

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 Traffic Control Device - Intersection
of Union Street and Delta Avenue

Recommendations:

- (a) "THAT the request for additional traffic control at Delta Avenue and Union Street be denied.
- (b) THAT Mrs. Moira Brown, 4916 Union Street, Burnaby, B.C., V5B 1W2 be sent a copy of this report."

R E P O R T

A letter dated 1982 November 01 was received from Mrs. Moira Brown, 4916 Union Street, Burnaby, B.C., V5B 1W2, requesting a traffic control device at the intersection of Delta Avenue and Union Street.

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

"The captioned request contained in a letter from Moira Brown of 4916 Union Street specifically requests a '... traffic light of some sort ...'. Using the R.T.A.C. Warrant the subject intersection meets only a maximum of 4.6 percent of the minimum point value before a signal should be considered. This 4.6 percent includes a negative point value for accidents, 12 in the past three years, and the maximum P2 index of 2 used in the crossing gaps, progression, delay and vehicular stops section of this warrant. The P2 index is used as a multiplier in this warrant section, therefore, the maximum value 2 will produce the highest possible value for the existing street volumes used as the multiplicand.

Of the 12 accidents in the past three years, three (one in 1982 and two in 1980) are considered non-correctable through normal two phase signal operation. The accident portion of the four-way stop sign warrant has not been met, i.e. five accidents per year of a type correctable through a four-way stop installation, nor has the approximately equal volume portion of the warrant. The volumes on Union Street are more than double those on Delta Avenue.

There is no statistical warrant for the installation of flashing beacons but the I.T.T. 'Transportation and Traffic Engineering Handbook' states,

:- AGENDA 1983 JANUARY 24
:- COPY- MANAGER

'Flashing beacons are used at locations where full traffic control signals are not warranted but where, because of lack of visibility or other hazard, signs alone are not sufficient'.

The stop signs on Delta at the subject intersection are clearly visible to approaching traffic and vehicles which have complied with the signs have more than adequate sight distance along Union Street. Of the 15 accidents recorded since 1976 January, two-thirds of them occurred during daylight hours when a flashing beacon is least effective.

As a comparison, the two-way stop intersection of Union Street and Springer Avenue, 300 metres to the east of the subject intersection, has, since 1975, recorded 22 accidents for an accident rate of 2.4 per million vehicle entries. The accident rate of the subject intersection is 1.9 per million vehicle entries with 15 accidents since 1975.

Other control measures considered and deemed unwarranted were: intersection ahead advance warning for eastbound traffic, stop ahead advance warning for north and south-bound traffic, and parking prohibitions on the southwest and southeast corners of Union Street.

In summary, the statistics, both accident reports and traffic volume data, do not indicate the need for additional traffic controls or warning devices at the intersection of Union Street and Delta Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for additional traffic control at Delta Avenue and Union Street be denied; and
- (ii) THAT Moira Brown be sent a copy of this report."

2. Intersection at Pandora Street and Duthie Avenue

Recommendations:

- (a) "THAT the R.C.M.P. be requested to check the subject intersection for bylaw violations.
- (b) THAT the request to paint the curbs be denied.
- (c) THAT the management of the Mountain Shadow Pub, 7174 Barnet Road, Burnaby, B.C., V5A 1C8, be sent a copy of this report with attachments.
- (d) THAT Mrs. Kathleen McBurnie, 7267 Pandora Street, Burnaby, B.C., V5A 1B8, be sent a copy of this report."

R E P O R T

A letter dated 1982 December 18 from Mrs. Kathleen McBurnie, 7267 Pandora Street, Burnaby, B.C., V5A 1B8, was referred by the Municipal Council at the regular Council meeting held 1983 January 04 to the Traffic Safety Committee.

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Mrs. McBurnie requested that the curbs of the intersection at Pandora Street and Duthie Avenue be painted to indicate that parking is not permitted and that signs be placed within the Mountain Shadow Neighbourhood Pub warning patrons of the parking prohibition.

Mrs. McBurnie also requested that the R.C.M.P., Burnaby Detachment, patrol the subject area as a further measure to preserve traffic safety.

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

"The intersection of Duthie Avenue and Pandora Street has been constructed to its final curb standard with concrete curbs and abutting sidewalks. Duthie Avenue is 11 metres between curbs while Pandora Street is 8.5 metres between curbs. The intersection is controlled by two stop signs on Pandora Street giving the right of way to Duthie Avenue.

We checked the intersection a number of times during the course of the working day and were unable to find any vehicles parked close to the intersection. While Mrs. McBurnie did not indicate in her letter when the problem occurred, we are assuming it must be in the evening.

On the attached Appendix I we have prepared a detailed layout of the intersection showing what are existing parking prohibitions under either the Burnaby Street and Traffic Bylaw or the Provincial Motor Vehicle Act.

The Engineering Department cannot support the suggestion of Mrs. McBurnie that the curbs be painted yellow for the following reasons:

- (i) If we were to paint the curb to indicate parking restrictions covered under bylaw in one location we would be required to do so at all other locations so covered. Failure to do so could complicate enforcement. Also, those areas without curbs to paint would then have to be signed.
- (ii) There are thousands of locations in Burnaby where parking restrictions are covered only under bylaw, i.e. adjacent fire hydrants, corner clearances, driveway clearances, school zones, to name a few.
- (iii) In the past the courts have refused to accept painted curbs only unless they were supplemented by signs.

A check of the accident history indicated only four accidents in the past five years, one of which was a passenger who fell out of a vehicle as it turned the corner.

In summary, we feel that there are no outstanding problems at this intersection other than possibly the parking violations referred to in Mrs. McBurnie's letter.

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STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the R.C.M.P. be requested to check the subject intersection for bylaw violations.
 - (ii) THAT the request to paint the curbs be denied.
 - (iii) THAT the management of the Mountain Shadow Pub be sent a copy of this report with attachments.
 - (iv) THAT Mrs. McBurnie be sent a copy of this report."
3. Request for "Resident Parking Only" - 5070 Grimmer Street

Recommendations:

- (a) "THAT the request for 'Resident Parking Only' in front of 5070 Grimmer Street be denied.
- (b) THAT Miss L.Y. Johnson, 5070 Grimmer Street, Burnaby, B.C., V5H 4B5, be sent a copy of this report."

R E P O R T

A letter dated 1982 December 02 was received from Miss L.Y. Johnson, 5070 Grimmer Street, Burnaby, B.C., V5H 4B5, requesting a 'Resident Parking Only' sign in the front of 5070 Grimmer Street.

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

"The subject property is located on the southwest corner of Grimmer Street and Burlington Avenue and is occupied by a duplex dwelling 5070/72 Grimmer Street. This duplex presently has two off-street enclosed parking garages, one for each unit.

In checking the area we found that the street system during the daytime is congested with parked vehicles. These vehicles are generated from the apartment buildings which predominate the area and during the daytime from workmen working on a new highrise development on the southeast corner of Burlington Avenue and Kingsway.

The posting of resident parking while not a policy in Burnaby at this time should if established not be applicable to apartment areas as it would be impossible to enforce. Further, resident parking is for the resident only and not for visitors which seems to be one of the prime concerns of this particular request.

As the problem seems to be of a daytime nature a possible solution would be the enforcement of the present Three Hour Bylaw. This will be acted upon if the resident requests enforcement from the R.C.M.P.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for 'Resident Parking Only' in front of 5070 Grimmer Street be denied.
- (ii) THAT Miss L.Y. Johnson be sent a copy of this report."

4. "Resident Parking Only" (R.P.O.) in Burnaby

Recommendation:

- (a) "THAT the report of the Director Engineering concerning 'Resident Parking Only' in Burnaby be referred to the Municipal Council for their consideration."

R E P O R T

A memorandum dated 1983 January 05 was received from the Director Engineering suggesting a general policy that could be used by Burnaby if they wished to establish 'Resident Parking Only' zones.

The Director Engineering reported as follows:

"In responding to the request that we establish policies and guidelines for resident parking in Burnaby we contacted and talked to Traffic Departments in adjacent Municipalities to ascertain what method of procedure they used to post resident parking. While some had established some form of resident parking policy, many, including Burnaby, had done so as a result of citizen pressure rather than from an established policy. The City of Vancouver who have a rather extensive R.P.O. coverage have an established policy involving six criteria, all of which must be met before R.P.O. signing is warranted. A copy of the Vancouver policy is attached as Appendix II.

We have reviewed the Vancouver policy and feel that with a few additional requirements it could be used as a basis for a Burnaby R.P.O. policy.

In the past we have expressed the opinion that as the street rights of way in Burnaby are vested in the Crown (Vancouver owns their own street rights of way) they are public rights of way and should not be assigned to select groups of individuals for their own private use, i.e. R.P.O. zones. The Solicitor however in a memo dated 1974 September 30 advised that the Council did in fact have the power to grant R.P.O. although such could be considered discriminatory.

In considering the aspect of discrimination we felt that as we do not compensate other citizens of Burnaby for loss of parking privileges on the street it does not seem to be just that their tax dollar is used to post signs giving a discriminatory privilege to others. For this reason we feel that any costs involved in establishing R.P.O. zones should be borne by the applicant.

Following then is a general policy that could be used by Burnaby if they wished to establish R.P.O. zones.

FOR APPROVAL OF AN R.P.O. ZONE. ALL REQUIREMENTS MUST BE MET AND ARE AS FOLLOWS:

- (i) A petition must be supported and signed by 70% of the property owners in the block.

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- (ii) The households do not have sufficient off street parking facilities to meet their needs and must rely on street space for parking.
- (iii) The on street parking density in the entire block is at or near 100% occupancy during any time when the parking problem occurs.
- (iv) The parking problem is caused by non residents and occurs frequently.
- (v) The parking problem occurs during evening hours, or when existing Bylaws (i.e. 3 Hour Parking Bylaw) are not applicable.
- (vi) The parking problem occurs in one or two family residential dwelling districts only.
- (vii) All cost incurred in establishing the R.P.O. zone must be borne by the applicant.

R.P.O. zones are strictly for the use of residents, and are not to be used by visitors, guests, etc. R.P.O. zones will not be established for a specific address but will normally be situated in the middle of the block and be of sufficient length to accommodate one vehicle from 30 - 50% of the legal dwelling units in the block.

The above is presented as a possible policy guide for the establishment of 'Resident Parking Only' zones in Burnaby."

5. Traffic concerns expressed by residents of the Senior Citizens Buildings at 7210 and 7216 Mary Avenue

Recommendations:

- (a) "THAT the request for a marked crosswalk on Mary Avenue at Vista Crescent be denied.
- (b) THAT no further works be undertaken at the signalized pedestrian crossing on Edmonds Street.
- (c) THAT Mr. B.T. Cavanagh, Administrator, The New Vista Society, 7550 Rosewood Street, Burnaby, B.C., V5E 3Z3, be sent a copy of this report."

R E P O R T

A letter and petition dated 1982 July 28 was received from Mr. B.T. Cavanagh, Administrator, The New Vista Society, 7550 Rosewood Street, Burnaby, B.C., V5E 3Z3. Mr. Cavanagh advised that he represented approximately 400 hundred residents residing in the Senior Citizens highrises at 7210 and 7216 Mary Avenue, and requested the following actions be taken:

- (i) The installation of a marked crosswalk on the roadway at the intersection of Mary Avenue and Vista. This will enable the residents to cross Mary Avenue in safety and eliminate walking behind parked cars.

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- (ii) That action be taken in regards to the traffic parked and speeding on the lane at the rear of 7216 Mary Avenue. Some caution signs or a stop sign at the corner of the lane and Mary Avenue.
- (iii) That an additional push button be installed at the intersection of Mary Avenue and Edmonds Street or that the lines be painted wider so that drivers can more clearly see that there is a crosswalk at this intersection.

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

"The requests will be answered in the order presented.

- (i) That you have installed a crosswalk marked on the roadway at the intersection of Mary Avenue and Vista. This will enable the residents to cross Mary Avenue in safety and eliminate walking behind parked cars.

We have attached Appendix III to this report showing the layout of the area referred to. As noted there are no sidewalks on Vista Crescent. We have checked the movements of the pedestrians and the majority that cross in the vicinity of Vista Crescent then walk down the sidewalk on the west side of Mary Avenue to Edmonds Street. These pedestrians should be walking on the east side of Mary Avenue and cross Mary at Edmonds which is controlled by a stop sign.

- (ii) Install a 'Caution' or 'Stop' sign at the corner of the lane and Mary Avenue behind 7216 Mary Avenue. Also action to curb a parking and speeding problem.

The concern expressed in the submission is covered under Section 178(1) of the Provincial Motor Vehicle Act which states:

'178.(1) The driver of a vehicle in a business or residence district and emerging from an alley, driveway, building, or private road shall stop the vehicle immediately before driving on to the sidewalk or the sidewalk area extending across an alleyway or private driveway, and shall yield the right of way to a pedestrian on the sidewalk or sidewalk area.'

We would be reluctant to post a stop sign at the end of a lane unless there was a proven problem lest we set a precedent for posting all lanes now covered by legislation. The lane exit in question has no sight problems. The problems related to speeding and parking should be resolved by enforcement.

- (iii) That an additional push button be installed at the intersection of Mary Avenue and Edmonds Street or that the lines be painted wider so that drivers can more clearly see that there is a crosswalk at this intersection.

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The intersection of Edmonds Street and Mary Avenue is controlled by a pedestrian signal that assigns a right of way for the pedestrian crossing Edmonds Street. Traffic on Mary Avenue approaching Edmonds Street are controlled by stop signs.

The marked crosswalk on Edmonds Street is on the east leg and is painted with regulation 8" wide lines spaced 8' apart. On the approach side of the marked crosswalk is a painted stop bar that is 24" in width.

There are pedestrian push buttons on both ends of the crosswalk.

In summary the crosswalk and the signal have been built according to the standards as set down in the Canadian Manual of Uniform Traffic Control Devices and should require no additional works. Drivers and pedestrians should be controlled at this intersection by the direction of the traffic signal. If vehicles are not stopping then it is a case of ignoring the signal rather than the clarity of the painted markings and should be corrected by enforcement.

On 1982 09 13 we talked to Mr. Cavanagh regarding the petition and pointed out to him the routes the pedestrians should be taking when walking to and crossing the legs of the Edmonds/Mary intersection. We have advised him that we would be prepared to have a member of staff talk to the senior citizens on traffic safety at any time that was convenient to them.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

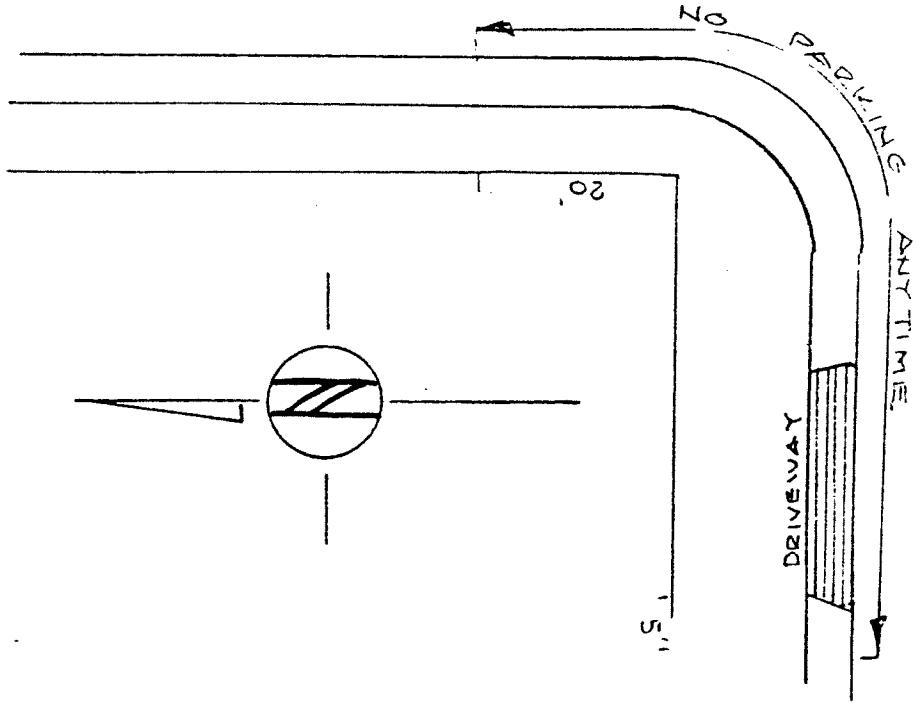
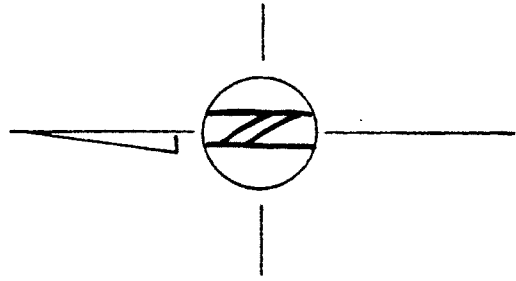
- (i) THAT the request for a marked crosswalk on Mary Avenue at Vista Crescent be denied.
- (ii) THAT no further works be undertaken at the signaled pedestrian crossing on Edmonds Street.
- (iii) THAT Mr. B.T. Cavanagh be sent a copy of this report."

Respectfully submitted,

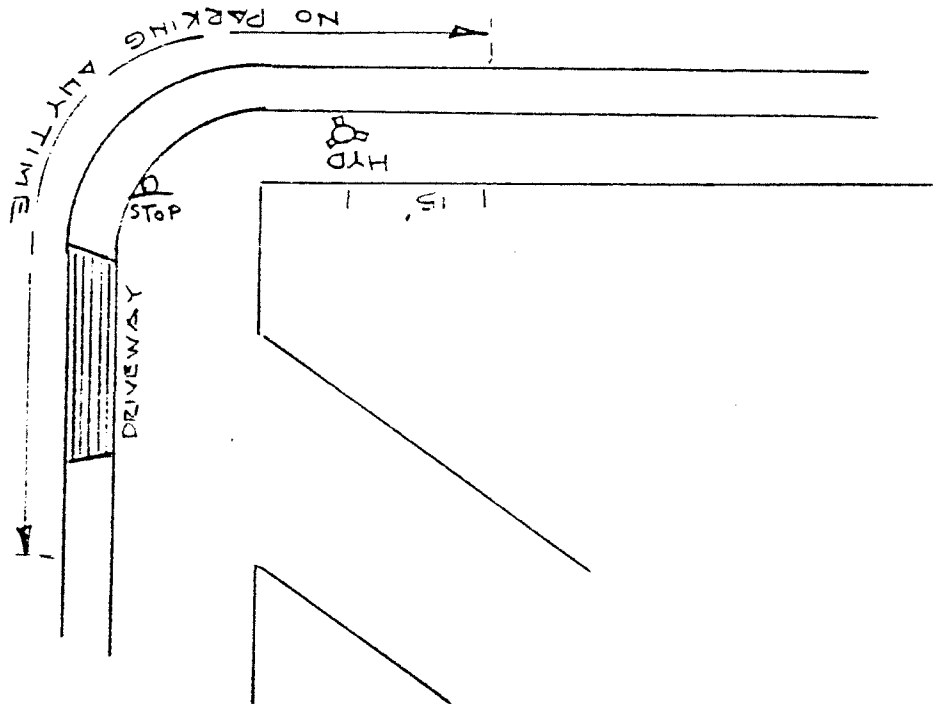
Alderman A.H. Emmott,
Chairman

Alderman G.H.F. McLean,
Member

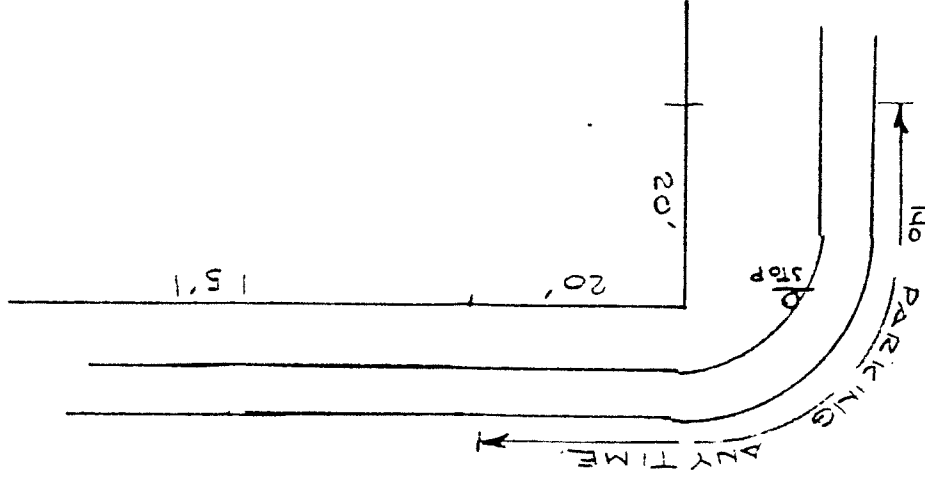
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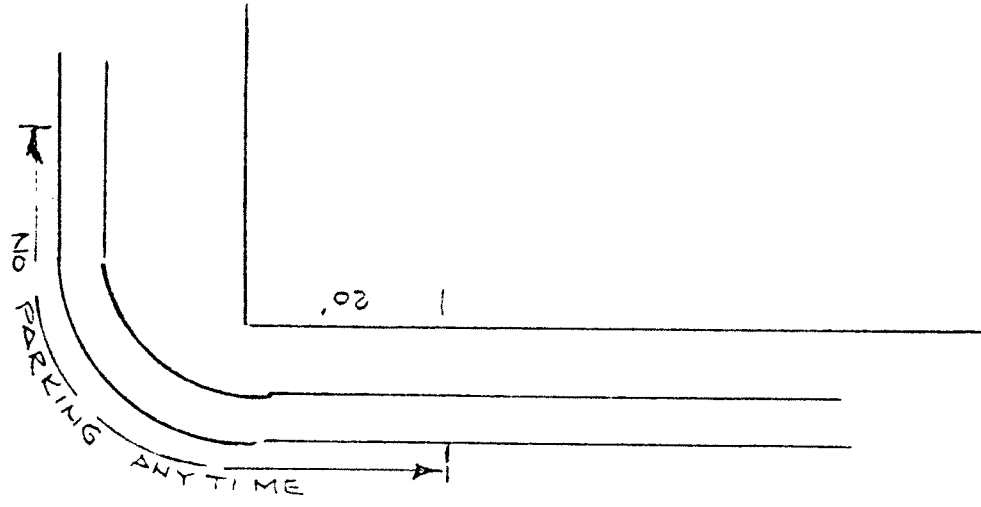
PANDORA



DUTHEM



ST.



"APPENDIX I"

| NO. | DATE | REVISION |
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| CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT TRAFFIC DIVISION | | |
| DESIGNED BY | SCALE 1" = 20' | |
| DRAWN BY | DATE DEC 21 82 | |
| CHECKED BY | DRWG NO. 38 | |
| APPRVD BY | L. | |

EXISTING NO PARKING
REGULATIONS
COVERED UNDER BURNABY
TRAFFIC BYLAW

DEC 10 1982 39

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CITY OF VANCOUVER
ENGINEERING DEPARTMENT
TRAFFIC DIVISION

RESIDENT PARKING ONLY (RPO) POLICY AND APPLICATION

The following is a summary of our general Policy and requirements regarding the installation of Resident Parking Only Zones. All requirements must be met and are as follows:

FOR APPROVAL OF AN RPO ZONE:

- 1) The attached petition must be supported and signed by 67% of the households within your block.
- 2) The households do not have sufficient off-street parking facilities to meet their needs and must rely on street space for parking.
- 3) The on-street parking density in your entire block is at or near 100% occupancy during any time when the parking problem occurs.
- 4) The parking problem is caused by non-residents and occurs frequently.
- 5) The parking problem occurs during the evening hours, or when existing By-Laws (i.e. 3 Hour Parking By-Law) are not applicable.
- 6) The parking problem occurs in one or two family residential dwelling districts only.

If all of the above-mentioned requirements are met to qualify for an RPO-Zone it is usually located mid-block for the use of all residents in the block. Residents are expected to cooperate with each other in sharing the use of the zone. RPO-Zones are not installed for a specific address.

RPO-Zones are strictly for the use of residents, and not one's visitors, guests, etc. Persons violating the RPO-Zone should be reported to the Police Department for Enforcement by calling 665-3321. The penalty fine is twenty-five (25) dollars.

Although you may not always be able to park directly in front of your own home, being able to park elsewhere in the block is considered reasonable. However, if you consider that a Resident Parking Only Zone is justified in your block, please complete the attached petition. Most important please state the nature or cause of the parking problem and the days and times of when you and your neighbours believe this problem to be most severe. Please submit the completed petition to:

City of Vancouver
Engineering Department
453 W. 12th Avenue
Vancouver, B.C. V5Y 1V4
Attn. Traffic Division

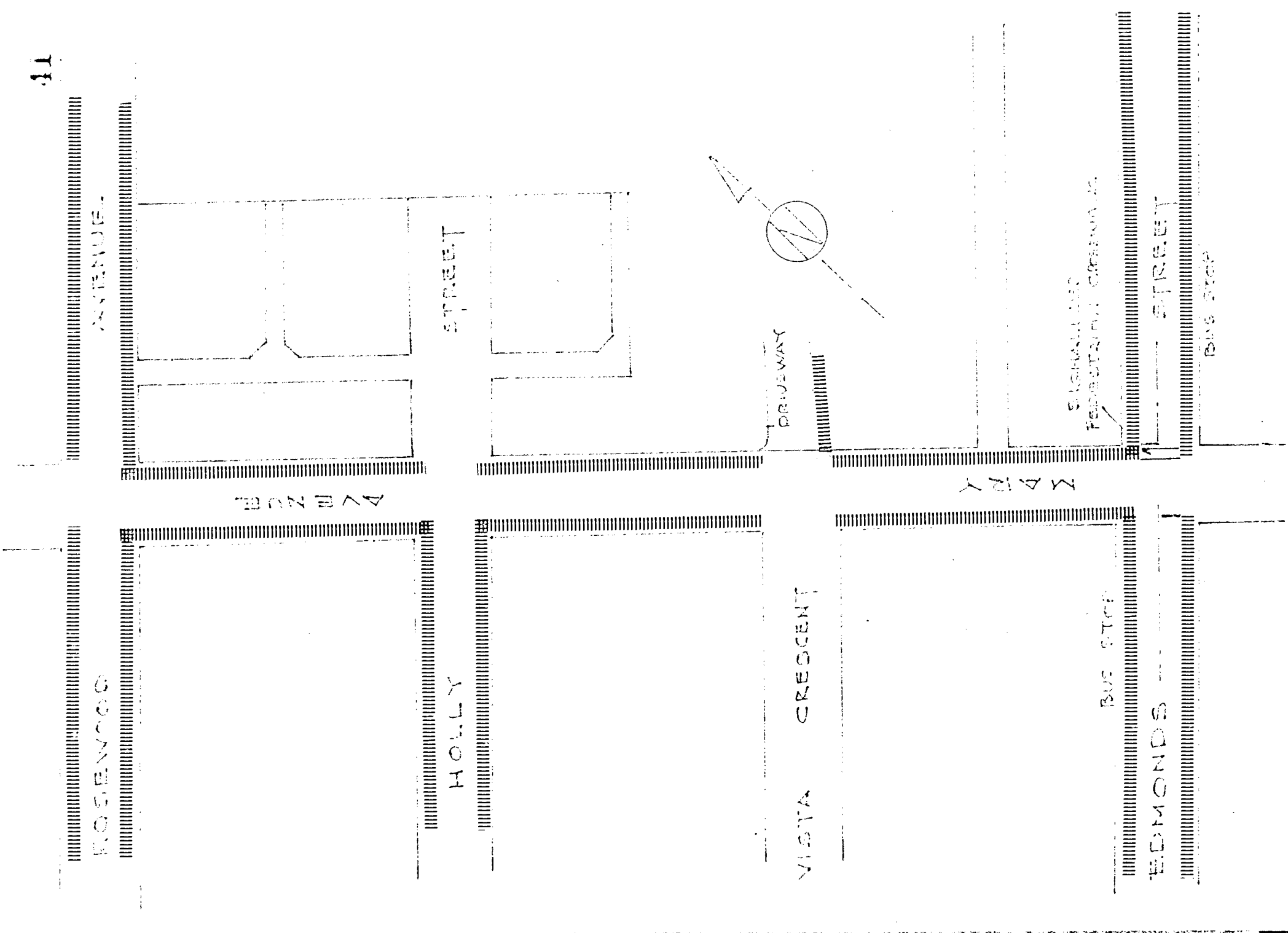
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SECTION 207 RESIDENT PARKING ONLY ZONE

Nature of Parking Problem [Day and Time, Generator, etc.]

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| NAME Signature If in favour of RPO | ADDRESS | TELEPHONE NUMBER | LICENCE NUMBERS OF VEHICLES |
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SLIGHTLY DISC
 PROPORTIONATE CORRECTION AS

EXISTING CONC. WALKS

"APPENDIX III"

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| NO. | DATE | REVISION |
| CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT | | |
| DESIGNED BY | | SCALE |
| DRAWN BY | | DATE |
| CHECKED BY | | DRWG NO. |
| APPRVD BY | | L. |

DIVISION