

RE: LETTER FROM MR. T.S. KILLIP, 6235 WALKER AVENUE, BURNABY, B.C. V5E 3B5  
CONCERNS REGARDING GREATLY INCREASED TRAFFIC ON WALKER

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 APRIL 15  
FROM: DIRECTOR ENGINEERING  
SUBJECT: SUBMISSION OF T. S. KILLIP, 6235 WALKER AVENUE, BURNABY,  
B. C., V5E 3B5, DATED 1987 APRIL 07

RECOMMENDATION:

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

R E P O R T

The submission of Mr. Killip has listed a number of concerns which we will endeavor to address.

Traffic Volumes

Prior to the opening of Oakland Street, Walker Avenue between Burris Street and Stanley Avenue carried a volume in 1984 December of approximately 2,500 vehicles per day (V.P.D.). Our latest count taken in 1987 February gave a count of approximately 4,600 V.P.D. This represents an increase of 84%. The count tabulation sheets indicate that 94% of the 4,600 vehicle trips occur between 7 a.m. and 11 p.m.

50 km/h Speed Limit

The speed limit on all municipal streets is 50 km/h unless otherwise posted. This limit is set down under Section 151 of the Provincial Motor Vehicle Act and does not require signing for enforcement. The posting of 50 km/h on Oakland Street was done as an interim measure as the type of facility (very little parking and fairly straight) could possibly be mistaken by motorists as a permitted higher speed facility.

Truck Route

Walker Avenue, under the Burnaby Street and Traffic Bylaw, is not a designated truck route. Any trucks in excess of 13,600 kg (30,000 lbs) using Walker Avenue that do not have business in the immediate area would be in violation of this bylaw.

Truck route signing has been placed on the existing truck routes advising truckers of the designated routings. As an example, there is signing on Canada Way at Burris Street advising trucks to stay on Canada Way.

While municipal trucks are exempt from the bylaw, we have directed that trucks in excess of the bylaw limits, try, where possible, to stick to truck routes. A check of our truck

operations has indicated compliance with the bylaw as most trucks were under the weight limit. Exceptions would be garbage trucks working in the area.

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**Enforcement of Speed Limits**

We have checked with the R.C.M.P. and they advise that upon the opening of Oakland Street, heavy speed enforcement was conducted on Oakland, Sperling, Walker and Burris Street. They found that the initial tendency to speed on Oakland Street soon tapered off and that now all the streets noted are functioning in a similar manner as all collector streets. Enforcement by use of radar is continuing to be conducted as warranted or upon complaint.

The R.C.M.P. also conduct checks of trucks to ensure that they are complying with the provisions of our Truck Route Bylaw. In this regard, it must be pointed out that many of the trucks that are observed by the residents are either within the allowable weight limits or have a destination within the area. Those found to be in violation of the Bylaw are prosecuted.

Mr. Killip was contacted and the contents of this report were discussed with him.

HB:m1

cc: R.C.M.P.  
Attn: S/Sgt. Lund

  
DIRECTOR ENGINEERING