

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. Lake City Way

Recommendations:

- (a) "THAT Council approve the installation of stop signs on Enterprise, Express and Venture Streets at their intersection with Lake City Way.
- (b) THAT Mr. Martin Coombes, 7980 Express Street, Burnaby, B.C., V5A 1V7, be informed of Council's decision in this regard."

R E P O R T

A telephone request was received from Mr. Martin Coombes, 7980 Express Street, Burnaby, B.C., V5A 1V7, inquiring as to the possibility of stop signs being installed on Enterprise, Express and Venture Streets at their intersection with Lake City Way.

In this regard, the Director Engineering prepared the following report:

"Mr. Martin Coombes of 7980 Express Street recently inquired, by telephone, of the possibility of stop signs being installed on Enterprise, Express and Venture Streets at their intersection with Lake City Way. This inquiry served as a reminder of the pending completion of Arden Avenue north of Broadway. Arden Avenue is to be the local collector street for the 'Shellmont' subdivision located north of Lake City industrial park.

At the time of the design of this subdivision Arden Avenue was specified to connect with Broadway at the existing intersection with Lake City Way such that the residential area would have direct access to Lougheed Highway. As a result of this intended movement Lake City Way is to become a designated collector street requiring all intersecting streets to be stop sign controlled. This designation is consistent with the Council adopted 'Conceptual Transportation Plan' which shows Lake City Way as a 'major collector (industrial/commercial)'.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the Committee approve the installation of stop signs on Enterprise, Express and Venture Streets at their intersection with Lake City Way, and

(ii) THAT Mr. Martin Coombes, of 7980 Express Street be informed of Council's decision in this regard."

2. Intersection of Grange Street and Patterson Avenue

Recommendation:

"THAT Mr. J.P. Daem, Property Manager, Bradson Management Services Incorporated, 7409 Conway Avenue, Burnaby, B.C., V5E 2P7, be advised of the action taken."

R E P O R T

A letter dated 1982 June 01 was received from Mr. J.P. Daem, Property Manager, Bradson Management Services Incorporated, 7409 Conway Avenue, Burnaby, B.C., V5E 2P7, requesting the prohibition of parking on the east side of Patterson Avenue from the driveway from Central Park Place back to Grange Street.

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

"We have examined the request of Bradson Management Services Incorporated to have the parking prohibited on the east side of Patterson Avenue from the driveway of Central Park Place back to Grange and find their concerns valid.

We have already issued instructions to have this parking banned.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

THAT Bradson Management Services Incorporated be advised of the action taken."

3. School Safety Patrol Incentive Grant

Recommendations:

(a) "THAT Council continue to support the School Safety Patrol Incentive Program.

(b) THAT the Treasurer be directed to prepare a cheque in the amount of two thousand dollars (\$2,000), and forward same to Mr. P.S. Boyle, Secretary-Treasurer, School District #41 - Burnaby, 5325 Kincaid Street, Burnaby, B.C., V5G 1W2."

R E P O R T

A letter dated 1982 June 14 was received from Mr. P.S. Boyle, Secretary-Treasurer, School District #41 - Burnaby requesting the continued support from the Corporation of the District of Burnaby for their School Safety Patrol Incentive Program for the school year 1981 - 82 in the form of a two thousand dollar grant.

Council has, in previous years, supported the request from the Burnaby School Board for a grant in the amount of two thousand dollars, which has been distributed to schools on the basis of the number of pupils participating. During the school year 1981 - 82, twenty-nine elementary schools in the district operated school patrols, involving a total of 1,223 students.

Funds have been allocated within the budget of the Traffic Safety Committee for the current year (1982) to honour this grant.

4. Parking Restrictions - Royal Oak Avenue and Rumble Street

Recommendations:

- (a) "THAT parking be prohibited on the south side of Rumble Street from Royal Oak Avenue to the west side of the Safeway parking lot.
- (b) THAT parking be prohibited on the west side of Royal Oak from Rumble Street south to the northerly access to the Safeway parking lot."

R E P O R T

In response to a request received from the Chairman of the Traffic Safety Committee to investigate the necessity of instituting parking bans at the intersection of Royal Oak Avenue and Rumble Street, the Director Engineering prepared the following report:

"We have received a request from the Chairman of the Traffic Safety Committee to investigate the benefit of banning the parking on the south side of Rumble Street from Royal Oak west to the west property line of the Safeway parking lot, as well as along the west side of Royal Oak south from Rumble Street to the south property line of the Safeway parking lot.

A number of observations were made of the traffic flows at the subject location and we found that vehicles parked along the south side of Rumble Street were causing congestion to those eastbound vehicles that were wishing to turn right onto Royal Oak as well as to the through movements who were being held up by left turners. The majority of these vehicles parked all day and would appear to be employees of businesses in the area.

In checking the west side of Royal Oak adjacent the Safeway parking lot we noted that vehicles are parking between Rumble Street and the northerly driveway. South of this driveway is a bus stop. South from the bus stop area to the southerly driveway of the Safeway parking lot is room for parking about six vehicles. From a traffic operation standpoint we feel that it would be beneficial to prohibit parking between Rumble Street and the northerly driveway into the Safeway parking lot. South from the bus stop we see no need to restrict the parking.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT parking be prohibited on the south side of Rumble Street from Royal Oak to the west side of the Safeway parking lot.
 - (ii) THAT parking be prohibited on the west side of Royal Oak from Rumble Street south to the northerly access to the Safeway parking lot."
5. Boundary Road and Canada Way/Schou Street Signal Alterations

Recommendation:

"THAT the Corporation of the District of Burnaby participate in the modification of the existing signal at the intersection of Boundary Road and Canada Way/Schou Street under the conditions set down in the standard cost sharing leg formulae."

R E P O R T

In response to correspondence received from the City of Vancouver indicating their desire to modify the existing signal at the intersection of Boundary Road and Canada Way/Schou Street, the Director Engineering prepared the following report:

"We have received correspondence from the City of Vancouver indicating that they wish to modify the existing signal at the captioned intersection. The present signal operates in a two phase semi-actuated mode which requires the west-bound motorists from Schou Street to merge with the south-bound Boundary Road traffic immediately after leaving the signal. This is undesirable from a traffic safety standpoint. The proposed signal design will eliminate the merging condition by stopping southbound as well as north-bound Boundary Road traffic during Schou Street green.

The pedestrian signal now controlling the southbound roadway would be relocated further south and incorporated with the traffic signal. These changes will require a new three phase solid state signal controller.

The estimated cost of the above work is \$18,000.

Under the standard leg formulae for cost sharing our share would be 66 2/3%, or \$12,000. We have funds in our Traffic Management budget to cover this cost.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

THAT Burnaby participate in the modification of the existing signal at the Boundary Road - Canada Way/Schou Street intersection under the conditions set down in the standard cost sharing leg formulae."

6. Meeting with the Minister of Transportation and Highways

Recommendations:

- (a) "THAT staff prepare working drawings for those areas which will be discussed at the upcoming meeting with the Minister of Transportation and Highways, and that His Worship, Mayor W.A. Lewarne so advise the Minister of Transportation and Highways of those items which the Corporation wishes to review at this meeting, including any other related road proposals.
- (b) THAT the proposed 'Benson Waterfront Expressway' be included on the agenda for the meeting with the Ministry of Transportation and Highways.
- (c) THAT a four part questionnaire be prepared for the area bounded by Edinburgh Street to the north, Hastings Street to the south, Boundary Road to the west, and Willingdon Avenue to the east which would only contain the following four alternatives:
- (i) An alternate 'One Way Street' pattern.
 - (ii) A diverter proposal.
 - (iii) A barricade proposal.
 - (iv) That the present road pattern for the area not be altered.
- (d) THAT this questionnaire be prepared and circulated to those residents in the defined area as quickly as possible."

R E P O R T

At the Traffic Safety Committee meeting held on 1982 July 20, the subject of the upcoming meeting with the Minister of Transportation and Highways scheduled for the latter part of August was discussed.

Arising out of the discussion with respect to this matter, your Committee was of the opinion that in order to expedite matters, staff should be directed to prepare working drawings for those areas which will be discussed at the meeting with the Ministry of Transportation and Highways, and that His Worship, Mayor W.A. Lewarne so advise the Minister of Transportation and Highways of those items which the Corporation wishes to review at the meeting, including any other related road proposals.

In addition, the Committee felt that the merits of the "Benson Waterfront Expressway" should also be discussed at the meeting.

With respect to the suggestion to use the "Brentwood Park" questionnaire as a guide for preparing a questionnaire for the north/west Burnaby area, the Committee felt that the contents and the alternatives should be kept to a minimum, and only include the following four alternatives:

- (i) An alternate "One Way Street" pattern.
- (ii) A diverter proposal.
- (iii) A barricade proposal.
- (iv) That the present road pattern for the area not be altered.

Further, the Committee felt that the questionnaire should be prepared and circulated to those residents within the defined area as quickly as possible.

Respectfully submitted,

Alderman D.N. Brown,
Chairman

Alderman G.H.F. McLean,
Member

Alderman E. Nikolai,
Member