

REPORT
REGULAR COUNCIL MEETING
1984 October 29

File: F.F. 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

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 1984 October 16 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, Chairman
Alderman Egon Nikolai
Alderman L.A. Rankin
Mr. Rob Weston, B.C. Motor Transport Association
Mr. John Brucker, Burnaby Safety Council
Mrs. A.L. Smith, Parent Teacher Council
Mr. Gordon Mackie, Citizens' Representative
Mr. B.J. Jones, School Board Representative
Mr. A.R. Carrell, Senior Citizens' Representative

ABSENT:

Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. W.B. Bennett, Metro Transit Representative

STAFF:

Staff Sgt. A.H. Lund, R.C.M.P. Burnaby Detachment
Mr. H.G. Bacon, Traffic Supervisor
Mrs. M. Pasqua, Secretary

A. COMMUTER AND COMMERCIAL TRAFFIC ALONG OXFORD STREET,
GILMORE AVENUE AND OTHER RESIDENTIAL STREETS

RECOMMENDATIONS:

1. THAT Oxford Street be paved and curbed to a 28 foot standard.

(CARRIED
OPPOSED: Alderman Emmott,
Messrs. Brucker & Mackie)
2. THAT Mr. F.K. Mabbutt, 4101 Oxford Street, Burnaby,
B.C., V5C 1C8, be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 September 13 was received from the Municipal Clerk's Assistant addressed to F.K. Mabbutt, 4101 Oxford Street, Burnaby, B.C., V5C 1C8 advising that Council, at the regular Council Meeting held on 1984 September 10 received his correspondence regarding commuter and commercial traffic along Oxford Street, and referred this matter to the Director Engineering for report to the Traffic Safety Committee and a subsequent report to the Municipal Council.

A report dated 1984 September 07 was received from the Director Engineering regarding Mr. Mabbutt's submission, the contents of which are contained hereunder:

INTERNAL DISTRIBUTION
: - AGENDA 1984 OCTOBER 29
: - COPY - Municipal Manager
 - Director Engineering

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"In responding to Mr. Mabbutt's submission to Council we would advise that the Ministry of Transportation and Highways have completed their revisions to the traffic control on Hastings Street. From recent traffic counts taken on Hastings Street it would appear that volumes have increased by some 2,500 to 3,000 vehicles per day (V.P.D.). These counts, however, could be misleading as they are summer counts and have also been affected by the B.C. Transit strike.

Recent counts taken on both Oxford Street and on Cambridge Street have shown significant increases. Oxford Street went from 4,700 V.P.D. in May of 1984 to 6,000 V.P.D. in August of 1984. Cambridge Street went from a count of 1,600 V.P.D. in May to 2,600 V.P.D. in August. Again these counts may have been affected by the Transit strike and the P.N.E. attendance. We will be taking further counts after the closing of the P.N.E. and the ending of the Transit strike.

In regard to the question of constructing Oxford Street to a final 28' curbed standard, we would advise that to date this width has not been approved. The question of the future width of Oxford Street was referred to the Transportation Committee who, at their meeting of 1983 April 28, made the following recommendation to Council:

- (b) That the Transportation Committee supports the petition presented by the residents of Oxford Street to the Director Engineering to curb and pave Oxford Street to a maximum width of 28 feet.

This recommendation of the Transportation Committee was contained in a report that was subsequently considered by Council at its meeting of 1984 May 09. Arising out of Council's consideration of the report, the following motion was adopted:

'THAT recommendation (b) as presented in the report be withdrawn.'

In responding to the complaint of large volumes of truck traffic on Oxford Street we are, by a copy of this report, requesting the R.C.M.P. to take appropriate enforcement to resolve these concerns.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT F.K. Mabbutt, 4101 Oxford Street, Burnaby, B.C., V5C 1C8, be sent a copy of this report."

B. PARKING ON SOUTH SIDE OF RUMBLE STREET WEST OF GRAY AVENUE

RECOMMENDATIONS:

1. THAT there be no posted parking ban on the southwest corner of Rumble Street at Gray Avenue.
2. THAT the R.C.M.P. be requested to monitor the parking on the corner of Rumble Street and Gray Avenue.

(CARRIED UNANIMOUSLY)

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R E P O R T

A memorandum dated 1984 August 28 was received from the Secretary, Traffic Safety Committee to the Director Engineering advising that Alderman D.N. Brown was in receipt of a citizen complaint regarding the parking on the south side of Rumble Street west of Gray Avenue. The citizen had expressed concern that while driving north on Gray Avenue and approaching Rumble Street it is impossible to see eastbound traffic with the number of vehicles parked there, and further that this is also a school crossing area.

A report dated 1984 September 21 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"A check of the accident statistics for the subject intersection show only four (4) accidents reported since 1976 involving eastbound and northbound vehicles. The accident referred to in the complaint received was never reported to the R.C.M.P. which seems unusual if the vehicle was 'demolished' as alleged.

Random observations indicate that vehicle parking on the southwest corner is related to the activities of the church on the northwest corner. The times of the four reported accidents referred to above do not appear to correlate with the regularly scheduled church events, but they may have concurred with special events such as weddings.

The sight distance with a legally parked vehicle is only slightly less than that of a normal intersection due to the approach grade for northbound traffic. In view of this and the very low accident frequency we do not support a parking ban. We will be requesting the R.C.M.P. to monitor this location and ticket illegally parked vehicles.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT there be no posted parking ban on the southwest corner of Rumble Street at Gray Avenue.
2. THAT the R.C.M.P. be requested to monitor the parking on the corner of Rumble Street and Gray Avenue."

C. IMPERIAL STREET AND SUSSEX AVENUE

RECOMMENDATIONS:

1. THAT a "No Stopping Anytime" prohibition be installed on the west side of Sussex Avenue between Imperial Street and the lane south of Imperial Street.
2. THAT Metro Transit Operating Company be informed of the Committee's decision.

(CARRIED
OPPOSED: Alderman Nikolai)

R E P O R T

Metro Transit Operating Company, in a letter addressed to the Traffic Supervisor dated 1984 May 07 advised that buses proceeding eastbound on Imperial to southbound on Sussex are unable to negotiate the corner without going over the centre line on Sussex, particularly when vehicles are parked on the west side of Sussex south of Imperial.

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Council, at the regular Council Meeting held on 1984 July 09 received a report from the Traffic Safety Committee regarding parking problems on the west side of Sussex Avenue south of Imperial Street which contained a recommendation that a stopping prohibition be installed on the west side of Sussex Avenue between Imperial Street and the lane south of Imperial Street. This prohibition would result in the removal of one legal parking stall due to the required corner and driveway clearances which are already restricted.

Council referred this matter back to the Traffic Safety Committee for clarification of the actual number of parking spaces that will be eliminated if the proposed parking prohibition were to be implemented.

At the Traffic Safety Committee meeting held on 1984 August 28, a further memorandum dated 1984 August 09 was received from the Director Engineering responding to Council's request for additional information regarding the number of parking spaces that would be eliminated in order to accommodate the turning movement of buses at Imperial and Sussex.

The Director Engineering advised that he was in receipt of a letter dated 1984 June 11 from Metro Transit Operating Company advising that a recent test had been taken to determine the ability of buses to make a right turn without crossing over the centre line. As a result, on each test, the bus did cross the centre line.

The Traffic Safety Committee, upon consideration of this matter, requested staff to look into the possibility of moving the curb closer to the building and also the possible relocation of a hydro pole situated on the southwest corner of Sussex and Imperial.

The Traffic Safety Committee, at their meeting held on 1984 October 16 received a memorandum dated 1984 September 21 from the Director Engineering responding to the Committee's request for further input, the contents of which are contained hereunder:

"The Traffic Safety Committee at its meeting of 1984 August 28, when considering the request of the B.C. Transit to prohibit parking on the west side of Sussex Avenue south of Imperial Street, referred the matter back to the Engineer for further input. It was suggested by the Committee that possibly the hydro pole on the southwest corner could be moved and the curb altered to better accommodate the bus turn. The west concrete curb was installed on Sussex Avenue in 1983 July at which time we investigated the relocation of this particular hydro pole. It was felt at that time that the cost of relocating the hydro pole as well as the traffic signal pole was not warranted to gain a larger radius on the curb return.

To leave the single legal parking spot on the west side of Sussex Avenue and still resolve the complaint of the B.C. Transit, the Committee could recommend two courses of action.

1. Narrow the two northbound lanes to a sub-standard width of 10 feet. This would increase the width of the southbound lane to 20 feet from the present 18 feet. The cost of relocating the signal loop and the paint lines is \$2,000.00.
2. Relocate the B.C. Telephone Company pole on the east side of Sussex Avenue and widen Sussex Avenue by 1.5 feet. This will allow us to widen the southbound lane to 20 feet + and not restrict the northbound lanes as much. The total cost to do this is about \$12,500.00.

The above is for the information of the Committee."

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Further to the above, a report dated 1984 October 15 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"Further to our report on the subject item dated 1984 September 21 we would make the following staff comments.

The staff recommendation of our original report of 1984 June 25 was:

1. THAT a stopping prohibition be installed on the west side of Sussex Avenue between Imperial Street and the lane south of Imperial Street.

This recommendation would have eliminated one legal parking spot.

Of the two alternatives given in our report of 1984 September 21, the first provides for sub-standard lane widths while the second involves an expenditure of \$12,500.00.

The Engineering Department does not feel that it can support either alternative to save one on-street parking spot.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a 'No Stopping Anytime' prohibition be installed on the west side of Sussex Avenue between Imperial Street and the lane south of Imperial.
2. THAT Metro Transit Operating Company be informed of the Committee's decision."

D. HALIFAX STREET - 4300 BLOCK WEST END AND 4400 BLOCK EAST END

RECOMMENDATIONS:

1. THAT an extended parking restriction not be posted at the driveway crossings to 4353 Halifax Street.
2. THAT Arthur and Ellen Wirick of #901 - 4353 Halifax Street, Burnaby, B.C., V5C 5Z4, be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

Council, at the regular Council Meeting held on 1984 September 17 received a letter from Arthur J. Wirick and Ellen M. Wirick, #901 - 4353 Halifax Street, Burnaby, B.C., V5C 5Z4 regarding the 4300 Block east end and 4400 Block west end of Halifax Street and referred this matter to the Director Engineering for report to the Traffic Safety Committee and a subsequent report to Council.

A report dated 1984 October 04 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"Reference the submission of Arthur and Ellen Wirick of #901 - 4353 Halifax Street, Burnaby, B.C., V5C 5Z4.

The subject of adequate sidewalks has been addressed in a report submitted to Council for its meeting of 1984 October 09 and will not be covered in this report. We will, however, deal with the subject of parking on Halifax Street.

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Under the Burnaby Street and Traffic Bylaw, Section 13(2)(d):

'No person shall stop or stand a vehicle in front of or within 10 feet of the nearside of or 5 feet of the farside of a private road or sidewalk crossing or the street line of any intersecting lane.'

On the north side of Halifax Street between Douglas Road and Willingdon Avenue there are four driveways to medium volume parking areas. We have received requests from each to restrict the parking in excess of that provided under the Bylaw. In each case they cite the parking of large recreational vehicles as being the source of their complaint.

The parking of large vehicles, even legally on the street, does cause some sight distance problems at driveways but then this problem is true throughout the Municipality and if we responded to even the active complaints on hand by banning parking 3 metres to 20 metres back from driveways we would be processing 30 or more driveways. Once we started such a practice there is no doubt that we would be inundated with similar requests.

Another concern that we have with establishing signed 'No Parking' zones for driveways is the proven confusion it will cause, particularly if there are a fair number of driveways in a block.

In summary, we feel that the limitations on parking at driveways contained in the Burnaby Street and Traffic Bylaw are adequate for the majority of driveways. The only exceptions we could support would be at high volume driveways such as shopping centres or where there were severe horizontal or vertical curves in the roadway.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT an extended parking restriction not be posted at the driveway crossings to 4353 Halifax Street.
2. THAT Arthur and Ellen Warick of #901 - 4353 Halifax Street, Burnaby, B.C., V5C 5Z4 be sent a copy of this report."

E. REQUEST FOR "NO PARKING" ZONES - BOTH SIDES OF ENTRANCE DRIVEWAY TO MAYWOOD BUILDINGS

RECOMMENDATIONS:

1. THAT driveway clearance zones in excess of those covered under bylaw not be posted on the 4100 Block Maywood Street.
2. THAT Mr. J.P. Daem, Property Manager, the Bradson Group, 5618 Imperial Street, Burnaby, B.C., V5J 1E9 receive a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 September 11 was received from Mr. J.P. Daem, Property Manager, the Bradson Group, The Owners Strata Plan NW 1857, 5618 Imperial Street, Burnaby, B.C., V5J 1E9 advising that vision of east and west bound traffic along Maywood Street is blocked due to vans being parked on either side of the entrance driveway of the Maywood Building and therefore requesting a 'No Parking' zone on both sides of the entrance driveway to the Maywood Buildings.

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A report dated 1984 October 05 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"This request for extended parking restrictions over and above that provided for under the Burnaby Street and Traffic Bylaw is the second to be considered by the Committee at this meeting. As with the other, the main cause of the problem appears to be the parking of recreational vehicles.

There are three existing driveways in the 4100 Block of Maywood Street. Shaded by darkened triangles are the extent of existing parking prohibitions either signed or covered by bylaw. To comply with the request to prohibit parking on both sides of the driveway to the extent as that approved by this Committee in the past, would require the banning or parking for a distance in excess of 40 feet. We are still receiving requests from the driveway locations so treated to double that distance.

Not knowing to what distance the complainants feel the parking should be prohibited, we are going to assume from past complaints that they would like to see about 50 feet. (People usually ask for two or three car lengths.) The extent of a 50 foot driveway clearance to all three driveways would eliminate all but three parking spaces in this block. If the Committee was to consider a 50 foot clearance, we should, to reduce the number of signs, ban all parking in the block.

As noted, there is to be a cul-de-sac at the west end of Maywood Street that will be closed off when we have completed the Willingdon Green extension to Patterson Avenue. This should occur within the next two to three months, at which time the problems of sight distance to passing traffic should be eliminated.

As we stated in our other report on the extending of parking restrictions at driveways, such problems occur at most driveways from time to time and to commence signing clearance in excess of those covered by bylaw leaves it open for any resident to demand the same treatment at his driveway. The driveways on Maywood Street, in our opinion, have no greater sight problems than dozens of others in this same area where the normal caution must be used when entering the main traffic stream.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT driveway clearance zones in excess of those covered under bylaw not be posted on the 4100 Block Maywood Street.
2. THAT Mr. J.P. Daem, Property Manager, the Bradson Group, 5618 Imperial Street, Burnaby, B.C., V5J 1E9, receive a copy of this report."

F. BEAVERBROOK EXTENSION - NOEL DRIVE TO CAMERON STREET

RECOMMENDATIONS:

1. THAT stop signs be placed on Cameron Street at Beaverbrook Drive completing the control to a three way stop.
2. THAT the parking be removed from the south side of Cameron Street within its intersection with Beaverbrook Drive.

(CARRIED UNANIMOUSLY)

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R E P O R T

During the enquiry portion of the regular Council Meeting held on 1984 August 27 His Worship, Mayor Lewarne advised that he had received numerous letters and telephone calls in connection with the Beaverbrook/Noel intersection. At that time Alderman Emmott, Chairman of the Traffic Safety Committee advised that delegations in this regard were scheduled to appear before the Traffic Safety Committee on 1984 August 28. It was agreed that the delegations would be heard as scheduled by the Traffic Safety Committee, however, action by the Traffic Safety Committee would be delayed until the meeting of 1984 September 18 to permit full consideration of the further concerns as contained in the letters and telephone calls to His Worship, Mayor Lewarne.

The Traffic Safety Committee, at its meeting held on 1984 August 28 heard two delegations being Mr. Kenneth Cox, President, Sullivan Heights Ratepayers Association and Mr. Ross Dunbar, representing the residents of the 3200 and 3300 Block Noel Drive. In his presentation to the Traffic Safety Committee, Mr. Cox requested the installation of a four way stop at the Noel/Beaverbrook intersection and further, because of the proposed playground area and an existing recreation centre on Cameron Street, requested a three way stop on Cameron Street and Beaverbrook. In Mr. Ross Dunbar's presentation to the Committee, he supported Mr. Cox's request for the installation of a three way stop at the intersection of Cameron and Beaverbrook but favoured the existing placement of a two way stop at the intersection of Noel and Beaverbrook.

As a result of the Committee's consideration with respect to the two delegations the following motion was adopted:

"THAT the matter of the placement of stop signs at the Noel/Beaverbrook intersection be postponed to the next scheduled meeting of the Traffic Safety Committee in order for staff to provide additional information as requested by Council at the regular Council Meeting held on 1984 August 27."

The Traffic Safety Committee, at its meeting held on 1984 October 16 heard a delegation being Mr. Kenneth Cox, President, Sullivan Heights Ratepayers Association who once again requested the placement of a four way stop at the intersection of Noel and Beaverbrook and further a three way stop at the intersection of Cameron and Beaverbrook.

A report dated 1984 October 15 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"The captioned section of the newly constructed Beaverbrook Drive which has been classified as a major residential collector under the Burnaby Conceptual Transportation Plan has been open to traffic since 1984 August 22. To establish its function as a major collector it was given the right-of-way at the Noel Drive intersection. Because of the 'T' intersection geometrics at the Cameron Street intersection, the single Beaverbrook leg was required to stdp.

Traffic counts (two-way) were taken on the streets of the newly formed triangle to evaluate changes in the traffic pattern and are as follows:

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	<u>PRIOR/BEAVERBROOK</u>	<u>MID SEPT/84</u>	<u>OCT4/84</u>
Cameron Street	9,930 V.P.D.	6,300 V.P.D.	6,170 V.P.D.
Noel Drive	9,130 V.P.D.	4,000 V.P.D.	3,645 V.P.D.
Beaverbrook	-	6,000 V.P.D.	6,170 V.P.D.

From our observations we have noted that many of those vehicles still using Noel Drive are destined for Cameron Street. They appear to be doing this for two reasons:

1. Because of the long backups on Beaverbrook created by the delay in entering Cameron Street which has the right-of-way.
2. It is quicker to go via Noel/Cameron intersection where the existing four way stop ensures a minimum delay in entering the Cameron Street traffic stream.

The only way that we would be able to further reduce the volumes on Noel Drive and reduce the delays to traffic on the major collector, Beaverbrook Drive, would be to stop all three legs of the Cameron/Beaverbrook intersection.

Since the opening of the Beaverbrook extension we have received numerous complaints from the residents of the area requesting the following:

1. Install a three way stop at Beaverbrook/Cameron.
2. Install a four way stop at Beaverbrook/Noel.
3. Restrict parking on Cameron Street both sides of Beaverbrook to improve sight distance.
4. Cut back tree growth at Beaverbrook/Cameron to improve sight distance.
5. Remove tree growth on southwest corner of Beaverbrook/Noel to improve sight distance.
6. Remove tree growth on northwest corner of Beaverbrook/Noel to improve sight distance.
7. Remove parking on both sides of Beaverbrook from Noel Drive west to improve sight distance.
8. Do something about the vacant house on the southwest corner of Beaverbrook/Noel.

To date we have responded as requested to Items #3 to #7 inclusive and have addressed Item #1 and #2 in this report.

To respond to Item #8 we would advise that the house in question, 3205 Noel Drive, is Municipally owned and was originally purchased prior to 1972. This property was purchased by the Municipality for one reason only and that was to provide a right-of-way for the future extension of Beaverbrook Drive. At the time of the recent construction of the Beaverbrook extension the house was occupied by a tenant which forced us to delay the realignment of the old south curb of Beaverbrook Drive between Noel Drive and Stoney Creek. The tenants, however, have given notice that they intend to vacate the property in early October of this year. We are following this notice with a report to Council recommending the removal of the house in order that we may reconstruct the south curb. This should vastly improve the sight distance at its intersection with Noel Drive, thus eliminating one of the major concerns at this location.

In summary, we would say that the intended function of the Beaverbrook major collector can best be accomplished by retaining a two way stop at Beaverbrook/Noel with improvement to the sight distance and installing a three way stop at the Beaverbrook/Cameron intersection.

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STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the intersection of Beaverbrook Drive and Noel Drive remain under control of a two way stop.
2. THAT stop signs be placed on Cameron Street at Beaverbrook Drive completing the control to a three way stop.
3. THAT the parking be removed from the south side of Cameron Street within its intersection with Beaverbrook Drive."

NOTE: With respect to recommendation no. 1 abovenoted as submitted by the Director Engineering, the Traffic Safety Committee referred this matter to the next meeting of the Committee. It was determined that should Council choose to adopt recommendations no. 1 and 2 as submitted by the Traffic Safety Committee, and further, adopt the recommendation of the Director Engineering (contained within Item 1, Municipal Manager's Report No. 68, 1984 appearing on this evening's Council agenda) to demolish the residence at 3205 Noel Drive to accommodate the realignment of the south curb of Beaverbrook Drive between Noel Drive and Stoney Creek, a further report from staff to the Traffic Safety Committee is required assessing possible changes in traffic patterns resulting from the adoption and implementation of the above recommendations.

G. 1984 COMMUNITY LEADERS CONFERENCE ON TRAFFIC SAFETY

RECOMMENDATION:

1. THAT members of the Traffic Safety Committee be authorized to attend the 1984 Community Leaders Conference on Traffic Safety sponsored by the Insurance Corporation of British Columbia, Traffic Safety Education Department, to be held on 1984 November 29 and 30 at The Westin Bayshore Inn, Vancouver, B.C.

(CARRIED UNANIMOUSLY)

R E P O R T

During the Further Business portion of the Traffic Safety Committee meeting held on 1984 October 16, it was brought to the Committee's attention that the Insurance Corporation of British Columbia, Traffic Safety Education Department will be sponsoring a Community Leaders Conference on Traffic Safety to be held on 1984 November 29 and 30 at The Westin Bayshore Inn, Vancouver, B.C. The conference is held to coordinate the efforts of those groups and individuals involved in decision making regarding traffic safety matters. The registration fee for the two day conference is \$30.00 per person.

The Chairman and members of the Traffic Safety Committee expressed an interest in attending the Community Leaders Conference on Traffic Safety and as a result the above recommendation is submitted.

Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman Egon Nikolai,
Member

Alderman L.A. Rankin,
Member