

ITEM 10
MANAGER'S REPORT NO. 9
COUNCIL MEETING 89/01/30

RE: LETTER FROM BURNABY NORTH SECONDARY SCHOOL WHICH APPEARED ON THE AGENDA FOR THE
JANUARY 23RD MEETING OF COUNCIL (ITEM 3 K)
STUDY OF PEDESTRIAN ACTIVITY AT HAMMARSKJOLD DRIVE & HASTINGS STREET

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1989 JANUARY 25

FROM: DIRECTOR ENGINEERING

SUBJECT: STUDY OF PEDESTRIAN ACTIVITY -
HAMMARSKJOLD DRIVE AND HASTINGS STREET

PURPOSE: TO RESPOND TO THE REQUEST OF THE VICE-PRINCIPAL
OF BURNABY NORTH SECONDARY SCHOOL FOR THE SUBJECT STUDY

RECOMMENDATIONS:

1. THAT the Ministry of Transportation and Highways be requested to conduct a study of the traffic on Hastings Street between Stratford and Sperling Avenues to determine the warrants for a traffic signal, and
2. THAT a copy of this report be sent to the Ministry of Transportation and Highways and to Mr. Robert Chapin, Vice-Principal of Burnaby North Secondary School.

REPORT

Appearing on the Council Agenda of 1989 January 23 was a request for Council support for a study to determine the warrant for relocating the existing pedestrian operated traffic signal on Hastings Street at Stratford Avenue to Hammarskjold Drive.

The existing pedestrian traffic signal at Hastings Street and Stratford Avenue was installed in 1976 at the request of the senior citizens housing located on Stratford Avenue, north of Hastings Street. The stated reason for this signal was to allow the residents of this housing access to the existing bus stops on Hastings Street. We do not feel that Council should support the relocation of this signal regardless of any changes in pedestrian volumes crossing Hastings Street that may have occurred elsewhere in the vicinity. Nonetheless, we are recommending that Council request the Ministry of Transportation and Highways to study the section of Hastings Street between the existing signals at Stratford Avenue and at Sperling Avenue to determine if a signal may be warranted at another location.

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On the attached map we have shown the existing traffic signals, the proposed location, and the intersection of Hastings Street and Kensington Avenue, which may be the best location for another signal on this section of Hastings Street. As can be seen from this map, Hastings Street at Kensington Avenue is closer to the mid-point between existing traffic signals and, if a vehicle-pedestrian actuated signal were installed, would have the additional benefits of serving the Kensington Shopping Centre and the Shellburn Refinery. This intersection is considerably closer to the main entrances to the school buildings than is Stratford Avenue and is accessible by marked crosswalk across Hammarskjold Drive and concrete sidewalk along the west side of Kensington Avenue. There are bus stops with shelters in both directions at this intersection.

The contents of this report have been discussed with Mr. Chapin.

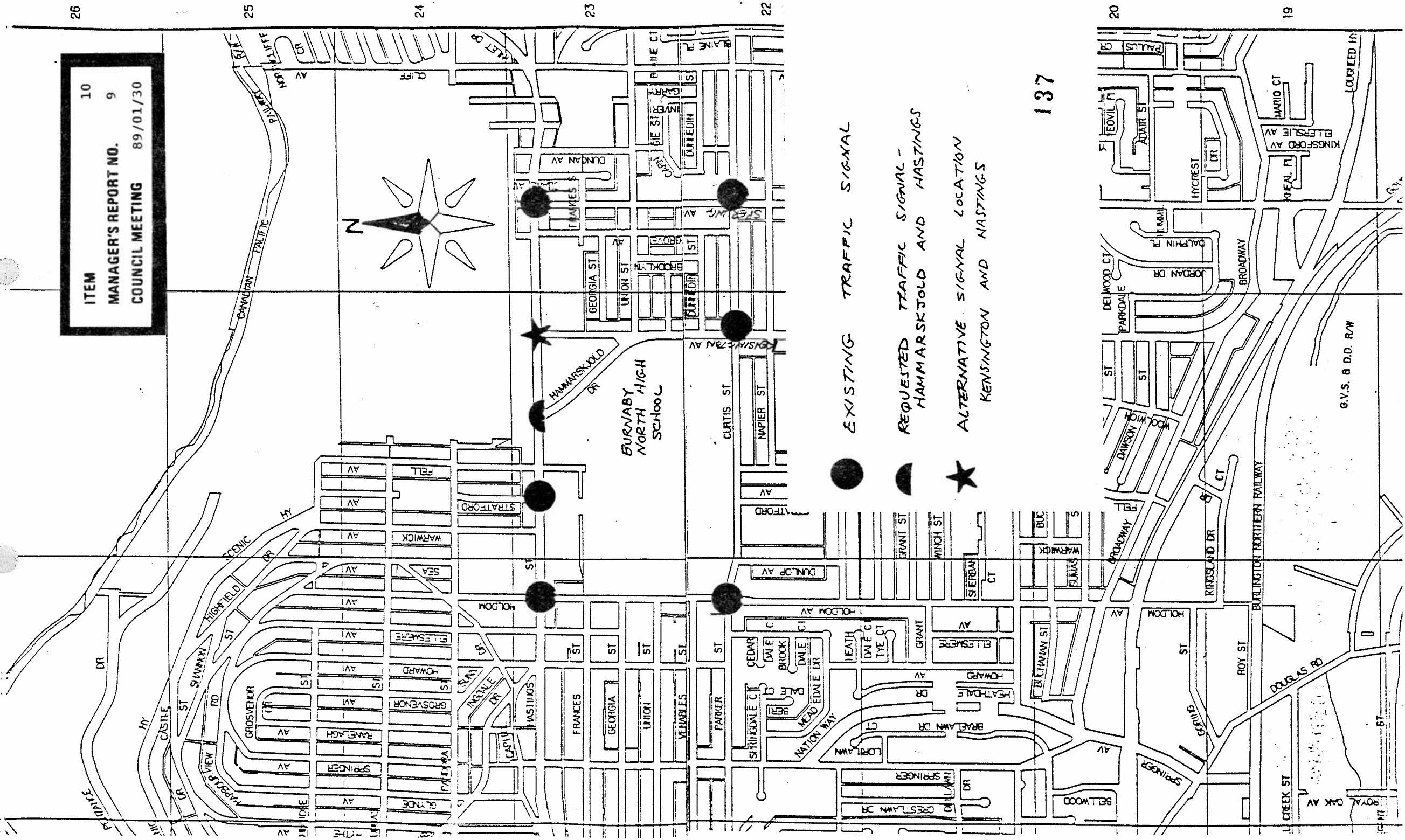


E. E. Olson, P. Eng.
DIRECTOR ENGINEERING

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Attach.

cc: Traffic Supervisor

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EXISTING TRAFFIC SIGNAL -
 REQUESTED TRAFFIC SIGNAL -
 ALTERNATIVE SIGNAL LOCATION
 HAMMARSKJOLD AND HASTINGS
 KENSINGTON AND HASTINGS

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G.V.S. & D.D. P/W

