

REPORT
Regular Council Meeting
1989 January 30

THE CORPORATION OF THE DISTRICT OF BURNABY

TRANSPORTATION COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

MADAM/GENTLEMEN:

REPORT OF THE TRANSPORTATION COMMITTEE

Re: Gilley Alternate Review

RECOMMENDATIONS:

1. THAT Council lift from the table and adopt the recommendations of the Transportation Committee's "Gilley Alternate Review" Report of 1988 December 12.
2. THAT Council accord high priority to the projects previously recommended by the Transportation Committee namely the Marine Way/10th Connector, the Griffiths/ 19th/20th Street improvement and the upgrading of Stride (19th to 20th Street).
3. THAT Council's adopted recommendations and copies of the Transportation Committee reports be sent to the City Council of New Westminster.

R E P O R T

1.0 INTRODUCTION/SUMMARY

A Public Meeting, hosted by the Transportation Committee on behalf of Council, was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Thursday, 1989 January 05 at 19:00h. Minutes of that meeting are attached as Exhibit A. In addition to the delegations there was a written brief which is attached as Exhibit B.

Some of the concerns and issues raised have been dealt with in the Transportation Committee's previous report to Council on the "Gilley Alternate Review". Accordingly this report discusses those matters arising from the public meeting that require further consideration. This report is organized on an issue basis as some items of concern were common to more than one speaker.

Our review does not suggest any need to change the previous recommendations of the Transportation Committee to Council. Rather the public input has reconfirmed that those tabled recommendations are appropriate. Arising from the public input are recommendations that complement the direction of the previous Gilley Alternate Review report.

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- DIRECTOR PLANNING & BUILDING INSPECTION

2.0 ISSUES

2.1 Reconfiguration of the Conceptual Transportation Plan Road Network

The brief (Exhibit B) suggests a major restructuring of the Conceptual Transportation Plan road network including elimination of the Marine Way/10th Avenue connector in favour of a new link via Stride and the extension of the 19th Street secondary arterial route to Kingsway via Prenter, Hedley, Beresford and Gilley (rather than via Griffiths as now proposed).

Other delegations proposed using Rumble as a truck route (east of Gilley) which would implicitly necessitate its reclassification to secondary arterial. At least 3 speakers suggested the deletion of the Gilley Alternate from the Conceptual Transportation Plan and/or the declassification of Edmonds as a secondary arterial.

The agreement to the Burnaby Transportation Plan by the Ministry of Transportation and Highways was a prerequisite for Revenue Sharing Funding eligibility. To secure this agreement the Municipality has in turn undertaken to preserve the option of extending Edmonds (arterial) corridor continuity. However the determination when or whether Burnaby projects get built rests with the Municipality.

There does not appear to be an advantage to pursuing any of the proposals for Plan amendment. The Transportation Plan has been adopted by Council and only occasionally amended. It therefore enjoys some authority as a reference document and its amendment further should be carefully considered.

2.2 Designation of Truck Routes

The existing truck route network (as shown on Exhibit C1) to a large extent reflects the future network (Exhibit C2) anticipated by the Transportation Committee in the 1979 Transportation Plan. It was expected that the truck route network would evolve with improvements to the arterial road network (e.g. Marine Way/10th Connector and the Griffiths/19th/20th route).

Recently Council has spurred this evolution by serving notice that it intends to declassify Gilley as a truck route. There was some public concern that this would over-stress existing truck routes (principally Stride and Edmonds) that were considered to be ill suited to carry this additional demand. The Engineering Department is carrying out a study that will address these operational concerns.

There was also the request for declassification of Edmonds. The appropriate course would appear to be one of caution - we do not recommend extending declassification of truck routes without further study. In the Edmonds Town Centre the appropriate time for such a review would be when the proposed major arterial improvements - the Griffiths/19th/20th route and the Marine Way/10th Avenue connector are completed.

2.3 Specific Improvement Issues

The timing and design of specific road network elements was subject to some discussion. The issues included the following:

2.3.1 The Marine Way/10th Connector

Concern was expressed regarding the specifics of the design of the Marine Way/10th Connector as it relates to adjacent residential areas in New Westminster. While the design details have not yet been resolved it would be appropriate to initiate the consultation process with the City.

2.3.2 Edmonds (Kingsway to 19th Street)

The unfinished, interim standard of Edmonds was the subject of complaint relative to its appearance and the difficulties that the absence of sidewalks and street lighting presents to pedestrian traffic. Similar complaints regarding 19th/Griffiths are addressed by the tabled Transportation Committee recommendation for implementation priority. It would be appropriate to improve Edmonds to a secondary arterial standard as soon as possible.

2.3.3 Stride Avenue

There has been some concern that the declassification of Gilley will lead to increased truck traffic on the stretch of Stride between Kingsway and Nineteenth even though it is not a truck route. Staff have been reviewing the design of Stride relative to its possible function as gateway to Edmonds Town Centre South. The next draft of the Edmonds Station Area Plan will show Stride closed adjacent to the school at its intersection with Nineteenth. This will eliminate the "through" traffic potential of this link.

South-west of 19th, Stride would ultimately function as a major gateway to Edmonds Town Centre South. There is some concern that its design should reflect this function. The problem is mainly one of appearance. The properties adjacent to Stride between 19th and the SkyTrain right-of-way are residential and suffer the neglect inherent in the expectation that they will be demolished and redeveloped. In the normal course of events we would expect the roadway itself to be improved concurrently with adjacent redevelopment. However in this instance the Municipality may have to be proactive in the initiation of improvements as part of the decision not to build the Gilley Alternate. This issue has been addressed by the previous (tabled) Transportation Committee recommendations.

2.4 Pedestrian Linkages

The Municipality has been collecting monies from Edmonds Town Centre South developers for two pedestrian grade separated crossings of the Gilley Alternate and a pedestrian link to the SkyTrain station. Obviously the linkage to the SkyTrain station will proceed regardless of any decision regarding the Gilley Alternate. The timing of the other crossings, of the Gilley Alternate, would remain related to the timing of the Gilley Alternate and accordingly the Municipality will continue to collect and hold the crossings funds.

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Other improvements to the pedestrian network are currently under consideration relative to the Edmonds Station Area Plan review. It should be noted that some of the road improvements discussed previously are vital to the realization of the pedestrian network in terms of their associated works, - sidewalks, street lighting and traffic control.

3.0 DISCUSSION AND CONCLUSIONS

It is our view that the public concern and comment voiced at the Public Meeting did not indicate any substantial disapproval of the tabled Gilley Alternate Review Report and its recommendations. Rather there was implicit support for the recommendations of the Committee by most speakers. Accordingly it would be appropriate if Council lifted from the table and adopted the Committee recommendations.

There was also some concern expressed regarding the consequences of declassifying Gilley as a truck route. Of particular concern is the issue of safety relative to increased truck traffic on the existing truck route network. This issue is being addressed by the Director Engineering. Other issues and concerns will be addressed through the Edmonds Station Area Plan review.

Consequently the recommendations arising from the Public Meeting primarily address the related concerns raised by the public. It is clear the the Municipality must be vigorous in pursuing transportation improvements in this area if the issues voiced are to be resolved.

Yours sincerely,

Alderman R.G. Begin
Chairman

Alderman D.P. Drummond
Member

Alderman J.M. Sawicki
Member

Exhibit A

THE CORPORATION OF THE DISTRICT OF BURNABY

TRANSPORTATION COMMITTEE

M I N U T E S

A Public Meeting, hosted by the Transportation Committee on behalf of Council, was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Thursday, 1989 January 05 at 7:00 P.M.

PRESENT: Alderman R. G. Begin, In the Chair
Alderman D.P. Drummond
Alderman J.M. Sawicki

ABSENT: Mr. R.W. Tarling
Mr. W.G. Ramsell

STAFF: Mr. A.L. Parr, Director Planning and Building Inspection
Mr. P. Liviavagi, Transportation Planner
Mr. V.N. Wiebe, Assistant Director Engineering Design
Mrs. M. Pasqua, Secretary

GALLERY: 60

The Chairman called the Public Meeting to order at 7:00 p.m.

Alderman R.G. Begin, Chairman of the Transportation Committee opened the Public Meeting by advising that Council, at the regular Council meeting held 1988 December 12 received a report from the Transportation Committee which contained three recommendations as follows:

1. THAT the 5 Year Capital Budget accord high priority to Marine Way/10th Avenue Connector construction coupled with the Griffiths/19th/20th Street improvement in order to allow for the early declassification of Gilley Avenue as a truck route.
2. THAT the construction of the northern portion of the Gilley Alternate that crosses the Byrne Creek Ravine and the B.C. Hydro Right-of-Way and links to Edmonds Street be deleted from the Municipality's 5 Year Capital Budget.
3. THAT authority be given to pursue upgrading of Stride Avenue southwest of the 19th Street route in recognition of its function as the major link between Edmonds Town Centre South and the wider Community Plan area and a primary gateway to Edmonds Town Centre South.

Alderman Begin further advised that Council subsequently TABLED the three recommendations pending the holding of a Public Meeting during the first week of 1989 January to receive public input into the three recommendations.

Mr. Peeter Liviavagi, Transportation Planner then provided a brief overview of the Transportation Committee's report to Council, including the three recommendations contained therein, as requested by the Chairman.

The floor was then open for presentations.

Mrs. Gloria Fox, 8020 Gilley Avenue addressed the Transportation Committee expressing her happiness to have the trucks removed from Gilley Avenue. However, Mrs. Fox emphasized her support of the original alignment for the Gilley Alternate for the following reasons:

- A lot of time and money has already been spent

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- The cost of the Byrne Road section already has Provincial cost sharing but only if the northern section extending to Edmonds/19th is built
 - Much of the land in the Stride Avenue area (Edmonds Town Centre South) is already owned by Burnaby. Much of the cost of the Gilley Alternate could be paid for by the selling of these lands
 - The Gilley Alternate will not only be a truck route but also serve as an asset in a rapidly developing area
 - Keep in mind the Big Bend area and the Refuse Incinerator which generates truck traffic

With respect to the environmental impact on the ravine should the Gilley alternate be built, Mrs. Fox questioned if this matter had not been considered long before now, prior to design and approval stages. Mrs. Fox stated that when such a major road is needed both now and in the future, concessions must be made.

In conclusion, Mrs. Fox advised she did not feel comfortable with trucks being diverted around Burnaby to 10th Avenue. Truck traffic is generated from and is going into Burnaby itself, requiring a north/south truck route. Mrs. Fox stated that, in her opinion, the Gilley Alternate in its original form is definitely needed.

Mr. Craig T. Wilson, 7377 Salisbury Avenue addressed the Transportation Committee on behalf of 142 residents of the Beresford Apartment Complex and 75 residents of the Bakerview Apartment Complex. The Transportation Committee's report to Council states there is no need for the northern portion of the Gilley Alternate at this time whereas Mr. Wilson felt there was no need for the northern portion of the Gilley Alternate at any time.

Mr. Wilson supported the proposed pedestrian link mentioned in the report and suggested it appropriate to have a well-lit pedestrian link running towards Edmonds Street where the Gilley Alternate was originally proposed. Further, the speaker supported preservation of the environment in and around Byrne Creek.

The speaker advised that one item the residents did take issue with was the fact there was no mention in the Transportation Committee's report of Edmonds being redesignated as a residential collector. Edmonds Street was classified as a truck route on 1986 July 01 which the residents thought would be temporary. Mr. Wilson advised that the noise factor in the area, generated by volumes of traffic along Edmonds Street, is horrendous and it did not make sense to have a truck route through an area which is steadily developing residentially. Therefore, the speaker requested that Council give the same consideration to the residents of Edmonds Street by removing all truck traffic from Edmonds Street, which would be possible with the implementation of the 19th/Griffiths Connector.

With respect to the immediate removal of truck traffic on Gilley Avenue, Mr. Wilson sympathized with the residents on Gilley Avenue but wondered where all of the truck traffic would go. Mr. Wilson felt the decision was too simplistic and, in reality, would only transfer the problem to other neighbourhoods. The speaker and those residents he represented found this decision of Council totally unacceptable.

In conclusion, Mr. Wilson suggested the residents of Gilley and Edmonds areas work together with the Transportation Committee and Council to find a solution to the problem agreeable to both neighbourhoods and serve the needs of the Municipality as a whole. In the speaker's opinion, the Gilley Alternate does not meet those needs.

Mr. Peter Wardle, 1096 West 10th Avenue, Vancouver addressed the Transportation Committee advising he was one of the owners of the Dominion Glass property located on Edmonds Street and was speaking on behalf of Edmonds Town Centre Properties Ltd. Mr. Wardle advised his main concern was that when the property was purchased there was a road in place which connected traffic from Kingsway into the area. Impost fees were paid for a walkway over Gilley Avenue in two locations. There are now plans for eight residential towers in the area of which two will be under way within the year.

Mr. Wardle's main request was for an attractive entrance into the proposed project as soon as possible. The speaker did not have confidence in 5 year plans such as the one proposed for Stride Avenue pending the completion of the 10th Avenue/Marine Way Connector and suggested an 18 month commitment would be more realistic. Mr. Wardle felt Stride Avenue was an unsafe route for both cars and trucks owing to the steep grade at the bottom of the hill and therefore action should be taken sooner than later.

The speaker also made reference to the bicycle path running parallel to Skytrain. There is \$150,000 budgeted, which is now being payed for, to accommodate an underpass and overpass over the Gilley Alternate which will now not exist. Secondly, with Gilley Avenue being declassified from a truck route, a pedestrian overpass is no longer required. Mr. Wardle felt that with Stride Avenue as a major truck route and also serving as an entrance into the area, some of the monies allocated for the overpass on Gilley Avenue should now be spent on a proper overpass on Stride Avenue at 20th Street.

Mr. Scott Pattullo, #23 - 7220 Edmonds Street addressed the Transportation Committee enquiring if any engineering reports had been done on Gilley Avenue prior to the decision to remove all truck traffic and if the impact of this decision on other areas had been considered.

Mr. Pattullo advised that his main concern was the safe movement of trucks at the intersection of Edmonds Street and Kingsway and continuing down Edmonds. Mr. Pattullo felt Edmonds Street was not designed nor adequate enough to handle any trucks at all. There is a school in the immediate area of the intersection and the safety of the children is also a concern.

In conclusion, Mr. Pattullo felt the Gilley Alternate was the better route.

Mr. Nathan Davidowicz, 2924 East 41st Avenue, Vancouver addressed the Transportation Committee pointing out that the issue involved both residential and commercial areas and therefore the decision is a difficult one. Mr. Davidowicz felt the problem with truck traffic on Gilley Avenue is not an isolated one in that there are many other areas in the municipality experiencing the same if not worse problems. The speaker suggested that the municipality must be looked at as a whole when considering the implementation of truck routes.

Mr. Davidowicz cautioned that roads must be built to accommodate new development, particularly in Edmonds Town Centre South. Mr. Davidowicz supported the 10th Avenue/Marine Connector as the best solution and suggested Council look at the cost of upgrading Stride Avenue. Mr. Davidowicz also requested the Gilley Alternate be completely removed from the Plan.

Mr. Frank Norman, resident of New Westminster, addressed the Transportation Committee advising he resided in the west end of New Westminster which is directly south of the proposed 10th Avenue/Marine Way connector. Mr. Norman understood that no decision had been made with respect to the existing 10th Avenue/21st Street intersection (where 10th Avenue Connector curves south to join 10th Avenue just west of 20th Street). Mr. Norman advised it would not be desirable to have a right turn exit from the 10th/Marine Connector to go down to 21st Street. It would however be desirable to have a right turn only exit from the north end of 21st Street.

With respect to Recommendation No. 1 as contained in the report where it mentions the Griffiths/19th/20th Street improvement, Mr. Norman enquired if any further improvements are proposed for 20th Street over and above what has already been done. Mr. Norman was concerned over the possible construction of a four lane road when the residents were promised it would be kept as two lanes.

In conclusion, the speaker requested Council to ensure that full consultation takes place with New Westminster City and that New Westminster West End Residents Association be kept informed.

Mr. Ernest Neumann, 7151 Edmonds Street addressed the Transportation Committee and referred to Recommendation #2 of the Transportation Committee's report to Council. Mr. Neumann requested that the wording of the recommendation be amended to state the construction be deleted "entirely".

Mr. Neumann advised the residents of Edmonds Street have waited for upgrading of Edmonds Street for some time. Monies have been set aside by the residents for some 11 years now to cover the costs for sidewalks and ornamental street lighting upon completion of the upgrading. Now with the proposal of the 5 Year Plan, Mr. Neumann feared yet another delay will take place before the local improvements can be implemented.

The speaker also expressed concern regarding truck traffic on Edmonds Street, particularly when Edmonds is being used by trucks beyond the time restrictions posted by the municipality.

In conclusion, Mr. Neumann requested a final decision to declassify Edmonds Street from a truck route to a major residential collector in order to facilitate upgrading and local improvement projects.

Mr. Graham Scott, 6349 Clinton Street, addressed the Transportation Committee advising that his specific concern was the erosion of green space within the Ron McLean Park area. With the increase of population density proposed in the future, there will be more seniors and children who would desire access to park area without having to drive a distance. The speaker also suggested the bicycle trail and walkway through the area must also be protected.

Alderman R.G. Begin, Chairman, on behalf of the Transportation Committee, thanked those present for attending the Public Meeting and sharing their comments and concerns. Alderman Begin advised that staff will be reviewing the points raised this evening and will be reporting to Council in approximately two weeks.

The Public Meeting adjourned at 8:15 p.m.

Mrs. M. Pasqua
Secretary

Alderman R.G. Begin
Chairman

Exhibit B

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 were requested the same and present by Edmond
 to Kingway.
 ③ Done the municipality over a strip of land from
 about 21st Ave on the West side of 19th Street?
 This will be necessary to access and maintain
 the Amble 'S' curve on 19th and present requests
 right turn lane into skycraper station and left
 turn to left proceeding from Rumble 19th and
 up & down to traffic lights at Kingway.
 ④ Done the municipality over Rumble Street
 (4 lanes wide) from Buffetts to Halliday?
 This street could be used to provide
 truck up to the portion of Gilling Lane,
 between Rumble and Kingway which has been
 appropriated and nearly all properties are commercial
 or industrial. The alley could be used to
 Hume and Benford from Halliday to Valley
 could be used to access to truck traffic.
 Ben-Benford could be improved from
 Gilling Ave to McPherson to provide truck
 traffic to the museum warehouses and
 commercial buildings in that area.
 ⑤ The proposal to upgrade Buffetts/19th to
 (7% grade) for a truck route, will require
 the municipality to purchase 3 residences and
 3 or 4 industrial buildings. This could cost
 over \$1,000,000. Then you will have to
 install a traffic light at Buffetts & Kingway
 to allow trucks to proceed right or left
 on to Kingway. This will cost 6 lights

1055 Kammerer St.
 Burnaby, BC V5N 1M3
 January 3, 1989

Transportation Committee,
 Corp. of the District of Burnaby,
 4999 Steeles Way,
 Burnaby, BC V5A 1M2

REVIEW OF GILLEY ALTERNATE

At the meeting upon December 17th report to Council, I have some
 questions and suggestions for the Public Meeting to be held on
 January 5th 1989.

① Will the new proposed Hume Way/19th Ave curve be
 over in under the present existing tracks and skycraper?
 If not, will cost considerable and also skycraper?
 Since the line is there and would only require a short
 bridge over the existing tracks to replace present grade
 crossing. Also, trucks will be restricted from
 travelling on New Westminster side of 19th Ave from
 9:00 AM to 7:00 PM, or in part of an extension from
 20th Street to Kingway and McPherson Ave to West Road.
 Trucks can use both sides of 19th Ave between Kingway
 and McPherson Blvd. It is clear as a
 remedial thing, as that ~~is~~ correct?
 ② Will the closure of trucks from Gilling Ave to
 3 months time, as recommended at a recent meeting,
 with the 200 trucks be permitted up Steeles?
 I would recommend no traffic light be installed at
 Steeles + 19th to regulate the traffic congestion that
 will occur. Also provide a night limitation line
 on 19th to reduce that the 40 ft truck and buses

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 I have filed and Edmunds on Kingway
 I attached a map of the main work
 arrangements of closure of some of the streets
 in the area:

- (A) Murray Street at Kingway
- (B) Queen Street at Kingway
- (C) Griffiths Street at 19th Avenue
- (D) Kimball Street near parking lots
- (E) Edmunds Street, south-west of 19th
- (F) 18th Avenue at 19th Street
- (G) Car - See Scheduling on back side.

Yours truly,
 John H. Burkett

P5. Not related to Billy, alternate, but I have
 considered using Kingway between Edmunds and
 16th Ave. Has not been used in reports?
 This section of Kingway is a driveway to
 the house located to the driveway. This street
 is adjacent to the main on the other side, under
 it down on 10th Ave. between Kingway & Canada Way.





