

**CITY OF BURNABY**  
**TRAFFIC AND TRANSPORTATION COMMITTEE**  
**(TRAFFIC SAFETY DIVISION)**

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

**A. WALKER AVENUE, BURRIS TO STANLEY**

RECOMMENDATIONS:

1. **THAT** Council approve the modification of traffic lanes along Burris/Oakland at Walker/Sperling to de-emphasize eastbound to southbound routing along Walker.
2. **THAT** Council approve the installation of a 4-way stop at Walker and Stanley.
3. **THAT** a copy of this report be sent to Richard Kamensek, 6108 Walker Avenue, Burnaby, B.C. V5E 3B4.

**REPORT**

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 February 03, adopted the attached report providing the Committee with additional information regarding intersection control.

Arising from discussion on the attached report, the report was amended to reflect the Committee's request that a 4-way stop be installed at the intersection of Walker and Stanley and that further traffic counts be implemented on Walker Avenue. The members agreed that traffic enforcement should be implemented on Walker Avenue in order to monitor and educate drivers currently using Walker Avenue as a truck route.

The Committee referred the above noted concerns to staff for a further report.

**MEMBERS:**

Mr. D. Berardine  
Ms. K. Friederici  
Mr. E. Fourchalk  
Mr. P. Herring  
Ms. L. Kapp  
Mrs. R. Oostlander  
Mrs. D. Mumford  
Mr. D. Richardson  
Mr. B. Robinson  
R. A. MacDonald

Respectfully submitted,

Councillor J. Young  
Chair,

Councillor D. Evans,  
Vice Chair

Councillor N. Volkow  
Member

-COPY - CITY MANAGER

- DIRECTOR ENGINEERING  
- OFFICER-IN-CHARGE, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1998 01 27  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02  
**SUBJECT:** WALKER AVENUE, BURRIS TO STANLEY  
**PURPOSE:** To provide the Committee with additional information regarding intersection control.

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RECOMMENDATIONS:

1. THAT traffic lanes along Burris/Oakland at Walker/Sperling be modified to de-emphasize eastbound to southbound routing along Walker.
2. THAT a copy of this report be sent to Richard Kamensek, 6108 Walker Avenue, Burnaby BC, V5E 3B4.

REPORT

This report provides the additional information noted as forthcoming in the Walker Avenue, Burris Street to Stanley Street Traffic Management report submitted to the Committee at their 1997 November 4 meeting. The items reviewed are lane assignments along Burris/Oakland Street at Walker/Sperling Avenue, and a four way stop at Walker Avenue and Stanley Street.

Lane Reassignment, Walker & Burris, Sperling & Oakland

Currently Walker Avenue southbound traffic comes from Burris by a left turn bay from Burris Street westbound and a right turn lane on Burris eastbound. The right turn lane is further facilitated by a large radius corner. This is illustrated in Exhibit 1. \*\*

Sperling Avenue southbound traffic is fed by a through/left turn lane on Burris westbound and a through/right turn lane on Oakland eastbound.

The proposed changes as illustrated in Exhibit 2 <sup>\*\*</sup> are relatively minor, but would better delineate the intended uses of Walker and Sperling. These changes would be:

- eliminate the right turn lane from Burris EB to Walker SB;
- adjust the centreline on Burris 1.5m south to accommodate the removal of the RT lane;

\*\* Exhibits 1 & 2 provided to Council and staff under separate cover.

- install an extruded concrete curb return on the SW corner with a reduced radius to eliminate "free sweep" movement;
- install a RT lane on Oakland EB to Sperling SB.

#### 4-Way Stop Analysis, Walker & Stanley

The Uniform Traffic Devices for Canada manual's warrant for multi-way stops is as follows:

*"Multi-way Stop Signs may be warranted under one or more of the following conditions:*

- a where the traffic volumes on the intersecting roadways are approximately equal and the combined pedestrian and vehicle volumes on the minor street or highway averages 200 units per hour for an eight hour period;*
- b where the average delays to minor street vehicular traffic entering the intersection exceeds 30 seconds per vehicle during the peak hour;*
- c where traffic signals are not warranted and a collision problem, as indicated by five or more reported collisions per year of a type susceptible to correction by a multi-way stop installation exists. Such accidents include right and left turn collisions as well as right angle collisions;*
- d as an interim measure prior to the installation of traffic signals;*
- e as an interim measure, for a period of approximately one month prior to undertaking Stop Sign reversal and removal of Stop Signs on existing approaches."*

Using these guidelines the intersection was reviewed with current data.

Traffic counts for Walker Avenue show weekday volumes of 6,553 (Burris-Stanley, 97/09/16), while Stanley (Sperling-Ashworth, 96/10/08) shows less than a sixth the volume at 981. Unless volumes on Stanley were to increase by 3-400% these traffic volumes would preclude any need for a four-way stop.

The volumes on Walker, while high for a Local Collector, are still low enough to allow gaps for vehicles on Stanley to cross without undue delay. Consideration was also given to buses making a left from Walker northbound to Stanley westbound, since this is used as a bus route. There are excellent sight lines and sufficient gaps for buses to make the manoeuver safely with current volumes on Walker and the signal at Burris downstream.

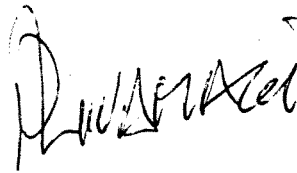
Accident records indicate three accidents (coincidentally all in 1995) for the intersection over the last five years. These numbers are well below the threshold of five or more per year indicated by the manual.

**CONCLUSION**

To better delineate the intended use of Walker Avenue and Sperling Avenue, we recommend altering the lane assignments changes would be:

- eliminate the right turn lane from Burris EB to Walker SB;
- adjust the centerline on Burris 1.5m south to accommodate the removal of the RT lane;
- install an extruded concrete curb return on the SW corner with a reduced radius to eliminate "free sweep" movement;
- install a RT lane on Oakland EB to Sperling SB.

The Uniform Traffic Control Devices for Canada manual indicates that the current stop control at Stanley and Walker is the type best suited to the current conditions.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

MDS:  
Attach.

cc: City Manager

**EXHIBIT 1 Existing Lane Configuration at the Burris /Walker and Sperling /Oakland Intersections**





**EXHIBIT 2 Proposed Lane Configuration at the Burris /Walker and Sperling /Oakland Intersections**

