

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**B. STOP SIGN CONTROL IN THE AREA BOUNDED BY LOUGHEED, BOUNDARY,
PARKER AND WLLINGDON**

RECOMMENDATION:

1. *THAT* Council approve 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 February 03, adopted the *attached* report responding to area residents' concerns regarding traffic safety at local intersections and Council's concern arising from a prior report.

MEMBERS:

Mr. D. Berardine
Ms. K. Friederici
Mr. E. Fourchalk
Mr. Phillip Herring
Ms. L. Kapp
Mrs. R. Oostlander
Mrs. D. Mumford
Mr. D. Richardson
Mr. Bill Robinson
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Vice Chair

Councillor N. Volkow
Member

:-COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1998 01 20
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 and Council's concern arising from a prior report.

RECOMMENDATION:

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

INTRODUCTION

This report originally was sent to and approved by the Traffic Safety Committee on 1997 October 7. Council, at the regular Council meeting held on 1997 October 27, referred the report back to the Committee after raising concerns regarding the stop sign configuration along Carleton Avenue from Douglas Road to William Street which is adjacent a park. Multi-way stops were suggested to reduce through continuity.

Subsequently, staff conducted several speed studies at different locations on Carleton Avenue and reviewed traffic volumes on Carleton relative to side streets. Accordingly, staff has now included two 3-way stops on Carleton Avenue: one at Graveley and Carleton Avenue and the second at Kitchener and Carleton Avenue to address the concerns raised by Council.

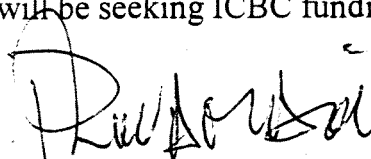
REPORT

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.

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.



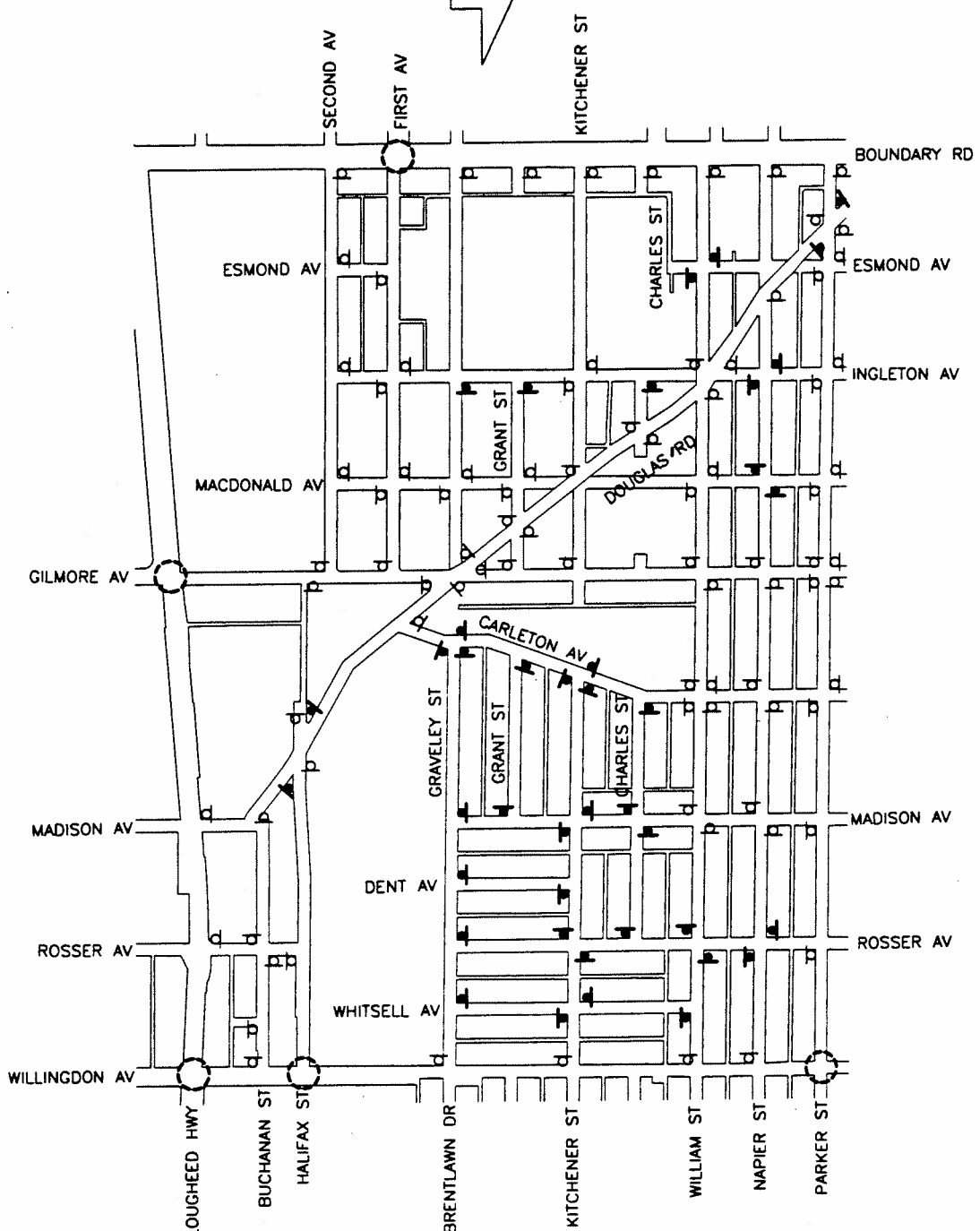
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

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

- p EXISTING STOP SIGN
- ▶ PROPOSED STOP SIGN
- BARRICADE
- TRAFFIC SIGNAL

NO.	DATE	REVISION

29



PROPOSED STOP SIGNS
 PARKER ST - LOUGHEED HWY
 BOUNDARY RD - WILLINGDON AV

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