

ITEM 9
MANAGER'S REPORT NO. 36
COUNCIL MEETING 88/05/16

RE: LETTER FROM MR. JACK GIN WHICH APPEARED ON THE AGENDA FOR THE MAY 02ND
MEETING OF COUNCIL (ITEM 3 D)
ROAD WORK AT 4555 GRANGE STREET

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 MAY 09
FROM: DIRECTOR ENGINEERING
SUBJECT: 4555 GRANGE STREET

RECOMMENDATION:

THAT a copy of this report be sent to Mr. Jack Gin at
#207-4555 Grange Street, Burnaby, B. C.V5H 1P8.

R E P O R T

Appearing under correspondence and petitions at the regular Council meeting of 1988 May 02 was a submission from J. M. (Jack) Gin of #207-4555 Grange Street, Burnaby, B. C., V5H 1P8.

Grange Street is classified under the Comprehensive Transportation Plan for Burnaby as a Secondary Arterial. Under this classification, the street is built to 14 meter wide standard giving it the potential to carry four lanes of moving traffic. At approaches to major cross streets the width could be widened to provide left turn channelization, although such provision normally brings on the need for some property acquisition from adjacent properties.

Prior to the adoption of the Comprehensive Transportation Plan by Council at a special meeting of 1979 August 20, the Transportation Committee held public meetings throughout the Municipality inviting public input. It was the input from these public meetings that framed the layout of the street classification as set down in the plan.

With the ongoing development of Metro Town, it was apparent that many of the major streets as set down in the Transportation plan were going to be affected by increased traffic volumes. To handle these increases in traffic it will be necessary to prohibit the existing parking to provide the designated function of a four-lane roadway. This is

particularly critical at the approaches to signalized intersections which do not have separate left turn channelization.

As a necessary traffic circulation network for the Station Square development (Save-On Foods) and the Cambridge development (Eatons Centre) McKay Avenue was extended north from Kingsway to connect to Grange Street. Its connection to Grange Street was signalized to handle the anticipated volumes of turning traffic that would be generated immediately by the opening of the Save-On Foods complex and later by the other developments tributary to McKay Avenue. To coincide with the opening of McKay Avenue and the energization of the traffic signal, it was necessary to prohibit parking along Grange Street at its approaches to McKay Avenue. It was just prior to this that Mr. Gin contacted us and expressed a concern that some of the traffic entering this intersection would use the lane as a short cut route. We advised him that we had not given any thought to that possibility but that as the lane entered into the intersection it was possible. We did say at the time that we would have to consider making the lane one way northbound as it would be unsafe to enter the intersection from the lane. Speed bumps were discussed and we supplied Mr. Gin with an estimate of the cost of treating this lane.

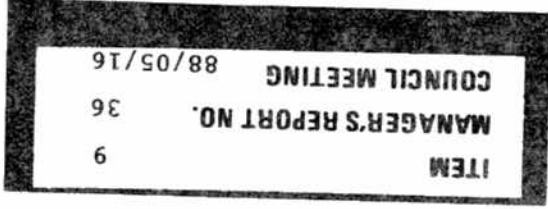
As a result of further study, we came to the conclusion that if the lane was left open we could not ensure that motorists would not use it to access Grange Street from the north, hoping to take advantage of the signal.

At its meeting of 1988 April 18, Council approved a recommendation of the Traffic and Safety Committee that parking be prohibited on Grange Street in the vicinity of McKay Avenue. Included in the recommendation was the closure of the lane west of Elsom Avenue as its continued function within the newly signalized intersection of Grange Street and McKay Avenue would generate serious operational hazards. (See attached sketch). The lane closure was accomplished by installing temporary concrete barricades across its Grange Street entrance. These barricades will be removed once we have completed replacing the vehicle crossing over the Grange Street sidewalk with a full curb sidewalk and installing steel bollards in the lane. The use of bollards will prevent vehicle access but will permit pedestrian passage.

The signalization and prohibiting of parking necessary to implement operational requirements of the Comprehensive Transportation Plan are not normally brought to the attention of abutting property owners as the plan had undergone extensive public input and media coverage. The closure of the lane was an unforeseen result of the implementation of the Comprehensive Transportation Plan and in retrospect we should have notified the residents who had vehicle access to the lane that it was to be closed at its Grange Street end and that they would now have to access the other end.

Ornamental street lights were installed along Grange Street in 1973. During the installation of the traffic signal at McKay Avenue, we removed one of the street light standards as it was in the same location as one of the signal davits. The new signal davit was a combination one in that it supported both the signal heads and the existing street light. As we did not touch the other existing street lights we must assume the reference to unsightly street lights is to traffic signals. This was later confirmed in a telephone conversation with Mr. Gin.

Grange Street between Willingdon Avenue and Sussex Avenue has been designated as a truck route for the past 14 years. This routing is valid from 7:00 a.m. to 9:00 p.m. every day except Sundays and holidays.



Under the comprehensive Transportation Plan, Grange Street is classified as a secondary arterial. This classification means that it is to function as a multi-lane facility and is to also be a truck route. This classification extends from Royal Oak Avenue west to Kingsway. A recommendation to officially declare Grange Street as a full-time truck route has been temporarily deferred until its Royal Oak link to Canada Way has been officially declared. In the meantime we have requested the R.C.M.P. to enforce the existing prohibition of trucks between 9:00 p.m. and 7:00 a.m.

The concrete barricades placed in the lane were removed by our paint crews from McKay Avenue at Kingsway in preparation for the opening of the Save-on-Foods store. This work, which also entailed the lane lining of Grange Street and McKay Avenue, was necessarily done during the night, resulting in the barricades being placed at about 23:00 hours.

HB:jh
encl.

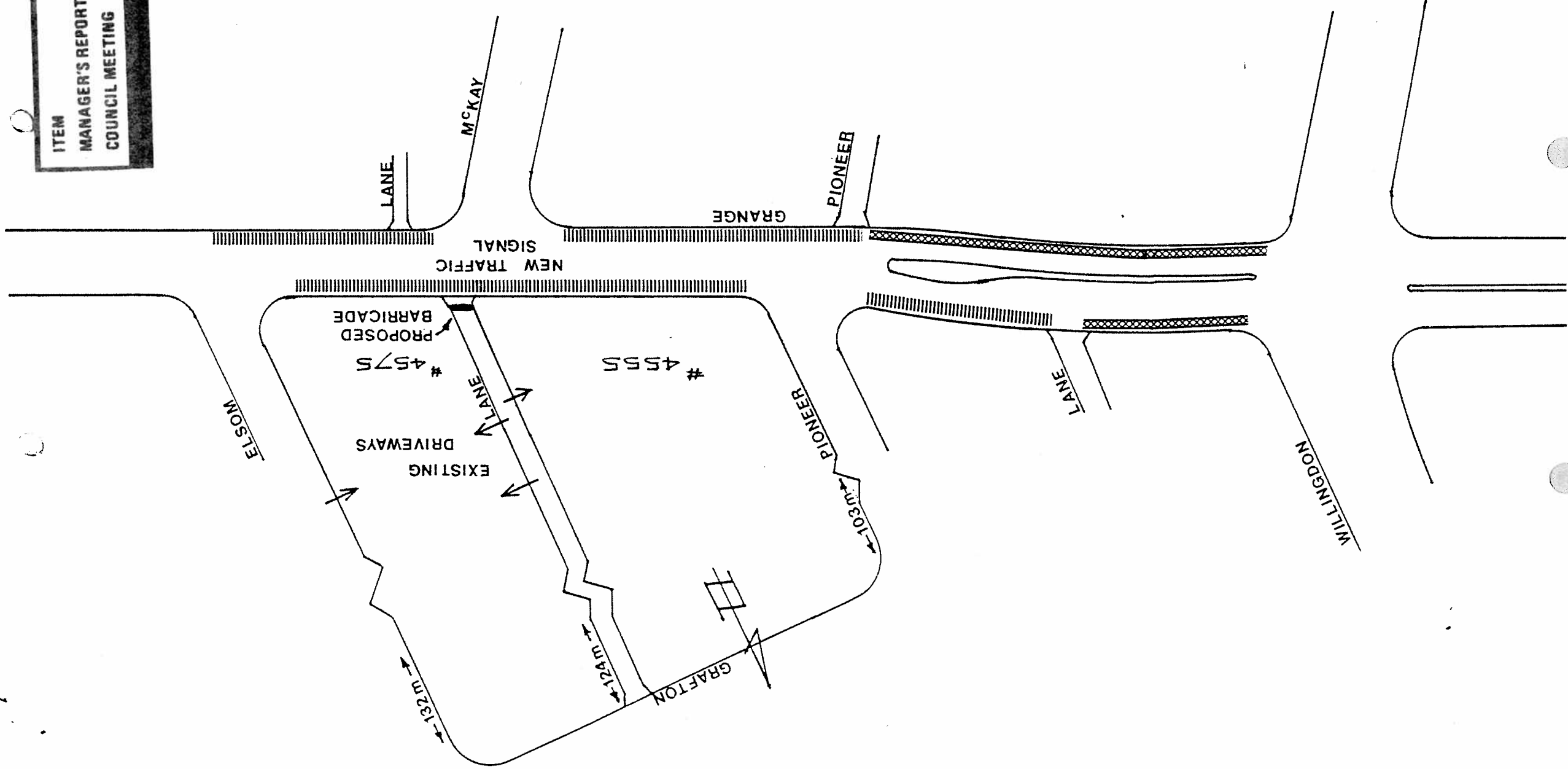
cc: Traffic Supervisor
Officer in Charge, RCMP
Burnaby Detachment


DIRECTOR ENGINEERING

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EXISTING PARKING BAN

PROPOSED PARKING BAN