

ITEM 14
MANAGER'S REPORT NO. 31
COUNCIL MEETING 85/04/29

RE: LETTER FROM RICHARD & CHARLENE KAMENSEK, WHICH APPEARED ON THE AGENDA
FOR THE 1985 APRIL 22ND MEETING OF COUNCIL (Item 5 a)
TRAFFIC MANAGEMENT - WALKER AVENUE AND STANLEY STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 85 04 22
FROM: DIRECTOR ENGINEERING
SUBJECT: 6108 WALKER AVENUE - COMPLAINT OF INCREASED
TRAFFIC

RECOMMENDATION:

THAT a copy of this report be sent to Richard and Charlene Kamensek of 6108 Walker Avenue, Burnaby, B. C., V5E 3B4

REPORT:

Reference the submission from RICHARD AND CHARLENE KAMENSEK, 6108 WALKER AVENUE, BURNABY, B. C., V5E 3B4, dated 1985 April 02.

In responding to the subject complaint, we would advise that Walker Avenue between Burris Street and Imperial Street was the topic of previous reports to Council. The last report was item #17, Manager's report #27, Council meeting 1985 April 09 and is attached.

As noted in the report of 1985 April 04 the Engineering Department will be conducting continuing traffic monitoring on those streets connecting to the new Oakland Street. It was our intention to wait for about two months after the full opening of Oakland Street before doing further counts. It was felt that this would be the minimum time period needed to evaluate any anticipated change in daily traffic patterns. However, due to the claims of tripling of traffic volumes, we did obtain an updated count for this report. This new factored count indicates a daily volume of traffic on Walker Avenue of 2,885 vehicles.

Traffic volumes on Walker Avenue prior to any opening of Oakland was 2,455 vehicles per day (V.P.D.). The most recent count indicates an increase of 430 V.P.D. or 18%. This volume is expected to increase as more traffic from the Royal Oak area that previously used the Irving/Bryant route switches over to the better Oakland Street route. To what extent this increase will be, we do not know at this time, but we will have a better idea in a couple of months when traffic patterns have leveled off.

(cont'd)

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The inference that the increase in traffic is due to Vancouver and Surrey commuters cannot be substantiated without a costly origin/destination survey. We believe however, that the majority of vehicles on Walker Avenue have origins and destinations in Burnaby and the increases in traffic are due to a change in road patterns.

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HB/lmy
Attach.

cc: () Traffic Supervisor
() Traffic Safety Committee



DIRECTOR ENGINEERING

RE: LETTER FROM TOM AND MARGE KILLIP
6235 WALKER AVENUE, BURNABY, B.C., V5E 3R5
TRAFFIC MANAGEMENT - WALKER AVENUE AND STANLEY STREET

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MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 85 04 04

FROM: DIRECTOR ENGINEERING

SUBJECT: SUBMISSION OF TOM & MARGE KILLIP
6235 WALKER AVENUE, BURNABY, B. C. V5E 3B5

RECOMMENDATION:

1. THAT Tom and Marge Killip of 6235 Walker Avenue, Burnaby, B. C., V5E 3B5, be sent a copy of this report.

REPORT:

Walker Avenue between Burris and Stanley Streets is on the current list of local improvements projects (L.I.P.) to be initiated this year. The standard of improvement will be 11 metres (36 feet) between curbs, which will provide for two moving traffic lanes and two parking lanes. The existing roadway consists of an asphalt cap pavement which is centre-lined to provide two free flowing lanes of traffic. Roadside shoulders for parking is minimal due to existing ditches.

The standard of Walker Avenue has always been that of a local collector, a classification that will not change with the L.I.P.

The L.I.P. is being initiated in response to requests from adjacent property owners for street improvements.

As a result of previous submissions from a Mrs. Helen McCurrach of 7069 Walker Avenue, we had the traffic volumes monitored and the speeds checked. From a series of radar checks we established an 85th percentile speed of approximately 58 kmh. This speed is within the range normally found on local collector types of roads. It is possible this speed will drop slightly when curbs are built and vehicles are parked on both sides of the street, giving the appearance of a narrower travelled way. Traffic volume

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counts taken in 1984 July on Walker Avenue before the opening of Oakland Street to Gilley Avenue gave a factored reading of 3,155 vehicles per day (V.P.D.). Counts taken in 1984 December after Oakland Street was opened gave a factored reading of 2,900 V.P.D., a drop of 255 V.P.D. Counts will be taken again in about two months time to evaluate any changes in volume as a result of the full opening of Oakland Street that occurred on Tuesday, 1985 April 02.

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In responding to the concern of vehicles passing in the school zone over a solid line, we would advise that such a maneuver is not an offense. Section 157 (1) (C) of the Provincial Motor Vehicle Act states:

"If a highway is marked with (c) one single line, broken or solid, the driver of a vehicle shall drive the vehicle to the right of the line, except only when passing an overtaken vehicle."

Notwithstanding the above, as the school zone signing on Walker Avenue is primarily an advance warning of a marked school crosswalk a passing maneuver is undesirable. To make such a maneuver illegal we will be posting a "no passing" tab under each blue school pentagon sign.

The R.C.M.P. by a copy of this report will be requested to monitor this area for possible violations of speed and passing regulations.

HB/lmy

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

[Handwritten Signature]
 DIRECTOR ENGINEERING