

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: South East Burnaby Community Transportation Plan
Stop Sign Control Program

RECOMMENDATIONS:

1. THAT Council approve in principle the stop sign control program for South East Burnaby as shown in Figure 2 attached.
2. THAT a copy of this report be forwarded to all residents of the area, along with a survey to assess support for the stop sign program.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 March 08, adopted the attached staff report supporting installation of stop signs at all intersections in South East Burnaby as a traffic safety measure in advance of completion of the Community Transportation Plan for the area.

MEMBERS:

Mr. E. Neumann
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chairman

Councillor J. Young
Member

: COPY - CITY MANAGER DESIGNATE
- DIRECTOR ENGINEERING
- DIR. PLNG. AND BLDG.

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(Transportation and Transit Division) 1995 FEBRUARY 28

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: SE Burnaby
08.1167

SUBJECT: SOUTH EAST BURNABY COMMUNITY TRANSPORTATION PLAN
STOP SIGN CONTROL PROGRAM

PURPOSE: To recommend that stop signs be installed at all intersections in South East Burnaby as a traffic safety measure in advance of the development of the Community Transportation Plan for the area.

RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee approve in principle the stop sign control program for South East Burnaby as shown in Figure 2 attached.
2. THAT a copy of this report be forwarded to all residents of the area, along with a survey to assess support for the stop sign program.

R E P O R T

1.0 BACKGROUND

In the Summer of 1994, a survey was circulated to all residents of the area shown in Figure 1 asking for feedback regarding traffic concerns in the area and seeking representatives for a Resident Committee to work with staff to develop a Community Transportation Plan for the area. A total of 2400 surveys were distributed, and 401 responses were received prior to the deadline. Of the 401 respondents, 108 wished to be on the Resident Committee. Staff selected a committee of 13 members and have held two meetings so far, since the Fall of 1994.

Because of the size of the area, and the complexity of the issues involved, it is likely that the development of the Community Transportation Plan will take two to four more meetings. Once the plan is developed, a report will be taken to the Traffic and Transportation Committee recommending that residents of the area be contacted again to solicit their opinions. At such time, a Public Open House meeting will be held in the area to answer any questions from the residents.

This report deals with an initial component of the Community Transportation Plan for the area by recommending that stop signs be installed at all currently uncontrolled intersections in order to increase safety.

2.0 Stop Sign Control Program

At its second meeting, the Resident Committee discussed a stop sign control program for the area, which was designed to address the issue of safety at uncontrolled intersections. Table 1 shows the total number of reported accidents at intersections in the area between the summer of 1992 and the Fall of 1994.

Table 1. Accident Data in Study Area

| | 6th Street | 4th Street | 2nd Street | 1st Street | Newcombe Street | Wright Street | Cumberland Street |
|------------------|------------|------------|------------|------------|-----------------|---------------|-------------------|
| 19th Avenue | 5 | 2 | | | | | |
| 18th Avenue | 10 | 14 | 3 | 6 | | | |
| 17th Avenue | 1 | | 1 | 2 | 13 | | |
| 16th Avenue | 19 | 4 | 1 | 2 | 4 | | 9 |
| 15th Avenue | 3 | | | | | | |
| Graham Avenue | 4 | 1 | | | | | |
| 14th Avenue | 5 | | 1 | | 6 | | |
| 13th Avenue | 5 | 1 | 1 | | 1 | | |
| 12th Avenue | 4 | 1 | 1 | 1 | 2 | | |
| 11th Avenue | 8 | 1 | | 2 | 2 | | 1 |
| Armstrong Avenue | | | | | | | 4 |
| 10th Avenue | 37 | 1 | 11 | | 5 | | 5 |

The stop sign control plan for the area proposes alternating stop signs to counter the existing "through traffic" situation on 18th Avenue and 12th Avenue where all north-south streets have stop signs, and these two Avenues have the right of way.

The stop sign control scheme proposed in Figure 2 shows alternating stops along the length of the Avenues, similar to the plan recently implemented in the Capitol Hill area of North Burnaby. On most streets, the alternating of stop signs has been proposed. However, along the bus route on 1st Street, the Resident Committee has recommended that the stop signs be placed on the intersecting Avenues to minimise the delay to BC Transit operations on 1st Street. A total of 64 new stop signs are required for the stop sign scheme.

The cost of implementing the stop sign control scheme is \$ 23,000. Historically, the installation of stop signs has been funded through the operating budget of the Engineering Department. However, no allowance has been made for this installation in the current operating budget. There are, however, sufficient funds available under the operating contingency budget.

3.0 Development of the Community Transportation Plan

The stop sign program for the area as summarised in Figure 2 is an integral part of the Community Transportation Plan for the area to address the problems of traffic speed and volume and the related safety issues. The Resident Committee has proposed that the stop signs be installed as soon as possible, in advance of the development of the final Community Transportation Plan. If a sizable majority of the residents of the area are supportive of the stop sign control program, then the signs will be installed this Spring.

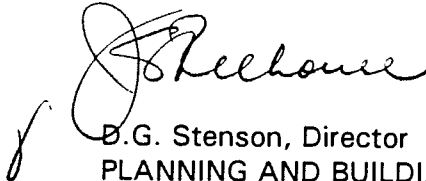
The Resident Committee has reviewed studies of traffic speed and volume in the area, and is using this information as a basis for the development of the Community Transportation Plan. The Committee is reviewing various measures to reduce traffic infiltration including street closures, traffic circles, diverters, and speed humps. When the Committee has developed the Community Transportation Plan, a report outlining the plan will be brought before the Traffic and Transportation Committee seeking approval in principle. After the approval has been granted, another survey will be circulated to the residents of the area seeking their approval of the plan, and a Public Open House meeting will also be held to answer any questions.

Based on the average timing for other Community Transportation Plans currently underway in the City of Burnaby, staff estimate that the South East Burnaby Resident Committee will be in the position to present a full Community Transportation Plan to the residents of the area by the Fall of 1995.

4.0 CONCLUSION

The South East Burnaby Resident Committee has recommended that the stop sign control scheme shown in Figure 2 be circulated to all residents of the area for their review. The scheme is similar to that used in the Capital Hill area of North Burnaby to deal with the high accident rate at uncontrolled intersections in the area, and to help reduce the speed and volume of short-cutting traffic in the area.

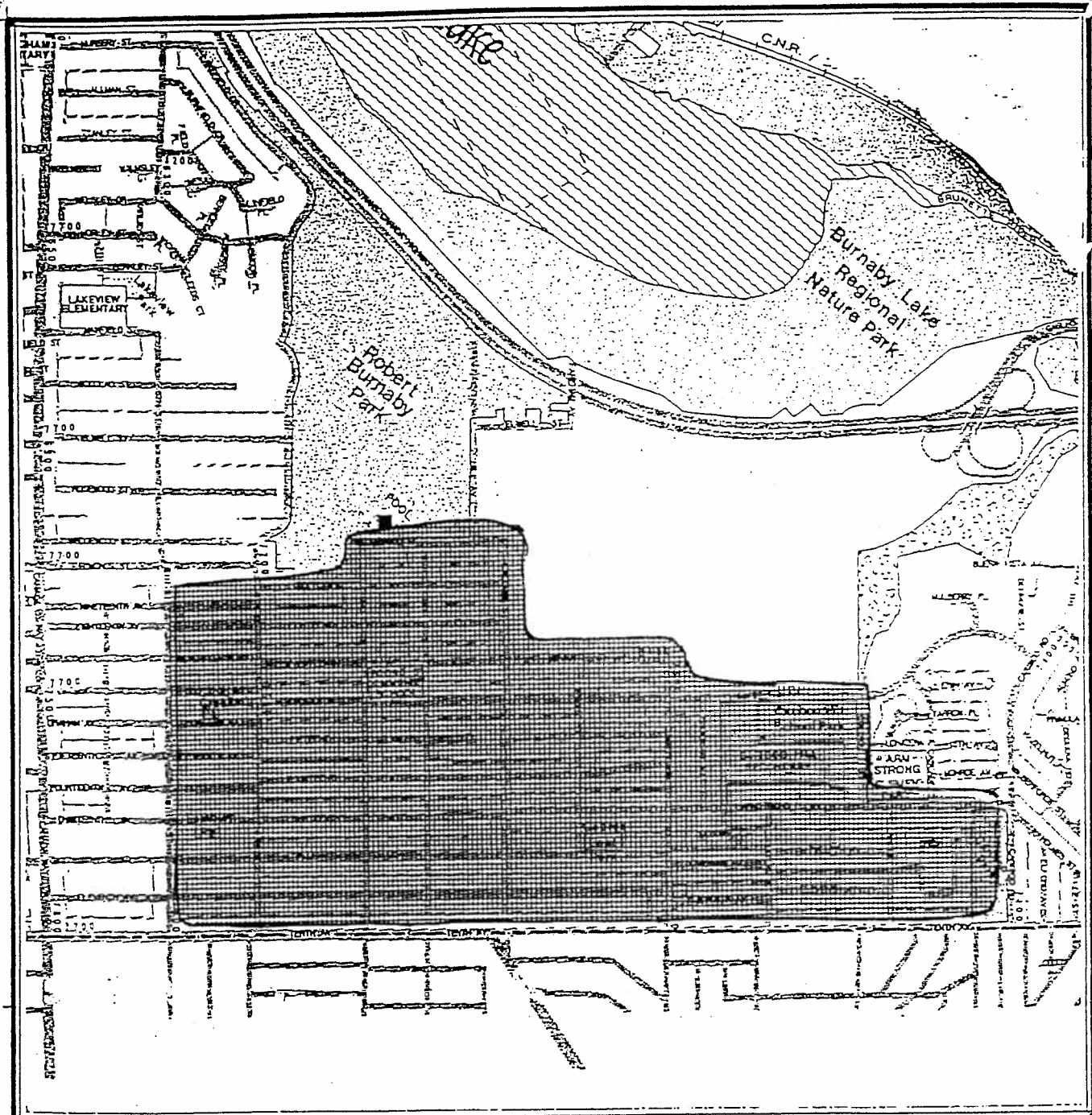
The stop signs being proposed in south east Burnaby are an integral part of the development of a Community Transportation Plan for the area. The Resident Committee is currently working on developing a comprehensive Community Transportation Plan to address the problems associated with traffic infiltration. Once a plan is developed, staff will take a report to the Traffic and Transportation Committee recommending approval in principle pending further consultation with the area residents. Staff estimate that the South East Burnaby Resident Committee will be in the position to recommend a full Community Transportation Plan by the Fall of 1995.


D.G. Stenson, Director
PLANNING AND BUILDING

DAB/

Attachments

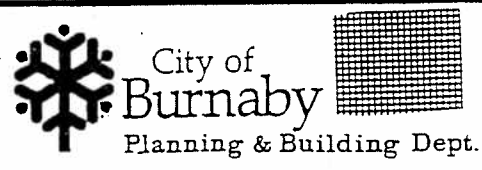
cc: City Manager
Deputy City Manager - Corporate Services
Director Engineering
Director Finance



Date:

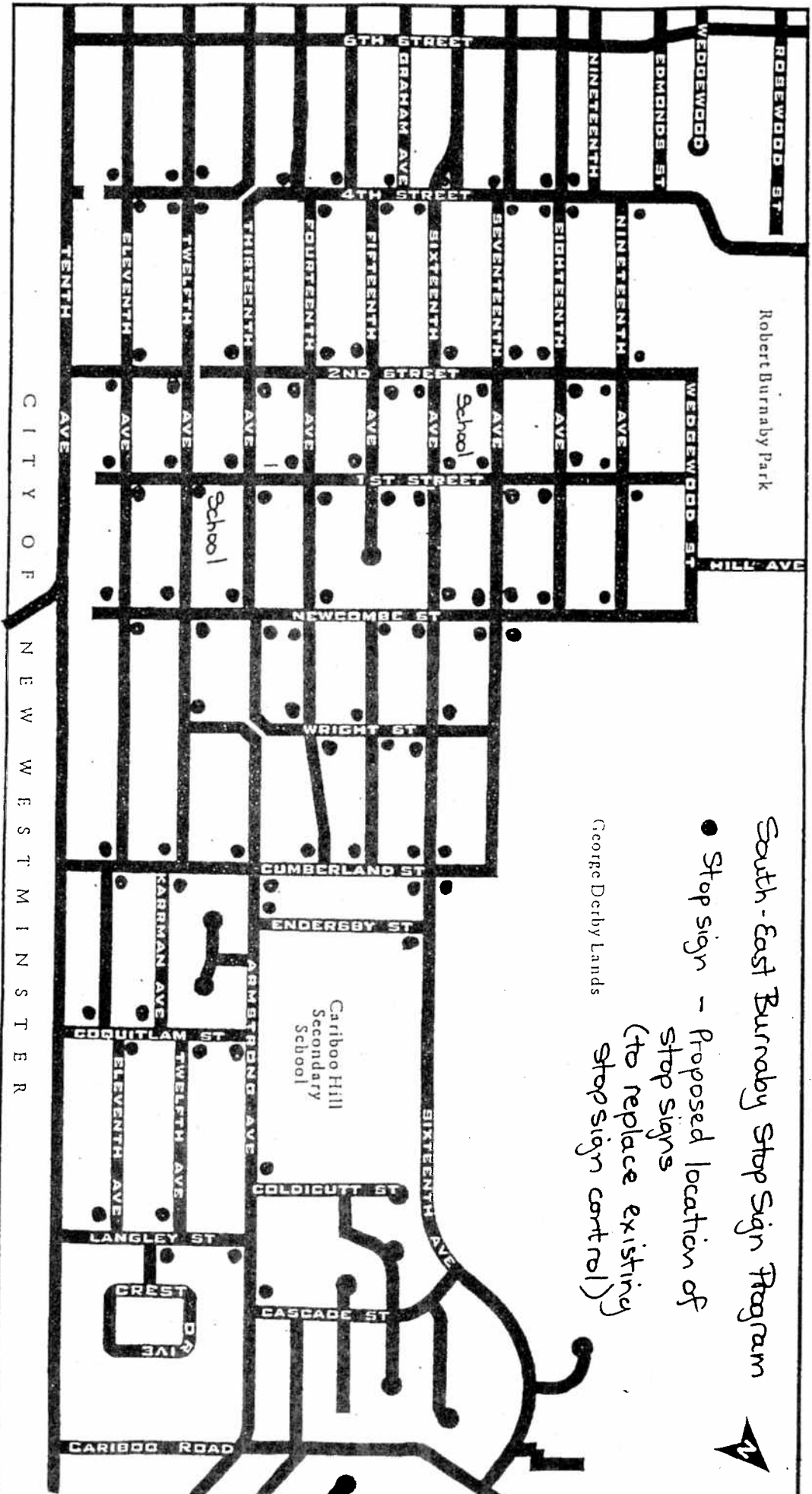
Scale:

Drawn By:



AREA UNDER STUDY

FIGURE 1



South-East Burnaby Stop Sign Program

- Stop sign - Proposed location of stop signs (to replace existing stop sign control)
- (George Derby Lands)

Figure 2

