
TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: PHASE 2 CONSULTATION RESULTS: TRANSPORTATION REVIEW
OF BURNABY HEIGHTS / CAPITOL HILL NEIGHBOURHOOD**

RECOMMENDATIONS:

1. **THAT** the Council approve the recommendations as contained in Section 3.2 of this report, arising from the Burnaby Heights / Capitol Hill Neighbourhood Transportation Review process, with reference to:
 1. provision of future left-turn lanes at Gilmore Avenue;
 2. development of criteria for City-initiated LASPs for speed humps on Local Residential streets at high-priority locations in the area;
 3. development of criteria for City-funded raised crosswalks on Local Collector streets at high-priority locations in the area;
 4. development of criteria for City-initiated LASPs for sidewalks at high-priority locations in the area;
 5. completion of a parking review to determine feasible options to increase the utilization of City-owned parking lots near Hastings Street;
 6. reconfiguration of the Cambridge / Gamma intersection from six legs to four;
 7. provision of a marked crosswalk across Willingdon Avenue at Pandora Street;
 8. no change to the existing operating hours of the Hastings Street High-Occupancy Vehicle (HOV) lanes; and
 9. non-pursuance of the road closure barriers at the north ends of Beta Avenue North and Gamma Avenue North (and the rear lane between the two).

2. **THAT** that copies of this report be distributed to those that have corresponded with or provided input to the City on this matter through this phase of the public consultation process.

To: Mayor and Council
From: Transportation Committee
Re: Phase 2 Consultation Results: Transportation Review of
Burnaby Heights / Capitol Hill Neighbourhood

Page 2

REPORT

The Transportation Committee, at its meeting held on 2011 June 22, received and adopted the attached report presenting the consultation results from Phase 2 of the Burnaby Heights / Capitol Hill Neighbourhood Transportation Review process.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor R. Chang
Member

Copied to:	City Manager Director Engineering Director Finance Director Plng. & Bldg. Director Parks, Recreation & Cultural Services OIC RCMP Fire Chief
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TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2011 June 02

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 37500-01
Reference: Burnaby Heights

SUBJECT: **PHASE 2 CONSULTATION RESULTS: TRANSPORTATION REVIEW
OF BURNABY HEIGHTS / CAPITOL HILL NEIGHBOURHOOD**

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

RECOMMENDATIONS:

1. **THAT** the Committee recommend that Council approve the recommendations as contained in Section 3.2 of this report, arising from the Burnaby Heights / Capitol Hill Neighbourhood Transportation Review process, with reference to:
 - a. provision of future left-turn lanes at Gilmore Avenue;
 - b. development of criteria for City-initiated LASPs for speed humps on Local Residential streets at high-priority locations in the area;
 - c. development of criteria for City-funded raised crosswalks on Local Collector streets at high-priority locations in the area;
 - d. development of criteria for City-initiated LASPs for sidewalks at high-priority locations in the area;
 - e. completion of a parking review to determine feasible options to increase the utilization of City-owned parking lots near Hastings Street;
 - f. reconfiguration of the Cambridge / Gamma intersection from six legs to four;
 - g. provision of a marked crosswalk across Willingdon Avenue at Pandora Street;
 - h. no change to the existing operating hours of the Hastings Street High-Occupancy Vehicle (HOV) lanes; and
 - i. non-pursuance of the road closure barriers at the north ends of Beta Avenue North and Gamma Avenue North (and the rear lane between the two).

2. **THAT** the Committee recommend to Council that copies of this report be distributed to those that have corresponded with or provided input to the City on this matter through this phase of the public consultation process.

REPORT

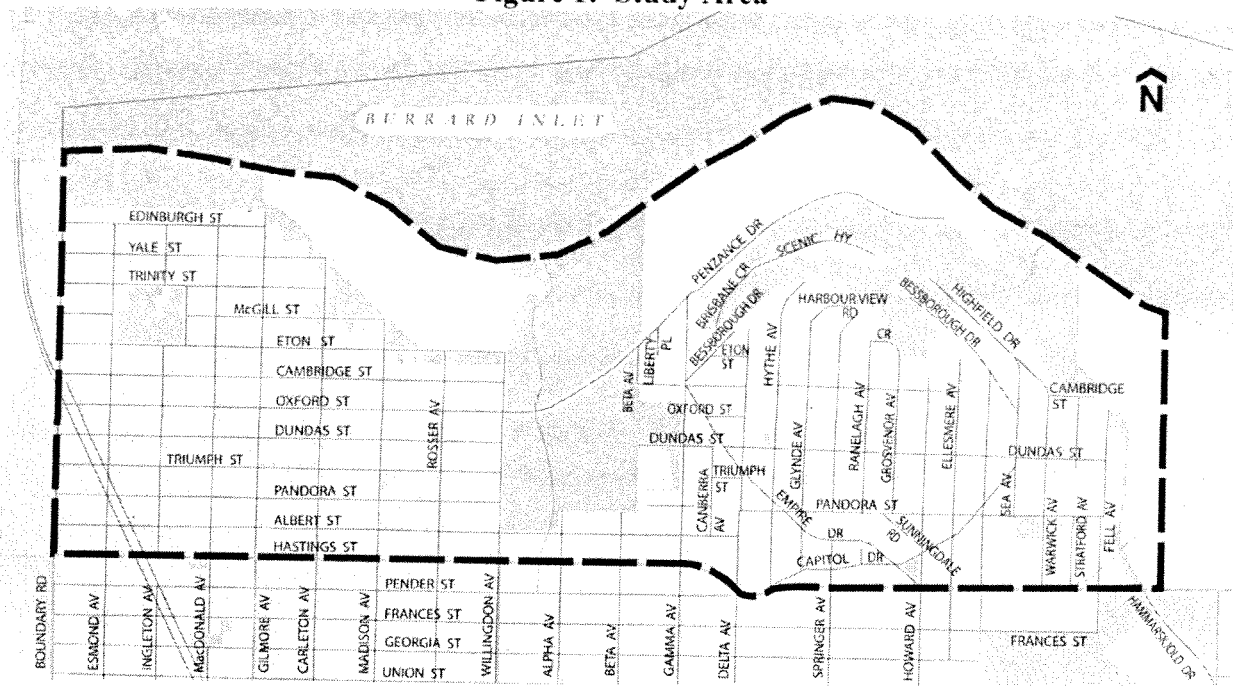
1.0 INTRODUCTION

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, with an initial assessment of traffic issues relating to the presence of non-local (Regional) trips short-cutting through the neighbourhood. Following the initial assessment, Council approved a public consultation process regarding specific proposals to address issues related to reducing the volume of “Regional Trips” (trips that neither begin nor end in the neighbourhood) cutting through the neighbourhood and the speed of traffic in the neighbourhood. Following this first public consultation phase, staff reported back to Council on the resultant recommendations. Council approved specific measures for implementation, namely:

- Continued provision of enhanced traffic safety education and enforcement;
- Continued periodic review of Hastings Street signal timings;
- One-year trial of a neighbourhood-wide speed limit reduction;
- Continued support for upgrading of Local Residential roads to the finished standard via Local Area Service Program (LASP); and
- Curb bulges for three Albert Street intersections.

On 2011 January 17, Council authorized the second phase of public consultation for the BHCH Neighbourhood Transportation Review to solicit public opinion on additional proposed measures that were based on public feedback received to that date. This report presents the results of the second consultation phase, and the resultant recommendations.

Figure 1: Study Area



2.0 PUBLIC PROCESS

The second phase of public consultation included:

1. A mail-out brochure to all residents and businesses in the neighbourhood, describing the results of the initial consultation, the new proposals arising from the public input, and an Open House announcement.
2. A survey on the further proposals under consideration.
3. Public Open House in the neighbourhood.

The brochure and survey were mailed out to 6,644 addresses in the neighbourhood during the week of 2011 March 1. 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 2011 March 15. The event was well attended with 110 people registering. Display panels conveyed the information from the City's brochure, and staff were available to hear opinions and answer questions.

The consultation process included a public comment period, with input via an on-line survey or by mail/fax until 2011 April 2, at which point all responses were tabulated and reviewed.

3.0 CONSULTATION RESULTS

The public consultation process requested comment on the following ten specific proposals, illustrated in the *attached* brochure, and solicited general input from residents and businesses on area transportation issues:

- Proposal #1: Provision for **future left-turn lanes** on Hastings Street at Gilmore Avenue;
- Proposal #2: City-initiated Local Area Service Programs (LASPs) for **speed humps on Local Residential streets** at high-priority locations;
- Proposal #3: City-funded **raised crosswalks on Local Collector streets** at high-priority locations;
- Proposal #4: City-initiated LASPs for **sidewalks on any road class at high-priority locations**;
- Proposal #5: **Review and amend parking regulations** to increase the utilization of City-owned parking lots near Hastings Street;
- Proposal #6: **Conversion of the Cambridge / Gamma intersection** from six legs to four;
- Proposal #7: Provision of a **marked crosswalk across Willingdon Avenue at Pandora Street**;
- Proposal #8a: **Extension of Hastings Street High-Occupancy Vehicle (HOV) lane** operating hours to 6:00 – 9:00am westbound;
- Proposal #8b: **Extension of Hastings Street HOV lane** operating hours to 3:00 – 6:00pm eastbound; and
- Proposal #9: Installation of **road closure barriers** at the north ends of Beta Avenue North and Gamma Avenue North (and the rear lane between the two) to separate them from Penzance Drive.

A total of 638 survey responses were received with a good balance between the Burnaby Heights (48%) and Capitol Hill (47%) areas. The remaining 5% of responses were from outside the study area. In addition, 22 pieces of correspondence were received pertaining to the proposal questions or the current process.

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 of concern within the neighbourhood. The full text of these comments has been provided to the Committee under separate cover, and posted on the City's webpage at www.burnaby.ca/BHCHreview.

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

Figure 2: Tally of Responses

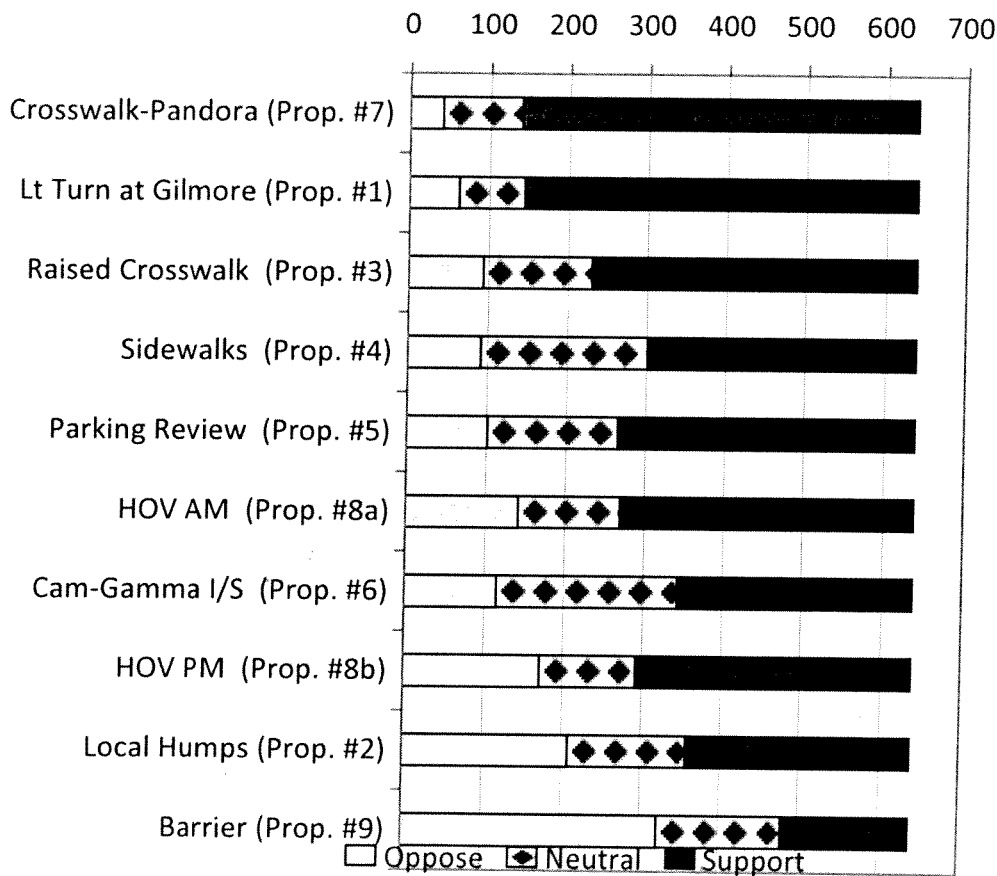
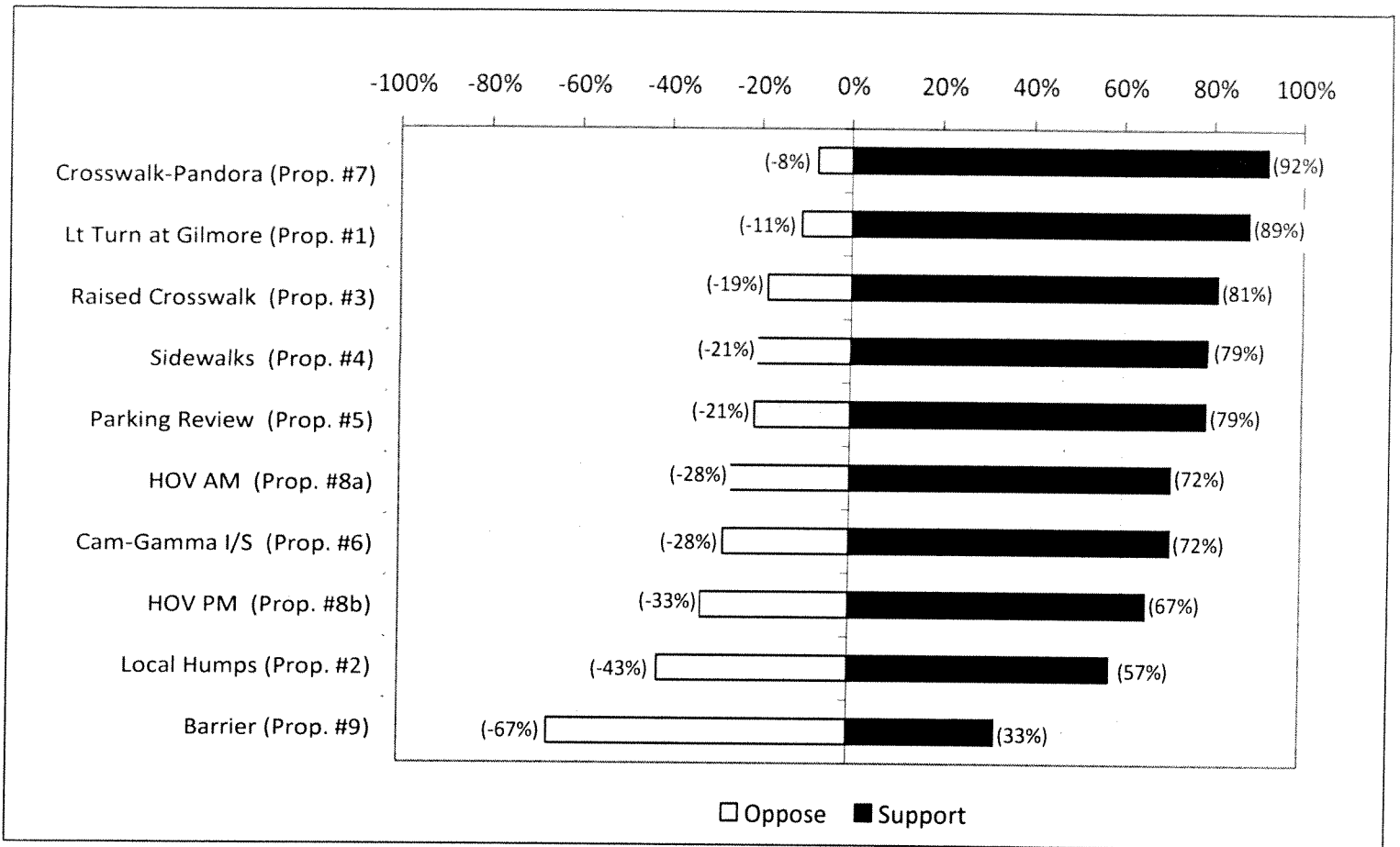


Figure 3: Support and Opposition Percentages



All proposals received more than 50% support *except* for Proposal #9 (installation of road closure barriers at the north ends of Beta Avenue North and Gamma Avenue North to separate them from Penzance Drive), where 33% support was indicated.

3.2 Detailed Results and Recommendations

The consultation results from the public input received on all the proposals, key comments and additional details and arising recommendations are discussed below.

3.2.1 Marked Crosswalk at Willingdon Avenue and Pandora Street (Proposal #7)

The proposal for a new marked crosswalk across Willingdon Avenue at Pandora Street was well supported at 92%. Specific comments received from the public included support for this location as a top priority, and expressions that the improvement was long overdue.

Suggested improvements raised by the public include:

- Modification of the crosswalk to a raised crosswalk;
- Improvement of the street lighting at this location.

***Recommendation:** Advance the design and construction of a marked crosswalk across Willingdon Avenue at Pandora Street at City expense, subject to capital funding availability, with considerations of improved lighting and other design elements such as a raised profile, curb construction and/or curb bulge.*

3.2.2 Future Left-turn Lanes at Hastings Street and Gilmore Ave (Proposal #1)

The proposal for the provision of future left-turn lanes on Hastings at Gilmore Avenue, through strategic acquisitions of required property at the time of future redevelopment, received 89% support.

Gilmore Avenue intersects with Hastings Street and is the only Major Collector road in the study area not served by left-turn lanes. This has resulted in a westbound left-turn prohibition at this intersection 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, which may contribute to traffic seeking to use neighbourhood streets to avoid those delays.

Respondents were generally in favour of future left turn lanes with some commenting specifically on: the positive impact of dedicated left turn lanes on traffic flow and safety on Hastings Street; and improved accessibility for businesses in the vicinity of Gilmore Avenue. Concerns or suggestions raised regarding the proposal include provision of advance turn signals as an important supplement to the left turn lanes; limiting future left hand turns into the neighbourhood to locations with turn lanes only and the impact to parking.

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. The provision of the left-turn lanes will have little to no impact on existing parking provisions on Hasting Street, as the proposed left-turn lanes would be achieved by localized

widening of Hastings Street (rather than adjusting lanes within the existing pavement width).

As noted, 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 the necessary widening will be achieved over time, as individual properties come forward for redevelopment, whereby the City could secure the necessary right-of-way.

Provision of the added turn lanes would also likely be accompanied by advanced left-turn signal phasing, to be determined at the time of implementation.

Recommendation: *Through the development approval process and other appropriate opportunities, secure the road right-of-way needed for the future construction of left-turn lanes on Hastings Street at Gilmore Avenue.*

3.2.3 Raised Crosswalks at High-Priority Locations on Local Collectors (Proposal #3)

The proposal to develop technical criteria to identify high-priority locations on Local Collectors roads eligible for raised crosswalks within the BHCH neighbourhood received 81% support. Respondents were generally in favour of raised crosswalks, and identified various locations throughout the neighbourhood as possible candidate locations, including nearby elementary schools. Specific comments received from the public included:

- The potential of the raised crosswalk to assist with improved driver compliance with stop signs on Albert Street.
- Increased visibility of pedestrians at night, afforded by the raised crosswalks as the crosswalk markings are more visible.
- Potential of raised crosswalk to increase driver awareness and to slow down, traffic especially in school areas.
- Design consideration of the width of raised crosswalks (i.e. at least 10 ft wide) to provide increased accessibility and manoeuvrability for mobility challenged users.
- Suggestions for specific locations including Holdom Avenue at the Capitol Hill School, at the Willingdon / Pandora area, and around Gilmore School.

The design considerations and community-proposed locations raised by the community will be reviewed through the proposed program.

Recommendation: *Develop criteria (for Council approval) to identify high-priority Local Collector street segments for raised crosswalk construction in the BHCH neighbourhood, and implement the program at City expense, subject to funding availability, at those locations.*

3.2.4 Sidewalks at High-Priority Locations (Proposal #4)

The proposal for a City-initiated Local Area Service Program (LASP) for sidewalks on any road class at high-priority locations was also one of the more popular measures, with 79% support. Respondents commented on the need for sidewalks on all streets, not just at high-priority locations, with the area surrounding Confederation Park and School as the single most-mentioned location. Objections to the proposal were related to the need for property owners to cost share towards the implementation via the LASP. However, this form of payment is still considered appropriate as being the most equitable.

Currently, the provision of sidewalks is made available through the 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, with the cost of the measure shared by the City and abutting property owners.

However, the Petition Method has in the past 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 street segments for sidewalks to be achieved by a City-initiated LASP.

Similarly to the Petition Method, a City-initiated LASP process would generally be triggered upon the request of an abutting property owner for a location meeting the criteria. 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. As with the Petition Method, the construction costs for a City-initiated LASP would be shared by the City and property owners.

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. It is anticipated that the City-initiated process will lead to higher implementation rates.

Recommendation: *Develop criteria (for Council approval) to identify high-priority street segments for sidewalk construction in the BHCH neighbourhood, and implement the program via City-initiated LASPs.*

3.2.5 Parking Review (Proposal #5)

To address concerns of commercial parking in residential areas, this proposal includes a review of parking and parking regulations associated with City-owned parking lots near Hastings Street, with a view to maximize the utilization of these parking lots.

While receiving favourable support at 79%, a number of respondents specifically commented on:

- Limiting the review to only under-utilized City parking lots;
- Extension of the review to adjacent streets;
- Concern over the potential use of City parking lots by employees (i.e., displacing customers);
- Pay vs. permit parking;
- Extension of permitted duration of stay for visitors; and
- Enforcement of existing parking regulations.

These comments will be addressed within the scope of the review of City-owned parking lots.

In developing this proposal, it was not the intention to displace customers in favour of employee parking in City-owned lots. Rather, the objective is to draw employee parking out of the residential areas at those locations where the City-owned parking lots are currently under-utilized. The aim would thus be to increase utilization of these lots, but not to the point where they are routinely full, or would become unavailable to support customer parking needs. The phrase “maximize the occupancy” in the public consultation brochure should thus more accurately be “increase the occupancy.”

Recommendation: *That staff undertake a review of parking and parking regulations associated with City-owned parking lots near Hastings Street, with a view to increasing utilization of these off-street facilities.*

3.2.6 Extension of Hastings Street HOV (Proposal #8a and 8b)

This proposal to extend the hours of operation for the High-Occupancy Vehicle (HOV) lanes on Hastings Street by thirty minutes in each direction was added to the public consultation process by the Transportation Committee, as endorsed by Council on 2011 January 17. It was examined as two separate proposals:

- Proposal 8a was the extension of westbound HOV lanes during the morning peak period. The existing hours are from 6:00 to 8:30 a.m., and the proposed hours were from 6:00 to 9:00 a.m. (i.e., ending 30 minutes later). This proposal received 72% support.

- Proposal 8b was the extension of eastbound HOV lanes during the afternoon peak period. The existing hours are from 3:30 to 6:00 p.m., and the proposed hours were from 3:00 to 6:00 p.m. (i.e., starting 30 minutes earlier). This proposal received 67% support.

Proposals 8a and 8b received the most comment of all proposals, with comments from both residents and businesses. Comments included:

- Underutilization of the existing HOV lanes under existing hours of operation;
- Minimal efficacy of the HOV lanes;
- Negative impact on businesses due to limited parking;
- HOV lanes make Hastings Street unfriendly to pedestrians by reducing the separation from moving vehicles; and
- The HOV lanes are a significant impediment to creating the thriving Urban Village shopping environment that is the hallmark of the Hastings Street Community Plan.

For the westbound extension (Proposal 8a), 62% of residential respondents supported the measure compared to only 18% of business respondents. Similarly for the eastbound extension (Proposal 8b), 59% of residential respondents and only 14% of business respondents supported the measure. The anticipated impact of the measures on businesses is clearly reflected in the low levels of business support for either measure. Indeed, the Heights Merchants Association has expressed its vehement disagreement with any extensions to the HOV lanes.

As noted, though general community support for the two measures was received, the business community respondents on Hastings Street were far less supportive of this measure. This likely reflects that residents generally may not be particularly impacted by the proposals, while the business community clearly anticipates a negative impact on business operations. This was expressed in terms of anticipated further negative impacts on the pedestrian environment, business viability and community cohesion from any further expansion of the HOV provision in this area. While the proposal may have some benefit in decreasing traffic cutting through the residential neighbourhood, with improved travel times for buses, there is limited current information available on the specific nature and scope of these benefits to compare to the perceived anticipated impacts for the business community. Based on the above, staff would not recommend support for a change in the hours for the HOV lanes at this time

Recommendation: *Do not pursue extension of the HOV lane hours.*

3.2.7 Reconfiguration of the Cambridge / Gamma intersection (Proposal #6)

The proposal to reconfigure the six-legged intersection of Cambridge/Gamma to a more conventional four-leg intersection received 72% support. A significant number of

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From: DIRECTOR PLANNING AND BUILDING
Re: Phase 2 Consultation Results: Transportation Review of
Burnaby Heights / Capitol Hill Neighbourhood
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respondents were neutral on this proposal, likely due to the localized nature of the improvement measure. Respondents were generally in favour of the proposed improvements, citing improved safety for pedestrians and drivers, and ease of crossing especially for children. Other comments included concerns that the measure was redundant if barriers were installed at Beta and Gamma Avenue North from Penzance Drive (Proposal #9); that the change was unwarranted; and that the proposed configuration would make the intersection worse.

Staff are of the view that the change will be a safety improvement, and given the direction on road closures discussed in Section 3.2.9, the change has merit. To address resident concerns and improve safety at this intersection, staff recommend the reconfiguration of the intersection into a four-leg intersection, with the provision of corner sidewalks and marked crosswalks. The proposed changes will improve accessibility for pedestrians and safety for both pedestrians and motorists.

Recommendation: *Reconfigure the Cambridge/Gamma intersection, converting it to a conventional four-leg intersection by teeing the two diagonal legs into Gamma Avenue, and adding corner sidewalks and crosswalks, with the works to be constructed within the existing road rights-of-way, at City expense, subject to capital funding availability.*

3.2.8 Speed humps at High Priority Locations on Local Residential streets (Proposal #2)

The proposal for installation of speed humps at High Priority locations on Local Residential roads via a City-initiated LASP received 57% support. Respondents commented on the effectiveness of the measure in reducing speeds, but also expressed concerns regarding resident payment for the measure, dislike for speed humps in general, as well as the type of humps to be installed.

This measure was proposed to address resident concerns with the implementation of speed humps through the citizen-initiated Petition Method of LASPs as outlined in Phase 1. The measure proposed a prioritization program based on technical criteria 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 Method. It is anticipated that the City-initiated process will lead to higher implementation rates. Upon the request of an abutting property owner, a City-initiated LASP process would be implemented for speed humps at any of these high-priority locations, using the existing property owner funding mechanism (100% of the cost).

Recommendation: *Develop criteria (for Council approval) to identify high-priority Local Residential street segments for potential speed hump installation in the BHCH*

neighbourhood, and implement this program via City-initiated LASPs, upon the request of an abutting property owner.

3.2.9 Road Closure Barrier at Beta and Gamma Avenues from Penzance Drive (Proposal #9)

On 2011 January 17, Council approved the Transportation Committee's recommendation 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. To be effective, the proposal identified a parallel rear lane would also need to be closed at Penzance Drive. Community consultation on this proposal would also help to determine whether a specific barrier proposal would receive a higher level of support than the more general discussion of barriers-in-principle that appeared in the first phase of consultation.

This proposal received the least support of any of the measures proposed, at 33% support (67% opposition). This response was lower than the 40% support received, in the first phase of consultation, for consideration of barriers-in-principle. Support was lower on Capitol Hill (23%), reflecting the use of this route by Capitol Hill residents, and lowest on Albert Street (21%) reflecting a concern that Penzance traffic would switch to Albert Street. Only on the specific northern routes through the neighbourhood (Oxford / Eton / Penzance / Empire) did support exceed opposition, rising to 67%.

Concerns raised include:

- limitation on resident accessibility to property and community facilities;
- anticipated diversion of traffic flow onto Albert Street;
- impact on emergency access particularly during winter events and emergencies; and
- expressions of concern with continued consideration of barriers given that the community has previously rejected barrier proposals.

The process continues to highlight the general community wide opposition to barriers, as demonstrated in preceding consultation processes dating back to 1982, with localized support from streets receiving direct improvement. Most non-barrier proposals tend to have their positive and negative impacts spread across the neighbourhood, and shared by a broad range of people. In contrast, barriers tend to create positive and negative impacts across a neighbourhood.

Based on the results, pursuit of the barrier proposal is not supported.

Recommendation: *That a road closure barrier at Beta and Gamma Avenues and the rear lane, from Penzance Drive not be pursued.*

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. Of the various comments made by these respondents, staff have initiated reviews for those that can be addressed as routine operational matters, and these will be implemented as appropriate through existing capital and maintenance programs. Initiatives being addressed by staff include:

- Improvements to several intersections where sight-lines were reported to be obscured;
- Repairing road and sidewalk areas to address maintenance issues such as potholes, roots creating tripping hazards;
- Installation of accessibility improvements at locations requiring curb let-downs to facilitate movement by mobility-challenged individuals/strollers;
- Review and providing appropriate signage at various locations including schools and park zones;
- Pursuit of specific signal timing modifications; and
- Review of intersection stop sign control mechanisms (typically two-way vs. all-way stop) at multiple locations in Capitol Hill and in Burnaby Heights.

There were no significant new measures identified that would require further public consultation at this time. With adoption of the recommendations of this report by Committee and Council, this would conclude this Burnaby Heights / Capitol Hill Neighbourhood Transportation Consultation process.

4.0 NEXT STEPS

Phase Two of the BHCH neighbourhood transportation review process has now been completed. Arising from Phase One of this process, Council at its meeting of 2011 January 17 approved for the implementation the following initiatives:

1. *Provision of enhanced traffic safety education and enforcement.*
 - Continue to provide education and enforcement under existing programs.
2. *Periodic review of Hastings Street signal timings.*
 - Continue to provide ongoing monitoring and review of signal timings of the Hastings Street corridor.
3. *One-year trial of neighbourhood-wide speed limit reduction.*
 - Staff to pursue pilot program implementation in 2012, under the 2011-2015 Capital Program.
4. *Support for upgrading of Local Residential roads to the finished standard via Local Area Service Program (LASP).*

- Continue to support the current LASP process for upgrading Local Residential roads to the finished standard.
- 5. *Curb bulges at City expense for three Albert Street intersections.*
 - Staff to pursue design of curb bulges in 2011, with implementation anticipated in 2012, under the 2011-2015 Capital Program.

Recommended measures from the Phase Two processes are being advanced for the Committee's consideration as follows:

1. *Provision of future left-turn lanes at Gilmore Avenue.*
 - As opportunity arises through the development process, road right-of-way required for future left-turn lanes at Gilmore Avenue to be secured.
2. *City-initiated LASPs for speed humps on Local Residential streets at high-priority locations.*
 - Staff will be preparing a future report to Committee and Council on technical criteria, anticipated to be completed in 2011/2012.
3. *City-funded raised crosswalks on Local Collector streets at high-priority locations.*
 - Staff will be preparing a future report to Committee and Council on technical criteria, anticipated to be completed in 2011/2012.
 - Following the identification of locations for detailed design and cost estimation, projects at these high-priority locations will be advanced for consideration through the annual capital budgeting process for Committee and Council approval.
4. *City-initiated LASPs for sidewalks on any road class at high-priority locations.*
 - Staff will be preparing a future report to Committee and Council on technical criteria, anticipated to be completed in 2011/12.
5. *Parking review to increase the utilization of City-owned parking lots near Hastings Street.*
 - Review to begin immediately. Any changes to parking would likely be implemented within six months, following a further report to Committee and Council.
6. *Conversion of the Cambridge / Gamma intersection from six legs to four.*
 - Staff anticipate this intersection design and implementation to proceed in 2012. Following the development of the design and detailed cost estimates, this project would be advanced for consideration through the annual capital budgeting process for Council approval.
7. *A marked crosswalk across Willingdon Avenue at Pandora Street.*
 - Implementation anticipated in 2011/2012, subject to construction coordination, under the 2011-2015 Capital Program.

To: *Transportation Committee*
From: *DIRECTOR PLANNING AND BUILDING*
Re: *Phase 2 Consultation Results: Transportation Review of
Burnaby Heights / Capitol Hill Neighbourhood*
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5.0 CONCLUSION

This report has presented the findings from the second phase of public consultation in the BHCH area. It is proposed that the Committee recommend that Council approve the recommendations arising from the Burnaby Heights / Capitol Hill Neighbourhood Transportation Review process as contained in Section 3.2 of this report.

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 this phase of consultation.

With Committee and Council adoption of the recommendations of this report, this would conclude this consultation process for the transportation review in the Burnaby Heights / Capitol Hill neighbourhood.



B. Luksun, Director

PLANNING AND BUILDING

LL:jc
Attachment

Copied to: City Manager
Director Finance
OIC RCMP

Director Engineering
Director Parks, Recreation and Cultural Services
Fire Chief

Phase One: Consultation Results

During the first phase of public consultation, the City sought opinions on eight draft proposals for reducing speeds and addressing shortcutting trips through the Burnaby Heights and Capitol Hill neighbourhood.

In 2011 January, based on the consultation results proposals, Council approved a number of the proposals for implementation.

- Enhanced traffic safety education and enforcement;
- Continued periodic review of Hastings Street signal timings;
- One-year trial of neighbourhood-wide speed limit reduction to 40 km/hr (30 km/hr for parks, schools, and on-street bike routes);
- Continued support for upgrading of Local Residential roads to the finished standard via Local Area Service Program (LASP); and
- Curb bulges at City expense for three Albert Street intersections.

During the community consultation process completed in Fall 2010, residents also identified a variety of issues that were routine operational matters for which City staff have initiated reviews of and will implement as appropriate through existing capital and maintenance programs. These included:

- Improving several intersections where it is difficult to see conflicting traffic;
- Adjusting the right turn from eastbound Empire Drive to westbound Hastings Street, to regularize the intersection;
- Adjusting the intersection of Empire Drive at Capitol Drive by repositioning the Empire Drive stop bars to shrink the intersection and reduce crossing distances; and
- Reviewing intersection control mechanisms (typically two-way vs. all-way stop) at several intersections in Capitol Hill.

How to Participate

There are several ways to participate. To provide your input into the review process, you may:

- **Attend the Open House:** At the Open House, you will be able to view background information on local traffic issues, review the draft proposals, and discuss your views and ideas with City staff and other members of the community.
- **Complete the enclosed questionnaire:** The questionnaire seeks your input on the draft proposals prepared through the City's Transportation Committee, as well as on other measures that may be of interest. The deadline for submission of the questionnaire is **2011 April 2**.

Next Steps

The input received at the Open House, the submission of questionnaires and other correspondence will be reviewed and summarized in a report to the City's Transportation Committee. With Council approval of specific recommendations for traffic management proposals advanced by the committee, the City would proceed to implement the approved measures.

Contact Information

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Planning and Building Department
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Burnaby, BC V5G 1M2

Phone: 604.294.7405
Fax: 604.570.3680
E-mail: BHCHreview@burnaby.ca

Staff Contact: Leah Libsekal,
Transportation Planner

若需要有關這份小冊子的資料，
請電 294-7115 與鄭小姐聯絡。

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au 604-294-7428.

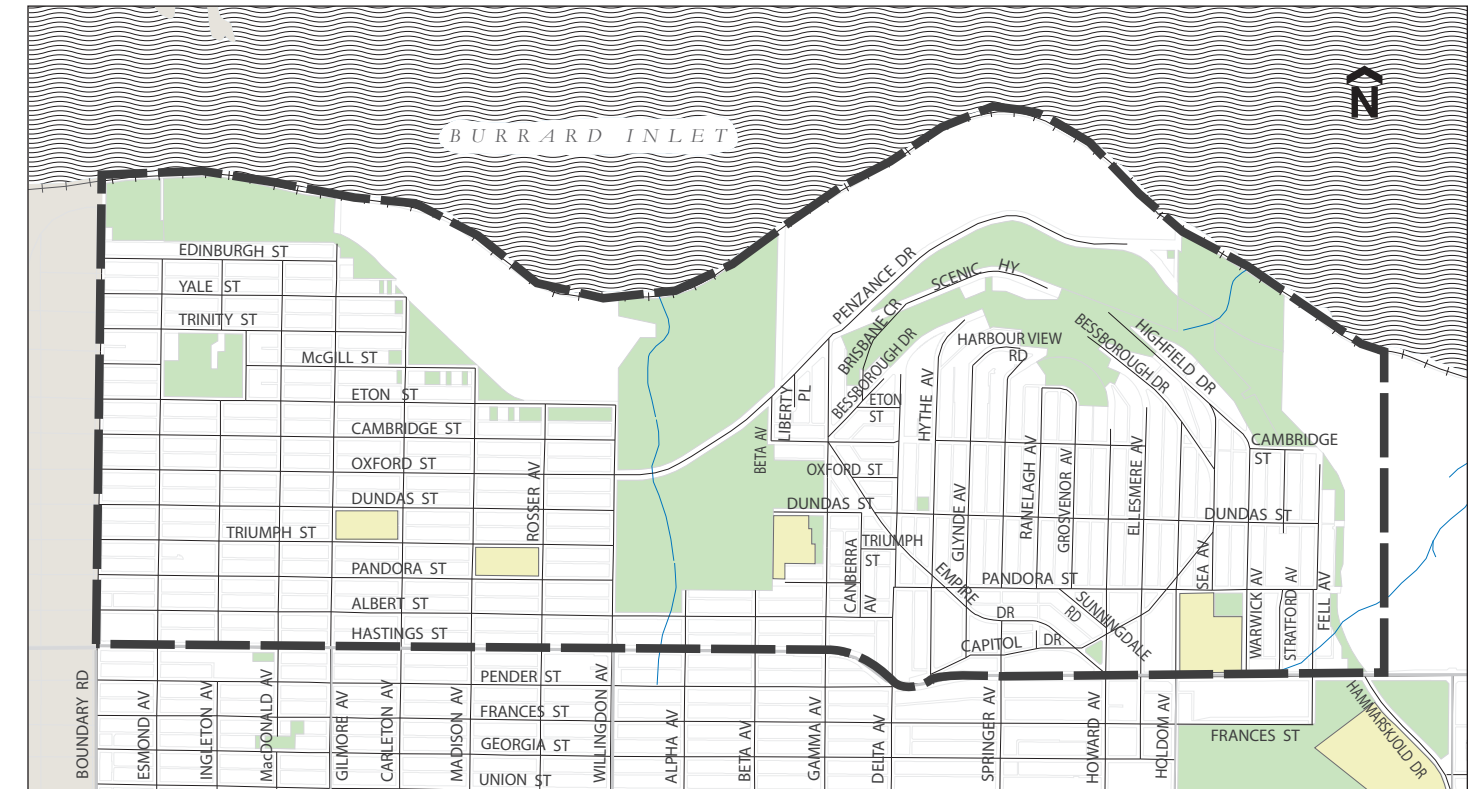


Burnaby Heights and Capitol Hill Neighbourhood Local Traffic Issues and Proposals Brochure No. 2



PLANNING & BUILDING DEPT.

February 2011



A year ago, Burnaby City Council approved a consultation process for the Burnaby Heights Capitol Hill neighbourhood to review draft proposals to address local traffic issues and concerns raised by the community.

The initial phase of consultation was conducted in Fall 2010 which included a brochure / questionnaire delivered to residents and businesses, and an Open House. The intent was to obtain community input on the draft proposals, and to identify other transportation issues and potential solutions.

The results of the first phase of community input are contained in a report available at: www.burnaby.ca/BHCHreview or from the Planning and

Building Department (see Contact Information on the reverse). The findings are summarized in this brochure. This brochure also presents additional new draft proposals for further community input.

The purpose of this brochure is:

- to summarize the results of the first phase of consultation that have been approved for implementation (page 4);
- to provide information on the additional new draft proposals for your input (pages 2–3); and
- to encourage you to provide your opinion via the mail-in or on-line questionnaire by **2011 April 2**.

**Please plan to
attend our
Open House**

**Tuesday,
March 15, 2011**

**Confederation
Community Centre**

4585 Albert St.

**5:00 – 8:00 PM
(drop in anytime)**

Phase Two: Additional Proposals to Address Traffic Issues

The City is seeking input on the following new proposed measures that are based on feedback from respondents received as part of the consultation process completed last year (see page 4).

1 Future Left Turn Lanes at Gilmore Avenue

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. In addition, the presence of left-turning vehicles (when permitted) is a source of delay on Hastings Street, thus resulting in traffic using other 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. This will be achieved over time, as individual properties come forward for redevelopment, whereby the City could acquire the necessary right-of-way. The left-turn lanes are therefore seen as a longer-term project.

2 Speed Humps at High Priority Locations on Local Residential Streets

Speed humps are available on a cost-shared basis through the Local Area Service Program (LASP), via a Petition Method. This program allows directly-abutting property owners to pay for neighbourhood improvements on their street. The Petition Method places the onus on citizens to obtain the requisite support from property owners by circulating a petition. The petition requires at least 50% support from abutting residents to be considered for approval by City Council.

To address resident concerns around the Petition Method for implementing speed humps, it is proposed that a technical ranking program be developed to identify higher-priority locations where speed humps would serve a larger public interest, such as adjacent schools and parks. Road segments meeting the criteria would still be eligible for speed humps via LASP, but using a City-initiated process rather than the Petition Process. As with the Petition Method, a request from an abutting property owner would be required and the construction costs would be borne by the property owners. However, the City-initiated LASP has a higher chance of being approved, because information is circulated by the City rather than a resident, and the speed humps are considered to be supported unless at least 50% of property owners express opposition.



A speed hump on a residential street

3 Raised Crosswalks at High Priority Locations on Local Collector Streets

A concern expressed by residents regarding possible speed humps on Local Collector roads was the impact on emergency vehicle response time. To address this concern while still providing a traffic calming benefit at priority locations, the use of raised crosswalks is proposed as an alternative. Raised crosswalks are marked crosswalks constructed at a higher elevation than the adjacent roadway. 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, raised crosswalks would be paid for by the City (rather than via LASP).



A raised crosswalk

4 Sidewalks at High Priority Locations

Concern was expressed about the lack of sidewalks and the incomplete pedestrian network, particularly in the Capitol Hill area. Sidewalks are available via LASP, with the cost of the improvements shared by the City and abutting property owners. However, the Petition Method has not yet provided sidewalks in various high-priority areas (adjacent to schools, parks, linkages to public transit, etc.). It is proposed that a technical ranking program be developed to identify higher-priority locations for sidewalks to be constructed by a City-initiated LASP. For the reasons described above for speed humps, it is anticipated that the City-initiated process will lead to higher implementation rates.

5 Parking Regulations Review

An issue for some residents, particularly near the Heights shopping district, is commercial parking in residential areas. It was suggested that visitors or employees may be parking on-street in the neighbourhood due to length-of-stay restrictions (two hours) in the City-owned parking lots near Hastings Street. A potential improvement would be to maximize the occupancy of the City's parking lots by:

- Lengthening the permitted duration of stay for visitors;
- Allowing some employee vehicles to park all day with a paid permit.

These changes would only be implemented at City parking lots that were found to be under-utilized, under current parking regulations.

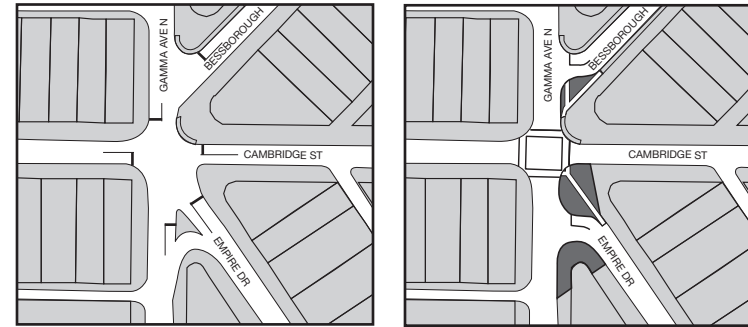


Parking regulations in a Heights parking lot

6 Cambridge-Gamma Intersection Improvement

The intersection of Cambridge Street at Gamma Avenue (shown below) has six approach legs, no crosswalks and few sidewalk segments. It is thus more difficult for pedestrians and motorists to navigate. To enhance safety, it is proposed to regularize the intersection by teeing the two diagonal streets (Empire and Bessborough) into Gamma Avenue, slightly removed from Cambridge Street (as shown in Figure 1). 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.

Figure 1: Cambridge-Gamma Intersection Improvement



Existing Cambridge / Gamma intersection

Proposed Cambridge / Gamma intersection

7 Marked Crosswalk Across Willingdon Avenue at Pandora Street

Residents indicated the lack of safe, marked crosswalks across Willingdon Avenue from the residential area to the civic amenities: Eileen Daily Leisure Pool and Fitness Centre, Confederation Park, Confederation Community Centre and McGill Library. To address these concerns, the City is proposing a new marked crosswalk across Willingdon Avenue at Pandora Street in addition to the existing marked crosswalk at Albert Street.



A marked crosswalk

8 Hastings Street HOV

On 2011 January 17, Council approved the Transportation Committee's recommendation that, through the current process, the City should consult on the idea of having longer hours of operation for the High Occupancy Vehicle (HOV) lanes on Hastings Street. Currently, the westbound HOV lane operates from 6:00 – 8:30am and the eastbound HOV lane operates from 3:30 – 6:00pm. The hours of operation could be extended by 30 minutes in each direction as follows: westbound 6:00-9:00am, and eastbound 3:00-6:00pm. By making Hastings Street more desirable, this may decrease the volume of cars cutting through the neighbourhood at certain times. However, the extension of HOV hours will reduce the length of time that on-street parking is available on Hastings Street for customers of retail stores.

9 Road Closure Barrier at Beta Avenue and Gamma Avenue from Penzance Drive

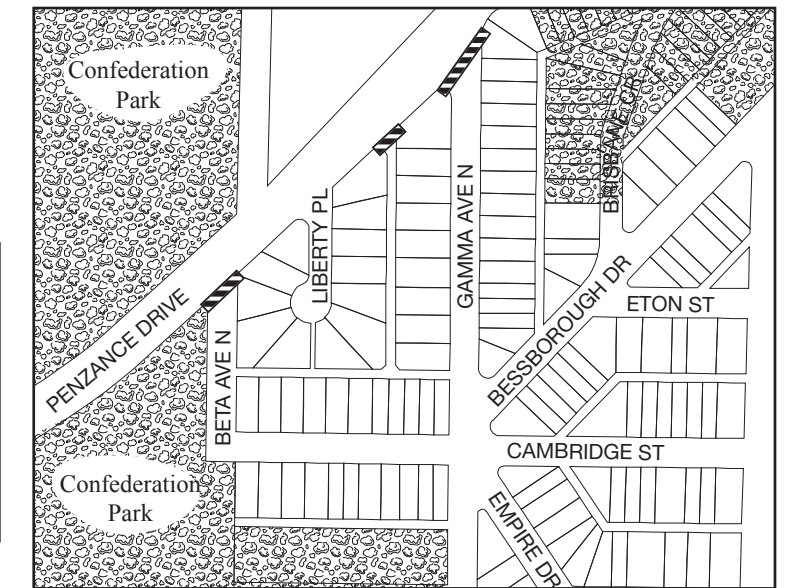
On 2011 January 17, Council approved the Transportation Committee's recommendation that the City consult on a specific barrier proposal (road closure), namely that the north ends of Beta Avenue North and Gamma Avenue North be closed at Penzance Drive.

To be effective, this barrier proposal would also need to include barriers across the rear lane in the vicinity of Penzance / Beta / Gamma, so that the rear lane could not be used to circumvent the Beta and Gamma barriers (as shown in Figure 2).

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

- Change to local access between Burnaby Heights and Capitol Hill;
- Reduced traffic on east-west routes such as Empire Drive, Pandora Street, and other roads in Capitol Hill;
- Some increased traffic on north-south roads in Capitol Hill;
- Some decrease in traffic along Eton and Oxford Streets in Burnaby Heights;
- Some increased traffic on Albert Street, as local trips and longer trips use Albert Street to move between the Heights and Capitol Hill area;
- Some increased traffic on Hastings Street; and
- The possibility of some increased traffic on other east-west streets south of Hastings Street.

Figure 2: Proposed barrier locations:



Proposed road closure barriers to limit access to Penzance Drive to and from the Capitol Hill area.

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Burnaby Heights and Capitol Hill Neighbourhood Local Traffic Issues Questionnaire No. 2



Planning & Building Dept.

Please provide us with any comments you may have on the additional draft proposals. In particular, please provide your opinion on the following:

What is your opinion of:

		Support	Neutral	Do not support	No comment/ Don't know
1	Provision for 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?				
8a	Hastings Street HOV lanes operating hours of 6:00 – 9:00am westbound?				
8b	Hastings Street HOV lanes operating hours of 3:00 – 6:00pm eastbound?				
9	Installing road closure barriers at the north ends of Beta Avenue North and Gamma Avenue North and rear lane between the two from Penzance Drive?				

Additional Comments/Suggestions

Please use the back of this sheet or attach additional sheets if you need more room for your response(s).

- Do you have comments on the proposed measures, or other transportation issues or suggestions for the Burnaby Heights and Capitol Hill neighbourhood?

- Please tell us your name and address. This is mandatory for each respondent, but will be kept confidential.

FIRST NAME LAST NAME ADDRESS CITY POSTAL CODE

RESIDENT BUSINESS OTHER (Specify) _____

To return this questionnaire, you can:

- DROP IT IN THE BOX** at the Open House meeting;
- MAIL IT** to the City of Burnaby, 4949 Canada Way, Burnaby, BC, V5G 1M2
- FAX IT** to the Planning Department at 604-570-3680
- REPLY ON-LINE** at www.burnaby.ca/BHCHreview

All responses must be received by Saturday, April 2.

Thank you for taking the time to complete this questionnaire!

