

REPORT  
REGULAR COUNCIL MEETING  
1983 August 22  
File: 20-2

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

The Traffic Safety Committee meeting was held on Tuesday, 1983 August 16 at 18:00 h in the Council Chamber, Municipal Hall, at which time no quorum was present.

1. South Side 5100 Block Rumble Street - Parking Prohibition

Recommendations:

- (a) "THAT the request to alter the existing parking restriction on the south side of the 5100 Block Rumble Street be denied.
- (b) THAT Mr. Alan C.C. Chan, c/o Grace Pharmacy Limited, o/A Pharmasave #123 - 5179 Rumble Street, Burnaby, B.C., V5J 2B3 be sent a copy of this report."

REPORT

A letter dated 1983 June 28 was received from Mr. Alan C.C. Chan, c/o Grace Pharmacy Limited, o/A Pharmasave #123 - 5179 Rumble Street, Burnaby, B.C., V5J 2B3 requesting that the existing parking restrictions on the south side of the 5100 Block Rumble Street be altered so that parking will be prohibited only during rush hours.

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

"The parking restrictions presently prohibiting parking on the south side of the 5100 Block Rumble Street from Royal Oak Avenue west to the west property line of the Safeway parking lot were implemented at the request of the Chairman of this Committee.

In response to this latest request we again monitored the parking on both sides of the 5100 Block Rumble Street to gauge the severity of the parking problem. The monitoring was done over a one month period and the number of parked vehicles is indicated as well as vacant spaces.

83 07 06	14:40 h	North Side	1 Veh.	Vacancies 5
		South Side	2 Veh.	Vacancies 4
83 07 20	14:40 h	North Side	2 Veh.	Vacancies 4
		South Side	0 Veh.	Vacancies 6
83 07 22	13:30 h	North Side	2 Veh.	Vacancies 4
		South Side	3 Veh.	Vacancies 3
83 07 21	13:10 h	North Side	1 Veh.	Vacancies 5
		South Side	2 Veh.	Vacancies 4
83 07 27	13:50 h	North Side	2 Veh.	Vacancies 4
		South Side	0 Veh.	Vacancies 6

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83 07 29	12:50 h	North Side	1 Veh.	Vacancies 5
		South Side	1 Veh.	Vacancies 5
83 08 02	11:20 h	North Side	3 Veh.	Vacancies 3
		South Side	0 Veh.	Vacancies 6
83 08 03	09:45 h	North Side	2 Veh.	Vacancies 4
		South Side	0 Veh.	Vacancies 6
83 08 04	10:25 h	North Side	2 Veh.	Vacancies 4
		South Side	0 Veh.	Vacancies 6
83 08 04	13:45 h	North Side	1 Veh.	Vacancies 5
		South Side	0 Veh.	Vacancies 6

The most westerly parking space is about 250 feet from the entrance to the drug store, a distance that could not be considered excessive. As noted from the observations there were ample parking spaces within 250 feet of the store in both eastbound and westbound directions.

In summary we have found that the existing parking prohibition on the south side of Rumble Street has not removed the availability of on-street parking for the customers of the businesses on the north side of the 5100 Block Rumble Street.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request to alter the existing parking restriction on the south side of the 5100 Block Rumble Street be denied.
2. THAT Mr. Alan C.C. Chan be sent a copy of this report."

2. Parking In Vicinity of Central Park Place

Recommendations:

- (a) "THAT the request to impose a minimum 20 foot parking restriction on both sides of the entrance to driveways to underground parking areas on Patterson Avenue and Barker Avenue be denied.
- (b) THAT Mr. J.P. Daem, Property Manager, Bradson Management Services Inc., 7409 Conway Avenue, Burnaby, B.C., V5E 2P7 be sent a copy of this report."

REPORT

A letter dated 1983 July 04 was received from Mr. J.P. Daem, Property Manager, Bradson Management Services Inc., 7409 Conway Avenue, Burnaby, B.C., V5E 2P7 requesting the installation of a minimum 20 foot parking restriction on both sides of the entrance driveways of the underground parking areas on Patterson Avenue and Barker Avenue and that the clearance areas in that same area be clearly marked and enforced.

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

"The high rise complex referred to in the subject submission comprises four buildings in the block bounded by Grange Street, Patterson Avenue, Sardis Street, and Barker Avenue.

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In total there are three driveway crossings to the complex, one to Patterson Avenue which has the parking banned from the crossing right to Grange Street, a second crossing to Sardis Street which has the parking prohibited in excess of 20 metres on the approach side, being posted as a fire zone, and a third crossing to Barker Street that has a fire zone parking ban from 3 metres on the approach side right to Grange Street.

Under the Burnaby Street and Traffic Bylaw parking is prohibited for 10 feet on the approach side and 5 feet on the far side of all driveway crossings. The 3 driveways all meet and in fact 2 far exceed the requirements of this Bylaw.

The submission has suggested that there be a restriction of no parking 20 feet either side of all driveways leading to underground parking. As the underground entrance to all parking on this site is in excess of 30 metres from the street crossing, the entrance to the street is no different than any surface parking area. To place such a blanket coverage on all crossings is in our opinion unnecessary and on many streets would eliminate large segments of on-street parking. We are also of the opinion that such an extensive clearance would require signing if it is to be enforced.

We would suggest that the existing Bylaw is adequate for most driveways and those with a proven problem can be addressed on an individual basis.

In checking the reference to the restricted parking by the hydrant on Grange Street at Barker Avenue we would advise that in four separate observations we found only one occasion when there was a vehicle parked in violation and that vehicle had a parking ticket.

From accident history it would appear that parking on the north side of Grange Street west of Barker Avenue has not been a factor in any more intersection accidents than the other three quadrants that have had the parking removed. However the vehicles that do park there are mostly recreational vehicles and do limit the sight distance because of their size. For this reason and because it is the intersection of two collector streets, we will be banning the parking back from the corner for about 15 metres.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request to impose a minimum 20 feet parking restriction on both sides of the entrance to driveways to underground parking areas be denied.
2. THAT Mr. J.P. Daem, Property Manager, Bradson Management Services Inc., be sent a copy of this report."

3. Request for Yield Signs - Meadow Avenue and 12th Avenue

Recommendations:

- (a) "THAT the installation of a stop sign on 12th Avenue at Meadow Avenue be approved.
- (b) THAT the installation of the stop sign on 12th Avenue at Meadow Avenue be subject to review upon completion of Marine Way to the Queensborough Bridge.

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- (c) THAT the vegetation on the northwest corner of the intersection of 12th Avenue and Meadow Avenue be removed.
- (d) THAT Mrs. A. Waller, 7763 Willard Street, Burnaby, B.C., V3N 2W4 be sent a copy of this report."

REPORT

A letter dated 1983 July 11 was received from Mrs. A. Waller, 7763 Willard Street, Burnaby, B.C., V3N 2W4 requesting the installation of either a stop sign or yield sign on 12th Avenue at Meadow Avenue.

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

"The intersection of Meadow Avenue and 12th Avenue has only recorded two motor vehicle accidents in over seven years; one in 1976 involved a cyclist and one in 1982 was a single vehicle out-of-control accident. These accident statistics do not come close to meeting any existing warrant for the installation of any additional traffic control devices. Nonetheless the concerns expressed by Mrs. Waller are valid in that due to the Marine Way construction traffic patterns in the area have changed significantly.

Trapp Avenue from Fenwick to Willard is currently closed to traffic, Willard from Thorne Avenue to Trapp Avenue will be closed in the near future and Thorne Avenue from Willard to Meadow is closed. These closures combined with the opening of Marine Way to Bryne Road have resulted in increased traffic volumes on Meadow Avenue. Byrne Road from Marine Way to Marine Drive was recently designated a truck route which means that trucks destined for the industrial areas south of the B.C. Hydro railway tracks are required to use Meadow as the shortest most direct route from the nearest truck route.

Meadow Avenue from Byrne Road to 12th Avenue is an uninterrupted section of road for over 850 metres giving drivers the illusion that they are on a through street. The intersection of 12th and Meadow is a 'T' intersection with Meadow forming the cross of the 'T' on a jog through the intersection. This jog combined with vegetation on the northwest corner makes the intersection difficult to see when approaching from the west.

Due to the increased traffic, specifically trucks, the apparent through nature of Meadow and the limited visibility of the intersection with 12th, we are recommending the installation of a stop sign on 12th Avenue at Meadow Avenue and the removal of the vegetation on the northwest corner of the intersection to improve the visibility. We are also recommending that the stop sign installation be subject to review upon completion of Marine Way from Byrne Road to the Queensborough Bridge.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the installation of a stop sign on 12th Avenue at Meadow Avenue.
2. THAT the installation be subject to review upon completion of Marine Way to the Queensborough Bridge.

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3. THAT the vegetation on the northwest corner of the intersection of 12th Avenue and Meadow Avenue be removed.
4. THAT Mrs. Waller be sent a copy of this report."
4. Request for "No Parking" Signs - West Side  
7100 Block Mary Avenue

Recommendations:

- (a) "THAT the request for a parking prohibition on the west side 7100 Block Mary Avenue be denied.
- (b) THAT Mr. James A. Fiddes, 7485 Vista Crescent, Burnaby, B.C., V5E 2C9 be sent a copy of this report."

REPORT

A letter dated 1983 June 22 was received from Mr. James Fiddes, 7485 Vista Crescent, Burnaby, B.C., V5E 2C9 requesting the posting of "No Parking" signs on the west side of the 7100 Block Mary Avenue.

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

"Of the five items raised by Mr. Fiddes as arguments favouring his request our comments are as follows:

1. 'Mary Avenue becomes narrower...'

Mary Avenue reduces from an eleven metre pavement width to an eight metre pavement width starting at a point six metres north of Vista Crescent. This change in width is due in part to the change in adjacent land use, from commercial to residential, and in part to Mary Avenue's intersection with Edmonds Street, a designated major collector.

The greater width is to permit easier turns from the major collector and the narrower section is intended to constrict traffic thereby reducing volumes and speed. To prohibit parking along one side of Mary Avenue would negate the intended constriction caused by parked cars on both sides of the street and could thereby result in increased speeds and volumes.

2. 'Cars that are parking on the west side of Mary Avenue ...are continually crowding the corner...'

Section 13 (2) (c) of the Street and Traffic Bylaw states:

'No person shall stop or stand a vehicle within 20 feet of the street-line of any intersecting street...'

The situation described by Mr. Fiddes would apparently be a violation of this Bylaw and therefore should be controlled through enforcement.

3. 'Mary Avenue is becoming a heavier travelled side street due to...(traffic) trying to by-pass Edmonds and Canada Way...'

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A 1981 automatic traffic count on Mary between Rosewood and Holly recorded almost 2,100 vehicles within a 24 hour period. An automatic traffic count taken on Mary between Vista and Holly for this report recorded over 1,600 vehicles within 24 hours, a decrease of almost 460 vehicles. To prohibit parking on one side of Mary Avenue would probably serve to encourage more traffic to use the street as it would allow opposing vehicles to pass freely.

4. 'This constant parking problem becomes heaviest from 10:00 a.m. to 8:00 p.m. Sundays, the parking problem spreads...'

Although we do not have statistics on the extent of the parking in the vicinity, experience tells us that this is not an unusual situation around Senior Citizens' complexes. Under the Burnaby Zoning Bylaw these complexes are usually required to provide only one (1) parking space for each five (5) dwelling units. Conventional multi-family dwellings are required to provide one and one quarter (1:1.25) parking spaces for each dwelling unit.

The difference between the 1:5 and 1.25:1 ratio is the assumption that senior citizens relinquish their vehicles when they move into seniors' complexes. Not only do many of them retain their own vehicles but they have a higher visitor rate, particularly on weekends and holidays, with the result that the provided off-street parking is inadequate and legal on-street parking becomes a premium. To restrict the already scarce on-street parking on Mary Avenue would probably produce complaints from the adjacent seniors' complex and more illegal parking in the vicinity.

5. '...forcing cars that are approaching each other to alternate...'

As stated in Item #1 above this restriction is intentional in that it restricts the volumes of traffic using Mary Avenue and reduces the speeds at which they travel. Mary Avenue is '...a residential road for light traffic use!' as stated in Mr. Fiddes letter but the requested parking prohibition would be contrary to the residential designation of the street.

Our accident records only show two recorded accidents, both right-angle collisions, one in 1970 and the other in 1971. These accidents occurred when Vista Crescent at Mary Avenue was a four-leg intersection, it currently has only three legs, and none have been reported since the New Vista complex was completed.

In summary we are not recommending the requested parking prohibition due to lack of statistical evidence, i.e. reported accidents, to indicate a problem and to remove parking from one side could result in increased speeds and volumes on what is a local residential street. The matter of vehicles parking in violation of the 'corner clearance' section of the Street and Traffic Bylaw should be referred to the R.C.M.P. as it is an enforcement problem.

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STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the requested parking prohibition not be installed.
2. THAT Mr. Fiddes be sent a copy of this report."
5. Bell Avenue - Loughheed Highway to Cameron Street

Recommendation:

- (a) "THAT the Traffic Safety Committee recommend that Council concur with the Director Engineering's intent to designate Bell Avenue from Loughheed Highway to Cameron Street as a collector street."

REPORT

A memorandum dated 1983 July 15 was received from the Director Engineering who reported as follows:

"Now that the Ministry of Transportation and Highways has completed the painting of a left-turn storage lane on the Loughheed Highway at Bell Avenue the indication to motorists is that Bell Avenue is the designated access route for the Cameron-Sullivan Heights areas. While we do not expect significant increases in the volume of traffic on Bell Avenue the manner in which existing traffic will drive, assuming they now have the right-of-way, may create safety problems. In view of this we are intending that Bell Avenue be designated a collector street with the requisite center-line and stop signs on the intersecting streets, Hunter Street and Salish Court.

Although Council is still considering alternatives to the Beaverbrook Extension within the neighbourhood all alternatives include Bell Avenue as an access to the Loughheed Highway therefore our recommendation is consistent with the current plans for the area.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee concur with the Director Engineering's intent to designate Bell Avenue from Loughheed Highway to Cameron Street as a collector street."

Respectfully submitted,

Alderman A.H. Emmott,  
Chairman

Alderman E. Nikolai,  
Member

