

THE CORPORATION OF THE DISTRICT OF BURNABY

May 7, 1965.

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

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Bainbridge Avenue between Lougheed Highway and Government Street

Approximately one year ago, a request was received for measures to relieve a noise problem that was allegedly being caused by heavy truck traffic using the above portion of Bainbridge Avenue.

During our deliberations on the matter, it was brought out that the Municipality had acquired some land for an industrial collector street between Sperling Avenue and Brighton Avenue that is to be known as the "Government-Winston" major road.

In the report which we submitted to Council then, it was indicated that the only feasible means of resolving the complaint concerning noise on Bainbridge Avenue was the development of the collector road Westerly to Sperling Avenue.

This matter has been under active consideration since that time and some progress had been made with regard to the acquisition of land for this road.

Your Committee has again been approached by the person who initiated the request mentioned in the first paragraph of this report urging that action be taken immediately to resolve the noise problem that has apparently been affecting him for the past year or so.

In addition, the Council recently received a suggestion that the Corporation widen Bainbridge Avenue between Lougheed Highway and Government Street to at least four lanes in order to accommodate to a greater extent the volume of traffic using the street. Traffic count information received by Council led to the conclusion that it was not possible to justify the cost of the Municipality providing even one additional lane at this time on the subject portion of Bainbridge Avenue.

The Council concurred with this view but asked your Committee to keep the situation under surveillance.

As Council is aware, an amendment to the "Street and Traffic By-Law" under which truck routes will be designated is currently being prepared. It is not known at this time whether Bainbridge Avenue will be designated as such a route. One reason it has not been possible to positively deal with the truck route policy for the "Government Road" area is the uncertainty with respect to the creation of the aforementioned collector road. As Council knows, there is no question that this road will be the major one for the area and it will naturally be designed to accommodate truck traffic. However, until it is established, it will naturally be necessary to designate (on a temporary basis) other roads in the area as truck routes.

There is, however, one mitigating circumstance and that is that a Local Improvement is slated for Greenwood Street this year. When this work is undertaken, the street will provide a direct route West of Government Street between Bainbridge Avenue and Sperling Avenue. It is possible that many trucks presently using Bainbridge Avenue will choose to follow Greenwood Street after it is improved.

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Your Committee feels that the most reasonable solution to the matter of concern to the complainant is the provision of the "Government-Winston" industrial collector road and that any disconcerting effects resulting from truck traffic using Bainbridge Avenue (and other streets in the "Government Road" area, to a lesser extent) should perhaps be tolerated by the residents until this major road is established. Our principal reason for holding this view is that the industrial collector street is expected to be created within the next two years and we are confident that, when this is done, the problem of truck traffic will be almost entirely eliminated.

We would conclude by recommending that the opinion just expressed be endorsed by Council.

(2) Gilmore Avenue in front of Kitchener School

A request was received for "No U-Turn" signs on Gilmore Avenue North and South of the crosswalk in front of Kitchener School.

Information was received that the making of U-turns at this location is not in contravention of the Motor Vehicle Act. However, because the problem is occurring where a number of children are present, it is felt some remedial action should be taken.

We would therefore recommend that "No U-Turn" signs be installed on Gilmore Avenue between William Street and Kitchener Street.

(3) Second Street Bus Route

Last February, the Council was advised by the B.C. Hydro and Power Authority that it would accede to a request of the Corporation to revise a portion of the Second Street bus route that travels via Second Street, Twelfth Avenue and First Street to follow Eleventh Avenue instead of Twelfth Avenue.

We have now had an opportunity to examine the bus stop rearrangements that are necessitated by the bus route revision and would recommend that they be approved. The following are the details:

(a) Stops to be discontinued:

- (i) Eastbound on Twelfth Avenue farside Second Street
- (ii) Westbound on Twelfth Avenue farside First Street
- (iii) Southbound on Second Street farside Twelfth Avenue

(b) Stops to be installed:

- (i) Southbound on First Street farside Twelfth Avenue
- (ii) Westbound on Eleventh Avenue farside First Street
- (iii) Southbound on Second Street farside Eleventh Avenue
- (iv) Northbound on First Street farside Eleventh Avenue

A copy of a plan illustrating the foregoing will be found attached to this report.

It should be understood that implicit in this recommendation is the approval of the bus route revision itself.

(4) Lougheed Highway and Boundary Road

A complaint was received that the traffic signals at the above location are not readily discernible to motorists, especially the Westbound movement on the Highway.

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Investigation confirmed that the background of Freeway overpasses and other developments in the area could make it difficult to always see the signals. This, no doubt, could be the reason for some motorists violating the "red" light.

As Council is aware, the Municipality will be paving its side of Boundary Road this year. It is planned during this work to also change the signalization at Lougheed Highway and Boundary Road to be compatible with the new geometrics at the intersection. This should resolve the problem previously mentioned but, in the meantime, we feel a "Signals Ahead" sign should be installed on the Lougheed Highway in advance of the intersection at Boundary Road for the Westbound traffic movement.

Your Committee would recommend that the Department of Highways be asked to instal such a sign.

(5) Off-street Parking Lots

Last February, Council asked your Committee to contact the City of Vancouver to ascertain the means by which it provided for the development of off-street parking lots in the City.

This was done and the literary material presented by the City has been examined in some detail.

The submission from the City indicated that there are two classes of off-street parking facilities with which the City is concerned. One is the type that is used in the downtown area and the other is the system employed for suburban shopping districts. The former was established by the City and powers of administration were delegated to a parking corporation. The latter was developed, and is administered directly, by the City with the cost involved being borne by the merchants in the particular district. This type of collective off-street parking project is undertaken as a Local Improvement and the initiative is taken by a Chamber of Commerce, a business association or an informal merchants' group. They decide the property that should be developed for parking, that which should be assessed for the cost and whether there should be any variations in the front-foot rate. Acquisition of property, development of the lot, and administration and maintenance are all handled by the City, which holds title to the lots. The total cost, including maintenance and an amount equal to taxes, is charged to the owners of the abutting commercial properties.

The representative from the Burnaby Chamber of Commerce that sits on your Committee mentioned that the Chamber has endeavoured to encourage a scheme in Burnaby similar to the suburban type of off-street parking lot in Vancouver.

Your Committee has, at various times in the past, indicated that off-street parking should be encouraged wherever possible. We have, however, never gone so far as to suggest that this take the form of a formal arrangement such as exists in the City of Vancouver.

We now feel the matter warrants serious consideration and would therefore recommend that Council establish a policy for the provision of off-street parking facilities in the Municipality on a Local Improvement basis.

In order that Council may have full particulars of the information received, copies of the material from the City will be found attached.

In addition, a submission from the District of Kitimat on the matter is also being attached.

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(6) Buller Avenue and Beresford Street

We received a complaint that a back of a railway sign North of Beresford Street at Buller Avenue confuses motorists proceeding North on the Avenue, with the result some of them are not able to adequately discern the "Stop" sign on Buller Avenue at Beresford Street.

Investigation disclosed that the intersection has no "Stop" sign but there are railway advance warning signs on the Buller Avenue approaches to the railway line at Beresford Street. The one for the Northbound movement is approximately 100 feet South of the intersection but the one for the Southbound movement is on the North property line of Beresford Street. It is a 30-inch circular sign mounted in a similar fashion to a 24-inch octagon-shaped "Stop" sign.

We feel this sign could confuse Northbound motorists, particularly since it is mounted where one would expect to see a "Stop" sign.

In view of this situation, we would recommend that the railway advance warning sign on the North property line of Beresford Street be relocated to a point between 50 and 75 feet further South on Buller Avenue in order to eliminate the confusion which apparently exists now.

(7) Kingsway Parking Regulations

At your meeting on February 22, 1965, you approved the institution of a number of parking regulations for Kingsway.

Since then, the matter has been reviewed and some of the regulations have been revised. The basic change is that the regulation should be "No Stopping" at various times throughout the entire length of Kingsway rather than a "No Parking" restriction on some portions.

We might explain that our reason for the "No Stopping" restriction is that this will provide a uniform treatment for Kingsway and should eliminate any suggestion of discrimination such as could have developed with the former arrangement. It should be mentioned that we initially felt the "No Parking" regulation along certain parts of Kingsway was warranted because of the volumes of traffic and the capacity of the street to handle it.

We would therefore recommend that the following parking regulations be instituted for Kingsway:

(a) North Side of Kingsway

(i) No Stopping Anytime

Boundary Road to Smith Avenue
Inman Avenue to Patterson Avenue
Edmonds Street to Tenth Avenue

(ii) No Stopping between 7 a.m. and 9 a.m. and also
between 4 p.m. and 6 p.m.

Smith Avenue to Inman Avenue
Patterson Avenue to Edmonds Street

(b) South Side of Kingsway

No Stopping Anytime

Boundary Road to Patterson Avenue
Sussex Avenue to McKercher Avenue
Edmonds Street to Tenth Avenue

No Stopping between 4 p.m. and 6 p.m.
Patterson Avenue to Sussex Avenue
McKercher Avenue to Edmonds Street

Would also recommend that all bus stops on Kingsway between Boundary Road and Tenth Avenue be changed to bus zones in order that the buses can move uninterruptedly in and out of the areas reserved for them. These buses will also be able to use the curb lane almost exclusively and will therefore not need to enter and re-enter the normal traffic flows on Kingsway.

(8) Imperial Street West of Grandview-Douglas Highway

As Council is aware, Imperial Street West from Grandview-Douglas Highway is being improved. Traffic movements at Imperial Street and Grandview-Douglas Highway are controlled by a traffic signal whose synchronization is governed by an activator in the Eastbound left-turn lane on Imperial Street approximately 60 feet West of the Highway. We feel, because of the location of this activator, it would be desirable to keep right-turn movements to the curb lane to prevent them from activating the signal.

Since the pavement width on Imperial Street is to be 36 feet, we would like to propose the painting of lane width transitions to make possible the marking of two 10-foot lanes Eastbound and a 9½-foot lane Westbound with a 6½-foot parking lane. This directional dividing line would curve back to the centre line of Imperial Street commencing at a point 90 feet West of the West property line on Grandview-Douglas Highway and ending at a point 140 feet West of the said property line, where a two-lane road with parking on both sides would exist.

To implement the foregoing will require a "No Stopping Anytime" regulation on the South side of Imperial Street from Grandview-Douglas Highway to the lane West of the Highway and we would therefore recommend that such a prohibition be instituted.

(9) North side of Norland Avenue from a point 1,205 feet East from Douglas Road Eastward a distance of 250 feet

At a recent meeting of Council, a parking prohibition was instituted for the following portions of Norland Avenue:

- (a) South side of Norland Avenue from Douglas Road East a distance of 1,620 feet;
- (b) North side of Norland Avenue from a point 515 feet East of Douglas Road a distance further East of 690 feet;

Since this prohibition was effected, a complaint has been received from one of the industrial firms in front of whose property the prohibition was not applied. His complaint was that, with the restriction, those who formerly parked in the prohibited area now park in front of his premises and block the access of potential business clients.

The situation was considered urgent to the Municipal Engineer and, as a result, he installed a "No Parking Anytime" sign along the North side of Norland Avenue from a point 1,205 feet East of Douglas Road a further distance East of 250 feet.

We would recommend that the action taken by the Municipal Engineer be ratified.

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(10) Willingdon Avenue South of Grandview-Douglas Highway

A request was received from the Institute of Technology for a crosswalk from the bus stop on the West side of Willingdon Avenue South of Grandview-Douglas Highway to a point at the South side of their access driveway.

We feel that such an installation is required and would therefore recommend that a school crosswalk be installed Westward across Willingdon Avenue along the alignment of the sidewalk on the South side of the access driveway to the B.C. Institute of Technology.

(11) Beresford Street on the South side of the B.C. Hydro and Power Authority Railway Tracks between Telford Avenue and Dow Avenue

A request was received for measures to improve the view for motorists when entering the above portion of Beresford Street.

Investigation disclosed that a problem existed and, to correct this, we would recommend that a "No Parking Anytime" prohibition be instituted for the captioned portion of Beresford Street.

(12) Hythe Avenue and Dundas Street

We received a request for a "Stop" sign on Dundas Street at Hythe Avenue for the Eastbound movement.

At the present time, Hythe Avenue between Hastings Street and Dundas Street, and Dundas Street from Hythe Avenue to Fell Avenue are being used as through streets. All streets are required to stop, with the exception of the Eastbound movement on Dundas Street approaching Hythe Avenue. This system is only to be regarded as temporary but, while it is in effect, we would recommend that a "Stop" sign be installed on Dundas Street at Hythe Avenue for the Eastbound traffic movement.

(13) Glynde Avenue and Cambridge Street

Your Committee received a request that steps be taken to eliminate a potential hazard at the above noted intersection caused by the difference in elevation between the road and property at 5050 Cambridge Street.

Some thought was given the installation of "Stop" signs but this was discarded because the presence of such signs might cause vehicles to skid when the pavement is slippery, thus creating a potential accident situation.

The property in question is below the level of the roadway. However, this situation was likely known to the owner of the property before moving there.

We feel that the responsibility for providing protection which will prevent vehicles running off the street rests with the owner himself. However, if this protection was to take the form of a retaining wall which would rise above the elevation of the road, the Engineering Department has assured us it would fill the boulevard to such a height as to provide a surface run-off for the roadway away from the retaining wall. The Department would also provide some top soil for the so raised boulevard should the owner of the property indicate his wish to maintain the boulevard in a grassed condition.

Your Committee feels that this offer of the Engineering Department is one that should be made to the owner since it is an approach that could ameliorate the matter of concern to him.

We would therefore recommend that the proposal be suggested to the owner of the property at 5050 Cambridge Street.

Respectfully submitted,

James Dailly,
ACTING CHAIRMAN.

EW/dew
Attachs.