

**TO:** CHAIR AND MEMBERS  
PUBLIC SAFETY COMMITTEE

**DATE:** 2018 October 29

**FROM:** DIRECTOR ENGINEERING

**FILE:** 38000 20  
*Ref: Traffic Safety*

**SUBJECT: BRENTLAWN DR TRAFFIC CONGESTION**

**PURPOSE:** To recommend measures to alleviate traffic congestion along Brentlawn Dr.

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#### RECOMMENDATIONS:

1. **THAT** the Committee recommend to Council the installation of parking restrictions as outlined in this report to help reduce traffic conflicts along Brentlawn Dr and to work with Shape Properties to provide more parking for contractors within Brentwood Mall.
2. **THAT** a copy of this report be sent to residents along Brentlawn Dr.

### REPORT

#### 1.0 INTRODUCTION

Brentlawn Dr between Willingdon Ave and Delta Ave is 8.5 metres wide and is classified as a Local Collector. Bus Route 134 runs along this section of road as shown in the *attached* Figure 1. Past reviews indicated that the traffic volumes are within the range expected for a Local Collector and the majority of vehicles are travelling at or below the speed limit. However, due to the proximity to commercial uses to the south, there is a very high demand for parking in the area from commuters or employees. To help remedy this, the City has been enforcing Section 13 (6) of the Street and Traffic Bylaw which does not permit parking for more than 3 hours in front of a residential property unless you are the property owner. This bylaw is well known to area residents and is regularly enforced upon request. Information signs advising motorists of this bylaw are posted at main entry ways into the neighbourhood.

The increasing construction activity at Brentwood Mall is leading to greater parking demands. While current parking enforcement measures are useful in ensuring that on-street parking spaces are reasonably available to residents when required, the street is often almost fully parked because of short term parkers or those parking in front of residential properties that do not need street parking during the day.

This has led to some traffic congestion because when both sides of the street have parked cars, the remaining roadway space can only accommodate one travel lane.

This requires vehicles approaching from opposite directions to bypass each other using unoccupied parking spaces. This generally works, except for transit buses approaching from opposite directions. Transit buses cannot backup safely without additional assistance, and they require additional parking clearances which is often not available during weekdays when parking occupancy is higher. Therefore staff undertook a review to remedy this problem.

## **2.0 POLICY SECTION**

The recommendations in this report are aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goal and sub-goal of the Plan.

### **City Goal**

- A Safe Community
  - Transportation Safety – Make City streets, pathways, trails and sidewalks safer.

## **3.0 DISCUSSION**

Several options were reviewed to address the traffic congestion along Brentlawn Dr, particularly the need for opposing buses to bypass each other. These are presented below:

### **Relocate Bus Route**

Many residents along Brentlawn Dr have suggested in the past the relocation of Bus Route 134 to other streets to the north to resolve their concerns about traffic congestion. This is not recommended for several reasons. First, the current routing to the intersection of Brentlawn Dr and Delta Ave best serves the community directly to the east of Brentwood Mall. Relocation northwards (uphill) diminishes transit accessibility for nearby residents. Second, the other residential streets were never contemplated as a bus route and therefore would need to be reclassified from a Local Street to a Local Collector. This significant change will likely be opposed by those residents who would view it as relocating a potential problem to their street. Third, westbound transit buses on Brentlawn Dr require the assistance of the traffic signal at Willingdon Ave to make a left turn. Any bus route relocation will need take this into consideration. Lastly, the other streets, with the exception of Midlawn Dr, have similar widths and do not offer many significant advantages. Streets that currently have speed humps would need to have them removed and several new bus stops in front of other residences would have to be created.

### Introduce Parking Regulations

There are several parking regulations that could be implemented along Brentlawn Dr to reduce on-street parking and increase opportunities for opposing vehicles to bypass each other. One solution suggested by some residents is to establish a Resident Permit Parking System where on-street parking spaces are designated for vehicles displaying a valid permit. These spaces would be shared amongst all residents in the neighbourhood. Some on-street spaces would need to be left unrestricted to allow for visitor parking. Parking enforcement would be immediate and effective, but residents would likely be required to pay for the decal to cover administrative costs. This system will likely push the parking problems to adjacent streets and is not recommended because there are other less disruptive parking regulations available.

The use of 3 hour parking time limits on weekdays between 7am and 6pm was presented to residents along Brentlawn Dr as a potential solution. This regulation would reduce weekday parking demands sufficiently to eliminate the current traffic congestion. There may be overspill parking onto adjacent streets, but less so in comparison to a resident parking system. However the 3 hour time limits would apply to all vehicles including those belonging to residents. This is mitigated by the fact that the majority of residents have off-street parking available. Many residents expressed dissatisfaction with this proposal, favouring instead the relocation of the bus route or the establishment of a resident parking system.

The use of parking restrictions to create areas for vehicles to bypass one another is another potential option. This would most impact residents whose street front parking is banned; and therefore, is generally not a favourable solution. However, one location has been identified where a strategic parking ban to resolve the most critical congestion issue can be implemented with the least impact to the neighbourhood. The 4600 block of Brentlawn Dr between Fairlawn Dr and Beta Ave is the most problematic block because it is where opposing vehicles and buses are most likely to have problems bypassing each other due to its long length and relatively high parking occupancy. A 20 metre parking restriction (equivalent to 3 parking spaces) in front of 4632 and 4636 Brentlawn Dr would be sufficient to address the most critical issue of opposing transit buses bypassing each other. This location is unique in that it is situated midblock, it takes advantage of existing parking restrictions related to a fire hydrant, and both homes appear to have off-street parking for four vehicles.

To minimize impact to the affected property owners, the parking restriction could be limited to weekdays only between 7am to 7pm when the potential for conflicting bus movements and parking occupancy is highest. This option is now being recommended because it is the least disruptive for area residents. If approved, staff would contact the residents directly affected before proceeding with any changes. Figure 2 as *attached* shows the proposed parking restrictions.

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From: Director Engineering  
Re: Brentlawn Dr Traffic Congestion  
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### Manage Parking Supply

The more recent increases in parking demand along Brentlawn Dr are related to the increasing construction activity in Brentwood Mall. The developer, Shape Properties, has allocated about 200 surface parking spaces for their contractors located on the east side of their site near Beta Ave. Shape Properties has also encouraged their contractors to use transit or carpool whenever possible. The use of Brentwood Mall's new underground parkade for additional contractor parking was explored, but this option is not available until occupancy permits are issued next year. Staff will follow up on this opportunity, and if successful, it should help to alleviate some of the parking demands and resulting traffic congestion in the neighbourhood. In the meantime staff will continue discussions with Shape Properties to try to increase incentives for contractors to use transit or carpool.

## **4.0 CONCLUSION**

Increasing parking demands along Brentlawn Dr has led to traffic congestion and conflicts due to the limited width of the roadway. Of particular concern at this time is the increasing conflict of opposing transit buses that need more space than vehicles to bypass each other. A number of options were considered and the installation of 20 metres of parking restrictions along the 4600 block of Brentlawn Dr (midblock) is recommended because it is the least disruptive to the community, and resolves the transit issue.

To address the ongoing concerns about the general parking congestion within the neighbourhood, Shape Properties has provided some on-site parking for their contractors within Brentwood Mall. Staff will follow-up with Shape Properties to pursue opportunities to provide additional contractor parking within their new underground parkade next year, as well as opportunities to increase transit and carpooling. This will be in addition to ongoing parking enforcement of the three hour time limits upon requests by residents.



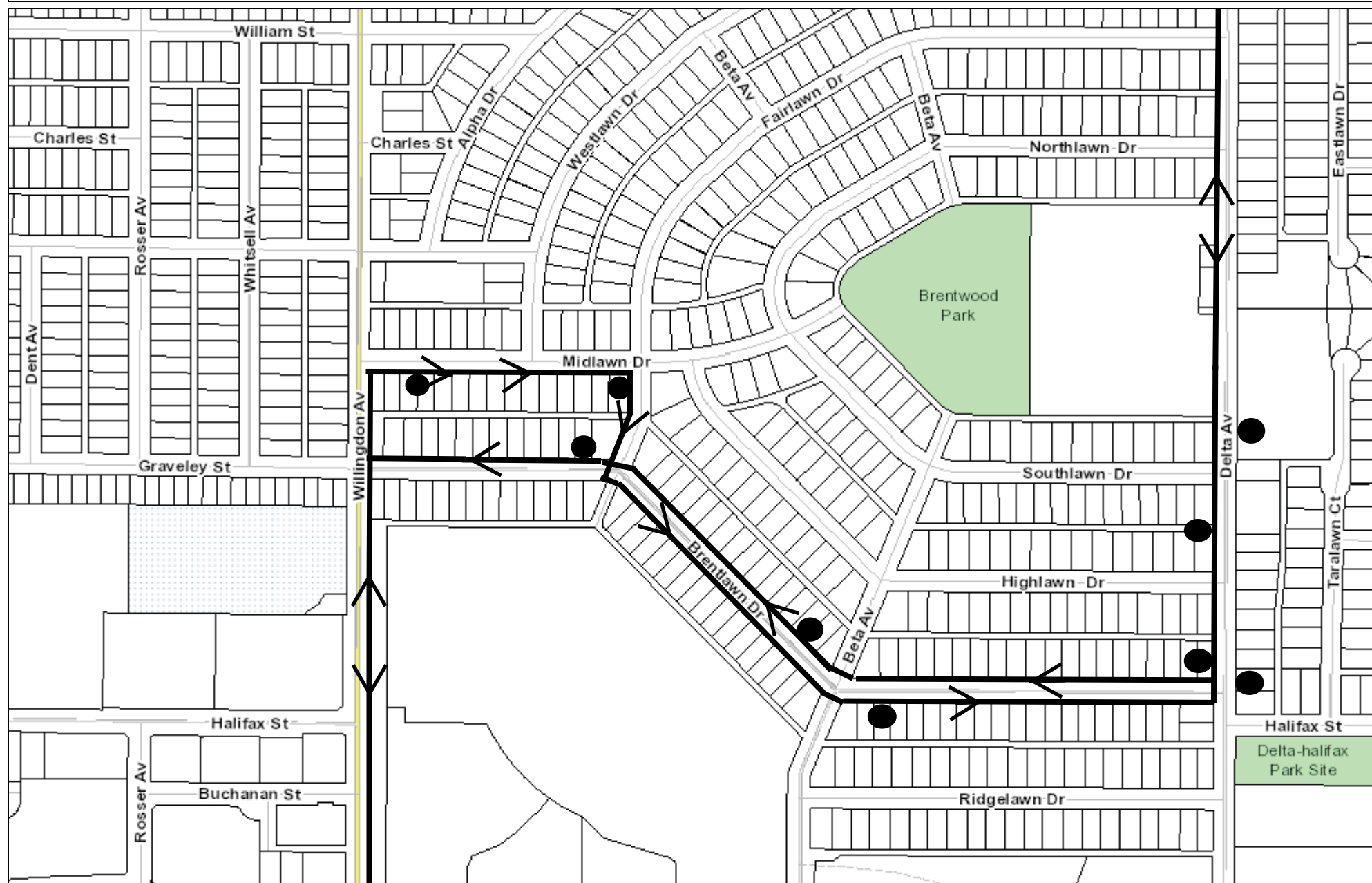
Leon A. Gous, P. Eng., MBA  
DIRECTOR ENGINEERING

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Attachments

Copied to: City Manager  
Director Public Safety and Community Services

# FIGURE 1 - Bus Route Along Brentlawn Dr



The information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.

**— Bus Route**  
**● Bus Stops**







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Existing NSAT - No Stopping Anytime

NPAT - No Parking Anytime 7 am - 7 pm M-F

