



## TRAFFIC SAFETY COMMITTEE

### NOTICE OF OPEN MEETING

**DATE:** WEDNESDAY, 2019 OCTOBER 30

**TIME:** 6:00 p.m.

**PLACE:** Council Chamber, Burnaby City Hall

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

<b>1.</b>	<b><u>CALL TO ORDER</u></b>	<b><u>PAGE</u></b>
<b>2.</b>	<b><u>MINUTES</u></b>	
a)	Minutes of the Traffic Safety Committee Open meeting held on 2019 September 04	1
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a)	Kingsway Imperial Neighbourhood Association Re: Traffic Safety Concerns in South Burnaby <u>Speaker:</u> Diane Gillis	11
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- d) Correspondence from Jeff Amadeo  
Re: Pedestrian and Student Safety Concerns at Beaverbrook Drive  
and Beaverbrook Crescent

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5. **NEW BUSINESS**

6. **INQUIRIES**

7. **ADJOURNMENT**



## **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 September 04 at 6:00 p.m.

#### **1. CALL TO ORDER**

**PRESENT:** Councillor Dan Johnston, Chair  
 Councillor Paul McDonell, Vice Chair  
 Councillor James Wang, Member  
 Trustee Christine Cunningham, Burnaby Board of Education  
 Ms. Grace Lai, Citizens' Representative  
 Ms. Lindy McQueen, Citizens' Representative  
 Mr. Saeed Michael Nasiryan Sr., Citizens' Representative  
 Ms. Sue Tench, Citizens' Representative  
 Mr. Tom Webster, ICBC

**ABSENT:** Mr. Cory Redekop, Burnaby Board of Trade  
 Ms. Stace Dayment, District Parent Advisory Council  
 Mr. Mr. Leaf Alifu, Citizens' Representative

**ADVISORY ORGANIZATION:** Ken Robb, Burnaby HUB

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

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

The Chair recognized the ancestral and unceded homelands of the Skwxwú7mesh and traditional hə́nqəminə́m speaking people, and extended appreciation for the opportunity to hold a meeting on this shared territory.

**2. MINUTES****a) Minutes of the Open meeting of the Traffic Safety Committee held on 2019 June 05**

MOVED BY COUNCILLOR MCDONELL  
SECONDED BY COUNCILLOR WANG

THAT the minutes of the Traffic Safety Committee Open meeting held on 2019 June 05 be adopted.

CARRIED UNANIMOUSLY

**3. DELEGATIONS****a) HUB Cycling - Burnaby  
Re: Safer Intersection Designs for Town Centre Streets  
Speaker: Moreno Zanutto, Co-Chair, HUB Cycling - Burnaby**

Mr. Moreno Zanutto appeared before the Committee and presented information regarding protected intersection designs for cyclists and pedestrians, specifically for Burnaby's four Town Centres.

Mr. Zanutto advised that a 'bend-out' intersection design would be favorable to the current 'bend-in' design. The 'bend-out' design separates cyclists from vehicles and provides queueing spaces that accommodate bicycle turning movements.

The following four key design elements were presented by the speaker as improvements for the safety and comfort of people cycling and walking:

- corner safety island;
- forward stop bar;
- setback crossings and tapered intersection approach; and
- protected bicycle signal phasing.

In conclusion, Mr. Zanutto requested the following:

- The Traffic Safety Committee endorse the use of protected intersections in Burnaby.
- Staff seek authorization from City Council to begin detailed design work for protected intersections.
- The Design Standards for Town Centre Streets be amended to include the protected intersection geometry at major street intersections.

Mr. Zanutto, on behalf of HUB, invited Committee members on a cycling tour to compare a Burnaby Town Centre intersection to a Vancouver junction featuring the protected intersection. The ride is scheduled for Saturday, 2019 October 19, from 10:30 a.m. - 1:30 p.m.

Staff provided a brief presentation regarding Burnaby Town Centre Standards currently being implemented by the City. Road allowances necessary to achieve full standards on all four corners of intersections is contingent on the rezoning process, resulting in staged conversions.

Staff further advised that the protected intersection design has both advantages and disadvantages. Staff will continue to evaluate the merits of both design options.

The Committee requested that the City investigate the possibility of a hybrid model of both the current street standard and protected intersection design presented by the delegation.

The Committee also requested information regarding the safety of protected intersections versus the standards currently adopted by the City.

MOVED BY MS. CUNNINGHAM

SECONDED BY MS. TENCH

THAT the comments of the delegation be **REFERRED** to staff for review.

CARRIED UNANIMOUSLY

- b) **Burnaby School District 41**  
**Re: School Traffic Calming**  
**Speakers: Bill Brassington, School Trustee**  
**Jen Mezei, School Trustee**

School Trustees **Mr. Bill Brassington** and **Ms. Jen Mezei**, appeared before the Committee representing the Board of Education, requesting further traffic safety measures for students and staff attending Burnaby's 49 public schools.

The delegation requested the following:

- that the City work to inventory speed humps around schools, and identify locations that are appropriate for speed hump installation; and
- that the City work together with the Burnaby School District to increase the hours of School Zones to better reflect the hours school properties are being used by students and other community members; School Zones or Child Activity Zones – 30 km per hour, 7:00 a.m. to 10:00 p.m., seven days a week.

The delegation quoted a survey conducted by Insights West that reported the following statistics in school zones:

- 80% witnessed speeding;
- 73% witnessed drivers not stopping at crosswalks;
- 78% saw parents encouraging their kids to participate in unsafe practices; and

- 56% witnessed at least one near miss, a child almost hit by a car.

The delegation advised that children struck by a vehicle travelling at 30 km/h or below have a 90% chance of survival, but a less than 50% chance of surviving an impact at 45 km/h or higher.

As more Burnaby schools are being utilized for activities outside regular school hours, the delegation requested that the hours of restricted speeds in school zones be extended from the current 8:00 a.m. - 5:00 p.m. Monday to Friday; to 7:00 a.m. - 10:00 p.m. seven days a week. The delegation also requested that this be extended to areas around parks, community centres, seniors' centres and any other child activity zones.

The Committee queried the feasibility of doubling fines and increasing penalty points for infractions in school zones. The Committee requested that the School Board investigate further education of parents and children regarding road safety.

In conclusion, the Committee expressed the need for consistency of restricted speed zones across Burnaby to avoid driver confusion.

Arising from discussion, the Committee introduced the following motion:

MOVED BY COUNCILLOR MCDONELL  
SECONDED BY COUNCILLOR WANG

THAT the delegation's comments be **REFERRED** to staff to investigate and report back regarding the advisability and feasibility of placing speed humps on all park and school perimeter roads where feasible, and extended hours in school zones.

CARRIED UNANIMOUSLY

- 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**

**Ms. Kim Makaseff** and **Mr. David Sutherland** appeared before the Committee requesting a Pedestrian Activated Signal and Crosswalk (PASC) at Portland Street and Gilley Avenue.

The delegation advised that this unmarked intersection is used by students, pedestrians, transit commuters and cyclists. Portland is the only through street, south of Rumble Street, to Ron McLean Park and the Edmonds SkyTrain Station. Although a marked crosswalk currently exists at Clinton Street and Gilley Avenue, Clinton Street dead ends on the east side of Gilley Avenue, restricting movement eastbound.

Staff advised that a 2016 traffic count showed that three times the number of pedestrians utilize the marked crosswalk at Clinton Street as opposed to Portland Street. Staff also advised that due to the curve on Gilley Avenue, south of Portland Street, Clinton Street is the safer option for pedestrians.

The Committee has observed that traffic volumes and speed have increased on Gilley Avenue, and requested that staff conduct a new traffic count.

MOVED BY COUCILLOR MCDONELL  
SECONDED BY COUNCILLOR WANG

THAT the delegation's comments and petition be **REFERRED** to staff for report.

CARRIED UNANIMOUSLY

#### 4. CORRESPONDENCE

a) **Correspondence from Lawrence and Kim Makaseff**  
**Re: Pedestrian Activated Flashing Warning Light and**  
**Crosswalk at Portland Street and Gilley Avenue**

Correspondence was received from Lawrence and Kim Makaseff submitting a petition requesting a Pedestrian Activated Signal and Crosswalk (PASC) and crosswalk at Portland Street and Gilley Avenue.

The writer submitted a petition containing 282 signatures. The petition read as follows:

*"We, the undersigned, request that the City of Burnaby install a Pedestrian Activated Signal and Crosswalk (PASC) at the intersection of Portland and Gilley to enhance walking and cycling safety for Clinton Elementary students, Ron McLean Park users, transit riders and South Slope residents. We respectfully submit our names and this petition pm behalf of all Burnaby residents concerned with pedestrian and cycling safety."*

This item was addressed under 3.c) as Ms. Makaseff and Mr. Sutherland appeared as delegation regarding the same subject.

b) **Correspondence from Cathy Griffin**  
**Re: Cycling and Pedestrian Safety in the Eastlake and**  
**Underhill Area**

Correspondence was received from Ms. Cathy Griffin regarding dangerous road conditions for cyclist and pedestrians in the area of Eastlake and Underhill. Ms. Griffin has written the City on two previous occasions regarding this area and her continued concerns.

Ms. Griffin outlined the following issues:

- increased motor vehicle traffic;
- lack of cycling infrastructure at the intersection of Underhill and Broadway;
- poor maintenance of the Burnaby Mountain Urban Trail;
- limited pedestrian sidewalks on the west side of Underhill, from Broadway to Enterprise;
- vehicles travelling at excessive speeds near the Lake City SkyTrain station, resulting in unsafe conditions for pedestrians and cyclists;
- limited visibility at Enterprise and Underhill due to vehicles that are parked near the intersection;
- north bound on Underhill is unsafe, particularly in the winter due to poor lighting and vehicles travelling above the speed limit; and
- the intersection at Eastlake and Underhill does not provide a protected area for cyclists.

Ms. Griffin provided the following requests:

- pedestrian lights for crossing at the intersection of Underhill and Eastlake;
- pedestrian crossing with lights at Lake City Way and Enterprise;
- 10 meter parking restrictions from the west side of Underhill and Enterprise; and
- improved cycling signage and infrastructure around the Lake City SkyTrain station, along Enterprise, and on both sides of Underhill.

The Committee requested that Ms. Griffin's concerns be reviewed by staff.

MOVED BY MS. CUNNINGHAM  
SECONDED BY MS. TENCH

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

CARRIED UNANIMOUSLY

**c) Correspondence from Patrick Berting**  
**Re: Separated Bicycle Lanes on Gagliardi Way**

Correspondence was received from Mr. Patrick Berting requesting protected/ separated bicycle lanes, with an adjacent pedestrian path, on Gagliardi Way and Burnaby Mountain Parkway.

Staff have undertaken to ensure the existing bike lanes are well marked and signed, including the installation of bike lane signs and bike symbol stencils. A review of the existing bike lanes did not reveal any major defects. A review of the crash history over a 10 year period also did not reveal any bike related problems in the past.



When opportunities arise in the future, the City will consider major changes such as physically separating the bike lane from motorists. The RCMP's investigation into the recent crash is continuing, and staff will await the outcome of this investigation to determine if more changes are required in the short term.

**d) Correspondence from Jessica Woolliams**  
**Re: Protected Bicycle Lanes on Gaglardi Way**

Correspondence was received from Ms. Jessica Woolliams requesting protected/separated bicycle lanes on Gaglardi Way due to the recent fatality of a cyclist.

This item was addressed under item 4.c).

**e) Correspondence from Geoffrey Senichenko**  
**Re: Bike Lanes Along Broadway at Fortis Gas Lines Upgrade Locations**

Correspondence was received from Mr. Geoffrey Senichenko requesting bicycle lanes or a paved shoulder be installed along Broadway in conjunction with the Fortis gas line upgrades.

Staff advised that Burnaby has designed a full road upgrade on Broadway, from Duthie to 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. Construction is anticipated in 2020 and 2021.

**f) Correspondence from Katy Alkins-Jang**  
**Re: Traffic Calming Measures for Victory Street between Royal Oak Avenue and Nelson Avenue**

Correspondence was received from Ms. Katy Alkins-Jang requesting a left turn signal from Nelson Avenue (northbound) onto Imperial Street and traffic calming measures on Victory Street, between Nelson and Royal Oak. Ms. Alkins-Jang also expressed concern regarding the crosswalk on Nelson Avenue, south of Imperial Street.

Staff advised that 'No Stopping' on the east side of Nelson Street, south of Imperial, has been extended from the original 7:00 - 9:00 a.m. and 3:00 - 6:00 p.m.; to the current 7:00 a.m. – 7:00 p.m.

Staff also informed the Committee that the volume and speed of traffic along Victory Street were determined to be normal and within expectations given its classification as a Local Collector. Ms. Alkins-Jang was appraised of this information by the Assistant Director of Engineering, Transportation Services.

MOVED BY MS. TENCH  
SECONDED BY MR. NASIRYAN

THAT staff review the crosswalk on Nelson Avenue, south of Imperial Street.

CARRIED UNANIMOUSLY

**g) Memorandum from the Director Engineering**  
**Re: Traffic Calming Measures for Victory Street between**  
**Royal Oak Avenue and Nelson Avenue**

The Director Engineering submitted a memorandum in regard to correspondence received from Ms. Katy Alkins-Jang outlining traffic concerns on Victory Street, and at Nelson Avenue and Imperial Street.

The memo reiterated information provided to Ms. Alkins-Jang regarding correspondence received earlier in the agenda under item 4.f).

**h) Memorandum from the Deputy City Clerk**  
**Re: Elephants' Feet Markings**

The Deputy City Clerk submitted a memorandum in reference to an item of correspondence referred to the Traffic Safety Committee under the New Business portion of the 2019 July 29 Council meeting.

The correspondence, submitted by Mr. Zannotto and addressed to Mayor and Council, requested that the City amend the Burnaby Street and Traffic Bylaw to include definitions for 'Elephants' feet markings' and Cross-rides'.

Staff undertook to investigate the requested changes to the Burnaby Street and Traffic Bylaw.

**5. REPORTS**

**a) Report from the Director Engineering**  
**Re: Resident Permit Parking**

A report was received from the Director Engineering proposing a resident permit parking program for single family neighbourhoods.

The report advised that 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. In areas where persistent parking problems are occurring, a resident permit parking program may be an appropriate solution. 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.

The Director Engineering recommended:

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.

MOVED BY COUNCILLOR MCDONELL  
SECONDED BY COUNCILLOR WANG

THAT the recommendations of the Director Engineering be adopted.

Arising from discussion, the Committee introduced the following motion:

MOVED BY MS. CUNNINGHAM  
SECONDED BY MR. NASIRYAN

THAT recommendation #1 be **AMENDED** as follows: "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 **where the individual residences do not have on-site parking**, and instruct staff to undertake the necessary steps to further develop and implement the program.

FAILED

*OPPOSED: Councillor Johnston, Councillor McDonell,  
Councillor Wang, Trustee Cunningham,  
Ms. Lai, Ms. McQueen, Mr. Nasiryan Sr.,  
Ms. Tench, and Mr. Webster*

Staff advised that the amendment to the motion would defeat the intent of the policy.

As the amending motion failed, the question was called on the original motion:

MOVED BY COUNCILLOR MCDONELL  
SECONDED BY COUNCILLOR WANG

THAT the recommendations of the Director Engineering be adopted.

CARRIED UNANIMOUSLY

**6. NEW BUSINESS****Councillor McDonell – Beresford Street**

Councillor McDonell advised that Beresford Street is very difficult to maneuver on rainy days and in the evenings due to the lack of lighting and lane demarcation on Beresford Street, particularly between Buller Avenue and MacPherson Avenue.

Staff undertook to investigate.

**Councillor Johnston – Date change for Traffic Safety Committee Meeting**

Councillor Johnston advised the Committee that the Traffic Safety meeting originally scheduled for 2019 November 06, has been rescheduled to 2019 October 30 in the Council Chamber.

**7. INQUIRIES****Grace Lai – Larger Street Signs**

Ms. Lai inquired regarding larger street name signs with overhead lighting. Ms. Lai used the City of Coquitlam as an example, citing that their signage is highly visible.

Staff advised this initiative would be costly to implement and maintain.

**8. ADJOURNMENT**

MOVED BY COUNCILLOR MCDONELL  
SECONDED BY MR. NASIRYAN SR.

THAT the Open meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open Committee meeting adjourned at 8:21 p.m.

\_\_\_\_\_  
Eva Prior  
ADMINISTRATIVE OFFICER

\_\_\_\_\_  
Councillor Dan Johnston  
CHAIR

**From:** Diane Gillis [[mailto:](#) [REDACTED]]  
**Sent:** August-21-19 2:50 PM  
**To:** Clerks  
**Subject:** Appearing at Traffic Safety Committee

**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.

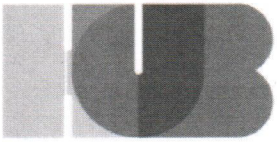
Attention:  
City of Burnaby Traffic Safety Committee Chair and Members of the Committee

I would like to appear as a delegation at the Wednesday, September 4, 2019 Traffic Safety Committee to speak re traffic conditions on:

- Imperial and other roadways the area of Windsor Elementary School
- Rumble and Roslyn near Burnaby Secondary School
- MacPherson at Beresford
- Irving at Elgin

Thank You  
Diane Gillis

[REDACTED]  
Burnaby, [REDACTED]  
[REDACTED]



Your Cycling Connection

604.558.2002  
bikehub.ca



Oct 15, 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,

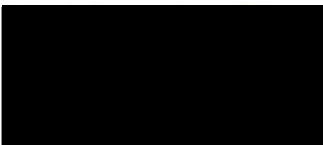
As part of our ongoing community involvement, I would like to request that a delegation from the Burnaby committee of HUB Cycling be accepted to present at the 30 October 2019 Traffic Safety Committee meeting.

I will present on the topic of cyclist activation buttons where pedestrian activation buttons exist at residential street/ major road intersections. Currently, the delegation will be comprised of just myself and I will be delivering a PowerPoint presentation.

Sincerely,

A handwritten signature in cursive script that reads "Debbie Reid".

Debbie Reid, HUB Burnaby Member



**Prior, Eva**

---

**From:**  
**Sent:** Tuesday, September 10, 2019 4:41 PM  
**To:** Prior, Eva  
**Subject:** Saftey issues for pedestrians trying to cross Madison and Parker

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**Eva Prior**

**I would like to thank you for receiving my letters of concern for pedestrians trying to cross Madison at Parker safely . As you may recall a few years past I appeared before Burnaby's Traffic safety committee because of a few persons trying to cross at that marked crosswalk had almost been struck by cars going up and down Parker.**

**I presented my background training in traffic Control as a member of the Military Police, later to become a Highway Patrolman and later before I retired in another position of 25 years in law enforcement. Such training and experience and that of one or more incidents of persons trying to use the crosswalk safely prompted this writer to present the safety issues of drivers heading East or West on Parker to look ahead and never see the pedestrian wanting to cross. After my presentation to the the safety committee they agreed there was a safety issue at that location. As such the safety committee agreed to an overhead cross walk sign been put up.**

**The reports went to the engineering traffic management and overhead crosswalk signs were put in. That did some good but the drivers in the morning heading east or west appeared to totally ignore or do not see people wanting to cross as seen this morning paid little or no attention when a lady in a bright red coat who attempted to cross took a chance and**

**ran across the crosswalk after 8 or more cars heading west did not stop for her and 3 cars heading east came at fast speed up over the hill and not stopping for the pedestrian in the marked crosswalk.**

**In the past when my show of concerns for the safety of those trying to cross, a certain person in the traffic division of the Engineers department suggested they could have the tree branches cut so pedestrian would be noticed waiting to cross. This comment from a junior engineer was ridiculous and again when this writer perused the issue the same junior traffic engineer suggested they had set up a study showing little or no volume of people at that location and I asked him to send me a copy of their so called study to which he said he would but did not .**

**What is more important the safety of Burnaby citizens safely crossing or money not used because of my suggestion to have them put in a pedestrian controlled flashing amber light for thwe saftey of pedestrains needing to cross to press a set button to activate said flashing lights for the pedestrians safety.**

**Ms. Prior kindly forward my comments to the Mayor and Burnaby and our city manager and the present safety committee.**

**It appears the engineering department tightly holds on third their allotted funds with little concern for the pedestrians wishing to cross at that marked crosswalk.**

**With respect**

**Frederic W. Dollery**



EMAIL RECEIVED – 2019 September 29  
Traffic Safety Committee – 2019 October 30

-----Original Message-----

From: Ken Lam <[REDACTED]>

Sent: September-29-19 12:34 PM

To: Clerks <[Clerks@burnaby.ca](mailto:Clerks@burnaby.ca)>

Subject: Please forward to Traffic Safety Committee - dangerous crosswalk

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.

I use the pedestrian controlled crosswalk at Oakland and Dufferin about once a week. I can say it is now more dangerous with the pedestrian controlled lights because the flashing lights are just too small to be effective (even worst during sunny afternoon sun) and it gives pedestrians a false sense of safety. I have used this crossing for over 10 years and would say that it was safer before, without the flashing light. 50% of the time, driver blow pass without stopping, 25% barely stopped (too close) and some actually do see the light.

Please make the lights bigger, both at the crosswalk and before the crosswalk (at the curve) or remove the light all together. Someone will get hurt or killed if nothing is done!



---

**From:** [REDACTED]  
**Sent:** September-20-19 4:52 PM  
**To:** Clerks <Clerks@burnaby.ca>  
**Subject:** Dangerous & Arrogant Cyclists

**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.

Hello,

I have a concern regarding the abuse of shared pathways by too many cyclists. The BC Parkway bike route is pretty bad, but sections of the Central Valley Greenway are especially awful. That people (both pedestrians and other cyclists) are not seriously hurt or worse, is just a matter of time.

Not just speeding, I estimate that some cyclists are pushing close to 40 kph on the shared Pedestrian / cyclists pathways, but also the rampant disregard for stop signs and red lights. It is almost as if these clowns believe that rules of the road and etiquette do not apply to them. The offenders are easy to spot, they are almost always the "tour de France" wannabe's, The ones wearing spandex racing outfits.

I would strongly suggest random speed checks and enforcement as are currently being done in Calgary. Signage along the major bike routes warning cyclists to slow down and be respectful would be at good start

Regards

Colin Elliott

[REDACTED]  
Burnaby, BC, [REDACTED]

PH: [REDACTED]

Referred to:  
Traffic Safety Committee (2019.10.30)  
Copied to:  
City Manager  
Dir. Corporate Services  
Dir. Parks, Recreation and Cultural Services  
Dir. Planning and Building  
RCMP-OIC

**From:** Jeff A [REDACTED]  
**Sent:** October-16-19 10:21 AM  
**To:** Clerks <[Clerks@burnaby.ca](mailto:Clerks@burnaby.ca)>  
**Subject:** Road Safety Concerns at Beaverbrook Dr. and Beaverbrook Cres.

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To whom it may concern,

I have emailed this to Lauren Cichon. We have been in contact with her about a very serious road safety concerns. I received an automatic reply that she will be out of her office until December, so this is why I am replying here with the message I have emailed her below.

I stress from the bottom of my heart we cannot wait we must act soon for the safety of all involved in this dangerous matter. If we wait any longer we risk the safety of all those, I urge the city to please be as passionate as we are and help us in resolving this issue. We wrote during the last school year and only heard a reply in June the end of the school year, when the new school year had started we were disheartened to see nothing had changed and that the safety didn't seem to be cared upon as much as it should be. Please help us and lets make the right decision in improving the safety of this matter. I will not wait until December or later to get something resolved.

Thank you for reading my concern. Below is the letter I have typed for Lauren. I ask to whom is reading this please also take a look at the letter. Thank you.

-----

Good Morning,

I have been meaning to write since the start of the school year. I needed to make sure I was in contact with our crossing guard Anita Loy and we have discussed more on the traffic matter.

So far this new school year we have noticed more drivers disobeying and creating unsafe driving habits. It looks like more and more cars are running the red light, also trying to turn left when the crossing guard has the appropriate action her stop sign signaling for drivers to stop to let us cross safely. For instance this morning walking with my son, a driver failed to comply with the rules and turned (turning left) while the motion of the stop sign was in place and we were not clear yet of crossing at least halfway on the road. This is the action of more irresponsible drivers and unfortunately it is getting worse.

We are getting more worried and frustrated in this process, we also worry for the safety of our crossing guard. If ICBC has granted a license to drivers they should know the proper safety and rules of the road, from 8:00AM-8:30AM I make sure I ask about how many incidents we've had. It shocks me to hear that in a span of 15 minutes 3 instances where a car runs a red light or has failed to comply with the crossing guard and her stop sign. So in a span of a half hour you can

see and hear of more incidents. Some days are fine and we make sure we do not over emphasize the scenario. We rather have way more good days than days with incidents.

We just really need the city's help and understanding, as well an action plan for the safety of our crosswalk. This includes our friends and neighbors pedestrians walking, the safety of drivers, also importantly the safety of our great crossing guard. There is no camera at the light to catch and fine these drivers, there is no speed bump to slow down a car that is driving way to fast before they get to that crosswalk, there are so many glaring safety issues that we really need to get serious about and address. I ask this in the good and better safety of all and our community, we need to get serious and fix the layout of the road and our crosswalk.

Thank you for taking the time to read through my concerns today. I hope we can work something out. I look forward to hearing from you.

Jeff Amadeo