

REPORT  
1996 JUNE 17

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

RE: BARNET/HASTINGS PEOPLE MOVING PROJECT:  
HASTINGS/WILLINGDON RIGHT TURN LANE

RECOMMENDATION:

1. *THAT* Council receive this report for information.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1996 June 12, adopted the *attached* staff report outlining the design for the intersection of Hastings at Willingdon specifically the right turn lane from Willingdon to Hastings eastbound.

MEMBERS:

Mrs. Y. Coveney-Boyd  
Ms. L. Tatangelo  
Mr. W.B. Roxburgh  
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans  
Chairman

Councillor J. Young  
Member

:-COPY -CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIR. PLNG. & BLDG.

TO: CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

1996 JUNE 03

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.640

SUBJECT: BARNET/HASTINGS PEOPLE MOVING PROJECT:  
HASTINGS/WILLINGDON RIGHT TURN LANE

PURPOSE: To advise the Traffic and Transportation Committee of the design for the intersection of Hastings at Willingdon specifically the right turn lane from Willingdon to Hastings eastbound.

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#### RECOMMENDATION:

1. THAT the Traffic and Transportation Committee receive this report for information.

### REPORT

#### 1.0 BACKGROUND

At its regular meeting of 1996 May 08 the Traffic and Transportation Committee requested a report on the design of the intersection of Hastings at Willingdon Avenue. Reconstruction of this intersection is currently underway as part of the Barnet/Hastings People Moving Project. The Committee expressed a concern that the existing right turn lane from Willingdon Avenue to Hastings Street eastbound was being eliminated.

This report outlines the design of the intersection for the information of the Committee.

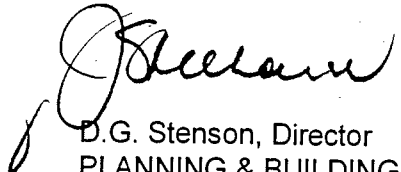
#### 2.0 INTERSECTION DESIGN

The current configuration of the south leg of the Hastings/Willingdon intersection accommodates a left turn lane, a through lane and a right turn lane. However, the right turn lane is separated from the through lane by a painted transition area up to a delta island at Hastings Street. The new design for the south leg of the intersection, as shown in **Figure 1**, maintains the same configuration of lanes, i.e. one left turn, one through, and one right turn lane, but removes the transition area and the delta island and provides more on-street parking on the east side of Willingdon.

This configuration maintains the existing capacity to accommodate right turning vehicles from Willingdon onto Hastings eastbound, and in addition provides more short term parking at the curb. It accomplishes these objectives by eliminating a wide painted transition area and a delta island, thus yielding a more efficient overall design for the intersection.

### 3.0 CONCLUSION

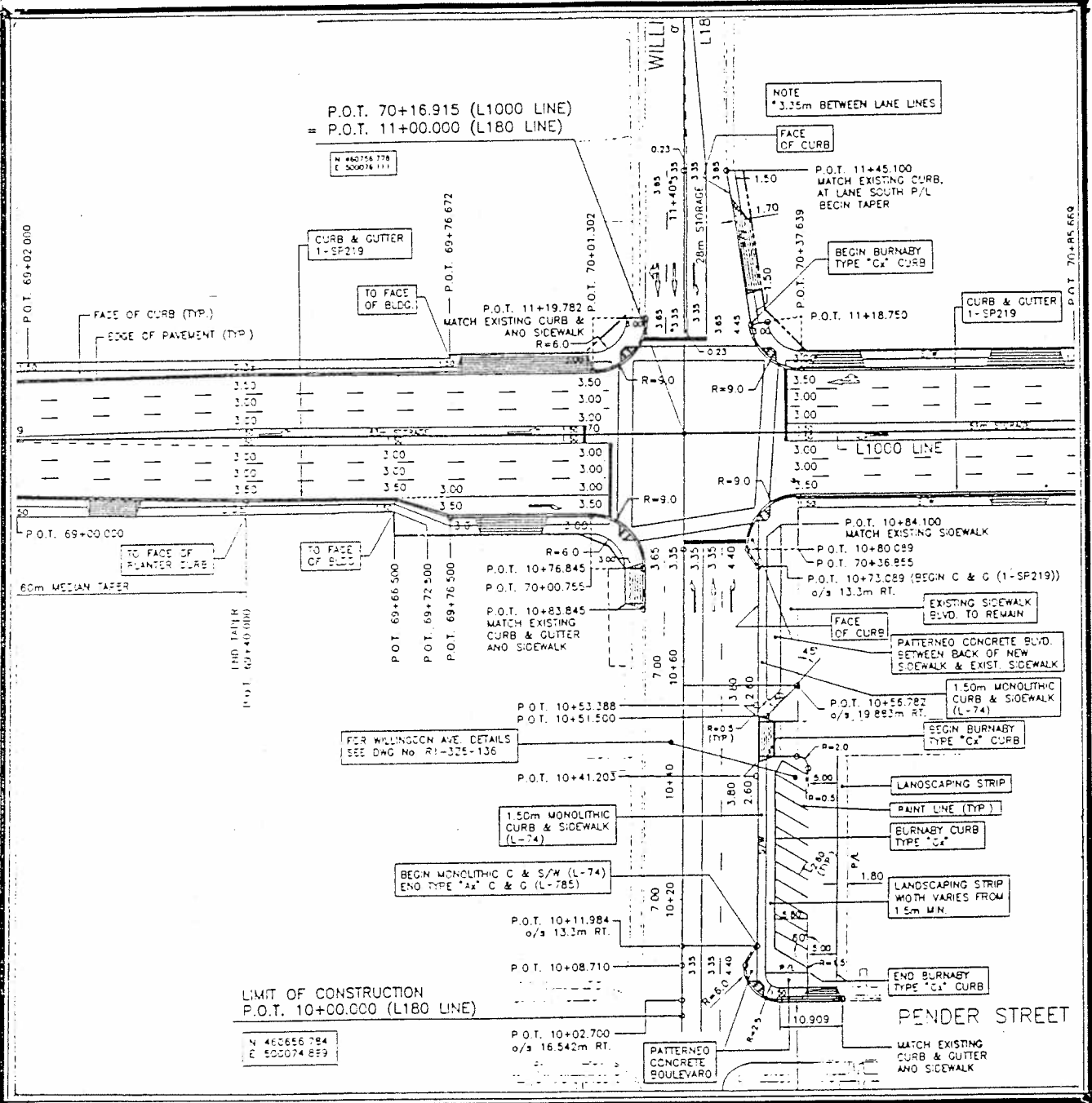
The new design for the south leg of the intersection of Hastings at Willingdon is a significant improvement over the current configuration. It provides more on-street parking while maintaining vehicle capacity at the south leg of the intersection for left, through or right turn movements.



D.G. Stenson, Director  
PLANNING & BUILDING

RG/jp


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Date:  
 JUNE 4, 1996

Scale:  
 NTS

Drawn By:



City of Burnaby  
 Planning & Building Dept

FIGURE 1

HASTINGS / WILKINSON INTERSECTION