

REPORT  
REGULAR COUNCIL MEETING  
1984 March 26

File: F.F. 20-2

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, on Tuesday, 1984 March 20 at 18:00 h.

PRESENT:

Alderman A.H. Emmott, Chairman  
Alderman Egon Nikolai  
Alderman L.A. Rankin  
Mr. K.R. Beedie, Burnaby Chamber of Commerce  
Mr. John Brucker, Burnaby Safety Council  
Mrs. A.L. Smith, Parent Teacher Council  
Mr. Gordon Mackie, Citizens Representative  
Mr. A.R. Carrell, Senior Citizens Representative

ABSENT:

Mr. Ray Hunt, B.C. Motor Transport Association  
School Trustee B.J. Jones, School Board  
Representative  
Mr. W.B. Bennett, Metro Transit Representative

STAFF:

Corporal R.J. While, R.C.M.P. Burnaby Detachment  
Mr. H.G. Bacon, Traffic Supervisor  
Mr. W.S. Scott, Transportation Planner  
Mrs. M. Pasqua, Secretary

A. Request for a Stop Sign - Southeast  
Corner of Sperling Avenue and  
Halifax Street

Recommendations:

1. "THAT the request for a stop sign on the southeast corner of Halifax Street and Sperling Avenue be denied.
2. THAT Mr. Walter J. Booth, 5560 Hardwick Street, Burnaby, B.C., V5G 1R1 receive a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 February 09 was received from Mr. Walter J. Booth, 5560 Hardwick Street, Burnaby, B.C., V5G 1R1 concerning the intersection of Halifax Street and Sperling Avenue and requesting the placement of a stop sign at the southeast corner of the intersection.

A report dated 1984 February 27 was received from the Director Engineering, the contents of which are contained hereunder:

"The intersection of Sperling Avenue and Halifax Street is present controlled by two stop signs on Halifax Street that give the right-of-way to Sperling Avenue.

**:- AGENDA 1984 MARCH 26**  
**:- COPY - MANAGER**

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Vehicle volumes on Sperling Avenue prior to its closure between the Loughheed Highway and Broadway in 1983 November were approximately 11,600 vehicles per day (V.P.D.). This volume is down to 6,400 V.P.D. due to the closure of Sperling Avenue and is not expected to return to its previous level after the opening of the B.N.R. overpass as some of this previous traffic is expected to use Kensington Avenue. The volumes of traffic is expected in the range of 3,000 V.P.D.

The total accident rate for the intersection since 1976 January to the end of 1983 December was 47. Of the 47 accidents reported, 32 involved right angle collisions. Of the 32 right angle collisions, 14 involved northbound Sperling Avenue traffic while the remaining 18 involved southbound Sperling Avenue traffic.

From an on site inspection we found that the sight distance from Halifax to traffic approaching from the south was reduced to about 120 metres (400'). This distance, however, should be ample to allow a decision to be made as to whether or not to cross Sperling Avenue. From Halifax Street to the north the sight distance is unrestricted, in excess of 300 metres (1,000'), yet traffic from this direction was involved in a higher number of accidents. With such results it is difficult to say that the accidents are due to a sight distance problem.

As noted in our report there has been a severe drop in the volume of traffic now using Sperling Avenue and a definite possibility that it will not return to its previous high. In view of this, we feel that no additional stop signs should be considered at this time. We will, however, monitor the flows on Sperling Avenue and the accident history over the next year or so for any change.

STAFF RECOMMENDATIONS TO THE TRAFFIC AND SAFETY COMMITTEE:

1. THAT the request for a stop sign on the southeast corner of Halifax Street and Sperling Avenue be denied.
  2. THAT Mr. Walter J. Booth, 5560 Hardwick Street, Burnaby, B.C., V5G 1R1 receive a copy of this report."
- B. Intersection of Gilley Avenue and Imperial Street

Recommendations:

1. "THAT the request for either a traffic signal or a four way stop at the intersection of Gilley Avenue and Imperial Street be denied.
2. THAT this report and attached correspondence be sent to Mr. Svend Robinson, M.P. Burnaby, 6340 Kingsway, Burnaby, B.C., V5E 1C5."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 March 05 was received from Svend Robinson, M.P. Burnaby, 6430 Kingsway, Burnaby, B.C., V5E 1C5 requesting reconsideration of Council's decision to not install a four way stop sign at the intersection of Gilley Avenue and Imperial Street.

A report dated 1984 March 12 was received from the Director Engineering, the contents of which are contained hereunder:

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"Mrs. Phyllis le Noble submitted a request to this Committee in 1982 November 24 requesting a four way stop at the captioned intersection.

The intersection was again evaluated in 1983 to determine its rating on a signal warrant. The point rating was 57. To attain a minimum warrant requires 100 points. We would advise that the accident history rated a "0".

In 1984 January, Mr. Carrell of this Committee asked us if we would contact Mrs. le Noble regarding her request for a traffic signal. We did so in a letter dated 1984 January 23.

While we sympathize with Mrs. le Nobel's fear of crossing Imperial Street, we cannot use this as a justification for the installation of traffic signals that do not meet the normally accepted warrants. To do so would place the Council in the position of having to install signals at a multitude of intersections simply upon request.

STAFF RECOMMENDATIONS TO THE TRAFFIC AND SAFETY COMMITTEE:

1. THAT the request for either a traffic signal or a four way stop at the intersection of Gilley Avenue and Imperial Street be denied.
2. THAT this report and attached correspondence be sent to Mr. Svend Robinson, M.P. Burnaby."

Respectfully submitted,

Alderman A.H. Emmott  
Chairman

Alderman Egon Nikolai  
Member

Alderman L.A. Rankin  
Member

