

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 signing in the vicinity of Confederation House, 4585 Albert Street, Burnaby

Recommendations:

- a) That the request for additional signing within the 4500 block Albert Street be denied.
- b) That the Burnaby Detachment, Royal Canadian Mounted Police, be requested to conduct radar surveillance of the 4500 block Albert Street and issue violation notices where warranted.
- c) That the Parks and Recreation Commission be sent a copy of this report.

R E P O R T

A letter dated 1980 May 24, was received from Amy Graham, Secretary, Burnaby Parks and Recreation Commission, requesting, on behalf of the Commission, signing in the vicinity of Confederation House, 4585 Albert Street, Burnaby.

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

"The captioned request, received from the Secretary of Parks and Recreation Committee, was for signs '... to slow down (traffic) because of children and senior citizens crossing the street'. While no specific signs were mentioned the usually requested signs are reduced speed limit or warning of pedestrian crossing.

There currently exists on Albert Street, at Willingdon and at Alpha Avenues, school signs, with 30 km/h tabs, which are for the Burnaby Heights School, and also incorporates Confederation House and the Library. Albert Street has full sidewalks on both sides from Boundary Road to Delta Avenue. This should preclude the necessity for a pedestrian to be within the roadway except when wishing to cross Albert Street. Crossing any street should be done at the intersections where, under the Motor Vehicle Act, the pedestrian has the right-of-way.

A check of our pedestrian accident statistics for the past three years, to 1977 inclusive, revealed only one reported accident within the 4500 block Albert. This accident involved a cyclist struck by a vehicle whose brakes had failed. In view of the lack of any indication of a problem or a warrant for any form of signing beyond that which already exists we are recommending only that the Royal Canadian Mounted Police monitor the 4500 block Albert Street for speeding violations."

AGENDA 1980 07 21

COPY-MANAGER

- ENGINEER

- PARKS & REC. ADMIN.

2. Request for marked crosswalks - Capitol Drive/  
Holdom Avenue/Pandora Street

Recommendations:

- a) That the requested marked crosswalk at the intersection of Holdom Avenue and Pandora Street be denied.
- b) That Mrs. A.M. Barbosa, 61 South Ranelagh Avenue, Burnaby, B.C. V5B 2N2, be sent a copy of this report.

R E P O R T

A letter dated 1980 June 05, was received from Mrs. Barbosa, 61 South Ranelagh Avenue, Burnaby, B.C., advising of traffic problems in the Capitol Hill School area.

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

"The matter of marked crosswalks at the captioned intersection has been dealt with on previous occasions, most recently 1979 December 07, during a meeting between the Capitol Hill School Committee and a member of the Engineering Department. At this meeting the warrants for a marked crosswalk and the apparent dangers inherent in them were discussed with the principal of the Capitol Hill School and a representative group of parents. Nonetheless we will reiterate these statements in response to Mrs. Barbosa's letter and the complaints therein.

The warrants for a marked school crosswalk are not an accident history, nor monetary considerations, but rather:

'When the traffic density during the period when 85% of pupils cross is HIGHER THAN 500 v.p.h. (vehicles per hour) a crosswalk is WARRANTED.'

The most recent traffic volumes, taken 1980 January 07 for Holdom Avenue do not meet the required 500 vehicles per hour. Neither do these volumes meet the minimum 300 vehicles per hour which the warrant system states is required before a crosswalk should even be considered.

While 300 vehicles per hour may seem an excessive amount to some people when translated into vehicle frequency this figure becomes less ominous. For example, the recorded volume on Holdom Avenue from 14:30 to 15:30 hours, when the most children are on the road, was 189 vehicles. This translates into an average of one vehicle every 19 seconds. The south leg of Holdom Avenue has a pavement width, between sidewalks, of 11 metres, which, at a pace of 0.9 metres per second, would require 12 seconds to cross completely. Considering the aforementioned 19 second vehicle frequency as an average, there will be numerous gaps in traffic within an hour of longer duration which would provide more than adequate margin of safety for pedestrians to safely cross Holdom Avenue.

Another factor to be considered is the statistical data which indicates that marked crosswalks are unduly hazardous in that they give the pedestrian a false sense of security. In Burnaby, where we have a very small percentage of intersections with marked crosswalks, 68% of all intersection pedestrian/cyclist accidents in 1979 occurred within intersections with marked crosswalks. Previous years figures are: 1978 - 49%, 1977 - 41%, and 1976 - 51%.

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Mrs. Barbosa's letter contains an example of the problems associated with marked crosswalks, Hastings at Slocan in Vancouver. In spite of the existence of a marked crosswalk and a flashing amber light there, seven persons (not 13 as reported in Denny Boyd's column in the Vancouver Sun) were killed over a period of several years, within the marked crosswalk. Alcohol impairment, of either the drivers and/or the pedestrians involved, was frequently a factor in these fatal accidents.

Mrs. Barbosa also made reference to two pedestrian accidents at the intersection of Holdom and Pandora. The first of these accidents recorded in 1977 did not occur at the intersection but was a mid-block accident at 15:00 hours involving a 7 year old girl. The most recent accident recorded this year, involved a 7 year old boy who was standing among a group of school children on the southeast corner of the subject intersection then without looking ran out into the roadway and struck the car, driven by a local resident. The boy was taken to hospital for examination but received only bruises. This latter accident could have occurred even if there had been a marked crosswalk at the intersection.

The Capitol Hill School Committee has formally requested the Engineering Department to consider the installation of sidewalks in the vicinity of the school. As this request was received too late for inclusion in the 1980 program it will be dealt with in the usual manner for the 1981 program. The usual manner in the case of sidewalks is to include them in a Local Improvement Project which requires an agreement between the property owners on the street affected and the municipality to share in the costs involved. The reasons for this cost sharing formula include the fact that the regular tax revenues are insufficient to provide sidewalks throughout Burnaby and that street improvements are of direct benefit to the adjacent property owners.

Those industrial areas which currently have fully improved streets are as the result of either the same Local Improvement procedure or as a condition of the original subdivision, which also applies to new residential subdivisions. Street lighting, of the ornamental type, is also a Local Improvement Project and is considered to be a safety feature.

In summary, marked crosswalks are not warranted at the intersection of Holdom Avenue and Pandora Street due to low vehicle volumes. Regardless of which traffic control devices, if any, are present the onus is on both the drivers and the pedestrians to exercise due care and attention at all times. Mrs. Barbosa's letter contains a statement which, unfortunately, is becoming more true as the number of traffic control devices increases. This statement "... their (signs) impact on the consciousness of the average driver is minimal'."

3. Intersection of Dawson Street and Willingdon Avenue

Recommendation:

- a) That Mr. A.V. Robinson, Director, Housing Operations, British Columbia Housing Management Commission, Suite 206, 515 West Tenth Avenue, Vancouver, B.C., V5Z 4A8, be sent a copy of this report.

R E P O R T

A letter dated 1979 November 27, was received from Mr. A.V. Robinson, Director, Housing Operations, British Columbia Housing Management Commission, requesting the installation of a signal at the intersection of Dawson Street and Willingdon Avenue.

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

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"Willingdon Avenue at the present time carries in excess of 31,000 vehicles per day (v.p.d.) two-way count. Dawson Street east of Willingdon Avenue has a vehicle approach volume (westbound) to the intersection of approximately 3,400 v.p.d. while the west leg has an eastbound approach of about 2,600 v.p.d. These volumes when related to the Institute of Transportation Engineers (I.T.E.) warrant suggest that a signal is justified. A review of the right angle collisions over the past three years (a type normally reduced by signalization) would also meet the suggested warrant of the Institute of Transportation Engineers.

We also compared the vehicle volumes, accident history, effects on traffic flows, pedestrian movements, etc. with the Roads and Transportation Association of Canada (R.T.A.C.) warrant which uses a point scoring system of 100 points to suggest a signal is warranted. The subject intersection rated a point score of 240.

The above data has confirmed that a traffic signal is warranted at the subject intersection either by use of the Institute of Transportation Engineers warrant or by use of the Roads and Transportation Association of Canada warrant.

The signal controller will be fully vehicle actuated with pedestrian push buttons for all crosswalks. Initially the signal will operate on two phases but will have the provision for additional phasing if required in the future. These additional phasings would be left turn provisions.

With the present volumes of traffic we do not anticipate any back-ups into the already congested intersection of the Lougheed and Willingdon and in fact a signal at Dawson Street may have a beneficial effect on the Lougheed as locally generated traffic will be able to circulate this commercial/industrial area on Dawson Street rather than on the Lougheed.

As the signal warrant is well met and as the signal will be beneficial to traffic circulation we will be establishing a work order from our Traffic Management budget for its installation."

4. Request for a pedestrian operated traffic signal  
- Holmes Street at Tenth Avenue

Recommendations:

- a) That the request for a pedestrian operated traffic signal at Holmes Street and Tenth Avenue be denied.
- b) That Mr. Paul Lezy, St. Michael's School, 9387 Holmes Street, Burnaby, B.C., V3N 4C3, be sent a copy of this report along with a request that the shrub currently obscuring the westbound school crosswalk sign be completely removed.

R E P O R T

A letter dated 1980 April 09, was received from Mr. Paul Lezy, Secretary, Education Committee, St. Michael's School, 9387 Holmes Street, Burnaby, B.C., requesting the placement of a pedestrian operated traffic signal at the intersection of Holmes Street and Tenth Avenue.

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

"In response to the captioned request we would advise that there is no warrant for a pedestrian operated signal at the requested location. The Institute of Transportation Engineers minimum pedestrian volume warrant is that '... when, for each of any eight hours of an average day, the following traffic volumes exist:

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1. On the major street, 600 or more v.p.h. (vehicles per hour) enter the intersection ..., and
2. During the same eight hours there are 150 or more pedestrians per hour ... crossing the major street.'

Based on our most recent traffic volumes there are no hours during which the vehicle volumes on Holmes equal, or exceed, 600 v.p.h. Nor is it likely that during any single hour of an average day will there be 150 pedestrians crossing Holmes at the existing marked crosswalk.

Mr. Lezy, in his letter, makes reference to an accident occurring on Tenth Avenue, no precise location given, earlier this year. A check of the Royal Canadian Mounted Police accident reports did not locate any record of this accident, therefore, we contacted New Westminster as Tenth Avenue is also part of their jurisdiction. They have on record an accident, recorded on February 22 of this year at 15:30 h, involving a 15 year old girl crossing Holmes Street near Amess Street approximately 30 metres from the marked crosswalk at the subject location. While the pedestrian was partly at fault, in that she was crossing outside the legal crosswalk, the driver has been charged with several offences, some of them under the Criminal Code. The driver also admitted to the use of drugs although none of the charges reflect this admission.

This accident is an example of the fallibility of traffic control devices in that neither the pedestrian nor the driver involved in the accident were heeding the controls present. Nonetheless, accident history is not recommended in the consideration of traffic signals as the experience has been that signals do not necessarily reduce accidents.

The matter of sight-distance referred to in Mr. Lezy's letter was checked by this Department. At the subject location there exists, in addition to the marked crosswalk, the usual signing and pavement marker associated with a school crosswalk, i.e. a blue pentagon sign, a school X-walk sign, and X-ing ahead pavement marking. Our investigation found that the blue pentagon was visible, in the westbound direction, approximately 120 metres in advance of the sign, and an even greater distance for the eastbound direction. The school X-walk sign for eastbound traffic becomes visible from a point approximately 120 metres west of the sign but the westbound school X-walk sign is completely obscured by an ornamental shrub located on the St. Michael's School property. We are of the opinion that this shrub should be removed completely in that it not only obscures the sign, it also serves as a view obstruction of pedestrians waiting to cross Holmes Street in a southbound direction.

We are also of the opinion that the existing eastbound pavement marking should be relocated further west as it is not visible until a vehicle has passed the crest of grade break approximately 100 metres west of the crosswalk. Due to this we have written to New Westminster, whose responsibility this pavement marking is, asking them to relocate the marking further west to a point where they will be visible well in advance of the crosswalk.

In summary, we have not established any warrants for the installation of a pedestrian operated traffic signal at the intersection of Holmes Street and Tenth Avenue. Our investigation found two correctable situations that, if corrected, should improve the functioning of the crosswalk. These situations are the limited sight distances of the westbound school X-walk sign and the eastbound pavement marking. We have already requested the relocation of the pavement marking and a recommendation of this report is that the school remove completely the shrub obscuring the school X-walk sign. Beyond these two improvements we see no reason that, with a properly equipped and instructed school patrol present, this crosswalk should be unduly hazardous."

5. Intersection of Holdom Avenue and Curtis Street

Recommendation:

- a) That Mrs. Dianne Westerlund, 6054 Charles Street, Burnaby, B.C., V5B 2G4, be sent a copy of this report.

R E P O R T

A letter dated 1980 March 18, was received from Mrs. Dianne Westerlund, 6054 Charles Street, Burnaby, B.C., requesting the placement of an adult crossing supervisor at the intersection of Holdom Avenue and Curtis Street.

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

"This intersection at the present time is controlled by stop signs on all four approaches. As our warrants and policies for school crossings direct that neither marked crosswalks nor patrols be established at stop sign locations this intersection has no marked crosswalks and does not have a school patrol.

Traffic volumes on Curtis Street, in particular, and on Holdom Avenue, to a lesser degree, have continued to increase each year to a point where our most recent evaluation of the Canadian R.T.A.C. warrant for signalization have indicated a point rating of 160 of a required 100 points.

Under Council's recently adopted Conceptual Transportation Plan, both Parker/Curtis Street and Holdom Avenue are designated as major collector streets. As such and because of the existence of a strong signal warrant we are proposing the installation of a signal and a widening of the west leg (Parker Street) as a Traffic Management project. A work order for this project will be going to Council shortly.

With the installation of a signal, all crosswalks will be marked as a standard procedure. While we have not established a policy that adult supervision be placed at signalized crossings we note that the School Board has this under study at this time."

6. Intersection of Union Street and Springer Avenue

Recommendations:

- a) That the requested four-way stop sign control at Springer Avenue and Union Street be denied.
- b) That the complainants, Mrs. L. Meronuk, 3095 Willoughby Avenue, Burnaby, B.C., V3J 1L1, Mr. R.A. Roberts, 5325 Union Street, Burnaby, B.C., V5B 1W4 and Mrs. L. Manzi, 5231 Union Street, Burnaby, B.C., V5B 1W4, be sent a copy of this report.
- c) That the Municipal Engineer monitor the intersection of Union Street and Springer Avenue for six months and bring forward a report to the Traffic Safety Committee.

R E P O R T

Council, on 1980 June 16, referred correspondence from Mr. R.A. Roberts, 5325 Union Street, Burnaby, B.C., and Mrs. L. Manzi, 5231 Union Street, Burnaby, B.C., regarding the intersection of Union Street and Springer Avenue, to the Traffic Safety Committee for consideration and a subsequent report to Council.



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

"We have received three recent requests, the two submissions to Council and one telephone request, for the installation of a four-way stop control at the captioned intersection. The I.T.E. warrants for this form of control are as follows:

1. An accident problem as indicated by five or more reported accidents in a 12 month period of a kind susceptible to correction by a multiway STOP installation.
2. The volumes on each of the intersecting roads be approximately equal and that the total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and, the combined vehicular and pedestrian volume from the minor street must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

A check of our accident statistics do not indicate the existence of an accident history which meets the above-mentioned warrant. While there have been two reported accidents to date in 1980 the previous years' statistics are as follows: 1979 - 3, 1978 - 2, 1977 - 3, and 1976 - 3. All of the reported accidents were right-angle collisions, a type considered correctable by the installation of stop signs.

There currently exists stop signs on Springer Avenue which assign the right-of-way to Union Street, the designated local collector. These existing stop signs are of the larger 76 cm size (regular stop signs are 61 cm) and are currently being used for the purpose of evaluating a relatively new product - 'High Intensity Scotchlite'. This new material has a greater reflective index which is intended to improve the night-time visibility of the signs. Unfortunately, the majority of accidents recorded to date at this intersection have occurred during daylight hours. Nonetheless, the larger size stop signs and the unrestricted visibility of them makes it hard to understand the statement made by one of the drivers involved in the most recent accident, '... admitted going through the stop 30-35 m.p.h. didn't see it'.

The second part of the four-way stop warrants stated above involves traffic volumes approaching the intersection. Automatic traffic counts taken for this report show that the volumes on Springer Avenue (1,333 vehicles/24 hours) are only 39% of the volumes on Union Street (3,425 vehicles/24 hours). Only two hours, 07:00 - 08:00 and 17:00 to 18:00 h recorded volumes 542 and 619 respectively, in excess of the 500 vehicles per hour used to consider four-way stops. Even these volumes were weighted heavily in favour of Union Street with 91% in a.m. and 76% in p.m. on Union. The following is an excerpt from a report presented to the Traffic Safety Committee 1980 March 18, which dealt with the situation of traffic volume imbalance on four-way stops.

'A comparison with a few existing four-way stops shows that this situation would be unusual, if not unworkable:

<u>Main Street</u>	<u>Pk. Hr. Vol.</u>	<u>Minor Street</u>	<u>Pk. Hr. Vol.</u>
Moscrop Street	502	Smith Avenue	570
Royal Oak Avenue	1,100	Moscrop Street	1,092
Gilmore Avenue	636	Douglas Road	662
Curtis-Parker Streets	1,251	Holdom Avenue	681

The latter of these intersections, Curtis-Parker, Holdom has an imbalance in traffic volumes on the respective streets and as such is the source of many complaints. These complaints include vehicles crossing intersection two abreast during peak periods, extra hazards to pedestrians crossing due to driver impatience as the result of long line-ups, and speeding on the exiting side of the intersection.'

As the telephone request made reference to 'speeders' on Union Street we conducted speed studies using our radar unit. The following table is a summary of our findings (speeds in km/h):

Time	07:30 - 08:30	12:30 - 13:30	16:30 - 17:30
Direction	WB	E & WB	EB
No. of vehicles checked	468	78	392
Maximum speed	88	109	93
Minimum speed	35	35	32
Average speed	53	53	50.5
85% speed	60	65.5	57.5

Obviously from these statistics we have a speeding problem in that the average speed is in excess of the legal speed limit. As a result, we have requested the Royal Canadian Mounted Police to conduct enforcement radar studies along the section of Union Street in the vicinity of Springer Avenue.

In summary, we have not been able to establish the warrant, either accident history or traffic volumes, for the installation of four-way stop sign control at the intersection of Springer Avenue and Union Street. Studies have though indicated a speeding problem, correctable by enforcement, which resulted in a request to the Royal Canadian Mounted Police for surveillance."

7. Request to barricade Norcrest Court at Broadway

Recommendations:

- a) That Council give authority to the Municipal Engineer to implement the previously approved barricading of Norcrest Court at Broadway by the placement of a concrete barricade across Norcrest Court at Broadway.
- b) That the Sullivan Heights Ratepayers Association be sent a copy of this report.
- c) That Mr. Kenneth Cox of 2495 Norcrest Court, Burnaby, B.C., V3J 1C7, be sent a copy of this report.

R E P O R T

An undated petition bearing the signatures of 29 residents on Norcrest Court was received requesting the barricading of Norcrest Court at Broadway.

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

"The Municipal Council, on 1975 May 26, considered a report of the Traffic and Safety Committee which advised that Norcrest Court would be extended to connect Broadway and Still Creek Street upon completion of a subdivision in that area. In order to prevent this route being used as a shortcut for through traffic, authority was requested to install barricades upon completion of the proposed extension. Council authorized, therefore, the installation of a barricade across Norcrest Court at Broadway upon completion of the subdivision. They further directed that a sign be erected explaining future traffic patterns in the area and that the present property owners on Norcrest Court be advised in writing of the future traffic pattern.



The subdivision and extension of Norcrest Court to Still Creek Street was finally completed in 1977 June. However, prior to its completion a petition was received, dated 1977 January 22, opposing the closure of Norcrest. The petitioners were from the then existing property owners on Norcrest Court as well as some residents on Broadway who wished to use Norcrest Court as an access to their local schools situated on Beaverbrook Crescent and on Erickson Drive.

As a result of this petition Council, at its meeting of 1977 January 31, adopted the following recommendations:

1. That Norcrest Court access to Broadway be retained, as currently developed, temporarily.
2. That the matter be reviewed periodically by the Engineer so as to assess any traffic problems that might arise.
3. That the petitioners be sent a copy of this report.
4. That the Sullivan Heights Ratepayers Association be sent a copy of this report.

In regard to recommendation #2, we had placed Norcrest Court on our list of automatic counts and have recorded the following two-way 24 hour counts:

<u>Year</u>	<u>Volume per day</u>
September 1977	1,001
November 1977	1,003
March 1978	1,093
August 1979	1,404

Up until the end of last year the volume growth on Norcrest Court was not considered to be that of a commuter nature but was related to growth on Norcrest Court and within the Sullivan Heights area itself. We hope to have an updated count available for the Traffic Safety meeting.

We have now received a petition from 13 of the 18 homes that have vehicular access to Norcrest Court requesting the closure of this street. While the majority would prefer to have the closure at Still Creek Street, the location that was considered in the past was at Broadway. The Broadway end of Norcrest Court is supported by the Planning Department and the Engineering Department in that the future upgrading of Broadway will require the closure of Norcrest at this location and if a barricade was placed at any other location the residents of Norcrest Court would be required to make another adjustment to their travel routes in the future. Secondly, from a Planning standpoint, a closure at Still Creek Street would separate Norcrest Court from its neighbourhood.

In verbal discussions with Mr. Kenneth Cox of 2495 Norcrest Court, spokesman for the petitioners, he advised that he was a member of the Sullivan Heights Ratepayers Association and that they would be informed of their request for the closure of Norcrest Court."

8. Request for stop signs at the intersection of Eton Street and Esmond Avenue

Recommendations:

- a) That the requests for additional stop signs, at Eton Street and Esmond Avenue, and speed bumps on Eton Street be denied.
- b) That Mrs. Lynda Stewart, 3724 Eton Street, Burnaby, B.C., V5C 1J2, be sent a copy of this report.

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R E P O R T

An undated letter was received from Mrs. Stewart, 3724 Eton Street, Burnaby, B.C., requesting the placement of stop signs at the intersection of Eton Street and Esmond Avenue.

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

"The captioned request was received from Mrs. Lynda Stewart of 3724 Eton Street. As Esmond Avenue currently has stop signs at Eton Street, we assume the request is actually for conversion to a four-way stop. The I.T.E. warrants for four-way stop sign control are:

1. Five reported accidents per year of a type correctable by four-way stops, i.e. right angle collisions.
2. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day and that the volumes be distributed approximately equal.

The accident records show only three reported accidents at this intersection since 1961 when we began keeping these records. Of three accidents only that one reported in 1964 was a right angle collision.

The most recent, taken in 1979, vehicle counts for Eton Street and Esmond Street show volumes of 969 and 504 vehicles per 24 hours respectively. The latter volume was recorded on that section of Esmond between Albert and Pandora which we would expect to be higher than that for Esmond near Eton Street. These volumes are well below those required for consideration of a four-way stop.

In her letter, Mrs. Stewart also requested 'bumper tracks' which we assume are speed bumps. The policy concerning speed bumps is that they will only be installed within lanes at the adjacent property owner's expense. The reasons for this policy of lanes only include: the possible liability to the municipality if an accident occurred which was attributable to the existence of speed bumps within the public roadway, and the adverse effects on emergency vehicle response time.

The area in which Mrs. Stewart resides is currently under study by both the Planning and Engineering Departments as the result of numerous complaints pertaining to commuter traffic 'short-cutting through this area'. The results of this study and action taken, if any, may have some effect on Eton Street and as such we would suggest that Mrs. Stewart contact the North Burnaby Ratepayers group to ensure that her concerns are incorporated within that group's terms of reference. They can be reached through the Hastings Street N.I.P. office at 298-6322."

Respectfully submitted,

Alderman G.D. Ast  
Chairman

Alderman W.A. Lewarne  
Member

Alderman V.V. Stusiak  
Member