

ITEM

MANAGER'S REPORT NO.

COUNCIL MEETING

15

61

85/09/30

RE: LETTER FROM MS. HELEN MCCURRACH WHICH APPEARED ON THE AGENDA FOR THE
1985 SEPTEMBER 23 MEETING OF COUNCIL (Item 4 d)
WALKER AVENUE - TRAFFIC

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1985 September 24
FROM: DIRECTOR ENGINEERING
SUBJECT: LETTER FROM HELEN MCCURRACH RE: WALKER AVENUE

RECOMMENDATION:

1. THAT Helen McCurrach of 6079 Walker Avenue be sent a copy of this report and its attachments.

SUMMARY:

The need for a new route to replace Gilley Avenue south of Kingsway as a truck route was established several years ago and the incorporation of the Byrne - 10th Avenue connector into the Council adopted Conceptual Transportation Plan reflects this need. The Traffic Safety Committee's requested Origin-Destination study was conducted on 1985 July 18 and the results are an attachment to this report. Similarly the results of our "before and after" traffic volume counts on streets intersecting Oakland Street are an attachment.

REPORT:

The "Gilley Alternate" as a replacement for Gilley Avenue south of Kingsway as a truck route has been the subject of several studies over the past years. In 1977 the Engineering Department requested a consultant to submit proposals on the study, design, construction and inspection of a new road connecting Byrne Road south of Marine Drive to Edmonds Street at 19th Street. Also the Council adopted, on 1979 August 20, the "Conceptual Transportation Plan" which incorporated the Byrne Road - Tenth Avenue connector. Both of these proposals were in recognition of the need to provide a truck route, with favourable grades and away from existing residential neighbourhoods, to replace the designated truck route on Gilley Avenue from Kingsway to Marine Drive.

The Origin-Destination study requested by the Traffic Safety Committee was delayed until after Oakland Street was completed from Royal Oak to Walker Avenues and traffic patterns became established. On 1985 July 18 the study was conducted and attached to this report is a copy of our report to the Committee. Attached to this latter report were summaries of each of the three one hour peak periods (AM, NOON, PM) and a combined totals summary of the results of the field collected data. This data was collected by four staff members stopping and interviewing over 90 percent of the motorists using Walker Avenue near Morley Street during the survey periods.

ITEM 15
MANAGER'S REPORT NO. 61
COUNCIL MEETING 85/09/30

135

Also attached to this report is a copy of a report to the Traffic Safety Committee regarding the changes in volumes of traffic on streets intersecting with Oakland Street. Burriss and Bryant Streets were also counted both before and after the opening of Oakland Street and the changes are noted in the attached report.

In conclusion the statistical information contained within the attached reports does not contain any figures which we would consider to be unexpected for the street classifications involved.

DE/dd

c.c. () Traffic Supervisor

Attach.



DIRECTOR ENGINEERING

ITEM 15
MANAGER'S REPORT NO. 61
COUNCIL MEETING 85/09/30



INTER-OFFICE COMMUNICATION

TO: SECRETARY TRAFFIC DEPARTMENT: C/O CLERK'S DATE: 1985 08 28
SAFETY COMMITTEE
FROM: DIRECTOR ENGINEERING DEPARTMENT: ENGINEERING OUR FILE # WALKER AV
SUBJECT: WALKER AVENUE - BURRIS TO IMPERIAL STREETS YOUR FILE #

At its meeting of 1985 January 15 a motion to conduct an origin/destination survey on Walker Avenue was approved by this Committee. Because of the magnitude of conducting the standard vehicular license plate check, the survey was put on hold. It was also felt that such a study should be conducted later when traffic patterns in the area had stabilized.

On 1985 July 18 we conducted on the site interviews of drivers during the morning, noon and evening peak periods. All drivers were asked for the origin of their trip and its destination as well as their residential address.

Enclosed for the information of the Committee are tabulations of the interview results. Sheet #1 which indicates the total number of vehicles checked (706) shows the breakdown of origins/destinations related to residence. For example, line 10 shows close to 57% of the trips had both the origin/destination as well as residence in Burnaby. Line 11 shows that only 3.4% of the total were non-Burnaby commuters. The remaining lines to 17 indicate the various combinations with at least one point being in Burnaby.

Updated traffic counts on Walker Avenue taken in 1985 July show a 24 hour volume of 3,581 vehicles. Counts taken in 1984 July show a volume of 2,455 vehicles indicating an increase of 1,126 vehicles per day or an increase of approximately 46% in the one year period.

STAFF RECOMMENDATION TO TRAFFIC AND SAFETY COMMITTEE:

THAT the above report be received for information purposes.


DIRECTOR ENGINEERING

HB:cf
Encl.
cc: () Traffic Supervisor

HOT & SOUTH.

07:30 - 08:30
12:00 - 13:00
16:30 - 17:30
DATE: 1985 JULY 18 TIME: LOCATION: WALKER AVE @ MORLEY ST

ITEM	ORIGIN-DESTINATION SURVEY SUMMARY SHEET			SOUTH BOUND			NORTH BOUND			COMBINED		
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
1	RESIDENCE			RESIDENCE			RESIDENCE			RESIDENCE		
2	ORIGIN			ORIGIN			ORIGIN			ORIGIN		
3	DESTINATION			DESTINATION			DESTINATION			DESTINATION		
4	TRAVEL PATTERNS			TRAVEL PATTERNS			TRAVEL PATTERNS			TRAVEL PATTERNS		
5	BURNABY	NON-EEY	NON-EEY	BURNABY	NON-EEY	NON-EEY	BURNABY	NON-EEY	NON-EEY	BURNABY	NON-EEY	NON-EEY
6	300	83.3	60	16.7	360	100.0	273	78.9	73	21.1	346	100.0
7	281	78.1	79	21.9	360	100.0	260	75.1	86	24.9	346	100.0
8	282	78.3	78	21.7	360	100.0	278	80.3	68	19.7	346	100.0
9	RESIDENCE	ORIGIN	DESTINATION	RESIDENCE	ORIGIN	DESTINATION	RESIDENCE	ORIGIN	DESTINATION	RESIDENCE	ORIGIN	DESTINATION
10	BURNABY	BURNABY	BURNABY	BURNABY	BURNABY	BURNABY	195	56.9	56.4	400	56.7	56.4
11	NON-EEY	NON-EEY	NON-EEY	NON-EEY	NON-EEY	NON-EEY	16	2.2	4.6	24	3.4	4.6
12	BURNABY	BURNABY	BURNABY	BURNABY	BURNABY	BURNABY	39	14.2	11.3	90	12.7	11.3
13	NON-EEY	NON-EEY	NON-EEY	NON-EEY	NON-EEY	NON-EEY	18	5.0	9.2	50	7.1	9.2
14	BURNABY	NON-EEY	BURNABY	BURNABY	NON-EEY	BURNABY	39	10.8	11.3	78	10.6	11.3
15	NON-EEY	BURNABY	NON-EEY	NON-EEY	BURNABY	NON-EEY	17	4.7	3.8	30	4.1	3.8
16	BURNABY	NON-EEY	BURNABY	BURNABY	NON-EEY	BURNABY	2	0.6	0.0	2	0.3	0.0
17	NON-EEY	BURNABY	BURNABY	NON-EEY	BURNABY	NON-EEY	20	5.6	3.5	32	4.4	3.5
18	PROXIMITY TO SURVEY LOCATION			PROXIMITY TO SURVEY LOCATION			PROXIMITY TO SURVEY LOCATION			PROXIMITY TO SURVEY LOCATION		
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
19	262	48.4	37.1	34.7	64.1	61.6	37.0	34.5	37.0	34.5	61.6	61.6
20	ORIGIN			ORIGIN			ORIGIN			ORIGIN		
	261	46.6	37.0	34.5	61.6	61.6	37.0	34.5	37.0	34.5	61.6	61.6

15
MANAGER'S REPORT NO. 61
COUNCIL MEETING 85/09/30

137

MIDDLEGATE
COMMERCIAL AREA
(INCL. KW-EDMONDS AREA)

DEER LAKE

ORIGIN % DESTINATION %
9 1.3 11 1.6
92 13.0 111 15.7

1 LOCATION WALKER AVE at MORLEY ST DATE 1985 JULY 18 TIME 07:30-08:30

2 SOUTH BOUND NORTH BOUND COMBINED

3 BURNABY NON-BBY TOTAL BURNABY NON-BBY TOTAL BURNABY NON-BBY TOTAL

4 SUMMARY SHEET

5 RESIDENCE 66 85.7 11 14.3 77 100.0 92 74.8 31 25.2 123 100.0 158 79.0 42 21.0 200

6 ORIGIN 66 85.7 11 14.3 77 100.0 93 75.6 30 24.4 123 100.0 159 79.5 41 20.5 200

7 DESTINATION 49 57.1 33 42.9 77 100.0 83 67.5 40 32.5 123 100.0 127 63.5 73 36.5 200

8 TRAVEL PATTERNS NO. % NO. % NO. %

9 RESIDENCE ORIGIN DESTINATION
10 BURNABY BURNABY BURNABY
11 NON-BBY NON-BBY NON-BBY
12 BURNABY BURNABY NON-BBY
13 NON-BBY NON-BBY BURNABY
14 BURNABY NON-BBY BURNABY
15 NCN-BBY BURNABY NON-BBY
16 BURNABY NON-BBY NON-BBY
17 NON-BBY BURNABY BURNABY
18 PROXIMITY TO SURVEY LOCATION WITHIN 1 KM WITHIN 1 MI
19 ORIGIN DESTINATION
20 DESTINATION

ITEM 15
MANAGER'S REPORT NO. 61
COUNCIL MEETING 85/09/30

1		LOCATION: WALKER AVE + MORLEY ST DATE: 1985 JULY 18 TIME: 12:00 - 13:00																			
2	3	SOUTH BOUND						NORTH BOUND						COMBINED							
		BURNABY		NON-BBY		TOTAL		BURNABY		NON-BBY		TOTAL									
4	SUMMARY SHEET																				
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%							
5	RESIDENCE			ORIGIN			DESTINATION			RESIDENCE			ORIGIN			DESTINATION					
6	93	78.8	25	21.2	118	100.0	80	76.9	24	23.1	104	100.0	173	77.8	49	22.2	222				
7	96	81.4	22	18.6	118	100.0	89	85.6	15	14.4	104	100.0	185	83.3	37	16.7	222				
8	TRAVEL PATTERNS																				
9	RESIDENCE			ORIGIN			DESTINATION			RESIDENCE			ORIGIN			DESTINATION					
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%			
10	BURNABY	BURNABY	BURNABY	73	61.9	63	60.6	136	61.3	BURNABY	BURNABY	BURNABY	11	0.8	5	4.8	6	2.7			
11	NON-BBY	NON-BBY	NON-BBY	1	0.8	5	4.8	6	2.7	NON-BBY	NON-BBY	NON-BBY	11	0.8	5	4.8	6	2.7			
12	BURNABY	BURNABY	BURNABY	11	9.3	6	5.8	17	7.7	BURNABY	BURNABY	BURNABY	12	9.3	6	5.8	17	7.7			
13	NON-BBY	NON-BBY	BURNABY	3	2.5	8	7.7	11	5.0	NON-BBY	NON-BBY	BURNABY	13	10.6	11	8.1	5.0				
14	BURNABY	NON-BBY	BURNABY	7	5.9	11	10.6	18	8.1	BURNABY	NON-BBY	BURNABY	14	10.6	11	8.1	5.9				
15	NON-BBY	BURNABY	NON-BBY	8	6.8	4	3.8	12	5.4	NON-BBY	BURNABY	NON-BBY	15	12	5.4	8	6.8				
16	BURNABY	NON-BBY	NON-BBY	2	1.7	0	0.0	2	0.9	BURNABY	NON-BBY	NON-BBY	16	1.7	0	0.0	2	0.9			
17	NON-BBY	BURNABY	BURNABY	13	11.0	7	6.7	20	9.0	NON-BBY	BURNABY	BURNABY	17	11.0	7	6.7	20	9.0			
18	PROXIMITY TO SURVEY LOCATION						WITHIN 1 Km						WITHIN 1 MI								
	NO			% ALL			NO			% BURNABY			% ALL			% BURNABY					
19	ORIGIN			85			49.1			38.3			114			65.9			51.4		
20	DESTINATION			99			53.5			44.6			124			67.0			55.9		

LOCATION: WALKER AVE at MORLEY ST DATE: 1985 July 18 TIME: 16:30 - 15:30

2	SOUTH BOUND		NORTH BOUND		COMBINED	
	NO.	%	NO.	%	NO.	%
3	BURNABY NON-BBY TOTAL		BURNABY NON-BBY TOTAL		BURNABY NON-BBY TOTAL	
4	NO.	%	NO.	%	NO.	%
5	141	85.5	24	14.5	165	100.0
6	122	73.9	43	26.1	165	100.0
7	142	86.1	23	13.9	165	100.0
8	TRAVEL PATTERNS					
	NO.	%	NO.	%	NO.	%
9	RESIDENCE		RESIDENCE		RESIDENCE	
	ORIGIN	DESTINATION				
10	BURNABY	BURNABY	BURNABY	BURNABY	BURNABY	BURNABY
11	NON-BBY	NON-BBY	NON-BBY	NON-BBY	NON-BBY	NON-BBY
12	BURNABY	BURNABY	BURNABY	BURNABY	BURNABY	BURNABY
13	NON-BBY	NON-BBY	NON-BBY	NON-BBY	NON-BBY	NON-BBY
14	BURNABY	NON-BBY	BURNABY	NON-BBY	BURNABY	NON-BBY
15	NON-BBY	BURNABY	NON-BBY	BURNABY	NON-BBY	BURNABY
16	BURNABY	NON-BBY	BURNABY	NON-BBY	BURNABY	NON-BBY
17	NON-BBY	BURNABY	NON-BBY	BURNABY	NON-BBY	BURNABY
18	PROXIMITY TO SURVEY LOCATION		PROXIMITY TO SURVEY LOCATION		PROXIMITY TO SURVEY LOCATION	
	WITHIN 1 KM		WITHIN 1 KM		WITHIN 1 KM	
	NO	% ALL	NO	% ALL	NO	% ALL
19	ORIGIN		ORIGIN		ORIGIN	
20	DESTINATION		DESTINATION		DESTINATION	

1	101	61.2	69	58.0	170	59.9
2	7	4.2	1	0.8	8	2.8
3	8	4.8	3	2.5	11	3.9
4	7	4.2	4	3.4	11	3.9
5	29	17.6	28	23.5	57	20.1
6	8	4.8	9	7.6	17	6.0
7	0	0.0	0	0.0	0	0.0
8	5	3.0	5	4.2	10	3.5
9	BURNABY		BURNABY		BURNABY	
10	NON-BBY		NON-BBY		NON-BBY	
11	BURNABY		BURNABY		BURNABY	
12	NON-BBY		NON-BBY		NON-BBY	
13	BURNABY		BURNABY		BURNABY	
14	NON-BBY		NON-BBY		NON-BBY	
15	BURNABY		BURNABY		BURNABY	
16	NON-BBY		NON-BBY		NON-BBY	
17	BURNABY		BURNABY		BURNABY	
18	NON-BBY		NON-BBY		NON-BBY	
19	79	32.6	27.8	111	53.1	39.1
20	132	53.2	46.5	178	71.8	62.7

ITEM 15
 MANAGER'S REPORT NO. 61
 COUNCIL MEETING 85/09/30

ITEM	15
MANAGER'S REPORT NO.	61
COUNCIL MEETING	85/09/30

141



INTER-OFFICE COMMUNICATION
 DEPARTMENT: C/O CLERK'S
 DEPARTMENT: ENGINEERING
 DEPARTMENT: ENGINEERING

SECRETARY, TRAFFIC
 TO: SAFETY COMMITTEE

DATE: 1985 09 12
 OUR FILE OAKLAND ST.
 YOUR FILE #

FROM: DIRECTOR ENGINEERING

SUBJECT: CHANGES IN TRAFFIC PATTERNS RESULTING FROM
 THE COMPLETION OF OAKLAND STREET -
 ROYAL OAK TO WALKER AVENUES

Prior to the completion of Oakland Street between Royal Oak and Walker Avenues we placed automatic traffic recorders on several streets intersecting with Oakland and Burriss Streets. We also placed recorders on Gilley Avenue which was proposed to intersect with Oakland Street, and on Bryant Street which parallels Oakland Street.

We have recently completed a similar set of automatic traffic counts to determine the changes in volumes on these streets resulting primarily from the completion of Oakland Street. The following table gives the location of these recorders, the traffic volumes "before and after" and the percentage change. Note that the volumes are factored to Average Annual Daily Traffic.

LOCATION	1984	1985	PERCENT CHANGE
1. OAKLAND - Royal Oak to Pearl	2111	7073	+235
2. PEARL - Oakland to Irving	242	281	+ 16
3. SELMA - Oakland to Irving	144	200	+ 39
4. DENBIGH - Oakland to Irving	213	345	+ 62
5. ELGIN - Oakland to Irving	504	504	0
6. DUFFERIN - Oakland to Irving	1257	864	- 31
7. GILLEY - Bryant to Burns	1005	2538	+153
8. BRANTFORD - Oakland to Stanley	305	498	+ 63
9. SPERLING - Burriss to Stanley	5972	4387	- 27
10. WALKER - Burriss to Stanley	2455	3581	+ 46
11. BURRIS - Leibly to Walker	8257	8463	+ 2
12. BRYANT - Gilley to Randolph	2328	859	- 63

(Cont'd.)



TO:

INTER-OFFICE COMMUNICATION

FROM:

DEPARTMENT:

DATE:

SUBJECT:

DEPARTMENT:

OUR FILE #

YOUR FILE #

Page 2

The attached sketch shows the above locations with the corresponding numbers.

This report is for the information of the Traffic Safety Committee.

DE:cf

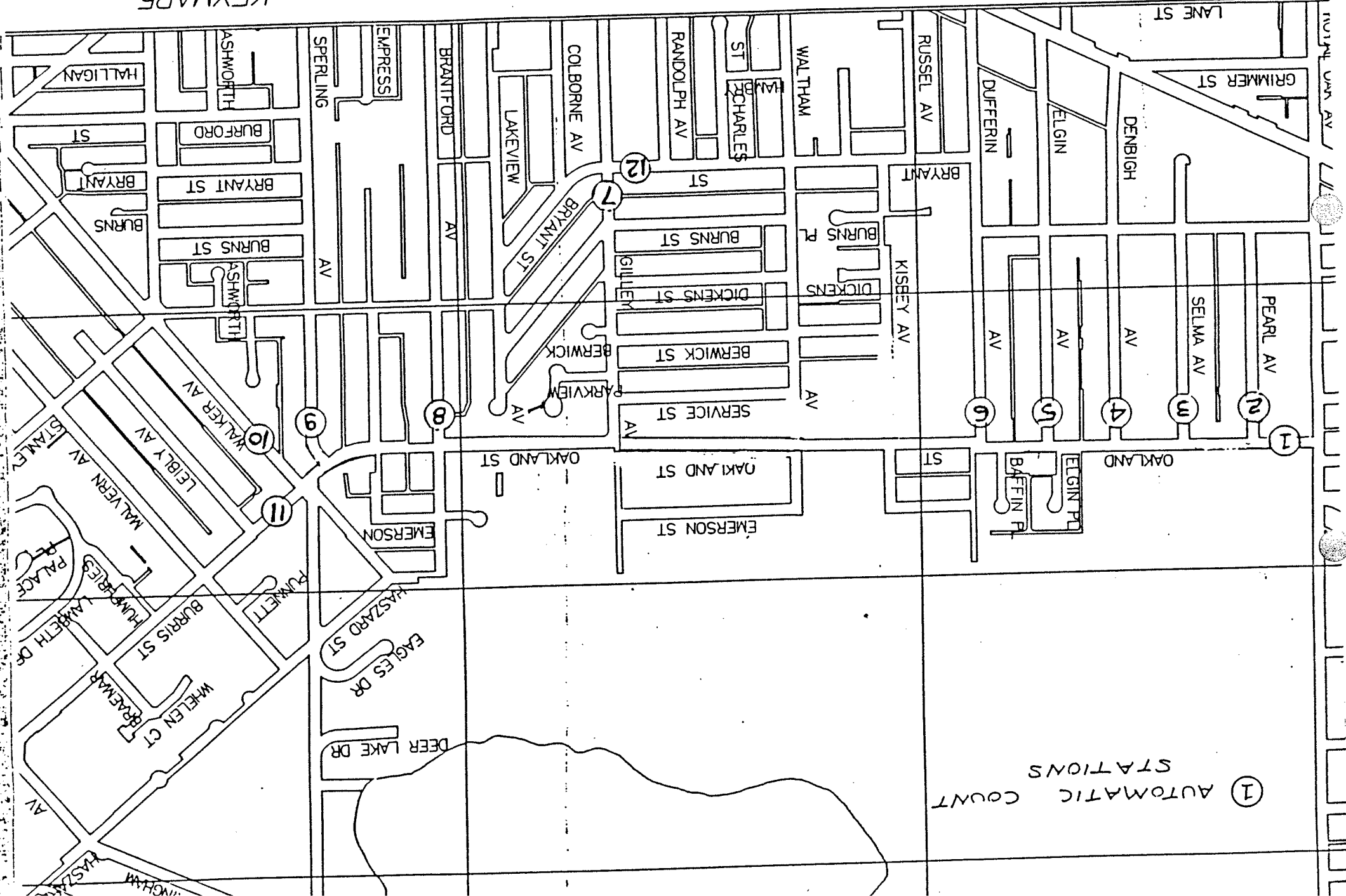
cc: () Traffic Supervisor

Attach.

David Kwan
per DIRECTOR ENGINEERING

ITEM	15
MANAGER'S REPORT NO.	61
COUNCIL MEETING	85/09/30

ITEM 15
MANAGER'S REPORT NO. 61
COUNCIL MEETING 85/09/30



KEYMAPS