

## THE CORPORATION OF THE DISTRICT OF BURHABY

February 13, 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) Parking Regulations for Kingsway

A study of traffic flows on Kingsway was conducted to determine the measures that would best improve the efficiency of the street and the safety of those using it.

The basic purpose of the study was to ascertain which portions of Kingsway are stressed by peak-hour traffic to and beyond the practical capacity of the existing street width and to develop a plan for increasing the present capacities.

We would point out at this juncture that the capacity deficiencies on Kingsway have been known to exist for some years over the major portion of the road, particularly that part West of Patterson Avenue. This section is, and will be, operating beyond its capacity unless physical widening is undertaken.

The procedure employed in the survey that was made involved calculations of:

- (a) the capacities for each direction of traffic at every signalized intersection, and
- (b) the average maximum peak-hour flows.

This situation is illustrated on Drawing D-2, a copy of which will be available at the meeting on February 22, 1965.

We concluded that, though there may be a number of ways to increase the traffic capacity on Kingsway, none appear to be as economic and as effective as abolishing parking and/or stopping during the peak-hour periods. As a matter of fact, this solution is almost the last that is available to increase the capacity before actually widening the street.

On the basis of the study, your Committee would recommend the institution of the following curb use regulations on Kingsway:

(a) For the North Side of Kingsway

(i) No Stopping Any Time

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

(ii) No Stopping between 7 a.m. and 2 a.m. and also between 4 p.m. and 6 p.m.

Inman Avenue to the East leg of Smith Avenue  
Patterson Avenue to Royal Oak Avenue

(iii) No Parking between 7 a.m. and 2 a.m. and between 4 p.m. and 6 p.m.

Sperling Avenue to Royal Oak Avenue

(CONT'D - P 2)

- 2 -

(b) South Side of Kingsway(i) No Stopping Any Time

Boundary Road to Patterson Avenue  
Sussex Avenue to approximately a point midway  
between the Western and Eastern boundaries  
of the "Simpsons-Sears" property.

A point approximately 700 feet West of  
Edmonds Street to Tenth Avenue

(ii) No Stopping between 4 p.m. and 6 p.m.

Patterson Avenue to Sussex Avenue

Approximately a point midway between  
the Western and Eastern boundaries of  
the "Simpsons-Sears" property to a point  
approximately 700 feet West of Edmonds Street.

For the benefit of those who are not aware of the distinction between a "No Parking" and a "No Stopping" regulation, the former is less restrictive because it allows vehicles to stop momentarily if they are actually engaged in loading or unloading. The "No Stopping" regulation forbids any form of stopping.

As mentioned previously, the most deficient portion of Kingsway (insofar as capacity is concerned) is that between Boundary Road and Patterson Avenue. The recommended restrictive measure for the North side of Kingsway will only produce a limited amount of relief. On the South side of Kingsway (adjacent Central Park), no increase in capacity is possible under present conditions because there is no parking lane and the two Eastbound lanes are presently taxed to capacity.

We would also recommend that the following be considered by Council:

- (a) That a design be initiated for the ultimate widening of Kingsway between Boundary Road and Patterson Avenue;
- (b) That a development plan be prepared for the widening of the remainder of Kingsway, taking into account such things as right-of-way widths, sidewalk widths, medians, an appropriate signal system, off-street parking, left-turn slots, etc.

The prevailing on-street parking regulations and practices on Kingsway and its side streets were also examined and, though this was done independent of the study involving Kingsway, the measures deemed necessary are felt to be complementary to the recommendations concerning Kingsway.

We consider the following parking regulations should be instituted for the purpose of eliminating all-day parkers from certain sections of streets where short-term parking is at a premium.

In particular, we would recommend that a one-hour parking regulation be instituted on:

- (a) The North side of Kingsway between Chaffey Avenue and Barker Avenue;
- (b) The East side of McKay Avenue from Kingsway to a point 150 feet South;
- (c) Both sides of Royal Oak Avenue from Kingsway to a point 150 feet South;
- (d) Both sides of MacMurray Avenue from Kingsway to the lane North of Kingsway;
- (e) East side of Walker Avenue from the lane North of Kingsway to Arcola Street.

(CONT'D - P.3)

- 3 -

In addition, we would recommend that the 'No Parking Any Time' regulation on:  
 (a) Both sides of MacMurray Avenue from Kingsway to the lane North of Kingsway;  
 (c) East side of Miller Avenue from the lane North of Kingsway North; be cancelled.

The Executive Secretary of the Burnaby Chamber of Commerce wrote to your Committee and suggested that the recommended parking restrictions are little more than a palliative measure that will merely hold the Kingsway traffic problem in abeyance for two or three years. He added that, while the proposed parking restrictions will allow three-lane travel in both directions during rush hours, the third lane would not be too effective unless adequate enforcement measures were taken to remove parked vehicles. He also remarked that the bus stops would further limit the usefulness of the curb lane.

The Executive Secretary pointed out that one of the greatest deterrents to traffic flow is the use of the centre lanes for left-turns. He suggested that it might well be that further control of left-turns and the construction of left-turn slots, combined with a full restriction on parking and stopping in these areas, would allow for a better flow of traffic. Another suggestion was that it may be advisable to prohibit all left-turns at uncontrolled intersections and allow such movements at only certain controlled intersections.

The Executive Secretary advised that another point to be taken into account is the effect the parking regulations would have on the businesses on Kingsway. He pointed out that many of these people rely upon the 4 p.m. to 6 p.m. vehicular traffic for a substantial percentage of their daily gross. He also mentioned that, along many parts of Kingsway, the provision of off-street and side-street parking would be most difficult to solve on an individual basis. As a matter of interest, the Executive Secretary suggested that we should bring this matter to the attention of Council and urge it to support the interests of the merchants to provide off-street parking, both financially and with the use of the legal powers available to the Council.

The Executive Secretary also suggested that, with the possibility of the Municipality becoming a City, the Provincial Government should be urged to develop Kingsway to its final standard before any change in our status.

The conclusion of the Executive Secretary was that further exploration should be made to determine the feasibility and costs of other alternate solutions to the traffic flow problem on Kingsway.

Your Committee discussed the points raised by the Executive Secretary and concluded that, freeing the curb lane by not allowing parking or stopping will permit transit vehicles to use this lane. The movements of such vehicles would therefore not conflict with the through movements of other forms of traffic on the middle and centre lanes of Kingsway.

As regards the point concerning the prohibition of left-turn movements, we agree that at first blush this might appear to be a feasible solution. However, the Municipal road pattern on both sides of Kingsway does not lend itself satisfactorily to a scheme for accommodating new traffic movements which would be necessitated by the prohibition of left-turns from Kingsway.

An estimate of the cost of providing the signing that would be required to implement the above regulations is \$4,000.00.

The Department of Highways has been contacted in regard to the proposed parking restrictions and, though it has unofficially indicated a measure of support, the Department will not formally give an opinion until it receives the views of Council. However, if Council favours the proposed regulations, either in whole or in part, we would ask it to have the Department of Highways not repaint existing lane lines on Kingsway until a decision is made on the parking proposals.

- 4 -

Your Committee feels that the foregoing recommendations are the best and most economic measures that can be introduced to improve traffic flows on Kingsway. We naturally appreciate the concern of the merchants but, when examined closely, it will be found that the partial restrictions (7 a.m. to 9 a.m. and 4 p.m. to 5 p.m.) are to be applied in the more concentrated commercial sections and hence this should not pose too much of a problem to the merchants because the majority of customers attend the stores at hours other than those indicated. To reiterate, however, the prime purpose in the restrictions is to increase the traffic carrying capacity of Kingsway.

Respectfully submitted,

Councillor J. D. Drummond,  
Chairman,  
TRAFFIC SAFETY COMMITTEE

EW:mw