

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**C. STOP SIGN CONTROL IN THE AREA BOUNDED BY LOUGHEED,  
BOUNDARY, PARKER, AND WILLINGDON**

RECOMMENDATION:

1. *THAT* Council approve the stop sign control scheme as outlined in this report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 October 07, adopted the *attached* report responding to area residents' concerns regarding traffic safety at local intersections.

MEMBERS:

Mr. D. Berardine  
Mrs. M. Canessa  
Ms. K. Friederici  
Mr. E. Fourchalk  
Ms. L. Kapp  
Mrs. R. Oostlander  
Mrs. D. Mumford  
Mr. D. Richardson  
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young  
Chair

Councillor D. Evans  
Vice Chair

Councillor N. Volkow  
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:** 1997 09 23  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02  
**SUBJECT:** STOP SIGN CONTROL IN THE AREA BOUNDED BY  
LOUGHEED, BOUNDARY, PARKER, AND WILLINGDON  
**PURPOSE:** To respond to area residents' concerns regarding traffic safety at local intersections.

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RECOMMENDATION:

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

REPORT

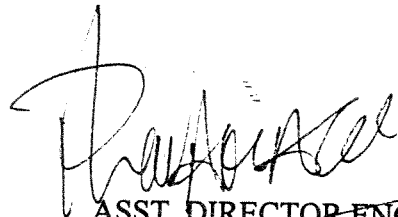
Staff have received a number of requests for stop sign control, at different intersections, from residents and businesses within the area bounded by Lougheed, Boundary, Parker, and Willingdon. To establish a context for this concern staff have reviewed files and conducted manual vehicle counts at several known problem intersections. The intersection crash data for the last three years for all intersections in the area are tabulated in Table 1, attached.

The highest crash intersections in the area are along Douglas at Halifax and at Parker which are already controlled by stop signs. This history is to be expected as Douglas carries significantly more traffic, being a major collector (industrial/commercial), than other streets in this area with the exception of Gilmore Avenue. Both high crash intersections are very close to meeting the warrants for 4 way stop control and we would recommend upgrading these two intersections to 4 way stop control.

The majority of other intersections within the residential neighbourhood are not systematically controlled compared to the industrial/commercial area (west of Douglas). The residential neighbourhood includes an elementary school, park, and a few small businesses surrounded by primary arterials and major collectors. If these intersections were to be controlled by stop signs then the ambiguity of courtesy corners and pedestrian safety will have been addressed.

*Stop Sign Control in the Area Bounded by  
Lougheed, Boundary, Parker, and Willingdon  
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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. The proposed stop sign scheme will be another extension southward of the original stop sign control schemes. Staff will be seeking ICBC funding support for the installation, if approved by Council.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

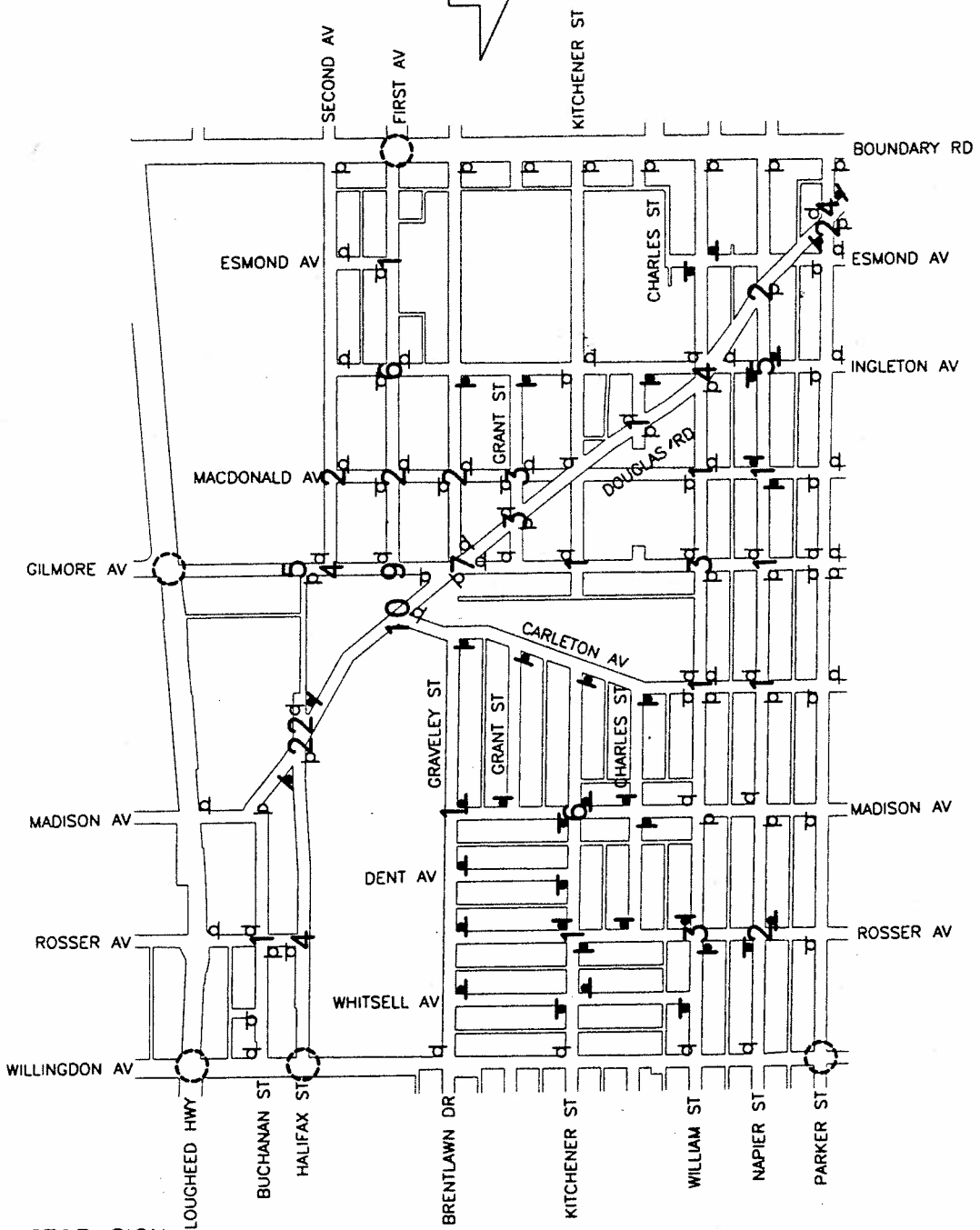
SP:jb  
Attach.

cc: City Manager

**TABLE 1**

| Location            | Existing Control | Crash Data Last 3 Years (94-96) | # of Right Angle Collisions |
|---------------------|------------------|---------------------------------|-----------------------------|
| Buchanan - Rosser   | 2 way stop       | 1                               | 1                           |
| - Madison           | 1 way stop       | 0                               | 0                           |
| - Green Ct          | 1 way stop       | 0                               | 0                           |
| Charles - Rosser    | none             | 0                               | 0                           |
| - Madison           | none             | 0                               | 0                           |
| - Carleton          | none             | 0                               | 0                           |
| - Douglas           | 2 way stop       | 1                               | 1                           |
| 1st Ave - Gilmore   | 1 way stop       | 9                               | 1                           |
| - MacDonald         | 2 way stop       | 2                               | 1                           |
| - Ingleton          | 2 way stop       | 6                               | 3                           |
| - Esmond            | 1 way stop       | 1                               | 1                           |
| Graveley - Whitsell | none             | 0                               | 0                           |
| - Rosser            | none             | 0                               | 0                           |
| - Dent              | none             | 0                               | 0                           |
| - Madison           | none             | 1                               | 1                           |
| - Carleton          | none             | 0                               | 0                           |
| - MacDonald         | 2 way stop       | 2                               | 2                           |
| - Ingleton          | none             | 0                               | 0                           |
| Grant - Madison     | none             | 0                               | 0                           |
| - Carleton          | none             | 0                               | 0                           |
| - Gilmore           | 1 way stop       | 0                               | 0                           |
| - Douglas           | 2 way stop       | 3                               | 2                           |
| - MacDonald         |                  | 3                               | 2                           |
| - Ingleton          | none             | 0                               | 0                           |
| Halifax - Rosser    | 1 way stop       | 4                               | 3                           |
| - Douglas           | 2 way stop       | 22                              | 7                           |
| - Gilmore           | 1 way stop       | 5                               | 4                           |

| Location  | Existing Control   | Crash Data Last 3 Years (94-96) | # of Right Angle Collisions |
|-----------|--------------------|---------------------------------|-----------------------------|
| Kitchener | - Whitsell         | none                            | 0                           |
|           | - Rosser           | none                            | 1                           |
|           | - Dent             | none                            | 0                           |
|           | - Madison          | none                            | 6                           |
|           | - Carleton         | none                            | 0                           |
|           | - Gilmore          | 1 way stop                      | 1                           |
|           | - Douglas          | 1 way stop                      | 0                           |
|           | - Ingleton         | 2 way stop                      | 0                           |
| Napier    | - Rosser           | none                            | 2                           |
|           | - Madison          | 2 way stop                      | 0                           |
|           | - Carleton         | 2 way stop                      | 7                           |
|           | - Gilmore          | 2 way stop                      | 1                           |
|           | - MacDonald        | none                            | 1                           |
|           | - Ingleton         | none                            | 5                           |
|           | - Douglas          | 1 way stop                      | 2                           |
| 2nd Ave   | - Gilmore          | 1 way stop                      | 4                           |
|           | - MacDonald        | 1 way stop                      | 2                           |
|           | - Ingleton         | 1 way stop                      | 0                           |
|           | - Esmond           | 1 way stop                      | 0                           |
| William   | - Whitsell         | none                            | 0                           |
|           | - Rosser           | none                            | 3                           |
|           | - Madison          | 2 way stop                      | 0                           |
|           | - Carleton         | 4 way stop                      | 1                           |
|           | - Gilmore          | 2 way stop                      | 3                           |
|           | - MacDonald        | 2 way stop                      | 1                           |
|           | - Douglas          | 2 way stop                      | 0                           |
|           | - Charles          | none                            | 0                           |
| Douglas   | - Carleton         | 1 way stop                      | 10                          |
|           | - Gilmore          | 4 way stop                      | 7                           |
|           | - Ingleton/William | 2 way stop                      | 4                           |
|           | - Parker           | 2 way stop                      | 24                          |



**LEGEND**

- b EXISTING STOP SIGN
- ▶ PROPOSED STOP SIGN
- BARRICADE
- TRAFFIC SIGNAL
- NO NUMBER OF CRASHES

| NO. | DATE | REVISION |
|-----|------|----------|
|     |      |          |

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**PROPOSED STOP SIGNS**

PARKER ST - LOUGHEED HWY  
 BOUNDARY RD - WILLINGDON AV

|                  |                |                |
|------------------|----------------|----------------|
| DRAWN BY: HLOUIE | SCALE: N.T.S.  | <b>A 411.b</b> |
| APPRV'D BY: CDL  | DATE: 96-11-06 |                |