

THE CORPORATION OF THE DISTRICT OF BURNABY  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

A. 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 proposed priority system for sidewalk snow clearing.
3. THAT Council amend the Street & Traffic Bylaw to emphasize and prioritize requirements to remove snow from sidewalks.

R E P O R T

The Director Engineering submitted the following report to the Committee:

"At its last meeting, the Committee received the attached staff report (ATTACHMENT 1) and adopted the three recommendations to Council. In its consideration of the Committee report on 1991 September 16 Council referred the matter back to the Committee for further consideration. It is staff's understanding that members of Council were concerned that the recommendation:

- '3. THAT Council amend the Street & Traffic Bylaw to delete requirements for single family dwellings including duplexes to remove snow from sidewalks.'

might be counterproductive in the single family/duplex zones.

Engineering staff have discussed the Bylaw requirements with the Municipal Solicitor noting that it was not feasible nor cost effective to devote resources to snow removal bylaw enforcement in the single family areas. It is staff's view that the current bylaw creates a level of expectation in residents that the municipality cannot meet. Responding to complaints from single family/duplex areas does detract from efforts to clear sidewalks in higher traffic areas. Additionally rigorous enforcement of Snow Removal Bylaw's 'legal' requirements is prejudiced by staff's inability to apply an even hand across all areas of the Municipality. Nonetheless, it must be recognized that staff do want residents of single family areas to clear sidewalks. Accordingly, it is proposed that Section 31 of the Street & Traffic Bylaw which currently states:

INTERNAL DISTRIBUTION:  
AGENDA - 1991 OCTOBER 21  
COPY - MUNICIPAL MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR PLANNING & BUILDING INSPECTION

REPORT  
 Regular Council Meeting  
 1991 October 21

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'31. 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.'

be amended to read as follows:

'31. Any accumulation of snow or ice upon any sidewalk;

- a) within a commercial, industrial or multi-family district, shall be removed by the owner or occupier of abutting premises not later than ten o'clock in the morning of any day in which the premises are occupied or open to the public;
- b) within single family and two family residential districts, should be removed by area residents with dispatch so as to permit pedestrian traffic.'

Staff believe that the concerns expressed regarding snow clearing in single family areas will in part be addressed by the bylaw amendment; the volunteer snow clearing program (for seniors and persons with disabilities) administered by the Volunteer Coordinator; and the proposed publicity program which, for single family areas will stress the desirability of neighbourliness."

B. REQUEST FROM B.C. TRANSIT TO CANCEL BUS STOP  
 ON SOUTH SIDE OF BURRIS STREET EAST  
 OF SPERLING AVENUE

RECOMMENDATIONS:

1. THAT Council approve the bus stop relocation as requested by B.C. Transit.
2. THAT Jean Wilkinson, 7360 Burriss Street and Betsey Quan, 7370 Burriss Street, be sent a copy of this report.

R E P O R T

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

"Staff supported B.C. Transit's request to cancel the bus stop on the south side of Burriss Street between Sperling Avenue and Walker Avenue, as presented at the 1991 June 04 Committee meeting.

B.C. Transit has asked for approval to relocate the Burriss Street stop east of Malvern Avenue to a new location east of Leibly Avenue as shown in the attached sketch (ATTACHMENT 2).

Staff have spoken with Mrs. Jean Wilkinson of 7360 Burriss Street, who is the resident that will be most affected by the proposed stop relocation. Mrs. Wilkinson has been informed that this issue will be on the October 10 Committee meeting agenda and that any concerns she has should be forwarded to the Committee prior to the October 10 meeting date.

Staff concur with Transit's proposal to relocate the bus stop east of Leibly and agree that the new stop will provide convenient passenger access."

C. HUMPHRIES AVENUE AT VISTA CRESCENT

RECOMMENDATION:

1. THAT the Humphries Avenue and Vista Crescent intersection be stop sign controlled protecting Vista Crescent.

R E P O R T

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

"It has recently come to staff's attention through data analysis that there has been an increasing number of accidents at the intersection of Humphries Avenue and Vista Crescent. This intersection is presently uncontrolled.

Humphries Avenue functions as a minor residential collector carrying a daily volume of approximately 2,100 vehicles. Vista Crescent is a low volume residential street which provides the major access for the East Burnaby Community Centre.

Since completion of the community centre in the late 1970's/early 1980's, there has been a steady and consistent increase in right angle collisions. The Council adopted accident warrant was met in 1986 and again in 1990.

Given the conditions at this intersection, staff recommend that 2-way stop signs be installed on Humphries Avenue protecting Vista Crescent."

D. LINDEN AVENUE BETWEEN EDMONDS STREET & ELWELL STREET

RECOMMENDATION:

1. THAT Ms. Diane Delivuk, and other correspondents on this subject, receive a copy of this report.

R E P O R T

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

"1.0 BACKGROUND

A letter to the Mayor and Council was received from Ms. Delivuk of 7111 Linden Avenue. The letter contained a number of traffic related concerns which are summarized as follows:

1. A variety of delivery type trucks use Linden Avenue.
2. Loud motorcycles create excessive noise.
3. Drag racing takes place in the evening.

Ms. Delivuk's concerns have been echoed by some of her neighbours in subsequent correspondence to the Committee.

2.0 BACKGROUND

Linden Avenue between Elwell and Edmonds is a 36' street flanked by low-rise apartments on each side (see ATTACHMENT 3). It is also flanked by the commercial core districts of the Edmonds Town Centre.

Linden serves as the residential link for area residents and provides access to Edmonds Street to the south and Elwell Street/Walker Avenue to the north.

Understandably Linden also attracts a small number of delivery and service type vehicles which circulate between the business districts and the surrounding neighbourhood.

Notwithstanding its lack of through continuity staff would classify this road link as a local collector serving the high density residential area itself and to a lesser extent the commercial area. The standard of street and traffic volume reflect this.

### 3.0 INVESTIGATION

Data collection equipment was deployed Thursday, 1991 September 9 at the Linden Avenue site. This included standard automatic counters along with vehicle classification equipment, which records vehicles by different classes ranging from motorcycles to combination semi-trailers.

#### 3.1 Vehicle Volumes

No previous data is available for comparison and present volumes are 2,400 vehicles/24 hours (ATTACHMENT 4).

#### 3.2 Truck Traffic

Within the context of the Truck Route Bylaw, a total of 15 truck trips were recorded during the 24 hour period, all of which occurred between the hours of 8am and 6pm. There is no evidence suggesting any significant truck-off-truck-route violations. Truck types can be summarized under the categories of delivery vans, produce trucks and 3 axle units such as garbage disposal trucks which are involved in local commerce.

#### 3.3 Motorcycle Traffic

During routine observations it was noted that a number of Linden Avenue residents own motorcycles, some of which belong to the loud variety.

#### 3.4 Bylaw/Motor Vehicle Act Enforcement

Staff have spoken to members of the RCMP regarding motor vehicle/bylaw violations and have been informed that the police have responded to these complaints, and presently have an open file on Linden Street.

#### 3.5 Barricades

Ms. Delivuk suggested that Linden Avenue be barricaded to prevent through traffic. Staff believe that such action would create an even greater inconvenience to residents wanting to access the major collectors and the neighbourhood businesses. This would potentially create unfavorable changes in traffic flow on the surrounding streets and not necessarily solve the problem on Linden.

### 4.0 SUMMARY & CONCLUSIONS

Staff spoke with Ms. Delivuk shortly after receiving her letter. Her main concerns are with the evening traffic and the resulting noise which is created. Data shows that there was no evening truck traffic on Linden during the sample period. Some of the excessively loud vehicles originate from Linden Avenue and the immediate neighbourhood. Unfortunately, it only takes a few discourteous neighbours and motorists to adversely effect the neighbourliness of an area and raise concerns such as those voiced by the correspondent.

In concluding, staff do not recommend that barricades be installed on Linden Avenue, but that the RCMP continue bylaw enforcement with regard to street racing and truck route violation as warranted."

E. CAMERON STREET AT NORTH ROAD

RECOMMENDATIONS:

1. THAT the lane designations for eastbound Cameron Street be changed to allow for left turns from both lanes.
2. THAT the 'No Right 7:00am-9:00am' turn restrictions for southbound North Road traffic be removed upon completion of the widening of Broadway between North Road and Gagliardi Way.
3. THAT Mr. Paul V. Meloche of Schroeder Properties Ltd., #510 - 1040 W. Georgia Street, Vancouver, B.C., V6E 4H1 be sent a copy of this report.

R E P O R T

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

"BACKGROUND

Appearing on the 1990 May agenda for the meeting of the Traffic & Transportation Committee was a report from the Assistant Director Engineering recommending the removal of the 7:00am-9:00am right turn restriction for southbound North Road traffic at Cameron Street and the conversion of the eastbound curb lane to a combined right turn/left turn lane to provide two left turn lanes for eastbound traffic. The Committee adopted these recommendations and requested that an advertisement be placed in the Burnaby Now newspaper seeking public input regarding these changes. As a result of the replies received from the members of the public, this matter was referred back to staff for further review.

REPORT

Staff have conducted numerous visits to this intersection to conduct counts and observations during the AM and PM peak periods. Staff have recorded an average of 100 illegal right turns in the 7:00am-9:00am period. During the same two hour period, staff also recorded 125 right turns from the North Road Square driveway onto Cameron, vehicles that had entered the North Road driveway and exited the Cameron driveway to avoid the turn restriction.

In the afternoon period between 4:00pm and 6:00pm, staff have noted that traffic frequently queues to end of the raised median west of North Road. From this point, a driver may wait two signal cycles to clear the intersection.

CONCLUSIONS

Based on observations, it would appear that the right turn restriction is of limited effectiveness. The route through the North Road Square parking lot, despite the speed bumps, is not a sufficient deterrent to discourage drivers determined to avoid the restriction. It would not be appropriate to place a restriction on this private driveway.

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In staff's opinion, removal of the right turn restriction would not significantly increase traffic in the 7:00am-9:00am period. However, in view of the concerns expressed by the citizens following the advertisement, staff would suggest that this restriction remain in place until after Broadway between Gagliardi Way and North Road has been widened by the Ministry of Transportation & Highways. It is staff's understanding that this widening is scheduled to proceed within the next year. Once completed, this widening would indubitably reduce the latent demand for right turns onto Cameron Street from North Road.

The designation of a second left turn lane was generally favourably received or not mentioned by the people that wrote or phoned in response to the advertisement. Traffic congestion is more severe in the area in the afternoon rush period. Loughheed Mall generates much of this traffic, particularly between the Cameron Street mall driveway and North Road. It would not be possible to cut off or divert traffic heading generally eastbound in the afternoon without severely limiting access for the local residents. The widening of Broadway is likely to have a positive effect on Cameron Street in the afternoon rush period as well.

Based on the responses to the advertisement and observations of the afternoon traffic flow staff have recommended that the eastbound lane designations at Cameron Street and North Road be changed to permit both left and right turns from the curb lane. Staff do not expect this change to increase the volume of traffic flowing through this area."

F. BURKE STREET - WILLINGDON AVENUE

RECOMMENDATIONS:

1. THAT left turns (northbound to westbound) at Willingdon Avenue and Burke Street be banned from 7:00am-9:00am and 3:00pm-6:00pm.
2. THAT a copy of this report be sent to the residents of Burke Street who have met previously with staff and/or the Committee members.

R E P O R T

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

"1. TURN RESTRICTIONS

Staff have recently completed the acquisition of data for the traffic study on Burke Street requested by the Committee. Staff are currently awaiting the completion of the analysis of the origin-destination data that was collected by Trans Tech Data Services on the municipality's behalf. Once staff have received that data, staff will finalize the study and advise the Committee of the results.

As part of this study, staff conducted a manual turning movement count at Burke and Willingdon. Staff found that a total of 58 vehicles turned left from northbound Willingdon to westbound Burke between 7:00am and 9:00am and 113 vehicles between 4:00pm and 6:00pm. Although these volumes appear to be quite low, they represent 30% of the total traffic flow on Burke Street in the morning period and 27% in the afternoon period. These turns also contribute to traffic congestion on Willingdon Avenue, reduce through capacity and are a potential accident hazard, particularly during peak periods.

Staff have concluded that in the interests of more efficient movement of traffic on Willingdon and the reduction of traffic flow on Burke Street, left turns from northbound to westbound should be restricted from 7:00am-9:00am and 3:00pm-6:00pm. Staff will conduct new traffic counts on Burke Street to determine the effect of these turn restrictions after they have been implemented.

2. TRAFFIC SIGNAL TIMING

Staff have also been examining the feasibility of coordinating the traffic signals on Willingdon Avenue to provide signal progression and further increase the capacity of Willingdon Avenue. Implementation of a coordination plan will require an increase to the signal cycle length at Burke-Willingdon to match the cycle at Grange-Willingdon. One of the results of this change will be an increase to the delay experienced by drivers on Burke Street during peak periods as they wait for the green "window" to cycle around. This increase in delay combined with a reduction in delay on the major routes through sound traffic management may be sufficient to discourage the use of Burke Street as a short cut. Staff are planning on implementing a preliminary coordination plan on Willingdon during October. The final plan will be delayed until the pedestrian signal controller at Sardinis-Willingdon has been replaced with a new system controller at Moscrop-Willingdon in 1992 and the signal controller at the end of 1992. The effects of the preliminary plan will be measured in conjunction with the count to be conducted following the restriction of left turns."

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

# ATTACHMENT

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## The Corporation of the District of Burnaby

### INTER-OFFICE COMMUNICATION

TO: SECRETARY,  
TRAFFIC SAFETY COMMITTEE DATE: 1991 08 26

FROM: ASST. DIRECTOR ENGINEERING,  
PUBLIC WORKS FILE: 50-01-12

SUBJECT: SIDEWALK SNOW CLEARING -  
PROPOSED AMENDMENT TO BURNABY STREET & TRAFFIC BYLAW

PURPOSE: To respond to a request from the Traffic Safety Committee regarding Section 31 of the Street & Traffic Bylaw.

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#### 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

##### 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.



# ATTACHMENT 1

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2.0 Cont.

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 A.

## 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 back-charge. However, we 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.

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### 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, we have not to date laid charges under the bylaw.

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3.0 Cont.

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. Consequentially, 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. We 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 B. 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 we 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

## ATTACHMENT 1

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5.1 Cont.

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. Our 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.

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 we 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.

*Rory Davis*

ASST. DIRECTOR ENGINEERING,  
PUBLIC WORKS

BCD/PL:jb

cc: Director Recreation & Cultural Services  
Director Administrative & Community Services  
Municipal Solicitor

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
District of Maple Ridge	YES	Comm & multi-fam by 10am	Bylaw Enforce. Officer		No
District of Mission	YES	Comm only by 10am	Bylaw Enforce. Officer		No
City of New Westminster	YES	Comm & res. by 10am	Bylaw Enforce. Officer		No
District of North Vancouver	YES	Comm & res. not specified	No		No
City of North Vancouver	YES	Comm & res. bylaw Enforce.			No
City of Port Coquitlam	YES	Comm & res. within 24hrs.	Never enforced		No
City of Richmond	YES (not specific)	not very clear	No		No
District of Surrey	YES	Comm, Indust. & multi-family	No		No
City of Vancouver	YES	Comm & res. by 10am	Bylaw Officers & Eng. Inspects.	Yes	No
District of West Vancouver	YES	Comm. only	Never enforced		No

SURVEY RESULTS

ATTACHMENT 1

APPENDIX A  
OF  
ATTACHMENT 1

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 all bus stops + Muni.Hall	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

ATTACHMENT 1

# ATTACHMENT 1

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

APPENDIX A  
OF  
ATTACHMENT 1

# ATTACHMENT 1

May 1st 1991

## SIDEWALK SNOW REMOVAL QUESTIONNAIRE

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### 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 Because of liability
City of Richmond	YES - when time allows	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

APPENDIX A  
OF

ATTACHMENT 1



May 1st 1991

SIDEWALK SNOW REMOVAL QUESTIONNAIRE

BYLAW INFORMATION

Municipality	Bylaw ?	Requirements comm./res. hours	Enforced by :	Charges laid ?	Remove & backcharge ?
City of Penticon	YES	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

ATTACHMENT 1

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ATTACHMENT 1

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 Penticton	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.coll & bus res.	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

ATTACHMENT 1

SIDEWALK SNOW REMOVAL QUESTIONNAIRE

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 of Edmonton	Own forces - 10 "Bombardiers" plus 5 roving hand crews	City Hall by Parks crews
City of Calgary	Own forces - Const. crews & Parks Dept. By machine & hand	walkways linking s/div, bus stops schools, seniors homes, City builds All s/walks around bus & ALRT stns.

# ATTACHMENT I

May 1st 1991

## SIDEWALK SNOW REMOVAL QUESTIONNAIRE

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### 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 "

APPENDIX A  
OF

ATTACHMENT I

# ATTACHMENT I

## 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.

(Cont.)

APPENDIX B  
OF

ATTACHMENT I

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. Durnaby 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:

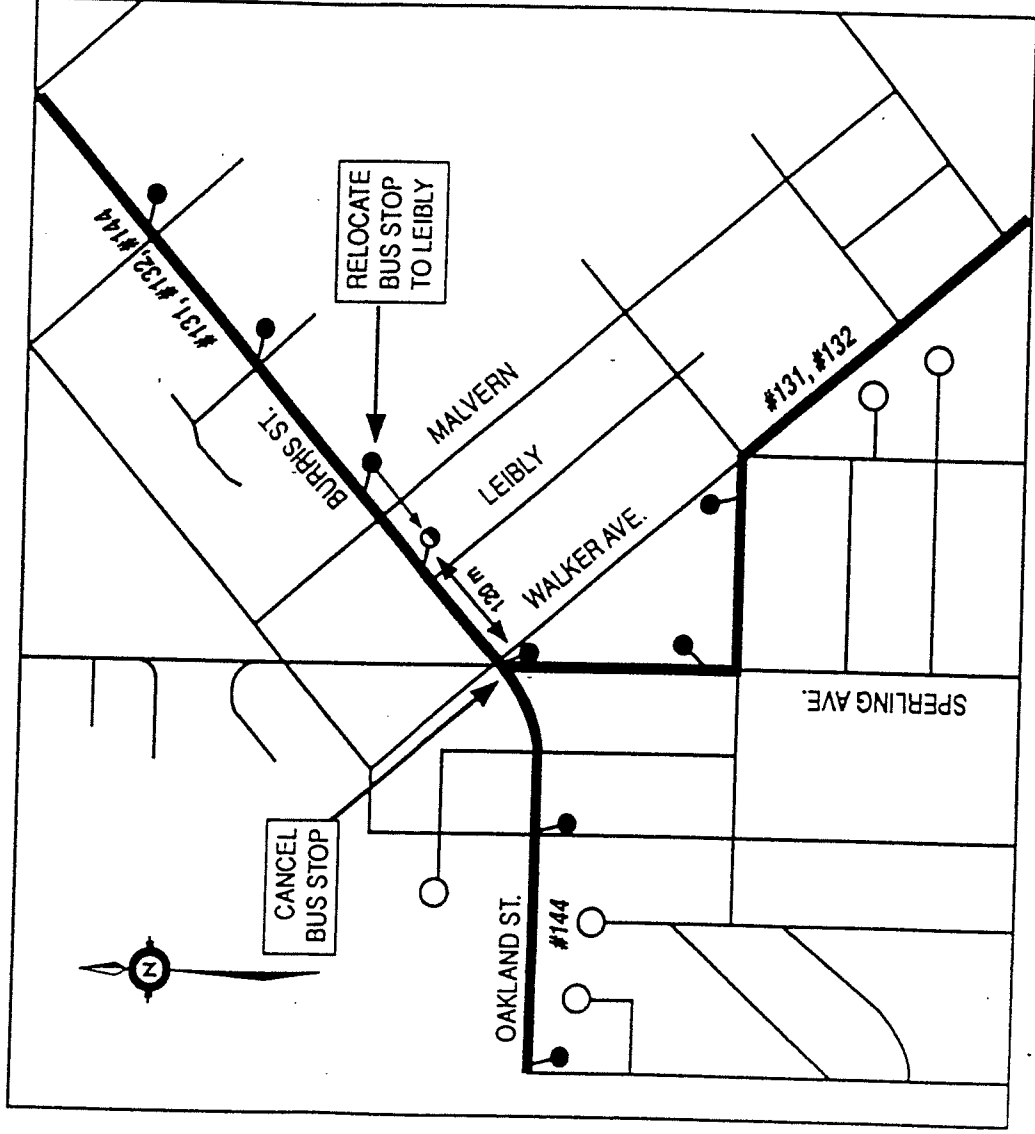
- Does not impose onerous requirements in residential neighbourhoods.
- Targets high pedestrian traffic areas.
- Does not overload present staff resources.

Cons:

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

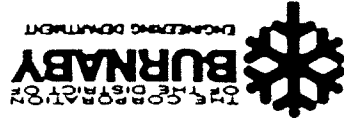
BCD:lm/jb  
1991 07 12

REQUEST TO CANCEL  
BUS STOP E/B BURRIS EAST OF SPERLING



LEGEND

- EXISTING BUS STOP
- PROPOSED BUS STOP
- STREETS
- EXISTING BUS ROUTES



NO. DATE REVISION

3

MIDDLE GATE TALL  
ATTACHMENT

COLLIER ST.

EWELL ST.

MERRIDE ST.

HALL AVE.

KILGUSWAY

ARTOLA ST.

BALTHORAL ST.

WALKER AVE.

LINDEN AVE.

EWELL ST.

WALKER AVE.

RICHMOND PARK

FUTOL AVE.

HOLLY ST.

VISTA CRES.

HURPHURS AVE.


EDMONDS ST.

19TH AVE.



LINDEN AVE STREET PLAN

DESIGNED BY: HDD	SCALE: NTS
APPROVED BY:	DATE: 9/10/17
DRAWN BY:	B
CHECKED BY:	

KEY  
 - DETACHMENTS  
 - APARTMENTS



fppp

\*LOCATION : ... LINDEN AVE BETWEEN ELYELL & U.I. STA. NTS BOUND  
 \*SITE NUMBER: 70437076  
 \*FILE NUMBER: 1  
 \*INTERVAL : 15 MIN  
 \*BATTERY : 6.2 V  
 \*RESTARTS : 0  
 \*CONFIG : 4  
 \*CHANNEL : 1 OF 2

DATE	MON	TUE	WED	THU	FRI	SAT	SUN	AVERAGES
51/09/09	10	11	12	13	14	15	5-DAY	7-DAY
START HOUR								
0	-	-	-	19	21	-	-	-
1	-	-	-	18	18	-	-	-
2	-	-	-	17	15	-	-	-
3	-	-	-	5	9	-	-	-
4	-	-	-	3	5	-	-	-
5	-	-	-	13	10	-	-	-
6	-	-	-	47	50	-	-	-
7	-	-	-	96	77	-	-	-
8	-	-	-	111	108	-	-	-
9	-	-	-	103	-	-	-	-
10	-	-	122	115	-	-	-	-
11	-	-	198	135	-	-	-	-
12	-	-	191	152	-	-	-	-
13	-	-	185	178	-	-	-	-
14	-	-	209	168	-	-	-	-
15	-	-	238	263	-	-	-	-
16	-	-	280	213	-	-	-	-
17	-	-	274	220	-	-	-	-
18	-	-	200	129	-	-	-	-
19	-	-	143	119	-	-	-	-
20	-	-	129	113	-	-	-	-
21	-	-	72	64	-	-	-	-
22	-	-	60	72	-	-	-	-
23	-	-	32	44	-	-	-	-
TOTALS								
12HR 7-10	-	-	-	1883	-	-	-	-
16HR 6-23	-	-	-	2226	-	-	-	-
18HR 6-24	-	-	-	2342	-	-	-	-
24HR 0-24	-	-	-	2417	-	-	-	-

ATTACHMENT 4

