

THE CORPORATION OF THE DISTRICT OF BURNABY

June 19, 1964.

HIS WORSHIP THE REEVE
AND MEMBERS OF THE COUNCIL

Gentlemen:

Report of the Traffic Safety Committee

Your Committee would report as follows:

1. East side of Sperling Avenue North from Hastings Street

Your Committee received a request that angle parking be ~~instituted~~ on the above portion of Sperling Avenue.

Investigation revealed that this part of Sperling Avenue has a 66 foot right-of-way and extends north from Hastings Street a distance of only one-half block.

Although the development of this street to accommodate angle parking is not impossible, the costs would be quite high.

Your Committee received information that an off-street parking survey is presently being made and, since the subject area is included in the study, the opinion was offered to us that no action should be taken at this time on the request until the study is completed.

Your Committee feels that this opinion is valid and we would therefore recommend that Council endorse it.

2. Streets in the vicinity of Clifton G. Brown Memorial Swimming Pool.

A suggestion was received that sidewalks be provided on the streets leading to and from the above noted Pool in order to provide a facility for pedestrians and thus afford them protection from vehicular traffic.

We were advised that the new road leading to the Pool provides for two ten-foot wide gravel shoulders and a 24-foot wide blacktop surface. These shoulders are in good condition and are, of course, intended to serve the pedestrians.

Sidewalks have been built on the overpass of the Freeway to the south of the Pool and this was done because sidewalks and railings are a natural way of finishing the lateral lines of bridges and similar structures.

Your Committee does not feel that sidewalks are warranted in the subject area since pedestrian traffic is extremely low and because adequate shoulders are available for foot traffic.

The letter that was received also complained about the lack of adequate public transit service in the area.

Since this is a matter of concern to the Public Utilities Committee and as it has been referred to that Committee for attention, we would suggest that our report dealing with the question of sidewalks be

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conveyed to the Public Utilities Committee for consideration in conjunction with the transit situation.

For the attention of that Committee, the Pool is in an isolated location and we would suggest there is likely little justification for providing transit service closer than that which presently exists. We would hasten to add that this is merely an opinion that was expressed to us and that our sole purpose in offering it now is merely to convey the point to the Public Utilities Committee.

3. North side of Kingsway between Patterson Avenue and Barker Avenue

Your Committee submitted a report to Council on April 6th dealing with the matter of relocating a nearside westbound bus zone on Kingsway at Patterson Avenue to a position nearside Barker Avenue. Our report also dealt with a complaint from the owner of property adjacent the nearside Kingsway - Barker location concerning the establishment of the bus zone there.

In our report, we indicated that the design of the Kingsway - Patterson intersection was approved by the Corporation and the Department of Highways and, though the Corporation observed its commitment by constructing its share of the improvements to the intersection, the Department altered the design that had been agreed upon. The result of this action by the Department of Highways was that it eliminated the parking lane for the westbound traffic movement and thereby forced the relocation of the bus zone in order to not impede one of the driving lanes.

Your Committee felt that the matter should be brought to the attention of the Department of Highways to determine whether it would be prepared to make such alterations as may be necessary to once again accommodate the bus zone at the former location.

The Council concurred with our view on this matter and a letter was accordingly despatched to the Department of Highways.

A reply has now been received from the Department and it is as follows:

"It was originally planned that the reconstruction at Kingsway and Patterson would not require moving the bus stop. However, when the Department's District Office staked the design on the site, they found it necessary, in order to provide good alignment through the intersection, to alter the design somewhat. This alteration made it necessary to move the bus stop.

Changing the pavement markings to accommodate the bus stop in the old location will, as inspection of the site will reveal, adversely affect the alignment through the intersection and require a considerable amount of eradication of pavement markings. It is felt there is insufficient justification for having this change made."

Your Committee noted the comments made by the Department of Highways in its letter and would recommend that the foregoing information just be received by Council.

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4. Bus Zone - North-west corner of Hastings Street and Sperling Avenue

A report was submitted to Council on May 25th on a request to relocate the bus zone at the north-west corner of Hastings Street and Sperling Avenue in order that space could be provided for vehicular parking other than buses.

Council concurred with our view that the request should not be entertained because the presence of the zone works no hardship on the proprietors of the abutting commercial premises.

It was pointed out by your Committee then that the present zone is the regular farside type and it occupies 60 feet of usable curb space. We added that to relocate the zone west of its present position would create a hardship for the transit public and, if it was moved to a mid-block position, 105 feet of curb space would be needed compared to the 60 that is now in use.

We also mentioned that the bus zone was located in its present position to meet the demand of the transit riding public and to also serve as a transfer point between the "Barnet" and "Government Road" bus routes.

The Council received a delegation on June 15th on the question of this bus zone and, in the presentation that was made, it was claimed that to move the zone would not work a hardship on the patrons using the buses that stopped in the zone if it was merely repositioned to another location nearby. It was added by the delegation that very few people either enter the bus or alight from it at the bus stop in question.

The spokesman for the delegation also contended that the merchants on the north side of Hastings Street west from Sperling Avenue require the curb space in front of their stores in order to attract business.

The Council felt that the Traffic Safety Committee should review the matter at hand with a view to determining whether or not the request of the merchants could be accommodated in any way.

Information was received that the B. C. Hydro and Power Authority received a request some months ago to relocate the subject bus zone. The Authority indicated then that the relocation of this zone to a position on the east side of Sperling Avenue nearside Hastings Street (as was requested) would not only be contrary to the bus stop policy of the Authority but it would create a serious traffic problem since buses would be required to make a left-turn onto Hastings Street from the curb lane instead of from the centre lane.

It was also pointed out to us that the former bus stop on Sperling Avenue in front of the Lochdale Hall was positioned there when totally different development patterns and road widths prevailed in the area and travel lines for bus patrons were also different.

As regards the existing location of the bus zone, there is a corner clearance area between the eastern end of the zone and Sperling Avenue which could not be used under any circumstances regardless of whether the zone was there or not.

In addition, the zone itself occupies only the equivalent of two spaces that could be occupied by ordinary passenger vehicles.

Because of the foregoing and the reasons given in our last report (which will be found embodied below), your Committee would reaffirm its past decision in respect of the subject bus zone and again recommend that the request to relocate it be not entertained.

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" A petition was received from a number of proprietors of businesses on Hastings Street at Sperling Avenue requesting that the bus zone at the north-west corner of this intersection be relocated in order that space can be provided for vehicular parking other than buses.

An inspection was made of the area on the north side of Hastings Street between Sperling Avenue and Grove Avenue. The relationship between the curb space occupied by the bus zone and the frontage of abutting commercial premises was also noted.

The bus zone is the regular farside type and it therefore occupies 60 feet of usable curb space. The commercial premises involved occupy some 165 feet. The area west of the zone has a one-hour parking restriction between 9:00 a.m. and 6:00 p.m.

We would point out that the bus zone was located at the intersection in question to meet the demand of the transit riding public and to also serve as a transfer point between the "Barnet" and "Government Road" bus routes.

To relocate the zone 160 feet west of its present position would, in our opinion, create a hardship for the transit public. To relocate the zone to a mid-block position would require 105 feet of curb space compared to the 60 feet that is now used.

In conclusion, your Committee would recommend that the bus zone in question not be relocated since it is not felt the presence of the existing zone works any hardship on the proprietors of abutting commercial premises."

5. 4459 Hastings Street

A request was received for a 15-minute parking zone between 6 p.m. and 11 p.m. adjacent those premises at the above noted address.

Investigation revealed that the first 170 feet of curb length west from Willingdon Avenue is occupied by crossings to the Fire Hall and a bus zone and, also, that two commercial establishments are located within this area. The balance of the curb space west of the bus zone has a one-hour parking restriction and, while the institution of a 15-minute parking restriction might benefit the store at 4459 Hastings Street, this regulation would undoubtedly have an adverse effect on other businesses in this area.

We feel that, rather than introduce a regulation that reflects an element of favouritism or discrimination, there should be no change in the current parking regulations in order that all available curb space in the subject area can be shared equally.

We would recommend that Council concur with this view and accordingly deny the request for the 15-minute parking zone at 4459 Hastings Street.

7. (a) Both sides of Gilmore Avenue from the lane North of Hastings Street to Albert Street and from the lane south of Hastings Street to Pender Street.
- (b) Both sides of MacDonald Avenue between the same two points mentioned under (a)

An investigation of a request for an extension of the existing one-hour parking restriction on both sides of Gilmore Avenue and MacDonald Avenue

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north and south of Hastings Street indicated that there is justification for making this extension from its points of termination at the lane south of Albert Street and the lane north of Pender Street to Albert Street and Pender Street respectively.

We would therefore recommend that the one-hour parking restriction be so extended and apply between 9 a.m. and 6 p.m. on every day except Sundays and holidays.

8. Burke Street between Smith Avenue and Chesham Avenue

A complaint was received regarding parking on both sides on the above noted portion of Burke Street.

Inspection revealed that the pavement width between curbs is only 24 feet and that vehicles often park within the corner clearance area at Chesham Avenue.

It is our view that a 24-foot pavement is inadequate to permit parking on both sides of a street and still allow for the through movement of traffic.

The initiative was taken by the Traffic Director in arranging for the installation of "No Parking" signs on the south side of Burke Street from Smith Avenue to Chesham Avenue because of the apparent necessity for such action.

Your Committee would recommend that Council ratify the action taken by the Traffic Director in this matter.

We would point out that this prohibition should not inconvenience owners of abutting properties because the homes on the lots do not face Burke Street.

9. 6600 Block Kingsway

We received a request for a parking restriction in the 6600 Block Kingsway.

Investigation revealed that there are no parking problems in that block.

It was surmised that there might have been cases when the Adult Night School at Burnaby South High School generated the need for extensive parking facilities but the bulk of these classes have now terminated, with the result relatively little use is being made of the curb space.

We would recommend that no action be taken on the request outlined in the first paragraph.

10. Kingsway and 14th Avenue

A request was received for more effective traffic control devices at the above noted intersection.

This intersection has long been a problem to the Municipality insofar as traffic movements are concerned. This situation is brought about by the geometric layout of the intersection, the physical conditions thereat and the presence of a traffic generator at one of the corners. All of these factors, we feel, contribute toward the causing of accidents at the intersection.

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It is our view that, other than a costly redesign and reconstruction of the physical and geometric elements of the Intersection, the situation could be ameliorated by undertaking a minimal amount of work.

We might add that the Traffic Engineering Division is currently in the process of corresponding with the Department of Highways in regard to the flashing amber traffic control device that is presently in operation at the intersection.

In the meantime, we would recommend that the following courses of action be followed by Council as a means of improving traffic conditions at the intersection:

- (a) That tall grass on the boulevards at the north-west and south-west corners be eliminated because it causes view obstructions.
- (b) That the Hotel at the south-east corner be requested to eliminate two marked parking stalls on the boulevard of Kingsway immediately south of 14th Avenue.
- (c) That the Hotel also be requested to refrain from allowing double parking on the Kingsway side of their premises.

- 11. (a) 13th Avenue and 1st Street
- (b) 13th Avenue adjacent the First Christian Reformed Church of New Westminster.

Requests were received for stop signs on 1st Street at 13th Avenue and for "No Parking" signs that could be placed, on a temporary basis, near the buildings of the above noted Church on both sides of 13th Avenue during services.

The intersection of 1st Street and 13th Avenue is considered to be a local residential one and there is no justification for the institution of controls, especially for Sunday traffic when one would expect those attending church to exercise courtesy and charity.

We would recommend that the request be not entertained for the reason given.

As regards the use of the "No Parking" signs, we have no objection to this if such signs are only employed on the side of 13th Avenue adjacent the Church.

The issuance of such signs is the prerogative of the R.C.M.P. and we would therefore refer this matter to the Traffic Detail of the Burnaby Detachment of the R.C.M.P.

12. School Patrols

Information was received that, instead of treating the youngsters who serve as school patrols to a Show, it is proposed to issue these children with passes to the Clifton G. Brown Memorial Swimming Pool in recognition of the services performed by them. As a matter of interest, there are presently 971 children acting as members of the School Patrol.

In addition, the school that produces the best patrol is to receive an award, to be known as the "Henry Klick Award", each year. The reason

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for using Sergeant Klick's name on the Award is because he was the person responsible for instituting school patrols in Burnaby and elsewhere.

The foregoing is submitted merely for the information of Council.

13. Willingdon Avenue and Lougheed Highway Transit Loop

The B. C. Hydro and Power Authority requested approval of a change in the routing of the buses which operate between the Kootenay Loop and the Lougheed - Willingdon intersection. At the present time, these buses loop within the Brentwood Shopping Centre property, entering at Kitchener Street and Willingdon Avenue and exiting to the north of this intersection.

Streets in the area west of Willingdon Avenue have now been paved and the Authority advised that it wishes to use these streets for the loop. The exact route for this loop will be Willingdon Avenue, Buchanan Street, Rosser Avenue, Halifax Street and return to Willingdon Avenue.

Under this proposed routing, it will be possible to adjust the northbound bus stop on Willingdon Avenue farside the exit to the Brentwood Shopping Centre north of Halifax Street from that position to one farside Halifax Street. The Authority adds that the southbound bus stop on Willingdon Avenue farside Halifax Street would not be moved.

As regards the proposed relocation of the northbound bus stop, we consider the new position to be a better choice than the existing one and we also feel that it should be established as a bus zone and not a bus stop.

For the information of Council, we would mention that the Brentwood Shopping Centre is presently considering the construction of a bus shelter at the new location.

We would recommend that the proposed relocation of the bus stop be approved and that the new location be designated as a bus zone.

Inasmuch as the matter of bus routes is one that comes within the purview of the Public Utilities Committee, we would suggest that our views on the bus zone be conveyed to the Committee for consideration in conjunction with the proposed route change.

Respectfully submitted,

James Dailly,
Chairman,
TRAFFIC SAFETY COMMITTEE

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