

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

A. NO STOPPING RESTRICTIONS - IMPERIAL STREET
FROM BOUNDARY ROAD TO ROYAL OAK AVENUE

RECOMMENDATIONS:

1. THAT parking be restricted on both sides of Imperial Street from Boundary Road to Royal Oak Avenue, 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.
2. THAT staff conduct a review of the parking restrictions six months following implementation or, following completion of improvements to the Boundary/Imperial intersection, whichever comes first.

R E P O R T

Council, at the regular Council meeting held on 1990 February 19 received a report from the Traffic and Transportation Committee recommending the implementation of parking restrictions as follows:

- (a) No Stopping 7:00 a.m. to 6:00 p.m. on Imperial Street between Boundary Road and Patterson Avenue-Willingdon Extension;
- (b) No Stopping 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. on Imperial Street between Patterson Avenue-Willingdon Extension and Royal Oak Avenue; and
- (c) Conversion of existing peak period restrictions to "No Stopping Anytime" for 60m in advance and departure of signalized intersections as applicable.

Arising out of Council's subsequent adoption of the Committee's recommendation, staff were directed to address concerns of affected residents and businesses prior to implementation of the parking prohibition.

Acting upon this direction of Council, staff provided the following report to the Traffic and Transportation Committee (Traffic Division) at its meeting held 1990 April 03:

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 APRIL 09
- : - COPY - MUNICIPAL MANAGER
 - DIRECTOR ENGINEERING
 - DIRECTOR PLANNING & BUILDING INSPECTION
 - O.I.C., R.C.M.P.

RESIDENTIAL PARKING CONCERNS - SOUTH SIDE OF 37-3900 IMPERIAL STREET

Considerable concern has been registered by residents of this two block stretch across from Central Park. A petition dated 1990 March 15 opposing the No Stopping 7:00am-6:00pm has been forwarded to the Traffic and Transportation Committee.

Staff have been in touch with Mr. Ciotti and Mr. Mair who are to appear as a delegation before the Committee. Their main concern is personal safety when backing their vehicles into a travel lane at the times that the restrictions were in effect. They, and other people we talked to, also object to the loss of parking, as such.

Imperial Street from Boundary Road east to Willingdon Extension function together as a main vehicular route in and out of the Metrotown commercial area. For this reason traffic volumes are relatively constant throughout the day and are higher (30,000 v.p.d.) than Imperial Street east to Royal Oak Avenue. Staff recommended a 7:00am to 6:00pm restriction for this portion of Imperial Street based upon these volumes. A 7:00am-9:00am, 3:00pm-6:00pm restriction, originally considered by staff, would have the street continuously operating above acceptable capacity for most of the day. Traffic flow at this level of service may reach 'jam density'. Accident potential is high under these circumstances and street operation of this nature should be avoided whenever feasible.

We appreciate the concern of an increased hazard in backing a vehicle in and out of a travel lane while parking is restricted. However motorists residing on other arterial routes in Burnaby have adjusted to this inconvenience. Residents may even find it more convenient to exit with platooned traffic offering more frequent gaps. We note that the residents in the 38-3900 block Imperial Street do have lane access although not all residents avail themselves of it.

CONCERNS RELATIVE TO CUSTOMER PARKING - SOUTH SIDE 4800 AND 4300 IMPERIAL STREET

Businesses on the southwest corners of Imperial Street at Nelson Avenue and at Sussex Avenue have raised concerns related to the loss of on-street customer parking if the "No Stopping Anytime" 60m corner clearance restrictions are implemented.

The concern of the business owners is that the majority of their drop-in customers would go elsewhere if on-street parking in front of their stores was removed. One of the reasons that Burnaby's Zoning Bylaw requires the provision of off-street parking is the street system is not designed to handle the continuous burden of parking needs. Nevertheless, staff recognizes the importance of on-street parking to certain types of businesses, reliant on passing trade as well as stores in older areas where there is insufficient off-street parking.

The 60m clearances are designed to allow for fuller use of the intersection capacity even during times when parking on-street is allowed. The 60m clearance would provide 2 lanes on approach and departure to the intersection maximizing green time throughput. The clearance also minimizes the delay that is caused by left turn traffic. (Ideally we would prefer left turn channelization at signalized intersections along arterials). Without the corner clearance prohibitions we would have to resort to second best solutions such as turn prohibitions and/or signal rephasing.

DISCUSSION AND CONCLUSIONS

Imperial has been designated an arterial in successive Council adopted Transportation Plans. Accordingly it was built to accommodate two moving lanes of traffic in each direction. With the development of Metrotown which was predicated on appropriate road network capacity, the need to more fully realize Imperial's arterial capacity has, inevitably, occurred. The parking restrictions proposed are intended to provide required capacity to meet increasing demand."

The Traffic and Transportation Committee received a petition containing 31 signatures and heard two delegations (Mr. W.J. Mair and Mr. G. Ciotti), all of whom are opposed to the proposed parking restrictions in the 3700/3800 Blocks Imperial Street.

Your Committee recognizes the sensitivity of restricting parking in most areas of the municipality. However, the Committee recognizes that Imperial Street is a designated primary arterial and a major link to Metrotown.

Accordingly, the increasing demand of traffic on Imperial Street necessitates the realization of arterial capacity through the restriction of parking.

In balancing these objectives, the Committee have proposed that some relief, for the time being, be given to the residents by restricting the parking on the section of Imperial west of Patterson in a manner consistent with the restrictions east of Patterson.

Staff will be reviewing the possibility of police control, or other measures which may improve traffic flow through the Boundary/Imperial intersection pending the completion of improvements to the intersection.

Respectfully submitted,

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L.A. Rankin
Member

IMPERIAL ST. TRAFFIC VOLUMES

West of Patterson Av.
89/12/06

