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sparsely populated non-urban area of the Province.

4.0 CONCLUSION

In Burnaby, the continuation of heavy commuter flows given its central regional location between the downtown core and the outlying areas, and its highly built-up residential nature has made environmental protection on certain designated improved arterial routes a major transportation priority for this community that cannot be realistically divorced from the development of these arterials.

It is on this basis that Council regards environmental protection on specific arterials adjacent to residential neighbourhoods as an integral and inseparable component of their improvement and recommended, for example, the frontage road and berming with noise attenuation fencing in its Boundary Road proposal (see enclosed) and the "cut and cover" approach for the Stormont/Newcombe/Mcbride connector.

In view of the above and given the somewhat restrictive language of the Revenue Sharing Act as it presently exists, it is respectfully submitted that consideration be given to amending the Act to enable the Minister of Transportation, Communications and Highways to allow environmental protection measures to be cost-shareable items under the Revenue Sharing Act on the basis of the evidence presented relative to the location of the project, the nature of the proposed arterial, the intensity and nature of flanking land use and alternative types of treatment options available.

In the context of the proposed amendment the Council further respectfully requests your concurrent consideration to the inclusion of the frontage road and berms with noise attenuation fencing on Boundary Road as cost-shareable items. The gross cost of this is estimated at \$750,000.00 of which it is hoped that \$375,000.00 would come from the Provincial Government under a cost-sharing arrangement. In view of the fact that the proposed Boundary Road improvements which have commenced include the berming and frontage road components the Municipal Council has enacted By-Law No. 7393 to appropriate sufficient funds for these works in anticipation of your agreement to authorize these works as cost-shareable items.

5.0 SUMMARY RECOMMENDATIONS

1. THAT the Revenue Sharing Act be amended to enable the Minister of Transportation, Communications and Highways to allow environmental protection measures to be cost-shareable items under the Act on the basis of the evidence presented relative to the location of the project, the nature of the proposed arterial, the intensity and nature of flanking land use and alternative types of treatment options available.

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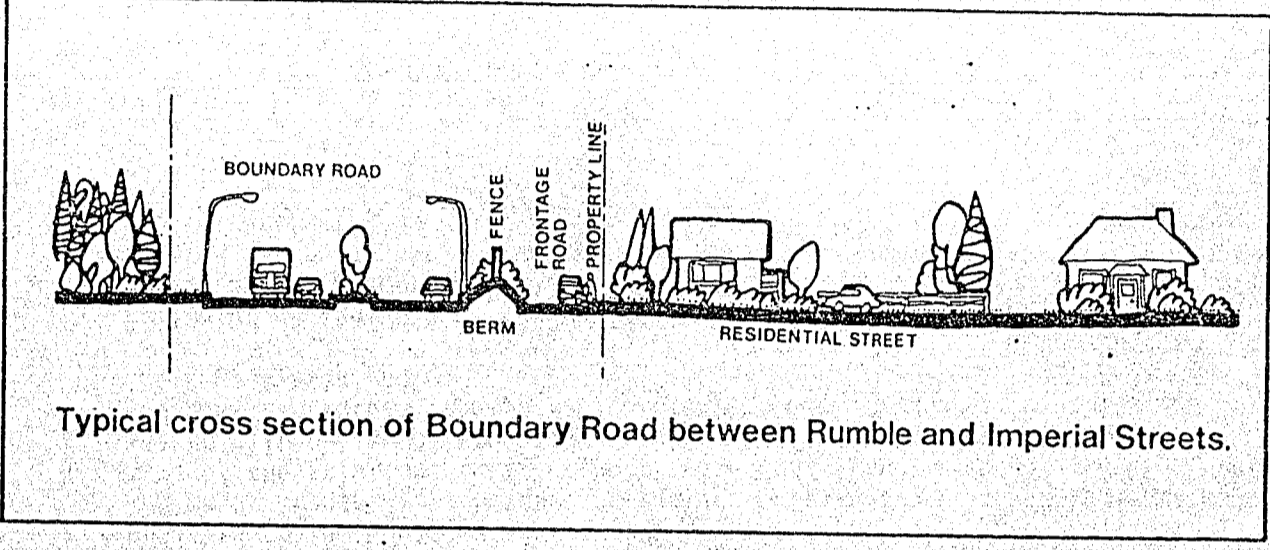
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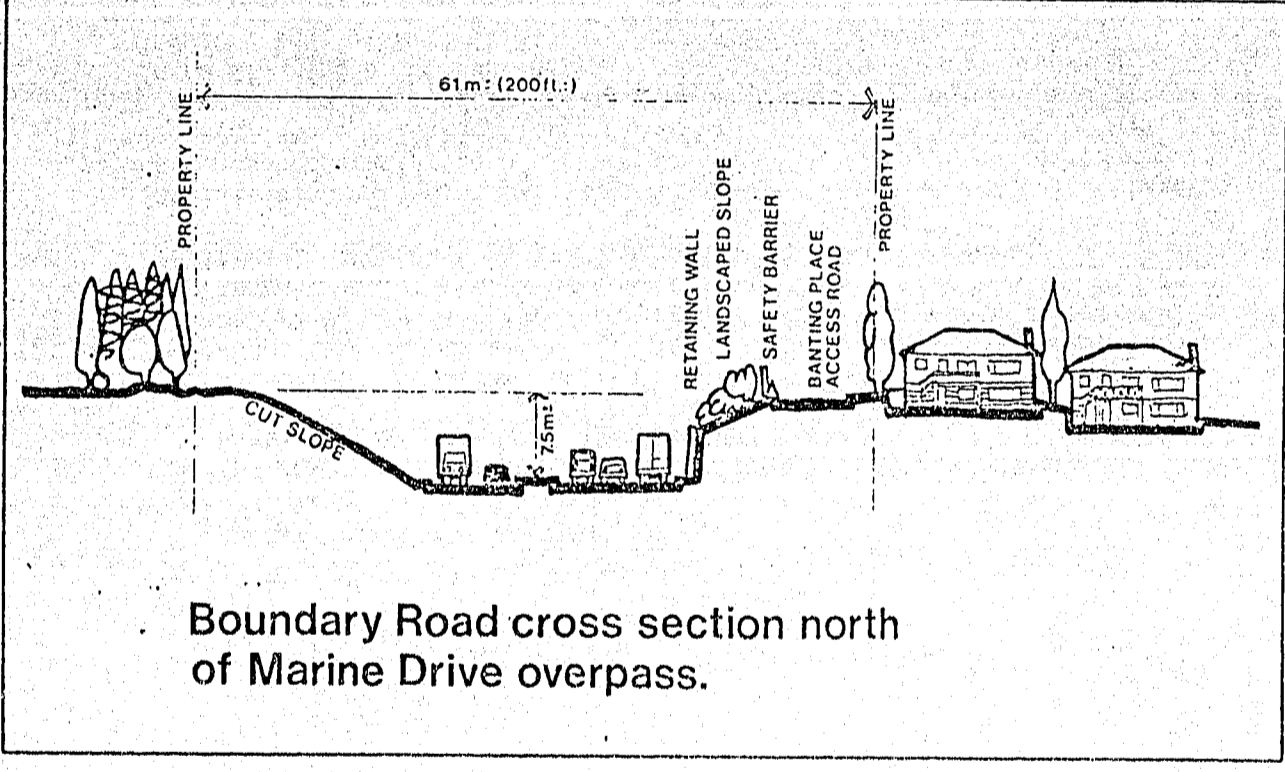
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2. THAT the Minister of Transportation, Communications and Highways give concurrent consideration to the inclusion of the frontage roads and berms with noise attenuation fencing on Boundary Road as cost-shareable items in the context of the proposed amendment to the Revenue Sharing Act.

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Typical cross section of Boundary Road between Rumble and Imperial Streets.



Boundary Road cross section north of Marine Drive overpass.

FIGURE A

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APPENDIX I

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THE TRANSPORTATION PLAN PREPARATION PROCESS IN BURNABY

At its meeting of 1978 February 13, the Burnaby Municipal Council established the Burnaby Transportation Committee having the following primary terms of reference:

- (a) to review the movement of goods and people in the Municipality in the context of the present roads and transit system, the proposed 1985 roads network, the overall planning for the future of Burnaby, the Greater Vancouver Regional District and Provincial Government transportation plans;
- (b) to receive input from interested citizens or citizen groups on matters of transportation;
- (c) to report and recommend to Council, action that Council should take based on the results of this review.

The objective of Council's actions in this regard was to develop a comprehensive transportation plan for the Municipality that would provide a framework for guiding the planning and future integrated development of major roads, public transit and truck routes in a manner that would be sensitive to the needs and desires of the community at large.

The initial phases of the Committee's deliberations were directed towards gaining an appreciation and understanding of those matters referred to in Item (a) above. The Committee met with staff of the G.V.R.D., Ministry of Highways, and B.C. Hydro (transit) on a number of occasions in addition to considering briefs presented by representatives of the trucking industry and informal position papers prepared by municipal staff.

With particular reference to Item (b), the Committee held two meetings in 1978 June with 13 community groups who presented their view on transportation in Burnaby. To promote additional public discussions and input, the Committee distributed a brochure (see enclosed) entitled "Towards a Comprehensive Transportation Policy For Burnaby" to every household and business in the Municipality in 1978 November. This brochure dealt with the major transportation issues prevalent in the community and outlined some of the solutions that had been suggested. The purpose of the brochure was to help get a well-rounded community perspective of the prevailing and possible future transportation problems both in our Municipality and the Region as a whole.

Following an analysis of the various submissions received, and its deliberations concerning the identification of the major transportation related issues in the community, the Committee prepared a report entitled, Draft Transportation Policies For Burnaby. In that report, 14 major policy areas, together with the associated implementation actions, were prepared in response to the major issues identified.

Prior to the submission of a finalized report to Council for its consideration, the Committee held two additional public meetings in 1979 March 08 and 15 to discuss and consider amendments to the 14 policy areas. The draft policy report was subsequently revised by the Committee incorporating those changes considered appropriate which resulted from the two meetings. The Municipal Council on 1979 April 09 received the amended document and approved in principle the contents of the enclosed report, Transportation Policies For Burnaby as a framework for the

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preparation of a conceptual transportation plan for the Municipality to guide the planning and future development of major roads, public transit, truck routes and related transportation items.

Following the approval in principle of the policy report, the Transportation Committee undertook to physically translate the various policies into a draft conceptual transportation plan for the Municipality respecting certain major influences such as existing and proposed land use, the varied geography of the Municipality and the location and nature of the basic transportation structure in the Municipality and Region as a whole. The task facing the Committee was to organize these diverse, yet interdependent, policy items and integrate them into a concept plan which best satisfied the following fundamental goal as adopted by the Committee in its policy report:

" Facilitate the movement of people and goods within and through the Municipality in a manner that is most cost effective and efficient while at the same time endeavouring to maintain and improve the integrity and environment of residential neighbourhoods. "

The process followed by the Committee to achieve this objective was to examine in detail four closely interrelated major factors that would influence how the transportation plan would ultimately be structured. To do this, the Committee held a series of workshop meetings, with representation from the Ministry of Transportation, Communications and Highways and local transit officials, to develop conceptual positions on a conceptual road plan, truck routes, public transit and residential neighbourhoods.

During these workshops the Committee made an assessment of each subject considering a variety of factors including existing and proposed land use, topography, and desirable recognized standards leading to the development of an idealized concept for each. From this analysis, the Committee was able to reach a consensus concerning needs and principles which were to be applied relative to each of these main areas of concern in the preparation of the concept plan. This was done with the knowledge that there would need to be judgments and a weighting of relative priorities made in balancing and integrating the various considerations when actually delineating the detailed components of the plan.

Given the combined underlying objectives to improve mobility within the community as well as to maintain and improve the quality of our residential neighbourhoods, the Committee prepared a Draft Conceptual Transportation Plan for the Municipality which would guide the development of an integrated public transit, truck route and road network. To maximize public awareness and feedback of the draft plan, a special leaflet (see enclosed) was prepared and distributed to every residence in the Municipality summarizing the major components of the plan and advising of three public meetings to be held during the week of 1979 June 12 for the Committee to present the draft concept plan and to receive and consider comments that the public may have prior to the submission of the Committee's final concept plan to Council.

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Following the public meetings on 1979 June 12, 13 and 14 to deal with the draft conceptual plan, the Committee gave consideration to the various submissions presented and formulated its final document, A Comprehensive Transportation Plan For Burnaby (see enclosed). This report was considered by the Municipal Council at a special meeting held on 1979 August 20 at which time the following motions were passed:

- (a) THAT Council adopt the Conceptual Transportation Plan as outlined in the report "A Comprehensive Transportation Plan For Burnaby" and portrayed on Figure 1 of that report together with the policy recommendations and implementation actions as contained in the report "Transportation Policies For Burnaby" (1979 April) as the combined basis for the Comprehensive Transportation Plan for the Municipality of Burnaby and THAT the Transportation Committee be asked to give Kensington Overpass priority.
- (b) THAT following adoption of Recommendation #1, aforementioned, arrangements be made for a meeting between representatives of the Municipality and the Ministers of Transportation, Communications and Highways and Municipal Affairs and the Federal Minister of Transportation in order that the Municipality's Comprehensive Transportation Plan can be explained and the Province's position with respect to the improvement of public transit services and provincial arterials can be determined.
- (c) THAT following adoption of Recommendation #1, aforementioned, arrangements be made for a series of meetings between representatives of the Municipality and of adjacent Municipalities in order that the Municipality's Comprehensive Transportation Plan can be explained and their cooperation requested in the advancement of the various proposals and policies associated with the report "A Comprehensive Transportation Plan For Burnaby" and the report "Transportation Policies For Burnaby".
- (d) THAT Council assign an ongoing responsibility to a Transportation Committee comprised of members of Council, representatives from the various sectors of the community and staff to prepare, sponsor and present transportation related implementation proposals and programs for the consideration of Council.
- (e) THAT as a specific item in the Committee's terms of reference, it be directed to prepare a recommended prioritized implementation program, to include a full statement of the financial implications of such a program(s) as well as a priority listing of those implementation actions as itemized in Appendix I and contained in the report, "Transportation Policies For Burnaby" for the consideration of Council.

The purpose in providing the preceding background information is to describe the extensiveness of the Committee's reviews as well as the high degree of community involvement in the formulation of the policy report and the accompanying transportation plan. As a result of this involvement, the Council is confident that the policies and plans adopted properly address the major transportation and land use issues facing this Municipality.