

Re: BOUNDARY ROAD

ITEM	20
MANAGER'S REPORT NO.	20
COUNCIL MEETING	March 29/76

Following is a report from the Director of Planning regarding Boundary Road.

RECOMMENDATIONS:

1. THAT Vancouver City Council be requested to:
 - (a) Not proceed with the proposed intersection redesign and construction at Boundary Road and S.E. Marine Drive.
 - (b) Provide the Municipality of Burnaby with an estimate of additional truck traffic that is proposed for diversion to this route, together with a report on the likely environmental impact of this additional truck traffic on adjacent residential areas ...
with the understanding that discussions will be initiated with the City of Vancouver upon receipt of the requested information; and
2. THAT a copy of this report be sent to Mr. Basil D. Whitehead who appeared as a spokesman for Boundary Road residents at the March 15, 1976 meeting of Council.

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Planning Department,
March 25, 1976
Our File #08.640-B

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: BOUNDARY ROAD TRUCK ROUTE.

Recently residents living adjacent to Boundary Road in both Vancouver City and Burnaby have expressed concern to their respective Councils on the question of proposed increase in truck traffic on Boundary Road. This concern has emanated from the Vancouver City Engineer's report "Truck Transportation in Vancouver" which was first placed before the Vancouver City Council on Nov. 25, 1975.

In addressing concerns of residents, this report discusses Boundary Road Truck route in the context of the recent history of Boundary Road and the status of improvements proposed for this route.

1. For over 20 years Vancouver City and Burnaby have regarded improvements to this arterial road as a joint responsibility.
2. Agreement has been reached on additional R. O. W. required over most of its length where widening is required i. e. south of 29th Avenue. However cost-sharing for R. O. W. south of Imperial St. on the Vancouver side has remained unresolved since approximately 1954.
3. The schedule for upgrading Boundary Road has a high mutual municipal priority. Priorities established recently include the improvement of Boundary Road between Thurston St. and a point 500 ft. south of Kingsway within this year's Capital Improvement Program. Upgrading between 29th Ave. - Thurston St., and the point 500 ft. south of Kingsway - Dubois St. is proposed for a Referendum to be placed before the electorate in the fall of 1976.

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4. The Dept. of Highways, while regarding Boundary Road as an important arterial with important longer-term potential are not willing to contribute to any improvements at this stage.
5. The present concerns being expressed by residents adjacent this route have been occasioned by recent statements that Vancouver City intends to encourage trucks (primarily by using traffic signs) to divert eastwards to Boundary Road which is already a truck route for both Burnaby and Vancouver City.
6. The reason in part for the Vancouver City stand is that they have been under increasing pressure from residents of the Knight St. truck route and other north-south truck routes to do something to discourage truck traffic.
7. As part of the strategy to encourage more trucks to use Boundary Road the Vancouver City Council accepted the Vancouver City Engineer's plan to redesign the S. E. Marine Drive/Boundary Road intersection, so that an easier grade would result for movements between the north and west legs of this intersection. This was the report (without input from Burnaby) placed before Vancouver City Council on Nov. 25, 1975.
8. The intersection proposal (a copy of the original sketch proposal is attached) was first mutually discussed between Burnaby and Vancouver City Engineering and Traffic Planning staff at a joint meeting held on Jan. 28, 1976, to discuss overall Boundary Road improvements. Two subsequent meetings were held on Feb. 20, 1976 and on Mar. 12th, 1976. The Dept. of Highways attended the meeting of March 12th, 1976 because of their shared interest in Marine Dr. in Burnaby and because of the future connection of Boundary Road to Marine Way.
9. At these meetings staff of the Burnaby Planning Dept. expressed concerns on several aspects of the proposed intersection design. These were that the proposed design:
 - a. caters to a minority of intersection movements, i. e., only 30% of all intersection traffic turns in this sector and only 22% of trucks using the intersection turn in this sector. (Note: truck flows are in the range 10-20% of total traffic flow.)
 - b. disrupts vehicle movements westbound along Marine Way which are one of the largest components of intersection flows.
 - c. isolates that section of Boundary Road between Banting St. and Marine Drive and renders the future connection of Boundary Road to the proposed Marine Way more difficult and more costly.
 - d. makes no provision for the preservation of an historical pedestrian trail linking Vancouver and Burnaby. This trail, located approximately midway between Portland St. and Banting St., is shown as a component of the Vancouver City report "Implementation Report - Development of Areas E & F, Champlain Heights" dated Aug. 22, 1974. A member of the Burnaby Planning Dept. was an active member of the study team that prepared this report.

10. In view of the declared intention of Vancouver City Council to divert additional truck traffic to this route, it would seem of more pressing concern to upgrade Boundary Road to its final arterial design standard along its length between Marine Drive and 29th Avenue before encouraging additional traffic on the current substandard facility by the redesign of the Boundary Road/S. E. Marine Dr. intersection.
11. The future design standard for Boundary Road in the south recognizes a 132 ft. R. O. W., which allows sufficient width to accommodate 4 moving traffic lanes, and landscaped earth berms or other noise-absorbing barriers, to reduce the impact of traffic noise on adjacent residential properties.

In summary, the Planning Dept. concludes that the intersection design as proposed is premature in that it :

- (1) does not cater adequately to all traffic movements using this intersection, and over-designs for a minority movement.
- (2) does not recognize future plans for this intersection.
- (3) overlooks a proposed historic pedestrian trail connection between Burnaby and Vancouver.
- (4) encourages additional truck traffic on a substandard arterial facility.

RECOMMENDATION

The Planning Department recommends

1. THAT Vancouver City Council be requested to:
 - a. not proceed with the proposed intersection redesign and construction at Boundary Road and S. E. Marine Drive.
 - b. provide the Municipality of Burnaby with an estimate of additional truck traffic that is proposed for diversion to this route, together with a report on the likely environmental impact of this additional truck traffic on adjacent residential areas...

with the understanding that discussions will be initiated with the City of Vancouver upon receipt of the requested information.

2. THAT copies of this report be sent to interested Burnaby residents.


A. L. Parr,
DIRECTOR OF PLANNING.

GDH:ew

att.

c. c. Municipal Engineer

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CHAMPLAIN HEIGHTS
DIAGRAM VII

PROPOSED REALIGNMENT OF BOUNDARY RD. AT S. E. MARINE DR.

