

REPORT
Regular Council Meeting
1989 December 11

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE

TRANSPORTATION DIVISION

HIS WORSHIP, THE MAYOR
AND ALDERMEN

RE: IMPROVEMENT PROPOSALS FOR BARNET HIGHWAY, HASTINGS STREET
BROADWAY AVENUE AND THE HASTINGS/GAGLARDI CONNECTOR

PURPOSE: To define the Municipality's requirements for the
improvement projects proposed for the Barnet Highway,
Hastings Street, Broadway Avenue, and the Hastings/
Gaglardi Connector.

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RECOMMENDATIONS:

1. THAT Council approve the attached requirements for planning and implementation of the projects on the Barnet Highway, Hastings Street, Gaglardi Way and Broadway Avenue.
2. THAT a copy of the attachment be forwarded from the Mayor to Mr. D.P. Doyle, Assistant Deputy Minister, Highways Operations.

R E P O R T

At its meeting of 1989 November 23, the Transportation Committee considered a report from the Director Planning and Building Inspection outlining the issues with respect to the road improvement projects proposed for the Barnet Highway, Hastings Street, Broadway Avenue and the Hastings/Gaglardi Connector. Arising from the discussion, it was agreed that staff would prepare a position paper for consideration by the Committee. The Municipality's requirements as attached, are intended to provide direction to staff in their discussions with the Ministry of Transportation and Highways.

To initiate this process, a copy of the Municipality's requirements will also be forwarded to the Assistant Deputy Minister, Highways Operation, in response to correspondence to the Mayor and Municipal Manager on this subject.

Respectfully submitted,

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L.A. Rankin
Member

:- AGENDA 1989 DECEMBER 11
:- COPY - MUNICIPAL MANAGER
- DIRECTOR PLANNING & BUILDING INSPECTION
- DIRECTOR ENGINEERING

THE COUNCIL OF THE DISTRICT OF BURNABY

REQUIREMENTS FOR THE PROPOSED IMPROVEMENTS TO THE BARNET HIGHWAY, HASTINGS STREET, THE HASTINGS/GAGLIARDI CONNECTOR AND BROADWAY AVENUE

1.0 INTRODUCTION

1.1 Background

On 1989 October 17 the Minister of Transportation and Highways presented a proposal for road improvements on the Barnet Highway and Hastings Street to the Mayors of Burnaby, Coquitlam, Port Moody and Port Coquitlam. In general, the proposal involved the widening of the Barnet Highway to four lanes and the introduction of reversible flow lanes on Hastings Street which would accommodate a high occupancy vehicle (HOV) lane for express buses and private vehicles carrying three or more persons. At the meeting with the Minister, the Mayor of Burnaby also received commitment from the Minister to construct the Hastings/Gagliardi Connector in conjunction with the proposed widening of Broadway Avenue east of Gagliardi Way.

1.2 Coordinated Approach

Council views the improvements proposed for the Barnet/Hastings and Broadway/Gagliardi/Hastings corridor as welcome additions to capacity on east/west travel corridors necessary to serve rapidly increasing traffic growth from the N.E. Sector. As Council has noted in its response to the GVRD Transportation Task Force Report, to supplement these corridors in accommodating future demand from the N.E. Sector, improvements will also be required to both the Lougheed Highway and Highway 1 within the next five years.

It is Council's position that projects involving the Barnet/Hastings and Broadway/Gagliardi/Hastings corridors cannot be planned and implemented in isolation. As all of these projects serve N.E. Sector travel and will have an impact on Hastings Street, the proposed improvements to the Barnet Highway, Hastings Street, Hastings/Gagliardi and Broadway Avenue should be planned and implemented simultaneously.

To coordinate the planning for these projects, Council recognizes the need for a technical committee of staff from the Ministry of Transportation and Highways, the affected Municipalities, and BC Transit to be responsible for undertaking the necessary studies and developing plans for these road facilities.

The Transportation Committee of Council will be responsible for reviewing projects relative to the Municipality's transportation objectives for this corridor, co-ordinating community input from those directly affected by the project, including the Hastings Community Association, and reporting the results of this process to Council for their consideration.

To further these objectives, the Council of the District of Burnaby has approved the following as requirements for inclusion in the plans for the road improvements proposed for the Barnet Highway, Hastings Street and Broadway Avenue and new construction of the Hastings/Gagliardi Connector.

2.0 BARNET HIGHWAY

2.1 Proposal

The Barnet Highway, which currently provides two travel lanes from St. John's Avenue in Port Moody to Inlet Drive in Burnaby, would be widened to four lanes, i.e., two in each direction. The additional lane in the peak direction (i.e., westbound in the a.m. peak period and eastbound in the p.m. peak period) would be available only for high occupancy vehicles including buses. B.C. Transit has proposed the operation of high capacity (100 passengers) articulated buses in this corridor.

2.2 Municipal Requirements

The Council of the District of Burnaby has approved the following as improvements to the Barnet Highway which are compatible with the Municipality's objectives for the Barnet/Hastings corridor:

- (I) The Barnet Highway should be widened to a four lane standard with the additional two lanes to be used during peak periods by high occupancy vehicles only. It is further understood that introduction of a reversible laning configuration on the Barnet Highway would not be incorporated in the project.
- (II) The design of the Barnet Highway should make provision for left turn channelization at locations where significant land uses access the roadway such as Barnet Marine Park.
- (III) The design for the Barnet Highway should recognize the importance of this facility as a bicycle and pedestrian route in the Burnaby Trail System. A separated cycleway/walkway is to be provided on the Barnet Highway.
- (IV) The design for the Inlet Drive section linking the Barnet Highway to Hastings Street should include measures to buffer flanking residences from traffic impacts of the widened Barnet Highway.

3.0 HASTINGS STREET

3.1 Proposal

Currently Hastings Street provides four travel lanes and two parking lanes with left turn channelization at some intersections. Under the proposal Hastings Street, during the a.m. peak period, would operate on a reversible lane configuration similar to Georgia Street from Pender Street to Chilco Street with four lanes in the peak direction and two lanes in the off-peak direction. During the p.m. peak period and during off-peak period, Hastings Street may revert to three lanes in each direction.

3.2 Municipal Requirements

The Council of the District of Burnaby identifies the following as requirements for inclusion with the proposed traffic improvements to Hastings Street:

- (I) The imposition of peak period parking restrictions for Hastings Street will require the provision of additional off-street parking spaces. The Province is to be responsible for providing this additional parking.
- (II) Traffic management measures are to be incorporated in the plan for Hastings Street to accommodate left turn movements at major intersections in the peak direction of travel flow during peak periods.
- (III) Upon completion of the Hastings/Gagliardi connector, Hastings Street will accommodate traffic from both Barnet Highway and the Connector. The intersection of Hastings Street and Inlet Drive will need to be designed to accommodate the confluence of two highways.
- (IV) Hastings Street, within the City of Vancouver, should be included within the scope of the project.

4.0 HASTINGS/GAGLIARDI CONNECTOR

4.1 Proposal

The Hastings/Gagliardi Connector is intended to ensure the continuity of the Provincial highway system from Gagliardi Way through to Hastings Street. To ensure uniformity of design, the Hastings/Gagliardi Connector is planned as a four lane limited access facility designed to Provincial arterial highway standards.

4.2 Municipal Requirements

The Council of the District of Burnaby identifies the following as requirements for the Hastings/Gagliardi Connector:

- (I) The Province is to be responsible for 100 percent of the costs of the project including acquisition of the right-of-way not yet acquired by the District of Burnaby.
- (II) The Hastings/Gagliardi Connector is to be designed as a four lane limited access Provincial arterial highway.
- (III) The Municipality will be responsible for providing sufficient right-of-way for the Hastings/Gagliardi Connector from land currently owned by the District of Burnaby, and the Municipality will be adequately compensated for this right-of-way.
- (IV) The objective of relieving traffic demands on Parker/Curtis Streets will require traffic management measures to ensure that east/west regional traffic is contained on the Hastings/Gagliardi Connector. A traffic management plan will be developed and implemented to achieve this objective as part of the overall project. Areas for consideration include the intersections of the Connector with Curtis Street, Phillips/Burnwood Avenue and Duthie Avenue.

- (v) In the Burnaby Conceptual Transportation Plan, Phillips/Burnwood Avenue is connected to Gaglardi Way, but this road will not be connected with Hastings/Gaglardi at this time.
- (vi) As the Hastings/Gaglardi Connector traverses the Burnaby Mountain Conservation Reserve, measures will be required to mitigate any environmental impacts on this area. The design process should therefore include an environmental assessment to identify the measures required to protect the ecology of the area.
- (vii) The design of the Hastings/Gaglardi Connector will include provision for measures to mitigate noise and visual impacts on residences flanking the Connector.
- (viii) The design for the connector is to include provision for cycle travel to and from Simon Fraser University.

5.0 BROADWAY AVENUE

5.1 Proposal

Broadway Avenue east of Gaglardi Way is proposed to be reconstructed to a four lane provincial arterial highway standard.

5.2 Municipal Requirements

The Council of the District of Burnaby has identified the following requirements to be incorporated in the plans for Broadway Avenue:

- (I) The Broadway widening and the Hastings/Gaglardi Connector should be undertaken concurrently. The opening of a widened Broadway without completion of the Hastings/Gaglardi Connector could increase traffic volumes on Parker/Curtis Street.
- (II) The design of Broadway Avenue is to provide a bridge at Stoney Creek to preserve the creek as a fish spawning stream and to accommodate users of the major ravine-park trail between Burnaby Mountain and Burnaby Lake as part of the Municipality's adopted trail plan.
- (III) The Municipality will proceed with projects necessary to reorient access from Broadway for fronting properties which currently have access to Broadway.
- (IV) The Burnaby Transportation Plan does not reflect the development of the section of Broadway west of Gaglardi Way as a provincial arterial highway, but the Municipality is continuing to protect rights-of-way in this corridor.