

RE: LETTER FROM ALLAN KEENLEYSIDE WHICH APPEARED ON THE AGENDA FOR THE SEPTEMBER 05 MEETING OF COUNCIL (CORRESPONDENCE ITEM NO. 16)

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1989 SEPTEMBER 06

FROM: ACTING DIRECTOR ENGINEERING

SUBJECT: CARIBOO/ARMSTRONG/HOLMES INTERSECTION  
CORRESPONDENCE FROM ALLEN KEENLEYSIDE

PURPOSE: To respond to correspondence regarding a number of traffic issues including the design of the Cariboo/Armstrong/Holmes Intersections.

RECOMMENDATION:

1. THAT a copy of this report be sent to Allen Keenleyside, 8548 Armstrong Avenue, Burnaby, BC, V3N 2H3.

REPORT

On Council's Agenda for its meeting of 1989 September 05 was correspondence from Allen Keenleyside. Mr. Keenleyside had a couple of concerns and suggestions.

First, he is concerned about speeding vehicles on Armstrong. We have discussed this with Mr. Keenleyside and it appears that a part of the problem is caused by students from Cariboo Hill School. This complaint has been brought to us before by concerned parents from Armstrong Elementary School. The R.C.M.P. have periodically targetted Armstrong for enforcement of the speed limit and other traffic regulations as required. We have also discussed the problem with the School Principal who will be conveying the concern regarding driver behaviour to the student body. In his letter Mr. Keenleyside suggested that we post Armstrong with the speed limit, and we have explained to him why it is not our practice to post such "universal" regulations. We also believe that the urban speed limit is well understood by most drivers, even those who flagrantly disregard it.

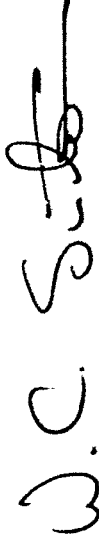
Second, Mr. Keenleyside was concerned with the intersection design at Armstrong/Holmes/Cariboo Road and suggested improvements to it. We are implementing the improvements similar to those he has proposed in conjunction with the current upgrading of Cariboo Road. Armstrong will be

realigned so that it intersects Cariboo at Holmes to form a more conventional intersection. We will also be installing traffic signals at the new intersection. However, as the roadworks will be completed before the signal work, the traffic will be controlled by a four-way stop in the interim.

Third, Mr. Keenleyside also noted that the concerns that he has made most recently were raised by him in a 1988 February 15 letter to the Mayor which was acknowledged but not responded to by staff as promised. We have been unable to ascertain what happened to Mr. Keenleyside's original letter and have apologized to him for the omission. We have discussed his concerns and the content of this report with Mr. Keenleyside.

PL:lm

cc: Traffic Supervisor



ACTING DIRECTOR ENGINEERING