

RE: CLOSURES OF SPERLING, CHISELHAMPTON, RUGBY AND HASZARD  
AT CANADA WAY

Attached is a report from the Parks and Recreation Administrator regarding the proposed closures of Sperling, Chiselhampton, Rugby and Haszard at Canada Way. This is in response to a request from Council on the effect(s) that the closures would have on access to Deer Lake.

Attached to the Administrator's report is considerable background information on this matter. For convenient reference, following is a chronology which will permit Council to see at a glance the manner in which events have taken place:

1. 1978 July 04

Mr. John Friesen appeared before Council as a representative of the residents in the Buckingham area. He submitted a petition requesting the installation of barricades. This was referred to the Traffic Safety Committee for study and comment.

2. 1978 July 31

Council adopted the Traffic Safety Committee's recommendations to have barricades installed at suitable locations to close "all access and egress for the Buckingham Heights area to Canada Way from Sperling Avenue to Haszard Street inclusive". Other adopted recommendations involved the installation of a special gate for emergency vehicles and notification to the public of the changes by traffic signs to be determined by the Municipal Engineer.

3. 1978 July 31

Mr. R. A. Fairservice, Treasurer of the Central Burnaby United Church, registered strong objections to the barricades in his address to Council.

4. 1978 August 14

Mrs. Dianne Steele appeared as a spokesperson for the residents of the 5300 and 5400 Blocks of Canada Way for the purpose of protesting the proposed barricades. Council on this occasion moved that:

- (a) the matter of closing Rugby Avenue, Chiselhampton Street and Sperling Avenue be referred back to the Municipal Engineer for further consideration in light of the proposals presented to Council by the delegation representing the residents of the 5300 and 5400 Blocks Canada Way.
- (b) all anticipated actions scheduled to be taken by the Municipal Engineer regarding this matter be deferred until such time as this report is brought before Council.
- (c) this matter also be referred to the Parks and Recreation Commission for a report on the effect the proposed street closure will have regarding access to Deer Lake Park.

5. 1978 August 28

Mr. John Friesen concluded his presentation to Council with the following remarks:

"In conclusion, what we are asking for is half of the recommendations made by Mr. Evans, be approved. Allow Rugby to be partially opened but close Sperling at least on a trial basis. This would accommodate, I believe, five people on Canada Way that require our streets for access to their homes. Those individuals that live between Sperling Avenue and Rugby Avenue on Canada Way have been canvassed by our Committee and do not oppose the closure of Sperling Avenue."

Council on this occasion also received a report from staff (Item 22, Report No. 58) and adopted the following recommendations:

- (a) THAT the Municipal Engineer's recommendation to amend the total closure of Sperling, Chiselhampton, Rugby and Haszard Avenues at Canada Way to provide right-turn only egress at Sperling and Rugby Avenues be referred to the Parks and Recreation Commission for review and comment.
- (b) THAT Mrs. Steele, Mr. Friesen and Mr. Lindsay be sent copies of this report.
- (c) THAT the concerns of the Gas Stations and of Mrs. Graham be resolved before the installation of these barricades is proceeded with.
- (d) THAT a copy of this report be sent to the Traffic Safety Committee for information.

Council also moved that staff give consideration to Mr. Friesen's comments and directed that a copy of the report be sent to the Central Burnaby United Church.

6. 1978 September 05

Council received and referred to the Traffic Safety Committee a letter and petition from Mr. Robert D. Schewenneker et al who "will be greatly affected should Chiselhampton be closed at Canada Way as proposed by the Municipal Engineer in his report to the Municipal Manager dated August 23rd, 1978". The report referred to in this instance is Item 22, Report No. 58 which Council considered on 1978 August 28.

7. 1978 September 11

Permission has been requested for Mr. John Friesen to appear as a delegation.

On Council's agenda for the September 11 meeting are two reports:

- (a) the following report from the Parks and Recreation beginning on page 157.
- (b) a report from the Director of Planning. This is Item 11 on page 170.

As can be seen, the proposed installation of barricades is ongoing and in fact still unresolved as evidenced by the request from a delegation to appear before Council on September 11. Because considerable information has become available from concerned citizens and staff since the matter was last considered by the Traffic Safety Committee, it would be appropriate to request that the Committee consider the matter again.

RECOMMENDATION:

1. THAT this report be sent to the Traffic Safety Committee with a request that the Committee reconsider the matter and report back to Council.

\* \* \* \* \*

ITEM 10  
MANAGER'S REPORT NO. 62  
COUNCIL MEETING 1978 09 11

TO: MUNICIPAL MANAGER  
FROM: PARKS AND RECREATION ADMINISTRATOR  
RE: PARTIAL CLOSURE OF SPERLING AVENUE SOUTH SIDE OF CANADA WAY  
(Item 22, Manager's Report No. 58, 1978 08 28)

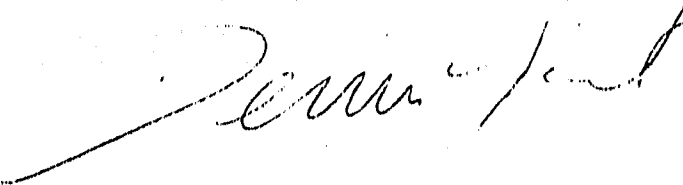
1978 SEPTEMBER 07  
Our File: OP37-2

The Commission at its meeting of 1978 September 06 received the attached Item 7, Administrator's Report No. 19, and adopted the following amended recommendations:

- "1. THAT the Commission not endorse the total prohibition of right turns from Canada Way onto Sperling Avenue south.
2. THAT the Commission supports the installation of a 'No Right Turn from 4-6 p.m. and 7-9 a.m.' sign at this corner.
3. THAT the Commission supports the installation of a light signalization on the corner of Canada Way and Sperling Avenue.
4. THAT the Commission so recommend to Council."

RECOMMENDATION:

THAT the Municipal Council adopt the amended recommendations as approved by the Parks and Recreation Commission.

  
DENNIS GAUNT

DG:lf

cc: Director of Planning  
Municipal Engineer

ITEM 10  
MANAGER'S REPORT NO. 62  
COUNCIL MEETING 1978 09 11

ADMINISTRATOR'S REPORT NO. 19  
COMMISSION MEETING 78 09 06

RE: PARTIAL CLOSURE OF SPERLING AVENUE-  
SOUTH SIDE OF CANADA WAY

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At its meeting of 1978 July 31 Council approved a recommendation of the Traffic Safety Committee to close off Sperling Avenue on the south side of Canada Way. Similar closures were to be made at Chiselhampton, Rugby and Haszard Avenues. The closures were to prevent excessive commuter traffic travelling east on Canada Way from cutting through the residential district, via Sperling, Buckingham and Burris, in preference to proceeding easterly on the Canada Way arterial.

On August 14 the Council received a delegation on this subject and approved the following recommendations:

1. THAT the matter of closing Rugby Avenue, Chiselhampton Street and Sperling Avenue, be referred back to the Municipal Engineer for further consideration in light of the proposals presented to Council by the delegation representing the residents of the 5300 and 5400 blocks Canada Way.
2. THAT all anticipated actions scheduled to be taken by the Municipal Engineer regarding this matter be deferred until such time as this report is brought before Council.
3. THAT this matter also be referred to the Parks and Recreation Commission for a report on the effect the proposed street closure will have regarding access to Deer Lake Park.

The Municipal Clerk's communication to the Commission on this subject is attached, dated 1978 August 15.

At its meeting of the August 28 Council received a further report from the Manager at which the following recommendations were approved:

1. THAT the Municipal Engineer's recommendations to amend the total closure of Sperling, Chiselhampton, Rugby and Haszard Avenues at Canada Way to provide right-turn only egress Sperling and Rugby Avenues be referred to the Parks and Recreation Commission for review and comment; and
2. THAT Mrs. Steele, Mr. Friesen and Mr. Lindsay be sent copies of this report; and
3. THAT the concerns of the Gas Stations and of Mrs. Graham be resolved before the installation of these barricades is proceeded with; and
4. THAT a copy of this report be sent to the Traffic Safety Committee for information.

A copy of this report is attached. Also attached for the Commissions information are two memoranda from the Municipal Engineer to the Secretary, Traffic Safety Committee dated 78 06 08 and 78 07 10, respectively.

The final attachment is a photocopy of that portion of the master plan for Deer Lake Park which shows the preliminary plans for the development of this area. From this it will be noted that the main access to the eastern end of the park will continue to be from Sperling Avenue. This will also include the southeasterly section of the shoreline, once it has been acquired and developed.

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COUNCIL MEETING	1978 09 11	COMMISSION MEETING 78 09 06

The position of the Parks and Recreation staff on this matter is that in serving the best interests of park users, especially of a facility of the size of the proposed Deer Lake Park, all streets available in the Burnaby street system should be used to permit safe and convenient access and egress to and from the park. We would, therefore, not support the closure, or partial closure, of any streets which would provide an impediment to such safe and convenient access and egress.

Alternate Access to the Park

We have made a quick review of the potential for alternate road access into the east end of Deer Lake Park. An approach from the west through Century Park, Heritage Village and across Deer Lake brook, appears to be impractical, and has therefore been discarded at this time.

A second possibility concerns Dale Avenue which has always been planned for complete closure upon development of the park. It is possible that subject to other engineering and planning considerations, Dale Avenue could be retained for right turns only, off and onto Canada Way. The detail design of the park would then have to accommodate the linking of Dale Avenue into the access road and parking system in such a way that it would discourage east bound commuters on Canada Way from cutting through the park and subsequently through the residential area presently under discussion. Such a move would take care of one half of the park traffic. West bound in and west bound out park traffic would still have to proceed through the adjacent residential area if Sperling Avenue is closed.

Future Development to the Park.

In the attachments to this report the Commission will note that the Engineering Department has made some assumptions on park traffic volumes based upon the number of parking spaces available. We understand that the residents in the area are prepared to accept 650 car trips per day along Buckingham at the peak of the park use season in the place of 4,000 car trips presently being generated by east bound commuter traffic. It should be understood that the Corporation has long range plans for a very heavy and comprehensive development of the east end of Deer Lake Park which it is estimated will tend to increase the peak load park traffic four fold to an estimated 2,600 movements per day. The Parks and Recreation staff would object to any decisions taken at this time which would reduce traffic on the streets adjacent to Deer Lake Park which could then lead to arguments being presented to a curtailment of the park development plans in future years as a means to keep car movements down to the numbers presently being experienced under the low level of development that now exists.

In summary, we cannot concur in the closure of streets in the vicinity of Deer Lake Park unless a comprehensive traffic and road construction study was undertaken which would show conclusively that access to Deer Lake Park could be achieved with an effectiveness equal to that provided by the present street system.

From a park-use point of view, a more sophisticated traffic control system at the corner of Sperling and Canada Way would be most advantageous.

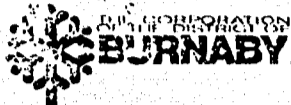
RECOMMENDATION:

1. THAT the Commission not endorse the prohibition of right hand turns from Canada Way onto Sperling south.
2. THAT the Commission so advise Council.

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INTER-OFFICE COMMUNICATION

TO: MUNICIPAL ENGINEER DEPARTMENT:  
CHAIRMAN, PARKS & RECREATION COMMISSION

DATE: 1978 AUG. 15

FROM: MUNICIPAL CLERK DEPARTMENT:

OUR FILE # 20-2

SUBJECT: RESIDENTS OF THE 5300 AND 5400 BLOCKS CANADA WAY  
PROTEST THE CLOSING OF RUGBY AVENUE, CHISELHAMPTON  
STREET AND SPERLING AVENUE

YOUR FILE #

OP3-2

DELEGATIONS - MUNICIPAL MANAGER'S REPORT NO. 56, 1978 AUGUST 14

At the Council meeting on 1978 August 14 Council received a delegation from Mrs. Dianne Steele, representing the residents of the 5300 and 5400 blocks Canada Way. A copy of the delegation's written submission is attached for your information.

Arising out of Council's discussion of this matter, the following motions were adopted:

1. THAT the matter of closing Rugby Avenue, Chiselhampton Street and Sperling Avenue be referred back to the Municipal Engineer for further consideration in light of the proposals presented to Council by the delegation representing the residents of the 5300 and 5400 Blocks Canada Way.
2. THAT all anticipated actions scheduled to be taken by the Municipal Engineer regarding this matter be deferred until such time as this report is brought before Council.
3. THAT this matter also be referred to the Parks and Recreation Commission for a report on the effect the proposed street closure will have regarding access to Deer Lake Park.

Would you please submit a report on this subject to the Municipal Manager.

C. A. Turpin,  
MUNICIPAL CLERK'S ASSISTANT.

CAT:vap  
Attach.

cc: Municipal Manager  
Director of Planning  
Parks & Recreation Administrator



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MANAGER'S REPORT NO. 62  
COUNCIL MEETING 1978 09 11 1978 August 14

ITEM 7  
ADMINISTRATOR'S REPORT NO. 19  
COMMISSION MEETING 78 09 06

" GOOD EVENING.

MY NAME IS DIANE STEELE AND I HAVE BEEN APPOINTED SPOKESMAN FOR THE RESIDENTS OF THE 5300 & 5400 BLOCKS OF CANADA WAY. WE ARE HERE TO-NITE BEFORE COUNCIL TO PROTEST THE CLOSURE OF SPERLING, RUGBY, CHISELHAMPTON AND HAZARD STREETS, A MOVE WHICH WE DID NOT EVEN KNOW WAS TAKING PLACE UNTIL HEARING ABOUT IT ON THE RADIO. OUR NAMES DID NOT APPEAR ON THE PETITION TO CLOSE THESE STREETS NOR WERE ANY OF US CONSULTED OR ASKED ABOUT WHETHER OR NOT THESE CLOSURES WOULD HAVE ANY EFFECT UPON US. IN ACTUAL FACT WE DID NOT KNOW ANYTHING ABOUT IT UNTIL THE DEED WAS DONE.

AS IT IS, WE USE THESE STREETS TO GAIN SAFE ACCESS TO OUR HOMES. OVER THE YEARS, THE VOLUME OF TRAFFIC HAS INCREASED ON CANADA WAY TO THE POINT THAT DURING RUSH HOURS IT IS IMPOSSIBLE TO LEAVE OR ENTER YOUR DRIVEWAY. TRAFFIC CRAWLS AT A SNAIL PACE, BUMPER TO BUMPER, FOR TWO HOURS IN THE MORNING AND TWO IN THE EVENING AND AT ANY OTHER TIME SAILS RIGHT ALONG AT 40 OR 50 M.P.H., EVEN THOUGH THE SPEED LIMIT IS 30. NOISE LEVELS ARE UNBEARABLE AND THE ACCIDENT RATE IS UNBELIEVABLE. CARS END UP IN FRONT YARDS. IN FACT AT TIMES CARS HAVE EVEN ENDED UP IN HOUSES.

ALL THIS MAKES IT QUITE IMPOSSIBLE TO MAKE A LEFT HAND TURN INTO OUR DRIVEWAYS. NONE OF US HAVE A LANE IN THE BACK SO THE ONLY SOLUTION, EVEN THOUGH IT IS AN INCONVENIENCE, IS TO USE AT LEAST ONE OF THE STREETS THAT IS BEING BARRICADED. IF YOU WILL REFER TO YOUR MAPS, PERHAPS I CAN EXPLAIN WHY THESE STREETS OR AT LEAST ONE OF THEM, SHOULD BE LEFT OPEN. THE 5300 & 5400 BLOCKS CANADA WAY ARE SITUATED RIGHT AT THE BOTTOM OF THE HILL AND ON THE CURVE BEFORE THE BASE OF THE HILL. THERE IS A SOLID YELLOW LINE WHICH RUNS FROM BURRIS ALL THE WAY TO RUGBY AND A SOLID YELLOW LINE MAKES A LEFT HAND TURN ILLEGAL. NOT ONLY THAT, BUT THE VOLUME AND SPEED OF THE TRAFFIC MAKES A LEFT HAND TURN INTO YOUR OWN DRIVEWAY SUICIDE. THEREFORE, TO GAIN ACCESS TO OUR HOMES, WE ARE FORCED TO MAKE A LEFT HAND TURN ONTO BURRIS (AT THE LIGHTS), MAKE A RIGHT HAND TURN ONTO BUCKINGHAM AND THEN USE EITHER RUGBY, CHISELHAMPTON OR SPERLING TO GET LACK ONTO CANADA WAY. WE THEN PROCEED IN THE EXACT OPPOSITE DIRECTION AND ARE AT LAST HOME BY MAKING A RIGHT HAND TURN INTO OUR DRIVEWAYS. MOST OF US

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HAVE YOUNG CHILDREN AND WHAT WITH SOCCER, BASEBALL, CUBS, SCOUTS, BROWNIES,  
ETC., I WOULD SAY THE AVERAGE HOUSE USES THIS ROUTE 4 TO 6 TIMES PER DAY.

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NOW, IF THESE STREETS ARE CLOSED, WE WILL HAVE TO DRIVE RIGHT BY OUR  
HOMES AND MAKE A U-TURN AT THE MUNICIPALITY OR HERITAGE VILLAGE, THIS BEING  
THE CLOSEST STREET. THE TRAFFIC WILL BE FURTHER INCREASED ON CANADA WAY  
AND OUR PROPERTY VALUES WILL DROP EVEN LOWER - CAN YOU IMAGINE ANYBODY BUYING  
A HOME WHERE THEY CAN'T EVEN ENTER THE DRIVEWAY WITHOUT A 1/2-MILE DETOUR.  
ALL THIS STARTED BECAUSE IN THE LAST YEAR THERE WERE TWO FATAL OR NEAR-FATAL  
ACCIDENTS ON BUCKINGHAM. WELL, TO THE BEST OF OUR KNOWLEDGE, BOTH ACCIDENTS  
INVOLVED TEENAGERS THAT LIVED IN THAT AREA. PERHAPS WE SHOULD SMASH UP A  
FEW MORE CARS ON CANADA WAY AND GET IT CLOSED OFF AND THEN ALL OUR PROBLEMS  
WILL BE SOLVED.

HOWEVER, WE ARE UNDERSTANDING AND HAVE COME UP WITH A COMPROMISE. WHY WOULD  
"NO RIGHT TURN" SIGNS NOT HAVE THE SAME EFFECT ON CANADA WAY AS BARRICADES  
WOULD? "NO LEFT TURN" SIGNS ON THE STREETS TO BE BARRICADED WOULD HAVE THE  
SAME EFFECT. THEIR PROBLEM WOULD BE SOLVED, OUR PROBLEMS WOULDN'T BUT AT  
LEAST WE WOULD BE ABLE TO GET TO OUR HOMES. THE MUNICIPALITY WOULD SAVE MONEY  
AND WE WOULD ALL BE HAPPY. BLOCK OFF ONE OR TWO OF THE STREETS, BUT AT LEAST  
LEAVE SOMETHING OPEN SO WE CAN STILL GET INTO OUR HOMES.

Council 1978 08 14  
Item 2(b), Page 3

:- Copy - Manager  
- Engineer  
- Secretary Traffic Safety Committee  
- Parks Administrator



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ITEM	22
MANAGER'S REPORT NO.	58
COUNCIL MEETING	1978 08 28

RE: LETTER FROM DEER LAKE TRAFFIC COMMITTEE  
 5776 BUCKINGHAM AVENUE, BURNABY  
 CLOSURES OF SPERLING, CHISELHAMPTON, RUGBY  
 AND HASZARD AT CANADA WAY

ITEM 7  
 ADMINISTRATOR'S REPORT NO. 19  
 COMMISSION MEETING 78 09 06

Appearing on the agenda for the 1978 August 28 meeting of Council is a letter from Mr. William Lindsay regarding "modifications now being considered to the blockades proposed and approved for Canada Way at Sperling, Chiselhampton, Rugby and Haszard Streets respectively. It will be recalled that the same matter was the subject of a delegation from Mrs. Dianne Steele on August 14th at which time Council passed the following motions:

- "1. THAT the matter of closing Rugby Avenue, Chiselhampton Street and Sperling Avenue be referred back to the Municipal Engineer for further consideration in light of the proposals presented to Council by the delegation representing the residents of the 5300 and 5400 Blocks Canada Way.
2. THAT all anticipated actions scheduled to be taken by the Municipal Engineer regarding this matter be deferred until such time as this report is brought before Council.
3. THAT this matter also be referred to the Parks and Recreation Commission for a report on the effect the proposed street closure will have regarding access to Deer Lake Park."

The Parks and Recreation Commission will not meet until 1978 September 06. It would be appropriate for the Commission to consider the recommendations as contained in the attached report from the Municipal Engineer at that time.

RECOMMENDATIONS:

1. THAT the Municipal Engineer's recommendation to amend the total closure of Sperling, Chiselhampton, Rugby and Haszard Avenues at Canada Way to provide right-turn only egress at Sperling and Rugby Avenues be referred to the Parks and Recreation Commission for review and comment; and
2. THAT Mrs. Steele, Mr. Friesen and Mr. Lindsay be sent copies of this report; and
3. THAT the concerns of the Gas Stations and of Mrs. Graham be resolved before the installation of these barricades is proceeded with; and
4. THAT a copy of this report be sent to the Traffic Safety Committee for information.

\* \* \* \* \*

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SUBJECT: CLOSURES OF SPERLING, CHISELHAMPTON, RUGBY AND  
 HASZARD AT CANADA WAY. cont'd ...

The total closures of Chiselhampton and Haszard should be maintained as the benefits from a partial closure at these locations would be minimal compared to the overall traffic safety benefits of a total closure.

The Engineering Department contacted Mr. John Friesen, a spokesman for the Buckingham area, to solicit his opinion on the above proposed modifications. Mr. Friesen agreed that these modifications to the original barricade proposal would not detract from their intent and would be of benefit to the local residents.

While investigating the concerns of the petitioners on the south side of Canada Way, we also contacted three other concerned parties who will be greatly affected by the proposed barricades. Chris Scott of the Deer Lake Shell Service Station has agreed to close the south access from Chiselhampton if we place the barricade between the two existing driveways on Chiselhampton, per attached sketch. The placement of the barricade in this location will not affect the intent of closure and will alleviate some of the problems that a barricade right at Canada Way would present to this service station.

Marie Graham, spokesperson for the property owner of 5219 Canada Way, has been contacted regarding the affect of barricades on this property and we will be meeting with her in the near future to resolve her concerns. The Manager of the Gas Station at Canada Way and Sperling has been contacted and we will be in consultation with the owner of this property regarding the location of the barricade on Sperling Avenue.

RECOMMENDATIONS:

1. THAT Council's previous approval of the total closure of Sperling, Chiselhampton, Rugby and Haszard Avenues at Canada Way be amended to provide right-turn only egress at Sperling and Rugby Avenues.
2. THAT Mrs. Steele and Mr. Friesen be sent copies of this report.
3. THAT the concerns of the Gas Stations and of Mrs. Graham be resolved before the installation of these barricades proceeds.

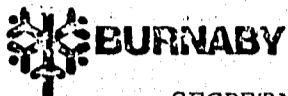
*fa*  
 MUNICIPAL ENGINEER

DE:cj  
 Attach.  
 cc: ( ) Traffic Supervisor  
 ( ) Secretary Traffic  
 Safety Committee

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INTER-OFFICE COMMUNICATION

TO: SECRETARY, TRAFFIC SAFETY COMMITTEE DEPARTMENT: DATE: 78 06 08  
FROM: MUNICIPAL ENGINEER DEPARTMENT: ENGINEERING OUR FILE #  
SUBJECT: BUCKINGHAM HEIGHTS AREA YOUR FILE #

Reference your memo of 78 05 18.

In replying to the committee's request that we indicate the possible traffic volumes that may occur on the street system of the Buckingham Heights Area we have prepared the attached diagram.

To arrive at the volumes we have had to make a number of assumptions:

1. Each single family home will generate approximately eleven trips per day. The figure of eleven trips per dwelling unit per day were actually obtained in a vehicle count and summary check of two separate residential areas in Burnaby.
2. We had to make an assumption that the parking lot of Deer Lake would generate about six trips per parking stall during the summer periods when the park was being fully utilized. If this assumption is correct then the Deer Lake facility will, during these periods, generate approximately 650 trips per day.

By using the above vehicle generation figures we have estimated that with all access to Canada Way blocked off, the Deer Lake/Buckingham Area will generate a high of approximately 2,650 vehicles per day (V.P.D.) and a low of 2,100 V.P.D. The present high is approximately 4,000 V.P.D. while the low, recorded in February of this year, was 2,700 V.P.D. This increased traffic is primarily eastbound commuter traffic. It should be noted that the high count of 4,000 V.P.D. was taken during a hot spell this June.

In summary it would appear that during periods of inclement weather the volumes of traffic on Buckingham at Burris with no access to Canada Way will drop from 2,700 V.P.D. to about 2,100 V.P.D. Summer time volumes will also show a drop from about 4,000 V.P.D. to about 2,650<sup>+</sup> V.P.D.

The above is for the information of Council.

HB/cc

  
MUNICIPAL ENGINEER

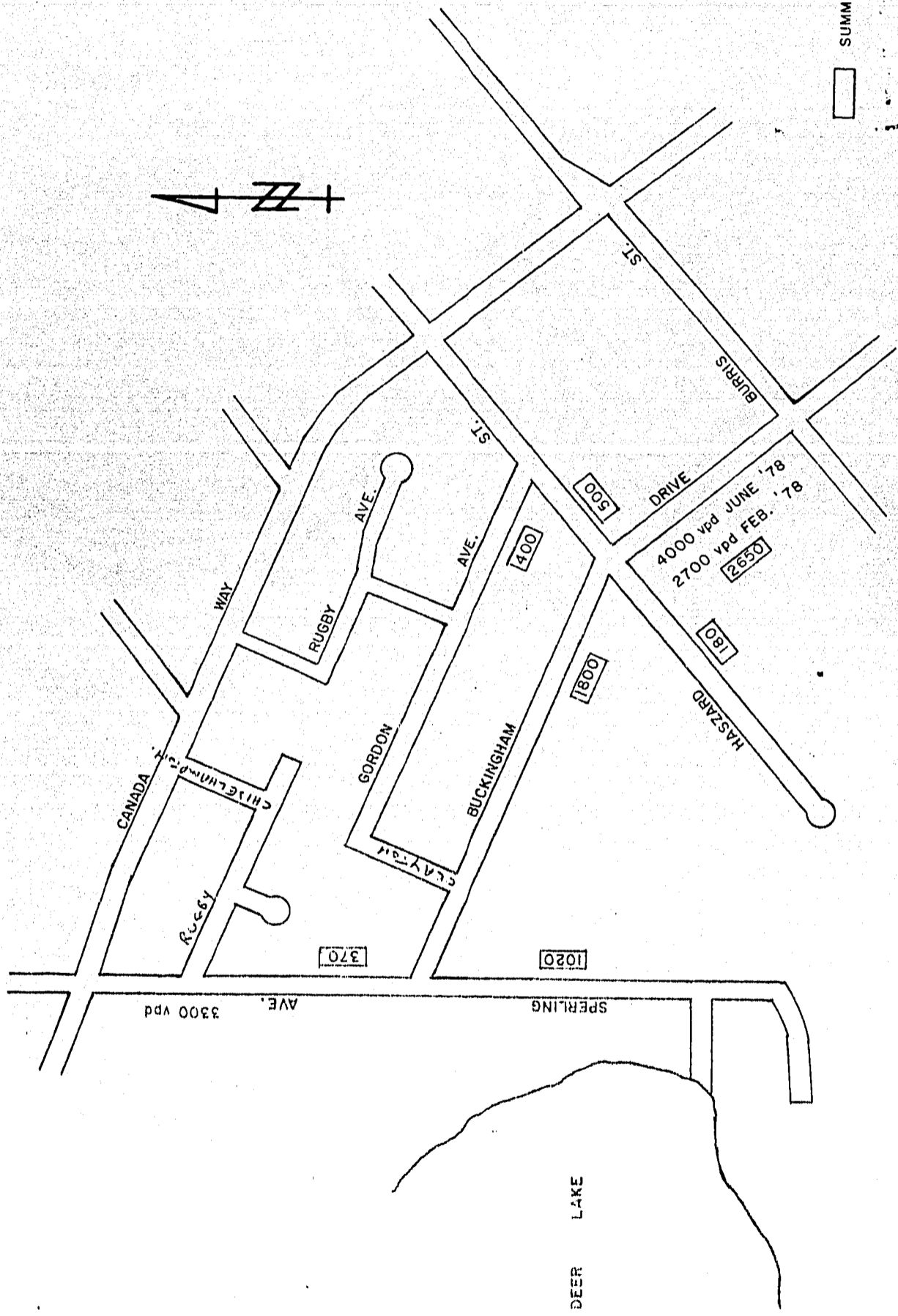
c.c. Traffic Supervisor

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SUMMER VOLUMES WITH CLOSURES  
 VOLUME



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SECRETARY

ITEM

TO: SECRETARY, TRAFFIC SAFETY COMMITTEE  
FROM: MUNICIPAL ENGINEER  
SUBJECT: BUCKINGHAM HEIGHTS AREA

INTER-O ADMINISTRATOR'S REPORT NO. 19  
DEPARTMEN ~~COMMISSION MEETING~~ 78 09 06 DATE: 78 07 10  
DEPARTMENT: ENGINEERING  
OUR FILE #  
YOUR FILE #

ACCIDENTS

On 78 07 04 the residents of the Buckingham Heights Area submitted a petition to Council requesting a number of traffic control measures be implemented in order to control commuter and Deer Lake Park traffic. Many of these requested controls were commented on in our reports to the Committee dated 78 04 07 and 77 04 07. We will, therefore, only elaborate on new items giving only a brief comment on previous ones.

Before commenting on the suggested controls we would first like to cover the information that we have received related to the four accidents mentioned in the residents' submission.

1. An Accident Resulting in Two Fatalities on Buckingham Avenue.

This accident which occurred 22:52 h on 77 10 19, was the result of alcohol and excessive speed wherein the vehicle went out of control and struck a large tree. Both occupants were local residents who we assume must have travelled the route many times.

2. A Boy Run Down on the Sidewalk while Walking Home from School. He suffered Two Broken Legs (Last name McPhee).

This young boy was not struck down on the sidewalk but was riding his bicycle westbound on Buckingham and turned in front of a westbound motorcycle.

3. An Accident Resulting in Serious Injuries to Five Young Occupants of a Car Drag Racing on Buckingham.

This accident which occurred at 16:15 h on 78 06 21 was the result of alcohol and high speed. Only one occupant still remains in the hospital and is in satisfactory condition. Charges pending.

4. A Five Year Old Boy Hospitalized with Serious Injuries after being Hit by a Car on Sperling Avenue.

This accident which happened on Sperling just south of Canada Way on 78 06 28 at 14:57 h, involved a cyclist who turned left in front of a police car.

BURNABY

TO: SECRETARY, TRAFFIC  
SAFETY COMMITTEE

ITEM 7  
ADMINISTRATOR'S REPORT NO. 19  
DEPARTMENT: COMMISSION MEETING 78 09 06

DATE: 78 07 10

FROM: MUNICIPAL ENGINEER DEPARTMENT: ENGINEERING

SUBJECT: BUCKINGHAM HEIGHTS AREA

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The above accident conditions are similar to those being reported on every street in Burnaby.

COMMENTS OR SOLUTIONS

A.

1. Three way stops and flashing lights at Buckingham Street and Sperling Avenue.
2. Four way stops and flashing lights at Buckingham Street and Haszard Avenue.
3. Lower speed limits.
4. Speed bumps on Sperling Avenue and Buckingham.

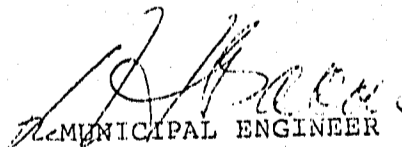
All of the above were covered in our report of 77 04 07. In brief the installation of stop signs where they are not warranted by either accident history or volumes can only create a disrespect by the driver of this type of device. The existing speed limits are adequate. Would the present violators be any more respectful of a lower limit? Speed bumps are not recommended on public street systems because of legal implications.

B.

The suggested solution to the commuter problem could be resolved by the closures of Sperling, Chizelhampton, Rugby and Haszard Avenues at Canada Way. To ensure that fire apparatus would not be unduly delayed in getting into the area a special gate with lock could be installed at Sperling Avenue closure. This method has been discussed with the Fire Department and has met with their approval.

In addition to the above, one further suggestion was made by Alderman Randall and that was to paint a double line on Buckingham Street to indicate no passing. Up to this time we have painted no centre line on Buckingham as this is one of the methods of indicating a collector function, something we have been trying to play down. As there have been no head on accidents on Buckingham that we are aware of we feel that we should leave the pavement unmarked.

The above is for the information of the Committee.

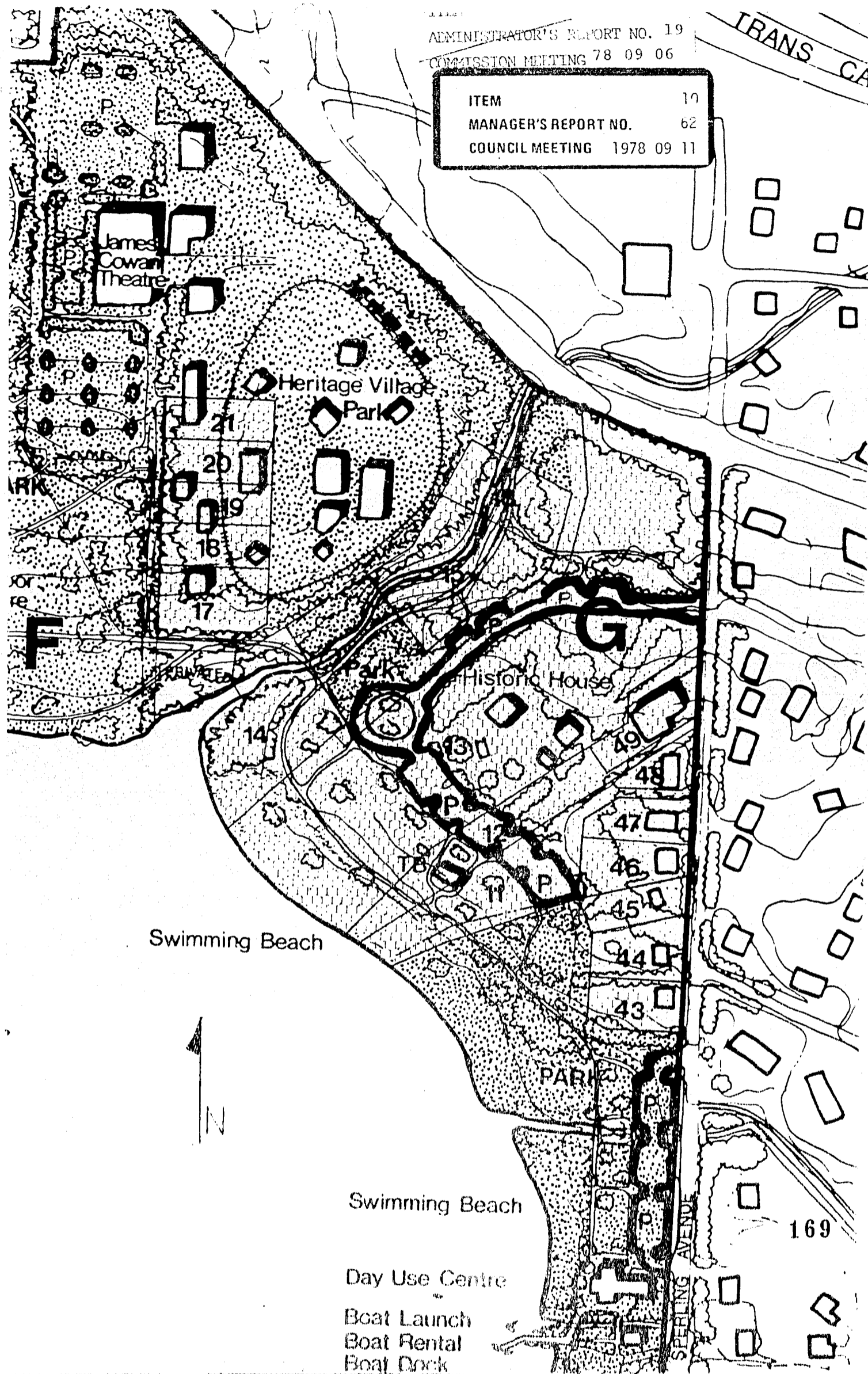
  
MUNICIPAL ENGINEER

The Committee submitted the above comments and the following recommendations to Council for consideration on 1978 July 31:

1. THAT all access and egress for the Buckingham Heights Area to Canada Way from Sperling Avenue to Haszard Street inclusive be closed by the placement of suitable blockades at these points, and;
2. THAT a special gate be installed at Sperling Avenue and Canada Way to ensure that fire apparatus would not be unduly delayed in getting into the Buckingham Heights Area, and;
3. THAT the motoring public be notified of these changes by traffic signs to be determined by the Municipal Engineer.

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MANAGER'S REPORT NO.	62
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Swimming Beach



Swimming Beach

Day Use Centre

Boat Launch  
Boat Rental  
Boat Dock

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