



**REVISED**

## **TRAFFIC SAFETY COMMITTEE**

### *NOTICE OF OPEN MEETING*

**DATE:** THURSDAY, 2020 JANUARY 23

**TIME:** 6:00 PM

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

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

- | <b>1. <u>CALL TO ORDER</u></b>  | <b><u>PAGE</u></b>      |
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| <b>2. <u>MINUTES</u></b>  |                         |
| a) Minutes of the Open meeting of the Traffic Safety Committee held on 2019 October 30  | 1                       |
| <b>3. <u>DELEGATIONS</u></b>  |                         |
| a) Better Environmentally Sound Transportation (BEST)<br>Re: Pedestrian Safety Research Project<br><u>Speakers:</u> Janette McIntosh, BEST, and Muhammed Qureshi,<br>Researcher Simon Fraser University | 10                      |
| b) Residents of 8868 16th Avenue<br>Re: Traffic Calming at 16th Avenue and Mulberry Place<br><u>Speaker:</u> David Harvey   | 11<br><i>x-ref 5(c)</i> |
| <b>4. <u>PRESENTATIONS</u></b>  |                         |
| a) ICBC Pedestrian Safety Campaign<br>Presenter: Tom Webster, Road Safety Co-Ordinator, ICBC  |                         |
| <b>5. <u>CORRESPONDENCE</u></b>   |                         |
| a) Correspondence from Craig and Debbie Reid<br>Re: Safety Concerns Regarding Multi-use Paths   | 12                      |

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Re: Pedestrian Safety Concerns at Victory Street  
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- c) Correspondence from David and Thalia Harvey, 15  
and Tom and Eileen James *x-ref 3(b)*  
Re: Request for Traffic Calming at 16th Avenue  
and Mulberry Place

**6. REPORTS**

- a) Report from the Director Engineering 23  
2020 Local Area Service Program for Speed Humps
- b) Report from the Director Engineering 33  
2020 Traffic Safety Initiatives

**7. NEW BUSINESS**

**8. INQUIRIES**

**9. 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 October 30** at 6:00 p.m.

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

**PRESENT:** Councillor Dan Johnston, Chair  
 Mr. 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 Paul McDonell, Vice Chair  
 Councillor James Wang, Member  
 Ms. Stace Dayment, District Parent Advisory Council

**ADVISORY ORGANIZATION:** Mr. Ken Robb, Burnaby HUB  
 Mr. Tom Webster, ICBC

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

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

The Chair, Councillor Dan Johnston, recognized the ancestral and unceded homelands of the hə́nqə́mihə́m and Skwxwú7mesh speaking peoples, and extended appreciation for the opportunity to hold a meeting on this shared territory.

The Chair advised that three late items of correspondence were received.

Arising from discussion, the Committee introduced the following motion:

MOVED BY MS. MCQUEEN  
SECONDED BY MS. TENCH

THAT the correspondence from Ms. Anita Loy, the Deputy City Clerk, and Ms. Candice Li be added to the agenda as items 4e), 4f) and 4g).

CARRIED UNANIMOUSLY

## 2. MINUTES

### a) **Minutes of the Open meeting of the Traffic Safety Committee held on 2019 September 04**

MOVED BY MR. REDEKOP  
SECONDED BY MS. MCQUEEN

THAT the minutes of the Traffic Safety Committee Open meeting held on 2019 September 04 be adopted.

CARRIED UNANIMOUSLY

## 3. DELEGATIONS

### a) **Kingsway Imperial Neighbourhood Association Re: Traffic Safety Concerns in South Burnaby Speaker: Diane Gillis**

Ms. Diane Gillis, Kingsway Imperial Neighbourhood Association (KINA), appeared before the Committee expressing traffic safety concerns in several areas of south Burnaby.

Ms. Gillis presented ICBC crash statistics for the period of 2013-2017 at the following intersections:

- Imperial Street and Gilley Avenue – 51 accidents;
- Imperial Street and Waltham Avenue – 25 accidents;
- Waltham Avenue and Kingsway – no statistics were provided; and
- Elgin Avenue and Irving Street – 6 accidents;

Concern was expressed by the delegation regarding vehicles speeding on Imperial Street, in front of Windsor Elementary. Ms. Gillis requested increased Speed Watch or Burnaby RCMP presence in the area. The delegation also voiced concerns regarding the possibility that vehicular speeds may increase along Imperial, should a traffic light be installed at Imperial Street and Gilley Avenue. Ms. Gillis queried the feasibility of installing raised sidewalks at Imperial Street and Gilley Avenue, and a raised crosswalk in front of Windsor

Elementary School, on Imperial Street, to mitigate speeding vehicles. Further, Ms. Gillis requested speed humps on Waltham Avenue, which is currently being utilized as an alternate route to Gilley Avenue during high volume periods.

Ms. Gillis requested that the City install 'Traffic Pattern Change' signage at Gilley Avenue and Kingsway where the City has recently created left turn lanes.

Ms. Gillis thanked the City for clearing overgrown vegetation on the southeast corner of Irving Street and Elgin Avenue, and at Waltham Avenue and Imperial Street.

The delegation informed the Committee that TransLink will be installing lights under the guideway from the Royal Oak SkyTrain station to MacPherson Avenue by December 2019; and from MacPherson Avenue to Gilley Avenue in early 2020.

Staff advised that one of the 2020 Engineering Capital Transportation projects will be to install a full traffic signal at Imperial Street and Gilley Avenue, which is currently a four way stop. This will ease the traffic backlog at this intersection and should alleviate motorists using Waltham Avenue as a by-pass route. Staff informed the delegation that residents of Waltham Avenue are able to petition the City, through a Local Area Service Project, to install speed humps.

Staff apprised the delegation that raised crosswalks and speed humps cannot be installed along arterial or major collector streets, which both Gilley Avenue and Imperial Street are designated. A request may be made for Speed Watch by contacting the Burnaby RCMP.

In conclusion, staff advised that a request has been referred to staff regarding the installation of speed humps adjacent to all parks and schools, where feasible. A report will be coming forward identifying locations, under the current City policies, where speed humps will be applicable. Once again reiterating that speed humps are not recommended on classified arterial routes or collector streets.

**b) HUB Cycling - Burnaby**  
**Re: Cyclist Activated Buttons**  
**Speaker: Debbie Reid**

**Ms. Debbie Reid**, Burnaby HUB Cycling, appeared before the Committee requesting the installation of cyclist activated signals at local streets and major road intersections.

Ms. Reid requested that the City install cyclist activated signals at intersections where pedestrian activated signals already exist, retail areas being a priority.

Ms. Reid also requested that the City adopt a standard practice of the installation of cyclist activated signals in conjunction with the installation of new pedestrian activated signals.

The speaker informed the Committee that if cyclist do not have access to a cyclist activated signal, they must either look for an interruption in traffic or mount the sidewalk to access the pedestrian activated button.

Ms. Reid presented the following reasons for requesting the cyclist activated signals:

- Safer for cyclists – intersections are a real or perceived barrier;
- Safer for pedestrians – cyclists are able to stay on the street, thus avoiding blocking sidewalks;
- Safer for drivers – cyclist wait at activated signals, motorists are able to turn right around the cyclist, or go straight through, while the cyclist remains to the right of the motorist; and
- Direct and practical – reduces the need to detour away from destination.

The speaker advised that the TransLink Bicycle Infrastructure Capital Cost-Sharing program will cover 50% of the cost of installing signals where pedestrian buttons already exist. Ms. Reid suggested that in areas of new construction, developers could be requested to cover costs of cyclist activation buttons.

In conclusion, the speaker indicated that the installation of the signals would support more cycling, thereby supporting the City's Environmental Sustainability Strategy and Climate Emergency Declaration.

Arising from discussion, the Committee introduced the following motion:

MOVED BY TRUSTEE CUNNINGHAM  
SECONDED BY MS. TENCH

THAT the comments of the delegation be **REFERRED** to staff for review on advisability and feasibility.

CARRIED UNANIMOUSLY

#### 4. CORRESPONDENCE

##### a) **Correspondence from Frederic Dollery** **Re: Pedestrian Safety at Parker Street and Madison Avenue**

Correspondence was received from Mr. Frederic Dollery regarding pedestrian concerns at Parker Street and Madison Avenue.

Mr. Dollery advised that since the installation of overhead lights at the intersection of Parker Street and Madison Avenue, vehicles continue to proceed

through the intersection while pedestrians wait to cross. Mr. Dollery has requested the City install a flashing pedestrian activated light at this crosswalk.

Staff provided background information regarding this intersection in response to Mr. Dollery's correspondence:

- 2013 - a marked crosswalk was installed with side mounted pedestrian signage;
- 2015 (December) – Council received correspondence from Mr. Dollery requesting a pedestrian controlled light;
- 2016 (January) - staff undertook a pedestrian count review. Based on the number of pedestrians using this intersection, and the Transportation Association of Canada guidelines, staff determined that the marked crosswalk was appropriate;
- 2016 – although the number of pedestrians didn't meet the threshold, the Committee recommended overhead illuminated crosswalk signs be installed; Parking along Parker Street was also prohibited within 20 metres of the crosswalk;
- 2017 – the overhead lighting was installed;
- 2017 (December) – Mr. Dollery contacted the Committee expressing further concern regarding the visibility of pedestrians due to the undulation of Parker Street;
- 2018 – in response to Mr. Dollery's comments, staff:
  - conducted a third pedestrian count and determined that the numbers had not significantly changed since the previous two counts, pedestrian volumes remained low;
  - removed parking in the vicinity of the crosswalk to provide for extended visual clearances;
  - trimmed tree branches to provide clearer vision lines of the intersection;
  - examined crash statistics and did not find any pedestrian related crashes at this intersection; and
  - captured video of pedestrians and cyclists crossing Parker Street, looking for unusual conditions such as long wait times or high numbers using the crosswalk, neither occurred
- 2019 (February) – A further count was conducted after receiving additional correspondence from Mr. Dollery. Volumes were still low, averaging 12 pedestrians per hour.

Staff advised that a marked and signed crosswalk requires use by an average of 15 pedestrians per hour. Although this intersection falls below that threshold, the City has upgraded to the crosswalk to include overhead down lite pedestrian signs with an attached street light.

Staff advised that since no change has occurred, no further enhancements are required. The Committee agreed with the recommendations of staff.

**b) Correspondence from Kenneth Lam**  
**Re: Pedestrian Safety at Oakland Street and Dufferin Avenue**

Correspondence was received from Mr. Kenneth Lam regarding pedestrian safety concerns at Oakland Street and Dufferin Avenue.

Mr. Lam advised that the pedestrian controlled flashing lights at Oakland Street and Dufferin Avenue are too small to be effective, thus giving pedestrians a false sense of safety. The writer requested that the City consider the installation of larger lights or the removal of the existing lights.

Staff advised that the intersection has undergone significant updates to enhance pedestrian safety. A suitable crossing was identified with a marked crosswalk, pedestrian activated flashing beacons and overhead lighting. Further improvements were made by installing sidewalks along the north side of Oakland Street, relocating the bus stop closer to the marked pedestrian crossing, and removing vegetation to provide for clearer sightlines.

This item has been referred to the Burnaby RCMP for follow-up regarding excessive speeding concerns along Oakland Street, near Dufferin Avenue.

**c) Correspondence from Colin Elliott**  
**Re: Pedestrian and Cyclist Safety on BC Parkway and Central Valley Greenway**

Correspondence was received from Mr. Colin Elliott expressing concern for pedestrian and cyclist safety on the BC Parkway and the Central Valley Greenway.

Mr. Elliott advised that speeding cyclists could potentially cause harm to other cyclists and pedestrians. The writer requested that random speed checks be conducted on both the BC Parkway and the Central Valley Greenway.

The Committee and staff agreed that the behavior outlined in the correspondence is unusual.

Staff informed the Committee that the City does not have a practice of painting separation lines on bike paths or trails.

**d) Correspondence from Jeff Amadeo**  
**Re: Pedestrian and Student Safety Concerns at Beaverbrook Drive and Beaverbrook Crescent**

Correspondence was received from Mr. Jeff Amadeo expressing concern for pedestrian safety at the intersection of Beaverbrook Drive and Beaverbrook



Crescent.

Mr. Amadeo has witnessed vehicles proceeding through red lights and ignoring direction given by the crossing guard, thereby endangering the safety of children and parents, as well as the crossing guard. Mr. Amadeo requested that the City investigate traffic calming measures for this area.

Staff advised that Council have approved a Capital Plan to redesign this street and intersection in 2020, particularly on the northeast and northwest corners. The improvements to the intersection will enhance pedestrian safety and mitigate speeding motorists. Currently there is a pedestrian controlled light at the intersection, as well as speed advisory signage leading up to it.

Staff will follow-up with correspondence to the author relaying information regarding the 2020 Capital Plan.

**e) Correspondence from Anita Loy**  
**Re: Pedestrian and Student Safety Concerns at Beaverbrook**  
**Drive and Beaverbrook Crescent**

Correspondence was received from Ms. Anita Loy, Burnaby School District Crossing Guard, expressing concern for pedestrian safety at the intersection of Beaverbrook Drive and Beaverbrook Crescent.

Ms. Loy advised that she has been in contact with Constable J. Wong, Burnaby RCMP over the last year in an effort to mitigate safety concerns. Ms. Loy advised that previous correspondence was submitted requesting the following initiatives be implemented by the City:

- extension of a 30 km zone from the Cameron Street and Beaverbrook Drive to Centaurus Drive;
- installation of a large yellow 'Prepare To Stop' sign to advise westbound traffic;
- installation of a speed hump on Beaverbrook Drive, in the vicinity of the Creek overpass; and
- implementation of a 30 km zone along Beaverbrook Crescent, from Beaverbrook Drive to Stoney Creek School.

Staff will follow-up with correspondence to the author relaying information regarding the 2020 Capital Plan.

**f) Memorandum from Deputy City Clerk**  
**Re: 2019 October Engineering Capital Transportation Bylaw**  
**Funding Request**

The Deputy City Clerk submitted a memorandum in reference to the *2019 October Engineering Capital Transportation Bylaw Funding Request* report

received and adopted by Council at the Open Council meeting held on 2019 October 28. As per recommendation #2, the report was forwarded to the Committee for information.

The report is a request for financing of 2020 Engineering Capital Transportation projects. The program funds a variety of traffic management projects addressing traffic safety concerns. Projects in 2020 will include:

- intersection modifications to Beaverbrook Drive and Beaverbrook Crescent to enhance pedestrian safety;
- a new traffic signal at the intersection of Imperial Street and Gilley Avenue;
- a new pedestrian signal at the intersection of Moscrop Street and Barker Avenue;
- a new pedestrian signal at the intersection of Joffre Avenue and Marine Drive; - not recommended – Marine Drive improvements
- traffic calming initiatives along Elwell Street adjacent to Edmonds Park;
- and traffic circles along Victory Street at Waverly Avenue and Frederick Avenue.

Staff informed the Committee that a temporary rapid flashing beacon has been installed at Marine Drive and Greenall Avenue, therefore a new pedestrian signal at the intersection of Marine Drive and Joffre Avenue is not recommended. In the next five years the City is considering a full reconstruction of Marine Drive, providing this area with sidewalks, curbs and gutters.

Staff will provide the Committee with a comprehensive list of traffic safety and management initiatives.

The Committee queried the concerns brought forward by Ms. Griffin at the 2019 September 04 Traffic Safety Committee meeting.

Staff have identified the intersection of Eastlake Drive and Underhill Avenue for enhancements. Staff continue to study the area for further improvements.

**g) Correspondence from Candice Li**  
**Re: Pedestrian Crossing Light on Nelson Avenue**  
**at Watling Street**

Correspondence was received from Ms. Candice Li requesting a pedestrian crossing light at Nelson Avenue and Watling Street.

Ms. Li advised that Nelson Elementary School currently only has a crossing guard assigned to the intersection of Rumble Street and Waverly Avenue.

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

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

CARRIED UNANIMOUSLY

5. **NEW BUSINESS**

There were no items of new business brought forward at this time.

6. **INQUIRIES**

There were no inquiries brought forward at this time.

7. **ADJOURNMENT**

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

THAT the Open meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open Committee meeting adjourned at 7:26 p.m.

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

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



Better Environmentally Sound Transportation Association  
 305-268 Keefer Street  
 Vancouver, BC V6A 1X5  
<http://www.best.bc.ca>

December 16, 2019

Office of the City Clerk  
 4949 Canada Way  
 Burnaby, BC V5G 1M2

**Appearance as a delegation at the Traffic Safety Committee Meeting to be held January 23, 2020**

We would like to request ten minutes on the agenda of the Traffic Safety Committee Meeting to be held January 23, 2020. We would like to share the results of a pedestrian safety research project that we conducted at six locations in Burnaby in the last year.

This research was done with support from the Fraser Health Authority Vision Zero Community Grants. We engaged with the local seniors' group VOBS (Voices of Burnaby Seniors) and staff from the City of Burnaby Social Planning team.

We would welcome the opportunity to share our results and key findings with your committee. Please let us know if this will be possible at your next meeting. Thank you!

Speaker One (introduction)	Speaker Two (results and key findings)
Alan Woodland, General Manager @ BEST	Muhammed Qureshi, Researcher @ SFU
904-718 Main Street, Vancouver,	1366 E King Edward Avenue, Vancouver
604-688-4928	613-402-5232
<a href="mailto:General.manager@best.bc.ca">General.manager@best.bc.ca</a>	<a href="mailto:mnquresh@sfu.ca">mnquresh@sfu.ca</a>

Sincerely,

**Alan Woodland**  
 General Manager  
 Better Environmentally Sound Transportation Association

**2020 JANUARY 23  
TRAFFIC SAFETY COMMITTEE  
DELEGATION REQUEST – XREF ITEM 5C**

**RE: Traffic Calming at 16<sup>th</sup> Avenue and Mulberry Place**

Good morning,

We would appreciate an opportunity for Mr. David Harvey to speak to our petition at the Jan 23 Traffic Safety Committee meeting. We also anticipate that several residents will attend the meeting as observers. Please let me know how to apply as a delegation to the Committee.

Thank you.

Eileen James

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**From:** C REID [REDACTED]  
**Sent:** November-10-19 9:33 PM  
**To:** Mayor  
**Cc:** Libsekal, Leah; Ramsey, Stuart; Engineering  
**Subject:** Broadway Upgrade Project

**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. If you feel this email is malicious or a scam, please forward it to [phishing@burnaby.ca](mailto:phishing@burnaby.ca)

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

12 November 2019

Dear Mayor and Council,

We are writing with regard to the Broadway Upgrade Project (from Bainbridge Avenue to Underhill Avenue). We will be attending the public information session but also wanted to share our thoughts in writing.

As Burnaby taxpayers who use cycling as our main mode of transportation, we want to see cycling infrastructure that is AAA (for all ages and abilities) and allows us to cycle throughout Burnaby. We also recognize the importance of sidewalks so citizens can safely walk to school, to stores, to public transit and for recreation.

We are in favour of building sidewalks for pedestrians. However, we do not support the building of multi-use paths (MUPs) because they present many safety concerns:

- Huge speed differentials between cyclists and pedestrians; these are increasing with the exponential rise in electronic assist bike users.

While one might perceive the speed/mass differential between a car and cyclist to be significantly greater than that between a cyclist and pedestrian this is not actually the case.

The kinetic energy of a 1500kg car going 50km/hr compared to a cyclist going 30km/hr is around 44:1 in favour of the car.

The kinetic energy of the same cyclist compared to a pedestrian walking 5km/hr is around 48:1 in favour of the cyclist.

- Walkers of today are often head down using their cell phone and/or connected with ear buds decreasing their awareness of cyclists.

**Copied to:**

City Manager  
 Dir. Corporate Services  
 Dir. Engineering  
 Dir. Planning and Building

**Referred to:**

Traffic Safety Committee (2020.01.23 - TBC)

MUPs intersect driveways, lane ways and cross streets, all high risk zones for collision with motor vehicles. It is challenging for drivers to watch bidirectionally for fast moving cyclists while also having to check for cars and pedestrians in most of these situations.

In addition to these safety concerns, the proposed segment of MUP does not provide one of the connections it purports to. Specifically, it would not connect to the northbound section of the Lakes Bikeway at Cliff and Broadway nor would it connect to the southbound section of this bikeway at Sperling and Broadway. Rather, it would dump cyclists onto Broadway where they'd be squeezed between travelling and parked cars.

Is discontinuation of the MUP at Bainsbridge because the corridor width from there to Cliff narrows considerably? If such narrowing is not an issue then separated cycling lanes (cycle tracks) on both sides of Broadway from Cliff to Underhill would safely connect part of the Lakes route to the BMUT. The 17.3m average width shown in your public info session invitation would allow this if sidewalks were narrowed to 1.2m and the NACTO (National Association of City Transportation Officials) Urban Bikeway Design Guide was followed.

Sincerely,

Craig and Debbie Reid



cc [leah.libsekal@burnaby.ca](mailto:leah.libsekal@burnaby.ca)  
[stuart.ramsey@burnaby.ca](mailto:stuart.ramsey@burnaby.ca)  
[engineering@burnaby.ca](mailto:engineering@burnaby.ca)

November 14, 2019

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

**To the Traffic Safety Committee,**

I'm writing this letter in response to a specific crosswalk in Burnaby that I have felt is unsafe since my relocation to South Burnaby in 2017.

The crosswalk is where Victory Street crosses Royal Oak Avenue, and Royal Oak Avenue is divided in this intersection by a small meridian. I am a 25-year old nurse who works both early and late hours of the day, and I walk from my apartment at [REDACTED] Royal Oak Avenue to Royal Oak SkyTrain Station for my daily commute. This means that I'm usually walking this route at least once a day in the dark. This crosswalk has very poor visibility, and in the rain, the street lights and oncoming traffic make the reflection of light on the wet road nearly impossible to see pedestrians.

As a driver myself, I pay particular attention to this crosswalk but I still find it very difficult to see in the dark. I am compelled to write this letter because I have seen many near-miss accidents at this crosswalk, and my partner was a witness and first-responder to a pedestrian struck by a vehicle at this very crossing. I am accustomed to waiting for multiple vehicles to pass when waiting to cross the street, however last night on my way to work I waited for 9 vehicles – 7 vehicles continued driving before I even started crossing the street, and 2 vehicles continued driving even once I was waiting at the meridian half-way across the street. It was dark last night, but it was not raining. As a critical care nurse, I am no stranger to the traumatic injuries that can result from pedestrians stuck by moving vehicles.

I'm hoping that this letter of concern can help raise safety awareness about this crosswalk. My suggestion is for either a crosswalk with flashing lights to greatly increase visibility, or removal of the crosswalk altogether and relocation to a safer area. It would be a shame to wait for a fatality before a change is made.

Thank you for taking the time to consider my feedback.

Sincerely,



**Carmen Morgan**  
 Burnaby Citizen

Please feel free to communicate with me via email at [REDACTED] if you would like to get in touch.



**Eileen James**

**From:** Eileen James [REDACTED]  
**Sent:** December 26, 2019 3:10 PM  
**To:** 'clerks@burnaby.ca'  
**Subject:** Petition from residents of 8868-16th Ave. Burnaby  
**Attachments:** Petition from 8868 16th Ave Burnaby.pdf

*Sent on behalf of residents of 8868-16<sup>th</sup> Avenue, Burnaby -*

Dear Mayor Hurley and City Council,

We, residents of the Crescent Heights townhouse complex, 8868-16<sup>th</sup> Avenue, Burnaby, present the attached petition to request installation of traffic calming measures at the intersection of the hidden driveway entrance into our complex on 16<sup>th</sup> Avenue across from Mulberry Place to improve the safety of all road users.

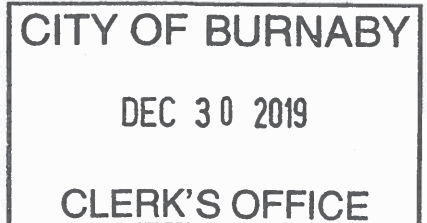
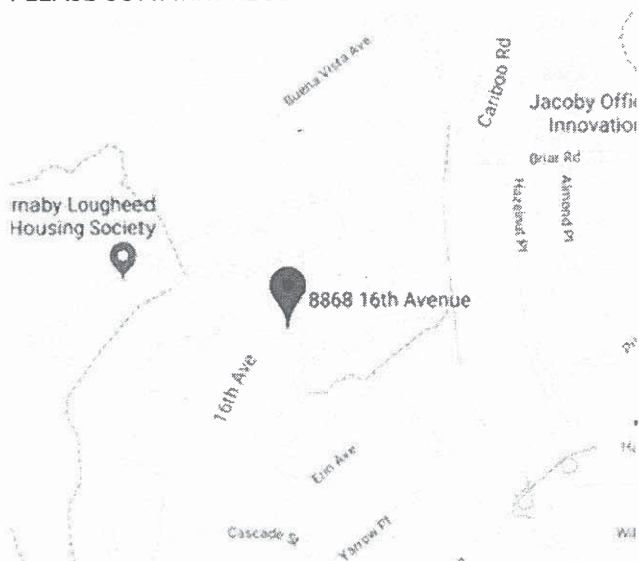
A recent accident and regular "near misses" highlight the serious dangers posed by the eastbound blind intersection, hidden driveway, and speeding vehicles at all times of day and night. These dangers are exacerbated by traffic congestion, particularly during rush hour.

Traffic calming will improve the quality of life for residents by forcing slower speeds for vehicles and improving the safety of all road users, especially children, seniors, disabled persons, and those walking or cycling.

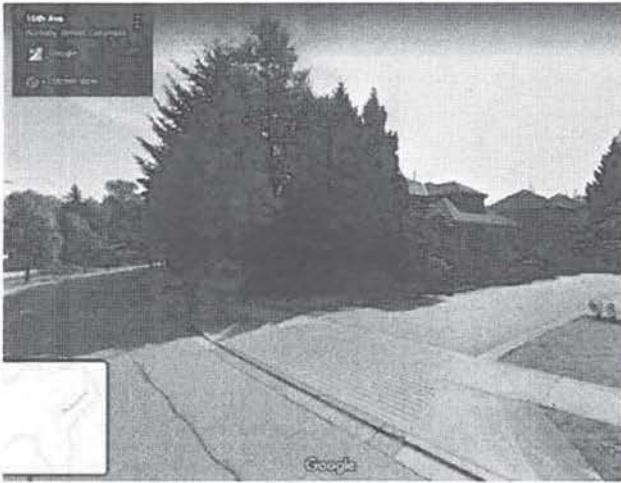
We would be pleased to meet with you to provide further information. Thank you for considering our request.

David and Thalia Harvey, [REDACTED], Burnaby  
 Tom and Eileen James, [REDACTED], Burnaby

PLEASE CONFIRM RECEIPT

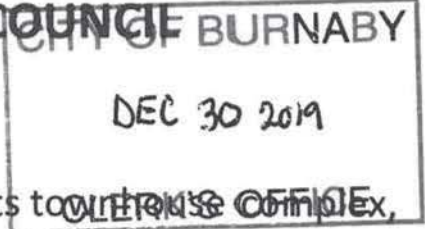


Referred to:  
 Traffic Safety Committee (2020.01.23)  
 Copied to:  
 City Manager  
 Dir. Corporate Services  
 Dir. Engineering



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# PETITION TO BURNABY CITY COUNCIL



November 20, 2019

We, the undersigned residents of the Crescent Heights townhouse complex, present this petition to request installation of appropriate traffic calming measures at the intersection of the entrance into our complex (a hidden driveway) across from Mulberry Place and 16<sup>th</sup> Avenue. A recent serious accident at the intersection and the regular near misses highlight the serious danger posed by speed and the eastbound blind intersection at all times of day and night and which are exacerbated by traffic congestion particularly during rush hour.

Traffic calming will improve the quality of life for residents by forcing slower speeds for vehicles and increasing the safety of all road users, especially children, seniors, disabled persons, and those walking or cycling.

Crescent Heights Residents

8868 16<sup>th</sup> Avenue, Burnaby, V3N 5A6

Name (print legibly)	Address	Signature
Eileen James	Burnaby BC	
Tom James	Burnaby BC	
Steph Ng	Burnaby BC	
Nadine Capolongo	Burnaby BC	
DAVID HARVEY	Burnaby BC	
B. CALDER	Burnaby BC	


# PETITION TO BURNABY CITY COUNCIL

November 20, 2019

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Traffic calming will improve the quality of life for residents by forcing slower speeds for vehicles and increasing the safety of all road users, especially children, seniors, disabled persons, and those walking or cycling.

Crescent Heights Residents  
8868 16<sup>th</sup> Avenue, Burnaby, V3N 5A6

Name (print legibly)	Address	Signature
SANDRA MARRIAGE RAYMOND HALL	[REDACTED] Burnaby BC [REDACTED]	
Dean Noorani Zuby Noorani	[REDACTED] Burnaby BC [REDACTED]	
JAUIE HUDSON	[REDACTED] Burnaby BC [REDACTED]	
Colin Mortimer	[REDACTED] Burnaby BC [REDACTED]	
Brenda Hurin Russ Hurin	[REDACTED] Burnaby BC [REDACTED]	
TERI KELLER	[REDACTED] Burnaby BC [REDACTED]	
BRIAN VIDLER	[REDACTED] Burnaby BC [REDACTED]	
Ken Chu	[REDACTED] Burnaby BC [REDACTED]	
Kathy Liebett	[REDACTED] Burnaby BC [REDACTED]	
EILEEN + DOUG WYLIE	[REDACTED] Burnaby BC [REDACTED]	



# PETITION TO BURNABY CITY COUNCIL

November 20, 2019

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Traffic calming will improve the quality of life for residents by forcing slower speeds for vehicles and increasing the safety of all road users, especially children, seniors, disabled persons, and those walking or cycling.

Crescent Heights Residents  
8868 16<sup>th</sup> Avenue, Burnaby, V3N 5A6

Name (print legibly)	Address	Signature
LINDSEY GRAHAM	Burnaby BC	
Paul Slater	Burnaby BC	
Derkne Fischer	Burnaby BC	
Tamara Ruzi	Burnaby BC	
LINDSAY MONTGOMERY	Burnaby BC	
DANIEL CHAN	Burnaby BC	
Paul Colvin	Burnaby BC	
Dennis Leong	Burnaby BC	
Jan Ye	Burnaby BC	
CAROL FORT	Burnaby BC	

# PETITION TO BURNABY CITY COUNCIL

November 20, 2019

We, the undersigned residents of the Crescent Heights townhouse complex, present this petition to request installation of appropriate traffic calming measures at the intersection of the entrance into our complex (a hidden driveway) across from Mulberry Place and 16<sup>th</sup> Avenue. A recent serious accident at the intersection and the regular near misses highlight the serious danger posed by speed and the eastbound blind intersection at all times of day and night and which are exacerbated by traffic congestion particularly during rush hour.

Traffic calming will improve the quality of life for residents by forcing slower speeds for vehicles and increasing the safety of all road users, especially children, seniors, disabled persons, and those walking or cycling.

Crescent Heights Residents  
8868 16<sup>th</sup> Avenue, Burnaby, V3N 5A6

Name (print legibly)	Address	Signature
<i>Wly Ben</i>	[REDACTED] Burnaby BC [REDACTED]	[REDACTED]
<i>FLORIE MATHESON</i>	[REDACTED] Burnaby BC [REDACTED]	
<i>THALIA HARVEY</i>	[REDACTED] Burnaby BC [REDACTED]	
<i>John Kim</i>	[REDACTED] Burnaby BC [REDACTED]	
<i>miki's</i>	# [REDACTED] [REDACTED] Burnaby BC [REDACTED]	
<i>Susie Traboulay</i>	[REDACTED] Burnaby BC [REDACTED]	
<i>L Alden</i>	[REDACTED] Burnaby BC [REDACTED]	
<i>Jade Parker</i>	[REDACTED] Burnaby BC [REDACTED]	
<i>Toni Mabey</i>	[REDACTED] Burnaby BC [REDACTED]	
<i>Christian Kravus</i>	[REDACTED] Burnaby BC [REDACTED]	


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Crescent Heights Residents  
8868 16<sup>th</sup> Avenue, Burnaby, V3N 5A6

Name (print legibly)	Address	Signature
Ray Maung	██████████ Burnaby BC ██████████	
Cal Barrett	██████████ Burnaby BC ██████████	
Jimmy Yang	██████████ Burnaby BC ██████████	
Nan Maung	██████████ Burnaby BC ██████████	
Daisy Sandhu	██████████ Burnaby BC ██████████	
Susie Scottnicki	██████████ Burnaby BC ██████████	
Eric Kim	██████████ Burnaby BC ██████████	
Eleni Dimitriou	██████████ Burnaby BC ██████████	
Konstantinos Maroneas	██████████ Burnaby BC ██████████	
Gille Gourd	██████████ Burnaby BC ██████████	




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Crescent Heights Residents  
8868 16<sup>th</sup> Avenue, Burnaby, V3N 5A6

Name (print legibly)	Address	Signature
ALEEM JERAJ	Burnaby BC	
ALTAZ ADATIA	Burnaby BC	
SHELIZA MTHA	Burnaby BC	
DANA GRAFT	Burnaby BC	
Layla Hudani	Burnaby BC	
INDRA JONARAS	Burnaby BC	
SHIM Ae Young	Burnaby BC	
JOSEPHINE BOAKYE	Burnaby BC	
Joseph K	Burnaby BC	
	Burnaby BC	





Meeting 2020 Jan 23

## COMMITTEE REPORT

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

**DATE:** 2020 January 22

**FROM:** DIRECTOR ENGINEERING

**FILE:** 34500 01

**SUBJECT:** 2020 LOCAL AREA SERVICE PROGRAM FOR SPEED HUMPS

**PURPOSE:** To review applications for the 2020 speed hump program and recommend streets that should proceed to the Local Area Service Program (LASP) process.

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**RECOMMENDATIONS:**

1. **THAT** The Committee recommend that Council advance the requested speed humps, as discussed and recommended in this report, to the 2020 LASP process.
2. **THAT** The Committee recommend that Council send a copy of this report to the residents who requested speed humps as part of the 2020 LASP.

**REPORT****POLICY SECTION**

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

**Goal**

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

**BACKGROUND**

The Traffic Safety Committee annually reviews all requests for speed humps for inclusion in the following year's Local Area Service Program (LASP). Over the course of 2019, City staff has responded to numerous inquiries from residents about the process for installing speed humps along their street. Of those, a total of 7 residents have expressed a desire this year to initiate the LASP process for installing speed humps this year.

To: Traffic Safety Committee  
 From: Director Engineering  
 Re: 2020 LOCAL AREA SERVICE PROGRAM FOR  
 SPEED HUMPS  
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## REVIEW OF REQUESTS

A review of the 7 applications for the 2020 Speed Hump LASP was completed and all were found to meet the general guidelines of the program (local residential road, less than 8% grade, and requested by a registered property owner).

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

The Fire Department has no objection to the program proposed and none are along Transit routes. Brief descriptions of the 2020 applications are provided below.

### **Burnaby Heights Neighbourhood (*Attachment #1*)**

Requests for speed humps along the 2 following streets within the Burnaby Heights Neighbourhood area were received:

3900 block Dundas Street (Ingleton Avenue – MacDonald Avenue)  
 4200 block Cambridge Street (Carleton Avenue – Madison Avenue)

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

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

It is recommended that the requested LASP speed humps proceed.

### **4000 Block Forest Street (Carleton Avenue – MacDonald Avenue) (*Attachment #2*)**

Forest Street between Carleton Avenue & MacDonald Avenue is fronted by single family homes and the road is constructed to an interim standard with 6m wide pavement, asphalt curb and a mix of paved & gravel shoulders. Installation of humps on this street may require the installation of concrete bull noses at the ends of the humps to prevent vehicles from driving around them.

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

To: Traffic Safety Committee  
 From: Director Engineering  
 Re: 2020 LOCAL AREA SERVICE PROGRAM FOR  
 SPEED HUMPS  
 2020 January 22..... Page 3

### **4800 Block Fairlawn Drive (Delta Avenue – Beta Avenue) (Attachment #3)**

Fairlawn Drive between Delta Avenue & Beta Avenue is fronted by single family homes and constructed to an 8.5m wide finished standard with concrete curb and gutter.

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

### **7600 – 7800 Block 15<sup>th</sup> Street (Attachment #4)**

15<sup>th</sup> Street is a mix of multi-family dwelling units and vacant future development site on the south side, and a park and single family homes on the north side. The street is part of the City's Southeast Bikeway. The western portion of the street between 13<sup>th</sup> and 14<sup>th</sup> Avenue is constructed to an 11.0m wide finished standard with concrete curb and gutter and a 30km/h speed limit. The eastern portion between 10<sup>th</sup> and 13<sup>th</sup> Avenue is constructed to an interim standard with an 8.5m wide pavement and gravel shoulders. The eastern portion may require the installation of bull noses at the ends of the humps to prevent vehicles from driving around them.

It is recommended that the requested LASP speed humps proceed.

### **Meadowood Park (Woodhurst Drive – Meadowood Drive) (Attachment #5)**

Meadowood Park between Woodhurst Drive & Meadowood Drive consists of 2 single family homes on the west side and a park on the east side. The road is constructed to an 8.5 m wide finished standard. This installation would complement and enhance the 30km/h zone in front of Meadowood Park.

It is recommended that the requested LASP speed humps proceed.

### **7300 – 7400 Block 16<sup>th</sup> Avenue (Attachment #6)**

16<sup>th</sup> Avenue is mainly fronted by single family homes except for a multi-family dwelling unit at the corner of Kingsway & 16<sup>th</sup> Avenue. The road is constructed to an 8.5m finished standard with concrete curb and gutter between Mary Avenue & Humphries Avenue and at the multi-family dwelling unit. The remaining section is constructed to an 8.5m interim standard pavement with gravel shoulders. This section may require the installation of bull noses at the ends of the humps to prevent vehicles from driving around them.

Because Humphries Court and 15<sup>th</sup> Avenue are cul-de-sac's and are accessed off of the 7400 block of 16<sup>th</sup> Avenue, consultation of residents there, will be required if the process proceeds.

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From: Director Engineering  
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2020 January 22..... Page 4

**RECOMMENDATION**

Staff recommend that all of the above requested speed humps be advanced to the 2020 LASP process managed by the City Clerks Department.



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

SP/ac/aab

Attachments

Copied to: City Manager  
Director Finance  
City Clerk

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The information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.



Proposed location of 2020 LASP Speed Humps



Existing Speed Humps



Existing Rear Lane Speed Bumps





6.a)

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 Proposed location of 2020 LASP Speed Humps

-  Existing Speed Humps
-  Existing Rear Lane Speed Bumps



6.a)

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Proposed Location of 2020 LASP Speed Humps

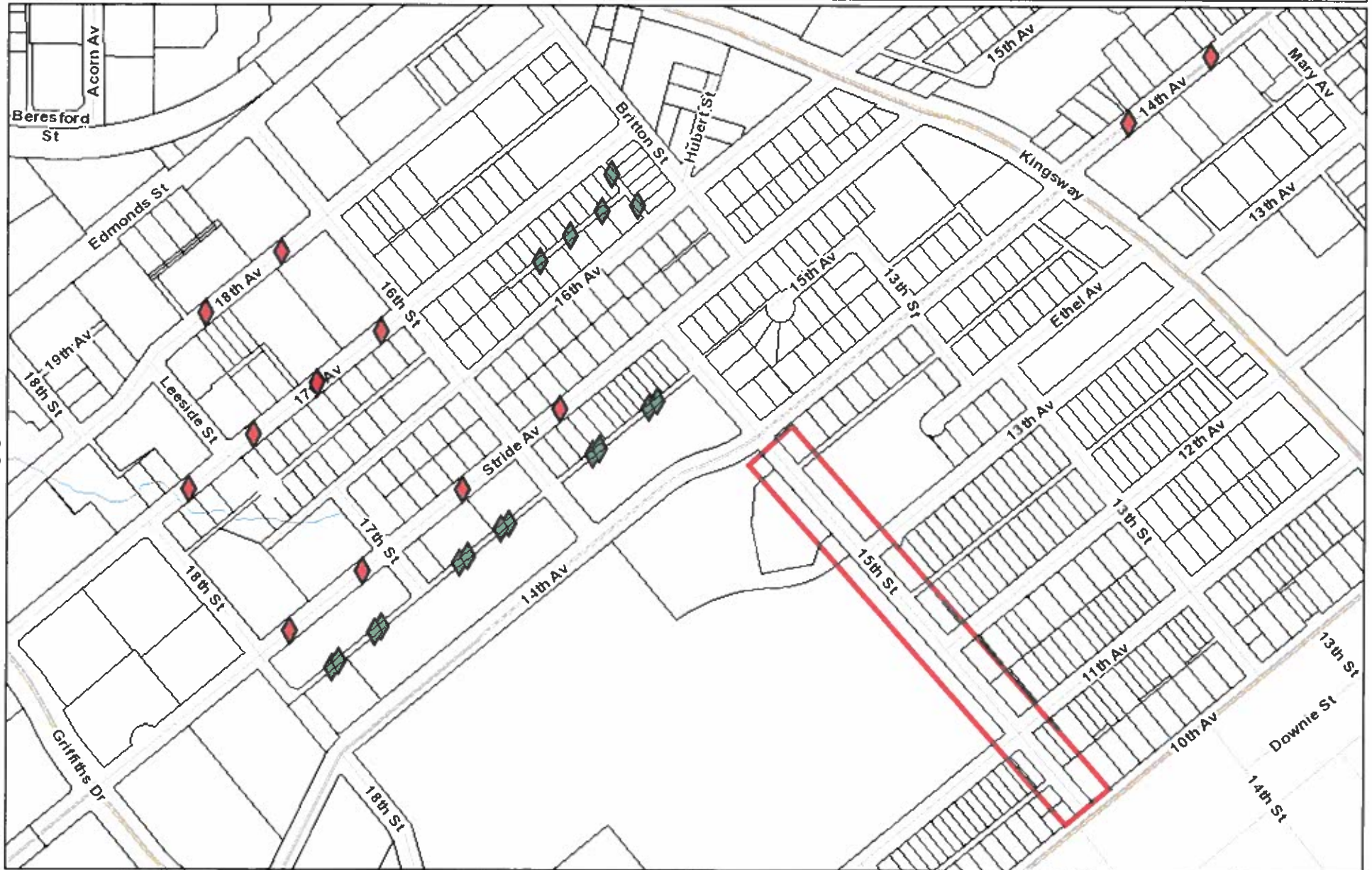
◆ Existing Speed Humps  
◆ Existing Rear Lane Speed Bumps



6.a)



-30-



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Proposed location of 2020 LASP Speed Humps



Existing Speed Humps



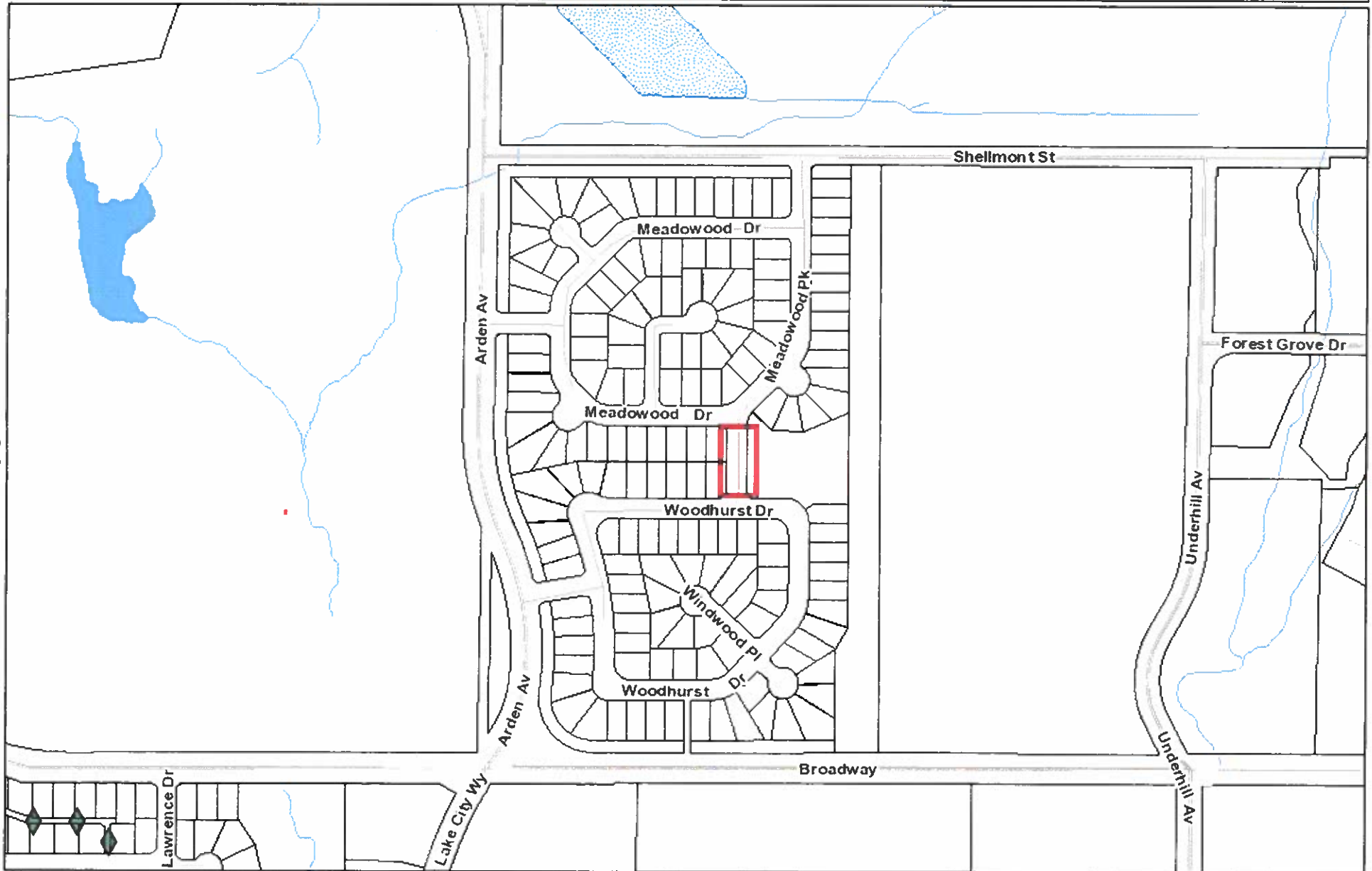
Existing Rear Lane Speed Bumps



6.a)



-31-



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Proposed location of 2020 LASP Speed Humps



Existing Rear Lane Speed Bumps





6.a)

-32-



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 Proposed location of 2020 LASP Speed Humps

 Existing Speed Humps  
 Existing Rear Lane Speed Bumps



6.a)



Meeting 2020 Jan 23

**COMMITTEE REPORT**

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

**DATE:** 2020 January 14

**FROM:** DIRECTOR ENGINEERING

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

**SUBJECT:** 2020 TRAFFIC SAFETY INITIATIVES

**PURPOSE:** To inform the Committee about various traffic safety initiatives being implemented in 2020.

**RECOMMENDATION:**

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

**REPORT****INTRODUCTION**

The City receives and reviews numerous requests for traffic safety improvements on an ongoing basis. In addition, intersection crash history and potential problem areas are monitored for possible traffic safety enhancements. Based on reviews to date, a number of safety improvements have been prioritized for implementation. This report provides information on the traffic safety improvements planned for this year.

**POLICY**

The planned traffic safety initiatives for 2020 are aligned with the City of Burnaby Corporate Strategic Plan by supporting the following goal and sub-goal of the plan:

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

To: Traffic Safety Committee  
 From: Director Engineering  
 Re: 2020 Traffic Safety Initiatives  
 2020 January 14 .....Page 2

## **DISCUSSION**

A list of the planned 2020 traffic safety initiatives is provided below. Many of the initiatives are carried over from the unfinished 2019 program.

### **Traffic Signals**

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

1. **Government St/Cardston Ct (upgrade pedestrian signal to traffic signal)**
2. **Lake City Way/Enterprise St (pedestrian signal)**
3. **Byrne Rd/Market Crossing (traffic signal)**
4. **Canada Way/Elwell St (pedestrian signal)**
5. **Gilley Ave/Beresford St (pedestrian signal)**

### **Crosswalk Upgrades**

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

6. **Holdom Ave/Frances St (RRFB upgrade)**
7. **BC Parkway trail/Macpherson Ave (RRFB upgrade)**
8. **BC Parkway trail/Patterson Ave (RRFB upgrade)**
9. **BC Parkway trail/Nelson Ave (RRFB upgrade)**
10. **North Fraser Way/4300 Block (RRFB upgrade)**
11. **North Fraser Way/3900 Block (RRFB upgrade)**
12. **Duthie Ave/Greystone Dr (RRFB upgrade)**
13. **Rosser Ave/Lougheed Hwy (curb bulges on Rosser Ave)**
14. **Beresford St/Antrim Ave (median refuge along Beresford St)**
15. **16th Ave/Coldicutt St (median refuge along 16th Ave)**

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## **Intersection Improvements**

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

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

### **17. 10th Ave/Cariboo Rd**

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

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

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

### **19. Lougheed Hwy/Gaglardi Way**

Dual eastbound left turn lanes are planned to reduce congestion and delays at this busy intersection, and to enhance pedestrian and cycling accommodation.

## **Other Roadway Improvements**

### **20. Gilmore Urban Trail**

An urban trail on the west side of Gilmore Ave between Dominion St and Still Creek Ave is planned to provide a protected cycling and pedestrian facility. This will extend the existing Gilmore Way Urban Trail northward from Dominion St and connect it to the popular Central Valley Greenway at Still Creek Ave.

### **21. Wheelchair Ramps**

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

### **22. Bus Stop Upgrades**

Work to improve bus stop accessibility is planned with the ongoing installation of concrete pads at bus stops to make them wheelchair accessible. This year about 20 pads are proposed at various locations based on public requests and input from

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Coast Mountain Bus Company. Currently about 70% of all bus stops in Burnaby are wheelchair accessible.

### **23. Design Work**

In preparation for the implementation of traffic safety initiatives in 2021, design work needs to begin in 2020. Therefore, design work at the following locations will be completed this year:

- a. Victory St at Frederick Ave and at Waverley Ave (traffic circles)
- b. Elwell St from Walker Ave to Humphries Ave (traffic calming measures)
- c. Beaverbrook Dr and Beaverbrook Cr (pedestrian safety upgrade)
- d. Imperial St and Gilley Ave (traffic signal)
- e. Imperial St and Royal Oak Ave (left turn bays along Royal Oak)
- f. Moscrop St and Barker Cr (pedestrian signal)
- g. 10<sup>th</sup> Ave and Canada Way (left turn bays along Canada Way)
- h. Broadway and Duthie Ave (roundabout)

### **CONCLUSIONS**

Several traffic safety and operational improvements are being implemented or designed in 2020 as outlined in this report. They are a result of public requests and ongoing engineering reviews. The implementation timing will be based on the scheduling of the required resources to do the work. Adjustments to the list may be made as circumstances require and resources allow.

The initiatives are funded from either the 2020 Capital Budget or the 2020 Operating Budget. Request for funding contributions from TransLink and ICBC's Traffic Safety Program will be sought where applicable to help offset some of the costs.

This report is submitted to the Committee for information.



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

DL/ac

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