

ITEM 35 (SUPPLEMENTARY)
MANAGER'S REPORT NO. 54
COUNCIL MEETING 1978 07 31

RE: ENGINEERING SERVICES FOR THE DESIGN OF IMPROVEMENTS TO
NORTH ROAD BETWEEN HIGHWAY NO. 1 AND THE BURNABY/
NEW WESTMINSTER BOUNDARY
(ITEM 24, REPORT NO. 54, 1978 JULY 31)

Following is a report from the Director of Planning and the Municipal Engineer on Rapid Transit relative to proposed improvements to a section of North Road.

It is requested that this report be considered together with Item 24 which appears on the agenda for this evening's meeting of Council.

RECOMMENDATION:

1. THAT the following clause be appended to the consultant's terms of reference:
 - (j) Before proceeding with the design of the North Road the consultant is to assess in conjunction with the G.V.R.D. the implications of a proposed HCRT system on North Road and report as to:
 - (i) The results of their discussions with the G.V.R.D.
 - (ii) The implications of providing for HCRT in the design of North Road.
 - (iii) The increase in cost of design work arising from the inclusion of HCRT.

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Planning Department
1978 July 31

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING AND MUNICIPAL ENGINEER
RE: ENGINEERING SERVICES FOR THE DESIGN OF IMPROVEMENTS
TO NORTH ROAD BETWEEN HIGHWAY NO. 1 AND THE BURNABY/
NEW WESTMINSTER BOUNDARY

The terms of reference for the above work as detailed on Page 212, Item 24 of Manager's Report No. 54, Council Meeting 1978 07 31, do not specifically mention Light Rapid Transit (LRT) or any other form of High Capacity Rapid Transit (HCRT) system in the context of the (re)design of North Road. It is our understanding that the Rapid Transit Staff Committee is to recommend to the G. V. R. D. Transportation Committee that in the second phase of the Rapid Transit project:

- "2) The first priority (HCRT) corridor which should be carried forward in the investigation is between Downtown - New Westminster with branches to the Lougheed Mall area and Whalley.
- 3) Investigation of the first priority corridor should proceed to the point that right of ways are secured and a more detailed analysis of urban development effects, and costs is made.
- 4) The investigation of the first priority corridor should focus on a minimum LRT line, but also consider busways and mono-rail or a similar type of rapid transit between the Lougheed Mall area and Whalley."

The terms of reference for the North Road redesign are not intended to preclude a HCRT system and this was stated to the G. V. R. D. in a letter (attached) of 78 01 19. At that time it was not clear what the phase 1 results of the HCRT study would be or what recommendations would arise from it.

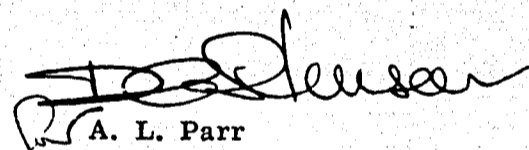
N. D. Lea & Associates have advised us that their preliminary "inventory" work on the North Road Project would include consideration of LRT or any other transit mode but the extra design work entailed by the inclusion of a transit way would be outside of the \$92,000 budget. Accordingly, it would seem appropriate if the following clause were appended to the aforementioned terms of reference:

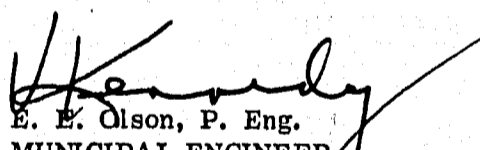
- j) Before proceeding with the design of the North Road the consultant is to assess in conjunction with the G. V. R. D. the implications of a proposed HCRT system on North Road and report as to:
- (i) The results of their discussions with the G. V. R. D.
 - (ii) The implications of providing for HCRT in the design of North Road
 - (iii) The increase in cost of design work arising from the inclusion of HCRT.

RECOMMENDATION

It is recommended:

THAT clause (j) above be appended to the consultant's terms of reference.


A. L. Parr
DIRECTOR OF PLANNING


E. E. Olson, P. Eng.
MUNICIPAL ENGINEER

PL/hf
Attach.

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MANAGER'S REPORT NO. 54
COUNCIL MEETING 1978 07 31



THE CORPORATION
OF THE DISTRICT OF
BURNABY

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Department of the Engineer

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78 01 19

Greater Vancouver Regional District
2294 West Tenth Avenue
Vancouver, B. C.
V6K 2H9

Attention: Mr. Gerard F. Farry, Director of Planning.

Dear Sirs:

Re: Proposed Upgrading of North Road.


This will acknowledge receipt of your letter 77 12 21. Prior to commencing with the design for the upgrading of North Road, all three Municipalities, i.e. Burnaby, New Westminster, Coquitlam, are awaiting a reply from the Ministry of Highways to confirm that authority's agreement to share 50% in the cost of designing and upgrading North Road.

After such agreement has been reached, it is proposed to engage a Consulting Engineer to perform the engineering design for the upgrading of North Road and the terms of reference will be flexible enough so that the design could incorporate a LRT corridor presuming at the time some firm decisions have been made regarding LRT. In any event, we will, at the appropriate time, have the Consulting Engineer contact you to discuss the implications of LRT and if necessary make arrangements with the appropriate authorities for the extra cost of design and construction arising out of LRT implications.

Yours truly,

E. E. Olson, P. Eng.
MUNICIPAL ENGINEER

by:


V. Kennedy, P. Eng.
DEPUTY MUNICIPAL ENGINEER

VK:cj

cc: () Director, Transit Services Division,
Ministry of Municipal Affairs & Housing
(✓) Director of Planning
() Municipal Engineer, New Westminster
() Municipal Engineer, Coquitlam