

ITEM 7  
MANAGER'S REPORT NO. 60  
COUNCIL MEETING 1978 09 05

Re: G.V.R.D. HIGH CAPACITY RAPID TRANSIT STUDY  
RECOMMENDATIONS FOR PHASE TWO

Following is a report from the Director of Planning on Rapid Transit.

Since our resolution is slightly at variance with what the G.V.R.D. Board has done, we feel that it is desirable to gain a unanimous position if possible, and we are therefore recommending endorsement of the Board's position.

RECOMMENDATIONS:

1. THAT Council rescind their endorsement (of 1978 August 28) of the staff committee recommendations for Phase Two of the High Capacity Rapid Transit Study; and
2. THAT Council endorse the recommendations of the G.V.R.D. Board with respect to the Rapid Transit Project; and
3. THAT Council notify the appropriate bodies accordingly.

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PLANNING DEPARTMENT  
1978 AUGUST 30

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
SUBJECT: G.V.R.D. HIGH CAPACITY RAPID TRANSIT STUDY  
RECOMMENDATIONS FOR PHASE TWO

INTRODUCTION

At their meeting of 1978 August 22 Council received a report for their information regarding the results of the first phase of the Rapid Transit Study and the staff committee recommendation for the second part of the study (attached). At that time Council endorsed the recommendations and resolved to notify the Urban Transit Authority, Mayor Volrich of Vancouver, and the Minister of Municipal Affairs and Housing accordingly.

G.V.R.D. BOARD RECOMMENDATIONS

On 1978 August 30 the G.V.R.D. Board met and considered the recommendations of the G.V.R.D. Transportation Committee regarding the direction of the second phase of the H.C.R.T. study. It is our understanding that the G.V.R.D. Board adopted the recommendations listed below with respect to Phase Two of the Rapid Transit Project:

- "Part 2 of the Rapid Transit Project should be completed as soon as possible, including the Downtown/Richmond corridor, and should include the development of a plan for rapid transit and immediate bus improvements.
- The priority corridors which should be carried forward in the Project are:

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1. Between Downtown and New Westminster, with branches to Whalley and the Lougheed Mall area, and,
  2. Between Downtown and Richmond.
- The investigation of the priority corridors described above should proceed to the point that rights-of-way are secured, more detailed cost estimates are made and the urban development package of which rapid transit is a part is clearly defined.
  - The investigation of the first priority corridor should focus on a minimum L.R.T. line, but also consider busways and monorail or a similar type of rapid transit between the Lougheed Mall area and Whalley. It should provide the Minister of Highways specifications for rapid transit that are sufficiently detailed for him to use in his structural study of the Patullo Bridge.
  - The investigation should assess the important interaction between rapid transit in the priority corridor, the proposed Annacis Island Crossing and other major highway projects.
  - The Downtown - North-East Sector and Central Valley Corridors should not be further investigated for High Capacity Rapid Transit at this time.
  - Part 2 should also include overall benefits of rapid transit for the Region and B.C. as in the original terms of reference.

The recommendations adopted by the G.V.R.D. Board differ somewhat from the original staff committee recommendations that were endorsed by Burnaby Council, viz.

- i. The assessment and development of a plan for rapid transit is accorded equal emphasis with the development of an immediate bus improvement plan. The assessment of what the effect a bus improvement plan has on the timing of rapid transit has been deleted by the Directors.
- ii. The Downtown-Richmond corridor has been accorded equal first priority with the Downtown-New Westminster corridor (with branches to Lougheed Mall and Whalley) and the reference to development of a bus priority plan for the Downtown-Richmond Corridor has been deleted.

#### CONCLUSIONS

The primary difference between the recommendations of the staff committee and the recommendations adopted by the G.V.R.D. Board is the inclusion of the Richmond-Downtown Corridor as warranting first priority evaluation. It has been recognized by the G.V.R.D. Board that the inclusion of this corridor will increase the cost of the study as well as delay the conclusion of the project. Accordingly, the G.V.R.D. is applying for 50 per cent cost sharing of an expanded budget from the newly constituted Urban Transit Authority.

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Providing that additional funds are made available to increase the budget of the study there is no reason to believe that the change in emphasis introduced by the G.V.R.D. Directors to the staff committee recommendations will in any way detract from the validity of the final results of the project. Indeed the thorough assessment of both priority corridors should result in a more comprehensive plan for the development of transit in the Greater Vancouver area.

RECOMMENDATION

It is recommended:

1. THAT Council rescind their endorsement (of 1978 August 28) of the staff committee recommendations for Phase Two of the High Capacity Rapid Transit Study; and
2. THAT Council endorse the recommendations of the G.V.R.D. Board with respect to the Rapid Transit Project; and
3. THAT Council notify the appropriate bodies accordingly.

  
A. L. Parr  
DIRECTOR OF PLANNING

PL/ds

attachment

cc Municipal Engineer

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RECOMMENDATIONS OF THE G. V. R. D. HCRT STAFF COMMITTEE

Following from the conclusions drawn from the first phase of the HCRT Study the staff committee recommendations with respect to Part 2 of the Rapid Transit Project are:

- "1) Part 2 should include the development by the end of this year of a plan for immediate bus improvements, along with an assessment of what effect the plan is likely to have on the timing of Rapid Transit.
- 2) The first priority 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 rights of way are secured, more detailed cost estimates are made and the urban development package of which rapid transit is a part is clearly defined.
- 4) The investigation of the first priority corridor should focus on a minimum LRT line, but also consider busways and monorail or a similar type of rapid transit between the Lougheed Mall area and Whalley. It should provide the Minister of Highways specifications for rapid transit that are sufficiently detailed for him to use in his structural study of the Pattullo Bridge.
- 5) The investigation should assess the important interaction between rapid transit in the priority corridor, the proposed Annacis Island crossing and other major highway projects.
- 6) Part 2 should also define rights of way and action to secure them in the second priority corridors. A bus priority plan for the downtown - Richmond Corridor should be included in the bus plan (Recommendation 1).
- 7) The downtown - Northeast sector and Central Valley corridors should not be further investigated for high capacity rapid transit.
- 8) Part 2 should also include overall benefits of rapid transit for the region and B. C. as in the original terms-of-reference."