



REVISED

TRANSPORTATION COMMITTEE

NOTICE OF OPEN MEETING

DATE: WEDNESDAY, 2016 JUNE 08
TIME: 6:00 PM
PLACE: Council Chamber, Main Floor, Burnaby City Hall

A G E N D A

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1. <u>CALL TO ORDER</u>	
2. <u>MINUTES</u>	
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a) Correspondence from Norman Clark Re: Request For Increase In Number Of Bus Shelters	6
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TRANSPORTATION COMMITTEE MINUTES

Wednesday, 2016 January 13

An 'Open' meeting of the Transportation Committee was held in the Council Chamber, Main Floor, Burnaby City Hall, 4949 Canada Way, Burnaby, B.C. on Wednesday, 2016 January 13 at 6:00 PM.

1. CALL TO ORDER

PRESENT: Councillor D. Johnston, Chair
Councillor S. Dhaliwal, Vice Chair
Ms. A. Keane, Citizen Representative
Mr. L. Paul, Citizen Representative
Mr. D. Reid, Citizen Representative

ABSENT: Councillor C. Jordan, Member

STAFF: Ms. L. Garnett, Assistant Director, Long Range Planning
Mr. S. Ramsey, Manager, Transportation Planning
Ms. L. Libsekal, Transportation Planner
Mr. Ian Wasson, Urban Design Planner
Ms. E. Prior, Administrative Officer

The Chair called the Open meeting to order at 6:05 p.m.

2. MINUTES

a) Minutes of the Open Meeting of the Transportation Committee held on 2015 October 07

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY MR. REID

THAT the minutes of the Open meeting of the Transportation Committee held on 2015 October 07 be adopted.

CARRIED UNANIMOUSLY

3. CORRESPONDENCE

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY MS. KEANE

THAT the Correspondence be received.

CARRIED UNANIMOUSLY

a) Memorandum from Administrative Officer
Re: 2016 Transit Service Modification Proposals in Burnaby

A memorandum was received from the Administrative Officer advising that Council, at the Open Council meeting held on 2015 November 23, received and adopted the *2016 Transit Service Modification Proposals in Burnaby* report. The report reviews the 2016 – 2017 proposed service changes in Burnaby and is provided to the Committee for information.

The Committee reiterated concerns expressed by the Heights Merchants Association regarding TransLink's proposed conversion of Route 135 to a B-Line express service on Hastings Street. This proposal would result in a limited-stop service when taking the B-Line express; however, passengers wishing to take longer local trips on Hastings Street would require a transfer.

Staff is continuing to communicate concerns and recommendations to TransLink.

b) Daniel Freeman, Manager, Transit Network Management TransLink
Re: Copy of Letter Sent to Heights Merchants Association
Regarding Submissions to TransLink

Mr. Daniel Freeman, Manager, Transit Network Management TransLink, provided a copy of a letter he sent to the Heights Merchants Association in response to a letter sent by the association to TransLink regarding proposed transit service changes.

c) D. Malcolm Johnston
Re: Copy of Letter to Prime Minister Trudeau Regarding
Public Transit and Transport in Metro Vancouver

Mr. D. Malcolm Johnston provided a copy of an email he sent to Prime Minister Trudeau outlining the background and issues of public transit and transportation in Metro Vancouver, and suggesting solutions.

4. REPORTS

MOVED BY MS. KEANE
SECONDED MR. PAUL

THAT the reports be received.

CARRIED UNANIMOUSLY

a) Report from Director Planning and Building
Re: Gilmore Urban Trail Project
- Proposed Design and Improvements

The Director Planning and Building submitted a report informing the Committee of proposed improvements to the Gilmore Urban Trail from Canada Way to Dawson Street. The report describes the design of a proposed 640 metre section of trail from Canada Way to Still creek Avenue, improvements to the existing Urban Trail from Still Creek Avenue to Dawson/Henning Drive and a proposed wayfinding system.

The Committee requested that signage and marking include advance warning to northbound motorists on Gilmore Way, well in advance of the lane-drop at Manor Street to mitigate confusion around the new traffic pattern. The Committee also requested consideration be given to the addition of a painted gore to facilitate merging of the northbound traffic, prior to Manor Street, into a single lane.

The Committee suggested that staff liaise with Fire Hall Station No. 7 to ensure that traffic changes in the area would not impede on their ability to exit the fire hall.

Staff undertook to follow-up on the requests of the Committee.

The Director Planning and Building recommended:

1. THAT the Transportation Committee receive for their information the proposed design and improvements to the Gilmore Urban Trail from Canada Way to Dawson Street.

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY MR. PAUL

THAT the recommendation of the Director Planning and Building be adopted.

CARRIED UNANIMOUSLY

b) Report from Director Planning and Building
Re: Cycling Promotion

The Director Planning and Building submitted a report requesting funding in support of cycling promotion programs in 2016.

The Committee requested that staff explore the option of a City of Burnaby Bike Map application.

Staff undertook to investigate.

The Director Planning and Building recommended:

1. THAT Council be requested to authorize the expenditure of \$10,400 from the Boards, Committees and Commissions budget for programs to promote cycling in 2016, as outlined in this report.

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY MS. KEANE

THAT the recommendation of the Director Planning and Building be adopted.

CARRIED UNANIMOUSLY

5. NEW BUSINESS

Lloyd Paul

Mr. Paul expressed concern regarding proposed changes to routes #129 and #116. Mr. Paul requested that route #129 once again connect through the Metrotown station as it is the only bus that goes to Burnaby General Hospital. Currently, passengers transferring at Metrotown must transfer to a bus or SkyTrain and catch #129 at the Patterson Station.

Mr. Paul advised that the new routing proposed for #116, eastbound on Central Boulevard, will make it difficult for seniors and passengers with mobility issues to attend Bonsor Recreation Centre. Currently, passengers on #116 are able to alight on the north side of Central Boulevard in very close proximity to Bonsor. Alternatively, the closest stop on the south side of Central Boulevard is considerably farther from Bonsor.

Staff undertook to investigate.

Dave Reid

Mr. Reid requested an update regarding completion of upgrades on the Cariboo Connector, near Gaglardi Way.

Staff undertook to investigate.

6. INQUIRIES

There were inquiries brought before the Committee at this time.

7. ADJOURNMENT

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY MR. PAUL

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open meeting adjourned at 7:25 p.m.

Eva Prior
ADMINISTRATIVE OFFICER

Councillor Dan Johnston
CHAIR

Norman Clark
4866 Fairlawn Drive
Burnaby BC V5C 3R8

May 26, 2016

Mayor and Council
c/o Office of the City Clerk
4949 Canada Way
Burnaby BC V5G 1M2

SECTION 2 COUNCIL CORRESPONDENCE City Manager Deputy City Manager Dir. Planning and Building Transportation Committee (June 08)
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Dear Mayor and Council:

I am writing concerning the need for more Bus Shelters in Burnaby.

As undoubtedly you are aware, it is rainy and windy in the Lower Mainland during the months of November to April. In order not to miss catching a bus, passengers must arrive at the bus stop about five minutes in advance of the scheduled arrival of the bus, in case the bus happens to be early. Sometimes, however, the bus can be up to five minutes late. Thus, where no shelter exists, passengers can be waiting, exposed to the elements, for up to ten minutes. Even with a large umbrella, passengers' clothing will get wet because gusts of cold wind blow rain onto them. This makes taking transit uncomfortable. In my own experience, I would rather use my car than take transit if I have to stand in the open in the wind and rain waiting for a bus.

It is desirable for environmental reasons to support and use transit. I believe transit use would increase if the experience was more pleasant. I note that The City of Vancouver has Bus Shelters at virtually every bus-stop in their city. The City of Burnaby could support transit and its citizens by installing more Bus Shelters. I would set an initial goal of having a Bus Shelter at every second bus-stop. That way, a shelter would be within one bus-stop walk for every passenger.

I hope you can agree that installation of more Bus Shelters would be beneficial to the citizens of Burnaby who would like to utilize transit if the experience was made more pleasant. Therefore, I request the City of Burnaby allocate funds in its Annual Budget for more Transit Shelters.

Yours truly,

Norman Clark

Your way ahead



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February 19, 2016

Mayor Corrigan and Council
 City of Burnaby
 4949 Canada Way
 Burnaby, BC V5G 1M2

SECTION 2
 COUNCIL CORRESPONDENCE
 City Manager
 Deputy City Managers
 Dir. Planning & Building
 Transportation Committee (April 13)

Re: Lower Mainland Tolling & Mobility Pricing

Dear Mayor Corrigan and Council:

Costs related to Metro Vancouver's transportation system, and most recently the George Massey Tunnel Replacement Project, are of growing concern for businesses and residents who rely on an efficient, cost-effective network of roads and bridges to support both work and leisure activities. As the situation stands, tolling will be required to fund the construction of a replacement bridge for the tunnel and will likely also be required for a new Pattullo Bridge.

Since an efficient road network is also vital to our industry, the BC Trucking Association has developed a policy position on funding not just a replacement bridge for the tunnel but for transportation infrastructure needs in the Lower Mainland as well. This policy includes mobility pricing and recognizes that some road users have modal choice and may need incentives to choose options other than single-occupant vehicle travel.

In summary, our position states that the provincial, regional and municipal governments, agencies affecting transportation, stakeholders, and the public need to collectively:

- Develop a regional Transportation Plan (integrated with land-use planning and based on a common set of priorities for current and projected road system and public transit needs), minimum throughput standards for traffic or passenger volumes on high-priority road and transit corridors, and actions to be taken when those standards aren't met.
- Make more productive use of the existing road system.
- Develop an appropriate annual budget for operations and maintenance of the major infrastructure network, based on a public and transparent accounting of regional road user taxes and fees.
- Integrate revenue from these sources to invest in road infrastructure and public transit when there is an appreciable benefit to users and incorporate some form of mobility pricing, to ensure everyone contributes to supporting the transportation system.
- Maintain a convenient, accessible and safe public transit system, delivered and managed in a financially sustainable manner.

Key to this position is a robust and effective mobility pricing strategy. That said, we recognize such a strategy cannot be easily or quickly introduced. As an interim measure, therefore, we

recommend that tolls be implemented on all crossings in the Lower Mainland, recognizing that all of these crossings will, at some point, need to be replaced, upgraded or otherwise improved.

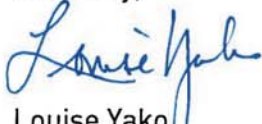
There are three reasons for implementing tolls on all crossings:

- It will cause all drivers to use the most direct route to their destination because the incentive to avoid tolls will be eliminated. The Pattullo Bridge has clearly borne the brunt of toll avoidance by drivers choosing not to cross the Port Mann or Golden Ears Bridges. In the future, without a change in policy, the only non-tolled structure crossing the south arm of the Fraser River will be the Alex Fraser Bridge, which will become the bridge of choice for toll avoiders.
- It is an interim measure that would begin to acclimatize Lower Mainland road users to the concept of directly paying for access to the road system and encouraging those with options to use alternate modes of travel.
- It eliminates the perception that those living and working south and east of the Fraser River are being unfairly called on to pay a higher share for new infrastructure than other road users located elsewhere in the Lower Mainland.

BCTA recognizes that this is a complex issue and that careful consideration of implementation details is required to ensure an effective tolling system and, eventually, a mobility pricing system. We believe, however, that the public will understand, appreciate, and accept both the concept and the timing for introducing a policy such as the one we have proposed.

I would be pleased to discuss our policy and how we might begin to address our transportation and infrastructure funding needs with you or appropriate municipal staff. You can reach me at 604-888-5319.

Sincerely,



Louise Yako
President & CEO



April 12, 2016

Councillor Dan Johnston
Chair, Transportation Committee
City of Burnaby
Burnaby City Hall
4949 Canada Way
Burnaby, BC V5G 1M2

RE: Town Centre Design Standards

Dear Councillor Johnston,

On behalf of the HUB Cycling Board of Directors, the HUB Burnaby Committee, HUB Cycling staff, and 1600 HUB individual and organization members from across Metro Vancouver, thank you for the opportunity to contribute to the City of Burnaby's Transportation Committee.

HUB works to improve cycling in Metro Vancouver through action, education, and events. More cycling means healthier, happier, more connected communities. The long-term growth of cycling – including policies, plans, and investments in dedicated cycling infrastructure — requires the development and implementation of design standards that adhere to recognized best practice in all ages and abilities (AAA) cycling facility design.

The City of Burnaby has developed design standards for the public realm to be implemented in the City's four Town Centres (Brentwood, Metrotown, Lougheed, and Edmonds). These standards include the provision of cycling zones. The inclusion of space for cycling on town centre streets is an important first step to increasing the safety of people travelling by bicycle. As an increasing number of areas are being redeveloped and we have the opportunity to experience the new street design, HUB Burnaby would like to recommend changes to the design of the cycling zones that would further improve the safety and comfort for people cycling.

Recognising that intersections are collision hot-spots, intersection design is of highest concern to HUB Burnaby. To support improved intersection safety, we recommend the City adopt raised crossings and protected intersections in the City's Town Centre Design Standards.

Raised Crossings

Where raised cycle tracks are used, HUB Burnaby recommends that the vertical separation of the cycle track be maintained through the crossing. An elevation of 7.5 cm would allow the cycle track to maintain a consistent vertical separation along street segments and at crossings. Where the cycle track



must drop at intersections, we recommend a slope not exceeding 10%.

Protected Intersections

The second recommended design change is the addition of protected intersections (Figure 1). The City of Burnaby has a unique opportunity to create protected intersections along Town Centre streets by using the right of way from adjacent land parcels. The current design standards do not continue the protection of the cycle track at intersections. The lack of protection exposes cyclists to unsafe interactions with motorised traffic and makes turning movements extremely difficult, uncomfortable, and unsafe. Protected intersections will create safe and comfortable spaces for right-turns and two-stage left turns. We also ask that the City review the signal timing at these intersections to facilitate a continuous two-stage left turn for people cycling.



Figure 1. Example of a North American road adapted to include a protected intersection. *Image credit bicycledutch.wordpress.com*

HUB Burnaby has expressed concern over building out the City's cycle network through the rezoning process, citing the isolated nature of new infrastructure and the long time horizon. New rezonings that fail to include cycling facilities will cause decades of additional delay to the creation of a continuous and cohesive cycle network. HUB Burnaby supports an implementation strategy for new cycle infrastructure projects such that each project connects at least two existing bicycle facilities.

We hope that these recommendations can be incorporated into the City of Burnaby's Town Centre Design Standards (*Public Realm Design Standards for Town Centre Streets* [PL 37500-01; 2015 January 14]), in support of our shared goal of more cycling, safer cycling, and more socially inclusive cycling in Burnaby.



We look forward to the opportunity to collaborate with the City's transportation planning and engineering teams to fully realise Burnaby's investments in our cycling network.

Sincerely,

Dennis Hansen
Chair
HUB Burnaby
burnaby@bikehub.ca

CC:

Derek Corrigan, Mayor, City of Burnaby
Councillor Sav Dhaliwal
Councillor Anna Kang
Councillor Colleen Jordan
Councillor Paul McDonell
Councillor Nick Volkow
Councillor James Wang
Ian Wasson, Urban Planner, City of Burnaby
Stuart Ramsey, Manager of Transportation, City of Burnaby
Leah Libsekal, Transportation Planner, City of Burnaby
HUB Regional Advisory Committee
Erin O'Melinn, Executive Director, HUB Cycling



Meeting 2016 Jun 08

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2016 May 25

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: MARINE DR AT NELSON AVE

PURPOSE: To recommend the installation of a traffic signal at the intersection of Marine Drive and Nelson Avenue.

RECOMMENDATION:

1. **THAT** the Committee recommend to Council the installation of a traffic signal at the intersection of Marine Dr and Nelson Ave at an estimated cost of \$300,000 funded from the 2016 - 2020 Annual Financial Plan (Traffic Signals EMF.0041 and EMF.0050).

REPORT**1.0 BACKGROUND**

Staff has been monitoring the intersection of Marine Dr and Nelson Ave for several years, after receiving public feedback about increasing traffic congestion at that location. Both streets are classified as Major Collector roadways under the Burnaby Transportation Plan. While traffic volumes along Marine Dr have remained relatively consistent over the years, they have been increasing along Nelson Ave. The intersection was recently reviewed again to determine the need for any changes.

2.0 DISCUSSION

The intersection of Marine Dr and Nelson Ave is currently controlled by 4-way stop signs as shown in Figure 1. As previously noted, traffic volumes along Marine Drive have remained consistent at about 10-12,000 vehicles per day over the last 20 years. On the other hand, traffic volumes along Nelson Ave have doubled to about 10,000 vehicles per day during that same time period. Part of this can be attributed to the general growth of the City, and to Nelson being one of the more direct routes from Marine Way up to the Kingsway ridge and Metrotown.

To: Transportation Committee

From: Director Engineering

Re: Marine Dr and Nelson Ave

2016 May 25 Page 2

The increase in traffic volume has led to considerable delay and queuing on Nelson in both approach directions, but particularly in the northbound direction during the peak period. Northbound queues have been noted to extend 450m south to Marine Way. Any queues onto Marine Way would create safety concerns because of the higher speed limit (80kph) of that road. The current queues limit the accessibility of adjacent properties which include the Riverway Sports Complex and Garden Works.

The most recent traffic analysis showed that the installation of a traffic signal at Marine Dr and Nelson Ave is warranted given the current traffic conditions. A full traffic signal would help to alleviate the long queues that develop during peak periods and address the high number of collisions at the intersection by more clearly assigning the right-of-way. Within the last five years (2009-2013) there was an average of 16 collisions per year which is double what is found in other similar intersections controlled by 4-way stop signs. The majority of these collisions were rear-ends; however, there were no reported collisions involving pedestrians or cyclists.

City-wide, the majority of two intersecting Major Collectors are signalized including the nearby intersection of Nelson Ave and Rumble St. The current classification of Nelson Ave as a Major Collector confirms the important role of the street in providing north-south access within Burnaby's South Slope area. In fact, it is only one of three streets that connect Marine Way to the rest of Burnaby's road network to the north, the other two being Boundary Rd and Byrne Rd, both Primary Arterials. Boundary and Byrne Roads will continue to carry more traffic than Nelson Ave because both have multiple lanes in each direction, compared to Nelson Ave's single lane design. The Transportation Plan indicates that Nelson will continue to have one lane in either direction which will restrain the number of vehicles that can use this street.

3.0 INTERSECTION DESIGN

In order for the proposed new signal to operate effectively, the north and south approaches to the intersection need to be modified slightly to allow through traffic to by-pass any vehicles waiting to turn left. This can be accomplished by shifting the centreline of Nelson Ave by about 1.5 metres to the east to create a widened southbound approach lane. The northbound approach lane would also need to be widened by shifting the asphalt curb to the east by about 3.5 metres. Fortunately, there is adequate boulevard space on the east side to accommodate this. At the same time, an interim sidewalk is proposed to provide a better pedestrian connection between the southeast corner of the intersection and Garden Works' parking lot where pedestrian activity has created a well-worn path. Additional street lighting at the intersection is also planned as part of the traffic signal work.

To: Transportation Committee
From: Director Engineering
Re: Marine Dr and Nelson Ave
2016 May 25 Page 3

4.0 RECOMMENDATION

Based on a recent review of traffic volumes and safety conditions, the installation of a full traffic signal at the intersection of Marine Dr and Nelson Ave is recommended to help to better regulate traffic, reduce congestion and enhance safety. The signal and associated civil works are estimated to cost \$300,000 and funding is available in the 2016 – 2020 Annual Financial Plan under projects EMF.0041 and EMF.0050. There is sufficient availability on these projects to complete this work with no additional unknown commitments. Funding contributions from ICBC's Road Improvement Program will also be sought to help offset costs to the City. The installation of the signal is anticipated to be completed by the end of the year.



Leon A. Gous, P. Eng. MBA
DIRECTOR ENGINEERING

EJ/DL/ac

Attachment

Copied to: City Manager
Director of Planning and Building
Director of Finance

Figure 1 Marine Dr - Nelson Ave

May 27, 2016

1:400



The information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.