

ITEM	7
MANAGER'S REPORT NO.	14
COUNCIL MEETING	94/03/07

**TO:** CITY MANAGER

**DATE:** 1994 03 02

**FROM:** DIRECTOR ENGINEERING

**FILE:** 55-02-01

**SUBJECT:** DOUBLE CENTRELINE ON BEAVERBROOK DRIVE  
ADJACENT SIMON FRASER VILLAGE

**PURPOSE:** To address concerns raised by residents of Simon Fraser Village in correspondence received by Council at its meeting of 1994 February 28.

**RECOMMENDATIONS:**

1. THAT the start of the double centreline on Beaverbrook Drive on the eastbound crosswalk approach commence beyond the driveway of Simon Fraser Village.
2. THAT a copy of this report be sent to Allan Grandy, Property Manager, Strataco Management Ltd.

**REPORT**

Appearing on Council's agenda for the regular meeting of 1994 February 28 was a letter from Strataco Management Ltd., written on behalf of the Strata council, Strata Plan NW 58, Simon Fraser Village. The Strata council's concern was the effect a recently painted double centreline would have on residents' ability to make legal left turns into the driveway of the complex. The double solid centreline is in place to make passing illegal in the vicinity of the marked crosswalk on Beaverbrook Drive at Beaverbrook Crescent. The double solid centreline extends from the crosswalk warning sign on the south side of Beaverbrook Drive to the crosswalk warning sign on the north side of Beaverbrook Drive.

Assurances were given that it is legal to cross the double solid line for the purposes of access, and provided it is done so with caution and safety. Ticketing for this manoeuvre would be highly unlikely. Despite this, the residents of Simon Fraser Village remain concerned that they are risking a traffic violation ticket by turning into the driveway of their complex.

It is a standard practice to limit overtaking on the approach to marked school crosswalks. Usually the beginning of the approach is defined by the advance crosswalk warning signing. In this case, the eastbound advance warning sign is considerably more in advance of the crosswalk than usual. This is appropriate because of the layout of the road results in diminished sight lines due to the horizontal and vertical curvature. In addition, the approach includes other features -- a road junction and bus stop -- which compete for driver attention.

However, since the driveway in question is located at the westernmost end of the 'No Passing' zone, staff believe that eradication of the double centreline to the driveway will not constitute a safety hazard and address the extraordinary concern voiced by residents. It is therefore recommended that the start of the double centreline on Beaverbrook Drive on the eastbound crosswalk approach commence beyond the driveway of Simon Fraser Village.

  
DIRECTOR ENGINEERING