

MINUTES OF SPECIAL MEETING OF THE COUNCIL, HELD IN THE COUNCIL CHAMBER, CITY HALL, ON TUESDAY, JULY 9TH, AT 7:00 P.M.

Present: His Worship Mayor Morden
Alderman Anderson
Alderman Bridgman
Alderman Cartwright
Alderman Vance
Alderman Wilson

Moved by Alderman Vance, seconded by Alderman Bridgman and resolved that the following Notices of the Meeting be approved and Minuted:

"NOTICE

July 8th, 1929

A SPECIAL MEETING OF THE COUNCIL WILL BE HELD IN THE COUNCIL CHAMBER, CITY HALL, ON TUESDAY JULY 9TH, 1929, AT 7:00 O'CLOCK P.M.
BUSINESS: - REGULATION OF TRAFFIC ON CITY HIGHWAYS".

Alderman Bridgman reported a telephone conversation with the Honourable W.A. McKenzie, the Acting Minister of Public Works wherein the traffic situation created by the breakdown of the decking on the 3rd Street Bridge, and the subsequent detour had been explained, and that the conditions obtaining on the City's Bridges were such that the Council, in the interests of public safety, would undoubtedly have to consider the limitation of traffic to loads of a certain weight. With this object in view a thorough examination of the bridges involved was being made by the City, the urgency of the matter had been impressed on the Minister and he had been good enough to agree to come to North Vancouver with the Deputy Minister and look into conditions for himself.

Moved by Alderman Bridgman, seconded by Alderman Vance and resolved that the Clerk write to the Minister expressing the Council's appreciation of his promised visit, and arrange a definite appointment which the members of the Council would attend at his convenience.

His Worship the Mayor suggested that the name of Alderman Cartwright be added to the members of the sub-committee appointed by the Special Pacific Great Eastern Railway Committee, to interview the Premier, and the Vancouver members of the Cabinet, for the reason that Alderman Cartwright as Chairman of the Board of Works Committee is directly concerned in matters pertaining to the City's highways.

Moved by Alderman Vance, seconded by Alderman Wilson and resolved that Alderman Bridgman, Alderman Anderson and Alderman Cartwright be confirmed as the City's representatives on the sub-committee of the Special Pacific Great Eastern Railway Committee.

The following communication was read from the City Engineer:

"Owing to the heavy truck traffic with paving material and the heavy buses running to West Vancouver across the Third Street bridge near Bewicke Avenue, the decking gave

way on Thursday last, which necessitated closing the bridge for repairs. The stringers and decking will cost about \$2000 and the bridge will be opened in another week as a temporary structure. A further expenditure of \$4000 will be required on the sub-structure to make it safe for ordinary traffic.

The heavy traffic above referred to was diverted over the Keith Road bridge in the vicinity of Bewicke avenue, and today the bent at the east end of said bridge gave way, as a result of this above-mentioned traffic. This bridge has been closed, and the traffic is being diverted up Lonsdale Avenue and across 23rd Street and Larson Road.

I am informed that the buses running to West Vancouver weight approximately ten tons, and that on Sunday last they were filled to capacity with forty passengers seated and thirty standing, or seventy persons in all, making a total of about fifteen tons. I estimate that the weight of the large trucks loaded to capacity with crushed rocks, gravel or paving material for East Vancouver, would be from twelve to fifteen tons gross.

The Keith Road Bridge will be repaired this evening or tomorrow forenoon, and will be opened again for traffic.

Next Sunday, the stages to West Vancouver, on account of the twenty-minute service and the blocking of the traffic on the Keith Road bridge, should be made to travel via Lonsdale Avenue, 23rd Street and Larson Road, thus relieving the blocking of traffic at the Keith Road Bridge owing to the buses being so wide that while they are on the bridge ordinary cars cannot pass”.

A lengthy memorandum re Extraordinary Traffic was submitted by the City Solicitor, who also expressed the opinion that the Council could protect the City’s bridges etc., by properly invoking the powers conferred on it by “The City of North Vancouver Extraordinary Traffic Regulation Bylaw 1921, Number 449”.

Mr. Kobrow, Local Manager of the Home Oil Distributors, who was present at the meeting, informed the Council that his Company’s distributing trucks now in use on the City streets weighted approximately, when loaded, 13 tons, 10 tons, and 5 tons. It was possible they could carry on for a time without the use of the 13 ton trucks, but the continued use of the 10 tons and the smaller trucks would be necessary to the proper distribution of their products.

Following discussion, Alderman Anderson moved, seconded by Alderman Vance and resolved that the powers conferred on the Council under the Extraordinary Traffic Bylaw Number 449” be invoked, and the gross load which may cross the bridges herein set out, be forthwith limited to the weights recited below, and that any traffic on the bridges exceeding the weights so specified be considered extraordinary traffic within the meaning of the Extraordinary Traffic Bylaw:

3 rd Street Bridge over Mission Creek	7 ½ tons
Keith Road Bridge over Mission Creek	7 ½ tons
Larson Road Bridge	7 ½ tons
Keith Road Bridge over McKay Creek	7 ½ tons
Mahon Avenue Bridge between 19 th and 20 th Street	5 tons

The use of the said bridges by traffic of a gross weight exceeding the weights specified above IS PROHIBITED.

Moved by Alderman Vance, seconded by Alderman Bridgman and resolved that the City Engineer submit at the next regular meeting of the Council the estimated cost, in round figures, of placing a concrete culvert of sufficient capacity in Mission Creek at the 3rd Street bridge, also at the same time give separate figures on the cost of filling up, with a suitable material, and paving the roadway, also as an alternative that the estimated cost of a concrete bridge or trestle be submitted to replace the existing wooden bridge at the same location.

Moved by Alderman Bridgman, seconded by Alderman Cartwright and resolved that the Engineer bring in an estimate of the cost of constructing a concrete culvert in McKay Creek, thereafter filling with suitable material, and paving and widening the roadway to at least a width corresponding to the connecting portions of the highway.

It was understood by the meeting that the Engineer would rush repairs on the Keith Road Bridge at Mission Creek, leaving the work on the 3rd Street bridge until a more suitable time, the idea being to get one of the main arteries open for traffic in accordance with the weight limits now prescribed by the Council.

Alderman Cartwright reported that he had been in touch with the Vancouver Representatives of Tractor Grader Manufacturers, two of whom had equipment on hand of what he considered a suitable type for the City. A demonstration had been promised and could be arranged without cost or obligation to the City if the members of the Council saw fit.

Moved by Alderman Bridgman, seconded by Alderman Vance and resolved that a demonstration be arranged by the Board of Works Committee, without any obligation on the part of the City, of the two different makes of Tractor Graders considered suitable for the City's use, and that all the members of the Council be notified of the time and place of the proposed demonstration so that a better judgement could be formed by personal observation of the Graders at work.

Moved by Alderman Bridgman, seconded by Alderman Anderson and resolved that the Board of Works Committee be given power to act in the matter of renting a traveling crane from the District of North Vancouver for the removal of rocks lying on the City Streets.

The Clerk reported having received a bill from the Vancouver Harbour Commissioners for \$4,000 being the City's proportion of the cost of replacing water mains, sewers and sewer connections in accordance with Clause 11 of the Agreement dated February 23rd, 1928. This is apparently in order. To offset this the City has a claim against the Board of Harbour Commissioners under Clause 12 of the Agreement dated July 12th, 1926 for a sum equal to the debenture debt and interest in respect of the Local Improvements charged against the property abutting on Crescent Street, for storm and sanitary sewers and water mains, amounting to some \$3,500, also a further claim, subject to adjustment, under Clause 7 of the same Agreement wherein the Board undertakes to pay the sum of \$3,250 towards the cost of hard surfacing Park Street. The hard surfacing of this thoroughfare cannot now be completed on account of the

constructional operations of the Commissioners Contractor having seriously cut into the street, and rendering hard surfacing impossible.

Moved by Alderman Bridgman, seconded by Alderman Anderson and resolved that the City Engineer and Treasurer examine the agreements and report on the engineering features and the accounting details, a joint report to be submitted by the officials at the next regular meeting of the Council.

A communication was read from "Bitumuls" Ltd., regarding the use of hat product on the City Roads and Streets, reiterating their offer of a free demonstration at any time on request.

A communication dated May 23rd on the same subject had been referred to the Engineer for report.

Moved by Alderman Bridgman, seconded by Alderman Cartwright ad resolved that the communication of "Bitumuls" Ltd. be acknowledged, and the Engineer be requested to submit a report at an early convenience.

Moved by Alderman Bridgman, seconded by Alderman Anderson and resolved that the meeting adjourn.

Whereupon the meeting adjourned.

Signed: G.H. Morden, Mayor