

ITEM 1
MANAGER'S REPORT NO. 3
COUNCIL MEETING 90/01/15

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

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1990 January 10

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640
"Hastings Street"

SUBJECT: IMPROVEMENT PROPOSALS FOR THE 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.

RECOMMENDATION:

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 regular meeting of 1989 December 11, the Traffic and Transportation Committee submitted a report to Council outlining the Municipality's requirements for the improvement projects proposed for the Barnet Highway, Hastings Street, Broadway Avenue and the Hastings/Gaglardi Connector. Subsequently Council adopted a recommendation that the report be TABLED.

Subsequently at a special meeting immediately prior to the regular meeting of Council on 1989 December 18, staff received comments from Council on the draft "Requirements". These comments have been incorporated in the revised "Requirements" attached to this report for consideration of Council.

RG/mcb
Attach:

cc: Director Engineering


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

THE COUNCIL OF THE DISTRICT OF BURNABY
REQUIREMENTS FOR THE PROPOSED IMPROVEMENTS TO
THE BARNET HIGHWAY, HASTINGS STREET,
THE HASTINGS/GAGLARDI CONNECTOR AND BROADWAY AVENUE

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1.0 INTRODUCTION

1.1 Background

On 1989 October 17 the Minister of Transportation and Highways presented a proposal for road improvements on the Burnet Highway and Hastings Street to the Mayors of Burnaby, Coquitlam, Port Moody and Port Coquitlam. In general, the proposal involved the widening of the Burnet Highway to four lanes and the introduction of reversible flow lanes on Hastings Street which would accommodate a high occupancy vehicles (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/Gaglardi Connector in conjunction with the proposed widening of Broadway Avenue east of Gaglardi Way.

1.2 East/West Corridor Capacity

Council views the improvements proposed for the Burnet/Hastings and Broadway/Gaglardi/Hastings corridor as welcome additions to capacity on east/west travel corridors necessary to serve rapidly increasing traffic growth from the N.E. Sector. The proposed improvements recognize the need to accommodate private vehicle travel from this area while ensuring that the Provincial highway system in this corridor is expanded to carry the additional traffic volumes. Council however would like to stress that these improvements will offer only short term relief from peak period traffic congestion on east/west corridors through North Burnaby. The travel demands of the growing N.E. Sector will also require the immediate consideration of widening both the Loughheed Highway and Highway 1 within the next five years and further development of rapid transit options in this corridor.

The proposal for high occupancy vehicle lanes (including express buses) on the Burnet Highway and Hastings Street supports Council's objectives to encourage a fundamental shift in the direction of carrying more people rather than vehicles on the regional highway system during peak periods. However, recognizing that these improvements will effectively exhaust future options to further increase highway capacity in this corridor, Council would urge that the Province initiate studies to assess the rail rapid transit options for the North Burnaby corridor which will be necessary to address transportation needs in the period beyond five years including consideration of SkyTrain, commuter rail, light rail transit and streetcar technologies.

1.3 Coordinated Approach

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 would suggest 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 Traffic and 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 should 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.

Under the proposal however, Hastings Street within the City of Vancouver is not included within the scope of the project. Exclusion of the Vancouver section of Hastings Street however, reduces the overall benefits of the project in accommodating travel demand in the Hastings corridor.

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/Gagiardi 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 the two highways.
- (iv) Hastings Street within the City of Vancouver must be included within the scope of the project.
- (v) The Province should study fixed rail rapid transit alternatives on Hastings Street and within the North Burnaby corridor.

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4.0 HASTINGS/GAGLARDI CONNECTOR

4.1 Proposal

The Hastings/Gaglardi Connector is intended to ensure the continuity of the Provincial highway system from Gaglardi Way through to Hastings Street. To ensure uniformity of design, the Hastings/Gaglardi 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/Gaglardi 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/Gaglardi 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/Gaglardi 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/Gaglardi 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.

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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.

RG/mcb
1990 January