

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**B. ALTERNATING STOP SIGN CONTROL SCHEME**

RECOMMENDATION:

1. **THAT** Council implement a stop sign control scheme as outlined in the attached report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 February 03, adopted the attached report responding to concerns of traffic safety at uncontrolled intersections.

MEMBERS:

Mr. D. Berardine  
Mr. E. Fourchalk  
Ms. K. Friederici  
Mr. P. Herring  
Ms. L. Kapp  
Mrs. R. Oostlander  
Mr. D. MacDonald  
Mrs. D. Mumford  
Mr. D. Richardson  
Mr. B. Robinson

Respectfully submitted,

Councillor J. Young  
Chair

Councillor D. Evans  
Member

Councillor N. Volkow  
Member

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - OFFICER-IN-CHARGE, R.C.M.P.</p>
-------------------------------------------------------------------------------------------

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1998 01 27  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02  
**SUBJECT:** ALTERNATING STOP SIGN CONTROL SCHEME  
**PURPOSE:** To respond to concerns of traffic safety at uncontrolled intersections.

---

RECOMMENDATION:

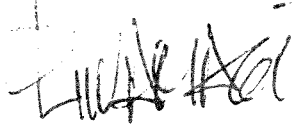
1. THAT the stop sign control scheme outlined in this report be implemented.

REPORT

In response to a request by Burnaby South 2000 Secondary School officials to convert the existing uncontrolled intersection of Victory Street and Antrim Avenue to stop sign control, combined with concerns voiced at an early meeting of the Royal Oak Planning Committee relating to inconsistent traffic control at intersections, staff have undertaken a review of the existing stop sign control in the area bounded by Marine Drive, Nelson Avenue, Byrne Creek Ravine and Beresford Street.

The attached Diagram #1 indicates both existing and proposed stop sign locations within this area. As illustrated, the collector roadways in this area, namely Royal Oak Avenue, MacPherson Avenue, Buller Avenue and Clinton Street, have been completely converted to stop sign control with the exception at the intersection of Clinton Street and Roslyn Avenue. The remaining intersections, which are comprised of local roads, are for the most part all currently uncontrolled intersections.

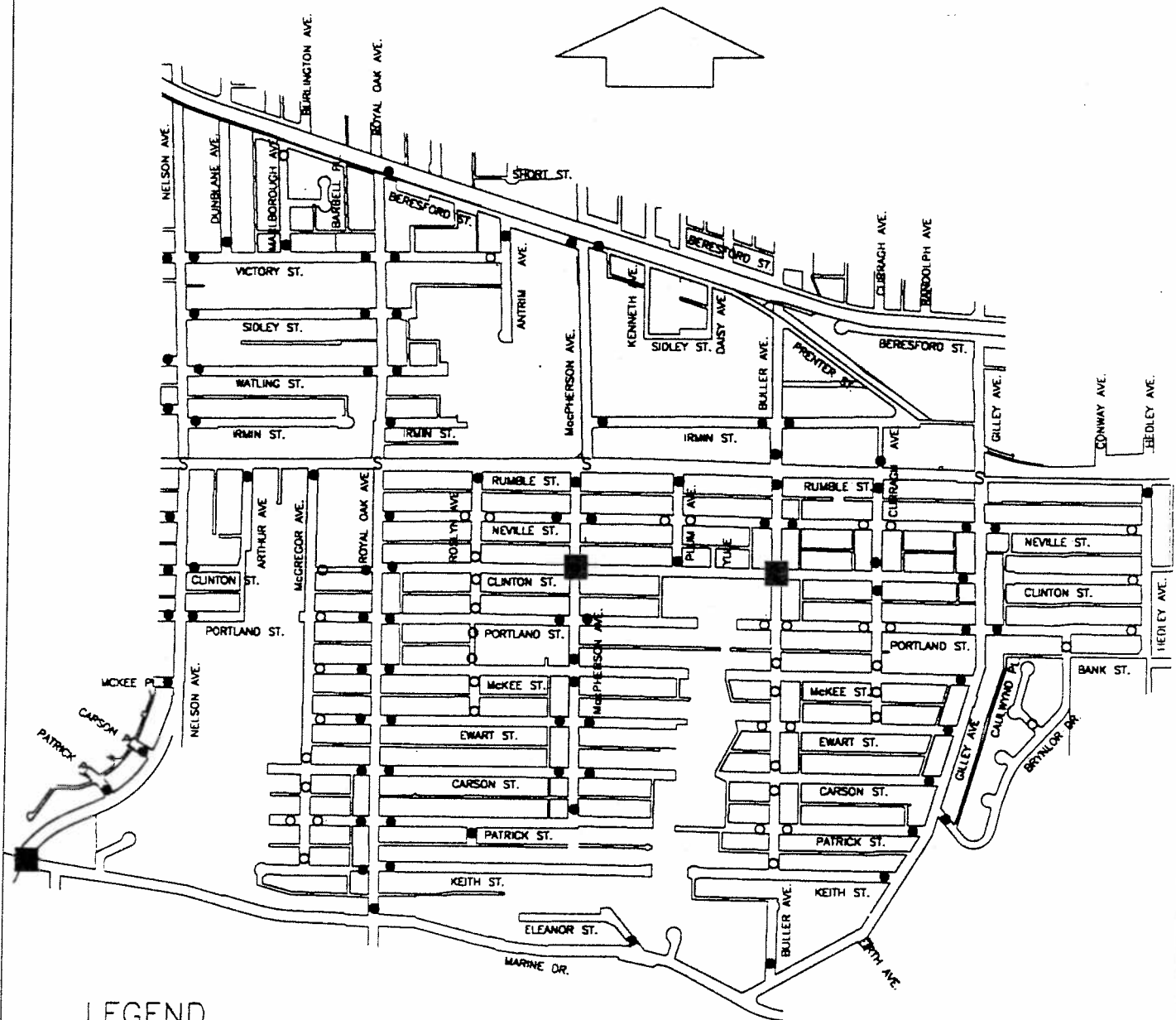
A review of the crash data on record has indicated insufficient occurrences to warrant the installation of isolated stop sign control. However, given the safety benefits of previous conversions of uncontrolled courtesy intersections to an alternating stop sign control scheme on an area wide basis, we would recommend that the alternating stop sign control scheme proposed be implemented.

  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

35

AE:jb  
Attach.

cc: City Manager



**LEGEND**

- — EXIST. STOP SIGN
- — PROP. STOP SIGN
- S — EXIST. TRAFFIC SIGNAL
- — EXIST. 4-WAY STOP

NO.	DATE	REVISION



**DIAGRAM #1**  
**PROP. STOP SIGNS AT VARIOUS AREAS**

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 455
APPRV'D BY: CDL	DATE: 98-01-21	

