

ITEM	11
MANAGER'S REPORT NO.	25
COUNCIL MEETING	1981 06 01

RE: LETTER FROM BARBARA GUDMUNDSON
7729 - 16TH AVENUE, BURNABY, B.C. V3N 1P8
CANADA WAY AND BURRIS

Following is a report from the Municipal Engineer regarding the above subject.

RECOMMENDATION:

1. THAT the recommendations of the Municipal Engineer be adopted.

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TO: MUNICIPAL MANAGER 81 05 21
FROM: MUNICIPAL ENGINEER
SUBJECT: CANADA WAY AND BURRIS STREET

RECOMMENDATIONS:

1. THAT this report be received for the information of Council.
2. THAT Barbara Gudmundson of 7729 - 16th Avenue, Burnaby be sent a copy of this report.

SUMMARY:

The project to provide left turn channelization on Canada Way at Burris Street was initiated by the Ministry of Highways in 1978 to prevent future backups onto the Trans Canada Highway that could occur from congestion at the Burris Street intersection.

REPORT:

Reference the submission from Barbara Gudmundson of 7729 16th Avenue, Burnaby, dated 1981 May 20.

Mrs. Gudmundson was told verbally the history of how the project to provide left turns on Canada Way at Burris Street evolved when she came to the Engineering Department. She insisted, however, on documented evidence of when certain processes occurred including dates and parties responsible. Because of the nature of the evolving of this project such information is not available in such documented form.

For the information of Council we present the following concerning the subject project and to answer the three questions raised.

(cont'd)

1. The need to provide left turn channelization on Canada Way at Burris Street was evident many years ago as indicated by the acquisition of additional right-of-way on Canada Way as far back as 1971. However, the Ministry of Highways began to be concerned about the possible backup of Canada Way traffic onto the Trans Canada Highway that would be generated by additional left turners at Burris Street upon completion of the One Arbor Lane development. This was a concern raised by the Superintendent of Traffic of the Ministry of Highways in a letter to the Regional Engineer in 1978 November. We do not have a copy of this letter.
2. The Ministry of Highways began working on a finalized design about 1979 March from earlier rough designs drawn in the late 1960's. You could say then that the Ministry of Highways decided it should be done. It was during these design stages that we came involved in the actual geometrics of the intersection and the cost sharing aspects.
3. This question is answered in #1, the Ministry of Highways were concerned about backups onto the Trans Canada Highway.


MUNICIPAL ENGINEER

HB:sp