

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

File: 20-2

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Traffic - Sprott Street

Recommendation:

- (a) "That Marianne Baylis, 5976 Sprott Street, Burnaby, B.C., V5E 1V1, be sent a copy of this report."

R E P O R T

Council, on 1981 February 05 referred correspondence from Marianne Baylis, 5976 Sprott Street, Burnaby, B.C., regarding traffic on Sprott Street, to the Traffic Safety Committee for investigation and a subsequent report to Council.

This matter was referred to the Municipal Engineer who reported as follows:

"The items listed in Ms. Baylis's submission will be answered in the order submitted.

1. Reduce the Speed Limit

The existing legal speed limit on the subject street is 50 km/h. This is the normal speed limit for a Municipal street and bearing in mind the collector function of the street any reduction in the present limit is unwarranted and would receive non-compliance by the general public.

2. Stop Signs at Freeway Exit

The existing off ramp from the freeway connects to Sprott Street to form a 'T' intersection. The right and left turn movements are separated by a raised island with the left turn required to stop by direction of a stop sign while the right turn movement is required to comply with the directions of a yield sign. Immediately leaving the freeway the driver is advised by advance stop signs on either side of the ramp of the required stop ahead.

The signing is standard and should require no oversize installations.

3. Left Turn off Canada Way onto Sprott Street

At the present time left turns from eastbound Canada Way to eastbound Sprott Street are permitted. These turns, however, must be made with caution because of the vertical and horizontal curve to the east of this intersection. Some thought was given in the past to prohibiting these left turns, however, there is no suitable alternative at the present time to accommodate this movement.

:- AGENDA 1981 JUNE 15
:- COPY-MANAGER

REPORT
REGULAR COUNCIL MEETING
1981 JUNE 15

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In our 1982 Capital Improvement Program Sprrott Street, between Douglas Road and the Trans Canada Highway, is to be upgraded to a 14 metre curbed standard. This standard, as indicated on the Conceptual Transportation Plan, is to provide a four lane primary arterial with pedestrian walks.

The section between Douglas Road and Canada Way is presently finished to a 14 metre curb standard.

The suggestion that we spend some money and purchase the garage (Texaxo Service Station) property to build a single intersection in place of the present Canada Way/Douglas and Canada Way/Sprrott Street intersection was considered in 1977. The proposal was abandoned because of the prohibitive costs. However, in light of the upgrading of Sprrott Street to a 14 metre primary arterial we are again looking into the purchase of this property. The above mentioned intersection improvement then would be done as a future traffic management project.

4. Street Lights

At the present time street lighting on Sprrott Street between the Trans Canada Highway and Douglas Road is provided by lease lighting on B.C. Hydro poles. When Sprrott Street is upgraded to its final standard in 1982 ornamental street lighting will be included.

In summary we find that the street geometrics, while they can and will be given an upgrading, are not that serious a problem. What is a problem is the driving attitudes of so many motorists today.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

THAT Marianne Baylis be sent a copy of this informational report."

Respectfully submitted,

Alderman F.G. Randall,
Acting Chairman

Alderman D.N. Brown

RDS:sw