

CITY OF BURNABY

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: WALKER AVENUE: INTERIM TRAFFIC MEASURES**

RECOMMENDATION:

1. **THAT** Council authorize staff to consult with residents on Walker Avenue between Imperial and Burris Streets on interim traffic calming measures as outlined in Section 3.0 of this report.

REPORT

The Transportation Committee, at its meeting held on 2003 September 10, received and adopted the *attached* report requesting approval from the Council to consult with residents on Walker Avenue between Burris and Imperial Streets on interim traffic calming measures.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Doug Evans  
Vice Chair

Councillor Lee Rankin  
Member

COPY: CITY MANAGER DIRECTOR ENGINEERING FIRE CHIEF OFFICER IN CHARGE, RCMP
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TO: CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

2003 September 09

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.640"W"

SUBJECT: WALKER AVENUE: INTERIM TRAFFIC MEASURES

PURPOSE: To request approval from the Transportation Committee and Council to consult with residents on Walker Avenue between Burris and Imperial Streets on interim traffic calming measures.

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RECOMMENDATION:

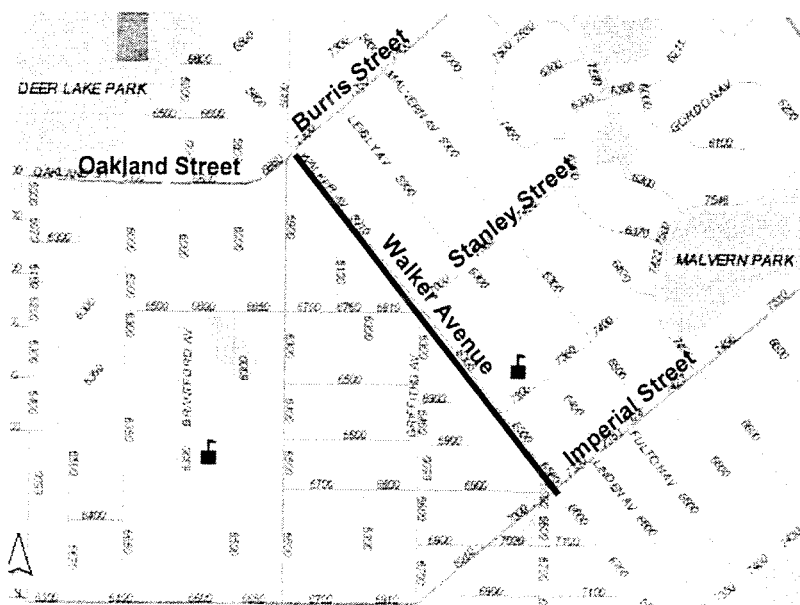
1. THAT staff be authorized to consult with residents on Walker Avenue between Imperial and Burris Streets on interim traffic calming measures as outlined in Section 3.0 of this report.

REPORT

1.0 INTRODUCTION

At its regular meeting of 2003 April 09, the Transportation Committee requested staff to review traffic measures on Walker Avenue from Oakland /Burris to Imperial (*Figure 1*) in response to concerns about traffic volume and speed raised by a delegation of residents of the Burris to Stanley block of Walker Avenue. These residents had recently had their street reconstructed under a Local Improvement Program.

Figure 1  
Walker Avenue



Subsequently on 2003 July 25, staff met with a group of residents from Walker Avenue between Burris and Stanley to review their concerns and develop an approach to respond to these traffic issues. At this meeting, residents identified the need for immediate measures to address the issue of speeding traffic. In the course of these discussions, staff developed an approach which would include the more immediate implementation of traffic calming measures on Walker Avenue and a possible process to address any concerns of the wider neighbourhood including the section of Walker Avenue between Stanley and Imperial.

As the residents of the Stanley to Imperial section have not been consulted regarding these immediate measures, it is recommended that, prior to seeking Committee and Council approval for these measures, all of the residents on Walker between Burris and Imperial be informed by covering letter and copy of this report and thus be afforded the opportunity to comment on these measures.

## 2.0 ISSUES

### 2.1 High Traffic Volumes on Walker

Recent traffic counts undertaken on Walker indicate that both traffic volume and speeds are significant issues on Walker Avenue.

In the Burnaby Transportation Plan, Local Collectors, such as Walker Avenue are expected to carry a maximum of 5,000 vehicles per day. However, as shown in **Table 1**, traffic counts taken over the years have shown that traffic volumes on Walker have exceeded this volume since September 1987 (5,147 vehicles per day) and have grown to 6,232 vehicles per day as of April 2003.

### 2.2 Traffic Volumes on Walker Have Steadily Increased

Traffic volumes have been increasing on Walker Avenue since the early eighties when a weekday traffic count showed 2,117 vehicles compared to the 6,232 in 2003. This trend was initiated with the construction of the Oakland Connector in October 1984. As shown in bold on **Table 1**, daily traffic volumes on Walker Avenue increased from 2,804 vehicles before Oakland was opened in September 1984 to 3,821 vehicles one year later in October 1985. Most of the increase on Walker was attributable to traffic between Burris and Kingsway.

**Table 1**  
**Traffic Volumes on Walker Avenue**  
**24 Hour Period**

<b>Date of Count</b>	<b>Northbound</b>	<b>Southbound</b>	<b>Both Directions</b>
September 1981	1,126	991	2,117
<b>September 1984</b>	<b>1,903</b>	<b>901</b>	<b>2,804</b>
<b>October 1985</b>	<b>1,900</b>	<b>1,921</b>	<b>3,821</b>
December 1985	1,983	2,187	4,170
April 1986	2,231	2,342	4,573
November 1986	2,310	2,459	4,769
November 1987	2,438	2,709	5,147
June 1990	2,688	2,840	5,528
March 1996	3,483	3,251	6,734
September 1997	3,162	3,433	6,595
March 1999	2,997	3,113	6,110
April 2003	3,100	3,132	6,232

**2.3 Traffic Volumes on Walker are Higher than Sperling**

In the Burnaby Transportation Plan, Walker Avenue is designated as a Local Collector expected to carry up to 5,000 vehicles per day and Sperling Avenue, a Major Collector-Secondary, which also connects Burriss and Imperial, is expected to carry up to 12,000 vehicles per day. However, as shown in **Table 2**, Walker Avenue, a minor road, carries approximately 6,200 vehicles daily (April 2003 count) while Sperling Avenue, the designated major road, carries approximately 4,100 vehicles per day (November 2001 traffic count).

This imbalance began in 1984 when Oakland was opened to traffic. At that time, Sperling carried approximately 6,515 vehicles per day and Walker approximately 2,804 vehicles. Over the years, the total traffic on both streets has increased but traffic has increased faster on Walker and some traffic has shifted from Sperling to Walker.

**Table 2**  
**Traffic Volumes on Walker Avenue**  
**and Sperling Avenue (1984 to 2003)**  
**24 Hour Period**

Date of Count	Walker	Sperling	Total Both Streets
July 1984	no count	6,515	
September 1984	2,804	4,571	7,375
July 1985	no count	4,580	
September 1985	3,821	no count	
July 1986	4,573	4,192	8,765
November 1987	5,147	no count	
July 1988	no count	3,641	
October 1996	6,734	3,868	10,602
March 1999	6,110	no count	
November 2001	no count	4,053	
April 2003	6,232	no count	

**2.4 Traffic Speeds on Walker are Relatively High**

Currently, median traffic speeds over a 24-hour period on Walker are approximately 55 kph northbound and 51 kph southbound indicating that more than 50% of vehicles are exceeding the speed limit. Moreover, vehicle speeds at the 85<sup>th</sup> percentile speed are approximately 63 kph northbound and 60 kph southbound indicating that 15% of all vehicles on Walker Avenue are exceeding these speeds.

**3.0 SUGGESTED APPROACH**

**3.1 Interim Measures**

To address the issue of speeding and poor driver behavior on Walker Avenue between Burris and Stanley, the following traffic calming measures have been discussed with residents of this section:

- **median barrier on Walker at the intersection with Burris** - to prevent traffic conflicts and to “throttle down” or narrow Walker Avenue at the intersection.

- **three temporary traffic calming measures** - to reduce traffic speeds on Walker, the temporary installation of traffic calming measures, such as raised median islands and/or temporary curb extensions as shown in **Figure 2 attached** were discussed with residents. Residents have indicated a preference for median “spot islands” similar to a traffic circle. Removal of parking adjacent to the traffic calming measures has been agreed to by the affected residents.

*Figure 3* shows the potential location of the temporary median barrier and the raised median islands as favoured by the residents. Funding for these temporary measures estimated at \$6,000 can be accommodated in the current Engineering budget. These measures are not expected to address the issue of excessive traffic volumes on Walker or the issue of the imbalance of traffic relative to Sperling but should slow traffic and improve safety on Walker Avenue.

The consultation process with residents of Walker Avenue will involve forwarding this report with a covering letter soliciting questions or comments on the proposed traffic calming measures.

**Figure 3**  
**Walker Avenue: Interim Traffic Calming Measures**



### **3.2 Monitoring Process**

Should the proposed traffic calming measures be approved by Council it is proposed to monitor the installation of the interim traffic measures for a six-month period after installation to determine the impact of the measures on traffic volumes and speeds and overall safety on Walker Avenue. During this time, there may have to be fine tuning of the size and position of the islands.

As these traffic calming measures will affect not only residents living on the Burris to Stanley section of Walker, but also residents from the surrounding neighbourhood who use Walker Avenue as a Local Collector to get to and from their homes, part of the monitoring process will involve reporting on any concerns expressed by residents living on other streets in the neighbourhood.

### **3.3 Possible Community Transportation Plan Process**

The results of the monitoring process will determine whether there is a need to proceed to a more extensive Community Transportation Plan process which would also involve the residents of Walker between Stanley and Imperial and ultimately the neighbourhood as a whole. If a broader process is necessary, a report will be forwarded to the Committee and Council at that time.


## **4.0 CONCLUSION**

Residents of Walker Avenue between Burris and Stanley have raised concerns regarding the volume and speed of traffic for some years. Traffic volumes surfaced as a concern of residents after volumes increased significantly on Walker Avenue upon completion of Oakland Street in September 1984. More recently, with the implementation of a LIP on Walker Avenue between Burris and Stanley, traffic speeds have become an issue with residents.

Having met with the residents of the Burris to Stanley block of Walker Avenue, staff have proposed some traffic calming options to address the concerns of this block. However, as residents of the Stanley to Imperial section of Walker have not been informed of this approach, this report recommends all residents of Walker Street including those living between Burris and Imperial be consulted in this matter.

After allowing for a two week period for residents to comment on the measures, staff will bring back a report to Council recommending implementation of immediate measures to

address traffic concerns. Staff will work with the residents of this block to fine tune the shape, size and other design features of the proposed interim traffic calming measures in consultation with the residents, RCMP and Fire Department. Following implementation of these measures, staff would monitor their effectiveness and acceptance by the neighbourhood over a six month period and come back to the Committee with a report.

  
for J. S. Belhouse, Director  
PLANNING AND BUILDING

RG/jc  
Attachment

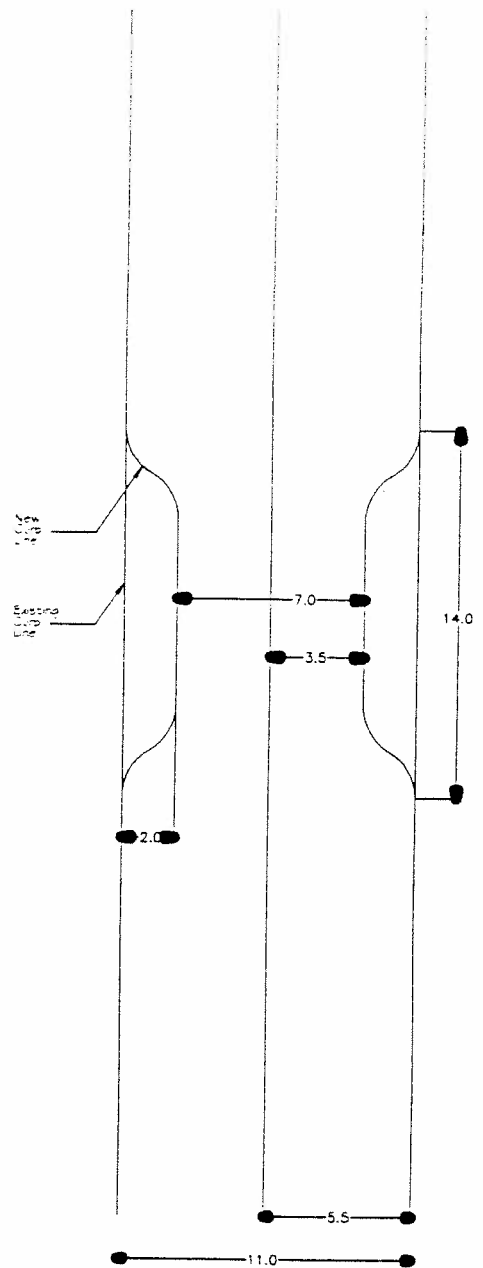
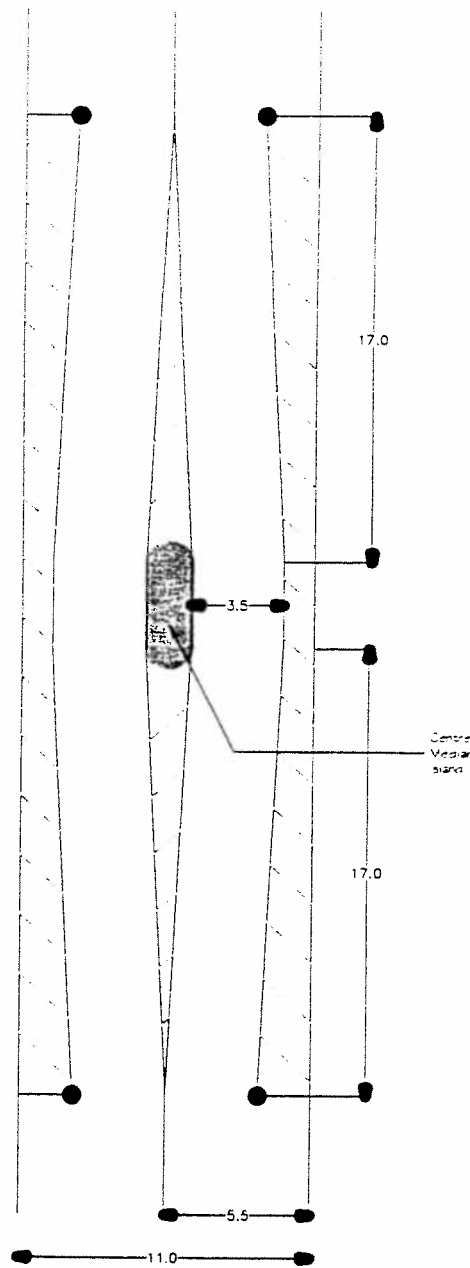
cc: City Manager  
Director Engineering  
Fire Chief  
Officer in Charge, RCMP

P:\Bob Glover\Walker Avenue CTP Report.wpd



# Centre Median Island

# Mid-Block Curb Extension



● Safe Hit Delineator Post



Walker Ave. Midblock Traffic Calming Measures for Residents Discussion

DRAWN BY: A.K.E

SCALE: N.T.S.

APPRVD BY: P.L.

DATE: 03/28/07

FIGURE 2

