

18. Re: Width of Driveway Crossing
1557 Sperling Avenue
(Item 11, Report No. 37, May 14, 1973)

Council on May 14, 1973 authorized the curb cut for the driveway at 1557 Sperling Avenue to be widened from 12 to 15 feet.

As a result of further investigation, the Manager and Engineer have concluded that the curb cut should not be widened from its present width. The reasons are contained in the following report from the Engineer:

"On Tuesday, May 15, 1973, I and the Supervisor of Traffic Operations drove to the complainant's home at 1557 Sperling Avenue to ascertain whether in fact a large size American automobile could gain an unobstructed access to this crossing. My reasons for checking this driveway was my concern that we have many crossings in Burnaby that are of this dimension and we could be placing the Municipality in a position of widening each one on complaint. On this newly constructed curb on Sperling alone, we have approximately 33 crossings of this dimension.

The vehicle I used was my own Chrysler which is one of the larger American cars. We found that we were able to enter the crossing without over-riding the centre line or striking the curb slope of the crossing. It is therefore our opinion that no widening adjustments need to be taken on this crossing.

We have for some time been endeavouring to come down with a printed policy manual on the type and dimensions of all vehicular crossings related to the various standards of finished roads. The Institute of Traffic Engineers have just finished a three part article titled "Guidelines for Driveway Design and Location". Using these articles as reference material, we are hopeful of producing our own policy manual in the very near future."

The Supervisor of Traffic Operations as a result of his visit to Mrs. Schultz at her residence on Sperling Avenue on May 18, 1973 advises as follows:

"I drove into the subject property driveway going southbound on Sperling Avenue and was able to complete the turn into the Schultz's driveway without mounting the curb slope or crossing the painted centre-line.

I identified myself to Mrs. Schultz and explained to her that the Engineering Department had conducted tests on her entrance using the larger American model vehicles without mounting the curb or crossing the centre-line and that on this evidence we felt we must appeal Council's decision to widen her crossing.

She admitted that they were able to enter with their Chevrolet without mounting the curb but that they had difficulty when pulling a trailer. They also felt in periods of heavy traffic a wider driveway would be nicer to have. I told her that if these concerns had been brought to our attention prior to the curb construction we could have widened it a couple of feet but otherwise our crews were only instructed to match existing sidewalk crossings using 12 feet as the minimum width."

In view of the above, we would like to see the subject of the crossing widening brought back to Council with a recommendation that it be left in its present 12 foot base width.

RECOMMENDATIONS:

- THAT Council withdraw the authorization to widen the subject curb cut from 12 to 15 feet; and
THAT the curb cut be left in its present 12 foot base width; and
THAT a copy of this report be sent to Mr. and Mrs. Schultz.