

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: INTERSECTION OF HASTINGS AND INLET

RECOMMENDATION:

1. THAT Kimberly Cairns of 303 – 7376 Halifax Street, Burnaby, BC, V5A 1M5 receive a copy of this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2007 June 12, received and adopted the attached report providing information regarding concerns raised in correspondence from Ms. Cairns.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2007 May 29

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: INTERSECTION OF HASTINGS AND INLET

PURPOSE: To provide the Committee with information regarding concerns raised in correspondence

RECOMMENDATIONS:

1. **THAT** Kimberly Cairns of 303 – 7376 Halifax Street, Burnaby, BC, V5A 1M5 receive a copy of this report

REPORT

1.0 BACKGROUND

At the March 6, 2007 Traffic Safety Committee Meeting we received correspondence from Ms. Kimberly Cairns of 7376 Halifax Street regarding the safety of vehicles proceeding east on Hastings Street at Inlet Drive (see exhibit 1).

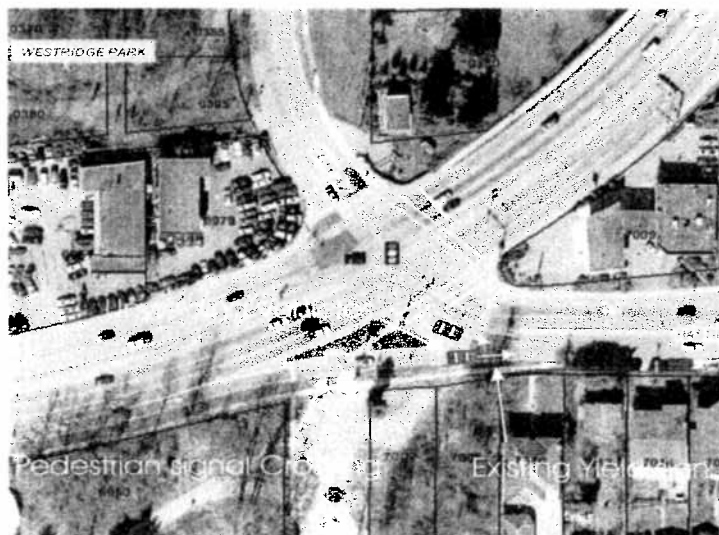


Exhibit 1

To: Traffic Safety Committee
From: Assistant Director Engineering, Traffic and Engineering Systems
Re: Intersection of Hastings and Inlet
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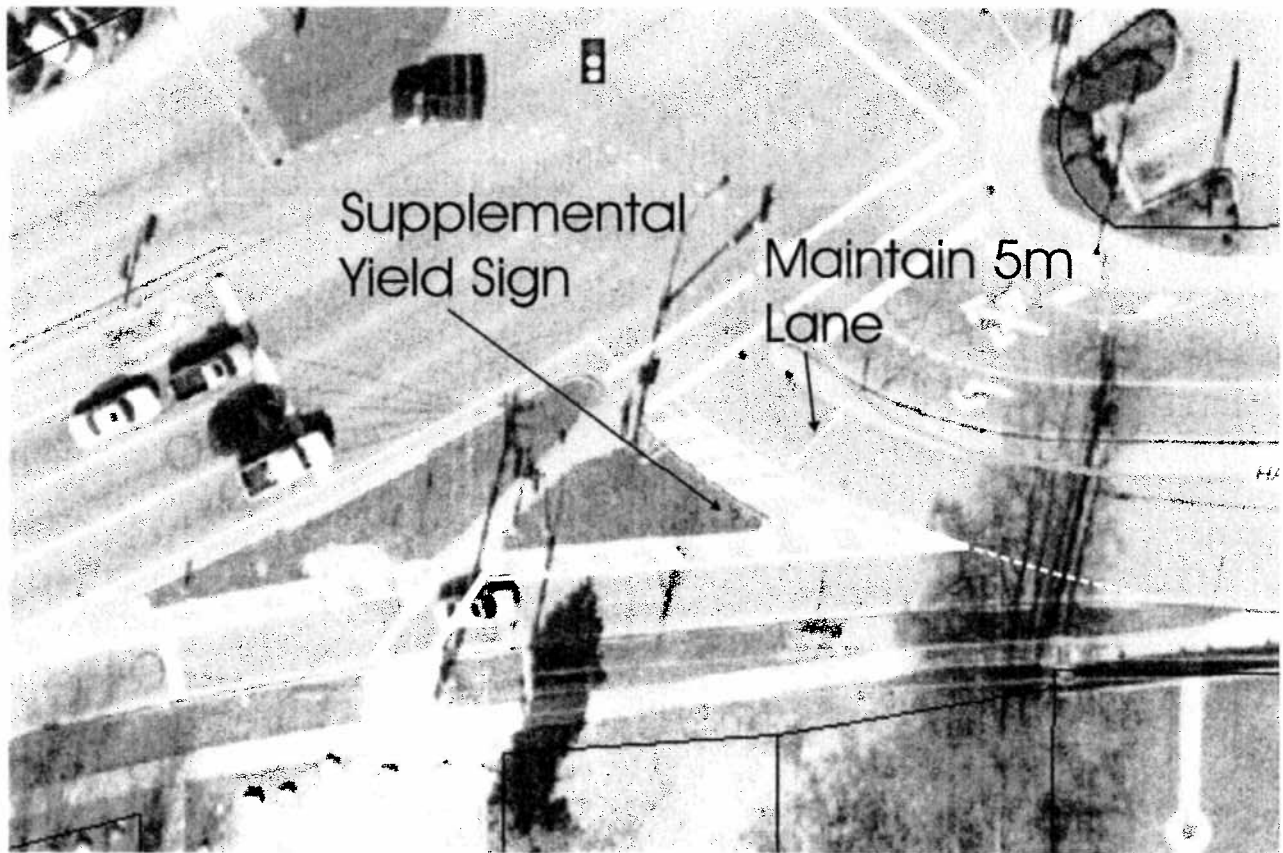
Ms. Cairns states that at this intersection, vehicles using the right turn sweep from Hastings onto Hastings routinely violate the yield sign at excessive speed causing her near collisions on several occasions. She suggests RCMP enforcement and replacing the yield with a stop sign.

2.0 DISCUSSION/CONCLUSION

This intersection comprises two Arterial Primary (Hastings/Inlet) and a Local Collector (Cliff). The intersection possesses two signal systems, one for the major intersection and a separate pedestrian signal on the Hastings to Hastings sweep. The sweep has a large radius curve that is conducive to maintaining the travel speed when exiting. In addition, sight lines are good further raising the confidence drivers approaching the yield.

Replacing the yield with a stop is not warranted because the sightlines provide adequate warning of approaching vehicles and merge symmetry is present. Compliance for a stop sign here would likely be low and may even cause a rise in rear end collisions.

In order to mitigate right of way conflicts, slow down traffic and better define the yield requirements, the following adjustments are to be completed (see exhibit 2)



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1. Add gore markings to the painted edge line on the sweep and repaint the crosswalk. This will give a perceived narrowing effect and reinforce the presence of the crosswalk in an attempt to slow traffic.
2. Add gore markings and reduce the lane width from the Cliff/Inlet access to Hastings creating more separation between the through and merge lanes.
3. Add wide broken line across merge lane onto Hastings to better define right of way.
4. Add a supplemental yield sign on the left hand side of the sweep at Hastings to reinforce right of way.



Peeter Liivamagi, P.Eng.

ASSISTANT DIRECTOR ENGINEERING, TRAFFIC AND ENGINEERING SYSTEMS

BL:cg

Copied to: City Manager