

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

A. **STOP SIGNS AT VICTORY STREET/FREDERICK AVENUE  
AND VICTORY STREET/GRAY AVENUE**

RECOMMENDATIONS:

1. THAT the area bounded by Imperial Street, Patterson Avenue, Rumble Street, and Nelson Avenue be considered for a future stop sign control scheme.
2. THAT a copy of this report be sent to N. Podas, 4578 Victory Street, Burnaby, B.C.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"On the Traffic Safety committee's agenda at its last meeting, there was correspondence from N. Podas, requesting installation of stop signs on Victory Street at Frederick Avenue and Gray Avenue. The same was referred to staff for report.

Mr. Podas has corresponded previously regarding his concern with respect to safety at these intersections. Our previous review of accident records and on-site monitoring did not reveal a traffic safety problem warranting stop sign control. We did however recommend the installation of 'Intersection Ahead' warning signs which Mr. Podas notes in his letter as not having solved the problem from his perspective.

Our recent records show only one accident at Victory Street and Gray Avenue and none at Frederick Avenue and Victory Street in the past 22 months. Accordingly, we do not recommend an isolated stop sign installation at either intersection. However, given the continuing concern we recommend polling area residents to determine whether an area wide stop sign control scheme similar to the one implemented in North Burnaby might address wider concerns."

:-COPY - CITY MANAGER  
DIRECTOR ENGINEERING  
DIRECTOR PLANNING & BUILDING  
O.I.C., R.C.M.P.

**B. EDMONDS - KINGSWAY INTERSECTION**

RECOMMENDATION:

1. THAT a copy of this report be sent to the District Manager, Ministry of Transportation & Highways.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"Arising from discussion under the New Business portion of the Traffic Safety Division meeting held on 1994 January 25, the Committee adopted the following motion:

1. THAT staff prepare a report regarding the advisability of banning left turns from Edmonds onto Kingsway from 3:00 PM to 6:00 PM."

Staff have reviewed the conditions at this intersection and have prepared the following report for the Committee's consideration.

The north and south legs of Edmonds Street intersection meet at Kingsway at a very sharp angle. Alignment across the intersection is poor. The northbound leg has an exclusive left turn lane, a through lane, and a right turn lane separated by a traffic island. Southbound, the intersection has two exclusive right turn lanes and a combined through and left turn lane.

The traffic signal has been configured to provide an advance left turn arrow for eastbound Kingsway traffic. During this interval, the southbound right turn movement is given a green arrow. The southbound right turn otherwise receives a red display during which turns are prohibited. North and southbound through and left turn movements proceed during a green interval while the southbound right turn signal remains red.

With an exclusive left turn lane, the northbound movement cannot be restricted. The separation of movements on this leg reduces traffic congestion during peak periods. During the 3:00 PM to 6:00 PM period, the combined use southbound through and left generates traffic congestion as the intersection has insufficient width to allow through vehicles to pass left turning traffic. At times, there is sufficient traffic to hold the left turning traffic through the entire green interval. This allows only a few vehicles to proceed through the intersection. We have observed that queued traffic usually clears the intersection within two signal cycles.

The restriction of left turns for southbound Edmonds traffic would certainly ease the congestion problems currently occurring during the afternoon peak period. However, the lack of alternate routes would probably lead to the use of the surrounding residential street network to circumvent the restriction.

The City and the Ministry of Transportation and Highways have previously discussed various design changes to re-align the intersection and provide additional capacity. To date, there has been no final agreement reached as to the most appropriate design or commitment to the timing for improvement. Staff will re-open negotiations with the Ministry to attempt to resolve design concept differences. Any improvements will likely require significant property acquisition which will delay any widening or re-alignment. We will also discuss possible traffic signal configuration changes that may help alleviate the problem in the interim."

**C. PEDESTRIAN SIGNAL - KINGSWAY AT 12th AVENUE**

RECOMMENDATIONS:

1. THAT the City of Burnaby share 50% of the estimated \$50,000 cost of the installation of a pedestrian signal at the intersection of Kingsway and 12th Avenue.
2. THAT the District Highways Manager for the Ministry of Transportation and Highways Lower Mainland District be sent a copy of this report.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"The Ministry of Transportation and Highways has recently conducted an evaluation of the intersection of 12th Avenue and Kingsway. They have proposed the installation of a pedestrian activated signal at an estimated cost of \$50,000. The proposed signal will be located at the existing pedestrian crosswalk. This will provide a signalized pedestrian crossing for students attending St. Thomas More School, Twelfth Avenue School, and for access to Mary Park from the neighbourhood south of Kingsway. Pedestrian access to the bus stops on Kingsway between Twelfth and Eleventh Avenue will also be enhanced. Based on the standard cost sharing formula that exists between the Ministry and the City, Burnaby's share of the installation and maintenance costs will be 50%. Funding for Burnaby's share is available in the proposed 1994-1998 Capital Budget under Traffic Management."

**D. ROSSER AVENUE/KITCHENER STREET - TRAFFIC CONTROL**

RECOMMENDATIONS:

1. THAT the area of Rosser Avenue/Kitchener Street be considered for future stop sign control scheme.
2. THAT a copy of this report be sent to Joyce Fehr, 1422 Rosser Avenue, Burnaby, B.C., V5G 5C8.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"On the Traffic Safety Committee's agenda at its last meeting there was correspondence from Joyce Fehr requesting installation of stop signs at Rosser Avenue/Kitchener Street intersection. This was referred to Engineering for investigation and report.

Both Kitchener Street and Rosser Avenue are residential streets carrying approximately 700 vehicles per day (VPD) on Kitchener Street and 300 VPD on Rosser Avenue. There is no traffic control currently at this intersection.

In our review of the intersection accident history, it was noted that the average over the last five years was one accident per year. All accidents were right angle accidents and staff's on-site inspection of the intersection revealed no visual obstructions. Sight distance in all four directions was very good.

The intersection of Kitchener Street and Rosser Avenue does not meet the warrant for traffic control at this time. However, it is our opinion that there should be some consistency in the application of control in this area. Accordingly, we recommend polling area residents to determine whether an area wide stop sign control scheme similar to the one implemented in the area bounded by Willingdon, Hastings, Delta and Parker might address wider concerns."

**E. PEDESTRIAN CROSSING OF RUMBLE STREET AT ROSLYN AVENUE**

**RECOMMENDATION:**

1. THAT a marked pedestrian crossing of Rumble Street be installed at Roslyn Avenue.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

**REPORT**

"At its last meeting, members of the Committee were advised that staff was actively reviewing the requirement for a pedestrian crossing of Rumble Street at Roslyn Avenue in response to concerns raised by parents of children attending Burnaby South Secondary School. This location approximately coincides with an entry to the school and consequently there is a lot of pedestrian crossing activity generated along this stretch of Rumble. While it is clear that many of the pedestrians could be better served by crossing Rumble Street with a signal at either MacPherson or Rumble it is not the style of teenagers to necessarily consider such alternatives. Because of the adjacent signals there are sufficient gaps in the traffic to accommodate the volume of crossing pedestrians without undue delay. However, most of the students choose to jaywalk across Rumble Street in a broad path rather than at the unmarked (legal) crosswalks at the Rumble Street/Roslyn Avenue junction. This is potentially hazardous. Accordingly, we are recommending the installation of a marked crosswalk in an attempt to channel the pedestrians to one appropriate crossing location."

**F. BARRICADES ON SPRINGER AVENUE**

**RECOMMENDATION:**

1. THAT Thomas and Sheilah Maxwell, 5331 Meadedale Drive, Burnaby BC, V5B 2E6 be sent a copy of this report.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"At its last meeting, the Committee received correspondence from Mr. & Mrs. Maxwell requesting removal of barricades along Springer Avenue. Their concerns relate mostly to access and egress to the area. They feel that with the removal of the barricades the residents to the east of Springer would have easier access to Parker Street via the signal at Delta Avenue.

We had discussed with Mr. Maxwell the initial reasoning for the placement of these barricades, that being the elimination of short cutting traffic destined for the Brentwood Mall area. Mr. Maxwell was informed that this matter had recently been reviewed by the Committee and Council and the barricades were deemed still necessary. We do not recommend further reconsideration of this item.

Having advised Mr. Maxwell of this he was further advised that Council has approved the Committee's recommendation for a traffic signal installation at the Springer Avenue/Parker Street intersection. As access to Parker Street was a main contention, Mr. Maxwell was pleased to hear of this proposal and agreed that once signalization was complete the need for removal of the barricades would be mitigated. He did reiterate however that the barricades were still an impedance to wheelchairs and strollers. We will adjust the barricades so as to allow sufficient clearance for passage."

G. PEDESTRIAN ROUTES IN THE LOUGHEED MALL AREA

RECOMMENDATION:

1. THAT a copy of this report be sent to those who have corresponded on this issue.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"At its meeting of 1994 March 28, Council received correspondence from area residents concerned about the safety of pedestrians crossing Government Street in the vicinity of Manchester Drive and Cardston Court. The correspondence was referred to the Traffic Safety Committee and Council has also asked staff to undertake a comprehensive review of the pedestrian and cyclist requirements of the Lougheed Mall area given prior concern relative to the safety of pedestrians crossing the Lougheed Highway.

To that end, staff from the Engineering and Planning & Building departments have met twice, including once on-site to identify the issues. However, we anticipate that the comprehensive review will not delay items requiring more attention. Accordingly, we are carrying out pedestrian and vehicle counts along Government Street in order to ascertain the optimal location for the appropriate added pedestrian protection. While the existing road construction activity hinders the data collection, we have taken the opportunity to pre-duct the intersections of both Manchester Drive and Cardston Court to minimize future disruption should some form of signal control be warranted.

Staff will report further as our investigations proceed."

Arising from the discussion, the Committee requested that staff investigate interim measures to enhance pedestrian safety in the area and report back at the next Committee meeting.

#### H. SPEED HUMP INITIATIVE

##### RECOMMENDATION:

1. THAT this report be received for information purposes.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

##### REPORT

"At its meeting of 1993 February 15, Council approved a Committee recommendation arising out of a staff report on traffic calming:

THAT staff develop and test a prototype local residential street road hump program, based on resident initiative and funding."

The test program, as discussed in the report, mirrors the rear lane speed bump installation process which is based on resident funding and initiative. To date, in response to enquiries staff have sent out 15 letters outlining the process, estimating a cost of the initiative and enclosing a sketch map showing proposed hump locations.

The Engineering Department now has received its first completed request for installation of speed humps. Installation will commence the week of 1994 April 25 on 13th Avenue between Canada Way and 6th Street. Installation will follow the same procedure as the speed humps on North Fraser Way.

As the Speed Hump Initiative progresses, we will report back to the Committee later in the year after further evaluation."

**I. INTERSECTION OF MARLBOROUGH AVENUE AT SANDERS STREET**

RECOMMENDATIONS:

1. THAT Council approve the installation of a stop sign on Marlborough Avenue at Sanders Street.
2. THAT a copy of this report be sent to Pamela Bischoff, 6490 Selma Avenue, Burnaby, B.C.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"Staff has been contacted by Pamela Bischoff, who is concerned with safety, and suggests the installation of a stop sign on Marlborough Avenue at Sanders Street.

In response to the request, staff conducted a site visit, and examined the accident data of the intersection. The frequency of accidents at the location does not warrant the installation of a stop sign. However, its proximity to Marlborough Elementary School and the fact that all other intersections in the immediate area are controlled (as shown on APPENDIX 1) suggests that the installation of a stop sign would create a safer, more uniform traffic pattern.

Therefore, staff recommend the installation of a stop sign on Marlborough Avenue at Sanders Street."

**J. PEDESTRIAN CROSSING AT GRANGE/PATTERSON/KINGSWAY**

RECOMMENDATIONS:

1. THAT a pedestrian crossing be installed, incorporating the existing traffic island at the intersection of Grange/Patterson/Kingsway, to tie-in the existing crossing on Kingsway at Patterson Avenue.
2. THAT a copy of this report be sent to Wm. G. McKinnon, #1006 - 4160 Sardis Street, Burnaby, B.C.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"Attached to this report as APPENDIX 2 is a letter from Mr. Wm. G. McKinnon dated 1993 November 01 regarding the hazards pedestrians face while crossing Grange Street at Kingsway and Patterson Avenue, and requesting the installation of a pedestrian crossing on Grange Street.

The intersection in question is comprised of three separate roadways (see APPENDIX 3): Kingsway and Grange Street, which run parallel to one another, and Patterson Avenue which comes in at a right angle. A traffic island is employed on the north side of Kingsway to channel vehicles on and off Grange Street, from both Patterson Avenue and Kingsway.

Staff conducted both pedestrian and vehicular volume counts in the area. Evaluation of the compiled data indicates that the relationship between crossing opportunities and hourly pedestrian volume falls outside the criteria that satisfies the warrant for additional crossing control. While the weighted pedestrian demand is sufficient to meet the threshold for a marked crosswalk, the traffic counts indicate that there are sufficient gaps in the traffic stream so that there is no undue pedestrian delay.

Notwithstanding the warrant review, we are recommending the installation of a marked crosswalk as shown on APPENDIX 3 attached. The issues that have guided us to this conclusion include the following points:

1. The appropriate safe pedestrian crossing of Kingsway in this reach is on the east leg of the signalized intersection at Patterson Avenue.
2. There is no corresponding crossing of Grange Street to channel pedestrians to the Kingsway/Patterson Avenue signal. The marked crosswalk at Grange Street at Barker is too far east for many pedestrians coming from west of Patterson Avenue and north of Grange Street.
3. There is some ambiguity as to whether there is an unmarked "legal" crosswalk of Grange Street in this reach. Pedestrians crossing Grange Street at the north leg of Patterson Avenue, which is offset from the south leg, would not find a sidewalk along Kingsway to take them eastward to Patterson Avenue's south leg.
4. While the majority of pedestrians cross Grange Street in the vicinity of the proposed crosswalk, they take various paths across the street. It would be safer to channel them through one location.
5. Some of the crossing pedestrians are older and ambulatory impaired. A crosswalk with dropped curbs would assist them in negotiating the crossing.
6. While night time visibility has not been identified as an issue, we would construct the crosswalk with at least one overhead internally illuminated and downlit sign, thus somewhat improving night time visibility for motorists.

Installation of this crossing will require modification of the Ministry of Transportation & Highways signal at Patterson Avenue and Kingsway. Staff will contact the Ministry to arrange for the modification prior to the installation of the crosswalk."



**K. LEFT TURN RESTRICTION AT GRIFFITHS AVENUE & RUMBLE STREET**

RECOMMENDATION:

1. THAT the left turn bay be eliminated as discussed in this report and shown in Appendix 6.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"1.0 INTRODUCTION

Attached (APPENDIX 4) is a memorandum from S/Sgt. Terry Dixon, OIC RCMP Traffic Section. The letter outlines a judicial review of the enforcement of the banned left turn (from Griffiths Avenue to Rumble Street westbound) which has caused the RCMP to suspend enforcement operations at this location.

2.0 BACKGROUND

The Traffic & Transportation Committee (Traffic Safety Division), at its meeting held on 1993 April 06, received a memorandum from the City Clerk advising that Council, at the regular Council meeting held on 1993 April 05, heard three delegations address the issue of traffic on Rumble Street. Council referred the letters received from the three delegations to the Traffic Safety Division for review.

The Traffic Safety Division referred the letters to staff for report. In the interim, however, the Committee requested that left hand turns be prohibited from 7:00am to 9:00am, Monday through Friday, at Griffiths Avenue and Rumble Street and Griffiths Avenue and Beresford Street for westbound traffic except buses.

The Committee's recommendation to Council was ratified by Council 1993 April 13 and the turn restriction signing as shown on the attached diagram (APPENDIX 5) was implemented immediately thereafter. The signing of the restrictions was supplemented by 4' x 8' explanatory warning billboards on the two relevant approaches to the Edmonds Street/19th Avenue intersection for the first months following implementation.

The purpose of this report is to outline the options now before the Committee.

3.0 OPTIONS

3.1 Removal of the Prohibition

There is a rationale for a removal of this prohibition given the road hierarchical status of this junction - Rumble Street is a major collector and Griffiths Avenue is a secondary arterial. However, notwithstanding the other changes made along the corridor in response to resident requests, the left turn prohibition is undoubtedly considered of major significance by the concerned residents.

### 3.2 "Do Nothing"

Although the RCMP are no longer enforcing the turn restriction, most motorists will continue to obey them although the "leakage" may ultimately increase to levels perceived as unacceptable by residents. Staff would not recommend a "do nothing" approach because of our broader concern for the need to maintain motorists' respect for regulatory signing.

### 3.3 Active Signing and Control

As noted in APPENDIX 4, 'once a vehicle has entered the left turn bay ... they are committed to the turn.' To obviate this, Judge Holmes has proposed 'a physical barricade or cone system during the restricted time periods to prevent traffic from entering that portion of the roadway.' As the correspondence rightly concludes 'it is unrealistic to expect City work crews or others to daily attend this location to erect some form of barricade due to the cost involved.' We have considered novel technological approaches that might meet the Judge's requirements but at this stage we do not have a proposal that could be recommended for implementation.

### 3.4 Elimination of the Left Turn Bay

Given that we cannot readily maintain usage of the left turn bay during unrestricted times without 'trapping' motorists during the restricted period, there is the option of eliminating the left turn bay. Thus motorists would have to turn from northbound lane two ('outside' lane) through a gap in a 'median' during the times when the left turn is permitted. This is not as safe as turning from a left turn bay but probably less hazardous than the trap created by the left turn bay during the A.M. peak when the turn is restricted.

## 4.0 DISCUSSION AND CONCLUSION

If it is the desire of the Committee to maintain the left turn restriction at Griffiths Avenue and Rumble Street, we would recommend decommissioning the left turn bay. This could be accomplished fairly quickly on an interim basis through painting in a median and restricting access on approach with fixed coning as shown in APPENDIX 6 attached."

Arising from the discussion, the Committee requested that the left turn bay be eliminated as discussed in this report and shown in APPENDIX 6.

**L. GROVE AVENUE AT FRANCES STREET BARRICADE**

RECOMMENDATION:

1. THAT all correspondents on this matter be sent a copy of this report.

The Assistant Director Engineering - Traffic and Engineering Systems submits the following report to Council as amended by the Committee to include traffic counts on Frances Street at Grove Avenue and the rationale for installing the barricade.

REPORT

"At its January meeting the Committee and subsequently City Council approved the installation of a barricade across the north leg of Grove Avenue at Frances Street. The installation of this barricade occurred on 1994 March 10. This action was in response to resident concerns over excessive traffic volumes on streets in and around Kensington Plaza Shopping Centre. Traffic volumes in excess of 2700 vehicles per day were counted on Frances at Grove. The review of mitigative options included input from both area residents and mall merchants. After considering various options as well as opinions both for and against this option and its impact on traffic flow, we believe the barricade of the north leg of Grove at Frances was selected as a viable solution. It would eliminate the through traffic while not hindering the access for the immediate neighbourhood as the Kensington Avenue entrance was considered just as convenient. Any extraneous traffic would be required to use another more major mall entrance such as one on Hastings Street or again off Kensington. The Grove Avenue access was to have been a minor outlet but was being utilized by short-cutting traffic not wanting to use busier roadways.

Since installation, significant feedback on this issue has been received. Local residents, along with mall patrons and merchants have been in touch with this department voicing both appreciation for and displeasure with the barricades.

The approval of installation of these barricades was conditional on the fact that their effect would be reviewed after a six month trial period. We plan a comprehensive review over the next months. It was recognized that this installation might have a negative effect on other streets in the immediate neighbourhood. With this in mind we obtained count data on several of the other residential streets in the area just prior to the installation of these barricades. We will compare this data to 'after' figures to be obtained prior to the expiration of the trial period. We will also be conducting a second area canvass, the boundaries of which will include all residents bounded by Hastings, Sperling, Curtis and Kensington. This canvass will also include mall merchants.

The intent of this barricade was of course to solve a traffic and safety concern of area residents but not at the cost of relocating the problem or creating a net disbenefit. The feedback received to date will be folded in with the information that will be gained in response to our surveys. It is our intent to provide the Committee with a review of the barricade issue early in the fall so that the balance of costs vs. benefits can be reassessed."

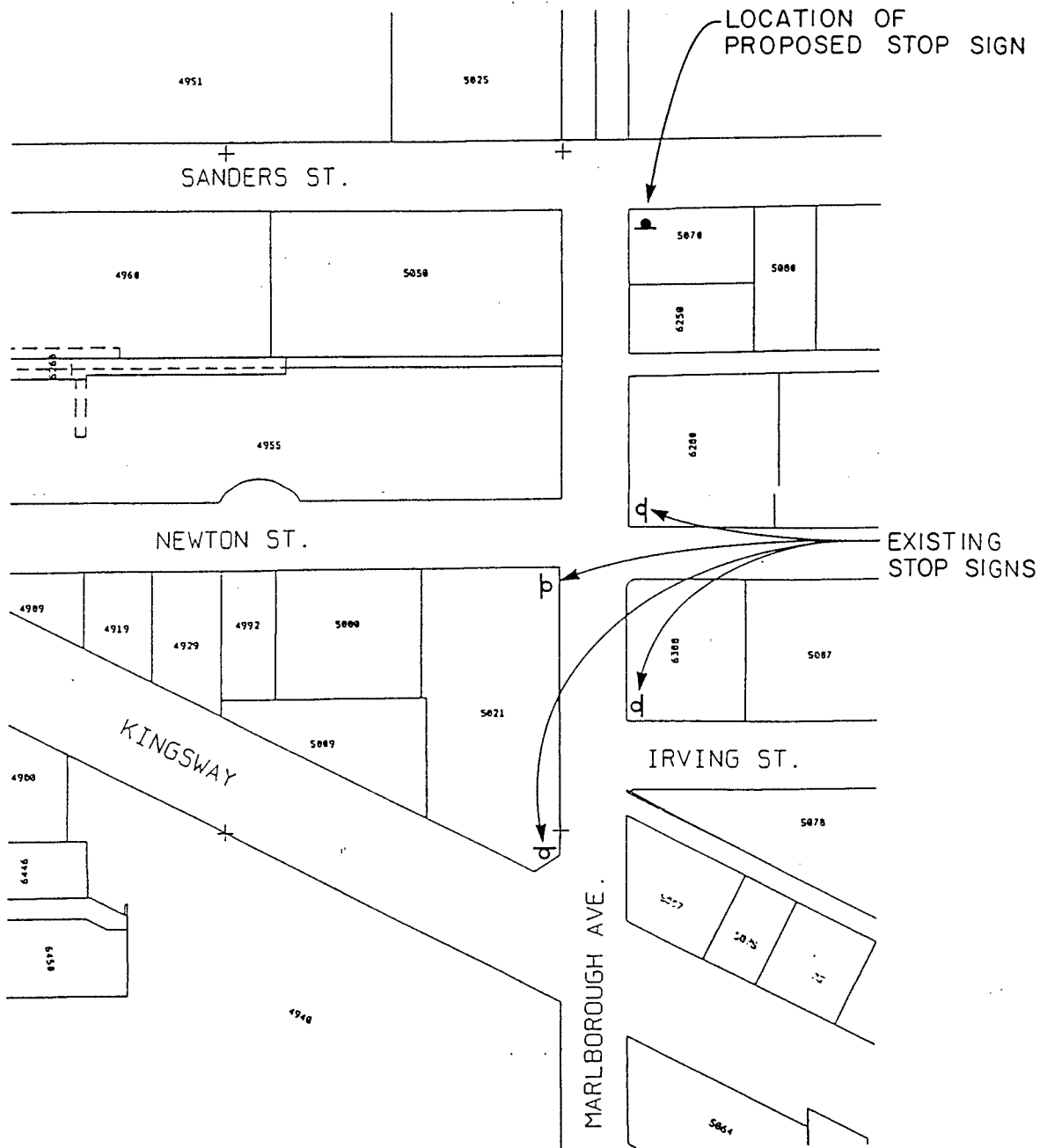
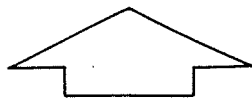
MEMBERS:

Respectfully submitted,

Mr. D. Rankin  
Mr. W.B. Bennett  
Mr. M. Bloomfield  
Ms. Libby Brown  
Mrs. L. Brown  
Mrs. M. Canessa  
Mrs. G. Evans  
Mr. E. Fourchalk  
Mr. M. Mullan  
Mr. D. Ramsbotham  
Mr. R. Weston

Councillor J. Young  
Chairman

Councillor C. Redman  
Member



NO.	DATE	REVISION



**PROPOSED STOP SIGN**  
**MARLBOROUGH AVE. - SANDERS ST.**

DRAWN BY H.L.OUIE    SCALE N.T.S.  
 APPRVD BY                      DATE 94-04-05

**A 306**

1006-4160 Sardis Street  
Burnaby, B.C.  
V5H 1K2

November 1, 1993

Burnaby Traffic & Safety Council,  
c/o City Clerks Department,  
4949 Canada Way,  
Burnaby, B.C.  
V5G 1M2

Attention: Mr. Jim Young, Chairman

Dear Sir:

Subject: Pedestrian Crossing  
Location: Grange Street, Patterson Avenue  
and Kingsway

Residences North of Grange Street, East and West of  
of Patterson Avenue are forced to jay walk to cross Grange Ave-  
nue to get to the Patterson Avenue Sky Train Station.

Enclosed please find a rough sketch of the sugges-  
ted pedestrian crossing which I believe would eliminate the  
above problem.

Several people have been hit by cars lately. You can  
hear brakes screeching six to eight times a day as car driv-  
ers are trying to miss pedestrisns. I sincerely hope that no  
one is killed before the situation is corrected.

Trusting you will give this your earliest consider-  
ation.

sincerely,

RECEIVED BY  
ENCL. 1-1-93 DEPT.

NOV 2 1993

WGMCK:em

PL  
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Wm. G. McKinnon

APPENDIX

2

RAIN  
STATION



SOUTH

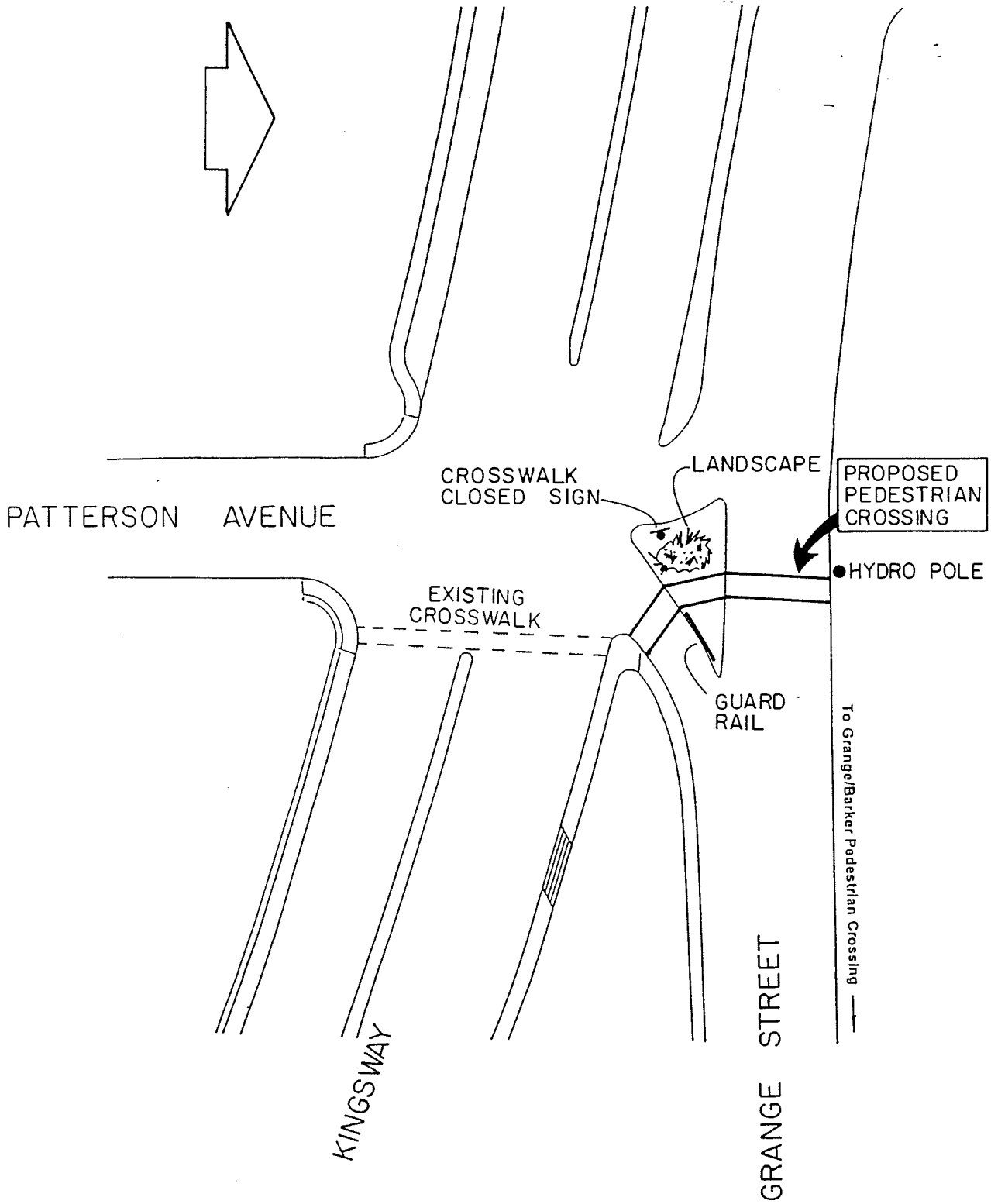
PATTERSON AVENUE

KINGSWAY

GRANGE STREET

APPENDIX 2

RED LINE INDICATES CROSSWALK



38

NO.	DATE	REVISION



DIAGRAM # |  
APPENDIX 3

DRAWN BY: H. LOUIE    SCALE: N.T.S.  
APPRV'D BY:            DATE: 94-03-27

**A** 305





MEMORANDUM

NOTE DE SERVICE

Mr. J. Young, Chairman,  
Traffic and Transportation Committee,  
(Traffic Safety Division)  
City of Burnaby

S/Sgt. J.T.A.T. Dixon  
i/c R.C.M.P. Traffic Section

Re: Left Turn Time Restriction  
Griffiths/Rumble Intersection

Recent developments in the Burnaby Traffic Court have resulted in Provincial Court Judge Holmes directing all Justices of the Peace to dismiss all prosecutions against persons for contravention of the signs prohibiting left turns between 7:00 and 9:00 a.m. at the a/n intersection.

Judge Holmes' rationale for this decision is that the signs, as now posted, are vague in terms of the intersection and roadway configuration which invites motorists to commit an offence.

Further, Judge Holmes is of the opinion that the "No left turn signs" as well as those referring to Heavy Trucks do not accurately depict the intersection for which they are intended. Once a vehicle has entered the left turn bay, by virtue of its very presence, they are committed to the turn. She also suggests that a sign be placed on the median immediately adjacent to the start of the left turn bay as well as a physical barricade or cone system during the restricted time periods to prevent traffic from entering that portion of the roadway.

Clearly, it is unrealistic to expect City work crews or others to daily attend this location to erect some form of barricade due to the cost involved. However, having said that, there will have to be some modification of the signing and intersection design to overcome the problems identified by Judge Holmes. In the interim, as we do not have the support of the Courts and any prosecution will be unsuccessful, enforcement action will be suspended while the intersection and signage remains in its present form.

RECEIVED IN  
ENGINEERING DEPT.

J.T.A.T. Dixon, S/Sgt.,  
i/c City Traffic Section, R.C.M. Police

c.c. Mr. P. Liivamagi - Asst. Director Engineering (Traffic)

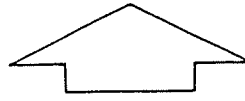
MAR 11 1994

PL ✓  
WCS [signature]  
LSE [signature]  
R [signature]

APPENDIX 4

RUMBLE ST.

GRIFFITH CONNECTOR



NO LEFT TURN  
7:00AM - 9:00AM  
MON - FRI EXCEPT BUSES

EDMONDS ST.

APPENDIX 5

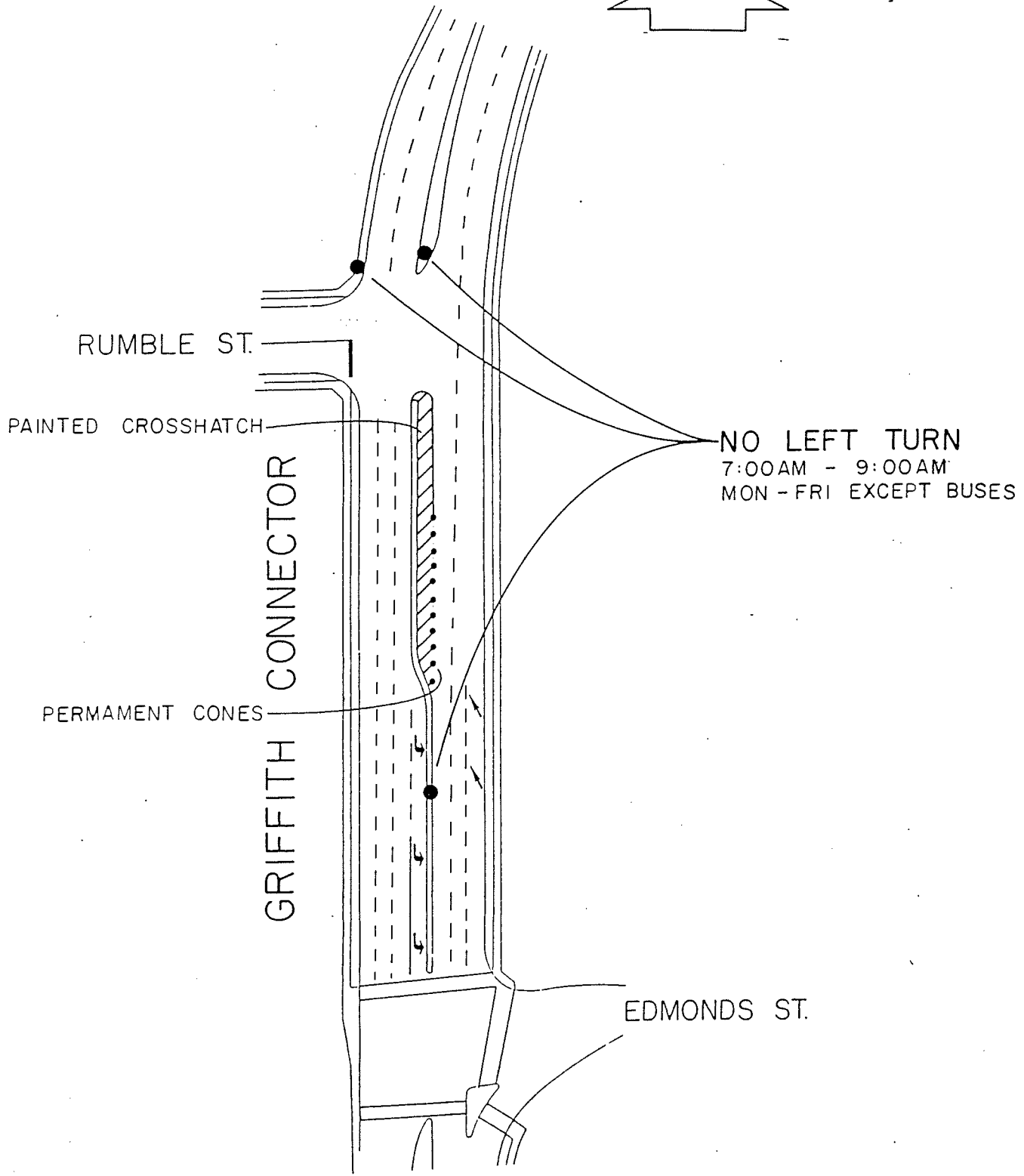
NO.	DATE	REVISION

GRIFFITH CONNECTOR SIGNAGE  
RUMBLE ST. - EDMONDS ST.



DRAWN BY	H. LOUIE	SCALE	NTS
APPRVD BY		DATE	94-04-12

**A** 311



APPENDIX 6

NO.	DATE	REVISION



GRIFFITH CONNECTOR SIGNAGE  
RUMBLE ST. - EDMONDS ST.  
INTERM CLOSURE OR LEFT TURN LANE

DRAWN BY	H. LOUIE	SCALE	NTS	<b>A 311</b>
APPRVD BY		DATE	94.04.12	

