

ITEM 16
MANAGER'S REPORT NO. 37
COUNCIL MEETING 85/05/27

RE: LETTER FROM MR. & MRS. TWIDALE WHICH APPEARED ON THE AGENDA FOR
THE 1985 MAY 21 MEETING OF COUNCIL (Item 4 h)
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 85 05 22

FROM: DIRECTOR ENGINEERING

SUBJECT: 6250 WALKER AVENUE
SUBMISSION OF MR. & MRS. TWIDALE

RECOMMENDATION:

THAT Mr. & Mrs. Twidale, 6250 Walker Avenue, Burnaby, B. C.,
V5E 3B4, receive a copy of this report.

REPORT:

Our most recent traffic volume counts, taken during the first week of this month, show an increase of only 18% since the opening of Oakland Street. We would expect this volume to continue to increase for the next month or two until such time as the traffic patterns stabilize. The actual peak hour for the entire 7 day count, 4-5 p.m. on Thursday, May 2, was 417 vehicles. This translates into an average gap between vehicles of 8.6 seconds which means that in all probability there would have been frequent gaps within this hour in which one could have exited their driveway safely.

Similarly, this average during the peak hour gap is sufficient to permit safe pedestrian crossing of Walker Avenue based upon an existing 6 m pavement width and a 1 metre per second pedestrian pace. Even the proposed 11 metre final standard would still have numerous available gaps during this peak hour of sufficient duration to permit safe pedestrian crossing. The current Council adopted policy would not permit the installation of painted pedestrian crosswalks at the intersection of Stanley and Walker. Nor is the requested 4-way stop warranted in that there has not been a reported accident at this intersection since 1982.

The suggestion that the installation of stop signs on Walker Avenue may reduce speeds and divert traffic to Sperling Avenue has not been fully proven when applied in other locations. For example, the reversing of stop signs on Oxford Street at two intersections produced higher speeds between stop signs and transferred traffic, not to Hastings as desired, but to adjacent residential streets with increased accident rates, speeds and complaints from residents on these streets. As Sperling Avenue is not necessarily a desirable alternative to Walker Avenue, diverted traffic could end up on Malvern Avenue which parallels Walker between Burris and Imperial. The speeds are being monitored by the R.C.M.P. and enforcement conducted as required.

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In summary we feel that existing traffic volumes on Walker Avenue do not warrant any changes in traffic control at this time. It should be noted, however, that all pertinent traffic pattern and volume changes on streets in this area will be the subject of a report to the Traffic Safety Committee in about two months from now, after updated traffic counts have been taken.

E.E. Olson
DIRECTOR ENGINEERING

DE/lmy

cc: () Traffic Supervisor
() R.C.M.P.