

RE: CONSTRUCTION OF MOSCROP/GILPIN CONNECTOR
DELEGATIONS: COUNCIL MEETING 1987 SEPTEMBER 21

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

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TO: Municipal Manager 1987 September 22

FROM: Director Planning &
Building Inspection

SUBJECT: Construction of Moscrop/Gilpin Connector
Delegations: Council Meeting 1987 September 21

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RECOMMENDATIONS:

1. THAT the Moscrop/Gilpin (Diversion)/Deer Lake Place Route between Willingdon and Canada Way be designated a secondary arterial, and programmed for construction in 1988.
2. THAT the above recommendation and this report be referred to the Transportation Committee.
3. THAT a copy of this report be sent to Mrs. Eve Sample, 5815 Gilpin St., Burnaby, B.C. and Mr. and Mrs. T.E. Strodl, 5858 Gilpin St., Burnaby, B.C. V5G 2H9.

R E P O R T

1.0 INTRODUCTION

At its meeting of 1987 September 21st Council received a delegation, Mrs. Eve Sample, representing the Gilpin Citizens Traffic Committee. The delegation included presentation of a petition and a brief regarding the proposed Moscrop/Gilpin diversion/Deer Lake Route (as shown on Figure 1). In addition, appearing on last week's Council Agenda was a letter from Mr. and Mrs. T.E. Strodl urging that this same route be constructed concurrent with the improvement of Royal Oak improvement. This staff report is intended to address issues raised by the brief as well as other related concerns arising from staff consideration of this project and Metrotown travel demand forecasts.

Municipal Manager
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2.0 MOSCROP/GILPIN DIVERSION/ DEER LAKE PLACE ROUTE

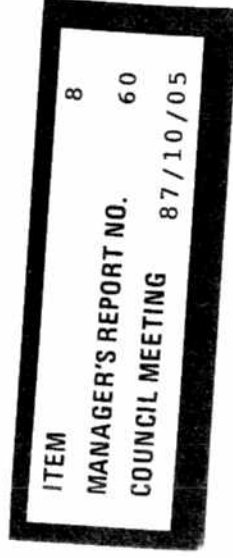
2.1 Background

The "Burnaby Transportation Study to 1985" published in March 1974 showed an eastward extension of the Moscrop alignment that by-passed the existing traffic routing via Gilpin. That route proposal swung south from the Moscrop/Gilpin alignment in the vicinity of Forest Lawn Memorial Cemetery to proceed parallel to Gilpin Street along the north side of Deer Lake Park. The abutting residential development has been designed to accommodate this route through buffering setback etc. It was originally proposed that the route would swing northward to intersect Canada Way via an alignment along Percival Street. It was also proposed that due to its location within Deer Lake Park the roadway would be developed as a "parkway" built to arterial standards, (i.e., dual two lane roadways separated by a generous median).

Before this design concept could be implemented, a new "Comprehensive Transportation Plan" for Burnaby was adopted in 1979 July. That plan realigned the Canada Way access from Percival to Deer Lake Place to accommodate resident opposition and downgraded the Moscrop/Gilpin Diversion/Deer Lake Place Route to a major collector. The Burnaby major residential collector standard is the same as that for a local residential collector; a 36 foot wide curbed roadway that allows one moving lane of traffic in each direction plus parking. The Moscrop/Gilpin route has been a part of the Municipality's Capital Improvement Program since 1975.

2.2 Travel Demand

Recent travel growth along Gilpin has been marginal. Weekday traffic (24 hour) counts were 11,880 in December 1981, 12,757 in June 1987 and 12,443 last week. With the implementation of The Central Area Transportation Plan, including the realignment of Deer Lake/Gilpin, there is the perception that travel volumes have grown. That perception has probably been heightened recently by the perennial onset of post-labour day traffic congestion.



While slow growth in the early 80's did not require early implementation of the Gilpin Diversion Route, recent traffic modelling work provides new urgent impetus. Our computer model forecasts show that as Metrotown assumes the role of a "super regional" centre, it will generate increased travel demand. Increased travel between Metrotown and the northeast sector of the region (and the Municipality) will be funnelled through the Kensington/Sprott freeway interchange to/from Metrotown via Moscrop/Gilpin and Royal Oak. This demand pattern is illustrated by Figure 2.

The forecast peak hour traffic volume also indicates a requirement for a 4 lane roadway. The daily travel demand along the existing Gilpin route now exceeds the 12,000 vehicles a day that is considered the upper limit for urban collectors (by the Road Transport Association of Canada). This demand exceeds the basic road capacity standard of the Burnaby Comprehensive Transportation Plan which scheduled Moscrop/Gilpin Diversion as a major residential collector.

The appropriate classification of the route from Willingdon to Canada Way is that of a secondary arterial. The secondary arterial standard is for a roadway design capable of carrying 4 moving lanes of traffic. If the route is built to a lesser standard, then some through traffic overflow will continue to use Gilpin between Deer Lake Place and Royal Oak. It should be noted that with provision of the new route Gilpin would still have through continuity and function as the local collector for residential traffic and continue to carry a bus route.

While demand warrants re-classification of this route to a more appropriate capacity standard it should be noted that the proposed route bypasses residential areas and does not provide a direct landservice - collector - function. The proposed alignment abuts rather than traverses the residential area conforming to basic Municipal policy regarding arterial route development and residential area protection.

It is still proposed that this route be built as a parkway to reflect its routing through Deer Lake Park, incorporating a median and separated 23 foot wide roadways. This route should be located with reference to the objectives and guidelines of the Deer Lake Park plan presently under preparation by the Parks and Recreation Department. As an arterial it will also be designed to mitigate its impact on the environment. This will include noise attenuation, landscaped buffers etc.

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The Transportation Plan also specifies that the future truck route network should be comprised of secondary and primary arterials. However, the designation of roads as truck route is by Bylaw and the issue of whether this route should be a truck route will be the subject of a future report.

2.4 Timing

The adopted 1987 - 1991 Capital Improvement Program scheduled the Moscrop/Gilpin Diversion/Deer Lake Route for construction over two years commencing in 1988. This schedule has been maintained relative to the recent staff planning of the 1988 Provisional Capital Budget. The scheduling for the Moscrop/Gilpin route is not considered to be dependent on the timing of the Royal Oak improvement, rather it is staff's view that it be implemented before, or at latest, concurrent with the Royal Oak Project.

3.0 DISCUSSION AND CONCLUSION

The requirement for enhanced capacity of the Moscrop/Gilpin Route, beyond that which is provided by the major residential collector standard necessitates its upward re-classification in the adopted municipal road heirarchy. The section of route, (i.e., between Willingdon Avenue and Canada Way), proposed for re-classification bypasses rather than traverses residential areas in accordance with adopted transportation policy. The residential areas abutting the roadway have been designed to accommodate its effect through setback and buffering. It is appropriate that the issue of re-classification be referred to the Transportation Committee by Council.

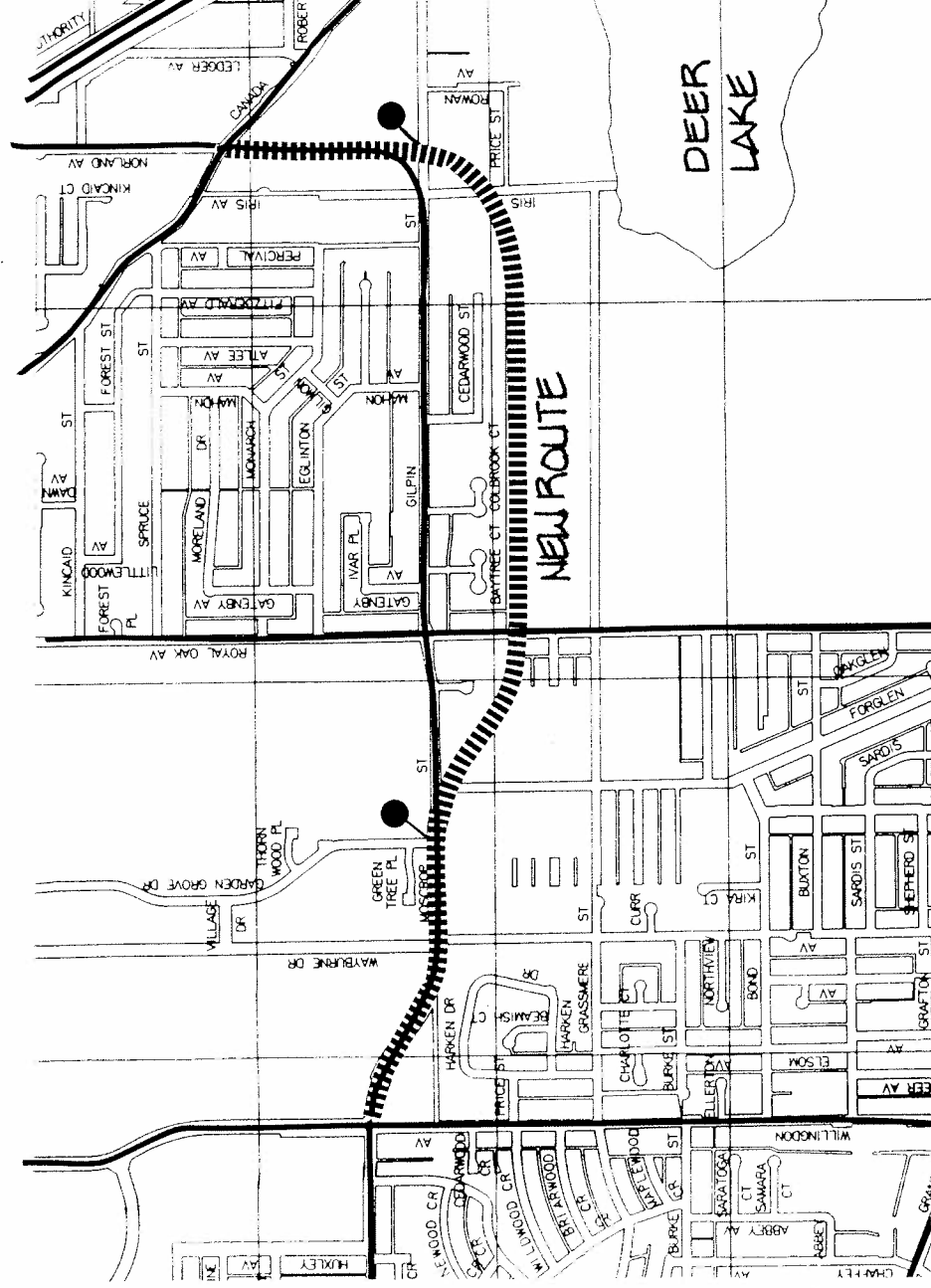

A.L. Parr
Director Planning &
Building Inspection

PL/pja

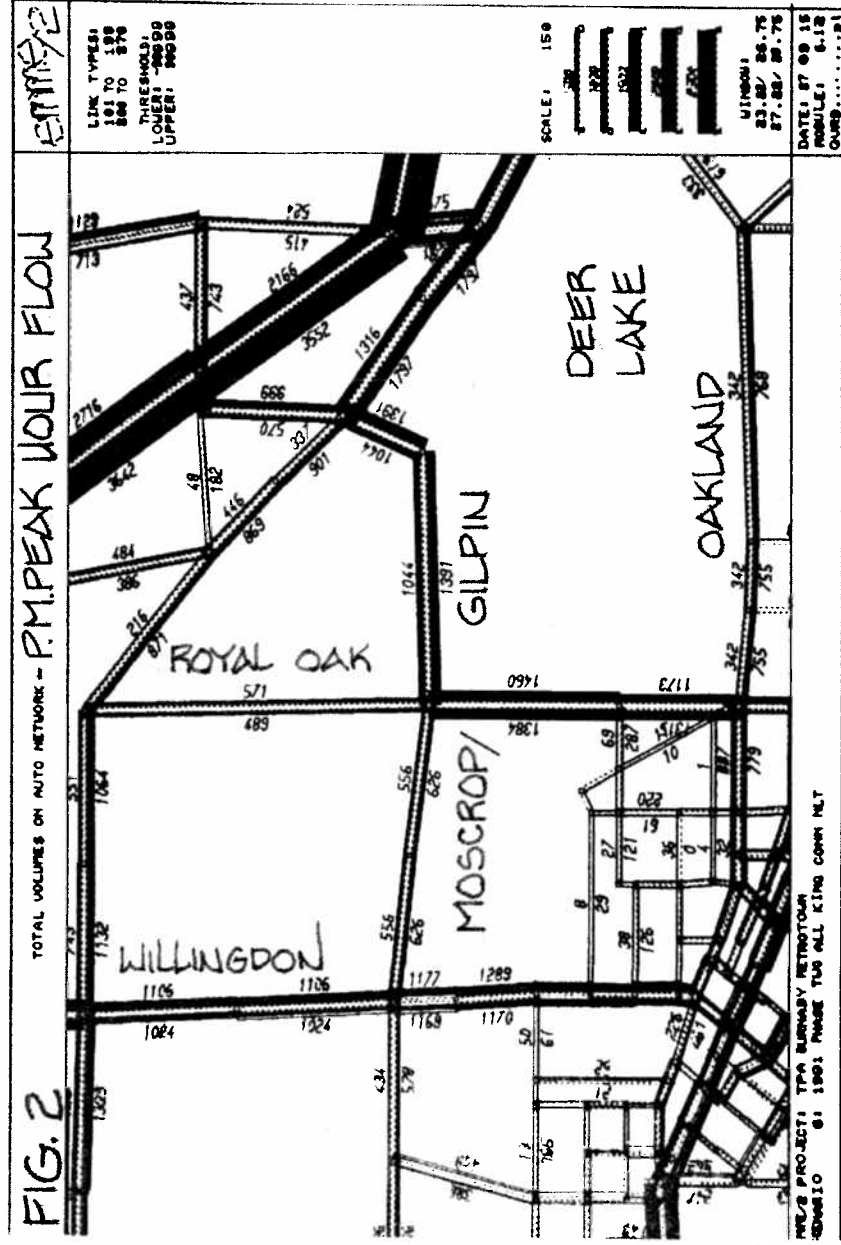
Attachment

c.c.: Director Engineering
Director Recreation and Cultural Services

FIG1 MOSCROP/GILPIN/DEERLAKE PL. - LOCATION PLAN



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SOURCE: EMME/2 TRANSPORTATION MODEL SIMULATION