



PUBLIC SAFETY COMMITTEE

NOTICE OF OPEN MEETING

DATE: THURSDAY, 2017 NOVEMBER 09
TIME: 6:00 PM
PLACE: Council Chamber, Burnaby City Hall

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PUBLIC SAFETY COMMITTEE

MINUTES

An Open meeting of the Public Safety Committee was held in the Council Chamber, main floor, City Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, **2017 October 03** at 6:00 p.m.

1. CALL TO ORDER

PRESENT:

- Councillor Pietro Calendino, Chair
- Councillor Sav Dhaliwal, Vice Chair
- Councillor James Wang, Member
- Ms. Donna Dawson, Burnaby Crime Prevention Society
- Trustee Larry Hayes, School Board
- Ms. Jen Mezei, District Parent Advisory Council
- Mr. Ken Robb, Burnaby HUB
- Mr. Tom Webster, ICBC
- Mr. Stephen Baron, Citizens' Representative
- Mr. Eric Laity, Citizens' Representative
- Ms. Serena Mawani, Citizens' Representative
- Ms. Bethany McGoldrick, Citizens' Representative
- Mr. Lloyd Paul, Citizens' Representative
- Mr. David Pereira, Citizens' Representative
- Mr. Dave Reid, Citizens' Representative
- Ms. Tazul Nisha Ali, Chair District #3 – Southeast
- Ms. Mary Gates, Chair District #4 – Southwest

ABSENT:

- Councillor Nick Volkow, Member *(due to illness)*
- Mr. Paul Holden, Burnaby Board of Trade
- Ms. Emily Li, Citizens' Representative
- Mr. Tony Wong, Chair District #1 – Hastings/Brentwood
- Ms. Maisie Cheng, Chair District #2 – Burnaby Mountain

STAFF:

- Mr. Dave Critchley, Director Public Safety and Community Services
- Mr. Dave Ellenwood, Director Parks, Recreation and Cultural Services
- Acting Chief Supt. Chuck McDonald, Officer in Charge, RCMP
- Fire Chief Joe Robertson, Fire Department
- Mr. Doug Louie, Assistant Director Engineering, Transportation Services
- Deputy Fire Chief Dave Samson, Fire Department
- Inspector Kathy Hartwig, Community Programs Officer, RCMP
- Sgt. Gregor Aitken, Strategic Planning NCO, RCMP
- Sgt. Lorena Rostie, Technology Crimes NCO, Surrey RCMP
- Ms. Margaret Manifold, Senior Social Planner
- Ms. Nikolina Vracar, Administrative Officer

The Chair called the meeting to order at 6:07 p.m.

2. **MINUTES**

a) **Minutes of the Open meeting of the Public Safety Committee held on 2017 July 11**

MOVED BY TRUSTEE HAYES
SECONDED BY MR. REID

THAT the minutes of the Public Safety Committee Open meeting held on 2017 July 11 be adopted.

CARRIED UNANIMOUSLY

3. **PRESENTATION**

MOVED BY MR. PAUL
SECONDED BY MR. REID

THAT the presentation be heard.

CARRIED UNANIMOUSLY

a) **Correctional Service of Canada - Metro Vancouver East Community Corrections Re: Overview of Correctional Service of Canada Speakers: Jodi Harbour, Acting Area Director Tracey Valmassoi, Parole Officer Supervisor**

Ms. Jodi Harbour, Acting Area Director, **Ms. Tracey Valmassoi**, Parole Officer Supervisor and **Mr. Vin Ha**, Parole Officer at Metro Vancouver East Community Corrections, Correctional Service of Canada (CSC), appeared before the Committee to provide an overview of CSC.

Ms. Valmassoi advised that CSC, a federal agency operating within the Ministry of Public Safety, is responsible for the care, custody and supervision of offenders serving a jail sentence of two years or more. Further, CSC supervises provincial and territorial parole cases serving a sentence between six months and two years.

CSC's mission is to contribute to public safety by encouraging and assisting offenders to become law-abiding citizens, while exercising reasonable, safe, secure and humane control. CSC's partners include the RCMP, Crown, Parole Board, Provincial Corrections and Community Residential Facilities (CRFs).

The speaker noted that in the Pacific Region, CSC oversees 12 institutions, 15 parole offices, and five community correctional centres. CSC provides the following programs and services:

- CRFs and Treatment Centres;
- Integrated Correctional Program;
- psychological counselling;
- a community mental health team;
- community interventions (e.g., substance abuse counselling);
- police partnerships;
- Prolific Offender Program;
- police and parole workshops; and
- employment and education.

Ms. Valmassoi explained the difference between parole and probation, and provided an overview of standard and special conditions of release, types of conditional release, CRFs, supervision of parolees, grounds for suspension of parole and consequences of suspension.

The Committee inquired regarding employment and training opportunities for offenders, rehabilitation and parolee supervision.

Ms. Harbour advised that CSC encourages companies in the community to hire offenders, and CSC provides job opportunities within its institutions and CORCAN, CSC's private company. Offenders are expected to work towards obtaining Grade 12 education. The speaker noted that the majority of offenders who have gone through the Integrated Correctional Program do not re-offend.

Mr. Ha advised that offenders are monitored in a variety of environments (e.g., at home, work, and in the public), and the frequency of interaction with offenders depends on their risk and needs.

In conclusion, Mr. Ha advised that CSC is conducting an outreach with ethno-cultural organizations regarding services for non-English speaking offenders, and will be exploring services available in Burnaby.

4. CORRESPONDENCE

MOVED BY MR. REID

SECONDED BY MR. PAUL

THAT the correspondence be received.

CARRIED UNANIMOUSLY

a) Correspondence from Fraser Health
Re: Pedestrian Safety Concerns near Burnaby Hospital

Correspondence was received from Ms. Deirdre McLachlan, Director, Health Emergency Management British Columbia, Fraser Health, regarding pedestrian safety concerns at the intersection of Kincaid Street, MacDonald Avenue, and the Burnaby Hospital access road. The writer noted that a pedestrian was recently struck by a vehicle while walking in the crosswalk in this location.

Staff advised they have reviewed the intersection, and determined it meets the criteria for installation of a specialized crosswalk with flashing lights. A report on the matter will be forthcoming.

b) Correspondence from Keri Brummitt
Re: Traffic Light Request at Cariboo Drive and Cariboo Road
& Semi Truck Traffic on Cariboo Road

Correspondence was received from Ms. Keri Brummitt regarding a request for a traffic light at Cariboo Drive and Cariboo Road. The writer advised that vehicles travelling through the intersection at high speeds endanger pedestrians and make it difficult for vehicles to turn left from Cariboo Drive onto Cariboo Road. Subsequent correspondence was received from Ms. Brummitt regarding the use of Cariboo Road by semi truck traffic.

The Committee expressed concerns regarding the existing situation at the intersection of Cariboo Drive and Cariboo Road, and requested that staff present potential solutions to the Committee.

Staff undertook to follow-up.

c) Correspondence from Sau Mui Lin
Re: Pedestrian Safety Concerns on Patterson Avenue near
George McLean Park

Correspondence was received from Ms. Sau Mui Lin regarding pedestrian safety concerns due to vehicles speeding along Patterson Avenue near George McLean Park. Ms. Lin requested that the City post 30 km/h speed limit signs and park zone signs on Patterson Avenue near the park. Further, the writer requested installation of a pedestrian crosswalk and increased enforcement.

Staff advised they have recently installed 30km/h speed limit signs on Patterson Avenue, and they will conduct a formal evaluation to determine if a marked crosswalk is warranted at Patterson Avenue and Bond Street.

d) Correspondence from Hildegard Weber
Re: Response to Traffic Concerns on Dover Street between
Nelson Avenue and Royal Oak Avenue

Correspondence was received from Mrs. Hildegard Weber expressing dissatisfaction with the City's response to her 2017 May 26 letter concerning traffic issues on Dover Street between Nelson Avenue and Royal Oak Avenue.

Staff advised they have contacted Mrs. Weber to explain the rationale for the current road design, and they will continue to monitor intersection operations and any short-cutting along Oakdale Road, and make adjustments where required.

The Committee inquired if the left turn arrow could be extended or traffic signals delayed to allow more vehicles to make the left turn from Dover Street on Royal Oak Avenue.

Staff undertook to investigate.

e) Correspondence from Nick Podas
Re: Traffic Safety Concerns on Oakland Street between Royal
Oak Avenue and Sperling Avenue

Correspondence was received from Mr. Nick Podas regarding traffic safety concerns on Oakland Street between Royal Oak Avenue and Sperling Avenue. The writer advised of several single vehicle crashes and near-misses resulting from speeding and distracted driving. Further, Mr. Podas noted it is challenging to cross Oakdale Street in either direction.

Staff noted that Council has previously approved installation of a roadside mounted special crosswalk at Oakland Street and Dufferin Avenue, and the crosswalk will be installed in 2018.

The Committee inquired if the RCMP could monitor the area for speed control.

Staff advised that the RCMP Traffic Section is currently monitoring traffic speed.

f) Correspondence from Chris Lochhead
Re: Garbage and Needles in Kisbey Park

Correspondence was received from Mr. Chris Lochhead regarding garbage and needles found in Kisbey Park, and advising that the area is frequented by drug dealers and users. The writer requested that the City dispatch a clean-up crew and post signs in the area warning park visitors regarding the needles.

Councillor Wang left the meeting at 7:00 p.m. and did not return.

Staff advised that the area of concern has been cleaned-up, and the RCMP Bike Section conducted patrols in the area without finding any needles.

g) Correspondence from Erik Graff
Re: Unpublicized Fatal Incident

Correspondence was received from Mr. Erik Graff regarding lack of reports by police through the news media concerning a recent fatal incident at a local coffee shop.

The RCMP advised that information regarding the case was not released as there was no threat to the public, and the media release would not have advanced the investigation.

5. REPORTS

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY MR. PAUL

THAT the reports be received.

CARRIED UNANIMOUSLY

a) Report from the Director Public Safety and Community Services
Re: Public Safety Committee 2017-19 Workplan

The Director Public Safety and Community Services submitted a report providing an update on implementation of the Public Safety Committee's 2015-17 Workplan, and proposing a Workplan for 2017-19.

The Director Public Safety and Community Services recommended:

1. THAT the Committee request Council to endorse its proposed 2017-19 Workplan, ***attached*** as **Appendix 1**.

MOVED BY MR. PAUL
SECONDED BY COUNCILLOR DHALIWAL

THAT the recommendation of the Director Public Safety and Community Services be adopted.

CARRIED UNANIMOUSLY

MOVED BY MR. REID
SECONDED BY COUNCILLOR DHALIWAL

THAT the report be **AMENDED** to state smoke alarms instead of smoke detectors.

CARRIED UNANIMOUSLY

The Committee suggested that an article regarding the use of smoke alarms be published in InfoBurnaby.

Staff undertook to follow-up.

MOVED BY MR. PAUL
SECONDED BY MS. MAWANI

THAT the report be further **AMENDED** to include that the City will provide information regarding the Business Watch Program when renewing or issuing licences to businesses.

CARRIED UNANIMOUSLY

**b) Report from the Director Parks, Recreation and Cultural Services & Director Public Safety and Community Services
Re: Safety & Security Enhancements in Parks and Public Places**

The Director Parks, Recreation and Cultural Services and the Director Public Safety and Community Services submitted a report seeking Council's approval in principle to initiate measures to enhance safety and security in parks and public places.

The Director Parks, Recreation and Cultural Services and the Director Public Safety and Community Services recommended:

1. THAT Council approve in principle the additional safety measures in parks and public places, as outlined in this report.

MOVED BY TRUSTEE HAYES
SECONDED BY MR. PAUL

THAT the recommendation of the Director Parks, Recreation and Cultural Services and the Director Public Safety and Community Services be adopted.

CARRIED UNANIMOUSLY

The Committee noted the importance of uniformed bike patrols as a safety measure, and the use of a public awareness campaign in schools and community centres to educate residents regarding general precautions when using parks or walking at night. Further, the Committee inquired regarding the potential use of volunteer-based bike patrols.

Staff noted that bike patrols are one part of the approach, and the RCMP advised that bike patrols involve volunteers.

The Committee advised that lights along some City walkways (e.g., Rochester Walkway) are damaged, and inquired if a survey will be conducted to determine infrastructure in need of repair.

Staff advised that the review of existing inventory will be the first step of the proposed approach.

6. **MONTHLY REPORTS**

MOVED BY TRUSTEE HAYES
SECONDED BY MR. REID

THAT the monthly reports be received.

CARRIED UNANIMOUSLY

a) **District #1 - no submission**

No report was provided at this time.

b) **District #2 - July/August 2017**

Ms. Cheng, Chair, provided a report of activities that took place in District #2 during July/August 2017:

- CPAC is anticipating additional youth members after several members have left following their high school graduation;
- measures have been implemented to address the increased number of youth smoking marijuana near Seaforth Elementary and Burnaby North Secondary schools; and
- citizens are concerned regarding recent fatality in Central Park.

c) **District #3 - no submission**

No report was provided at this time.

d) District #4 - July/August 2017

Ms. Gates, Chair, provided a report of activities that took place in District #4 during July/August 2017:

- Burnaby Citizens Crime Watch and Community Police Offices volunteers participated in vehicle and foot patrols in Central Park to distribute safety pamphlets and encourage residents to remain vigilant; and
- eight policing volunteers attended the RCMP Musical Ride on 2017 August 18 and participated in interactive public safety activities.

e) RCMP - June/July 2017

Acting Chief Superintendent McDonald submitted a report providing an overview of activities that took place during June/July 2017.

Acting Chief Superintendent highlighted the following items:

- crime statistics are good with slight increases for some of the indicators in Districts #1, #2, and #4, and a decrease for all indicators in District #4;
- fentanyl is an ongoing concern; and
- the RCMP will compile stories regarding the members' involvement in fighting 2017 BC wildfires.

f) Fire - June/July/August 2017

The Fire Chief Robertson submitted a report providing an overview of activities that took place during June/July/August 2017.

The Fire Chief highlighted the following items:

- fentanyl statistics remain static with the highest number of incidents in Metrotown and Edmonds neighbourhoods;
- the City Manager and the Director Public Safety and Community Services attended Fire Operations Academy organized by the BC Professional Firefighters Association; and
- thank you to the RCMP for including the Department in the Musical Ride.

A video of the Fire Department's 2017 Youth Academy was played for the Committee members.

The Deputy Fire Chief Samson provided an update of the Department's involvement in fighting the BC wildfires, noting that Burnaby firefighters provided structural protection alongside BC Wildland staff.

The Committee thanked the Fire Department and the RCMP staff for their service during the wildfires crisis.

7. NEW BUSINESS**Jen Mezei**

Ms. Mezei advised that the Provincial Government is seeking input regarding cannabis legalization. Individuals can provide feedback by 2017 November 01 at www.engage.gov.bc.ca/BCcannabisregulation.

Staff advised that the City has provided feedback to the Province through the Union of British Columbia Municipalities.

Bethany McGoldrick

Ms. McGoldrick expressed concern regarding speeding on Government Street between Lougheed Highway and Cariboo Road, and inquired if it is possible to implement Speed Watch and traffic policing in the area.

Staff undertook to investigate.

8. INQUIRIES**Bethany McGoldrick**

Ms. McGoldrick inquired regarding the existence of an RCMP program for youth similar to the Fire Department's Youth Academy (e.g., "ride-alongs").

Staff advised that Burnaby youth have an opportunity to participate in the annual RCMP Lower Mainland Youth Academy, and ad-hoc programs can be created.

The Committee requested that the RCMP and Fire Department consider developing a program to allow youth to spend time with the first responders.

Staff undertook to follow-up.

9. ADJOURNMENT

MOVED BY MR. REID

SECONDED BY MR. PAUL

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open meeting adjourned at 7:57 p.m.

Nikolina Vracar
ADMINISTRATIVE OFFICER

Councillor Pietro Calendino
CHAIR

DRAFT

From: Peter Cech [mailto: [REDACTED]]
Sent: September-28-17 2:44 PM
To: Vracar, Nikolina
Cc: John Buis
Subject: Public Safety Committee - request to appear as delegation

Hi Nikolina,

My neighbours and I would like to appear as a delegation at the November 9 Public Safety Committee to discuss safety concerns related to traffic in our North Burnaby neighbourhood. There is a specific safety issue that we wish to bring to the committee's attention.

We also ask that the committee request on our behalf some accident statistics from the RCMP to share with us before Nov. 9. Specifically, we are looking for the number of single vehicle accidents documented at the corner of Cambridge Street and N. Beta since 2002, including the date on which they occurred and any other details that can be shared with us. Monica McDonald in your officer may have already initiated this information request.

Our hope is to include this information in our presentation to the committee.

Thank you in advance for your help.

Peter Cech
4715 Cambridge St
Burnaby, V5C 1H8
[REDACTED]

Troy Tack
225 liberty place bby v5c1x5
[REDACTED]

From: Diane Gillis [mailto: [REDACTED]]
Sent: October-23-17 12:47 PM
To: Vracar, Nikolina
Subject: Re: Public Safety Committee Nov. 9 Meeting

Hi Nikolina

KINA would like to appear as a delegation at the November 9 Public Safety Committee. I as KINA President and Susan Lee as KINA Vice-President will be representing KINA. My phone number is [REDACTED] email is [REDACTED] I will contact Sue re forwarding her contact info and will explain that our contact info will not be posted for public viewing. The KINA mailing address is [REDACTED] Burnaby, BC [REDACTED]

We will be sharing with the Public Safety Committee our concerns re sites in the KINA Community where we have concerns re pedestrian safety. We will also be bringing forward concerns re public safety. Please let me know if You would like more details re our presentation. We do plan to have a PowerPoint presentation.

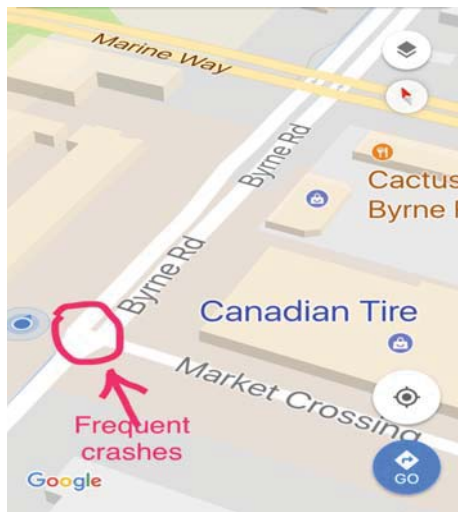
Thank You
Diane

From: R Lu [REDACTED]
Date: October 4, 2017 at 5:38:10 PM PDT
To: "clerks@burnaby.ca" <clerks@burnaby.ca>
Subject: Request to have traffic lights installed at Byrne Rd and Market Crossing

Attention: Mayor and Council

Dear Sirs/Madams:

I am writing to request that you build a traffic control system at the intersection of Byrne Rd and Market Crossing because this busy intersection is becoming more and more dangerous for road users. There have been quite a few crashes in the past two years.



The said intersection is extremely chaotic during lunch hour on work days as many, many working people in the area come to the mall to take lunch breaks. We can hear impatient drivers swearing at each other every day. The almost unbearable pressure from drivers behind makes the first driver in the long waiting line take dangerous moves, which causes crashes, of course.

Please send somebody down here to make observations and you will know how crazy the traffic situation is during lunch hour each day.

I thank you for your kind attention and look forward to hearing from you soon.

Rodney Lu
A Burnaby resident
[REDACTED]
#216-5589 Byrne Rd
Burnaby BC V5J 3J1

Referred to:
Public Safety Committee (2017.11.09)

October 11, 2017

Traffic Safety Committee
4949 Canada Way
Burnaby, B.C.,
V5G 1M2

Dear Committee Members,

I am writing to bring to your attention the dangerous road conditions in my neighborhood that affects both cyclists, pedestrians and drivers.

You responded to my previous letter of 2016 and indicated my concerns would be referred to city staff for review. Well a year has passed and nothing has changed. I am not certain your staff have actually reviewed the area and the situation. Let me refresh your memories:

My issues continue to be:

- lack of safe cycling infrastructure, on the west side of Underhill, from Broadway to Lougheed,
- lack of safe cycling infrastructure on the east side of Underhill, going north between Lougheed to Eastlake (at the T intersection),
- lack of safe cycling infrastructure along Enterprise
- lack of safe cycling infrastructure around the Lake City Skytrain, no signage or road markings anywhere,
- a dangerous mix of pedestrians and bikes at the Lake City Station, but nowhere for the bikes to go in and around this station,
- lack of pedestrian crossing lights in the Lake City/Enterprise area
- lack of a crosswalk in the Lake City/Enterprise area.

I ride from 8400 Forest Grove, (see Map A) down Underhill going south to my job at BCIT. I enter the intersection on the corner of Underhill and Broadway. This delightful corner sandwiches me in front, or behind and often beside cars and or trucks. I ride through the intersection, going south on Underhill on the west side, stopping at the three way stop at Eastlake and then turn right on Enterprise.

As I ride I note, and have noted for years, there is absolutely no cycling infrastructure in my areas with the exception of an urban trail that is 'shared', on the east side of Underhill, and is on the wrong side of where I need to travel. I continue to cycle south, riding between the moving traffic on my left and the parked cars on my right and sometimes for good measure pedestrians that walk between me and the parked cars on the street due to a lack of a sidewalk between Eastlake and Enterprise on both sides of Underhill.

The vehicle traffic in this area (as indicated on the map) has grown since I last wrote in 2016 and no doubt will continue to grow considerably with the build of new Eastlake Campus and its hundreds of cars moving in and out of the complex each day in addition to the sometimes hundreds of movie production people and their cars in and around the old Sears building. Every bit of available space is taken up by parking, and moving vehicles. Where is the infrastructure for bicycles *and* pedestrians to be safe?

I turn right onto Enterprise and turn left on Lake City Way, going past the Skytrain station on my right. I then join the traffic on Lougheed Highway going west. I have a bit of unprotected roadway.

I further note: the area around the Lake City Skytrain area has exploded with pedestrians arriving and leaving each morning and afternoon to work in all the warehouses around the Lake City area. As pedestrian exit the Skytrain, they wander up the street, cross in the middle of the street sometimes looking for cars and sometimes not. Vehicles of all sizes including large transport trucks roar up and down Lake City Way. Between the Swiss Coffee Plant and the Propane Station, there is no pedestrian crossing, no pedestrian lights, no crosswalk and certainly no safe cycling infrastructure including signage or safe area to ride. Its my own urban nightmare.

My return trip home each day (see Map B) has its own daily challenge, but as the days get shorter, and then the rains, it's an especially tricky area.

I ride on the south side of Lougheed going east until I cross at Lake City Way. As I travel through the cross walk, I encounter a pedestrian zone with absolutely no cycling infrastructure or signage.. Nothing to indicate 'look out pedestrians' here comes bikes!, because there is nowhere safe for me or anyone else to ride in this area.

I have had my share of pedestrians yelling at me and a few near misses as people who aren't watching where they are going almost collide with me. Where is a cyclist to go? There is no cycling path on the east side of Lake City, so I just keep riding around the pedestrians. As I ride north along the side walk (west side) I turn right on the corner at Enterprise. This is always an interesting ordeal as the semi's, delivery trucks and cars that drive south and north Lake City far and away exceed the 50 KPH speed limit. It could be closer to 70 KPH. There is a nice little incline for drivers going south on Lake City Way as they come down to Lougheed. They do take advantage of this incline to speed up. Then there are the vehicles waiting at Enterprise to turn left (south). Lots of action. As for the cars coming up from Lougheed (north) they take little notice of cyclists and pedestrians.

As I ride east along Enterprise where there is no cycling infrastructure at all, not even signage, or markings on the roadway. I then come to the corner of Enterprise and Underhill. This section of the road is particularly interesting as motor vehicles, mostly trucks parked too close to both the north and south corners reduce my visibility to see traffic and safely turn left. Whatever the traffic regulations say about the vehicle parking here is immaterial as the trucks, mostly, but other vehicles as well park too close to both corners. Either move all the vehicles completely and let businesses worry about where the vehicles will park or bring the stop line out by 15 feet so I can legitimately wait at the traffic line and see the traffic move up and down Underhill.

As a result of a lack of visibility, I must creep out well past the stop sign into the traffic roaring up Underhill to see well enough to turn left. The traffic coming off Lougheed up (north) on Underhill is traveling very quickly, often far exceeding 70 KPH. When it is dark, this corner is pretty hair raising as I also have vehicles beside me turning right (often a big truck). So its vehicles behind me, beside me *and* vehicles racing up and down Underhill.

When I finally, and carefully turn left (going north up Underhill) I am now in the thick of vehicles of all sizes traveling north on Underhill with parked cars to my immediate right. I am again

sandwiched between and around vehicles. There is absolutely no safe area where I can separate myself away from traffic. But the story is not over yet. As I ride to the three way intersection (Eastlake and Underhill) I now encounter a hellish position where I am literally at the mercy of cars all around me. There is again, literally nowhere for me to situate myself except in the traffic with all the vehicles to get through the intersection.

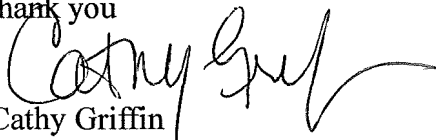
Once I get myself through the intersection its onto the urban trail (east side of Underhill) and up the big hill to get home.

I am shocked, and dismayed the city does not see the need to appropriately re mediate this area to create safe cycling infrastructure as well as sidewalks for anyone (customers, workers, the general public etc etc) to walk and ride safely in this area. The above scenario is unbelievably unsafe. Do I need to feel I am taking my life in my hands each and every time I ride my bike whether for work or pleasure?

In summary, my issues are:

- lack of safe cycling infrastructure, on the west side of Underhill, from Broadway to Lougheed,
- lack of safe cycling infrastructure on the east side of Underhill, going north between Lougheed to Eastlake (to the T intersection),
- lack of safe cycling infrastructure along Enterprise
- lack of safe cycling infrastructure around the Lake City Skytrain, no signage or road markings anywhere,
- a dangerous mix of pedestrians and bikes at the Lake City Station, but nowhere for the bikes to go in and around this station,
- lack of pedestrian crossing lights in the Lake City/Enterprise area

thank you



Cathy Griffin
21-8400 Forest Grove Drive
Burnaby, B.C.
V5a 4B7

2015



From: Holly McCallum [mailto:[REDACTED]]
Sent: October-31-17 8:54 PM
To: Clerks
Subject: Fireworks - Burnaby

Dear Mayor Corrigan and Council Members:

I would like to urge your consideration in placing a ban on fireworks in the City of Burnaby.

In Central Park, fire crackers and/or fireworks start about a week ahead of October 31st and continue a week past, going late into early morning hours. The reverberation through the trees amplifies the bang and at times, sounds like an explosion outside the window.

Notwithstanding the fear of my cat, I am very concerned about Central Park's wildlife. It is unacceptable that the resident coyotes, ducks, squirrels and resting birds are frightened and disturbed. I would like to think that protecting our wildlife takes precedence over lunatics setting off fire crackers, especially deep into the night and for weeks at a time.

Sale of fireworks is banned – let's take it one step further and ban them from being discharged. It would be very helpful to close the parks on weeks surrounding Halloween with staff to guard entrances as well.

I look forward to a positive change in protecting our animals and our City.

Best regards,

Holly McCallum
#901, 6455 Willingdon Avenue
Burnaby, BC V5H 4E4
Day Phone: [REDACTED]

Copied to:
Public Safety Committee (2017.11.09)

From: Michael Volpi [<mailto:>]
Sent: November-01-17 9:46 AM
To: Clerks
Subject: Re: Please pass this message on to the Public Safety Committee

Hello

I tried dealing with your traffic department but only ran into staff and dead ends when trying to get information. I'm very disappointed in the fact that my property taxes pay for staff like this. I'll be discussing this with the mayor for sure.

I wanted to request and talk to someone about getting a controlled crosswalk on Springer and Loughheed.

Because of an police officer, I got a ticket for crossing in the area, and he says there's no crosswalk in that area, I'd have to go all the way to Delta or Holdom, which makes no sense. I will dispute the ticket as well and issuing a complaint against the officer. I've taken a lot of photos of people crossing all over the stretch of highway from Springer to Holdom, and people are crossing all over the place.

Going back to the staff, we have 1 person who didn't even know that its actually a crosswalk, another person that gave me a bylaw that says that it actually is, another person who says that the city doesn't have the funds to make the whole area safer (including building a better sidewalk on the north side and maintaining it, and another staff that ran down all of these people mentioned and also contradicted the bylaw against the motor vehicle act. It's very disturbing to say the least and an inquiry needs to be done here.

This isn't even about the ticket, it's about the principle of the matter. But one thing I want to point out is that the city of Burnaby should coordinate with the RCMP on things like bylaws, acts, and safety. Instead, we have a convoluted system of outright gouging and safety issues/poorly designed areas of the city.

Let me know if you have time to talk on the phone about this situation further.

Michael
[REDACTED]



Meeting 2017 Nov 09

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PUBLIC SAFETY COMMITTEE

DATE: 2017 November 01

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: TRAFFIC CONTROL UPGRADE AT PARKER STREET & GILMORE AVENUE

PURPOSE: To assess the need for a new traffic signal at the existing stop-controlled intersection at Parker Street and Gilmore Avenue.

RECOMMENDATION:

1. **THAT** the Committee recommend to Council the installation of a new traffic signal at the intersection of Parker St and Gilmore Ave as detailed in this report.

REPORT**BACKGROUND**

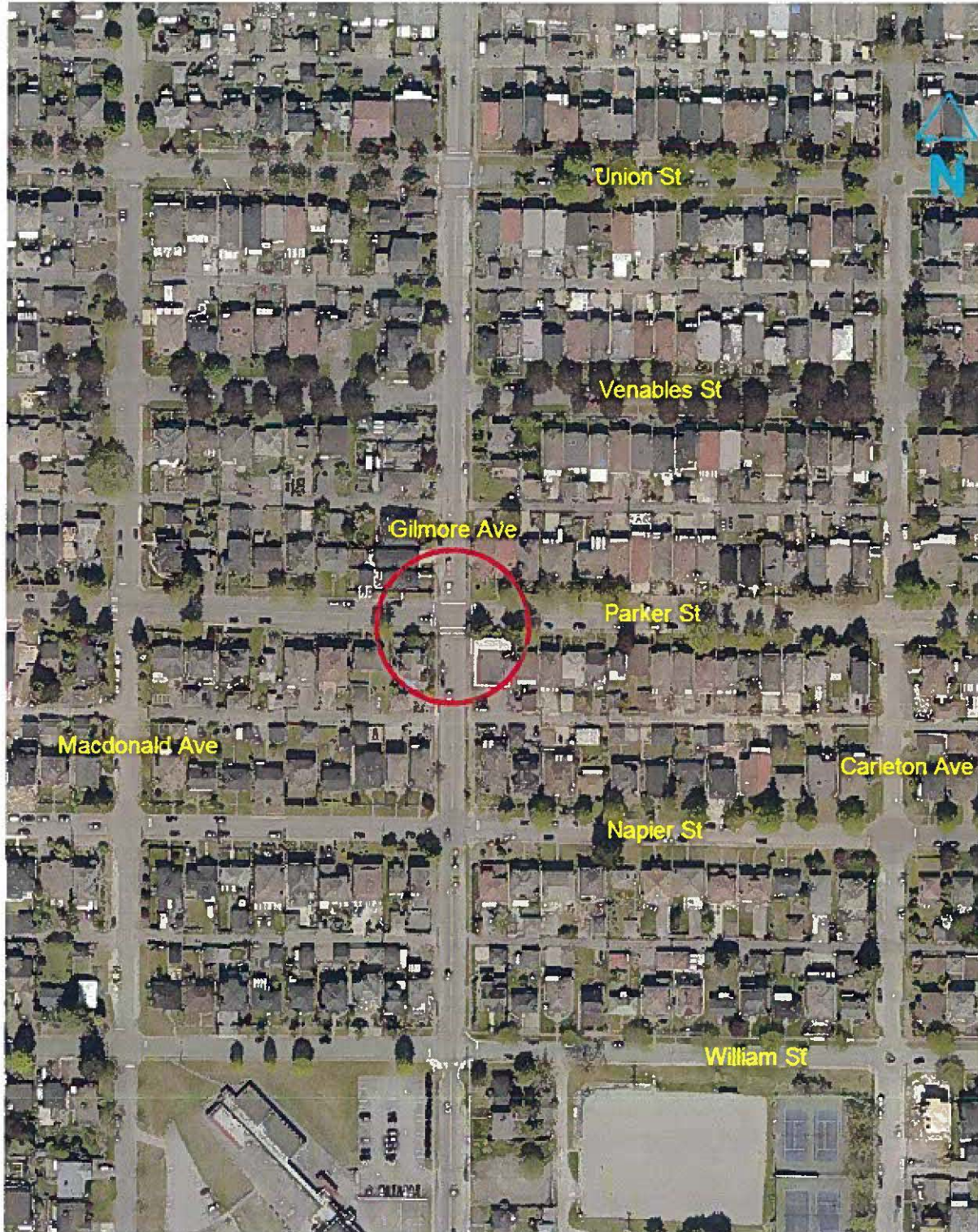
The City has received a number of complaints over the years about recurring congestion at the intersection of Parker Street/Gilmore Avenue. Under the current all-way stop controlled operation, delays are experienced by traffic on both intersecting streets. The situation is likely to deteriorate in the near future due to prolonged pipeline construction works planned by Fortis Gas along Lougheed Highway. In response, a traffic engineering review was completed based on the standard warrant analysis procedure from the Transportation Association of Canada (TAC) and the findings are summarized herein.

SITE LOCATION

Figure 1 shows the location of the existing unsignalized intersection of Parker St/Gilmore Ave. It is 800 metres to the west of the signalized intersection of Parker St /Willingdon Ave. With the exception of the southeast corner of the intersection, where a small neighbourhood commercial development is located, the surrounding area predominantly consists of single family residential developments. Approximately 200 metres to the south on Gilmore Ave is Kitchener Elementary School as well as the Willingdon Heights Park and Community Centre.

To: Public Safety Committee
From: Director Engineering
Re: Traffic control upgrade at Parker and Gilmore
2017 November 01 Page 2

Figure 1: Location of Parker Street/Gilmore Avenue Intersection



To: Public Safety Committee
 From: Director Engineering
 Re: Traffic control upgrade at Parker and Gilmore
 2017 November 01..... Page 3

EXISTING TRAFFIC CONDITIONS

Both Parker St and Gilmore Ave are classified as Major Collector Secondary streets providing access to single family residential areas and major activity centres. Gilmore Ave is also a transit bus route serving Route # 129 that traverses between Edmonds and Patterson SkyTrain stations.

Both Parker St and Gilmore Ave currently have a single travel lane in each direction plus on-street parking on both sides of the street. The posted speed limit is 50 km/h for both streets. Parker St carries up to 920 vehicles two-way in the peak hour compared to Gilmore Ave carrying 750 vehicles two-way in the peak hour. In the north-south direction 17 pedestrians/ hour on average cross Parker St and in the east-west direction 8.0 pedestrians/hour on average cross Gilmore Ave.

The stop-controlled intersection of Parker St/ Gilmore Ave experiences significant delays during the a.m. and p.m. peak periods and results in queuing of over 150 metres.

Based on the ICBC crash database, there is an average of about 8 crashes per year at this intersection in the most recent five-year period (2011-2015).

WARRANT ANALYSIS

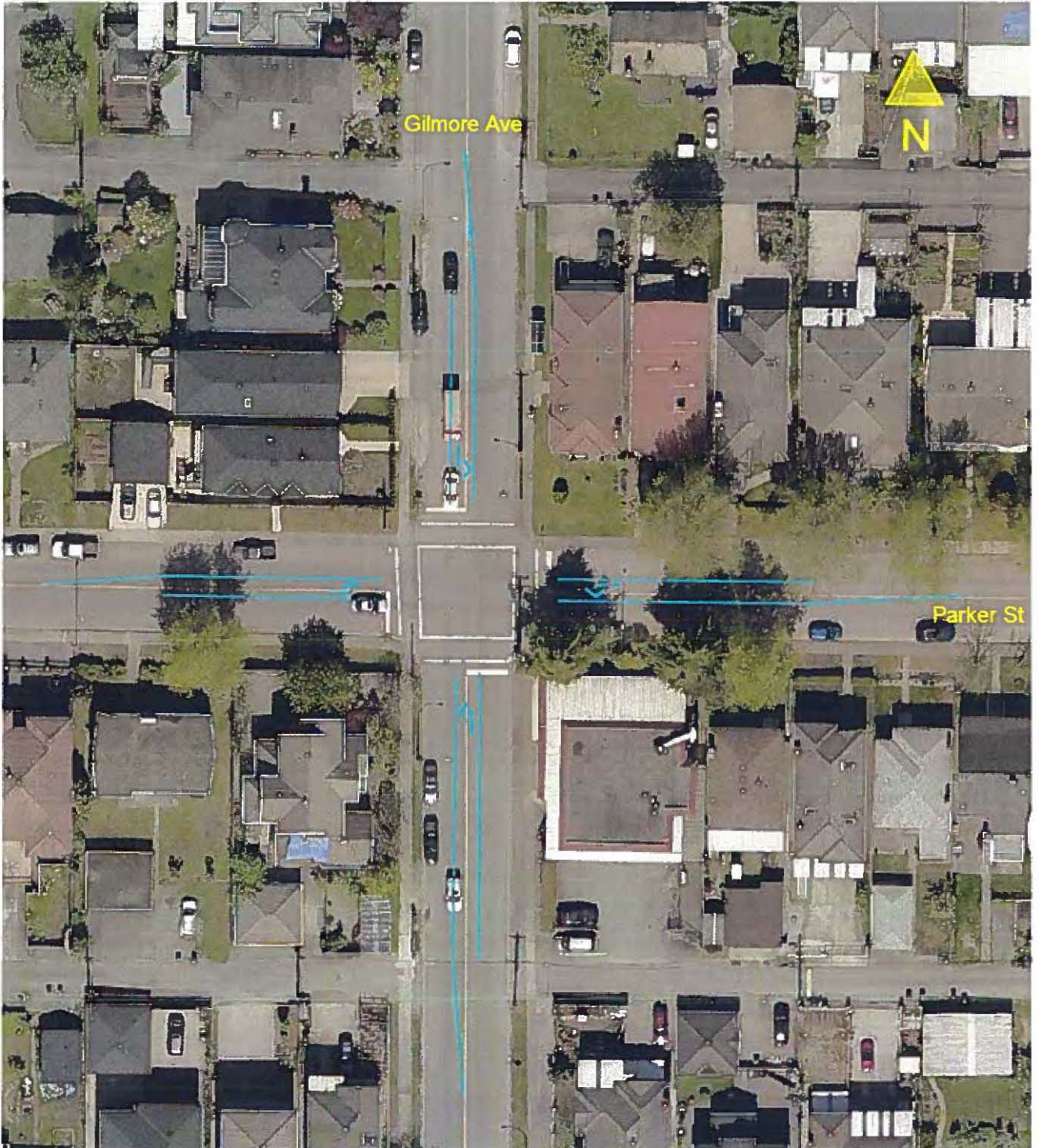
The City follows the Transportation Association of Canada's (TAC) standard intersection traffic control warrant analysis procedure. These methodologies take into account traffic and pedestrian volumes, roadway geometrics, crash history, nearby traffic control, and network connectivity. This ensures consistency across the City, and addresses the safety of all road users and meets driver expectations. Applying the recent traffic count data and roadway configurations, the completed warrant analysis shows that a traffic signal is justifiable primarily because of the relatively high volume of traffic along both intersecting streets.

RECOMMENDED IMPROVEMENTS

A traffic signal is recommended at the intersection of Parker St and Gilmore Ave with separate left turn lanes on all four approaches. This upgrade will improve the level of service and reduce delays and queueing experienced on a regular basis. This will also enhance the safety of pedestrians and transit buses that travel north-south through this intersection. The south and east legs of the intersection experiences higher volumes of traffic and should include slightly longer left turn bays. Therefore, parking will need to be prohibited within 50 metres of the intersection for the east and south legs, and 40 metres for the west and north legs. Figure 2 shows the recommended intersection geometry.

To: Public Safety Committee
From: Director Engineering
Re: Traffic control upgrade at Parker and Gilmore
2017 November 01 Page 4

Figure 2: Recommended Intersection Geometry



To: Public Safety Committee
From: Director Engineering
Re: Traffic control upgrade at Parker and Gilmore
2017 November 01 Page 5

The recommended upgrades are estimated to cost approximately \$300,000 and will be included in the 2018 Capital Budget for installation in 2018. Funding contributions from other sources such as the ICBC Road Improvement Program will be sought to help offset some of the City's cost.



Leon A. Gous, P. Eng., MBA
DIRECTOR ENGINEERING

MH/ac

Copied to: City Manager



Meeting 2017 Nov 09

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PUBLIC SAFETY COMMITTEE

DATE: 2017 November 01

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: REQUEST FOR TRAFFIC SIGNAL AT CARIBOO ROAD AND CARIBOO DRIVE

PURPOSE: To assess the need for traffic control and safety improvements at the Cariboo Road /Cariboo Drive intersection.

RECOMMENDATION:

1. **THAT** the Committee recommend to Council the implementation of road safety improvements at Cariboo Rd and Cariboo Dr as detailed in this report.
2. **THAT** the Committee recommend that Council send a copy of this report to residents concerned about the intersection (Ms. Keri Brummitt – [REDACTED], and Mr. Bill Schulz – [REDACTED], Burnaby, BC, V5E 1Z7).

REPORT**BACKGROUND**

The City has received a number of requests for a new traffic signal at the intersection of Cariboo Road /Cariboo Drive. Some of the correspondence requested a signalized pedestrian crosswalk, and expressed concerns about traffic speeding on Cariboo Rd and inappropriate use of trucks along the street. In response to such concerns, a traffic engineering review was completed based on the standard warrant analysis procedures from the Transportation Association of Canada (TAC) and the findings are summarized herein.

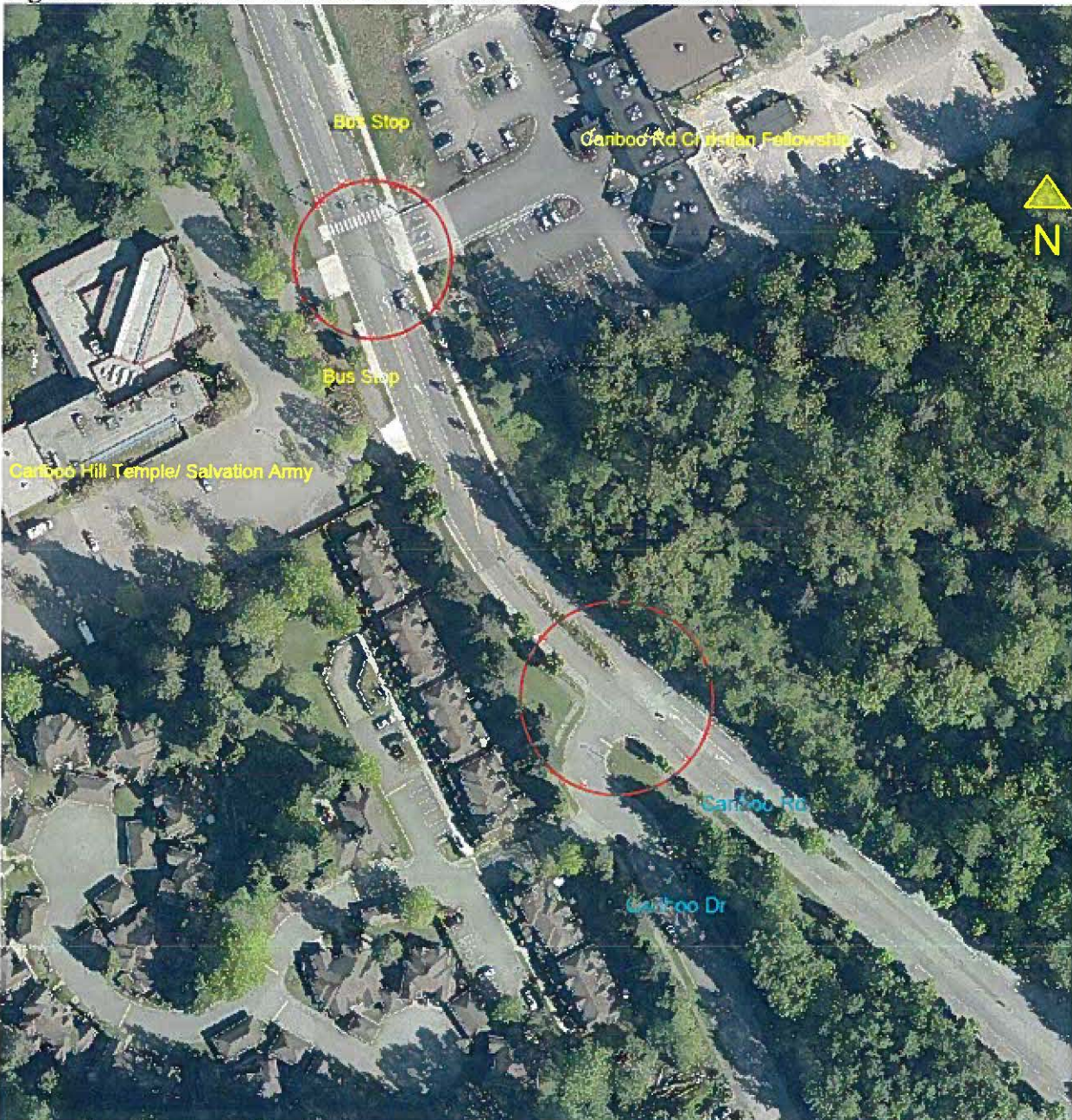
SITE LOCATION

Figure 1 shows the location of the subject unsignalized 'T'-intersection of Cariboo Rd/Cariboo Dr. It is 240 metres south of the Trans-Canada Hwy overpass and 510 metres to the north of the signalized intersection of 16th Ave/Cariboo Rd. Figure 1 also shows two existing church accesses directly opposite to each other and an overhead signed crosswalk on Cariboo Rd 140 metres north of the subject 'T'-intersection. Transit bus stops are located on both sides of Cariboo Rd at the crosswalk.

To: Public Safety Committee
From: Director Engineering
Re: Request for Signalized Crosswalk – Cariboo Rd
2017 November 01 Page 2

Cariboo Dr serves low to medium density residential developments and leads into undeveloped lands and a conservation area. The Cariboo Heights Housing Co-operative with 56 townhouse units and 8 single family homes is on the west side of Cariboo Rd that is accessed via Cariboo Dr. The Cariboo Hill Temple / Salvation Army offices are located just north of the co-op that offers services on Sundays and Tuesday evenings. The Cariboo Road Christian Fellowship Church is directly across Cariboo Rd from Cariboo Hill Temple and offers services primarily on Sundays, and generates very little traffic during the typical weekday peak hours.

Figure 1: Location of Cariboo Road/Cariboo Drive Intersection



To: Public Safety Committee
 From: Director Engineering
 Re: Request for Signalized Crosswalk – Cariboo Rd
 2017 November 01 Page 3

EXISTING TRAFFIC CONDITIONS

Cariboo Rd is a Major Collector Secondary with a single travel lane in each direction north of Cariboo Drive. A second additional southbound travel lane is introduced just south of the intersection. Cariboo Rd carries 1,340 vehicles per direction for a total of up to 2,670 vehicles two-way in the peak hour.

In the northbound direction Cariboo Road has a downhill grade of approximately 8% which contributes to operating speeds higher than the posted speed limit of 50 km/h. Also, due to lack of gaps in the northbound traffic stream during peak periods, traffic exiting Cariboo Dr making a left turn onto Cariboo Rd may experience delays. However, the volume of such left turn movement is extremely low with only 16 vehicles in the peak hour. The ICBC crash data for the most recent five-year period (2011-2015) does not show any crashes at the intersection.

WARRANT ANALYSIS

The City follows the Transportation Association of Canada's (TAC) standard intersection and crosswalk traffic control warrant analysis procedures. The methodology takes into account traffic and pedestrian volumes, roadway geometrics, crash history, nearby traffic control and network connectivity. This ensures consistency across the City, addresses the safety of pedestrians and meets driver expectations.

The analysis completed at the intersection of Cariboo Rd/Cariboo Dr show that a signal is not warranted due primarily to the very low volume of vehicles and pedestrians crossing Cariboo Rd at Cariboo Dr. In particular, there are only 25 vehicles coming from eastbound Cariboo Dr in the peak hour of which 16 turn left northbound. Also, there is only an average of 2 pedestrians/ hour crossing Cariboo Rd. Both are well below the threshold of 200 vehicles /hour and 15 pedestrians/ hour to warrant a signal.

The installation of an unwarranted traffic signal could lead to unnecessary delays to motorists and a higher potential for rear end crashes. A review of historical traffic volume data along Cariboo Dr also does not indicate any significant growth trend.

A similar analysis was completed at the intersection of Cariboo Rd and the access to Cariboo Hill Temple/ Salvation Army. The results were similar in that both traffic (30 vehicles/ hour in the peak hour) and pedestrian volumes (average of 3 pedestrians/ hour) were too low to warrant a signal.

To: Public Safety Committee
 From: Director Engineering
 Re: Request for Signalized Crosswalk – Cariboo Rd
 2017 November 01 Page 4

POTENTIAL IMPROVEMENTS

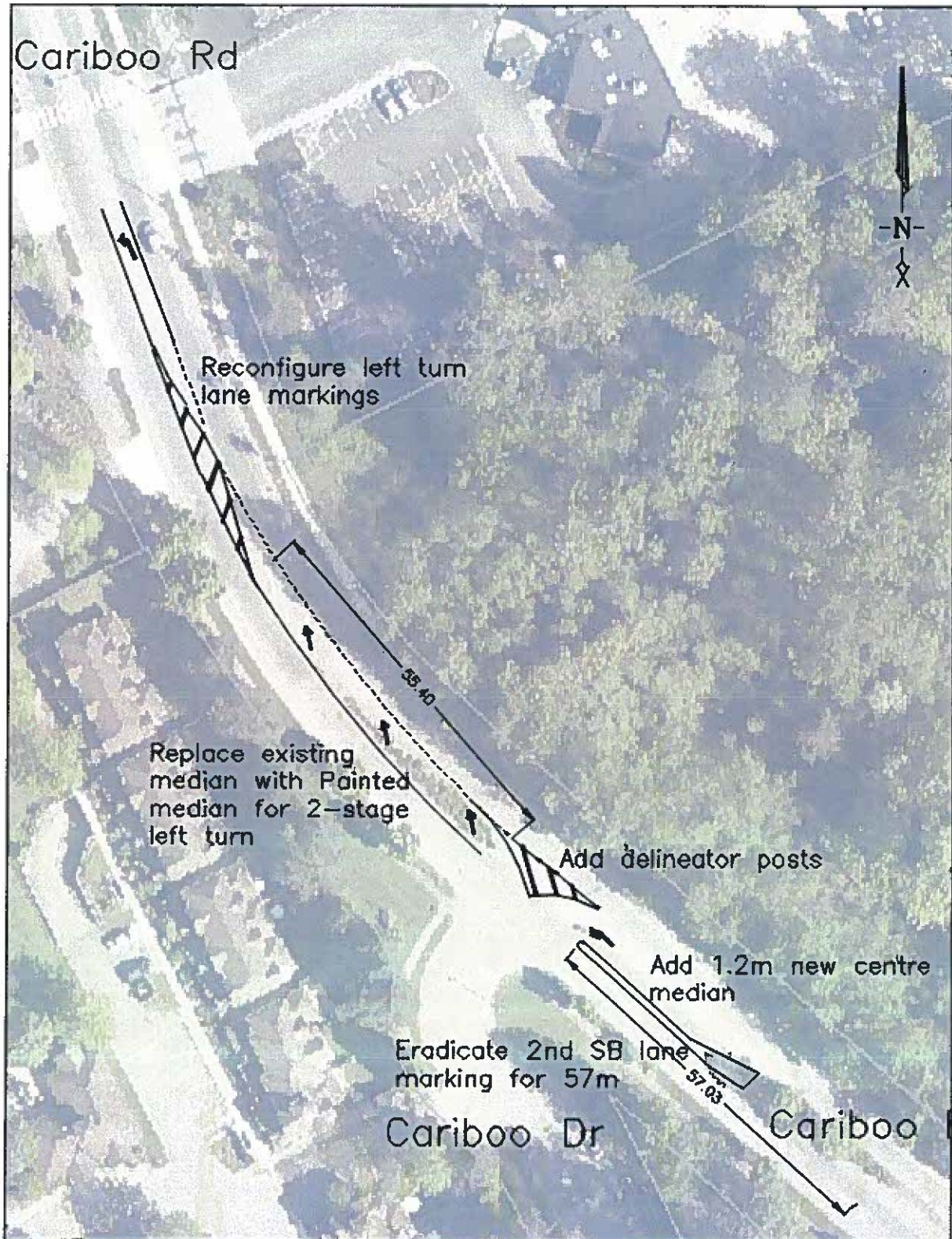
Although new traffic signals are not warranted along Cariboo Rd, a number of alternatives were developed to address some of the concerns raised. These include:

- i. The installation of a Speed Reader Board or speed feedback electronic sign in the northbound downhill direction on Cariboo Rd near Cariboo Dr to influence driver behaviour;
- ii. Speed enforcement by the RCMP as resources and priorities allow to improve speed limit compliance;
- iii. Intersection design modifications to provide a two-stage protected left turn exit from Cariboo Dr by means of a 55 metre long painted centre median / merge lane on Cariboo Rd;

Figure 2 shows the recommended intersection design modifications. The proposed two-stage left turn exit from Cariboo Dr should reduce delays to motorists making a left turn onto Cariboo Rd. The central merge lane allows vehicles to wait for a gap in traffic if necessary, and makes them clearly visible to northbound motorists. Delineation posts are used to guide left turning vehicles and help deter northbound vehicles from speeding. The modifications also shift the introduction of the second southbound lane further south along Cariboo Rd, thus deterring southbound motorists from speeding up the hill until well after the intersection of Cariboo Dr.

To: Public Safety Committee
From: Director Engineering
Re: Request for Signalized Crosswalk – Cariboo Rd
2017 November 01 Page 5

Figure 2: Recommended Intersection Improvements




To: Public Safety Committee
From: Director Engineering
Re: Request for Signalized Crosswalk – Cariboo Rd
2017 November 01 Page 6

RECOMMENDATIONS

The existing traffic volumes and pedestrian activity on Cariboo Dr are well below the standard warrant thresholds for a traffic signal to be installed at the Cariboo Dr/Cariboo Rd intersection. Instead, it is recommended that a two-stage protected left turn exit from Cariboo Dr be created. This along with the installation of a Speed Reader Board and speed enforcement by the RCMP as required should help to mitigate the traffic concerns at the intersection. The cost of the physical improvements is estimated to be approximately \$35,000.

Subject to Council approval of the 2018 Capital Budget (Minor Traffic Management Projects), the proposed modifications can be completed in 2018. Funding contributions from the ICBC Road Improvement Program will be sought to help offset some of the City's cost for this proposed road safety improvement.



Leon A. Gous, P. Eng., MBA
DIRECTOR ENGINEERING

MH/ac

Copied to: City Manager

District 1-Hastings Brentwood Monthly Report
For the November 9, 2017 meeting
Public Safety Committee, City of Burnaby

District 1 Report

- District 1 resumed meeting on September 28, 2017 after a summer recess
- A District 1 Community Police Office constable is overseas for a year providing training to police in Ukraine. We wish him a safe and rewarding experience.
- Used syringes continue to be found in District 1 mainly at a few bus shelters along major routes. D1 CPAC discussed options. There is a crew that conducts cleanup but does not work weekends. D1 CPAC discussed positioning “sharps” disposal boxes in strategic locations but then who becomes responsible for monitoring and replacing full boxes? What if a box is full and syringes do not fall completely inside the box and a child reaches in and is poked? Would putting up sharp collection boxes send the signals that D1 is a drug use friendly area?
- D1 CPAC learned from the RCMP that detached garages continue to be targets for break and enter.
- Vandals broke windows at several elementary schools in District 1 (Confederation and Brentwood Park Elementary Schools). Parents have indicated to School District that existing lighting could be improved to illuminate parts of the school that are left dark at night time.
- In October a representative from Brentwood Mall Security has joined District 1 CPAC. He mentioned the mall will have a grand opening in Spring 2019.
- At the CPAC meeting, CPAC members were reminded of the new non-emergency number 604-646-9999

Respectfully submitted
Tony Wong, Chair, D1 CPAC
November 1, 2017

October 26, 2017

Public Safety Committee Report from District 2

Prepared by Maisie Cheng, Chair

A member has brought up that there seems to be more cases of fraud charities recently and has been advised to encourage others to report these scam incidents to the Canadian Anti-Fraud Centre.

Another member has expressed concerns about the lighting and winter safety at the SFU campus and UniverCity. Specifically, in regard to the snow and ice removal as well as emergency services. Looking at traffic in this area, an increase in aggressive driving is seen once again along University Drive East and Gagliardi Way.

As a group, our committee is interested in learning more about graffiti and the associated bylaws we have in Burnaby and therefore, we have invited Todd Polich to come to our November meeting as a speaker to share with us what he knows about this topic. We are all very excited to hear what he has to say!

Community Policing Advisory Committee District 3 Summary report for September, 2017

- The CPO Volunteers worked in conjunction with RCMP due to homicide in Central Park. Safety pamphlet distribution as well as safety initiatives were deployed in response to the homicide.

Volunteer bike patrols were deployed several times during the summer (often paired up with RCMP bike patrols). For September, CPO's focus is Distracted Driving.

- The Southside Community Church has been vandalized (windows appearing to have been broken by an axe or similar slicing instrument). Recently, it had been brought up that certain homeless individuals frequent the church grounds, often near doorways or other high traffic areas. On more than one occasion, there has been conflict between church attendees and the homeless population (often as a result of early morning wake-up encounters). As a result, certain church attendees had expressed concerns over safety. Police have spoken with the individuals however the situation remains prominent.

Lights have been installed in the area and bushes have been cut back to better illuminate and expose the church. This has not solved the current situation. They will likely be investing in a security monitoring system in order to record damages and aid police in investigations if needed

The Constable rep encourages the member to stay in contact with the police, especially if the situation escalates further or violent/physical encounters become a reality.

- A bear has been sighted in Robert Burnaby Park and Lakeview school.

District 4 Community Policing Advisory Committee Report, October, 2017

There was not a report from the Community Police Office Supervisor nor the District 4 RCMP. One community member was concerned with waiting on line for 16 minutes with the non-emergency line to report their concern.

Volunteers participated with the RCMP members at the Metrotown Skytrain station distributing pedestrian reflectors as part of the ICBC education campaign for October. The reflectors were well received and pedestrians were reminded to be seen at night, take care when crossing the street and remove ear buds for better pedestrian safety .

Station Square and Metrotown Security Managers outlined their security roles. They are not involved in loss prevention unless they have witnessed the act and have observed the entire event. Security members focus is the parking lots and the common areas in the mall outside the vendors premises. The security managers continue to network with each other, alerting each other about possible problem individuals and current trends

Submitted by Mary Gates, Chairperson



RCMP Musical Ride Returns to Burnaby

Burnaby RCMP Public Safety Report: August & September 2017 “Partners for a Safe Community”

Message from the Chief



Burnaby RCMP members participated in a number of community initiatives through August and September; all of these events saw our members engaging the citizens they serve. These events, along with a number of operational victories through diligent and proactive policing resulted in a successful two months for the detachment.

Burnaby's Traffic Services issued 917 distracted driving tickets across the city in September. One of the distracted driving stops led police to the discovery of 21lbs of marijuana in the back of a vehicle. This timely proactive distracted driving enforcement ensured that drivers throughout our growing city are aware of the dangers associated with driving while using a cellphone.

A male, suspected of a number of bank robberies across the Lower Mainland is facing charges thanks to the work of Burnaby's Strike Force. The unit worked alongside other policing partners to track the male to a hotel where he was arrested in possession of a number of articles related to the robberies.

In September, Burnaby's Bike Section disrupted a street level drug distribution network. A two week investigation involving a number of policing partners resulted in Burnaby Bike Section arresting a male who now faces a number of serious charges. These files are a direct result of diligent proactive policing strategies consistently conducted by the Burnaby Bike Section. Enforcement action like this will have a significant effect on the Burnaby Crime Reduction Strategy.

A number of initiatives, undertaken by members have served to showcase Burnaby RCMP throughout the Lower Mainland. In September, three Burnaby members rode the Tour de Coast in aid of Cops for Cancer. After 803km in the saddle, they, along with other first responders raised an incredible \$600,000 for kids battling cancer. In August, Burnaby RCMP Cst. Kwame Amoateng organized a week long soccer camp for young people in Edmonds Park. The camp was attended by 18 young people from diverse multicultural backgrounds, all united by an enjoyment of soccer.

At the end of September, two Burnaby members accompanied Joe Roberts on the final leg of his walk across Canada to highlight the issue of youth homelessness. The two members had originally planned to walk with Joe to the Burnaby / Vancouver border but decided to walk alongside him for the remainder of his 9,064 kilometres into Vancouver to the finish.

Finally, it was a pleasure to welcome back the world famous RCMP Musical Ride to Burnaby. A sell out crowd of Burnaby residents attended the ride on August 18th and got the opportunity to see the talented RCMP members and their horses in action. Burnaby RCMP members worked to ensure the safety of all those attending and also mingled with the crowd throughout the evening with many being asked to pose for photos. Events like the Musical Ride allow Burnaby RCMP to showcase the talented people who work to serve the residents of our developing city on a daily basis.

*Charles (Chuck) McDonald, Superintendent
Acting Officer in Charge, Burnaby RCMP Detachment*

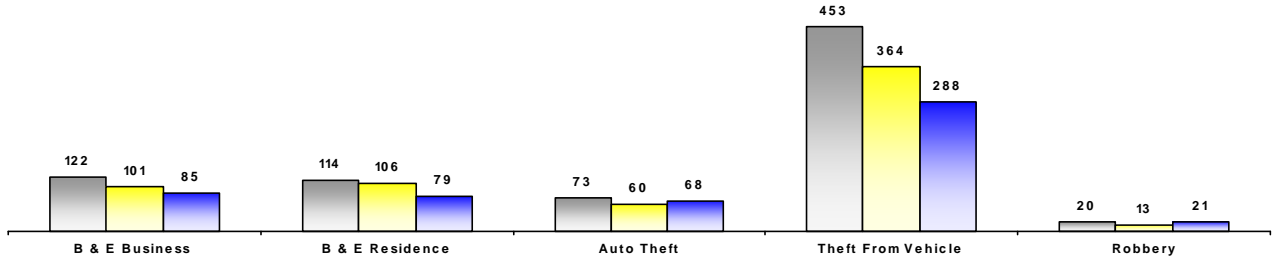




Crime Reduction Stats Compared
Over 3 Years

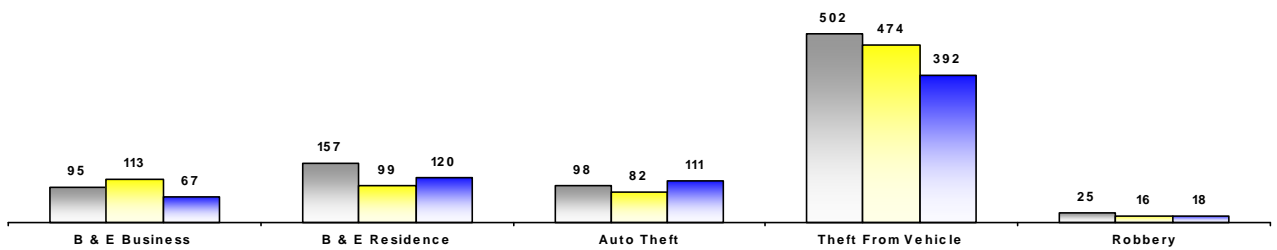
D1 Monitored Crime Types

2015 YTD 2016 YTD 2017 YTD



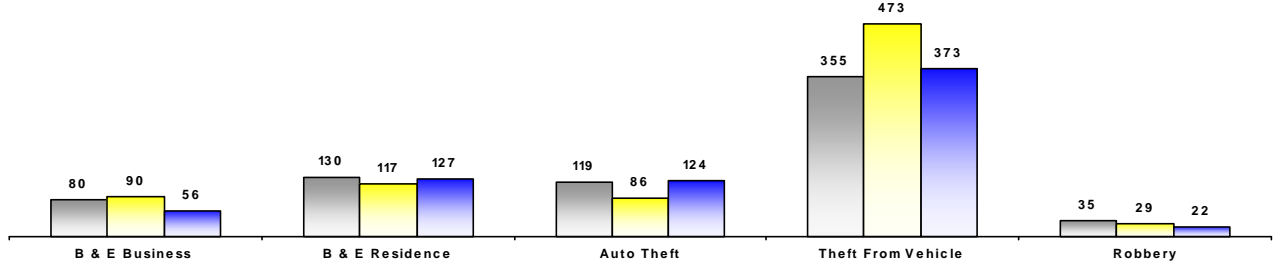
D2 Monitored Crime Types

2015 YTD 2016 YTD 2017 YTD



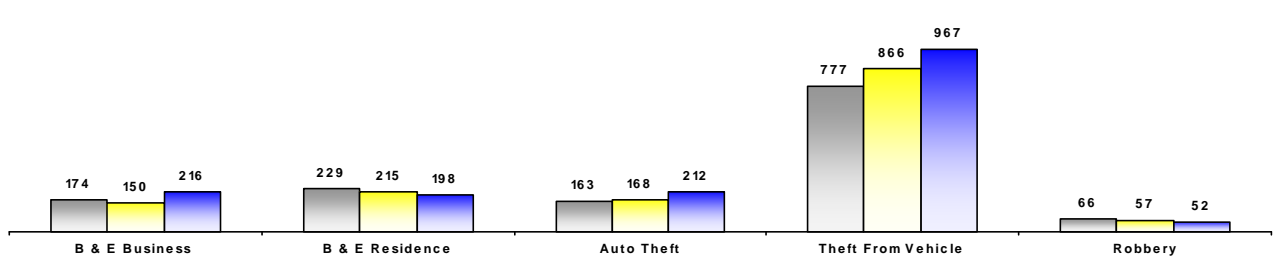
D3 Monitored Crime Types

2015 YTD 2016 YTD 2017 YTD



D4 Monitored Crime Types

2015 YTD 2016 YTD 2017 YTD

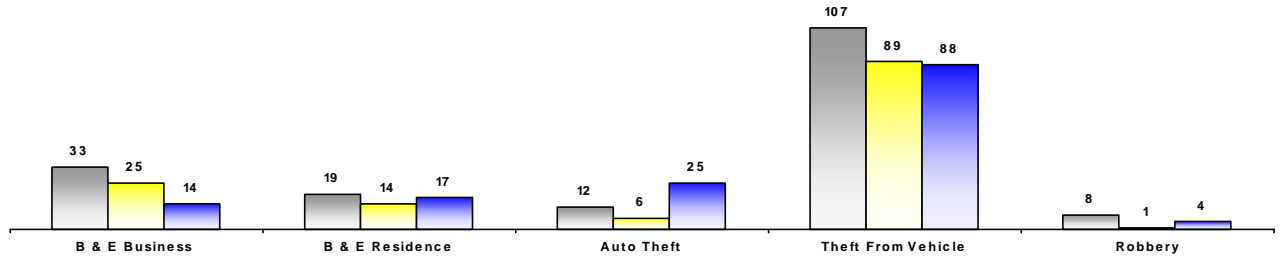




Crime Reduction Stats By Month

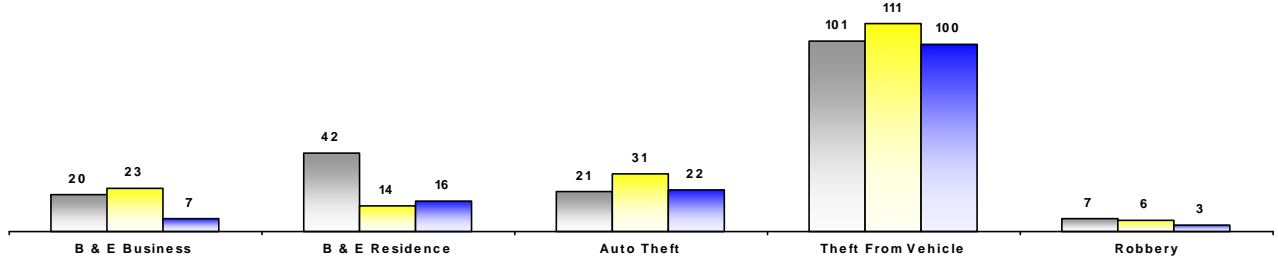
D1 Monitored Crime Types By Month

■ Aug - Sept 2015 ■ Aug - Sept 2016 ■ Aug - Sept 2017



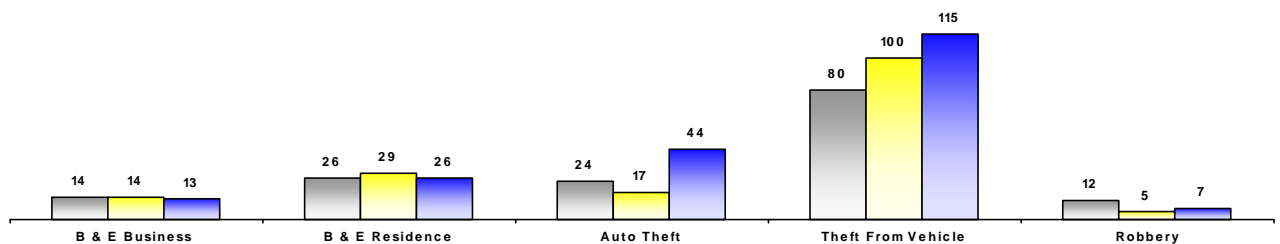
D2 Monitored Crime Types By Month

■ Aug - Sept 2015 ■ Aug - Sept 2016 ■ Aug - Sept 2017



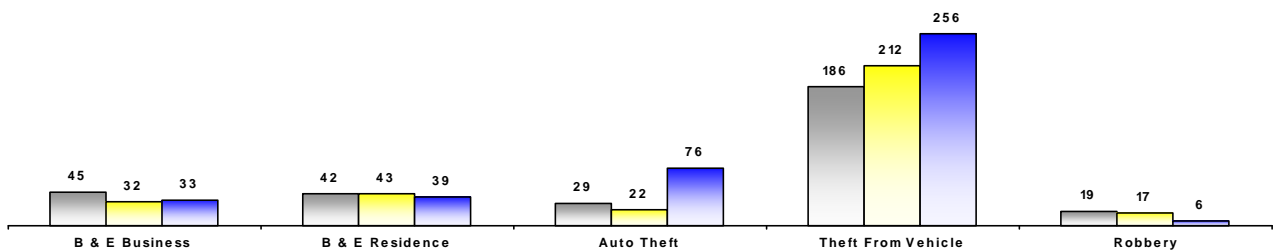
D3 Monitored Crime Types By Month

■ Aug - Sept 2015 ■ Aug - Sept 2016 ■ Aug - Sept 2017



D4 Monitored Crime Types By Month

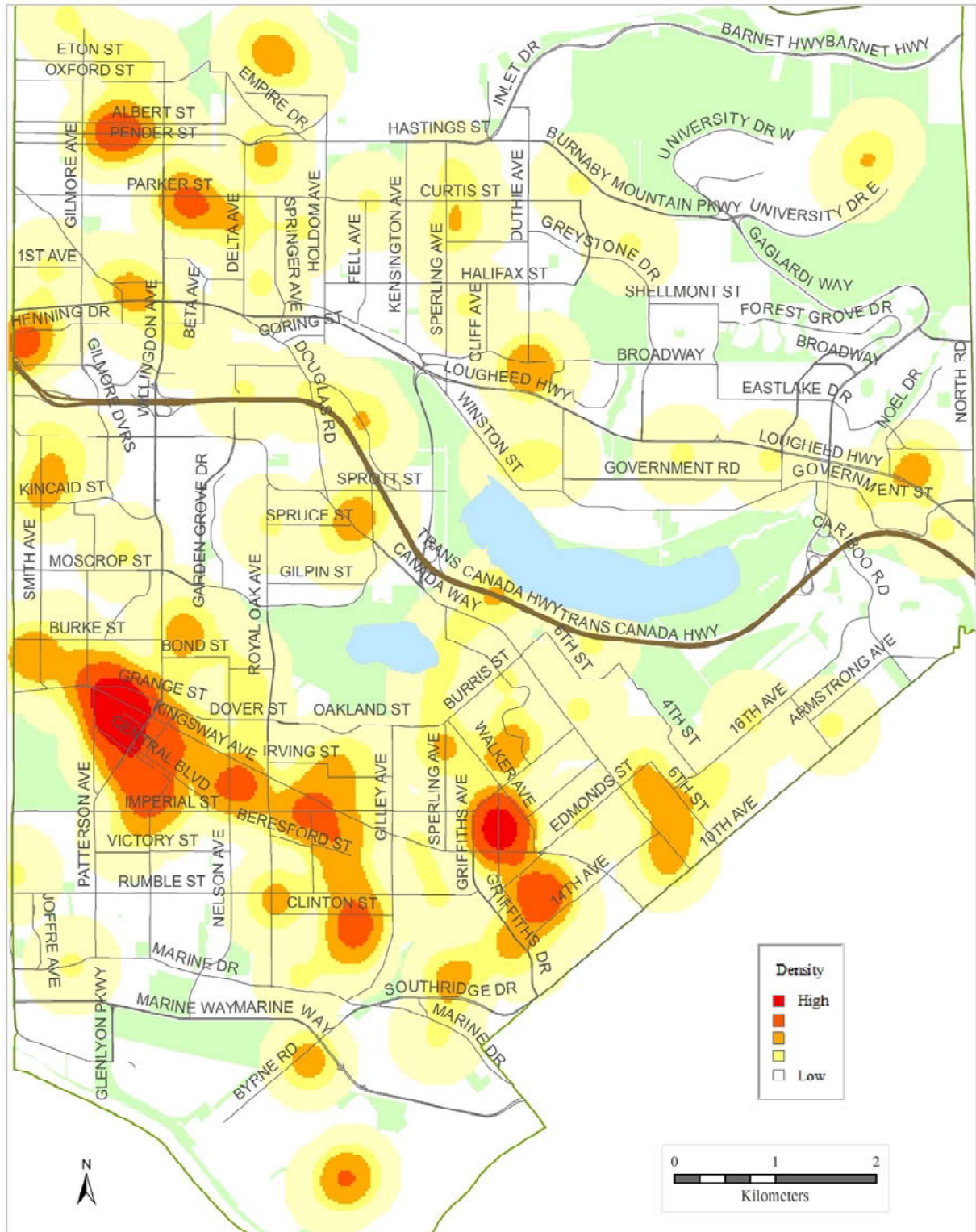
■ Aug - Sept 2015 ■ Aug - Sept 2016 ■ Aug - Sept 2017



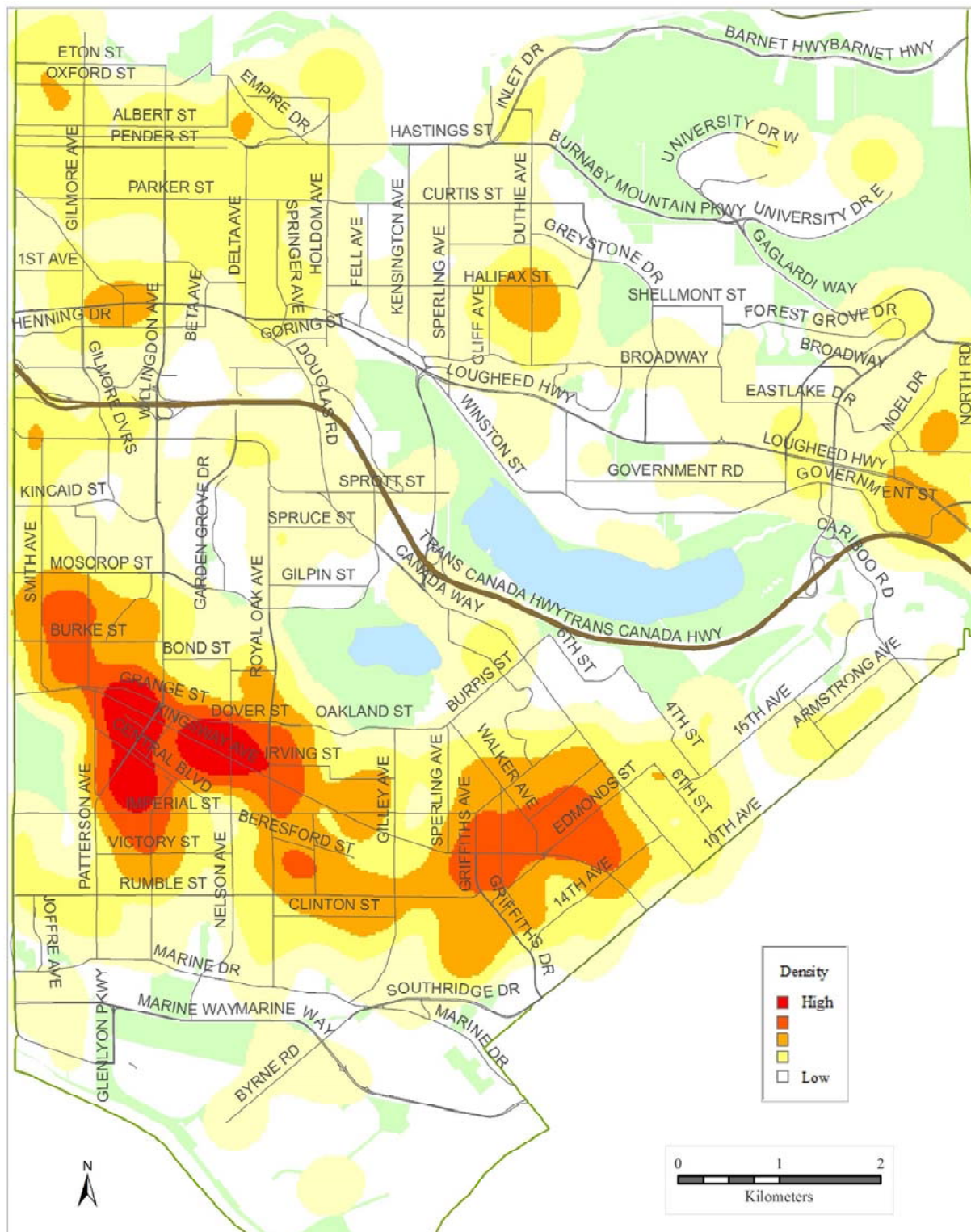


Crime Density Map

August 1, 2017 to September 30, 2017
Break & Enter Density Map



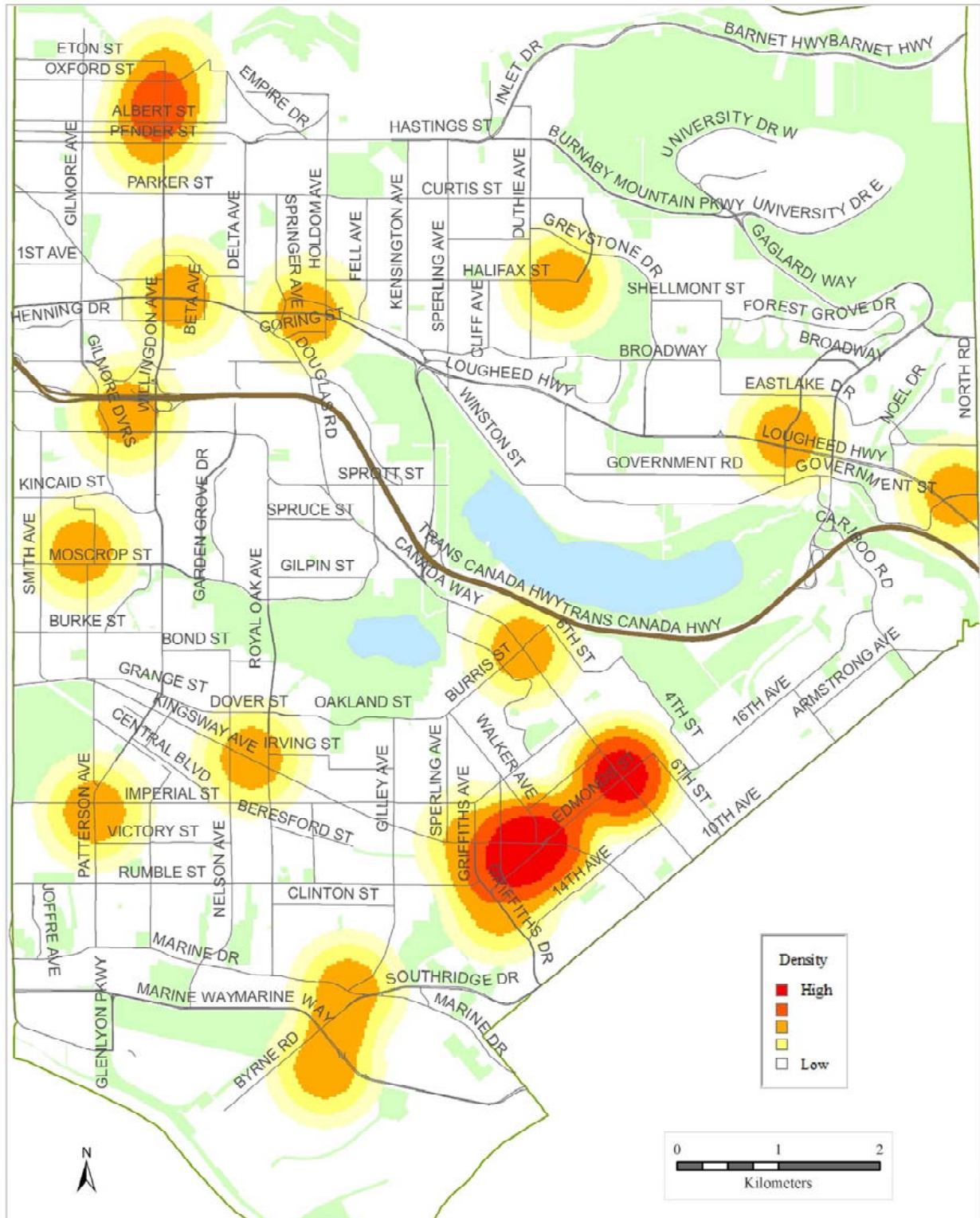
Auto Crime Density Map





Crime Density Map

August 1, 2017 to September 30, 2017
Robbery Density Map



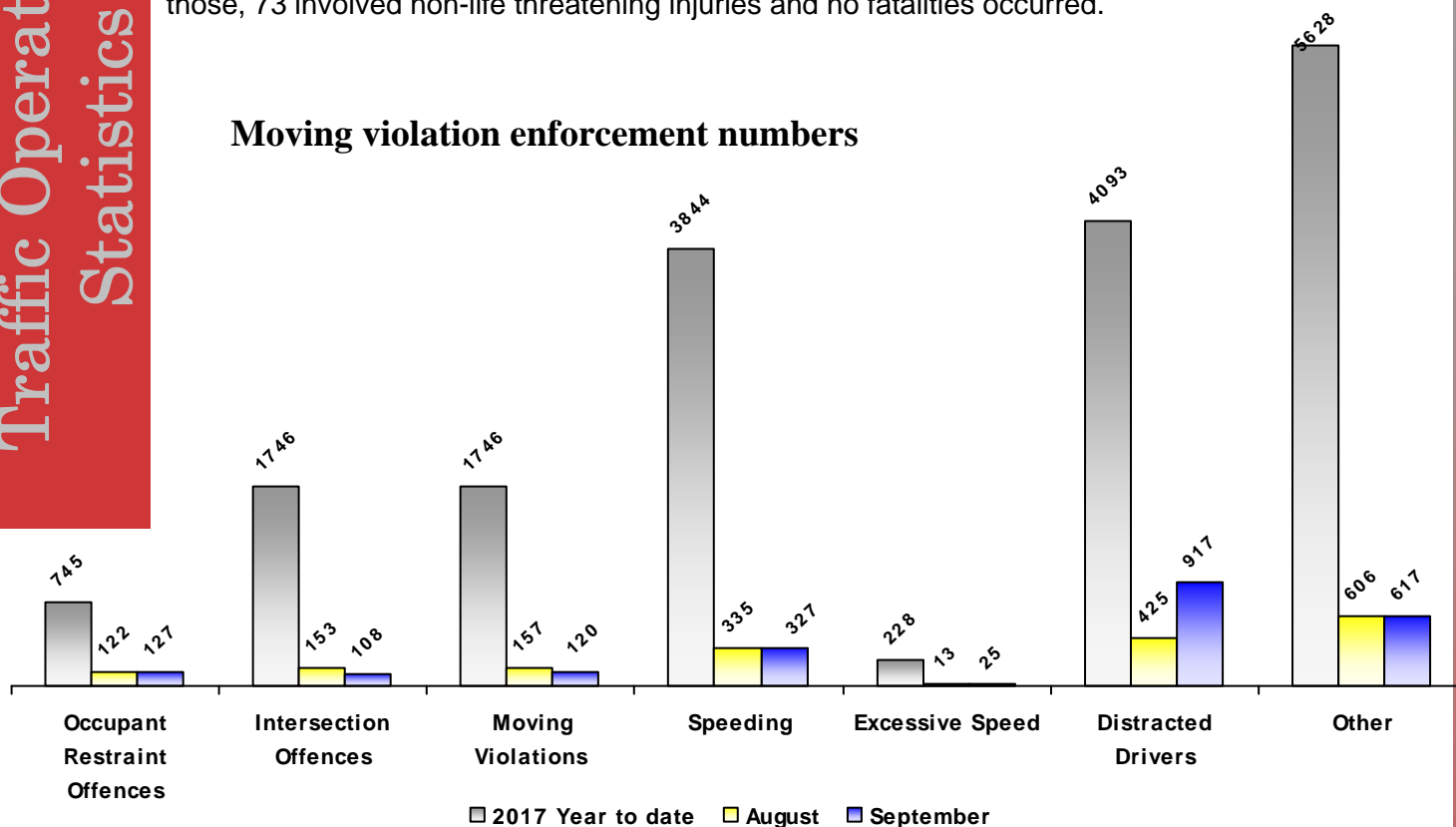


Traffic Operations Statistics

Traffic Services

Due to the wild fires in the interior the Burnaby Traffic Section saw a slight decrease in its activity as it deployed several members to the interior as part of the Provincial response to that crisis. During the months of August and September, 350 collisions were investigated. Of those, 73 involved non-life threatening injuries and no fatalities occurred.

Moving violation enforcement numbers

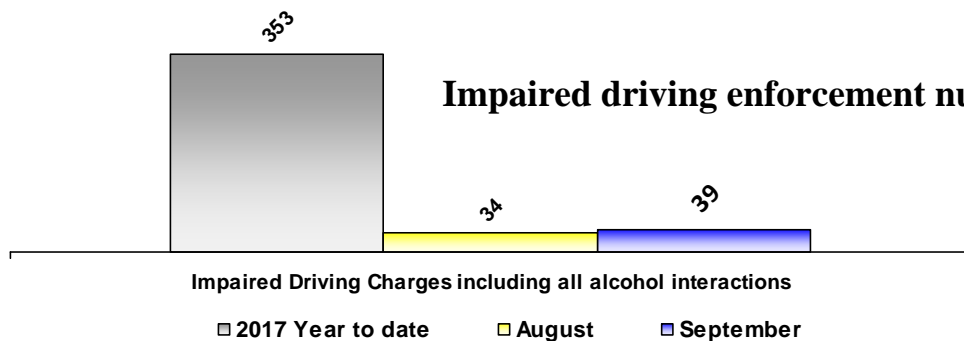


Distracted Driving Enforcement

In September, Burnaby Traffic Services issued 917 tickets to distracted drivers in enforcement around the city. One distracted driving violation stop also led to the seizure of 21lbs of marijuana.



Impaired driving enforcement numbers





Investigative Services

Major Investigations:

Investigations of a more complex or long term nature are handled by Burnaby RCMP's plainclothes units. The following are some of the investigations conducted or completed by these units in August & September.

Economic Crime Unit

Through August and September the Economic Crime Unit has continued investigation into an embezzlement scheme that targets foreign nationals. This scheme is prevalent across the Lower Mainland and the ECU has been working closely with policing partners in the investigation.

In late August, following an arrest earlier in the year, a female was sentenced to 12 months probation following an investigation by ECU. The female was caught using a stolen credit card to purchase \$4,000 worth of goods.

Strike Force

In early September a bank in the Brentwood Mall area was robbed by a male. After being identified by police, the male was linked to a number of other bank robberies in the Lower Mainland.

Burnaby Strike Force, working with policing partners from Surrey and West Vancouver located the suspect at a hotel in Surrey. The suspect was subsequently arrested by Burnaby Strike Force. A search of the suspects room uncovered evidence linking him to the Burnaby robbery and the others across the Lower Mainland.

Crime Prevention Unit & Victim Services

Prolific Offender Suppression Team (POST)

In late August, POST was conducting surveillance on a residence known to house a number of property crime offenders. This surveillance was part of a broader proactive policing strategy aimed at reducing property crime in Burnaby.

During their surveillance, POST observed a male, known to be a property crime offender arrive at the residence. When he left the residence, the male fled from police in a nearby vehicle.

Shortly after this, POST located the stolen vehicle the male had been driving. Subsequent investigation allowed POST to gather the necessary evidence to forward a number of serious charges and have them approved by Crown Counsel.

Community Response Team (CRT)

Through August & September Burnaby's CRT responded to a number of serious incidents throughout the city.

In late August, CRT members responded to complaints or criminal activity in the Capital Hill area. Two males were arrested and a subsequent search of their vehicle led members to the recovery of a substantial amount of drugs, all intended to be sold in the community.

In late September, CRT members on foot patrol were flagged down close to the District 3 Community Police Office. A male had been observed walking around, wearing a mask and brandishing a crowbar that he used to smash a bus stop window. The male was arrested without incident. This event may not have led to such a timely arrest had CRT members not been in the area on foot patrol.



Crime Prevention Unit & Victim Services

Crime Prevention Unit (CPU)

Burnaby RCMP Crime Prevention Unit Staff provided several instructive presentations in the community during the months of August and September. These small group presentations provide audiences with the opportunity to hear about policing and learn more about personal safety and security. The intimate presentations are well suited for attendees who wish to ask personal questions and learn about a topic in particular detail.

Burnaby Citizen's Crime Watch volunteers assisted the Crime Prevention Unit to host a fun, interactive booth at the Musical Ride in August. Here, event attendees of all ages had the opportunity to have their photo taken using charming police photo props, spin the prize wheel, and have their safety knowledge tested through trivia questions.

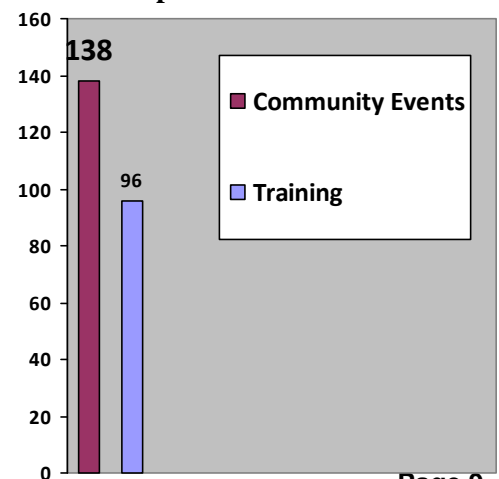


Auxiliaries

Burnaby RCMP Auxiliary Constables provided operational support on a number of events through August and September including the RCMP Musical Ride and the Burnaby Blues & Roots Festival. Twelve Auxiliary Constables were also re-certified in mandatory First-Aid in September. This training will ensure they are prepared to respond to any potential medical emergencies that take place at events they are attending in Burnaby.



Auxiliary hours – August and September 2017





Crime Prevention Unit & Victim Services

Youth Services Unit

Burnaby RCMP's Youth Services Unit facilitated two retail theft circles, one in August, and another in September.

These workshops are aimed at young people who have come into contact with police due to shoplifting. The workshop is focused on making the young people attending aware of the consequences of shoplifting.

The workshops were really well received with many of the young people saying that they will use what they have learned for making future decisions and letting others know about the impacts of shoplifting.



Youth Investigative Team (YIT)

Through September, the Burnaby RCMP Youth Investigative Team has been busy setting the stage for a safe school year ahead.

Safety presentations were conducted with all new international students to introduce them to our Youth Officers and Burnaby School District Safe School Specialists. Over 500 students were briefed on the Youth Officer Program, basic safety tips, internet safety, drugs, and Canadian laws.

Victim Services Unit

So far this year Burnaby victim services has opened a total number of 1027 files, an increase of 30% on last year's total.

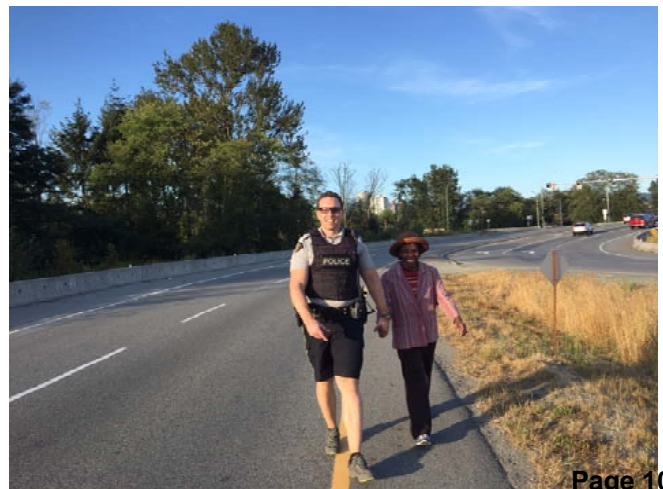
In August, Burnaby Victim Services opened 116 new files and provided 140 hours of Crisis Intervention which is an increase of 57% year on year.

In September, 108 new files were opened. Through September, Burnaby RCMP's victim services unit also assisted a family through the court process in a homicide investigation.

Burnaby Bike Section

Burnaby's Bike Section continues to be effective in disrupting street level drug distribution and also in ensuring that prolific offenders are kept off the streets of Burnaby. In August and September, the section arrested a number of people who were wanted on warrants both in Burnaby and other jurisdictions. Additionally, the section has been proactively patrolling a number of parks which are associated with anti-social behaviour.

The bike section also came to the aid of an elderly female who took a wrong turn and ended up walking along Highway 1. Burnaby Bike Section ensured the elderly female got home safe.





Detachment/Community Events



Youth Soccer Camp

From August 28th until September 1st, Burnaby RCMP Cst. Kwame Amoateng organized a soccer camp for Burnaby youth. 18 young people from diverse, multicultural backgrounds attended the camp across the week which gave them an opportunity to get to know their local RCMP members in a fun environment.



RCMP Musical Ride

On Friday August 18th, the world famous RCMP musical ride came back to Burnaby. Prior to the Musical Ride performance, attendees got a chance to learn more about a number of different RCMP sections that were at the event including the Emergency Response Team and the RCMP Dog Section.



Detachment/Community Events



Cops for Cancer, Tour de Coast

From September 20th to 28th, Burnaby RCMP members Sgt. Tess Landry, Sgt. Derek Thibodeau and Cpl. Mike Kalanj, along with a number of other first responders rode 803km around BC and in doing so raised \$600,000 for kids living with cancer. The tour stopped by City Hall on September 25th which was proclaimed Cops for Cancer day in the city.



In August, Burnaby RCMP was part of the colour party for the Abbotsford Air Show.



On September 29th, Burnaby members Cst. Leleux and Cst. Cheng accompanied Joe Roberts on the final leg of his 9,000km **Push for Change** walk across Canada to raise awareness of youth homelessness.





Contact Us

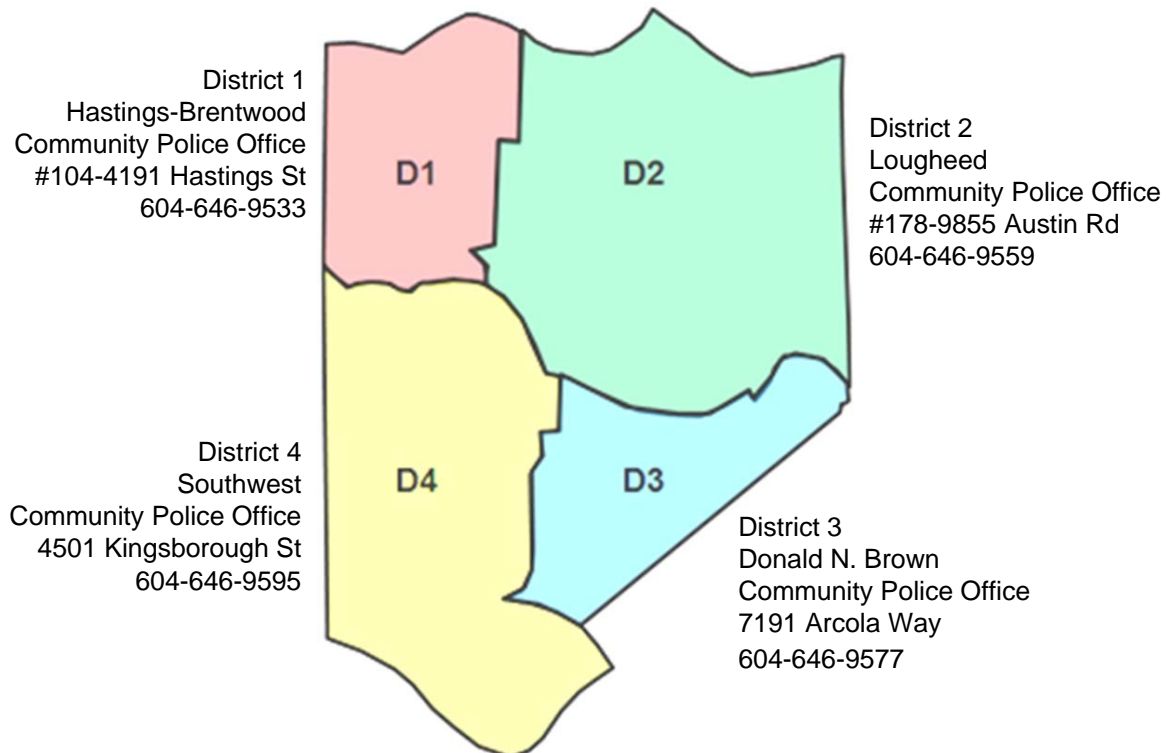
Do you have questions or comments concerning this report?

Are you interested in volunteering or becoming more involved in your community's safety?

Contact us at any one of the Community Police Offices below, call our main line at (604) 646-9999 or explore our website at:

www.burnaby.rcmp.ca
Main Detachment

Burnaby RCMP
6355 Deer Lake Avenue
Burnaby, BC V5G 2J2
(604) 646 9999





Meeting 2017 November 09

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PUBLIC SAFETY COMMITTEE

DATE: 2017 November 01

FROM: JOE ROBERTSON
FIRE CHIEF

SUBJECT: FIRE DEPARTMENT REPORT

REPORT

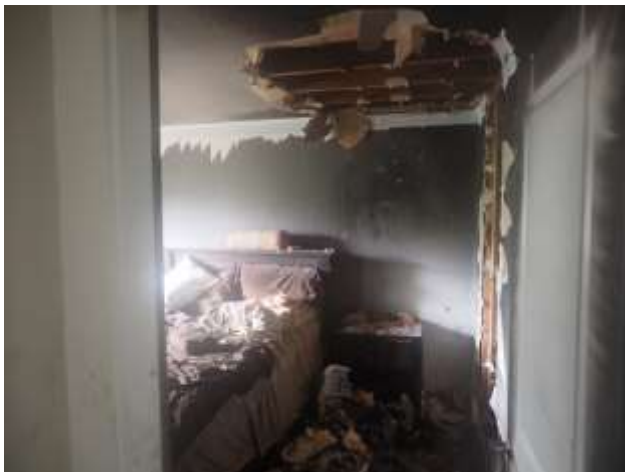
This report will provide an update for the committee of recent events related to the Fire Department in September and October 2017:

MAJOR INCIDENTS

- 1) September 01, 2017 at 02:03:46 hours - Building Fire



- 2) September 19, 2017 at 10:12 hours – Building Fire



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Re: Fire Department Report

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- 3) September 24, 2017 at 17:33 hours – Building Fire
- 4) October 05, 2017 at 10:27 hours - Building Fire
- 5) October 16, 2017 at 03:44 hours – Miscellaneous Fire



- 6) October 19, 2017 at 14:20 hours - Building Fire

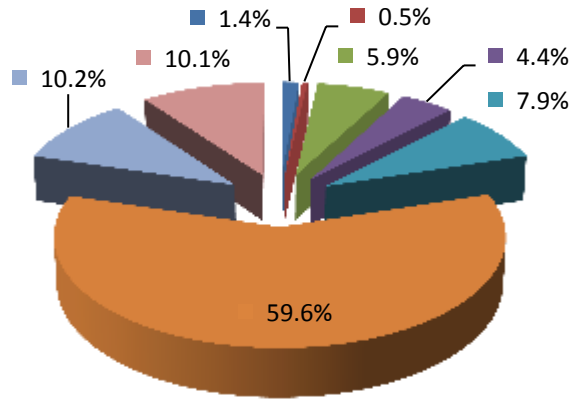


- 7) October 19, 2017 at 00:17 hours – Building Fire
- 8) October 31, 2017 at 19:50 hours – Building Fire

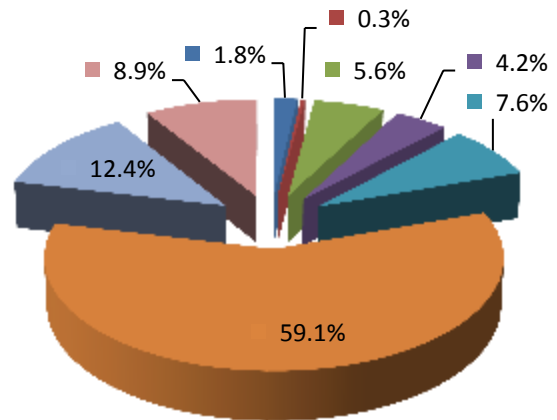
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SUPPRESSION DIVISION

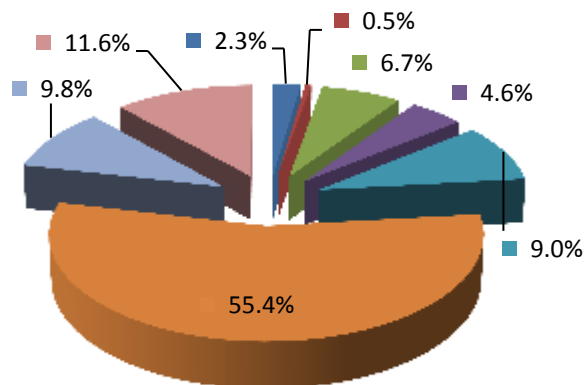
September 2017 Incidents



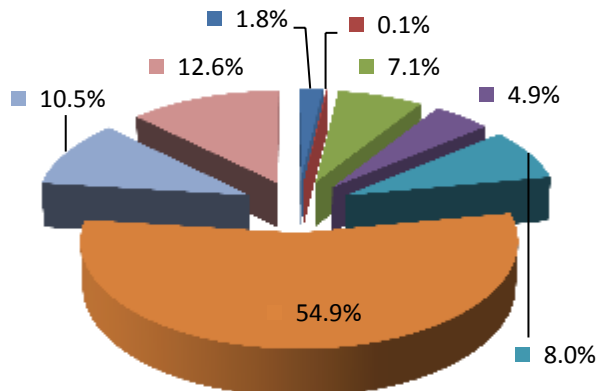
September 2016 Incidents



October 2017 Incidents



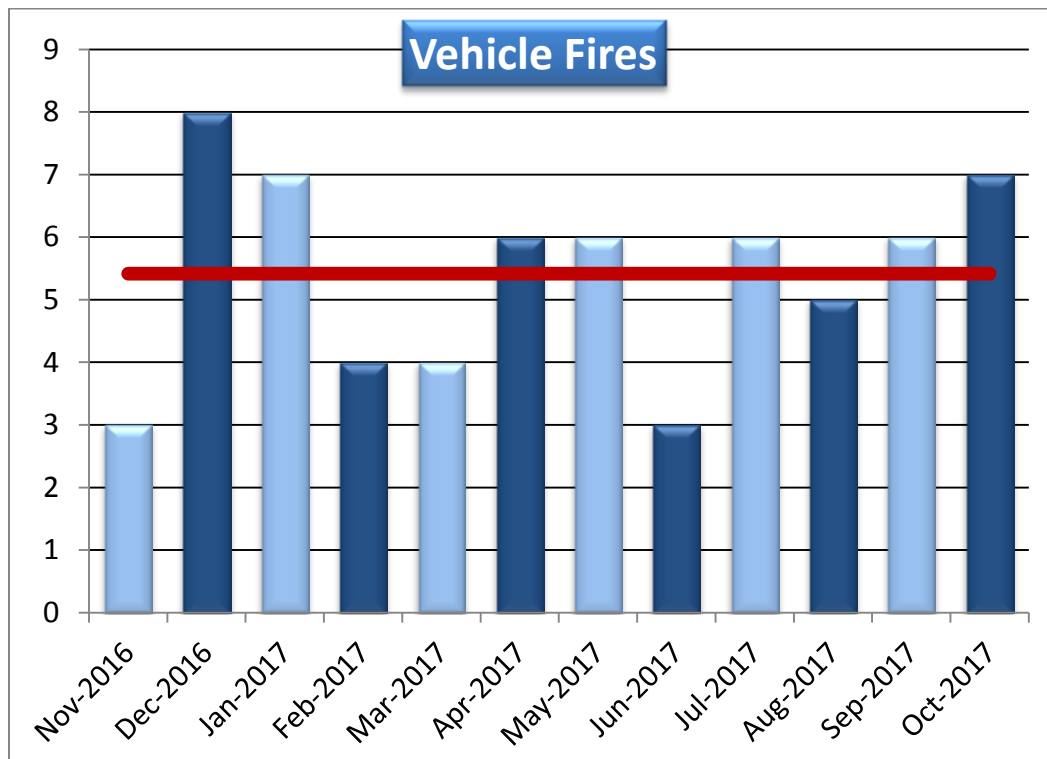
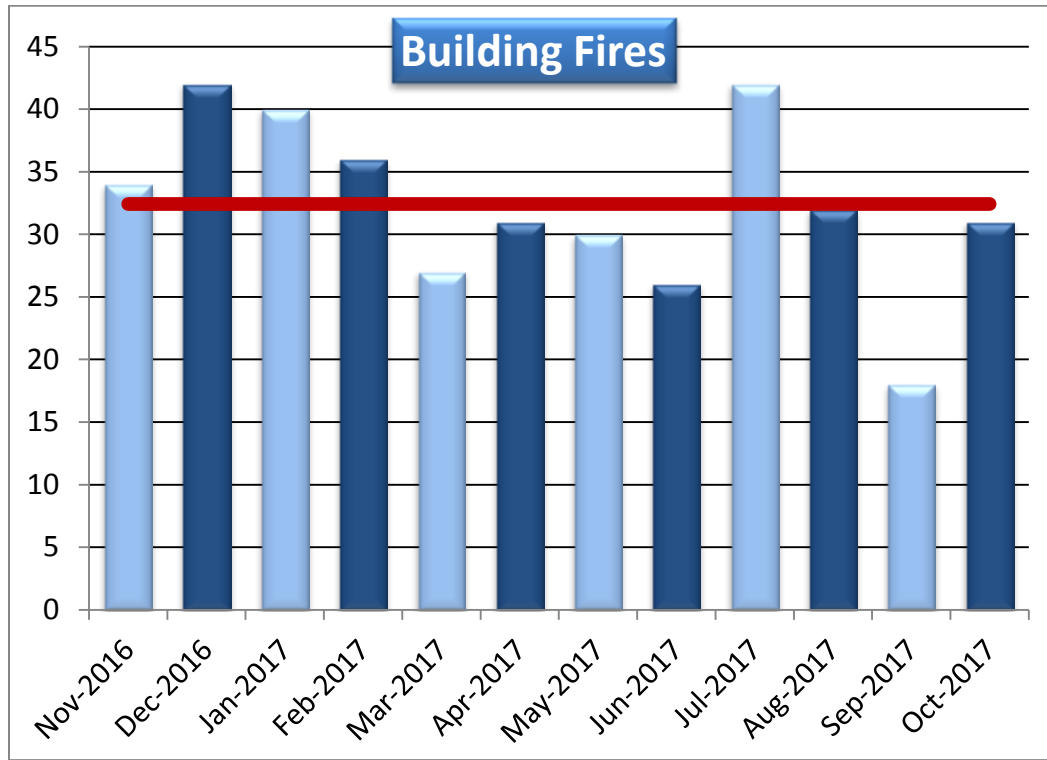
October 2016 Incidents



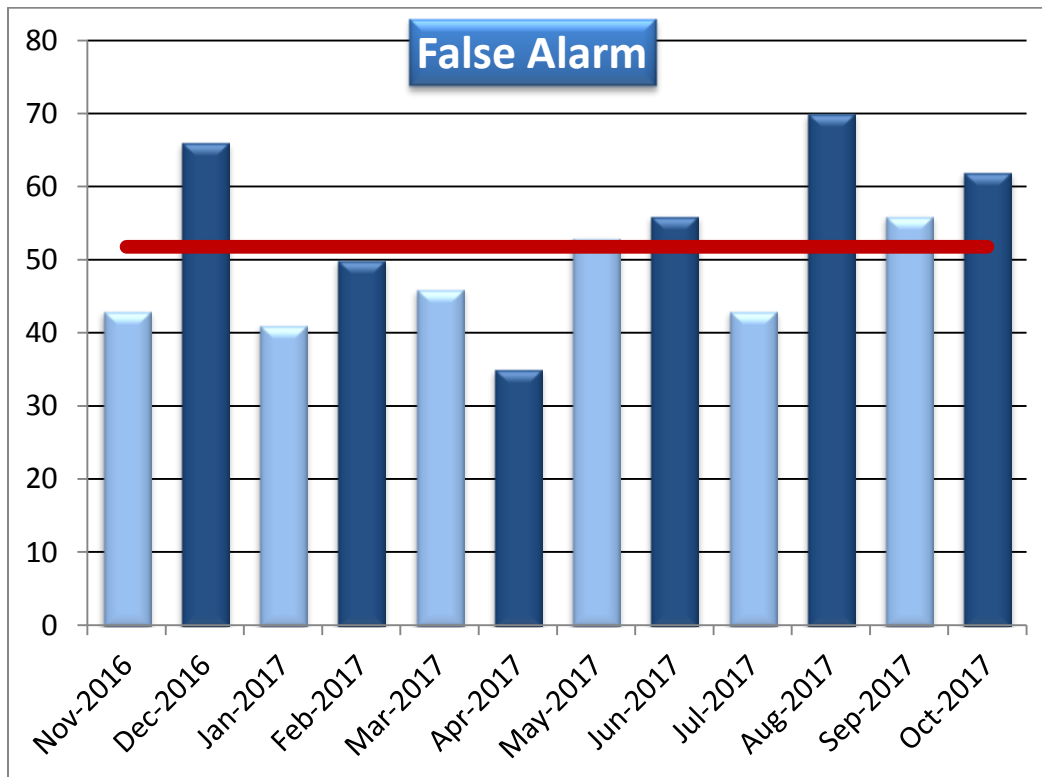
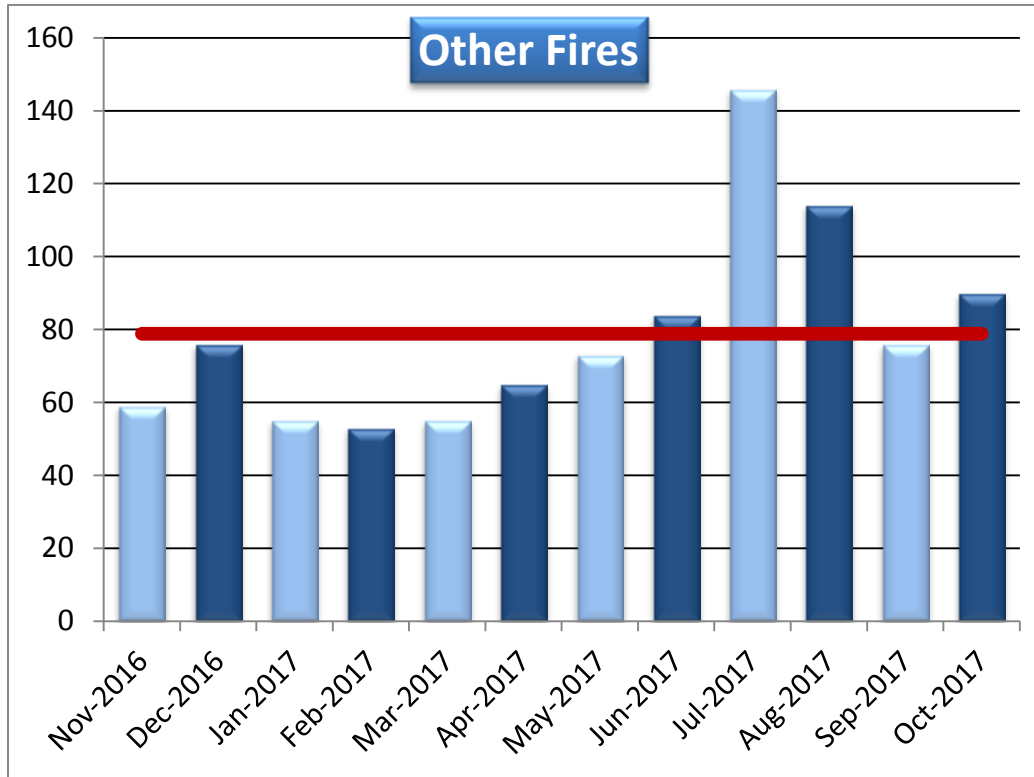
■ Building Fire	■ Vehicle Fire
■ Other Fires	■ False Alarm
■ Accidental Alarm	■ Medical Emergencies
■ Motor Vehicle Incidents	■ Public Service

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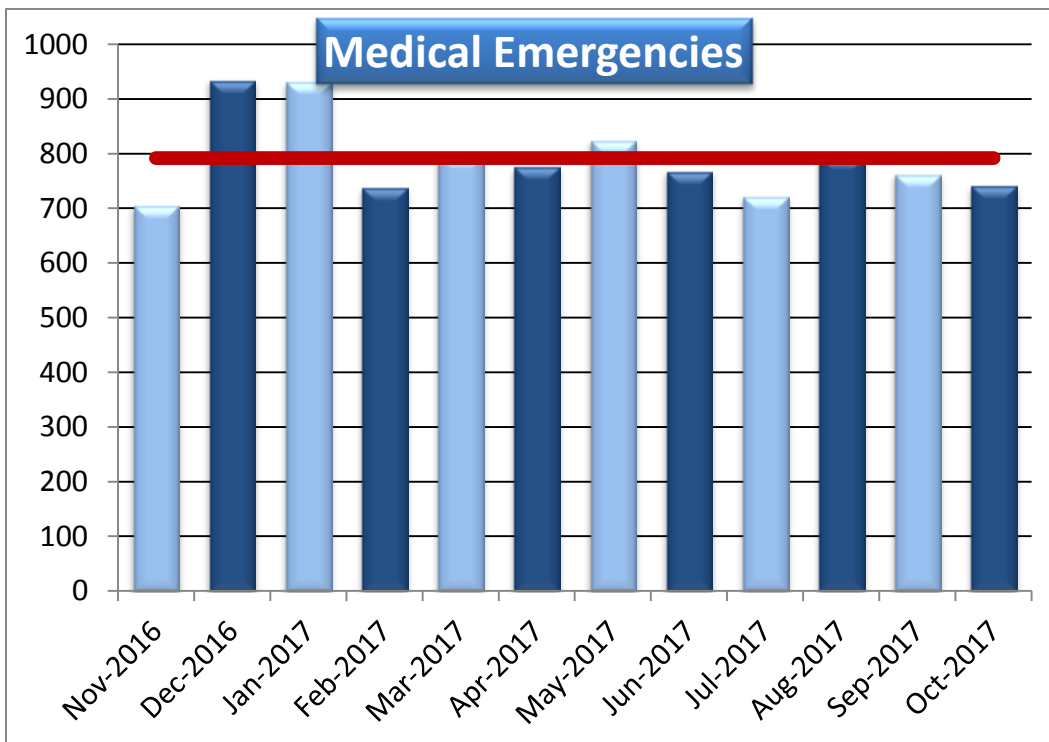
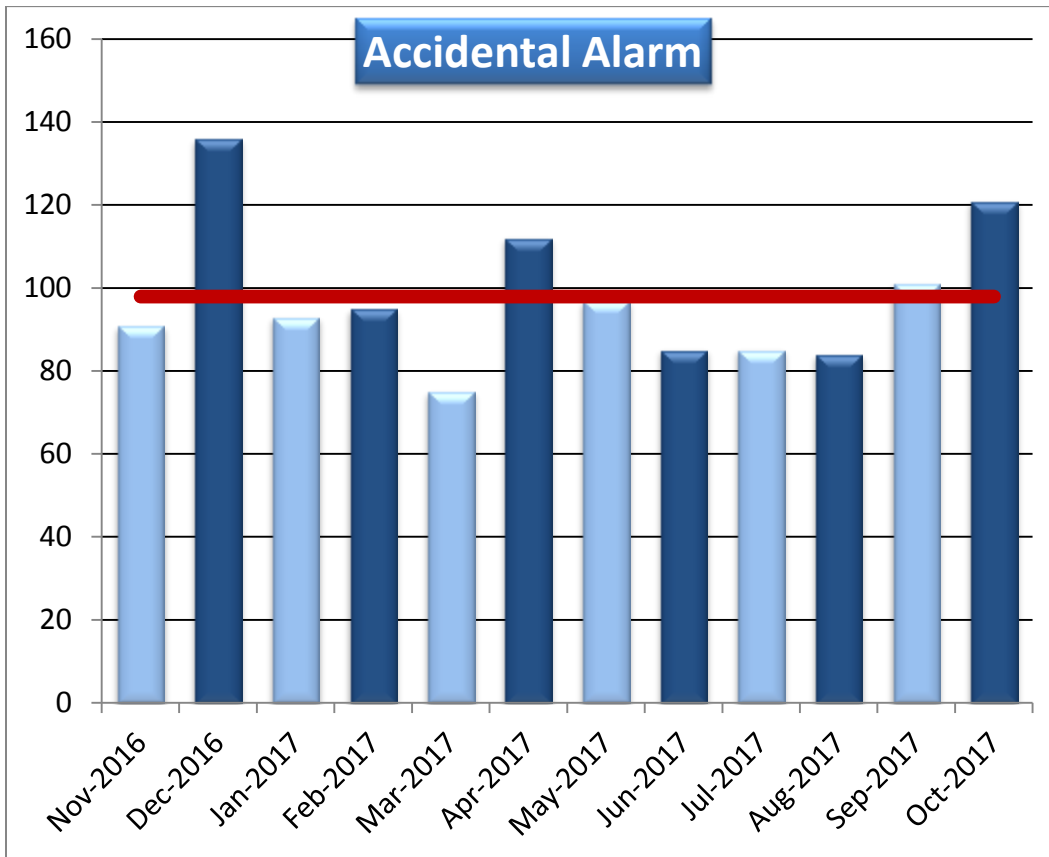
INCIDENT TYPE STATISTICS OVER 12 MONTHS



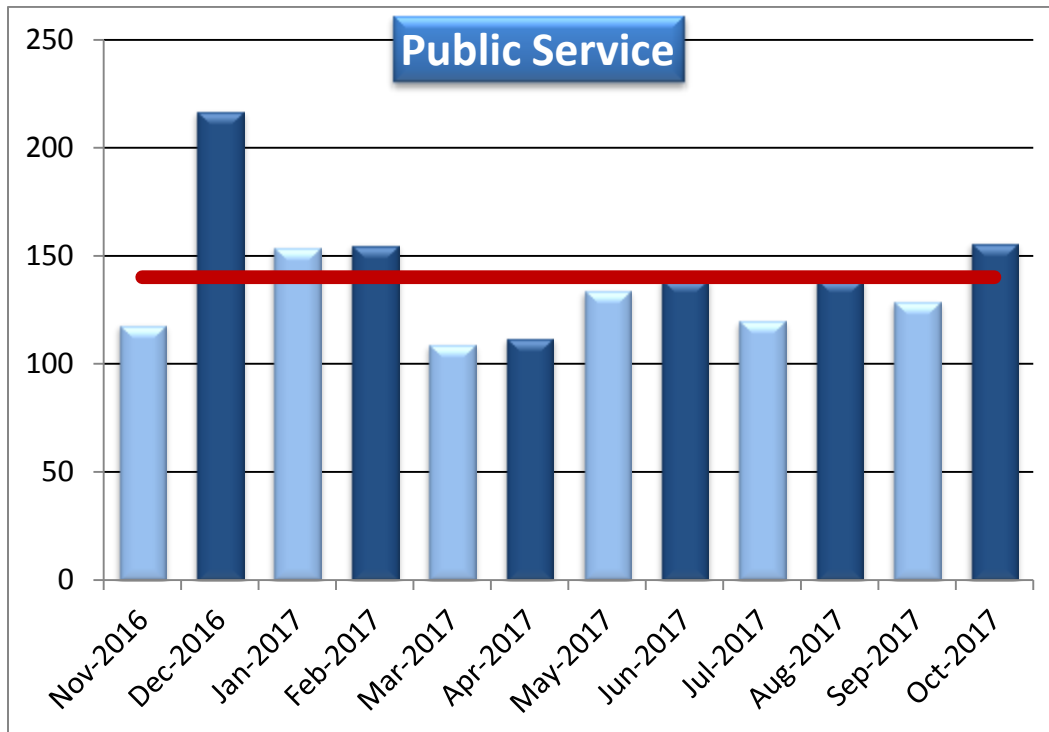
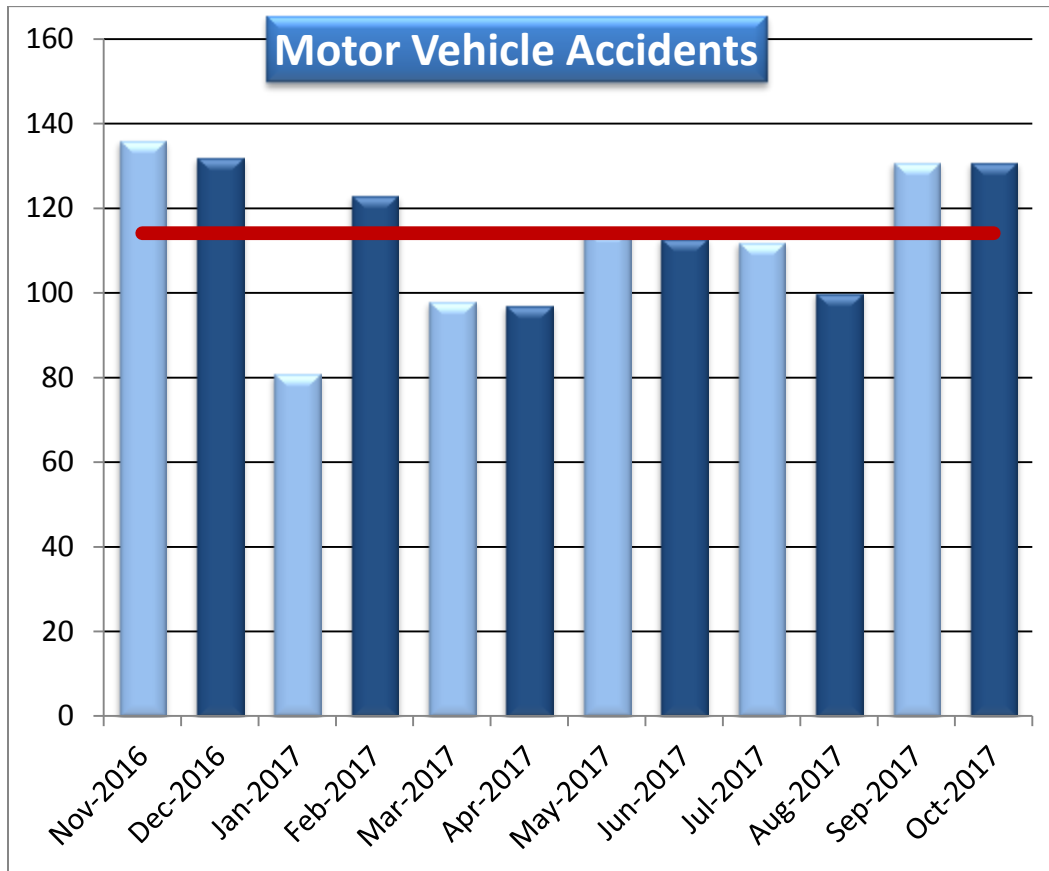
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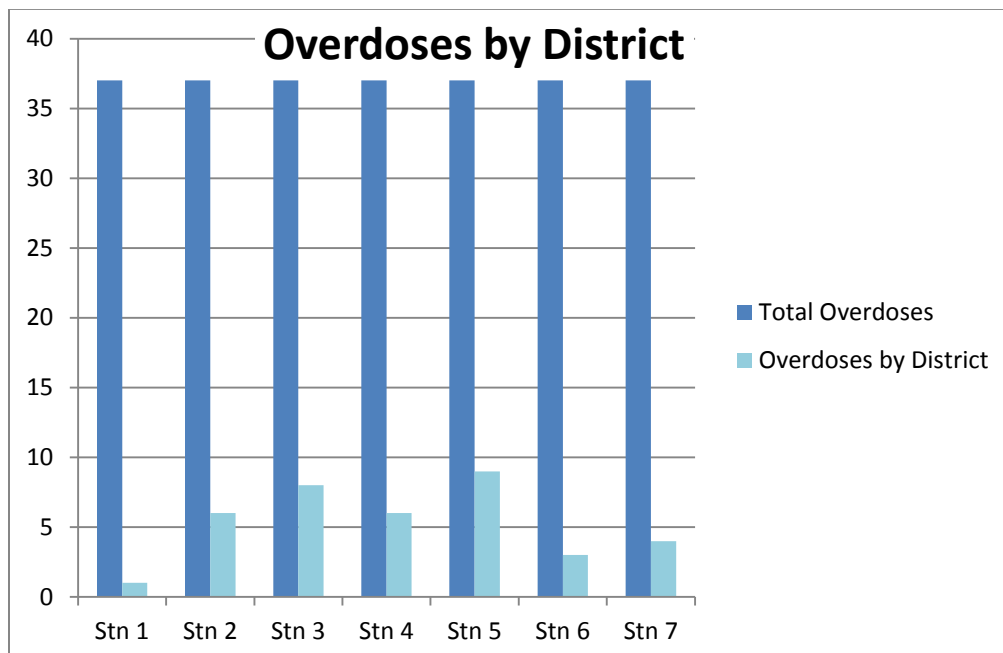
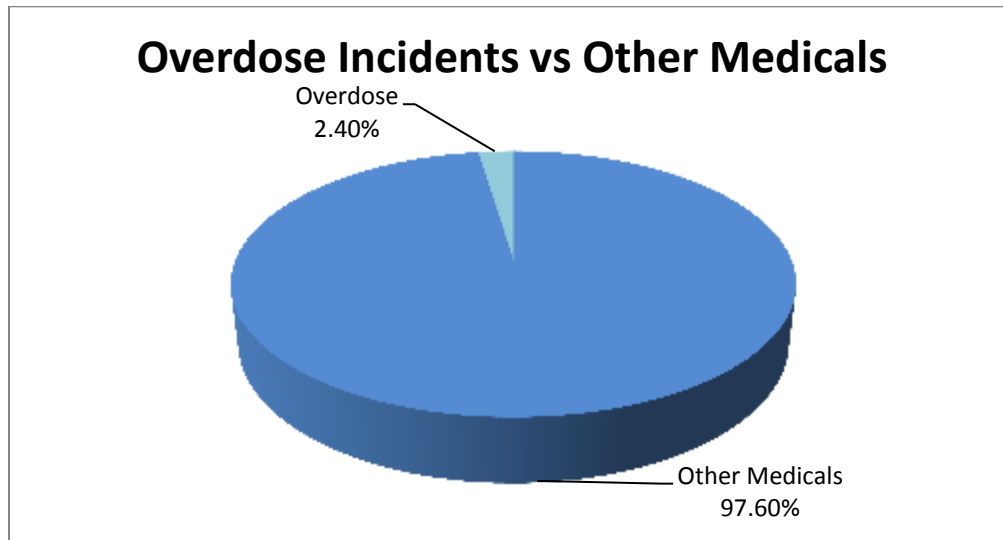
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 From: Joe Robertson – Fire Chief
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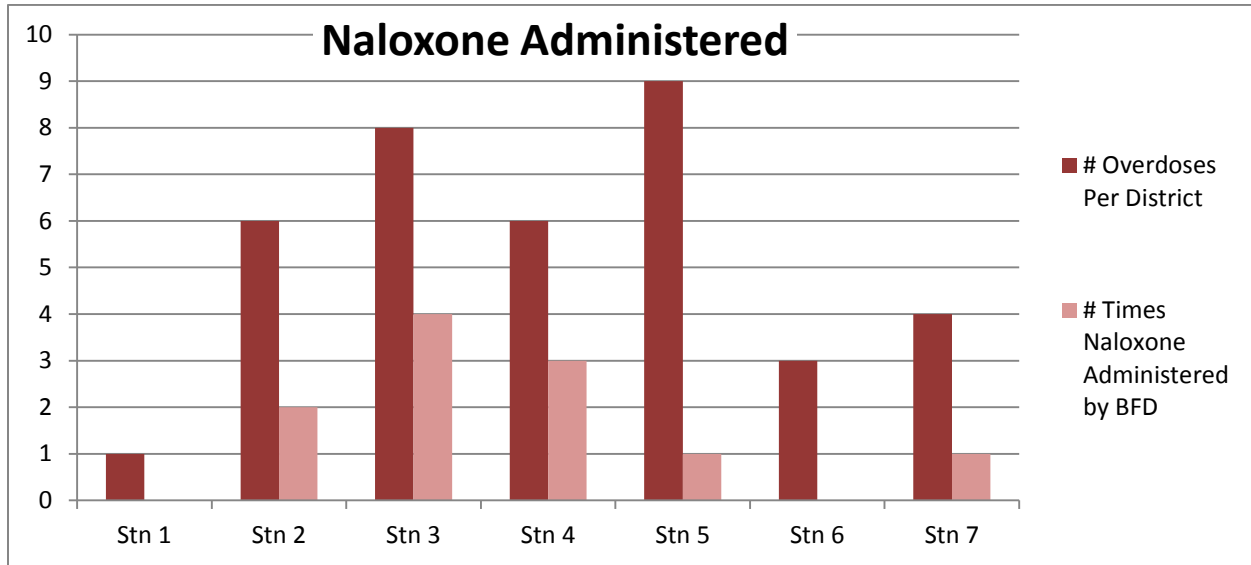
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OVERDOSE STATISTICS

	September	October	Total
Total Medical Emergencies	763	742	1505
Total Overdose Incidents	18	19	37
% of Medicals that are Overdose Incidents	2.4	2.6	2.4
Number of Interventions with Naloxone	5	6	11



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TRAINING

The Training Division is responsible for the scheduling, implementation and recording of all training within the Department. This is a summary of the training that has occurred over throughout September and October 2017:

- Fire Company Training (day shifts)
 - Hose Evolutions
 - New Equipment
 - SCBA
 - FDM
 - ITAC/Strategies and Tactics
 - New Hazards Solar Power
 - Officer Choice
 - Station Tours/ Show and Shine
 - 17 specialty hall tours and truck requests to the community
 - Fortius annual personal medical testing
 - 2monthly safety meetings
 - Sky Train jacking BCRTC yard
 - AED Battery Maintenance
 - Pre Recruit Day one set up
 - Pre Recruit Orientation
 - Fully involved education tool
 - Sims U share Webinar
 - Pre-Recruit Day 2 set up
 - Pre Recruit Day 2 Orientation
 - Telestaff Upgrade meeting
 - Specialty form update
 - CPAT Set up
 - CPAT walk through
 - CPAT Test
 - SFU Hyperbaric Chamber tour
 - Positive Pressure attack
 - Rex Tool in service
 - Ride Along Scenario 47 sessions - 94 pieces of Apparatus
 - IT Meeting
 - Company Audio Testing
 - Senior Officer Meeting
 - Geography exam

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- USAR Meeting
- Fall Training Block 42 Personal
 - First Responder Instructor
 - Watercraft Ice Rescue Instructor
 - Fire Officer 1
 - Fire Officer Instructor
 - Hazmat Technician
- Program/Specialty Training
 - Rescue Task force x 60 Training Sessions
 - Hazmat
 - Haz-Sims course
 - Technical Rescue
 - Air Brakes
 - Driver training
- Return to work Program- 2 Officers
- Night Shift Practices
 - ITAC Terminology
 - Co Review
 - Vent Limited Fire
 - Geography
 - Rex Tool Operations
 - Ladder road test
 - SFU Hyperbaric chamber
 - Utilities evidence and preservation
 - Ride along evaluations x 47 sessions
 - Fireworks review
 - Gross Decon
 - Skytrain jacking

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Fire Officer 1 Class



Physical Ability Test Day

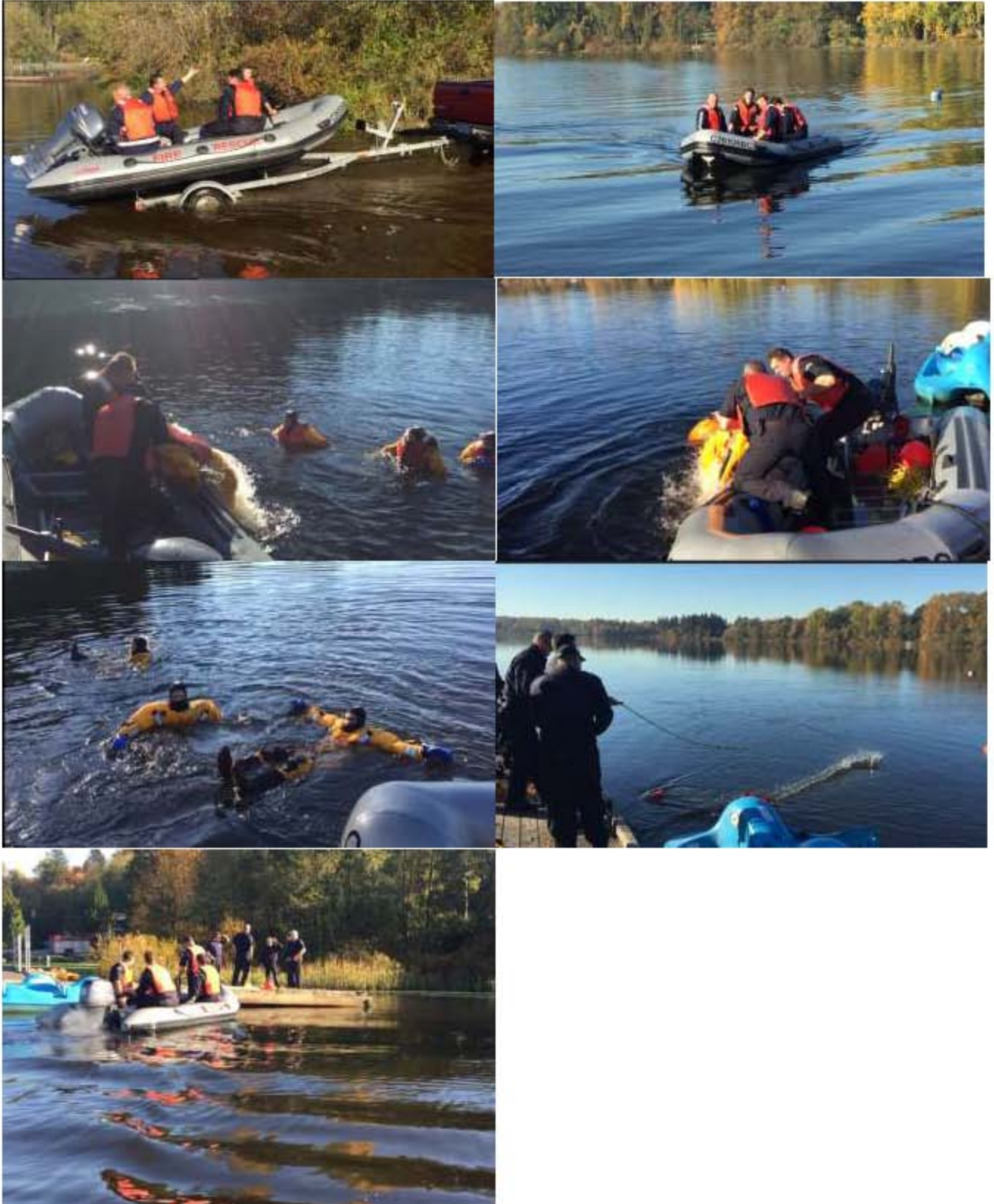


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Watercraft Training



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Ice Rescue Training



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FIRE PREVENTION DIVISION

During September and October 2017, Department Fire Inspectors:

- Initiated or completed 81 low-rise apartment routine inspections
- Initiated or completed 25 high-rise building routine inspections
- Initiated or completed 132 complex business license inspections
- Completed 42 sprinkler inspections
- Completed 38 building final approval inspections
- Approved 49 Fire Safety Plans
- Reviewed and updated numerous Pre Incident Plans
- Collected Vital Information Program data
- Investigated and/or formally reported 38 fires to the Office of the Fire Commissioner
- Conducted numerous re-inspections on outstanding issues related to previous inspections
- Care facilities initiated or completed-32
- School inspections initiated or completed- 44.
- Reviewed building code reports and continually attended meetings.
- Reviewed 156 permit applications including anything from a small tenant improvement to a large, comprehensive, complex, new development project.
- High-rise inspections continue along with the 5 year roof top flow tests which have exposed very unique and complex problems.
- Low-rise routine inspections continue. Burnaby has 840+ low-rise buildings.

- The Acting Chief of Fire Prevention has continued to focus his efforts on the professional development of the Division staff, managing rezoning issues, and approving building, fire access and sprinkler permitting plan.

- Fire Prevention is now part of the City Energov computer tracking system. This new program is a positive move for Fire Prevention as inspection information is now gathered and tracked by the Building Department. This helps both departments in a positive way.

- Fire Prevention week was a success with Fire Inspectors taking part in a display at the Lougheed Mall. This year's theme was Every Second Counts; plan two ways out. Some of the included safety tips were:
 1. Draw a floorplan of your home showing all doors and windows.
 2. Find 2 ways out of every room.
 3. Make sure windows and doors are not blocked.
 4. Choose an outside meeting place in front of your home.

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5. Push the test button to sounds the smoke alarm.
6. Practice your drill with everyone in your home.
7. Get outside to your meeting place.

- The Fire Prevention Division is still continuing to support the ongoing development of Department Suppression staff by providing comprehensive high-rise training system training in order to communicate newly changed design standards for mixed-use buildings containing multiple occupancies. This training partnered the Fire Prevention Division with community stakeholders to provide fire suppression crews with onsite high-rise life safety systems orientations.

Fire Prevention Week at Lougheed Mall



Joe Robertson
 Fire Chief

JR:se

CC: Director - Public Safety and Communication Services, Dave Critchley