

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

DELEGATION OF STOP SIGN APPROVALS TO STAFF

RECOMMENDATION:

1. **THAT** Council authorize staff to proceed with stop sign installations including the conversion of uncontrolled intersections to stop sign control, in an alternating pattern, on an area by area basis as warrants demand and budget permits.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 February 02, received and adopted the attached report to streamline the process for installation of stop signs.

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

Respectfully submitted,

Councillor J. Young  
Chair

Councillor D. Evans  
Member

Councillor N. Volkow  
Member

|   |
|---|
| Copy - CITY MANAGER<br>- DIRECTOR ENGINEERING |
|---|

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 1999 01 25  
FROM: ASST. DIRECTOR ENGINEERING, FILE:  
TRAFFIC & ENGINEERING SYSTEMS  
SUBJECT: DELEGATION OF STOP SIGN APPROVALS TO STAFF  
PURPOSE: To streamline the process for installation of stop signs

---

RECOMMENDATION:

1. THAT staff be authorized to proceed with stop sign installations including the conversion of uncontrolled intersections to stop sign control, in an alternating pattern, on an area by area basis as warrants demand and budget permits.

REPORT

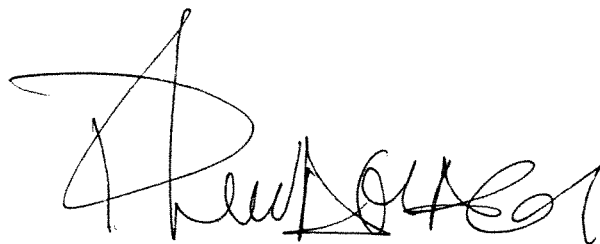
Over the past 7 years the Traffic Safety Committee has approved the conversion of uncontrolled intersections in 20 residential areas throughout the City to an alternating stop sign configuration. The extent of area conversion is shown in Exhibit One.

Improvements to intersection control have proven effective in reducing the incidence of right angle collisions, while also diminishing the speed and marginally the volume of traffic on the neighbourhood roads affected. An ICBC Road Improvement Program consultant study has confirmed the superior cost effectiveness of stop signs relative to other neighbourhood traffic calming measures. Accordingly, ICBC has funded a number of the area wide stop sign conversions in Burnaby.

Notwithstanding the stop sign installations to date, there remains a large number of junctions in residential areas of the City which still utilize courtesy corner intersection control.

The replacement of courtesy corners by stop sign control is bringing Burnaby into conformance with its neighbours (Vancouver is in the middle of a 10 year program for complete conversion while Coquitlam does not have any uncontrolled intersections) and other large metropolitan areas. We anticipate following suit, as warranted, subject to budget constraints which can be mitigated by continued external funding support from ICBC. It is noted however that there is a maintenance cost associated with stop signs that is borne through the operating budget.

Generally the introduction of stop signs in a neighbourhood at an individual intersection or on an area wide basis is uncontroversial and well received, both by the Committee and Burnaby residents. Accordingly, we recommend that approval for routine stop sign installations be delegated to staff. Contentious issues relative to stop control would still be brought before the Committee and we anticipate annual reports summarizing progress. While not a significant factor we believe that the compression of the timeline between investigation and installation can be beneficial.

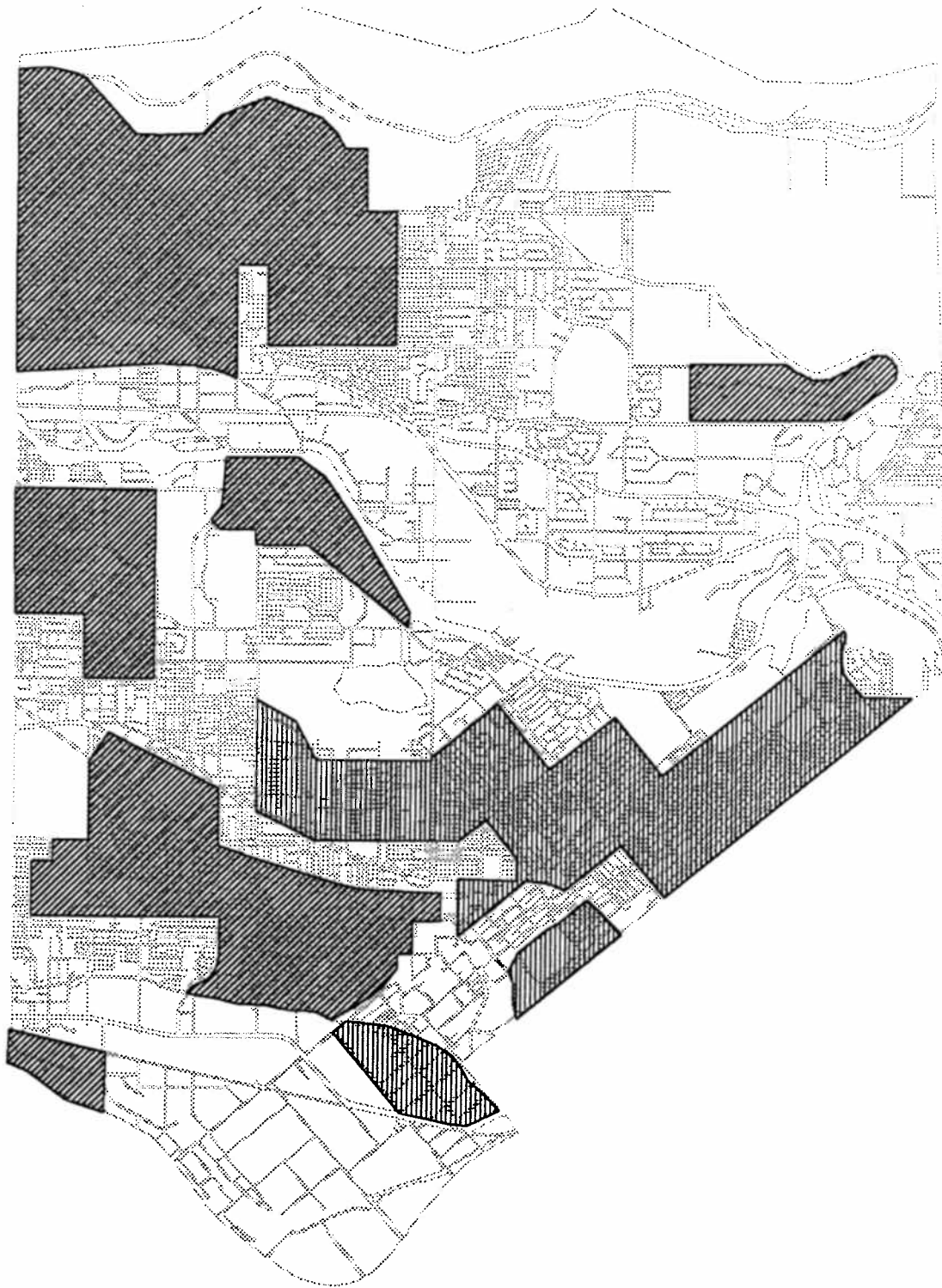
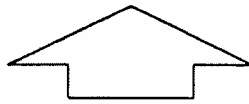


ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

PL:jh

cc: City Manager

EXHIBIT 1



| NO. | DATE | REVISION |
|-----|------|----------|
|     |      |          |

49



City of Burnaby  
ENGINEERING DEPARTMENT

AREA STOP SIGN SCHEMES

|                  |                |
|------------------|----------------|
| DRAWN BY: G.FUNK | SCALE: N.T.S.  |
| APPR'V'D BY: CDL | DATE: 98-12-14 |

**A 486**

Exhibit #1 2

| Stop Sign Scheme Boundaries                | Crashes per Year |             |
|--|------------------|-------------|
|  | Before           | After       |
| Capital Hill Area                          | 14               | 8           |
| Patterson, Rumble, Imperial, Nelson        | 12.6             | 1.3         |
| Edmonds, Griffiths, Stride 19/20, Kingsway | 6                | 2           |
| Southeast Burnaby                          | 42.6             | 12          |
| Kingsway, 14th Ave, 10th Ave, 19th St      | 6                | 6           |
| Woodsworth, Wayburne, Canada Way           | 1                | 0           |
| Kingsway, Canada Way, 16, Edmonds          | 1                | 0           |
| Eton, Willingdon, Hastings, Gilmore        | 20               | 2           |
| Hastings, Boundary, Edinburgh, Gilmore     | 10               | 3           |
| Hastings, Boundary, Willingdon, Parker     | 47               | 19          |
| Patterson, Burke, Willingdon, Moscrop      | 6                | 0           |
| Imperial, Walker, Burris, Buckingham       | 0                | 1           |
| Imperial, Walker, Sperling                 | 1                | 0           |
| Hastings, Holdom, Parker, Delta            | 4.5              | 2           |
| Willingdon, Hastings, Delta, Parker        | 12               | 4.8         |
| <b>TOTALS</b>                              | <b>183.7</b>     | <b>61.1</b> |

