

REPORT
1997 February 10

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

E. STOP SIGN INSTALLATION IN THE GARDEN VILLAGE SUBDIVISION

RECOMMENDATION:

1. ***THAT*** Council approve implementation of a stop sign control scheme outlined in the attached report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 February 04, adopted the attached report recommending a comprehensive stop control scheme for the area bounded by Moscrop, Willingdon, Burke and Patterson.

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
- OFFICER-IN-CHARGE, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1997 01 27
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02
SUBJECT: STOP SIGN INSTALLATIONS IN THE GARDEN VILLAGE SUBDIVISION
PURPOSE: To recommend a comprehensive stop control scheme for the area bounded by Moscrop, Willingdon, Burke, and Patterson.

RECOMMENDATION:

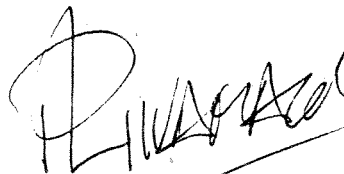
1. THAT the stop sign control scheme outlined in this report be implemented.

REPORT

To address sporadic complaints regarding specific intersection controls and in keeping with the prior initiatives for comprehensive stop control in residential areas to an alternating stop sign control scheme, staff have reviewed the area bounded by Patterson Avenue, Willingdon Avenue, Moscrop Street, and Burke Street. This area was identified after a number of complaints from area residents about the actual and potential number of traffic accidents at various intersections in the area.

Recorded crash data indicates stop sign installation is not warranted on a stand alone basis at any of the intersections. However, of those recorded accidents, the majority were right angle collisions which are potentially avoidable with the presence of stop sign control. Past experience indicates that area-wide accidents are reduced following implementation of an alternating stop sign scheme in a neighbourhood.

Therefore, we recommend the implementation of the stop sign control scheme as indicated on Diagram #1 of this report.

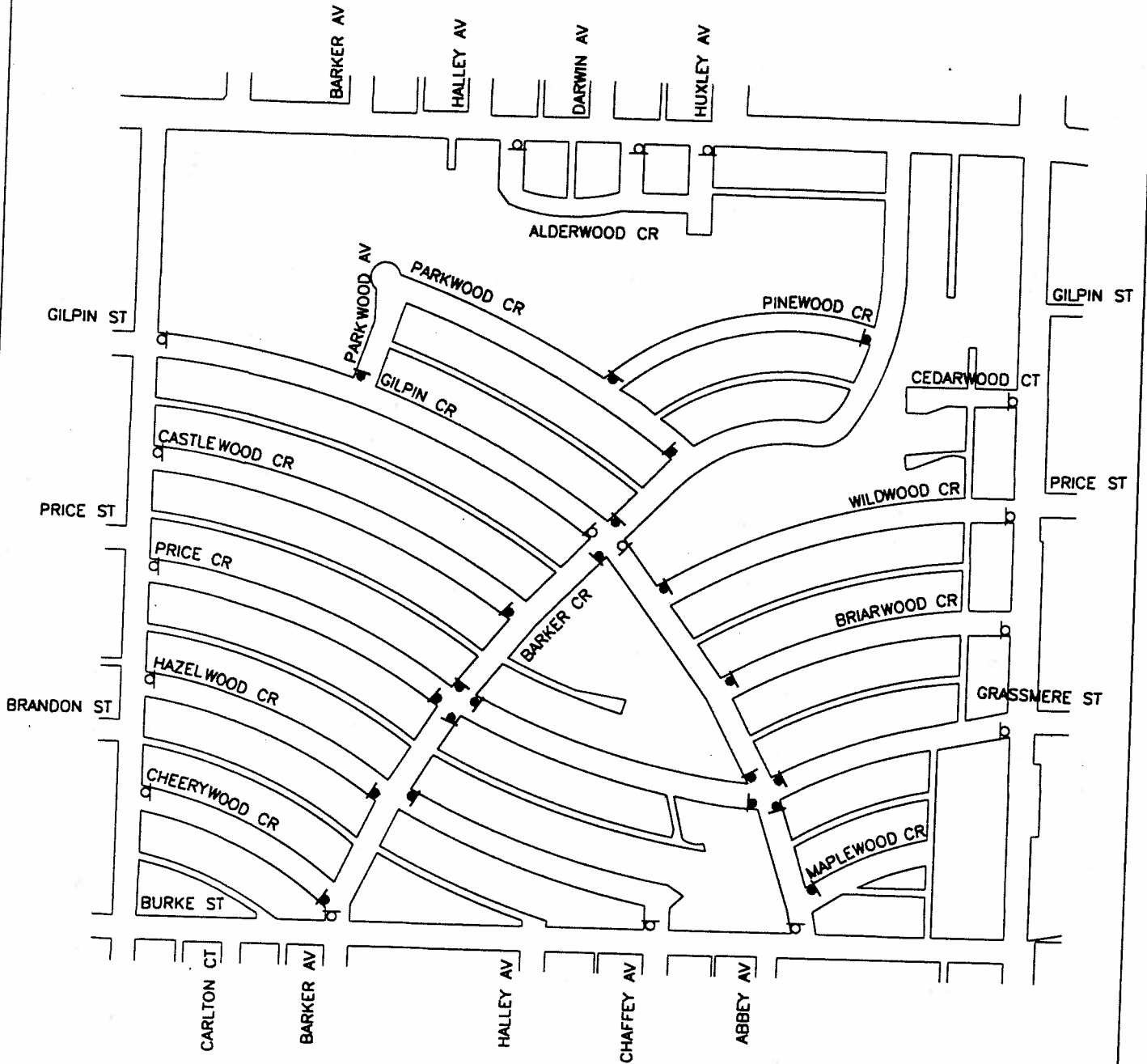


ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS



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AE:jb
Attach.

cc: City Manager



LEGEND

- PROPOSED STOP SIGN 
- EXISTING STOP SIGN 

56

NO.	DATE	REVISION



City of Burnaby
ENGINEERING DEPARTMENT

PROPOSED STOP SIGN CONTROL SCHEME

PATTERSON AVE - WILLINGDON AVE
MOSCROP ST - BURKE ST

DRAWN BY: H.LOUIE SCALE: N.T.S.
APPRV'D BY: CDL DATE: 97-01-06

A 419

