

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. South Side 5100 Block Rumble Street Parking Prohibition

Recommendations:

- (a) "THAT the existing parking restrictions be retained.
- (b) THAT Mr. A. Chan, Pharmasave Drugs Limited, Pharmasave #123 - 5179 Rumble Street, Burnaby, B.C., V5J 2B3, be sent a copy of this report."

R E P O R T

A petition and letter dated 1982 September 01 was received from A. Chan, Pharmasave Drugs Limited, Pharmasave #123 - 5179 Rumble Street, Burnaby, B.C., V5J 2B3, requesting that Council reconsider their decision to restrict parking on the south side of Rumble Street.

This matter was referred to the Director Engineering who reported as follows:

"At their meeting of 1982 July 20 the Traffic and Safety Committee recommended to Council that the parking be removed adjacent the south curb of Rumble Street from Royal Oak west to the west property line of the Safeway parking lot.

As a result of the subsequent posting of the parking restriction we received a letter and petition from the Pharmasave Drug Store on the north side of the 5100 Block Rumble Street.

Prior to the posting of the south side of Rumble Street we made three separate licence plate checks in two days of the vehicles that were parked there. Of the five legal parking spaces, three were occupied by the same vehicles on all three checks who we assumed to be employees of the stores in the area. On the one day that we checked the parking twice, once at 11:15 h and again at 14:00 h, a period of just under three hours, the curb was occupied by five vehicles, four of which did not move. On the second day the curb was checked once at which time it was noted that five vehicles were parked, three being vehicles that had parked the previous day.

While the check was not extended past the two days it appeared that the curb space was of minimal benefit to store patrons of the area and could be put to better use in smoothing the flow of moving traffic on approaching the signalized intersection of Rumble and Royal Oak.

:- AGENDA 1982 NOVEMBER 01
:- COPY - MANAGER

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the existing parking restrictions be retained.
- (ii) THAT Pharmasave Drugs Limited be sent a copy of this report."

2. Parking Restrictions - 3003 Aries PlaceRecommendations:

- (a) "THAT the parking restrictions remain as posted.
- (b) THAT R.R. Prosnick, 3003 Aries Place, Burnaby, B.C., V3J 7E8, be sent a copy of this report together with appendix 'A'."

R E P O R T

A letter dated 1982 September 08 was received from R.R. Prosnick, 3003 Aries Place, Burnaby, B.C., V3J 7E8, requesting that the parking restrictions adjacent to 3003 Aries Place be reviewed.

This matter was referred to the Director Engineering who reported as follows:

"Mr. Prosnick does not say exactly where he was parked but if it was covered by a municipal parking prohibition it must have been on Centaurus Circle as Aries Place is a private road.

As this Committee is aware a delegation representing the Co-Operative Housing Association made a presentation at the 1981 December 15 meeting requesting the posting of parking restrictions at the intersection of Centaurus Circle with Centaurus Drive, Aquarius Drive and the westerly Centaurus Drive. In addition to these parking restrictions, additional parking restrictions were placed along Centaurus Circle to improve sight distance at three foot paths leading from a childrens playing field.

Contrary to Mr. Prosnick's statement that the signs were posted arbitrarily and without consideration for residents in the area, the signs were placed in the areas specifically specified by the area representatives.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the parking restrictions remain as posted.
 - (ii) THAT Mr. Ron R. Prosnick be sent a copy of this report and attachments."
3. Request for "Resident Parking Only" - 4700 Block Barker Crescent

Recommendations:

- (a) "THAT the request for 'Resident Parking Only' signing for the 4700 Block Barker Crescent be denied.
- (b) THAT the petitioners be sent a copy of this report.
- (c) THAT a letter be directed to the Principals' of the Pacific Vocational Institute (PVI), British Columbia Institute of Technology (BCIT) and Moscrop Junior Secondary School requesting that parking problems being created as result of students parking on neighbouring residential streets be referred to the Student Councils for their consideration.

R E P O R T

A petition and letter dated 1982 September 22 was received from E.J. and M. Bell, 4706 Barker Crescent, Burnaby, B.C., V5G 3G1, requesting the posting of "Resident Parking Only" for the 4700 Block Barker Crescent.

This matter was referred to the Director Engineering who reported as follows:

"Requests for 'Resident Parking Only' (R.P.O.) have been dealt with previously by the Committee and with the exception of the area surrounding the Burnaby General Hospital have been denied. The reasons for denying these requests have included the following:

1. The existence within the Street and Traffic Bylaw of a '3 Hour Bylaw' which states that:

'No person shall, between the hours of eight o'clock in the morning and six o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer'.

This bylaw gives the adjacent residents some control over the on-street parking immediately abutting their property and is enforced by the R.C.M.P. upon receipt of a complaint.
2. R.P.O. as currently used in Burnaby, Vancouver, and New Westminster, is for residents of specified block face only and does not permit guests, visitors, or non-resident family members. This frequently results in complaints from persons ticketed who feel that as they were visitors within the block they should be exempt.
3. The posting of any signed regulation such as R.P.O. is only as effective as the level of enforcement and as such is not necessarily more effective than the aforementioned unsigned bylaw.

REPORT
REGULAR COUNCIL MEETING
1982 November 01

4. The posting of R.P.O. in areas where 'all day parkers' monopolize the available on-street parking may not eliminate the problem but merely relocate it to another location with subsequent complaints from that area.
5. The precedent setting nature of implementing a R.P.O. restriction could result in numerous other requests from similarly affected areas. In the vicinity of B.C.I.T. - P.V.I. the following areas are also experiencing parking congestion due to the overflow from these institutions:
 - Garden Grove Drive from Village Drive to Moscrop Street
 - Woodsworth Street from Westminster Avenue to dead end east of Westminster
 - Hardwick, Fullwell, and Laurel Streets from Westminster Avenue to Canada Way
 - Huxley Avenue from Spruce to Fir Streets
 - Moscrop Street from Alderwood Crescent to Barker Crescent
 - Norfolk Street - Westminster to Royal Oak Avenue
6. While the cost of implementing a R.P.O. restriction has not previously been considered as a factor in denying an application for such an installation in view of the current restraint program it should be. The cost of installing the requested R.P.O. would be approximately \$750 for the minimum 10 signs required. By itself this may not seem too large a sum but if the granting of this request produced similar requests from the areas outlined in Number 5 above the cost could become approximately \$8,000. This cost could be even greater if the installed signs were to have the effect as stated in Number 4 above.

As mentioned in the opening paragraph the only existing R.P.O. restriction in Burnaby is in the vicinity of the General Hospital. The situation around the Hospital differs from that around B.C.I.T. and P.V.I. in that the problem exists 24 hours a day, 365 days a year, due to employee parking, and in the evenings, due to visitor parking.

If the Committee were to adopt a policy of establishing R.P.O. zones then this policy should contain guidelines as to when such a zone was required and to what extent. The City of Vancouver policy contains the condition that where the parking is 'all day' in nature, that is, exceeds three hours within the limits of their bylaw then there is not a basis for R.P.O. application. The areas mentioned in Number 5 are all controllable by the '3 Hour Bylaw' and therefore would not qualify for a R.P.O. application if such a policy were adopted in Burnaby.

In response to the comments related to the operation of the shopping centre on the southwest corner of Moscrop Street and Willingdon Avenue we would advise that the building and development plans for the site indicated loading areas accessed from the front parking lot.

No loading accesses were indicated from the lane although a concrete foot path was shown at the rear south end of the development. It is this walkway that some deliveries are apparently being made. While the approved development plans indicated all loading to be from the store fronts we have no regulations to prohibit them using the lane if they so desire.

In returning to the problem of students parking in the area streets we are hopeful that with the introduction of the new King Edward crosstown bus route, which will come from the Dunbar area in Vancouver across town and down Kincaid and Sanderson Way to Willingdon Avenue in front of B.C.I.T., that many of the presently vehicle oriented students will switch to transit.

In summary we are suggesting that those residents who are being inconvenienced by all day parkers take advantage of our existing '3 Hour Bylaw' and contact the R.C.M.P. for relief.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for 'Resident Parking Only' signing for the 4700 Block Barker Crescent be denied.
- (ii) THAT the petitioners be sent a copy of this report."

4. School Patrol - Intersection of Oxford Street and Gilmore Avenue

Recommendations:

- (a) "THAT the Gilmore Avenue Community School, 50 South Gilmore Avenue, Burnaby, B.C., V5C 4P5, be given permission to establish a school patrol at the intersection of Gilmore Avenue and Oxford Street.
- (b) THAT no additional unwarranted signing be established at or in advance of this crossing."

R E P O R T

A letter dated 1982 October 01 was received from W.L. Wescott, Administrative Services Officer, School District No. 41 - Burnaby, 5325 Kincaid Street, Burnaby, B.C., V5G 1W2, requesting a school patrol at the intersection of Oxford Street and Gilmore Avenue.

This matter was referred to the Director Engineering who reported as follows:

"The submission from the Burnaby School Board has advised that the school principal of the Gilmore Elementary School has indicated that he feels a school student patrol is necessary at the 4-way stop controlled intersection of Gilmore Avenue and Oxford Street. Under the new warrant and policy guidelines adopted by this Committee and the School Board, the placing of school patrols even at full traffic controlled intersections is permitted if the Principal feels it is necessary and is prepared to do so.

The placing of school crosswalk signing is reserved only for those crosswalks that must be established in non-legal locations such as mid-block. In those cases the crosswalk is painted on the street and the normal crosswalk signs placed on both ends. School patrols established at stop sign or signalized intersections are to control the children, not the traffic which is controlled by the direction of the traffic control device. In such cases advance signing is deemed to be unwarranted and in fact could result in a sign clutter in a neighbourhood leading to a disregard of all signing.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the Gilmore Elementary School be given permission to establish a school patrol at the intersection of Gilmore Avenue and Oxford Street.
- (ii) THAT no additional unwarranted signing be established at or in advance of this crossing."

5. Parking Turnover Study
North and South Sides 4700 Block East Hastings
Street

Recommendations:

- (a) "THAT Mr. D.A. Wotherspoon's requests for time limited parking be denied on both the north and south sides of 4700 Block East Hastings Street.
- (b) THAT Mr. D.A. Wotherspoon, Wotherspoon and Associates Limited, 4742 Hastings Street, Burnaby, B.C., V5C 2K7, be sent a copy of this report."

R E P O R T

The Director Engineering prepared a report with respect to this matter which reads as follows:

"At a meeting with the Hastings Street merchants and staff members regarding the proposed peak hour parking restrictions, Mr. Wotherspoon of Wotherspoon & Associates Limited, 4742 East Hastings Street, expressed a concern regarding the lack of available customer parking. The Engineering Department conducted a parking turnover study on 82 08 24 which consisted of a licence plate check approximately every 1½ hours during the day on five separate occasions from 09:00 to 15:30 inclusive. Our results indicated as follows.

On the north side of the 4700 Block East Hastings there was some evidence of all day parking, however, there were stalls vacant throughout the day. On the south, although there are few legal parking stalls, there was no evidence of a lack of parking caused by all day parking. The all day parking problem that Mr. Wotherspoon alleges is occurring in the 4700 Block E. Hastings, can be controlled by the merchants requesting enforcement of the existing ' 3 Hour Bylaw'.

For these reasons we are recommending against the installation of time limited parking in the 4700 Block E. Hastings Street. The findings of the parking turnover study are:

- (i) North Side - There are 19 legal parking stalls on the north side of the 4700 Block E. Hastings Street. The minimum number of vacant stalls available at any one time on the north side of 4700 Block was 8 and the maximum number of stalls was 12.
- (ii) There were seven vehicles that were parked for more than 1.5 hours in the same spot and out of these 7 vehicles five were parked continuously from 09:30 to 15:45 h. Several merchants enquired at the time of the survey being conducted and informed a member of this Department that they park their own personal and commercial vehicles on the 4700 Block E. Hastings Street throughout the day. This information was supported by the fact that some of the 'all day parkers' were commercial vehicles owned by businesses in the 4700 Block E. Hastings Street. Despite the 'all day parkers' on the north side of the 4700 Block E. Hastings there was no evidence of a shortage of parking as there were always vacant parking stalls available.
- (iii) South Side - There are 9 legal parking stalls on the south side of the 4700 Block E. Hastings Street. With the exception of one time period during the study there was at least one parking stall vacant throughout the day. The maximum number of stalls vacant at any one time was six. It should be noted that a large amount of the frontage is taken up by driveways, bus zones, and corner clearances on the south side.
- (iv) There were three vehicles parked for 1.5 hours or more in the same spot. Out of those three vehicles two were parked for most of the day in the same spot. This indicates that the availability of parking stalls is present as the cars are not being kept in one spot all day.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

(i) THAT Mr. Wotherspoon's request for time limited parking be denied on both the north and south sides of 4700 Block E. Hastings Street.

(ii) THAT Mr. Wotherspoon be sent a copy of this report."

6. Request for "Resident Parking Only" 4300 Block Spruce Street, 4200 and 4300 Block Huxley Avenues

Recommendations:

(a) "THAT the request for 'Resident Parking Only' on the 4300 Block Spruce Street, and 4200 and 4300 Block Huxley Avenues be denied.

(b) THAT O.R. Hughes, 4348 Spruce Street, Burnaby, B.C., V5G 1Y5, be sent a copy of this report."

R E P O R T

A petition and letter dated 1982 October 01 was received from O.R. Hughes, 4348 Spruce Street, Burnaby, B.C., V5G 1Y5, requesting "Resident Parking Only" on the 4300 Block Spruce Street and the 4200 and 4300 Block Huxley Avenues.

This matter was referred to the Director Engineering who reported as follows:

"We have acknowledged the area of the petition and the stairway route used by student parkers attending the B.C.I.T. and Pacific Vocational School.

While it is true that the B.C.I.T. and Pacific Vocational School are charging a fee for on-site parking we were advised that they have sold the parking to virtually all the spaces and the students that are parking on the area streets are the overflow. If this is the case then any restriction placed on the areas now occupied will only result in pushing the parking further into residential areas resulting new requests for action.

As an overall report on R.P.O. is the subject of another report on this agenda, we will refer our conclusion and recommendation to that report which is titled 'Request for Resident Parking Only' 4700 Block Barker Crescent."

7. Request for "Resident Parking Only"
4500 Block Albert Street

Recommendations:

- (a) "THAT the request for 'Resident Parking Only' in the 4500 Block Albert Street be denied.
- (b) THAT Mr. W.E. Gordon, 4540 Albert Street, Burnaby, B.C., V5C 2G5, be sent a copy of this report."

R E P O R T

In response to a request received by the Director Engineering for "Resident Parking Only" in the 4500 Block Albert Street, the following report was prepared, namely:

"A petition was delivered to the Engineering Department by a Mr. W.E. Gordon of 4540 Albert Street, Burnaby, B.C., V5C 2G5, to have R.P.O. signing erected along the south side of the 4500 Block Albert Street.

We have made an on-site parking for the complexes on the north side of Albert Street. The Confederation House and Library have a parking lot that has access to both Albert Street and to Beta Avenue. The Burnaby Heights School (now closed as a junior high but open to various agencies on a lease basis) has a parking lot access to Albert Street.

In addition, there is ample and apparently unused parking provisions along the old Pandora Street right-of-way.

We have contacted the School Board and advised them of the problem and they will be contacting the lessees. The Confederation House and Library have a greater turnover of parkers and are not felt to be a problem. As for the patrons to the Dolphin Theatre we feel that they can only be a sporadic problem and would only arrive after 18:00 h when most of the residents would have already parked.

In summary we can see no justification for the posting of an R.P.O. and would suggest that if a parking problem persists during the day the residents contact the R.C.M.P. for enforcement of our '3 Hour Bylaw'.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for 'Resident Parking Only' in the 4500 Block Albert Street be denied.
 - (ii) THAT Mr. W.E. Gordon of 4540 Albert Street, Burnaby, B.C., V5C 2G5, be sent a copy of this report."
8. Burnaby Heights Traffic Proposal
- Recommendation:
- (a) "THAT the diverter proposal as put forward by Mr. R.A. Sward be implemented on a trial basis, in conjunction with the proposed parking restrictions on Hastings Street."

R E P O R T

Mr. R.A. Sward, 3766 Oxford Street, Burnaby, B.C., V5C 1B9, appeared as a delegation before the Traffic Safety Committee on 1982 October 26. At this time, Mr. Sward presented a proposal to install diverters on Oxford Street at Boundary Road and Willingdon Avenue as shown on appendix "B". In conjunction with the diverters on Oxford Street at Boundary Road and Willingdon Avenue, Mr. Sward also put forward a proposal to install diverters at the intersection of Oxford Street and Gilmore Avenue as shown on appendix "C". The intent of Mr. Sward's proposal is to divert commuter traffic away from Oxford Street.

Respectfully submitted,

Alderman D.N. Brown,
Chairman

Alderman G.H.F. McLean,
Member

Alderman F. Nikolai,
Member

Janman Bethune

CO-OPERATIVE HOUSING ASSOCIATION

Dec. 15, 1981

SUBMISSION OF SIMON FRASER JOINT COUNCIL

RE: ILLEGAL PARKING

Centaurus Circle has three intersecting streets: Aquarius Drive in the northeast and the two sections of Centaurus Drive in the southeast and southwest respectively. We wish to address the problem which exists concerning vehicles parked illegally on these corners.

As the map shows, these corners are not simple ninety degree T intersections; rather they curve irregularly onto the Circle. As a result they present themselves invitingly to drivers searching for someplace congenient to park. At the same time they present difficulties in enforcing the bylaw which bans parking within "twenty feet of the street line of an intersecting street." Consequently there usually vehicles parked on the corners, dangerously obstructing the vision of any approaching motorist.

Traffic patrolmen have been called to deal with these illegally parked vehicles. However they have refused to deal with the matter because they cannot define the corners. Instead they toss the ball to the Traffic Dept. and suggest signs be posted. Numerous discussions with the Traffic Department have elicited no satisfaction. Some department employees have promised action while others say nothing will be done. To date nothing has been done.

As a result the Simon Fraser Area Joint Council has decided to request of this committee that no parking zones be defined and signs be posted at the appropriate locations. In support of this we would like you to consider several factors.

The Traffic Department has suggested that accident statistics show the corners do not warrant signs. However the statistics do not take into account the number of near misses we have all experienced, nor the minor accidents not reported. The problems will increase, in fact with the completion of the development of the circle.

BOX 1232, COQUITLAM, B.C. V3J 6Z9

APPENDIX "A"

Norman Bethune

CO-OPERATIVE HOUSING ASSOCIATION

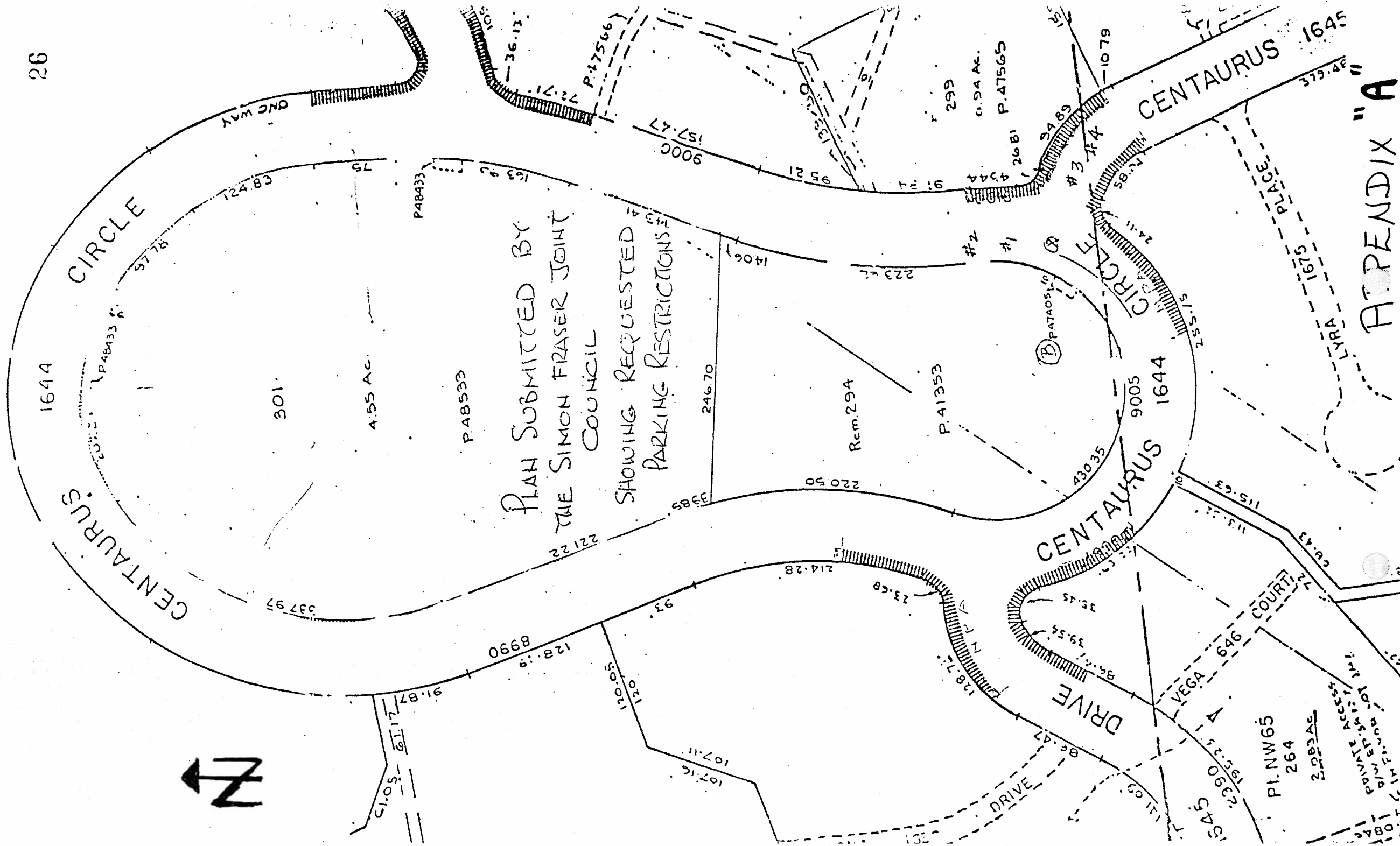
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Further, the area has a large number of children whose safety is of paramount concern. The opening of a convenience store at the southeast end of the circle has acted as a magnet to the children. Unfortunately, the store is also located near the corner which seems to have the greatest incidence of illegally parked cars obscuring vision for both drivers and pedestrians.

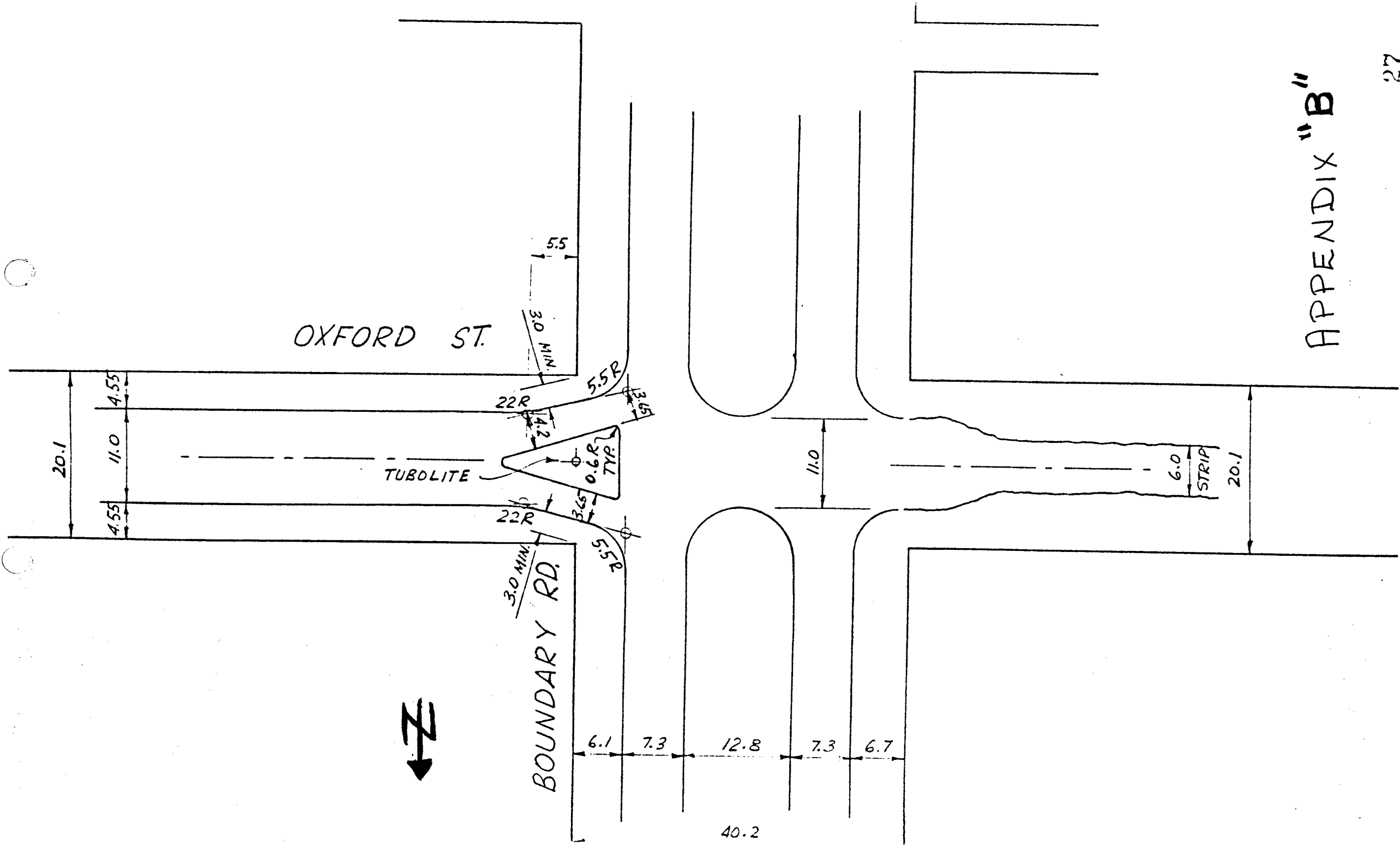
In our concern for the safety of our residents and their children we ask you not to change any bylaw but merely to ensure that provision is made to enable enforcement of present bylaws. To that end we are urging that the proper no parking zones be identified and posted at the three corners intersecting Centaurus Circle.

BOX 1232, COQUITLAM, B.C. V3J 6Z9

APPENDIX "A"



PLAN SUBMITTED BY
 THE SIMON FRASER JOINT
 COUNCIL
 SHOWING REQUESTED
 PARKING RESTRICTIONS



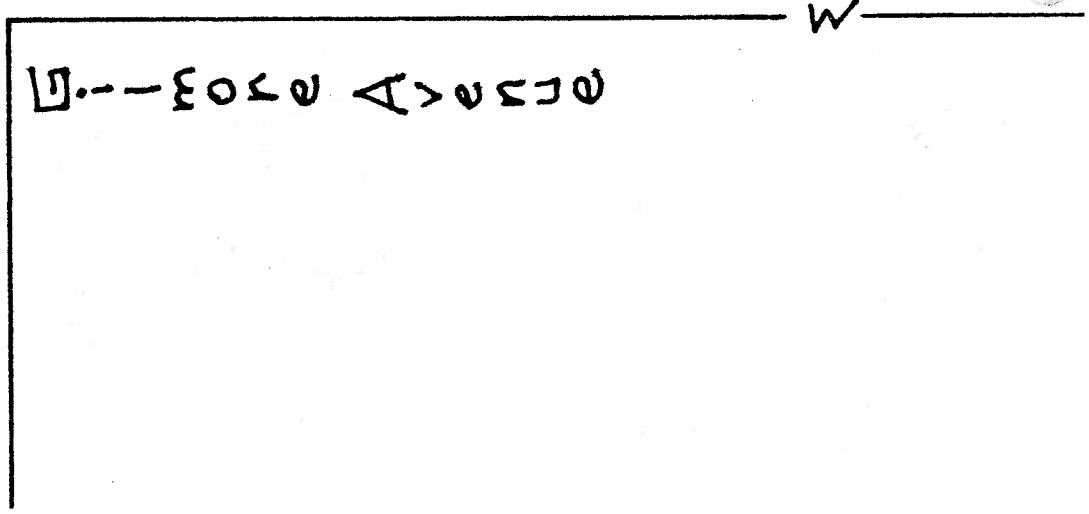
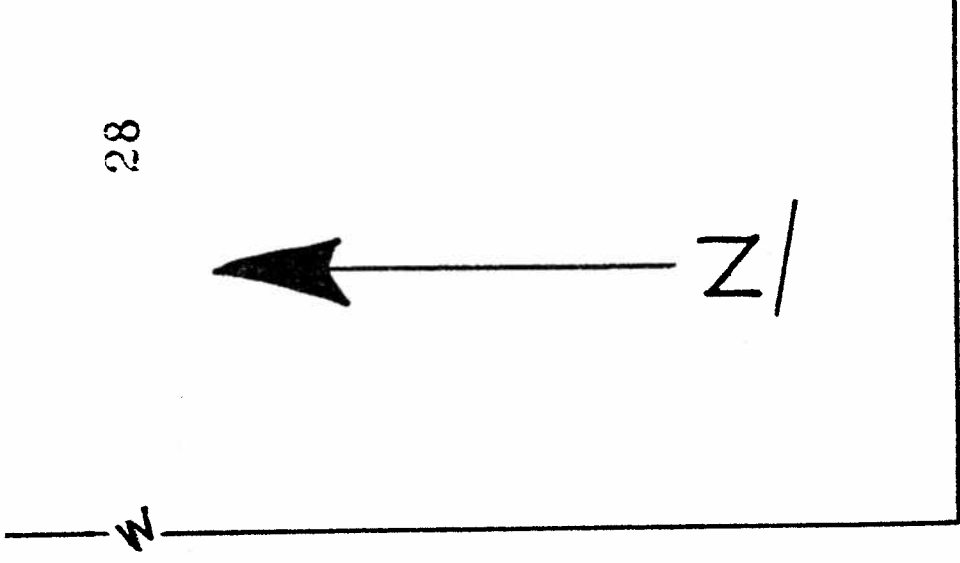
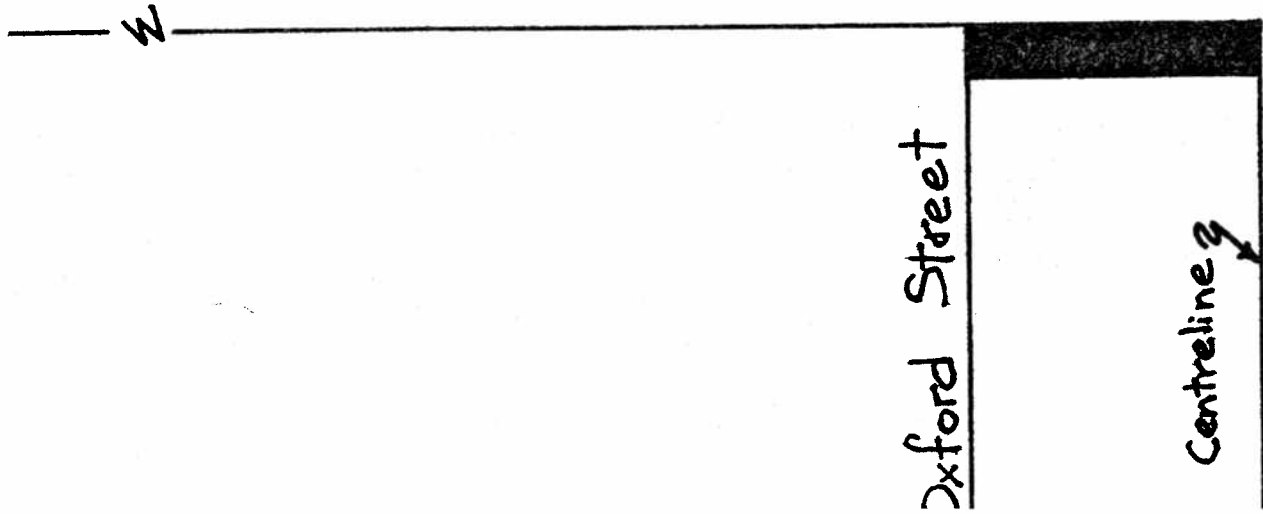
OXFORD ST.

BOUNDARY RD.

TUBOLITE

APPENDIX "B"





- Indicates diverter extending half way into the intersection on the north/west and south/east corners only.
- Represents proposal as presented by Mr. Sward to the Traffic Safety Committee on 14th October 26.

APPENDIX "C"