

REPORT
1994 March 21

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

A. PARKING BAN ON NORTH SIDE OF THE 7000 BLOCK 18TH AVENUE

RECOMMENDATION:

1. THAT a copy of this report be sent to Ms. Donna L. Waddell of 6767 Elwell Street, Burnaby, B.C., V3E 2K1.

REPORT

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

"Council, at the regular Council meeting held on 1994 February 07, received a letter from Ms. Donna Waddell expressing concern regarding recent changes made to parking in the 7000 block 18th Avenue. Council referred this letter to the Traffic Safety Division for review.

The Traffic Division of the Engineering Department has been contacted by a number of area residents expressing safety concerns for pedestrians en route to the Edmonds SkyTrain station via 18th Avenue. Commuters parking along both sides of the street (some double parking) effectively eliminated any area for pedestrian use apart from the paved portion of the roadway. In prior years we attempted to improve pedestrian access by banning angle parking and through construction of a chipwalk on the north side. To allow for unimpeded access along this walk it appeared that parking would have to be restricted. Accordingly, the attached letter (APPENDIX 1) was distributed to vehicles parked on both sides of the street on two separate weekdays. No feedback was received and the parking restriction was implemented.

We have discussed the content of this report with Ms. Waddell and she has confirmed that she did not receive prior notice of the parking restriction. Therefore it would be appropriate to send her a copy of this report and the attached letter which offers an alternate park-and-ride location. We have received no other complaints to date.

We note that programming improvement of this section of 18th Avenue (between 19th and 18th streets) is subject to ongoing review relative to the Capital Budget and at this stage we anticipate completion in 1995."

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

B. LOUGHEED - BETA INTERSECTION

RECOMMENDATION:

1. THAT a copy of this report be sent to the District Highways Manager, Ministry of Transportation & Highways, #200 - 1065 Columbia Street, New Westminster, B.C., V3M 6H7.

REPORT

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

"Arising from discussion under the new business portion of the Traffic Safety Division meeting held on 1993 December 07 was the following motion:

1. THAT staff prepare a report regarding interim measures to alleviate traffic conflicts at the Lougheed Highway/Beta Avenue intersection.

Staff have reviewed the possible alternatives and report as follows.

1.0 ACCIDENT HISTORY

A review of the accident history at this location indicates a not insignificant accident rate. The following table shows the accident numbers by year for the period 1990 January 01 to 1993 December 31.

Year	Number of Accidents
1990	22
1991	11
1992	10
1993	12

Of the fifty-five total accidents recorded at this location during this period, only seventeen are right angle collisions, the type most likely correctable through traffic signal installation. Twenty-five of the remaining accidents are rear end type collisions. This is unusually high for a non-signalized intersection which may suggest the presence of other conflicts generating these accidents or queue effects from adjacent traffic signals.

To thoroughly analyze this intersection, it would be useful to arrange for a conflict analysis study similar to that conducted at several other locations in Burnaby through the assistance of ICBC. Staff will again contact ICBC and the Ministry of Transportation and Highways to attempt to arrange for joint funding for this study. The results of this study would be reported to the Committee upon completion.

2.0 POSSIBLE TRAFFIC SIGNALIZATION

Traffic signals are generally employed to designate right-of-way, control traffic flow, and reduce vehicle conflicts. The installation of a traffic signal at this location was first proposed by a transportation consultant working for the Brentwood Mall during their recent renovation project. Although supported in principle by Burnaby staff, this proposal was rejected by the Ministry of Transportation and Highways due to concerns related to the potential coordination of the traffic signals along the Lougheed corridor. The intersection also does not satisfy the statistical warrants for a signal due to relatively light traffic flows on Beta Avenue.

As noted in the accident review, the accident history does not support traffic signalization. A conflict analysis may reveal a problem not indicated by the accident pattern, otherwise, it would be inappropriate to pursue the installation of a traffic signal with the Ministry solely based on the number of accidents. Any further discussion of possible signalization must be delayed pending a review of the future conflict analysis data and the Brentwood area transportation study currently being conducted by the Planning Department. Although this study does not include a review of the traffic signal needs, it will encompass a review of the area's present and future transportation network.

3.0 OTHER CONFLICT REDUCTION MEASURES

Potential traffic conflicts are generated when crossing traffic movements occur. At this intersection, the main sources of conflict are probably left turning vehicles and vehicles crossing Lougheed on Beta Avenue. The only practical means of eliminating the conflicts would be to eliminate the conflicting movements.

Restriction of the traffic movements on Beta to right turns in and out would effectively eliminate these conflicts and greatly reduce accidents. This would have a negative influence on access to the mall and to the industrial area to the south. Alternate access to these areas would require traffic to divert through the excessively congested Lougheed-Willingdon intersection. Traffic exiting the mall would likely be encouraged to divert through the residential neighbourhood to get to the traffic signal at Delta Avenue.

This restriction would require the closure of the median opening on Lougheed as was done at Alpha Avenue. Our accident records for the Alpha intersection indicate that this would be highly effective in reducing accidents. However, the disruption to access would require a consultation process with the local businesses. The traffic conflict and area transportation studies must also be reviewed to determine if a less restrictive option is available.

4.0 CONCLUSIONS

A traffic signal would be the most effective means of reducing conflicts and maintaining access to the Brentwood Mall and the industrial area to the south. However, the accident statistics and Beta Avenue traffic volumes do not support the warrants for signalization. A conflict analysis study may provide additional insight into the problems at this intersection. The Engineer will initiate discussions with the Ministry of Transportation and Highways and ICBC to attempt to arrange for joint funding of this study.

Closure of the median to restrict traffic movements as was done at the intersection of Lougheed and Alpha would also eliminate conflicts and reduce accidents. This treatment would introduce significant access restrictions to the area and may not be acceptable to area businesses."

C. PEDESTRIAN SAFETY FOR STUDENTS OF WESTRIDGE ELEMENTARY SCHOOL

RECOMMENDATIONS:

1. THAT Council authorize installation of a pedestrian-activated traffic signal on Sperling Avenue at Union Street at an estimated cost of \$50,000.
2. THAT a copy of this report be sent to:
 - a) Donna Woolliams, Principal, Westridge Elementary School, 510 Duncan Avenue, Burnaby, B.C., V5B 4L9.
 - b) John Mercer, Principal, Burnaby North Secondary School, 751 Hammarskjold Dr., Burnaby, B.C., V5B 4A1.

REPORT

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

BACKGROUND

"Noting the recent installation of a pedestrian-activated traffic signal on Sperling Avenue at Adair Street, the principal of Westridge Elementary School approached the Engineering Department, requesting a signal on Sperling Avenue at Union Street. Currently, there is a marked school crosswalk at this location, monitored by student crossing patrols.

On 1993 October 13, Engineering Department staff met with the principal of Westridge Elementary School to discuss the school's request.

REVIEW

Staff conducted vehicle and pedestrian counts at the intersection, and noted that the crosswalk is used by students of Burnaby North Secondary School as well as students of Westridge Elementary School. On the date the study was conducted, 105 pedestrians crossed Sperling Avenue between 08:00 and 09:00 hrs. During the same time period, the traffic volume (northbound and southbound) totalled 808 vehicles.

The data were reviewed relative to the warrant system of the pedestrian crossing control manual. The warrant basically weighs the volume of pedestrian traffic against the number of crossing opportunities in the corresponding time period. The number of pedestrians counted is factored to give extra 'weight' to children, the disabled, and seniors.

In this case, irrespective of the weighting, the number of pedestrians crossing was considerably in excess of the warrant threshold for a pedestrian signal. However, while the traffic count data confirmed the warrant for the existing marked crosswalk, it suggested that there were currently sufficient safe crossing opportunities -- in excess of the threshold number for a pedestrian signal.

DISCUSSION AND CONCLUSION

The crosswalk of Sperling at Union is considered an undesirable location for student school patrols, due to the volume and speed of traffic on Sperling Avenue as well as the 'remoteness' from the school. The safety hazard to children is increased by the presence of trucks using this truck route.

Although the intersection does not meet the signal warrant found in the Pedestrian Crossing Control Manual, staff recommend the installation of a pedestrian-activated signal based on other factors. There are a large number of children crossing at this location to attend either Westridge Elementary School or Burnaby North Secondary School. Sperling is a major collector and truck route and the conversion of the existing marked crosswalk to a pedestrian signal would be consistent with similar initiatives recommended by the Traffic Safety Committee. Engineering Department staff have stressed to both school principals and parents of school children, the need to develop 'safe routes to school'. The installation of a signal on Sperling Avenue at Union Street will aid in the development of a designated 'safe route' for children needing to cross Sperling Avenue en route to and from school.

The signal is estimated to cost \$50,000 and sufficient funds are available in the Traffic Management Capital Budget for 1994."

D. TRAFFIC ON OXFORD STREET

RECOMMENDATION:

1. THAT Dianne Mar-Nicolle, 3845 Oxford Street, Burnaby, B. C., V5C 1C2 be sent a copy of this report.

REPORT

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

BACKGROUND

"In a letter to the committee dated 1993 November 29 Ms. Dianne Mar-Nicolle expressed concerns over traffic volumes on Oxford Street. Attached to this letter was a 15 name petition from other Oxford Street residents, also concerned about volume. They have requested that this matter be reviewed with a view towards the installation of a diagonal barricade at an appropriate intersection.

OXFORD STREET HISTORY

Oxford Street generated considerable concern about excessive traffic volume in the late 1970's and early 1980's, as did many of the east-west streets north of Hastings Street. At that time, high peak hour percentages and an origin/destination study conducted indicated that Oxford Street and other streets were being used as a short cut route avoiding the congestion at Cassiar and Hastings.

Various traffic control measures have been implemented in the area over the years including 4-way stop installations on Albert and the placement of a directional barrier on Cambridge at Esmond. On Oxford Street specifically, the reversal of the stop signs occurred in May of 1983. The figures below indicate the effect on traffic volumes. More recently, the construction of the Cassiar project including elimination of the Cambridge Overpass have significantly reduced traffic volumes.

DATE	VEHICLES PER DAY
Traffic Volume East of Boundary Road	
APRIL 1979	6433
AUGUST 1980	5334
DECEMBER 1981	6191
JULY 1982	6009
MARCH 1983	6543
After Stop Sign Reversals	
SEPTEMBER 1983	5178
MAY 1984	4730
MAY 1985	4633
MAY 1986	3971
NOVEMBER 1987	4378
MAY 1988	4282
Post-Cassiar Project	
OCTOBER 1993	2346
DECEMBER 1993	2097

DISCUSSION

As the traffic count data history indicates, Oxford Street traffic volumes have been considerably reduced in the past decade. We believe that extraneous through traffic is now probably a minor fraction of the recorded volumes. In particular, we note that Oxford Street between Boundary Road and Willingdon Avenue in common with other similar east-west streets, is fronted by over 200 houses. We would expect that each house would generate about 10 vehicle trips per day (coming and going) and thus each street including Oxford Street would generate over 2,000 vehicle trips per day. Some streets will function as local collectors carrying more traffic than others. Further traffic measures along Oxford Street which has already benefited from reduced flows would serve to distribute traffic to other area streets. At present, the only extraneous traffic through the area is drawn there by the Skeena Tunnel in Vancouver. The City of Vancouver has recently implemented restrictions to the peak hour use of the tunnel drawing the ire of some Burnaby Heights residents. Further restrictions may result from the City's commitment to further review the operation of the tunnel. Until that review is complete we do not recommend further traffic restraint measures on Burnaby Heights streets. We would also not recommend any ad hoc measures on one street without a comprehensive review of the whole area (including the opportunity for widespread resident participation)."

E. HALIFAX/WILLINGDON AND LOUGHEED/WILLINGDON INTERSECTIONS

RECOMMENDATION:

1. THAT this report be received for information.

REPORT

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

BACKGROUND

"Arising from discussion under the new business portion of the Traffic Safety Division meeting held on 1993 December 07, was the following motion:

1. THAT staff prepare a report regarding synchronization of the traffic lights at the Willingdon/Halifax and Willingdon/Lougheed intersections.

The following report summarizes the staff review of this matter with the Ministry of Transportation and Highways.

The traffic signal at the intersection of Lougheed Highway and Willingdon Avenue is maintained and operated by the Ministry of Transportation and Highways. The signal at Halifax Street and Willingdon Avenue is maintained and operated by the City. Engineering staff have been discussing the synchronization of the two signals with the Ministry during the past year. We have agreed that the most practical means of achieving coordination is through time synchronization using extremely accurate clocks. This method is currently used by the Ministry and at other City-owned signals in the Metrotown area. The existing control equipment at both intersections is not capable of providing this type of coordination.

The Ministry has advised us that they are planning to install a new controller at Lougheed and Willingdon by the end of March 1994. They also advised that new equipment will be installed at Holdom-Lougheed, Sperling-Lougheed and Douglas-Lougheed. The Ministry also intends to coordinate these signals with the recently re-constructed signal at Gilmore-Lougheed.

Engineering staff are currently in the process of preparing contract documents for an overhaul of the signal at Halifax and Willingdon. We expect this work to be completed by May 1994. The equipment at the intersections of Dawson-Willingdon and Parker-Willingdon will also be upgraded. Upon completion of this work, all signals in the Willingdon corridor between Highway No.1 and Hastings Street will be coordinated. Staff will continue to work closely with the Ministry to ensure the completion of the cross-coordination between their system and ours by mid-1994."

F. PARKER STREET AT SPRINGER AVENUE

RECOMMENDATIONS:

1. THAT Council approve the installation of a traffic signal at Parker Street and Springer Avenue.
2. THAT Henry Beja, 1690 Springer Avenue, Burnaby, B.C., V5B 3M3, be sent a copy of this report.

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

REPORT

BACKGROUND

"At its December meeting the Committee received correspondence from Mr. Henry Beja regarding the intersection of Parker Street and Springer Avenue. Mr. Beja voiced concerns over difficulties in accessing Parker Street and requested upgraded traffic controls at the intersection. In our report we had mentioned that the feasibility of installing additional traffic controls had previously been investigated, most recently in 1989. At that time additional measures were not warranted. We required updated traffic data to re-analyze this intersection. We have since obtained this information and have again run feasibility warrants. The results are outlined in this report.

WARRANTS

When receiving a request of this nature it is standard to update our intersection volume and accident data in order to apply it to control warrants. There are two recognized warrant systems used, both of which analyze 4-way stop and signal feasibility. These warrants are then used as a guideline for determining the need for upgraded controls.

The outcome of both warrants indicated that a 4-way stop would not be a suitable control for this intersection. This is mainly because of the large discrepancy in traffic volumes on the opposing streets. Due to the possibility of non-compliance, 4-way stops are most effective at heavily used intersections on collector streets with similar crossing volumes. Although this form of control may not be appropriate in this case, the warrant for signalization was much closer to being met. The Transportation Association of Canada (TAC) warrant, which uses a point rating system, increased from 61 points in 1989 to 92 points. This increase was primarily due to a continuing increase in intersection accidents and an overall growth in intersection traffic volumes. This is a significant increase and suggests a trend to the 100 points considered necessary for signalization. The Institute of Transportation Engineers (ITE) warrant is also met in several areas related to accident rate, peak hour delay, and crossing (gap) opportunities.

RESIDENTIAL IMPACT

Some years ago, the residential area south of Parker Street was segregated by the installation of barricades on all streets that intersected Springer Avenue from the west. This effectively split the area and reduced the access of residents to the east solely to only Springer Avenue as reiterated in Mr. Beja's letter, this has caused increasing congestion and access difficulties for area residents. Several requests have been received for the removal of these barricades, or barring that, a traffic signal at the Parker/Springer intersection. Because of the difficulties in accessing Parker at Springer or by simple reluctance in doing so, significant congestion is experienced at Loughheed Highway. Signalization of the Parker/Springer intersection would improve this situation as it would provide an access alternative.

SUMMARY

Requests for upgraded traffic control at this intersection are regularly received by staff. Difficulties in accessing Parker Street and intersection accident rate continue to increase (15 reported accidents were noted in 1993). We recommend signalization of the Parker/Springer intersection for traffic safety reasons coupled with an overall need for improvement to area circulation.

A past concern with this action was the effect it would have had on traffic flow on Parker Street, especially due to proximity to Delta Street. However with the recent upgrading of our signal controllers we will be in a position to tie this intersection into a coordination system currently being developed for the Curtis/Parker corridor. The corridor coordination strategy will be to reduce overall traffic speed to further safety. Cost of the signal is estimated to be \$75,000 and funds are available in the 1994 Capital Budget for Traffic Management."

G. STOP SIGN CONTROL SCHEME

RECOMMENDATION:

1. THAT Council approve installation of the proposed stop sign scheme.

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

REPORT

"In the Fall of 1993 the Traffic Safety Committee adopted the staff recommendation to extend the original stop sign control scheme (area bounded by Willingdon, Holdom, Parker, and Delta) eastward to include the area bounded by Hastings, Holdom, Parker, and Delta. Staff once again polled the area residents to determine their level of acceptance for the extension of this scheme.

In 1993 November, staff distributed 350 questionnaires to area residents and received 171 responses. The response was overwhelmingly in favour of the stop sign control scheme.

I would be IN FAVOUR of the proposed stop sign scheme. 145
I would NOT BE IN FAVOUR of the proposed stop sign scheme. 26

Some residents also appended additional comments to the questionnaire and staff have reviewed the original proposal to better meet the concerns of the residents. A number of the resident comments indicated a need for a 4-way stop at the intersections of Union/Springer and Springer/Georgia. Concerns were also strongly voiced regarding the intersection of Springer/Parker which is currently undergoing a review to determine whether additional traffic control is required.

In view of the residents' concerns, we propose that the intersection of Union/Springer remain a 4-way stop. We also recommend that the intersection of Georgia/Springer remain as is with Georgia Street having to stop for Springer Avenue. Originally we had proposed a stop sign reversal. The signing proposal recommended is shown on the attached plan (APPENDIX 2)."

H. INTERSECTION OF BROADWAY AND KENSINGTON

RECOMMENDATION:

1. THAT Olive Horie of 6898 Beechcliffe Drive, Burnaby, B.C. V5B 4R3 be sent a copy of this report.

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

REPORT

"Appearing on the agenda for the regular Council meeting held on 1994 February 21 was a letter from Olive Horie of 6898 Beechcliffe Drive. This letter outlined various observations of driver behaviour at the yield sign for traffic turning south on Kensington from eastbound Broadway. This letter was referred to the Traffic and Transportation Committee (Traffic Safety Division) for consideration.

This problem has been brought forward in the past and resulted in the placement of an over-sized yield sign in February of 1992. There is a heavy westbound left turn movement that merges into the right turn lane to turn southbound on Kensington Overpass. A marked crosswalk is located across the right turn sweep for pedestrian access to the traffic island.

In her letter, Ms. Horie suggested placing additional signs at the location similar to those erected by the Ministry of Transportation and Highways at Canada Way and Kensington. The Ministry has placed a second yield sign on the left side and has placed a sign beneath each yield stating 'Yield to Traffic Merging on Left'. Observations indicate that this signing has been effective in encouraging drivers to yield. As the intersection layout is similar to the Broadway-Kensington intersection, this sign layout may also be effective there. Staff will proceed immediately with this change.

Ms. Horie also suggests placing a flashing amber light on the yield sign pole. The use of this display on a yield sign would be unusual as these devices are generally used overhead at intersections or as low level hazard warnings. The change in signing mentioned above should provide ample indication of the required yield. However, to further emphasize the yield point, a short dashed line will be added at the end of the traffic island to demarcate the beginning of the merge zone."

I. CAMERON STREET AND NORTH ROAD

RECOMMENDATION:

1. THAT Mr. David Jaques of 401-9595 Erickson Drive, Burnaby, B.C., V3J 7N9 be sent a copy of this report.

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

REPORT

"Appearing on the agenda for the regular Council meeting held on 1994 February 21 was a letter from Mr. David Jaques requesting the removal of the right turn restriction from the intersection of Cameron Street and North Road. This letter was referred to the Traffic and Transportation Committee (Traffic Safety Division) for review.

This matter has been the subject of several previous Committee and Council reports. Most recently, at the regular meeting held on 1991 October 21, Council adopted the following staff recommendations to the Committee:

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 Turn 7:00AM-9:00AM' 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.

Subsequently, at the regular Council meeting held on 1992 October 05, Council resolved to amend the right turn restrictions to 7:00AM-8:45AM to accommodate parents driving their children to Cameron Elementary School.

The recommendation to remove the restriction following the widening of Broadway was based on the understanding that the widening project was to occur within the next year following the report. The Ministry has since delayed their project for an indefinite period with no construction date scheduled.

Although no formal counts have been conducted since 1991, observations by staff indicate that the right turn restriction continues to be circumvented. Traffic has re-routed through Coquitlam to approach Cameron Street from northbound North Road and turn left onto Cameron with the assistance of an advance arrow. Southbound traffic continues to bypass the restriction through the North Road Square development or turn right in violation of the restriction after pausing to see if the RCMP are present.

The bypassing of the restriction also introduces unnecessary conflicts to the traffic pattern at this intersection and on the southbound approach as drivers pause to glance down Cameron Street or turn unexpectedly into the driveway north of Cameron. Enforcement of this restriction is performed sporadically as the RCMP have limited resources and more pressing matters to attend to. Motorists ticketed for this offense perceive the restriction as a 'trap', generating frequent complaints.

In view of the efforts that drivers are making to avoid the restriction, removal of the signs would not likely add significantly to the 7:00AM-8:45AM traffic flow on Cameron Street. However, the perception of the residents responding to a newspaper notice published in June 1990 indicating the City's intention to remove the restriction, was that the removal would lead to an influx of traffic through the area. In consideration of this perception, the removal was made contingent on the Broadway widening, based on the assumption that relieving the backup on Broadway would reduce the volume of traffic seeking an alternate route.

In consideration of the limited effectiveness of the restriction and the enforcement difficulties, it may be appropriate to re-evaluate the removal of the signs before the widening of Broadway occurs. If the restriction was to be removed, before and after traffic counts would be needed to monitor the effect of this change. If volumes were found to increase excessively the regulations could be re-installed after an evaluation period."

MEMBERS:

Mr. D. Rankin
Mr. W.B. Bennett
Mr. M. Bloomfield
Mrs. L. Brown
Mrs. M. Canessa
Mrs. G. Evans
Mr. M. Mullan
Mr. E. Fourchalk
Mr. D. Ramsbotham
Ms. P. Bacchus
Mr. R. Weston

Respectfully submitted,

Councillor J. Young
Chairman

Councillor C. Redman
Member



City of
Burnaby

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

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

File: 55-13-03

1994 January 11

Dear Motorist:

Re: On Street Parking In the 7000 Block of 18th Avenue

We have received many complaints that increased on-street parking by Sky Train commuters in the 7000 block of 18th Avenue is creating some safety concerns for residents who are walking to the Sky Train station.

Although it is not the intention of the City to discourage or complicate the use of public transit by those wishing to "Park-N-Ride", we also have a responsibility to ensure that increased congestion does not have a negative effect on pedestrians' safety.

In an effort to create a safer environment for pedestrians who at present are forced to use the paved portion of the roadway because vehicles park on the gravelled pedestrian paths, parking restrictions will be implemented along the north side (only) of 18th Avenue between 18th and 19th Streets. In the longer term, when 18th is finished with curbs and sidewalks, we may be able to reinstate some of the parking. In the interim you should note that commuter parking is available in the Civic Square underground parkade (lower level) near Metrotown Station. The parkade is accessed from Kingsborough via Willingdon at the Library. At present this parking is free.

If you have any questions or concerns regarding these changes please contact Alan Evans at 294-7441.

Yours truly,

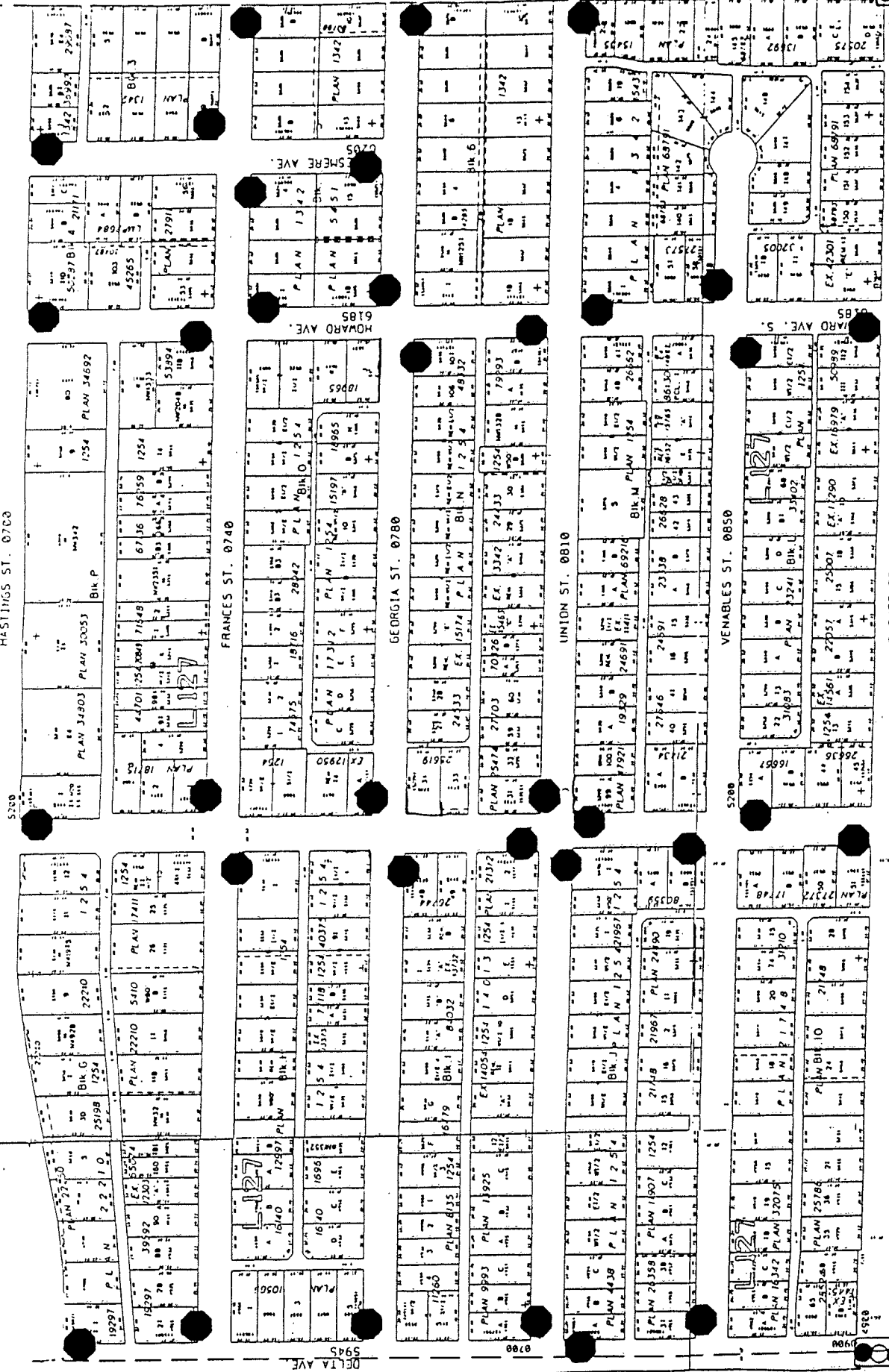
W.C. Sinclair, P. Eng.
DIRECTOR ENGINEERING

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

AE:md

APPENDIX 1

HASTINGS ST. 0760



TO: MEMBERS OF CITY COUNCIL

1994 MARCH 17

FROM: MAYOR W.J. COPELAND

SUBJECT: THE FORMATION OF TWO NEW STANDING COMMITTEES OF
COUNCIL

=====

RECOMMENDATIONS:

1. THAT Council establish an "Economic Development and Tourism Strategy Committee" as a Standing Committee of Council with the following members being appointed to the Committee for a one year term:

Councillor Derek Corrigan
Councillor Doug Drummond
Councillor Lee Rankin

2. THAT Council establish a "Community Policing Committee" as a Standing Committee of Council with the following persons being appointed for a one year term:

Councillor Doug Evans - Chairman

Nick Volkow
4196 Gilpin Crescent
Burnaby, B.C. V5G 2k2

Abby Anderson
c/o Chamber of Commerce
149 - 9855 Austin Avenue
Burnaby, B.C. V5J 1N4

John Zupan
7761 16th Avenue
Burnaby, B.C. V3N 1P8

Sandy Blue
3010 Astor Drive
Burnaby, B.C. V3J 1K3

Alex Turkington
4670 Northlawn Drive
Burnaby, B.C. V5C 3S1

REPORT

A. Economic Development and Tourism Strategy Committee

The increasing competitiveness that is occurring within the world economies has led Council to conclude that greater importance must be placed on developing Burnaby's attractiveness to both established and new enterprises. Therefore this Committee is being established to provide a direct link between the economic community and Council. The Committee will perform another important role by overseeing the City's implementation of a suitable Tourism Strategy. These two important functions will leave the Committee to deal with a broad range of issues related to present and future economic development within the City as well as monitor or refine an optimum Tourism Strategy.

The first role of the Committee will be to select a Chairman and develop a Terms of Reference within which it can work. Dates and times of Committee meetings will be determined by its members at a later date.

B. Community Policing Committee

The City of Burnaby has been chosen by R.C.M.P. Headquarters in Ottawa to be a pilot project for a total Community Policing Program.

Burnaby was chosen for the project in part because of geographical stability. The City is growing in population and business entities, however, the boundaries of established communities are not. In addition, local government and management of the R.C.M.P. Detachment support the need to institute change. This Committee of Council is seen as one vehicle to facilitate public input to policing priorities, while at the same time, promoting citizen education in terms of community based policing.

The principles and philosophies of community based policing have always been part of R.C.M.P. ideology, however, over time, some aspects have fallen into disuse. The realities of our economic times and a realization by the police and the public that the current model of delivery service is not reducing crime or solving other policing problems, emphasizes the need to recommit to traditional values.

For the above reasons the City should be very supportive of the Program and wishes to become directly involved through the formation of a Community Policing Committee which will work closely with the Burnaby Detachment on Community Policing matters. Dates and times of Committee meetings will be determined at a later date.

Respectfully submitted,


W. J. Copeland
MAYOR