

THE CORPORATION OF THE DISTRICT OF BURNABY

TRANSPORTATION COMMITTEE

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

REPORT OF THE TRANSPORTATION COMMITTEE  
RE: WATERFRONT ROADWAY

RECOMMENDATION:

1. THAT Council not preclude the future development of the waterfront route as part of the Burnaby Transportation Plan pending further review, by staff and the Transportation Committee, within the context of other regional transportation initiatives.

R E P O R T

Members of the Transportation Committee have received Council reports related to the development of a waterfront roadway that will see the extension of the Barnet Highway along the Burrard Inlet waterfront to Vancouver. Recently Council has received a report from the City of Vancouver on the waterfront road proposal. The City is concerned with the need for corridor continuity and capacity as a consequence of any new waterfront roadway proposal. But the City has recognized that future development, particularly the Cassiar Improvement, should not prejudice any longer term proposal such as the waterfront roadway.

In response, Council passed the following motion and subsequently referred it to the Transportation Committee:

"THAT before Burnaby seriously considers the waterfront road located on the south shore as a viable future inter-municipal arterial road, the following prioritized components of our present transportation plan be completed:

1. The upgrading of the Cassiar Connector;
2. Additional lanes to the freeway;
3. Improvements to the Lougheed Highway;
4. Development of a Rapid Transit system on the C.P.R. Rail tracks or on the Barnet Highway/Hastings Corridor; and
5. The Province cost-share on the Hastings/Gaglardi Connector."

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We have evaluated the waterfront roadway using the Regional Transportation Model and it appears to make economic sense while advancing adopted Municipal Transportation Policies. The Transportation Model that we have used for our evaluation is being further refined and it is intended that it be used on a tripartite basis to develop a transportation plan for the future of the region. It is our belief that the waterfront roadway and its variants should be subject to a more rigorous scrutiny relative to other regional transportation improvements and in the context of a coordinated study of future land use, social, environmental and transportation concerns.

Variants to the waterfront roadway might include measures to deliberately restrict the private vehicle capacity to say one moving lane in each direction while providing a tidal flow high occupancy vehicle lane. Such an option should be tested against other corridor strategies such as light rail or commuter rail. At this time we would expect commuter rail, if appropriately priced, to be a complement to waterfront roadway proposals.

Pending this further evaluation it would be desirable if the Municipality kept its options open by not precluding future development of a waterfront roadway.

Respectfully submitted,

Alderman Gary Begin, Chairman

Alderman Fred Randall, Member

Alderman Joan Sawicki, Member

PL/pja

cc: Director Engineering