: City Manager



North Road Median Fence

February 23, 2004



- Selected Features
- Street Intersection
- Trade Sewer
- Speed Humps
- Speed Bump
- Roads
- Levy
- Collector
- Arterial
- Freeway
- Hydrology
- Cofair 2002
- Parks
- PANEL AND TO BE ACQUIRED
- Other
- Boundary
- Addresses
- Lot
- Skylight Stations
- Skylight Lines
- Address
- Lot
- CELESTERY
- SCHOOL
- CINIC
- LIBRARY
- HOSPITAL
- MALL
- BARBERS and BEAUTY
- CELESTERY
- SCHOOL
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- HOSPITAL
- MALL
- BARBERS and BEAUTY

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Map Scale
1 : 1000

