

REPORT  
1996 FEBRUARY 19

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

**F. STOP SIGN CONTROL IN THE AREA BOUNDED BY ETON,  
WILLINGDON, HASTINGS AND GILMORE**

RECOMMENDATIONS:

1. THAT Council authorize implementation of the stop sign control scheme outlined in this report.
2. THAT a copy of this report be sent to Christine Chapman, 4318 Dundas Street, Burnaby, B.C. V5C 1B3.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1996 February 06, adopted the attached staff report supporting installation of a stop sign control scheme in the area bounded by Eton, Willingdon, Hastings and Gilmore to address frequency of accidents, ambiguity of courtesy corners, and pedestrian safety.

MEMBERS:

Mr. N. Smith  
Mr. M. Bloomfield  
Mrs. M. Canessa  
Mr. E. Fourchalk  
Ms. L. Kapp  
Mr. D. Ramsbotham  
Mr. D. Richardson

Respectfully submitted,

Councillor J. Young  
Chairman

Councillor D. Evans  
Member

:-COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR FINANCE  
- OFFICER-IN-CHARGE, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1996 01 26  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02  
**SUBJECT:** STOP SIGN CONTROL IN THE AREA BOUNDED BY ETON, WILLINGDON,  
HASTINGS AND GILMORE  
**PURPOSE:** To respond to area residents concerns of traffic safety.

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RECOMMENDATION:

1. THAT the stop sign control scheme outlined in this report be implemented.
2. THAT a copy of this report be sent to Christine Chapman, 4318 Dundas Street, Burnaby, B.C. V5C 1B3

REPORT

Staff have received a number of requests for stop sign control, at different intersections, from residents within the area bounded by Eton, Willingdon, Hastings and Gilmore including most recently a petition signed by 30 neighborhood residents asking for stop control at Madison and Dundas. To establish a context for this concern staff have reviewed files. The intersection crash data for the last three years for all intersections in the area are tabulated below.

*Stop Sign Control in the Area Bounded by Eton,  
Willingdon, Hastings & Gilmore  
1996 January 26*

**Traffic Crash Data**

<b>Table 1</b>		<u>Existing Control</u>	<u>Crash Data</u> <u>Last 3 years</u>	<u># of Right Angle</u> <u>Collisions</u>
Carleton and:	Albert	2 way stop	9	9
	Pandora	none	5	5
	Triumph	none	3	3
	Dundas	none	1	1
	Oxford	2 way stop	1	1
	Cambridge	2 way stop	0	0
Madison and:	Triumph	none	5	4
	Dundas	none	5	5
	Oxford	2 way stop	2	1
	Cambridge	none	2	2
	Pandora	2 way stop	2	2
	Albert	4 way stop	1	1
Rosser and:	Albert	2 way stop	11	9
	Triumph	none	7	7
	Dundas	none	2	2
	Cambridge	none	1	1
	Oxford	2 way stop	0	0
	Pandora	none	0	0
<b>Total</b>			<b>57</b>	<b>53</b>

The highest crash intersections in the area are along Albert at Carlton and at Rosser which are already controlled by stop signs. To some extent this history is to be expected as Albert carries significantly more traffic than other neighbourhood streets (see Table 2 below). Neither high crash intersections quite meet the warrants for 4 way stop control. However, given the low crash numbers at the existing 4 way stop at Madison and Albert we would recommend upgrading the other two intersections along Albert St. to 4 way stop control as well.

Stop Sign Control in the Area Bounded by Eton,  
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 1996 January 26

<b>Table 2</b>		<b><u>Traffic Flows</u></b>
<b><u>Location</u></b>	<b><u>Average Daily Total (24 hours)</u></b>	
Albert from:	Carleton to Madison	5548
Oxford from:	Carleton to Madison	1793
Triumph from:	Carleton to Madison	480
Cambridge from:	Madison to Rosser	307
Dundas from:	Madison to Rosser	497
Pandora from:	Madison to Rosser	574
Madison from:	Triumph to Dundas	546
Rosser from:	Triumph to Pandora	549
Carleton from:	Albert to Pandora	900

The majority of other intersections within the neighbourhood are not systematically controlled except along the Oxford corridor where alternating stop sign control has been used to minimize the local collector function of this street. The intersection of Rosser and Triumph almost meets warrants for stop sign control at this time and the intersections at Carleton and Pandora, Madison and Dundas are close to meeting the warrant for control based on the number of right angle collisions. If these additional locations were to be controlled by stop signs then the majority of intersections in the neighbourhood would be stop sign controlled. Accordingly it would then further be beneficial to provide stop sign control throughout the area in order to provide a consistency in approach. We note that within this residential area are two elementary schools, Gilmore and Rosser Elementary, and a group home on the corner of Dundas and Madison. This suggests a higher than usual volume of pedestrian traffic, the majority of which would be children.

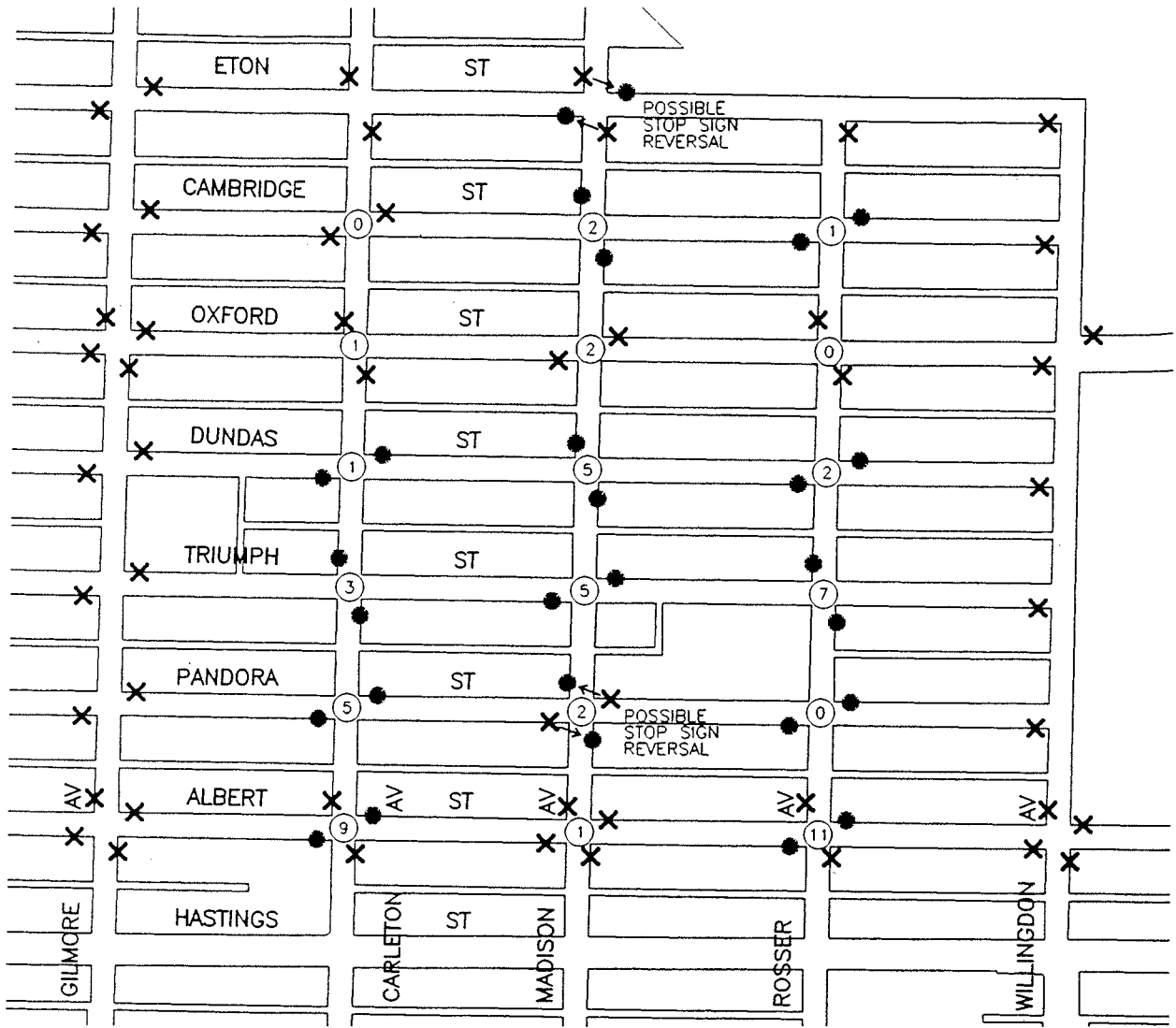
Therefore, we would recommend the installation of the proposed stop sign control scheme (diagram #1) to address the frequency of accidents, the ambiguity of courtesy corners and pedestrian safety all which have been noted as a concern by residents of this area. The proposed stop sign includes two possible stop sign reversals to accommodate a pattern of alternating stop sign control. These would not be implemented until the need was established through further monitoring.

ASST. DIRECTOR ENGINEERING,  
 TRAFFIC & ENG. SYSTEMS

SP:ma

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cc: City Manager



**LEGEND**

- X EXISTING STOP SIGNS
- NEW STOP SIGNS
- (n) CRASHES

56

NO.	DATE	REVISION



**PROPOSED NEIGHBOURHOOD TRAFFIC CONTROL**  
 (IN THE AREA BOUNDED BY ETON, GILMORE, HASTINGS, & WILLINGDON)

DRAWN BY: J.KO | SCALE: N.T.S. | 277

