

RE: ANNOUNCEMENT BY MINISTER OF TRANSPORTATION AND HIGHWAYS
ON TRANSPORTATION IMPROVEMENTS IN THE N.E. SECTION

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1990 April 05

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640

SUBJECT: ANNOUNCEMENT BY MINISTER OF TRANSPORTATION AND HIGHWAYS
ON TRANSPORTATION IMPROVEMENTS IN THE N.E. SECTOR

PURPOSE: To inform Council of the announcement of transportation improvements for the N.E. Sector.

RECOMMENDATION:

1. THAT Council receive this report for information.

R E P O R T

On 1990 April 03, the Minister of Transportation and Highways, 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 (Attachment A)

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 (Attachment B)

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

The announcement provides some additional details of the Barnet/Hastings project previously announced by the former Minister in 1989 October. Following the previous announcement, Council submitted its requirements to the Ministry of Transportation and Highways for the Barnet Highway, Hastings Street, the Hastings/Gaglardi Connector and Broadway Avenue.

The Minister's reply to Council (Attachment C) does not address these points in detail but suggests that Council's requirements be discussed through a technical committee of Ministry, BC Transit and municipal staff.

The announcement however, does refer to the timing of the various projects as follows:

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(i) **Broadway Avenue Widening**

- Design immediately
- Construction 1990

(ii) **Bus Only Lanes on Clarke Street and articulated buses - 1991**

(iii) **Barnet Highway**

- east section from Union Street to refinery design immediately; construction Fall 1990
- west section refinery to Inlet Drive; construction by 1993

(iv) **Hastings Street**

- six lane configuration Inlet Drive to Springer Avenue - timing not stated
- six lane configuration west of Springer Avenue - timing not stated; after public consultation

(v) **Hastings/Gagliardi Connector**

- not opened until improvements to Hastings completed

The references in the announcement to the timing of the various projects are therefore somewhat unclear. As the timing of these projects is however, a critical consideration in ensuring the projects achieve Council's objectives for transportation in this corridor, staff will need to consult with Ministry Officials to clarify the issue of timing.

Since the original announcement, staff have met with senior officials of the Ministry to discuss the Municipality's requirements. Ministry staff have suggested the immediate formation of a technical committee to oversee the design details of the various projects. Staff have however, emphasized two major points for consideration of this committee:

- (i) to ensure the timing of these projects is coordinated to ensure that Hastings Street is not overloaded and that Parker/Curtis Street traffic is addressed
- (ii) to ensure that Hastings Street is assessed as a complete project including the section in the City of Vancouver

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To continue the process with the Ministry of Transportation and Highways, it is recommended that staff prepare a report for the regular meeting of Council to be held on 1990 April 23. This report will assess the specifics of the announcement relative to the Municipality's requirements for the various projects, including the issue of timing, and attach a draft letter in response to the Minister which reflects this assessment.


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

RG/mcb
Attachs: (3)

cc: Director Engineering

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ATTACHMENT A

NEWS RELEASE

MINISTRY OF TRANSPORTATION
AND HIGHWAYS
90/76

FOR IMMEDIATE RELEASE:

April 3, 1990

BARNET/HASTINGS PEOPLE-MOVING PROJECT ANNOUNCED

Coquitlam - Rita Johnston, Minister of Transportation and Highways, today announced an upgrading program for Barnet Highway and Hastings Street, costing in excess of \$75 million. It includes special bus and carpool lanes and construction of a new Port Moody bypass to facilitate commuting.

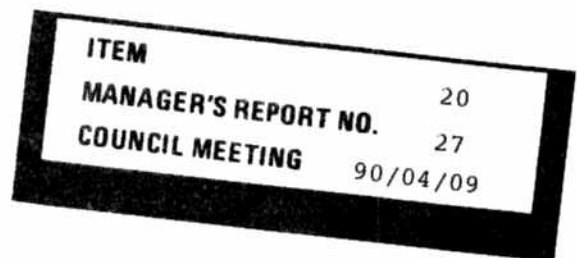
The Minister told a gathering of Lower Mainland Mayors and news reporters that work will begin immediately on detailed design for four-laning Barnet Highway and for operating sections of Hastings Street as six lanes. As well, detailed design will commence on a Highway 7A bypass route in Port Moody.

She said dedicated lanes for buses and carpools will be built, as well as counterflow lanes on Hastings Street to increase dramatically the people-carrying capacity of the route.

"We're not just looking for ways to move more cars," she said, "our objective is to move people. And there's no question that transit is the best way to do that in an urban environment. This project will provide the means to move more people more efficiently along this route, and we'll use new articulated buses as well as high occupancy vehicle (HOV) lanes to minimize delays."

Following completion of detailed design, construction is scheduled to begin this Fall to four-lane Barnet Highway from St. Johns to Hastings Street. Detailed design will be finished immediately on the east portion of the Barnet section, between Union Street and the refinery.

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Hastings will be reconfigured to six lanes to at least Springer and Ministry staff will examine the feasibility of expansion further west. This latter work will commence only after public consultation, the Minister said.

Johnston explained that the reconfiguration of Hastings Street could have a significant impact both on the community and on local businesses. She said they would be consulted before final decisions are made.

The special HOV lanes on Barnet Highway and Hastings Street will be used only during rush hours. The lanes, marked by overhead illuminated diamond shapes when in force, will be restricted to the use of express buses and vehicles carrying at least two passengers in addition to the driver.

A counterflow lane will provide an extra lane westbound on Hastings Street during the morning rush, and eastbound in the afternoon. Counterflow operation will be regulated by light signals similar to those on the Lions Gate Bridge and in the George Massey Tunnel.

It is proposed that a temporary bus-only lane be built along Port Moody's Clarke Street during construction of the Port Moody bypass. This will enable BC Transit to make the most of the new articulated buses that will be on the route commencing in 1991. This temporary lane could be in operation as early as this summer.

In 1991 an express bus system, using articulated vehicles carrying more than 100 passengers each, will run on a very frequent schedule during morning and afternoon peaks.

The superbuses will originate from a new transit terminal at the existing park-and-ride lot near Coquitlam Centre. "BC Transit and Ministry staff are redesigning the park-and-ride. We are finalizing a functional layout of access lanes, entrances and exits for the new transit terminal with the articulated bus system," Johnston said.

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Johnston said that construction was expected to be completed early in 1993 on the Hastings and Barnet sections, with the Port Moody bypass opening in 1994.

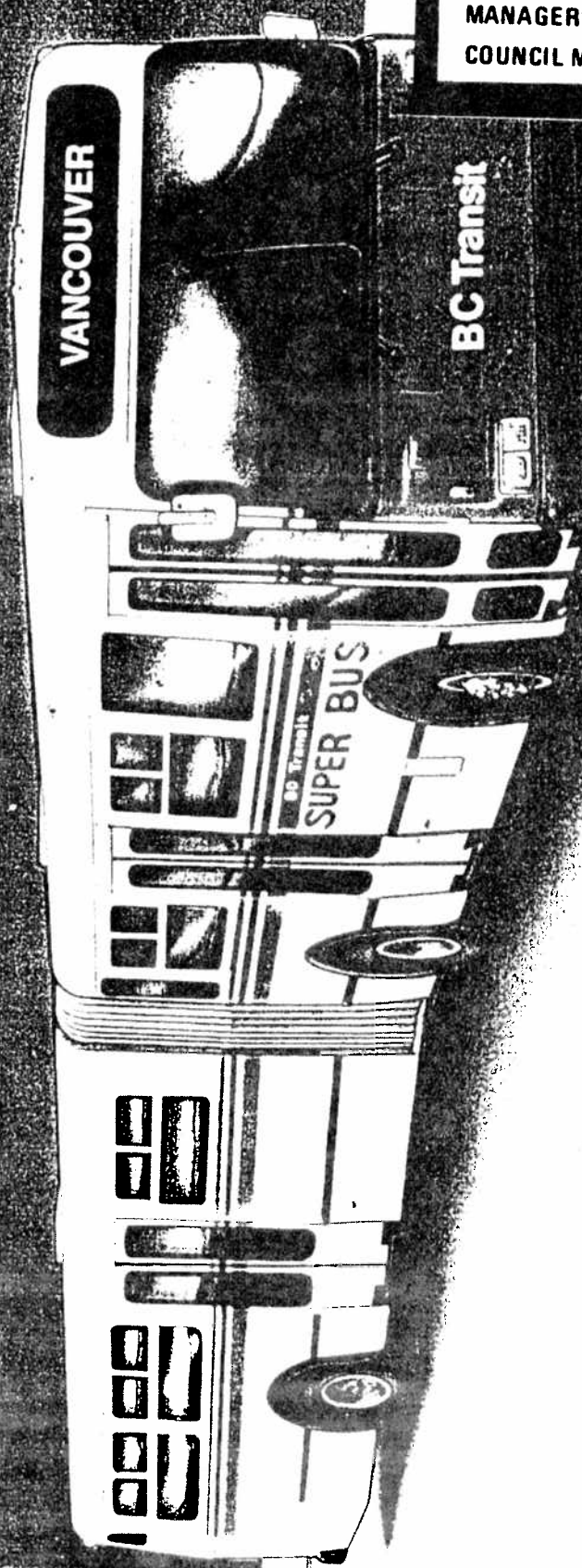
Some details of the project have yet to be worked out and the Minister explained that this would be done on a cooperative basis in consultation with the mayors and councils of the affected communities.

"We've had ongoing consultation with representatives of Vancouver, Burnaby, Coquitlam, Port Coquitlam and Port Moody since a meeting with mayors late last Fall when the project was first proposed," she said. "We've made a number of changes and fine-tuned the project since then, and we look forward to continuing cooperation as planning proceeds."

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For further information, contact Public Affairs, 387-3198

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SUPERBUS PLAN FOR BARNET CORRIDOR

The introduction of "SuperBus" routes will build ridership on major transit corridors in the region. The SuperBus route will utilize a combination of articulated buses, bus priority measures (such as bus lanes) and park 'n ride lots in order to improve the level and quality of service provided to passengers. In many instances the SuperBus route will operate in a similar manner to rapid transit lines with integrated feeder bus networks.

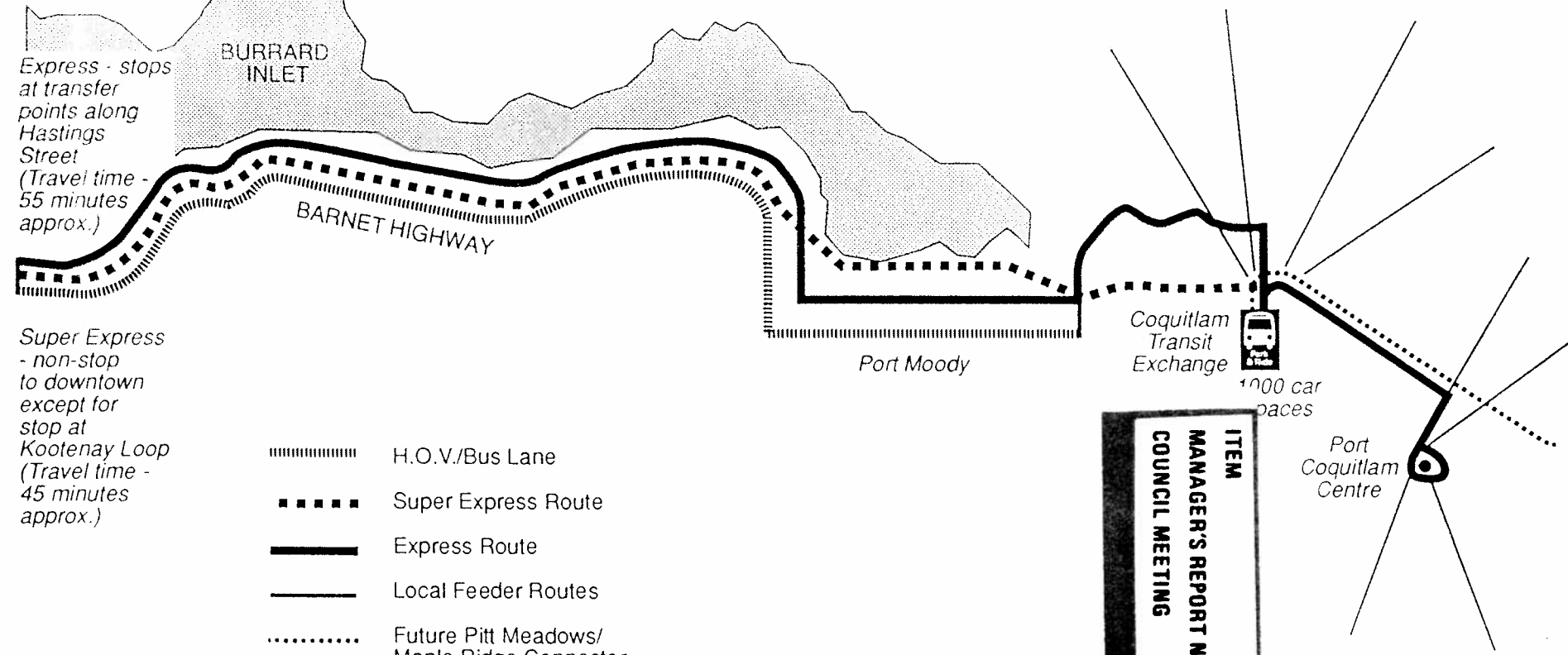
To take advantage of the HOV-bus lane on the Barnet corridor, it is proposed that the existing Barnet bus service be upgraded by introducing new 110-passenger articulated buses.

At the same time a two-tier express bus system would go into effect:

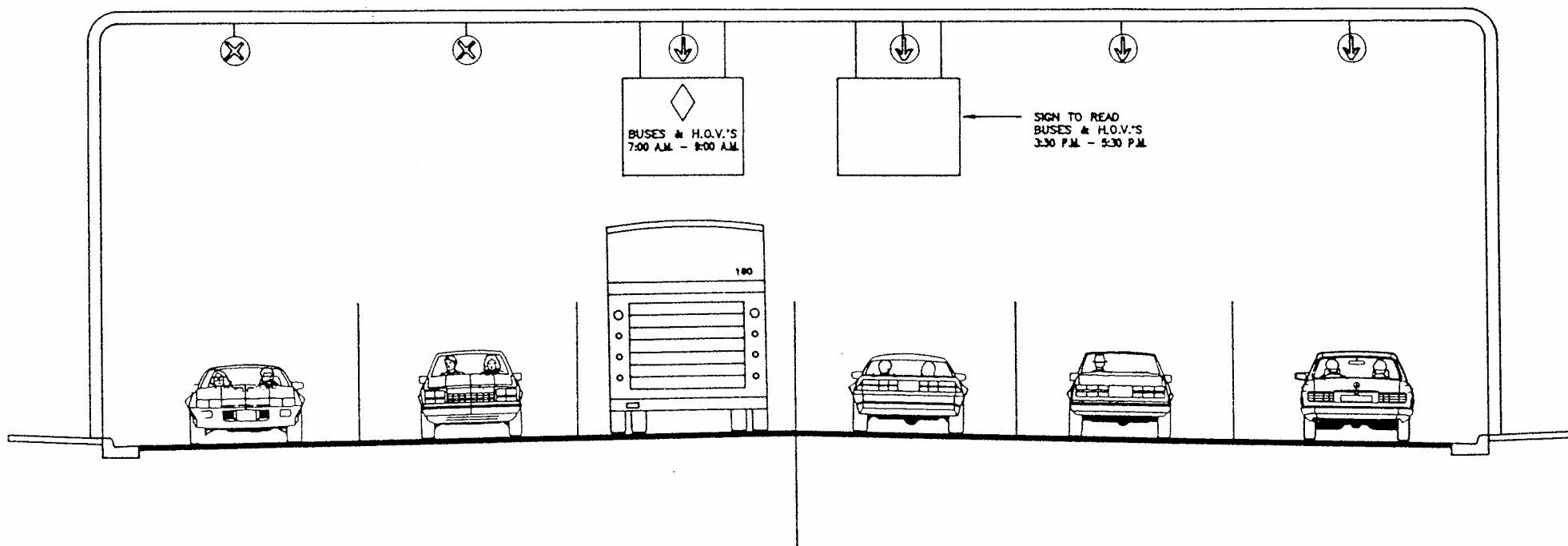
- The first route would provide regular express service with local stops through Port Moody and stops at transfer points along Hastings Street. Travel time to downtown Vancouver would be approximately 55 minutes.
- The second route, named the SuperExpress, would leave from Coquitlam Centre during rush hours, pick up passengers at a couple of stops in Port Moody and then travel non-stop to downtown Vancouver. Travel time to downtown Vancouver would be approximately 45 minutes.

Refer to figure attached for details.

Barnet SuperBus Service



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HASTINGS STREET

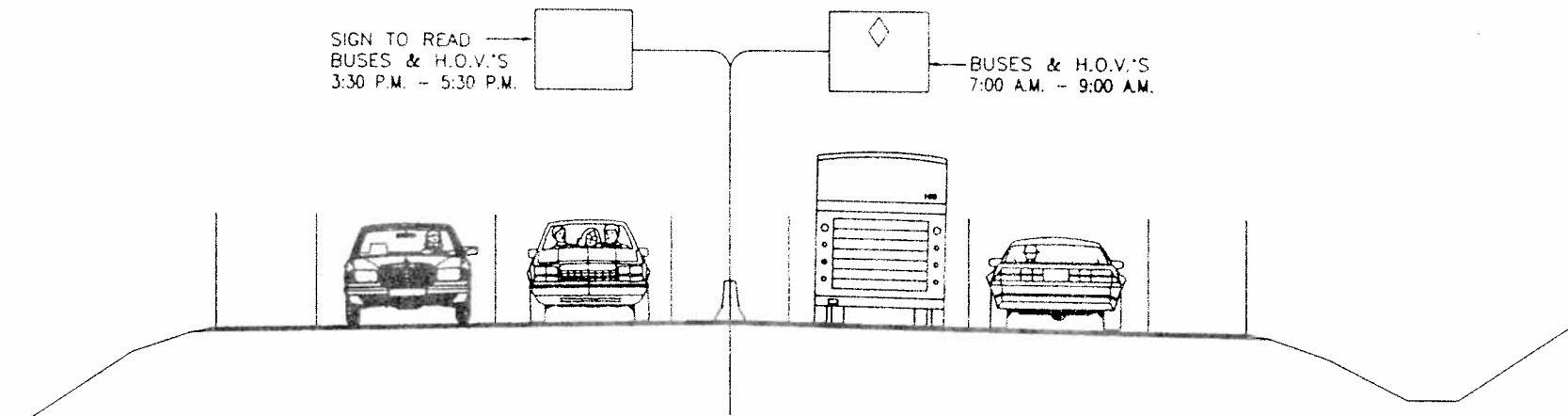
TYPICAL SECTION



Ministry of Transportation
and Highways
Honourable Rita Johnston, Minister
Giving You the Freedom to Move

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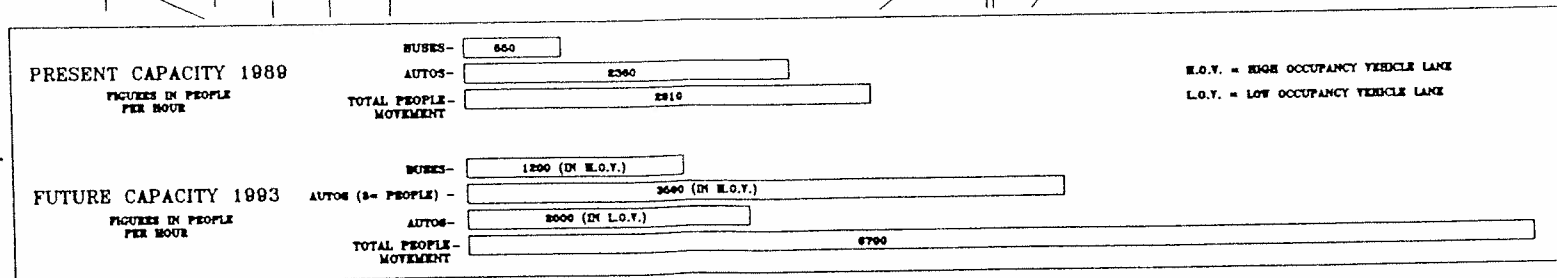
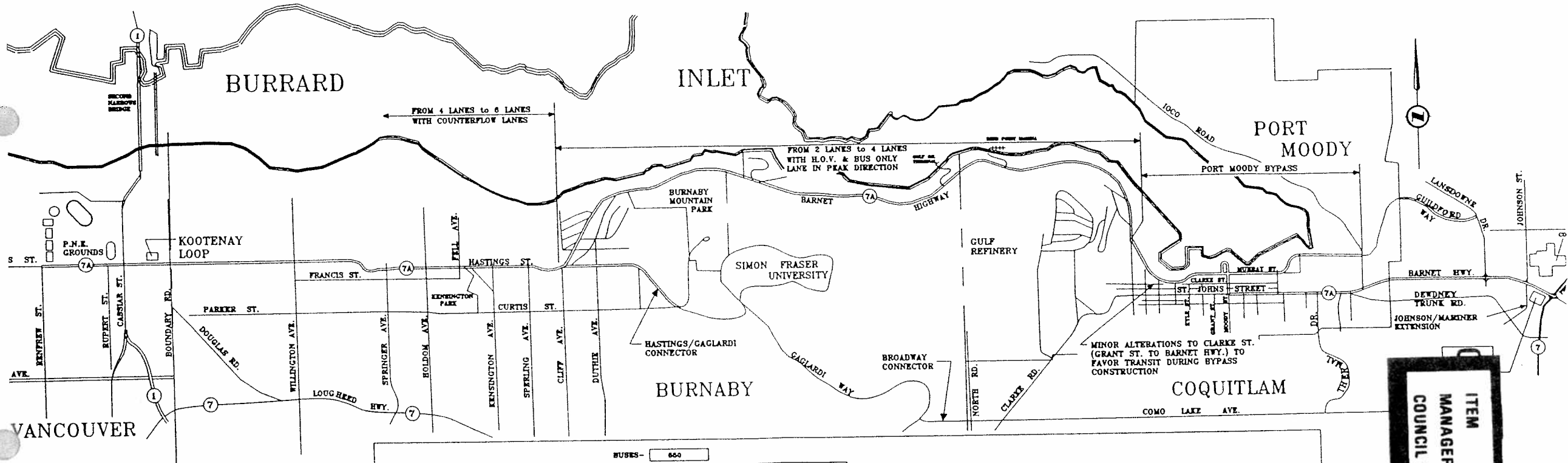
BARNET HIGHWAY

TYPICAL SECTION

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HASTINGS STREET , BARNET HIGHWAY & ST. JOHNS/CLARKE STREET IMPROVEMENT PROGRAM



FREEDOM TO MOVE Ministry of Transportation and Highways
Honourable Rita Johnston, Minister
Giving You the Freedom to Move

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ATTACHMENT B

NEWS RELEASE

MINISTRY OF TRANSPORTATION
AND HIGHWAYS
90/77

FOR IMMEDIATE RELEASE:

April 3, 1990

NEW COMMITTEE FORMED FOR RAPID TRANSIT LINK TO COQUITLAM

Coquitlam - Rita Johnston, Minister of Transportation and Highways, today announced the formation of the Coquitlam Rapid Transit Advisory Committee whose job will be to advise BC Transit on matters involving the proposed rapid transit link to Coquitlam.

Chairman of the committee is Tom Baker, former mayor of New Westminster and a member of the original Rapid Transit '86 Committee. Members are Mayor Lou Sekora of Coquitlam; Don Ross, former mayor of Surrey and currently a B.C. Transit director; F. Blair Donnelly, a Coquitlam businessman; Marie Taylor, Chairman, Aerospace Project, BCIT, and a former chairman of B.C. Utilities Commission; Bill Lewarne, former mayor of Burnaby and a former chairman of the Regional Transit Commission; Alderman Doug Drummond, Burnaby; Alderman Mel Hughes, New Westminster; and Diane Brown, President, Seaview Community Association, Port Moody and a Deputy Returning Officer.

"This Advisory Committee will be a definite help to staff members during the planning and construction phases of the new route to Coquitlam," said Johnston.

These nine members will represent the interests of the public and of communities that will benefit from the rapid transit link.

In addition, the Minister said a new Coquitlam Rapid Transit project information office will open soon to keep the public informed about the status of this project.

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For further information, contact Public Affairs, 387-3198.

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ATTACHMENT C

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Reference: 14-01-55/566/90

February 19, 1990

His Worship
Mayor William Copeland
The Corporation of the
District of Burnaby
4949 Canada Way
Burnaby, British Columbia
V5G 1M2

RECEIVED

MAR 01 1990

MINISTRY OF TRANS. & H.W.S.
BURNABY, B.C.

Dear Mayor Copeland:

Thank you for your letter of January 19, 1990, addressed to the Ministry's Assistant Deputy Minister, Highways Operations, concerning the proposed improvements to the Barnet Highway, Hastings Street, Hastings/Gaglardi Connector and Broadway Avenue.

I was very pleased to see your Municipality respond so positively to the Ministry's proposals. These projects, which give priority to moving people rather than automobiles, are an important first step in changing the way transportation is supplied in the Greater Vancouver area. The suggestion of a technical committee involving the Municipalities, B.C. Transit and the Ministry to coordinate the planning of these projects is certainly very acceptable. It would be a good forum to discuss the requirements that your Council has set out for each of the projects.

I am hopeful that these important projects will be approved as part of the Ministry's 1990/91 program so that we can get on with improving transportation for the citizens of both Burnaby and the northeastern communities.

Thank you again for the positive response.

Yours sincerely,

FEB 26 1990
ORIGINAL SIGNED BY MINISTER

Rita M. Johnston
Minister

Mr. D.P. Doyle, Assistant Deputy Minister
Highways Operations

Mr. D.S. Cunliffe, Regional Director, Highways
South Coast, Burnaby - copy of incoming attached.