

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

**A. SOUTHPOINT DRIVE AT HANNA COURT**

RECOMMENDATION:

1. THAT this report be received for information purposes.

R E P O R T

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1995 September 05, adopted the attached staff report responding to a letter from Donald Preston regarding traffic safety concerns at the intersection of Southpoint Drive and Hanna Court.

MEMBERS:

Mr. W.B. Bennett  
Mr. M. Bloomfield  
Mrs. L. Brown  
Mrs. M. Canessa  
Mr. E. Fourchalk  
Ms. L. Kapp  
Mr. M. Mullan  
Ms. D. Niccoli  
Mr. D. Ramsbotham  
Mr. D. Richardson  
Mr. R. Weston

Respectfully submitted,

Councillor J. Young  
Chairman

Councillor D. Evans  
Member

:-COPY -CITY MANAGER  
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1995 08 25  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-01-04  
**SUBJECT:** SOUTHPOINT DRIVE AT HANNA COURT  
**PURPOSE:** To respond to the traffic safety concerns outlined in the letter from Mr. Donald Preston.

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RECOMMENDATION:

1. THAT this report be received by the Committee for information purposes.

REPORT

At its March 1995 regular meeting, the Committee referred to staff a letter regarding traffic safety concerns at the intersection of Southpoint Drive and Hanna Court. The letter was written by Donald Preston, a member of the Edmonds Area Advisory Committee (EAAC).

In his letter, Mr. Preston outlines a concern that with the upcoming operation of two childcare facilities on Hanna Court, increased traffic control measures are required for the above-noted intersection. In particular, Mr. Preston requests that a marked crosswalk be installed on Southpoint Drive at Hanna Court. He also indicates the need for signage indicating to drivers, the presence of pedestrians, a park, and/or children. The fact that the intersection of Southpoint Drive and Sandborne Avenue is offset by approximately 100 ft (south) of Hanna Court, is also indicated as an increased traffic safety hazard.

In reviewing the site, staff have noted that vehicles parked on the west side of Southpoint Drive (north and south of Hanna Court) do cause a view obstruction for drivers wishing to exit Hanna Court. To remedy this, staff have enlarged the "No Parking" zones both north and south of Hanna Court. South of Hanna Court, this parking ban extends to Sandborne Avenue to provide increased visibility for drivers entering and exiting Sandborne Avenue onto Southpoint Drive.

With respect to the request for additional signage, as there is no park nearby, "playground zone" signage is not applicable nor enforceable. Since the newer of the two childcare centres begins operation in September, staff propose that a pedestrian study be done when vehicular and pedestrian traffic patterns have stabilized, perhaps early October. Once this has been done, an assessment can be more accurately made as to whether or not a crosswalk is warranted. Although the operation of the second childcare centre will most likely increase activity in this location, the majority of traffic will be vehicular rather than pedestrian. This is not to say, however, that no signage is required. Staff recommend the installation of warning signs, notifying northbound Southpoint Drive traffic that they are approaching an offset intersection. Drivers travelling in this direction cannot readily see Hanna Court, due to the incline of the hill.

With the completion of a vehicular and pedestrian study, staff will be in a better position to recommend additional traffic control measures, if necessary.



DIRECTOR ENGINEERING

TP:

