



TRAFFIC SAFETY COMMITTEE

NOTICE OF OPEN MEETING

DATE: WEDNESDAY, 2019 SEPTEMBER 04

TIME: 6:00 PM

PLACE: Council Chamber, Burnaby City Hall

A G E N D A

1.	<u>CALL TO ORDER</u>	<u>PAGE</u>
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b)	Burnaby School District 41 Re: School Traffic Calming Speakers: Bill Brassington, School Trustee Jen Mezei, School Trustee	20
c)	Lawrence and Kim Makaseff Re: Pedestrian Activated Flashing Warning Light and Crosswalk at Portland Street and Gilley Avenue Speakers: Lawrence and Kim Makaseff and David Sutherland	21 <i>x-ref 4.a)</i>
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TRAFFIC SAFETY COMMITTEE

MINUTES

An Open meeting of the Traffic Safety Committee was held in the Council Chamber, City Hall, 4949 Canada Way, Burnaby, B.C. on Wednesday, **2019 June 05** at 6:00 p.m.

1. CALL TO ORDER

PRESENT:

- Councillor Dan Johnston, Chair
- Councillor Paul McDonell, Vice Chair
- Mr. Leaf Alifu, Citizens' Representative
- Trustee Christine Cunningham, Burnaby Board of Education
- Ms. Grace Lai, Citizens' Representative
- Ms. Lindy McQueen, Citizens' Representative
- Mr. Saeed Michael Nasiryan Sr., Citizens' Representative
- Mr. Cory Redekop, Burnaby Board of Trade
- Ms. Sue Tench, Citizens' Representative

ABSENT:

- Councillor James Wang, Member
- Ms. Stace Dayment, District Parent Advisory Council
- Mr. Tom Webster, ICBC

ADVISORY ORGANIZATION: Mr. Ken Robb, Burnaby HUB

STAFF:

- Mr. Doug Louie, Assistant Director Engineering, Transportation Services
- Mr. Stu Ramsey, Manager, Transportation Planning
- Ms. Lauren Cichon, Administrative Officer

The Chair called the meeting to order at 6:01 p.m.

The Chair acknowledged the unceded, traditional, and ancestral lands of the hə́n̓qə́m̓iḥə́m̓ and sk̓wx̓wú7mesh speaking people, and extended appreciation for the opportunity to hold a meeting on this shared Coast Salish territory.

MINUTES

As this is the first meeting of the traffic safety committee, there are no previous minutes to adopt.

2. **DELEGATION**

MOVED BY TRUSTEE CUNNINGHAM
SECONDED BY COUNCILLOR MCDONELL

THAT the delegation be heard.

CARRIED UNANIMOUSLY

- a) **Thomas Hasek**
Re: Traffic Calming Measures on Victory Street
Speaker: Thomas Hasek

Mr. Thomas Hasek, appeared before the Committee and provided a PowerPoint presentation regarding traffic calming measures on Victory Street, and suggested the following traffic calming improvements:

- reduce motor vehicle numbers;
- discourage rat running;
- lower the speed limit;
- crossing lights at Nelson Avenue and Royal Oak Avenue;
- standardize bike routes; and
- eliminate dead ends.

The delegation expressed the following concerns:

- no traffic calming measures on Nelson Avenue to Waverley Avenue;
- rat running when Imperial Street and/or Rumble Street are too busy or slow;
- traffic safety concerns with students at Nelson Elementary School and children at Ledingham Park;
- Jubilee Avenue and Victory Street intersection is uncontrolled;
- stop signs being occasionally ignored; and,
- two accidents in the past year at Gray Avenue and Victory Street.

The delegation further requested the following improvements for the Victory Street Bikeway:

- traffic circle at Jubilee Avenue and Victory Street intersection;
- speed humps between Nelson Avenue and Waverley Avenue;
- speed limit signs, as appropriate;
- 30 km/h speed limits on bikeways;
- 40 km/h speed limits on residential streets; and,
- RCMP enforcement.

In addition to Mr. Hasek's presentation, the presenter submitted an additional letter expressing concerns regarding the above-noted issues.

Staff advised the City Transportation Plan is being updated.

The Chair requested that item 4(a) Report re: Traffic Concerns along Victory Street be brought forward for consideration at this time.

MOVED BY MS. MCQUEEN
SECONDED BY MR. NASIRYAN SR.

THAT the report item 4(a) be brought forward for consideration at this time.

CARRIED UNANIMOUSLY

4. **REPORT**

MOVED BY COUNCILLOR MCDONELL
SECONDED BY MR. NASIRYAN SR.

THAT the report be received.

CARRIED UNANIMOUSLY

a) **Report from the Director Engineering** **Re: Traffic Concerns along Victory Street**

The Director Engineering submitted a report responding to request for traffic calming measures along Victory Street.

The Director Engineering recommended:

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.

MOVED BY MS. MCQUEEN
SECONDED BY COUNCILLOR MCDONELL

THAT the recommendations of the Director Engineering be adopted.

CARRIED UNANIMOUSLY

The normal order of the agenda resumed.

3. CORRESPONDENCE

MOVED BY MR. REDEKOP
SECONDED BY MS. TENCH

THAT the correspondence be received.

CARRIED UNANIMOUSLY

a) Correspondence from RoadSafetyBC
Re: Intersection Safety Camera Speed Activation Project

Correspondence was received from Ms. Patricia Boyle, Assistant Deputy Minister and Superintendent of Motor Vehicles, RoadSafetyBC, advising that the Province has installed red light cameras at 140 of BC's most crash prone and dangerous intersections. The writer has advised there will be added technology at 35 identified Intersection Safety Camera (ISC) locations to ticket speeding vehicles passing through intersections on red, yellow or green lights. The author advised the new cameras will be installed in early 2019, and will be completed by mid-2019. The ISC locations can be found at: <https://www.icbc.com/road-safety/community/Pages/intersection-safety-camera-program.aspx>.

Staff advised there will be three ISC locations in Burnaby:

1. Kingsway and Boundary Road;
2. Kingsway and Royal Oak Avenue; and
3. Willingdon Avenue and Deer Lake Parkway.

Staff further advised the penalty will be determined by the motorist's speed, and that the City will be installing speed limit signs at the above-noted intersections in July.

b) Correspondence from Thomas Hasek
Re: Traffic Calming Measures on Victory Street

Correspondence was received from Mr. Thomas Hasek regarding traffic calming measures on Victory Street.

The concerns expressed by the writer were discussed under item 2(a) - Delegation of the agenda.

c) Correspondence from Nicole Lefroy
Re: Road Safety Concerns for Stoney Creek Elementary School

Correspondence was received from Ms. Nicole Lefroy expressing road safety concerns for Stoney Creek Elementary School, and the volume of vehicles speeding and running red lights at the intersection of Beaverbrook Drive and Beaverbrook Crescent. The writer is requesting the City to install a raised crosswalk, and consider a traffic camera to help alleviate vehicles speeding and running red lights.

Staff advised traffic volumes and speeds will be monitored at the intersection of Beaverbrook Drive and Beaverbrook Crescent, and ensure there are no visual obstructions.

Staff undertook to investigate a feasibility to reconfigure the intersection by installing corner bulges to narrow the pedestrian crossing distance.

d) Correspondence from Jeff Amadeo
Re: Road Safety Concerns at Beaverbrook Drive and Beaverbrook Crescent

Correspondence was received from Mr. Jeff Amadeo expressing road safety concerns at Beaverbrook Drive and Beaverbrook Crescent. Mr. Amadeo expresses concerns for kids and parents walking to and from Stoney Creek Elementary School, increased traffic, and reckless motorists. The writer suggested the concerns can be addressed by installing speed bumps, improving the signage, and for the RCMP to observe and watch the traffic during peak periods.

The concerns expressed by the writer were discussed under item 3(c) of the agenda.

e) Correspondence from Leo Buonassisi
Re: Speed Bumps Adjacent to Edmonds Park along Elwell Street

Correspondence was received from Mr. Leo Buonassisi expressing concern regarding the motorists exceeding the speed limit on Elwell Street, running along the northwest side of Edmonds Park. The writer advised there is minimal signage along the park, and the speed limit is being ignored. Mr. Buonassisi is requesting the City to install speed bumps on the northwest side of Edmonds Park. The writer submitted a petition containing 18 signatures.

The petition read as follows:

“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.”

Staff advised additional temporary playground zone signs with 30 km/h speed limits will be installed along Elwell Street. Additionally, staff undertook to investigate installing curb bulges or traffic circles to help slow down vehicles on Elwell Street.

f) Correspondence from Rob Piwko
Re: Speeding on Inlet Drive

Correspondence was received from Mr. Rob Piwko expressing concerns regarding speeding vehicles on Inlet Drive. The writer expressed safety concerns of speeding vehicles near two pedestrian controlled intersections. The writer is requesting the City to install digital flashing radar speed signs, and posting the speed limits. Mr. Piwko recommended having a sign for vehicles travelling eastbound right after the Ridge Drive intersection, and for westbound traffic before the Bayview Drive intersection.

Staff advised speed reader boards will be installed along Inlet Drive, together with continued enforcement by the RCMP.

g) Correspondence from Kraig Molina
Re: Visibility Issues around 3700 Block of Godwin Avenue
and Parking Issues around 5900 Block of Woodsworth Street

Correspondence was received from Mr. Kraig Molina expressing concern with visibility issues on the portion of the City boulevard on the 3700 block of Godwin Avenue between the 5900 block of Woodsworth Street, and the lane access. The writer also expressed concerns of noncompliance of parking regulations around the 5900 block of Woodsworth Street, and obstructed view.

Mr. Molina has suggested the following for the above-noted issues:

- assessing the intersections to mitigate pedestrian and vehicle safety hazards;
- removing offending structures;
- restoring the grass boulevard;
- installing additional signage to help drivers; and,
- enforcing the parking bylaw to the 5900 block of Woodsworth Street.

Staff undertook to contact the writer to review and discuss the specific concerns.

h) Correspondence from Ylya Malek
Re: Installation of Crosswalk on Alpha Avenue and Dawson Street

Correspondence was received from Ylya Malek requesting the installation of a crosswalk on Alpha Avenue and Dawson Street.

The writer submitted a petition containing 105 signatures from the residents of 2378 Alpha Avenue.

Staff advised a signal is anticipated to be installed next year as part of the adjacent developments.

i) Memorandum from the Officer in Charge, RCMP
Re: Graveley Street and Willingdon Avenue Traffic Safety Concerns

A memorandum was received from the Officer in Charge, Burnaby RCMP, responding to traffic safety concerns at Graveley Street and Willingdon Avenue.

Staff advised periodic enforcement will be implemented in the area.

Mr. Alifu left the meeting at 7:38 p.m. and returned at 7:44 p.m.

j) Memorandum from the Officer in Charge, RCMP
Re: Taylor Park Elementary School Traffic Safety Concerns

A memorandum was received from the Officer in Charge, Burnaby RCMP, responding to Taylor Park Elementary School traffic safety concerns.

Staff undertook to conduct a further evaluation at Griffiths Drive and Southpoint Drive near Taylor Park Elementary School.

4. REPORTS

MOVED BY COUNCILLOR MCDONELL
SECONDED BY MR. NASIRYAN SR.

THAT the report be received.

CARRIED UNANIMOUSLY

**b) Report from the Director Engineering
Re: 2019 Traffic Safety Initiatives**

A report was received from Director Engineering informing the Committee about various traffic safety initiatives being implemented in 2019.

The Director Engineering recommended:

1. THAT the Committee receive this report for information.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY MR. NASIRYAN SR.

THAT the recommendation of the Director Engineering be adopted.

CARRIED UNANIMOUSLY

The Committee inquired when the traffic signal would be installed at Byrne Road and Market Crossing.

Staff advised it is undetermined at this time when the traffic signal would be installed.

Trustee Cunningham left the meeting at 8:06 p.m. and returned at 8:07 p.m.

The Committee inquired if the crosswalk upgrade can be at the intersection of Marine Drive and Joffre Avenue, instead of Marine Drive and Greenall Avenue.

Staff undertook to investigate.

The Committee requested to have a traffic count before and after the roundabout is installed at Still Creek Drive and Eastbrook Parkway.

Staff undertook to follow up.

5. NEW BUSINESS

Saeed Nasiryan Sr. – Lowering Speed Limits

Mr. Nasiryan Sr. inquired to lowering speed limits to 10 km/h in areas within parks and school zones, and 30 km/h in residential areas.

Staff advised this could be considered as part of the City Transportation Plan, and public input would have to be collected.

Saeed Nasiryan Sr. – Pedestrian Safety at Central Boulevard near Metrotown

Mr. Nasiryan Sr. inquired having safety rails installed on the south side of Central Boulevard at the bus stops and the bus loop near the Metrotown Skytrain station for pedestrian safety.

Staff advised there would be a challenge with buses not having the same door locations, and would be an operational issue.

Staff undertook to contact Translink regarding installing safety rails at this location, and other locations in the City.

Saeed Nasiryan Sr. – Brentwood Mall Construction

Mr. Nasiryan Sr. suggested having large developers at the Brentwood Mall construction site to have shuttles to and from the site for employees due to the parking challenges in residential areas.

Staff advised shuttles are being provided for the workers to and from the Brentwood Mall construction site. Staff further advised there are restrictions with the shuttles such as workers needing to bring tools and trucks to the work site.

Lindy McQueen – Imperial Avenue and Walker Avenue

Ms. McQueen noted the intersection of Imperial Avenue and Walker Avenue gets backed up to Humphries Avenue around the start and end of school, and is currently a 4-way stop. Ms. McQueen advised there is a crossing guard at Morley Street and Walker Avenue, and suggested there should be a paid crossing guard at Imperial Avenue and Walker Avenue.

Staff undertook to investigate if there is a need to change the 4 way stop to another alternative, or if it needs to be upgraded to a signal.

Lindy McQueen – Sprott Avenue and Kensington Avenue

Ms. McQueen advised there was a vehicle on Sprott Avenue heading towards Kensington Avenue, and turned left onto the Trans-Canada Highway.

Staff advised this road is under the jurisdiction of Ministry of Transportation and Infrastructure. Staff further advised this matter is an ongoing issue, and tickets have been issued.

6. INQUIRIES

There were no inquiries brought before the Committee at this time.

7. ADJOURNMENT

MOVED BY COUNCILLOR MCDONELL
SECONDED BY MS. TENCH

THAT the Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open meeting adjourned at 8:35 p.m.

Lauren Cichon
ADMINISTRATIVE OFFICER

Councillor Dan Johnston
CHAIR



604.558.2002
bikehub.ca



08 July 2019

Traffic Safety Committee
c/o Office of the City Clerk
4949 Canada Way
Burnaby, BC V5G 1M2

Dear Chair and Members of the Traffic Safety Committee,

As part of our ongoing community involvement, I would like to request that a delegation from the Burnaby committee of HUB Cycling be accepted to present at the 4 September 2019 Traffic Safety Committee meeting.

I will present on the topic of safer intersection designs for Town Centre Streets.

Currently, the delegation will be comprised of just myself.

Sincerely,

Moreno Zanotto

28 August 2019

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

RE: Protected Intersections for Town Centre Streets

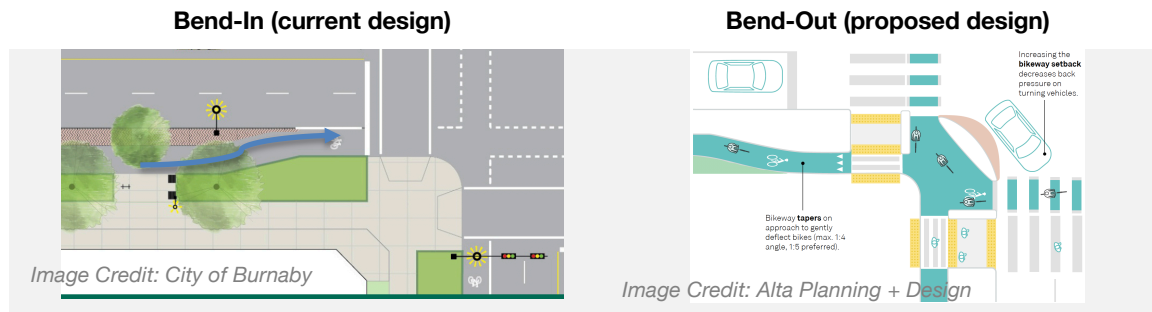
Dear Chair and Members of the Traffic Safety Committee,

The City of Burnaby has developed design standards to enhance the quality of the public realm and advance the goals of Burnaby's social, environmental, and economic sustainability. These design standards are being applied to new and existing streets in the City's four Town Centres (Brentwood, Metrotown, Lougheed, and Edmonds). The standards include the provision of cycle tracks: bicycle only lanes physically separated from motor vehicle and pedestrian traffic.

The inclusion of space for cycling on Town Centre streets is an important step to increasing the safety and comfort for people travelling by bicycle. Recognising that intersections are collision hot-spots, improving intersection safety and comfort is of highest priority. **To support improved intersection safety and comfort, we recommend the City adopt the protected intersection geometry in the design standards for Town Centre streets** (*Public Realm Design Standards for Town Centre Streets* [PL 37500-01; 2015 January 14]).¹

Background

Currently, the Town Centre standards use a 'bend-in' design that truncates the street buffer and positions people cycling back on the roadway next to motor vehicles; an approach suited to constrained corridors not applicable to the Burnaby context (Figures 1 and 2).¹² This lack of protection approaching the intersection exposes people to stressful interactions with turning motor vehicles and leaves cyclist turning movements unsupported. The protected intersection (using a 'bend-out' intersection approach) separates vulnerable road users from motor vehicles and provides queueing spaces that accommodates bicycle turning movements.



Figures 1 and 2: Two cycle track intersection approach design options.

Protected Intersection Design & Operations

While cycle tracks improve intersection safety for cyclists,² intersections remain overrepresented in Cyclist-Motor Vehicle (C-MV) collision statistics and innovative design solutions are needed to protect people on bicycles at these locations.^{3,4} Preliminary evidence suggests protected (recessed) intersections coupled with operational changes, such as separate bicycle signal phasing and prohibiting right-turns on red⁵, can reduce or eliminate conflicts between people cycling and driving (Figure 3).^{6,7} In addition to minimising conflicts between road users, the design improves safety by reducing motor vehicle speeds at conflict points, clarifying right-of-way, and improving motorists' visibility of cyclists and pedestrians.⁸ The protected intersection geometry can also improve safety by making the intersection *feel* safer which supports higher bicycle volumes leading to a decrease in bicycle crash risk via the safety-in-numbers effect.⁹ Pedestrians also benefit as the design supports very high motorist yielding rates (by reducing turning speed) and a reduced crossing distance.^{10,11}

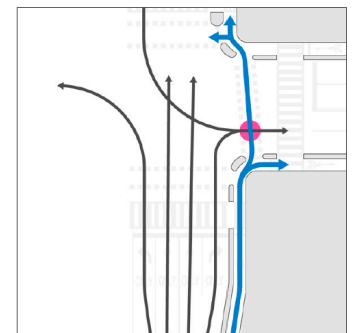


Figure 3. Protected intersections reduce conflicts to at most a single point.





The City of Burnaby has an opportunity to create protected intersections along most Town Centre streets by using the right of way from adjacent land parcels during redevelopment. This approach is being used in Surrey, where in 2017, the City adopted design standards for City Centre streets that included cycle tracks and protected intersections.¹³

Protected Intersections bring the physical protection of cycle tracks to the intersection crossing (Figure 4). A collection of design elements makes two-stage left-turns simple and low-stress, right-turns protected and fast, and straight through movements that minimise or eliminate conflicts from turning cars.^{3,11} The protected intersections is the preferred design treatment for All Ages and Abilities (AAA) cycling infrastructure at the junction of major streets.⁸

The protected intersection geometry features four key design elements that improves the safety and comfort of people cycling and walking.¹⁴

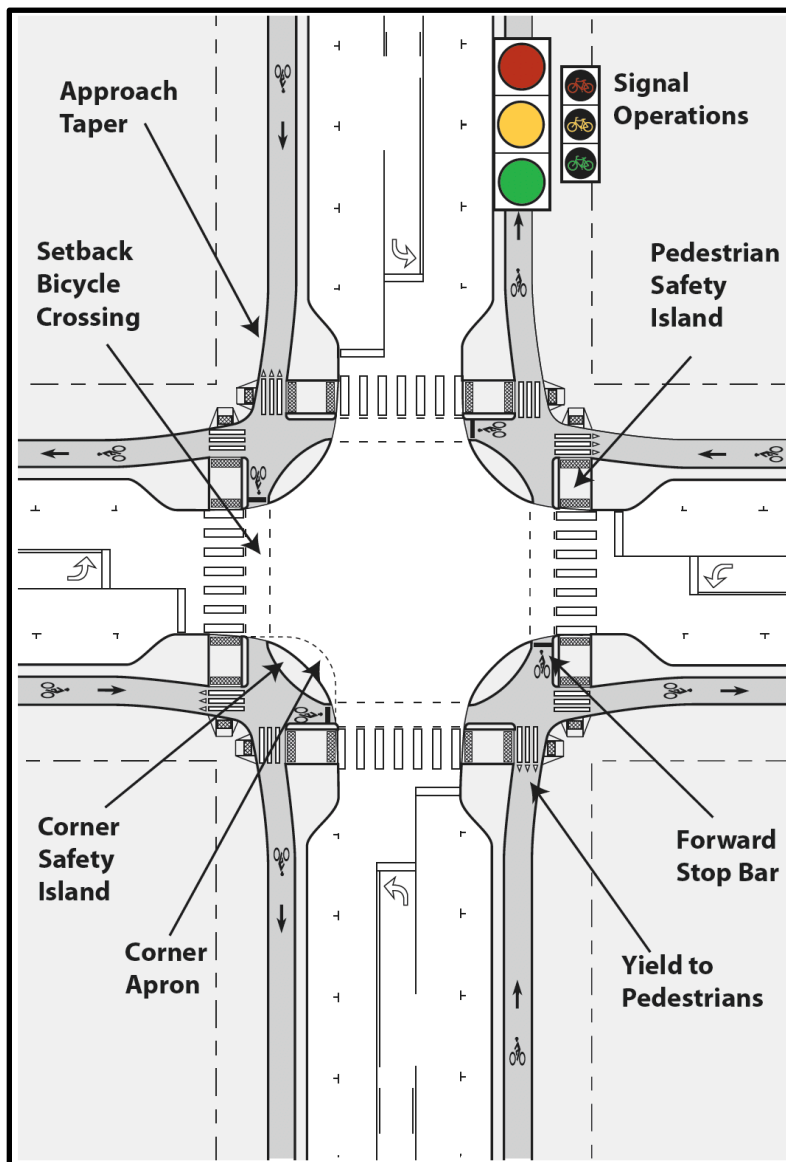


Figure 4. A protected intersection geometry with key elements highlighted. *Image credit Alta Planning & Design.*³

1. Corner Safety Island

A corner island physically separates people cycling from the roadway; providing a safe and comfortable refuge area for cyclists to queue. The corner islands also help to slow right-turning cars; important for safety with permissive right-turns signalisation.

2. Forward Stop Bar

A stop location for cyclists advanced 10 to 15 metres ahead of the stop location for cars puts people ahead of and in clear view of drivers. The forward queuing area shortens the crossing distance and when coupled with a right-turn on red restriction, allows queued cyclists to clear the intersection before interacting with right-turning motor vehicles.

3. Setback Crossings & Tapered Intersection Approach

A setback crossing of 5-6 m provides space for a driver to queue outside of their travel lane and before the bicycle crossing. The setback improves motorist sightlines of cyclists with an approach angle closer to 90 degrees. The bend-out (tapered) approach laterally shifts cyclists to align with the setback and provides generous space for pedestrians to queue before crossing the road.¹¹

4. Protected Bicycle Signal Phasing

Finally, protected (and concurrent) bicycle signal phasing, a Leading Bicycle Interval (LBI), or All Directions Green signal phasing can minimise or eliminate conflicts and stress between people cycling and turning motor vehicles.¹¹



Conclusions

Cycling collisions frequently occur at intersections where turning vehicles strike cyclists with right-of-way.

Protected intersections can reduce or eliminate conflicts between turning vehicles and people walking and cycling. The geometry facilitates protected right-turns and easy two-stage left turns.

Town Centre streets are being rebuilt through the rezoning process where space is available for cycle tracks and protected intersection treatments. New re-zonings at major street intersections that fail to include protected intersections will cause decades of additional delay to the creation of a continuous and cohesive cycle network suitable for people of all ages and abilities.

Incorporating the protected intersection design in the City of Burnaby's Town Centre Design Standards will ensure this treatment is consistently applied at the intersection of major streets in Burnaby's four Town Centres.

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

Sincerely,

Moreno Zanutto and Cathy Griffin
Co-Chairs
HUB Burnaby
burnaby@bikehub.ca



References

1. City of Burnaby. *Public Realm Design Standards for Town Centre Streets*. Burnaby, BC, https://eagenda.burnaby.ca/sirepub/view.aspx?cabinet=published_meetings&fileid=6118 (2015).
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3. Alta Planning + Design. *Lessons Learned: Evolution of the Protected Intersection*, https://altaplanning.com/wp-content/uploads/Evolution-of-the-Protected-Intersection_ALTA-2015.pdf (2015).
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6. Madsen TKO, Lahrmann H. Comparison of five bicycle facility designs in signalized intersections using traffic conflict studies. *Transp Res Part F Traffic Psychol Behav* 2017; 46: 438–450.
7. Schepers JP, Kroeze PA, Sweers W, et al. Road factors and bicycle-motor vehicle crashes at unsignalized priority intersections. *Accid Anal Prev* 2011; 43: 853–861.
8. Province of British Columbia. *British Columbia Active Transportation Design Guide*. 2019th ed., <https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/cycling-infrastructure-funding/active-transportation-design-guide> (2019).
9. Saad M, Abdel-Aty M, Lee J, et al. Bicycle Safety Analysis at Intersections from Crowdsourced Data. *Transp Res Rec J Transp Res Board* 2019; 2673: 1–14.
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12. Massachusetts Department of Transportation. *Separated Bike Lane Planning & Design Guide*. Boston, MA, <https://www.mass.gov/lists/separated-bike-lane-planning-design-guide> (2015).
13. Lamontagne J, Smith F. *Updates and Minor Amendments to the City Centre Plan*. City of Surrey, https://www.surrey.ca/files/City_Centre_Standard_Construction_Documents.pdf (2017).
14. Transportation Association of Canada. Chapter 5- Bicycle Integrated Design. In: *Geometric Design Guide for Canadian Roads*. Ottawa: Transportation Association of Canada, 2017.

28 August 2019

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

Dear Chair and Members of the Traffic Safety Committee,

Pictures, videos, and books can only go so far to teach us how protected intersections look, feel, and operate. To support experiential learning, HUB Burnaby would like to invite you to participate in a cycle tour exploring a Burnaby Town Centre intersection using the existing design standards and a Vancouver junction featuring the protected intersection geometry. We will compare and contrast design elements and user experiences to help guide improvements to cycling safety and comfort.

Our event will begin at the intersection of Willingdon Avenue and Lougheed Highway, in the heart of Brentwood Town Centre, where we will have a quick introduction to our upcoming activities. From there, we will explore the operation of this and a nearby intersection by foot and bicycle (to experience the design from the perspective of different users). We will then set off by bike to experience the protected intersection at Quebec and 1st Avenue in Vancouver. Finally, we will enjoy a complimentary lunch at Tap & Barrel Olympic Village, which will wrap-up the event.

Our cycle tour will take place on **Saturday, 19 October 2019 from 10:30-13:30**. The 3-hour (with lunch) event will include an 8.5 km (~35 min) ride between the sites along the Central Valley

Greenway that will be guided by members of HUB Burnaby. Our event will be limited to ten participants and the proposed schedule and route map are on page 2.

If you are interested in participating, please RSVP to burnaby@bikehub.ca by 25 September 2019.

Thank you,



Moreno Zanotto and Cathy Griffin

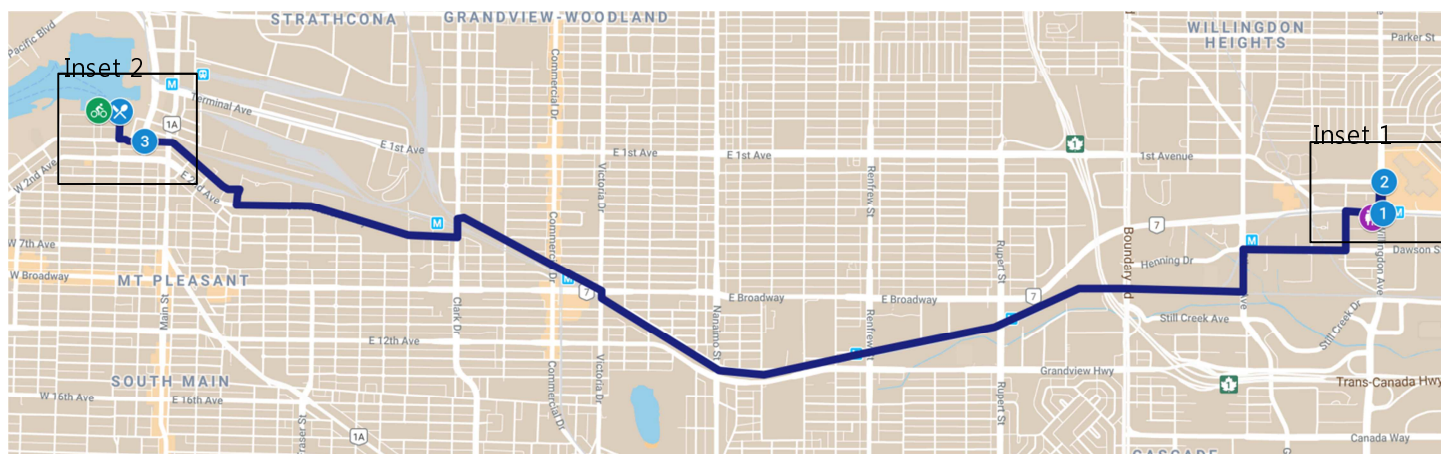
Co-chairs, HUB Burnaby

Event Schedule

Date: Saturday, 19 October 2019

Time	Activity
10:30-10:45	Meet at Willingdon & Lougheed; SW corner Sign ride waiver and receive honorarium
10:45-11:15	Explore Burnaby Town Centre Intersection Operations
11:15-11:45	Cycle to 1st & Quebec, Vancouver
11:45-12:15	Explore Protected Intersection Operations
12:15-12:30	Travel to Tap & Barrel
12:30-13:30	Complimentary Lunch (excludes alcoholic beverages)

Route Map



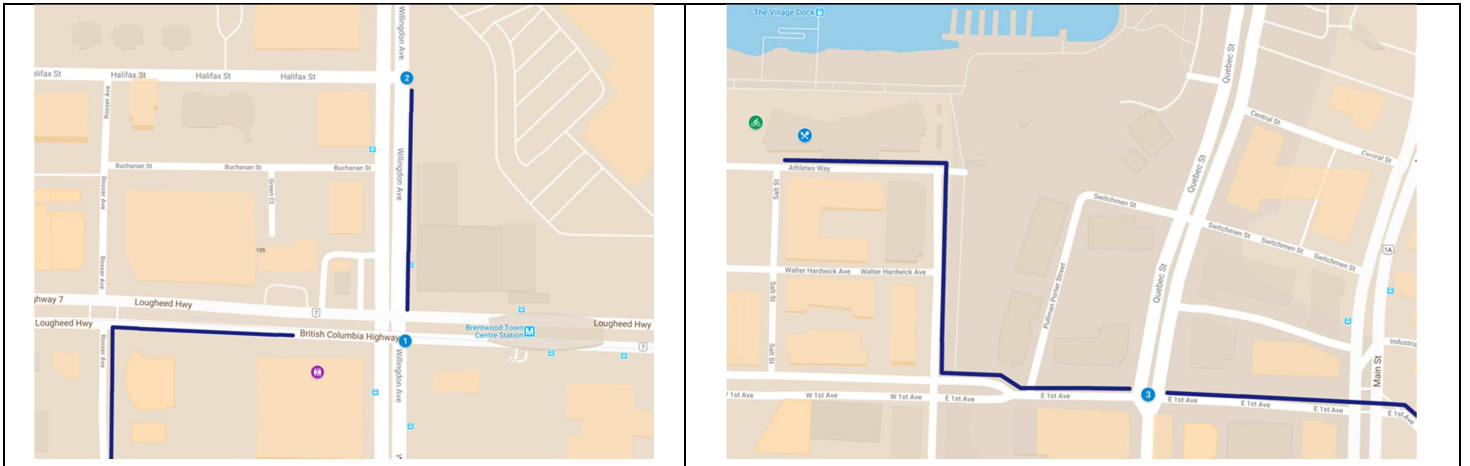
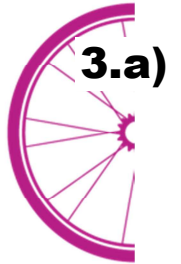
Town Centre Intersections- Inset 1

Protected Intersection- Inset 2



Your Cycling Connection

604.558.2002
bikehub.ca



August 19, 2019

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

Re: School Traffic Calming

A Trustee report was provided at the June 19, 2019 Building and Grounds Committee meeting pertaining to the City of Burnaby initiative to install speed bumps on streets surrounding community parks. The Board considered this initiative and passed the following motion:

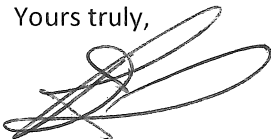
That the Board of Education write a letter to the City of Burnaby Traffic Safety Committee requesting an opportunity to discuss both the provision of speed bumps around all school sites and the extension of the hours of the 30 km/ hour speed limit.

In many cases, community parks adjoin our school sites. However, there are school sites that will not be included in the City of Burnaby initiative, which the Board believes should be reviewed. Additionally, we would like to request the Traffic Safety Committee to consider the time when school zones are in effect as many of our schools run community programs that extend beyond 5:00 pm.

The Board is requesting an opportunity to present to the Committee at the September 04, 2019 meeting.

If you have any questions or require additional information, please contact the writer.

Yours truly,



Russell A. Horswill, DBA
Secretary Treasurer

Cc Gary Wong, Chair
Bill Brassington, Trustee
Gina Niccoli-Moen, Superintendent

Lawrence and Kim Makaseff

July 24, 2019

Chair of Traffic Safety Committee
4949 Canada Way Burnaby B.C.

Attention: Joe Keithley - Counsellor, Mayor Mike Hurley, Doug Louie - Assistant Director of Engineering, Kate OConnell - City Clerk

We are respectfully submitting the enclosed petition on behalf of concerned citizens in our south Burnaby neighbourhood. We believe there is a great need for a Pedestrian Activated Flashing Warning Light and Crosswalk at the intersection of Portland St. and Gilley Ave. similar to the ones located at Gilley Ave. and Beresford St. and in front of Burnaby South Secondary School on Rumble St.

This is a crossing used by the students and Teachers from Clinton Elementary School who's Parent Advisory Council has also voiced concern and sent a letter to your office. There are many other people in the neighbourhood who use this crossing as it is a direct route to Ron McLean Park, Edmonds Skytrain Station and to Royal Oak in the other direction.

Our group of neighbours has submitted copies of this petition to you via email but we would like to give this original petition to you in person.

We look forward to the Traffic Safety Committee Meeting on September 4th, 2019 and appearing as a delegation. Lawrence and Kim Makaseff, David Sutherland are the representatives who will be speaking.

Thank you and looking forward to your reply.

Sincerely yours,

Lawrence and Kim Makaseff

Lawrence and Kim Makaseff

July 24, 2019

Attention: Joe Keithley - Counsellor, Mayor Mike Hurley , Doug Louie - Assistant
Director of Engineering, Kate OConnell - City Clerk

We are respectfully submitting the enclosed petition^{*} on behalf of concerned citizens in our south Burnaby neighbourhood. We believe there is a great need for a Pedestrian Activated Flashing Warning Light and Crosswalk at the intersection of Portland St. and Gilley Ave. similar to the ones located at Gilley Ave. and Beresford St. and in front of Burnaby South Secondary School on Rumble St.

This is a crossing used by the students and Teachers from Clinton Elementary School who's Parent Advisory Council has also voiced concern and sent a letter to your office. There are many other people in the neighbourhood who use this crossing as it is a direct route to Ron McLean Park, Edmonds Skytrain Station and to Royal Oak in the other direction.

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We look forward to the Traffic Safety Committee Meeting on September 4th, 2019 and appearing as a delegation.

Thank you and looking forward to your reply.

Sincerely yours,

Lawrence and Kim Makaseff

<i>*Petition containing 282 signatures available at the City Clerk's office</i>

June 18th, 2019

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

Dear Committee Members,

I am, for the third time, writing to bring to your attention the dangerous road conditions in my neighborhood for both cyclist and pedestrians.

My issues are:

1. Greatly increased motor vehicle traffic in the area of Eastlake and Underhill. Very large dump trucks working on the Transmountain Gas Pipeline, and many large pick up trucks, gas trucks, and motor vehicles all day long. This issue has nothing to do with the Fortis pipeline expansion occurring for the last few months. It is the issue of cars and trucks avoiding Lougheed and the large numbers of commercial buildings built in this area in the last few years. As a result there is an increase in motor vehicles and pedestrian traffic in the Underhill/Enterprise and Underhill/Eastlake areas.
2. Every morning, I ride from Forest Grove Drive, south, down Underhill to Broadway. As I wait for the light to turn green at this T intersection, I am sandwiched between motor vehicle traffic behind and beside me. There is no safe cycling infrastructure in this area. The Burnaby Mountain Urban Trail in this area is poorly maintained, at best and not close to being a useful route I would take to work.

In addition, as I ride south down the Underhill/Broadway intersection. there are pedestrians walking on the west side of Underhill going both north and south, on the road swerving between motor vehicles, myself, parked cars and a bit of a grassy verge. There is poor to limited pedestrian sidewalks on the west side of Underhill from Broadway to Enterprise.

3. The Lake City Skytrain station is extremely busy in the morning and every afternoon. Pedestrians cut across the street from the Skytrain station, generally going in a west to east direction. The truck and cars barreling down Lake City do not operate at a minimum speed. Fully loaded trailers and large trucks roll down at excess speed. There is no light to warn drivers pedestrians are walking back and forth between the Skytrain station and the gas station. This is a dangerous roadway and I have noted numerous near misses between cars and between cars/trucks and pedestrians.
4. Coming home each evening, as I cross Lougheed Highway at Lake City the Skytrain station has no signage and no markings anywhere inform pedestrians cyclists are coming. And they are coming, swerving around and between pedestrians.

5. Continuing on past the Skytrain station, I ride west on Enterprise Street (past Global TV) to Underhill. I stop at the T junction that is Enterprise and Underhill. At this stop sign, it is unbelievably difficult to see north (up Underhill) or down (south to Lougheed) as cars park very close to the end of the corner of the road. I have to walk/ride out at least 12 feet into the intersection to see if it is clear for me to turn left (north). I reiterate, there is absolutely no safe riding facility to turn north onto Underhill. Winters are the worst when I ride, with poor lighting in this area, and cars and trucks travelling at more than the posted speed, up and down between Eastlake and Lougheed going south and north. It's a giant racetrack.

As I move through this intersection and turn north on Underhill there is no safe portion of the road to ride on. Trucks and cars are roaring up Underhill as they come off Lougheed. As I get closer to the Eastlake and Underhill intersection there is no safe place for me and my bike. On my left are moving cars, on my right are parked cars or cars waiting to turn right. I have a small little grassy/cement corner I can hop up to when I feel really threatened by the traffic. It is a very messy and very dangerous intersection at the best of times. In the evenings and when it rains, its worse. With no pedestrian crossing to alert drivers they should stop and allow others to access the intersection, it's just a race to get through each evening.

I would like to see:

1. Pedestrian lights for 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 anyone, including a cyclist turning left, or right at this corner.
4. Improved cycling signage on poles and markings 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.

All these scenarios I am describing are 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? Do pedestrians need to feel they must walk on the road because sidewalks are non-existent? Yet I know I am not the only non-motor vehicle, or pedestrian going in and around these intersections all day long.

I look forward to hearing from you.

Cathy Griffin

From: Patrick Berting [REDACTED]

Sent: June-30-19 12:05 PM

To: Clerks

Cc: Patrick Berting

Subject: Letter to Council: Gagliardi Cycling Lane

Dear Burnaby Mayor and City Council,

SUBJECT: GAGLIARDI WAY BIKE LANE

For a long time, I have seen cyclists riding up Gagliardi Way to SFU, and putting themselves at considerable risk while doing so due to the narrow shoulder that they have to ride.

Sadly, on 29 June 2019, a cyclist was hit by an SUV and killed while riding northbound on Gagliardi Way, past Broadway, at the curve where a lot of people who ride their bikes on the trails park their cars.

In consideration of this, and to avoid future accidents, I propose that the city build separated bicycle lanes on Gagliardi Way on both sides, at least from Broadway to the first intersection (at Burnaby Mountain Parkway). I suggest that the existing shoulder be widened and some sort of curb or divider be installed to separate car lanes from the bicycle lanes.

In addition, I recommend that a (gravel?) hiking path be built next to the cycle path so that walkers do not have to go on the bike path and risk a collision with cyclists.

I realize that such a construction project will not be cheap, but I feel it will be worth it because the number of cyclists in Burnaby is rising and future cyclists should not be put at risk. Secondly, this is a chance for Burnaby to demonstrate its commitment to alternative forms of transportation to cars. The more people cycling, the fewer cars making the trip up the mountain and belching CO2. Finally, I know Burnaby is a leader in providing facilities for cyclists, and I am glad to see the new bicycle lanes that have been constructed other parts of the city, so I hope that Gagliardi Way will be the next to have them.

Note: I would also like to see Burnaby Mountain Parkway from Hastings St also have bike lanes, but I feel Gagliardi Way is more urgent.

I wish to thank council in advance for giving my request serious consideration.

If you wish to contact me, my address is

[REDACTED]

Burnaby, BC

[REDACTED]

Tel [REDACTED]; E-mail [REDACTED]

Sincerely, a concerned cyclist and Burnaby resident,

Patrick Berting

Patrick Berting

[post: [REDACTED], Burnaby, BC, CANADA, [REDACTED], Cell: [REDACTED]]

Referred to:

Traffic Safety Committee (2019.09.04)

Copied to:

City Manager

Dir. Corporate Services

Dir. Engineering

From: Jessica Hale Woolliams [REDACTED]
Date: July 4, 2019 at 10:06:18 PM PDT
To: mayor@burnaby.ca
Subject: Please consider adding protected bike lanes where cyclist was killed

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Mike Hurley and Councillors Pietro Calendino, Sav Dhaliwal, Dan Johnston, Joe Keithley, Colleen Jordan, Paul McDonell, Nick Volkow, and James Wang,

On Saturday a father of two was killed while cycling on Galardi Way.

My experiences bicycling in Burnaby urge me to ask you in the strongest terms to consider adding protected bike lanes where this cyclist was killed.

Cycling is good for people's health, and good for the environment: our cities should not require those who participate in this activity to risk their lives.

Sincerely,

Jessica Hale Woolliams

[REDACTED]
Vancouver, BC [REDACTED]

Referred to:
Traffic Safety Committee (2019.09.04)
Copied to:
City Manager
Dir. Corporate Services
Dir. Engineering

Section 2 Council Correspondence 2019.08.15

From: Geoffrey Senichenko [REDACTED]
Sent: Friday, August 02, 2019 11:11 AM
To: gaslineupgrades@fortisbc.com; Mayor; Clerks
Subject: Fortis Gas Line Upgrades Could Include Bike Lanes or Paved Shoulder along Broadway

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Fortis BC and Burnaby Mayor and Council,

I am hoping and urging you to consider during the ongoing Fortis gas line upgrades in Burnaby to install bike lanes or at least a paved shoulder along Broadway. Please consider doing this as a community amenity to help residents and for the safety of cyclists like myself. I cycle along the Broadway corridor to work and right now it is very narrow with no shoulders in parts, especially between Bainbridge Ave and Arden Ave / Lake City Way. I was hoping that through all the upgrades that this would be possible.

Thank you,

Geoff Senichenko

[REDACTED]
 Burnaby, BC
 [REDACTED]

Note from Director Engineering:

Burnaby has designed a full road upgrade on Broadway (Duthie - Underhill) and has negotiated a cost sharing agreement with Fortis. The full road upgrade includes curb and gutter, urban trail, sidewalk, street lights, and boulevard trees. The Fortis contractor did not provide a competitive price for the works, so Burnaby is planning to tender this project separately later this year or earlier next year, with construction anticipated in 2020 and 2021.

Referred to :
 Traffic Safety Committee (2019.09.04)

Copied to:
 City Manager
 Dir. Corporate Services
 Dir. Engineering

From: Katy Alkins-Jang
Sent: Wednesday, June 19, 2019 10:42 AM
To: Louie, Doug
Cc: Jensen, Ernie; Cichon, Lauren; Dan Johnston
Subject: RE: Attn Public Safety Committee - Follow-up to File 2410-20

Hello All

This past week I received the summary of the actions of the Public Safety/Traffic Committee. In it you indicated that my concerns had been addressed when in actuality they had not. My main concern was the pass thru of drivers between Royal Oak and Nelson Avenues during peak hours or construction using Victory Street. The letter indicated that traffic calming would be put into effect but **west** of Nelson Ave. I also noted that the back up of traffic on Nelson Ave south from Imperial contributed to drivers using Victory as a cut thru. The letter did not mention any efforts to alleviate this situation. I believe I had suggested a left turn signal be installed. That intersection is a mess due to traffic calming barriers at the sky train path and parking on both sides north of the barrier reducing the road which I believe you identified as arterial to one lane for large portions of the day. Traffic backs up quickly all the way to Victory and often I have observed pedestrian near misses as they have to weave between idling cars to cross in the cross walk. With the additional towers being build between Nelson and Royal Oak on the North side of Imperial this situation will only get worse.

Please advise if this was resolved but omitted from the letter, or, if it has not please let me know what the best course of action is to get this issue back on the committee's agenda.

Regards
Katy Alkins-Jang

Katy Alkins-Jang

INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2019 July 17

FROM: DIRECTOR ENGINEERING

FILE: 38000-20

SUBJECT: CORRESPONDENCE FROM MS. KATY ALKINS-JANG

On 2019 June 10, Council approved the recommendations of the Traffic Safety Committee regarding the installation of two traffic circles along Victory St to improve safety. Upon notification to Ms. Alkins-Jang, she sent an email dated 2019 June 19 to the City because she felt her concerns were not addressed. Her concerns included shortcutting traffic along Victory St, traffic congestion on Nelson at Imperial, and pedestrian safety at the existing crosswalk on Nelson south of Imperial. In response, staff sent her an email on 2019 June 20 providing additional details regarding the completed traffic assessment. Ms. Alkins-Jang was appreciative of the subsequent response. She advised that she still believes traffic calming is required on Victory St, having seen another recent crash at the intersection of Victory and Nelson. The additional details provided to Ms. Alkins-Jang are provided below for the Committee's information.

Ms. Alkins-Jang was advised that the volume and speed of traffic along Victory St were determined to be normal and within expectations given its classification as a Local Collector, including the section between Royal Oak and Nelson. Specifically at Victory and Nelson, the volume of northbound traffic turning right to eastbound Nelson was found to be very low during the AM and PM peak hours, less than 10 and 20 vehicles respectively. This indicates that shortcutting along Victory does not appear to be happening due to congestion at Imperial and Nelson during rush hour conditions. Therefore no changes were recommended along Victory between Nelson and Royal Oak. Traffic conditions were also found to be normal along Victory west of Nelson, but two traffic circles were recommended to replace the existing 4-way stop controls at two intersections to enhance safety.

To: Chair and Members Traffic Safety Committee
 From: Director Engineering
 Re: CORRESPONDENCE FROM MS. KATY ALKINS-
 JANG
 2019 July 17 Page 2

With respect to traffic congestion concerns at Imperial and Nelson, Ms. Alkins-Jang was advised that the No Stopping restrictions on the east side of Nelson south of Imperial were extended from 7-9am and 3-6pm to 7am-7pm earlier this year to help reduce congestion in the northbound direction. If necessary, further changes at the intersection can be considered such as adding a left turn bay and left turn signal, but this would require the removal of parking on both sides of the street greatly impacting businesses in the area. In the longer term, there are plans to install left turn bays at the intersection in all four directions. This requires the acquisition of property as redevelopments occur, and is in fact occurring for the current redevelopment at the northeast corner of the intersection. The intersection will be rebuilt with left turn bays in the future as opportunities arise and the need increases.

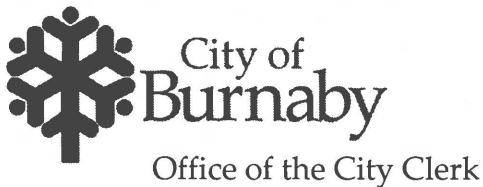
In response to Ms. Alkins-Jang's concerns at the pedestrian crosswalk on Nelson south of Imperial, she was advised that curb bulges at the crosswalk were installed to reduce the pedestrian crossing distance and exposure to traffic. Although this had some impact on traffic, it was required to make the crossing as safe as possible for pedestrians.

This memo is provided to the Committee for information.



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

DL/ac
 Copied to: City Manager



K. O'Connell, City Clerk
B. Zeinabova, Deputy City Clerk

INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2019 JULY 31

FROM: DEPUTY CITY CLERK

FILE: 02410-20

SUBJECT: **ELEPHANTS' FEET MARKINGS**
NEW BUSINESS, COUNCIL 2019 JULY 29

Under the New Business portion of the 2019 July 29 Council meeting, Councillor Calendino referred to the Item (K) of the Council Correspondence package for 2019 July 25.

Without objection, the following motion was immediately adopted by Council:

1. THAT this item of correspondence be **REFERRED** to the Traffic Safety Committee.

Please find Item (K) of the Council Correspondence package attached.

Blanka Zeinabova
Deputy City Clerk

BZ:rj

Copied to: City Manager
Director Corporate Services
Director Engineering

24 July 2019

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

Note from Dir. Engineering:

Staff will look into the requested changes to the Burnaby Street and Traffic Bylaw.

Dear Mayor and Council,

I am writing to recommend that Burnaby City Council amend the *Burnaby Street and Traffic Bylaw 1961* to include definitions for 'Elephants' feet markings' and 'Cross-rides'.

Elephants' feet, or block markings, are a sequence of white squares laid out in parallel across a roadway that designate a crossing where cycling is permitted. Elephants' feet can be used to designate a cycle-only crossing or combined with zebra or parallel white lines to delineate a combined cycle and pedestrian crossing.

As the *B.C. Motor Vehicle Act* does not include a definition for elephants' feet, they have no legal status. As such, the use of block markings by municipalities without a supporting by-law exposes people cycling to fault in the event of a collision as cycling in crosswalks is not a legally permitted action.

The City of Burnaby uses elephants' feet at a number of multi-use path crossings throughout the City, including along the Rumble St. and Willingdon Ave. multi-use paths (Figure 1). While the City intended these as shared crossings (indicated by the use of elephants' feet), without a by-law defining block markings, these crossings are legally regarded as pedestrian only crosswalks.



Figure 1. Combined crosswalk and cross-ride along Rumble Street, Burnaby. Image Credit: Google Street View, May 2019.

Copied to:

City Manager, Dir. Corporate Services, Dir. Public Safety and Community Services,
Dir. Engineering

To ensure elephants' feet have a legal status in alignment with their purpose, I recommend that Burnaby City Council amend the *Burnaby Street and Traffic Bylaw 1961* to include definitions for 'Elephants' feet markings' and 'Cross-rides'.

Thank you,



Moreno Zanutto

Burnaby BC



Meeting 2019 Sep 04

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2019 August 26

FROM: DIRECTOR ENGINEERING

FILE: 38100-08
*Ref: Resident Parking
Only*

SUBJECT: RESIDENT PERMIT PARKING PROGRAM

PURPOSE: To propose a resident permit parking program for single family neighbourhoods.

RECOMMENDATIONS:

1. **THAT** the Committee recommend to Council the adoption of policies and guidelines outlined in this report for the formal introduction of resident permit parking programs in single family neighbourhoods, and instruct staff to undertake the necessary steps to further develop and implement the program.
2. **THAT** the Committee recommend to Council that staff initiate the introduction of a resident permit parking program in the Brentwood North Neighbourhood following the adopted policies and guidelines.

REPORT

INTRODUCTION

Public street parking is managed when required to mitigate increasing demands from various users. When parking demand is low, street parking is often left unregulated because the resource can be easily shared without any conflicts. When street parking demands exceed supply, parking may need to be managed to ensure fair and reasonable access to this public resource. This report describes the existing parking regulations used in Burnaby to manage high parking demands in residential areas, highlights some advantages and disadvantages of various parking regulations, and proposes policies and guidelines for the implementation of resident permit parking programs in single family neighbourhoods. This report also responds to a request from the Public Safety Committee on 2019 January 16 that staff consider options for resident only parking where appropriate in Burnaby neighbourhoods and specifically in the Brentlawn neighbourhood.

To: Chair and Members Traffic Safety Committee
 From: Director Engineering
 Re: RESIDENT PERMIT PARKING PROGRAM
 2019 August 26Page 2

POLICY SECTION

Parking management is aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goals and sub-goals of the Plan.

Goal

- An Inclusive Community
 - Serve a diverse community – Ensure City services fully meet the needs of our dynamic community
- A Dynamic Community
 - City facilities and infrastructure – Build and maintain infrastructure that meets the needs of our growing community
- A Thriving Organization
 - Organizational culture – Ensure that our core values are reflected in our policies, programs and service delivery
 - Financial viability – Maintain a financially sustainable City for the provision, renewal and enhancement of City services, facilities and assets

DISCUSSION

Existing Resident Parking Regulations

Section 13 (6) of the *Street and Traffic Bylaw* states that:

No person shall, between the hours of 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer.

This section can be used to provide relief to property owners where parking is in very high demand and is often referred to as the "3-Hour Bylaw". Its intent is to prevent all day parking from outside sources such as commuters or employees from nearby institutions or businesses. Enforcement is conducted on a complaint basis only and information signage may be installed at some high demand locations to forewarn drivers. This is commonly used in the City for unregulated on-street parking spaces, but can be cumbersome for property owners with persistent parking problems. Enforcement is also labour intensive as Bylaw Officers need to attend a location twice to confirm that a vehicle has parked for more than three hours.

Another useful tool to prevent all day parking is time limited parking regulations. However, time limited regulations would apply to all vehicles including those belonging to residents.

To: Chair and Members Traffic Safety Committee
 From: Director Engineering
 Re: RESIDENT PERMIT PARKING PROGRAM
 2019 August 26Page 3

This impact could be mitigated by making it effective on weekdays only and during daytime hours when resident parking demands are lower and external parking demands are higher. Enforcement also requires Bylaw Officers to attend a location twice, but it can be done more efficiently with the use of City vehicles equipped with license plate reading cameras that can track parked vehicles by simply driving by between two time periods.

There are also existing Resident Parking Only (RPO) regulations used in the single family neighbourhood surrounding Burnaby Hospital. These were installed about 40 years ago to prevent employees and visitors to the hospital, as well as other neighbouring commercial uses and institutions, from parking all day and evening in front of residents' homes. These regulations generally restricted all the street parking spaces to residents only along a specific block. The regulatory signs placed along the entire block are a very good deterrent, but enforcement is only conducted on a complaint basis. A significant disadvantage of these regulations is that there are no provisions for visitors, contractors, or other legitimate guests to park on the street at any time. The sharing of the street parking amongst all residents and enforcement along the block is also very difficult because there is no indication of which cars belong to residents living along the block. In these circumstances, the parking space in front of a resident's home is generally managed by them for their exclusive benefit only, and parking enforcement is requested when it suits their needs.

Lastly, a very small Resident Permit Parking (RPP) zone has been created directly adjacent to Burnaby Hospital for some multiple residential dwelling units. The permit parking was established due to the lack of on-site parking for residents, the very high demand for parking during the day and night due to its close proximity to the hospital, and the difficulty in distinguishing vehicles belonging to residents for enforcement purposes. This RPP zone allocated 36 on-street parking spaces for residents of the multiple dwelling units. To maximize the use of the on-street parking spaces, only 20 of these spaces are reserved for residents with permits on a full time basis. The remaining 16 are available to the general public, except after 4 pm on weekdays and all day on weekends when it is restricted to residents with permits only. Permits are provided to residents at a cost of \$20 per year and must be renewed annually with proof of residency. This small RPP zone was established in 1997 to help resolve a unique set of parking problems.

Recommended Resident Parking Regulations

For intermittent residential parking problems, the use of the existing 3-Hour Bylaw is often sufficient and recommended.

To: Chair and Members Traffic Safety Committee
 From: Director Engineering
 Re: RESIDENT PERMIT PARKING PROGRAM
 2019 August 26Page 4

For more persistent problems, such as at Burnaby Hospital, some form of residential parking regulations can be useful if applied under the right conditions. Based on the City's experience to date and a review of other jurisdictions, it was determined that RPP regulations are far better than RPO regulations because they are more easily and effectively enforced, there is no need for residents to make a complaint to request enforcement, and it promotes sharing of the street parking spaces amongst all residents because of identifiable permits. To allow parking for legitimate visitors, some unregulated or time limited spaces along the block must also be provided. Examples of the range of parking regulations applicable to a block with Resident Permit Parking include the following:

- Resident Permit Parking Only (full time)
- Resident Permit Parking Only, 8am – 6pm, M-F (limited times and days)
- 2 Hour Time Limits, 8am – 6pm, M-F (unrestricted during the evenings and weekends)
- 2 Hour Time Limits, 8am – 6pm, M-F, except with permit (unrestricted for residents with permits)

The exact regulations and placement along the block would vary depending on the nature of the parking problem (e.g. daytime only) and adjacent land uses (residents, schools, parks, etc). Staff would need to determine these on a block by block basis through field reviews and survey of residents. For daytime weekday parking problems only, it would be conceivable to have half of the parking spaces along a block signed for RPP effective during the weekday only, and the remaining spaces signed for 2 Hour Time Limits effective during the weekday, except with permit. In the evenings and weekends there would effectively be no restrictions because there are no parking problems.

Proposed Resident Permit Parking Policies and Guidelines

There are many areas of the City with some parking problems. The RPP regulations must be used only under the right conditions to be most effective. Below are recommended policies and guidelines to be followed:

- For use in single family residential streets only. Multiple dwellings along a block can generate parking demands in excess of available street parking spaces and therefore should be avoided.
- There should be a clearly identifiable parking problem such as high parking occupancies in excess of 50% from an external source occurring on a regular basis.
- More than 50% of the residents/property owners along the block must show general support for RPP regulations before staff initiates a detailed review and develops a detailed plan.

To: Chair and Members Traffic Safety Committee
 From: Director Engineering
 Re: RESIDENT PERMIT PARKING PROGRAM
 2019 August 26Page 5

- There must be support from more than 50% of the residents/property owners for a proposed residential permit parking plan to be implemented.
- Some parking spaces for legitimate visitors must be provided along the block at all times in the range of 30-50% of all spaces. This would include regulations such as 2 hour time limits except with permit.
- The recommended permit fee is \$40 per year to help offset the cost of administration and ensure permits are only obtained if required. This fee is similar to fees charged in many single family neighbourhoods in Vancouver.
- Residents will be required to provide information each year to verify their home address and vehicle information prior to obtaining a permit.
- There will be a limit of 2 permits per household to ensure that no one household monopolizes the supply of street parking spaces and to encourage the use of available off-street parking spaces.
- Provisions will be made for temporary permits for up to 1 month at an additional cost of \$10 to accommodate out of town visitors, house sitters, contractors and other similar needs.

Brentwood North Neighbourhood Concerns

Both Brentlawn Drive and Graveley Street in the single family neighbourhood located just north of Brentwood Town Centre have experienced persistent problems with all day parking from commuters and employees of neighbouring businesses. Parking pressures have increased over the years with increasing construction activity at Brentwood Mall and soon to be increasing numbers of new residents and businesses. The City has responded to residents' requests for parking enforcement using the 3-Hour Bylaw, but problems continue because of the very high demand for parking, the need for residents to request enforcement and the inefficiency of the resulting enforcement-on-demand model. Time limited parking during weekdays has been used with some success along Graveley Street, but many Brentlawn Drive residents did not support that solution. Given these circumstances, it is recommended that the proposed RPP program be considered in the Brentwood North Neighbourhood (which would include both Brentlawn Drive and Graveley Street) following the policies and guidelines outlined in this report.

NEXT STEPS

If there is support for the proposed RPP program, some of the next steps required are outlined below:

- Review and bring forward any necessary amendments to various bylaws including the Street and Traffic Bylaw and the Bylaw Notice Enforcement Bylaw with the assistance of the City Solicitor.

To: Chair and Members Traffic Safety Committee
 From: Director Engineering
 Re: RESIDENT PERMIT PARKING PROGRAM
 2019 August 26Page 6

- Develop the necessary internal processes and procedures including permit sales and distribution, neighbourhood consultations, and ongoing administration. It is anticipated that the RPP program will expand over time and that additional staff resources will be required to manage the program without impacting other existing services. Permit fees collected from the program will help offset some of these additional costs.
- Begin discussions with Brentwood North residents to determine their interest in developing a resident permit parking program in their neighbourhood.

CONCLUSIONS

Increasing densification within the City is creating increased demand for on street parking. This demand often spills into single family neighbourhoods causing congestion and conflicts. For areas with persistent parking problems, a resident permit parking program may be an appropriate solution. Therefore policies and guidelines are proposed for the establishment of a resident permit parking program for Burnaby. If approved, staff will take steps to further develop the program in preparation for potential implementation within the City including the Brentwood North Neighbourhood.


 for

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

DL/ac

Copied to: City Manager
 Director Planning and Building
 Director Public Safety & Community Services
 Director of Finance