

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

A. PARKER STREET AT HOLDOM AVENUE

RECOMMENDATIONS:

1. THAT Council receive this report for information purposes; and
2. THAT Ms. Sue Chalmers of 7114 Buchanan Street, Burnaby, B.C., V5A 1M8 be sent a copy of this report.

REPORT

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

"BACKGROUND

Appearing on the agenda for the March 1993 meeting of the Traffic Safety Division of the Traffic and Transportation Committee, was a report containing the following recommendation:

1. THAT a survey of the residents of the 5500-5600 blocks Parker Street and the 5700 block Curtis Street be conducted to determine the level of support for the modification of the lane markings and parking restrictions as indicated on Appendix 3 attached to this report.

2.0 RESIDENT SURVEY

The purpose of the survey was to determine whether the residents would support the removal of parking to allow the marking of left turn lanes at the intersections of Parker/Curtis - Holdom and Parker - Meadedale. The marking of left turn lanes was intended to eliminate the passing on the right that was creating a severe safety problem on this section of Parker Street. This proposal was rejected by 100% of the respondents.

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

Upon review of the comments included on the questionnaires returned by the residents, clearly the on-street parking is important to the residents although it has not been heavily used. Some residents commented that they wanted to see some form of barriers installed to prevent the use of the parking lane by vehicles passing on the right. The use of solid barriers has not been recommended due to liability concerns. To discourage the unsafe practises of queue jumping and address the concerns of the residents, staff decided to search for some type of passive device that would emphasize the existing pavement markings.

3.0 BARRIER TRIAL

Staff reviewed the available devices and found that a plastic delineator was available with a base that could be attached to the road surface with epoxy. Although there was some concern over the durability of these units, they were installed on trial basis on 1993 June 08. Six units were installed, two at the beginning of each parking zone and two at the end of the zone nearest Holdom Avenue. Two additional units were back-ordered for the end of the zone at Meadedale. These were added at the end of July. So far they have been very effective in keeping the traffic in line. These devices were inexpensive and easy to install. The flexible shaft springs back into position if hit by a vehicle without damaging the vehicle. One shaft required replacement in late July due to repeated contact with vehicles. Long term durability is still unknown. Additional monitoring is required before these units are considered for use in other areas.

4.0 LETTER FROM MS. SUE CHALMERS

Attached to this report (APPENDIX 1) is a copy of a letter from Sue Chalmers dated 1993 June 11. In this letter, Ms. Chalmers expresses concerns regarding the placement of the delineators described above. The concerns relate to the potential problems that could arise in the event of an emergency or stalled vehicle. As mentioned in the above section, the delineators used were selected because their design would not pose a solid barrier to vehicles. If driven over in an emergency, they will yield and spring back to their original position without damage to the vehicle involved. A far greater problem would occur if parked vehicles were present as they would physically prevent vehicles from moving to the curb if the need arose. Parking is legally permitted on both sides of most of Parker Street so this situation would not be unique to the section between Howard and Holdom.

We must also clarify the impression stated in Ms. Chalmers's letter that the delineators have been installed 'to deter the vehicles from driving in the curb lane'. The curb lane has been marked to designate parking stalls emphasizing the only legal permitted use of the lane in this section of roadway. Driving in this lane is not only dangerous but prohibited under the Provincial Motor Vehicle Act. The delineator markers were added to provide a physical presence that would discourage the continued illegal use of this lane by drivers. To date they have been effective."

B. URBAN TRAIL CROSSING - 7100 UNION STREET

RECOMMENDATION:

1. THAT a copy of this report be sent to the residents who responded to the road narrowing options questionnaire.

REPORT

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

"1.0 BACKGROUND

In August of 1992, in conjunction with the completion of Phase 1 of the Burnaby Urban Trail system, a marked crosswalk was installed in the 7100 Block of Union Street. The trail, at this point, followed the old Greystone Drive right-of-way which crosses Union Street at a midblock location. It was therefore necessary, in accordance with crossing guideline applications, to install this crosswalk along with appropriate warning signs and parking bans.

Since the installation of the trail/crosswalk a number of Union Street residents have expressed concerns over the safety of this crosswalk due to speed and volume of traffic on Union Street. There has also been comments over loss of parking due to the vision clearance parking bans. Staff have been asked to review these concerns and investigate the feasibility of a 'road narrowing' scheme.

2.0 Road Narrowing Options

APPENDIX 2 contains the resident questionnaire and sketches of 2 road narrowing proposals as designed by staff. These 2 options along with an informational letter and comment sheet were sent out to every household on Union Street between Duthie Avenue and Cliff Avenue. It should be pointed out that both options 1 and 2 will address the loss of parking concerns as approximately 34' and 20' of parking can be reinstated respectively.

The road narrowing options are as follows:

Option 1

This option basically reduces the width of the road to 1 travel lane of 12 feet in width. An asphalt curb will be constructed to tape from the existing curb to the new travel portion. At this point a raised crosswalk will be installed. By raising the crosswalk a 'hump' will exist on the roadway which should aid in reducing speed. The raised crosswalk will also be more visible to motorists. Appropriate signing will be required such as road narrows, chevron markers, and because of the 1 travel lane only, yield to oncoming traffic signs.

Option 2

This option would continue to permit 1 travel lane in each direction. These lanes will be reduced to approximately 10 feet each. A crosswalk will be installed leading to a centre island which will also serve as a pedestrian refuge area. Pavement markings will indicate the beginning and end of the 'narrow roadway' zone, and along with 'Keep Right' signs will direct traffic around the island.

3.0 SUMMARY

The information packages were sent to residents in April/May of this year. A total of 37 households were canvassed. We received 18 replies and feel ample time has been given for reply. We do not expect to receive any more. The results of this canvass are as follows:

Option 1	-	9
Option 2	-	1
Nothing required	-	8

These results reveal that many residents feel there is not a significant problem on this street. However of the residents who feel changes are required, option 1 is clearly favoured. Lacking a strong consensus for change among residents we do not recommend Option 1 for implementation at this time. We do however propose to monitor the existing situation."

C. PARKING ON GOVERNMENT ROAD - LOUGHEED HIGHWAY TO CARIBOO ROAD

RECOMMENDATIONS:

1. THAT Council approve the proposed parking ban; and
2. THAT a copy of this report be sent to B.C. Transit, 1200 W. 73rd Avenue, Vancouver, B.C., V6P 6M2.

REPORT

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

"Government Road between the Lougheed Highway and Cariboo is constructed to an 11m major collector standard. This standard of roadway allows for 1 travel lane in each direction and parking on both sides. Currently parking is allowed on both sides other than within zones required for intersection clearances, corners and bus stops (see APPENDIX 3).

B.C. Transit has recently advised us of operational concerns on this roadway, when there is parking of vehicles on both sides. Transit vehicles must crowd or cross the centre line because of the width of the bus and the winding nature of the road. This is hazardous when large vehicles travelling in opposite directions meet. Transit has requested that parking be banned on one side of the roadway. This will allow the bus extra lane width to negotiate. Preliminary discussions indicate that a south side ban would be more desirable as most of road frontage is adjacent the freeway as opposed to the townhouse complexes on the north side.

This ban will obviously result in a substantial loss of on-street parking. Our observations indicate high on-street demand at the east end of Government near Manchester Drive and at Home Street and Halston Court near the townhouse complexes. In between there is much less usage of parking. This 'In Between' section should more than compensate for the parking loss to the south side of Government Road.

We propose that a south side parking ban be implemented on Government Road as soon as possible for a test period. If the ban is maintained we propose that the centre line be relocated to the south so as to provide uniform lane widths for moving traffic. We note that this proposal will also make the street more cyclist friendly.

We will be drafting information letters to be placed on vehicles to inform them of this proposal."

D. PARKING ON EAST SIDE OF ROYAL OAK AVENUE - NORTH OF CLINTON STREET

RECOMMENDATION:

1. THAT Council receive this report for information purposes.

REPORT

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

"The Engineering Department received a request from B.C. Transit in 1993 June to review the parking on the east side of Royal Oak Avenue just north of Clinton Street. They had advised that vehicles parked within the corner clearances force the westbound bus over the centre line on Royal Oak Avenue as it makes its right turn. Transit requested a 12m parking ban on Royal Oak Avenue east of Clinton Street. Under Bylaw parking within 6m of an intersection is already prohibited. Therefore, the requested ban would only extend another 6m beyond requirements eliminating only 1 parking space.

An information letter about the proposed parking ban was distributed to the businesses which would be effected for their comment and input. After several weeks and receiving no negative responses from the effected businesses the parking ban was installed.

The Engineering Department then received a request from the business at 7786 Royal Oak Avenue for '15 minute Parking Only' at the same location. For most businesses a 15 minute limit is too short. Accordingly staff conducted a field survey of the same businesses to test acceptability of a 1 hour parking limit. At that time there were no signed parking restrictions. Our results were: 2 In favour, 2 Against and 1 Undecided. We generally expect a strong consensus for a time limited parking zone before implementing any change.

The Engineering Department then received the attached petition (APPENDIX 4) for 2 hour parking on both sides of the 7700 Block of Royal Oak Avenue and protesting the no parking sign installed for bus clearance. These requests were personally reiterated to various staff by one of the business residents who had organized the petition.

Again, we surveyed the same businesses and received a different result: 4 In favour and 1 Against. As of 1993 August 16, 2 hour parking only, Monday to Friday, 9:00am to 6:00pm was installed on only the east side of the 7700 Block Royal Oak Avenue. We also reduced the signed 'No Stopping' corner clearance by 3m as requested by the petitioners. B.C. Transit will further evaluate the operational efficiency of this 'fine tuning'."

E. BUS STOP IN FRONT OF 6778 SALISBURY AVENUE

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Kevin Lam, 6768 Salisbury Avenue, Burnaby, B.C., V5E 2Z2.

REPORT

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

"In a report to the Committee dated 1993 April 23 a request to remove the bus stop from in front of 6778 Salisbury Avenue was addressed. It was recommended that this stop remain and that the stop be brought into conformance with B.C. Transit operating standards.

During their investigation Transit had noted that the existing bus stop was substandard as its location of 40' from McBride Street did not provide adequate distance for intersection clearance and bus pull out. They asked that the stop be relocated to a standard position of 80' as defined in the Burnaby Street and Traffic Bylaw. This request was approved pending notification of the affected property owner at 6768 Salisbury.

Since this time Mr. Lam, the property owner has written in with concerns over this relocation. In discussion with B.C. Transit and as a compromise solution we recommend that bus stop identification post remain in its current (modified) position 60' from the intersection at McBride and that bus zone signing not be required. This would allow for adequate bus maneuvering space as well as retaining 20' of on-street parking near Mr. Lam's residence."

F. MAYWOOD STREET AT MCKAY AVENUE

RECOMMENDATION:

1. THAT Council approve the installation of a 4-way stop at Maywood Street and McKay Avenue.

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

REPORT

"B.C. Transit have requested an investigation into the feasibility of installing a 4-way stop at the intersection of Maywood Street and McKay Avenue. Currently, McKay Avenue is required to stop in favour of Maywood Street. Volumes on both streets are fairly low and the accident rate at the intersection is low. A review of accident records and traffic volumes confirm that, statistically, there was no warrant for this request.

B.C. Transit staff appreciate the warrant guidelines but advised that concern was a visibility problem inherent to buses due to the skew angle of the streets intersection. Transit arranged for staff to participate in a field test of the route. The bus travels north on McKay Avenue from Imperial Street and turns left (westbound) onto Maywood destined for Willingdon Avenue. While the bus was stopped on McKay Street staff was asked to view the sight lines from the drivers perspective. The vision difficulties experienced by the drivers were apparent. A portion of the outside wall of the bus, between the front entrance doors and the first passenger window almost totally obscures the view of the roadway because of the angle of the intersection. This view does not significantly improve until the bus has almost completed its turn and is into the travel lane of oncoming traffic.

**SUE CHALMERS
7114 BUCHANAN STREET
BURNABY, B.C.
V5A 1M8**

June 11, 1993

City of Burnaby
4949 Canada Way
Burnaby, British Columbia
V5G 1M2

Attention: Mayor W. Copeland and Councillors

Dear Mayor and Councillors:

Re: Intersection of Parker and Holdom

I wish to preface this letter by saying that I pay property taxes and live within the City of Burnaby. I am not one who uses Parker/Curtis Street as a pass through route to another municipality.

The latest development at the intersection of Parker and Holdom, especially the southwest corner of Holdom, is causing me grave concern. People who choose to purchase a home and live on a main thoroughfare have to put up with the disadvantages of traffic congestion. Over the last few months the erection of a parking lane with right turn designates has developed but as of June 8th cones have been installed to deter the vehicles from driving in the curb lane. I find this totally unacceptable.

I cannot think of any other municipality that handles main thoroughfare traffic in this manner. Was this a Council decision or is Council giving the residents preferential treatment in dealing with their problem? The "no driving" in the curb lane is not problematic, still allowing the vehicles to drive in that lane if an emergency situation arises. These new cones do not allow vehicles to move over if emergency vehicles are trying to get past nor do they allow for the unfortunate incident of the vehicle in front of you being stalled. During rush hour the traffic can back up as far as Springer Avenue and I am very concerned that if the traffic, in the short section with the cones, needs to move over to access emergency vehicles they will not be able to. I am not sure where Council would like the motorists to proceed - to the left into oncoming traffic or just sit there?

I will await a response, in writing, from Council on the rationale for this decision.

COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING

Yours sincerely,



Sue Chalmers

APPENDIX I



City of
Burnaby

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

File: 55-07-06

Telephone: (604) 294-7460
Fax: (604) 294-7425

1993 04 27

Dear Resident:

SAFETY CONCERNS AT URBAN TRAIL CROSSWALK

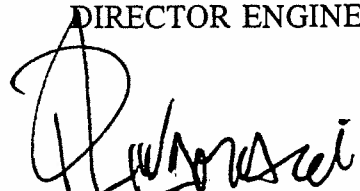
Since the installation of the marked crosswalk at the Urban Trail in the 7100 Block of Union Street we have received a number of resident concerns. Because of the alignment of the trail it was necessary to cross Union Street at a midblock location as opposed to an intersection. As we were "inviting" people to cross midblock we considered it desirable to afford pedestrians some crosswalk privileges they have at intersections according to the Motor Vehicle Act. To do this required installation of a marked crosswalk. This included the painting of pedestrian crossing area, the installation of pedestrian crosswalk warning signs both at and in advance of the crosswalk and parking bans at the approaches to the crosswalk to ensure adequate visibility for both the pedestrian and the driver in accordance with standard application guidelines.

Prompted by concern over the loss of parking, several Union Street residents noted that due to the volume and speed of traffic using this street these measures may not be adequate for pedestrian safety. Resulting from these concerns the Engineering Department has devised two possible options to further enhance pedestrian safety and calm traffic on this route.

We are enclosing sketches of the proposals and ask that you review them and comment with your opinions. If you feel there is a problem on this street and feel improved safety measures are required we want your input on doing so. In the interest of traffic safety fill in the attached questionnaire and return it as soon as possible.

Yours truly,

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


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

EJ:mp
Attach.

APPENDIX 2

SAFETY CONCERNS AT URBAN TRAIL CROSSWALK

As a resident of the 7000-7100 Block of Union Street we feel improved safety measures are required on our street.

YES _____

NO _____

PREFERENCE:

OPTION 1

OPTION 2

NOTHING FURTHER REQUIRED

Other Options (please specify) or comments:

NAME

ADDRESS

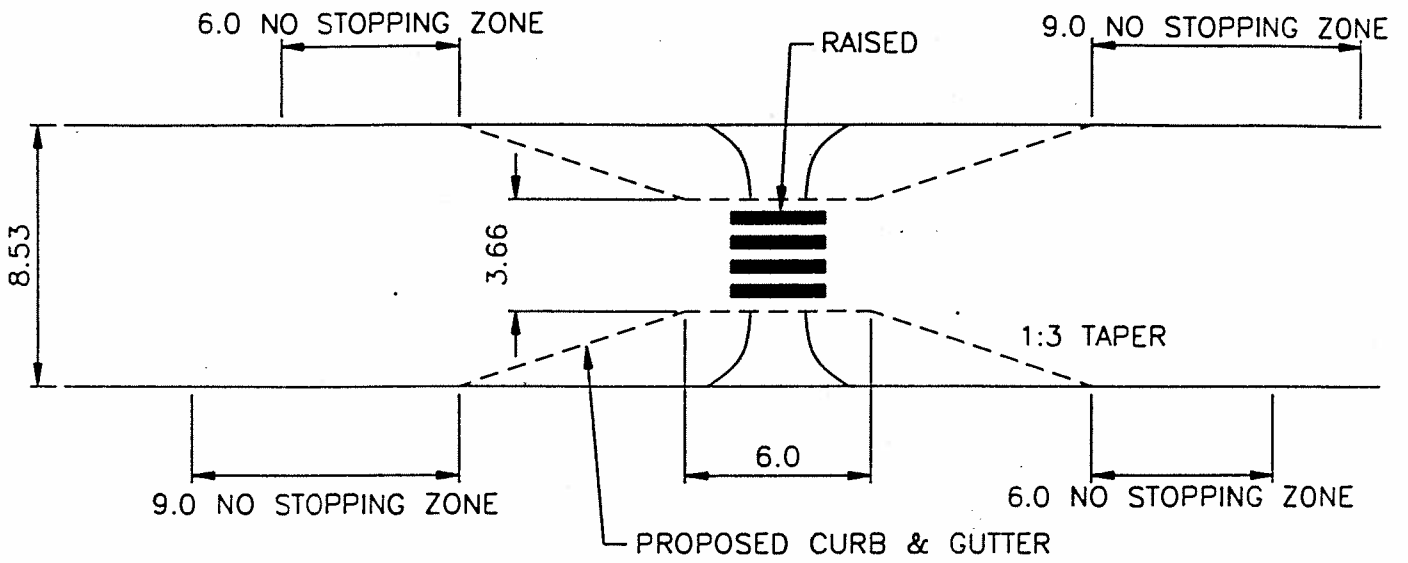
POSTAL CODE

PHONE

APPENDIX 2



D.L. 270



NO.	DATE	REVISION

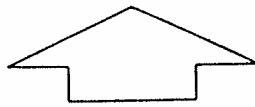
APPENDIX 2



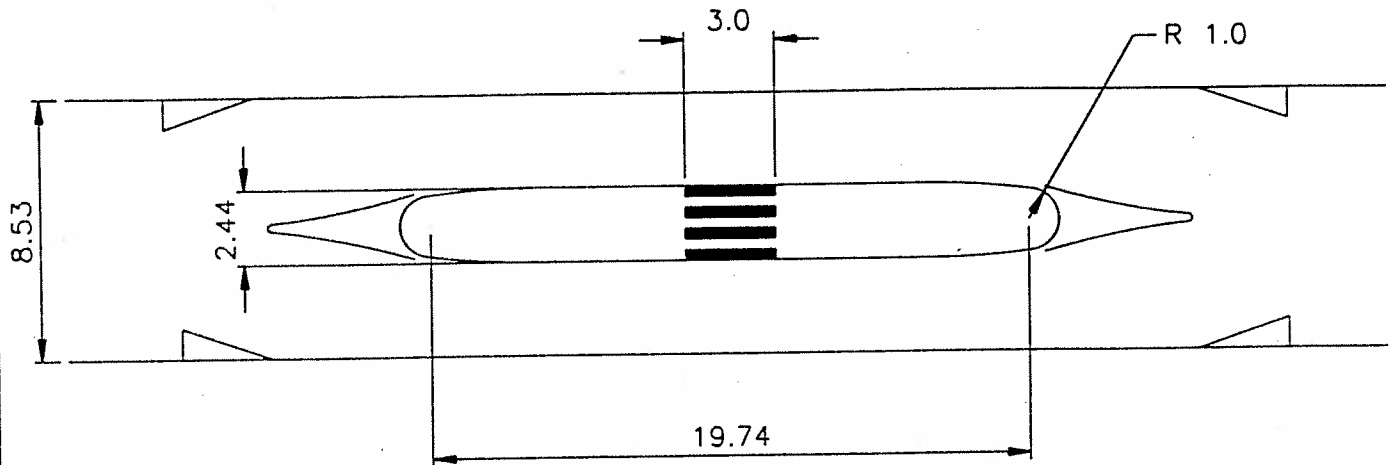
PROPOSAL 1
 CROSSING CONTROL
 UNION ST. & R/W OF GREYSTONE DR.

37

DESIGNED BY:	DRAWN BY: H.LOUIE	SCALE: 1:250	A-265
APPR'V'D BY:	CHECKED BY: E.J	DATE: 92-02-26	



D.L. 270



NO.	DATE	REVISION

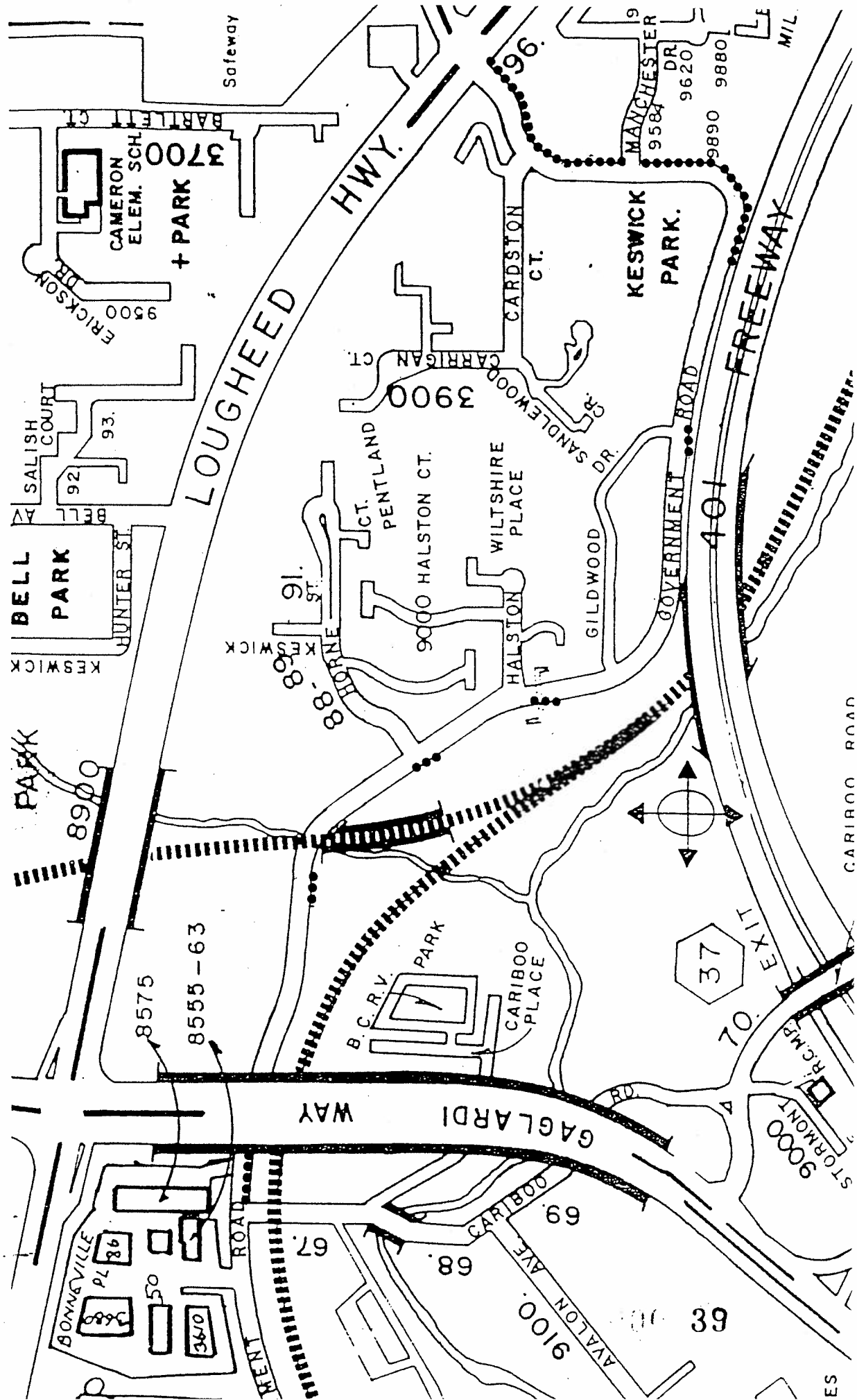
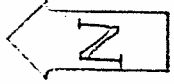
APPENDIX 2



PROPOSAL 2
 CROSSING CONTROL
 UNION ST. & R/W OF GREYSTONE DR.

DESIGNED BY:	DRAWN BY: H.LOUIE	SCALE: 1:250	A - 266
APPRV'D BY:	CHECKED BY: E.J	DATE: 92-02-26	

CURRENT SOUTHSIDE
PARKING BAN'S



Wescan Medical & Surgical Supply Ltd.
HANDLING QUALITY PRODUCTS ONLY

7786 Royal Oak Avenue, Burnaby, B.C. V5J 4K4
Phone: (604) 436-2852 Fax: (604) 431-8685

Mr. Nichols.

July 26/93.

Traffic Dept.,
Engineering.
City of Burnaby,
BURNABY, B. C.

We the undersigned are OUTRAGED over the placement of no parking sign for buses making a right turn of Clinton Street onto Royal Oak Avenue. Does the bus drive 50 ft. up the parking lane? Usually its only 10 to 12 ft. NOT 50. Who's brain wave was that?

We pay business licenses which was to provide parking, does B. C. Transit pay business license in the 7700 block?

Also we want a 2 hour limit parking on both sides of 7700 blk. of Royal Oak Avenue and do away with the no parking, those people who complained DO NOT LIVE THERE.

We want the bus sign moved to 10 or 12 ft. from the curb of Clinton Street and 2 hour limit imposed NOW.

*Jim Nichols,
7786 Royal Oak Ave.,
Burnaby, BC.*

*Patrick Kanyo
7793 Royal Oak Ave
Burnaby BC V5J4K2*

*M. SALOOJA
7774 Royal Oak Ave.
Burnaby B.C.*

*Per CROSSLINK ENTERPRISES INC
W. A. Cuyler
7790 ROYAL OAK AVE
BURNABY, BC V5J4K4.*

APPENDIX 4