

RE: LETTER FROM MR. B. SMITH WHICH APPEARED ON THE AGENDA FOR THE MARCH 28TH MEETING OF COUNCIL (CORRESP. ITEM 5)
SPERLING AVENUE AT DEER LAKE AVENUE ACCESS TO MUNICIPAL COMPLEX

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1989 March 30
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.126

SUBJECT: SPERLING AVENUE AT DEER LAKE AVENUE
(CORRESPONDENCE FROM MR. BRAMWELL G. SMITH OF
7335 IMPERIAL STREET, BURNABY)

PURPOSE: To provide Council with an overview of the adopted road pattern concept for the Central Area and to respond to the concerns of the correspondent.

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RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Bramwell G. Smith of 7335 Imperial Street, Burnaby, B.C. V5G 1N6.

R E P O R T

BACKGROUND

Appearing on the 1989 March 28 Council Agenda was correspondence from Mr. Bramwell G. Smith of 7335 Imperial Street, Burnaby, B.C. Mr. Smith is objecting to the recent installation of turn prohibition traffic signs on Sperling Avenue at the eastern end of Deer Lake Avenue, Figure 1 attached. These signs were recently installed after observations indicated that drivers, northbound on Sperling Avenue at Rugby Avenue, ignore, or fail to comprehend the intent of the channelization at the Deer Lake Avenue/Sperling intersection by making extremely acute left turns, or "U" turns, into Deer Lake Avenue in a manner contrary to good driving practise and to the channelization established on the roadway.

Further, the correspondent requested "...that until the 'bottleneck' at Canada Way has been resolved, we be permitted use of Deer Lake Avenue to access the Municipal Complex and to travel west via Gilpin Street."

INTRODUCTION/HISTORY

During the late 1970's, commuter traffic had become a daily annoyance for residents in the Buckingham/Sperling neighbourhood because traffic would shortcut through the area in both directions between Canada Way and Burriss Street in an attempt to avoid delays and congestion along Canada Way.

After receiving delegations from the neighbourhood for, and against, road closures and/or restrictive controls in the neighbourhood to prevent the flow of commuter traffic, a consensus was reached on a scheme that would allow traffic destined to Deer Lake beach to use Buckingham Avenue to and from Burris. Also, Canada Way would be accessible from the neighborhood and beach but access, via Sperling, to the neighbourhood and beach from Canada Way would be restricted to all except emergency vehicles.

CENTRAL AREA TRANSPORTATION STUDY

On 1984 June 11 and 1984 June 18, Council received reports on the Central Area Transportation Planning Study. One of the components of this Study was a park drive to connect Gilpin Street across Deer Lake Creek to Sperling Avenue utilizing portions of both Deer Lake Avenue and Dale Avenue.

There was considerable public discussion on the Central Area Transportation Study including ten separate delegations to Council from residents of the area. In addition there was participation by the Parks & Recreation Commission, the Century Park Museum Association Board and the Transportation Committee.

Council subsequently referred the Study back to the Transportation Committee for review. In reviewing the park drive again, the Transportation Committee took into consideration the various comments received and evaluated nine options with respect to the park drive. As part of this evaluation six objectives were developed against which the options could be evaluated. These objectives were:

- a) *Discourage the use of park drive by commuter traffic.*
- b) *Restrict park and commuter traffic from residential neighborhoods.*
- c) *Meet the accessibility and parking needs of the park facility users and administrative complex.*
- d) *Provide a vehicle and circulation system that is sensitive to the existing and future character of the park.*
- e) *Ensure the efficient operation of the external road network.*
- f) *Ease of implementation.*

After this review Council on 1984 November 26 adopted a Central Area road concept as outlined on Figure 2 attached.

The improvements made to the Central Area roadways, in accordance with the adopted plan, included the upgrading of Canada Way with left turn channelization, realignment of Deer Lake Place with Norland Avenue and installation of a traffic signal at the new intersection. Subsequent to those improvements an extension of Deer Lake Avenue across Deer Lake Creek through the park to Sperling Avenue and improvements to the intersection with Deer Lake Place were undertaken. These improvements were made to provide firstly, for traffic not destined to the area to bypass the central facilities and secondly, for traffic destined to the central facilities to enter the area via two primary "gateways" from Canada Way; one at the new Deer Lake Place/Canada Way intersection, the other via the Canada Way/Sperling Avenue intersection.

The channelization and recently installed traffic signing at the Sperling/Deer Lake Avenue intersection is in accordance with the Central Area plan for traffic patterns and access in the area. Although the eastern "gateway" from Canada Way to the central facilities leaves much yet to be desired, the Planning & Building Inspection Department believes further discussions with the Ministry of Transportation and Highways' staff may resolve the needs on Canada Way at Sperling to provide the accessibility required.

CONCLUSION

Should the request of the correspondent be acceded to, traffic from Canada Way, Burris and areas south would be permitted to again "rat" run through the Buckingham neighbourhood to avoid delays and congestion on Canada Way and would also be allowed to shortcut through the park.

Council's direction at the time of the approval of the Central Area Transportation Study was that traffic flow through the area be monitored by staff to determine whether or not shortcutting would continue to take place after the road improvements were in place. The recently installed traffic signs result from the monitoring determining that illegal turns were negating the intent of the Central Area Road concept; namely to ensure that Deer Lake Drive is used only as an access route to Central Area facilities and not as a shortcut for commuter traffic.

The RCMP will continue to observe and enforce all the posted regulatory signs, including traffic speed, in the park area.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

WSS/mcb
Attach:

cc: Director Engineering
Director Recreation & Cultural Services
Director Administrative & Community Services
Officer In-Charge, RCMP, Burnaby Detachment

ITEM 8
 MANAGER'S REPORT NO. 27
 COUNCIL MEETING 89/04/10

Canada Way 132

Burnaby
 Village
 Museum

Sperling Ave.

Deer Lake
 Raised Median (Grassed)
 Avenue

Landscaped Area

EMERGENCY
 VEHICLE ACCESS
 ONLY

Rugby Ave.

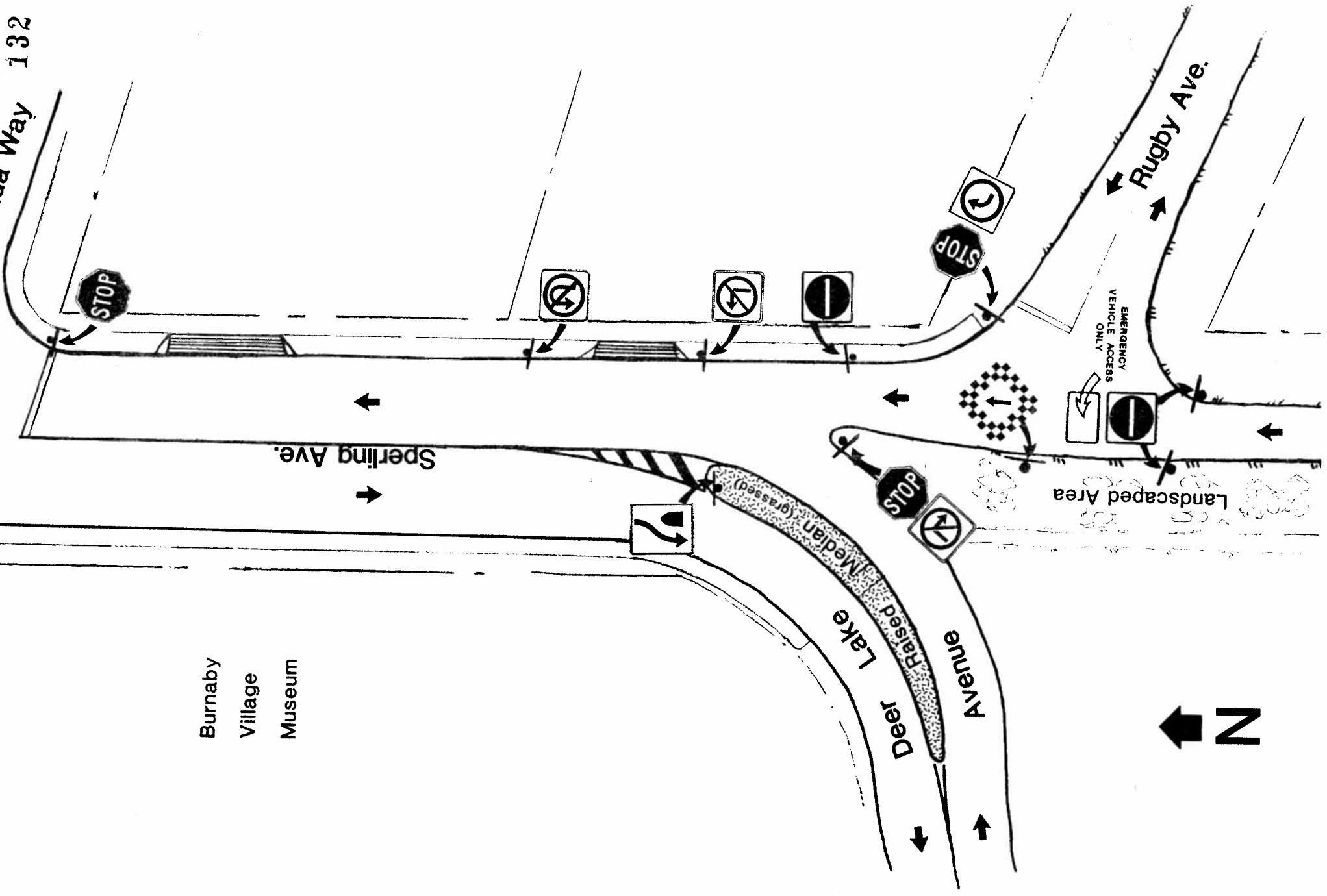
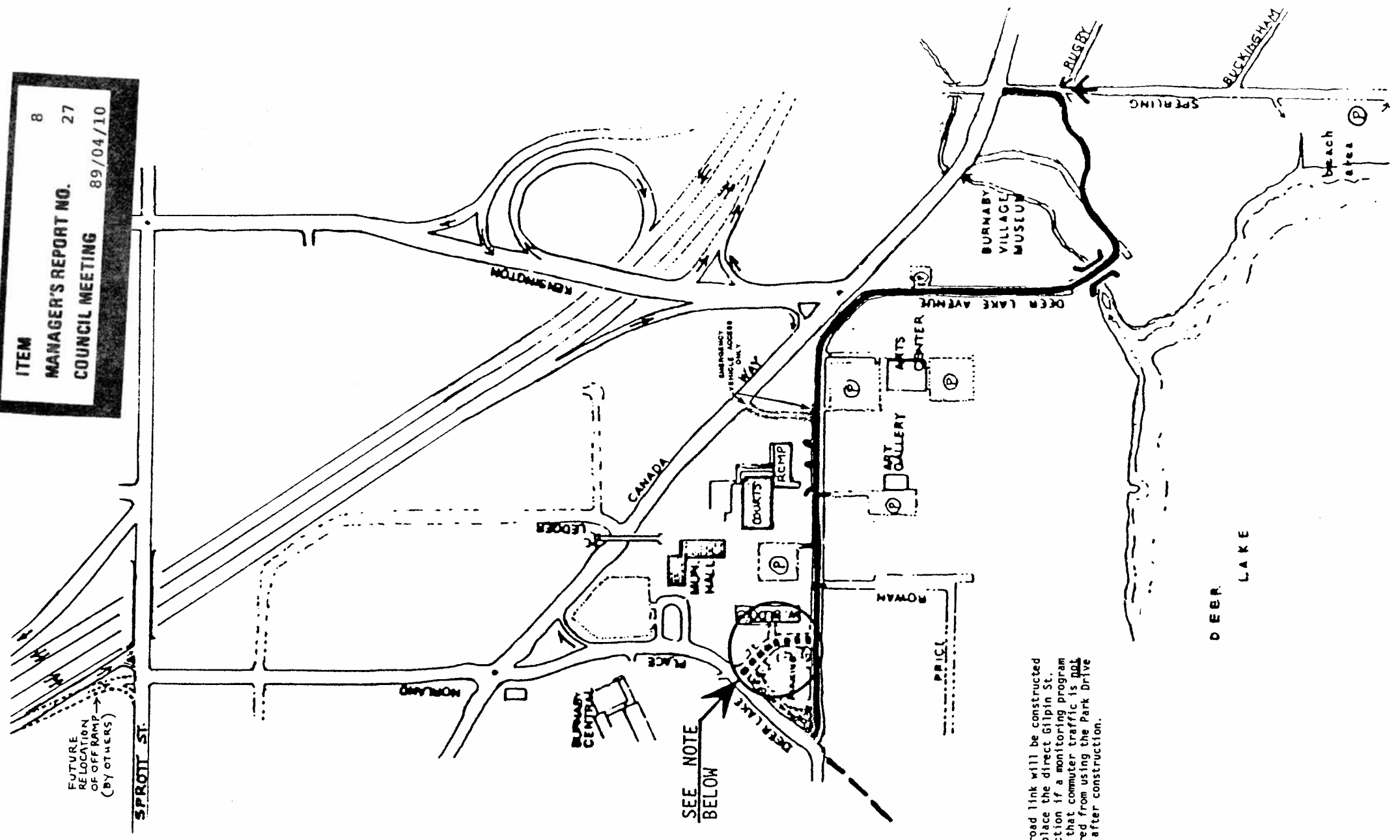


Figure 1

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NOTE:
 This road link will be constructed to replace the direct Gilpin St. connection if a monitoring program shows that commuter traffic is not deterred from using the Park Drive route after construction.

ADOPTED CENTRAL AREA ROAD CONCEPT

