



TRAFFIC SAFETY COMMITTEE

NOTICE OF OPEN MEETING

DATE: TUESDAY, 2016 DECEMBER 06

TIME: 6:00 PM

PLACE: Council Chamber, Burnaby City Hall

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TRAFFIC SAFETY COMMITTEE MINUTES

Tuesday, 2016 October 04

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 October 04 at 6:00 p.m.

1. CALL TO ORDER

PRESENT: Councillor Paul McDonell, Chair
 Councillor James Wang, Member
 Mr. Stephen Baron, Senior Citizen Representative
 Mr. Terry Gomez, School Board Representative
 Mr. Eric Laity, Citizen Representative
 Mr. David Lengert, Coast Mountain Bus Company Representative
 Ms. Jen Mezei, District Parent Advisory Council Representative
 Mr. Nik Vizniak, Citizen Representative
 Mr. Tom Webster, ICBC Representative

ABSENT: Councillor Pietro Calendino, Vice Chair
 Mr. John Artuso, Citizen Representative
 Mr. Cory Redekop, Burnaby Board of Trade
 Mr. Ken Robb, Burnaby HUB Representative

STAFF: Mr. Mark Dalsanto, Supervisor – Traffic Engineering
 Mr. Stu Ramsey, Manager – Transportation Planning
 S/Sgt. Gerard Sokolowski, Burnaby RCMP
 Ms. Eva Prior, Administrative Officer
 Ms. Nikolina Vracar, Administrative Officer

The Chair called the Open meeting to order at 6:00 p.m.

2. MINUTES

a) Minutes of the Traffic Safety Committee Meeting held on 2016 May 03

MOVED BY MR. LAITY
SECONDED BY MR. WEBSTER

THAT the minutes of the Open meeting of the Traffic Safety Committee held on 2016 May 03 be adopted.

CARRIED UNANIMOUSLY

3. **DELEGATIONS**

MOVED BY MS. MEZEI
SECONDED BY MR. LAITY

THAT the delegations be heard.

CARRIED UNANIMOUSLY

a) **Vic Leach, Sapperton Old Age Pensioners Association**
Re: Reflective Clothing and Pedestrian Safety

Mr. Vic Leach, representing Sapperton Old Age Pensioners Association, appeared before the Committee to provide information on reflective clothing standards and pedestrian safety.

Mr. Leach informed the Committee that the United Nations has declared current decade as “Decade of Action for Road Safety”.

The speaker noted that Sweden has one of the best road safety records in the world. Comparisons of road safety figures for Sweden and BC show that Sweden with a population of 9.5 million citizens records 50 pedestrian deaths per year, whereas BC with a population of 4.5 million citizens records 58 pedestrian deaths annually. The number of pedestrian deaths per year is also lower in Greater Stockholm (8.9 with a population of 2.2 million citizens) than in Greater Vancouver (26.6 with a population of 2.5 million citizens). The speaker remarked that the difference in figures cannot be attributed to poor weather and periods of darkness alone as Sweden has poor weather and longer periods of darkness. Mr. Leach advised that Sweden has implemented the “Vision Zero” traffic safety initiative, invested in educating the public about traffic safety, and lowered speed limits to 30 km/h on roads used by pedestrians, cars and bikes.

Mr. Leach cited a City of Vancouver study which concluded that the average cost of a traffic accident is \$234,000. In the City of Burnaby there are 150 pedestrian accidents per year.

The speaker noted that on average a halogen light covers a distance of 110 to 120 feet. When a person is driving at 50 km/h they cover 100 feet in 2.5 seconds. An additional 0.2 second is required for the vehicle’s mechanical reaction time.

Mr. Leach advised that the Reflection for Pedestrian Safety Committee, which he chairs, is interested in establishing Canadian standards for reflection for pedestrians. The Committee also wants to increase public’s awareness and create first responders’ education component on the topic. The Committee has previously partnered with police enforcement on a project which demonstrated

the importance of reflective clothing for pedestrian safety.

Following the presentation, RCMP advised that during the last year there has been an 80% increase in pedestrian enforcement by Burnaby RCMP. Jay walking continues to be the number one cause of accidents involving pedestrians.

The Committee thanked Mr. Leach for his informative presentation.

Mr. Vizniak left the meeting at 6:28 p.m.

b) Rakesh Dutt
Re: Street Lighting Issue - Holdom Avenue and Francis Street

The delegation did not appear before the Committee.

4. CORRESPONDENCE

MOVED BY MS. MEZEI
SECONDED BY MR. WEBSTER

THAT the correspondence be received.

CARRIED UNANIMOUSLY

a) Correspondence from Vic Leach
Re: Reflective Clothing and Pedestrian Safety

Correspondence was received from Mr. Vic Leach regarding reflective clothing standards and pedestrian safety.

Mr. Leach appeared as a delegation earlier in the meeting speaking to this subject.

b) Correspondence from David B. Fairey
Re: Cyclist Safety in the Brentwood Town Centre Area

Correspondence was received from Mr. David Fairey expressing concerns for safety of cyclists in the Brentwood Town Centre area. Mr. Fairey requested that the City of Burnaby requires construction companies to provide a traffic coned bike lane separated from the converged motor vehicle lanes when roadway curb lanes are blocked for construction purposes.

Mr. Vizniak returned to the meeting at 6:31 p.m.

Staff advised that construction companies submit a "Lane Closure Request" to the Engineering Department to obtain permission to close the curb lane in order to conduct work. Companies are required to provide the date and time of work and include detailed traffic control plans which must adhere to the Provincial regulations. Curb lane closures on arterial roads are permitted between 9 a.m. and 3 p.m. Monday to Friday. In locations where there is an existing bike lane companies are required to maintain access to a bike lane during the time they perform work or identify a safe and acceptable alternatives.

Staff noted that the location referenced by the writer does not have a designated bike lane, so a separated bike lane was not required as part of the temporary traffic control plan.

The Committee inquired about maintenance of sidewalks during construction work.

Staff advised that if a sidewalk is blocked off for construction work, a detour sidewalk must be provided for pedestrians in the curb lane.

Staff undertook to relay this information to Mr. Fairey.

**c) Correspondence from Chantal Parisien
Re: Pedestrian Safety at Kingsway and MacPherson Avenue &
Burlington Avenue and Imperial Street**

Correspondence was received from Ms. Chantal Parisien expressing concerns for the safety of pedestrians at Kingsway and Macpherson Avenue as well as at Burlington Avenue and Imperial Street.

RCMP advised that enforcement is conducted in the area.

Staff advised that the pedestrian activated signal at Kingsway and MacPherson Avenue is synchronized with traffic signals at other intersections in the area. The intersection is also equipped with a stop sign control for vehicles northbound on MacPherson Avenue. Northbound drivers on MacPherson Avenue are required to come to a complete stop regardless of the signal displayed and must yield to pedestrians crossing.

Staff reported that as a result of redevelopment north of Imperial Street a pedestrian activated signal will be installed at Marlborough Avenue and Imperial Street.

Staff undertook to relay this information to Ms. Parisien.

d) Correspondence from Dr. Kristoffer Palma
Re: Pedestrian Safety at 16th Avenue Between Cariboo Road
and Cumberland Street

Correspondence was received from Dr. Kristoffer Palma regarding safety of pedestrians crossing 16th Avenue, between Cariboo Road and Cumberland Street. Dr. Palma proposed several measures that could be taken to ensure safe pedestrian crossing and increased enforcement along 16th Avenue.

The Committee inquired whether a pedestrian crosswalk could be installed in the “natural crossing area” near the Cariboo Hill School Park.

Staff undertook to investigate the feasibility of installing a pedestrian crosswalk.

RCMP advised that the area is patrolled by officers and noted that during certain times of the year trees are blocking traffic signs.

RCMP undertook to conduct further enforcement in the area.

Staff undertook to trim the trees blocking traffic signs and to correspond with Dr. Palma.

e) Correspondence from Isobel Mackenzie, Office of the Seniors
Advocate
Re: Increased Traffic Safety Initiatives for Senior Pedestrians

Correspondence was received from Ms. Isobel Mackenzie regarding increased safety initiatives targeted at senior pedestrians. Ms. Mackenzie proposed several pedestrian-focused enhancements that would ensure the safety of senior citizens. Proposed enhancements include: mechanisms to decrease crossing distances, increasing crossing times, improving pedestrian lighting, and modifying roadways, especially intersections, where most pedestrian accidents occur.

Staff undertook to correspond with Ms. Mackenzie.

f) Correspondence from Jennifer Yamagata
Re: Traffic Safety Concerns on Forest Grove Drive

Correspondence was received from Ms. Jenny Yamagata expressing concerns over drivers speeding in the 9100 block of Forest Grove Drive. Ms. Yamagata conveyed appreciation for staff posting 30 km/h speed limit signs and park zone signs in the area but advised that drivers are still speeding. The writer suggested that a raised crosswalk be installed on the street.

RCMP have conducted enforcement in the area of 9100 block of Forest Grove Drive and advised that setting up a speed hump would be unsafe due to the configuration of the road.

Staff noted that Forest Grove Drive is a major collector road.

Arising from discussion, staff undertook to investigate if a pedestrian crosswalk in the area is warranted and correspond with Ms. Yamagata.

The Committee advised that there is a serious issue with busses speeding and passing through a red light near the intersection of Humphries Avenue and Edmonds Street.

Staff undertook to correspond with the Coast Mountain Bus Company regarding bus drivers speeding.

g) Correspondence from Paul Holden
Re: Pedestrian Safety Concerns on Beresford Street

Correspondence was received from Mr. Paul Holden expressing concerns for pedestrian safety on Beresford Street. Mr. Holden encouraged the City of Burnaby to enforce the parking regulations in the area and ensure that the new construction site between Cassie Avenue and McKay Avenue is surrounded by safe sidewalks on all sides.

Subsequent correspondence was received from Mr. Holden in which he thanked staff for addressing some of the pedestrian safety concerns identified in the initial correspondence but noted that other issues (e.g., a blind corner on Beresford Street and Cassie Avenue, lack of sidewalk on Cassie Avenue, and non-working street lights on the north end of Cassie Avenue) still persist.

Arising from discussion, the Committee introduced the following motion:

MOVED BY MR. LAITY
SECONDED BY MS. MEZEI

THAT this item of correspondence be **REFERRED** to staff for review.

CARRIED UNANIMOUSLY

Staff undertook to investigate Mr. Holden's concerns and to correspond with the writer.

h) Correspondence from Daniel Tiedeman
Re: Traffic Safety Concerns at Still Creek Drive and Still
Creek Avenue Intersection

Correspondence was received from Mr. Daniel Tiedeman regarding traffic issues and pedestrian safety at Still Creek Drive and Still Creek Avenue intersection. Mr. Tiedeman suggested posting of signs to indicate that Still Creek Drive is a single lane road and construction of an eight foot long concrete barrier with reflective signage to be located on the northeast side of the intersection.

Staff advised that there is room to create two lanes on Still Creek Drive northbound at Still Creek Avenue – a straight through lane and a right turning lane.

Staff undertook to relay this information to Mr. Tiedeman.

i) Memorandum from Deputy City Clerk
Re: 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

Correspondence was received from Deputy City Clerk advising that correspondence was received from Mr. Philip Tan ahead of the 2016 July 26 Public Hearing regarding Rezoning Reference No. 15-14, 7062 Sperling Avenue. Mr. Tan expressed concerns that a new fourplex would worsen the parking situation along Sperling Avenue and Arcola Streets.

Staff advised that developers of fourplex units are required to provide five parking stalls, one parking stall per unit and one visitor parking stall. The same parking ratio has been used on numerous fourplex developments across the City and staff have not received any neighborhood parking complaints.

Staff undertook to contact the writer and explain the requirement for parking stalls.

5. NEW BUSINESS

Tom Webster

Mr. Webster, ICBC Representative, announced that the 2016 Pedestrian Safety Campaign will launch on 2016 October 18. ICBC will hand out reflectors focusing on locations where there is a greater occurrence of pedestrian safety incidents.

Ms. Mezei inquired about handing out of reflectors to students.

Mr. Webster advised that at this time ICBC is targeting key locations for traffic incidents involving pedestrians.

6. INQUIRIES

There were no inquiries brought forward at this time.

7. ADJOURNMENT

MOVED BY MR. LAITY
SECONDED BY MS. MEZEI

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open meeting adjourned at 7:12 p.m.

Nikolina Vracar
ADMINISTRATIVE OFFICER

Councillor Paul McDonell
CHAIR

From: Amit Varma [REDACTED]
Sent: October-05-16 7:10 AM
To: sav.dhaliwal@telus.net
Subject: RE: Traffic and Safety Concerns - Kincaid & Canada Way

Mr. Dhaliwal,

Thank you for your response.

The concerns I was speaking of are summarized below;

Canada Way is a high traffic road and Kincaid Street is a residential neighbourhood and school zone.

Motorists are frequently turning left onto Kincaid Street from Canada Way and vice versa and using Kincaid Street as a flow through/ to cut through to Royal Oak for their convenience to avoid having to go to the next block (Royal Oak) a main intersection (Canada Way and Royal Oak) with a light. It is very evident that the majority of the traffic flowing through Kincaid to/ from Canada Way is not local from the local residence.

5670 (corner property on Canada Way and Kincaid Street) and 5660 Kincaid (adjacent property) and neighbouring properties are experiencing the brunt of the impact with extraordinary vehicle traffic (well in excess of 100 vehicles an hour for multiple hours in a day) being allowed to simply cut through the street for their convenience and ignoring the safety of residents on the street, members of the school and pedestrians.

Some of the safety concerns noted in speaking with residents of Kincaid include motorist entering Kincaid from Canada Way (and vice versa) a 50-60kms/ hour speed zone (vehicle seem to be traveling in excess of this speed as well) onto a 30kms/ hour speed zone in order to cross the high traffic road of Canada Way.

This has a great impact while local residents are trying safely enter or exit their drive ways, especially for the homes closest to the intersection. At times residents have to suddenly stop while exiting their driveway as drivers are making left turns from Canada way onto Kincaid at a high rate of speed in order to be able to make the turn through the flow of traffic. Additionally, due to the unmitigated traffic safety concerns, this is also causing a dangerous situation for pedestrian traffic.

The Drive way entrance to 5670 is right at the corner and right next to a stop sign and cars traveling at the speed from Canada Way and are cutting through at a sharp turn, cutting through the stop line of the opposite line of traffic and causing a dangerous situation.

Most of the traffic coming through this road is not from the local residents, but for people using this as a convenient short cut.

To the knowledge of residents, there have already been several accidents stemming from these very issues and with many pedestrians on the street and young children, this issue needs to be addressed.

Additionally, motorist are making left turns onto Kincaid Street from Canada Way to make U-Turns, which are greatly impacting the first 2 houses on Kincaid (5670 and 5660 Kincaid) and sometimes the 3rd and 4th houses within the street throughout the day.

Recommendations, make Kincaid and Canada Way intersection a right turn only entry onto Kincaid and right turn only exit onto Canada Way. This would assist with the local needs of residents on the street and for vehicle traveling the other direction, can and they should use the main intersection of Royal Oak.

We should not wait until something happens to address a dangerous situation, but rather be proactive and deal with the matter. The fact that it is just being raised now, does not mean that it has not been an issue for some time, it takes some one first raise it and the local residence to weigh in on the solution.

My Contact details are below

Amit Varma

Tel: 604 [REDACTED]

Email: [REDACTED]

Ibrahim, Sabreena

From: John Ratard [REDACTED]
Sent: November-01-16 12:43 PM
To: Clerks
Subject: Road Deaths and Enforcement

SECTION 2 COUNCIL CORRESPONDENCE (2016.11.03)
 City Manager
 Deputy City Manager
 Dir. Public Safety & Community Services
 Dir. Engineering
 OIC, RCMP
 Traffic Safety Committee (Dec. 6)

Dear Burnaby Council,

I am deeply concerned for the number of road fatalities in BC. I see these fatalities have decreased since 2002. Unfortunately, this does not convey a realistic view of the actual continuing cause for existing fatalities.

I am retired and have attended defensive and ice driving courses in my years at Bell Canada and Telus. Any collision has been on the rear end of my vehicle that has not been caused by myself. My experience with driving the roads in Vancouver and Burnaby are hazardous as follows:

- Many vehicles are following too close to the vehicle in front.
- Turn signals are often applied too late.
- The curb lane is a speeders delight travelling above the 10 Km allowance speed limit such that, when a parked car is in front, to duck into the moving traffic with signal applied at the last minute when pushing in. The assumption is that the cars will brake.
- A surprising survey from the BC Government included the message that the passing lane is for faster vehicles. Since most of the traffic is travelling above the 10 Km allowance, passing me travelling below the allowance in the center lane, this appears to be somehow acceptable.
- Some drivers always have to be in front so they weave in and out to get there. Even more dangerous is when two lanes converge into one after a traffic stop. The curb lane is used to pass the waiting cars lined up in the continuing lane. On green, the driver then accelerates at high speed to pass the front car in the lineup then duck into the single lane. Hopefully, the two front cars do not share the same enthusiasm.

As a defensive driving supporter, I find it difficult to maintain a 3 second rule between myself and the car in front when cars are ducking into my safety zone. If the car suddenly brakes, apart from the inconvenience, I would be now be considered at fault if I was unable to brake in time.

My conclusion is that although the number of police have increased to deal with some of the above we have lost control of the speed limits because most cars are driving above the 10 Km allowance limit. I have driven in Australia and England, where there are speed cameras that do a better job while we accept what is happening on a daily basis. In retirement, I do not drive as often as others yet I have experienced the following:

- On my way from Burnaby to Robert's Creek I left at 9 am from home to arrive on the number 1 to find blocked traffic for approximately 1/4 mile in front of the underpass before the Iron Workers Memorial bridge. The delay to clear the multi car pileup was forecast to be about 3 hours so I went back home. While at home waiting for the all clear, I heard that there was a second accident then followed by a stalled truck. I finally left a 5 pm to continue my journey. Most if not all cars are speeding in the

tunnel and over the bridge that would be an ideal place for a speed camera if we were hopefully serious.

- I left home to travel from Burnaby to Surrey. Ten minutes from home, I was stopped for 15 minutes in a line of traffic. The radio information claimed all the routes that would have taken me to my destination were stopped because of accidents for up to an hour. I returned back home and missed my appointment.

Reputable citizens can help. There are car mounted cameras that can be used to capture infractions. The images from these can be assembled to review the frequency of infractions by the police. Adopt a call in number for citizens to report serious offenders as is the case in the USA. This may not be fool proof but may be a psychological incentive for drivers to be more careful.

I find the attitude in the greater Vancouver area to road fatalities to be unbelievable when there are alternatives. Rather than wait for the next death that appears to be an acceptable tradeoff with the expense for other alternatives e.g. seriously clamping down on infractions such as I have covered above with speed cameras, much heavier fines, and the removal of driving licenses, why not get serious.

Regards,

John Ratard P.Eng
3931 Marine Drive,
Burnaby
604- [REDACTED]

November 3, 2016

Traffic Safety Committee
4949 Canada Way
Burnaby, B.C.,
V5G 1M2

Dear Committee Members,

I am once again writing to bring to your attention the dangerous road conditions in my neighbourhood for cyclist and pedestrians.

My issues are:

1. The new three way stop sign on Underhill and Eastlake.
2. Enterprise Street as it meets Underhill and the difficulty I encounter each evening when I come home.
3. The lack of signage under the Skytrain station at the Lake City Station for cyclists.
4. No proper cycling infrastructure in this area and,
5. Poor pedestrian walkways in and around Underhill.

I would like to see:

1. Pedestrian controlled crossing at three way stop at Underhill and Eastlake.
2. Pedestrian crossing with lights at Lake City Way and Enterprise.
3. Vehicles not permitted to park within about 10 meters on the west side of Underhill and Enterprise to allow for greater visibility when turning left, or right at this corner.
4. Improved cycling signage on poles and markings on the street, in and around the Lake City Skytrain, along Enterprise, and on both sides of Underhill.
5. Improved cycling infrastructure in and around the Lake City Skytrain, along Enterprise, and on both sides of Underhill.

Let me first bring to your attention to my most recent issue. There are two maps enclosed with this letter. Please note neither map is to scale.

Map A. I live on Forest Grove Drive and take my bike to work each day at BCIT. From my home, I take a back trail down the mountain and exit at Underhill at Broadway (east side).. I have been told by the Engineering Department there is a camera that will trip the light signal if I were to ride down (south) on Underhill (noted as Big Steep Hill on Map A) and wait at Broadway. But Underhill is too steep to ride down in the morning with the rain and the leaves in the winter. The rest of the time, it would be mostly foolhardy to attempt to wait in the middle of the street being sandwiched by cars all around me to wait for the traffic light to change.

So, I ride down and wait on the east side of Underhill. Typically I cross anywhere on Underhill near the empty parking lot near Sears and when there is a break in traffic. I do this rather than riding down to the new three way stop on the corner of Underhill and Eastlake. You may ask why I do not ride down to the new three way crossing on Underhill and Eastlake in the morning. Simply put: it is not safe. I have more time and space to watch the traffic on Underhill (east side) and cross safely than to tempt fate at the new three way stop because motor vehicles barely stop and rarely signal. My bike is well lit at both the front and rear as well as with lights on my helmet. I also wear very visible clothing with lots of reflective pieces when I ride. But motor vehicles are in such a hurry in the morning (more on the evening in a minute) and stopping for me is almost an annoyed afterthought.

I get myself across Underhill and then ride south on Underhill. Within a hundred yards, I come to the three way stop, where I actually stop. Then I proceed to Enterprise Street where I turn right onto Lake City Way and then right again onto Lougheed Highway. I also note there is no signage indicating all these roads are shared car and bike spaces. Nor are there markings on the road. A number of cyclists take the road each day, so I cannot be alone in my concerns here.

Map B.

Coming home each evening can be quite a hair raising exercise. It appears to be getting worse with the three way stop sign and drivers trying to avoid Lougheed Highway when going east. I am not sure why this is.

I ride east on Lougheed, I cross at Lake City Way. As I ride through this intersection I enter the pedestrian area for the Lake City Skytrain which is often full of pedestrians and quite challenging to get through. Where is the cyclist to go?

- Option 1. I ride through the cross walk at Lougheed and Lake City Way (going north) I could make a sharp right and travel across another cross walk on the north side of the street. This would lead me to some new asphalt sidewalk/pathway/trail on the north side of Lougheed. I don't think its a bike trail. But taking this route, will ultimately end badly because this trail/pathway simply ends just before Enterprise St., and I would still have a problem crossing Enterprise to go north on Underhill.

Or, I ride along Lougheed to Lake City Way.

- Option 2 . I cross at Lake City Way and ride (north) and along the west sidewalk. Not a good option when there are lots of pedestrians but what am I to do? I ride past the let down for the parking lot to the Skytrain and turn right onto Enterprise by Propane Depot. Again a difficult corner as there is no official cross walk, or lights or anything. There are many pedestrians walking here each and every day (I do note an asphalt sidewalk has finally been installed on the south side of Enterprise St.). I travel along Enterprise until I get to the corner of Enterprise and Underhill. See #1 on Map B. At this intersection I am facing east.

At times, motor vehicles on the west side of Underhill and Enterprise park very close to the corners resulting in an almost zero ability to actually see the traffic coming down and moving up Underhill unless I position myself well past the stop sign line. When it is dark, its pretty hair raising as those cars blazing up and down Underhill. Often as I wait, I am sandwiched beside a car wanting to turn right (south) down to Lougheed and a motor vehicle directly behind me. I always hope vehicles coming down (south) on Underhill and turning right onto Enterprise will see me with my lights blinking away.

Once I am able to turn left and get onto Underhill (going north) I must now make my way up to the Underhill/Eastlake three way stop. At this point I am completely at the mercy of cars going north on Underhill and vehicles parked along Underhill (east side). I am literally in the middle of all these vehicles with very few choices.

Tuesday November 1, was very exciting. At the three way stop, Underhill has the capacity to allow cars to continue north after the stop sign or turn right. But there is very little capacity on the road for me and my bike to move through the three way stop. I am between the vehicles going up (north) and turning right (east). As a result I was going to be squeezed into the space close to the curb. About three to four feet. Vehicles are to the left of me and vehicles are behind me. Vehicles aren't looking for a cyclist.

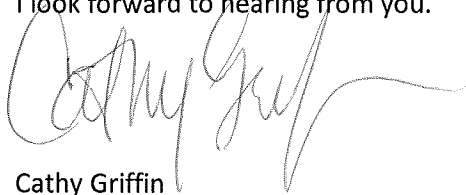
So it was time for a quick decision as to whether I get going to get through this intersection safely. The only way I felt was the safest, was to veer off at the let down to the oil company onto the grassy area (see map B) on the corner of Underhill/Eastlake.

I had ride across this grassy area for approximately 30 meters. The ground is soft and uncertain. I must re-enter the intersection and cross the street. As I exit the grassy area, I come to the the small paved/asphalt area on the southwest corner that connects to the urban trail going east/west. The capacity for me to fall and slip is very high. Its very dark. The corner (southwest) is very busy with cars going every which way. Remember they mostly slow down but aren't keen to stop. When I arrive at the intersection the vehicles don't know they should be looking for a cyclist on the corner. They certainly are not looking for a cyclist on the corner behind them.. I literally feel like a moving target and feel I have a high probability of being injured or killed by a motor vehicle.

This scenario is unbelievably unsafe. Do I need to feel I will be killed or severely injured by a motor vehicle because there is no safe cycling infrastructure in this area?

Yet I know I am not the only non-motor vehicle/pedestrian going in and around this intersection all day long. In the last few years this intersection and this area has become very busy. People walk along the new asphalt path on Enterprise to get to work on Underhill. People get off at the west bus stop across from Sears and walk south on the road along the street (Underhill) because there is no proper sidewalk. Many people walk and ride east and west along the urban trail and then need to cross the Eastlake/Underhill intersection going either west or north. It is to paraphrase someone, 'a disaster'.

I look forward to hearing from you.



Cathy Griffin

#21-8400 Forest Grove Drive,
Burnaby, B.C., V5A 4B7
604- [REDACTED]
[REDACTED]

attachments: Maps A & B



Nov 2016



Nov 2016

Ibrahim, Sabreena

From: Tyson Ashford <tysona@swedishcanadian.ca>
Sent: November-29-16 10:51 AM
To: Clerks
Subject: Crosswalk Halifax street

SECTION 2 COUNCIL CORRESPONDENCE (2016.12.01)
City Manager
Deputy City Manager
Traffic Safety Committee (Dec. 06)

Mayor and Council
c/o Office of the City Clerk

Dear Traffic Safety Committee,

My name is Tyson Ashford and I am the General Manager of the Swedish Village 7230 Halifax Street Burnaby V5A 0B2. We would like to request a flashing crosswalk on Halifax street 7250 block. The Swedish Village is a seniors complex and use that crosswalk frequently. Unfortunately in the past 6 months two resident in wheelchairs have been struck by vehicles and were hospitalized. This area is primarily seniors and it is the route most take to get groceries.

If you require any more info please email me or call (604)787-7099

Kind regards,

Tyson Ashford
General Manager, Swedish Village
<http://www.swedishcanadian.org>



Meeting 2016 Dec 06

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2016 November 25

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: MID-BLOCK CROSSINGS ALONG WILLINGDON AVE BETWEEN
KINGSWAY AND KINGSBOROUGH ST

PURPOSE: To recommend the installation of a centre median fence along Willingdon Ave to discourage pedestrian mid-block crossings.

RECOMMENDATION:

1. **THAT** the Committee recommend that Council approve the installation of a fence in the median along Willingdon Ave between Kingsway and Kingsborough St as described in this report to discourage mid-block pedestrian crossings at an estimated cost of \$25,000 to be funded from the 2016 Capital Budget (Minor Traffic Management Project EMF.0051)

REPORT**1.0 BACKGROUND**

The section of Willingdon Ave between Kingsway and Kingsborough St has been monitored by staff due to concerns about pedestrian safety. This was prompted by a pedestrian fatality that occurred in late 2015 where mid-block crossing was a contributing factor. Figure 1 shows the subject 6000 block of Willingdon Ave. At this location, a bus stop is situated on the west side of Willingdon Ave just north of Kemp St. Kemp St is stop-controlled and intersects with Willingdon Ave to create a T-intersection. To the north is the signalized intersection of Willingdon Ave and Kingsway, and to the south is the signalized T-intersection of Willingdon Ave and Kingsborough St. The surrounding area is comprised of a variety of land uses including low and high density residential, office, and commercial. Most notable is Crystal Mall on the east side of Willingdon Ave.

To: Traffic Safety Committee
From: Director Engineering
Re: MID-BLOCK CROSSING ACROSS WILLINGDON
AVE BETWEEN KINGSWAY AND
KINGSBOROUGH ST
2016 November 25Page 2

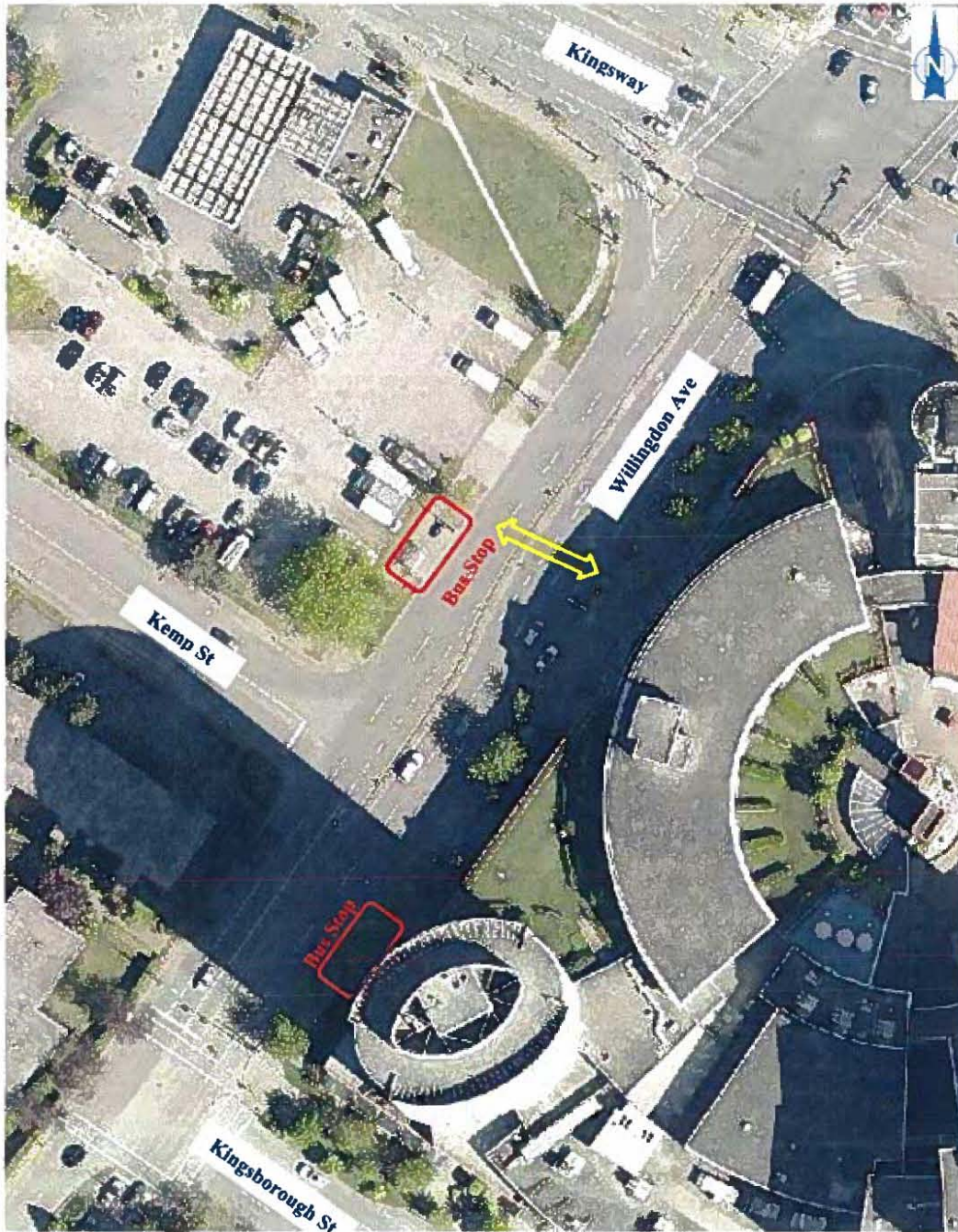


Figure 1: Willingdon Ave 6000 block, location of pedestrian crossing

To: Traffic Safety Committee
 From: Director Engineering
 Re: MID-BLOCK CROSSING ACROSS WILLINGDON
 AVE BETWEEN KINGSWAY AND
 KINGSBOROUGH ST

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2.0 PEDESTRIAN CROSSING DEMAND

Field observations confirm a strong east-west pedestrian desire line across Willingdon Ave. The majority of pedestrians use the signalized intersection at Kingsway and at Kingsborough St where designated signalized crosswalks are provided. A recent weekday count conducted between noon and 1:00 pm recorded a total of 15 pedestrians crossing Willingdon Ave in the vicinity of Kemp St. Of these, 13 were mid-block crossings between Crystal Mall and the bus stop on the west side of Willingdon Ave, and the remaining two were crossing at the T-intersection of Willingdon Ave and Kemp St. In many instances, crossing pedestrians had to cross Willingdon in two phases because they had to wait within the center median for a gap in traffic. The existing center median on Willingdon is narrow and not intended to serve as a pedestrian refuge island.

From a design and operational point-of-view, a marked or signalized crosswalk at Kemp is not recommended because pedestrians would traverse across a left turn bay that extends across the intersection, and because there are two existing nearby signalized crossings (approximately 90 m to the north and 70 m south) that provide a good alternative. Also, a pedestrian signal at Kemp will increase traffic congestion due to its close proximity to existing signals, and a marked crosswalk will not necessarily deter pedestrians from crossing midblock.

3.0 DISCUSSION

A review of the crash history along the 6000 block of Willingdon Ave did not reveal any unusual patterns with one reported pedestrian crash within the last five years (2011 to 2015). Despite this, pedestrians wishing to cross between the two signalized intersections must do so with caution due to the volume and speed of traffic, the crossing distance, the interactions at the bus stops, and the southbound left turn queue lane at Kingsborough St. Mid-block pedestrian crossings are a particular concern to staff and the RCMP, and options to address this are discussed below.

- a) **Status Quo:** This scenario is least desirable because of the continuation of mid-block crossings at this location despite education and enforcement efforts by the RCMP. Although there is no historical trend of pedestrian crashes, observations indicate that the potential exist because of the many pedestrians crossing mid-block.
- b) **Crossing Prohibited Sign Only:** As a simple measure, regulatory traffic signs facing the road and sidewalk can be installed on both sides of Willingdon at the subject location. These would prohibit pedestrians from crossing at this location. Typically, this approach has low effectiveness. Another similar approach would be to provide signs directing pedestrians to the nearest crosswalk. Again this measure will likely be ignored by the majority of pedestrians who may be accustomed to crossing mid-block at this location.

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- c) **Localized Fencing with Sign:** In addition to Scenario 'b', a small section of pipe rail fence could be added on the center median on Willingdon Ave at the subject location. This would reinforce the crossing prohibition message and improve effectiveness, but could be easily circumvented by pedestrians walking around it.
- d) **Full Block Median Fencing:** This measure would introduce a fence along the existing road center median between Kingsway and Kingsborough St. This approach is most effective because it provides a physical barrier to mid-block crossings, as well as deters pedestrians from crossing at Kemp which is also challenging. A similar treatment has been used successfully along Nelson Ave between Kingsway and Bennett St (see Figure 2). One disadvantage is the potential maintenance needs if damaged by errant vehicles.



Figure 2 – Existing median fencing along Nelson Ave.

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4.0 CONCLUSION

Based on the review above, the installation of a 1.2 m high median fence along Willingdon Ave between Kingsway and Kingsborough St is recommended to effectively prevent mid-block crossings. This treatment would be similar to the existing fence along Nelson Ave between Kingsway and Bennett St. The estimated cost of implementing this is \$25,000 including taxes. Funding is available from the 2016 Capital Budget (Minor Traffic Management Project EMF.0051). Cost sharing opportunities with ICBC will be pursued to offset some of the cost.



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

MH/DL/ac

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



Meeting 2016 Dec 06

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2016 November 29

FROM: DIRECTOR ENGINEERING

FILE: 34500 01

SUBJECT: 2017 LOCAL AREA SERVICE PROGRAM FOR SPEED HUMPS

PURPOSE: To review applications for the 2017 speed hump program and recommend streets that should proceed to the Local Area Service Program (LASP) process.

RECOMMENDATIONS:

1. **THAT** The Committee recommend that Council advance the requested speed humps, as discussed and recommended in this report, to the 2017 LASP process.
2. **THAT** The Committee recommend that Council send a copy of this report to the residents who requested speed humps as part of the 2017 LASP.

REPORT**BACKGROUND**

The Traffic Safety Committee annually reviews all requests for speed humps for inclusion in the following year's Local Area Service Program (LASP). Over the course of 2016, City staff has responded to numerous inquiries from residents about the process for installing speed humps along their street. Of those, a total of 11 residents have expressed a desire this year to initiate the LASP process for installing speed humps next year.

REVIEW OF REQUESTS

A review of the 11 applications for the 2017 Speed Hump LASP was completed and all were found to meet the general guidelines of the program (local residential road, less than 8% grade, and requested by a registered property owner).

As part of the review, the Fire Department was consulted to ensure that the proposed speed humps would not adversely affect their emergency response time significantly. It should be noted that speed humps are only installed on local streets to limit the cumulative impact of speed humps on emergency response times. Local collectors and other higher order streets are not eligible for speed hump installations.

The Fire Department has no objection to the program proposed and none are along Transit routes.

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Brief descriptions of the 2016 applications are provided below.

Burnaby Heights Neighbourhood (Attachment #1)

Requests for speed humps along the 3 following streets within the Burnaby Heights Neighbourhood area were received:

3700 block Dundas St (Boundary Rd – Esmond Ave)
4100 block McGill St (Carleton Ave – Gilmore Ave)
4200 block Cambridge St (Carleton Ave – Madison Ave)

All 3 requests are along local streets that are constructed to an 8.5m wide finished standard with concrete curb and gutter and are fronted by single family homes.

The installation of speed humps throughout the Burnaby Heights and surrounding areas will help address the ongoing traffic concerns of some residents in the neighbourhood.

It is recommended that the requested LASP speed humps proceed.

Brentwood Neighbourhood (Attachment #2)

Request for speed humps along the 3 following streets within the Brentwood Neighbourhood were received:

1900 – 2000 block Bellwood Ave (Anola Dr – Ridgelawn Dr)
4600 block Alpha Dr (Kitchener St – William St)
4700 – 4800 block Southlawn Dr (Beta Ave – Delta Ave)

Both Southlawn Dr and Alpha Dr are fronted by single family homes and are constructed to an 8.5m wide finished standard, while the 1900 - 2000 block of Bellwood Ave between Anola Dr and Ridgelawn Dr is fronted by Springer Park on the west side and multifamily dwellings on the east side on an 11m wide finished standard road.

As Anola Dr, a cul-de-sac, is accessed off of the 1900 and 2000 block of Bellwood Ave, further consultation of residents will be required if the process proceeds.

It is recommended that the requested LASP speed humps proceed, with the Bellwood Ave application subject to wider consultation.

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Cascade Heights Neighbourhood (*Attachment #3*)

Request for speed humps along the two following streets within the Cascade Heights Neighbourhood were received:

3700 block Spruce St (Boundary Rd – Smith Ave)
 3700 block Sunset St (Boundary Rd– Smith Ave)

Both Spruce St and Sunset St are fronted primarily by single family homes and are constructed to an 8.5m wide finished standard. The 3700 block of Sunset St is situated 1 block west of the Burnaby General Hospital while the 3700 block of Spruce St abuts Cascade Heights Elementary School. The close proximity to both the school and the hospital may have driven these applications.

It is recommended that the requested LASP speed humps proceed.

7900 Block 14th Avenue (4th St – 6th St) (*Attachment #4*)

The 7900 block of 14th Ave is fronted by single family homes and is constructed to an 8.5 m wide finished standard. This portion of 14th Ave is surrounded by other local streets with existing speed humps.

This section of 14th Ave was paved in the summer of 2016 and will be under warranty from the contractor until October 2017. If no issues arise under the warranty period and the petition is successful, the speed humps would need to be installed after the warranty expires.

Speed humps cannot be installed in late 2017 as the night time temperature reaches 10° Celsius or below and causes adhesive problems with the asphalt. This usually occurs between the end of September until approximately May. Therefore, the speed humps would be installed in the summer of 2018 with that year's program.

It is recommended that the requested LASP for speed humps proceed.

5300 – 5500 Block Eglinton St (Gatenby Ave – Gilmon Ave) (*Attachment #5*)

Eglinton St between Gatenby Ave and Gilmon Ave is fronted by single family homes on the north side and a mixture of single family homes, Gilpin Elementary School and Gilpin Park on the south side on an 11m wide finished standard road. This installation would help to reinforce the 30km/h school/park speed zone in front of Gilpin Elementary School and Gilpin Park.

It is recommended that the requested LASP for speed humps proceed.

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6500 – 6700 Block Willingdon Ave (Imperial St – Willingdon Extension) (Attachment #6)

Willingdon Avenue between Imperial St and Willingdon Extension is fronted by multi-family dwelling units and is constructed to an 11 m wide finished standard. The road provides a short-cut route between two busy arterials bypassing the signalized intersection of Imperial St and Patterson Ave.

It is recommended that the requested LASP for speed humps proceed.

RECOMMENDATION

Staff recommend that all of the above requested LASPs for speed humps proceed, with the Bellwood Ave application subject to wider consultation.



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

SP/ac

Enclosures

Copied to: City Manager



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.



Proposed location of 2017 LASP Speed Humps



Existing speed humps



Existing rear lane speed humps



-29-



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Proposed locations of 2017 LASP Speed Humps



Existing speed humps



Existing rear lane speed bumps

N

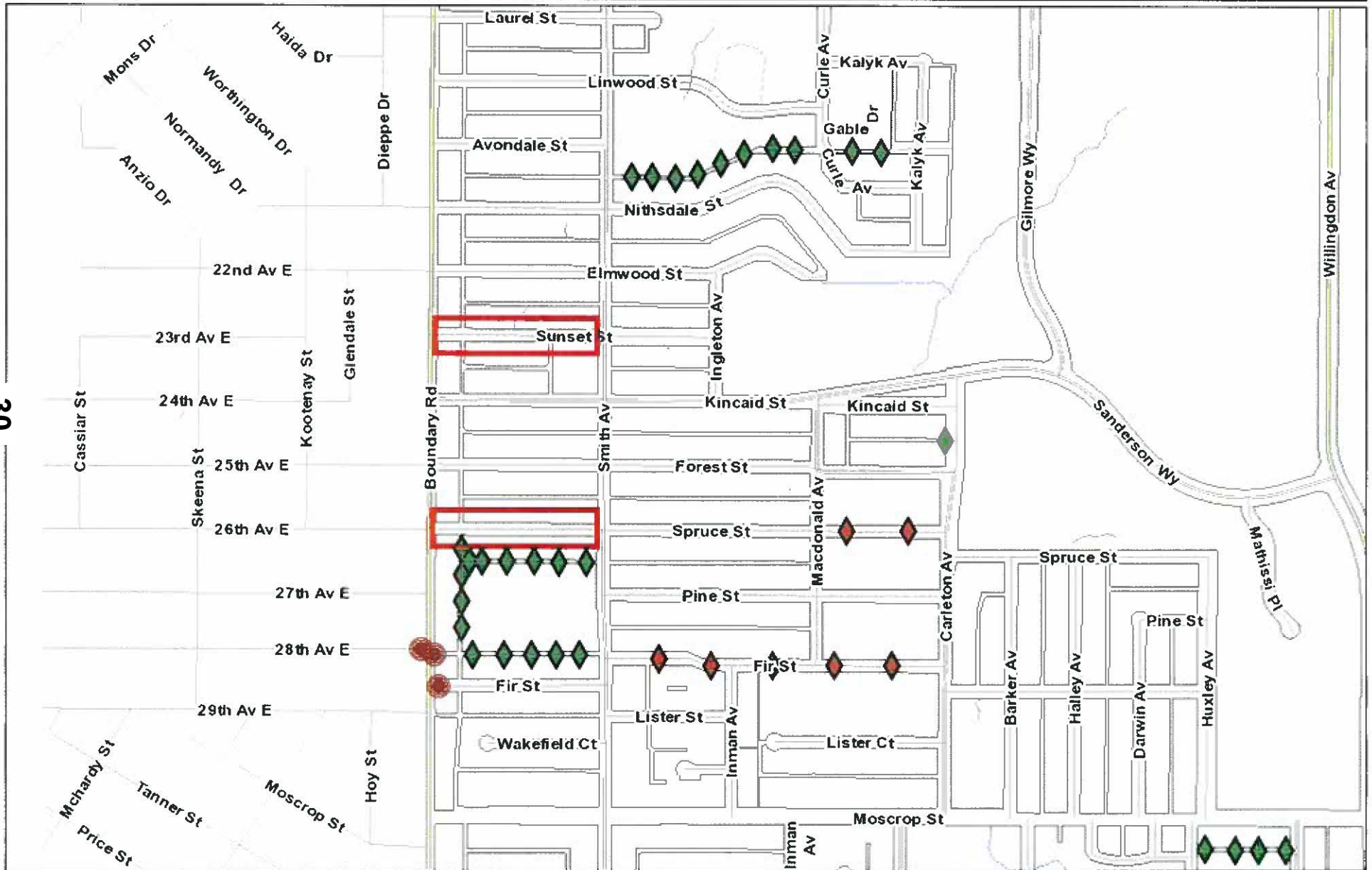


Cascade Heights Neighbourhood

November 16, 2016

1:8,052

-30-



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Proposed locations of 2017 LASP Speed Humps



Existing speed humps



Existing rear lane speed bumps



14th Ave (4th St - 6th St)

November 16, 2016

1:4,831



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Proposed location of 2017 LASP Speed Humps



Existing speed humps



Existing rear lane speed bumps





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Proposed location of 2017 LASP Speed Humps

- ◆ Existing speed humps
- ◆ Existing rear lane speed bumps





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Proposed location of 2017 LASP Speed Humps



Existing speed humps



Existing rear lane speed bumps

