

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Request for Time Limited Parking - 4600 block Hastings Street

Recommendations:

- a) That the requested one hour time limited parking on the south side of the 4600 block Hastings Street be denied.
- b) That Mr. I. Obaid, 4638 Hastings Street, Burnaby, B. C. V5C 2K5 be sent a copy of this report together with section 13(6) of the Burnaby Streets and Traffic By-law, No. 4299.

R E P O R T

The Municipal Engineer received a request from Mr. I. Obaid of 4638 Hastings Street, Burnaby requesting time limited parking in the 4600 block Hastings Street.

The Municipal Engineer prepared a report on this matter which reads as follows:

"The captioned request, received from Issa Obaid of 4638 East Hastings Street, is one which has been dealt with before by the Municipal Engineer. Two previous studies in April 1976 and June 1978 found no warrant for time limited parking within the 4600 Block Hastings as there were sufficient spaces available with an acceptable 'turnover' rate under the then existing conditions. In January 1979, as the result of two new developments on the north side of the subject block, we installed a one hour time limited zone on the north side encompassing half of the available parking spaces.

In response to the most recent request we conducted another parking study, which consisted of five separate visits during a six hour period, in which the licence numbers of vehicles parked within the block were recorded. The results of this study were that there averaged 5 legal vacant parking spaces of a total 13 spaces on the south side of the 4600 block Hastings. Of the five vehicles which were classed as 'all day' parkers two were illegal in that they were parked encroaching within driveway clearances.

One of the remaining three 'all day' parkers was originally observed parked in front of the complainants grocery store with a sandwich board sign atop stating OPEN. On the third visit this vehicle had been moved from in front of the complainant's store to a position in front of Romana's Restaurant, where it remained for the duration of the study. This restaurant appeared to be the major generator for parking demand in that the fewest available parking spaces (2) were during the 'lunch hour' period. In front of the complainant's store there exists three legal parking spaces, at least one of which was

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available on each of the visits during the study.

In view of the frequency of available spaces and that only 23 percent of the existing legal spaces were occupied by 'all day' parkers, one of whom apparently was the complainant, we feel the requested one hour time limited parking is not justified."

## 2. Intersections of Smith Avenue with Kincaid and Sunset Streets

### Recommendations:

- a) That the parking on the west side of Smith Avenue north of Kincaid Street be banned for a distance of 30 metres from the south property line of 3949 Smith Avenue.
- b) That the parking on the east side of Smith Avenue from Sunset Street to the lane south of Sunset Street be banned.
- c) That Mr. D. A. Raworth, 3976 Nithsdale, Street, Burnaby, B.C. V5G 1P6 and Mrs. J. Gibbens, 3737 Forest Street, Burnaby, B. C. V5G 1W5 be sent a copy of this report.

### R E P O R T

A letter and petition dated 1979 December 12, was received from Mr. D. A. Raworth, 3976 Nithsdale Street, Burnaby, B. C. advising of a vision obstruction at the subject intersection.

The Traffic Safety Committee on 1980 February 19, received a report from the Municipal Engineer in response to Mr. D.A. Raworth's petition.

This report reads as follows:

"In response to the petition from Mr. D. A. Raworth, 3976 Nithsdale Street, we checked our accident statistics for the captioned intersection. In addition to the four accidents referred to in the letter there have been two more accidents in 1979. These six accidents bring to twelve the number reported at this location in the past four years. Only four of the accidents involved collisions between eastbound and southbound vehicles, three of these in 1979.

While these accidents are not conclusive as to the existence of a problem we conducted a site visit to see if the parking situation may have been a contributing factor. At the time of the site visit there were four vehicles legally parked on the west side of Smith Avenue north of Kincaid Street, a situation not uncommon at intersections throughout Burnaby. What does make this location somewhat unique though is the approach grades on both Smith and Kincaid from the north and west respectively.

The result of these grades, when combined with the existence of the aforementioned parking, is that the sight distance is less than that at a level intersection. A similar situation, i.e. approach grades affecting sight distance, exists at the intersection of Smith Avenue and Sunset Street, one block north of the captioned intersection. We have also recently received a complaint, regarding this second intersection, from Mrs. Jean Gibbens of 3737 Forest Street.

In view of the accident histories at these two locations and that the combination of approach grades and parked vehicles may have been a

contributing factor we are recommending the banning of parking to hopefully eliminate the accidents attributable to the limited sight distance.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. That the parking on the west side of Smith Avenue north of Kincaid Street be banned for a distance of 30 m from the south property line of 3949 Smith Avenue.
2. That the parking on the east side of Smith Avenue from Sunset Street to the lane south of Sunset Street be banned.
3. That Mr. Raworth and Mrs. Gibbens be sent copies of this report."

The Traffic Safety Committee subsequently tabled a decision with respect to this matter and requested the Municipal Engineer to contact the owners of the properties abutting the sections of Smith Avenue where the parking bans are proposed and report back to the Traffic Safety Committee.

The Traffic Safety Committee on 1980 April 15 received a further report from the Municipal Engineer with respect to this matter which reads as follows:

"As directed in the memo of 80 02 22 from the Secretary of the Traffic Safety Committee we contacted the owners of the properties abutting those sections of Smith Avenue on which we recommended banning the parking. The Manager of the apartment block at 3949 Smith Avenue is not opposed to the proposed ban on the northwest corner of Smith and Kincaid as he feels the majority of vehicles parked there do not belong to his tenants but to hospital employees. There is adequate on-site parking for the tenants with available on-street parking on Kincaid and Sunset Streets for visitors.

A member of staff also contacted the pharmacist at the Sunset Pharmacy at 3818 Sunset Street, who is also the owner of the property at 3910 Smith Avenue. At the initial meeting the pharmacist expressed doubts about the findings of the Municipal Engineer regarding the accident history as his observations indicated a problem on the opposite corner to that the Engineer alleged. As a result the staff member returned with a copy of our original report to the Committee and a copy of our accident statistics which substantiated our report.

The pharmacist stated he was not opposed to the ban but that his tenants, who are the ones currently parking there have little or no alternative parking available to them except in front of other premises, which could be in violation of the '3-hour Bylaw'. The pharmacist was going to contact his tenants and get back to us, which in three weeks he hasn't. We feel this, combined with comments made during the interview, implies acceptance of the Engineer's recommendation, for reasons of traffic safety.

In view of the lack of formal opposition to the Engineer's previous recommendation to install parking bans at the northwest and southeast corners of Smith Avenue and Kincaid and Sunset Streets respectively and the original reasons given for the proposed ban we are recommending that these bans, as stated previously be installed, for reasons of traffic safety."

3. Parking Restrictions - 4100 Block Ledger Avenue

Recommendations:

- a) That Council approve the installation of a parking ban on the west side of Ledger Avenue from a point approximately 40 m in advance of the north most curve in Ledger Avenue to the entrance driveway to 4946 Canada Way.
- b) That Mrs. M. Olsen, 4175 Ledger Avenue, Burnaby, B. C. V5G 3T2 be sent a copy of this report.

R E P O R T

A letter dated 1980 February 22, was received from Mrs. M. Olsen, 4175 Ledger Avenue, Burnaby, B. C. advising of parking problems in the 4100 block Ledger Avenue.

This matter was referred to the Municipal Engineer who reported as follows:

"In response to Mrs. Olsen's letter of 80 02 25 regarding the captioned section of Ledger Avenue we found conditions much as described. That is, vehicles parking on both sides of Ledger Avenue reduce the travelled portion of the roadway to a single lane, which considering the volume of traffic being generated by the new developments in the vicinity is undesirable both for convenience and safety.

In view of the problems of parking congestion we are recommending the banning of all parking on the west side of Ledger Avenue, from a point in advance of the north most curve to the driveway entrance to 4946 Canada Way. Most of this distance has open ditches and narrow shoulders which results in vehicles having to park encroaching on the travelled portion of the roadway."

4. Request for "Resident Parking Only" in front of 4608 Frances Street

Recommendations:

- a) That the request for resident parking only in front of 4608 Frances Street be denied.
- b) That Mrs. K. Wong, 4608 Frances Street, Burnaby, B. C. V5C 2R8 be sent a copy of this report.

R E P O R T

A letter dated 1980 March 27, was received from Mrs. K. Wong, 4608 Frances Street, Burnaby, B. C. requesting "Resident Parking Only" in front of her home.

This matter was referred to the Municipal Engineer who reported as follows:

"We have investigated and talked to Mrs. K. Wong in response to her request for resident parking and explained that 'Resident Parking' is not normally implemented in Burnaby and in fact Council policy is to not install such zoning. The only exception to this policy was in the area around the Burnaby General Hospital. It was explained

to Mrs. Wong that even if Burnaby did install 'No Parking Zones' as is done in Vancouver, her request would be denied for the following reasons:

1. Her home is in a residential area that is not influenced by heavy parking generators.
  2. The normal signing would reserve the parking for residents of the 4600 Block Frances Street. As her complaint is related to parkers from the north side of her block it would not solve her problem.
  3. They have two vehicles and have a two car garage with access to the rear lane.
  4. There is ample parking available adjacent the curb in the 4600 Block Frances Street."
5. Proposed Bus Stop Relocation for Eastbound Kingsway at Mission Avenue to farside Sperling Avenue

Recommendations:

- a) That the existing bus stop eastbound Kingsway farside Mission Avenue be relocated to a position nearside Sperling Avenue to encourage pedestrian use of the Sperling Avenue signal.
- b) That Mr. N. Davidowicz, 2924 East 41st Avenue, Vancouver, B. C. V5R 1X5 be sent a copy of this report.

R E P O R T

The Traffic Safety Committee on 1980 February 19, dealt with the requests of Mr. N. Davidowicz for bus stop relocations for eastbound Kingsway at Burlington Avenue to Marlborough Avenue and eastbound Kingsway at Mission Avenue to farside Sperling Avenue.

Council on 1980 February 25, adopted the Traffic Safety Committee's recommendations with respect to the request for a bus stop relocation for eastbound Kingsway at Burlington Avenue to Marlborough Avenue and were advised that the Traffic Safety Committee had tabled a decision with respect to the bus stop relocation for eastbound Kingsway at Mission Avenue to farside Sperling Avenue pending a further review by the Municipal Engineer of this proposal.

The Municipal Engineer prepared a report on this matter which reads as follows:

"At the 80 02 19 meeting of the Traffic Safety Committee we were requested to reevaluate the proposal to relocate the existing eastbound Kingsway farside Mission Avenue bus stop to a location farside Sperling Avenue. This latter stop would also place the stop nearside Mission Avenue.

Further observations of the present stop have shown that some bus patrons do cross Kingsway at the bus stop rather than walk back to the Sperling Avenue signal. The previously recommended bus stop relocation to farside Sperling/nearside Mission Avenue is of adequate length to accommodate a single bus and could handle the occasional double loading however they would under such conditions either encroach into the 20 foot corner clearance or back into the marked

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crosswalk on the east alignment of Sperling Avenue. An alternative location would be nearside Sperling between the South Burnaby School vehicle access and the westerly access to Kingcrest Animal Hospital. This stop location is far enough west of the crosswalk of Sperling Avenue (approximately 20 metres) that the nearside position safety concerns are not present.

While this new stop suggestion does create a slightly longer distance between it and the next stop to the east it is not felt to be a serious concern as the block between Mission and Griffiths Avenues is occupied by a B. C. Hydro substation."

6. Request for "No Parking" Restrictions on both sides of Burriss Street Between Buckingham Avenue and Canada Way.

Recommendations:

- a) That the request for a parking ban on Burriss Street between Buckingham Avenue and Canada Way be denied.
- b) That Mr. B. Bonney, 7668 Burriss Street, Burnaby, B. C. V5E 1Z3 be sent a copy of this report.

R E P O R T

Council, on 1980 March 17, referred a submission from Mr. B. Bonney, 7668 Burriss Street, Burnaby, B. C. requesting "No Parking" restrictions on both sides of Burriss Street between Buckingham Avenue and Canada Way to the Traffic Safety Committee for investigation and a subsequent Report to Council.

This matter was referred to the Municipal Engineer who reported as follows:

"The subject section of Burriss Street is constructed to its final curb standard of 11 metres in width with a widening flare of 14 metres in width on approximately 50 metres of its approach to Canada Way.

Burriss Street is a single lane traffic facility in both directions with the widened flare accommodating a bus stop on the west side and a two lane approach on the east side with the curb lane designated for right turns only and the centre lane for left turns and through traffic. The right turn movement appears to carry between five and seven percent of the approach volume while the centre lane carries the remainder, of which about 85 - 90% of the total approach traffic are left turners. The bus stop occupies the majority of the flare on the west side of Burriss Street. This together with the fact that the greater portion of southbound Burriss traffic (approximately 90%) turns right off Canada Way in a single line, would indicate little advantage in double laning this flare section. It should be recognized that this southbound traffic must travel in a single line south of the flare due to the insufficient pavement width to accommodate two lanes.

In summary, we find that the existing 11 metre standard of Burriss Street is inadequate for multi-laning and that the removal of parking would only encourage higher speeds and as in the case of northbound Burriss Street traffic, passing on the right when traffic is forced

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to queue up for any length from the Canada Way signal.

Respectfully submitted,

Alderman G.D. Ast,  
Chairman

Alderman W.A. Lewarne,  
Member

Alderman V.V. Stusiak,  
Member

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