

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: TRAFFIC ON GRAVELEY STREET**

RECOMMENDATION:

1. **THAT** Council authorize staff to respond to concerns regarding traffic speeds on Graveley Street and stop violations at the Carleton Avenue intersection.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2001 June 05, received and adopted the *attached* report to respond to concerns regarding traffic speeds on Graveley Street and stop violations at the Carleton Avenue intersection.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 2001 05 24

**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-01-04

**SUBJECT:** TRAFFIC ON GRAVELEY STREET

**PURPOSE:** To respond to concerns regarding traffic speeds on Graveley Street and stop violations at the Carleton Avenue intersection.

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**RECOMMENDATION:**

1. **THAT** this report be received for information.

**R E P O R T**

**1.0 INTRODUCTION**

Arising under new business at the Committee meeting of 2001 March 6, a concern was raised regarding traffic speed on Graveley Street and stop sign violations at the intersection of Carleton Avenue at Graveley Street. Staff were asked to report. Staff have now collected data on traffic speed and volume on Graveley with the use of automatic traffic counters and conducted several site visits to the intersection to observe driver habits at the stop signs.

**2.0 DATA COLLECTION**

The count and speed data collected did not present any anomalous numbers. The counts indicated an average daily volume of around 1300 vehicles. This total is in line with prior counts at this location. The volumes are considered acceptable for a residential road performing a minor collector function. No significant problems were highlighted by the speed data. We note that, although the overall violation rate was low, the percentage of vehicles travelling in excess of 50km/ph was much higher in the westbound direction. This is probably due to the grade of Graveley on the approach to the Carleton intersection.

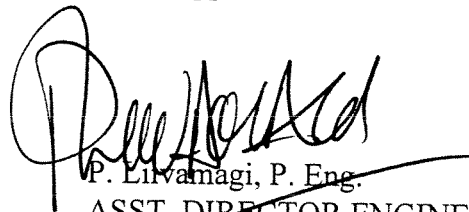
### 3.0 OBSERVATIONS

Observations regarding stop sign violations at the intersection confirmed that “rolling stops” are occurring although not unusually flagrantly. This is common concern within all stop sign controlled areas, especially at multi-way stop intersections. Local drivers appear to become habituated to the area traffic patterns and will often roll through the stops rather than coming to a full halt. This behaviour may be exacerbated at this intersection by the grade. There is no evidence of a crash problem at this intersection as no collisions have been recorded in past decade.

### 4.0 DISCUSSION and CONCLUSION

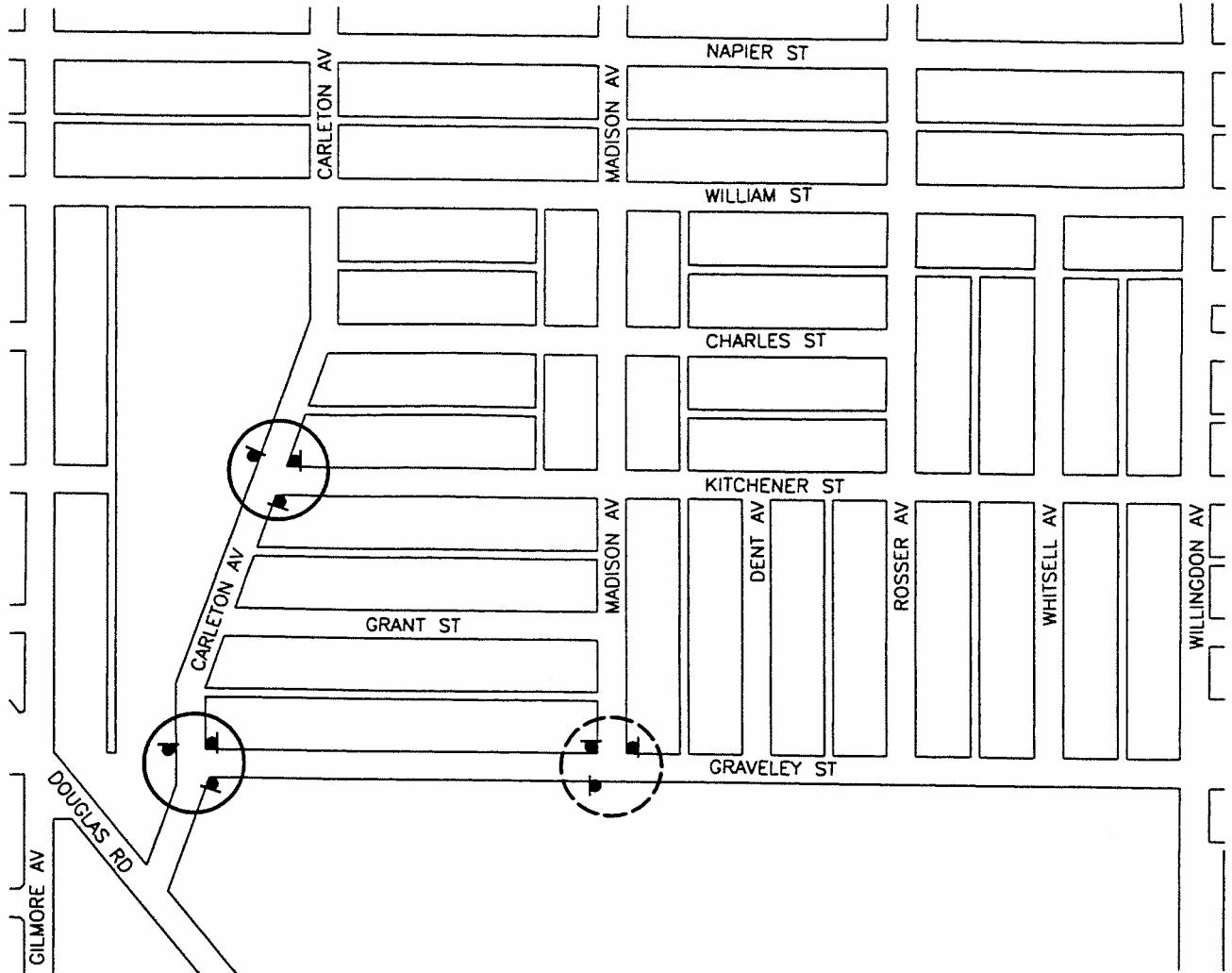
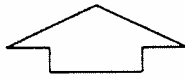
The concerns relating to the speed and volume on Graveley and the stop sign violations at the Carleton intersection are somewhat related. When alternating stop control was first implemented in the area bounded by Gilmore, Parker, Willingdon and Graveley, (attachment 1) stretches of both Graveley and Carleton were left with thru status. This was due to the number of “T” intersections along these roadways. Generally 3-way stops are not desirable within an alternating stop system due to potential violation on the least impeded leg of the “through” street. Subsequently Carleton/Kitchener and Carleton/Graveley were converted to multi-way stops to address speed concerns adjacent the park with some apparent success. None of the “T” intersection along Graveley between Carleton and Willingdon were converted although the possibility was mooted.

Accordingly we now propose converting the Graveley and Madison intersection (at the crest of the hill) to a 3-way stop. This will reduce the apparent continuity of Graveley and address the speed issue. We will also install a “stop ahead” sign on Graveley on the approach to Carleton and monitor the effectiveness of this course of action.

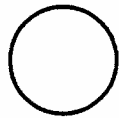
  
P. Livanagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

EJ:

cc: City Manager



**LEGEND**



RECENT CONVERSION TO 3-WAY STOP



RECOMMENDED CONVERSION TO 3-WAY STOP

14

NO.	DATE	REVISION



**3 WAY STOP  
CONVERSION**

DRAWN BY: HLOUIE	SCALE: N.T.S.	<b>A 566</b>
APPRV'D BY:	DATE: 2001-05-25	