

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: CONSULTATION RESULTS: TRANSPORTATION REVIEW OF
BURNABY HEIGHTS / CAPITOL HILL NEIGHBOURHOOD**

RECOMMENDATIONS:

1. **THAT** Council implement the following measures arising from the Burnaby Heights / Capitol Hill Neighbourhood Transportation Review process, as described in this report:
 - a. Continued provision of enhanced traffic safety education and enforcement;
 - b. Continued periodic review of Hastings Street signal timings;
 - c. One-year trial of neighbourhood-wide speed limit reduction;
 - d. Continued support for upgrading of Local Residential roads to the finished standard via Local Area Service Program (LASP); and
 - e. Curb bulges at City expense for three Albert Street intersections.

2. **THAT** Council undertake a second phase of public consultation as described in this report, focusing on the following new proposals that were identified through the first phase of public consultation:
 - a. Provision for future left-turn lanes on Hastings Street at Gilmore Avenue;
 - b. City-initiated LASPs for speed humps on Local Residential streets at high-priority locations;
 - c. City-funded raised crosswalks on Local Collector streets at high-priority locations;
 - d. City-initiated LASPs for sidewalks on any road class at high-priority locations;

Copied to:	City Manager Director Engineering Director Finance Director Parks, Recreation & Cultural Services OIC RCMP Fire Chief
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- e. Review and amend parking regulations to increase the utilization of City-owned parking lots near Hastings Street;
 - f. Conversion of the Cambridge / Gamma intersection from six legs to four; and
 - g. Marked crosswalk across Willingdon Avenue at Pandora Street;
 - h. Longer hours for the Hastings Street HOV lanes; and
 - i. Closing off the north ends of Beta Avenue North and Gamma Avenue North from Penzance Drive.
3. **THAT** Council distribute copies of this report to those that have corresponded with or provided input to the City on this matter through the public consultation process.

REPORT

The Transportation Committee, at its meeting held on 2011 January 12, received and adopted the attached report presenting the consultation results from the Burnaby Heights / Capitol Hill Neighbourhood Transportation Review process.

Arising from discussion, the Committee amended recommendation #2 to include proposals h. and i. under the second phase of public consultation, as described in this report under sections 3.2.8 and 3.3.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor R. Chang
Member

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2011 January 13

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 37500-01
Reference: Burnaby Heights

**SUBJECT: CONSULTATION RESULTS: TRANSPORTATION REVIEW OF
BURNABY HEIGHTS / CAPITOL HILL NEIGHBOURHOOD**

PURPOSE: To present the consultation results from the Burnaby Heights / Capitol Hill Neighbourhood Transportation Review process.

RECOMMENDATIONS:

1. **THAT** the Committee recommend that Council implement the following measures arising from the Burnaby Heights/Capitol Hill Neighbourhood Transportation Review process, as described in this report:
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REPORT

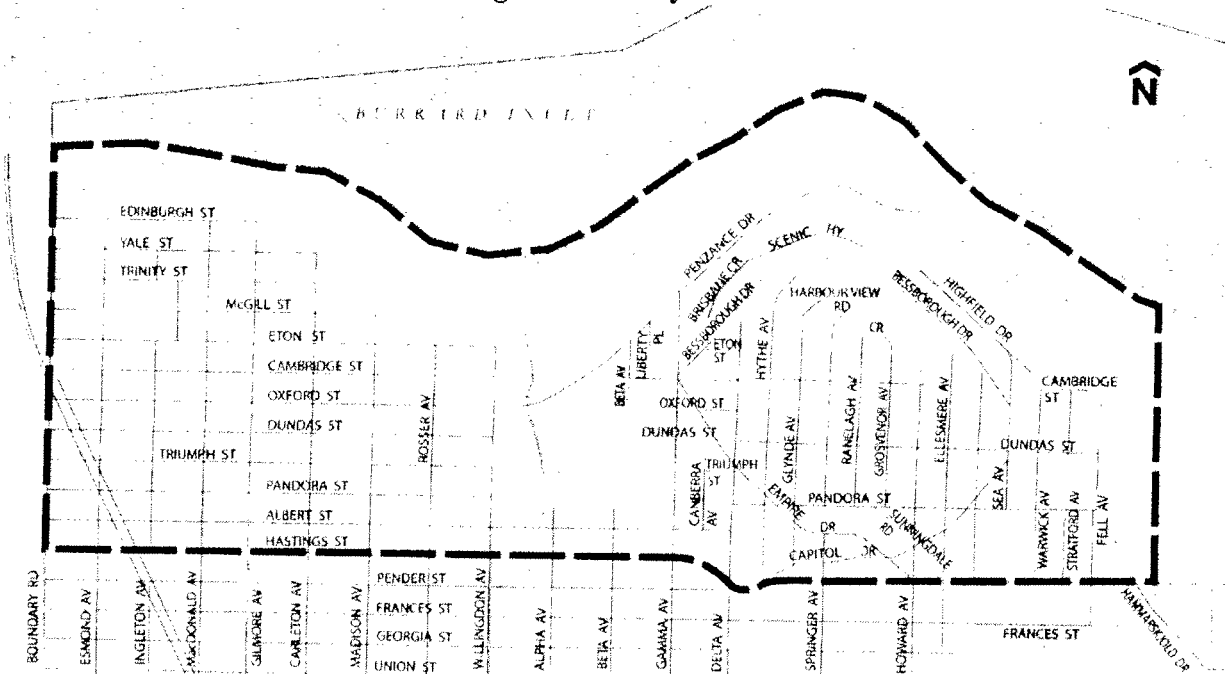
1.0 INTRODUCTION

On 2009 February 16, in response to delegations and correspondence from several residents, Council authorized staff to initiate a process to review transportation issues in the Burnaby Heights / Capitol Hill (BHCH) neighbourhood (*Figure 1*). Council approved a phased review process, which included collection of traffic data to allow for an initial assessment of traffic issues.

Following the initial assessment of traffic data collected in the BHCH neighbourhood, staff reported back to Council on findings regarding the presence of non-local trips cutting through the neighbourhood. Traffic speeds in the neighbourhood were generally found to be within expected limits, with some localized exceptions. Staff proposed a public consultation process regarding specific proposals to address issues related to reducing the volume of Regional Trips cutting through the neighbourhood and the speed of traffic in the neighbourhood.

On 2010 January 18, Council authorized the public consultation phase of the Burnaby Heights / Capitol Hill transportation review to solicit public opinion on the issues and proposals for potential solutions. This report presents the results of the consultation phase, and the resultant recommendations.

Figure 1: Study Area



2.0 PUBLIC PROCESS

The completed public consultation program authorized by Council included:

1. A mail-out brochure to all residents and businesses in the neighbourhood, describing the proposals, and an Open House announcement.
2. A survey on the proposals under consideration.
3. Public Open House in the neighbourhood to allow for a dialogue between City staff and the neighbourhood.

The brochure and survey were mailed out to 6,331 addresses in the neighbourhood during the week of 2010 September 7. The information was also made available via a dedicated city webpage and at the Open House.

The Open House was advertised through the brochure and the local papers, and held at Confederation Community Centre on 2010 September 28. The event was well attended with 198 registering. Display panels conveyed the information from the City's brochure, and staff were available to hear opinions and answer questions.

The process included a public comment period, with input via an on-line survey or by mail/fax until 2010 October 15, at which point all responses were tabulated and reviewed.

3.0 CONSULTATION RESULTS

The public consultation process requested comment on the following eight specific proposals, and solicited general input from residents and businesses on area transportation issues and potential solutions:

- Periodic review of traffic **signal timings** to maximize the capacity of Hastings Street (Proposal #1);
- On-going **education and police enforcement** to reduce vehicle speeds (Proposal #2);
- Continued installation of **speed humps on Local Residential roads** (Proposal #3);
- Installation of **speed humps on Local Collector roads** (Proposal #4);
- Continued reconstruction of Local Residential roads from an interim standard to a **finished standard** which would result in less space for moving vehicles (Proposal #5);
- Installation of **corner bulges on Albert Street** at Gilmore, Willingdon and Gamma Avenues (Proposal #6);
- Implementation of a pilot area-wide **speed limit reduction to 40 km/hr** (Proposal #7); and
- Use of **diversionary methods** (barriers and turning prohibitions) to make it physically impossible to cut through the neighbourhood (Proposal #8).

A total of 657 survey responses were received with a good balance between the Burnaby Heights and Capitol Hill areas.

3.1 Overview of Responses

Each respondent could express support or opposition for each of the proposed measures to address traffic issues in the neighbourhood. In addition, respondents were asked to identify additional traffic issues and propose additional measures to address those issues. The full text of these comments has been provided to the Committee and Council under separate cover, and are to be posted on the City's webpage at www.burnaby.ca/BHCHreview.

Responses on the eight proposal questions were categorized as support, neutral (or don't know), and oppose. These results are tallied in *Figure 2*. Eliminating the "neutral" responses, the level of support and opposition for each proposal is expressed as a percentage in *Figure 3*. Summing to 100%, these are the percentages that are quoted subsequently in this report.

Figure 2: Tally of Responses

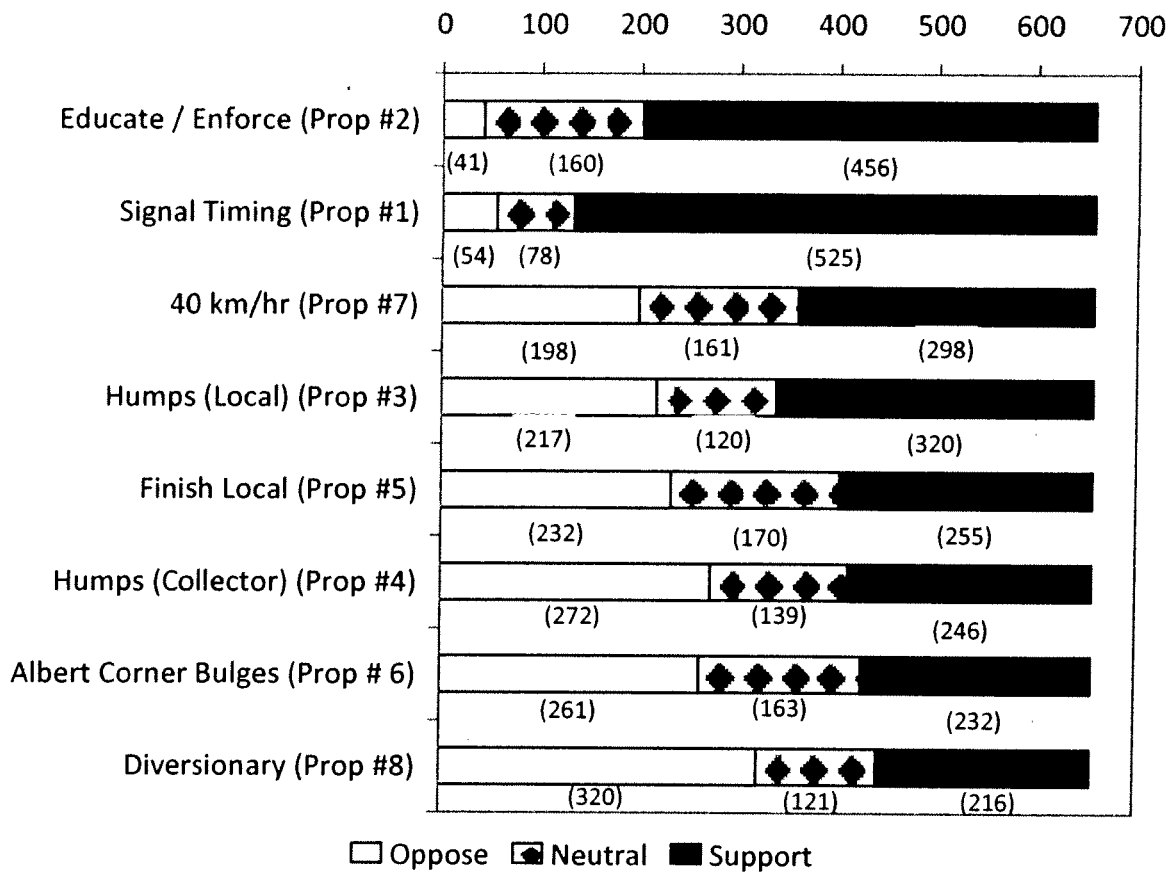
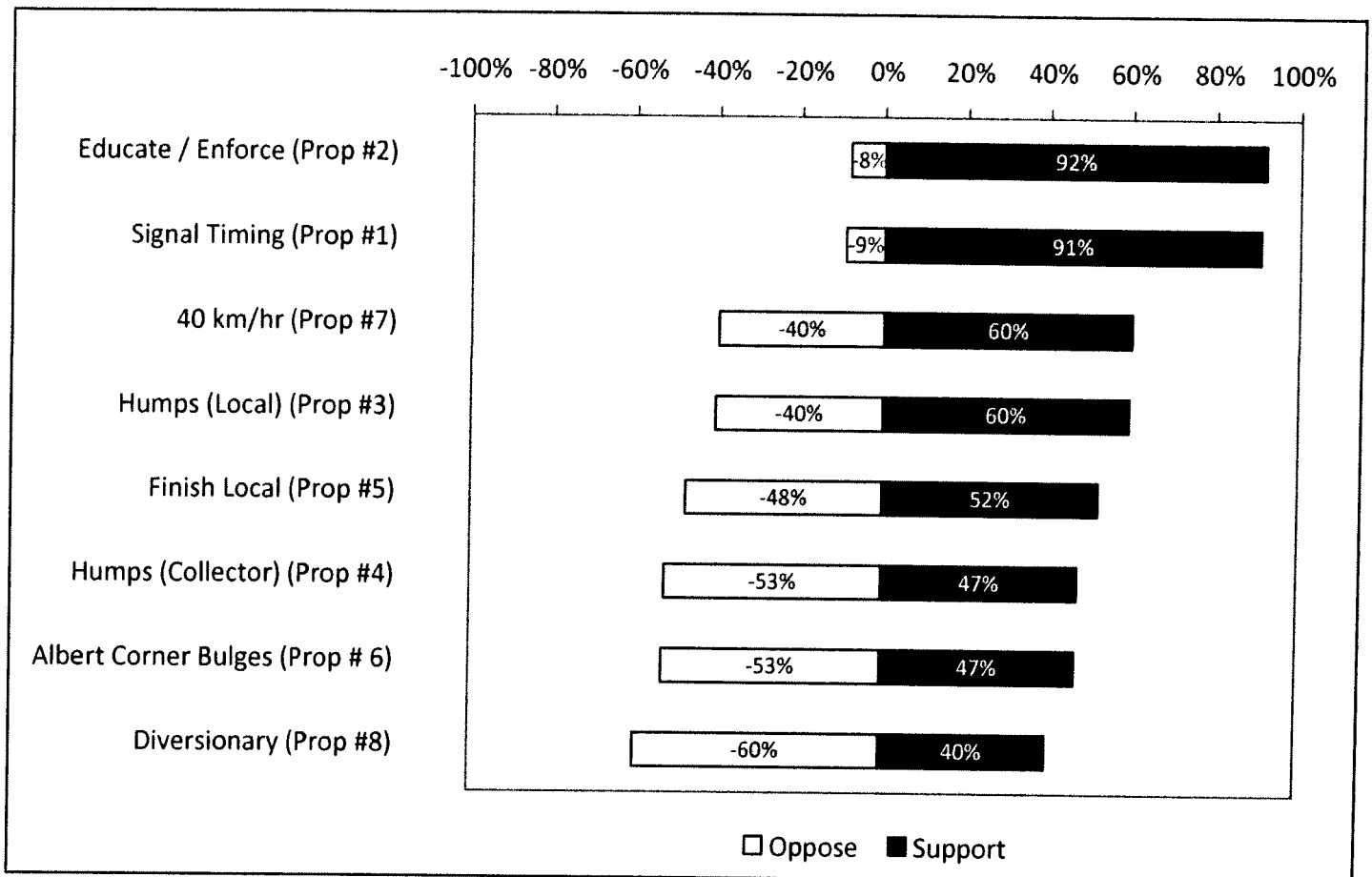


Figure 3: Support and Opposition Percentages



The following proposals received more than 50% **support**:

- education / enforcement to reduce vehicle speeds (Proposal #2);
- periodic signal timing review to maximize the capacity of Hastings Street (Proposal #1);
- area-wide speed limit reduction to 40 km/hr (Proposal #7);
- speed humps on Local Residential roads to address speeding (Proposal #3); and
- finishing Local Residential streets with curbs and gutters, thus providing less space for moving vehicles than the interim standard (with gravel shoulders) (Proposal #5).

More than 50% **opposition** was indicated for the following proposals:

- speed humps on Local Collector roads (Proposal #4);
- curb bulges which provided localized reductions in street widths on Albert Street at Gilmore, Willingdon, and Gamma Avenues (Proposal #6); and
- diversionary methods to make it physically impossible to cut through the neighbourhood (Proposal #8).

The following provides additional details on the public input received on the proposals, and arising recommendations.

3.2 Detailed Results and Recommendations

The consultation results for the individual proposals, key comments and arising recommendations are discussed below.

3.2.1 Education and Enforcement (Proposal #2)

The proposal for on-going education and police enforcement to reduce vehicle speeds and address traffic safety was well supported at 92%. Specific suggestions for on-going education programming and police enforcement received from the public included:

- Provide additional education for parents in school zones;
- Provide education regarding the use of traffic circles, including direction of use, signalling for left turns and yielding to left-turning vehicles
- Increased enforcement levels; and
- Focusing enforcement in school and park zones.

Recommendation: Continued provision of enhanced education and enforcement as follows:

- *Continue to apply education and police enforcement methods in the BHCH neighbourhood, subject to prioritization with other locations across Burnaby.*
- *The City's Traffic Division to identify specific locations for more frequent and targeted enforcement from the RCMP.*
- *Explore opportunities with local schools to assist in the development of school based traffic awareness and safety programming for children and parents. These may include programs such as ICBC's Walk-Smart and Bike Safe and the School Zone Safety Programs.*

3.2.2 Signal Timing on Hastings (Proposal #1)

The proposal for periodic review of traffic signal timings, to maximize the capacity of Hastings Street, received 91% support. Respondents were in favour of signal timing improvements in general, and some commented specifically on:

- Maintaining the signal priority on Hastings Street;
- Either eliminating pedestrian signals, or converting them to full signals;
- Better synchronization of the signals in the corridor, particularly pedestrian signals;
- Limiting left hand turns into the neighbourhood to locations with turn lanes; and
- Provision of an advanced left-turn phase for Gilmore Avenue.

It is the City's practice to periodically review the traffic signals to maintain priority on, and maximize the capacity of, Hastings Street. The system of signals along Hastings Street aims to provide a balance of service for all users, including pedestrians. The provision of pedestrian activated signals balances the demand for safe crossing opportunities for pedestrians, while seeking to minimize the traffic on the Local Residential street with pedestrian signals by only providing full signals at higher-order streets. Hence it is not recommended to eliminate or convert the pedestrian signals to full signals.

The City's review practice also looks to adjust signal timings to better maximize flow through synchronization of signals. Indeed, the signal timing adjustments of 2009, as reported to Council on 2009 December 14, reduced Hastings Street delays by 53% (westbound) and 76% (eastbound) in the morning and afternoon peak periods respectively. As such, further adjustments will be made through the periodic review of timings into the future.

Elimination of left turns on Hastings Street at locations without a left-turn lane is an idea that could be considered once left-turn lanes have been provided at Gilmore Avenue. Until then, banning intermediate left turns is not recommended as it would create a distance of eight blocks between permissible left turns at Boundary Road and at Willingdon Avenue. Rather than distributing left-turn access into the neighbourhood, it would force all traffic to Boundary Road and Willingdon Avenue, potentially resulting in increased delays and queuing at those locations, and more circuitous routing for residents. Banning of intermediate left turns would also impact access to local businesses.

The intersection of Gilmore Avenue at Hastings Street is the only Major Collector road not served by left-turn lanes on Hastings. This has resulted in a westbound left-turn prohibition during the afternoon peak period to maintain through capacity on Hastings, however, drivers must then make left turns on less suitable Local Residential roads. At intersections without benefit of a left turn bay, the presence of left-turning vehicles (when permitted) is a source of delay on Hastings Street, thus resulting in traffic seeking to use neighbourhood routes to avoid delays.

The construction of left turn lanes on Hastings Street at Gilmore Avenue requires the localized widening of the Hastings Street right-of-way. It is anticipated that this will be achieved over time, as individual properties come forward for redevelopment, whereby the City could acquire the necessary right-of-way. However, at this time the land area required for installation of the left lanes would also require, at a minimum, structural modifications to the existing businesses to remove building elements. This approach is not considered feasible. The left-turn lanes are therefore seen as a longer-term project. Provision of the added turn lanes would also likely be accompanied by advanced left-turn phases for Gilmore Avenue.

Recommendations:

- *Continued periodic review of Hastings Street signal timings including the retention of the current pedestrian signal locations at this time, but consider changes in the future as required.*
- *Future left-turn lanes on Hastings Street at Gilmore Avenue: Continue to work towards left-turn lanes and advance turn signals at Hastings Street and Gilmore Avenue through strategic acquisitions of required property at the time of future redevelopment.*

3.2.3 40 km/hr Speed Limit (Proposal #7)

The proposal to implement a pilot area-wide speed limit reduction to 40 km/hr (with 30 km/hr for school zones, park zones, and on-street bike routes) was well supported at 60%. While receiving strong support, there was also some concern expressed as to the effectiveness of this measure without enforcement. To the extent possible, police enforcement should be provided, with a focus on problematic or high-visibility locations.

At its regular meeting of 2010 December 13, arising from an unrelated request, Council received a report from the Traffic Safety Committee regarding a proposal to implement 30 km/hr speed limits on the City's on-street bikeways. Council chose to first evaluate the concept using the BHCH trial process, before considering a wider application.

Recommendation: One-year trial of neighbourhood-wide speed limit reduction as follows:

- *Implement 40 km/hr speed limit (30 km/hr for school zones, park zones, and on-street bike routes) as a pilot program for a one-year period, with the results being reported to Committee and Council for a decision on whether or not to make the change permanent and/or extend it to other neighbourhoods.*

3.2.4 Speed Humps on Local Roads (Proposal #3)

The proposal for continued installation of speed humps on Local Residential roads was also one of the more popular measures, with 60% support. Objections were related to decreased auto mobility, noise, costs and the process by which speed humps are implemented. To address the process concern, it is proposed that a prioritization program be developed, as described below.

Currently, the provision of speed humps is made available through the Local Area Service Program (LASP), via a Petition Method. This method places the onus on citizens to obtain the requisite support from property owners by circulating a petition. The petition must be signed by at least 50% of the abutting property owners, representing at least 50% of the assessed land values. A qualifying petition is then the basis for City implementation of the works, under existing property funding mechanisms whereby property owners are charged the full cost of this measure.

It is proposed that staff develop technical criteria for Council approval, to identify higher-priority locations where speed humps would serve a larger public interest, such as adjacent schools and parks. The criteria would be applied to the BHCH neighbourhood. Road segments meeting the criteria would still be eligible for speed humps via LASP, but using a City initiated process rather than the citizen initiated petition process. Upon the request of an abutting property owner for a location meeting the criteria, a *City-initiated* LASP process would commence. As with the Petition Method, the construction costs for a City-initiated LASP would be borne by the property owners. However, by providing a simpler process that requires less effort for the requesting property owner, the City-initiated LASP would help to provide for speed humps in high-priority locations.

The City-initiated LASP is currently employed for improvements in commercial areas where a civic interest exists but improvements have not been made under the Petition Method. Unlike the Citizen initiated Petition Method where affected owners demonstrate support for an initiative, the City-initiated LASP is allowed to proceed unless opposition at the same threshold (at least 50% of abutting property owners representing at least 50% of assessed values) is demonstrated. The use of City-initiated LASPs is consistent with Council's current policy (1994 March 21) which favours the Petition Method but still allows use of the City-initiated process where warranted for traffic/pedestrian safety considerations.

Recommendations: Develop City-initiated LASPs for speed humps on Local Residential streets at high-priority locations as follows:

- *Authorize staff to develop a technical program (for Council approval) to prioritize Local Residential street segments for speed hump installation.*
- *Technical criteria would be developed and applied to the BHCH neighbourhood to identify top priority road segments. Upon the request of a property owner, a City-initiated LASP process would be implemented for speed humps at any of these high-priority locations, using existing property owner funding mechanisms.*

3.2.5 Finishing Local Streets (Proposal #5)

This proposal focused on reconstruction of Local Residential roads from an interim standard (six-metre pavement with parking on the gravel shoulder) to a finished standard (8.5-metre pavement which includes parking; plus curbs, gutters, sidewalks, and street trees) which would result in less space for moving vehicles.

While receiving a favourable response with 52% support, a number of people expressed concern about driver behaviour on the finished local roads. Examples were given of drivers racing to meeting points (i.e., places where they can pass opposing vehicles, because parked cars are not present) which is exacerbated during peak flows. Additionally, concern with the finished standard appears to be partly a question of who pays: City or resident.

While newer areas of Burnaby have been built to the finished standard through development requirements, this is not so in the older, more established areas originally developed to an interim standard, such as Burnaby Heights and Capitol Hill. Since the early 1960's, older streets have gradually been upgraded through the LASP process and cost-shared between the abutting property owners and the City. Similar to other LASP processes, this process requires support of at least 50% of abutting property owners representing at least 50% of assessed values. At present, the charge paid by abutting owners for LASP street-finishing represents approximately 50% of the total construction cost, as the improvement has a direct impact on improving property values of the adjacent/abutting lands. The LASP is a valuable and integral component of the City's infrastructure renewal and upgrading program that provides for the ongoing upgrading of Local Residential roads.

Recommendation: Continue support for upgrading Local Residential roads to the finished standard through the established LASP program.

3.2.6 Speed Humps on Local Collector Roads (Proposal #4)

This proposal of installing speed humps via LASP on Local Collector roads received less support than most at 47% (i.e., 53% opposition). A concern expressed was the impact on emergency vehicle response.

To address this concern while still providing a traffic calming benefit at priority locations, the use of raised crosswalks is proposed as an alternative. This provides a safety benefit at targeted locations, thus reducing the impact to emergency vehicles (when compared with a more widespread speed hump program). Since the benefit is to the community rather than just the abutting property owners, it is recommended that these types of crosswalks, like other crosswalks, be paid for by the City directly rather than via LASP.

It is proposed that staff develop technical criteria (e.g., high pedestrian volumes, near a school or park) for Local Collector street locations that should get raised crosswalks. The criteria would be applied to the BHCH neighbourhood to identify high-priority locations. Raised crosswalks would be installed at City expense, subject to capital funding availability.

Recommendations: Identify and implement City-funded raised crosswalks on Local Collector streets at high-priority locations as follows:

- *Authorize staff to develop criteria (for Council approval) for Local Collector street locations that should get raised crosswalks.*
- *Apply those criteria to the BHCH neighbourhood to identify high-priority locations.*
- *Install raised crosswalks at City expense, subject to funding availability, at those locations.*

3.2.7 Corner Bulges on Albert Street (Proposal #6)

The proposal to install corner bulges on Albert Street (at Gilmore, Willingdon and Gamma Avenues) received 47% support (i.e., 53% opposition). Similar levels of support/opposition were evident for each of the three individual locations.

Though community-wide support was slightly below 50%, residents on Albert Street were more supportive (57%) of this measure. If implemented, staff anticipates the benefits of slightly less non-local traffic on Albert Street, enhanced pedestrian (crosswalk) safety, and possibly, better stop sign compliance. As there are no significant impacts of this proposal for the rest of the neighbourhood, it is recommended that the views of the Albert Street residents be given priority in this case.

The LASP program has not been used for curb bulges in the past. As with raised crosswalks, the benefits cannot be assigned to the abutting property owner(s). It is therefore recommended that the curb bulges be installed at City expense, subject to funding availability, as has been done elsewhere in the City.

At the Gilmore Avenue location, the curb bulges may need to be modified to accommodate the *Giro di Burnaby* bicycle race which turns through this intersection. This will be addressed at the time of detailed design, in liaison with race officials.

Recommendation: Construct curb bulges on Albert Street at the three locations of Gilmore, Willingdon and Gamma Avenues, at City expense subject to capital funding availability.

3.2.8 Diversionary Methods (Proposal #8)

This option, proposed by some members of the community, sought input on the use of diversionary methods (barriers and turning prohibitions) to make it physically impossible to cut through the neighbourhood. While examples were given, the question sought public input on the principle of using diversionary methods. Diversionary methods received the least support of any of the measures proposed at 40% (i.e., 60% opposition), indicating that the neighbourhood generally is not supportive of barriers/diversions.

The process has highlighted the on-going division in the community regarding barriers. The 40% support for diversionary methods was slightly lower than the 44% obtained in 1999 for barriers alone. In comparison to past opinions, the number of people supporting or opposing diversionary methods appears to have also remained relatively constant.

At its meeting of 2011 January 12, the Transportation Committee adopted a motion that the City consult on a specific barrier proposal, namely that the north ends of Beta Avenue North and Gamma Avenue North be closed off from Penzance Drive. The Committee noted that the response to diversionary methods is: 33% support, 18% neutral, and 49%

oppose. The Committee suggested that the neutral respondents may be open to some consideration of diversionary methods.

If implemented, there would likely be a range of effects from such a closure:

- Significantly reduced traffic on Empire Drive, Pandora Street, and some other roads in Capitol Hill;
- Increased traffic on north-south roads in Capitol Hill;
- Likely some decrease in traffic on Eton and Oxford Streets in Burnaby Heights;
- Increased traffic on Albert Street, both local trips accessing Capitol Hill and longer trips using Albert Street to bypass Hastings Street;
- Increased traffic on Hastings Street; and
- The possibility of increased traffic on parallel roads south of Hastings Street.

To be effective, this barrier proposal would need to include barriers across some of the rear lanes in the vicinity of Penzance / Beta / Gamma, so that the rear lanes are not used to circumvent the Beta and Gamma barriers. Staff would develop a specific concept for consultation purposes.

Recommendation: Consult on closing off the north ends of Beta Avenue North and Gamma Avenue North from Penzance Drive.

3.3 Additional Issues and Proposals Identified by Respondents

In addition to commenting on the proposed measures, residents identified a variety of issues and proposed remedies for consideration. Key comments are presented and discussed here.

Some of the proposed measures were routine operational matters that staff have initiated reviews of and will implement as appropriate through existing capital and maintenance programs. These included:

- Several intersections where sight-lines were reported to be obscured;
- Amending the right turn from eastbound Empire Drive to westbound Hastings Street, to regularize the intersection;
- Amending the intersection of Empire Drive at Capitol Drive by repositioning the Empire Drive stop bars to shrink the intersection and reduce crossing distances; and
- Review of intersection control mechanisms (typically two-way vs. all-way stop) at several intersections in Capitol Hill.

Other suggestions of note and proposed actions follow. These represent other more significant areas where it is proposed to seek further public input through the next phase of public consultation.

- **Lack of Sidewalks:** An issue of concern was the incomplete pedestrian network, particularly in the Capitol Hill area. As with the construction of streets to a finished standard, many streets did not receive sidewalks when first constructed. Sidewalks are now available via LASP. However, the Petition Method has failed to provide sidewalks in various high-priority areas (adjacent to schools, parks, linkages to public transit, etc.). It is therefore proposed that staff develop technical criteria (for Council approval) to identify and prioritize Local Residential street segments for sidewalks to be achieved by a City-initiated LASP. The criteria would be applied to the BHCH neighbourhood to identify high-priority road segments, and a City-initiated LASP process would be applied to those locations. As with the previous discussion of speed humps on Local Collector roads, it is anticipated that the City-initiated process will lead to higher implementation rates.

Recommendation: Develop a program to identify high-priority street segments for sidewalk construction via City-initiated LASP.

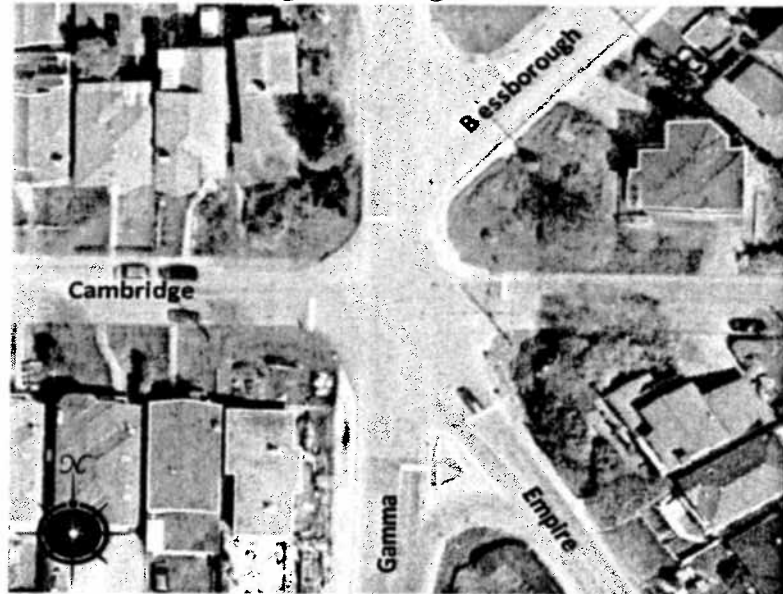
- **Commercial Parking in Residential Areas:** An issue of concern to some residents, particularly in areas adjacent to the Heights shopping district, is commercial parking in residential areas. It was suggested that employees may be parking on-street in the neighbourhood due to length-of-stay restrictions (two hours) in the City's off-Hastings parking lots. A potential improvement would be to maximize the occupancy of the City's parking lots by:
 - Lengthening the permitted duration of stay;
 - Allowing some vehicles to park all day with a paid permit (i.e., typically for employee parking).

Recommendation: That staff undertake a review of parking in the area, with a view to maximizing utilization of off-street City parking lots, and reviewing usage and practises for City-owned parking lots near Hastings Street.

- **Six-leg Cambridge Street / Gamma Avenue Intersection:** Respondents noted that this irregular intersection, shown in *Figure 4*, has six approach legs, no crosswalks and few sidewalk segments. It is thus a potentially dangerous location for pedestrians and motorists. To address resident concerns, staff propose to regularize the intersection by teeing the two diagonal streets (Empire and Bessborough) into Gamma Avenue, slightly removed from Cambridge Street. This would create a conventional four-leg intersection between Cambridge Street and Gamma Avenue, allowing for the marking of crosswalks and the provision of some sidewalks. This could be achieved within the existing road rights-of-way, subject to capital funding availability.

Recommendation: Regularize the Cambridge / Gamma intersection, converting it to a conventional four-leg intersection by teeing the two diagonal legs into Gamma Avenue. Add sidewalks and crosswalks.

Figure 4: Existing Cambridge / Gamma Intersection



- **Willingdon Crosswalk:** Respondents indicated the lack of safe, marked crosswalks across Willingdon from the residential area to the civic amenities: Eileen Dailly Leisure Pool and Fitness Centre, Confederation Park, Confederation Community Centre, and McGill Library. This is of particular concern in view of the high numbers of children and elderly people that use those facilities. To address concerns, staff propose a marked Willingdon crosswalk at Pandora Street. This would be in addition to existing marked crosswalks at Albert Street.

Recommendation: Provide marked crosswalk across Willingdon Avenue at Pandora Street.

- **Operation Times for HOV Lanes:** On 2011 January 12, the Transportation Committee adopted a motion that, through the BHCH process, the City should consult on the idea of having longer hours of operation for the High Occupancy Vehicle (HOV) lanes on Hastings Street. By making Hastings Street more desirable, this may decrease the volume of cars cutting through the BHCH neighbourhood at certain times. However, it will have no effect at peak times, since the HOV lanes are already in operation at those times. In addition, the Heights merchants have in the past objected to the HOV lanes, as they detract from the pedestrian environment (by bringing moving vehicles adjacent to the curb, rather than having parked cars as a buffer) and make parking less convenient.

Recommendation: Consult on longer operating hours for the Hastings HOV lanes.

4.0 NEXT STEPS

It is recommended that the City implement those measures which received favourable responses through the public consultation process, namely:

1. Enhanced education and enforcement measures;
2. Continued periodic review of Hastings Street signal timings, to maximize east-west capacity;
3. One-year trial of 40 km/hr neighbourhood speed limit, with 30 km/hr for school zones, park zones, and on-street bike routes;
4. Continue existing practices for completing Local Residential roads to finished standard via LASP; and
5. Curb bulges at City expense on Albert Street at Gilmore, Willingdon, and Gamma Avenues.

It is further recommended that the City undertake a second phase of public consultation in the BHCH neighbourhood regarding the following new proposals that arose from the first phase:

1. Future left-turn lanes on Hastings Street at Gilmore Avenue;
2. City-initiated LASPs for speed humps on Local Residential streets at high-priority locations;
3. City-funded raised crosswalks on Local Collector streets at high-priority locations;
4. City-initiated LASPs for sidewalks on any road class at high-priority locations;
5. Review and amend parking regulations to increase the utilization of City-owned parking lots near Hastings Street;
6. Conversion of the Cambridge / Gamma intersection from six legs to four;
7. Marked crosswalk across Willingdon Avenue at Pandora Street;
8. Longer hours for the Hastings Street HOV lanes; and
9. Closing off the north ends of Beta Avenue North and Gamma Avenue North from Penzance Drive.

This second phase of public consultation would follow the same process as the phase just completed: mail-out brochure and questionnaire to all residents and businesses in the study area, newspaper ads, webpage, and an open house. It would describe the actions being taken as a result of the first phase. While remaining open to all input, the process would specifically seek opinions on the new concepts listed above.

It is anticipated that the mail-out would be in February, leading to an open house in March. Results would be reported back to the Transportation Committee, and thence to Council, in June.

5.0 FINANCIAL

Of the measures currently being recommended for implementation, most can be accommodated within existing budgets. Exceptions are the implementation of the neighbourhood speed limit

(about \$50,000) and the Albert Street curb bulges (about \$150,000). Upon development of more precise cost estimates, these projects will be advanced for consideration through the annual capital budgeting process for Council approval.

6.0 CONCLUSION

This report has presented the findings from the first phase of public consultation in the BHCH area. The process indicated more than 50% *support* for:

- education / enforcement to reduce vehicle speeds (Proposal #2);
- periodic signal timing review to maximize the capacity of Hastings Street (Proposal #1);
- area-wide speed limit reduction to 40 km/hr (Proposal #7);
- speed humps on Local Residential roads to address speeding (Proposal #3); and
- finishing Local Residential streets with curbs and gutters, thus providing less space for moving vehicles than the interim standard (with gravel shoulders) (Proposal #5).

More than 50% *opposition* was indicated for the following proposals:

- speed humps on Local Collector roads (Proposal #4);
- curb bulges which provided localized reductions in street widths on Albert Street at Gilmore, Willingdon, and Gamma Avenues (Proposal #6); and
- diversionary methods to make it physically impossible to cut through the neighbourhood (Proposal #8).

Arising from this phase, it is recommended that the City proceed with implementation of:

1. Continued provision of enhanced education and enforcement;
2. Continued periodic review of Hastings Street signal timings;
3. One-year trial of neighbourhood-wide speed limit reduction;
4. Continued support for upgrading Local Residential roads to the finished standard via LASP; and
5. Curb bulges at City expense for three Albert Street intersections.


It is further recommended that the City conduct a second phase of public consultation, seeking input on the following new concepts:

1. Future left-turn lanes on Hastings Street at Gilmore Avenue;
2. City-initiated LASPs for speed humps on Local Residential streets at high-priority locations;
3. City-funded raised crosswalks on Local Collector streets at high-priority locations;
4. City-initiated LASPs for sidewalks on any road class at high-priority locations;
5. Review and amend parking regulations to increase the utilization of City-owned parking lots near Hastings Street;
6. Conversion of the Cambridge / Gamma intersection from six legs to four;
7. Marked crosswalk across Willingdon Avenue at Pandora Street;

To: *Transportation Committee*
From: *DIRECTOR PLANNING AND BUILDING*
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8. Longer hours for the Hastings Street HOV lanes; and
9. Closing off the north ends of Beta Avenue North and Gamma Avenue North from Penzance Drive.

It is also recommend that copies of this report be distributed to those that have corresponded with and provided input to the City on this issue, through the first phase of consultation.



B. Luksun, Director
PLANNING AND BUILDING

LL:jc

Copied to: City Manager
Director Engineering
Director Finance
Director Parks, Recreation and Cultural Services
OIC RCMP
Fire Chief