

ITEM 6
MANAGER'S REPORT NO. 64
COUNCIL MEETING 88/10/11

RE: LETTER FROM MR. THOMAS HASEK WHICH APPEARED ON THE AGENDA FOR THE
1988 OCTOBER 03 MEETING OF COUNCIL (ITEM 3 D)
ADDITIONAL TRAFFIC CONTROL AT JUBILEE AVENUE AND VICTORY STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Acting Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1988 OCTOBER 05

FROM: ACTING DIRECTOR ENGINEERING

SUBJECT: REQUEST FOR 4-WAY STOP AT THE INTERSECTION
OF JUBILEE AVENUE AND VICTORY STREET

PURPOSE: TO RESPOND TO THE REQUEST FOR ADDITIONAL
TRAFFIC CONTROL AT THE INTERSECTION OF
JUBILEE AVENUE AND VICTORY STREET

RECOMMENDATION:

1. THAT Mr. Thomas Hasek of 4758 Victory Street, Burnaby, B.C. V5J 1S2 be sent a copy of this report and its attachment.

REPORT

Appearing on the Council Agenda of 1988 October 03 was a letter from Mr. Thomas Hasek in which he requested the installation of a four-way stop at the intersection of Jubilee Avenue and Victory Street.

Attached is a copy of a previous report to Council, Manager's Report No. 71, Item #4, Meeting of 1986 December 01 regarding the captioned location. The advance intersection warning sign for southbound traffic referred to in this report was installed on 1986 November 25. The only accident recorded at the intersection in 1987 involved a northbound and a westbound vehicle. We have recorded three accidents this year, two involving southbound vehicles and the one involving a northbound vehicle is that which is referred to in Mr. Hasek's letter. A check of the sign on 1988 October 05 found the sign to be still in place and to be in good repair.

The intersection does not meet the Traffic Safety Committee's adopted warrant for the installation of a two-way stop sign control. This warrant requires an accident history involving at least three accidents per year for each of the last three years involving vehicles approaching from the same direction and be of a type correctable by stop sign control, i.e., right-angle collisions. The subject intersection has recorded five right-angle accidents involving southbound vehicles during the past three years. The warrant for a four-way stop is five right-angle accidents within a one-year period.

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The reasons other than accident prevention stated in Mr. Hasek's letter to Council for requesting a four-way stop, "slowing as traffic" and "not disrupt traffic" are not supported as experience has shown that unwarranted stop signs can result in high disobedience rates and acceleration away from the stop signs at higher rates of speed than unimpeded traffic.

Attempts to contact Mr. Hasek to discuss the contents of this report have been, as yet, unsuccessful.


W. C. Sinclair
ACTING DIRECTOR ENGINEERING

DE:ka
Attach.

cc: Traffic Supervisor

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RE: LETTER FROM ANNE HARVEY WHICH APPEARED ON THE AGENDA OF THE AGENCIES
1986 NOVEMBER 24 MEETING OF COUNCIL (Item 4d)
INTERSECTION OF JUBILEE AVENUE AND VICTORY STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

- 1, THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1986 NOVEMBER 20

FROM: DIRECTOR ENGINEERING

SUBJECT: JUBILEE AVENUE AND VICTORY STREET

RECOMMENDATION:

THAT Anne Harvey, 7330 Jubilee Avenue, Burnaby, B.C.,
V5J 4B6 be sent a copy of this report.

R E P O R T

Anne Harvey, 7330 Jubilee Avenue, Burnaby, B. C., V5J 4B6,
wrote to Council concerning the intersection of Jubilee Avenue
and Victory Street.

The subject intersection is classified as uncontrolled minor
residential. As such, motorists should approach the cross
street bearing in mind Section 175 of the Motor Vehicle Act
which, in short, requires drivers approaching an uncontrolled
intersection to yield to the driver on the right.

The accident history over the past nine years shows a total of
18 reported right-angle accidents. Of these, 16 or 90%
involved southbound vehicles. A contributory factor is that
both properties on the north corners have high laurel hedges
that somewhat obstructed the southbound drivers' view of the
cross street traffic (Victory Street).

Even though the provisions of the Motor Vehicle Act concerning
yielding of right-of-way apply equally to all intersections,
we have nonetheless instructed our sign crews to place an
intersection warning sign with a slow tab in advance of the
intersection in order to inform drivers that an unusual
condition prevails.

We intend to monitor this intersection to evaluate the
corrective action taken.

Staff members have attempted to get in touch with Anne Harvey
to advise her of the contents of this report, so far without
success; the attempts will continue until we reach her.

HB:ml

cc: () Traffic Supervisor


DIRECTOR ENGINEERING

