

ITEM 8  
MANAGER'S REPORT NO. 22  
COUNCIL MEETING 89/03/20

RE: LETTER FROM M.J. O'CONNOR, REGIONAL MANAGER, CHAIRMAN, GREATER VANCOUVER TRANSPORTATION TASK FORCE, GREATER VANCOUVER REGIONAL DISTRICT STAFF INPUT TO TRANSPORTATION PLANNING PROCESS

MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1989 MARCH 14

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: STAFF INPUT TO TRANSPORTATION PLANNING PROCESS - GREATER VANCOUVER TRANSPORTATION TASK FORCE

PURPOSE: To provide Council with a summary of the submission made by staff in response to a letter received from the Chairman of the Greater Vancouver Transportation Task Force and as well a context for the work being undertaken by the Task Force.

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RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. M.J. O'Connor, Regional Manager, Greater Vancouver Regional District, 4330 Kingsway, Burnaby, B.C. V5H 4G8.

REPORT

**1.0 BACKGROUND**

Appearing on the Council agenda is a letter dated 1989 March 09 from M.J. O'Connor, G.V.R.D. Regional Manager and Chairman of the Greater Vancouver Transportation Task Force. In his letter, Mr. O'Connor is making Council aware of a request made of staff to document desired transportation improvements over the next five years. This introductory information is required by the Greater Vancouver Transportation Task Force to assist its preparation of a transportation strategy for the Greater Vancouver area. As outlined in the letter, this information was requested to be forwarded by 1989 March 15.

**2.0 MUNICIPAL RESPONSE**

Staff provided its response to Mr. O'Connor in a letter dated 1989 March 14. The contents of the letter were organized around the general strategy as contained within the Transportation section of the adopted Official Community Plan. Included in the submission was a copy of the Transportation Section which includes the following:

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- the Burnaby Conceptual Transportation Plan approved by Council and the Province showing the location and hierarchical relationships of the municipal roads plan.

- a diagram showing the broad Transportation Plan phasing relationships.

- the Comprehensive Transportation Plan Implementation Schedule showing the breakdown of projects under B.C. Transit, M.O.T.H. and Burnaby responsibility respectively.

- a draft copy of the Municipality's proposed 5 year capital improvement program for major arterial/collector roads in the Municipality.

In addition, a series of road and transit related issues (eg. commuter rail, bus system improvements, timing of provincial arterial improvements, SkyTrain extensions, transportation of dangerous goods etc.) were raised as subjects warranting further consideration by the Task force.

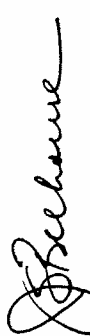
### 3.0 THE TASK FORCE TERMS OF REFERENCE

On 1988 November 29, the Provincial Government released a study entitled, "A Transportation Planning Overview Study for British Columbia: Freedom to Move". The study's series of reports provides a synopsis of current conditions, trends and emerging problems and offer a limited number of recommendations regarding specific projects. The report's main recommendation for the GVRD is that an overall transportation plan be undertaken that addresses all modes of transportation.

Transportation plans are to be prepared for each of the eight Economic Development Regions in the province. For the Mainland/Southwest Region of which we are a member, it has been determined that each of the 6 member regional districts will establish a Task Force to assist the plan preparation process.

The terms of reference for the Greater Vancouver Transportation Task Force are attached to this report. As is shown, the Municipality of Burnaby has representation on this Task Force and as such will have an opportunity to provide input to the process, assist in the analysis and discussion and participate in the development of recommendations.

The Transportation planning process initiated has a tight timeline with the expectation that presentation of an integrated provincial transportation plan will occur in the fall of this year. Staff will inform Council and the Transportation Committee of the progress of the Task Force as conditions warrant.

  
A.L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

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TERMS OF REFERENCE

GREATER VANCOUVER TRANSPORTATION TASK FORCE

THE PROBLEM

*"It is evident ... that large sums of money must be spent in the next 15 years to ensure that British Columbia's expanding economy and population continue to enjoy the benefits of well-maintained transportation systems. Where this money will be spent and on what systems in both the short and long-term requires careful consideration and a well thought out planning process."* ("A Transportation Planning Overview for the Province of British Columbia." Ministry of Transportation and Highways, November 1988, p. 1-3).

Establishing this planning process for the Greater Vancouver Regional District area is the responsibility of this task force. An effective approach to this task requires recognition of the three different transportation systems in operation in the Mainland Southwest Region:

- A national and international passenger and goods movement system based on the role of Vancouver as Canada's Pacific port and gateway;
- The key links in the provincial trunk highway system connecting Vancouver Island with the rest of British Columbia; and
- A passenger transportation system serving the daily travel needs of residents of the Greater Vancouver area.

In their operation and impact, these three transportation systems are

highly interconnected. They must all function efficiently if the region is to reach its economic potential. Until now, there has been little coordination or planning among the large number of agencies responsible for these systems, including federal port, airport and rail authorities, provincial highway and transit authorities and the municipalities in the region.

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Therefore, the transportation planning process must be a joint effort involving all levels of government through the coordination of the Ministry of Regional Development and it should be capable of securing input from other groups such as chambers of commerce, labour organizations and others with a vital interest in the region's transportation problems. This approach has already been used successfully in the recently-completed Transportation of Dangerous Goods Study, which has produced a practical action plan supported by all three levels of government.

It is proposed that the Task Force conduct its work in two phases, the first dealing with areas of provincial and municipal jurisdiction and the second to include recommendations for federal action.

#### OBJECTIVE

To prepare an integrated transportation strategy for the Greater Vancouver region which will encourage orderly economic growth at the lowest possible cost to taxpayers and system users in a manner consistent with the maintenance of livability and environmental quality.

#### MEMBERSHIP

The members of the Task Force are listed in Appendix A.

## TASKS

### Phase 1

1. Identify areas where transportation constraints are having a detrimental impact on economic development and on overall livability.
2. Review trends and identify opportunities for economic and population growth in the region to the year 2000 which can be accommodated while maintaining environmental quality and overall livability.
3. Identify and evaluate the impact of such growth in relation to the requirements of an integrated transportation strategy.
4. Prepare a transportation strategy to maintain or improve accessibility through:
  - Capital investment in new or expanded facilities;
  - Policy changes to influence transportation demand;
  - Transportation management changes to improve system efficiency (eg. bus priority lanes, ride-sharing and signal integration/synchronization); and
  - Transportation financing policies to give effect to the strategy.
5. Set priorities for proposed works and recommend the timing for the implementation of the strategy.
6. Liaise and coordinate with municipalities and adjacent regional districts in the preparation of the strategy.
7. Develop a program to involve the federal government in the resolutions of rail, port and airport access issues.
8. Make appropriate recommendations to government through the GVRD Board, the Regional Advisory Board for Mainland/Southwest and the Minister of Regional Development.

### Phase 2

9. Develop long-term (10+ years) strategies to improve accessibility and economic development which maintain or enhance environmental quality.

10. Work with appropriate federal representatives to prepare a program for federal transportation investment which will support the strategy.
11. Advise and assist the Regional Advisory Board and the Minister in securing the commitment of federal agencies to the projects identified in the program.

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The Task Force shall keep the Regional Advisory Board and the GVRD Board fully apprised of its activities at all times.

#### BUDGET

The Task Force shall prepare a budget which will draw upon the resources of the GVRD and the provincial agencies participating in the Task Forces. The budget shall make provision for a full-time Project Director and sufficient consulting assistance to ensure completion of the proposed tasks within the time frame set out below.

#### TIME FRAME

The Task Force shall submit to the Regional Advisory Board:

- Its proposed budget by 28 February 1989
- Its report on Phase 1 by 30 June 1989
- Its report on Phase 2 by 31 August 1989

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APPENDIX A  
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LIST OF MEMBERS

GREATER VANCOUVER TRANSPORTATION TASK FORCE

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Regional Manager  
Greater Vancouver Regional District  
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~~John Ratten~~

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Ron Adams  
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Staff Liaison Representatives

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Regional Development Officer  
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Regional Director  
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TRANSPORTATION PLANNING PROCESSDec.  
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1. Regional Transportation Planning Committees appointed by Regional Development Ministers.
2. 18 volume Delcan baseline study reviewed by committees. Regional issues in all modes of transportation considered.
3. Public submissions invited.
4. Technical information from transportation agencies made available to committees.
5. Regional Transportation Plans developed ranking short term and long term projects in priority by mode.
6. Presentation of Regional Transportation Plans to the Minister of Transportation and Highways for technical and budget review.
7. Assessment of all eight Regional Transportation Plans by the Strategic Planning Committee. Development of an Integrated Transportation Plan for B.C.
8. Presentation of the Integrated Provincial Transportation Plan to Cabinet for approval.
9. Implementation of approved projects throughout each region of the province.
10. Annual reassessment of issues and priorities by Regional Transportation Committees.

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