

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 IMPERIAL  
STREET, WALKER AVENUE, BURRIS STREET AND BUCKINGHAM

RECOMMENDATION:

1. **THAT** Council approve the implementation of the 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 October 15, adopted the attached report to respond to a request for intersection control.

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

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1998 09 11  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:**  
**SUBJECT:** Stop sign control scheme for the area bounded by Imperial Street, Walker Avenue,  
Burriss Street, and Buckingham  
**PURPOSE:** To respond to a request for intersection control.

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RECOMMENDATION:

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

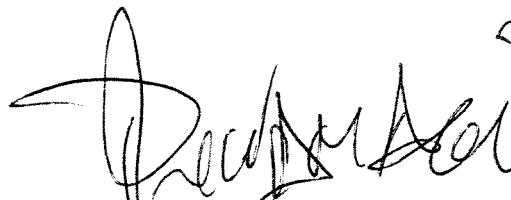
REPORT

Resulting from a site meeting with representatives from Morley Elementary school, staff were asked to review the possibility of installing a stop sign on Leibly Avenue at Morley Street directly in front of the school entrance.

Rather than reviewing this intersection in isolation, staff examined the existing intersection control on all streets in the area bounded by Imperial Street, Walker Avenue, Burriss Street, and Buckingham. This review has identified that the vast majority of intersections currently have no stop sign control in place.

Although traffic volumes and crash data do not warrant isolated stop sign control at any of these locations, the elimination of uncontrolled intersection throughout an area has been identified as a positive approach to increasing traffic safety.

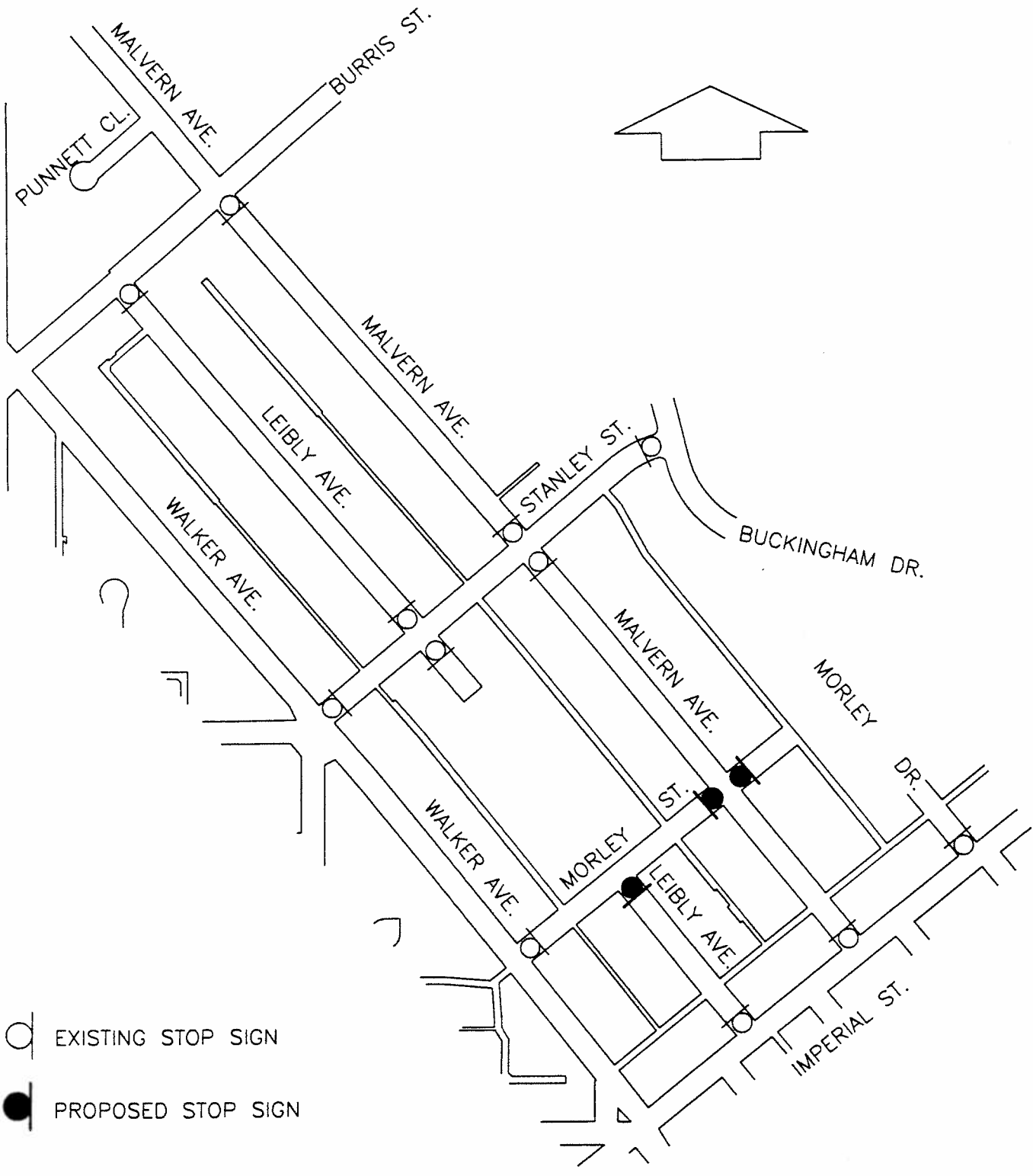
Therefore, in efforts to improve intersection safety, and reduce the potential for vehicle collisions, we would recommend the installation of the stop sign control scheme as shown on the attached diagram.





ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager



-  EXISTING STOP SIGN
-  PROPOSED STOP SIGN

NO.	DATE	REVISION



STOP SIGN CONTROL SCHEME  
DIAGRAM "1" 46

DRAWN BY: G.FUNK	SCALE: N.T.S.	<b>A</b> 476
APPR'V'D BY: CDL	DATE: 98-09-11	

