

REPORT
Regular Council Meeting
1992 May 19

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

A. HATS OFF DAY

RECOMMENDATION:

1. THAT Council authorize minor expenses up to \$300 to cover costs associated with the Traffic Safety Division's participation in the "Hats Off Day" event.

R E P O R T

Hats Off Day is on Saturday, 1992 June 06. The Committee intends to set up an information booth for the purpose of distributing traffic safety literature and paraphernalia to the citizenry. Committee members have volunteered their time to staff the traffic safety booth. The Committee is confident that participation in this type of localized initiative will provide a higher traffic safety profile in the community.

B. TRAFFIC ACCIDENTS AT BUXTON AND FORGLEN

RECOMMENDATION:

1. THAT a copy of this report with a mail back questionnaire be sent to the residents who have petitioned on this matter as well as other residents along Buxton between Nelson and Royal Oak.

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

R E P O R T

"1.0 Introduction

At its last meeting the committee received a graphic form letter from 7 households in the vicinity of the Buxton/Forglen intersection. The letter requested installation of a stop sign at the intersection 'before there is a fatality'. This matter was referred to staff.

2.0 Safety

Staff phoned one of the petitioner's who indicated that the petition was a response to a recent accident at the intersection. There was a concern that traffic speeding down both streets increased the likelihood of a major collision.

INTERNAL DISTRIBUTION:
AGENDA - 1992 MAY 19
COPY - ACTING MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING

As yet staff records may not include the most recent accident - the latest one staff have on record occurred Friday 03 January 1992 and it apparently involved a parked vehicle.

In the previous fourteen years only 9 accidents have been recorded. About one half of the accidents involved Westbound Buxton vehicles not yielding to vehicle entering from the 'minor' (south) leg of Forglen. Although the intersection did record a cluster of 3 accidents in 1981 it does not otherwise approach the accident warrant for stop sign control.

3.0 Traffic Control

Buxton currently functions as a minor local collector and this role will be reaffirmed by the proposed Royal Oak improvements which include a junction with Buxton as the only linkage to the adjacent established residential area. Hence there is some justification in recommending that Forglen traffic be stopped in favour of Buxton.

4.0 Discussion/Conclusion

Staff would not normally hesitate in recommending stop control of Forglen on the basis of Buxton's role as a local collector. However in this instance staff believe that Buxton carries some extraneous traffic that diverts from Royal Oak to avoid the queue that now develops on Royal Oak's Southbound approach to the Oakland signal. Staff expect that the demand for this 'bypass' traffic using Buxton will diminish when Royal Oak is improved. Until then it may be preferable to not use intersection control to favour this diverted traffic given that the accident history, notwithstanding recent events, is not significant. Staff believe that it would be desirable to invite more comment from the correspondents, and most particularly residents adjacent to Buxton."

C. ACTIVATION OF LEFT TURN SIGNALS

RECOMMENDATION:

1. THAT this report be received for information purposes.

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

R E P O R T

"Arising from the discussion of traffic matters at the Regular Council Meeting on 1992 March 23, Council adopted the following recommendation:

'That the Traffic and Transportation Committee investigate and report on the matter of left turn signalization initiated by one car.'

For the information of Council, staff have prepared the following description of the two methods of activation used at Burnaby signals to activate left turn signals.

At intersections where separate left turn channelization has been provided and a left turn signal is present, a detector is placed at the stop line allowing activation of the left turn signal by one or more vehicles.

At locations where a left turn advance arrow has been provided but there is no left turn channelization, forcing left turning vehicles to share a lane with vehicles travelling straight through, the detector for the the advance arrow is set back 20m from the signal stop bar.

At these intersections, the left turn arrow will not be activated unless there is a queue of three or four vehicles present at the start of the phase. This is done to reduce the activation of the advance arrow during off peak periods when it may not be necessary. At some intersections, a recall is placed during certain time periods to ensure that the arrow is called on every signal cycle. This operation would be used in a coordinated signal system to ensure that left turning vehicles clear the intersection prior to the arrival of a platoon of vehicles from an upstream intersection. "

D. INTERSECTION OF BURRIS STREET AT BUCKINGHAM AVENUE

RECOMMENDATIONS:

1. THAT Council approve the installation of a pedestrian operated signal on Burris Street at Buckingham Avenue.
2. THAT the Parent Advisory Group of Buckingham Elementary School, 6066 Buckingham Avenue, V5E 2A4 receive a copy of this report.

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

R E P O R T

"1.0 BACKGROUND

Appearing as a delegation at the March Traffic Safety Committee meeting the Buckingham Elementary School Parent Advisory group addressed concerns regarding pedestrian safety at the intersection of Burris Street and Buckingham Avenue. The group presented additional concerns in its letter which included excessive vehicular speeds travelling eastbound down the Burris Street hill, drivers passing on the right and left of vehicles stopped in the crosswalk and truck traffic on Burris.

The intersection has a standard marked crosswalk, manned by an adult crossing guard.

2.0 INVESTIGATION

Staff deployed automatic traffic counting equipment, conducted manual counts, and noted casual observation during the past 4 weeks at this location.

2.1 PEDESTRIAN VOLUMES

Pedestrian volume data was gathered during the peak hours on 10 March 1992. Volumes crossing in the intersection were as follows:

<u>Time</u>	<u>North Leg (Buckingham)</u>	<u>South Leg (Buckingham)</u>	<u>East Leg (Burris Crosswalk)</u>	<u>West Leg (Burris)</u>
7am-9pm	2	17	50	0
11am-1pm	1	19	27	0
4pm-6pm	10	12	59	5

2.2 TRAFFIC VOLUMES ON BURRIS STREET

Burris Street serves as a major residential collector with modest vehicular volumes typical to this function. It also serves as a bus route, Table 1 below shows previous demand samples taken over a ten year period.

Table 1:

Vehicle Volumes on Burris Street and Buckingham Avenue

Burris Street	92/03/31	88/07/26	87/07/02	80/02/01
East of Buckingham (East and West)	13,200	11,810	11,790	9,410
Burris Street	92/03/31	87/02/02	86/11/20	85/08/20
West of Buckingham (East and West)	12,950	10,190	10,600	9,480
Buckingham Avenue North of Burris (North and South)	92/03/31	80/07/28		
	2,081	3,210		
Buckingham Avenue South of Burris (North and South)	92/04/02	87/11/05	86/09/04	
	1,230	1,230	1,570	

As is the case with most collector streets, Burris Street has experienced a gradual increase in traffic flow during the past 10 years.

2.3 ACCIDENT HISTORY

In reviewing the accident data at this intersection, records indicate an average of two right angle collisions per year between 1987 and 1991. Data shows no reported accidents for 1992. This is not considered a 'significant' history for this type of intersection.

2.4 TRUCK TRAFFIC

Intersection counts indicate that about 10 trucks per hour used Burris Street during the observation periods. Some of these trucks may be legitimately off truck route but past experience suggests that most are not.

2.5 SPEEDING AND PASSING IN THE INTERSECTION

The Buckingham Parent group expressed concern over vehicles speeding on Burris Street and of drivers passing on the right of vehicles both stopped at the crosswalk and turning left onto Buckingham. Staff share this concern and propose immediate installation of signs indicating no passing within 50 meters of the crosswalk. Staff will request the R.C.M.P. to investigate the report of excessive speed on Burris Street.

2.6 TRAFFIC SIGNAL

Burnaby's Traffic signal warrant evaluation is based on guidelines as set out in the Canadian (T.A.C.) Manual on Uniform Traffic Control Devices and I.T.E. as recognized by the U.S. Federal Highway Administration.

The analysis for the Burris/Buckingham intersection included the daily traffic volume, 85th percentile speed pedestrian flows and accident data in evaluating intersection control requirements.

At this time the Burris/Buckingham intersection does not satisfy any of the conditions required for the installation of a traffic signal.

2.7 PEDESTRIAN SIGNAL/SCHOOL CROSSWALK

The need for appropriate child pedestrian protection is determined by the number of safe crossing opportunities that occur during a given time period (e.g. 90 crossing opportunities per hour) and is based on the number of vehicles/hour in both directions as a function of road width. A pedestrian signal would not be warranted except for the fact that this is a designated school crossing.

The need for a school pedestrian signal at this location has, just, approached the level where consideration for installation should be given. The Ministry of Transportation and Highways guidelines for school crosswalks states:

'The number of safe crossing gaps is less than that usually available at signalized intersections. This indicates the need to consider a pedestrian operated signal and obviously a careful investigation of all circumstances will be required before a decision is taken. During the consideration of a pedestrian operated signal the School Board should be advised that such a signal will require supervision by some responsible child or adult to ensure its safe use by younger children. Frequently, school authorities believe that installing a pedestrian operated signal will relieve them of the problem of furnishing a crossing supervisor. This is incorrect, and they should be so advised whenever it is opportune.'

For the most part the other installation application guidelines for pedestrian signal applications as set out by the Ministry of Transportation and Highways have been met: the requested location is 250 meters from the nearest signal, pedestrian volumes are relatively high and approximately (only) 60 crossing gaps per hour are available, during the busiest peak hour period.

3.0 CONCLUSION

Under normal circumstances neither a fully signalized intersection or even a signal controlled pedestrian crossing is warranted at this location. However heavy use by school children relative to traffic flow and crossing opportunities indicates that a pedestrian crosswalk would be desirable. At this time cost of the installation relative to limited funding remains to be determined. If funding is an issue the installation will be budgeted for installation early in 1993."

E.

DISABLED PARKING ENFORCEMENT

RECOMMENDATIONS:

1. THAT Council, through the UBCM, request changes to the Municipal Act and Motor Vehicle Act to enable Traffic Bylaw Enforcement staff to deal with disabled parking enforcement on private property.
2. THAT Mr. Robert Smith, #102 - 7530 Rosewood Street, Burnaby, B.C., V5E 4H1 be sent a copy of this report.

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

R E P O R T

"1.0 BACKGROUND/INTRODUCTION

At the regular Council meeting held on 1991 October 15 concerns were raised in a letter from Mr. Robert Smith regarding lack of enforcement of illegal parking in disabled parking areas. The letter was referred to the Traffic Safety Committee.

Mr. Smith's correspondence was subsequently referred to staff 'for a review of handicapped parking, illegal parking in residential areas and the enforcement thereof'. The scope of this report will cover disabled parking, while the wider issue of parking enforcement in residential areas will be discussed in a future report.

2.0 DISABLED PARKING/ENFORCEMENT

Enforcement of designated disabled parking spaces on private parking lots is generally and often effectively conducted by the owner/manager in the course of routine parking lot monitoring. For example, staff have received a number of complaints from motorists who were wheel-locked for 'illegally' parking in a disabled persons' stall.

Under the present Street & Traffic Bylaw, it is not within Municipal Bylaw Officers' authority to ticket private property violations which are dealt with under the Motor Vehicle Act. The background to the recent changes in the Motor Vehicle Act relative to disabled parking was extensively covered in a 1991 April 08 report to Council by the Community Issues & Social Planning Committee. Thus enforcement of violations at these locations is carried out by the R.C.M.P. members only and is conducted on a demand basis. The signs dictating disabled zones must meet the requirements set out in the Motor Vehicle Act regulations.

To recap, the RCMP and Municipal parking patrol officers respective roles regarding enforcement are conducted in accordance with the following classes of property:

- . Public Highways - RCMP members and Municipal Bylaw Enforcement Officers
- . Private Places - such as shopping malls and public parking areas by RCMP members only
- . Municipal Property - by RCMP or Municipal Bylaw Enforcement Officers
- . Private Residences - such as apartments or townhouse complexes - by the owners of the development only

3.0 FINES

Fines for misuse of disabled parking zones and respective permits are as follows:

- . Municipal tickets - \$25 reduced to \$15 if paid within 5 working days
- . Provincial Motor Vehicle Act tickets \$50

These fines include violations on public and Municipal property and on private lots, e.g. shopping malls.

4.0 PUBLIC AWARENESS

On 1991 July 22, Council adopted bylaw regulations to provide for the enforcement of the proper use of designated parking spaces for the disabled, by the RCMP. Since then, Municipal staff have embarked on a number of awareness campaigns targeting both Burnaby residents and the business sector.

The 1991 August issue of Information Burnaby outlined new Provincial and Municipal regulations for disabled persons parking, and a notice outlining the new regulations was sent to all Burnaby businesses.

Staff have recently distributed a questionnaire (Appendix 1 attached) to the major malls within the Municipality to gain a better understanding of existing practices regarding enforcement and signage at the various locations. It is staff's intent to continue follow-up regarding recognized signage and to encourage use of the Provincial adopted signs at the mall locations.

5.0 DISCUSSION/CONCLUSION

Enforcement of disabled parking zones on private property by the R.C.M.P. is treated on a demand basis, as manpower is available. Demands on R.C.M.P. and parking patrol staff's time is heavy during the morning, noon hour and afternoon peak periods. During these times priority conditions take precedence in processing complaints.

It was suggested by R.C.M.P. Traffic NCO that an amendment to the Street & Traffic Bylaw granting Municipal officers authority to issue tickets for misuse of disabled zones on private property, would increase the effectiveness of the Municipality's initiative to enforce these zones.

Accordingly, staff would recommend that an amendment to the Street & Traffic Bylaw be initiated to provide for the enforcement of disabled persons parking on private property by Municipal Bylaw Enforcement Officers and for the issue of Municipal tickets for those offenses. However, the Street & Traffic Bylaw is limited to the authority delegated to Municipality by Section 120 of the Motor Vehicle Act. Thus an amendment to the Motor Vehicle Act and/or Municipal Act, as appropriate, would be required to enable Municipal Bylaw Officers' enforcement. Such amendments are usually promoted through the UBCM."

The Traffic Safety Division, at its meeting held on 1992 May 05, gave unanimous consent to substitute the word 'property' for 'places' in recommendation 1.

In addition, the Committee requested that staff investigate how other Lower Mainland municipalities are dealing with handicapped parking problems and further that those municipalities be advised of the actions taken by Burnaby in this regard.

The Committee also requested that staff write letters to the malls advising of the municipality's concerns regarding abuses of handicapped parking zones and requesting that the zones be vigorously policed by the malls. Finally, the Committee requested that staff review handicapped parking provisions relative to the Canadian Superstore and take action as appropriate.

MEMBERS:

Respectfully submitted,

Mr. W.B. Bennett
Mr. M. Bloomfield
Mrs. L. Brown
Mrs. M. Canessa
Mrs. G. Evans
Mr. T. Hulme
Mr. E. Fourschalk
Mr. D. Ramsbotham
Mr. D. Rankin
Mr. W.B. Roxburgh
Mr. R. Weston

Alderman J. Young
Chair

Alderman D. Evans
Member

Alderman D. Lawson
Member

Alderman C. Redman
Member



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Engineering Department

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Telephone (604) 294-7460

HANDICAPPED PARKING QUESTIONNAIRE

Please fill in this questionnaire and return to Engineering Department, 4949 Canada Way, Burnaby, B.C., V5G 1M2 in the enclosed postage prepaid envelope.

1. How many parking stalls does your mall have? _____
2. How many handicapped stalls does your mall have? _____
3. How are handicapped stalls marked? (Tick all appropriate)
 - a. Painted wheelchair on pavement _____
 - b. Wider stall width (12 feet) _____
 - c. New Provincial adopted sign (see Figure 1 on the back of this page) _____
 - d. Other _____
4. Is the rate of abuse of handicap stalls by unauthorized vehicles high, medium or low? _____
5. How is parking enforced on your site? (Tick all appropriate)
 - a. By mall staff _____
 - b. By private parking management staff _____
 - c. Towing _____
 - d. Wheel locks _____
 - e. RCMP _____
 - f. Other _____
6. Is your current form of enforcement effective? _____
7. Are you aware that the RCMP can ticket unauthorized vehicles in handicapped parking stalls if stalls are posted with the sign shown in Figure 1? _____
8. Are you aware that the officially recognized handicapped symbol is the SPARC decal displayed from the rear view mirror? _____
9. If you do not have the official signs in place, do you plan to get them? _____
10. Do you require a list of suppliers of handicapped signs?
Is there anything else we can help you with? Comments.

Please fill in the name of a contact person to call if further information becomes available or changes occur regarding handicapped parking regulations. You may also forward concerns or comments to the Planning Department c/o Lou Pelletier, 294-7219.