

THE CORPORATION OF THE DISTRICT OF BURNABY

January 23, 1970.

MANAGER'S REPORT NO. 5, 1970

His Worship, the Mayor,
and Members of the Council.

Gentlemen:

Your Manager reports as follows:

1. Re: Burnaby Mountain Trails

Council received letters from the Royal City Rockets Motorcycle Club and American Motorcycle Association offering their opinions on the matter of motorcyclists using the trails on Burnaby Mountain in conjunction with horse-riders.

The submissions were referred to the Parks and Recreation Commission for consideration in conjunction with the study regarding the designation of trails for single use only of pedestrians, horse-riders and motorcyclists, and how such a system can be policed.

Council also requested information of the number of trails in the Municipality that come under the direct jurisdiction of the Parks and Recreation Commission.

The Commission has submitted a copy (attached hereto) of the Parks and Recreation Administrator's report for the information of Council.

The Commission is aware that the Municipality does not have jurisdiction over a large portion of the trails which run over right-of-way and property owned by various owners such as B. C. Hydro and Power Authority, Greater Vancouver Sewerage and Drainage District and Simon Fraser University and tabled the report and directed that further promotion of the trail system be suspended until the right-of-way situation has been clarified.

2. Re: Walkway connecting Cliff Avenue with Paulus Crescent

On December 22nd, 1969 Council resolved to take no action on the proposed closure of the above mentioned walkway because

- a) None of the property owners canvassed indicated support for such a proposal.
- b) School students would need to walk along streets where there were no sidewalks if they were not able to use the walkway.

Council asked the Municipal Engineer to submit a report indicating the advisability of installing a barricade at the mouth of the walkway in order to prevent vehicular traffic from entering and using it.

The Municipal Engineer reports as follows:

"Reference the Clerk's memo of 29 December, 1969:

From an inspection of the subject walkway, which runs between Paulus Crescent and Cliff Avenue within a ten foot right-of-way, we found the section between Paulus and the lane west was blocked to vehicular traffic by a number of existing wood posts. However, the section from the lane to Cliff Avenue, which has been gravelled for its entire width, has no such posts and does show signs of vehicular activity.

As the purpose of the ten foot allowance was for a walkway, we would recommend that proper pedestrian barricades be erected at both the Cliff Avenue and the Paulus Crescent ends to prevent the entry of vehicles.

(Continued....)

2. Re: Walkway connecting Cliff Avenue with Paulus Crescent --continued--

In checking with the R.C.M.P. regarding enforcement of the intent that this right-of-way be used only by pedestrians, we were informed that it must be obvious to the driver that such is the case. This could be accomplished by signs or pedestrian barricades.

In regard to the latter item, we feel that signs are too easily vandalized and would still prefer to control the pedestrian use only by barricades."

(See sketch attached).

3. Re: Building Demolition

The Corporation owns the property located at 7532/34 Barnet Highway which is administered by the Parks & Recreation Commission.

There is an old duplex dwelling on the property which the Chief Building Inspector considers should be demolished.

The Commission requests authority to have the building demolished.

4. Re: Accident Statistics

In November, 1969, Council received a report from the Officer-in-Charge Burnaby Detachment, R.C.M.P. with reference to Motor Vehicle accidents within the Municipality.

The above report made reference to a more detailed one to be submitted later.

Supt. Gibbon has now forwarded the additional information which is herewith submitted to Council.

"Please refer to previous report from this office dated October 29, 1969, at which time we suggested that the incidence of congestion on our main thoroughfares was the prime influence on the continuing upward trend of numbers of accidents. Since that time the municipal Engineering Department has supplied information with regard to increased traffic flows and intersection activity.

We have found that Burnaby's total accident picture has increased approximately 20% over last year, but the accidents on our arterial highways through Burnaby increased 30%. This tends to compare with our accident spot maps which show a ribbon developed of motor vehicle accidents along the arterial highways and immediately adjacent to these routes. Concentrations tend to form in those areas where business development creates a congested condition. Nearly 50% of the total accidents to date fall immediately on our arterial routes.

In paragraph three of our previous report reference was made to increased volume of traffic on specific arterial routes in our area. The under-noted scale updates these figures, relating them to the increased percentage of accidents on these routes:

<u>Route</u>	<u>% Increase Traffic</u>	<u>% Increase Accidents</u>
Kingsway	13%	36%
Barnet	22%	20%
Canada Way	52%	23%
Marine Drive	11%	13%
Lougheed Highway	9%	27%

(Continued....)

*Labels tell
we better
outside.
Burnaby
26/1/70.*

*Rec'd.
26/1/70.*

Refer Burnaby Hwy to T.S. Comm.

4. Re: Accident Statistics ---continued---

The causes in most accidents are the opinion of the police constable who records or reports the accident. Many of these opinions have been supported by our courts. During 1969 approximately 37% of the accidents in Burnaby were attributed to carelessness, 22% to failing to yield the right-of-way, 8% to speed too fast for conditions, and 9% to following too closely. The remaining 24% were attributed to various causes such as impaired driving, driving on wrong side of road, mechanical defects, and others.

Pedestrian involvement with motor vehicles percentage-wise has remained reasonably static with a very slight decrease during 1969. This can probably be attributed to the high frequency of property damage accidents during the unusual inclement conditions experienced during the first part of 1969.

As a result of our increased accidents to date, the investigation of same is consuming a great portion of our patrolmen's time which should be spent "on the road". Our figures indicate that during 1969 40% of the total hours spent on patrol by our Traffic Section were involved with accident investigation. This is somewhat disconcerting since our time should be spent in checking violators, and if necessary even directing traffic. In this respect, the B. C. Association of Chiefs of Police is making a submission to the Attorney General's Department to change the requirements of the Vehicles Act to provide that an accident need not be reported to the police unless there is property damage in the amount of \$250.00 or personal injury. Many of the accidents today fall in the category between \$100.00 and \$250.00 property damage, and we unfortunately find ourselves in the position where we must investigate these accidents and really, the only beneficiary is the insurance companies since they are quite eager to get many of the facts that our investigations disclose. If this limit is raised, some relief in the investigation of accidents should result; and more time will be spent by our patrolmen in actually directing traffic and checking violators.

Burnaby is in the unique position to not only suffer from congestion by its own development, but must also adjust for the development of each of the surrounding municipalities. Each new home, apartment block, shopping centre or recreation outlet in any of the areas adjacent to this municipality aggravate our own problem. We can be sure that as Burnaby relieves congestion on its collector routes, commuter traffic will immediately occupy this space as an alternate to the restricted arterial roads. The provincial Department of Highways has recently completed an origin and destination survey, and it will be interesting to learn the percentage of non-residents who utilize the streets through the municipality, or those who use our streets to come into the municipality. To suggest a solution to the needs which now exist in Burnaby is no easy task, and I think beyond the scope of the police alone. We obviously need more enforcement and this can be accomplished by adding members to our Traffic Section and by trying to utilize our traffic members in a more efficient manner. I have already dwelt on the fact that we hope to reduce traffic accident investigation and employ our members as fully as possible on traffic direction and checking violators.

As the district grows, the congestion will become worse. Obviously, better arterial roads are needed as quickly as possible. Rapid transit is another answer to the problem. The streets in our business areas obviously must not be allowed to be used as parking lots, and I am sure that in the not too distant future those roads such as Kingsway, Canada Way, Hastings, and others will have to have parking prohibited during daytime hours.

For the present, I think the Council must be aware that the problem of accidents in Burnaby is bound to increase. This is a rather gloomy prediction, however, I am aware that there is no plan for either building new arterial roads or upgrading those that now exist in the next few years. Every day more cars are coming onto our already over crowded streets, and while I would like to come up with a magic solution, I am afraid I cannot. We will strive for more enforcement and direction to traffic, and I would urge that consideration be given as quickly as possible to upgrading our arterial routes."

(Continued....)

5. Re: Complaint of Mr. Bruce Young -
Alleged Smoke Nuisance - Kapoor Property.

Mr. Young wrote to Council and his letter was received by Council 12th January, 1970.

Mr. Young complained of smoke belching continuously from the "Kapoor Sawmill". The letter was referred for a Report.

The complaint was examined by the Health and Fire Departments and it has been ascertained:

- a) there is no mill operation on the Kapoor property.
- b) the Bestwood shingle operation near the Kapoor property has satisfactory air pollution control equipment which was installed at a cost of about \$40,000., including a chipper from which approximately 30 units a day are trucked to Barge in North Vancouver.
- c) it is possible that steam condensation at the Bestwood Shingle plant could be mistaken for smoke. Steam is not an air pollutant.
- d) the most probable source of the smoke Mr. Young saw was burning of clearing on a B. C. Hydro Right-of-Way. It was found that tires and diesel fuel was used to assist the burning. Use of tires and diesel fuel has been stopped. Burning in conjunction with land clearing is permitted under the Bylaw.

*Rec'd.
to
Capt. Mr. Young*

6. Re: Tenders - Parks & Recreation Commission

Seven tenders were received for the construction of fieldhouses in Cariboo Park and Ron McLean Park. A tabulation is attached hereto.

*submitted
26/1/70*

The Parks & Recreation Commission has considered the tenders and recommends that Arlen Construction Ltd. be awarded the contract to include provision for cedar shakes at an additional cost of \$800.00.

7. Re: Parks & Recreation Commission
Capital Improvement Programme 1970

The following request has been received from the Parks and Recreation Commission.

"The Parks and Recreation Commission has an item of \$21,000. in its Capital Improvement Programme for 1970 for the development of the Vancouver Heights Reservoir Site. This development includes the installation of fencing to provide enclosures for a Lacrosse Box and a number of court games.

The Commission wishes to proceed immediately with this project in order to have the lacrosse box ready for use this Spring. There is an urgent need for this facility in this area.

As it would be more economical to undertake the whole project rather than just the lacrosse box, the Commission wishes to request Council to release the \$21,000. from the 1970 Capital Improvement Programme. The Commission is fully aware that this item must remain in the 1970 portion of this Programme whether or not the whole Programme is accepted by Council."

*submitted
26/1/70*

8. Re: Estimates

Submitted herewith for your approval is the Municipal Engineer's report covering Special Estimates of Work in the total amount of \$25,000.

It is recommended that the estimates be approved as submitted.

(Continued....)

*submitted
26/1/70*

9. Re: Street Lights

Submitted herewith for your approval is the Municipal Engineer's report covering suggested street light installations.

It is recommended that the installations be approved.

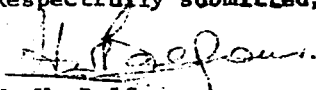
10. Re: Medical Health

Submitted herewith for your information is the report of the Medical Health Officer covering the activities of his Department for the month of December.

11. Re: R.C.M.P.

Submitted herewith for your information is the report of the Officer in Charge, Burnaby Detachment, R.C.M.P., covering the policing of the Municipality for the month of December.

Respectfully submitted,


H. W. Balfour,
MUNICIPAL MANAGER.

HWS:bp

Attachments

12. Re: Ornamental Street Lighting Program
Project #4

Dated 6th January, 1970 the Municipal Clerk issued a Certificate of Sufficiency respecting 15 Ornamental Street Lighting Projects.

In his Certificate the Clerk referred to Project #4 as follows:

"With reference to Local Improvement Project No. 4 it is noted that two signatures on the petition submitted were not acceptable because only one owner had signed the petition whereas the properties concerned are in "joint" ownership. If both owners of each individual property had signed the petition, it would have been certified as sufficient and the proposed works could not have been proceeded with."

Council declined to authorize Project No. 4 along with the others so the absence of the remaining joint-owner signature could be checked into.

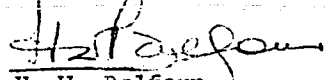
Mr. Leche of the Clerk's Department confirms that the deficiency was drawn to the attention of the petitioners concerned, by letter, subsequent to the receipt of their original petition. There has been no response to this letter.

It is recommended that Council authorize Project No. 4.

13. Re: Social Service

Submitted herewith for your information is a report prepared by the Social Service Administrator indicating Social Allowance Disbursements and Case-loads for select months in 1969 as compared to those same months in 1968.

Respectfully submitted,


H. W. Balfour,
MUNICIPAL MANAGER.

HWB:bp

Attach.

*advised
2/1/70*

*Rev.
26/1/70*