

RE: LETTER FROM MR. B. GRAY WHICH APPEARED ON THE AGENDA FOR THE
OCTOBER 10TH MEETING OF COUNCIL (Delegations item 3)
REQUEST FOR CUL-DE-SAC AT INTERSECTION OF SEA AVENUE AND HIGHFIELD DRIVE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1989 OCTOBER 20

FROM: ACTING DIRECTOR ENGINEERING

SUBJECT: CORRESPONDENCE FROM COURTENAY B. GRAY, 1989 SEPTEMBER
29, COUNCIL AGENDA 1989 OCTOBER 10 RE: REQUEST FOR
CUL-DE-SAC AT INTERSECTION OF SEA AVENUE AND HIGHFIELD
DRIVE

PURPOSE: To respond to Council's request for a staff report ad-
dressing the concerns of the delegation, Mr. C.B. Gray.

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Courtenay B.
Gray of 206 N. Sea Avenue, Burnaby, B.C., V5B 1K5.

REPORT

Council, at the regular Council meeting held on 1989 October 10, received a presentation from Mr. Courtenay B. Gray requesting creation of a cul-de-sac at the intersection of Sea Avenue and Highfield Drive in order to control traffic, noise, exhaust and improve safety in the neighbourhood. As a result of Council's consideration of the presentation, the following motion was adopted:

1. "THAT Municipal staff prepare a report on the request to create a cul-de-sac at the intersection of Sea Avenue and Highfield."

This report responds to Council's request. Staff have met with Mr. Gray and toured the immediate area with him. We have also conducted an automatic traffic count on N. Sea Avenue in the vicinity of Mr. Gray's residence.

Mr. Gray's primary concern relates to traffic using N. Sea Avenue as part of a zigzag link between Warwick and Holdom as shown on Figure 1 attached. Mr. Gray contends that residents who park on-street along Warwick use the outlined route as an exit rather than doing an on-street "U" turn. Holdom functions as a local collector for this part of Capitol Hill area. Mr. Gray acknowledges that this traffic is light, but has a particular concern with 2 or 3 residents along Warwick - young drivers with "hot" cars - who race through the area. As a long-time resident he notes that this problem has periodically occurred in the past, and disappeared as the offending drivers matured or moved out of the area.

(Cont'd.)



We do not favour the implementation of a cul-de-sac as a solution for this problem for a number of reasons.

129

1. It is a generally accepted standard (C.M.H.C.) that the maximum length of a cul-de-sac should be not greater than 350 feet to the turning circle. This length limitation has been established in order to preclude potential access problems for emergency services. Long cul-de-sacs also create a problem for larger vehicles as their travel distance is increased and they may have problems exiting a cul-de-sac if the turn around at the end is blocked. A cul-de-sac of Highfield at N. Sea Avenue as suggested would create two extra normal cul-de-sacs. Given the terrain in this area a maximum flexibility for access is critical during winter months.
 2. The automatic traffic count recorded 219 vehicle trips (two-way) over a 24 hour period on N. Sea Avenue south of Highfield. A slightly higher southbound count supports Mr. Gray's contention that the zigzag route to Holdom is used by Warwick residents. On the other hand we would have estimated that normal traffic generation on Highfield and N. Sea Avenue tributary to our counter location would have generated a two-way traffic count in excess of 250. It is possible that some Highfield traffic uses Warwick offsetting Warwick traffic using Highfield and N. Sea Avenue.
 3. A count of 219 vehicles per day is low compared to many other residential streets in Burnaby. We believe there is no justification for a cul-de-sac to deal with "extraneous" traffic in this instance.
 3. The real problem, of 2 or 3 discourteous young drivers, is a transient one and inappropriately addressed by a long-term solution such as a cul-de-sac. Indeed the problem could resurface for Mr. Gray with the emergence of a new problem driver on "his" side of the cul-de-sac.
- We are sympathetic to Mr. Gray's dilemma. Because he lives in such a serene quiet area the occasional appearance of a "hot rod" is undoubtedly noticeable. Mr. Gray has tried to deal with the matter through the R.C.M.P. but appreciates how difficult enforcement can be. We have sent a copy of this report to the R.C.M.P. for their further consideration. We have discussed the content of this report with Mr. Gray, but it would be appropriate that a copy be sent to him.

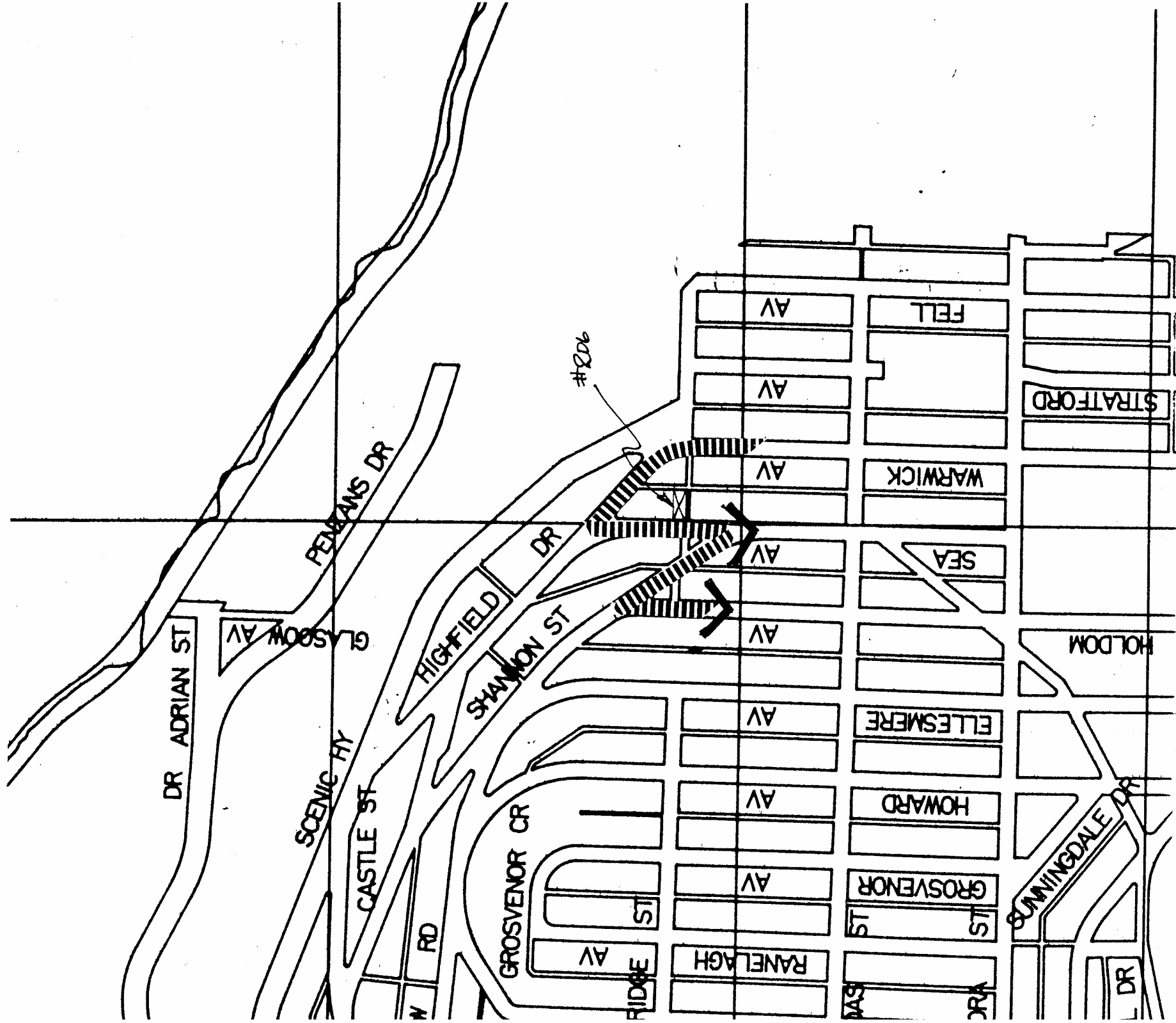
PL:je
Attach.

cc: Traffic Supervisor
R.C.M.P. - Traffic Section
Director Administrative & Community Services


ACTING DIRECTOR ENGINEERING

ITEM 9
MANAGER'S REPORT NO. 70
COUNCIL MEETING 89/10/30

EXHIBIT 1



Road network in the vicinity of 206 N. Sea Avenue showing link between Warwick and N. Sea Avenue/Holdom.

