

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

A. PANDORA/GLYNDE AND OTHER CAPITOL HILL INTERSECTIONS

RECOMMENDATIONS:

1. THAT staff prepare a comprehensive plan for stop sign control on Capitol Hill and circulate it to residents to determine its acceptability; and
2. THAT a copy of this report be sent to residents who have corresponded with the City of Burnaby regarding the Pandora and Glynde intersection.

REPORT

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

"1.0 BACKGROUND

At its last meeting the Committee was advised of a recent serious accident at Pandora and Glynde involving a child cyclist. Staff were asked to report on the matter.

2.0 REVIEW

Pandora and Glynde is an uncontrolled intersection on Capitol Hill. Recent automatic traffic counts show that Glynde is the more lightly travelled residential street carrying 370 vehicles. Pandora which functions as a minor local collector carries 1730 vehicles per day. This volume does not suggest a major 'rat running' problem given the traffic volumes generated by local tributary streets.

Our records of accidents at Pandora and Glynde dating back to 1976 indicate that the intersection averages less than one reported accident per year. There is no indication of any upward trend as indicated by recent numbers viz. 1990 = 0; 1991 = 1; 1992 = 0 1993 (to date) = 1. The vast majority of accidents have involved collisions between eastbound and southbound vehicles indicating a failure in Glynde traffic yielding to vehicles approaching from the right on Pandora.

:--COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING
- O.I.C., R.C.M.P.

3.0 DISCUSSION AND CONCLUSION

Notwithstanding the recent unfortunate collision the Pandora and Glynde intersection does not approach accepted accident history warrants for stop sign control. The recent incident however has highlighted a wider concern regarding traffic control on Capitol Hill. We believe that the most appropriate way to address this concern as well as the concern focused on Pandora and Glynde may be to provide stop sign control at all intersections on Capitol Hill. Accordingly we recommend that a scheme of positive stop sign control similar to the one deployed in the area bounded by Delta, Willingdon, Parker and Hastings be prepared for review by residents. With the approval of the Committee and Council, we would submit a design that generally provided for alternating stop signs to all area residents through a mailback questionnaire. This would expedite the consultation and implementation process."

B. INSTALLATION OF PEDESTRIAN CROSSWALKS

RECOMMENDATION:

1. THAT Council endorse the installation of crosswalks proposed in this report.

REPORT

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

"1.0 INTRODUCTION

Resulting from requests and after reviewing their need, we propose installing marked pedestrian crosswalks on Douglas Road at Norland Avenue and on Forest Grove Drive adjacent to Maple Grove Park. Because of the nature of the crossing locations we will be maximizing pedestrian safety and visibility by installing back lighted overhead signing and down-lighting along with the standard pavement markings and warning signs.

2.0 DOUGLAS ROAD - NORLAND AVENUE

The Burnaby Association for the Mentally Handicapped had contacted us with concerns over safety of students who may take the bus to, or walk around, the facility. We had met with B.A.M.H. staff to discuss improvements to walkways adjacent to the site as well as ways of increasing driver awareness of the possibility of pedestrians in the area. Prior to the construction of the B.A.M.H. facility, this area had primarily industrial use. Pedestrians were not abundant and existing facilities reflected this. A number of measures were required to improve conditions for pedestrians, specifically those using the facility.

To date, we have upgraded the walkway adjacent the site by installing a chipwalk path extending the length of the property to the northbound bus stop on Douglas Road. We have also improved the passenger landing area at this and the accompanying southbound stop with a view to installing bus shelters. The shelters are on order and should be in place shortly.

To accommodate students crossing to the preferred bus stop on the west side of Douglas Road we are proposing to install two marked crosswalks - one across Norland Avenue at the intersection and the other across the south leg of Douglas Road. The primary reason for this is to avoid difficulties that would be encountered in designing a safe crossing of the north leg which has a heavy left turn movement.

While marking these crosswalks has been primarily determined by the special needs of the B.A.M.H. students, there will be a benefit to other area pedestrians.

3.0 FOREST GROVE DRIVE

The City has also been discussing pedestrian safety issues with concerned residents of the Forest Grove area. Of specific concern is the section of roadway in the area of Maple Grove Park. A walkway linking the Beaverbrook/Lougheed Mall area to Forest Grove by way of the Gaglardi overpass originates near the park. Wheelchair ramps have been constructed for access to the walkway and the park. Because this pathway connects Forest Grove at a midblock location, legitimate concerns over crossing the roadway have been heard. Park zone signs with 30k tabs and pedestrian warning signs are currently in place, however due to the curvature of the roadway, visibility of the crossing area for both motorists and pedestrians is less than ideal. To improve awareness and increase crossing safety a fully marked crosswalk with illuminated overhead signing and downlighting is proposed."

C. REMOVAL OF ON-STREET PARKING ON STILL CREEK DRIVE BETWEEN GILMORE AVENUE AND WILLINGDON AVENUE

RECOMMENDATION:

1. THAT 'no parking' zones be re-instated on Still Creek Drive but that 1 hour parking be retained on the north side of Still Creek Drive across from McDonald's restaurant.

REPORT

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

"1.0 BACKGROUND

The business area in question (Willingdon Park) was opened in the Spring of 1992 with no on-street parking available. This reflects our practice for new streets in developing areas disrupted by construction activity. The Engineering Department received a number of requests from the business tenants along the street as well as the McDonalds in the area to allow on-street parking in the Fall of 1992. Staff reviewed the parking and with signed driveway clearances, approximately 70 spaces between Gilmore and the bridge west of Willingdon were created. Some parking was also permitted by McDonalds on the north side of the road (the south side is restricted because of visibility requirements). In June of 1993 the Burnaby Traffic Safety Committee received a request from Slough Estates to remove the parking on Still Creek Drive and reinstate the "No Parking" zones. Staff was asked to review this request.

2.0 INVESTIGATION

Staff have met with representatives of Slough Estates on site to tour the parking facilities provided by the development.

Staff recently completed a survey of the on-street parking vehicles on Still Creek between Gilmore and the bridge. A questionnaire was distributed to 66 vehicles on two different occasions and we received 43 responses - a high rate of return for a mailback survey.

The results of the survey are as follows:

How often do you park here: 0 Never 6 Sometimes 37
Always

Do you work in this area or are just doing business? 42
Work 1 Business

Do you have on-site parking? 18 Yes 25 No

Most motorists appended comments protesting the possible loss of parking because they were concerned about the need to pay for on-site parking. The questionnaire prompted formal correspondence from one of the tenants of Slough Estates - Golder and Associates - which has a significant number of employees parking on-street. We have suggested to Slough Estates that they meet with Golder to see whether their mutual needs can be met.

3.0 ON-SITE PARKING REQUIREMENTS

The zoning bylaw specifies minimum parking requirements for different land uses. The general intent is that parking demand generated by the land use be met by on site capacity. In comprehensive developments such as Slough Estates' Willingdon Park, much of the parking is underground or in the structure and hence is costly to provide. It would appear that on aggregate Willingdon Park has sufficient on site parking capacity to meet demand.

However, because the on-site parking is priced, some drivers use the street where parking is free. This occurs at other office commercial developments in the City.

4.0 DISCUSSION/CONCLUSION

Slough Estates would prefer to see street parking eliminated to enhance the aesthetic presentation of the streetscape (we understand revenue is not at issue). There is sufficient on site capacity to meet demand but because on site parking is priced, commuters, particularly occasional car users, wish to see the free on street parking retained. Traffic safety is generally not at issue except where vehicles park on street in front of McDonalds in contravention of existing regulations. Similarly at this time the road capacity consumed by parking is not at issue.

Thus, at issue is the balance between streetscape aesthetics and the desire by workers to not spend money on on-site parking. Because there are other areas of Burnaby where workers enjoy free on-street parking while priced off-street parking is available, we are not prepared to recommend the elimination of on-street parking in this instance. We would however most strongly recommend that short term parking be retained across from McDonalds where it is a convenience to commercial vehicle operators and that some on-street parking remain available for casual users of the public open space in the business park."

Arising from the discussion, the Committee decided not to adopt the original recommendation contained in the report which stated that a copy of the report be sent to Slough Estates and Golder and Associates Ltd. Instead, the Committee recommended that 'no parking' zones be re-instated on Still Creek Drive but that 1 hour parking be retained on the north side of Still Creek Drive across from McDonald's Restaurant.

MEMBERS:

Respectfully submitted,

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

Councillor J. Young
Chairman

Councillor D. Evans
Member

Councillor C. Redman
Member

