

Re: LETTER FROM L.M. HOLOWACHUK, P. ENG., SENIOR TRAFFIC ENGINEER, MINISTRY OF TRANSPORTATION AND HIGHWAYS WHICH APPEARED ON THE AGENDA FOR THE COUNCIL MEETING OF 1989 MARCH 20 (ITEM 10) REGARDING TRAFFIC SIGNAL - ROUTE 7A (HASTINGS STREET) AT KENSINGTON AVENUE

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1989 MARCH 20
FROM: DIRECTOR ENGINEERING
SUBJECT: TRAFFIC SIGNAL - ROUTE 7A (HASTINGS STREET)
AT KENSINGTON AVENUE
PURPOSE: TO ADVISE COUNCIL OF THE MINISTRY OF
TRANSPORTATION AND HIGHWAYS' INTENTION
TO INSTALL A TRAFFIC SIGNAL AT THE ABOVE
LOCATION

RECOMMENDATIONS:

1. THAT the Ministry of Transportation and Highways' proposal for a traffic signal at Kensington Avenue and Hastings Street be approved.
2. THAT a copy of this report be sent to Mr. Robert Chapin, Vice Principal of Burnaby North Secondary School.

BACKGROUND

Appearing on the 1989 January 23 Council Agenda was a request from Mr. Chapin, Vice Principal of Burnaby North Secondary School, for support of a study to determine the warrant for a pedestrian traffic signal on Hastings Street at Hammarskjold Drive. At the meeting on 1989 January 30, Council adopted the recommendation to request a study by the Ministry of Transportation and Highways of the warrants for a traffic signal on Hastings Street between Stratford Avenue and Sperling Avenue. The Ministry has now completed their study and have detailed the results in their letter dated 1989 March 10 to the Deputy Municipal Clerk. That letter was Correspondence Item 10 on Council's 1989 March 20 Meeting Agenda.

REPORT

We have reviewed results of the Ministry of Transportation and Highways' Study as outlined in their letter and are in agreement with their conclusion that Kensington Avenue is the best location for a traffic signal on Hastings Street between Stratford and Sperling Avenues.

A traffic signal at Kensington Avenue would have several advantages:

1. It would provide a signalized access point to the Safeway shopping mall which would improve the left-turn exit from this site and possibly reduce the use of Kensington Avenue to Curtis Street to avoid this movement.

2. This intersection provides the main access to the Shellburn Refinery. Signalization will greatly improve the safety of tanker trucks left turning from the Shellburn driveway to Hastings Street.
3. The signal will provide a protected crossing for pedestrians using the bus stop on the north side of Hastings Street east of Kensington Avenue.
4. The Ministry has stated that the proposed signal at this location would not disrupt the progression between the existing traffic signals on Hastings Street. The progression allows a platoon of vehicles to move along Hastings Street without having to stop for a red light. Maintenance of the progression is important because it reduces delay to drivers using the route. This reduces the tendency of drivers to seek a short-cut through the adjacent residential neighbourhoods.
5. Kensington Avenue is a designated major collector (residential) on the Conceptual Transportation Plan. A signalized link with Hastings Street is vital to allow Kensington Avenue to function in this role and provide an additional access to the primary arterial, Hastings Street, from the residential area to the south.

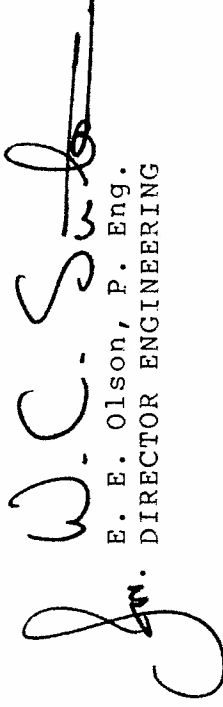
The Ministry also examined the feasibility of installing a traffic signal at Hammarskjold Drive or relocating the existing pedestrian signal at Stratford Avenue and found that both alternatives would be disruptive to the progression on Hastings Street.

The estimated cost of this traffic signal is \$60,000, of which Burnaby's share would be \$30,000. It should be noted that Burnaby's cost-share payment will be based on actual expenditure rather than the estimated total. Funding for this project will be included in the 1989 Capital Budget under Traffic Management.

Additional work by Burnaby will be required to alter the existing traffic island at the Kensington-Hammarskjold-Union intersection south of Hastings Street to redirect the main north and southbound traffic flow from Hammarskjold Drive to Kensington Avenue to make use of the new signal. We will discuss the possibility of Burnaby North Secondary School students using the bus stops at Kensington Avenue rather than Hammarskjold Drive with Mr. Chapin the Vice Principal.

RB:ka

cc: Director Finance
Traffic Supervisor


E. E. Olson, P. Eng.
DIRECTOR ENGINEERING