

THE CORPORATION OF THE DISTRICT OF BURNABY

April 27, 1967

HIS WORSHIP, THE REEVE,
AND MEMBERS OF THE MUNICIPAL COUNCIL:

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Nelson Avenue and Dover Street

A request was received for a school crosswalk at the above intersection.

In addition to using automatic traffic counters, a visual observation was made to determine whether any difficulties were being experienced by the children while crossing Nelson Avenue at Dover Street.

It was estimated that approximately 63 of the children who crossed were from the Marlborough Elementary School. During the time they crossed, the automatic counter recorded 201 vehicles, although this was an incorrect figure because the children were actuating the recorder by stepping on the hose. Even so, this number is not of the order which poses a problem for the children crossing.

It was also noted that the new Secondary High School on Nelson Avenue at Dover Street was in use. As a warning to motorists, the standard advance school warning signs will be placed on Nelson Avenue.

We also received reports of traffic speeding on Nelson Avenue. This matter will be referred to the R.C.M.P. for attention.

We concluded that a marked crosswalk on Nelson Avenue at Dover Street is unwarranted and would therefore recommend against the installation of one.

(2) Car Rodeos on Parking Lots

We received a complaint concerning the noise and traffic hazards caused by a car rodeo on the Middlegate Shopping Centre property.

The question of noise is not one that comes within our purview so our investigation was confined to the alleged traffic hazard.

Specifically, the claim was that motorists on Kingsway passing the Middlegate Shopping Centre are distracted by the activity on the parking lot and this causes a potential hazard.

It is difficult to determine the degree these roadeos affect traffic on Kingsway. In our opinion, they probably have no more affect than the various displays that are arranged from time to time on many parking lots along Kingsway.

If it is considered that car roadeos should be prohibited from parking lots, then this could be done through the use of the Zoning By-Law. However, before such action is taken, consideration should be given the following points:

- (a) in most instances, the car roadeos are organized and operated by reputable car clubs who undoubtedly are quite safety-conscious.
- (b) if these clubs are denied the use of parking lots for organized competition, it could result in them using streets because the members are going to compete with one another whether it be on an organized basis or not.
- (c) the only real basis for objection to these roadeos is the noise factor, although this is questionable because most large parking lots are adjacent to heavy traffic generators. Perhaps it would be prudent to allow car roadeos on large parking lots, subject to their positioning in relation to nearby dwellings.

Your Committee concluded that, apart from the noise nuisance reportedly associated with car roadeos, it is to the benefit of the municipality that these roadeos are properly organized and kept away from street traffic.

(3) Imperial Street at Mandy Avenue

Last November we reported on a request for a parking prohibition on the South side of Imperial Street at Mandy Avenue.

The reason for the request was that patrons of the Central Park Golf Club parked on the South side of Imperial Street, thus preventing the residents there from parking in front of their own property.

We expressed the opinion that this problem should diminish with the winter approaching. We added that, though there are no off-street parking facilities for the miniature golf course, this will be remedied in 1967 with the construction of a parking lot adjacent to the golf course.

Council concurred with our view then that the slight inconvenience which may be caused to those residing on the South side of Imperial Street can perhaps be tolerated.

You adopted a recommendation that no action be taken on the request.

The request has now been revived and, as a result, a further investigation was made.

This disclosed that:

- (a) the parking lot will not be completed until late 1967
- (b) the parking lot will be some distance from the golf pro shop and many patrons will likely find it more convenient to park on Imperial Street
- (c) all homes on Imperial Street between Mandy and Joffre Avenues have off-street parking facilities
- (d) in examining the development plan for the park, it appears that, in the future when all facilities are operating, there will be a heavy demand for parking on all perimeter streets of the park because:
 - (i) only a limited amount of off-street parking can reasonably be provided.
 - (ii) people want to park right opposite the facility they are patronizing.

Because of this anticipated future heavy parking demand, any action taken today will set a precedent for parking control in the area. Another point worthy of consideration is that any parking prohibition on the subject portion of Imperial Street will obviously apply to those residing there plus any guests that may be visiting them.

We concluded that there is no justification at the present time for imposing a parking prohibition on the portion of Imperial Street in question and would therefore recommend against any such action.

(4) Nelson Avenue South from Kingsway

On October 3, 1966, the Council changed the two-hour parking prohibition on the east side of Nelson Avenue from the lane South of Kingsway for a distance of two car spaces North to a 15-minute parking zone.

The reason was that this would produce a greater turnover in available parking spaces in the area adjacent to the Medical Building and should, to some extent, improve the parking situation for those arriving by vehicles who are visiting offices in the Medical Building.

Parking is prohibited all the time North of the 15-minute parking zone in order to allow for vehicles storage and right-turning movements at the signalized intersection of Kingsway and Nelson Avenue.

We received a complaint that motorists cannot leave their vehicles to assist a passenger into the building or sit in the vehicle waiting for the return of the passenger, because of the "No Parking" prohibition.

The suggestion was made that a limited time passenger or taxi zone should be provided. The problem, as we see it, is that such an arrangement would be unenforceable and would therefore not be effective.

In addition, we feel that the existing parking prohibition should not be eliminated because of the heavy traffic generated by the Japsons-Sears area; in fact, it may be that in the future some peak period parking limits may become necessary in the 15-minute zone.

We were given to understand that the Medical Building is to be extended by two floors. If this occurs, the problem of patient admissions to the building are obviously going to increase.

Perhaps the time may be opportune for the tenants in, or owner of, the Medical Building to consider some measures that would resolve the problem mentioned above.

A few suggestions in this regard are:

- (a) the provision of adequate off-street parking facilities for patients and others frequenting the building
- (b) the provision of a bench or seating facility on the sidewalk, complete with a canopy, so that patients can be placed there while the motorists who bring them, seek a proper parking facility
- (c) the provision of another entrance to the building that would not cause any parking problems for those bringing patients to the building.

Your Committee feels that no further controls can be instituted at the subject location other than that in existence at the present time and would therefore recommend that no action be taken on the request recited above.

(5) Lane South of Brentlawn Drive between Beta Avenue and Delta Avenue

We received a request for one-way traffic control in the above lane.

The lane is paved and is in a direct alignment with the exit from the upper parking lot of the Brentwood Shopping Centre. These two factors no doubt attract excessive amounts of traffic and this contributes to a speeding problem.

As lanes are primarily used as secondary access to those properties abutting the lane, we felt the requested restriction to a Westbound movement only should be applied only if all abutting owners agreed. Most of the property owners involved were contacted and some of them were opposed. It was observed too that six of the properties had driveways arranged in such a manner that they are really only compatible with Eastbound traffic movement.

Your Committee is of the opinion that any restriction such as requested should have the support of almost all of the property owners concerned.

As one-third of those contacted were opposed to the proposal, we would recommend against any action being taken to impose one-way traffic movement control on the subject lane.

(6) Edmonds Street between Grandview-Douglas Highway and Sixth Street

A request was received for a parking prohibition in the above block of Edmonds Street.

A parking turnover study was conducted for the South side of Edmonds Street only because development on the North side is not of the type that creates a parking problem.

The business establishments in the area were contacted and some of the proprietors were opposed to any parking restriction.

From observation, it was noted that no problem exists because most people are using the off-street parking facilities available in the area.

We would therefore recommend that no parking prohibition be instituted on the subject portion of Edmonds Street.

(7) Schools Patrols

During our investigations of requests for school crosswalks, we have on numerous occasions noticed adults, particularly high school students, ignoring the directions of the patrols at the crosswalks.

In our opinion, this could lead to accidents because motorists are relying on the patrols to indicate when a pedestrian will step into the crosswalk.

In an effort to rectify this situation, we would recommend that the following be added to "SURREBY STREET AND TRAFFIC BY-LAW 1961":

"Any pedestrian wishing to cross a street in a crosswalk that is under the control of a School Patrol shall obey the instructions of that Patrol".

We would also recommend that overtures be made to the Provincial Government to have the Motor Vehicle Act amended to include a provision similar to that recommended above.

(8) Willingdon Avenue between Moscrop Street and Grandview-Douglas Highway

It was brought to our attention by the R.C.M.P. that many motorists exceed the 30 m.p.h. speed limit on the above portion of Willingdon Avenue.

It was contended that, because the road is extremely wide and is conducive to motorists travelling at a rate greater than 30 m.p.h., the speed limit should be increased.

It was suggested too that perhaps this should be applied South of Moscrop Street at such time as this portion is widened.

We would recommend that the speed limit on Willingdon Avenue between Moscrop Street and Grandview-Douglas Highway be increased to 40 m.p.h.

(9) Nelson Avenue at Imperial Street

A complaint was received regarding vehicles parking on the East side of Nelson Avenue South from Imperial Street causing a view obstruction.

An investigation was made which revealed that the vehicles parked on Nelson Avenue do not cause as much a problem as those which park on Imperial Street East of Nelson Avenue. The real problem is caused by vehicles parking in the twenty-foot corner clearance area, a matter that should be referred to the R. C. M. P. for appropriate action. Should enforcement fail to resolve the problem, then perhaps signing should be provided.

Your Committee would recommend that, other than the R.C.M.P. giving the matter mentioned attention, no other action be taken with respect to the request.

Respectfully submitted,

Councillor James Dailly,
Chairman.

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