



TRAFFIC SAFETY COMMITTEE

NOTICE OF OPEN MEETING

DATE: TUESDAY, 2016 OCTOBER 04
TIME: 6:00 PM
PLACE: Council Chamber, Burnaby City Hall

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TRAFFIC SAFETY COMMITTEE

MINUTES

An Open meeting of the Traffic Safety Committee was held in the Council Chamber, Burnaby City Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 2016 May 03 at 6:00 PM.

1. CALL TO ORDER

PRESENT: Councillor Paul McDonell, Chair
 Councillor Pietro Calendino, Vice Chair
 Councillor James Wang, Member
 Mr. John Artuso, Citizen Representative
 Mr. Stephen Baron, Senior Citizen Representative
 Mr. Harjit Sidhu-Kambo, Coast Mountain Bus Company Representative
 Mr. Eric Laity, Citizen Representative
 Ms. Jen Mezei, District Parent Advisory Council Representative
 Mr. Cory Redekop, Burnaby Board of Trade
 Mr. Ken Robb, Burnaby HUB Representative
 Mr. Nik Vizniak, Citizen Representative
 Mr. Tom Webster, ICBC Representative

ABSENT: Mr. Corey Redekop, Burnaby Board of Trade

STAFF: Mr. Stu Ramsey, Manager - Transportation Planning
 Mr. Doug Louie, Assistant Director Engineering, Transportation
 S/Sgt Gerard Sokolowski, Burnaby RCMP
 Ms. Eva Prior, Administrative Officer

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

2. MINUTES

- a) **Minutes of the Traffic Safety Committee Meeting held on 2016 March 01.**

MOVED BY COUNCILLOR CALENDINO
SECONDED BY MR. BARON

THAT the minutes of the Open meeting of the Traffic Safety Committee held on 2016 March 01 be adopted.

CARRIED UNANIMOUSLY

3. DELEGATION

MOVED BY COUNCILLOR CALENDINO
SECONDED BY MR. ARTUSO

THAT the delegation be heard.

CARRIED UNANIMOUSLY

a) Ms. Debra Sutherland, Brent Garden Strata Council
Re: Traffic Safety Concerns on Halifax Street

Ms. Debra Sutherland, Brent Garden Strata (4353, 4363 and 4373 Halifax Street) and Louise Kawaler, Polaris Strata (4425 Halifax Street) appeared before the Committee expressing concerns regarding pedestrian, cyclist and vehicular safety on Halifax Street.

The speakers indicated that traffic has increased in volume and speed along Halifax Street between Willingdon Avenue and Douglas Road resulting in increased risk to pedestrians, particularly school children and seniors. The speaker feels that this portion of Halifax Street is being used by commuters to bypass Loughheed Highway. The delegation also expressed concern that the traffic will continue to increase as the density in the area grows through further development.

Ms. Kawaler discussed the high traffic volumes at 1st and Gilmore Avenues as well as the congestion caused by the driveway off Madison Avenue, north of Loughheed, into the Staples parking lot.

The delegation requested the following solutions:

- Speed humps on Halifax Street;
- Dedicated curb lanes for entering/exiting residential parkades;
- Lowered speed limit;
- Restricted left turn onto Rosser Avenue during a.m. and p.m. rush hours;
- Full traffic light and crosswalks installed at the intersection of Douglas, Madison and Halifax;
- Increased RCMP speed enforcement; and
- Removal of SkyTrain street parking on Halifax.

Staff informed the delegation of the proposed changes to the intersection of 1st Avenue, Gilmore Avenue and Douglas Road, advising that the changes will be implemented once development in the area has been completed.

Traffic counts were conducted at the intersection of Douglas Road, Halifax Avenue and Madison Avenue and the findings indicated that a crosswalk is not

currently warranted across the east-west through movement along Douglas/Halifax. However, a crosswalk (parallel lines) can be marked across the south leg across Madison which is currently stop sign controlled. Staff will continue to monitor the intersection to see if/when a pedestrian crosswalk or signal may be warranted across the east-west through movement of Douglas/Halifax. Staff will also install a crosswalk (parallel lines) on the south leg of Rosser Avenue at Halifax Street to help guide pedestrians and forewarn motorists. In regard to the entrance into the businesses at the north/west corner of Madison and Loughheed, motorists travelling north on Madison Avenue are already restricted from making a left turn into the parking lot during peak traffic hours.

Staff advised that Halifax Street is classified as a *Major Collector Route* which does not allow for speed hump installation. A restricted left turn from Halifax Street onto Rosser Avenue is not recommended as this would restrict access to residences and businesses in the area. The installation of dedicated lanes for entering/exiting residential parkades is also not recommended because it may increase congestion and create more of a hazard.

Staff undertook to request that ICBC and RCMP conduct SpeedWatch sessions on this section of Halifax Street in an effort to slow motorists down and bring attention to the allowable speed limits for the area.

RCMP advised that while conducting speed checks, they have also observed that pedestrians are not utilizing the crosswalks.

In conclusion, staff will mark the east/west crosswalks on the south leg of Rosser Avenue at Halifax, and on the south leg of Madison Avenue at Halifax; ICBC and RCMP will conduct SpeedWatch and follow-up enforcement as required; and City staff will continue to monitor area.

4. **CORRESPONDENCE**

MOVED BY COUNCILLOR CALENDINO
SECONDED BY MR. ARTUSO

THAT the Correspondence be received.

CARRIED UNANIMOUSLY

a) **Correspondence from Dean de Sousa, Triovest Reality Advisors** **Re: Pedestrian Safety 4200 block of Still Creek Drive**

Correspondence was received from Mr. Dean de Sousa regarding pedestrian Safety on the 4200 block of Still Creek Drive, and TransLink bus service to the area.

Mr. Sidhu-Kambo, Coast Mountain Bus Company representative to the Committee, will follow-up with Coast Mountain regarding the request of the writer.

Staff advised that the intersection is well-lit and does not currently warrant a signalized pedestrian crossing. It is advised that the hedge and mailbox, on the south side of the crossing, be removed to increase visibility of and for pedestrians waiting to cross.

Staff undertook to correspond with Mr. de Sousa.

**b) Correspondence from Aldo Porra
Re: Traffic Safety Concerns Halifax Street, Gilmore Avenue
and 1st Avenue**

Correspondence was received from Mr. Aldo Porra expressing concern for traffic safety in the area of Halifax Street, Gilmore Avenue and 1st Avenue.

Staff advised the upgrades to the intersection at 1st Avenue, Gilmore Avenue and Douglas Road will take place after the completion of the residential towers due to various construction issues.

In response to Mr. Porra's concerns regarding parking and congestion on Halifax at Gilmore, the City has installed 'No Stopping Anytime Time' signs. Staff will continue to monitor this area.

Staff undertook to relay this information to Mr. Porra.

**c) Correspondence from Aston Yu
Re: Solutions to Traffic Accidents**

Correspondence was received from Mr. Aston Yu expressing frustration in relation to motorists and cyclists driving behavior. Mr. Yu offered several solutions to reduce traffic accidents, specifically the installation of dashboard cameras.

Staff will advise Mr. Yu that the mandatory installation of dashboard cameras falls under the purview of the Ministry of Transportation.

5. REPORTS

MOVED BY MR. ARTUSO
SECONDED BY MR. LAITY

THAT the reports be received.

CARRIED UNANIMOUSLY

a) Report from Director Engineering
Re: Intersection Controls at Underhill Avenue and Eastlake Drive

A report was received from the Director Engineering advising of the installation of three-way stop signs at the intersection of Underhill Ave and Eastlake Dr.

The Committee received correspondence from Ms. Cathy Griffin at the meeting held on 2016 March 01, regarding cycling and pedestrian concerns along Underhill Avenue. In response to the correspondence a review of the traffic conditions at the intersection of Underhill Avenue and Eastlake Drive was conducted. Staff have recommended the installation of a 3 way stop control and marked crosswalks to reduce the delays to westbound vehicles along Eastlake Drive, better facilitate pedestrians crossing Underhill Avenue, and improve overall operation of the intersection.

The Director Engineering recommended:

1. THAT the Committee receives this report for information.

MOVED BY COUNCILLOR CALENDINO
SECONDED BY MR. LAITY

THAT the recommendation of the Director Engineering be adopted.

AMENDED

Arising from discussion, the following motion was introduced:

MOVED BY COUNCILLOR CALENDINO
SECONDED BY MR. ARTUSO

THAT the recommendations be AMENDED to include the following:

2. THAT a copy of the report be forwarded to Ms. Cathy Griffin, #21 – 8400 Forest Grove Drive, Burnaby, BC V5A 4B7.

CARRIED UNANIMOUSLY

The Committee requested that signage be installed to advise motorists of the change in traffic pattern.

Staff confirmed that the area will be well marked with two warning signs in advance of the three-way stop, as well as flashing lights on top of the stop signs.

The Committee queried the possible extension of Eastlake Drive to the west, along the decommissioned railway line.

Staff undertook to respond to the query.

**b) Report from Director Engineering
Re: Pedestrian Safety Concerns on Bartlett Court**

A report was received from the Director Engineering reviewing pedestrian safety concerns on Bartlett Court.

At the 2016 March 01 meeting of the Committee, correspondence was received from Mr. Roderick Santiago regarding concerns about pedestrian safety while crossing Bartlett Court. A review of the crossing conditions between two pathways at the Bartlett Court cul-de-sac showed that the installation of a marked crosswalk is not warranted.

The Director Engineering recommended:

1. THAT the Committee receives this report for information and a copy be sent to Mr. Roderick Santiago for his information.

MOVED BY MR. LAITY
SECONDED BY MR. ARTUSO

THAT the recommendation of the Director Engineering be adopted.

CARRIED UNANIMOUSLY

6. NEW BUSINESS

John Artuso

Mr. Artuso requested that the Engineering Department investigate the light sequencing of the vehicle triggered light at Gamma, crossing Hastings.

Staff undertook to investigate.

Mr. Artuso advised of the loss of the left turn signal from Central Boulevard into the transit bay at Metrotown. Mr. Artuso requested a flag person be assigned to the area to assist with traffic management during the construction period.

Mr. Harjit Sidhu-Kambo, Coast Mountain Bus Company advised that TransLink is aware of the issue and actively working on solutions.

Mr. Artuso expressed concern regarding traffic congestion due to construction in the area of Halifax Street, Douglas Road and Gilmore Avenue.

Staff advised that due to development requirements, 1st Avenue will not be realigned prior to construction in the area.

Mr. Artuso requested an update on the upgrades to the intersection of Gilmore Avenue and Lougheed Highway.

Staff advised that Hydro is in the process of upgrades to the substations. The land will not be available for redevelopment of the intersection until after the substation upgrades and construction is completed.

Jen Mezei

Ms. Mezei requested that the City notify the District Parent Advisory Council (DPAC) when construction is anticipated in the vicinity of Burnaby schools, particularly in reference to the Lougheed Towncentre.

Staff advised that the School District does receive notifications of rezonings. Extensive public consultation has been undertaken in regard to the proposed changes to Lougheed Towncentre.

Staff to investigate if Council members are appointed as representatives to the District Parent Advisory Committee.

Staff undertook to investigate.

Councillor Calendino

Councillor Calendino reiterated Mr. Artuso's concerns around anticipated congestion at 1st Avenue, Gilmore Avenue and Douglas Road.

Ms. Mezei's retired from the meeting at 7:55 p.m.

Staff advised that they will continue to monitor the area.

Ms. Mezei's returned to the meeting at 7:58 p.m. and took her place at the table.

7. INQUIRIES

There were no inquiries brought forward at this time.

8. ADJOURNMENTMOVED BY MR. VIZNIAKSECONDED BY MR. WEBSTER

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open meeting adjourned at 8:00 p.m.

Eva Prior
ADMINISTRATIVE OFFICER

Councillor Paul McDonell
CHAIR

Prior, Eva

From: Vic Leach <vleach.bc@gmail.com>
Sent: Friday, August 05, 2016 9:00 AM
To: Prior, Eva
Subject: Reflection for Pedestrian Safety - Traffic Safety Committee - Delegation for October - date & time
Attachments: ReflectiveSafety.ppt-16.ppt

Dear Ms. Prior

Thank you for your phone call on Thursday. As per our discussion, we are making some headway with regards to establishing reflective standards in Canada for pedestrians and other non-professional road users with Canadian Standards Assoc. You have asked if I could be a delegation to Burnaby's Traffic Safety Committee in October and I would be happy to attend, if you could provide the date, time and place.

With these reflective standards, we want to meet, or exceed, present European standards EN1150 for clothing and EN13356 for accessories. In this UN declared "Decade of Action for Road Safety" 2011 - 2020, all of us have a part to perform if we want to reduce road accidents. In Greater Vancouver with a population of 2.5 million, we averaged 26.6 pedestrian deaths per year over 5 years. Greater Stockholm, with a population of 2.2 million, averaged 8.9 pedestrian deaths per year over 12 years. We often blame these pedestrian deaths in our area on long nights and poor weather. Stockholm, at 59° latitude, has longer nights and more than 3 times as much snow and bad weather each month for 6 months compared to Vancouver. We believe that high quality reflection clothing and/or accessories can make a small, yet integral part of the spectrum to reduce non-professional road accidents.

Attached is a powerpoint that we developed this past spring. In August, 2015, we took photos of a police officer in dark clothes and another person in the officer's reflective coat, standing in front of a vehicle with its low beam headlights on during the late evening when it was dark outside. We measured the distance from where the driver sat in 25 ft. intervals, beginning at 25 ft up to 200 ft. and then at 400 ft. The police officer began to disappear at 75 ft. and at 100 ft., the only part one could detect was 2 legs about up to 1 ft off the ground. The front of the vehicle covers this distance in less than 2.19 seconds, yet the Institute of Transportation Engineers "Traffic Engineering Handbook" notes that 85th percentile will have a "Response Time" of 2.5 seconds. This does not include the vehicle's mechanical reaction time of between 0.1 and 0.3 second, or an average of 0.2 second. This makes it difficult for a driver to avoid an accident if there is no reflective clothing or accessory is worn.

On another note, the BC Coroners Service did a Pedestrian study and found that in almost 4 years, those who were killed at night constituted 52.4% of the total. This indicates a problem.

We have support to establish these Canadian reflective standards with Chief Neil Dubord, now Delta Police Chief who is also Chair of the Traffic Safety Committees for both BC & Cdn. Associations of Chiefs of Police and Ms. Lorraine Logan, President of the Council for Senior Citizens Organizations of BC.

We have also worked with the City of New Westminster who unanimously endorsed a Resolution in February to write letters to both federal and provincial Ministers of Transport for these reflective categories. This Resolution progressed to the LMLGA Conference in May of this year where it passed unopposed and is now headed to the UBCM in Victoria this coming Sept. If it passes at this level, which we should be able to find out by the first week of October, it will then go to the Federation of Cdn. Municipalities at their Conference in June 2017.

As your TS Committee may be aware, BC has brought in "Moving Towards Vision Zero" in January of this year. We saw that this did not include any aspect of reflection for either professional or non-professional road users and have contacted Mr. Sam MacLeod, Supt. of Motor Vehicles, about this oversight. Mr. MacLeod has replied that this will be corrected in upcoming revisions and will work with us to ensure that they address reflective for those who are out at night.

In this journey on reflection, we learned that there are different reflective standards for workers across Canada. WorkSafeBC, which had one of the first reflective standards in Canada for workers, used ASTM for their standards in 1997 and this standard has not changed since it came into effect. Some provinces follow CSA Z96 guidelines, which came out in 2002 and have had 2 updates since then, with the latest in 2014. This makes things a bit difficult to know which is best, especially when the 3 levels of class are reversed, and how a municipality is to order to increase safety for its workers. I have a bit more info, if you are interested.

The Pro Walk/Pro Bike Biennial Conference to be held in Vancouver Sept. 12-15 has a number of people coming from all over North America and, likely, countries around the world. We wrote a letter to see if they would include anything about increasing safety at night with reflectivity, and as yet not received a response.

As you can see, there are a number of projects that have a goal to reduce road accidents. Some take a lot of money, others need to have increase safety in design with additional funding and others can provide a small investment plus a lot of education. Accidents at night with non-professional road users affects not only the victim, it affects their family, the driver and their family, as well as the first responders (as they often say that it is an accident that should not have happened if the person could have been seen in time).

We look fwd to your response about the date, time and place. Regards, Vic Leach, Reflection for Pedestrian Safety Committee Chair, Sapperton OA Pensioners Assoc., New Westminster T: 604 - 522-0280

P.S. - I have spoken a number of times with Ms. Kaisa Skogster of Finnex Agencies Ltd. in Burnaby (T: 604 - 299-9702) who bring in high quality reflectors from Finland. Kaisa was recently in Finland and spoke with a rep for Finnish Institute of Occupational Health (& Safety) about reflectors. vl

From: rakesh dutt <[REDACTED]>
Sent: September 29, 2016 7:20 PM
To: Vracar, Nikolina
Subject: RE: Delegation Request for Traffic Safety Committee Meeting on 2016 October 04

Hello, Yes I would like to attend. Sorry for the late reply.

Subject: Holdom and Francis street lights

Rakesh Dutt, 1729 E. 46th Ave. Vancouver BC
604 771 2413

Rakesh Dutt CPHI (C)

From: [Vracar, Nikolina](#)
Sent: September 29, 2016 11:44 AM
To: dutt_rakesh@hotmail.com
Subject: Delegation Request for Traffic Safety Committee Meeting on 2016 October 04
Importance: High

Good morning Mr. Rakesh,

Thank you for expressing an interest to appear as a delegation at the upcoming Traffic Safety Committee Meeting on October 04.

In order to appear as a delegation before the Committee, we need the following information from you right away:

- **The subject you wish to present;**
- **The name and address of the speaker(s); and,**
- **A telephone number of the speaker(s).**

The meeting will take place on **Tuesday, October 4 in Council Chamber, Main Floor, Burnaby City Hall at 6 p.m.** Delegations are the first item on the agenda so please be here a few minutes prior to 6 p.m. We generally allow 10 minutes for a presentation. You will be a second delegation on the agenda.

If you will be using a PowerPoint presentation, could you please e-mail me a copy of the presentation prior to the meeting? I will then ensure that the presentation is set up on our computer and ready for you to present.

Thank you!

Nikolina Vracar

Administrative Officer

Office of the City Clerk
Burnaby City Hall
4949 Canada Way
Burnaby, BC V5G 1M2
Phone: 604-294-7295
Fax: 604-294-7537
nikolina.vracar@burnaby.ca



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Sent: January-29-16 10:30 AM

To: McDonell, Paul

Cc: Clerks

Subject: Reflection for Pedestrian Safety - Photos depicting driver's vision at night - distance, time - comparison of dark clothes with quality reflective

Dear Mr. McDonell

I understand that you are the Chair of Burnaby's Traffic Safety Committee. Being a former firefighter for many years in Vancouver, you likely attended hundreds of pedestrian related road accidents, many of them at night. According to many veteran first responders, most of these pedestrian related accidents are preventable, especially if the pedestrian could be seen at night. We have a series of photos taken at night along with times to cover the various distances that may be of interest to you and your committee.

Every year, we have a number of pedestrian and other "non-professional road users" hit by vehicles in the dark. Pedestrians are more than likely to be amazed that the driver could not see them and drivers are often heard to comment that a pedestrian appeared out of "no where". Last Feb., we held a "Reflection for Pedestrian Safety" forum at our Hall in New West. As a result of that forum, late one August evening a professional photographer and I took a series of photos on a level stretch of road with a camera on the dash of the vehicle. We used a 2014 Ford Fusion that had the low beam headlights adjusted for height and alignment. We focused on a New West police officer dressed in his dark blue uniform standing beside another person wearing his reflective coat. Our distances were taken from 25 ft to 200 ft. at 25 ft. intervals and then at 400 ft. from where the driver sat. At 100 ft., the only part of the police officer we could see was about mid-calf and below or about 12 inches off the ground. A vehicle traveling at 50 kph, covers this distance in 2.19 sec. The person wearing the reflective coat could easily be seen up to 400 ft. If you looked at the photos very carefully, the last time you see the police officer is that of his shoes at 125 ft.

We are now aware that according to the Institute of Transportation Engineering "Transportation Engineering Handbook 5th Ed." that the average "Response Time" is 2.5 seconds. This includes "perception" and "reaction" times. Add to this the vehicle's mechanical reaction time of 0.1-0.3 sec. which means vehicle travel distance is increased. If you consider that an avg. vehicle mechanical time of 0.2 sec., the distance traveled by a vehicle going 50 kph in 2.7 sec. is 123 ft or 37.5 m, before any braking or other evasive action is considered. If the vehicle is traveling at 60 kph, then in 2.7 sec. it will travel 147.6 ft or 45 m. If the pedestrian has poor reaction time, the likelihood of calling 9-1-1 at night increases by the microsecond.

In the 2012 City of Vancouver Pedestrian Safety Study, they determined that the weighted average cost per pedestrian accident was \$234,000. This includes costs associated with police, fire & rescue, ambulance, hospital emergency & regular care, rehab, insurance, legal costs, lost income and various other items. In speaking with members of the legal profession, they indicate that these weighted average costs could be used throughout the province and, likely, for most places across Canada, and that figure is probably rising. This does not include time off work and the fractured after effects for both the victim and the driver and their families.

As you can understand, each pedestrian accident costs the City of Burnaby thousands of dollars with police and fire & rescue personnel and equipment time. For every pedestrian death in the Lower Mainland, there are about 35 pedestrians injured. All municipalities would like to reduce their costs associated with preventable accidents. As you can see from the attached, Greater Stockholm with 2.2 million people, has an average of 8.9 pedestrian deaths per year which is 40% of the fatal pedestrian accidents (26.6) of Greater Vancouver, with a population of 2.5 million. Stockholm, at 59 degree latitude, is darker longer than Vancouver from Sept. through to Mar. and they also have an avg. of 15 days of snow and fog per month for 6 months compared to Vancouver's 3-4 days per month.

We have learned from Transport Canada that they are one of the lead agencies in Canada for the UN's Decade of Action for Road Safety 2011 - 2020. Public Health Agency Canada is the lead agency with the World Health Organization who initiated the 10 year study (1997 - 2006) which determined that 1.3 million people are killed on the roads annually and many times that are injured. It was the WHO that pushed the UN in 2010 to declare the edict. We believe that it was Canada's UN Ambassador who signed on for us in 2010.

I have been working with the City of New Westminster with respect to reflection for pedestrian safety. We are making a submission to Council in Feb. for a resolution on reflective clothing and products & accessories which we hope they will pass. Mayor Côté has said that he would like to take this to the Metro Vancouver Mayors meeting in April or May and then to the UBCM in Sept. The resolution calls for the federal and provincial Ministers of Transport to become the lead agency in working with CSA to create reflective standards for pedestrians and other "non-professional road users" for clothing as well as products & accessories, similar to, or exceeding, present Europe standards. In 1999, Europe established EN 1150 for standards for reflective clothing for "non-professional vulnerable road users" and in 2001, they also established EN 13356 for reflective products and accessories. I believe that their minimum requirement is that they can be seen from about 125 m or 410 ft. in the dark from low beam headlights. (With EN 13356 they have a minimum of 400 CIL, which, in English, is Coefficient of Luminous Intensity.) A vehicle traveling at 50 kph would take 9.0 seconds to travel 410 ft. or 125 m, ample time for the driver to take evasive action safely.

Quality reflective clothing and products & accessories can be a small, yet integral part of the spectrum for reducing pedestrian and non-professional road users accidents. Developing reflective standards in Canada for these categories will allow purchasers and the public minimum criteria that will ensure their safety at night.

Look forward to your response. Regards, Vic Leach, Reflection for Pedestrian Safety Coordinator, Sapperton OA Pensioners Assoc., New Westminster T: [604](tel:604-522-0280) - 522-0280

<u>City</u>	<u>Population</u>	<u>Pedestrian Deaths Per Yr.Avg.</u>	<u>Pedestrian Injuries Per Yr.Avg.</u>	<u>Latitude</u>	<u>Winter Hrs. of Darkness</u>	<u>Days of Snow/Fog per Mo.</u>	<u>Pedestrian Reflectors Locations Available</u>	<u>Standard Quality</u>
Greater Stockholm Sweden	2.2 million	8.9	547	59°	18-19 Dec. 22	15 Nov.-Apr.	Many	EN 13356
Greater Vancouver Canada	2.5 million	26.6	1,064	50°	14-15 Dec. 21	4-5 Nov.-Mar.	Few	No
Sweden	9.5 million	50	3,040	55.3-69.1°	17-24 Dec. 22	15 Nov.-Apr.	Many	EN 13356
British Columbia	4.5 million	58	2,320	49-60°	14-20 Dec. 21	4-5 Nov.-Mar.	Few	No

Note: In Sweden, a “serious” injury is considered to be when the injury is determined to be greater than 1%. In 1997 the Swedish parliament wrote into law a "Vision Zero" plan, promising to eliminate road fatalities and injuries altogether. Other places, such as New York City are now trying to copy its success.

Greater Stockholm pedestrian data from Swedish Transport Agency for 2003-2014. Sweden pedestrian stat from WHO report of Global Status Report on Road Safety 2013

Greater Vancouver & BC stats from ICBC 2009-2013.

2011 - 2020 - UN Declares “Decade of Action for Road Safety” - 2010 Canada signs on with UN. WHO estimates 170,000 pedestrians killed yearly in road accidents.

Reflective material & products for: **clothing** (hats, jackets, shirts, coats, pants, shoes, gloves); **wheeled goods** (walkers, wheel chairs, scooters, baby carriages, strollers, bikes, skate boards); **rain gear** (hats, coats, jackets, umbrellas); **pet gear** (leashes, collars, jackets); and accessories (brooches, multi-use shopping bags)

David B. Fairey
 4778 Fernglen Place
 Burnaby, B.C.
 V5G 3W1
 [REDACTED]

SECTION 2
 COUNCIL CORRESPONDENCE
 Acting City Manager
 Deputy City Manager
 Dir. Eng
 Traffic Safety Committee (May 03)

April 26, 2016

Mayor & Council
 City of Burnaby
 4949 Canada Way,
 Burnaby, B.C.
 V5G 1M2

Dear Mayor & Council:

Re: Safe Passage for Cyclists on Major Roads in the Brentwood Town Centre Area

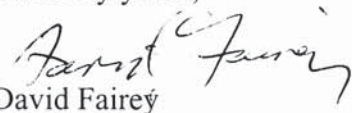
This is an appeal to the City of Burnaby to require construction companies engaged in building major new developments adjacent to Willingdon Avenue and the Lougheed Highway to provide traffic cone separated bikes lanes when roadway curb lanes are blocked for construction activity in the Brentwood Town Centre area.

I am an experienced commuter cyclist and frequently use Willingdon Avenue to cycle to and from my home in Central Burnaby to Brentwood Mall and to Hastings Street in North Burnaby. During weekday hours when there is construction activity at and near the intersection of Willingdon and Lougheed I find that the curb Bus/HOV/Bike lane and sidewalk is blocked and heavy traffic, including many buses, travelling south, must converge from 3 lanes to 2 with no room for a cyclist to travel safely. This hazardous condition could be addressed by requiring the construction companies blocking the lane to provide a traffic coned bike lane separated from the converged motor vehicle lanes during active construction.

Major construction activity in this area is projected to continue uninterrupted for several years. Willingdon Avenue is a major North/South bike route for cyclists. In the City of Burnaby Bike Map it is stated that one of the goals of the City of Burnaby Transportation Plan is that "Safe and convenient cycling facilities be provided as an alternative to the use of private vehicles".

If the City is committed to increasing the cycling mode share along its major transportation routes it would make sense to increase the traffic safety provisions attached to building and development approvals adjacent to these routes for the benefit and encouragement of cyclists.

Sincerely yours,


 David Fairey

SECTION 2
COUNCIL CORRESPONDENCE
Acting City Manager
Deputy City Manager
Dir. Engineering
Traffic Safety Committee
(October 4)

From: Chantal Parisien [mailto:]
Sent: Tuesday, May 03, 2016 5:07 PM
To: Clerks
Subject: Pedestrian safety

Kingsway at macpherson is super unsafe for people because cars don't stop at the stop sign there when the pedestrian crossing is on. Please look at fixing this.

People are always jay walking at Burlington at imperial because there is no pedestrian crossing there and no light, and many people take the sky train path, walk up Burlington and cross imperial there. Very unsafe. Also not convenient to have to cross at Nelson or royal oak hence the jay walkers.

Chantal

June 23, 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. Engineering
Traffic Safety Committee (Oct 3)

Dear Sir,

I am writing to you as a concerned citizen and parent about a critical safety issue in my East Burnaby neighborhood; pedestrians crossing 16th Avenue between Cariboo Rd. and Cumberland St. I live at the Englewood Mews complex just off of 16th Ave. – the entrance to which is just NNE of Cascade St. Our complex has many young children who attend Armstrong Elementary School, older children who attend Cariboo Secondary, and a half dozen preschoolers who attend Pied Piper Preschool and various daycare facilities in the neighborhood.

The problem is twofold. First, there is only one crossing of 16th Ave in the ~700m between Cariboo Rd. and Cumberland St., at Cascade. This crosswalk is located down the hill from a natural crossing at Cariboo Hill School Park, which necessitates children walking down, crossing at Cascade, and then walking back up a fairly steep incline to get to the park or school. The “natural crossing” is at a trailhead just East of where Englewood Mews ends and before the George Derby area. This trail continues on the other side of 16th and proceeds to the cul-de-sac at Coldicutt St., where Armstrong Elementary is located. This trail, which I will call “Coldicutt Trail”, proceeds north of 16th Ave, into the George Derby forested area, and ends at a residential complex on Mulberry Place. This area also has many school-age children that almost exclusively use “Coldicutt Trail”.

At this natural crossing, I witness at least 20-30 children cross a very busy 16th Ave every day (school days, and on weekends to access the park). There have been numerous close calls and barely avoided accidents, because the visibility here is poor and cars speed excessively (the second major problem, addressed below). The city has erected a small metal “fence” that used to have signage directing pedestrians to cross down at Cascade St., but these signs have long since been covered in graffiti and are useless anyway, since this is the natural crossing point. Now that there is new construction of additions to the George Derby Care Centre, there will be more residents along this stretch of roadway, including elderly and mobility-impaired. I have no idea how they will cross to the park, since the only crosswalks are quite a hike to either side. Note, there is a lot of traffic on this street as it is a main route between the freeway entrance and Pattullo bridge to avoid congestion on 10th Ave. – over the past 4 years as a resident here, I have seen traffic increase substantially, especially large trucks who barrel down this street as if it is part of the freeway.

This brings me to the second problem with this stretch of road: Although the speed limit is 30 kph along 16th Avenue in the playground zone abutting Cariboo Hill School Park, I rarely see anyone slow down and in fact there are many who drive over 80kph, plus many incidents of road rage over the confusion of whether the speed limit is in fact 30 or not. This is likely because the school zone ends at 5pm on weekdays, and is right next to the playground 30 zone (active on weekends as well). Since the crosswalk

at Cascade is hidden around a curve, I have seen many cars and trucks blast right through the crosswalk and red light and children are crossing, barely missing them. I have been in the crosswalk when this has happened, in fact. The speed of cars and especially trucks here, and the inability to stop, is a major safety concern. There are flashing warning lights further up 16th Ave to warn of the pedestrian-controlled intersection, but they seem to be ignored.

I would like to implore the City of Burnaby and the RCMP to take some or all of the following actions to ensure the safety of my children and families who live along this stretch of roadway in Burnaby:

- 1) Conduct a proper assessment of the traffic along this roadway, and how best to manage safe pedestrian crossing
- 2) Increase enforcement of traffic laws between Cascade and Cumberland along 16th Ave
- 3) Build a new 16th Ave crossing between the park/playground and George Derby Centre, either a new pedestrian controlled crosswalk, or even better yet a tunnel or elevated crossing to allow for mobility-impaired (such as the one across Cariboo Rd.)
- 4) Install a red light camera at the pedestrian-controlled crosswalk at Cascade and 16th Avenue
- 5) Extend the 30 kph speed zone all the way from Cariboo School Park to the crossing at Cascade, and make the 30kph signs far more visible (one of them is partially obscured by a tree)
- 6) Install flashing speed detection signs that show drivers how fast they are traveling, along with larger PLAYGROUND ZONE signs
- 7) Install speed bumps of some sort
- 8) Fix the signs at "Coldicutt Trail" to warn pedestrians of unsafe crossing conditions

Since Burnaby and is in an excellent financial position this year, I would like to see some of these safety concerns addressed immediately. It is only a matter of time before somebody is killed crossing 16th Ave. The city recently tore up the road and grass to install a drinking fountain at the park (which does not work), so improvements can obviously be made and should be prioritized for safety of children and the elderly. The new development at George Derby Centre means there will be even more pedestrians in this area, and a new crossing is essential. I have included a rough sketch map of the area.

Thank you. I would appreciate a reply in writing.

Sincerely,

Dr. Kristoffer Palma



Burnaby Resident, 8701 16th Ave

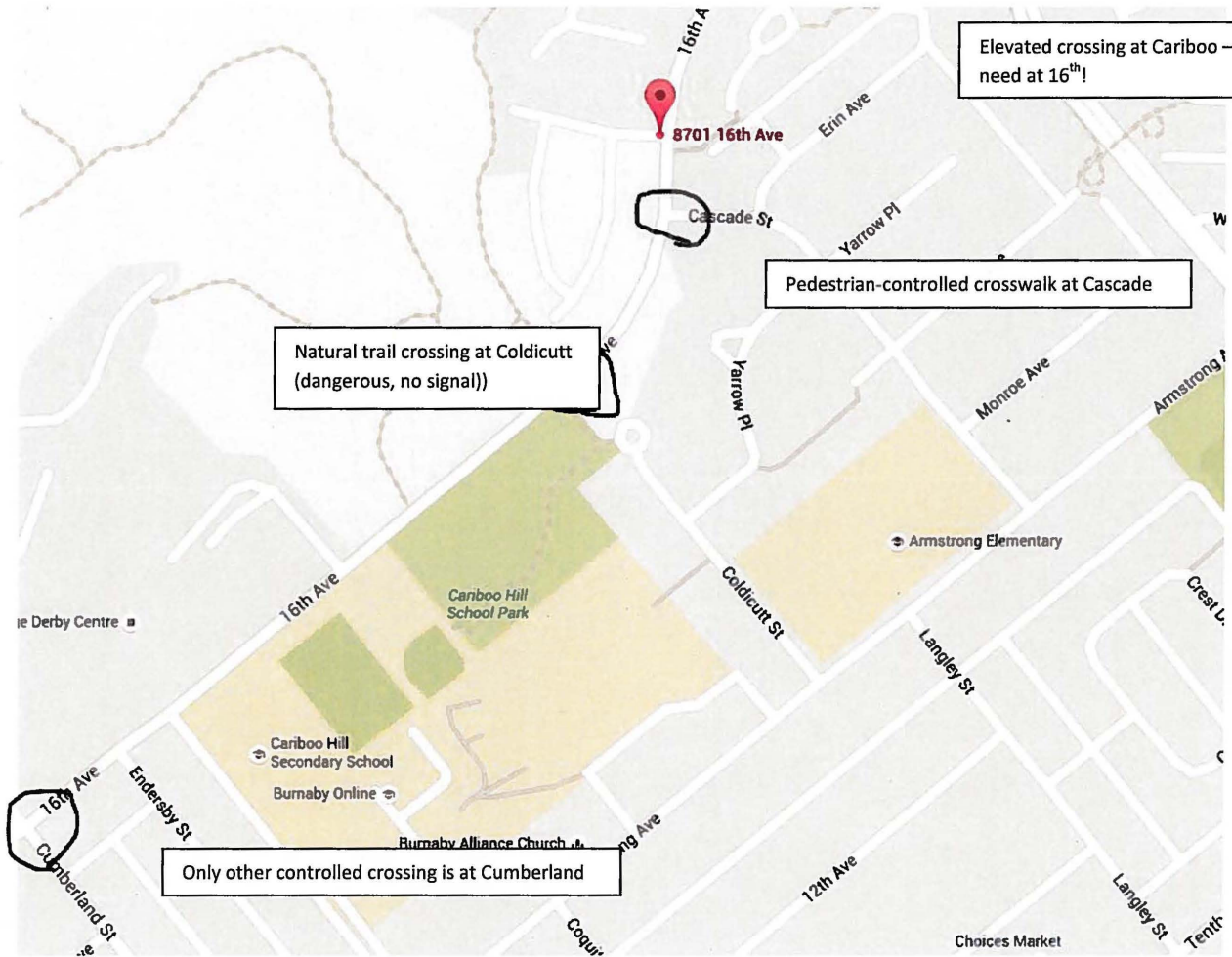


Figure 1: Rough map of 16th Ave and crossing mentioned in letter



OFFICE OF THE
SENIORS ADVOCATE
BRITISH COLUMBIA

SECTION 2
COUNCIL CORRESPONDENCE
City Manager
Deputy City Manager
Dir. Engineering
Traffic Safety Committee (Oct. 4)

4.e)

July 15, 2016

Ref: 302679
Sent by email only

To All Mayors and Councils in BC

Dear Mayor and Council,

As British Columbia's Seniors Advocate, I am writing to all municipal governments in BC asking for consideration of increased safety initiatives targeted at senior pedestrians, including the lowering of speed limits in appropriate areas.

My colleague Dr. Perry Kendall, Provincial Health Officer highlighted the vulnerability of senior pedestrians in his report, *Where Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Well-being in BC*. This report points out that there were 2,200 motor vehicle accidents involving at least one pedestrian in BC in 2013. These resulted in 2,300 injured pedestrians and 52 pedestrian fatalities.

Dr. Kendall's report further highlights the fatality rate for pedestrians aged 76 and up is more than twice the MVC fatality rate for pedestrians 66-75 and that overall, those over 76 had the highest rate of fatalities per 100,000 population. Dr. Kendall found that there were a number of contributing factors that cause these accidents, including pedestrian error or confusion (31%), distraction on the part of the driver or pedestrian (29.3%), alcohol (19%), driver failing to yield the right of way (9.5%), and speed (8.8%). The impact of these pedestrian accidents to the individual, their families and the system at large is obviously significant. In the case of seniors, injury is much more likely to lead to a permanent decrease in overall function.

As the Office of the Seniors Advocate continues to monitor transportation issues relating to seniors, I would like to personally encourage you to consider pedestrian-focused enhancements in your communities that help ensure the safety of older citizens is a priority and these enhancements include: mechanisms to decrease crossing distances, increasing crossing times, improving pedestrian lighting, and modifying roadways, especially intersections, where most pedestrian accidents occur.

Appropriate speed limits must also be a priority, particularly in areas that have a high number of pedestrians. Research shows that pedestrians have a 10% risk of dying when hit at 30 kilometres per hour, but an 80% risk of dying when hit at 50 kilometres per hour.

The continued education of both drivers and pedestrians is something I will continue to encourage. Age-friendly initiatives should continue to focus on as much safe pedestrian access as possible, ultimately improving the overall health and well-being of our elderly population.

I look forward to your continued collaboration on this most important issue.

Sincerely,

Isobel Mackenzie
Seniors Advocate

pc: Dr Perry Kendall
Honourable Terry Lake
Stephen Brown

From: **Jennifer Yamagata** <[REDACTED]>
 Date: 6 May 2016 at 11:45
 Subject: Traffic Safety Issues
 To: Doug.Louie@burnaby.ca, Gerard.Sokolowski@rcmp-grc.gc.ca, Harjit.Sidhu-Kambo@coastmountainbus.com
 Cc: "Prior, Eva" <eva.prior@burnaby.ca>

Good morning Gentlemen,

As you may recall, I attended one of your Traffic Safety Committee meetings about this time last year to inform you of speeding concerns in the 9100 block of Forest Grove Drive. To refresh your memory, it is a park zone and there are constant speeders throughout the day. I do appreciate you taking the time to listen to my concerns and take them under advisement, performing a vehicle count and updating the signage, making the 30 km/h and park zones more visible and prevalent.

To some extent, this has helped. However, speed still remains a big issue. Earlier this week I had conversations with one of the RCMP officers who has previously performed speed traps in the area. He said he would speak to his colleagues, although warned me that it would likely just be a temporary band-aid solution. I also spoke to one of the Coast Mountain Bus managers to alert him of the continual buses speeding through here. They had previously mentioned monitoring the buses on this route via GPS and said they would speak with the drivers. Although three more buses just came speeding through here as I type this e-mail.

At this point, the only viable solution I see would be to install a raised crosswalk. While this is a bus route, there are other municipalities who have successfully installed speed humps on bus routes in residential neighbourhoods (Pemberton Heights in North Vancouver is one example). I can no longer accept that this issue is not being addressed on a more permanent basis. Especially considering the buses are one of the biggest offenders. This is a blind corner on a hill with many, many children using the Maple Grove Park.

I appreciate you taking the time to listen to my concerns and am hopeful that you will come to a resolution that will keep our children safe, allowing them to enjoy the park.

Warmly,

--

Jenny Yamagata
 President
 Women's Oasis for Maternal Wellness & Birth
www.wombbirthcentre.org
www.facebook.com/welcometothewomb
[604.379.6931](tel:604.379.6931)

On Aug 20, 2016, at 7:57 PM, Paul Holden <[REDACTED]> wrote:

Ms. Kang,

I am writing to you in your capacity as Vice-Chair of the Traffic Safety Committee and as a member of Council. I am writing to ask for your help with a simple but serious problem on Beresford Ave.

I live south of Metrotown and every morning I walk to Metrotown Station to catch the bus to work. The intersection of Beresford & Cassie has become quite dangerous for pedestrians and motorists alike. First, the fence around the construction site on the south-west corner blocks the view for all approaching the corner. Second, on every working day construction workers personal vehicles are parked on the gravel sidewalk on the north side of Beresford, meaning that there is no safe place for pedestrians to cross to, to get out of traffic. The combination of fencing and parking habits also means that there are no sidewalks available to pedestrians at all on that section of Beresford. Finally, as you as probably aware, traffic drives at Willingdon Ave speeds on Beresford, even though the street is clearly not meant for this.

As you know, there is now a second construction site on Beresford between Cassie & McKay. I am concerned that a similar problem will emerge with this new construction site. I writing to encourage you and Council to do two things. First, enforce the parking regulations in the area, so that cars cannot block safe pedestrian passage on sidewalks. Second, ensure that the new construction site will be surrounded by safe crosswalks on all sides.

I live in this neighbourhood, which has been designated as Burnaby's downtown and is intended to be a walkable community. I and many others are living the way this neighbourhood is intended to be, walking and using transit, even before the area's transformation is complete. Council should support the current & future residents of this community by enforcing the bylaws and ensuring pedestrian safety.

Sincerely,

Paul Holden
216-6350 Willingdon Ave
V5H 2V4

10:42:07 a.m. 09-21-2016

SECTION 2
 COUNCIL CORRESPONDENCE (2016 SEPT 29)
 City Manager
 Deputy City Manager
 Dir. Engineering
 Dir. Planning & Building
 Traffic Safety Committee (Oct. 04)

September 20th, 2016

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

Good evening, Mayor Corrigan and Council, I'm writing to request a reassessment of the intersection at Still Creek Drive and Still Creek Avenue.

Currently, Still Creek Drive is a single lane road; however, each lane is roughly 23 feet wide, which has led to daily misunderstandings from commuters about it being a single lane road. Approaching the intersection at Still Creek Ave, cars travelling northeast through the intersection will line up single file closer to the center line. This gives cars turning right onto the Still Creek Avenue the opportunity to make their turns unabated and relieve traffic pressure back down the line. Unfortunately, many people also use this liberally spaced portion of road to jump the line and travel through the intersection beside other cars, cutting them off with a quick merge after the intersection.

I commute down this section of road and I see this behaviour at least three out of five weekdays. The chance of seeing it happen greatly increases if there is any congestion at all. It appears that some people are completely unaware, and others deliberately use this space because they know they can. Because of this behaviour I have seen numerous instances of road-rage, coming from drivers who are following the rules, and more than one occasion of a near three car collision, when a driver, speeding and illegally sharing the intersection space, came very close to hitting both the car beside it and a car merging on to Still Creek Drive northeast, from Still Creek Avenue.

I don't like to present a problem without also presenting a solution. I believe two things are needed: signage that indicates the road being a single lane, as well as a 8 foot long concrete barrier, with reflective signage, located on the northeast side of the intersection, abutted against the pedestrian walk way, running perpendicular to the roadway. This addition would still leave a 15 foot wide space for traffic to flow through, and would make for an obvious deterrence against illegal behaviour.

Of course, I'm not qualified to make decisions about the roadways, but I know that this council is and I hope it makes a positive one. Thanks for your time.

Sincerely,



Daniel Tiedeman
 #212-3846 Carrigan Court
 Burnaby, BC V3N 4H9



Office of the City Clerk

 D. Back, City Clerk
 K. OConnell, Deputy City Clerk

INTER-OFFICE MEMORANDUM

TO: TRAFFIC SAFETY COMMITTEE DATE: 2016 August 04

FROM: Deputy City Clerk

 FILE: 49500-20
Reference: Rez Ref #15-14

**SUBJECT: 2016 JULY 26 PUBLIC HEARING, BURNABY ZONING BYLAW 1965,
 AMENDMENT BYLAW NO. 24, 2016, BYLAW NO. 13624
 REZONING REFERENCE NO. 15-14, 7062 SPERLING AVENUE**

Council, at the Public Hearing held on 2016 July 26, received the attached correspondence from Mr. Philip Tan. Mr. Tan expressed concerns regarding the above subject rezoning application to permit the construction of a three-storey, four-unit multiple-family townhouse development with at-grade garage parking.

The writer noted that condominium residents and guests at the "Luna" as well as restaurant and business patrons in the area are already taking up much needed parking spaces. He is concerned that a new fourplex will result in much worse parking situation along Sperling Avenue and Arcola Streets.

Arising from discussion, Council adopted a motion to REFER the matter to the Traffic Safety Committee.


 K. O'Connell
 Deputy City Clerk

C:\Users\ARRIOLA_GW\Desktop\PHI corresp to Traffic Safety.docx

Arriola, Ginger

From: Philip Tan
Sent: July 25, 2016 12:55 PM
To: Clerks
Subject: Rezoning Reference #15-14 (7062 Sperling Avenue, Burnaby)

With regards to your rezoning notice on the above property to fourplex, we are concerned with the street parking. Normal family will have 2 cars per household. Four times 2 cars/household will result to eight parking spaces needed for the fourplex. We are wondering how many parking slots are being planned per unit.

As of now parking along Sperling Ave and Arcola St is heavy due to residents from the Luma condo and the customers going to the restaurants. There have been several car accidents in this intersection. The parked vehicles block the visibility of the intersection. The proposed fourplex will just aggravate the parking problem.

We will appreciate if you can email back with regards to the number of parking slots that is being planned per unit.

Thank you.

Philip Tan
7069 Sperling Ave

Rez Ref # 15-14
Bylaw # 13624