

Burnaby School District #41 DPAC Committee Report

Committee Name: City of Burnaby Transportation Committee

DPAC Rep Name: Vivien Gomes-Pollon

Date: Oct. 22, 2025

Location: City Hall

Committee Members Present: Councillor Richard T. Lee, Chair

Councillor Daniel Tetrault, Vice Chair

Grace Lai, Resident Representative

Morgan Nicholsfigueiredo, Resident Representative

Moreno Zanotto, Resident Representative

Trustee Bill Brassington, School Board Representative

Chris Wei, Burnaby Board of Trade Representative

RCMP

Jasper Tam, Burnaby Hub Representative

Tom Webster, ICBC Representative

Vivien Gomes-Pollon, Burnaby District Parent Advisory Council

- Approved June 18, 2025 minutes
- Translink presentation - Burrard Peninsula Area Tranport Plan - draft actions and public engagement results - presented by Adam Lougheed - Senior Planner, Chris French, Planner (Transportation & Land Use Planning) [7.2 SU - Southeast Bikeway Upgrade](#)
- Electric Kick Scooter pilot program - purpose was to seek council approval fo the city of burnaby participation in the provincial electric kick scooter pilot project
- Burnaby Intelligent Transportation systems strategic plan - seek council approval
- Information report to Council
 - Burrard Peninsula Area transport plan
 - Southeast Bikeway Upgrade project
 - Translink cost share funding application
- Correspondence

- **Martin Kendall - traffic flow and parking issues - Dawson & Gilmore avenue**
- **Catherine Greenall - traffic flow in government road area**
- **Mike Proniuk & Lisa Daum - speeding of vehicles on Gaglardi way**
- **Maya Dimapilis - parking availability and sidewalk safety at Kitchener elementary school**
- **(need to follow up at the next Transportation committee- items were submitted after agenda was prepared) Items were deferred**
 - 8.5* Sharath Hiremagalore – Re: Pedestrian Safety at Brentwood (On-Table)
 - 8.6* Movement: Metro Vancouver Transit Riders – Re: A Better Burrard Peninsula Plan (On-Table)
 - 8.7* HUB Cycling Burnaby – Re: Speed Limits on Neighbourhood Streets (On-Table)

Attachments:

- DPAC 2025-10-22 TC Agenda Package
- [7.2 SU - Southeast Bikeway Upgrade](#)

◆ Purpose & Overview

- The Area Transport Plan (ATP) provides a sub-regional look at Burnaby's transportation network, identifying priorities for transit, cycling, walking, and goods movement.
- It supports the broader Transport 2050 regional strategy and Access for Everyone investment plan by detailing local projects and service improvements.
- The ATP planning process began in 2023 and is expected to conclude in early 2026.

◆ Public Engagement & Feedback

- Over 30 engagement events took place (Jan–Feb 2025) — at community centers, libraries, universities, and online.
- Surveys were translated into multiple languages (Simplified/Traditional Chinese, Japanese, Spanish).
- There were 16,000+ in-person interactions and 4,200+ survey responses, with about 400 from Burnaby residents.
- Feedback was largely positive, especially toward proposals that improve bus routes and service reliability.

◆ Key Transportation Issues Identified

- Need for safer, more reliable, accessible transit.
- Desire to reduce overcrowding and extend service hours.
- Importance of better east-west connections in Burnaby.
- Integration with major upcoming infrastructure:
 - Burnaby Mountain Gondola (proposed)
 - Broadway Subway
 - Millennium Line expansion
 - Future RapidBus corridors

◆ Proposed Bus Network Improvements

- Reconfiguration of several routes (e.g., 144, 183, 110) for more direct travel and shorter times.

- **New or extended routes to serve:**
 - Cascade Heights, Austin Village, Big Bend, and Still Creek industrial area.
 - Capitol Hill and Royal Oak / Edmonds areas.
- **Goal: create a network that's clearer, more direct, and better connected to growth centers and SkyTrain stations.**

- ◆ **RapidBus & Express Service Enhancements**

- **Introduction of limited-stop "Rapid" routes on key corridors:**
 - 183X, 25 Express, 19 Express, 40 Express, and 80 Express.
- **Designed to reduce travel time and connect major destinations (e.g., Brentwood, Metrotown, River District, Marine Drive).**

- ◆ **E-Scooter & Micromobility Discussion**

- **Committee discussed participation in the provincial e-scooter pilot program.**
- **Concerns raised about:**
 - Safety (speeding, sidewalk use, rider etiquette).
 - Infrastructure quality and maintenance (surface cracks, snow/ice removal).
 - Cross-municipal travel and shared-use consistency.
- **City staff confirmed:**
 - Scooters must follow same rules as bicycles (no riding on sidewalks).
 - Enforcement will focus first on education, then ticketing if necessary.
 - Future bike/scooter share programs will coordinate regionally.

- ◆ **Closing Notes**

- **Committee members expressed strong support for both the ATP and the e-scooter pilot.**
- **Emphasis on safety, connectivity, and sustainable mobility as Burnaby continues to grow.**
- **Staff will incorporate community feedback and return with the final plan and council recommendations in 2026.**

Summary of Southeast Burnaby Cycling and Mobility Corridor Presentation

Overview:

City staff presented updates on Phase 2 of the *Southeast Burnaby Active Transportation Project*, focusing on safety, accessibility, and improved cycling infrastructure. The corridor connects East Burnaby to the Big Bend area through the BC Parkway, forming a continuous east-west route linking Burnaby with Vancouver and New Westminster.

Key Goals:

- Develop a safe, comfortable, and connected cycling network for all ages and abilities (children, seniors, new and experienced cyclists).
- Reduce vehicle speeds and shortcircuiting through residential areas.
- Improve school-area safety and crossing conditions at major streets.
- Expand multi-modal options for workers, students, and recreational users.

Concerns Raised by Public:

- Multi-use paths may cause conflicts between cyclists and pedestrians, especially near schools and driveways.
- Some worry these designs replicate hazards seen in similar projects (e.g., Alpine).
- Calls for better on-street cycling safety, speed reduction, and clearer lane markings.
- Questions about traffic calming effectiveness and driveway safety on 12th Ave.
- Residents requested speed controls, particularly on bus routes with high volumes.

City's Response:

- Multi-use paths are intended to offer a safer option for children and less confident cyclists.
- Experienced cyclists can still ride on-street with added calming features.
- Traffic data will inform volume reduction strategies and school zone safety measures.
- Final design will aim to balance safety, access, and comfort for all users.

Citywide Traffic Safety & Speed Review

1. Citywide Review of “No Right Turn on Red” Policy

Following a **Council Notice of Motion**, staff conducted a **citywide review of intersection safety** focused on right-turn-on-red movements.

- **Data Review:** Analyzed ICBC **collision records** from the past five years, including all intersections with pedestrian injuries or fatalities.
- **Technical Findings:** Engineering assessments considered **sightlines, signalization, intersection geometry, and pedestrian conflict points**.
- **Outcome:** Implemented “**No Right on Red**” **signs** at select high-risk locations, along with **pedestrian head-start signals**, new **signage**, and **fencing** to improve safety.
- **Conclusion:** A **blanket citywide ban** on right turns on red is **not recommended**, as each intersection requires **case-by-case engineering review** to determine technical justification.
- **Enforcement:** RCMP confirmed ongoing “**rolling stop**” **enforcement blitzes** during the October pedestrian safety campaign, aligned with BC Chiefs of Police initiatives.

2. Neighbourhood Speed Limit Reduction Discussion

Motion Overview

Committee members discussed a motion to investigate the implementation of a 30 km/h speed limit across all local streets in Burnaby. The mover emphasized that this would be a multi-year, phased process requiring significant planning, design, and public engagement, similar to Vancouver’s approach. The amended motion directed staff to report back to the Transportation Committee with findings and recommendations before moving to Council for approval. The amendment was adopted unanimously, and the motion carried.

Key Discussion Points

Long-term Implementation: Members agreed the change would take several years to study and phase in, with analysis of existing 30 km/h neighbourhoods and potential expansion areas.

School Zone Signage: Discussion highlighted that Burnaby’s school zone limits (30 km/h from 7a.m.–10 p.m.) are unique compared to other municipalities. Concerns were raised that visiting drivers may not be aware of these extended hours. Staff confirmed they will review signage placement to ensure clarity and compliance.

Public Education & Enforcement: Emphasis placed on driver awareness and coordination with RCMP for effective enforcement.

Speed Cushion Pilot: Staff clarified that speed cushions (modified humps designed for emergency-vehicle clearance) are being piloted on Frances Street. Results will inform whether they can be expanded citywide. Operations staff are testing snowplow compatibility, durability, and resident feedback before broader rollout.

Community Feedback: Some residents have expressed confusion about project changes (e.g., from “speed cushions” to “speed humps”), prompting staff to improve communication and transparency in future pilot projects.

Next Steps

- Staff to investigate and report back on the feasibility, enforcement, and rollout of 30 km/h local street speed limits.
- Signage review to improve awareness of Burnaby’s school zone hours.
- Continue evaluation of speed cushion pilots before expanding to additional neighbourhoods.
- Following committee review, recommendations will proceed to City Council for approval and implementation planning.

Summary 1: City Traffic, Speed, and Safety Updates

The city is reviewing traffic safety measures, including speed limits on local streets, no-right-turn rules at intersections, and pedestrian safety improvements. Staff have been analyzing collision data, roadway conditions, and sightlines to determine where safety measures are most needed.

Key points:

- Blanket rules like “no right turn on red everywhere” are **not recommended** because each intersection is different and needs individual assessment.
- Enforcement campaigns focus on speeding, distracted driving, and pedestrian safety, often aligned with provincial initiatives.
- Staff are investigating a citywide **30 km/h speed limit on local streets** to improve safety for pedestrians, cyclists, and residents. This will take planning, community consultation, and coordination with RCMP enforcement.
- Pilot programs like **speed cushions** are being tested to slow traffic on certain streets. Staff will monitor and adjust before wider implementation.

Next steps:

- Staff will continue to monitor traffic, collect feedback, and report back with recommendations.
- Community members are encouraged to share concerns or suggestions as part of ongoing consultation.

Summary 2: School, Childcare, and Community Updates

The school district is working to improve local school zones, childcare availability, and language learning programs for international students and temporary residents.

Key points:

- School zones currently have **30 km/h limits from 7 a.m. to 10 p.m.**, mainly near schools. Expanding this to all local streets is under investigation.
- Town centre street design standards are being updated to ensure **safe intersections, crossings, and bikeways**, especially for children and pedestrians. This involves coordinating with new developments to ensure consistent and safe designs.
- The district is exploring ways to **expand before-and-after school care** by using existing classrooms more efficiently and seeking additional funding.
- English language support for international students and temporary residents is being considered, with potential programs modeled on successful international approaches.

Next steps:

- Staff will report back on potential changes to speed limits, school zone designs, and childcare expansion.
- Community engagement and feedback will continue to ensure policies meet the needs of families and residents.