

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**B. IMPERIAL STREET, BOUNDARY ROAD TO KINGSWAY -
PROPOSED PEAK PERIOD PARKING RESTRICTIONS**

RECOMMENDATIONS:

1. **THAT** Council authorize implementation of a thirty metre parking ban on approach and departures at signalized intersections along Imperial Street from Kingsway to Boundary Road.
2. **THAT** Council authorize implementation of peak hour parking restrictions along Imperial Street from Kingsway to Boundary Road as outlined in this report.
3. **THAT** Council authorize that lane markings be painted along Imperial Street from Kingsway to Boundary Road.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 October 07, adopted the attached report recommending endorsement of a proposed parking restriction plan along Imperial Street.

MEMBERS:

Mr. D. Berardine
Mrs. M. Canessa
Ms. K. Friederici
Mr. E. Fourchalk
Ms. L. Kapp
Mrs. R. Oostlander
Mrs. D. Mumford
Mr. D. Richardson
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Vice Chair

Councillor N. Volkow
Member

: COPY - CITY MANAGER
- DIR. PLNG. & BLDG.
- DIRECTOR ENGINEERING
- OFFICER-IN-CHARGE, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1997 09 16
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-03
SUBJECT: IMPERIAL STREET, BOUNDARY ROAD TO KINGSWAY -
PROPOSED PEAK PERIOD PARKING RESTRICTIONS
PURPOSE: To outline the results of consultation with residents and propose peak hour restrictions on Imperial.

RECOMMENDATION:

1. THAT a thirty metre parking ban be implemented on approach and departures at signalized intersections along Imperial Street from Kingsway to Boundary Road.
2. THAT peak hour parking restrictions be implemented along Imperial Street from Kingsway to Boundary Road as outlined in this report.
3. THAT lane markings be painted along Imperial Street from Kingsway to Boundary Road.

REPORT

1.0 INTRODUCTION

The intersection of Imperial Street and Nelson Avenue was identified by the RCMP as a high collision location in a report to the Traffic and Transportation Committee (Traffic Safety Division) on September 3rd, 1996. One of the actions recommended by the RCMP for this location was to restrict parking on the approaches and departures at this intersection to improve traffic flow and reduce the potential for collisions.

Upon review, staff found congestion along the Imperial corridor has increased to the point where this localized treatment would only be marginally effective. A better course of action is to manage the whole corridor, providing clearance at each of the signalized intersections and restricting parking during peak periods to allow the marking of an additional travel lane in each direction, improving flow along the artery.

Engineering staff subsequently submitted a report to the Traffic Safety Committee on April 25th, 1997 requesting permission for a mail out to local area residents regarding proposed parking restrictions on Imperial.

2.0 BACKGROUND

Imperial Street from Boundary Road to Kingsway is classified as a Primary Arterial in the Burnaby Transportation Plan. The ultimate configuration of this road in the Plan is four lanes of moving traffic with five lane cross sections at signalized intersections. Clearing parking to create four travel lanes at intersections would be a positive step toward achieving this goal.

During peak hours Imperial reaches it's maximum carrying capacity. With cross street friction from intersections like Central Boulevard, Nelson and Patterson Avenue, it's ability to function as an Arterial road breaks down. A count conducted in April 1996 registered 25,183 vehicles in a twenty-four hour period on Imperial, between Patterson and Joffre. Unless a satisfactory level of service can be provided, traffic will divert to adjacent roads such as Rumble further compromising the Transportation Plan.

Accidents along the Imperial corridor not including the intersections of Boundary and Kingsway are shown in the table below.

LOCATION	'96	'95	'94	'93
Nelson Ave (S)	13	15	19	6
Patterson Ave (S)	7	11	11	18
Royal Oak Ave (S)	8	12	8	11
Central Blvd (S)	3	7	11	7
Sussex Ave (S)	5	8	5	6
MacPherson Ave (S)	4	3	2	2
Willingdon Ave	20	8	7	7
Jubilee	0	1	6	7
Marlborough	4	1	4	0
McKay	1	3	3	2
Gray	2	1	3	1
Other intersections	6	14	11	13
Mid-Block (Bdy-Kingsway)	0	2	6	1
TOTAL	73	86	96	81

An expected benefit of the proposed parking and lane marking changes would be a reduction in the accident rate throughout the corridor.

3.0 CONSULTATION

Letters outlining the proposed changes were hand delivered to eleven hundred residents along the Imperial Street corridor. In response to this mailout, ten letters and a dozen phone calls were received. Most of these were in opposition to the changes, however, once the misconception that parking would be removed from intersecting streets, such as Nelson, was corrected some of that opposition dissipated.

Responding to area resident's concern over a lack of street parking, staff concluded that instead of a 7:00am-9:00am, 3:00pm-6:00pm peak hour restriction in both directions only, a one way peak hour restriction should be introduced at this time. Under this proposal, parking would be removed from 7:00am-9:00am on the north side of Imperial and from 3:00pm-6:00pm on the south side. This will provide as much on street parking as possible while still addressing operational concerns.

4.0 DISCUSSION

Traffic flow on Imperial is currently saturated to the point where it is impossible to achieve effective traffic signal coordination. By implementing these restrictions and marking additional peak direction travel lanes it will be possible to optimize signal coordination along Imperial, further improving traffic flows.

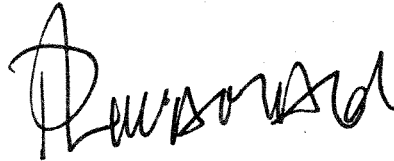
In summary, the proposed changes for the Imperial Street corridor from Kingsway to Boundary are as follows:

1. Remove parking for 30 metres on the approach and departures at signalized intersections along Imperial.
2. Install a 7:00am-9:00am parking restriction for eastbound traffic along Imperial.
3. Install a 3:00pm-6:00pm parking restriction for westbound traffic along Imperial.
4. Provide the option for businesses of a one hour parking zone between 9:00am and 3:00pm on the south side or 9:00am and 6:00pm on the north side to maximize visitor parking during off-peak periods on remaining street parking adjacent to their businesses.
5. Install lane lines along Imperial.
6. Optimize traffic signal coordination to accommodate peak hour traffic flows.

5.0 CONCLUSION

It is recommended that the Traffic Safety Committee endorse the proposed parking restriction plan along Imperial Street as outlined in this report.

These restrictions will reduce accidents at major intersections, improve the level of service along Imperial and bring the character of the road more in line with that proposed in the Burnaby Transportation Plan. Improved traffic signal coordination will further reduce congestion, reducing pressure on adjacent local residential streets in the area.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

MDS:

cc: City Manager
Director Planning & Building

