



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 hən̓qəmin̓əm̓ 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 Gaglardi Way

Correspondence was received from Mr. Patrick Berting requesting protected/ separated bicycle lanes, with an adjacent pedestrian path, on Gaglardi 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