

THE CORPORATION OF THE DISTRICT OF BURNABY

May 6, 1966

HIS WORSHIP, THE REEVE AND
MEMBERS OF THE COUNCIL:

Gentlemen:

REPORT OF TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Bus Stop - Smith Avenue at Warren Street.

The B. C. Hydro & Power Authority has written to request that the existing southbound bus stop on Smith Avenue nearside Warren Street be relocated to a position farside Gilpin Street.

The Authority indicates this adjustment is considered necessary because:

- (a) Gilpin Street is now constructed through to Smith Avenue from the east;
- (b) the relocation of the stop will equalize spacing in the southbound direction, which is the aim of its Selective Stop pattern.

Your Committee is satisfied with the proposed bus stop relocation and would therefore recommend that it be approved.

(2) Moscrop Street adjacent to Wesburn Park.

Your Committee was informed that Council, on March 21st, did not adopt our recommendation to cancel the 20 m.p.h. speed limit on both Moscrop Street and Patterson Avenue adjacent to Wesburn Park.

We are prepared to concede that the action taken by Council with respect to Patterson Avenue is perhaps acceptable because traffic approaching Moscrop Street from the south is likely not going to be travelling much more than 20 - 25 m.p.h. because it has to stop at Moscrop Street, and it will therefore not be restricted to any great extent by the retention of the 20 m.p.h. zone.

However, regarding Moscrop Street adjacent to Wesburn Park, we feel that a 20 m.p.h. speed limit is entirely unwarranted for the following reasons:

- (a) Moscrop Street is now a major road;
- (b) it is unfair to expect total compliance with this speed limit because motorists will not be anticipating such a restriction when travelling on a major road;
- (c) the purpose of a major road is to facilitate the flow of traffic and therefore any speed limit less than 30 m.p.h. can only make for a hindrance to motorists;
- (d) no parking is allowed on the park side of Moscrop Street so there would be no obstructions in the event children ran out of the park onto Moscrop Street;

- (e) the pattern being followed by motorists travelling in an east-west direction through the general area is along 41st Avenue in Vancouver to Joyce Road and then to Boundary Road, entering Burnaby on Moscrop Street;
- (f) as mentioned in a report, dated March 3, 1966, concerning Willingdon Avenue and Moscrop Street, it is expected Moscrop Street will carry a great volume of detoured traffic when Grandview-Douglas Highway is being improved this summer;
- (g) if there be any fear regarding children being protected when leaving Wesburn Park on the Moscrop Street side of it, the Parks and Recreation Commission could be asked to consider the construction of a fence along that side.

In view of the foregoing reasons, your Committee would reaffirm its previous recommendation with respect to Moscrop Street adjacent to Wesburn Park and would thereby urge that Council cancel the 20 m.p.h. speed limit there.

(3) 14th Avenue from Kingsway eastward.

In January of this year, your Committee reported on a request for a parking prohibition on 14th Avenue from Kingsway to the north-easterly limit of the Burnaby Hotel property.

It was claimed by the person making the request that many of the guests of the Hotel park on this portion of 14th Avenue and frequently cause minor damage to their vehicles and others because of their lack of sobriety. It was also contended that the presence of the parked vehicles is not only an inconvenience for those either residing on the street, or having business there, but it is difficult for vehicular traffic to travel safely on the street because of the multitude of parked cars.

Investigation at that time revealed that the subject portion of 14th Avenue is signed as a parallel parking zone. It was felt that, if this regulation is adhered to, there should be no inconvenience to moving traffic on 14th Avenue. Moreover, we indicated that if there is a violation of this regulation, then it is a question of enforcement by the R.C.M.P., a matter which we were assured would be given attention.

Your Committee was asked by the same person to review the situation described earlier because it was claimed the patrons of the Hotel are still causing inconvenience to the moving traffic on 14th Avenue and to certain property owners in the area due to their parking habits there.

Your Committee reconsidered its past position on the matter and the following points were developed:

- (a) a parking prohibition on 14th Avenue would only worsen the situation because those parking there now would obviously seek other locations, which would likely cause inconvenience to other people;
- (b) if there is a problem of people parking on private property without the permission of the owner, there is recourse at law whereby the owner can have the vehicle towed away. A problem of this sort is not one that the municipality itself can remedy.

We would therefore recommend that Council reaffirm its previous decision to take no action with respect to the imposition of a parking prohibition on the portion of 14th Avenue in question.

We would point out that enforcement of the parallel parking regulation on the street is being carried out by the R.C.M.P. and this should overcome to a large extent the alleged problem in the area.

(4) Parker-Curtis Street at both Springer Avenue and Holdom Avenue.

Your Committee received a recommendation from a Coroner's Jury to review the traffic situation on the Parker-Curtis Street route to Simon Fraser University with a view to instituting whatever traffic measures may be deemed necessary, particularly at Springer Avenue and at Holdom Avenue.

We have been assured by the Engineering Department that University-oriented traffic volumes and patterns are being kept under surveillance and, when warranted, traffic control measures will be recommended immediately at appropriate locations.

During the investigation which resulted from the recommendation of the Coroner's Jury, it was noted that the intersection of Parker Street and Delta Avenue had an accident potential in the form of a view obstruction at the south-west corner. This obstruction consists of parked vehicles on the south side of Parker Street from Delta Avenue west. As Delta Avenue is steep approaching Parker Street from the South, it is almost impossible for northbound Delta Avenue traffic to see eastbound Parker Street traffic when approaching the intersection.

To overcome this problem, we would recommend that a "No Parking Anytime" prohibition be instituted on the south side of Parker Street from Delta Avenue to a point 120 feet west of Delta Avenue in order to provide better vision for northbound Delta Avenue traffic and eastbound Parker Street traffic approaching the intersection.

(5) Bus Stop in front of 5179 Rumble Street.

Your Committee reported to Council last January on a request to relocate the above mentioned bus stop.

We advised then that the B. C. Hydro & Power Authority indicated that, from a transit service standpoint, it would prefer that the stop remain because it is in a position where it best serves the people in the area. The Authority added that, if the stop was moved, this would not only inconvenience transit patrons but it would likely disturb the merchants in the area of the new stop position.

We also provided the views of the Engineering Department on the matter, which were that the Department always attempts to place bus stops at farside locations and bears in mind the questions of patron pick-up and safety. All of these factors pertain at the subject location.

Your Committee concurred with the views expressed by both the Authority and the Engineering Department and therefore recommended that the request not be entertained.

The person making the request again wrote to your Committee and suggested his reasons for the request were not thoroughly considered.

The points made in his original submission, and his last one, were as follows:

- (a) the bus stop restricts regular and transient customers from conveniently parking in front of his store, and it therefore makes for very poor accessibility to his store;
- (b) its presence does not permit a loading zone in front of the store;
- (c) the bus obstructs the view of motorists exiting from the Gas Station to the East;
- (d) customers complain about the bus stop and this adversely affects relations with the public;
- (e) during inclement weather, his store acts as a shelter and people congest his doorway;
- (f) the presence of the bus stop increases pilfering in the store;
- (g) school students waiting for the bus crowd customers seeking access to the store;
- (h) the conduct of some of these students is unbearable to customers;
- (i) no problem would be created if the bus stop was moved 100 yards or so away from its present position.

An investigation was conducted and the following points are made as a result:

- (a) The local businesses in the area were contacted and asked if they felt the removal of the bus stop would have any effect on them. A few of them were not certain, but most felt it would have some detrimental effect if their customers were compelled to walk an extra block. This contact was the first indication any had had that a request had been made for the relocation of the bus stop.
- (b) The view obstruction caused by the presence of the bus is very minor. The only people who could claim there was such an obstruction would be the exiting customers from the service station next door. This could only occur for about 30 seconds every 20 minutes, which is when the bus is at the stop. If the bus stop was not there, any vehicle could park in the area of the existing stop and create the same view problem, only this could be for a longer duration than that caused by the bus.
- (c) The positioning of the present bus stop was designed to most adequately serve patrons. Many of these people come from the north-east quadrant of the intersection and they would obviously be discommoded if the bus stop was relocated to a position further west or south.
- (d) The B. C. Hydro & Power Authority advises that the bus accepts between 12 and 15 students per day at the stop, which means that there are still a great number of others who may frequent the area and the store. The relocation of the bus stop will only slightly minimize this situation regarding people congesting the area of the doorway to the store.

- (e) The bus stop is no different than many other farside bus stops which, as Council is aware, is the policy with respect to the establishment of bus stops. Though it is true that the presence of the bus stop deprives customers from parking right in front of the store, this situation obtains at virtually all bus stops in commercial areas.

Though the above five points do not chronologically answer the nine made by the person concerned about the bus stop, they do cover every one that lie within our scope.

In conclusion, your Committee would recommend that the previous decision of Council to not relocate the bus stop in front of 5179 Rumble Street be reaffirmed.

(6) South Side of Edmonds Street from Grandview-Douglas Highway West.

For some time now, the municipality has been experiencing a traffic congestion problem for eastbound traffic on Edmonds Street approaching Grandview-Douglas Highway. This congestion is caused by vehicles parking on the south side of Edmonds Street west from Grandview-Douglas Highway, a situation which constricts the amount of roadway available for moving traffic. With the heavy left-turning movement at the intersection, through and right-turning Edmonds Street traffic approaching Grandview-Douglas Highway quite frequently is unable to proceed along the curb lane because of parked vehicles there. This problem is naturally more serious during rush hours.

As Council is aware, the south side of Edmonds Street from Grandview-Douglas Highway west borders Edmonds Street School. There is no demand for on-street parking because none of the school buildings face Edmonds Street.

In order to improve the situation, your Committee would recommend that a "No Parking Anytime" prohibition be instituted on the south side of Edmonds Street from Grandview-Douglas Highway to the western perimeter of the Edmonds Street School grounds.

(7) Sussex Avenue north from Kingsway.

In the early part of March, your Committee reported on a request for a parking prohibition on the west side of Sussex Avenue north from Kingsway.

It was submitted to your Committee that, because parking is presently allowed at that location, there is a problem of congestion for southbound traffic on Sussex Avenue turning west onto Kingsway.

Your Committee recommended against the institution of a parking prohibition because investigation revealed there was no justification for one.

Council, however, felt that the matter should be reviewed.

This was done and, as a result, we would make the following points:

- (a) The first six commercial establishments on the north side of Kingsway west from Sussex Avenue do not enjoy any customer parking in front of their premises because of a bus zone. Any parking restriction on the west side of Sussex