

ITEM 11
MANAGER'S REPORT NO. 35
COUNCIL MEETING 85/05/21

RE: LETTER FROM MR. & MRS. B. McFARLANE, WHICH APPEARED ON THE AGENDA
FOR THE 1985 MAY 06 MEETING OF COUNCIL (Item 5 b)
TRAFFIC MANAGEMENT - WALKER AVENUE

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1985 05 09

FROM: DIRECTOR ENGINEERING

SUBJECT: 6163 WALKER AVENUE
SUBMISSION OF MR. & MRS. B. MCFARLANE,
6163 WALKER AVENUE, BURNABY, B.C., V5E 3B5 -

RECOMMENDATION:

THAT Mr. & Mrs. B. McFarlane, 6163 Walker Avenue, Burnaby, B.C., V5E 3B5, receive a copy of this report.


REPORT:

Traffic volumes on Walker Avenue have shown a slight increase since the opening of Oakland Street, 18% since July of 1984. The volumes on Walker Avenue are expected to continue to increase for a couple of months and then stabilize as traffic adjusts to the new street pattern.

The Local Improvement Program that will be initiated on Walker Avenue will provide a finished standard of 11 metres (36') between curbs with sidewalks on both sides. This standard will only provide for two moving lanes of traffic, the same condition that now exists with the asphalt cap pavement. With the curbed standard and parked cars adjacent the curbs the actual travelled lanes will appear to the motorists to be narrower and, if anything, should reduce the overall speed.

The statement that the intersection of Oakland/Burris/Walker/Sperling is now quite dangerous is at this time subjective. Our check of reported accidents has failed to find a single accident at these intersections since Oakland Street was opened. There was one accident at Empress/Oakland and one at Gilley/Oakland.

The policy for the placement of wheelchair ramps is that they be placed on streets in commercial, institutional and recreational areas only and then only if there are no grade problems.


DIRECTOR ENGINEERING

cc: () Traffic Supervisor

HB:cf