

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

Re: STOP SIGN CONTROL SCHEME FOR THE AREA BOUNDED BY
MOSCROP/SMITH/CANADA WAY/WILLINGDON

RECOMMENDATION:

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

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 October 15, adopted the *attached* report responding to the Committee's inquiry regarding the need to install a stop sign control scheme at a number of intersections within the area bounded by Moscrop/Smith/Canada Way/Willingdon.

Respectfully submitted,

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

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1998 08 21
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02
SUBJECT: STOP SIGN CONTROL SCHEME FOR THE AREA BOUNDED
BY MOSCROP/SMITH/CANADA WAY/WILLINGDON

PURPOSE:

RECOMMENDATION:

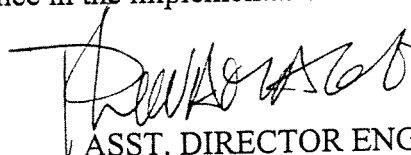
1. THAT the stop sign scheme outlined in this report be implemented.

REPORT

Resulting from an inquiry during the 1998 June 02, Traffic Safety Committee meeting, staff have investigated the need to install stop sign control at a number of intersections within the area bounded by Moscrop/Smith/Canada Way/Willingdon. The total number of reported crashes at intersections within this area during the past 5 years is 58.

As is the case in other residential areas of Burnaby, the level of control in area varies from uncontrolled intersections to those with stop sign control. As is illustrated by the attached diagram #1, staff have prepared an alternating stop sign control scheme for this area.

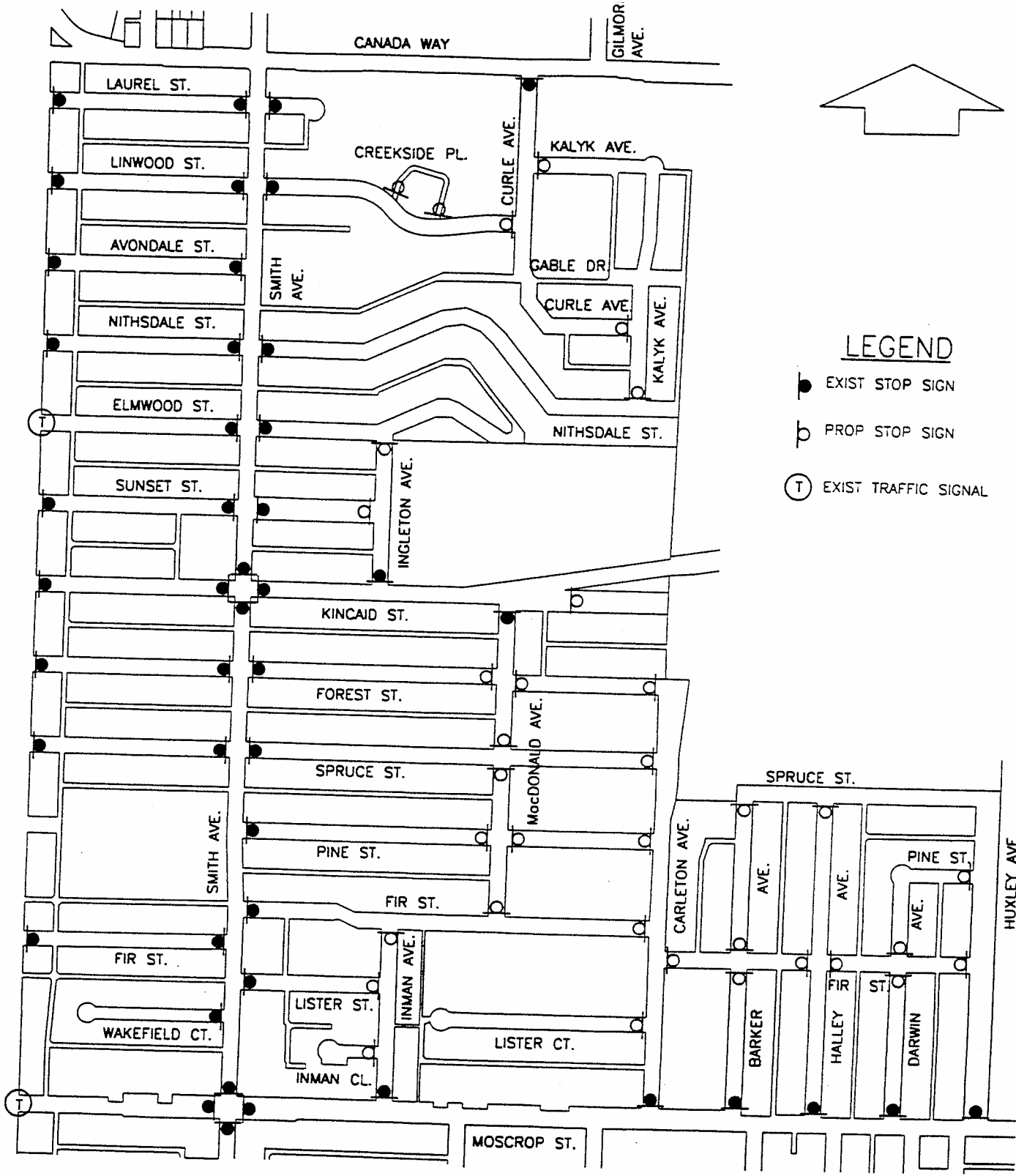
Therefore, with a view to creating a consistent level of control at all intersections in this area, while at the same time diminishing if not removing any ambiguity concerning vehicle right-of-way at intersections, staff would recommend the installation of the stop sign control scheme discussed above. We have received funding support of from ICBC for the two most recent schemes implemented and propose applying for assistance in the implementation of this one.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:lml
Attach.

cc: City Manager



LEGEND

- EXIST STOP SIGN
- PROP STOP SIGN
- Ⓣ EXIST TRAFFIC SIGNAL

NO.	DATE	REVISION

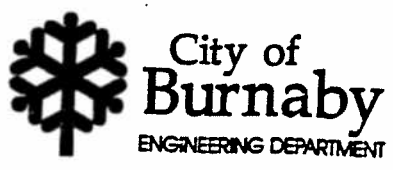


DIAGRAM #1

36

DRAWN BY: G.FUNK SCALE: N.T.S.
 APPRV'D BY: CDL DATE: 98-06-11

A 469

