

TO: CITY MANAGER 1996 JANUARY 24

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.640"B"

SUBJECT: BURNABY MOUNTAIN PARKWAY: HASTINGS STREET ACCESS ROAD

PURPOSE: To advise Council on the actions taken to improve the design of the access road from the Burnaby Mountain Parkway to Hastings Street into the Ridgeview area.

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to Mr. T. Tasaka, Project Director, and Mr. T. Walton, Project Manager, Barnet-Hastings People Moving Project, Mr. A. Dalla Tina of 7321 Hastings Street Burnaby, Mr. D. Sartori, 7311 Hastings Street, Burnaby and Mr. R. De Lazzari, 7211 Ridgeview Drive, Burnaby.

REPORT

1.0 BACKGROUND

At a special Council Meeting held on 1996 January 15, Council reconsidered their decision of 1995 December 11 regarding the Dalla Tina Extension and adopted the following motion arising therefrom:

"THAT Council request the Ministry of Transportation and Highways to modify the design of the access road as outlined in Section 3(iii) of the tabled City Manager's Report No. 41 of 1995 September 11."

Arising from further discussion, Council also requested staff investigate and report on the following points raised by Council members regarding the design of the access road:

1. Designing and constructing the traffic island wider at the mouth of the intersection of the original access road with Hastings Street;
2. Tree planting in the triangular area bounded by Hastings Street, the Burnaby Mountain Parkway and the access road, which would create a buffer or screening;
3. The use of a patterned-type cement rather than pavement for the road surface;
4. The safety factor related to the 13% grade when turning right onto Hastings Street, particularly for emergency vehicles;
5. The overall safety aspect of the proposed road design.

In the interim, staff have reviewed with the Burnet-Hastings People Moving Project the points raised by Council members regarding the redesign of the access road. This report outlines for the information of Council the approach to be taken on each of these matters.

2.0 POINTS RAISED BY COUNCIL

(i) *Traffic Island Design*

The original design for the access road approached Hastings Street at a "T" intersection with stop sign control accommodating both left turn and right turn movements onto Hastings. In response to Mr. Dalla Tina's concerns this access road has been modified from the original design by incorporating a right turn sweep for right turn movements and a "T" intersection for left turn movements separated by a delta island paved in imprinted concrete.

In response to Council's request to construct the traffic island wider at the mouth of the intersection, staff have reassessed the width of both the right turn sweep and the left turn approach. The design shown in the original sketch for the modified design has been revised as shown in Figure 1 **attached** to increase the width of the right turn sweep to 5.5m (17.1 ft.), thus enhancing safety for right turning vehicles from the Burnaby Mountain Parkway to Hastings Street. The left turn movement onto Hastings is designed at a width of 7.5m (23 ft.) to accommodate larger vehicles. In addition, staff have requested the Ministry to consider the use of no post barrier abutting the north side of Hastings Street at the intersection of the access road to protect the residences.

(ii) *Screening in the Triangular Area*

The triangular area bounded by the Burnaby Mountain Parkway, the access road and Hastings Street was originally designed to incorporate landscaping. Planting in this area consisted of trees, low growing shrubs and grass for the purpose of beautification and, to a lesser degree, screening for the residences on Hastings Street.

In response to Council's point, staff have developed a landscaping plan as shown in Figure 1. This revised landscaping plan extends the landscaped area along Hastings Street by 10m (30 ft.) westward from the access road involving the planting of an additional four conifers up towards the apex of the triangular area. Beyond this point there is insufficient width for further tree planting, but street trees will also be planted along the north side of Hastings Street. The landscaping along the Burnaby Mountain Parkway east of the access road would also be densified by the addition of 7 conifers.

(iii) *Access Road Surface*

The need to differentiate the access road from the Burnaby Mountain Parkway was viewed by Council as desirable to enhance the safe use of the access road. A different pavement surface such as patterned concrete was suggested as a means to alert drivers exiting from the asphalt surface of the Burnaby Mountain Parkway as to the presence of a lower speed local road.

Staff have reviewed this matter with the Burnet-Hastings People Moving Project and have recommended the use of a brushed concrete surface, shown in Figure 1 as a shaded area on the access road, due to its superior traction characteristics and lower maintenance relative to patterned or imprinted concrete. The latter material is usually applied in non-traffic areas such as medians, driveways, boulevards. The brushed concrete will be easily detectable from asphalt pavement by drivers exiting from the Parkway.

(iv) *Hastings Street Grade*

The right turn sweep on the access road is designed to meet the 13% grade of Hastings Street up to Dalla Tina Avenue. Council requested staff to investigate and report on the safety aspects of this road, particularly relative to its use by emergency vehicles.

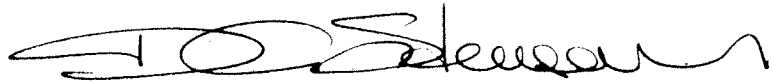
In response to Council's request staff have investigated design options to enhance the safety of the access road and Hastings Street up to Dalla Tina Avenue. None of these options can reduce the grade on Hastings Street, but other safety measures have been incorporated in the design as follows:

- ▶ widening of the right turn sweep and left turn channel will permit safer access for fire trucks and other emergency vehicles, as well as general traffic;
- ▶ construction of the right turn sweep will create an upward rather than a downward grade from the Burnaby Mountain Parkway to the properties on Hastings Street thus reducing the potential for vehicles to lose control.
- ▶ a raised island separating the right turn sweep from the left turn lane protects the residences on Hastings Streets from vehicles leaving the road.

In tandem, these measures significantly improve the safety of the access road over the existing situation and original design for both vehicles and adjacent residents.

3.0 CONCLUSION

Since Council's decision of 1996 January 15 staff have worked closely with the Barnet-Hastings People Moving Project to develop a design for the access road which responds to the points raised by Council. In this regard, the design has been improved over the "modified" original access road shown in the sketch which accompanied previous reports to Council on this matter. A wider right turn sweep, more screening in the triangular area, use of a brushed concrete surface, and a slight upward grade on the access road are expected to substantially improve the access road for use by local residents and visitors to the Ridgeview area.

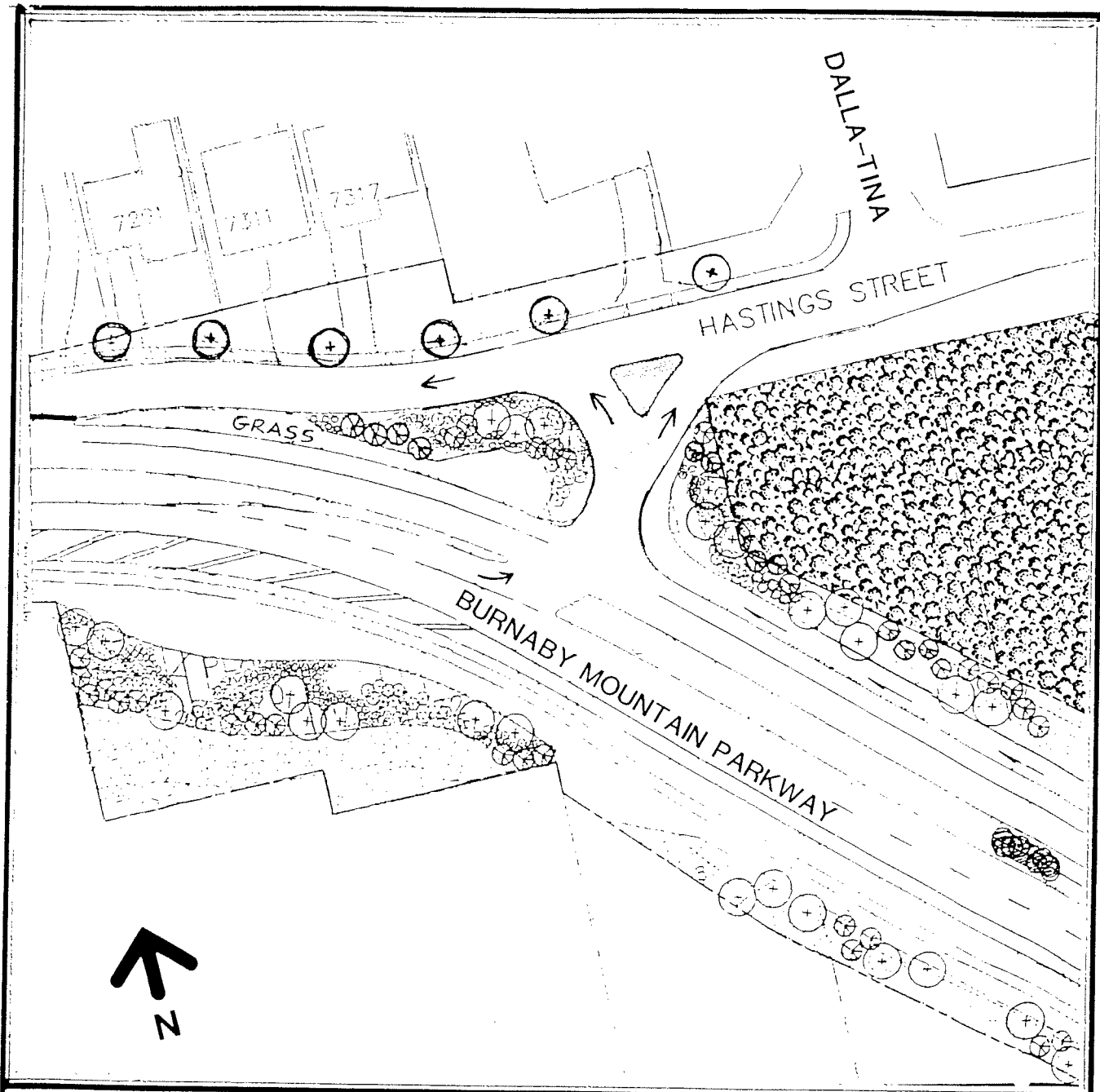


D.G. Stenson, Director
PLANNING & BUILDING

RG/jp

Attachment

copy: Director Engineering
Director Finance
Director Recreation & Cultural Services



Date: 96 01 31

Scale: NTS

Drawn By: TESSLA



City of
Burnaby
Planning & Building Dept

FIGURE 1

MODIFIED ACCESS ROAD

