

THE CORPORATION OF THE DISTRICT OF BURNABY

February 28, 1964

HIS WORSHIP THE REEVE
AND MEMBERS OF THE COUNCIL:

GENTLEMEN:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

1. Representative from Burnaby Chamber of Commerce

The Burnaby Chamber of Commerce has been represented on the Traffic Safety Committee by a Mr. W. McLauchlan. This gentleman recently informed us that he is no longer a member of the Chamber. As a result, it was necessary that the Chamber appoint another representative.

Mr. Si B. Anderson, who is the Industrial Sales Manager for Webb & Knapp (Canada) Ltd., is now the delegate from the Burnaby Chamber of Commerce.

The foregoing is submitted to Council for information only.

2. Burnaby Safety Council

Your Committee received a request a short time ago from the Burnaby Safety Council to be represented on the Committee.

We are indeed pleased to have representation from the Safety Council because this would create an effective liaison between it and your Committee.

At the moment, our constitution does not provide for representation from the Burnaby Safety Council. It will therefore be necessary to expand our terms of reference to allow the Safety Council to be represented.

We would recommend that Council approve the addition of the Burnaby Safety Council to the membership of your Committee.

We would add that the appointee of the Safety Council is Mr. Jack McLeod, who serves on the Safety Council as the Chairman of the Traffic Safety Section.

3. Winston Street between Piper Avenue and Strongheart Dog Food Plant

Your Committee was asked to direct its attention to the above portion of Winston Street because of vehicles allegedly speeding thereon.

An inspection disclosed that the subject portion of Winston Street is not conducive to speed because it is only two blocks in length and it is of gravel construction.

The radar machine was placed on the street between 7:00 A.M. and 8:30 A.M. one day and only six vehicles travelled along the street. None of the vehicles exceeded thirty miles per hour.

The ~~only~~ vehicles using this street are those belonging to residents and a few employees of the ~~Strengthen~~ Dog Food Plant.

The conclusion was reached that there is no need for alarm and, as a result, we would recommend that no action be taken on the complaint.

4. Royal Oak Avenue north of Kingsway

Your Committee submitted a report to Council a short time ago recommending that no action be taken on a request of the Fire Department for a parking prohibition on the east side of Royal Oak Avenue north from Kingsway.

Council felt that, despite an impending Local Improvement proposal for Royal Oak Avenue, there might be merit in establishing the parking prohibition immediately because:

- a) It will naturally be some time before all formalities required in connection with Local Improvement initiatives are undertaken.
- b) There is no certainty that the abutting owners on the street will approve the project that will be submitted to them.

In view of these two points and the fact serious consequences could result if fire trucks were unable to comfortably negotiate the turn from Kingsway onto Royal Oak Avenue on their way to a call, Council referred the subject matter back to the Committee for reconsideration.

A review of the situation has led to the conclusion that the present indiscriminate parking in the area is not only quite unsightly but it also violates several regulations set out in the Street and Traffic By-Law.

Your Committee feels that the congestion in the area restricts the capacity of the intersection and could create a serious hazard for traffic, particularly emergency vehicles.

We would therefore recommend that parking be prohibited (full time) on the east side of Royal Oak Avenue from Kingsway to a point 110 feet north and also on the west side of Royal Oak Avenue from Kingsway to a point 60 feet north.

5. Sprott Street between Douglas Road and Kensington Avenue

Sprott Street will be the only east-west facility that will overpass the Freeway in Central Durnaby. It will therefore form an effective link between Douglas Road and Kensington Avenue. In addition, Sprott Street will be connected to the Freeway with one "on-ramp" and an "off-ramp". It will also perform in concert with the interchange at Kensington Avenue.

In view of this, your Committee would recommend that the portion of Sprott Street mentioned in caption be designated as a through street before the opening of the Freeway.

6. Clydesdale Street between Boundary Road and Gilmore Avenue

Clydesdale Street east of Boundary Road has a direct ramp connection to the Freeway and it is directly opposite Grandview Highway in Vancouver. This obviously will have the effect of Clydesdale Street functioning as

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a connection between the Freeway and the Grandview Highway.

As a result, we would recommend that Clydesdale Street be made a through street between Boundary Road and Gilmore Avenue.

Your Committee would also mention that, in conjunction with the opening of the Freeway, it is anticipated that there will be a need for two approach lanes and two departing lanes on Clydesdale Street at Boundary Road to coincide with the arrangement on Grandview Highway in Vancouver. This may precipitate problems and it may be necessary to institute a "No Stopping Any Time" regulation on both sides of Clydesdale Street east of Boundary Road. A number of other matters in this area are also of concern and the problems which are expected will likely manifest themselves once the area is exposed to the traffic movements that will be caused by the use of the Freeway.

Your Committee is merely supplying the information contained in the last paragraph for the purpose of acquainting Council in advance with some of the possibilities that can be expected in the subject area after the Freeway is opened.

7. North Side of Kitchener Street from the lane east of Boundary Road to Ingleton Avenue

A request was received for a parking prohibition on the north side of Kitchener Street adjacent the premises of United Terminals. The reason for this request was to eliminate a view obstruction at the driveway to the property of the Company.

Investigation discloses that this driveway is used frequently by large semi-trailers. The high demand for employee parking in the area results in congestion on Kitchener Street and makes two-way traffic movements difficult for passenger vehicles and impossible for trucks.

We feel that the problem can best be resolved by the imposition of a full-time parking prohibition on the portion of Kitchener Street mentioned in caption.

We would therefore recommend that such a regulation be established.

8. Hastings Street between Grove Avenue and Clare Avenue

Your Committee received a request for a one-hour parking restriction on Hastings Street between Grove Avenue and Duncan Avenue.

Investigation disclosed that such a proposal could be supported, although it was felt a restriction of this kind should only apply as far east as Clare Avenue because the block between Clare Avenue and Duncan Avenue has little or no demand for parking on the north side and it is well served by off-street parking facilities on the south side.

We would therefore recommend that a one-hour parking restriction be instituted on both sides of Hastings Street from Grove Avenue to Clare Avenue between 9:00 A.M. and 6:00 P.M. daily.

Respectfully submitted,

W.A. Blair,
Acting Chairman
TRAFFIC SAFETY COMMITTEE

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