

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: SPERLING AVENUE AND THE GILLEY/OAKLAND
INTERSECTION

RECOMMENDATIONS:

1. **THAT** Council approve conversion of the intersection of Gilley Avenue and Oakland Street to a multi-way stop configuration.
2. **THAT** Council approve installation of the roadway narrowing as discussed in this report at the marked school crosswalk on Sperling Avenue at Burford Street.
3. **THAT** a copy of this report be sent to Mr. Ken Lagasse of 6137 Sperling Avenue, Burnaby, BC V5E 2T8.

REPORT

The Traffic and Transportation Committee, at its open meeting held on 2002 January 15, received and adopted the attached report addressing concerns regarding traffic speed and volume raised by a Sperling Avenue resident group. In response to the concerns, the Committee noted that it would be beneficial to introduce a road construction (aka corner bulge) at the Burford Street school crosswalk. The Committee also recommended that a multi-way stop be installed at the Gilley Avenue and Oakland Street intersection.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR FINANCE

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 2001 12 18

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS FILE:

SUBJECT: SPERLING AVENUE AND THE GILLEY / OAKLAND INTERSECTION

PURPOSE: To address concerns regarding traffic speed and volume raised by a Sperling Avenue resident group.

RECOMMENDATION:

1. **THAT** the intersection of Gilley Avenue and Oakland Street be converted to a multi-way stop configuration.
2. **THAT** roadway narrowing as discussed in this report be installed at the marked school crosswalk on Sperling Avenue at Burford Street.
3. **THAT** a copy of this report be sent to Mr. Ken Lagasse of 6137 Sperling Avenue.

REPORT**1.0 INTRODUCTION**

The current Traffic Safety Committee agenda includes a petition presented by Mr. Ken Lagasse of 6137 Sperling Avenue on behalf of Sperling Avenue residents. The petitioners are concerned with the speed, volume of traffic as well as the number of commercial vehicles travelling along Sperling Avenue between Kingsway and Oakland Street.

In November, 2001 Councilor Evans and a staff member met with Mr. Lagasse and a number of other concerned Sperling Avenue residents to discuss and better understand their concerns. An initial staff response to the issues is to be found elsewhere on this agenda.

2.0 BACKGROUND

The adopted Burnaby Transportation Plan shows Sperling Avenue (Kingsway to Burriss/Oakland) as a "Major Collector-secondary" roadway in the Burnaby Major Roads Network. although the current plan was adopted in 1995, its predecessor (developed through a lengthy public consultation process in the late 1970's) also designated Sperling as a Major Collector. The road is constructed to that urban standard. Accordingly, some measures proposed by the residents, that would further limit corridor continuity or would divert traffic from Sperling avenue to other routes, are not considered appropriate relative to its designation.

The traffic load on Sperling Avenue is moderate relative to other similarly designated streets. Recent count indicate an average week-day volume of 4,000. In the early 1980's prior to construction of the Oakland roadway, the demand was in excess of 6,000 vehicles per day. Since then the growth of traffic on Sperling Avenue has been modest. One would not expect significant future growth given the limited potential for expansion on lands tributary to Sperling Avenue. The limited corridor continuity and the wider network do not suggest that Sperling Avenue would attract through trips from further afield.

The traffic volume data classified by vehicle type indicates negligible usage by heavier trucks (ie. those which fall under the Truck Route Bylaw are typically three or more axles.) The permitted use by lighter axle trucks is also minor and eclipsed by the transit vehicle usage from Stanley to Burriss. The three measures discussed below are ones proposed by the residents group. The traffic speed data has been forwarded to the RCMP for consideration but are not considered anomalous.

3.0 OAKLAND/GILLEY INTERSECTION

Both Oakland Street and Gilley Avenue are identified as Secondary Collectors within the Burnaby Transportation Network, suggesting a similar intended use and magnitude of daily vehicle volumes. Existing intersection control at this junction requires Gilley Avenue traffic to stop prior to proceeding onto Oakland Street.

Recently collected 24 hour vehicle volume data was applied to the multi-way stop sign control warrant to determine if additional control would be appropriate. Multi-way stop warrants were meet for the combined approach volumes of all the intersection legs, as well the minimum required hourly volume on the minor approach. Although crash occurrence and vehicle speed were not at issue the pedestrian crossing requirement is an added concern. Accordingly, this intersection is at the balance for upgrading control to a multi-way stop.

4.0 STANLEY/SPERLING INTERSECTION

Like Gilley Avenue and Oakland Street, Sperling Avenue is also identified as a Major Secondary Collector in the Transportation Plan's Major Road Network. All minor roadways intersecting Sperling Avenue between Imperial and Oakland Street are stop sign controlled, allowing for the

through flow of traffic along Sperling Avenue. The Imperial Street intersection is multi-way stop controlled and the intersection at Oakland is effectively controlled by the closely adjacent signal at Walker. It is noted that Imperial too, is a Major Secondary Collector but carries more traffic than Sperling. Staff have reviewed the possibility of installing additional stop sign control along Sperling Avenue between Imperial and Oakland Streets. The Stanley Street intersection is the location best suited for multi-way conversion given that it is a typical 4 leg intersection while other streets, such as Burford, are minor residential in character and form T junctions with Sperling. Stanley functions as a Minor Local Collector and also carries a bus route.

Recently, vehicle volume data for both Sperling Avenue and Stanley Street indicate that none of the conditions for upgrading control to a multi-way stop are currently warranted. This result is not unexpected given that approach volumes on Sperling Avenue outweigh those on Stanley Street by a ratio of 4.5:1. The crash history at this location shows an average one incident per year, which is not considered significant.


5.0 ROADWAY NARROWING AT SCHOOL CROSSWALK

Staff have also reviewed the feasibility and desirability of installing roadway narrowing at an existing school crosswalk on Sperling Avenue at Burford. The crossing leads to Brantford Elementary School via a walkway between houses on the west side of Sperling. Similar devices have already been placed at school crosswalks on Imperial Street and Duthie Avenue, with a view to improving pedestrian safety by reducing crossing distances and moderating speeds.

To gauge the extent of the speeding problem identified by residents speed classification counts were carried out between Burford and Bryant as well as between Stanley and Oakland. The averaged 50th and 85th percentile speeds during the hours of crosswalk operation were estimated to be 53 and 63 km/hr respectively. By comparison, north of Stanley the corresponding averages were significantly lower primarily due to a generally lower south bound speed. Given this speed profile, the introduction of a road constriction at the school crosswalk is expected to be beneficial. The deployment of "speed watch" radar reader board equipment is also recommended.

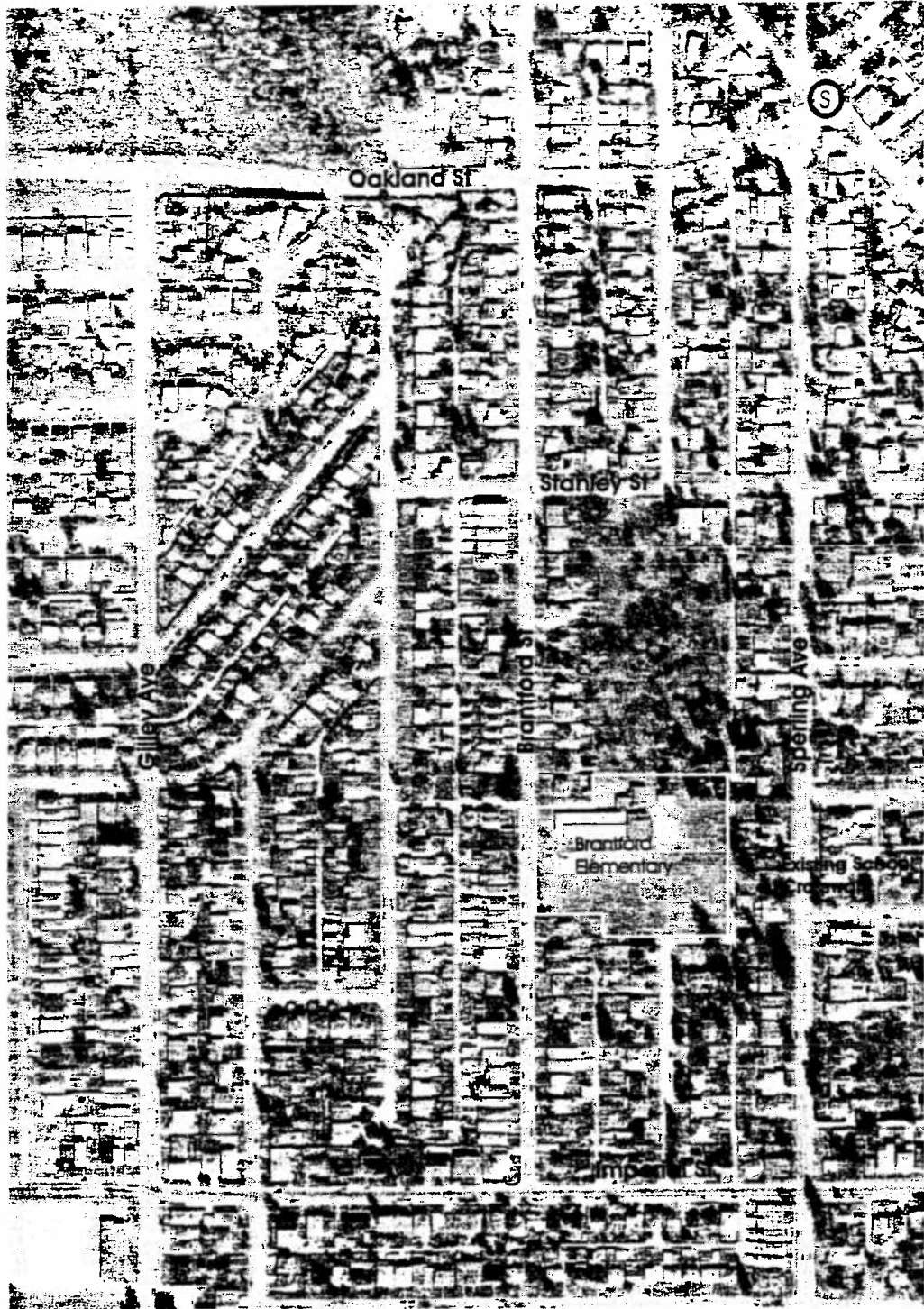
6.0 CONCLUSION

Staff review of the issues and suggestions raised by the Sperling residents indicates that it would be beneficial to introduce a road constriction (a.k.a. corner bulge) at the Burford Street school crosswalk. It is also recommended that a multi-way stop be installed on Oakland at the junction with Gilley Avenue.


P. Lirvanagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

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AE
cc: City Manager



⑤ Traffic Signal



Sperring corridor review
Location map

DRAWN BY: AKE

SCALE: NTS

APPR'D BY: PL

DATE: 19/12/01

