



## TRAFFIC SAFETY COMMITTEE

### NOTICE OF OPEN MEETING

**DATE:** WEDNESDAY, 2019 JUNE 05  
**TIME:** 6:00 PM  
**PLACE:** Council Chamber, Burnaby City Hall

### **A G E N D A**

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- h) Correspondence from Ylya Malek 26  
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- 4. **REPORTS**
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Re: Traffic Concerns along Victory Street
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Re: 2019 Traffic Safety Initiatives
- 5. **NEW BUSINESS**
- 6. **INQUIRIES**
- 7. **ADJOURNMENT**

## Thomas Hasek

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May 12, 2019

Traffic Safety Committee

c/o City Clerk

City of Burnaby

BC

Dear Sir/Madam:

### Delegation

Please be advised that I wish to appear as a delegation before the above committee on June 5, 2019, to present a proposal that bicycle routes on Burnaby streets are brought up to the standard prevailing in the City of Vancouver. I shall submit a series of images and prepared text to support my presentation by May 29, 2019, at which time I shall confirm that I shall be the only speaker (or advise otherwise).

Yours truly

Thomas Hasek



May 7, 2019

Reference: 553443

His Worship Mike Hurley  
Mayor of the City of Burnaby  
4949 Canada Way  
Burnaby BC V5G 1M2  
Email: mayor@burnaby.ca

Dear Mayor Hurley:

Re: BC's Intersection Safety Camera Program

I am pleased to advise you that the Province of BC is making an investment in road safety in your municipality to help improve the safety of our roads for all users.

Along with the successful 100% activation of red light cameras at 140 of BC's most crash prone, dangerous intersections, the Province announced it would be taking further action by adding technology at 35 identified Intersection Safety Camera (ISC) locations to ticket the fastest vehicles passing through those intersections on red, yellow or green lights.

Thorough analysis of speed and crash data at all 140 ISC locations has now been conducted, based on the evidence-based methodology which considered a number of factors such as speed compliance, collision severity, and potential for improvement among others, as well as technical site assessments, consultations with municipal engineering departments and engagement with local enforcement to identify 35 intersections best suited for the installation of the new cameras at this time. Camera locations for these speed enforcement cameras can be found here:

<https://www.icbc.com/road-safety/community/Pages/intersection-safety-camera-program.aspx>

As a result of the rigorous site selection process, it was determined that one or more of those intersections to receive ISC speed enforcement technology are located in your municipality (see below for new ISC speed enforcement locations).

Speed is the leading contributing factor in motor vehicle fatalities in BC, resulting in an average of 88 motor vehicle-related deaths and 3,000 injuries each year.

Copied to:

City Manager  
Dir. Corporate Services  
Dir. Public Safety & Community Services  
Dir. Engineering  
Dir. Finance

Referred to: TSC (2019.06.05)

.../2

Ministry of  
Public Safety and

RoadSafetyBC

PO Box 9254 Stn Prov Gov  
Victoria BC V8W 9J2

Telephone: (250) 356-6573  
Facsimile: (250) 356-6544



Mayor Hurley  
Page 2

The objective of the Intersection Safety Camera – Speed Activation (ISC-SA) is to change driver behaviour leading to a reduction in the frequency and severity of collisions at known high-risk intersections.

Installation of the new camera(s) starts in early 2019 with completion by mid-2019. The head of traffic engineering staff in your community will be contacted by project staff with specific information on the selected site(s) and to discuss the next steps in implementation. The head of traffic enforcement in your community will also be contacted with information on the selected sites and how traffic enforcement practices can be supported within the municipality through this upgrade.

After installation, the new cameras will be re-activated for the enforcement of red light offences first, followed by phased implementation for the enforcement of speeding offences, which is scheduled to start in July 2019. The phased implementation of speed enforcement will create a gradual increase in violation tickets so that the anticipated increased numbers of tickets and disputes may be effectively managed by the program and by Courts.

As you are aware, government is in the process of considering the feedback received from the Union of BC Municipalities on potential changes to Ticket Fine Revenue Sharing (TFRS) to support the expansion of automated enforcement before making any decisions about what updates to the TFRS arrangement may be needed. To be clear, any potential changes will have no negative impact on the grants local governments currently receive.

Thank you for your continued support of the ISC program. Together with local enforcement efforts, we can play an important role in making our roads safer.

Ministry staff will be in contact in the very near future to share more detailed information and to commence the local planning and implementation process. We look forward to working with you and your staff on this important initiative.

Sincerely,



Patricia Boyle  
Assistant Deputy Minister and  
Superintendent of Motor Vehicles  
RoadSafetyBC

Selected sites in Burnaby:

- Willingdon at Deer Lake
- Kingsway at Royal Oak Avenue
- Kingsway at Boundary Road

**From:** Thomas Hasek  
**Sent:** April-25-19 7:45 AM  
**To:** Traffic  
**Cc:** Engineering; Clerks; LASP  
**Subject:** Traffic Calming on Victory Street

Good morning -

The email string below, initiated on December 7, 2018, is self explanatory; however the underlying issue has been outstanding for decades, and for that reason I have changed the subject line. My correspondence with Mr. Jensen has not provided satisfactory results, so I propose to convert this dialog into a formal application to the City of Burnaby and its Public Safety Committee for the installation of traffic calming devices along Victory Street east of Sussex Avenue, including speed humps and traffic circles.

I note that a supervised group of pre-school children now uses the Ledingham Park play area on a daily basis, so that action on traffic calming of the immediate access routes to the park is urgently required as a matter of safety.

Regards

Thomas Hasek

----- Forwarded message -----

**From:** **Thomas Hasek**  
**Date:** Mon, Apr 15, 2019 at 7:37 AM  
**Subject:** Re: Vehicular collision  
**To:** Jensen, Ernie <[Ernie.Jensen@burnaby.ca](mailto:Ernie.Jensen@burnaby.ca)>  
**Cc:** Donna Polos, Elaine Hasek, Carol Newson, Joyce Spencer

Good Morning, Ernie -

It is now almost four months since my previous note to you, and it is high time to re-visit the issues I raised at that time. You mentioned that there was a report being prepared for an upcoming meeting of the Public Safety Committee by the Assistant Director of Engineering. I presume that report will have been completed some time ago: is it available to the public? If so, I should like to access it.

Another vehicle collision at Victory Street and Gray Avenue last Friday is the latest factor in the urgency of action to reduce speeding and rat-running on residential streets.

Regards

Thomas

On Wed, Dec 19, 2018 at 8:00 PM Thomas Hasek wrote:  
Hi Ernie -

Thanks for the encouraging response. We certainly have further comments to provide for the Public Safety Committee, and I shall copy a few people who might want to provide their own input.

Having just walked along Victory during rush hour, I can advise that I would like to see a variety of traffic calming (and rat running discouragement) measures. Specifically, I would like to see traffic circles installed along Victory at Jubilee and Waverley, as well as all the other intersections that do not yet have them (the only existing one being at McKay). Being a cyclist, I would also like to see speed humps installed along Victory, Much like they are on 45th Avenue bike route in Vancouver, with a couple along each block between traffic circles to discourage speeding and rat running. [Lowering the speed limit along this residential street to 30 k.p.h. like much of North Burnaby](#) would also be most welcome.

I understand that there has been some speed monitoring done recently along Victory, which may have contributed to an incident at Victory and Gray last Friday resulting in a collision with injuries and power disruption. I would like all these factors taken into account in returning Victory to the bike route and residential street it has been in the past, rather than the illegal speedway it appears to be transforming into.

Regards

Thomas

On Wed, Dec 19, 2018 at 4:02 PM Jensen, Ernie <[Ernie.Jensen@burnaby.ca](mailto:Ernie.Jensen@burnaby.ca)> wrote:

Hi Thomas.

I have made inquiries on this issue. This item was recently raised at a meeting of the Public Safety Committee. The Assistant Director Engineering - Transportation Services is preparing a report for an upcoming meeting of the Committee. The report is to address speed and volume, traffic safety and potential traffic calming. The Assistant Director has asked if you have any specific requests for traffic calming devices ie; speed humps, traffic circles, locations etc.

Please let us know if you have any other comments at this time. We will note public enquiries in the report.

Regards,

[Ernie Jensen](#)

Traffic Technician  
City of Burnaby - Engineering Department  
604 294 7938

[ernie.jensen@burnaby.ca](mailto:ernie.jensen@burnaby.ca)

The contents of this message are solely the writings, thoughts and/or ideas of the account holder and may not necessarily reflect those of the City of Burnaby.

**From:** Thomas Hasek  
**Sent:** December 7, 2018 11:57 AM  
**To:** Jensen, Ernie  
**Cc:** Donna Polos; Carol Newson; Joyce Spencer; Elaine Hasek  
**Subject:** Vehicular collision

Good morning Ernie -

I should like to re-open the issue of traffic calming on residential streets - particularly my own, which happens to be designated bike route.

Last night at around 2200 there was an incident at the intersection of Victory and Gray which resulted in an injury requiring an ambulance; and the intersection was cordoned off for a considerable period, with a fire truck parked diagonally across the intersection, and a lot of debris scattering. I am not privy to the police report, but from what I saw I can surmise that at least one vehicle must have been travelling north on Gray at an excessive speed.

A stronger case for traffic calming along both Victory and Gray would be difficult to make. I am reminded of the days over thirty years ago when Victory and Jubilee was an uncontrolled intersection. After some minor incidents I requested the city install stop signs, to no avail. Shortly thereafter there was a near fatality at that intersection, and magically the next day stop signs were installed on Jubilee.

My understanding is that originally planned roundabouts on Victory were cancelled because of a single homeowner's objection. It is now high time to revisit the issue and install the roundabouts that should have been placed at all the non-thoroughfare intersections along the bike route, in addition to the solitary one at McKay and Victory.

Regards

Thomas Hasek

**From:** Nicole Lefroy  
**Sent:** January-28-19 8:30 AM  
**To:** Clerks  
**Subject:** Concerns on Road Safety for Stoney Creek Elementary School Area

To whom it may concern,

I am unsure who I should contact so I am hoping someone here can help.

I guess I will jump right into what my concerns are.

Speeding and running the red light has been on the increase at the Beaverbrook Dr. / Beaverbrook Crescent crossing in Burnaby B.C., especially when there is an issue with Hwy 1 or Lougheed Highway. The increased number of vehicles driving through this neighborhood comes with an increase of reckless driving in this area. Current and planned developments in the Lougheed area will also create an increase in traffic.

This is a 30km/hr zone and does have a sign with lights warning cars of the speed and potential upcoming stop; however, the number of vehicles speeding and running the red light is alarming.

The major issue is this is a crossing used by the students of Stoney Creek Elementary School. Children are being taught not to cross on the red hand but to wait until the cross guard gives them the ok as cars are driving much too fast to take notice of the red light.

The community police has advised the crossing guard to take down license plate numbers; however, the speed of the vehicles and having to focus on the safety of the children crossing makes this impossible.

We would like to ask the City of Burnaby to install a raised crosswalk and possibly a traffic cam to help alleviate the speeding, stop vehicles from running the red light, and provide a safe crossing for our children.

Can you direct me in the right direction for this?

I look forward to hearing from you.

Kindest Regards,

Nicole

**From:** Jeff A

**Sent:** March-05-19 3:43 PM

**To:** Clerks

**Subject:** Beaverbrook Dr./Beaverbrook Crescent Road Safety Concerns \*IMPORTANT

To Whom it may concern.

My name is Jeff Amadeo, I have been a resident at        for over 10 years. We live by the high school and elementary school, The mall and Cameron Recreation Center are real close as well. As of course over 10 years many things have changed, Including the population in Burnaby as well as with traffic flowing into the neighborhood.

I am writing in today in great concern of a crosswalk and road safety. This would be the crosswalk of Beaverbrook Dr./ Beaverbrook Crescent, Many school kids and parents walking to Stoney Creek to and from home rely on this crosswalk. We are very humbled and lucky to have a great crossing guard to guide us and keep us safe while crossing the road. Unfortunately as for drivers who come through they put not only us and the crossing guard at risk but also themselves. Using this crosswalk almost daily can be a fear to us as since the traffic has increased so have the number of reckless driving and unsafe driving have taken place.

At the start of this school year I have become even more concerned and troubled with this situation. I have had many talks with the crossing guard (Anita Loy) and have learned that she has tried for many years and many times to bring and help change the safety of the crosswalk unfortunately to no avail. This is where me and another concerned neighbor that regularly uses the crosswalk have come to help.

I have contacted the RCMP and ICBC before over this issue and I was advised to take down the license plate. This was also advised to the crossing guard when she had contacted over the times as well. Unfortunately this poses a problem as when the car is speeding and goes through the red light, First we are concerned that we are safe and out of the way of danger, Secondly and by this time the speeding driver who has failed to stop at the red light is out of view to be able to get a license plate number. This would be the same for our crossing guard Ms. Loy as she states that the focus is on the safety of the children and to those who are crossing, Therefore rendering it not a sustainable action for her to be able to get the license plate, As well as I have mentioned with my above experiences. It is alarming that there is no traffic camera on this light.

Our neighborhood does see an increase in volume when the usual commutes such as Lougheed Highway and/or Highway 1 see issues or troubles. This directs some more heavier traffic to our area and therefore increasing the risk at our crosswalk. Speeding and failing to stop at the red light. Those drivers that aren't usually too familiar with the area increase this risk. Unfortunately as I find today also that distracted driving seems to be a concern in this situation also and that the driver needs to take more responsibility and be more aware of their surroundings in this situation. Though also with being mentioned the increase over the years with nothing being done to help maintain the safety of our crosswalk.

It seems that the sign lights along with the speed limit 30KM/HR does not help prevent any risks to this situation. A traffic camera would have certainly seen that this was an issue and we could help further by creating a more safe crosswalk. I have heard that a local community officer has also helped in wanting to improve the safety of our crosswalk, They have had talks with the school children also on their safety.

As a rapidly growing community I believe we need to be aware and engage in fixing these risks and making them safe. As well as maintaining the safety of the children, parents, our crossing guard, as well as the drivers safety. A traffic camera would be a start. Improving the signs, A speed bump would be beneficial for the safety of all as well. I believe that it would be in the best interest of the local community police to also watch and observe during more heavier traffic to help prevent any risks.

As a concerned citizen I believe I had to write in to help raise awareness and be a voice in my community to bring attention to this situation. It's something I constantly think about as we cross it everyday when I take my son to Stoney Creek School. For the greater good of the community I ask this in help to continue to work and increase the safety of this crosswalk. We are so thankful and so humbled for the services of Ms. Loy that we owe her a great safe environment as well.

I would hope we can get this letter to the proper management in charge and hopefully we can make some changes to help improve this situation. Thank you very much for reading my letter to you today.

Jeff Amadeo

March 4, 2019

Traffic Safety Committee  
 City of Burnaby  
 4949 Canada Way  
 Burnaby, BC, V5G 1M2

Dear Committee Members;

RE: Speed Bumps Adjacent to Edmonds Park Along Elwell St.

We are often reminded to teach our children how to safely cross a street. We tell them look both ways, walk don't run and don't dawdle in the middle of the road. All well and good but when the oncoming traffic is not being driven in a safe manner, no matter how safe our children may try to be, serious repercussions are still inevitable. This is the case on the portion of Elwell St. that runs along the North West side of Edmonds Park. There is minimal signage along the park advising motorists of the reduce speed and this is routinely ignored. Cars along this stretch not only exceed the required reduced speed limit of 30 kph but the regular street speed of 50 kph. We are asking that speed bumps be installed on this section of Elwell St. to make it safer for those crossing the street and users of the park.

What is most disappointing though is the fact that speed bumps exist on the residential section of Elwell between Canada Way and Humphries Avenue where the speed limit is higher than along the park. If speed bumps were installed along this section of Elwell for the safety of grown up residents then they should have absolutely been installed along the park where the speed limit is lower and children play. I know the residents along Elwell paid for the installation of the speed bumps in front of their houses but I hope the City will not be asking neighboring residents to pay for speed bumps along the park. People from all over Burnaby use this park with their children and grandchildren and therefore must be considered a safety issue for our entire city population.

Sincerely yours,

Leo Buonassisi

The following residents petition the City of Burnaby to install speed bumps on Elwell Street between Humphries Avenue and Linden Avenue for increased safety along Edmonds Park.

NAME

ADDRESS

L. Buonassisi  
Nica Buonassisi  
Jobene Chuang  
Carol Lum  
Erika Lofstrand



NAME

ADDRESS

Kerth Bomister  
Andrea Scholz  
Allison Sibelle  
Beverly Leekwen  
Hengameh Christensen  
Barb Jefferys  
Daniela DeLeo  
Anna Chang  
Halida Maimaiti  
ARVIND DHILLON  
Sharan Cheema  
Nain Rai-Dayal  
Daniel Christensen

**From:** Rob Piwko  
**Sent:** Sunday, March 31, 2019 10:25 AM  
**To:** Terry Beech  
**Cc:** Dhaliwal, Satvinder  
**Subject:** Re: Speed on Inlet Drive

Thanks Terry,

Hello Mr. Dhaliwal,

The Westridge neighbourhood is uniquely positioned as the gateway into and from the city of Burnaby off Barnet Hwy where the speed limit is 80 Km/h. As you approach Burnaby traveling westbound along Barnet Hwy the speed limit changes from 80 km/h to 60 Km/H at the former Kask Brothers cement plant and as you round a blind corner it changes to 50 km/h where Inlet Dr. begins prior to the intersection of Bayview Dr. where two bus stops, entrance to Barnet Marine Park trail and pedestrian controlled intersection is located. Conversely, when traveling Eastbound along Hastings St which turns to the left and turns into Inlet Dr and then Barnet Hwy the speed limit is 50 km/h. As you approach Ridge Dr along Inlet Dr the road slows down and cars gather speed anticipating the road turning into Barnet Hwy. Approaching the same pedestrian controlled intersection which is behind a blind corner at Bayview Dr. the Speed limit is still 50km/h. Numerous times when you try to cross Inlet at Bayview cars are travelling 80km/h to 100 km/h approaching the pedestrian intersection and can't stop in time or proceed through the intersection on a red signal. The speed limit eventually changes to 60km/h past this intersection and then continues to the Kask brothers cement plant intersection where it turns to 80 km/h after passing all the residential homes and becoming Barnet Hwy. The same applies to the Ridge Dr. pedestrian controlled intersection which also has bus stops on both sides along with a park on the west side.

Due to the obvious safety concerns of cars traveling at highway speeds through a residential 50 km/h zone where two pedestrian controlled intersections are located I'm asking that you please consider installing a digital flashing radar speed sign that displays the current speed of vehicles and posts the speed limit. These are the type of sign used on the Pattullo Bridge and in other areas of the Lower Mainland to show cars how fast they are travelling as they approach the sign and then displays the current speed limit.

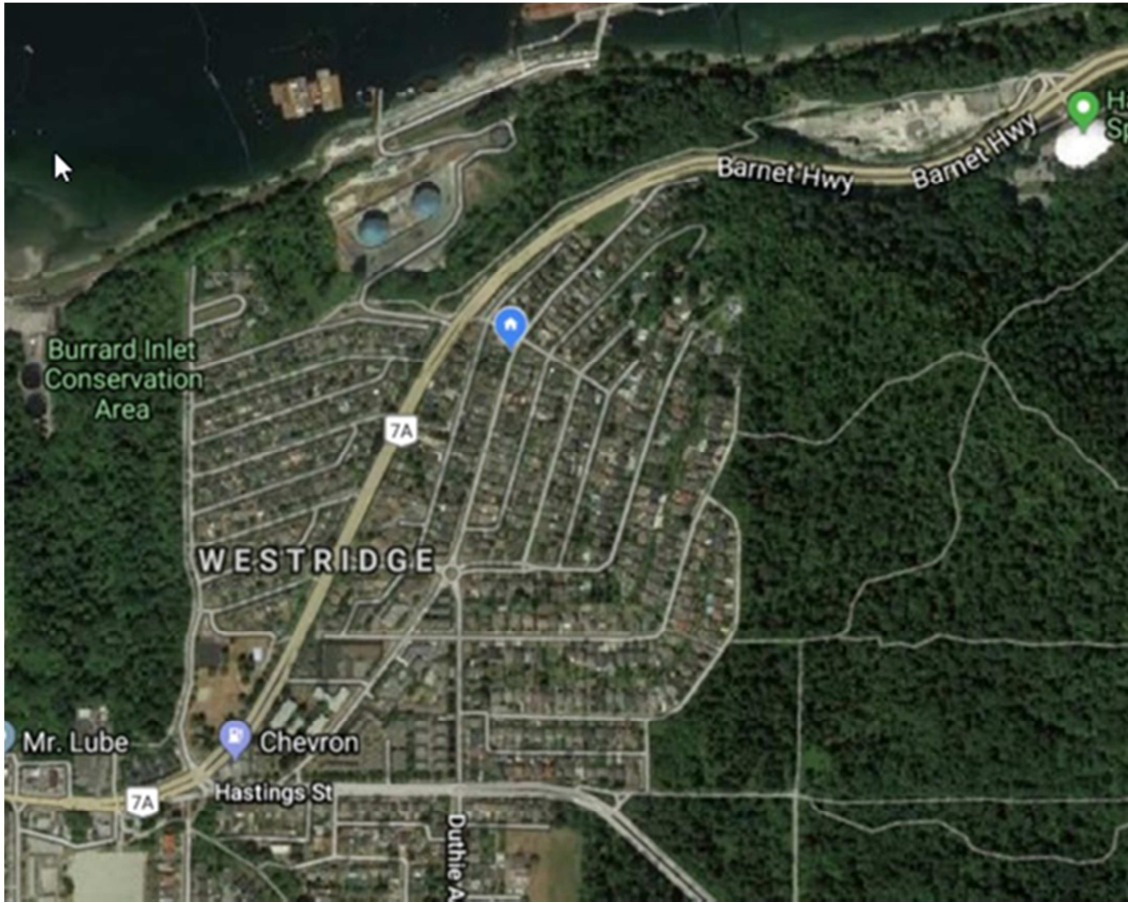
The ideal locations for one sign in each direction would be, for Eastbound cars leaving the city just after the Ridge Drive intersection where there currently is a 50 km/h speed limit sign is posted and perhaps in the island would be more visible. Also for West bound traffic just prior to the Bayview Drive intersection where there is also a 50 km/h speed limit sign posted currently in the island.

I believe these two digital radar/speed signs would go a long way in providing drivers with real time speed information and create awareness that they are in a 50km/h zone, not on a Highway but travelling through a residential neighbourhood with an elementary school near by and two pedestrian controlled intersections used by the residents and young children to access the two parks and bus stops located at these intersections.

Over the 11 years that I've lived in the neighbourhood I've watched police enforcement set up typically at Bayview Drive and Ridge Dr. for westbound traffic and at the Kask Brothers intersection occasionally for eastbound traffic to very little lasting effect. Over the last number of years the enforcement has been declining and I've made a number of calls to the RCMP traffic division asking for more enforcement with little results. These type of targeted enforcement has limited long term effect in changing driver behavior and I'm hoping these signs will be a complementary tool providing more driver awareness along with regular police enforcement will eventually reach the goal of slowing drivers down to a more reasonable speed rather than drivers using this residential road as a highway.

If you have any questions or I can be of any assistance please don't hesitate to contact me.

Rob Piwko









**From:** Kraig Molina  
**Sent:** April-06-19 5:17 PM  
**To:** Clerks  
**Subject:** Encroachment and Various Issues

Dear City Officials,

It has come to my attention that a portion of the boulevard on the 3700 block Godwin Ave, between the 5900 block Woodsworth St, and the lane access, poses an issue in regards to visibility. Another issue affecting the 5900 block Woodsworth St is the general noncompliance of on-street parking regulations. I will touch upon both matters in this letter.

I have not been able to find any bylaw formalizing the practice of landscaping the city-owned grass boulevard adjacent to private property, therefore I am writing to ask for clarification regarding the matter. I have noticed continued landscaping activity on said boulevard, which currently house a number of fencing and gardening structures. As a result, vehicles appear to park closer to the roadway- with larger vehicles even parked on a portion of the roadway, due to the resulting obstruction of the adjacent fencing and structures.

Per the attached informational guide provided by the City, titled "Fences and Retaining Walls", a section under "Encroachments" reads as follows:

*"Construction of fences, walls and retaining walls, and soil deposition or soil removal on City property, rights-of-way and easements are generally prohibited."*

Not only does the obstruction pose a nuisance to the ingress and egress of parked vehicles, it is concerning that any additional fencing or structures will further obstruct the view exiting Woodsworth St and the laneway. The lack of visibility and outward sightlines, particularly at night, are apparent. The limited visibility is only exacerbated by vehicles that park too close to the intersection as well.

Therefore, I would like to suggest an assessment on the current state of the intersections to hopefully minimize or mitigate pedestrian and vehicle safety hazards. May I also suggest the removal of the offending structures, the restoration of the grass boulevard, and additional signage to aid drivers. Please forward my concerns to the Traffic Safety Committee as well.

On the subject of bylaw enforcement, I request that added education and enforcement be provided to the 5900 block Woodsworth St. I am also asking for clarification in regards to the bylaw that restricts parking of greater than 3 hours between 8:00 AM and 6:00 PM. I have received conflicting information in the past and I am wondering if this bylaw remains enforceable. I would also like to point out the issue where residents place objects in the roadway in an attempt to reserve on-street parking spaces. I have addressed these issues to Bylaw Enforcement in the past, who have been of great help, though the continued ignorance of many residents remains an issue.

I request that the City look into these matters, to hopefully educate residents, and provide a solution to the aforementioned issues

Sincerely,

Kraig Molina

# Fences and Retaining Walls

This brochure outlines the height requirements for fences, walls and retaining walls for various types of property in Burnaby.

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*"This information is provided for convenience only and is not in substitution of applicable City Bylaws or Provincial or Federal Codes or laws. You must satisfy yourself that any existing or proposed construction or other works complies with such Bylaws, Codes or other laws."*

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## Other brochures and documents related to this topic

- [Burnaby Zoning Bylaw 1965 - No. 4742](#)
- [Soil Deposit Bylaw 1971 - No. 5974](#)
- [Soil Removal Regulation Bylaw 1961 - No. 4251](#)
- [Swimming Pools](#)
- [Board of Variance Appeals for Single and Two Family Dwellings](#)
- [Legal Survey Requirements Single and Two Family Dwellings](#)
- [Encroachments](#)
- [Burnaby Tree Bylaw](#)

## Retaining Walls in Residential Districts

A retaining wall is considered to be an "other structure not being a building" in Section 6.14.(1) of the Zoning Bylaw and must comply with the Zoning Bylaw's height requirements specified for fences and walls in Section 6.14.(5). Unlike fences and walls that are used to delineate and enclose spaces, retaining walls also fulfill the important structural function of safely retaining soil. Retaining walls must comply with the following location and height constraints:

- Retaining walls not greater than 1.07 m (3.51 ft.) in height may be located anywhere on a lot.
- Retaining walls not greater than 1.8 m (5.91 ft.) in height may be located on any lot to the rear of a required front yard.
- Where the rear line of a lot abuts the side line of another lot, the height of retaining walls on such rear lot line shall be not greater than the height permitted on the side line of the adjoining lot at that point.
- In R8 Districts (townhouses), retaining walls not greater than 1.8 m (5.91 ft.) in height may be located anywhere on a lot.

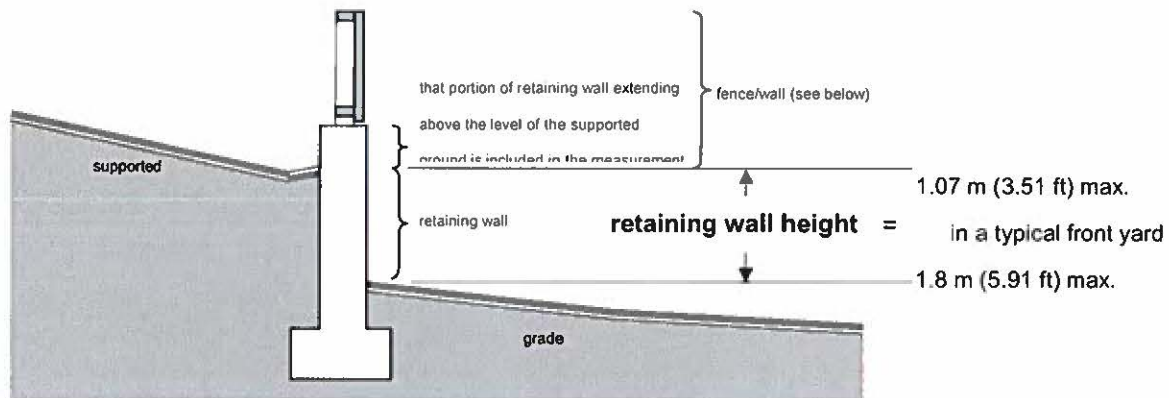


- For properties zoned R10 the following special provisions apply:
  - a retaining wall not higher than 1.8 m (5.91 ft.) may be located to the rear of the face of the principal building facing the front yard, and
  - retaining walls are not permitted in the area between the front lot line and the face of the building, except on a lot abutting Willingdon Avenue or Parker Street where a retaining wall not higher than 1.0 m (3.3 ft.) is allowed.

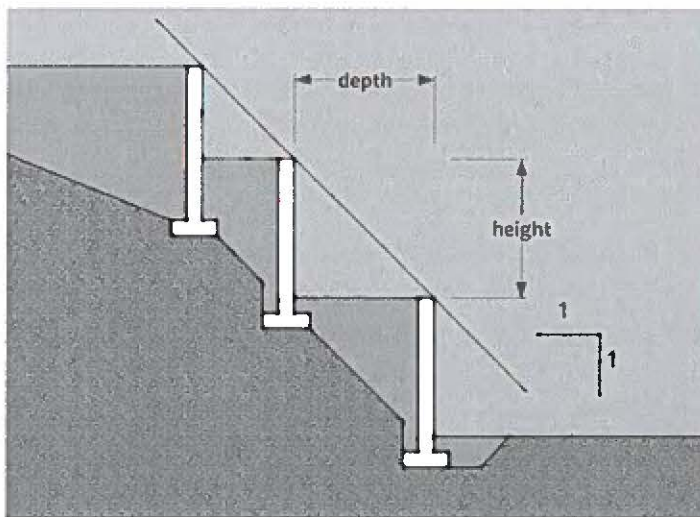
## Measuring Retaining Wall Heights

The height of a retaining wall may vary along its length, but at any point along its length the height of a retaining wall is measured from the elevation of the ground at the toe of the retaining wall to the elevation of the ground being retained.

That portion of a retaining wall projecting above the level of the ground it supports is not included in the height of the retaining wall; it is included in the height of the fence or wall as described elsewhere in this brochure.



Where necessary, suitably engineered retaining walls may be combined to terrace a site. Multiple retaining walls must step back no more steeply than at a one-to-one rise to run.



Examples:

Typically in a front yard the **height** of a retaining wall is limited to the lesser of 1.07 m (3.51 ft.) or the **depth** of the terrace upon which it sits.

Typically in a side or rear yard the **height** of a retaining wall is limited to the lesser of 1.8 m (5.91 ft.) or the **depth** of the terrace upon which it sits.



## Fences and Walls in Residential Districts

Fences and walls must comply with the following location and size constraints:

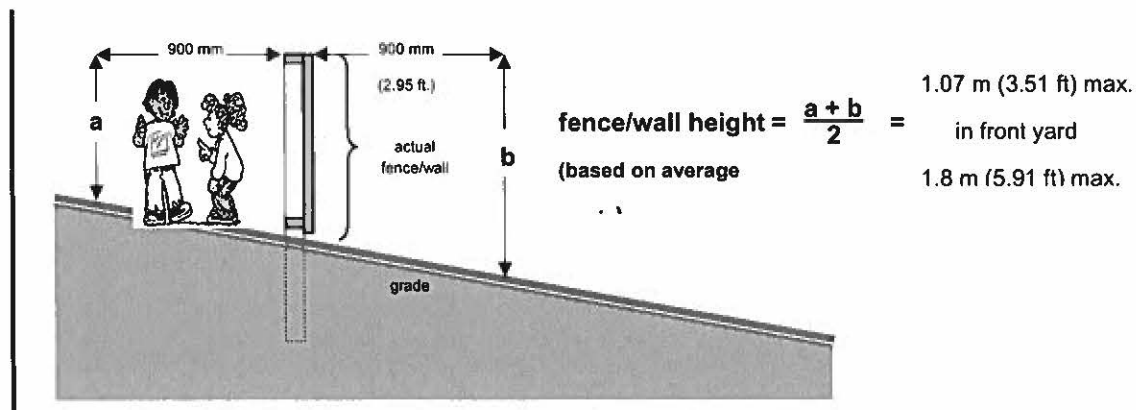
- Fences or walls not greater than 1.07 m (3.51 ft.) in height may be located anywhere on a lot.
- Fences or walls not greater than 1.8 m (5.91 ft.) in height may be located on any lot to the rear of a required front yard.
- Where the rear line of a lot meets the side line of another lot, the height of fences or walls on rear lot line shall be not greater than the height permitted on the side line at that point.
- In R8 Districts (townhouses), fences or walls not greater than 1.8 m (5.91 ft.) in height may be located anywhere on a lot.
- Where a child care facility or family child care centre is operated as a home occupation, a fence or wall 1.8 m (5.91 ft.) in height shall be provided along the rear boundary of the required front yard setback.

### Measuring Fence and Wall Heights

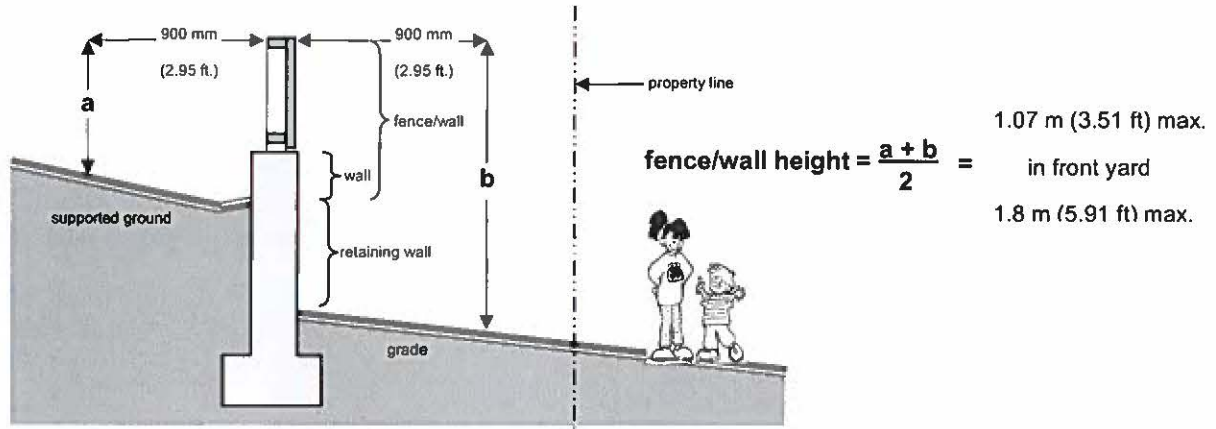
Section 6.14 of the Burnaby Zoning Bylaw is the principal set of regulations concerning calculation of fence and wall heights.

If the fence or wall is built on level ground, measure the height from the bottom to the top of the fence.

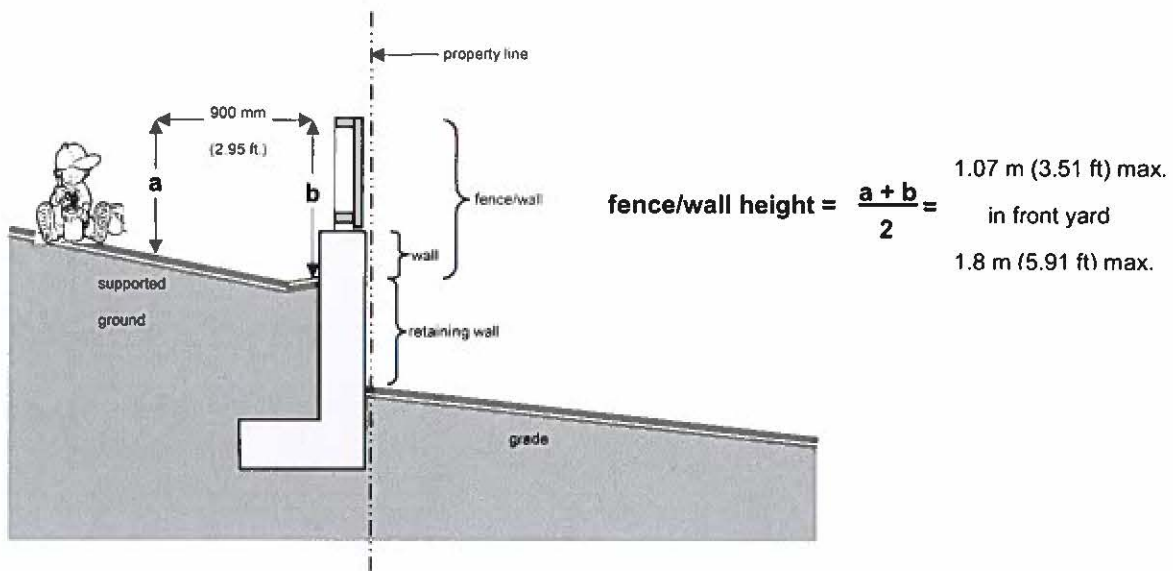
If the ground is higher on one side of the fence or wall than the other, measure the height from the ground level at the average grade level within 900 mm (2.95 ft.) of both sides the fence or wall. The sketch below gives an example of how to determine the height of a fence or a wall.



If a wall or fence has been constructed on a retaining wall, measure from the ground level at the average grade level within 900 mm (2.95 ft.) of both sides the fence or wall. See below.



However, if a retaining wall has been constructed **on a property line**, the height of a fence or wall shall be determined by measurement from the surface of the ground that the retaining wall supports at the average grade level within 900 mm (2.95 ft.) of such retaining wall. See below.

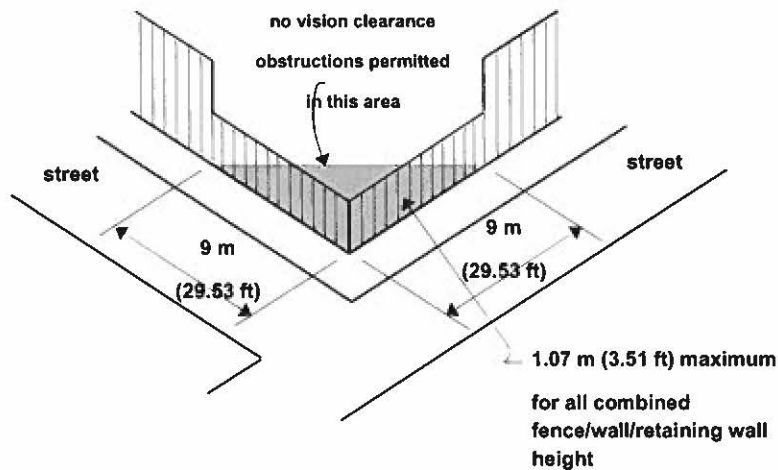


## Vision Clearance

On corner lots, vision clearance regulations apply in order to maintain sightlines for vehicles at intersections. The total height of fences, walls or structures, including retaining walls, adjacent to street and lane intersections are limited as follows:

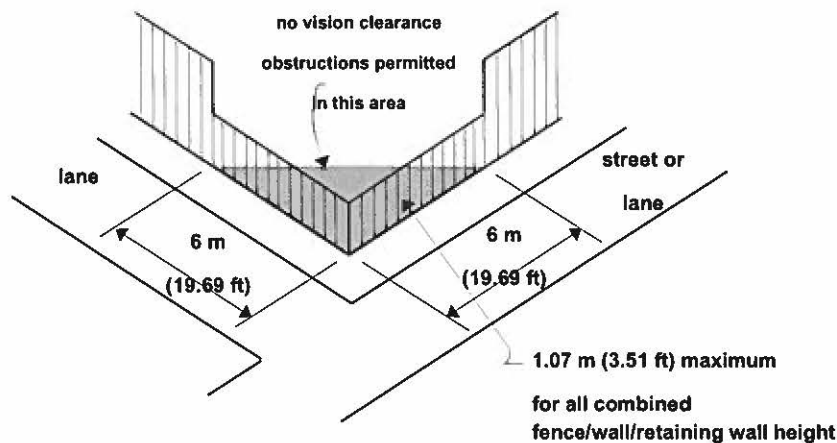
- No higher than 1 m (3.51 ft.) within 9.0 m (29.53 ft.) of the point of intersection of any street/street corner.

### STREET CORNER



- At lane corners (the intersection of a lane with another lane or with a street), no higher than 1 m (3.51 ft.) within 6.0 m (19.69 ft.) from the point of intersection of the two lanes or a lane and a street.

### LANE CORNER



- No hedge, shrub, tree, or other growth shall be maintained or allowed to grow so as to obstruct vision clearance.

## Swimming Pool Barriers

A swimming pool is any privately owned man made pool or other structure which is designed to contain water, is intended to be used for swimming, bathing, wading or diving, has a surface area equal to or exceeding 14 m<sup>2</sup> (150.70 sq. ft.) and a depth at any point equal to or exceeding 0.5 m (1.64 ft.), and includes, without limitation, in-ground swimming pools, above-ground swimming pools, wading pools, hot tubs and spas.

Burnaby's Swimming Pool Enclosure Bylaw states that:

- Every swimming pool shall be completely enclosed by a sturdy non-climbable barrier having height of not less than 1.5 m (4.92 ft.)
- Except in the case of a building wall, no opening greater than 100 mm (4 in.) wide at its least dimension;
- No member or attachment located between 100 mm (4 in.) and 900 mm (2.95 ft.) above the ground level at the base of the barrier that could facilitate climbing; and
- Except in the case of a building wall, no access through the barrier except by way of one or more self-closing, self-latching and lockable gates, with the latch and lock located on the swimming pool side of the gate at a height of not less than 1 m (3.28 ft.) above the ground level at the base of the gate.

Every barrier enclosing a swimming pool shall be maintained at all times in a state of good repair.

Please refer to our brochure, [Swimming Pools](#), for further information.

## Fences and Walls in Commercial and Industrial Districts

In C4 and M Districts, fences or walls not greater than 2.4 m (7.87 ft.) in height may be located on any lot to the rear of a required front yard.

- Open mesh or chain link type fences erected on cemetery, public playground, park, play field, elementary or high school areas, and in M Districts cannot exceed a height of 3.5 m. (11.48 ft).
- Visitor parking at buildings four storeys or more shall not be limited in its use by security gates or fencing.
- Screening (a continuous fence, wall, compact evergreen hedge or combination thereof, supplemented with landscape planting, that would effectively screen the property which it encloses, and is broken only by access drives and walks) is required in a number of situations. Here are some examples:
  - In A, C4 and M Districts, any part of a lot used or intended to be used as an outside storage area must be enclosed by screening on any side not facing directly upon the principal building on the lot.
  - On properties zoned P1 and P5 playgrounds or play lots must also be enclosed by fencing or screening on any side not facing the principal building on the lot. Such fencing or screening shall be constructed barring access to children except at those points specifically provided for access.

- Screening consisting of a chain link fence in combination with a compact evergreen hedge or solid fence or wall of not less than 1.8 m (5.9 ft.) in height must be provided for mini-warehouses in the M Districts.
- Screen is also required for business such as service stations, drive-in restaurants, neighbourhood public houses and marinas.
- Any vehicle impound lot must also be protected by a fence not less than 1.8 m (5.91 ft.) in height.
- Dog and cat kennels also require a solid fence at least 1.8 m (5.91 ft.) in height constructed of wood, masonry, stone or concrete placed around that portion of the property used for kennel purposes.

On corner lots the vision clearance regulations described earlier also apply.

## Other Considerations

### Board of Variance

The requirements of the Zoning Bylaw are written to address development on all properties in the City. It is recognized that there are properties where conformance with the requirements of the bylaw can be challenging, particularly when it comes to designing retaining walls.

If compliance with bylaw requirements in single and two family districts would cause undue hardship a person may apply to the Board of Variance for variances of the Zoning Bylaw respecting the siting and dimensions of a building or structure. The granting or denial of an application rests solely with the Board. Please refer to our brochure, Board of Variance Appeals for Single and Two Family Dwellings, for additional information. For Board of Variance appeals other than single and two family dwellings please contact the Planning Department at 604-294-7400.

The height of retaining walls in other districts may be varied through the Comprehensive Development rezoning process.

### Permitting

Building permits are generally not required for the construction of retaining walls. Retaining walls incorporated into a more extensive development such as the construction of a new home or alteration or addition to an existing home is permitted as a part of the permit processing. In such cases retaining walls must be fully engineered and detailed on the permit drawings. Accurate topographical information is crucial for the proper design and documentation of retaining walls. Please refer to our brochure, Legal Survey Requirements Single and Two Family Dwellings, for additional information.

A plumbing permit will be required for any drainage system associated with a retaining wall if its design requires connection for discharge into the City's storm sewer system.

Deposition of soil and removal of soil are regulated under the Soil Deposit Bylaw 1971 - No. 5974 and the Soil Removal Regulation Bylaw 1961 - No. 4251 respectively. Permits under these bylaws are administered by the City's Engineering Department and Owners should discuss their development plans with that Department by calling 604-294-7460.



## Encroachments

Construction of fences, walls and retaining walls, and soil deposition or soil removal on City property, rights-of-way, and easements are generally prohibited. Minor exceptions may be made at the discretion of the Engineering Department, and are subject to formal encroachment agreements.

Retaining walls, including the foundations or buried base(s), built near or along property lines should be configured to avoid encroaching on or disturbing your neighbor's property both during construction and upon completion of the structure. Only a BC Land Surveyor can tell you accurately where the property line is, and the cost of the survey will be your responsibility. The City will not initiate or pay for such surveys. Disagreements over fences, walls, and retaining walls constructed in the vicinity of a property line can be expensive. Cooperation with your neighbours is often the best strategy.

## Materials and Design

The City does not regulate the materials used for a retaining wall, fence, or wall. Materials used for retaining walls should be selected not only for aesthetic and cost reasons, but also for durability and ease of maintenance.

Because retaining walls fulfill a structural function in retaining the weight of earth behind them, you should engage the service of a registered professional engineer to undertake the design and detailing of these structures. Your professional engineer may advise you on the need for drainage and the proper backfilling for your retaining wall.

While the City does not prohibit the use of barbed wire or razor wire for fencing, the City does not encourage or recommend the use of these types of material. Anyone using such materials should be aware that they could be responsible for any injury or damage resulting from their use.

## Construction Sites

Article 8.2.1.3 of the British Columbia Building Code states:

*When a construction or demolition activity may constitute a hazard to the public and is located 2 m or more from a public way, a strongly constructed fence, boarding or barricade not less than 1.8 m high shall be erected between the site and the public way or open sides of a construction site.*

It goes on to say that:

- Barricades shall have a reasonably smooth surface facing the public way and shall be without openings, except those required for access,
- Access openings through barricades shall be equipped with gates which shall be kept closed and locked when the site is unattended, and
- Maintained in place until completion of the construction or demolition activity.

The Burnaby Tree Bylaw also requires protective fences around trees on a construction site. For details see our [Burnaby Tree Bylaw](#) page.

## Further Information

Aside from the criteria noted above, the City does not participate in disputes over fences, walls or retaining walls between neighbours. Non-compliance with the City's bylaws is enforced on complaint basis.

If you have any further questions please call the Building Department at (604) 294-7130.

Q:\Brochures-Bulletins & Zoning Information Brochures\Current Fences and Retaining Walls\ Fences and Retaining Walls REV 2017 July 04.docx



**Agents for the Owners**

8<sup>th</sup> Floor – 1125 Howe Street  
Vancouver, British Columbia V6Z 2K8  
Phone: 604.684.4508  
[www.ranchovan.com](http://www.ranchovan.com)

May 14, 2019

**City of Burnaby**

4949 Canada Way  
Burnaby, BC, Canada  
V5G 1M2

Dear Sir/Madame,

**Re: Strata Corporation EPS4924 – “Milano”**  
**Petition for Crosswalk – 2378 Alpha Avenue, Burnaby BC**

We are writing to you on behalf of the “Milano” Strata Council, Strata Corporation EPS4924.

Please be advised that a number of Residents at Strata Corporation EPS4924 have petitioned for the City of Burnaby to implement a crosswalk on Alpha Avenue and Dawson Street. Please see the attached petition\* for your reference. Please respond to the undersigned with the City’s course of action in regards to this matter.

We look forward to your response. Should you have any further questions or concerns, please do not hesitate to contact the undersigned.

Yours truly,

**RANCHO MANAGEMENT SERVICES (B.C.) LTD.**

Agents for the Owners

Per:

A handwritten signature in black ink, appearing to be 'Ylya Malek', written over a horizontal line.

Ylya Malek  
Strata Agent  
Direct: 604-331-4292  
Email: [ymalek@ranchogroup.com](mailto:ymalek@ranchogroup.com)

YM/mw  
cc: Strata Council

*\*Petition containing 105 signatures  
available at the City Clerk's office*

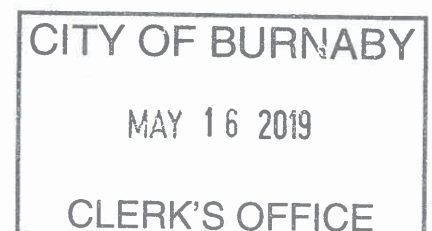
Referred to:

Traffic Safety Committee (2019.06.05)

Copied to:

City Manager, Dir. Corporate Services, Dir. Engineering

19\_5570\_139\_city\_of\_burnaby\_crosswalk\_petition





# PETITION

REQUEST FOR CROSSWALK ON ALPHA AVENUE AND DAWSON STREET

	Name (Please Print)	Address	Contact Number	Signature
1	Eric Lee			
2	Sihao Chen			
3	Nick Gailloux			
4	KEITH LAMM			
5	Max Lauretta			
6	Johnneen MEER			
7	Derrick & Joanne			
8	Cong Lin			
9	Melissa Guillegge			
10	KATHRYN GIDWICK			
11	Carlos Melendez			
12	TIM VAN			
13	ANETTE ALMADIN			
14	WAI SON			
15	VICTOR WONG			
16	Alec Qiu			
17	Assunta Paka			
18	Alex Sen			
19				
20	Vu Hoang			
21	ALBERTO PAROLIN			
22	SAM ENG			
23	Adam Nathanson			
24	Jenna Ho			

	Name	Add	Phone #	Signature
25	Alice Lesmana			
26	Marco Cusano			
27	Mandy NG			
28	Kendra Wingerter			
29	Daniel			
30	Vassachon			
31	Mark Tan			
32	Christine Chan			
33	Derek Van De Keere			
34	Bethany Watson			
35	Bevelae Bishundajal			
36	Carol Hsu			
37	<del>MAURITINE</del>			
38	Lauren Fraser			
39	STEPHEN STUMPF			
40	John Kim			
41	Eunhee Kim			
42	AMIN VISRAM			
43	Huiji Guo			
44	Lara Taguba			
45	Nga Nguyen			
46	Tran Peter			
47	Thi Tran			
48	Arthur Chan			
49	Michael Marland			
50	Wendy Nguyen			
51				

	Name	Address	Unit #	Phone	Signature
52	BWEE BAI				
53	Susan Lee				
54	Sarah Cusano				
55	BYRON CHEN				
56	DENNIS YOUNG				
57	Eric Low				
58	ANDREW GOLLAND				
59	KELVIN DYCK				
60	Katherine zha				
61	Kevin Lee				
62	Jiayu Huang				
63	MARISA GOWA				
64	Viktorina Prawd				
65	PRACHI PRADHAN				
66	CHRIS CASUMEA				
67	PENG HUANG				
68	Yulian Ma				
69	Yun Hao				
70	Elizabeth Cheung				
71	Christopher Chan				
72	Amy Wons				
73	NAMIT LAVEKAR				
74	LIN JI WILLY				
75	Brenda Ni				
76	Henry Lam				
77	Kristine Labrao				
78	Simon Sham				

	Name	Address	phone	Signature
79	ANDREW MAGNUSSON			
80	Farhad Golshayest			
81	MAM - LAZI KY			
82	HWANG - Jongk			
83	Christina Lee			
84	MARK Lui			
85	Charlie Wang			
86	Viniam Yin			
87	JEFF CHAN			
88	Marlaine Gu			
89	PAGE PURCHIA			
90	MATE KUTYK			
91	Amanda Chan			
92	Jonnie Graham			
93	Andrea Wong			
94	Marshall Shafid			
95	Gilbert Ma			
96	Sybil Weir			
97	Patrick Reyes			
98	Patricia Cho			
99	Sophie Suh			
100	Van Thon			
101	Elena Laws			
102	Holly Laslo			
103	Kartick Verma			
104	Jon MSLANG			
105	Alicia W			



## RCMP BURNABY DETACHMENT

### INTER-OFFICE MEMORANDUM

**TO: CHAIR TRAFFIC SAFETY COMMITTEE**

**DATE: 2019-02-27**

**FROM: OIC BURNABY DETACHMENT**

**FILE: 2410-20**

**SUBJECT: WILLINGDON AND GRAVELEY TRAFFIC CONCERNS**

At the Public Safety Meeting on January 16, 2019, a letter dated November 7, 2018 and addressed to Mayor Hurley highlighted traffic concerns in the area of Willingdon and Graveley. In particular, was a concern regarding vehicles which are disobeying a traffic sign prohibiting traffic from proceeding straight or making left turns between 3pm and 6pm Mon-Fri.

#### **Response:**

The Burnaby RCMP Traffic Unit attended this area 5 times around the end of January and beginning of February during hours of 3pm and 5:30pm to conduct enforcement and assess the driving patterns. Traffic was observed to be light with the majority of motorists obeying the sign. On average 5 vehicles would disobey the sign and either make a left hand turn or proceed straight.

Two signs prohibiting straight through traffic and left turns between 3pm and 6 pm were observed by the Burnaby Traffic Unit at this location. These signs are clearly posted and visible. Of note, there is no traffic control sign governing westbound traffic on Brentlawn Drive on the east side of Willingdon Avenue.

Burnaby Traffic Unit was in attendance for a total of 25 hours at the location and a total of 31 violation tickets were issued. All violation tickets were written for the offence of Sec. 125 Disobey Traffic Control Device Motor Vehicle Act (\$121.00 fine).

#### **Summary:**

The traffic regulation sign regarding vehicles proceeding straight and making left hand turns was clearly posted and visible to any approaching vehicles. Most of the motorists stated they had not seen the sign. Some motorists did not realize the traffic pattern had changed. This is determined by the fact that westbound traffic on Brentlawn Drive does not have the same traffic sign as eastbound traffic. The Burnaby Traffic Unit observed dozens of westbound vehicles making left hand turns onto Willingdon Avenue and proceeding straight onto Graveley Street. These driving patterns created potential confusion for eastbound vehicles. The Burnaby RCMP Traffic Team felt that this driving pattern of disobeying the traffic signs during peak traffic hours was dangerous.

**Recommendations:**

1. It is recommended that similar signage be erected on Brentlawn Drive governing westbound traffic. It is anticipated this will contribute to a reduction in violations and increase motorist safety by reducing the number of vehicles that are performing dangerous maneuvers during peak traffic volume hours.
2. It is recommended that the traffic control signs be placed well before the intersection, for both westbound and eastbound traffic, advising the change in traffic pattern. It is believed this will increase the potential for the traffic control signs to be seen by motorists.
3. Though these initial steps should help reduce dangerous driving behavior, it likely will not resolve it. Therefore, it is further recommended that a traffic light be installed for eastbound and westbound. A traffic light would substantially increase the safety for pedestrians and motorists travelling in all directions along the road. The downside to this recommendation is potential for traffic flow to back up during peak hours.
  - a. An alternate recommendation to installing a traffic control light is to put in a median at the west and east side of the intersection. The median would be designed to allow for traffic to turn right into the street and only allows traffic to turn right out of the street. An example of this can be found at 16th Avenue and 6th Street. This would allow the flow of northbound and southbound traffic to remain unaffected while also preventing motorists from performing potentially dangerous maneuvers, such as cutting across Willingdon Avenue, during peak traffic volume hours.



Deanne Burleigh, C/Supt.  
Officer in Charge  
Burnaby Detachment



# RCMP BURNABY DETACHMENT

## INTER-OFFICE MEMORANDUM

**TO: CHAIR TRAFFIC SAFETY COMMITTEE**

**DATE: 2019-02-27**

**FROM: OIC BURNABY DETACHMENT**

**FILE: 2410-20**

**SUBJECT: TAYLOR PARK ELEMENTARY SCHOOL TRAFFIC CONCERNS**

At the Public Safety Meeting on January 16, 2019, the correspondence dated November 6, 2018 from Jaclyn Kirby indicated that there was a problem with jaywalking across the intersection at Griffiths and Southpoint Drive.

### **Response:**

Cst. DUPONT of the Youth Investigative Team (YIT) attended before and after school at Taylor Park Elementary School to conduct overt police presence to provide a visual deterrence to parents causing the parking issues. He also observed by-law officers issuing Violation Ticket to drivers parking illegally.

On February 19<sup>th</sup>, 2019, Cst. DUPONT sent an email to the City of Burnaby Traffic Department to make them aware of the situation and proposed some of the ideas he previously discussed with them.

On February 20<sup>th</sup>, 2019, the Supervisor for Traffic Engineering for the City of Burnaby replied advising that they will be conducting a full review of the existing conditions and will look into possible operational improvements and that they would advise of the findings once completed.

Cst. DUPONT connected with the administrative staff at Byrne Creek to work on finding a time for a presentation on pedestrian safety for the majority of the students, especially the younger ones to prevent incidents in the future.

Youth Investigative Team will be conducting continuous monitoring of the area over the next few months and will provide an additional report for the May 7, 2019 Public Safety Committee Meeting.

  
Deanne Burleigh, C/Supt.  
Officer in Charge  
Burnaby Detachment



Meeting 2019 June 05

## COMMITTEE REPORT

**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2019 May 27

**FROM:** DIRECTOR ENGINEERING

**FILE:** 38000-20  
*Ref: Traffic Safety*

**SUBJECT:** TRAFFIC CONCERNS ALONG VICTORY STREET

**PURPOSE:** To respond to request for traffic calming along Victory Street.

**RECOMMENDATIONS:**

1. **THAT** Committee recommend to Council the installation of traffic circles at the intersection of Victory and Frederick, and at Victory and Waverley as detailed in this report to improve traffic safety along Victory Street.
2. **THAT** a copy of this report be sent to Ms. Alkins-Jang, Ms. Willows and other residents who have expressed concerns about traffic along Victory Street.

**REPORT****POLICY SECTION**

Traffic Safety is aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goal and sub-goal of the Plan.

**Goal**

- A Safe Community
  - Transportation safety –  
Make City streets, pathways, trails and sidewalks safer

**BACKGROUND**

In 2018 staff received correspondence from residents along Victory Street regarding the increasing volume and speed of traffic along their street. On 2018 September 18, the Public Safety Committee received correspondence from Ms. Katy Alkins-Jang expressing concerns about increasing volume and speed of traffic along Victory Street between Royal Oak and Nelson Ave. On 2018 November 06, the Public Safety Committee received correspondence from Ms. Susan Willows about safe cycling routes in Burnaby and requesting speed bumps along Victory Street and restricted access to Victory Street from north-south streets. Both concerns were referred to staff for review.



To: Traffic Safety Committee  
 From: Director Engineering  
 Re: Traffic Concerns along Victory Street  
 2019 May 27 Page 2

At that time, temporary construction activity along Rumble Street and along Royal Oak may have impacted normal traffic patterns and staff committed to collect and analyze traffic data once construction activity was completed to assess traffic conditions.

Victory Street between Patterson and Royal Oak is classified as a Local Collector with the intention of routing traffic from local streets to busier major collector or arterial streets. These busier streets include Patterson, Nelson, and Royal Oak. Victory Street also intersects with Sussex Ave which is also classified as a Local Collector. All intersections are controlled by stop signs except at McKay Ave where a traffic circle has been installed. See Figures 1, 2 and 3. Some sections of Victory have been finished to a final standard with a pavement width of 8.5m with curb and gutter on either side. Other sections have an interim asphalt pavement width of about 6.0m and gravel shoulders.

In 2005, Council approved the implementation of the Victory Bikeway to increase the cycling network in Burnaby. Approved changes included: a traffic circle at Victory and McKay, pavement markings along the route to remind motorists to share the road, median refuges at Sussex, Nelson and Royal Oak to facilitate cyclists crossing at those streets, and guide signs to mark the route. Traffic circles were also recommended at Frederick and at Waverley but were not approved because of uncertainties regarding their safety, and 4-way stop signs were installed at those intersections instead.

## TRAFFIC VOLUMES

Traffic data was collected at several locations along Victory earlier this year to assess the current traffic conditions. Traffic counts completed at Sussex, Frederick, Waverley, Nelson, and Royal Oak found that in the peak hour, two-way traffic volumes range from about 100 to 200 vehicles per hour with volumes generally increasing from the west to east along the street. This is not unexpected because Victory connects to more significant north-south streets (Nelson and Royal Oak) and leads to Burnaby South Secondary School at its eastern end. Traffic volumes at the Victory and Royal Oak intersection peak at 8:00 am and 3:00 pm showing the influence of the proximity to Burnaby South Secondary School. The counts also indicated significant pedestrian volumes at the intersection and additional counts will be completed later this year to determine if the existing marked pedestrian crosswalk should be upgraded to enhance safety.

For a street classified as a Local Collector, traffic volumes in the range of 100 to 500 vehicles in the peak hour can be expected; therefore, Victory has traffic volumes in the lower range for its classification. Part of this is due to the fact that two nearby east-west streets (Imperial to the north and Rumble to the south) provide greater connectivity for travellers moving across Burnaby. Victory, on the other hand, terminates at Patterson and at Antrim making it less desirable for shortcutting commuter traffic. Additionally, there are no traffic signals at major cross streets to facilitate east-west traffic flow.

To: Traffic Safety Committee  
 From: Director Engineering  
 Re: Traffic Concerns along Victory Street  
 2019 May 27 Page 3

Current traffic counts on Victory west of Royal Oak were compared to counts completed in 2014. The counts show that daily traffic volumes have decreased by about 10% and have not worsened over the last 5 years. Minimizing potential future increases will be dependent on maintaining the efficiency of the surrounding network of arterial and major collector streets such as Imperial, Rumble, Royal Oak, and Nelson.

## **TRAFFIC SPEEDS**

Some residents had suggested the installation of speed humps along the street to help slow down traffic. As speed humps are only allowed on local streets, this will not be an appropriate traffic calming measure. Traffic speeds along Victory were monitored at two locations: Victory west of Gray, and Victory between Marlborough and Royal Oak. At both locations the 85<sup>th</sup> percentile speed of traffic did not exceed 51 km/h. This indicates that 85% of all vehicles travelled at or below 51 km/h and is considered normal. This finding has been corroborated with Speed Watch data that residents shared with staff. Data collected in December 2018 showed that only 6% of all tracked vehicles between Nelson and Royal Oak between the hours of 8:00 am and 9:00 am exceeded 50 km/h. Therefore speed mitigation measures along Victory appear to be unnecessary at this time.

## **TRAFFIC SAFETY**

Available crash data from ICBC for the last five years (2013-2017) was reviewed and no unusual crash pattern was found. There were 65 intersection crashes along Victory between Patterson and Antrim within the last five years, with none involving pedestrians and one involving cyclists. The majority of the intersection crashes occurred at the two busiest intersections at Nelson (average of 5 crashes per year) and at Royal Oak (average of 4 crashes per year). The remaining 13 intersections had an average of less than one crash per year. The crash rate relative to other similar intersections throughout the City was found to be comparable.

Field observations were also made at several intersections to assess traffic operations in general. It was found that some motorists and most cyclists were not coming to a complete stop at stop signs. This occurred at the 4-way stop controlled intersection at Victory/Frederick and at Victory/Waverley. This observation has been shared with the RCMP and they have been requested to monitor and enforce as appropriate. To help mitigate this problem, it is recommended that traffic circles be installed at both intersections to keep vehicle and bicycle speeds down, while allowing them to proceed without stopping.


Traffic circles have been found to be a safe alternative to 4-way stop controls especially along bike routes. The existing one at Victory and McKay has operated successfully for the past 13 years. There have been no reported crashes at Victory and McKay within the last 5 years.

To: Traffic Safety Committee  
From: Director Engineering  
Re: Traffic Concerns along Victory Street  
2019 May 27 Page 4

Other observations include some landscaping encroachments on City boulevards at intersections. These encroachments may impair the visibility for road users and homeowners will be requested to remove or trim their landscaping to enhance safety.

## CONCLUSIONS

In response to concerns about increasing traffic volumes and speeds along Victory Street, traffic data was collected and an assessment was completed. The findings showed that the volume of traffic along Victory Street was consistent with its classification as a Local Collector. Traffic speeds were also found to be within expectations with the majority of vehicles travelling at or below 51 km/h. Field observations indicated some problems with the observance of the 4-way stop controls at the intersection of Victory/Frederick and at Victory/Waverley. Traffic circles at both intersections are recommended to replace the existing 4-way stop sign to enhance safety and improve the route for cyclists. These changes will be included in the 2020 Engineering Capital Plan for design and implementation at an estimated cost of about \$55,000 per traffic circle. In the meantime, the RCMP will be requested to monitor and enforce the stop regulations as appropriate. Measures will also be taken to remove landscaping encroachments on City boulevards that impact traffic safety.



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

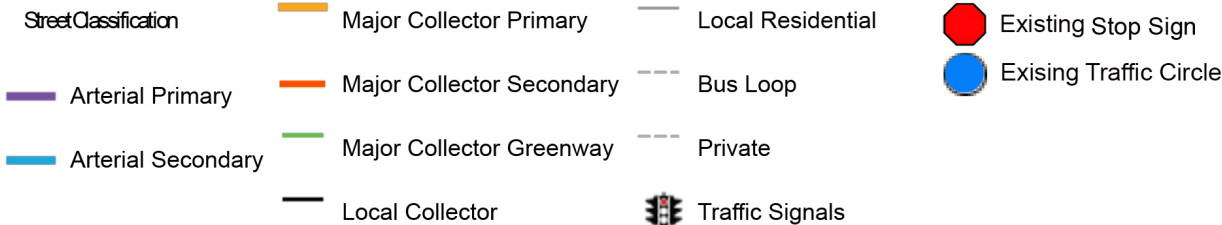
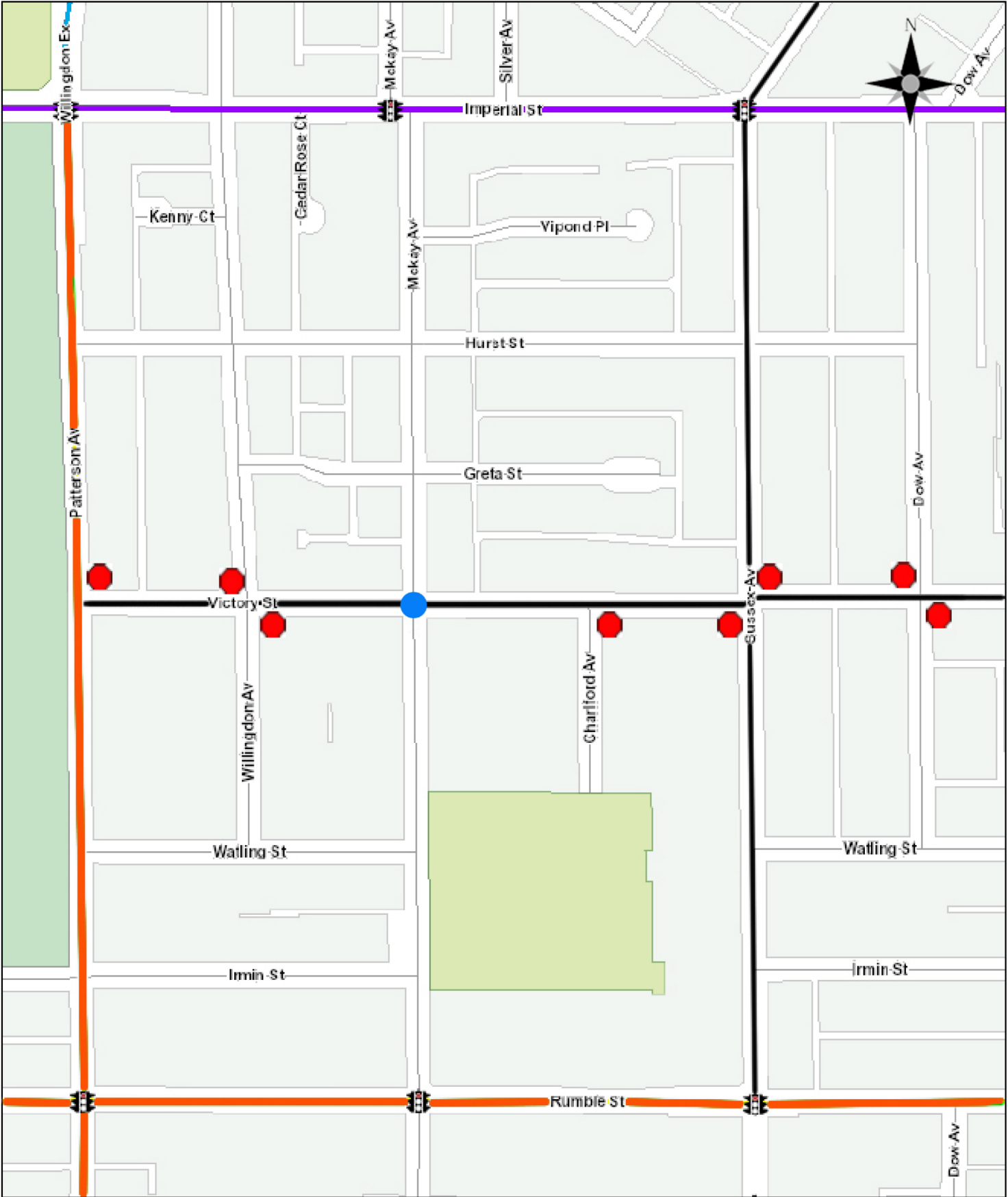
DL/ac

Attachments

Copied to: City Manager  
Director Planning and Building  
Director Public Safety & Community Services  
RCMP - OIC Burnaby Detachment Chief Supt. Deanne Burleigh

Figure 1 - Victory Street (Patterson - Dow)

4.a)



# Figure 2 - Victory Street (Dow - Nelson)

4.a)

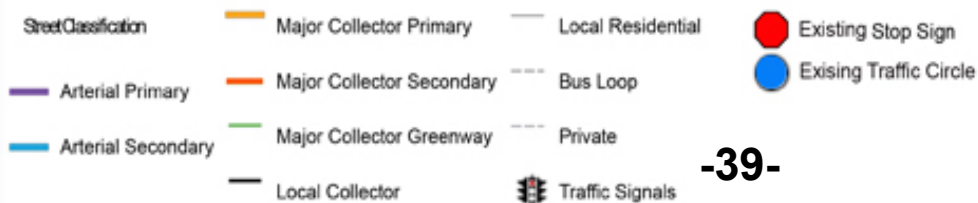
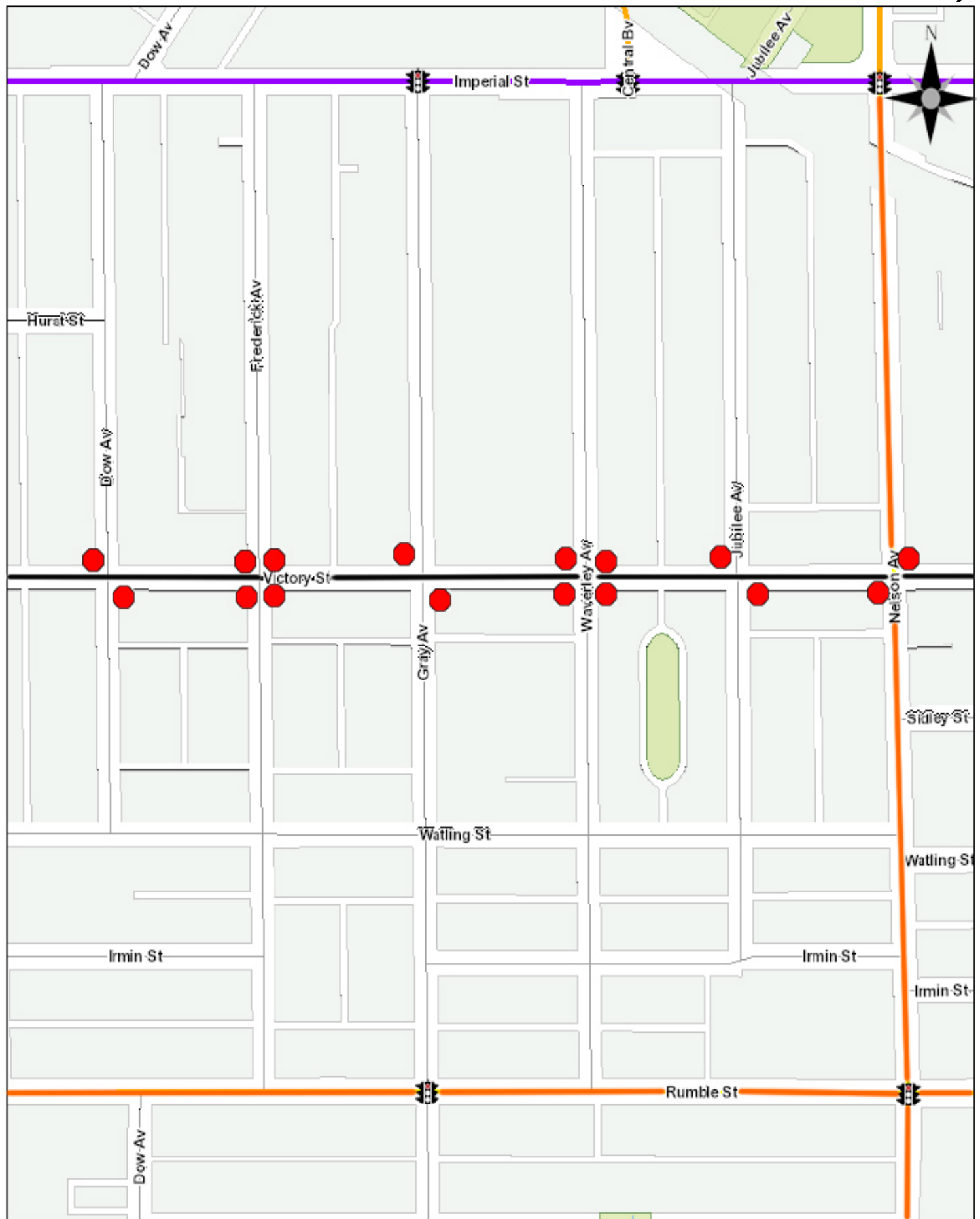


Figure 3 - Victory Street (Nelson - Antrim)

4.a)



Street Classification

Arterial Primary

Arterial Secondary

Major Collector Primary

Major Collector Secondary

Major Collector Greenway

Local Collector

Local Residential

Bus Loop

Private

Traffic Signals

Existing Stop Sign

Existing Traffic Circle



Meeting 2019 June 05

## COMMITTEE REPORT

**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2018 May 27

**FROM:** DIRECTOR ENGINEERING

**FILE:** 38000 20  
*Ref: Traffic Safety*

**SUBJECT:** 2019 TRAFFIC SAFETY INITIATIVES

**PURPOSE:** To inform the Committee about various traffic safety initiatives being implemented in 2019.

---

**RECOMMENDATION:**

1. **THAT** the Committee receive this report for information.

**REPORT**

**INTRODUCTION**

The City receives and reviews numerous requests for traffic safety improvements on an ongoing basis. In addition, intersection crash history and potential problem areas are monitored for possible traffic safety enhancements. Based on reviews to date, a number of safety improvements have been prioritized for implementation. This report provides information on the traffic safety improvements planned for this year. Significant improvements such as pedestrian crossing upgrades or intersection enhancements are generally funded from the 2019 Capital Budget. Minor improvements such as the addition of stop signs, wheelchair ramps and bus stop pads are generally funded from the 2019 Operating Budget. The exact implementation timing will be based on the scheduling of resources to do the work.

**POLICY**

The planned traffic safety initiatives for 2019 are aligned with the City of Burnaby Corporate Strategic Plan by supporting the following goal and sub-goal of the plan:

- A Safe Community
  - Transportation safety –  
Make City streets, pathways, trails and sidewalks safer

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## DISCUSSION

A list of the planned 2019 traffic safety initiatives is provided below. Figures 1 and 2 highlight their general location based on the numbered list.

### Traffic Signals

Traffic signals are used to control right-of-way at intersections among the various users. Traffic signals are installed when warranted based on guiding principles from the Transportation Association of Canada. Factors include crash history, traffic and pedestrian volumes, congestion, roadway classification, roadway characteristics, and surrounding road network context. Traffic signal installations planned for this year are listed below.

1. Government St/Cardston Ct (upgrade pedestrian signal to traffic signal)
2. Lake City Way/Enterprise St (pedestrian signal)
3. Byrne Rd/Market Crossing (traffic signal)
4. Canada Way/Elwell St (pedestrian signal)
5. Gilley Ave/Beresford St (pedestrian signal)
6. Norland Ave/Ledger Ave (traffic signal)
7. Kensington Ave at Bill Copeland Sports Centre/Fortius (traffic signal)

### Crosswalk Upgrades

Enhanced pedestrian or bike crossings are warranted when there is some difficulty in crossing because of relatively high traffic speeds, high number of pedestrians crossing, wide roadways, poor motorist behaviour, or where visibility may be limited. The majority of the crossing upgrades recommended involve the installation of Rectangular Rapid Flashing Beacons (RRFB). RRFBs have proven to be an effective and economical upgrade to existing marked crosswalks where a pedestrian signal is not warranted. The roadside mounted flashing beacons, when activated, help alert motorists to pedestrians waiting to cross or are already in the crosswalk. They are suitable for two-lane roads with 50km/h speed limits. Crosswalk upgrades planned for this year are listed below.

8. Halifax St/Augusta Ave (upgrade solar RRFB to permanent AC RRFB)
9. Holdom Ave/Frances St (RRFB upgrade)
10. BC Parkway trail/Macpherson Ave (RRFB upgrade)
11. BC Parkway trail/Patterson Ave (RRFB upgrade)
12. BC Parkway trail/Nelson Ave (RRFB upgrade)
13. North Fraser Way/4300 Block (RRFB upgrade)
14. North Fraser Way/3900 Block (RRFB upgrade)
15. Duthie Ave/Greystone Dr (RRFB upgrade)
16. Marine Dr/Greenall Ave (temporary solar RRFB)
17. Winston St/Greenwood St (temporary solar RRFB)
18. Deer Lake Ave/Century Park Wy (temporary solar RRFB)



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- 19. Rosser Ave/Lougheed Hwy (curb bulges on Rosser Ave)**
- 20. Beresford St/Antrim Ave (median refuge along Beresford St)**
- 21. 16<sup>th</sup> Ave/Coldicutt St (median refuge along 16<sup>th</sup> Ave)**

## **Stop Signs**

Stop signs are used to control right-of-way conflicts at intersections. For multi-way stops, guiding principles from the Transportation Association of Canada include: relatively balanced traffic volumes from all directions, where a crash problem exists, where there may be sight line problems, and where there are excessive delays for the minor roadway. Although they are not a speed control device, they do impact the speed of vehicles at the intersection. All-way stop controls planned for this year are listed below.

- 22. Salisbury Ave/Arcola St**
- 23. Bennett St/Marlborough Ave**
- 24. Beresford St/Antrim Ave**

## **Intersection Improvements**

### **25. Marine Way/Byrne Rd**

Due to the high volume of eastbound left turns at Marine Way and Byrne Rd, dual eastbound left turn bays and associated traffic signal adjustments are planned to help reduce congestion and delays at this intersection.

### **26. Still Creek Dr/Eastbrook Pwy**

The three-way stop controlled intersection of Still Creek Dr/Eastbrook Pwy experiences significant congestion during peak periods due to high volumes of commuter traffic as well as traffic generated from nearby businesses. A roundabout was planned last year to replace the stop signs to improve traffic operations. The design has now been completed and construction will begin this year.

### **27. 10<sup>th</sup> Ave/Cariboo Rd**

Eastbound traffic turning left from 10<sup>th</sup> Ave to Cariboo Rd is experiencing delays and congestion. A painted eastbound left turn bay and dedicated left turn signal phase is planned to help mitigate the problems. Work includes some curb adjustments on the northwest corner of the intersection.

### **28. Eastlake Dr/Production Way**

East-west painted left turn bays are planned on Eastlake Dr at Production Way to better organize traffic movements and enhance safety.

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## Other Roadway Improvements

### 29. Sidewalks & Urban Trails

Approximately 2 km of new sidewalks and urban trails are planned this year as part of the City's Capital Infrastructure Budget. This includes sidewalks at the following locations:

- a. **Stanley Street (Canada Way to 6<sup>th</sup>)** – sidewalk installed as part of the Interim Street Upgrade Strategy.
- b. **Kensington Ave (Joe Sakic Way to 420m north)** – urban trail installed on the west side of Kensington Ave.
- c. **Ridge Drive (Barnet Rd to Inlet Dr)** – sidewalk installed as part of a road upgrade project.
- d. **Macpherson (Rumble to Neville)** – sidewalk installed as part of the Local Area Service Program.
- e. **Thunderbird Crescent (at Production Way)** – sidewalk installed on Thunderbird Crescent as part of the Local Area Service program.

### 30. Wheelchair Ramps

Work to improve pedestrian accessibility is planned with the ongoing installation of sidewalk wheelchair ramps throughout the City. This year about 100 wheelchair ramps are proposed at existing sidewalk locations where wheelchair ramps are missing. Priority is given to locations where requests have been received from users with accessibility needs and near transit stops.

### 31. Bus Stop Upgrades

Work to improve bus stop accessibility is planned with the ongoing installation of concrete pads at bus stops to make them wheelchair accessible. This year about 20 pads are proposed at various locations based on public requests and input from Coast Mountain Bus Company. Currently about 70% of all bus stops in Burnaby are wheelchair accessible.

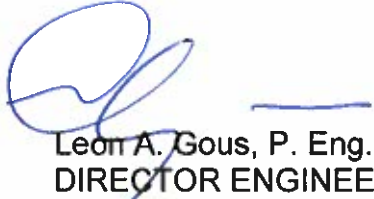
## CONCLUSIONS

Several traffic safety and operational improvements are being implemented in 2019 as outlined in this report. They are a result of public requests and ongoing engineering reviews. Adjustments to the list may be made as circumstances require and resources allow. Staff will be providing updates to individuals who have requested any of the specific initiatives listed.

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The majority of the initiatives are funded from either the approved 2019 Capital Budget or the 2019 Operating Budget. Request for funding contributions from TransLink and ICBC's Traffic Safety Program will be sought where applicable to help offset some of the costs.

This report is submitted to the Committee for information.



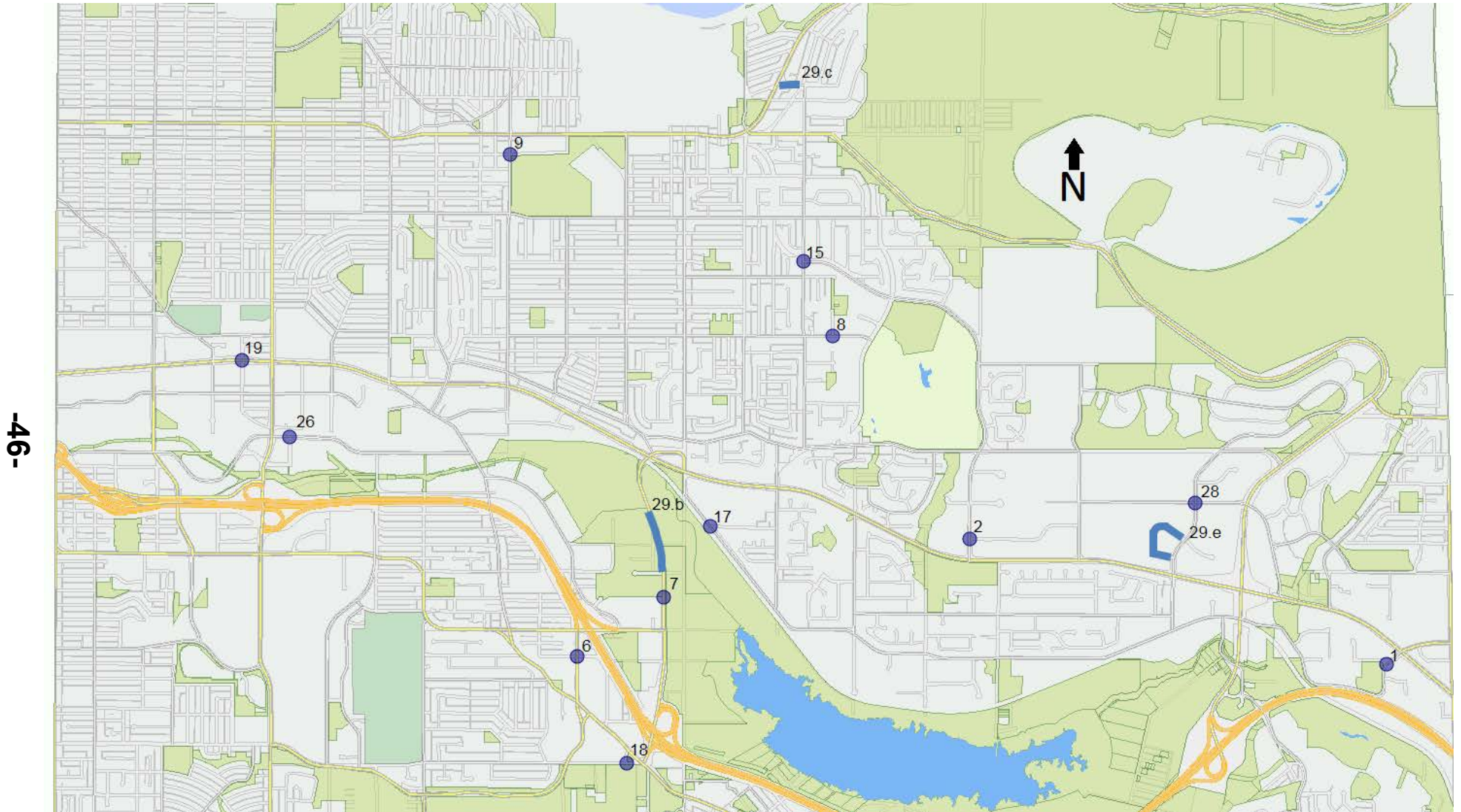
Leon A. Gous, P. Eng., MBA  
DIRECTOR ENGINEERING

DL/ac

Attachments

Copied to: City Manager  
Director Public Safety and Community Services  
Director of Planning and Building  
RCMP - OIC

**Figure 1: 2019 Traffic Safety Initiatives (North)**





**Figure 2: 2019 Traffic Safety Initiatives (South)**

