

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

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, 1988 May 31 at 6:00 p.m.

PRESENT:

Alderman J. Young, In the Chair

Alderman E. Nikolai

Mr. William Anderson, Senior Citizens' Representative

Mrs. Lorraine Brown, Parent Teacher Council

Mr. Tony Hulme, ICBC, Traffic Safety Education Dept.

Mr. D. Spencer McDonald, B.C. Safety Council

Mr. W.B. Roxburgh, Citizens' Representative

Mr. Rob Weston, B.C. Trucking Association

Mrs. Franca Zupano, Citizens' Representative

ABSENT:

Alderman L.A. Rankin

School Trustee Stan Shapiro

Mr. W.B. Bennett, B.C. Transit Representative

A. RESIDENT PARKING ONLY - CENTRAL PARK PLACE

RECOMMENDATIONS:

1. THAT resident parking only not be supported adjacent to Central Park Place.
2. THAT the owners of Central Park Place, Strata Plan NW 429, 302 - 4180 Lougheed Highway, Burnaby, B.C. V5C 6A7 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1988 May 06 was received from the Director Engineering in response to a query from the owners of Strata Plan NW 429 as to whether or not they have the option of pursuing resident parking only limitations for the area in which they reside. The Director Engineering reported as follows:

"In the letter from the owners of Strata Plan NW 429, Central Park Place, two questions are asked regarding the installation of 'resident parking only' zones adjacent their development. The questions basically are 'could it be considered?' and, if so, 'how?'. The answer to the first question is yes and the 'how' is by application to Council. As this Committee is a sub-committee of Council, this current letter could be considered as an application.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1988 JUNE 13
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

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We would recommend against this application for the prime reason that in their original request, the owners asked for assistance for the resident of Central Park Place, . . . whose visitors find it extremely difficult to find any parking . . . Resident parking only does not allow for visitor parking, only residents.

Another reason for our recommendation against resident parking, particularly adjacent a highrise complex, is the problem of identifying residents, therefore enforcement becomes difficult. In single family residential areas where resident parking only exists, enforcement is usually upon complaint and the complainant knows which vehicles are in violation. For the Police to check the registered owners and their addresses for vehicles parked in a resident parking only area is both time consuming and inaccurate. The inaccuracies arise due to changes in address of the vehicle owners which are more frequent in high density residential areas.

Previous Councils allowed resident parking only around the Burnaby General Hospital because it has an unusual parking demand in that the Hospital operates 24 hours a day for every day of the year. Employees of other businesses are usually parked on street during normal working hours on weekdays, leaving evenings and weekends available for residents and their visitors.

Where all-day parkers, i.e. 8:00 a.m. - 6:00 p.m., create a problem, they can be deterred through the enforcement of the existing three hour bylaw. This bylaw states, in part, 'No person shall, between the hours of 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicle on any street abutting any premises . . . for more than three hours unless such premises are the property of residence of such person . . .'. The application of this bylaw in a high density residential area is as difficult as resident parking only enforcement in a similar area for the same reasons as stated above. Nonetheless, it is currently available to the residents and it does not affect visitors outside the stated hours.

Another reason for our not supporting residential parking only is that the Burnaby Zoning Bylaw requires all developments since 1965 to provide off-street parking in accordance with this bylaw. Section 800.4 (2) of this bylaw requires highrises to provide 1.5 parking spaces per dwelling unit of which a minimum of 0.2 spaces per unit shall be provided for visitor parking and 35% of the visitor parking is to be above ground. The Municipality should not, and for practical reasons, cannot be expected to provide for any parking requirements exceeding those stated above in the bylaw.

While the Municipality does design some streets that incorporate parking lanes such as 8.5 m and 11 m roadways, this parking is usually intended for visitors and deliveries. Also, part of the cost of providing these parking lanes comes from the general revenue of the Municipality which means that all Burnaby residents are contributing to the cost and therefore should have some access privileges thereto. Regardless of whether the street is improved or not, the right-of-way is public and to reserve even a portion of it for any individual or specific group, except for short durations as allowed under our bylaws, may be subject to a constitutional challenge.

Our suggestion in our reply to the original request was to install a posted time limit. For example, two hours between 9:00 a.m. and 4:00 p.m. should allow for short term visitors during this period and long term visitors and residents outside this period. The disadvantage to the residents and their visitors is that any vehicle exceeding the limit during the specified period could be ticketed.

The advantages are that enforcement is easier and it does make space available for short term parking, including visitors and deliveries.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT resident parking only not be supported adjacent to Central Park Place.
2. THAT the owners of Central Park Place, Strata Plan NW 429 be sent a copy of this report."

B. ADDITIONAL BUS STOPS ON LOUGHEED HIGHWAY

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. N. Davidowicz, 2924 E. 41st Avenue, Vancouver, B.C. V5R 2X5.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1988 May 11 was received from the Director Engineering in response to a letter received from Mr. Nathan Davidowicz requesting additional bus stops along the Lougheed Highway. The Director Engineering reported as follows:

"Any bus stops along the Lougheed Highway must be approved by the Ministry of Transportation and Highways therefore, we have forwarded a copy of Mr. Davidowicz's letter to the District Highways Manager. Nonetheless, we will comment on the requested bus stop locations. Of the five requested locations, we would not support bus stops on the Lougheed Highway at Phillips, Underhill or Bell Avenue for reasons of traffic safety.

The negative safety aspect of these three intersections is that they are all uncontrolled intersections and bus patrons would be required to cross the Lougheed Highway to or from the buses. There are bus stops on the Lougheed Highway between Bell Avenue and Austin Road which are served by the pedestrian underpass there. The developments on either side of the Lougheed Highway near this bus stop were required to provide walkways connecting to the underpass; therefore, we feel these bus stops adequately serve the area.

There is a bus on Underhill Avenue from Lougheed Highway to Forest Grove Drive which bus patrons should ride to the nearest transfer point that does not require crossing the Lougheed Highway or does so at a controlled intersection. Phillips Avenue has a bus on it for a short distance between Winston and Government Streets which patrons can use, or alternatively, they can use the stops on Lougheed Highway at Bainbridge Avenue. Phillips Avenue at Lougheed Highway was the scene of a fatal pedestrian accident last year and the provision of bus stops at this location may increase the probability of another accident.

We feel that the requested stops at Boundary Road and Lougheed Highway are not required as the Boundary Loop is located in very close proximity to the intersection. Similarly, the requested stops at Lougheed and Willingdon is in close proximity to the transit focus at Brentwood Mall. Only one bus, the #25 which runs between Brentwood and UBC, via the Boundary Loop, travels westbound on the Lougheed Highway between Boundary Road and Willingdon Avenue before returning to the transit focus at Willingdon and Halifax. We, in conjunction with B.C. Transit, are looking into the possible re-routing of this latter bus into the transit focus before continuing on to Boundary Loop. If implemented, this routing will result in no buses between Willingdon and Gilmore Avenues.

In summary, bus stops along the Lougheed Highway are approved by the Ministry subject to certain safety conditions being met. Of the requested locations, only those at Willingdon and at Boundary meet the pedestrian safety requirements of a signalized crossing of the Lougheed Highway. We feel the Boundary Road location is not necessary due to the proximity of the Boundary Loop. The requested Willingdon location would not be necessary if the bus is re-routed as is currently being investigated by ourselves and B.C. Transit.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a copy of this report be sent to Mr. N. Davidowicz."

C. SUBMISSION OF FRANK HELDEN

RECOMMENDATION:

1. THAT Mr. Frank Helden, 311 - 5868 Olive Avenue, Burnaby, B.C. V5H 2P4 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1988 May 04 was received from the Director Engineering in response to a letter received from Mr. Helden regarding traffic signals at 3 separate locations in Burnaby. The Director Engineering reported as follows:

"The items referred to by Mr. Frank Helden will be responded to in the order submitted.

1. TRAFFIC SIGNAL - KINGSWAY AND WILLINGDON AVENUE:

The subject of additional left turn phases at the captioned intersection have been previously addressed by us to the Ministry of Transportation and Highways (M.O.T.H.). They have indicated a reluctance to place additional phasing at this signal as it will impair their ability to maintain a progression on Kingsway. We have been unable to concur with their view because of insufficient up-to-date traffic information. We have, therefore, placed this intersection on our count program for this summer. When we have these updated counts, we will be in a better position to respond to M.O.T.H.

2. TRAFFIC SIGNAL - BURRIS STREET AND CANADA WAY:

This signal is presently operating in a three phase mode giving a left turn priority to northbound Burris Street traffic. The left turns off Canada Way are considered to be minor movements and are made when there are available gaps in the approaching traffic. These latter movements for the most part of the day are made with a minimum of delay. To install additional left turn phasing would seriously cut into the available green time for the very heavy Canada Way traffic resulting in increased delay to a much larger volume of traffic. For this reason, additional left turn phasing is not recommended at this time.

3. TRAFFIC SIGNAL - BOUNDARY ROAD AND IMPERIAL STREET:

As this signal is owned and operated by the City of Vancouver, we will pass along Mr. Helden's request to them for consideration.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. Helden be sent a copy of this report."

D. 14TH AVENUE BETWEEN KINGSWAY AND CANADA WAY

RECOMMENDATIONS:

1. THAT barriers not be installed on 14th Avenue between Kingsway and Canada Way.
2. THAT the owner of the property located at 7562 - 14th Avenue be requested to relocate the hedge from the road allowance to within the property line.
3. THAT a copy of this report be forwarded to Ron and Leslie Morey of 7608 - 14th Avenue, Burnaby, B.C. V3N 2A5.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1988 May 25 was received from the Director Planning and Building Inspection in response to a letter from Mr. and Mrs. Morey requesting placement of a barrier on 14th Avenue between Kingsway and Canada Way. The Director Planning and Building Inspection reported as follows:

"Appearing on the 1988 May 31 Traffic Safety Committee Agenda is correspondence from Ron and Leslie Morey of 7608 - 14th Avenue requesting that a barrier, or barriers, be installed on 14th Avenue between Kingsway and Canada Way to deter traffic from using 14th Avenue as a 'shortcut' route to avoid the traffic signal controlled intersections and associated delays at the following locations:

- a) Kingsway at 10th Avenue
- b) Kingsway at Edmonds Street
- c) Canada Way at 10th Avenue
- d) Canada Way at Edmonds Street

Further, it was mentioned that vehicles travel at speeds exceeding the speed 'posted' in the playground zone on 14th Avenue. Although the R.C.M.P. from time to time, have successfully enforced the playground speed zone during applicable hours it is not possible to provide continual enforcement due to the numerous enforcement needs throughout the Municipality.

There are only two streets (16th Avenue and 14th Avenue) between Edmonds Street and 10th Avenue which provide residents in the area with alternative direct street links between two arterial streets. 16th Avenue between Kingsway and Canada Way is constructed to an interim standard with a capped payment 20ft. wide and gravel shoulders. It functions as a local residential collector street in the street hierarchy. 14th Avenue between Kingsway and Mary Avenue is constructed to a finished curb standard 11 metres (36 ft.) wide in keeping with the local residential standard for areas with higher density residential development. The 14th Avenue/Mary Avenue intersection is currently controlled as a 4-way stop. East of Mary Avenue, 14th Avenue is constructed to a local residential standard for low density residential areas 8.5 metres (28 ft.) wide.

If a barrier, or barriers, were to be installed at one or more locations along 14th Avenue, not only would local access and circulation become more circuitous for some residents but it would result in diverting traffic to local north/south residential streets or encourage the use of 13th Avenue (through the more dense residential area) and Mary Avenue or Davies Street to avoid any barrier(s) placed on 14th Avenue.

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Regarding the accident statistics for intersections along 14th Avenue between Kingsway and Canada Way, although most intersections have no reported accidents for the preceding three year period to date, the 14th/Davies intersection during the preceding twelve month period has had 5 reported right-angle accidents involving northbound vehicles on Davies Street and westbound vehicles on 14th Avenue.

Staff have investigated the intersection for view obstructions and have found that a well maintained hedge, meeting the height requirement of the bylaw, is located within the road right-of-way in the south-east quadrant of the intersection. The hedge does create a view obstruction for traffic northbound on Davies Street and westbound on 14th Avenue. Although the hedge may be a contributing factor to the causing of accidents it is also believed that drivers approaching the intersections are not observing the right-of-way rule for uncontrolled intersections and approach this intersection at speeds which preclude safe stopping for the sight distance available. These speeds need not necessarily be greater than the speed limit because generally there is considerable variation in each driver's perception/comprehension/reaction time which affects the actual stopping distance.

Examination of the time of day and day of week occurrence of the reported accidents also did not offer any evidence of irregularities in travel pattern which would justify street closures.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT barriers not be installed on 14th Avenue between Kingsway and Canada Way.
2. THAT the owner of the property located at 7562 - 14th Avenue be requested to relocate the hedge from the road allowance to within the property line.
3. THAT a copy of this report be forwarded to Ron and Leslie Morey of 7608 - 14th Avenue, Burnaby, B.C. V3N 2A5."

E. REQUEST FOR SCHOOL CROSSWALK - CUMBERLAND STREET AT OR NEAR ARMSTRONG AVENUE

RECOMMENDATIONS:

1. THAT a marked crosswalk not be established across Cumberland Street at Armstrong Avenue.
2. THAT a copy of this report be sent to Peter Boyle, Secretary Treasurer, Burnaby School Board, 5325 Kincaid Street, Burnaby, B.C. V5G 1W2.

(CARRIED
 OPPOSED: Mrs. Brown)

R E P O R T

A report dated 1988 May 26 was received from the Director Engineering in response to a request from the Cumberland Crosswalk Committee, by way of the School Board, for a crosswalk on Cumberland Street at or near Armstrong Avenue. The Director Engineering reported as follows:

"The captioned 4 leg intersection is presently controlled by a two way stop that assigns the right of way to Cumberland Street. Cumberland Street and the east leg of Armstrong Avenue are classified as minor collector streets.

Observations were made of this intersection during the morning peak hour, 8:00 a.m. - 9:00 a.m. The day was cloudy but dry. During the one hour period we counted a total of 32 school age pedestrians crossing Cumberland Street in the immediate vicinity of Armstrong Avenue. The greater percentage of these students appeared to be of high school age.

Under the warrants as set down by the Traffic Safety Committee's sub-committee on school crossing protection, a minimum of 35 student crossings are required to justify the establishment of a school patrol. The warrant also requires that at least 300 vehicles must cross the intended crosswalk in the hour. We counted 305 vehicles over the south crosswalk and 535 vehicles over the north crosswalk in the one hour period. If a painted crosswalk was to be established we would recommend that it be at the lower volume crossing. While about 80% of the traffic within the intersection made either a right or left turn, we noted no problems or delay to those pedestrians crossing Cumberland Street.

In summary, we would advise that from the observations and counts made, the subject intersection has failed to meet the warrants for a marked and patrolled crosswalk. Should the committee decide to recommend the painting of a crosswalk it should be on the condition that it is supervised by a patrol. As the crossing is just under 1/2 mile from the Armstrong Elementary School, it would have to be supervised by an adult patrol. Adult crossing guards are provided by the School Board and are assigned on a priority basis. A quick check of the rating for the subject location would indicate its 45/110 points would make it unlikely to qualify for one of the limited number of adult patrol positions.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a marked crosswalk not be established across Cumberland Street at Armstrong Avenue.
2. THAT a copy of this report be sent to Peter Boyle, Secretary Treasurer, Burnaby School Board."

**F. TENTH AVENUE AT CUMBERLAND STREET
AND NEWCOMBE STREET AT SEVENTEENTH AVENUE**

RECOMMENDATION:

1. THAT Mr. Harvey Elder, President of the East Burnaby Ratepayers Association, 8251 Fourteenth Avenue, Burnaby, B.C. V3N 2C1 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1988 May 26 was received from the Director Engineering in response to a letter received from the President of the East Burnaby Ratepayers Association regarding traffic safety issues at the captioned intersections. The Director Engineering reported as follows:

"Tenth Avenue at Cumberland Street

This intersection is currently under investigation jointly by ourselves and the City of New Westminster in response to a request from the Second Street Community Council. Upon completion of this investigation we will report to the Committee the findings and make a recommendation to the Committee.

Newcombe Street and Seventeenth Avenue

Municipal crews have been requested to remove the grass and blackberry bushes from the northwest corner of the above intersection.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. Harvey Elder of the East Burnaby Ratepayers Association be sent a copy of this report."

6. SCHOOL SAFETY PATROL INCENTIVE GRANT

RECOMMENDATION:

1. THAT a grant in the amount of \$2,500.00 be approved for the School District No. 41 Safety Patrol Incentive Program.

(CARRIED UNANIMOUSLY)

Council has traditionally authorized an annual grant for the School Safety Patrol Incentive Program in the amount of \$2,000.00.

The Traffic Safety Committee, at its meeting held on 1988 January 19 received correspondence from the Secretary-Treasurer of School District No. 41 requesting an increase in the annual grant of \$500.00, bringing the total grant request to \$2,500.00.

Arising from the Committee's consideration of this request, the following motion was unanimously adopted:

"THAT the amount granted to School District No. 41 for the School Patrol Incentive Grant be increased from \$2,000.00 to \$2,500.00."

The Traffic Safety Committee is now in receipt of a formal letter of request from the School District for a grant in the amount of \$2,500.00 for the School Safety Patrol Incentive Program for the School Year 1987 - 1988.

Your Committee so recommends.

Respectfully submitted,

Alderman Jim Young
 Chairman

Alderman Egon Nikolai
 Member

Alderman L.A. Rankin
 Member