

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**B. FRASER PARK DRIVE AT BYRNE ROAD**

RECOMMENDATION:

1. **THAT** Council approve the removal of the stop sign on Fraser Park Drive, westbound, at Byrne Road and that the sign be replaced with curve warning signs, centerline and pavement reflectors.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 March 10, adopted the attached report advising of the need to bring traffic control in-line with UTCD guidelines by replacement of stop control at Byrne Road on Fraser Park Drive with curve warning signs.

MEMBERS:

Mr. D. Berardine  
Mr. K. Friederici  
Mr. E. Fourchalk  
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

**INTER-OFFICE COMMUNICATION**

**TO:** TRAFFIC SAFETY COMMITTEE

**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS

**SUBJECT:** FRASER PARK DRIVE AT BYRNE ROAD

**DATE:** 1998 02 19

**FILE:** 55-13-02

**PURPOSE:** To bring traffic control in-line with UTCD guidelines by replacement of stop control at Byrne Road on Fraser Park Drive with curve warning signs.

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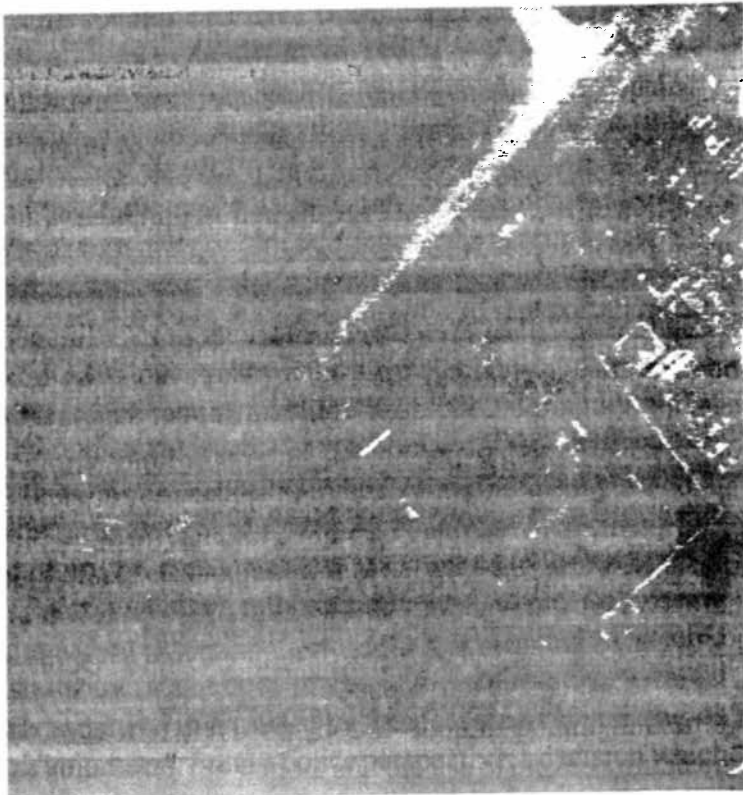
**RECOMMENDATION:**

1. THAT the stop sign on Fraser Park Drive, westbound, at Byrne Road be removed and replaced with curve warning signs, centerline and pavement reflectors.

**REPORT**

As a result of a complaint received over the phone, staff conducted a review of the stop control on Fraser Park Drive at Byrne Road. The caller was perplexed as to the purpose of the stop sign where no right of way control is required and cited a high incidence of non-compliance.

Byrne Road and Fraser Park Drive form a two leg 90 degree corner. Vehicles travelling south on Byrne have free movement, while vehicles travelling west on Fraser Park must stop. There are no conflicting right of way movements or intersecting roads / driveways at this location, and there are no records of accidents over the last five years. Sight lines are also excellent on both approaches and traffic volumes are relatively low. The picture on the right shows the basic layout of the corner.



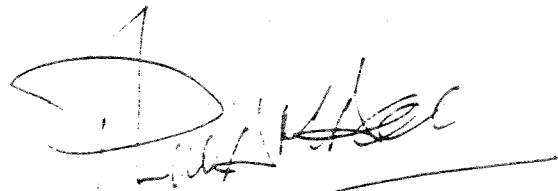
Fraser Park Drive at Byrne Road  
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The Uniform Traffic Control Devices for Canada (UTCD) manual (section A2.11.2) clearly states that the use of stop signs is limited to right of way control. Since there are no conflicting flows to manage, a stop sign here is unnecessary, in its place curve warning signs are recommended.

Installation should consist of a curve warning sign (checkerboard WA-8R) with centerline and reflective pavement markers. This is the typical treatment for corners like this and would bring it more in line with guidelines set out in the UTCD manual and general road marking practises.

### CONCLUSION

The stop sign for westbound Fraser Park Drive to northbound Byrne Road should be removed, and replaced with appropriate curve warning signs and a centerline with reflective pavement markers. This would be the most appropriate treatment for this type of corner according to the UTCD manual, will reduce delay to drivers, and eliminate the problem of drivers ignoring the stop sign.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

MDS:

cc: City Manager

