

RE: LETTER FROM R. SWARD, CHAIRMAN, NORTH BURNABY STUDY COMMITTEE WHICH
APPEARED ON THE AGENDA FOR THE 1980 OCTOBER 27 MEETING OF COUNCIL (ITEM 5h)
CAMBRIDGE OVERPASS/SKEENA TUNNEL

Following is a report from the Municipal Engineer regarding the above subject.

RECOMMENDATIONS:

1. THAT the recommendation of the Municipal Engineer be adopted; and
2. THAT a copy of this report be sent to Mr. R. Sward, Chairman, Transportation Sub-Committee, North Burnaby Study Committee, 3766 Oxford Street, Burnaby, B.C. V5C 1B9.

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TO: MUNICIPAL MANAGER 80 11 24

FROM: MUNICIPAL ENGINEER

SUBJECT: CAMBRIDGE OVERPASS/SKEENA TUNNEL
CORRESPONDENCE & PETITIONS - COUNCIL MEETING 80 10 27

RECOMMENDATION:

1. THAT this report be forwarded to the City of Vancouver and the Ministry of Transportation and Highways for their consideration regarding the feasibility of closing those facilities that allow commuter traffic access to the residential streets in the Vancouver Heights and the Burnaby Heights areas as alternative routes to the Hastings Street arterial.

SUMMARY:

While it may be feasible to close the Cambridge Overpass/Cassiar on-ramp and Skeena Street Tunnel to traffic, such a decision must be made by the City of Vancouver and the Ministry of Transportation and Highways, both of whom have direct jurisdiction over the subject facilities.

REPORT:

Reference the submission from R. Sward, Chairman, Transportation Sub-Committee, North Burnaby Study Committee, received by Council at its meeting of 80 10 27.

In 1979 September the Vancouver City Council authorized the barricading of Oxford, Franklin, Dundas Triumph, and Pandora Streets immediately east of their connections to Cassiar Street. In addition, they also authorized the closure of the Cambridge Overpass of Cassiar. All the closures were implemented by the use of concrete barricades; however, the Ministry of Highways ordered the City of Vancouver to remove those barricades placed on the Cambridge Overpass because this structure was under Provincial jurisdiction.

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Burnaby Engineering and Planning staff have been involved with the Transportation Sub-Committee of the North Burnaby Citizens Planning Committee and having reviewed the traffic patterns in their neighbourhood north of Hastings Street, we would conclude that the closure of both the Cambridge Street Overpass/Cassiar on-ramp and the Skeena Street Tunnel would prevent commuter traffic flows from passing through their neighbourhoods (see attached sketch).

The traffic flows prevented from entering or leaving the west end of the neighbourhood would be obliged to use other routes such as Hastings Street and other facilities.

The effect of the above would route higher volumes to Hastings Street which would then hasten the requirement to remove curb parking. It should be recognized that if Hastings Street fails to accommodate this additional traffic we would anticipate that adjacent parallel streets would experience increased traffic flows.


MUNICIPAL ENGINEER

HB/ch

Att.

c.c. () Traffic Supervisor
() Director of Planning

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