

REPORT
Regular Council Meeting
1991 September 16

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

A. BOND STREET BETWEEN WILLINGDON AVENUE AND
NELSON AVENUE

RECOMMENDATIONS:

1. THAT left turn prohibitions be installed on southbound Willingdon Avenue at Bond Street and Sardis Street and further that these left-turn prohibitions be in effect from 3:00 p.m. to 6:00 p.m., seven days a week.
2. THAT left turn signalization be installed for northbound Nelson Avenue and Grange Street.
3. THAT staff review the effectiveness of proposed short term improvements and alternate longer term strategies for calming traffic on Bond Street in consultation with concerned residents, and report to the Committee within six months.
4. THAT staff meet with B.C. Transit to review the #130 bus route with regard to the needs of the Bond Street/Nelson Avenue neighbourhood and the feasibility of using small buses.
5. THAT staff request driving schools and the Motor Vehicle Branch to use Bond Street less frequently as a driver training and testing route.
6. THAT a copy of this report be sent to members of the Bond and Nelson Street Citizens Group.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"1.0 INTRODUCTION

At a meeting held 1991 June 25 the Chairman of the Committee and staff met with the Bond and Nelson Street Citizens Group.

INTERNAL DISTRIBUTION:
AGENDA - 1991 SEPTEMBER 16
COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION
- O.I.C., R.C.M.P.

REPORT
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-2-

The delegation submitted the attached brief (APPENDIX 1) which outlines a number of traffic related concerns summarized as follows:

1. Volume of Traffic - Since installation of the traffic signals on the Grange Street corridor between Willingdon and Royal Oak, vehicle volumes have increased on Bond Street.
2. Traffic Speeds - Particularly adjacent to Forest Glen Park are a significant concern to area residents.
3. Excessive Noise - There is concern regarding the increase in commercial traffic combined with buses and boom cars, which create excessive noise.

2.0 BACKGROUND

2.1 Traffic Volumes on Bond Street and Nelson Avenue

As with most Burnaby streets including collector streets, both Bond Street and Nelson Avenue have experienced an increase in traffic in recent years. Tables 1 and 2 give a summary of traffic count data gathered in the past.

Over the past 7 years Bond Street between Willingdon Avenue and Elsom Avenue shows an increase of 1,400 vehicles per day which represents an increase of approximately 10% per annum.

Similarly, Nelson Avenue traffic volumes have increased by 1,600 vehicles per day, representing a 9% per annum increase since 1986 (see Tables 1 and 2 for volume data).

A count sample was taken on Nelson Avenue between Bond and Buxton (no previous data available) and data suggests that up to 1,400 vehicles filter onto the side streets off of Nelson between Grange Street and Bond Street.

While some of this traffic uses Buxton Street to access Royal Oak Avenue the majority of the 1,400 vehicles generate within the neighbourhood.

Table 1: Vehicle Volumes on Bond Street (24 Hr. Totals)

Willingdon to Elsom	84/08/21	87/09/01	88/01/05	91/06/27	91/07/03
(East and West)	1,431	1,863	1,982	3,277	2,849

Table 2: Vehicle Volumes on Nelson Avenue (24 Hr. Totals)

Grange to Maitland (north and south)	86/07/15	87/07/14	88/07/28	89/11/15	91/06/27	91/07/03
	2,942	2,861	3,239	4,266	4,691	4,548
Buxton to Bond	91/07/03					
	3,171					

Staff have recently completed a turning movement study on Bond Street at Willingdon Avenue. The heaviest movement from Willingdon Avenue was southbound left hand turns during the 4:00-6:00pm count period. Staff's peak hour analysis (APPENDIX 2) during that period shows 150 left turns per hour from Willingdon to Bond Street.

2.2 Traffic Speeds

Staff have recently deployed data collection equipment on Bond Street to monitor traffic speeds. Data samples were taken at 2 locations, the first in the 30 km/h playground zone (see Exhibit 1 of APPENDIX 3), and the second sample in the 50 km/h zone west of Sussex (Exhibit 2 of APPENDIX 3).

Data collected in the 50 km/h zone westbound Bond indicates that between the hours of 8:00am and 9:00pm, 20-25 cars per hour travel above 60 km/h.

Data collected in the 30 km/h zone eastbound Bond shows that the majority of drivers travel above the posted speed limit.

The RCMP have been notified of staff findings, and staff have asked their department to use this data as they find appropriate. To reinforce the speed limit in the playground zone staff have arranged for an additional playground sign to be installed on Bond Street westbound just west of Nelson Avenue.

2.3 Excessive Noise

Increases in traffic volume and the speed at which traffic flows directly effects neighbourhood noise levels. Commercial traffic including buses also adds to and increases those levels.

Staff peak hour intersection counts at Bond/Willingdon indicate that on average only 2 trucks per hour travel on Bond Street.

2.4 Accident History

The Bond Street corridor has had a minor accident history over the past ten years. Data for that period has been compiled for the respective intersections (APPENDIX 4). Although the accident history was not at issue in the Bond and Nelson Citizens Group concerns it is nevertheless an important measure of the problem and a factor in how staff approach long term goals in managing the problems associated with through traffic. On the Bond Street corridor the majority of accidents occurred at Nelson Avenue, with 9 accidents during the past 10 years.

Of those accidents 8 have been out of control and 1 was a rear end collision. Data points to slippery road conditions during the winter months as the major cause of these specific accidents.

3.0 PROPOSED STRATEGY

At the recent meeting a number of measures were suggested by residents and staff members. Staff's strategy can be broken down into short term and long term measures. In response staff propose the following steps.

3.1 Short Term Measures

To discourage commuters from using Bond Street as a bypass of the Willingdon/Grange intersection, staff propose left turn restrictions, excepting buses, from Willingdon southbound during the 3:00-6:00pm peak hours. Similar treatment may be required at Sardis Street and Willingdon Avenue if volumes increase on Sardis as a result of the restrictions applied at Bond Street.

To improve intersection efficiency and to develop Grange Street as the more desirable route staff propose to install a left turn signal for northbound Nelson Avenue, and to fine tune signal timing on the Grange Street corridor, between Royal Oak and Willingdon.

In dealing with traffic speeds adjacent to Forest Glen Park, as well as commercial vehicle traffic on Bond Street it would probably be beneficial to have periodic RCMP enforcement of the speed limit and truck route bylaw.

3.2 Longer Term Measures

If the proposed short term measures do not prove fruitful staff may look at heavier handed measures of traffic control. At present staff are reviewing 'Traffic Calming' measures which may be applicable to Bond and other minor collectors facing through traffic/speeding problems. These could include traffic control measures such as roundabouts.

However, it may be that the proposed short term measures will be sufficient in lowering traffic volumes and speeds on Bond Street and on Nelson Avenue to an acceptable level.

4.0 SUMMARY/CONCLUSION

Staff are recommending a phased approach to address resident concerns.

In the short term staff propose:

- . Left turn prohibition on southbound Willingdon Avenue at Bond Street to be in effect 3:00-6:00pm, Monday to Friday, except buses.
- . Progression of traffic signals on the Grange Street corridor.
- . Left turn signalization for Nelson northbound at Grange Street.
- . Enforcement/monitoring of speeds and trucks off truck route on Bond Street.

In the medium term, as required:

- . Monitoring and evaluation of the recommended short term solutions.
- . An evaluation in consultation with area residents, of traffic calming techniques.

In the longer term:

- . There may be a need for a comprehensive transportation plan to restructure local network hierarchy. This effort would be spearheaded by the Planning Department working in close consultation with area residents."

Arising from the discussion of this report, the Committee recommended a left turn prohibition on southbound Willingdon Avenue at Sardis Street and further that the left turn prohibitions on southbound Willingdon Avenue at Bond Street and Sardis Street be in effect from 3:00 p.m. to 6:00 p.m., Monday to Sunday.

The Committee also recommended that staff meet with B.C. Transit to review the #130 bus route with regard to the needs of the Bond Street/Nelson Avenue neighbourhood and the feasibility of using small buses.

Arising from the discussion of the staff report the Committee made two final requests. First, the Committee directed that staff request driving schools and the motor vehicle branch to use Bond Street less frequently as a driver training and testing route. Second, it requested that the 30 km/hr. speed limit at Forest Glen park be rigorously enforced.

B. EDMONDS STREET AND SIXTEENTH STREET

RECOMMENDATION:

1. THAT Council approve the installation of a pedestrian crosswalk with overhead signs and downlighting on Edmonds Street at Sixteenth Street.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee.

"Staff have recently received a request to install a pedestrian crosswalk on Edmonds Street at Sixteenth Street.

Upon investigation staff found that pedestrian volumes were relatively high in this intersection. This can be attributed to the bus stops on each side of Edmonds Street at Sixteenth Street which draw patrons from the Hall towers as well as the recently completed multi-family complexes on each side of Sixteenth Street.

Staff conducted a pedestrian count on 1991 May 21 and the volumes were as follows:

<u>TIME</u>	<u>NORTH LEG (EDMONDS)</u>	<u>SOUTH LEG (EDMONDS)</u>	<u>EAST LEG (16TH)</u>
7am-9am	51	16	29
11am-1pm	52	30	23
4pm-6pm	64	25	51

Vehicular volumes on Edmonds Street at this location are approximately 8000 vehicles per 24 hours.

Adequate safe crossing gaps occur, and pedestrian volumes alone are not yet high enough to warrant the installation of a crosswalk. However a high percentage of the pedestrians Jay-walk due to the locations of the bus stops. It is expected that the presence of a crosswalk will draw crossing pedestrians to the appropriate location at the intersection. To reinforce this strategy staff would install an asphalt sidewalk to link the crosswalk with the existing concrete sidewalk (see diagram attached as APPENDIX 5).

The crosswalk design would include overhead signs with down lighting."

C. PARTIAL REMOVAL OF THE SPERLING AVENUE
BLOCKADE AT RUGBY STREET

RECOMMENDATION:

1. THAT residents of Clayton Court and the effected portions of Rugby Street, Chiselhampton Street, Sperling Avenue, and Buckingham Avenue who responded to the questionnaire be sent a copy of this report.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"Staff have recently completed a neighbourhood survey of the Sperling Avenue/Buckingham Avenue area. A questionnaire (APPENDIX 6) together with a copy of the previous report from the Committee to Council was distributed to all of the households on Buckingham Avenue from Burris to Sperling Avenue, on Sperling Avenue from Buckingham to Rugby Street, and to the residents of Chiselhampton Street.

Staff received a strong response, as most of the questionnaires were completed and returned to our office.

The results of the survey are as follows:

- Those residents IN FAVOUR of opening Sperling Avenue to Rugby Street 5
- Those residents NOT IN FAVOUR of changing the restrictions on Sperling Avenue 32

These results show that there is no significant support among residents for the partial opening of the Sperling barrier. In light of the residents' consensus staff would recommend that the barrier configuration remain as it is."

D. INTERSECTIONS AT BURKE/BOUNDARY AND BURKE/WILLINGDON

RECOMMENDATION:

1. THAT Mr. Keith Beedie, 4869 Woodglen Court, Burnaby, B.C., be sent a copy of this report.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"In response to a letter from Mr. Keith Beedie dated 1991 June 10 (APPENDIX 7) regarding intersection safety on Burke Street, staff have completed their investigation and report as follows.

Burke Street & Boundary Road

As part of the 1988-89 widening project, the residents along Boundary Road between Thurston and Fir Street received new noise attenuation fences along their frontage.

The fences along this portion of Boundary Road are uniform in height and staff feel that lowering of the fence on the southeast corner of Burke and Boundary will not create a significant change in sight lines but would diminish the intended effectiveness of the fence. In response to a previous complaint, staff banned parking along the east side of Boundary Road for approximately 60m south of Burke Street. Right angle collisions have decreased since the installation of the 'No Parking' zone on the east side of Boundary Road, and adequate sight lines exist.

Staff expect demand for the left turn movement to Boundary Road to diminish with the implementation of a signal on Boundary at Moscrop in 1992.

Burke Street & Willingdon Avenue

Staff have contacted the residents of 5195 Willingdon Avenue and have asked if they would remove a portion of hedge growing on the northwest corner of their property.

Conclusions

Staff have contacted Mr. Beedie regarding the safety issues on Burke Street and have also explained longer term transportation goals for the neighbourhood to him.

Staff will continue to monitor these intersections and will consider other forms of traffic control if conditions deteriorate."

E.

BROADWAY AT ARDEN/LAKE CITY

RECOMMENDATION:

1. THAT Beverly Lam of 1557 Glen Abbey Drive, Burnaby, B.C., V5A 3Y3 be sent a copy of this report.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"In response to a petition initiated by Mrs. Beverly Lam, a study was undertaken to determine if there was a warrant for additional traffic control at the Broadway-Arden/Lake City intersection.

The primary concerns center on the volume and speed of traffic on Broadway and the difficulty this poses in finding adequate crossing gaps as indicated in the petition. This is a usual concern at many intersections, especially during peak periods when volumes are high. A usual indication of a problem is a high accident total, however this is not apparent for this intersection.

Although in 1989 there was an unusually high number of intersection accidents, most years have maintained a consistent level. In the past 12 months, 5 accidents occurred, 3 of which could be considered correctable if additional traffic controls were in place. These were the figures used in our warrant evaluation.

These accident totals, along with recent traffic count data were run through 2 recognized warrant evaluations. Both the Institute of Traffic Engineers and the Transportation Association of Canada warrants indicated that neither a 4-way stop or a traffic signal was required at this intersection. Although these warrants are only to be used as a gauge in determining the need for a traffic control device, two important factors were revealed:

- 1) The recorded accidents in the 12 month period used resulted in a negative rating on the calculation work sheet.
- 2) The total number of priority points (56.09) was down from a previous evaluation (63.2 in November of 1988) and significantly less than the "required" 100 points.

Based on staff observations at the intersection, staff would concur with the findings of these warrants - that additional traffic controls are not required at this time. However staff propose installing a 'intersection ahead' (WALL) warning sign on each Broadway approach. Staff have requested regular enforcement of the posted speed limit on Broadway. The intersection will also continue to be monitored and if necessary further action will be taken."

F. TRAFFIC SHORT-CUTTING FROM IMPERIAL STREETRECOMMENDATION:

1. THAT Mr. Allan Goddard, 7150 Jubilee Avenue, be sent a copy of this report.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"1.0 BACKGROUND

Committee members have recently received complaints from a Jubilee Avenue and a McKay Avenue resident regarding similar concerns of traffic short-cutting southbound on both streets off of Imperial Street.

2.0 INVESTIGATION

Staff have recently collected data from McKay Avenue at Victory Street and Jubilee Avenue at Victory Street. vehicular volumes north and southbound combined, for each 24 hour period are summarized below.

Table 1: 1991 24 Hour Vehicle Counts

<u>Street</u>	<u>Date</u>	<u>Vehicles</u>
McKay Ave, Imperial to Victory	91-07-25	534
Jubilee Ave, Imperial to Victory	91-07-17	737
Jubilee Ave, Imperial to Victory	91-07-18	859

Table 2: Previous 24 Hour Vehicle Counts

McKay Ave, Imperial to Hurst	82-01-27	905
McKay Ave, Imperial to Hurst	86-07-17	728

(No previous count data available for Jubilee.)

As reflected by the vehicle volume counts, both McKay Avenue and Jubilee Avenue function as very minor residential collectors. These volumes are typical for residential streets that have a direct connection to a major collector.

Comparing the volumes on Jubilee with those on McKay it can be seen that Jubilee volumes are slightly higher. It would be fair to assume that a small percentage of Imperial Street traffic trickles down Jubilee, when eastbound traffic backs up at the Nelson Avenue intersection.

Comparing past volumes on McKay with recently collected data, confirms McKay Avenue's status as a minor residential collector (Table 1 and 2). It appears that volumes on McKay have actually decreased slightly over the past 10 years, perhaps reflecting operational improvements on the alternate major routes.

In the attached letter (APPENDIX 8) to Alderman Young, Mr. Goddard suggested that 'local traffic only' signs be installed on Jubilee. Staff do not believe this type of signing would be cost effective in deterring any but the most naive and occasional short-cutting motorist because it is unenforceable. However staff are planning significant improvements to the Imperial/Nelson intersection which should reduce the incentive to short-cut via Jubilee. In addition there is now the prospect of the railway line being abandoned which would ease things by eliminating the stop sign at the Nelson level crossing.

3.0 CONCLUSIONS

Conceding the fact that a small amount of "local" rush hour traffic filters off of Imperial Street, vehicle volumes south of Imperial Street on McKay Avenue and Jubilee Avenue fall into a category that is typical for very minor collector streets of this nature. In dealing with these concerns staff believe it would be most productive to focus on improving traffic flows on the major collector streets, in this case Imperial Street. Staff will continue to monitor traffic flows on Jubilee Avenue and McKay and will report back to the Committee if vehicle volumes increase."

G. CROSSWALK ON DOVER IN FRONT OF MARLBOROUGH SCHOOL

RECOMMENDATIONS:

1. THAT the mid-block crosswalk on Dover Street in front of Marlborough School be further reviewed with a view to its removal.
2. THAT Beth Colpitts, Marlborough Parent Advisory, 5670 Sardis Street, Burnaby, B.C., V5H 3K3, be sent a copy of this report.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"BACKGROUND/DISCUSSION

On 1991 June 07, Engineering Department staff received the attached letter (APPENDIX 9) regarding traffic safety concerns from Beth Colpitts on behalf of the Marlborough Parent Advisory Committee. Some of the concerns outlined in the letter were as follows:

1. The crosswalk is located in close proximity to both a lane access (north side) and an entrance to two parking lots (south side). This results in poor visibility of pedestrians and the crossing guard, since they are often obscured by vehicles entering or exiting the lane or parking lot.
2. On a daily basis, some children use the crosswalk when the adult crossing guard is no longer on duty.
3. There have been incidents of speeding vehicles disregarding the crossing guard.
4. With the continuous growth in the area, traffic volumes are likely to increase.

In summary, the Marlborough Parent Advisory Committee is requesting that a pedestrian activated signal be installed at this crosswalk to address their safety concerns.

Background

In a report to the Traffic Safety Committee (1978 October 10), the Municipal Engineer recommended that the request for this mid-block crosswalk be denied:

'This particular location we feel could be doubly hazardous as it is mid-block, a location not normally associated with marked crosswalks ...

In view of the above we feel that the marking of a crosswalk at the requested location would increase the hazard to the pedestrian.'

The crosswalk was installed at the direction of Council in 1978 November. Since then the issue of safety at the crosswalk has been raised a number of times. The school crosswalk now has an adult crossing guard and has been upgraded to conform with the latest application guidelines. This includes overhead signing as well as the zebra road markings and advance parking restrictions.

Discussion

The signalization of the Dover/Royal Oak (1985) and Dover/Nelson (1989) intersections include full pedestrian activation and control. This makes either of these intersections a better location to cross than the existing marked crosswalk. One of the Provincial/Transportation Association of Canada application guidelines for pedestrian signals is that the "location is a minimum of 200m (400m minimum preferred) from an adjacent traffic control signal or special crosswalk." The distance between the signals at Nelson and Royal Oak is only about 340m. Accordingly, staff can not recommend upgrading this mid-block crosswalk to a pedestrian signal. Rather staff propose working with the school (board) and parents to see whether the school's safe routes program can be altered to channel school children crossing Dover to the signalized intersection crosswalks. If this can be accomplished it would probably be safer to remove the existing marked crosswalk than maintain it."

H. PENDER STREET AND WILLINGDON AVENUE

RECOMMENDATION:

1. THAT Council approve the implementation of a 3:00-6:00pm 'Right Turn Only' control for east and west bound Pender Street at Willingdon Avenue.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"A recent telephone call from a concerned citizen has prompted staff to again review the accident history at the Pender Street - Willingdon Avenue intersection.

Staff have found that a significant number of accidents have been occurring - in the range of 20 per year. Staff have been concerned with these numbers and have considered a variety of options which may assist in reducing them.

In analyzing the accident data, it was noted that the majority of accidents were right angle collisions and a significant proportion of these occurred during the PM rush hour.

Accordingly, staff believe that the accident situation at this intersection can be improved by restrictions being placed on through traffic on Pender Street. Staff propose, as an interim measure, a 'Right Turn Only' restriction be placed on east and west bound Pender Street traffic between the hours of 3:00-6:00pm.

Staff will continue to monitor this intersection and will recommend a more restrictive solution to this problem if this measure does not suitably reduce the accident numbers."

I. 4000 BLOCK KINGSWAY AT PATTERSON AVENUE

RECOMMENDATIONS:

1. THAT Council approve the conversion of the 4000 Block Kingsway frontage road west of Patterson Avenue to one-way traffic operation.
2. THAT Mr. D. Klassen of 4791 Patterson Avenue, Burnaby, V5G 3A5, receive a copy of this report.
3. THAT the Kingsway Foursquare Church Council of 4061 Kingsway, Burnaby, V5H 1Z1, receive a copy of this report.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"1.0 Background

A letter (attached as Appendix 10) was received in the Mayor's office from Mr. David Klassen requesting that the frontage road portion of the 4000 Block of Kingsway west of Patterson Avenue be converted from a two-way street to a one-way street westbound. This roadway functions as the westbound traffic outlet for Grange Street and carries some of the eastbound traffic originating at the Foursquare Church site. Staff have also received previous complaints from motorists travelling southbound on Patterson Avenue who perceive that Kingsway westbound is one-way.

This letter was referred to the Engineering Department for investigation.

2.0 Investigation

Staff had previously reviewed this location in 1990 October, and at that time had considered the feasibility of conversion to one-way operation. This operation would have accorded with the initial design concept of the MOTH for improving Kingsway (see attached APPENDICES 11 and 12).

However after some discussion with the Foursquare Church, proposed changes were placed on hold pending finalization of a preliminary design by the Ministry of Transportation and Highways. The Church official staff spoke to was not against the one-way operation as such but was concerned that the Church have an opportunity for input during the final design phase of the Kingsway project.

Staff note that with the startup of the Church daycare the left turn movement onto Kingsway from the church site has increased. This demand, along with increased traffic on Grange Street, has increased the potential for conflicts east of the Church driveway.

Staff have canvassed the businesses in the area, and presented the following options:

1. Conversion of 4000 Block Kingsway from two-way to one-way, maintaining existing parking.
2. Maintain two-way traffic, and ban parking adjacent to the traffic island.

The majority of business operators and employees requested that staff implement option number one.

3.0 Conclusion

The 4000 Block of Kingsway was a lesser travelled route prior to the development of the Metrotown core and the consequent increase in demand on the Grange Street corridor. There isn't a significant accident history that mandates conversion of this frontage road to one-way operation. However the existing situation is clearly confusing to some motorists as staff have received a small but steady number of complaints about 'close calls'.

To reduce the potential for conflict, staff recommend that this section of the Kingsway frontage road be changed from a two-way street to a one-way street westbound. This would limit the Kingsway entrance to the Church to, right turn in/right turn out and preclude other local users from making U-turns.

The Kingsway Foursquare Church site generates the westbound component of demand on the frontage road. This has increased, since the introduction of the daycare. However, the church has an alternate driveway to Patterson Avenue which allows access to east and westbound Kingsway. Staff have improved access to Patterson Avenue by posting lane/driveway clearances. As the Church is the most significantly affected 'stakeholder' staff have endeavored to keep them informed and their response to our most recent correspondence is attached as Appendix 13.

This conversion would maintain existing parking until such time as the Ministry of Transportation and Highways begins widening of Kingsway and reconstruction of the traffic island."

J. SIDEWALK SNOW CLEARING - PROPOSED AMENDMENT TO BURNABY STREET AND TRAFFIC BYLAW

RECOMMENDATIONS:

1. THAT Council endorse an annual public information program regarding sidewalk snow clearing.
2. THAT Council endorse the priority system for sidewalk snow clearing as outlined in this report.
3. THAT Council amend the Street & Traffic Bylaw to delete requirements for single family dwellings including duplexes to remove snow from sidewalks.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"1.0 INTRODUCTION

The Traffic & Transportation Committee, Traffic Safety Division meeting of 1991 February 27 requested staff prepare a report addressing concerns raised by Mr. Andersen, Senior Citizen's Representative regarding snow and ice removal from sidewalks as well as to detail current enforcement practices.

The current Municipal Bylaw stipulates that "any accumulation of snow or ice upon any sidewalk shall be removed by the owner or occupier of abutting premises not later than ten o'clock in the morning of any day except Sunday". In order to evaluate the adequacy of the existing Bylaw requirement and enforcement practices, a survey was conducted of other local authorities as discussed below.

2.0 SURVEY

In response to a request for a report by the Committee, a survey was conducted of various municipalities concerning their individual policy on sidewalk snow removal.

In total, 14 municipalities from the Lower Mainland were polled and, for comparison, an additional 7 cities in other parts of B.C. and the western provinces were included.

A standard questionnaire was prepared with four main areas of interest.

1. Bylaw information
2. Municipality snow removal
3. Methods and priorities
4. Areas of special consideration

In Spring 1991, all 21 municipalities were surveyed by telephone and interviews were conducted with staff from each municipality. As a result, the information was compiled and salient results are attached as Appendix 14.

2.1 Summary of Poll

2.1.1 Bylaw

In general, the survey indicates that apart from the District of Chilliwack, all municipalities have a bylaw in place dealing with the removal of snow from sidewalks (some of which are currently under review due to last years heavy snowfall). In the Lower Mainland, except for the City of Vancouver, the municipalities have in the past been reluctant to lay charges under their bylaw. The preferred method is for either the Bylaw Enforcement Officers or the Engineering Inspectors to issue verbal warnings, and to point out that should an injury be sustained by a member of the public, the owner would be liable.

The City of Vancouver on the other hand, has charged 25 individual owners in 1990 and charges are pending for an additional 100 owners for non-compliance in the early part of 1991. Fines for previous convictions were in the region of \$100.

All of the cities outside of the Lower Mainland actively enforce the bylaw and either charge individuals or clear the snow themselves and backcharge. However, staff note that their snowfall accumulation is significantly greater than ours.

2.1.2 Municipal Snow Removal

All municipalities polled do some form of sidewalk snow removal to a varying extent. The minimum amount that is carried out is around municipally owned property, (ie. city hall, libraries, etc.) including city parks.

Several municipalities will clear bus stop sidewalks, others will clear all of the sidewalks in the downtown core and in some cases, truck away the snow.

2.1.3 Methods and Priority

Generally, the municipalities used a combination of Engineering Department and Parks Department forces for their sidewalk clearing. The only exception being the District of West Vancouver which hired a contractor this past winter (because of the unusually heavy snowfalls) to completely clear the main shopping area at night.

Many of the various municipalities put the onus of snow removal on the individual maintenance crews of the various civic facilities such as libraries, recreation centres, etc.

In the cities polled with a high snowfall, the method of sidewalk snow removal is by the use of either a Bombardier or an MT Trackless machine and in some cases, a small lightweight tractor equipped with a plough and/or brush.

A re-occurring problem with using small machinery on sidewalks is the location of various utility poles, hydrants and street signs that frequently impede the snow clearing operations. In addition, the machinery in some cases dislodged ornamental brick pavers.

2.1.4 Areas of Special Concern & Volunteers

Some of the municipalities do clear sidewalks fronting seniors' and handicapped homes on a priority basis, some as a matter of policy, others only upon request and when resources are available.

Only two cities utilized a volunteer group for sidewalk snow removal. The City of Kamloops coordinated sidewalk clearing by the inmates of a local minimum security prison. The City of Calgary utilized a program instituted by their Department of Social Services named "Project Home Help" which used mainly highschool students (at limited wages) for clearing sidewalks in front of seniors' homes.

3.0 BURNABY PRACTICE

Snowfalls within the Lower Mainland are generally of a short duration (1-2 days) and produce little accumulation of snow. When snowfalls become heavier our current enforcement practice deploys Engineering Inspectors to monitor high traffic pedestrian areas such as commercial (ie. Kingsway, Hastings, etc.) and multi-family districts as well as in response to telephone complaints. The inspectors issue a letter detailing the abutting property owner's responsibilities regarding sidewalk snow clearing, which in most cases is sufficient. The inspector will follow up if additional complaints are received. However, staff have not to date laid charges under the bylaw.

Each municipality also uses its own forces for sidewalk snow removal. Our current practice is to have Engineering crews clear snow from intersections, wheelchair ramps, and bus stops on the major routes while Parks' crews clear sidewalks around civic facilities that require public access. All other municipalities do similar clearing work. When other municipalities were questioned as to why they did not attempt more extensive sidewalk clearing or enforcement of their bylaws all stated that due to the normally sporadic nature and short duration of our snowfalls that it was inefficient and extremely expensive to allocate the resources needed to deal with unusual and infrequent snowfall events. Staff concur with this reasoning. There are some 40,000 single family residences within the Municipality and with the limited manpower resources available, it would be difficult, if not impossible to inspect all areas for compliance with the bylaw.

4.0 DISCUSSION

In general, the survey found that the policies and practices of the various municipalities could be loosely divided into two groups: the Lower Mainland and Others. The major determining factors being geographic location - and amount of snowfall.

Cities outside of the Lower Mainland appear to have a far more comprehensive sidewalk snow removal program directly related to the amount of snowfall in the region. Consequently, the investment in snow removal equipment specifically designed for sidewalk clearing is substantial.

Within the Greater Vancouver metropolitan area, the City of Vancouver stands out because of its recent prosecutions (25) of commercial enterprises which have been remiss in snow removal. Staff note that Vancouver employs a special prosecutor, on staff, to handle these sorts of cases. However, the nominal revenue generated from fines is unlikely to be considered cost effective.

Staff have considered the implications raised by our survey and pragmatically reviewed the options available - as outlined in Appendix 15. Our recommendations follow.

5.0 RECOMMENDATIONS

Staff have carefully considered the concerns raised by Council, the Committee, and the general public and given the resources available and the need to balance service vs. costs staff are recommending the following policy and programs be adopted for sidewalk snow removal.

5.1 Publicity Campaign

It is recommended that beginning in late October and early November a campaign be initiated to raise public awareness that winter is coming and that people should be prepared with salt, shovels, snow tires, etc. A brochure will be published and distributed to Burnaby residents and businesses outlining Municipal operations and policy pertaining to snow removal, as well as tips for effective sidewalk snow clearing. The intent will be to inform the public of Municipal policy on snow clearing and encourage people to help everyone by cleaning their own sidewalk.

5.2 Sidewalk Clearing Policy

That the Municipality establish a priority system, similar to the one for roads, for sidewalk snow clearing on an area basis so that high traffic areas and areas of concern may be dealt with first. Staff recommendations for these priorities are:

- 1) - Bus stops and intersections with wheelchair ramps in high traffic areas.
 - Municipal facilities requiring access by the public.
- 2) Pedestrian overpasses.
- 3) Bus stops adjacent to senior citizens' homes.

REPORT
 Regular Council Meeting
1991 September 16

-16-

5.3 Bylaw Requirements

Due to the practical limitations inherent in attempting to enforce the requirements for sidewalk snow clearing in single family residential areas staff are recommending that the bylaw be revised to eliminate the requirement for snow clearing in single and two family residential areas. Current practice of issuing letters detailing responsibilities, supplemented by the publicity campaign will be used to obtain compliance in commercial and multi-family residential areas."

K. 1991 WESTERN CANADA TRAFFIC ASSOCIATION CONFERENCE

RECOMMENDATION:

1. THAT four Traffic and Transportation Committee (Traffic Safety Division) members be appointed as delegates of Council to attend the Western Canada Traffic Association Conference in Winnipeg from 1991 September 30 to October 03 and further that one staff representative be authorized to attend same.

REPORT

A letter dated 1991 May 07 was received from Mr. Glenn A. Cuthbertson, President, Western Canada Traffic Association advising of the upcoming W.C.T.A. Conference in Winnipeg, Manitoba from 1991 September 30 to October 03.

The Conference is held to discuss traffic safety issues and to share solutions to traffic safety problems of common concern.

As a result of the Traffic Safety Division's consideration respecting this matter, the abovementioned recommendation is submitted.

MEMBERS:

Mr. W. Anderson
 Mr. D Baker
 Mr. W.B. Bennett
 Mr. M. Bloomfield
 Mrs. L. Brown
 Mrs. G. Evans
 Mr. T. Hulme
 Mr. E. Fourchalk
 Mr. D. Ramsbotham
 Mr. W.B. Roxburgh
 Mr. R. Weston

Respectfully submitted,

Alderman J. Young
 Chairman

Alderman D. Evans
 Member

Alderman D. Lawson
 Member

Alderman C. Redman
 Member

Bond & Nelson Street Citizens Group

About Our Group

The Bond and Nelson Citizens Group is comprised of all the residents who reside on, or near, Bond and Nelson streets. (Please see map below.) We are committed to finding and implementing a satisfactory solution to a serious traffic problem that is quickly growing out of control. Our commitment is strong. Our petition has been signed by residents in all the homes that line these two streets. Our goals are clear, as defined in this document. You can demonstrate your support by implementing solutions as quickly as possible.

Our Concerns

With the growth of the Metrotown area and increased commuter traffic from the east, the residential character of our neighbourhood is threatened. Specifically we are concerned about the:

- ❖ Volume of Traffic

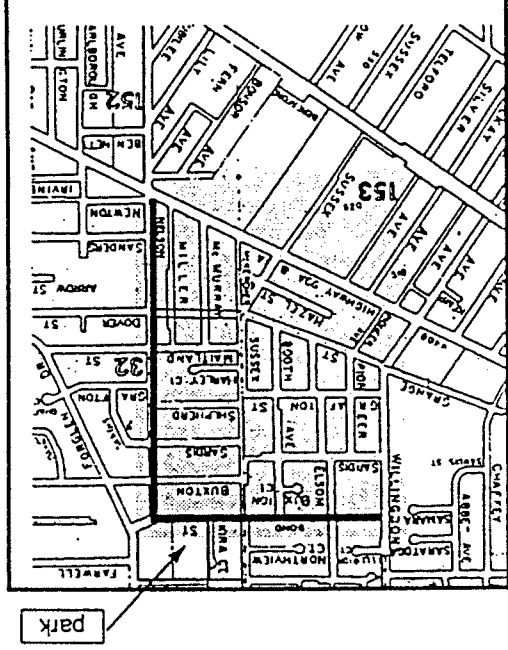
Traffic is increasing dramatically. This is not only an increase in volume but also an increase in the size of vehicles that travel our streets. Commercial vehicle use is becoming a problem, as is erratic driving.
- ❖ High Speed of Traffic

Despite a posted speed limit of 30 kph at Forgiven Park, the traffic continues to travel at speeds well above those legally permitted. This is of particular concern given that a children's play area is located in the park at the corner of Nelson and Bond.
- ❖ Excessive Noise

Because of the large volume of traffic, the noise seems incessant. Excessive noise is created by buses, boom cars and heavy commercial traffic.
- ❖ Lack of Safety

The residents of our neighbourhood are having their safety threatened by the speed and volume of traffic. A children's park located at the end of Bond seems to deter no one. Our neighbourhood has young children whose safety is being placed in jeopardy.

APPENDIX 1



The residents of our neighbourhood are having their safety threatened by the speed and volume of traffic. A children's park located at the end of Bond seems to deter no one. Our neighbourhood has young children whose safety is being placed in jeopardy.

Proposed Solutions

We have discussed these problems at length and have identified four strategies aimed at eliminating or reducing all of them. These strategies are listed below:

- ❖ No Left Turn Off of Willingdon

Post "No Left Turn" signs for those travelling south on Willingdon during peak traffic hours. This will reduce the volume of traffic through our neighbourhood. Fat runners will continue up Willingdon. Residents will turn at Grange where there are traffic lights.
 - ❖ Change the #130 Bus Route

Have the #130 bus traverse Grange instead of Bond. Such a change will eliminate the excessive noise created by every bus that travels uphill on Bond going west, and on Nelson going south. Grange is a larger street which is accessible to residents in our area.
 - ❖ Roundabouts

Construct roundabouts at all four-way intersections along Bond (Elsom & Sussex) and at the corner of Bond and Nelson. This will slow traffic along the park and discourage non-resident traffic through the neighbourhood.
 - ❖ Increase Access to Grange

Provide an advanced left-hand turn signal at the corner of Nelson and Grange for those going north. Many people currently choose the Nelson/Bond route to Willingdon simply because they don't want to wait to get on Grange.
 - ❖ Improve Traffic Flow on Grange

To facilitate traffic flow on Grange, implement "Green Wave" light synchronization. The green wave encourages drivers to travel at reduced speed, ensuring that they will hit all the lights along the way without having to stop. This will help increase the flow of traffic along Grange at a speed mutually beneficial to both the drivers and the residents.
- Respectfully submitted to Alderman Young on behalf of the Bond & Nelson Street Citizens Group of Burnaby by:

Mr. Bob Irvine Spokesperson (438-7610)

Ms. Susan Rankin Spokesperson (430-1523)

RECEIVED BY
ENGINEERING DEPT.

55-01-04

JUL - 3 1991

Bond and Nelson Street Citizens Group,
July 01 1991.Alderman Jim Young,
Chairman, Traffic and Transportation Committee.Peeter Liivamagi,
Assistant Director-Engineering, Traffic and Engineering Systems, Burnaby.
Bob Glover,
Burnaby Transportation-Planning.

Gentlemen:

Thankyou for meeting with the Bond and Nelson Street Citizens Group last Tuesday, June 25th, 1991. It is the start of a co-operative effort between yourselves, the structures you represent, and our Citizens Group which has as its end the minimization and perhaps cessation of all "through traffic" along our two streets.

At present we understand that data collection (initiated the day following our meeting) along with our proposals (dated 25/06/91) will be submitted to the Traffic Committee when it reconvenes this autumn.

You will note that all persons signing the petitions did so without regard for actual speeds and actual numbers of vehicles. They are responding to a qualitative degradation along both Bond and Nelson. Thus it remains our strong contention that any quantitative study, regardless of outcome, will point to a traffic problem which can do nothing but escalate.

Our concerns need a proactive solution now. We understand the initial solutions you are considering are:

- 1: Installation of 'No Left Turn' signs on Willingdon at Bond. These to be in effect during peak times.
- 2: Installation of a stop sign at Bond and Nelson in the north-bound direction.
- 3: Synchronization of traffic signals along Grange.
- 4: Petitioning of B.C. Transit by the Transportation Planning Committee to change the #130 bus route on to Grange with the less favourable alternative of decreasing its frequency through our neighborhood. The possibility of a BCIT shuttle may be explored in view of the large number of patrons in transit to and from that institution.
- An alternative to having the #130 through here every fifteen minutes both ways would be to have it "loop in" off Willingdon to service local patrons on its way to Grange. This "looping in" would bring the service into this area but defeat the use of our streets as a speedway by having the entrance and exit points for bus service on Willingdon.
- 5: Should the above initiatives not resolve our "through traffic" problem, several possibilities will be considered. These include:
 - (a) narrowing the street
 - (b) roundabouts
 - (c) speed bumps
 - (d) cul de sacs
 - (e) chicanes
 - (f) installation of one or more barricades

(These modifications are restricted any time our two streets are set aside as conduits for B.C. Transit.)

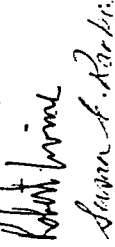
6: The Planning Department will become involved in a desirable solution by initiating a neighborhood review should Engineering's plans not be fruitful.

It was apparent that you are very familiar with the phenomenon described in our letters and conversations and also evidently amenable to innovative solutions as they fall within constraints imposed by budget and

and the B.C. Transit negotiations.

It was apparent that you are very familiar with the phenomenon described in our letters and conversations and also evidently amenable to innovative solutions as they fall within constraints imposed by budget and our streets' collector role in serving a resident population. We look forward to hearing from you about any results of the data collection phase and the B.C. Transit negotiations.

Sincerely,

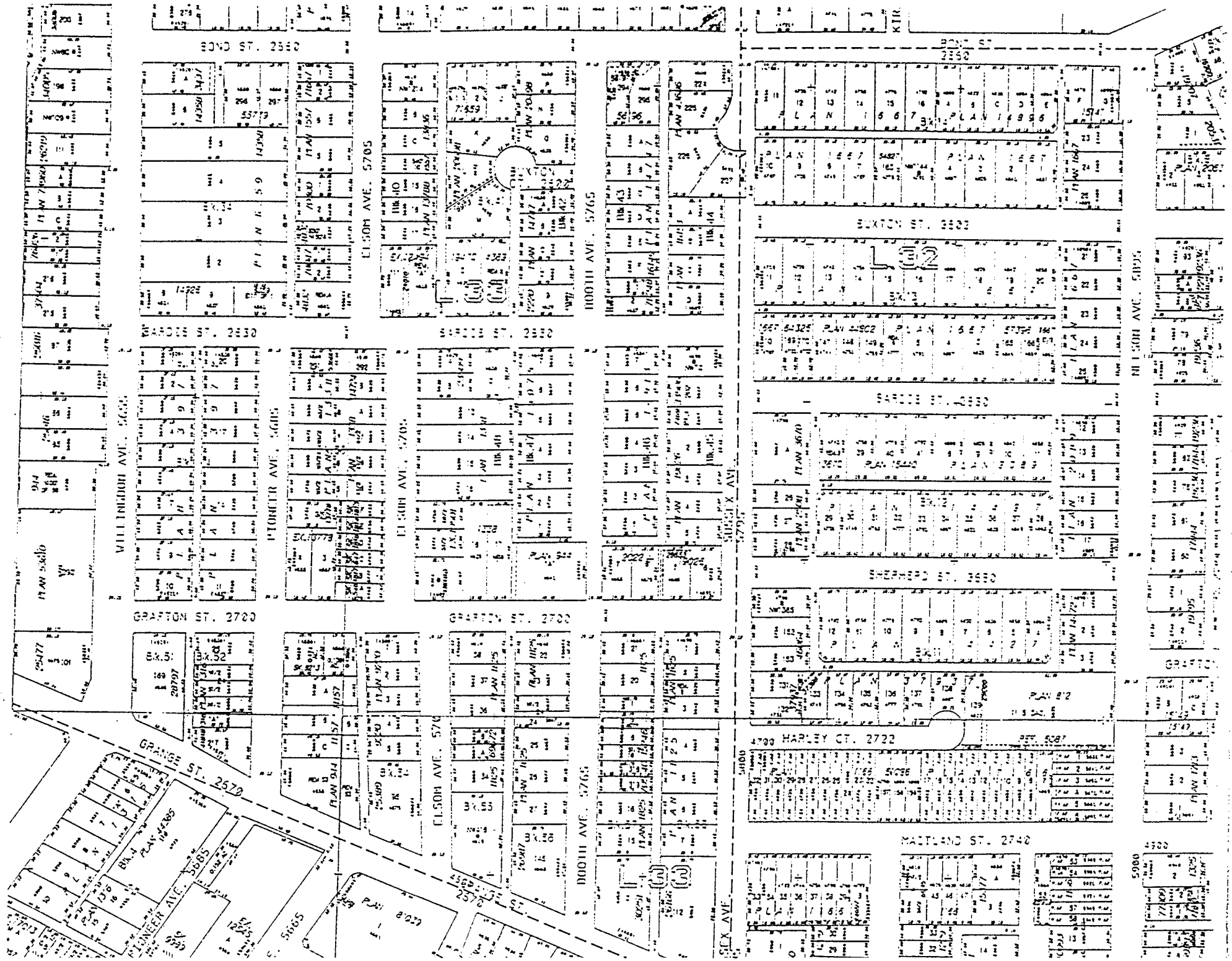


Spokespersons

Traffic Incidents

Lindsay Nelson-Elson and Bond 06/09-police report
Derek Hart-Elson and Bond 06/09
Lorne Hult-Booth and Bond 06/09-police report
Crack-up Bond at Booth (12:10a.m. 10/01/90) spectacular crash attracting pyjama-clad through, fire truck, ambulance, police vehicle and tow trucks. hapless driver sustaining broken nose and the loss of meticulously restored hot rod, which under extreme acceleration encounters the narrow sheet of ice lying across Bond any time the temperature reaches freezing. Soon after involving four parked cars, hot rod comes to a rest.

APPENDIX 1



DISTRICT OF BURNABY TRAFFIC ENGINEERING
Two Vehicle Analysis

Station: BOND - WILLINGDON
Study ID: ID # 00176
Operator: TP
Cather :

Interval : 5 min
S/N : 69
Correction: 1.00

Starts : 08/13/91 at 16:00:00
Ends : 08/13/91 at 18:00:00
Type: Car, Truck, Pedest

Page: 4

Date: 8/14/1991

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Aug 13 16:05:00 1991

RECTION	VOLUME			PERCENTS			
	Left	Thru	Right	Left	Thru	Right	Total
From North	0	150	0	100.0%	0.0%	0.0%	100.0%
From South	0	0	27	0.0%	0.0%	100.0%	100.0%
From East	5	6	90	6.3%	0.0%	93.8%	100.0%
From West	1	0	0	0.0%	0.0%	0.0%	0.0%
Totals	6	156	117	57.1%	0.0%	42.9%	100.0%

From North
(Peds = 0)

Total 240

Approach 150

Depart 90

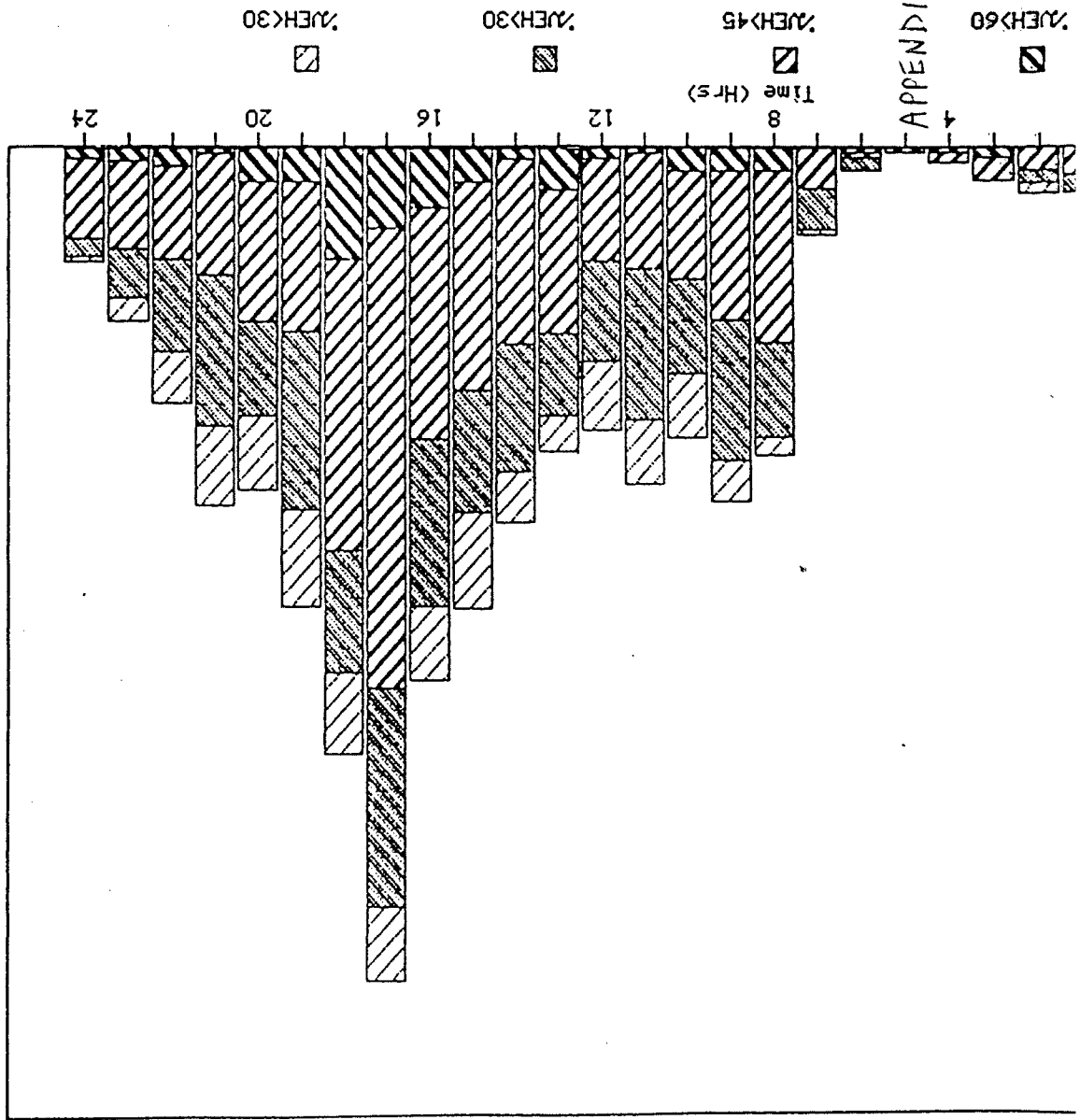
Right Thru Left

0 0 150 0 0 90

Depart 0	0	0	0	90	Right
Approach 0	0	0	0	0	Thru Approach 96
Right	0	0	0	6	Left
From West (Peds = 1)			 Total 273	
Approach 0				From East (Peds = 5)	
Thru				150	
Right				0	
Depart 0				0	
Approach 0				0	
Right				27	
Depart 6				Approach 27	
Total				33	
From South (Peds = 0)				From South (Peds = 0)	

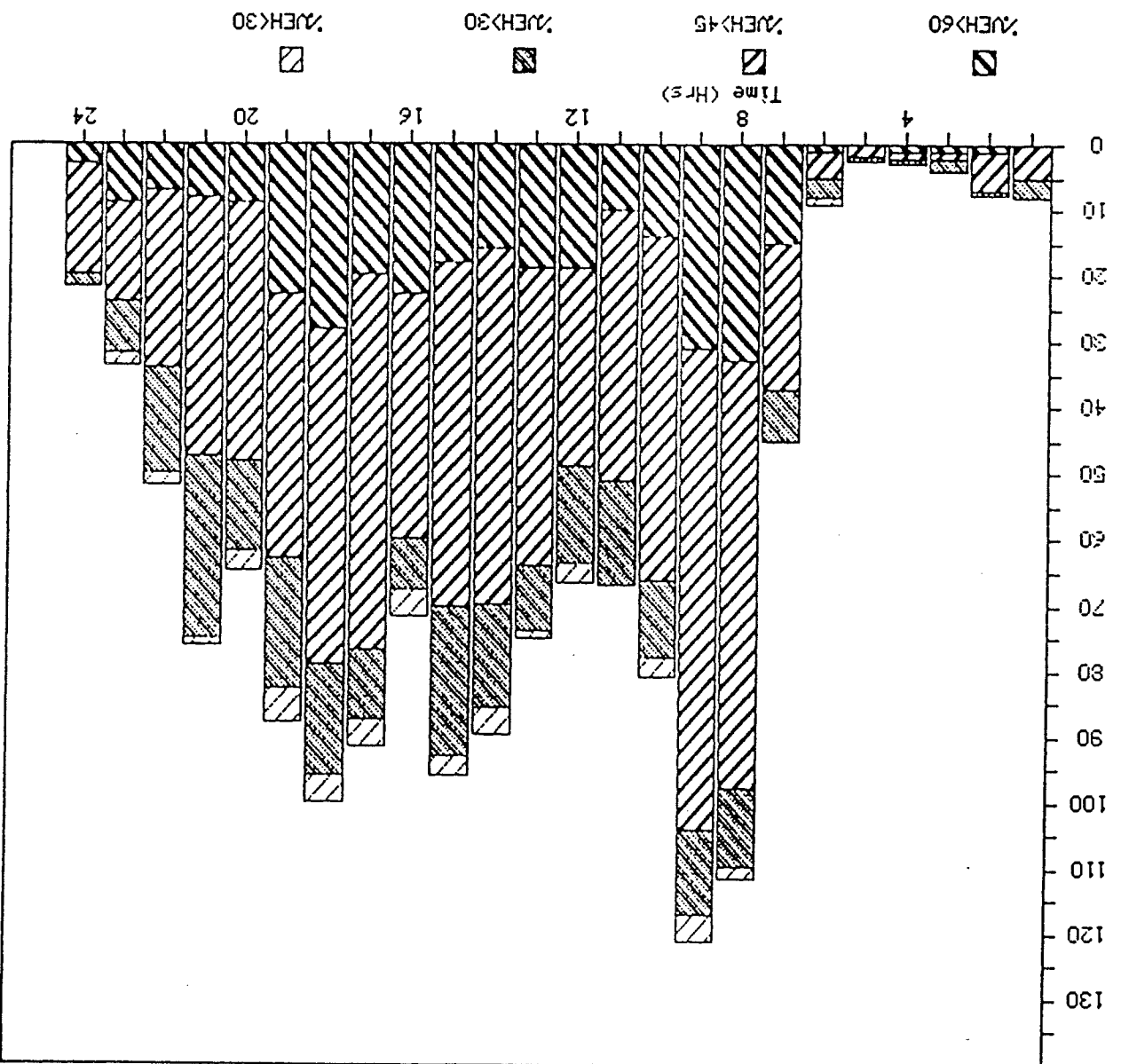
EXHIBIT ONE

APPENDIX



east bound traffic (Thursday July 18 1991)
bond street (30 km/h)

EXHIBIT TWO



west bound single lane traffic (Tuesday July 23 1991)
bond street (50 km/h)

BOND STREET CORRIDOR: RECENT RECORDED ACCIDENT HISTORY

Intersection	YEAR										Total	Notes				
	80	81	82	83	84	85	86	87	88	89			90	91		
Bond Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Elison Avenue	0	0	0	0	0	0	0	0	1	1	1	0	0	0	2	1
Booth Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Sussex Avenue	-	1	0	0	0	0	0	0	1	1	0	0	0	0	4	
Kira Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Nelson Avenue	0	2	1	0	0	0	0	0	1	1	1	0	0	0	9	3
Forglan Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	0	3	1	2	0	2	1	0	3	2	2	0	0	0	16	

NOTE:

- 1 Stop Control Installed December 1977
- 2 No Record Card Established (ie No Accidents for Past 2 Decades Or More)
- 3 All But One Accident Were Single Vehicle & Loss Of Control

APPENDIX 4

PL:1#

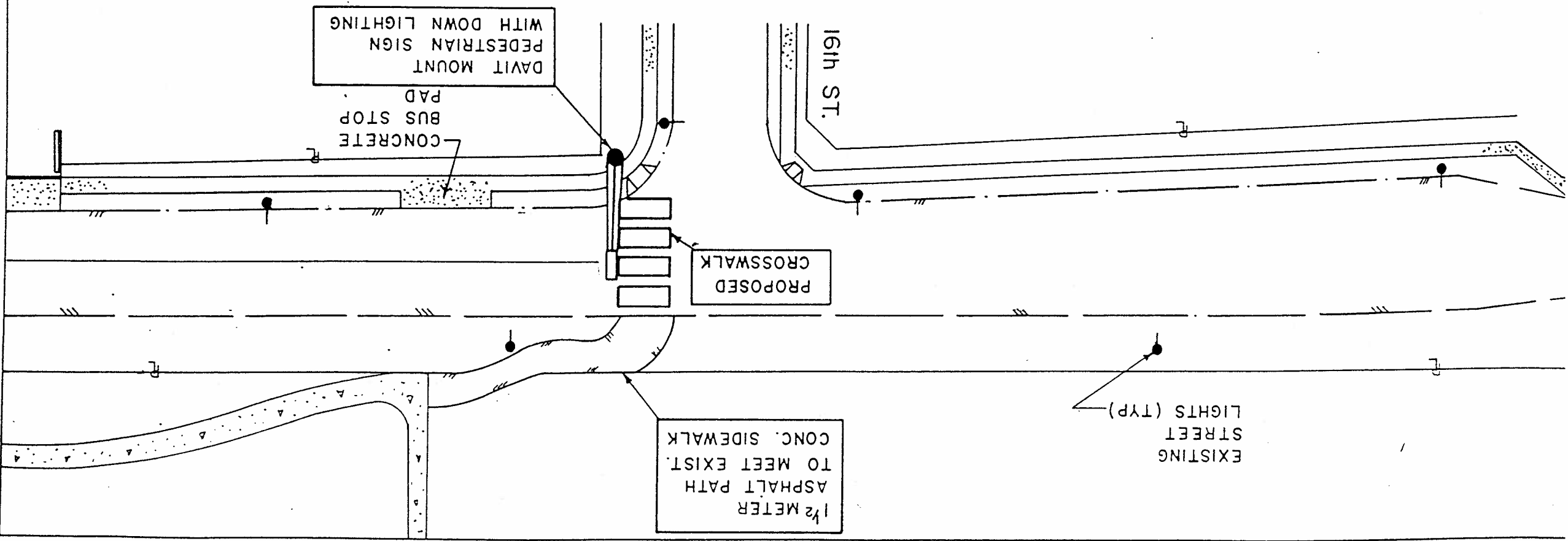
PROPOSED CROSSWALK ON EDMONDS STREET AT 16th STREET

DESIGNED BY: SCALE: N.T.S.
DRAWN BY: G. FUNK DATE: 91-04-19
CHECKED BY:
APPRVD BY: 2238

REVISION	DATE

APPENDIX 5
54

EDMONDS STREET





4949 Canada Way, Burnaby, B.C. V5G 1M2
Engineering Department

1991 July 15

Telephone (604) 294-7460

File: 50-01-10

Dear Resident:

The Traffic & Transportation Committee, at its meeting held on 1991 June 04, received a 12-signature petition from residents of Clayton Court, Rugby Street, and the surrounding area requesting a partial removal of the Sperling Avenue blockade at the Rugby Street entrance. Staff had previously reviewed this proposal and have been asked for a further report, given local resident support.

The attached report outlines the background to the proposed partial opening of the blockade. We would like to know your thoughts and receive your comments on this proposal before we again report to the Traffic (Safety) & Transportation Committee.

Please return this questionnaire in the addressed envelope provided. If you have any questions please contact Henry deJong of the Engineering Department at 294-7455.

Yours truly,

W.C. Sinclair, P. Eng.,
DIRECTOR ENGINEERING

by: P. Liivamagi, P. Eng.,
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

HdeJ:jb
Attach.

=====

TO: BURNABY ENGINEERING DEPARTMENT
4949 Canada Way
Burnaby, B.C. V5G 1M2

_____ I am IN FAVOUR of opening Sperling Avenue to Rugby Street
as shown in Exhibit 1.

_____ I am NOT IN FAVOUR of changing the restrictions on
Sperling Avenue.

_____ I am not sure.

From: _____ Name
_____ Address

Comments: _____

APPENDIX 6



THE BEEDIE GROUP

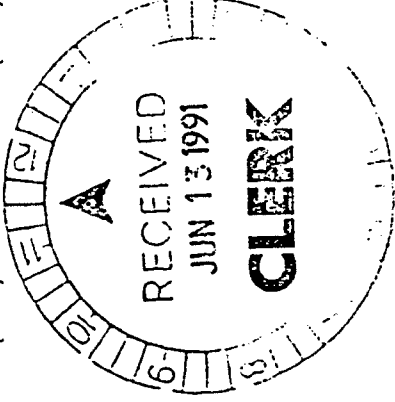
BEEDIE CONSTRUCTION CO. LTD.
BEEDIE ENTERPRISES LTD.
PARKER STREET TERMINALS

KEBET HOLDINGS LTD.
B.B.Y. PROJECTS LTD.
RYLAN HOLDINGS LTD.

BEEDIE CONST. CO. INC. (U.S.A.)
MERIDIAN INDUSTRIAL PARK LTD.
COLTAN DEVELOPMENTS LTD.

5367 KINGSWAY, BURNABY, B.C. V5H 2G1

PHONE: (604) 435-3321 FAX: (604) 432-7349



June 10, 1991.

The Corporation of the
District of Burnaby,
Traffic Safety Committee,
4949 Canada Way,
Burnaby, B. C.
V5G 1M2

Dear Committee Members:

Since the changes of the intersections of Burke and Boundary as well as Burke and Willingdon, there are a couple of minor points I would like to bring to your attention.

I use both of these intersections and have the following recommendations:

1. There is a 6' high board fence at the southeast corner of Burke and Boundary that should be removed back to the front of the building to allow a driver to enter Boundary off Burke a sufficient site line to safely enter Boundary Road.
2. This is very minor, however, there is a low hedge at the northwest corner of Burke and Willingdon that could be cut back about 2' (to the existing post) to allow an expanded site line to the traffic heading south on Willingdon.

Both of the above recommendations would make it much safer at these intersections so that you wouldn't have to push the nose of the car close to the oncoming traffic to be able to see if it is safe to enter the streets.

Thank you for your consideration.

Yours truly,

Keith R. Beedie

KRB/js

APPENDIX 7

7150 Jubilee Ave.

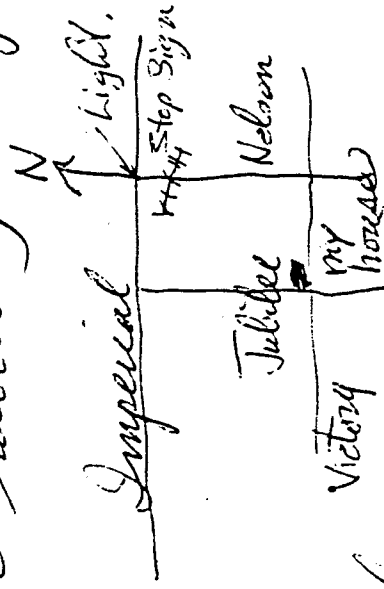
Bunnaly, BC 15 JTB3
April 4, 1991,

Altherman Jim Gray,

Hi Jim,

The problem of 'through traffic' that I mentioned to you earlier continues unabated.

Quite a few cars going east on Imperial cut down Jubilee & then go east on Victory to Nelson Avenue. This permits them to avoid the Nelson Amp light & the stupid railway stop sign on Nelson.



Can we not have a sign on Jubilee saying 'Local Traffic only' - and have police at Victory & Nelson to ticket offenders could

I'll keep in touch.

Thanks,

Alan Suddard.

433-2128

PS - I could get a petition, if it would help - but we at 750 are the most affected.

Jim Young
Alderman

5670 Sardis Crescent
Burnaby, B.C.
V5H 3K3
June 3, 1991

Traffic and Safety Committee
4949 Canada Way
Burnaby, B.C.

Dear Committee Members:

Marlborough Elementary students who cross Dover between Royal Oak and Nelson use a crosswalk identified by a pair of overhead signs and signposts and cones on the side of the road.

Even though we have an excellent crossing guard, we feel that children crossing are not adequately protected. We request that you install a pedestrian-operated light to help us ensure our children's safety.

We make this request because of the following factors:

1. Most intersections along this busy stretch of road have been given pedestrian-operated lights.

Effectively, this is an intersection. The fact that the alley access and the entrances to two busy parking lots are very close to the crosswalk makes this a more complex traffic area than some other intersections along Dover/Grange that have pedestrian-operated lights.

2. The visibility of the crossing guard is often obscured by cars entering or leaving the parking lots or alleys. Many cars turn in front of the crosswalk while it is in use, so that oncoming traffic cannot see the crossing guard.

If, for example, a van or truck is exiting from the Columbia College parking lot, turning west on Dover, eastbound traffic may not see the crossing guard at all. If children are crossing to go to school, an oncoming vehicle could hit a child who was heading into the south end of the crosswalk.

3. Every day some children cross this busy road after the guard has left.

4. We have seen many dangerous incidents of speeding cars crossing the crosswalk while the crossing guard is still in the middle of the road, vehicles sliding up to and across the crosswalk because they became aware of the crosswalk too late, perhaps only when the guard stepped into the street.

5. Our area will continue to experience considerable development; this road will only get busier.

A pedestrian-operated light would be much safer for children. It would not restrict traffic flow significantly more than the crossing guard currently does; it would just do it more safely.

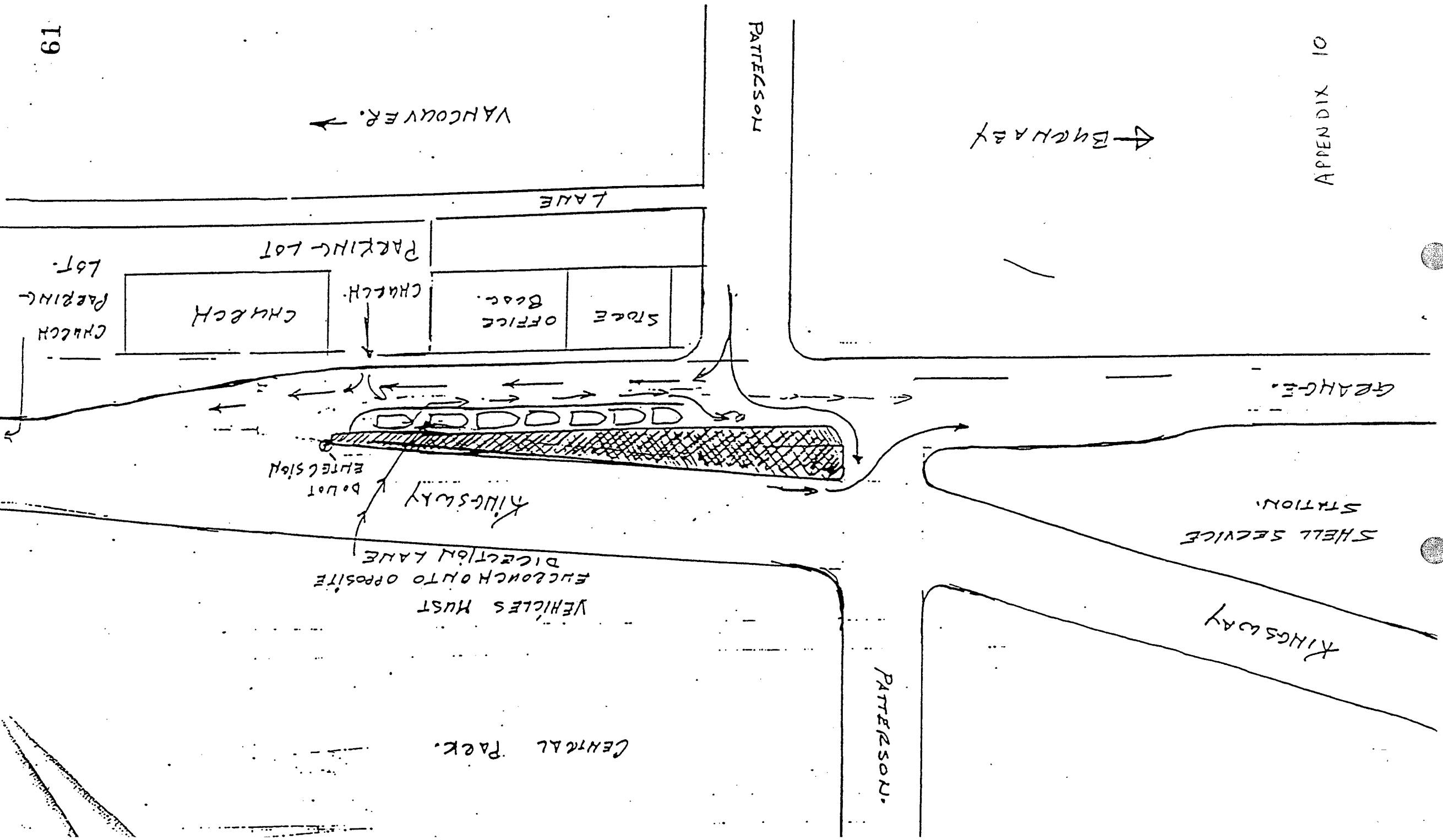
Drivers proceeding east along Dover/Grange are accustomed to many stops at pedestrian crossings. When they cross Nelson and see a long block, they tend to head enthusiastically towards Royal Oak. We need a red light at the crosswalk to show them that they must stop for our children.

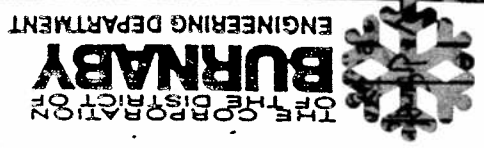
Thank you very much for your consideration.

Very cordially,

Beth Colpitts

Beth Colpitts
on behalf of the Marlborough Parent Advisory
c.c. M. Peterson, principal





4000 BLOCK KINGSWAY EXISTING AND PROPOSED LAYOUT

DESIGNED BY:	G. FUNK
CHECKED BY:	
APPROVED BY:	
DATE:	91-06-11
SCALE:	N.T.S.
	L
	2250

DATE	REVISION
	II

APPENDIX

EXIST. CURBS ———
 PROP. CURBS - - - - -
 (WITH KINGSWAY IMPROVEMENTS)

CENTRAL PARK

KINGSWAY

(GRANGE)



PATTERSON AVE

GRANGE MARKET

SHERWOOD STUDIOS

MEDICAL CLINIC

DRIVEWAY

KINGSWAY FOURSQUARE CHURCH

PROPOSED ONEWAY

DESIGNED BY: G. FUNK
CHECKED BY:
APPROVED BY:

SCALE: N.T.S.
DATE: 91-06-11
L
2250A

DATE	REVISION

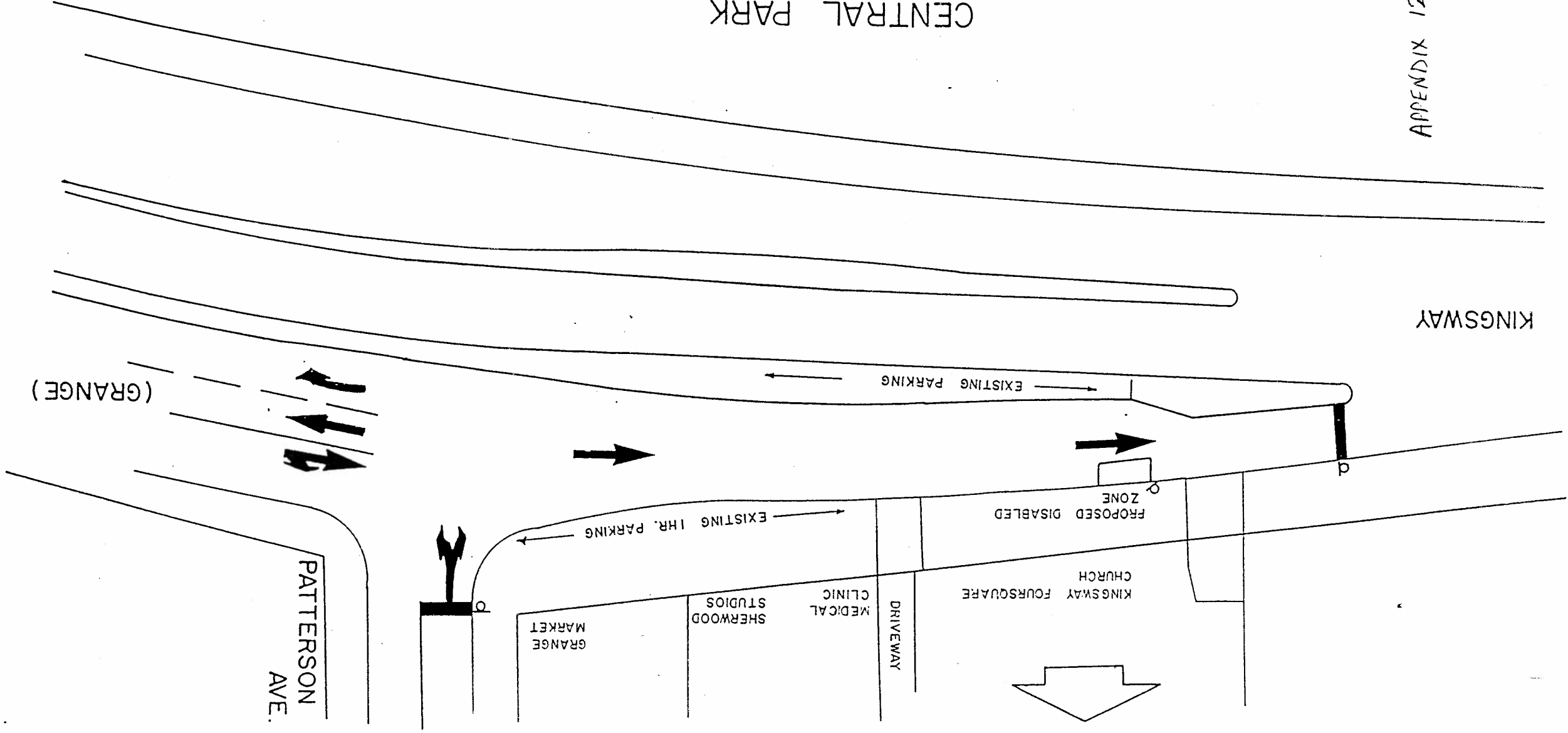
APPENDIX 12

CENTRAL PARK

KINGSWAY

(GRANGE)

PATTERSON AVE.



39



KINGSWAY FOUR SQUARE CHURCH

4061 Kingsway - Burnaby, B.C. V5H 1Z1

June 12, 1991

Director of Engineering
Municipal Hall
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Attention: Mr. P. Liivamagi, P. Eng.
Assistant Director, Engineering
Traffic & Engineering Systems

Your File: 55-01-04

Dear Sirs:

Re: Grange Street West of Patterson Avenue

This will acknowledge receipt of your 1991 May 3rd letter advising of your continued desire to implement "one-way" traffic operational changes on the captioned segment of Grange Street.

Your second paragraph advises of preliminary road plans of the Ministry of Transportation and Highways. Our Church Council is very interested in receiving a copy and reviewing this plan for Kingsway for the area west from Patterson to across the church frontage (would you please forward a copy). Regarding the third paragraph of your letter dealing with the disabled parking access to the church, would you please also forward, for our council's review, your plan which will show the specific locations relative to our current disabled access, of the proposed on-street disabled parking zone you will be installing.

As the preceding is of considerable importance and concern for the Church Council, we would appreciate your early response in this matter.

Yours truly,

Gordon Demchuk
Administrator

WS:ss

c.c. Director of Planning & Building Inspection
Attention: Marco Guarnaschelli

Rev. Barry C. McCaffin, Pastor
Telephone Church Office: 437-3748

RECEIVED IN
ENGINEERING DEPT.

55-01-04

JUN 17 1991

SEARCHED	INDEXED
SERIALIZED	FILED
PL	

SIDEWALK SNOW REMOVAL QUESTIONNAIRE

BYLAW INFORMATION

Municipality	Bylaw ?	Requirements comm/res. time	Enforced by	Charges laid	Remove & backcharge
District of Chilliwack	NO	n/a	n/a	n/a	n/a
District of Coquitlam	YES	Comm & res by 10am	Bylaw Enforce. Officer	Not yet	No
Corporation of Delta	YES	Comm & res. by 10am	Bylaw Enforce. Officer	No never	No
Township of Langley	YES	Comm & res. within 24hrs.	Bylaw Enforce. Officer	No	No
District of Maple Ridge	YES	Comm & multi.fam by 10am	Bylaw Enforce. Officer	No	No
District of Mission	YES	Comm only by 10am	Bylaw Enforce. Officer	No	No
City of New Westminster	YES	Comm & res. by 10am	Bylaw Enforce. Officer	No	No
District of North Vancouver	YES	Comm & res. not specified	No	No	No
City of North Vancouver	YES	Comm & res.	Bylaw Enforce. Officer	No	No
City of Port Coquitlam	YES	Comm & res. within 24hrs.	Never enforced	No	No
City of Richmond	YES (not specific)	not very clear	No	No	No
District of Surrey	YES	Comm ,indust. & multi-family	No	No	No
City of Vancouver	YES	Comm & res. by 10am	Bylaw Officers & Eng. Insps.	Yes	No
District of West Vancouver	YES	Comm. only	Never enforced	No	No

SNOW REMOVAL BY MUNICIPALITY

Municipality	Does your Municipality remove snow ?	If so, at what locations ?	What resources do you utilize ?	Any specific problems encountered ?
District of Chilliwack	YES - All of Downtown plus others	All s/walks on major streets	Engineering & Parks crews	-
District of Coquitlam	YES - specific areas	Muni. Hall, Hospital, Fire Halls Justice building	Engineering & Parks crews	No specific problems
Corporation of Delta	YES - limited	Muni. Hall & other muni. owned buildings: Police, Libraries etc.	Engineering & Parks crews	General complaints as to priority
Township of Langley	YES - In Aldergrove only	Muni. Hall s/walks store fronts in Aldergrove	Own forces	-
District of Maple Ridge	YES - limited	Muni. hall s/walks & pkg. lot s/walks around hospital	Engineering crews	-
District of Mission	YES - very minimal	Muni. Hall s/walks & pkg. lot	Roads crews	none
City of New Westminster	YES - limited	City owned property & builds wheelchair ramps, x-walks	Engineering & Parks crews	Complaints if work starts too early in a.m.
District of North Vancouver	YES - very limited	Municipal Hall, certain b/stops all of Edgemont village	Own forces plus add'l. plant & operators	Indust. areas cleared at night
City of North Vancouver	YES	City owned property & builds crosswalks & bus stops	-	No particular
City of Port Coquitlam	YES	City owned property & builds wheelchair ramps sometimes	Engineering & Parks crews	none
City of Richmond	YES - minimal	City Hall s/walks, hydrants, C.Bs bus stops in town center	Engineering & Parks crews	none
District of Surrey	YES	City Hall s/walks & pkg. lot	Engineering crews	Many complaints re lack of clearing @ bus stops
City of Vancouver	YES - in certain areas	City owned property & builds *Bus stops, s/w adjacent parks	Engineering crews	-
District of West Vancouver	YES this year because of heavy snowfall	Footpaths, ped. x-ings steps & bus stops	Public Works crews & Parks Dept.	no specific

* City of Vancouver clears bus stop s/walks and back charges B.C. Transit

May 1st 1991

SIDEWALK SNOW REMOVAL QUESTIONNAIRE

METHOD & PRIORITIES

Municipality	Method of snow removal around Municipal property	Priorities for snow removal
District of Chilliwack	Small tractor with front mounted plough and rotating brush	Hospital, Muni.Hall, Fire Hall #1
District of Coquitlam	By hand .. & with 1 ton trucks equip. with plough & slide in sander	Hospital, Fire Dept. Muni. Hall Justice building
Corporation of Delta	Mostly by hand.. Muni. pkg. lot with use of backhoe	Police station, Muni.Hall
Township of Langley	By backhoe ..Aldergrove town center	Police station, Fire Hall
District of Maple Ridge	Small tractor with blade	Municipal Hall
District of Mission	By hand .. mostly	Muni. Hall and municipally owned pkg. lot in town
City of New Westminster	By hand .. mostly	See copy of sidewalk clearing procedure
District of North Vancouver	By hand	Municipal Hall
City of North Vancouver	All done manually	City Hall
City of Port Coquitlam	By hand + 2 small tractors Purchasing " Bobcat " this year	City Hall & Works Yard
City of Richmond	By hand ...s/walks pkg. lots for Fire,Ambulance - b/hoe	City Hall, Libraries, Rec - centers
District of Surrey	Mostly by backhoe	Muni.Hall ,Fire Hal
City of Vancouver	Mostly by hand..some by Bobcat snow - blowers on bridges	No particular priority
District of West Vancouver	By hand	No particular priority

SIDEWALK SNOW REMOVAL QUESTIONNAIRE

SENIORS / VOLUNTEERS

Municipality	Is any consideration given to seniors/handicapped homes ?	Do you co-ordinate volunteer groups
District of Chilliwack	YES -- usually covered by Dist. overall s/w clearing policy	NO -- because of possible conflict with union
District of Coquitlam	YES at least 3 seniors homes	NO
Corporation of Delta	NO	NO
Township of Langley	NO	NO
District of Maple Ridge	NO.. not generally Only thru. political pressure	NO
District of Mission	Not at this point	Under discussion..Inmates from local penal inst.
City of New Westminster	YES	NO
District of North Vancouver	Unofficial policy hardship cases ..funerals & maternity	NO
City of North Vancouver	NO	NO
City of Port Coquitlam	YES -- but just one adjacent to City Hall	NO
City of Richmond	YES --when time allows	Because of liability NO
District of Surrey	YES -- As soon as possible after snowfall	NO
City of Vancouver	Only if they are City owned	NO
District of West Vancouver	NO	NO

SIDEWALK SNOW REMOVAL QUESTIONNAIRE

BYLAW INFORMATION

Municipality	Bylaw ?	Requirements comm./res. hours	Enforced by :	Charges laid ?	Remove & backcharge ?
City of Penticton	YES	Comm. & res. By 11 a.m.	Bylaw Enforcement Officer	NO - waiting for "M.T.I." *	NO
City of Kamloops	YES	Comm. & res. by 10 a.m.	Bylaw Enforcement Officer	NO	NO
City of Saskatoon	YES	Comm & res. by 10 a.m.	Bylaw Enforcement Officer	YES	YES
City of Prince George	YES	Comm & res. within 24 hours	Bylaw Enforcement Officer	-	-
City of Kelowna	YES	Comm. & multi.fam by 10 a.m.	Bylaw Enforcement Officer	NO *	NO
City of Edmonton	YES	Comm. & res. within 48 hours	Bylaw Enforcement Officer	YES	YES
City of Calgary	YES	Comm. & res. by 10 a.m.	Bylaw Enforcement Officer	YES	YES

* M.T.I. denotes MUNICIPAL TICKET INFORMATION

SIDEWALK SNOW REMOVAL QUESTIONNAIRE

SNOW REMOVAL BY CITY

City	Does your City remove snow ?	If so, at what locations ?	What resources do you utilize ?	Any specific problems ?
City of Penticon	YES	City Hall, Parks, Stairways Civic center, some b/stops	Engineering & Parks crews	No
City of Kamloops	YES	City hall, sidewalks on arterial routes	Engineering & Parks crews	No
City of Saskatoon	YES	City Hall, schools & hosp. Downtown core s/walks	Engineering & Parks crews	No
City of Prince George	YES	Major arterials, Downtown core, res. coil & bus rtes.	Own forces	Do not like " MT trackless", breakdowns
City of Kelowna	YES	All s/walks fronting City prop. & downtown core	Engineering crews	Obstructions in s/w i.e. hydrants, p. poles
City of Edmonton	YES	All s/walks fronting City prop. & downtown core	Roads crews	Bombardiers cause damage to pavers
City of Calgary	YES	All s/walks fronting City prop. & downtown core	Engineering & Parks crews	None

METHOD & PRIORITY

Municipality	Method of snow removal around City property	Priorities for snow removal
City of Penticton	Parks Dept. uses mech. broom mounted on small tractor or mower	City Hall, s/walks adjacent to parks sometimes bus stops
City of Kamloops	Own crews - "MT trackless" with broom & scrapper attachment	City Hall, Arterial route s/walks
City of Saskatoon	Engineering crews - each crew consists of "Bombardier" & 2 laborers	City Hall, Schools, Hospitals
City of Prince George	Eng. crews - 2 "Bombardiers" and 1 "MT" plus manual crews	Arterials & Hwys. in City core, res. collectors & bus routes
City of Kelowna	Eng. & Parks crews - 2 "MT trackless" & 1 "Bombardier"	Downtown core s/walks City Hall by Parks crews
City of Edmonton	Own forces - 10 "Bombardiers" plus 5 roving hand crews	walkways linking s/div, bus stops schools, seniors homes, City builds
City of Calgary	Own forces - Const. crews & Parks Dept. By machine & hand	All s/walks around bus & ALRT stns.

May 1st 1991

SIDEWALK SNOW REMOVAL QUESTIONNAIRE

SENIORS / VOLUNTEERS

Municipality	Is any consideration given to seniors/handicapped homes ?	Do you co-ordinate volunteer groups ?
City of Penticton	NO	NO
City of Kamloops	NO	YES - Inmates from min. security penitentiary clear s/walk for seniors
City of Saskatoon	YES	NO
City of Prince George	-	-
City of Kelowna	NO	NO
City of Edmonton	YES - Seniors & schools	NO
City of Calgary	YES - Coordinated by Dept. Social Serv. "Project Home Help "	YES - High school students thru. "Project Home Help "

OPTIONS FOR MODIFICATIONS TO STREET AND TRAFFIC BYLAW
TO DEAL WITH SIDEWALK SNOW REMOVAL PROBLEMS

1. Do Nothing

Pros:

-No staff time required other than a report to Traffic & Transportation Committee.

Cons:

-Considerable pressure from public and elected officials to enforce bylaw provisions. If we have another heavy snowfall this coming winter there will be extensive criticism.

2. Burnaby to Clean Sidewalks and Backcharge Property Owners

Pros:

-Gives us a standard response for non compliance that will satisfy calls for action.

Cons:

-Lack of municipal resources to obtain compliance.
-This may not be legally possible (backcharging private property owners for removing snow from public property).
-May be onerous for the elderly, handicapped, etc.
-Additional administration required for billing and follow up.

3. Remove All Requirements for Sidewalk Snow Removal

Pros:

-No administration time or staff and equipment resources must be allocated.

Cons:

-Complaints received would indicate that this is an unacceptable course of action.

4. Prosecution for Non Removal

Pros:

-If prosecution is successful there could be more compliance in future years.
-Gives a standard response for non compliance that will satisfy calls for action.

4. Cont.

Cons:

- Who do we prosecute? At present there are insufficient resources to:
- a) cover both residential and commercial areas.
- b) prosecute - preliminary advice from the Solicitor suggests we would have to hire our own prosecutor.
- c) what criteria would we use to prosecute?

5. Burnaby Clear Snow From Arterial Sidewalks

Pros:

- Standard response that will satisfy part of the calls for actions.

Cons:

- Tremendous staff or hired resources required to implement.
- Costs would be high.
- Does not address residential neighbourhoods.

6. Remove Requirements for Single Family (Including Duplexes) Residential Sidewalk Snow Clearing and Use Public Relations Campaign to Obtain Compliance in all Areas

Pros:

- Does not impose onerous requirements in residential neighbourhoods.
- Targets high pedestrian traffic areas.
- Does not overload present staff resources.

Cons:

- Does not address residential areas.
- Does not address non-compliance in commercial areas.

BCD:lm/jb
1991 07 12

