

RE: LETTERS FROM MS. LORRETTA WREN AND MR. HARTLEY OLSON
TRAFFIC ON PARKER/CURTIS STREETS
EXTENSION OF HASTINGS STREET TO GAGLARDI WAY

ITEM	26
MANAGER'S REPORT NO.	53
COUNCIL MEETING	88/08/22

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 August 17
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640
SUBJECT: LETTERS FROM LORRETTA WREN & HARTLEY OLSON
TRAFFIC ON PARKER/CURTIS STREETS
EXTENSION OF HASSTINGS STREET TO GAGLARDI WAY

RECOMMENDATIONS:

1. THAT Council urge the Honourable Neil Vant, Minister of Transportation and Highways, to include the construction of the extension of Hastings Street to Gaglardi Way in his Ministry's 1989 Highways Construction Budget.
2. THAT a copy of this report be sent to Lorretta Wren of 6662 Curtis Street, Burnaby, B.C. V5B 2A6, and Hartley Olson, 6544 Curtis Street, Burnaby, B.C. V5B 2A6.

R E P O R T

1.0 INTRODUCTION

Appearing on the Agenda for the 1988 August 22 Council meeting are letters from Lorretta Wren and Hartley Olson expressing concern over the increasing volume of commuter traffic on Parker/Curtis Streets passing through residential neighbourhoods.

Also on the Agenda is a letter from The Honourable Neil Vant which advises that he would appreciate being informed, prior to the UBCM Convention, of any topics of interest that we want to call to his attention so that he will have adequate time to prepare a response. The following report concerns a matter over which his Ministry has jurisdiction and it is recommended that it be now referred to him accordingly.

2.0 BACKGROUND

2.1 Burnaby Comprehensive Transportation Plan

The concept of the Comprehensive Transportation Plan for Burnaby, adopted by Council in 1979 August, identified a fundamental transportation goal which is to "...facilitate the movement of people and goods within and through the Municipality in a manner which is most cost effective and efficient while at the same time endeavouring to maintain and improve the integrity and environment of residential neighbourhoods."

The policy items embodied in the Transportation Plan reflect the Municipality's desire to comprehensively address the transportation concerns such as commuter traffic using the Parker/Curtis Street route through residential neighbourhoods.

The embodiment in the Comprehensive Transportation Plan of an hierarchical classification of roads as part of the overall transportation network for the Municipality, Figure 1 attached, specifically identifies by route function the major elements in the Burnaby street network.

2.2 Implementation Strategy and Jurisdictional Responsibility

In developing the Implementation Strategy for the Comprehensive Transportation Plan, it was recognized that there were divided responsibilities for routes within and passing through Burnaby.

The majority of east/west primary arterial roads were provincial highways and thus were wholly a provincial responsibility for constructing, maintaining and upgrading, e.g. Hastings/Inlet Drive/Barnet Highway, Lougheed Highway, Freeway, Gagliardi Way, etc.

On other routes, new and/or existing, the Province could share (pending availability of funding pursuant to Part V of the Revenue Sharing Act) with the Municipality the responsibility for constructing new and/or improving existing roads subject to meeting certain criteria.

The remaining area of responsibility is wholly municipal wherein all funding for implementing the various elements of the Transportation Plan are Burnaby's responsibility.

The Implementation Strategy also recognized that certain major corridors of travel required early implementation of routes classified as high capacity primary arterials in order to meet current and projected inter-municipal travel demand. The North Burnaby corridor reflects the greatest shortfall in the number of east/west travel lanes, Figure 2 attached. This shortfall in east/west arterial capacity, when coupled with the destination oriented travel demands on the western side of Burnaby Mountain created by Simon Fraser University, places a disproportionate and ever increasing traffic load on the residential street network.

During the past few years the Municipality, with strong support from Simon Fraser University, endeavoured to have the Province construct the extension of Hastings Street to Gagliardi Way, however we have met with little success.

Planning & Building Inspection
re: Correspondence (Lorretta Wren)
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3.0 CONCLUSIONS

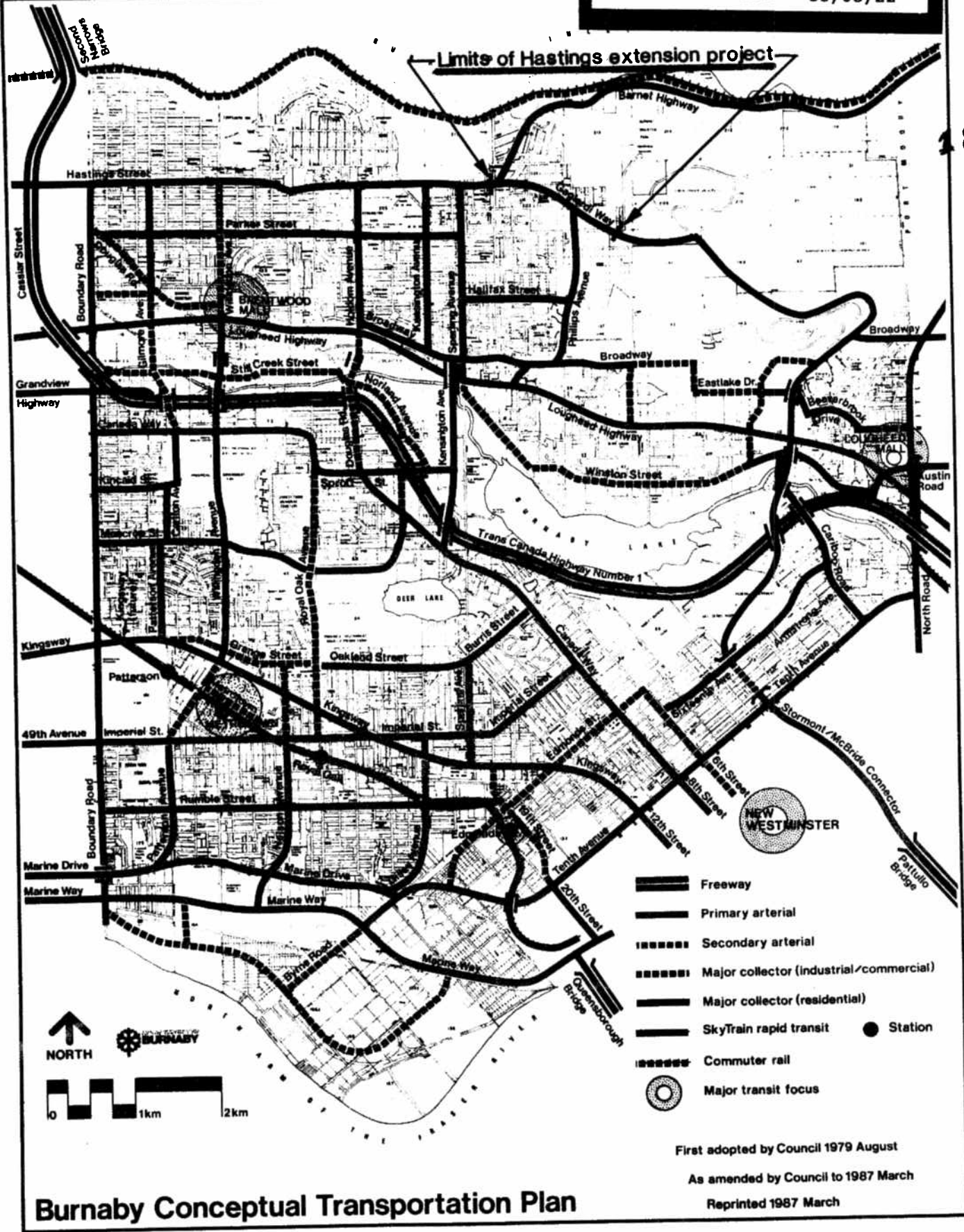
It is clear that early implementation of the Hastings/Gaglardi connector, along with the measures necessary to protect the residential environment on Curtis Street, is a necessity if established transportation policies are to be effective toward achieving the goal of the Comprehensive Transportation Plan.

It is recommended therefore that Council urge the Honourable Neil Vant, Minister of Transportation and Highways, to include the construction of the extension of Hastings Street to Gaglardi Way in his 1989 Highways Construction Budget.


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

WSS/mcb
Attachs:

cc: Director Engineering



Date:

Scale:

Drawn By:

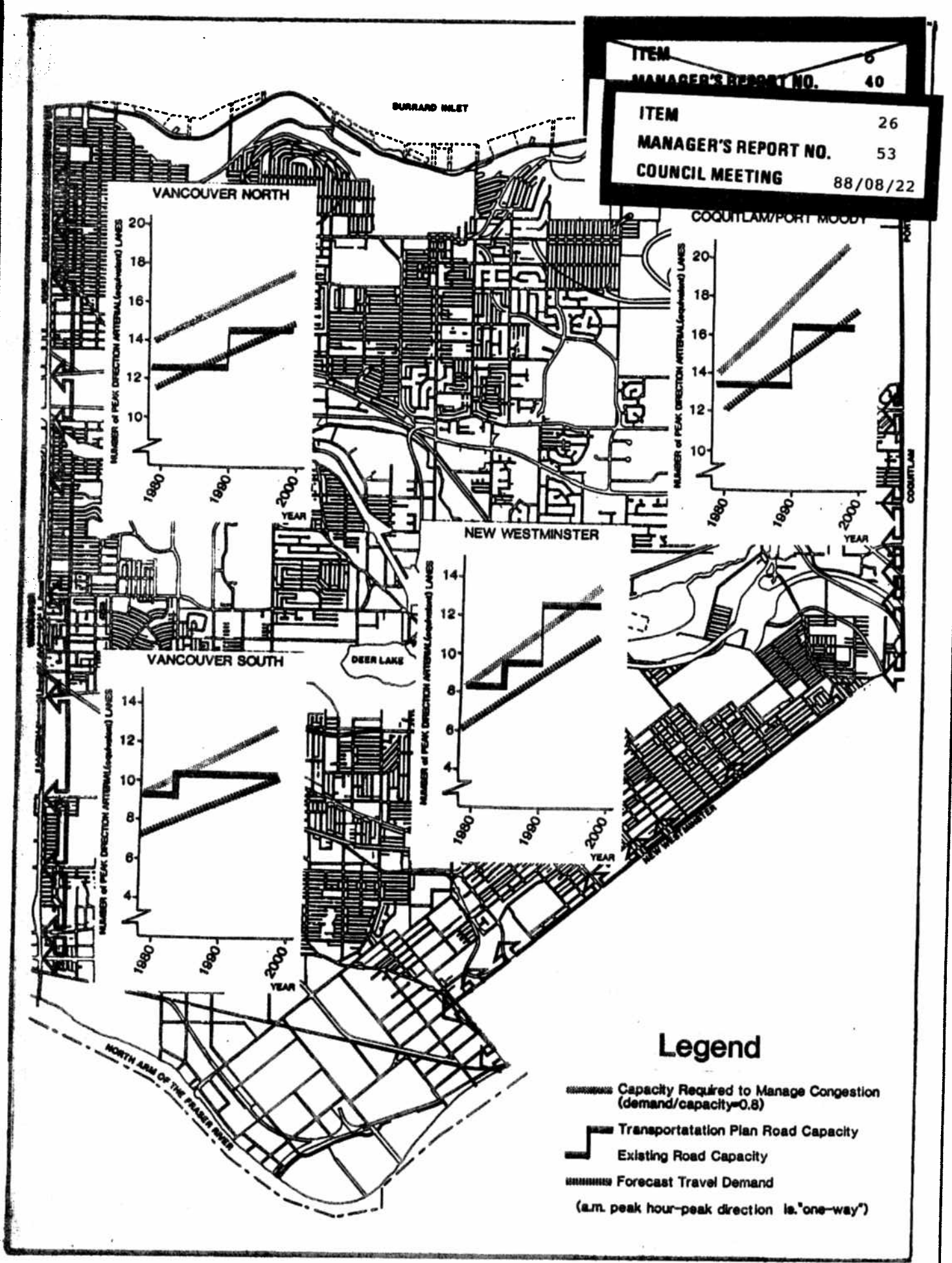
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Hastings Extension to Gaglardi Way

Figure 1.

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Date:

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Cordon Capacity and Travel Demand

