

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

**A. TRANSIT PRIORITY LANE ON HASTINGS STREET - SPERLING  
AVENUE TO INLET DRIVE**

RECOMMENDATION:

1. THAT Council approve the p.m. peak parking restrictions on Hastings, east of Clare Avenue as discussed in this report.

R E P O R T

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1995 February 07, adopted the attached staff report responding to a request from B.C. Transit to establish a bus priority lane on Hastings Street between Sperling Avenue and Inlet Drive.

MEMBERS:

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

Respectfully submitted,

Councillor J. Young  
Chairman

Councillor C. Redman  
Member

:-COPY -CITY MANAGER

- DIRECTOR ENGINEERING
- DIR. PLNG. AND BLDG.

**City of Burnaby**

**INTER-OFFICE COMMUNICATION**

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1995 01 25  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-03  
**SUBJECT:** TRANSIT PRIORITY LANE ON HASTINGS STREET -  
SPERLING AVENUE TO INLET DRIVE  
**PURPOSE:** To advise the Committee of a B.C. Transit request to establish a bus priority lane on  
Hastings Street between Sperling Avenue and Inlet Drive.

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**RECOMMENDATION:**

1. THAT the Committee approve the p.m. peak parking restrictions on Hastings, east of Clare Avenue as discussed in this report.

**REPORT**

B.C. Transit has expressed concerns over delays to service due to traffic congestion on the Barnet Highway. Specifically mentioned is eastbound queuing during the afternoon peak period. Accordingly, they have requested that the Ministry of Transportation and Highways, in conjunction with the Barnet/Hastings People Moving Project, investigate the feasibility of implementing a bus priority lane between Sperling Avenue and Texaco Drive.

The Ministry has advised that at present, insufficient road width precludes the implementation of this measure along Inlet Drive, however, the People Mover project designs include HOV lanes between Sperling Avenue and Inlet Drive. With some minor pavement marking and signing alterations, an eastbound bus lane can be implemented now along Hastings to address Transits concerns of delays on approach to the Hastings/Inlet/Cliff intersection.

This measure would require a peak hours parking ban along the south curb line of Hastings Street in this area. We have reviewed the existing signing and parking usage along this portion of Hastings Street and note that parking is currently restricted between Sperling Avenue and Clare Avenue and there is minimal demand for on-street parking on the remainder. Businesses are well separated in this area and all appear to have sufficient on-site parking.

As the traffic problems are occurring primarily during the afternoon peak period the required parking ban would reflect this - the time between 3:00pm to 6:30pm is currently being considered. B.C. Transit would like to see this measure implemented expediently and they are supported by both MOTH and ourselves. All affected businesses on this portion of Hastings Street have been informed, in writing, of this proposal.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

EJ:

cc: City Manager

