

REPORT
1996 April 22

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

RE: FOREST GLEN AREA COMMUNITY TRANSPORTATION PLAN:
STOP SIGN PROGRAM

RECOMMENDATIONS:

1. *THAT* Council approve the installation of additional stop signs as shown in Figure 1 to increase safety at currently unsignalized intersections in the Forest Glen area
2. *THAT* the Traffic and Transportation Committee send a letter and a copy of the stop sign control scheme to all residents of the area informing them of the installation.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1996 April 10, adopted the attached staff report outlining a comprehensive stop sign control scheme in conjunction with the Community Transportation Plan for the Forest Glen area. Staff advised that the Forest Glen Area Resident Committee supports the installation of stop signs at uncontrolled intersections in the area to improve safety.

MEMBERS:

Mrs. Y. Coveney-Boyd
Mr. E. Neumann
Ms. L. Tatangelo
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chairman

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIRECTOR PLNG. & BLDG.
- DIRECTOR REC. & CULT. SERV.

Councillor J. Young
Member

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE

1996 APRIL 1

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.116.8
"Forest Glen Area"

SUBJECT: **FOREST GLEN AREA COMMUNITY TRANSPORTATION PLAN:
STOP SIGN PROGRAM**

PURPOSE: To recommend a comprehensive stop sign control scheme in conjunction with the Community Transportation Plan for the Forest Glen Area.

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee approve the installation of additional stop signs as shown in Figure 1 to increase safety at currently unsignalized intersections in the Forest Glen area.
2. **THAT** the Traffic and Transportation Committee send a letter and a copy of the stop sign control scheme to all residents of the area informing them of the installation.

REPORT

1.0 BACKGROUND

In the Fall of 1994, a survey was circulated to all residents of the Forest Glen area seeking input regarding a Community Transportation Plan for the area. The plan included stop signs at unsignalized intersections and a series of speed humps on five east-west streets in the area: Buxton Street, Grassmere Street, Bond Street, Sardis Street, and Grafton Street.

The response to the survey was mixed with only 58% of the area residents in favour of the plan. The main concern was the speed humps proposed for Bond Street and the impact these humps might have on the BC Transit bus route. Because of the low level of support for this aspect of the plan, the Resident Committee did not approve implementation of speed humps on Bond Street, but sought a solution for Bond Street which would be acceptable to BC Transit.

An agreement has not yet been reached with BC Transit regarding traffic calming measures for Bond Street; however, the Resident Committee recommends that the stop signs and the speed humps on Grassmere Street, Buxton Street, Sardis Street, and Grafton Street be implemented this year, through the 1996 Local Improvement Program, subject to support by area residents. If the 2/3 of the property owners on the blocks where speed humps are proposed in the Community Transportation Plan support the installation, then the speed humps could be installed in the Summer of this year in conjunction with the installation of stop signs.

2.0 Stop Sign Control Scheme

The stop sign plan as shown in Figure 1 indicates the proposed location of additional stop signs at most of the currently unsignalized intersections in the area. However, in order to minimise the cost, stop signs were not proposed at cul-de-sac streets or on some of the quieter streets in the area.

The stop signs are useful as a means of designating right of way at intersections. The confusion regarding the rules at unsignalized intersections is not restricted to the Forest Glen area, but appears to be a problem throughout the Lower Mainland. Several other stop sign installations have taken place in the City of Burnaby over the past few years. The first installation was in north Burnaby on a grid system network to address both a problem with accidents and with short-cutting traffic. In that first installation, the stop sign control was alternated between the north-south and west-east streets. The program reduced the number of accidents in the area from 47 accidents in the 2 years before the stop sign installation to 12 in the 2.5 years after installation.

There are a total of 23 new signs proposed for the area, at a cost of approximately \$8,000. Historically, the installation of stop signs has been funded through the operating budget of the Engineering Department. No allowance has been made for this installation in the current operating budget, but there are sufficient funds available under the operating contingency budget.

3.0 Next Steps in Development of the Community Transportation Plan

Local Improvement Programs have begun for Buxton Street, Sardis Street, Grafton Street and Grassmere Street following the Petition Method LIP. The streets were included in the 1996 program along with many other streets in the City of Burnaby. If 2/3 of the property owners sign the petitions before the deadline date at the end of April, then a Certificate of Sufficiency will be issued by the Clerks Department, and the speed humps could be installed in the Summer of 1996.

Staff are currently working with BC Transit on the development of some form of traffic calming measures for Bond Street which would be more acceptable than speed humps or low profile speed bumps such as those used on Elwell Street between Canada Way and Humphries. When a traffic calming plan for Bond Street is acceptable to BC Transit, the Forest Glen Area Resident Committee will discuss the proposal and a report will be taken to a future meeting of the Traffic and Transportation Committee recommending construction. It is likely that any proposal for Bond Street will be installed as a temporary measure and its impact will be assessed before it is constructed to a final standard.

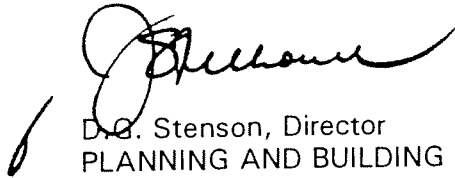
4.0 CONCLUSION

The Forest Glen Area Resident Committee has been working on developing a plan to reduce the volume and speed of short-cutting traffic in the area bounded by Willingdon Avenue, Grange Street, Royal Oak Avenue and Moscrop Street for the past several years. While a range of traffic calming measures are available for other streets, the type of measures available for use on Bond Street are limited by the presence of the

bus route.

Currently staff are working with BC Transit to develop measures for Bond Street which would be acceptable for bus operations. In the meantime, however, the Forest Glen Area Resident Committee recommends the installation of stop signs at uncontrolled intersections in the area to improve safety. Also, at the present time, petitions are circulating on Grassmere Street, Sardis Street, Grafton Street and Buxton Street for the installation of speed humps through the Local Improvement Program.

If the Traffic and Transportation Committee approves the installation of stop signs in the Forest Glen Area, then a copy of this report will be circulated to all properties informing them of the installation.



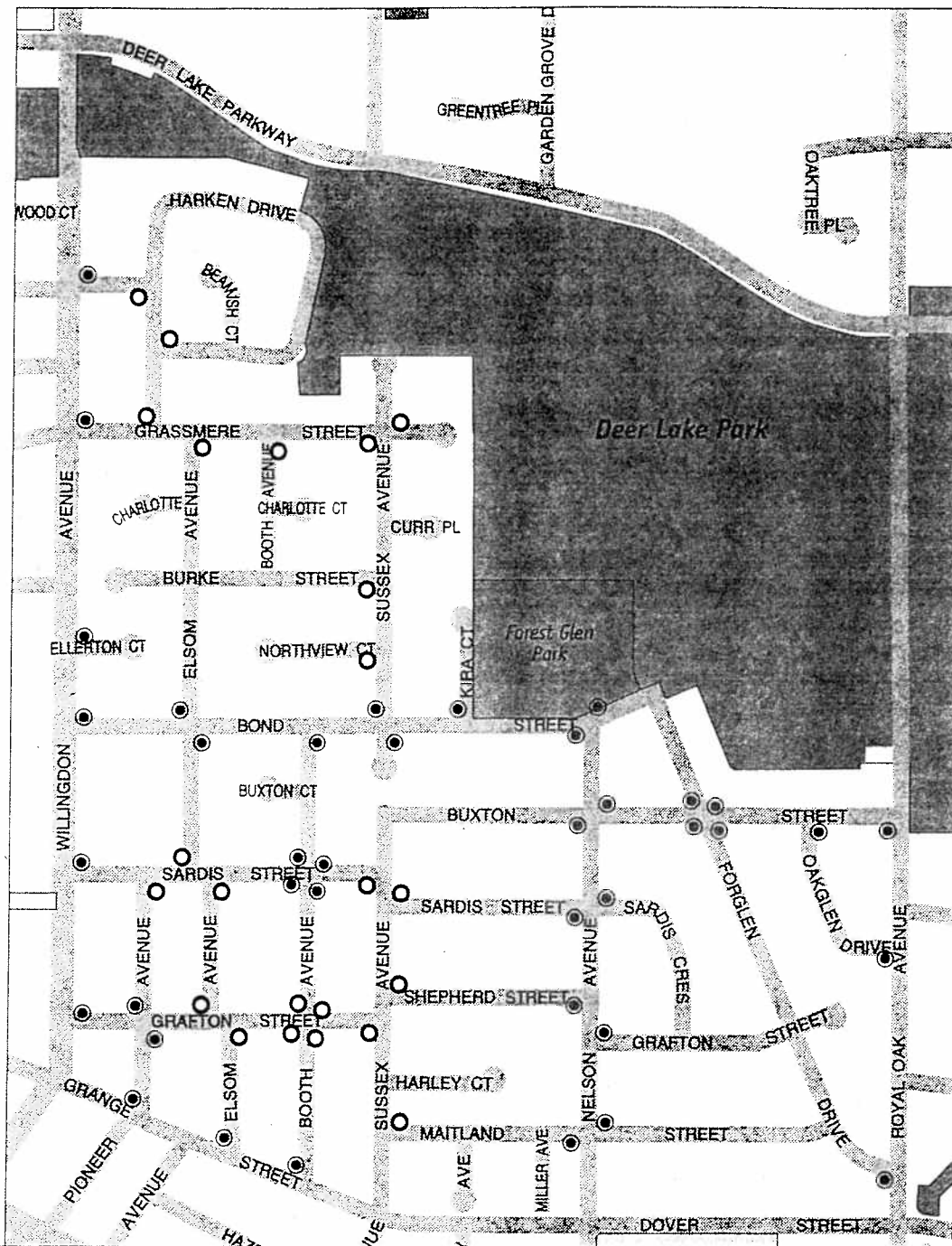
D.G. Stenson, Director
PLANNING AND BUILDING

DAB/

Attach.

cc. City Manager
Deputy City Manager - Corporate Services
Director Engineering
Director Finance
Director Recreation & Cultural Services

b:\stopsign.rep



Date:

1996 04 03

Scale:

NTS

Drawn by:

REN



City of
Burnaby

- Existing stop sign
- Proposed additional stop sign

