



## **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 hə́nqəmiḥəm 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.

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Eva Prior  
ADMINISTRATIVE OFFICER

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Councillor Dan Johnston  
CHAIR