

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

REPORT OF THE TRAFFIC DIVISION

A. PARKING ON FOREST GROVE AT MOORSIDE PLACE

RECOMMENDATIONS:

1. THAT Council approve a "No Parking" zone adjacent Moorside Place as described in this report.
2. THAT Dr. Barry Ledwidge of 9040 Moorside Place, Burnaby, B.C., V5A 4E1 receive a copy of this report.

R E P O R T

A letter dated 1989 November 21 was received from Dr. Barry Ledwidge, Council member of Mountaingate Strata Council regarding a safety issue concerning the corner of Forest Grove and Moorside Place. Residents of the area are parking right up to the corner both above and below Moorside making it dangerous to pull out onto Forest Grove from Moorside.

This matter was referred to the Traffic Supervisor who reported to the Committee as follows:

"Dr. Barry Ledwidge, in a letter written on behalf of the Mountaingate Strata Council has requested corner clearance signing on Forest Grove at Moorside Place (a private road). We have since periodically checked this location and found that there were no problems on those occasions. Because Moorside Place is on the outside of the curve, visibility should not be a problem unless drivers park in contravention of the bylaw corner/driveway clearances. Presumably this is what drivers do and sufficiently often to cause the Strata Council to lodge a complaint. While this is an enforcement issue the R.C.M.P. cannot be expected to dedicate the resources to monitor these parking regulations with sufficient regularity to obviate the problem.

We are now finding that repeated driveway clearance complaints, particularly at multi-family developments occur with sufficient regularity that our staff resources to investigate other complaints is being compromised. The primary problem appears to stem from keen competition for on-street parking apparently due to insufficient spaces on-site. The Planning & Building Inspection Department is addressing this problem through a review of on-site parking requirements for new developments.

Because of the frequent subsequent complaints we will also be installing signed driveway clearances at the construction time of multi-family developments. The parking prohibition zone will generally extend 20' on either side of the driveway. Each driveway will typically require 2 signs to define the zone. These signs would be installed at the developer's expense.

INTERNAL DISTRIBUTION:

: - AGENDA - 1990 MARCH 12
: - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION
- O.I.C. R C M P

For existing developments such as that served by Moorside Place we will now more routinely sign requested driveway clearances. Accordingly we recommend installing a "No Parking Anytime" zone extending 6m (20') on either side of the Moorside Place private driveway on Forest Grove Drive."

B. 5500/5600 BLOCKS SMITH AVENUE

RECOMMENDATIONS:

1. THAT Council approve the installation of time limited parking as requested by the residents of Smith Avenue.
2. THAT a copy of this report be sent to Leonard Halbach, 5661 Smith Avenue, Burnaby, B.C., V5H 2K7.

R E P O R T

A letter and petition was received from Mr. Leonard Halbach of 5661 Smith Avenue serving as spokesperson for residents of the 5500 and 5600 Smith Avenue requesting a two hour parking restriction effective 7:00 a.m. to 6:00 p.m., Monday to Friday.

The Traffic Supervisor reported that staff have received complaints from the residents of Smith Avenue in the past and agree that the installation of a time limited parking restriction as requested would be a viable solution to the problem of non-resident all day parking. As an overwhelming majority of the residents of the 5500 and 5600 blocks Smith Avenue have signed the petition specifying the nature of the restriction desired, staff has no hesitation in recommending its implementation.

C. CARIBOO ROAD AND GOVERNMENT STREET

RECOMMENDATION:

1. THAT the installation of a traffic signal at the intersection of Cariboo Road and Government Street be approved.

R E P O R T

The Traffic Supervisor submitted the following report to the Traffic and Transportation Committee:

"Citizen concerns and staff observation of traffic congestion and increasing accident occurrences at the intersection of Cariboo Road and Government Street have prompted a traffic investigation of this intersection.

A manual traffic count was recently conducted to determine traffic volume and overall traffic characteristics of the intersection during peak travel periods. Some important observations were made at this time.

.Significant delay and lineups at the stop signs on Government Street.

.Motorists attempt to avoid these lineups by turning onto Cariboo Road, U-turning in private driveways and turning back onto Government (Cariboo Road has the right-of-way).

The statistical data obtained by this count along with automatic traffic count data and records of accidents obtained through the Burnaby R.C.M.P. have since been evaluated under two separate traffic signal warrants. Both the Roads and Transportation Association of Canada (RTAC) and the Institute of Transportation Engineers (ITE) warrants for traffic signal installation have been met.

Based on these warrants and the expected continued traffic growth, we have determined that the installation of a traffic signal is necessary not only to reduce the current traffic backlog, but to maintain a desirable traffic flow as needed."

**D. MARINE DRIVE AT STRIDE AVENUE DIVERSION
(TEMPORARY SOUTHPOINTE DRIVE CONNECTOR)**

RECOMMENDATION:

1. THAT Mrs. Y.J. Burkell of 6533 12th Avenue, Burnaby, B.C., V3N 2J4 be sent a copy of this report.

R E P O R T

A letter dated 1990 January 09 was received from Mrs. Y.J. Burkell expressing concern regarding the intersection of the temporary connector road from Southpointe Drive (formerly Stride Avenue) and Marine Drive.

The Traffic Supervisor advised the Committee that in her letter, Mrs. Burkell suggests that the intersection requires additional pavement markings to help alleviate confusion and eliminate some dangerous driver tendencies. As the geometric configuration of the intersection is somewhat unusual, staff has acted on this request and installed pavement markings and additional signing (see sketch 1 attached).

Although the majority of motorists did seem to understand the original traffic control signs and markings, these additions should obviate driver confusion.

E. 7235 SALISBURY AVENUE - SALISBURY SQUARE

RECOMMENDATION:

1. THAT J.P. Daem of Strataco Management Ltd, #302, 4180 Lougheed Highway, Burnaby, B.C., V5C 6A7 be sent a copy of this report.

A letter dated 1990 January 26 was received from J.P. Daem of Strataco Management Ltd. requesting fire zone signing adjacent 7235 Salisbury Avenue.

The Traffic Supervisor reported to the Committee that fire zone signing presently exists adjacent 7235 Salisbury Avenue in front of the lawn-crete fire lane south of the apartment tower. Staff believe that the fire zone Mr. Daem is referring to is a loading area at the front of the building.

As there are some on-site water stand pipe connections for use by Fire personnel near the front of the building, staff intends to extend the existing fire zone to incorporate this area. In addition staff will be posting an intersection clearance no stopping zone, from the fire zone north to Kingsway. This will facilitate improved traffic flow southbound through the recently actuated vehicular signal at the intersection of Kingsway and Salisbury Avenue and allow emergency and fire access along the entire frontage of 7235 Salisbury Avenue.

**F. WILLINGDON LANE RUNNING BETWEEN BURKE STREET
AND PRICE CRESCENT**

RECOMMENDATION:

1. THAT staff provide assistance to Mrs. Sally Pankratz in the initiation of a speed bump program for the lane behind the 5100 Block Willingdon Avenue.

R E P O R TBackground

Council, at the regular Council meeting held on 1990 January 29 received a report from the Traffic and Transportation Committee (Traffic Division) advising that a petition had been received requesting the lane running between Price Crescent and Maplewood Crescent, west of the 5100 block Willingdon Avenue, be closed to through traffic for safety reasons.

Council subsequently adopted the following recommendations as contained in the Committee's report:

1. THAT a barricade be placed in the lane behind the 5100 Block Willingdon Avenue.
2. THAT a letter of notification be sent to all residents in the immediate area prior to the installation of the barricade.
3. THAT a copy of this report be sent to Mrs. Sally Pankratz of 4455 Maplewood Crescent.

Current Situation

Subsequent to Council's adoption of the recommendations, staff forwarded letters to all residents in the immediate area notifying them of the forthcoming barricade installation. Staff tentatively allotted a period of one month to receive responses from the local residents.

The Traffic and Transportation Committee (Traffic Division), at its meeting held on 1990 March 06, received six (6) letters in opposition to the placement of a traffic barrier and further, a petition containing 24 signatures which reads as follows:

"We, the undersigned, reject Council's decision to installation of a barricade in the lane behind the 5100 Block Willingdon Avenue, as it would automatically increase traffic in our lane, restrict collection of garage and fire trucks and police in their movement to serve our property."

Conclusion

Based on the negative response received from the majority of local residents for the proposed barricade, it was your Committee's decision to reconsider the following motion, adopted at the Committee meeting held 1990 January 16:

"THAT a barricade be placed in the lane behind the 5100 Block Willingdon Avenue."

As a result of the Committee's reconsideration of the motion, the motion was **DEFEATED**.

If Council concurs with the action taken by the Committee which now opposes the placement of a barricade in the lane, it would be appropriate for Council to RESCIND its adoption of recommendation No. 1 of the Traffic and Transportation Committee's report, which appeared on the agenda for the regular Council meeting held 1990 January 29, being

- "1. THAT a barricade be placed in the lane behind the 5100 Block Willingdon Avenue."

REPORT
Regular Council Meeting
1990 March 12

Arising out of a discussion which followed, the Traffic and Transportation Committee adopted a motion directing staff to correspond with Mrs. Pankratz and all those who sent letters or signed the petition advising of the outcome of Council's decision on this matter. A further motion was adopted instructing staff to offer assistance to Mrs. Pankratz in initiating a speed bump program for the lane in question.

Respectfully submitted,

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L.A. Rankin
Member

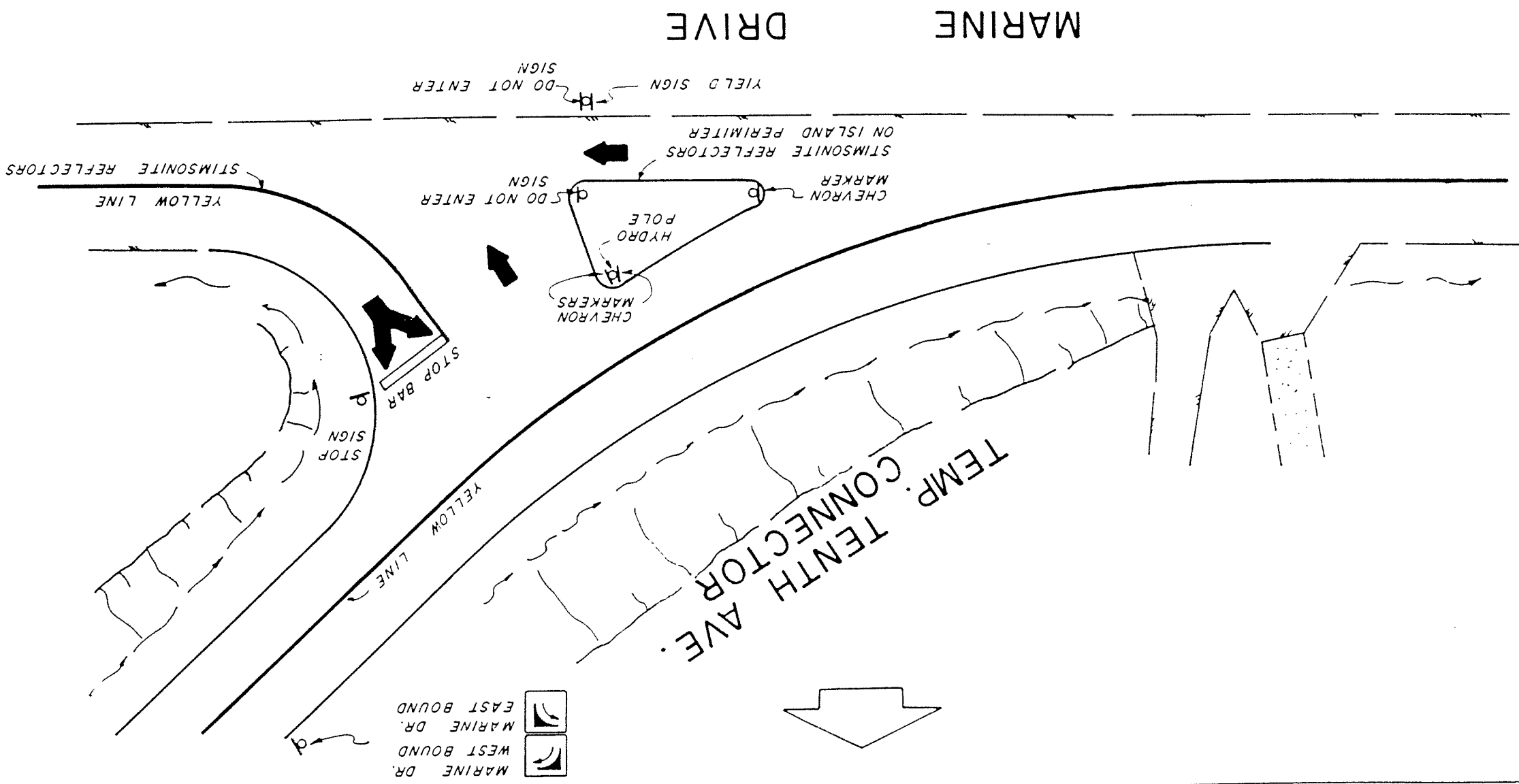
NO	DATE	REVISION

MARINE DR. AT STRIDE AVE DIVERSION
 TRAFFIC CONTROL

DESIGNED BY:	TS
DRAWN BY:	TS
CHECKED BY:	
APPRVD BY:	
DATE:	90-02-22
SCALE:	NOT TO SCALE

L-2187

09



"Sketch 1"