

ITEM 8  
MANAGER'S REPORT NO. 29  
COUNCIL MEETING 90/04/23

RE: PROVINCIAL ANNOUNCEMENT OF TRANSPORTATION IMPROVEMENTS FOR THE N.E. SECTOR

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1990 April 18  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640

SUBJECT: PROVINCIAL ANNOUNCEMENT OF TRANSPORTATION IMPROVEMENTS FOR THE N.E. SECTOR

PURPOSE: To evaluate the recent Provincial announcement of transportation improvements for the N.E. Sector relative to Council's requirements for the Barnet, Hastings, Hastings/Gagliardi and Broadway projects.

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RECOMMENDATION:

1. THAT Council approve the attached letter (Attachment A) be forwarded to the Minister of Transportation and Highways, the Honourable Rita Johnston.

R E P O R T

1.0 BACKGROUND

On 1990 April 03. the Minister of Transportation and Highways, the Honourable Rita Johnston, made a number of announcements with regard to transportation to the N.E. Sector. The press release refers to the following:

(i) Barnet/Hastings Project

Upgrading of the Barnet Highway to four lanes, a bypass route for Port Moody and contra-flow lanes on Hastings Street for express buses and carpools.

(ii) Advisory Committee on the SkyTrain Extension to Coquitlam

Membership of the Committee was announced including Alderman D. Drummond as Council's designate.

Subsequently at its regular meeting on 1990 April 05, Council considered a report from the Director Planning & Building Inspection outlining some of the implications of the Announcement with respect to the timing of the various projects. The Director Planning & Building Inspection noted that a report would be prepared for the 1990 April 23 meeting of Council. This report would assess the contents of the Announcement and identify variations with the Municipality's requirements for the Barnet, Hastings, Hastings/Gaglardi, Broadway projects. The following provides an analysis of the Minister's Announcement relative to Council's requirements for each project.

**A. BARNET HIGHWAY**

**(i) Council's Requirements**

For the Barnet Highway, Council's requirements approved widening from two lanes to four lanes with the additional lanes to be available during peak periods for high occupancy vehicles only.

Council also indicated the need for provision of left turn channelization where required, a separated cycleway/walkway and buffering of residences on Inlet Drive.

**(ii) Provincial Announcement**

The proposals for the Barnet Highway as announced by the Minister conform to the Municipality's requirements in terms of the high occupancy vehicle lane concept. No specific mention is made however of other design requirements including channelization, cycleways or noise buffers.

The Provincial announcement envisions an immediate start on improvements to the Barnet Highway with construction to begin on the east portion from Union Street to the refinery with completion of the project by early 1993. Ministry staff have clarified this timing by acknowledging that the eastern section would not open in advance of the entire Barnet Highway.

**B. HASTINGS STREET**

**(i) Council's Requirements**

The requirements for Hastings Street have supported the proposed contra flow lane configuration with four peak direction lanes and two off peak direction lanes including the continuation of a high occupancy vehicle lane in the peak direction. Council however, established additional requirements as follows:

- o provision by the Province of off-street parking spaces
- o traffic management measures to accommodate left turn movements
- o design of the intersection at Hastings Street at Inlet Drive to accommodate the Barnet Highway and the Hastings/Gaglardi Connector

Council also noted that the project should extend the full length of the Hastings corridor with the City of Vancouver included in the project.

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(ii) Provincial Announcement

The announced plans for Hastings Street are similar to the earlier proposal with little additional specific information. The latest plan however, is committed to reconfiguring Hastings Street from Inlet Drive to Springer Avenue only. The feasibility of expansion further west to Boundary Road is to be examined and will be subject to public consultation with respect to the impact on the community and local businesses. Completion of the section of Hastings Street east of Springer Avenue is to be coincident with the improvements to the Barnet Highway by 1993.

The Announcement appears to recognize the need to address the concerns of Hastings Street residents and merchants but does not specifically accept Provincial financial responsibility for off-street parking. Design solutions to accommodate left turn movements are not included in the proposal. The major concern, however, is the scope of the project as the timing of the section of Hastings Street west of Springer is not stated and the Vancouver section of Hastings Street is not included.

The recent plan also does not recognize a need for a longer term plan for Hastings Street including Council's request that the Province initiate a study of fixed rail rapid transit alternatives on Hastings Street.

C. HASTINGS/GAGLARDI CONNECTOR

(i) Council Requirements

Council also identified a number of requirements for the Hastings/Gagliardi Connector addressing the following areas:

- o Provincial financial responsibility
- o Design as a four lane highway
- o Compensation for municipal right-of-way
- o Traffic management plan
- o Environmental protection
- o Cycle travel to and from Simon Fraser University

(ii) Provincial Announcement

The press release for the Barnet/Hastings project does not mention the Hastings/Gagliardi Connector. The Minister's speech however, implied that the Connector would not open until after completion of the Barnet/Hastings improvements in 1993 but was not precise as to timing.

D. BROADWAY AVENUE

(i) Council Requirements

Council has supported the widening of Broadway Avenue to a four lane standard but has emphasized that it must be implemented concurrently with the Hastings/Gagliardi Connector to avoid further traffic impacts on Parker/Curtis Streets. Council also raised a number of design issues including the bridge over the Stoney Creek Ravine and access for fronting properties on Broadway Avenue.

(ii) Provincial Announcement

The timing of the Broadway Avenue widening remains a major concern after the Provincial announcement. It is known that the Province has included Broadway Avenue in its 1990/91 budget but the Announcement indicates that the Hastings/Gagliardi Connector would not be completed until after 1993.

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2.0 SUMMARY

2.1 Design Issues

Review of the Provincial announcement of the Barnet/Hastings project indicates some concurrence with municipal requirements on design issues. A number of design issues with respect to the Hastings/Gagliardi Connector and Broadway Avenue however, remain unresolved and it is assumed that these would be addressed by a technical committee comprising representatives from the Ministry, affected Municipalities and BC Transit.

Lack of explicit inclusion of the City of Vancouver within the design terms of reference however remains a major concern raised by Council which if not resolved would ultimately reduce the effectiveness of the project in accommodating travel demand from the N.E. Sector.

2.2 Project Timing

Council has strongly emphasized the point that as all of the four projects serve N.E. Sector travel and will have an impact on Hastings Street, they must be planned and implemented simultaneously.

The Provincial plan however, appears to be directed toward immediate construction of Broadway Avenue and the construction of Barnet Highway from St. John's in Port Moody to Hastings Street with the Barnet/Hastings and Hastings/Gagliardi Connector to follow by 1993 or 1994. This timing is contradictory to Council's concern regarding the impact of the Broadway Avenue widening on Parker/Curtis Streets.

The unstated timing of improvements to the section of Hastings Street west of Springer Avenue is also a significant issue as completion of all the other projects would place increased stress on this unimproved section of Hastings Street. To ensure that Hastings Street provides sufficient capacity to accommodate traffic from the Hastings/Gagliardi Connector and from the Barnet Highway, it is absolutely imperative that Hastings Street be reconstructed for its full length through Burnaby in advance of upstream improvements. Clearly to maintain safety and minimize traffic impacts, the full length of Hastings Street must be improved including consideration of the Vancouver section.

2.3 Associated Transportation Projects

Council's requirements also related the Lougheed Highway widening and rapid transit in the Hastings corridor with the Barnet/Hastings improvements. With respect to these projects the following points were raised:

- (i) Lougheed Highway Widening -- that the travel demands of the N.E. Sector requires immediate consideration of widening both the Lougheed Highway and Highway 1.

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(ii) Rapid Transit in the Hastings Corridor - as the proposed projects would effectively exhaust future options for highway capacity in this corridor the Province should initiate studies to assess rail rapid transit options.

Neither of these areas was addressed in the Minister's announcement.

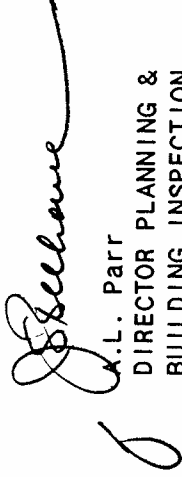
**3.0 CONCLUSION**

The Provincial announcement on the Barnet/Hastings project is essentially a restatement of the major points made in the previous commitments made in 1989 October. Many of the design issues raised by Council with regard to the previous announcement however remain unresolved and it is assumed that further discussion at the technical level will be required to define the position of the Province.

The conclusions of the announcement with respect to timing and associated projects however, are incompatible with Council's requirements and should be directly raised by Council to the Minister of Transportation and Highways. These concerns are incorporated in the draft letter shown in Attachment A and it is recommended that Council approve this letter to forward to the Minister.

*Am*  
RG/mcb  
Attach:

cc: Director Engineering

  
A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

1990 April 18

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The Honourable Rita M. Johnston  
Minister of Transportation and Highways  
Parliament Buildings  
Victoria, B.C.  
V8V 2H2

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Dear Mrs. Johnston:

Thank you for your letter of 1990 February 19 regarding the proposed improvements to the Barnet Highway, Hastings Street, the Hastings/Gaglardi Connector and Broadway Avenue.

We noted with great interest your recent announcement of transportation improvements to serve the Northeast Sector. Council recognizes that there are numerous design issues raised in our previous correspondence which were not resolved by your announcement and we look forward to addressing these issues at a technical level. Both Council and the Traffic and Transportation Committee will closely monitor the progress of the Technical Committee.

Your announcement however has raised serious concerns with respect to the timing of the proposed improvements to Barnet Highway, Hastings Street, the Hastings/Gaglardi Connector and Broadway Avenue. Council has strongly emphasized that these projects should be planned and implemented simultaneously. Otherwise, completion of the Broadway Avenue improvements in advance of the Hastings/Gaglardi Connector for example, will expose Parker/Curtis Street to further traffic pressure. Similarly, to ensure that Hastings Street provides sufficient capacity to accommodate traffic from the Hastings/Gaglardi Connector and from the Barnet Highway, it is absolutely imperative that Hastings Street be reconstructed for its full length through Burnaby in advance of upstream improvements.

In a broader context, Council does not view the improvements to transportation corridors in North Burnaby in isolation from other east-west corridors through Burnaby. To supplement the Hastings Corridor in accommodating N.E. Sector travel, immediate improvements are also required to the Lougheed Highway and Highway 1. In the longer term, Council also recognizes the finite road capacity in North Burnaby and would strongly urge your Ministry to commence studies of rapid transit options through North Burnaby including SkyTrain, commuter rail, light rail transit, and streetcar technologies.

In conclusion, Council is pleased to note the commitment of your Ministry in addressing the travel demands in suburban areas south of the Fraser River and in the N.E. Sector. Council's interest in raising these concerns is to ensure that these projects achieve the maximum effectiveness in addressing transportation problems in Greater Vancouver.

Yours truly

W.J. Copeland  
M A Y O R