

RE: HASTINGS STREET, BOUNDARY ROAD - DELTA AVENUE PARKING RESTRICTIONS  
(ITEM 11, SUPPLEMENTARY REPORT NO. 59, 1982 OCTOBER 25)  
(ITEM 8, REPORT NO. 36, 1983 May 16)

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 83 08 16  
FROM: DIRECTOR ENGINEERING  
SUBJECT: HASTINGS STREET, BOUNDARY ROAD - DELTA AVENUE  
PARKING RESTRICTIONS

RECOMMENDATION:

1. THAT The Ministry of Transportation and Highways be advised that Burnaby is prepared to accept their proposal to increase the capacity of Hastings Street by means of left turn channelization at designated intersections and left turn bans, 3 - 6 p.m. at intersections not so treated.

REPORT:

In an effort to increase the vehicular capacity of Hastings Street and thus, hopefully, reduce the volumes of east/west commuter traffic now using the paralleling neighbourhood streets, we had proposed peak hour parking restrictions. The proposed prohibitions were to be from 7 - 9 a.m. on the north side of Hastings, affecting the a.m. westbound morning rush and 3 - 6 p.m. on the south side of Hastings, affecting the p.m. eastbound evening rush.

This proposal, while being opposed by the Hastings Street merchants, was approved by Council at its meeting of 1982 October 25 under Manager's Report No. 59, Supplementary Item 11.

While the above noted parking restrictions were approved by Council, a permit was required from the Ministry of Transportation and Highways before we could implement the restrictions as Hastings Street is a Provincial highway. The Minister had also been approached by the merchants and before he would issue a permit he directed that his staff look at alternative schemes that would have less impact on the p.m. parking. The proposal that the Ministry have chosen is one that prohibits left turns at all intersections between 3 and 6 p.m. except those that will be provided with painted left turn channelization. The intersections on Hastings Street to be so treated are Esmond, Gilmore, Madison, Willingdon, and Gamma Avenues. In addition to the left turn treatment, the Ministry will also adjust the timing of the existing traffic signals to provide a vehicle progression along Hastings Street.

An intersection capacity analysis of both their scheme and our proposal was run through their computer and the results indicated very little difference in the capacity of the intersections. While we have no reason to question the results of their computer results which we received, they only estimate the capacity at the approach to and departure from the intersection. We are of the opinion that the parking and deparking activity between treated left turn areas will affect the progression and thus reduce the volume of traffic that is able to get to and take advantage of the intersection capacities. The Ministry, however, have advised that their proposal was identical to a system adopted in Toronto and that Toronto's experience was that the presence of parking back from left turn treated intersections had little effect on the progression or capacity of the corridors so treated.

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In regard to the concern of the merchants as it relates to parking, under the Burnaby proposal the effect is felt only from 3 - 6 p.m. and then only by the merchants on the south side of Hastings Street who lose all on-street Hastings parking. Under the Provincial scheme the only parking removed is adjacent the marked left turn channelization. While there are far less parking stalls removed, they will be on both sides of Hastings Street and will be for 24 hours per day, seven days per week.

Under the Burnaby scheme additional on-street parking was going to be provided to supplement the removed parking by developing Esmond, MacDonald, and Carleton Avenues between Hastings Street and Pender Street into public parking lots. Under the Provincial scheme we see no need to develop these lots as the displaced parking from the vicinity of the left turn channelizations can be absorbed by the present availability of vacant on-street parking spaces which we have observed to be present on Hastings and adjacent streets during all periods of the day including the p.m. rush hours.

In summary, it would appear that both schemes considered will give about the same capacities at the signalized intersections, the bottlenecks in any traffic corridor. While we feel that the presence of parking in the curb lane could affect a progression of traffic it would appear that the City of Toronto who use the same scheme as proposed by the Province have not found this to be a significant hindrance to vehicle progression. This being the case we can see no reason to offer any strong opposition to the Province's proposal that they would prefer to adopt on their highway.

HB:sp

cc: ( ) Traffic Supervisor  
( ) Traffic Safety Committee

  
DIRECTOR ENGINEERING