

RE: LETTER FROM MR. L. KILLIP WHICH APPEARED ON THE AGENDA
FOR THE NOVEMBER 09TH MEETING OF COUNCIL (ITEM 4 B)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1987 NOVEMBER 06

FROM: DIRECTOR ENGINEERING

SUBJECT: WALKER AVENUE, BURRIS STREET TO IMPERIAL

RECOMMENDATION:

THAT Mr. L. Killip of 6235 Walker Avenue, Burnaby, B. C.,
V5E 3B5, be sent a copy of this report.

R E P O R T

Mr. L. Killip, 6235 Walker Avenue, Burnaby, B. C., V5E 3B5,
wrote to Council by letter dated 1987 October 25 concerning
vehicular traffic on Walker Avenue.

Walker Avenue from Burris Street to Kingsway has for many
years served the function of a local collector. With the
construction and opening of Oakland Street the volumes of
traffic using Walker Avenue have shown a steady but moderate
increase. For example, prior to the opening of Oakland Street
the volume of traffic using Walker Avenue between Burris and
Stanley Streets was 2,800 vehicles per day (V.P.D.), recorded
in 1984 July. In 1987 November, the count was approximately
5,100 V.P.D., an increase of 82%.

In responding to the concerns of speeding, we spoke to the
R.C.M.P. who advise that they have conducted numerous radar
checks on Walker Avenue. They have not found that Walker
Avenue carries any more speed violators than other collectors
of comparable volumes. They have, however, indicated that
they will try to increase the frequency of patrols.

As noted in Mr. Killip's letter, a traffic signal is to be
installed at Burris Street and Walker Avenue. This signal
should provide gaps in the Walker Avenue traffic that will
assist in driveway access. The signals noted that are to be
placed along Grange Street will be between Nelson and
Willingdon Avenue and should have no direct effect on Walker
Avenue.

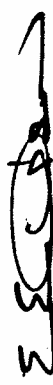
In our report of 1987 October 02 to the Traffic and Safety
Committee, we had recommended that if a traffic signal was to
be installed it should be at Burris Street and Sperling
Avenue. This recommendation was based on the street
classifications under the Conceptual Transportation Plan and
not on possible future warrants. A future warrant was a
possibility at Burris Street and Walker Avenue, and for this
reason the signal controller at Sperling Avenue was to be
capable of controlling Walker Avenue as well. We do not feel
that the reverse is applicable and are not anticipating a

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future signal warrant at Sperling Avenue. The signal controller for Burriss Street and Walker Avenue will therefore not be designed to control an additional intersection.

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In summary, we must advise that as areas in the Municipality undergo growth and development they generate an increase in vehicular volumes. This increase will be most notable on our arterials and major collectors and to a lesser extent on our minor collectors.



DIRECTOR ENGINEERING

HB:ml