

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

C. BURNABY HEIGHTS STOP SIGN CONTROL SCHEME

RECOMMENDATIONS:

1. **THAT** Council approve an eastward extension of the Burnaby Heights comprehensive stop sign control scheme to include the area bounded by Boundary Road, Edinburgh Street, Gilmore Avenue and Hastings Street.
2. **THAT** a copy of this report be sent to Tom Keys, 3905 Cambridge Street, Burnaby, B.C. V5C 1G5.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1996 December 03, adopted the *attached* report requesting that the Burnaby Heights comprehensive stop sign control scheme be extended eastward to include the area bounded by Boundary Road, Edinburgh Street, Gilmore Avenue and Hastings Street. The Committee advised that the eastward extension of the stop sign control scheme addresses concerns regarding frequency of accidents, ambiguity of courtesy corners and pedestrian safety.

MEMBERS:

Mr. N. Smith
Mr. D. Berardine
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mrs. D. Mumford
Mr. D. Ramsbotham
Mr. D. Richardson
Mr. A. MacDonald

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 11 25
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02
SUBJECT: BURNABY HEIGHTS STOP SIGN CONTROL SCHEME
PURPOSE: To respond to concerns of safety at uncontrolled intersections in the area bounded by Hastings Street, Boundary Road, Edinburgh Street, and Gilmore Avenue.

RECOMMENDATIONS:

1. THAT the Burnaby Heights comprehensive stop sign control scheme be extended eastward to include the area bounded by Boundary Road, Edinburgh Street, Gilmore Avenue and Hastings Street.
2. THAT a copy of this report be sent to Tom Keys, 3905 Cambridge Street. Burnaby BC.

REPORT

Staff have received numerous telephone requests for stop sign control, at different intersections, from Heights' residents west of Gilmore Avenue after the installation of the stop sign control scheme in the area bounded by Eton Street, Willingdon Avenue, Hastings Street, and Gilmore Avenue in the Spring of 1996. In order to assess the extent of the problem we have reviewed the intersection crash data for the last three years for all intersections in the area. The data are tabulated below.

Traffic Crash Data 1993 November - 1996 November				
		Existing Control	Crash Data Last 3 Years	# of Right Angle Collisions
Esmond Ave and:	Edinburgh St	none	0	0
	Yale St	none	0	0
	Trinity St	none	1	1
	McGill St	none	0	0
	Eton St	2-way stop	0	0
	Cambridge St	barricade	0	0
	Oxford St	2-way stop	0	0
	Dundas St	none	1	1
	Triumph St	none	5	5
	Pandora St	none	1	1
	Albert St	2-way stop	6	6
Ingleton Ave and:	Edinburgh St	none	0	0
	Yale St	none	0	0
	Trinity St	none	0	0
	McGill St	none	0	0
	Eton St	1-way stop	1	1
	Cambridge St	none	0	0
	Oxford St	2-way stop	0	0
	Dundas St	none	0	0
	Triumph St	2-way stop	0	0
	Pandora St	2-way stop	5	4
	Albert St	4-way stop	0	0
MacDonald Ave and:	Edinburgh St	none	0	0
	Yale St	none	0	0
	Trinity St	none	2	2
	McGill St	none	0	0
	Eton St	2-way stop	0	0
	Cambridge St	none	0	0
	Oxford St	2-way stop	0	0
	Dundas St	2-way stop	6	5
	Triumph St	none	4	4
	Pandora St	none	1	1
	Albert St	2-way stop	9	8

The highest crash intersections in the area are on the first four streets north of Hastings Street (Albert Street, Pandora Street, Triumph Street, and Dundas Street) as is to be expected as these streets carry more traffic than other neighbourhood streets because of the close proximity to Hastings Street.

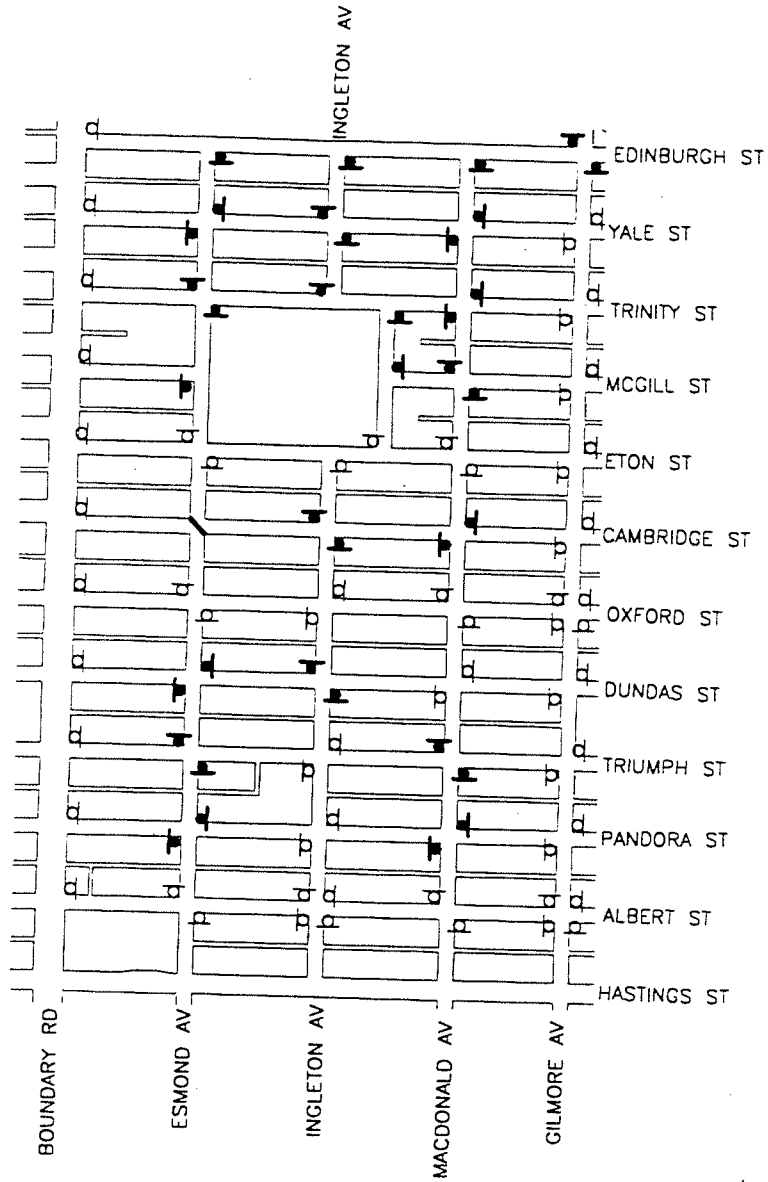
The majority of other intersections within the neighbourhood are not systematically controlled except along Eton Street which is a collector carrying a bus route and the Oxford Street corridor where alternating stop sign control has been used to minimize the local collector function. The intersections of Esmond Avenue/Triumph Street and MacDonald Street/Triumph Street approach warrants for isolated stop sign control based on the number of right angle collisions. If these two additional locations were to be controlled by stop signs, then the majority of intersections from Oxford Street south 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 churches, a group home for the elderly, and Burnaby Heights Park.

Therefore, we 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 which have been noted as a concern by residents of this area. After a post implementation review of crash data, we will be approaching ICBC to see whether this scheme (and previous ones) are eligible for cost sharing through the ICBC road safety program.

ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

SP:jb
Attach.

cc: City Manager



LEGEND

- p EXISTING STOP SIGN
- P PROPOSED STOP SIGN
- BARRICADE
- TRAFFIC SIGNAL

NO.	DATE	REVISION



PROPOSED STOP SIGNS

EDINBURGH ST – HASTINGS ST 84
 BOUNDARY RD – GILMORE AV

DRAWN BY: HLOUIE	SCALE: N.T.S.	A 411.a
APPR'V'D BY: CDL	DATE: 96-11-06	

