

REPORT
REGULAR COUNCIL MEETING
1984 July 09

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 June 26 at 18:00 h.

PRESENT:

Alderman A.H. Emmott, Chairman
Alderman Egon Nikolai
Alderman L.A. Rankin
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mrs. A.L. Smith, Parent Teacher Council
Mr. Gordon Mackie, Citizens Representative
Mr. B.J. Jones, School Board Representative
Mr. W.B. Bennett, Metro Transit Representative
Mr. A.R. Carrell, Senior Citizens Representative

ABSENT:

Mr. Ray Hunt, B.C. Motor Transport Association
Mr. John Brucker, Burnaby Safety Council

STAFF:

Sgt. J.T.A.T. Dixon, R.C.M.P. Burnaby Detachment
Staff Sgt. A.H. Lund, R.C.M.P. Burnaby Detachment
Mr. David Evans, Traffic Technician
Mrs. M. Pasqua, Secretary

A. Request for continuation of support for
School Safety Patrol Incentive Grant(\$2,000.00)

Recommendation:

1. "THAT a School Safety Patrol Incentive Grant in the amount of \$2,000.00 be forwarded to Mr. P.S. Boyle, Secretary-Treasurer, School District No. 41 (Burnaby), for the School Safety Patrol Incentive Program for the school year 1983/1984."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 May 15 was received from Mr. P.S. Boyle, Secretary-Treasurer, School District No. 41 (Burnaby), 5325 Kincaid Street, Burnaby, B.C., V5G 1W2 advising that during the school year 1983/1984, thirty elementary schools in the District of Burnaby operated school patrols which involved a total of 1,381 students. In support of this program, The Corporation of the District of Burnaby has, for the past few years, forwarded a grant in the amount of \$2,000.00 which was distributed to the schools on the basis of the number of pupils participating. Therefore, Mr. Boyle requested the continuation of support for this incentive program for the school year 1983/1984 in the amount of \$2,000.00.

As a result of the Traffic Safety Committee's consideration with respect to this matter, the abovementioned recommendation is

Agenda 1984 July 09

COPIES:- MUNICIPAL MANAGER

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-2-

B. Cambridge Street and Madison Avenue

Recommendations:

1. "THAT due to the absence of the adopted warrant, stop signs not be placed at the intersection of Cambridge Street and Madison Avenue.
2. THAT the R.C.M.P. be requested to monitor traffic in this area for violations of speeding and the Truck Route Bylaw.
3. THAT Geoffrey and Gail Macaulay, 4243 Cambridge Street, Burnaby, B.C., V5C 1H1 receive a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 May 23 was received from the Committee Secretary addressed to Mr. G.N. Macaulay, 4243 Cambridge Street, Burnaby, B.C., V5C 1H1 advising that Council, at the regular Council Meeting held on 1984 May 22 received his letter regarding the intersection of Madison Avenue and Cambridge Street and referred this item of correspondence to the Traffic Safety Committee.

A report dated 1984 May 23 was received from the Director Engineering, the contents of which are contained hereunder:

"The captioned intersection is presently uncontrolled and, therefore, drivers, on their approach, are required to yield to vehicles approaching on their right. Section 175 Provincial Motor Vehicle Act.

The Cambridge legs have been constructed to an interim 6 metre asphalt standard with gravel shoulders. The Madison legs have been improved to its final 8.5 metre curb standard. Both west corners have view problems while the two east corners are fairly open. The speed limit on both streets is 50 Kmh. Both streets are classified as minor residential.

Over the past 24 months we have recorded only two accidents. Both of these accidents were right angle collisions and both involved westbound Cambridge vehicles, the approach previously noted as being fairly open.

In the subject submission there are a number of criticisms related to Municipal Traffic policies and lack of control over commuter traffic. We will attempt to respond to these concerns as best we can.

The complaint related to large commercial vehicles speeding on Cambridge Street, if valid, must occur so infrequently that the changes of apprehending one would be slim. Nevertheless, we shall refer this matter to the R.C.M.P. for enforcement of the speed limit as well as the Truck Route Bylaw.

We would have to question the comment that we have encouraged traffic to use Madison Avenue as a north/south corridor because of existing traffic control. The signal at Hastings Street is strictly a pedestrian signal and would not detect vehicles. Some vehicles may be encouraged to turn right off Hastings Street when the pedestrian signal is actuated, however they would have to stop for the 4-way stop at Albert Street.

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-3-

The remainder of the intersections along Madison Avenue, to and including Cambridge Street, 5m in total, are uncontrolled with the exception of Oxford Street which has two stops giving the right-of-way to Madison Avenue.

The Macaulays, in their submission, have asked for three items and we will respond in the order submitted.

1. Stop signs are not recommended as speed control devices.
The warrant to establish stop signs at an isolated intersection requires:
 - (a) Three reported accidents per year of a type correctable by stop sign control, for three consecutive years, involving a vehicle approach from the same leg of the intersection, or:
 - (b) Five reported accidents per year of a type correctable by stop control, for three consecutive years.
2. The R.C.M.P. will be requested to monitor the area for violations of speed and truck route regulations.
3. The only permanent solution to commuter traffic in this area will be the construction of the new Cassiar Street connection to the Second Narrows Bridge. Any solution using barricades has been investigated with input from the area residents and was rejected as being too disruptive to the local residents.

In summary, we have found that traffic control devices that are not accepted by the motoring public receive poor compliance and, in many cases, generate undesirable side effects, i.e. increased volumes on adjacent streets which result in an overall accident rate increase.

RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT due to the absence of the adopted warrant, stop signs not be placed at the intersection of Cambridge Street and Madison Avenue.
 2. THAT the R.C.M.P. be requested to monitor traffic in this area for violations of speeding and the Truck Route Bylaw.
 3. THAT Geoffrey and Gail Macaulay, 4243 Cambridge Street, Burnaby, B.C., V5C 1H1 receive a copy of this report."
- C. Gilmore Avenue - Hastings Street to Albert Street

Recommendations:

1. "THAT the existing no stopping 7 - 9 a.m. and 4 - 6 p.m. on the west side of Gilmore Avenue between Hastings and Albert Streets be removed.
2. THAT a one hour parking limit 9 a.m. - 6 p.m. be posted on the west side of Gilmore Avenue between Hastings and Albert Streets."

(CARRIED UNANIMOUSLY)

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-4-

R E P O R T

A memorandum dated 1984 May 30 was received from the Director Engineering regarding Gilmore Avenue from Hastings Street to Albert Street, the contents of which are contained hereunder:

"The Ministry of Transportation and Highways have now completed their scheme for increasing the vehicle capacity of Hastings Street between Boundary Road and Delta Avenue. This scheme involved the provision of left turn channelization for every second intersection and left turn prohibition 7 - 9 a.m. and 3 - 6 p.m. at the remainder. The left turn channelization required the removal of some of the previously available onstreet parking.

In an effort to assist the merchants we provided additional time limited parking on the adjacent street systems. In all zones we were able to more than replace the parking loss; however, we are still receiving complaints from the merchants, particularly in Zone #2, that the parking loss from Hastings Street has resulted in a drop in their business. The additional time limit parking, some feel, is too far removed.

In reviewing the area of Zone #2 and #3 we did note that on the west side of Gilmore Avenue from Hastings Street to Albert Street we had previously posted a one hour time limit from 9 a.m. to 4 p.m. and 'No Stopping' 7 - 9 a.m. and 4 - 6 p.m. These no stopping restrictions were placed there more than 15 years ago to cater to an increase in the rush hour traffic. This traffic is primarily commuter traffic.

As the residents of the area have continually requested action to discourage commuters from using their streets, it would probably be appropriate to remove the no stopping restrictions. In addition, the merchants have previously stated that the biggest portion of their business is handled during the evening rush hour. The removal of this no stopping would give them an additional 8 to 10 customer parking spaces during their prime business time.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the existing no stopping 7 - 9 a.m. and 4 - 6 p.m. on the west side of Gilmore Avenue between Hastings and Albert Streets be removed.
2. THAT a one hour parking limit 9 a.m. - 6 p.m. be posted on the west side of Gilmore Avenue between Hastings and Albert Streets."

D. Truck Route Bylaw-Exemption of Municipal Vehicles

Recommendation:

1. "THAT the words 'Municipal Vehicle' be deleted from the definition of 'Commercial Vehicle' and inserted in the definition of 'Emergency Vehicle' as set down in Section 39(2) of the Burnaby Street and Traffic Bylaw 1961, Bylaw No. 4299."

(CARRIED UNANIMOUSLY)

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-5-

R E P O R T

A memorandum dated 1984 June 04 was received from the Director Engineering regarding the exemption of municipal vehicles in the Truck Route Bylaw, the contents of which are contained hereunder:

"Under the Burnaby Street and Traffic Bylaw No. 4299, Truck Route Section 39(2) the definition of a commercial vehicle reads:

'Commercial Vehicle': means a commercial vehicle, semi-trailer and trailer as defined in the 'Department of Commercial Transport Act' having a licensed gross vehicle weight over 30,000 pounds, but does not include an emergency vehicle, a municipal vehicle or public passenger vehicle as defined in the 'Motor Carrier Act.'

A Municipal vehicle is described as:

- (2) 'Municipal Vehicle': means any vehicle owned or leased by the municipality or the Board of School Trustees of School District No. 41 (Burnaby) and includes vehicles operated for or on behalf of the said municipality or the said School District.'

The definition of an emergency vehicle is:

'Emergency Vehicle': means an emergency vehicle as defined in the 'Motor Vehicle Act' and includes a B.C. Hydro and Power Authority vehicle, a British Columbia Telephone Company vehicle, and any public utility vehicle, when such vehicle is proceeding to or from emergency work in the municipality.'

The exemption of Municipal vehicles, particularly hired vehicles such as dump trucks, is a source of complaint from not only residents living on non truck routes, but also from private contractors who are required to comply with the truck route bylaw.

We are finding it very difficult to defend the use of non truck routes by Municipal vehicles and feel that we should be setting the example. We are, therefore, suggesting that the words 'Municipal Vehicle' be deleted from the definition of commercial vehicle.

The words 'Municipal Vehicle' should be inserted in the definition of 'Emergency Vehicle' so that section reads'... means an emergency vehicle as defined in the 'Motor Vehicle Act' and includes a Municipal Vehicle, a B.C. Hydro and Power Authority vehicle, a British Columbia Telephone Company Vehicle, and any public utility vehicle, when such vehicle is proceeding to or from emergency work in the municipality.'

RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the words 'Municipal Vehicle' be deleted from the definition of 'Commercial Vehicle' and inserted in the definition of 'Emergency Vehicle' as set down in Section 39(2) of the Burnaby Street and Traffic Bylaw 4299."

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-6-

**E. Request for "No Parking Anytime" Signs
North Side of Buchanan Street from
Douglas Road to Rosser Avenue**

Recommendations:

1. "THAT no changes be made in the existing parking regulations on the north side of Buchanan Street from Rosser to Madison Avenues.
2. THAT the R.C.M.P. be requested to monitor the area for violations of existing regulations.
3. THAT Mr. H.A. Harder, E.H. Price Sales Ltd., 4350 Halifax Street, Burnaby, B.C., V5C 3X5 be sent a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 May 29 was received from Mr. H.A. Harder, E.H. Price Sales Ltd., 4350 Halifax Street, Burnaby, B.C., V5C 3X5 advising that now that the reconstruction of Buchanan Street between Douglas Road and Rosser Avenue is completed, it would be appreciated if "No Parking Anytime" signs be placed along the north side of Buchanan Street as they are already experiencing problems in that the vehicles trying to enter their premises are having difficulties.

A report dated 1984 June 20 was received from the Director Engineering, the contents of which are contained hereunder:

"The reconstruction of Buchanan Street referred to in Mr. Harder's letter was its completion to its final 14 m (46 ft.) standard. This standard is designed to accommodate two travel lanes and two parking lanes when used in industrial/commercial areas. In view of this we see no reason to ban completely the parking on Buchanan Street.

The original ban was installed due to the 6 m (20ft.) interim pavement cap and open ditches making the parking of vehicles on the north side an obstruction to traffic. The current problems being experienced are due to vehicles parking within the restricted driveway clearances or larger vehicles being parked for extended periods. These can be corrected through enforcement of existing regulations.

We contacted Mr. Harder and asked if he felt that a time limited parking restriction rather than a total ban would resolve some of these problems. He concurred that time limited parking may alleviate the situation. We then conducted our usual investigation of a request for time limited parking which consists of determining the extent of 'all-day' parkers within the street and of soliciting the opinion of the other businesses affected. The parking turnover study did indicate a high percentage of 'all-day' parking. The canvass of other businesses did not find a consensus opinion regarding time limited parking nor was there any support for the requested total prohibition.

Due to the number and spacing of driveways it would be awkward to attempt to restrict parking adjacent driveways beyond the existing legal requirement. We feel the best solution at this time is to request the R.C.M.P. to patrol the area on a regular basis and issue violation notices to those vehicles which encroach on the driveway clearances. Also we will advise Mr. Harder, through a copy of this report, that he may use the 'three hour bylaw' if he wishes to control the long term parking adjacent his premises.

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-7-

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT no changes be made in the existing parking regulations on the north side of Buchanan Street from Rosser to Madison Avenues.
2. THAT the R.C.M.P. be requested to monitor the area for violations of existing regulations.
3. THAT Mr. Harder be sent a copy of this report."

**F. Request for "Residential Parking Only"
- 3900 Block Pender Street**

Recommendations:

1. "THAT the request for 'Residential Parking' and loading zones be denied.
2. THAT staff be requested to contact neighbouring municipalities to determine their policies with respect to passenger loading zones.
3. THAT the applicant, Ms. K.E. Kidd, Burrard Brokerage Co. Ltd., 3851 East Hastings Street, Burnaby, B.C., V5C 2H7 be sent a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 June 20 was received from the Municipal Clerk's Assistant addressed to Ms. Karen E. Kidd, Burrard Brokerage Co. Ltd., 3851 East Hastings Street, Burnaby, B.C., V5C 2H7 advising that Council, at the regular Council Meeting held on 1984 June 18 received her correspondence requesting a change in the parking restrictions for the 3900 Block East Pender Street and that Council 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 June 21 was received from the Director Engineering, the contents of which are contained hereunder:

"The current Council Policy for the establishment of 'Resident Parking' is that it is restricted to the area in the vicinity of the Burnaby General Hospital. The Hospital area is considered unique in that it operates 24 hours a day, therefore creating parking problems in the evenings, as well as the usual daytime parking. The daytime parking of non-residents can be controlled through the enforcement of the 'three hour bylaw' which restricts parking to three hours between 08:00 and 18:00 hours in front of residential dwellings except for residents.

While this bylaw is applicable in front of multi unit dwellings its enforcement becomes difficult as it requires the residents to know their neighbours' vehicles. Similarly 'Resident Parking' in front of multi unit dwellings presents enforcement problems. The City of Vancouver, who have extensive 'Resident Parking' zones, will not install one adjacent an apartment building. Also 'Resident Parking' prohibits visitor and service vehicle parking which the current applicant wishes to cater to.

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-8-

The policy on loading zones is to not install them as they tend to create more problems than they solve. Enforcement is difficult, it reserves scarce on-street parking for what is usually relatively infrequent use, and it may not always be available when required resulting in the double parking as referred to in the applicant's letter.

Also, the loading zone policy recognizes the Zoning Bylaw requirement that new developments must meet their own loading and parking requirements on-site. To grant an on-street loading zone would create a demand for similar treatment elsewhere as the cost of providing on-site loading zones is considerable.

While conducting a parking study in the 3900 Block Pender Street in response to this current request we observed one person double parked in front of 3940 Pender Street while he entered this premises for approximately five minutes. He double parked only one car length from three available vacant parking stalls.

This same parking study found the north side of the street used very infrequently while the south side was for most of the day, well used. Nonetheless there was never less than four available spaces out of twenty-one on any of the six random observations made over a two day period. The maximum number of vehicles appearing in two consecutive observations was eleven and four of these obviously belonged to residents as they were not moved overnight.

In the rear of 3962 Pender Street there are eleven parking stalls and in the six observations made there was never more than two vehicles parked here. Also, the 'steep stairs' referred to in the applicant's letter consists of six risers with handrails on both sides. Considering that the building is multi level (three floors plus basement) without an elevator most tenants are having to climb stairs anyway, the additional six stairs should not be much of a hardship.

The most recent traffic count on Pender Street recorded a peak 15 minutes traffic volume of 129 vehicles, or an average of one every seven seconds. Since this is an average figure for two-way volume during the peak period, obviously there will be numerous gaps in traffic of sufficient duration to permit crossing Pender Street without any difficulty.

Based on the current policy regarding the establishment of 'Resident Parking' and loading zones we are recommending that the requested zones be denied. Our study of the existing situation could find no reason to recommend a relaxation of these policies.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for 'Resident Parking' and loading zones be denied.
2. THAT the applicant, Burrard Brokerage be sent a copy of this report."

G. West side of Sussex Avenue South of Imperial Street

Recommendations:

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

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-9-

2. THAT Metro Transit Operating Company, 850 S.W. Marine Drive, Vancouver, B.C., V6P 5Z1 be informed of Council's decision."

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1984 June 25 was received from the Director Engineering regarding the west side of Sussex Avenue south of Imperial Street, the contents of which are contained hereunder:

"Attached to the report for the Traffic Safety Committee were several copies of correspondence and previous reports regarding the parking problems associated with the captioned location. Attempts at resolving these problems through enforcement of existing regulations and relocation of the west curb of Sussex Avenue have been unsuccessful. In view of the concern of Metro Transit, we are recommending the prohibition of stopping of vehicles 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 only one legal parking stall due to the required corner and driveway clearances which are already restricted.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a stopping 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."

H. 7300 Block Halifax Street - Request for Painted Curbs

Recommendations:

1. "THAT the request to paint yellow curbs in the 7300 Block Halifax Street be denied.
2. THAT Mr. J.P. Daem, Property Manager, The Bradson Group Inc., Montecito 2000, 5618 Imperial Street, Burnaby, B.C., V5J 1E9 be sent a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 June 11 was received by the Engineering Department from Mr. J.P. Daem, Property Manager, The Bradson Group Inc., Montecito 2000, 5618 Imperial Street, Burnaby, B.C., V5J 1E9 requesting assistance in enforcing the restricted parking areas along Halifax Street and also that consideration be given for the installation of a yellow curb in the restricted parking area to assist in the enforcement of parking.

REPORT
REGULAR COUNCIL MEETING
1984 July 09

-10-

A report dated 1984 June 25 was received from the Director Engineering, the contents of which are contained hereunder:

"A letter was received by ourselves and contained three requests:

1. Enforcement of existing regulations.
2. Installation of yellow curbs.
3. Replacement of missing parking signs.

The first request is in effect already as the area is patrolled on a regular basis by the Municipal Parking Patrolmen. A check, on 84 06 18, of the signing on the south side of the 7300 Block Halifax Street found the signing to be complete and to our standards.

The second request, for the painting of curbs, is contrary to our policy of not painting curbs to reinforce parking restrictions. The prime reasons for this policy are the cost of installation and maintenance of the paint markings and the enforcement problems created by a curb painting program. To use painted curbs as a means of identifying parking restrictions requires all parking restrictions to be delineated, including those where curbs don't exist, resulting in the requirement of signage.

We conducted several checks of the south side of the 7300 Block Halifax and only observed three violations in total. Two of these violations were persons parking adjacent the main pedestrian access to Montecito and one of these was reported to the R.C.M.P. because the vehicle displayed two different licence plates. The third vehicle parked at the east end of the street where there exists two legal parking stalls, both of which were already occupied. The driver obviously knew he was parked in a 'No parking' zone because he crowded up to the rear of the legally parked car in an attempt to get part of his vehicle within the legal parking area.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request to paint yellow curbs in the 7300 Block Halifax be denied.
2. THAT J.P. Daem be sent a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman Egon Nikolai,
Member

Alderman L.A. Rankin,
Member