

REPORT
1996 October 07

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

B. FREDERICK AVENUE AND VICTORY STREET

RECOMMENDATION:

1. **THAT** Council authorize conversion of the existing 2-way stop on Victory Street at Frederick Avenue to a 4-way stop.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1996 October 01, adopted the *attached* report requesting approval to convert the intersection of Victory Street and Frederick Avenue to a 4-way stop to address traffic safety concerns.

MEMBERS:

Mr. N. Smith
Mr. D. Berardine
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mrs. D. Mumford
Mr. D. Ramsbotham
Mr. D. Richardson
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young
Chairman

Councillor D. Evans
Member

:-COPY - CITY MANAGER
DIRECTOR ENGINEERING
DIRECTOR PLNG. & BLDG.
OIC, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1996 09 23
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02
SUBJECT: FREDERICK AVENUE AND VICTORY STREET
PURPOSE: To seek approval for the installation of additional control at the Frederick/Victory intersection.

RECOMMENDATION:

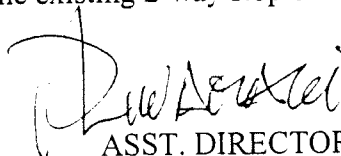
1. THAT the existing 2-way stop on Victory Street at Frederick Avenue be converted to a 4-way stop configuration.

REPORT

In 1994 December, the Traffic Safety Committee approved the installation of a stop sign control scheme for the area bounded by Patterson Avenue, Nelson Avenue, Rumble Street, and Imperial Street. Since the installation, staff have received a number of complaints concerning the speed of traffic along Frederick Avenue from Imperial Street through to Watling Street as well as reports of drivers 'missing' the stop at Frederick. These concerns have been confirmed through on-site observation.

As is the case with other parallel roads in this area such as Gray, Waverley, and Jubilee, Frederick Avenue is a non-intersected block from Imperial Street to Victory. Stop sign control at Victory is orientated to allow for through movement on Frederick Avenue, however, traffic on the parallel roads are required to stop at the intersection of Victory Street.

Therefore, in order to maintain the existing alternating stop sign scheme in this area, and at the same time eliminate the unobstructed flow of traffic from Imperial Street to Watling Street on Frederick Avenue, staff recommend the conversion of the existing 2-way stop on Victory Street at Frederick Avenue to a 4-way stop configuration.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS