

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

A. GROVE AVENUE BARRICADE

RECOMMENDATION:

1. THAT the Grove Avenue barricade be permanently retained.

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

REPORT

"1.0 BACKGROUND

In March of this year barriers were installed on the north leg of Grove Avenue at Frances Street. The barriers, installed in response to concerns of excessive traffic on some residential streets around the Kensington Plaza Shopping Centre, particularly Grove and Frances, were to be reviewed relative to effectiveness after a six month period, as stipulated by the Committee.

The installation of these barricades has garnered much attention, both negative and positive from area residents, mall merchants and mall patrons. Many of the resident concerns centre on increased traffic volumes on other area streets, whereas the merchants and patrons feel inconvenience and congestion at other mall entrances are the main drawbacks. There has also been a strong core of support for the barricade. All comments received have been considered as part of the review process.

2.0 TRAFFIC VOLUMES

Traffic volume on Grove Avenue was considered to be excessive for a residential roadway. The installation of the barricades was seen as a viable way to address the traffic issue. Although it was not possible to estimate the impact the barricades would have on other streets, it was realized that this action could result in increased volumes. We had specifically mentioned monitoring Union Street due to it being a through street between Sperling and Kensington. The intention was not to just 'shift' the problem. Therefore, before and after counts of several area streets were required for analysis. (see Appendix (1))

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

Marginal volume increases have been noted on all east-west routes monitored with the most significant gains occurring on Union Street. Whether these increases are due to extraneous traffic choosing these routes or local traffic which is now required to back-track is unknown.

### 3.0 PUBLIC FEEDBACK

#### 3.1 PETITION

After the installation of the barricade the Kensington Plaza merchants organized a petition of customers against the barricade. The committee asked staff to review the geographic distribution of the petitioners responses. Some of this information is presented in Appendix (2) attached. As might be expected, most of the signatures are Burnaby residents and the geographic distribution reflects the catchment around the shopping centre.

#### 3.2 RESIDENT SURVEY

We distributed an information/comment letter to all residents and merchants bounded by Kensington, Curtis, Sperling and Hastings. One hundred and thirty nine responses have been returned, approximately a 45% return rate, unfortunately without any clear consensus.

The questionnaire (Appendix (3)) included four options as examples of alternate control. These options, along with their respective responses are as follows:

- Relocate barricades to Hastings Street - 22
- Remove 1/2 barricade allowing single direction travel - 9
- Remove barricades and install speed humps - 21
- Remove barricades and restrict left turns from Sperling - 2

The majority of the respondents did not favour any of these options but simply stated their opinions on the barricades. These responses are as follows:

- Remove barricades - 38
- Do not remove barricades - 42

### 4.0 DISCUSSION AND CONCLUSION

It is clear that the barricade has provided a significant benefit to a small number of area residents. Balanced against this is a relatively minor disbenefit suffered by a relatively large number of Burnaby residents. However, this minor disbenefit should not be further trivialized as an 'inconvenience' given the strength of response that was evoked when the barricade went in.

We would place our greatest emphasis on the public feedback from the most recent survey of area residents, which if it did not provide a consensus for retention of the barricade did indicate a willingness and a desire to see something done. Accordingly, we would recommend further retention of the barricade pending development of a "package" of alternate measures which we would discuss further with the most affected area residents, particularly Mr. Shaffin Poonja."

Arising from the discussion, the Committee requested that the Grove Avenue barricade be permanently retained.

**B. PRESENTATION FROM DAVID JAQUES REGARDING  
REMOVAL OF THE 7:00 A.M. TO 8:45 A.M. RIGHT TURN  
RESTRICTION ON NORTH ROAD AT CAMERON STREET**

RECOMMENDATION:

1. THAT this report be received for information.

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

**REPORT**

**"1.0 BACKGROUND**

At the regular Council meeting held on 1994 June 27, Council received a presentation from Mr. David Jaques requesting the removal of the 7:00 A.M. - 8:45 A.M. right turn restriction for southbound North Road traffic at Cameron Street. Arising from the presentation, Council adopted the following motion:

1. THAT staff provide the Traffic and Transportation Committee (Traffic Safety Division) with updated traffic information pertaining to the intersection at North Road and Cameron Street.

This report includes the requested information and a summary of previously collected data.

**2.0 A BRIEF HISTORY OF SIGNS**

- 1973 March 05 - 'No Right Turn 7AM-9AM except Sundays and Holidays' for southbound North Road and 'No Left Turn 4PM-6PM except Sundays and Holidays' for eastbound Cameron Street installed by Burnaby crews as part of the Sullivan Heights traffic control plan.
- 1976 February 20 - Traffic signal put into operation with the above restrictions still in place.
- 1976 March 02 - Coquitlam Council requests the removal of the turn restrictions as the intersection is under joint jurisdiction and Coquitlam Council does not support the restrictions.
- 1976 March 15 - Burnaby Council considers Coquitlam's request and decides to retain the restrictions until the Broadway road widening is completed.

- 1976 March 23 - Turn restriction signs removed by Coquitlam crews as the jurisdictional dispute between Burnaby and Coquitlam Councils peaks. Signs were re-installed by Burnaby crews shortly after.
- 1976 June 01 - After discussions between Councils, the dispute is resolved and the left turn restriction for eastbound Cameron is removed. The right turn restriction remains.
- 1992 October 13 - Following a Notice of Motion presented to Council, the time limit for the right turn restriction is changed to 7AM-8:45AM to accommodate parents driving children to Cameron Elementary School.

**3.0 TRAFFIC VOLUMES**

The following table illustrates the change in 7:00AM-9:00AM traffic volumes that have occurred since the turn restrictions were installed. No manual counts were found prior to March 1973. Thus, the historical data does not include any information before the first turn restrictions were in place.

Date of Count	Left Turns	Right Turn Violations	Mall Driveway Right Turns	Mall Driveway Left Turns
1973 April 04	99	97	No mall at this time	No mall at this time
1973 May 18	81	90	No mall at this time	No mall at this time
1990 March 20	311	115	Not counted	Not counted
1991 Feb 26	446	175	184	52
1994 July 06	442	308	121	18

As indicated in the above table, the right turn restriction has been historically disregarded by the motoring public. This may be attributed to the congestion on alternate routes, changes in the downstream road network, and the impossible task of providing daily enforcement.

In recent years, the construction of the North Road Square mini-mall and the provision of an advance left turn signal for northbound to westbound traffic has provided two legal bypass routes around the turn restriction. Although there is a significant difference between the number of right turn violations from the 1991 count to the 1994 count, the total volume using Cameron Street during the 7:00-9:00AM time period is very similar; 857 in 1991 and 889 in 1994.

Staff have conducted numerous observations of travel patterns at this location. Most of the vehicles turning left from North Road onto Cameron exit Coquitlam via Cochrane Avenue, a minor street south of Cameron. Southbound drivers wishing to use Cameron but choosing not to travel through the North Road Plaza parking lot hesitate at the intersection to look down Cameron for police officers before making the illegal turn. Once the first vehicles have completed the turn, others follow without hesitation. Also included in the above table are counts of vehicles travelling southbound through the intersection, passing through the mini-mall parking lot south of Cameron Street, and turning left onto Cameron at the driveway across from North Road Square.

#### **4.0 PARKING**

The issue of removing parking was raised at a previous meeting. Much of Cameron is constructed to an 11m standard which does not permit the marking of two travel lanes in each direction. Parking is currently banned from west of Erickson Drive to North Road to accommodate bus traffic and turns at the Lougheed Mall driveway and Erickson Drive. Observations indicate that traffic does form two lanes in the space provided as the queue extends towards the Lougheed Mall driveway from North Road. Further restriction of parking would not reduce peak hour traffic congestion which is caused by the signals operating 'over capacity'.

#### **5.0 CONCLUSIONS**

Based on the recent data collected and staff observations, it appears that any motorists wishing to travel on Cameron Street during the 7:00-9:00AM period have found ways to circumvent the restriction. Upon further analysis of the alternate routes currently used by motorists to bypass the restriction, it appears unlikely that increased enforcement would have a significant effect on the volume of traffic using the street.

The count taken 1994 July 06 did not display a seasonal reduction in traffic flow on Cameron when compared with the 1991 February 26 count. Generally, morning peak hour summer traffic volumes are lower as a result of summer vacations. It would be logical to expect a large reduction in summer traffic volume on Cameron if the main flow resulted from drivers seeking alternate routes to bypass heavily congested routes. This may indicate that Cameron Street is the route of choice for the motorists currently using the street.

The right turn restriction is clearly redundant. If removed, traffic patterns would likely shift to compensate for the change. Right turn volumes would increase, traffic short-cutting through the mall parking lots would disappear, and left turn volumes would decrease. Total traffic flow would probably not increase significantly as there are other flow restrictions further along the route. Traffic counts would be required to monitor these changes.

The Ministry of Transportation and Highways recently announced the Broadway widening project. The proposed completion date for this project is fall of 1995. Council has previously committed to removing the right turn restriction upon completion of this project. In consideration of the redundancy of the restriction and the possible delay of the Broadway project due to design problems, the Committee may wish to recommend the removal immediately and have staff monitor the traffic flow."

Arising from the discussion, the Committee defeated a motion recommending immediate removal of the right turn restriction on North Road at Cameron Street.

### C. CAPITOL HILL TRAFFIC CALMING MEASURES

#### RECOMMENDATION:

1. THAT Council approve the stop sign control scheme as outlined in this report.

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

### REPORT

#### "BACKGROUND

At a meeting sometime ago, the Committee received correspondence about safety at the Pandora Street - Glynde Avenue intersection. An accident involving a young cyclist initiated these concerns. Staff prepared a report for the Committee's ensuing meeting which addressed traffic control at this intersection. Investigation indicated that, notwithstanding the mentioned accident, additional traffic control was not warranted. However, it was recommended that controls at this location be considered in conjunction with a wider scope investigation into intersection control in the Capitol Hill area. The Committee agreed with this approach and sanctioned a survey to obtain resident feedback regarding an area stop sign control scheme.

#### RESIDENT SURVEY

Staff developed an area traffic calming scheme based on stop sign control for the Capitol Hill area. Aside from the concerns generated by this particular accident, other concerns of safety at particular intersections and of excessive short cutting traffic filtering through the area had been received. Staff's scheme was directed at addressing these wider concerns.

The attached letter (Appendix (4)) and accompanying map of the proposed scheme were sent to all area residents. The size of the area presented a number of logistical hurdles in the distribution and subsequent evaluation of the survey. Ultimately, about 2,500 individually addressed letters were sent to area residents. The response was as follows:

In favour of proposed	600
Not in favour	140
No response selected/undecided	60
	<u>800</u>

The relatively high return rate for a mailback survey and the high proportion of returns in favour suggests a consensus of support for the stop sign control scheme.

**AMENDED PLAN**

Many if not most of the residents who responded appended comments. While some were of a general nature, there were many specific suggestions. Accordingly staff amended the proposed stop sign control scheme to reflect this resident input and it is this scheme that is recommended to the Committee as shown on appendix (5) attached."

Arising from the discussion, the Committee requested that staff monitor the stop sign control scheme for three months and provide a follow-up report.

**D. INTERSECTION OF MONA AVENUE AT SAPPERTON AVENUE**

**RECOMMENDATIONS:**

1. THAT Council approve the installation of a stop sign on Mona Avenue at Sapperton Avenue.
2. THAT a copy of this report be sent to Mr. Anderson, 9190 Mona Avenue, Burnaby, B.C., V3N 4G2

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

**REPORT**

"Staff has been contacted by Mr. Anderson who voiced concern of resident safety and vehicle speed at the intersection in question.

In response to the request, staff conducted a site visit, and subsequent vehicular speed and volume studies. The speed data reflects a high percentage of vehicles approaching the intersection at speeds in excess of 30 km/hr. There have been no recorded accidents at this intersection for the last two years. However, with the planned continuation of Sapperton Avenue, we expect that future stop control of Mona Avenue will ultimately be required.

Therefore, staff recommend the installation of a stop sign on Mona Avenue at Sapperton Avenue."

**E. PEDESTRIAN CROSSWALK REQUEST -  
GILLEY AVENUE AT CLINTON STREET**

**RECOMMENDATION:**

1. THAT a copy of this report be forwarded to the Principal of Clinton Elementary School, 5858 Clinton Street, Burnaby, B.C., V5J 2M3.

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

**REPORT**

"Staff received a letter from parents of Clinton Elementary School students, requesting the installation of a school crosswalk on Gilley Ave. at Clinton St. Installation of a crosswalk in this location was suggested by members of the Edmonds Area Advisory Committee.

A number of children attending Clinton School live east of Gilley Ave., and their established safe route to school entails crossing Gilley Ave. south of the signalized intersection of Gilley Ave. and Rumble St.

Although the intersection does not meet established crosswalk warrants, school crosswalk installation is rarely based on this criterion alone.

Confirmation of the intersection as an integral part of the students' safe route to school was the prerequisite first step. Following discussions with parents involved, staff conducted a site visit to determine the feasibility of crosswalk installation. The north leg of the intersection was chosen for the crosswalk location because only the north side of Clinton St. has a sidewalk. Although the school is on the south side of Clinton St. (2 blocks west), there is a crosswalk on Clinton St. adjacent the school. That crosswalk is patrolled by student crosswalk patrols.

Engineering Department staff have sent letters to the owners of the four properties, whose on-street parking will be eliminated due to the crosswalk installation (parking is banned within 30m on the approach to and 15m past the crosswalk).

Since Gilley Ave. is not adjacent the school itself, a 30 kmh 'school zone' is not applicable. However, in an effort to alert drivers' attention to the fact that school children are in the area and a school crosswalk is present, advance warning signs will be installed.

In summary, staff believe that the installation of a marked school crosswalk on Gilley Ave. at Clinton St. will increase the safety of an already established 'safe route' to school for these students. We would still, however, advise that caution be exercised by children and parents when using the marked crosswalk."



**F. PEDESTRIAN CROSSWALK REQUEST - ROYAL OAK AVENUE AT MCKEE STREET**

**RECOMMENDATIONS:**

1. THAT the request for a pedestrian crosswalk be re-evaluated after the upgrading of Alta Vista Park.
2. THAT a copy of this report be sent to Susan Brown, 5685 McKee Street, Burnaby, B.C., V5J 2V2.

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

**REPORT**

"The Committee referred a letter from Susan Brown to Engineering Department staff, to investigate the feasibility of installing a pedestrian crosswalk on Royal Oak Avenue at McKee Street.

The request stems from the fact that there are plans for improvement and expansion of Alta Vista Park, on the south west corner of the intersection. Residents feel that this will result in increased usage of the park, thereby necessitating a pedestrian crosswalk for people living west of Royal Oak Avenue.

Following both manual (peak hour) and automatic (24 hour) traffic counts, Traffic Division staff evaluated the data in relation to the crosswalk warrant model recommended by the National Council on Uniform Traffic Control Devices. Results showed that the intersection does not meet the warrant for a marked pedestrian crosswalk.

During the manual (peak hour) count, it was noted that there were ample crossing opportunities for pedestrians. Vehicular speed of southbound traffic may prove to be a concern to pedestrians, given the grade of Royal Oak Ave. To increase driver awareness of the 'playground zone', staff have ordered the installation of oversized playground signs and 30 kmh tabs on the approach to the park from all four legs of the intersection. In addition, a memo has been sent to the R.C.M.P. Traffic Section, requesting monitoring as required.

In summary, although the intersection fails to satisfy established warrants for marked crosswalk installation, staff recommend periodic monitoring of the area after the completion of park renovations. Once the park upgrading has been completed and usage patterns have been established, staff will re-evaluate the intersection in relation to crosswalk warrant criteria."

**G. 3700/3800 BLOCK SUNSET STREET PARKING**

**RECOMMENDATIONS:**

1. THAT 'Resident Only' parking be provided in the 3700 block Sunset Street subject to endorsement by residents in the same block.
2. THAT a copy of this report be sent to area residents who have recently corresponded on this matter.

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

### REPORT

"At it's regular meeting of May 1994, the committee requested staff to address the issue of parking in the 3700/3800 block Sunset Street, after receiving complaints from area residents, and merchants.

#### 3800 BLOCK SUNSET STREET

The stretch of Sunset Street between Smith and Ingleton Avenues is occupied by low rise apartment buildings and neighbourhood serving commercial development. Because the development is older it has insufficient off street parking to meet resident/user demand. Accordingly, both the commercial and residential land uses rely on on street parking to meet the bulk of their demand. The street is quite wide and parking capacity has been maximized through use of angle parking. Because of the proximity of the hospital, there is additional demand placed on on street parking in the area.

Residential parking is safeguarded by resident only parking zones. To facilitate enforcement there is an informal registry of resident vehicles and plates that is used by the Traffic Bylaw Enforcement staff managed by the Traffic Section of the R.C.M.P. We understand that one resident is pursuing the informal implementation of a resident decal scheme. We note that staff have been requested by the Committee to further review Resident Only Parking. Ease of enforcement and administration will be major considerations in that forthcoming report.

Commercial parking in the area was controlled by a 2 hour parking limit in front of all commercial properties. In past dialogue with area business people we have indicated a willingness to modify those limits to suit their needs.

More recently a site visit was conducted by staff in efforts to review existing signage, and discuss the parking problems faced by those in the area. As a direct result, the following changes have been implemented:

- 1) Replacing a portion of the existing 2 hour parking zones with a high turnover 30 minute zone adjacent to the grocery stores along the south side of Sunset.
- 2) The installation of additional mid-zone resident parking only signs along both sides of the street.
- 3) Creation of a handicapped parking zone, which takes advantage of an existing drop curb, along the north side of Sunset.

The 3800 block of Sunset Street has on street parking problems created by high demand. However, through continuing dialogue with area residents and merchants and regular monitoring by R.C.M.P. staff we believe the problems are largely being addressed.

### 3700 BLOCK SUNSET STREET

The block of Sunset between Boundary Road and Smith Avenue is primarily single family residential in character. Most of the on street parking demand occurs at the Smith Avenue end where there is a large low rise apartment building (on the south west corner). Parking demand in this block is less of a problem because of the single family housing and the further separation from the hospital. We note that the residents' correspondence indicates a willingness to have two hour time limited parking in this block and staff will pursue the implementation of this suggestion further with the residents."

Arising from the discussion, the Committee requested that 'Resident Only' parking be provided in the 3700 block of Sunset Street subject to endorsement by residents in the same block.

## **H. LEFT TURN MOVEMENTS AT NELSON/NEWTON**

### RECOMMENDATIONS:

1. THAT Council approve the prohibition of all left turn movements at the intersection of Nelson/Newton.
2. THAT a copy of this report be sent to Lori Clasby, Mez 3, 4390 Grange Street, Burnaby, B.C., V5H 1P6

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

### REPORT

"Staff have been contacted by Lori Clasby, Property Manager for Nelson Towers West, 4955 Newton Street, requesting the restriction of left turns from Newton Street onto Nelson Avenue in the interest of safety.

Vehicles exiting Newton Street, southbound onto Nelson Avenue or westbound onto Kingsway, are required to make hazardous manoeuvres across two lanes of traffic. This manoeuvre done within the 8m between Kingsway and Newton Street is creating a dangerous situation for both Kingsway and Nelson Avenue traffic.

We believe that it would be beneficial to increase safety at this location prior to the construction of the median along Nelson Avenue north of Kingsway which will physically preclude left turns at this junction. Therefore, it is recommended that only right turns out of Newton Street (to northbound Nelson Avenue) be allowed, and all left turns from Nelson Avenue onto Newton Street be prohibited (Appendix (6))."

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

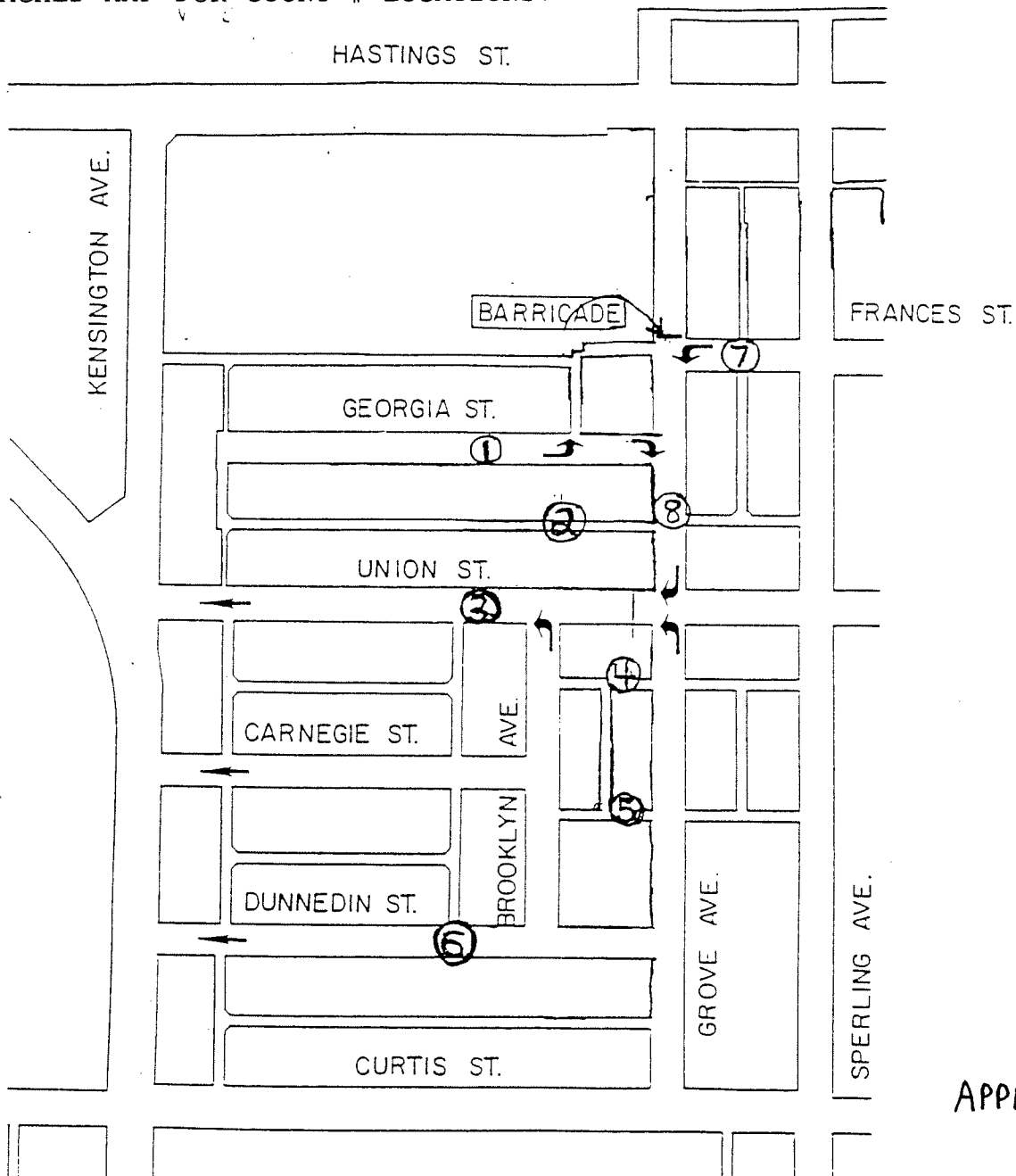
Councillor J. Young  
Chairman

Councillor C. Redman  
Member

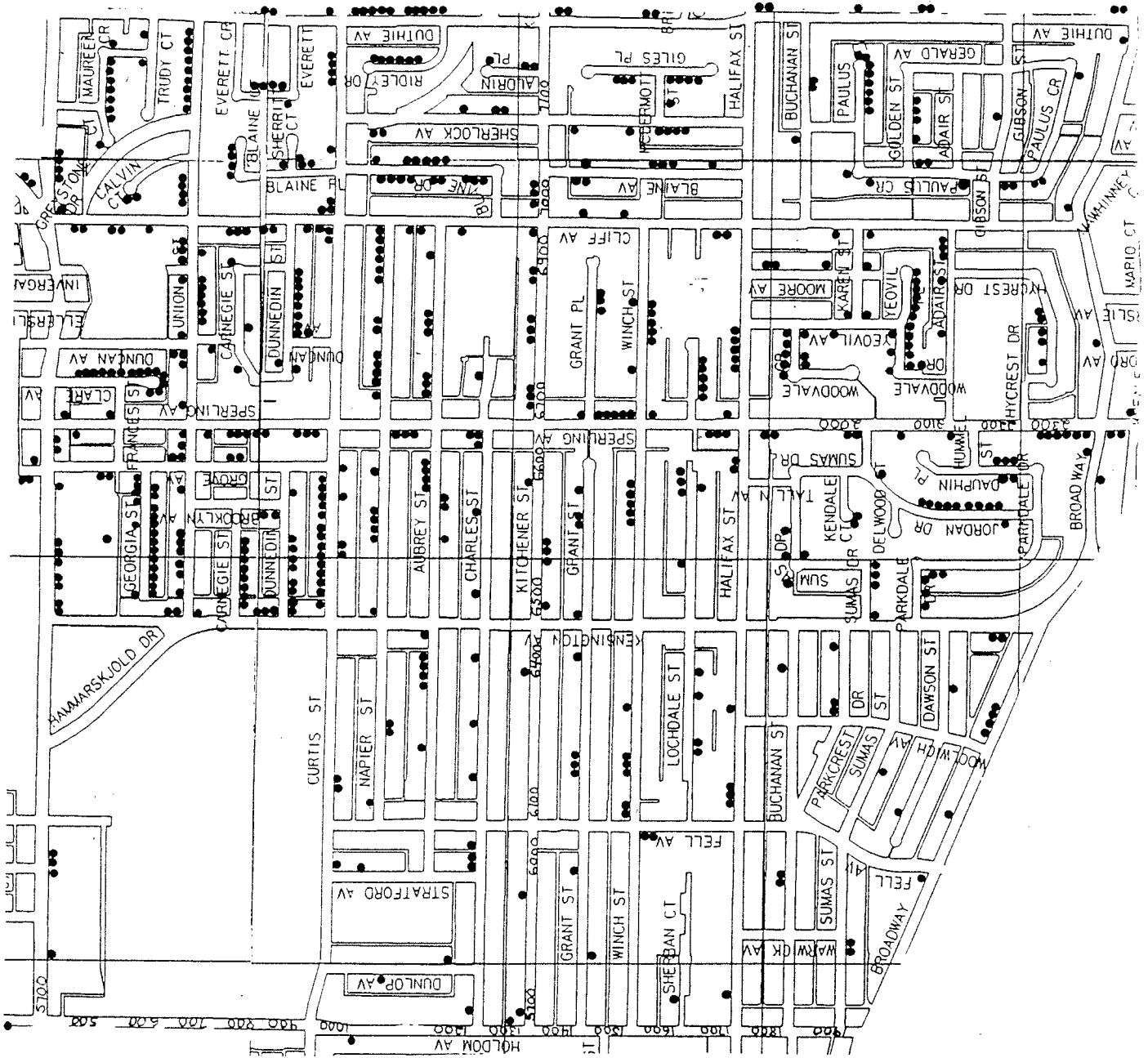
GROVE AVENUE BARRICADE  
BEFORE AND AFTER INSTALLATION

	MARCH 3, 1994	JUNE 1, 1994
COUNT #1	236	321
COUNT #2	98	110
COUNT #3	1044	1340
COUNT #4	8	16
COUNT #5	44	62
COUNT #6	279	296
COUNT #7	2500	AUGUST 30, 1994-403
COUNT #8	OCTOBER 5, 1979-929	AUGUST 30, 1994-459

SEE ATTACHED MAP FOR COUNT # LOCATIONS.



617 OUT OF AREA  
CUSTOMERS WERE  
ALSO APPosed TO  
THE BARRICADE AT  
GROVE AVENUE.





4949 Canada Way, Burnaby, B.C. V5G 1M2  
Engineering Department

File: 50-01-10

Telephone: (604) 294-7460  
Fax: (604) 294-7425

1994 07 26

DEAR AREA RESIDENT/MERCHANT:

**Re: Grove Avenue Barricade**

As you are probably aware, in March of this year, Grove Avenue was closed to all traffic at Frances Street. This closure was a result of resident concerns over excessive traffic on residential streets (particularly Frances Street) around the Kensington Plaza Shopping Centre. This closure was approved by City Council for a six month trial period. Prior to the expiration of this trial period the Engineering Department was to review the effects of the closure on other streets within the residential area and on traffic circulation in general by collecting data and obtaining public feedback. The purpose of this letter is to solicit the public feedback.

Upon initial implementation of the closure significant feedback was received by the City. Although many comments were of a positive nature the majority did not approve of the barricade installation. Most comments received via phone and by way of petition indicated concern over the change in access to the Mall, added congestion at other mall entrances, specifically on Kensington Avenue and simply the inconvenience. Some area residents also noted increased traffic on their residential street.

We note that the barricade was placed to address a problem and not to create new problems. If you oppose, we would like to hear your suggestions for mitigating the traffic impact that removal of the barricade would have. Similarly, if you support, we would like to hear your ideas for easing the consequences of the barricade installation.

Some of the suggestions we have heard include:

- "*Relocate barricades to Hastings Street.*" (This allows access to the Mall but eliminates traffic avoiding the Hastings/Sperling intersection.)
- "*Remove 1/2 the barricade allowing northbound travel.*" (This provides an additional access to the mall relieving congestion on Kensington. Theoretically, it cuts out 1/2 the pre-barricade volumes.)

APPENDIX 3

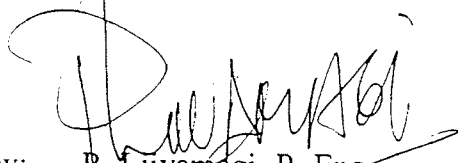
- "Remove barricades completely and implement traffic calming measures such as speed humps." (Speed humps are installed on a cost shared basis with residents.)
- "Remove barricade and prohibit left turns from Sperling to Frances." (This would eliminate some traffic but make it more difficult for some area residents.)

After we hear your feedback we will be reporting to the Traffic Safety Committee with your comments and our recommendations. The Committee will in turn consider the issues and develop a recommendation to Council.

This letter is being distributed to all residents and businesses bounded by Hastings Street, Sperling Avenue, Curtis Street and Kensington Avenue. We have enclosed a self addressed stamped envelope, please return your comments as soon as possible.

Yours truly,

W.C. Sinclair, P. Eng.  
DIRECTOR ENGINEERING

  
by: R. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

EJ/PL:

✂ .....

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments or Suggestions \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





4949 Canada Way, Burnaby, B.C. V5G 1M2  
Engineering Department  
File: 55-13-02

Telephone: (604) 294-7460  
Fax: (604) 294-7425  
1994 February 21

**RESIDENTS OF THE CAPITOL HILL AREA**

Dear Resident:

At its 1993 November meeting, the Burnaby Traffic Safety Committee received a staff report regarding traffic control on the Capitol Hill area. The Committee concurred that staff should prepare a comprehensive plan for stop sign control on the Capitol Hill area and circulate it to residents to determine its acceptability.

The enclosed diagram represents a scheme of alternating stop signs for the grid streets in the Capitol Hill area. You will note that by placement of stop signs at every intersection the "courtesy corner" priority of movement will be redefined. The stop priority is alternated along each road in order to deter "through" traffic by requiring vehicles to stop at least every second block.

The Committee and ourselves feel residential input is imperative before implementing any scheme and accordingly, we would like to know your thoughts and receive your comments on this proposal. Please return this questionnaire in the addressed envelope provided as soon as possible. If you have any further questions, please contact Ernie Jensen or Sheryl Pordan of the Engineering Department at 294-7440.

Yours truly,

W.C. Sinclair, P. Eng.  
DIRECTOR ENGINEERING

by: P. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

SP:jb

\_\_\_\_\_ I would be IN FAVOUR of the proposed stop sign scheme.

\_\_\_\_\_ I would NOT BE IN FAVOUR of the proposed stop sign scheme.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Please write any comments on the reverse side.

APPENDIX 4

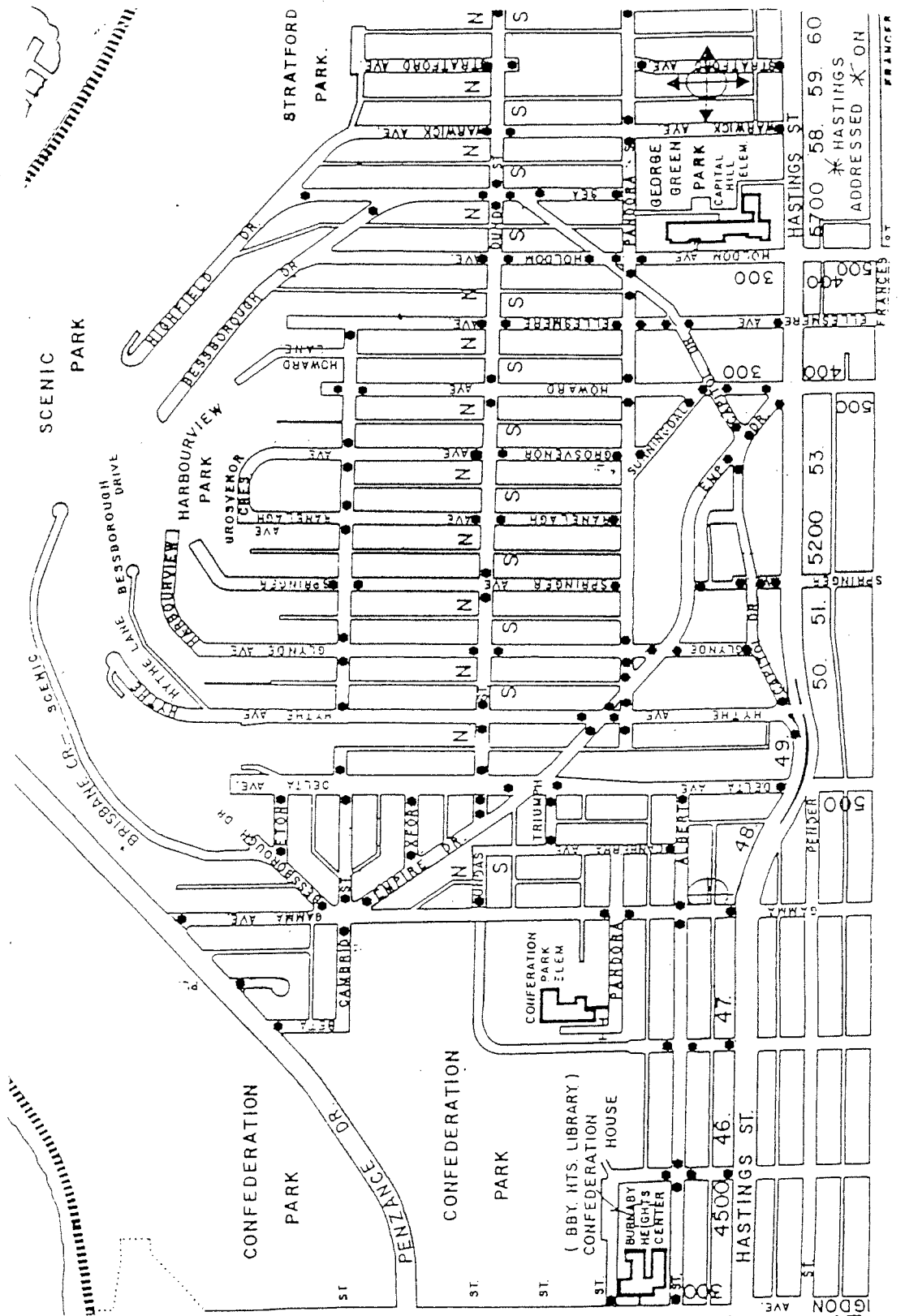
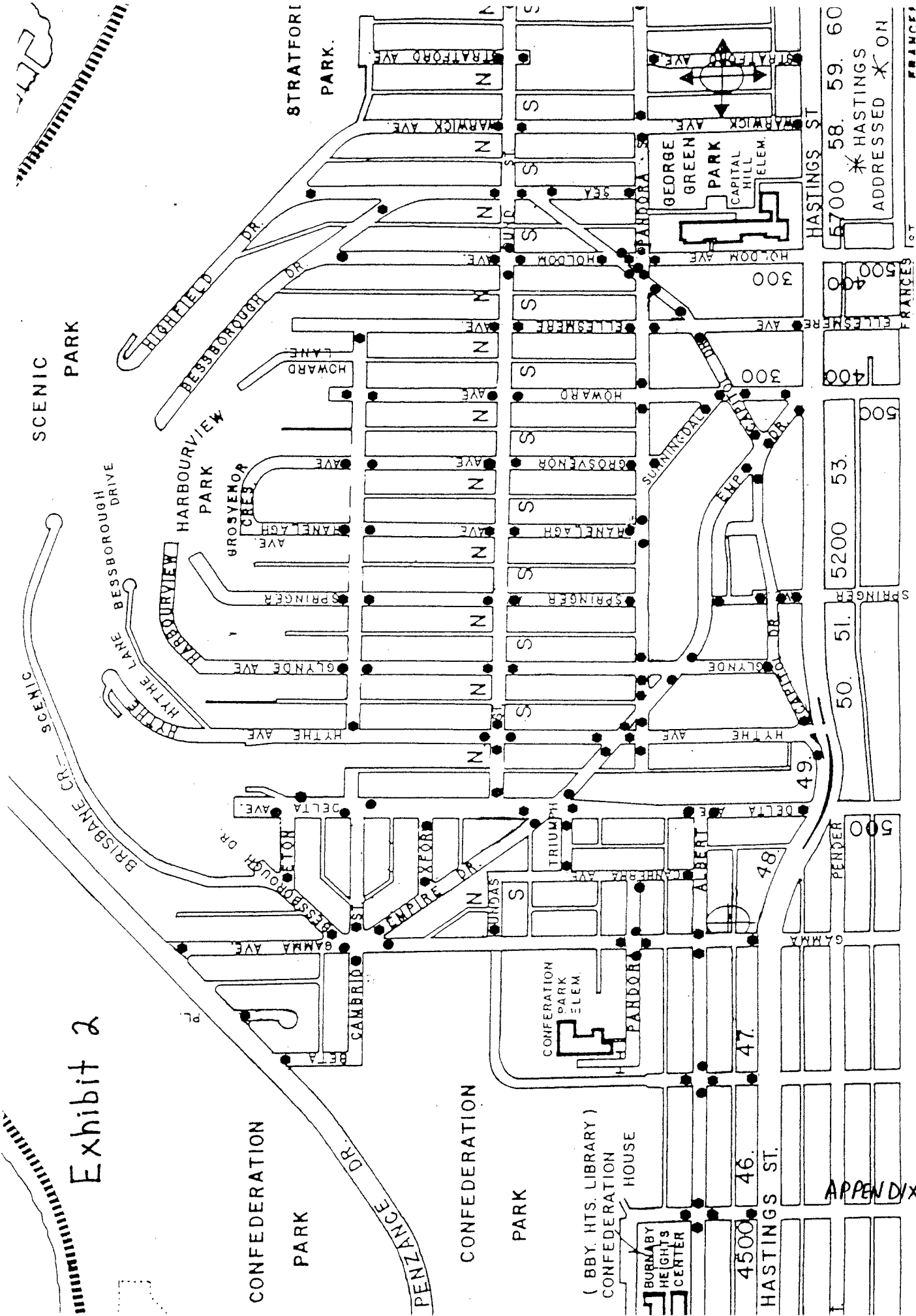
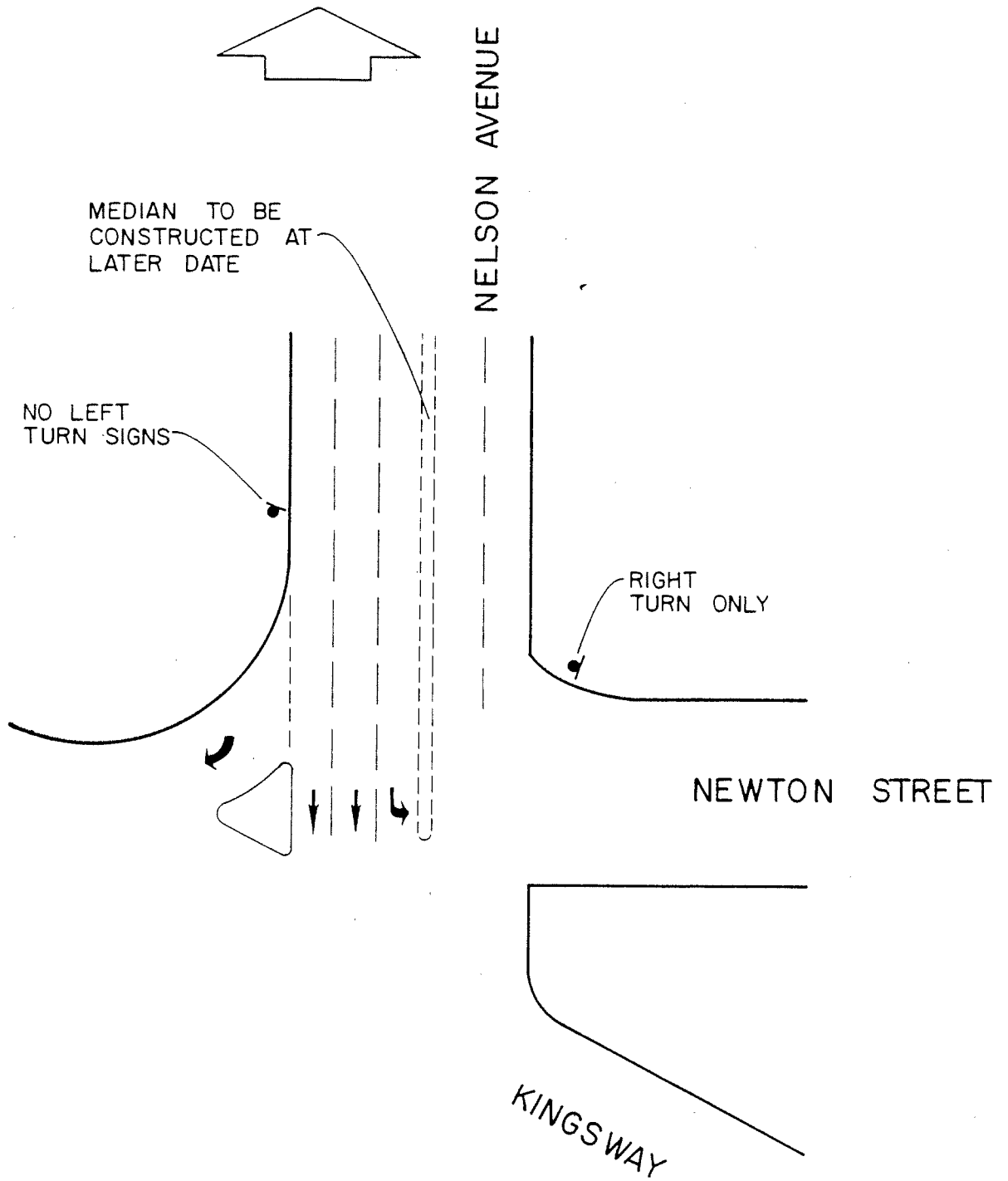


Exhibit 2



APPENDIX 5



APPENDIX 6

58

NO.	DATE	REVISION



SIGNAGE  
AT NELSON AVE. & NEWTON ST.

DRAWN BY H. LOUIE | SCALE N.T.S. | 201