

REPORT  
1997 February 10

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**I. PARKING ON GOVERNMENT STREET**

RECOMMENDATION:

1. *THAT* Council forward a copy of the attached report to Norman Witt, c/o Baywest Property Management Services, 13520 - 78th Street, Surrey, B.C. V3W 8J6 be sent a copy of this report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 February 04, adopted the attached report responding to a request to reinstate parking on Government Street.

MEMBERS:

Mr. N. Smith  
Mr. D. Berardine  
Mrs. M. Canessa  
Mr. E. Fourchalk  
Ms. L. Kapp  
Mrs. D. Mumford  
Mr. D. Ramsbotham  
Mr. D. Richardson  
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young  
Chair

Councillor D. Evans  
Member

-COPY - CITY MANAGER  
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1997 01 27  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-03  
**SUBJECT:** PARKING ON GOVERNMENT STREET  
**PURPOSE:** To respond to a request to reinstate parking on Government Street.

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RECOMMENDATION:

1. THAT Norman Witt, c/o Baywest Property Management Services, 13520 - 78th Street, Surrey BC, V3W 8J6 be sent a copy of this report

REPORT

1.0 BACKGROUND

Appearing on the Committee's agenda at its 1996 December meeting was a letter from Mr. Norman Witt of Baywest Property Management Services. Baywest is the management company for Brookside Park, a Strata Development located at 9584 and 9620 Manchester Drive. On behalf of Brookside Park, Baywest is requesting a review of parking on Government Street. Currently, parking is restricted on both sides of Government Street from Lougheed Highway to a point approximately 150m South of Manchester Drive. Parking is permitted on Manchester, however, due to demand, Baywest requested in a letter to the Committee that some parking be reinstated on Government. This matter was referred to staff for investigation and report.

2.0 DISCUSSION

In 1994, a reconstruction and widening project occurred on Government Street in conjunction with the redevelopment of the property on the north east corner of Government and Manchester. To accommodate traffic growth, Government Street was rebuilt to a 4 lane standard widening by a further two lanes on the approach to Lougheed. This project was completed in August of 1994.

Near the completion of the construction phase of this project, Engineering Traffic and Sign Shop staff reviewed and developed signing and pavement marking requirements. This included the total ban of parking in this stretch of Government Street.

This length of requires extensive full time restrictions due to sight distance requirements at intersections and the crosswalk as well as at transit zones. Peak hour restrictions in both directions are required for traffic flow and volume demands. Although allowing parking during off-peak hours was considered, it was concluded that the minimal net gain in parking would be offset by reduction in safety. Between Manchester and Cardston there could only be 1-2 stalls on the east side of Government and 2-3 stalls on the west side for off-peak use with 2-3 stalls on the west side of Government, south of Manchester. These locations, however, are immediately prior to or just past curves and while they are outside the parking bans required for pedestrian crossing areas, due to the road curvature, parked vehicles may still have obstructed either pedestrian or driver visibility. Prior to the reconstruction of Government Street serious concerns over pedestrian safety and crossing opportunities were brought to the attention of the Committee and City Council from local residents. These concerns prompted the installation of the marked, lit crosswalk at Cardston Court. However, some pedestrians still cross at other points and the total parking restrictions address this.

Although we can sympathize with residents and visitors to the area who prefer on-street parking but find available spaces are at a premium, we can not recommend reinstating any parking on Government Street. We believe pedestrian safety and driver visibility must take precedence over on-street parking, especially given the low gain of spaces and the added hazard they would create.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

EJ:

cc: City Manager

