



Meeting 2007 November 19

COUNCIL REPORT

### TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: LANE BEHIND 5000 BLOCK PIONEER (HARKEN DRIVE TO  
GRASSMERE)**

#### RECOMMENDATIONS:

1. THAT Council authorize the installation of speed humps in the lane behind 5000 block Pioneer Avenue.
2. THAT copies of this report be sent to the 7 property residents abutting the subject lane and Ms. Anna Maria Massullo, 4645 Harken Drive, Burnaby, BC, V5G 2M8.

#### REPORT

The Traffic Safety Committee, at its meeting held on 2007 November 06, received and adopted the *attached* report responding to the concerns with traffic in the lane behind 5000 block Pioneer Avenue as expressed by a delegation.

Arising from discussion, the Committee requested that Council authorize the installation of speed humps in the lane behind 5000 block Pioneer Avenue (Harken Drive to Grassmere) and that staff monitor situation following the installation of the speed humps. The Committee also requested that staff investigate issues of traffic not being able to travel on Pioneer Avenue (including parking and signage).

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor G. Evans  
Member

Copied to: City Manager Director Planning & Building Director Engineering
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2007 October 25

**FROM:** ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

**SUBJECT:** LANE BEHIND 5000 BLOCK PIONEER (HARKEN DR TO  
GRASSMERE)

**PURPOSE:** To respond to the concerns with traffic in this lane as expressed by a delegation to the Committee

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**RECOMMENDATION:**

1. **THAT** copies of this report be sent to the 7 property residents abutting the subject lane and Ms. Anna Maria Massulo, 4645 Harken Drive, Burnaby BC V5G 2M8.

**REPORT**

**1.0 INTRODUCTION**

At 2006 October meeting the Committee received as a delegation Mr. Suresh Rampersad of 4560 Harken Drive accompanied by his neighbours Mr. & Mrs. Wiebe and Phillip Kan of 5060 and 5040 Pioneer, respectively. The delegation was concerned that the lane was being used by neighbours to the north as a connector link between Harken Drive and Grassmere Street and Elsom Ave.. A prime concern was that the through traffic was speeding through the lane, creating a hazard for children playing in the lane and pedestrians using it for passage.

Mr. Ramparsad noted that he had been working with City Staff and it had been suggested that 2 speed bumps be placed in the lane through the City's rear lane speed bump program. It was also noted that a tall hedge adjacent the garage entrance at 4560 Harken Drive obstructed vision and it was suggested that the hedge be trimmed or replaced with smaller shrubs [this issue has been resolved]. Staff undertook to do a vehicle count in the lane and the Committee referred the matter to staff directing that they continue working with residents in the area.

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## 2.0 BACKGROUND

In November of 2004 in response to an inquiry from Mr. Rampersad we sent him a letter outlining the rear lane speed bump program and provided a cost for 2 speed bumps in the lane and the 2 signs at the entrances. Appended were a standard petition form and a map illustrating the location of the bumps and signs. The petition was not returned.

Subsequently, Mr. Rampersad extended his house resulting in new bedrooms immediately adjacent the lane and approached staff outlining his concerns with traffic, noise, and speed. Again speed bumps were suggested as a solution but Mr. Rampersad questioned the effectiveness of only 2 bumps. It was explained that the 2 bumps were spaced in accordance with our guidelines which always proven effective to in curbing speeds. After further discussion it was agreed that 3 bumps would be provided, in this instance, subject to the usual resident support.

After further reflection, Mr. Rampersad indicated there was support for a full closure of the lane, at either end or the middle as the best solution.

## 3.0 REVIEW

### 3.1 Traffic in the Lane

Staff carried out automatic classified counts in the lane in November 2006. It was found that the average weekday (24 hour) traffic flow was 130 vehicles with a bias in the southbound direction. Weekend flows were somewhat less at 100 vehicles per 24 hours. Between the night time hours of 10:00pm and 7:00am an average of 1.2 vehicles per hour were recorded with most of the late night/early morning hours recording nil. During the day time the maximum hourly traffic volumes ranged between 15 and 19 vehicles with no consistent time of day pattern. While these data would not be unusual in a typical, longer, Burnaby lane in this case they confirm that there is shortcutting through the lane but again there are examples of similar situations.

The median travel speed in the lane was estimated to be 17 km/hr [ie 50% of vehicle are travelling at a lower speed]. The 85<sup>th</sup> percentile speed was 31 km/hr [ie 15% of vehicles were travelling at higher speed]. Thus there are a number of vehicles exceeding the 20 km/hr speed limit in lanes.

### 3.2 Direct Stakeholder Consultation

Recently we sent a questionnaire to all of the residents abutting the lane as shown in (Fig. 1) which was also attached to the survey covering letter and questionnaire. The options for lane closure and speed humps are shown on this map.

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The results of the survey are tabulated on the attached questionnaire (Fig. 2). Most of the residents were against the installation of speed humps and only 2 of the 7 supported a lane closure. Most residents appended written comments elaborating on their questionnaire responses and some also phoned to discuss the issues further.

Mr. Rampersad also delivered two letters from neighbours addressed to the Traffic Safety Committee. One is on this agenda and the other was subsequently withdrawn.

### **3.3 Wider Neighbourhood Input**

Prior to the mail out of our questionnaire we began to receive phone calls (about 20) from residents of the immediate and wider neighbourhood. All were concerned with the closure of the lane (word had spread that the closure was a *fait accompli*). Most indicated that they and most of their neighbours have historically, for up to 30 years, used this lane for access to the neighbourhood. A particular concern was that Pioneer was often congested with pedestrians and vehicles as a result of the functions and services at the Willingdon church and the lane provided an alternative outlet. However we received no complaints about street usage by the Church.

People from this wider neighbourhood have signed a petition regarding these concerns which is also on this agenda. Fig 3 maps the respondents.

### **3.4 Operational Concerns**

As part of our review we contacted the Sanitation Division regarding the suggested lane closure. Sanitation Management staff were extremely concerned that a closure of the lane would significantly impact productivity of solid waste, yard waste and recycling service. With a closure the 3 vehicles providing these services would have to back into the lane to carry out collection. However, if Council were to decide that the lane be closed Sanitation's preference was that it occurs at the south end with the collection vehicles backing in from Harken Drive. From a safety perspective backing in is less desirable than driving through the lane.

### **3.5 Other Issues**

There were complaints that Mr. Rampersad had "occupied" the lane stub behind his property. The two neighbours also abutting this lane stub stated that they had historically used it for access to the backyards of their properties but now they had to negotiate this with Mr. Rampersad. One noted that there had been a "no parking" sign in the lane which was in recent times removed. We could find no record of the installation or removal of this sign. We understand Mr. Rampersad had applied to the Planning Department for closure and consolidation of this lane with his property but at this time it remains a Public Right of Way and the abutting neighbours could take access to parking in their rear yards if they choose to.

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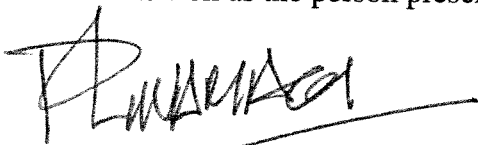
There were also complaints that Mr. Rampersad has recently constructed a high fence along his front yard adjacent the lane and that this obstructed visibility for those entering and exiting the lane. We will check whether the fence meets the vision clearance requirements of the zoning bylaw.

#### 4.0 CONCLUSION

Given the input we have received from the Public as well as the Sanitation Department **we do not recommend closure of this lane**. Rather, we believe that the installation of speed bumps would address the speeding concern and to some extent deter through traffic.

The wider neighbourhood response indicates there is support for the installation of speed bumps in the lane. Given this support the residents abutting the lane may be swayed to provide the required support for the installation of the proposed two speed bumps. It is noted that all those signing the speed bump petition are not required to fund them.

We recommend that copies of this report be sent to the property owners abutting the lane as well as the person presenting the petition from the wider neighbourhood.



Peeter Liivamagi, P.Eng.  
Assistant Director Engineering,  
Traffic and Engineering Systems

PL:nep

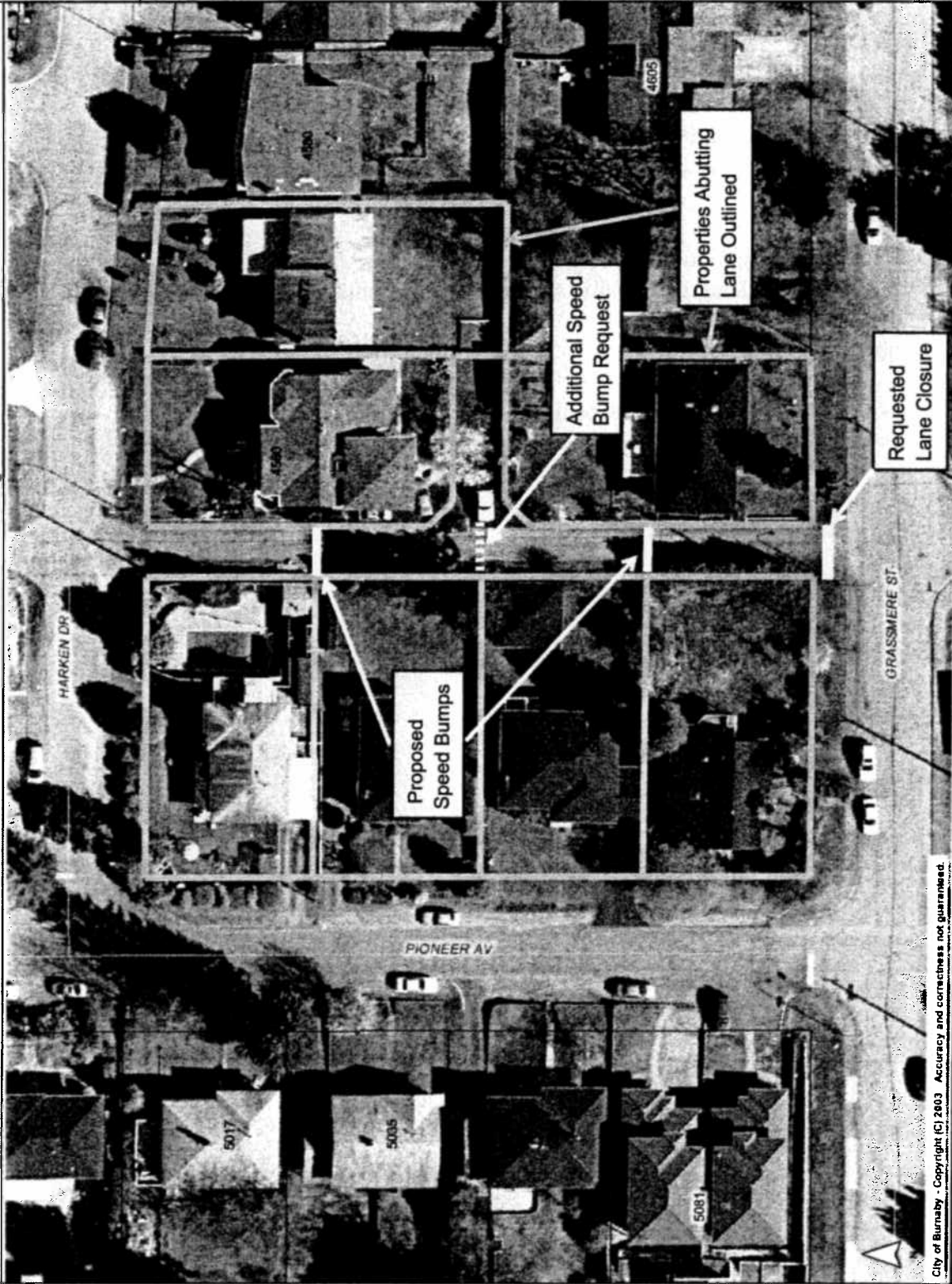
Copied to: City Manager  
Director Planning and Building



City of Burnaby FIG. 1

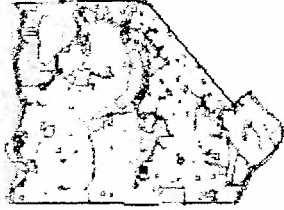
# Lane Behind 5000 Blk Pioneer Ave between Harken Dr and Grassmere St

August 29, 2007



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- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2006
- Parks
- Parkland To Be Acquired
- Parkland

Map Scale  
1 : 750

FIG 2

### QUESTIONNAIRE

*Please return via enclosed prepaid envelope, or Fax to 604-294-7425.*

Lane behind 5000 Block Pioneer Avenue between Harken Drive and Grassmere Street.

Name: NOTE: SENT TO 7 RESIDENTS

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

1. Are speed and volume traffic a concern for you? (mark your choice with X)

	Major	Minor	Not At All
Speed	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 3
Traffic Volume	<input checked="" type="checkbox"/> 3	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 3

2. If a speed bump petition were to proceed would you support it?

for 2 bumps	Yes <input checked="" type="checkbox"/> 2	No <input checked="" type="checkbox"/> 4	"NOT SURE" <input checked="" type="checkbox"/> 1
for 3 bumps	Yes <input checked="" type="checkbox"/> 2	No <input checked="" type="checkbox"/> 4	

3. Would you support closure of the lane at the South (Grassmere End)?

Yes  2      No  5      Not Sure  ~~0~~

4. Comments/Suggestions:

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FIG 3

# Neighbourhood Petition Against Lane Closure

October 25, 2007

