

Questions & Answers

Sperling and Duthie Traffic Calming Study

Speed Limits and Speeding

- 1. Signage exists at Montecito and Duthie but I'm finding that those who speed are still speeding. Speed boards are a good idea, but what about enforcement? Will the RCMP enforce the speed limit?**

Signage and speed reader boards are used to remind drivers to travel at or below the posted speed limits. The City also works closely with the Burnaby RCMP on enforcement requirements and needs. In addition, for this corridor and areas around schools, we are actively in communication and work closely with the school administrators and RCMP regarding traffic calming.

- 2. Speed signs initially work well but over time they will be ignored. Speed bumps should be placed to forcibly reduce speed.**

Speed bumps are useful to encourage safe driving and reduce speed; however, their placement needs to be carefully considered. Speed bumps are not suitable for transit routes, as vehicles travelling across speed bumps may generate noise and disturb nearby residences. In addition, installing too many speed bumps in high-traffic areas can encourage drivers to utilize side streets with no speed bumps to avoid slowing down. This will transfer speed issues to other areas. The City will carefully consider these factors in determining if speed bumps are appropriate for this area.

- 3. I saw a study that said that the kind of speed reader that was most effective was the kind that had a happy face when under the limit and sad face when over. Can this be considered?**

This is a great suggestion and something the project team can consider.

- 4. Speed limits south of Montecito to Broadway, on feeder streets from both sides on Broadway approaching Duthie, and on Duthie should have speed limits designated to 30 kilometres per hour.**

Various speed limit options were reviewed as part of this process. Having a limit of 30 km/h for the entire area, however, may result in less driver compliance. Bus routes in the area also need to be considered. At this time, this traffic calming study has not recommended any speed limit reductions.

Lighting and Visibility

- 5. Are there plans to add more street lighting to improve visibility?**

Streetlights are being reviewed as part of this study. Detailed analysis will be conducted to determine where street lighting should be upgraded, and improvements will be made where necessary.

- 6. Does improved visibility of traffic lights and street lighting mean brighter lights? I am concerned about brighter lights as they can blind drivers at night which would decrease safety not improve it.**

We will be conducting a lighting survey to review the visibility of traffic lights and streetlights. The brightness of the lights is one consideration; other measures to improve visibility are to adjust the number and/or location of traffic lights and streetlights, and the design of the traffic signals. The project team is aware that increasing street lighting, especially in residential zones, is something that needs to be considered carefully. The project team understands that installing lights with an incorrect level of brightness could be blinding, so this is an important comment that will be considered in the design process.

- 7. The west side of Sperling, just north of Frances, has a corner where the no parking zone should be extended further back as parked cars make it difficult to see cars coming when exiting Frances onto Sperling. Curb bulbs could be another solution.**

This study has reviewed these locations. Increasing “no parking” zones is one potential solution, however, reducing parking can also present challenges. The project team will be looking into this further to determine the most effective solution.

Commercial Traffic

- 8. I am concerned about commercial vehicles (large trucks). What can be done to address truck traffic in the study area?**

Sperling Avenue is currently designated as a truck route, so it will be important to properly accommodate this use. The proposed traffic calming measures should help reduce the impacts of commercial vehicles on the safety of pedestrians and other road users.

- 9. Can Sperling Avenue’s designation as a truck route be removed?**

The City is working closely with other municipalities on determining the regional goods movement truck routes. All regional goods movement truck routes will need to be considered on a broader level to make sure that all areas within the City and other municipalities are served.

- 10. The area near Ridge on Duthie is not supposed to be a truck route but there are tons of trucks in that area, what improvements can be implemented in that area?**

The proposed traffic calming measures in this study should help to discourage the use of Duthie Avenue by commercial vehicles.

Traffic Signals and Signage

- 11. Can a flashing light, and better lighting overall, be added near the trail crossing on Curtis near Sherlock?**

This suggestion will be reviewed and considered by the project team.

- 12. Will there be advanced turning signals at Sperling and Curtis? It gets very busy during rush hour turning onto Sperling, both south and northbound.**

This suggestion will be reviewed and considered by the project team.

- 13. I feel like a traffic sign would be great at the Duthie/Montecito intersection. There is impaired visibility for cars from Montecito Drive turning left and right onto Duthie. There is a slight hill from Duthie and cars speed so fast. Same issues for pedestrians (high traffic from residents, school users, public traffic users as there is a bus stop on Duthie and Gibson).**

We will be reviewing the area to assess the visibility further and determine the optimal number and placement of road signs.

- 14. Can we add a traffic light at Halifax and Duthie to help pedestrians cross safely? This is an area where cars do not stop for pedestrians.**

This suggestion will be reviewed and considered by the project team.

- 15. Can flashing beacons be considered at the beginning of the review for the high use crosswalks on both Duthie and Sperling? They can be seen from much longer distances than the painted lines.**

Flashing beacons are a great way to improve visibility and something that the project team will be looking at incorporating.

- 16. At Pandora Street and Barnet Road it is very difficult to see traffic from the opposite direction. Can it be made safer by having a four-way stop?**

Although this area is not part of this study, this suggestion can be reviewed by the City through a separate process.

- 17. Will the left turn lane be reinstated for vehicles turning left onto Hastings from Sperling? Current layout restricts vehicles turning right onto Hastings as they have to wait for those making left turns.**

As part of this study, the City is conducting an analysis of this intersection to determine what upgrades are necessary.

Sidewalks, Crosswalks, and Curb Extensions

- 18. The community has asked for a sidewalk on Kitchener to the elementary school. Is that in the plan?**

The City is currently reviewing a potential sidewalk on Kitchener as part of the City Annual Sidewalk Program.

- 19. Wouldn't curb extensions make right/left turns harder, especially for large vehicles, and create unsafe conditions for cyclists since the area will be tighter?**

The intent of curb extensions is to slow down vehicles to help them navigate the turns. The project team will review and incorporate designs that would provide a safe environment for all road users, including commercial vehicles and cyclists.

- 20. Concerned that the curb extensions at Duthie and Montecito aren't resolving the issue of speeding. As a pedestrian waiting to cross that crosswalk, I still see speeding up to that point so drivers can't stop in time to let me cross. Drivers just slow down but I have to wait for them to cross.**

This intersection was recently upgraded with delineators, a raised crosswalk and improved signage, which has increased the visibility. The project team will be reviewing this feedback and the recent upgrades to determine if more measures can be implemented to improve safety for all road users at this intersection.

- 21. Many residents are concerned about the Pandora and Duthie intersection. We are pleased to see a proposed narrowing, but can a raised sidewalk be added there?**

This suggestion will be reviewed and considered by the project team.

- 22. On Duthie and Union, does the proposal for extended curbs mean that the delta island will be removed?**

The project team will analyze the area to ensure there is still adequate space for vehicles to turn, and if necessary, the delta (right-turn only) island will be modified to accommodate the narrowing of the road.

- 23. Is there any consideration of curb extensions on Broadway and Duthie, crossing Broadway? A new multi-use path is going along Broadway so wouldn't it make sense to have an extension across Broadway?**

This suggestion will be reviewed and considered by the project team.

- 24. Can a raised sidewalk be added at the Ridge drive and Duthie area? It sounds like many other residents are voicing this concern tonight. We hope you will add that in the final recommendation, thank you.**

This suggestion will be reviewed and considered by the project team.

Pedestrians

- 25. Can a pedestrian light and raised walkway be installed at Union to slow down drivers? This crosswalk is used greatly by walkers and bikers.**

This suggestion will be reviewed and considered by the project team.

- 26. Since the crosswalk is so wide on Duthie and Montecito, I (mobile, able-bodied, young person) get nervous when I cross when there are no cars, because there is a risk that a speeding car could wipe me out while I'm in the middle of crossing. Would there be more risk for pedestrians with mobility challenges/elderly people?**

As Sperling and Duthie are both wide roadways, the project team is reviewing the feasibility of curb extensions to reduce crossing distances for pedestrians. Curb extensions were recently installed at the intersection of Duthie Avenue and Montecito Drive and the project team will be reviewing them to assess the effectiveness.

Cyclists and Cycling Infrastructure

- 27. On the bike lane going down 7200 Block of Barnet Road, cyclists travel at a high speed without pedaling northbound. Why not have a bike lane go from Ridge Drive roundabout down to the Highway?**

This area is not part of the study but will be reviewed by the City through a separate process.

- 28. What are the measures for cyclists going up and down the hill at the bottom of Sperling? There are bike lanes, but the hill is quite steep.**

The City is interested in providing dedicated cycling facilities where feasible, and the project team anticipates identifying cycling facilities through the detailed design analysis and recommendations.

- 29. For cyclists southbound on Sperling who want to continue across Broadway to Lougheed, it's very challenging to take the jog to the left at Broadway then to walk your bike down the multi-use path. The path is also very dark at night. Are there any plans to address this?**

The project team is reviewing opportunities to increase lighting levels for pedestrians and cyclists, and this comment will be noted for review.

Parking

- 30. Can you address parking on Duthie? There are safety issues due to traffic/speeders when backing out of driveways between Hastings and Union. Can we have "residential" parking on sections where there are no back alleys?**

The City does not currently have a residential parking permit program. Anyone would be able to park on the street for up to 3 hours between 8 am and 6 pm. Residents would be able to park without the 3-hour restriction.

Timelines

- 31. What is the timeline of the project?**

Feedback gathered through the Online Survey and Public Information Session will be reviewed by the project team, who will use it to develop recommended solutions and strategies in early 2022. Detailed engineering design and review of the corridors and different measures to be implemented will follow, likely in summer and fall 2022.

General Traffic / Traffic Flow

- 32. Would it be possible to have Sperling go north and Duthie go south? With each street incorporating a parking lane, two lanes of traffic, and a bike lane?**

This suggestion will be reviewed and considered by the project team. It is important that any road network changes consider existing traffic patterns along these roadways and in the nearby area, as making significant changes could have other unintended impacts.

- 33. Will reducing lanes cause bottlenecks in this area that is so highly trafficked?**

The potential for bottlenecks is something that the project team is cognizant of and will consider if recommending changes to lane requirements on a roadway. As part of the detailed design analysis, the project team will be reviewing intersections for traffic flows and operations.

34. Can we make more use of traffic circles at intersections on Sperling and Duthie to slow down traffic but maintain traffic flow?

While this is something that will be considered, the current traffic analysis does not indicate that traffic circles are warranted at all these locations. We will, however, review this option as part of the detailed design process.

35. The traffic on Duthie is dramatically different in the summer because tons of Metro Vancouver residents go on rides on Barnet Highway, but only in the summertime. How will these seasonal differences be considered when proposing changes?

This is something the project team is cognizant of. It is very difficult, however, to change a road cross section based on a seasonal requirement. The design will accommodate peak traffic demands and all multi-modal user groups.

36. Duthie between Hastings and Ridge (a local collector) seems to be accommodating large volumes of commuter traffic when Hastings (an arterial route) is better for this. Can this be addressed in the plan?

The project team is reviewing the area to see what opportunities there are for discouraging commuter traffic through local neighbourhoods.

37. Has this study been extended to include how these proposed changes will impact side streets, where some motorists end up in order to avoid congested arterial routes?

The City will be conducting before-and-after analysis to assess if there are any major impacts on side streets after the implementation.

Other

38. Will this presentation be available online?

The presentation is available online at: www.burnaby.ca/sperlingduthie

39. I always see count equipment up in the rain at Phillips. No one has ever counted on a sunny day by the golf course. How can we consider this valid?

Traffic counts are taken at different times, locations and seasons to help the City better understand traffic pattern fluctuation. Extensive work is done collecting and analyzing this data to ensure we get a fair representation of what is happening at different intersections and corridors. This data is reviewed in conjunction with community feedback to help ensure the correct measures are being implemented.

40. At the top of Sperling, you painted it to make it one lane, but people just drive over the painted part.

As part of the detailed design, we will be evaluating various design options, including pavement markings, signage, delineation, and other design elements to guide driver behaviours.