

ITEM 5
MANAGER'S REPORT NO. 33
COUNCIL MEETING 85/05/06

RE: LETTER FROM MS. BEULAH DARLING DARLING ET AL, WHICH APPEARED ON THE
AGENDA FOR THE 1985 APRIL 29 MEETING OF COUNCIL
(Report No. 31, Item 15, 1985 April 29)
TRAFFIC MANAGEMENT - GILLEY AVENUE AND OAKLAND STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 85 05 01
FROM: DIRECTOR ENGINEERING
SUBJECT: GILLEY AVENUE AND OAKLAND STREET

RECOMMENDATION:

THAT a copy of this report be sent to Mrs. Beulah Darling
and the other petitioners.

REPORT:

The submission with petition from Beulah Darling of 6399
Parkview Place, Burnaby, B. C., V5E 4B6, raises a number of
points which are addressed individually as follows:

1. NOISE POLLUTION

A request was made that a fence, hedge or evergreen
trees be provided along Oakland Street and Gilley Avenue
as a noise buffer.

Under the Burnaby Conceptual Transportation Plan, the
only standard of road to be given noise attenuation
consideration will be those classified as arterials.
Oakland Street is classified as a major collector
residential while Gilley Avenue is classified as a minor
collector residential. Neither classification meets the
criteria to receive consideration of noise attenuation.

2. DANGEROUS WALKING SITUATION FOR PEDESTRIANS

Oakland Street has a concrete sidewalk behind the south
curb for its entire length between Royal Oak and
Sperling Avenues. There is a concrete sidewalk on the
east side of Gilley Avenue from Oakland Street to
Dickens Street, a distance of approximately 280 metres.
From Dickens Street to Imperial Street, a distance of
approximately 500 metres, the existing standard is a 6
metre asphalt cap pavement with gravel shoulders but no
sidewalks.

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Policy requires that collector streets such as Gilley Avenue can be improved and/or provided with sidewalks only through local improvement procedures. Local Improvement projects can be requested by the property owners or projects can be initiated by the Corporation. It is considered by staff that it would be advisable in this instance to initiate a street improvement project for Gilley Avenue from Dickens Street to Imperial Street, complete with appropriately placed sidewalks, in a future Local Improvement Program, probably in 1987.

3. DANGEROUS INTERSECTION AT GILLEY AND IMPERIAL

This intersection is being monitored and if the volumes or conditions indicate a warrant for a change in traffic control we will be recommending appropriate action. At the present time, we have noted an increase in the Gilley Avenue traffic, but no increase in accidents. To prematurely institute additional controls such as a four-way stop or traffic signals can cause an increase in accidents and/or elevate the perception of the route to a level beyond that of its designated classification, i.e., a minor collector residential.


DIRECTOR ENGINEERING

HB/lmy
cc: () Traffic Supervisor