

REPORT
Regular Council Meeting
1991 November 25

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Re: Canada Way at Imperial Street Intersection Improvements

RECOMMENDATION:

1. THAT Mrs. Isabel Szakal of 7690 Imperial Street, Burnaby, B.C. and W. Baker, District Highways Manager, Ministry of Transportation and Highways, Suite. 200, 1065 Columbia Street, New Westminster, B.C. V3N 6H7, receive a copy of this report.

R E P O R T

"1.0 BACKGROUND

1.1 Community Transportation Plan

At its meeting of 1990 November 26, Council approved the Community Transportation Plan for the Lakeview Area. This Community Transportation Plan was the culmination of an intensive public participation process. A series of workshops with a representative citizen's group was held for the purpose of developing a set of measures to address the neighbourhood's transportation concerns, in particular traffic infiltration through the neighbourhood. A questionnaire presenting the results of the workshop was distributed to the residents and the results of the survey showed overwhelming acceptance of the proposals.

The adopted Community Transportation Plan took a two-pronged approach to resolving the neighbourhood traffic problem. A series of local measures such as traffic circles and stop signs were introduced within the neighbourhood for the purpose of both discouraging travel through the neighbourhood and reducing the speed of vehicles traveling in the neighbourhood. The implementation of this set of measures has been completed. A simultaneous set of measures aimed at reducing traffic congestion on the arterial system around the neighbourhood was also an integral part of the overall plan. These measures include the upgrading of two key intersections along Canada Way; the intersection with Edmonds Street and that with Imperial Street.

The Ministry of Transportation and Highways has jurisdiction over this section of Canada Way. In response to Burnaby's request for intersection upgrading based on both neighbourhood protection and overall traffic needs, the Ministry has agreed to the upgrading of these two key intersections. Designs for the Canada Way at Edmonds Street intersection were finalized in the spring of this year and the Ministry is currently acquiring the properties required prior to construction, possibly in the summer of 1992. The designs for the Canada Way at Imperial Street intersection have also recently been finalized as a prerequisite to property acquisition.

INTERNAL DISTRIBUTION:
AGENDA - 1991 NOVEMBER 25
COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

1.2 Previous Correspondence

An inquiry had previously been received by Council from a Mrs. I. Szakal with regard to the effect of the proposed Canada Way and Imperial Street (Figure 1 attached) improvements on her property located at 7690 Imperial Street, the south-west corner of the Canada Way and Imperial Street intersection. A report was received by Council at its regular meeting of 1990 November 13 discussing the probable implications for this property based on preliminary designs. At that time Council requested a further report once the designs had been further developed. This report is written in response to this request of Council.

2.0 INTERSECTION IMPROVEMENTS

The overall design of the upgrading of the intersection of Canada Way at Imperial Street is to provide for left turn channelization for vehicles traveling from Canada Way northbound to Imperial Street eastbound as illustrated in Figure 2 attached. This will have two effects; firstly the capacity through this intersection will be increased by allowing for two free through lanes unencumbered by left turning vehicles and secondly these left turning vehicles will be provided with a "safe haven" while waiting to make their turn. This will significantly reduce the possibility of collisions from the rear caused by through vehicles unable to stop in time on this downward sloping portion of Canada Way.

Because Imperial Street does not extend to the east of Canada Way there is no requirement for a matching left turn lane from the north, however a right turn lane from Canada Way southbound to Imperial Street westbound has also been included. This lane is required on the basis of both capacity and safety and to accommodate transit movements. At present BC Transit buses use Burriss Street in preference to Imperial Street for coverage of this neighbourhood because of the difficulty in making the above right hand turn. The proposed upgrading will widen this turn sufficiently to allow for bus movements. BC Transit has indicated a future intention of diverting one of the two routes presently using Burriss Street to Imperial Street to provide for a better and more uniform coverage for this area.

The traffic signal currently in place will also be upgraded in conjunction with the intersection improvements.

3.0 PROPERTY REQUIREMENTS

A total of 1730 square metres of property on Canada Way is needed to expand the right-of-way to proceed with this project. Of this 1730 square metres 1460 square metres or approximately 85 percent of the total has been previously acquired through redevelopment and subdivision of properties on Canada Way. The remaining 270 square metres will be purchased by the Ministry of Transportation and Highways. The property currently required and previously acquired is illustrated in Figure 3 attached. The area to be purchased lies on the west side of Canada Way between Fomby and Imperial Street.

4.0 CORRESPONDENTS' CONCERNS

The previous report presented to Council at the regular Council meeting of 1990 November 13 addressed the correspondent's concerns based on an expected property requirement of a 1m strip from the Canada Way frontage of the correspondent's property at the southeast corner of Canada Way and Imperial. This property requirement, however, was based on a preliminary geometric drawing and could not be confirmed until the intersection designs were further developed by the Ministry of Transportation and Highways.

The Ministry's present designs verify an actual requirement of a 0.6m strip with an additional small truncation at the corner which is significantly less than that from other properties on Canada Way and other similar roads projects in Burnaby.

5.0 CONCLUSION

The Community Transportation Plan for the Lakeview area recognizes the need for both local measures to discourage neighborhood infiltration and broader arterial improvements to increase the capacity and efficiency of Burnaby's arterial network. The upgrading of the Canada Way and Imperial Street intersection is one of the key arterial improvements in this adopted plan. Through the gradual acquisition of property via redevelopment, the majority of the property required has been acquired by the Municipality. The Ministry of Transportation and Highways has indicated an intention to initiate an acquisition program for the remaining portions possibly by 1992. With regard to the previous correspondence received by Council from Mrs. I. Szakal, the final designs for the intersection upgrade confirm the previously assumed requirement of a strip of property a maximum of 1m in width. Staff will discuss these property requirements with the correspondent upon consideration of this report by Council."

Respectfully submitted,

Alderman J. Young
Chairman

Alderman D. Evans
Member

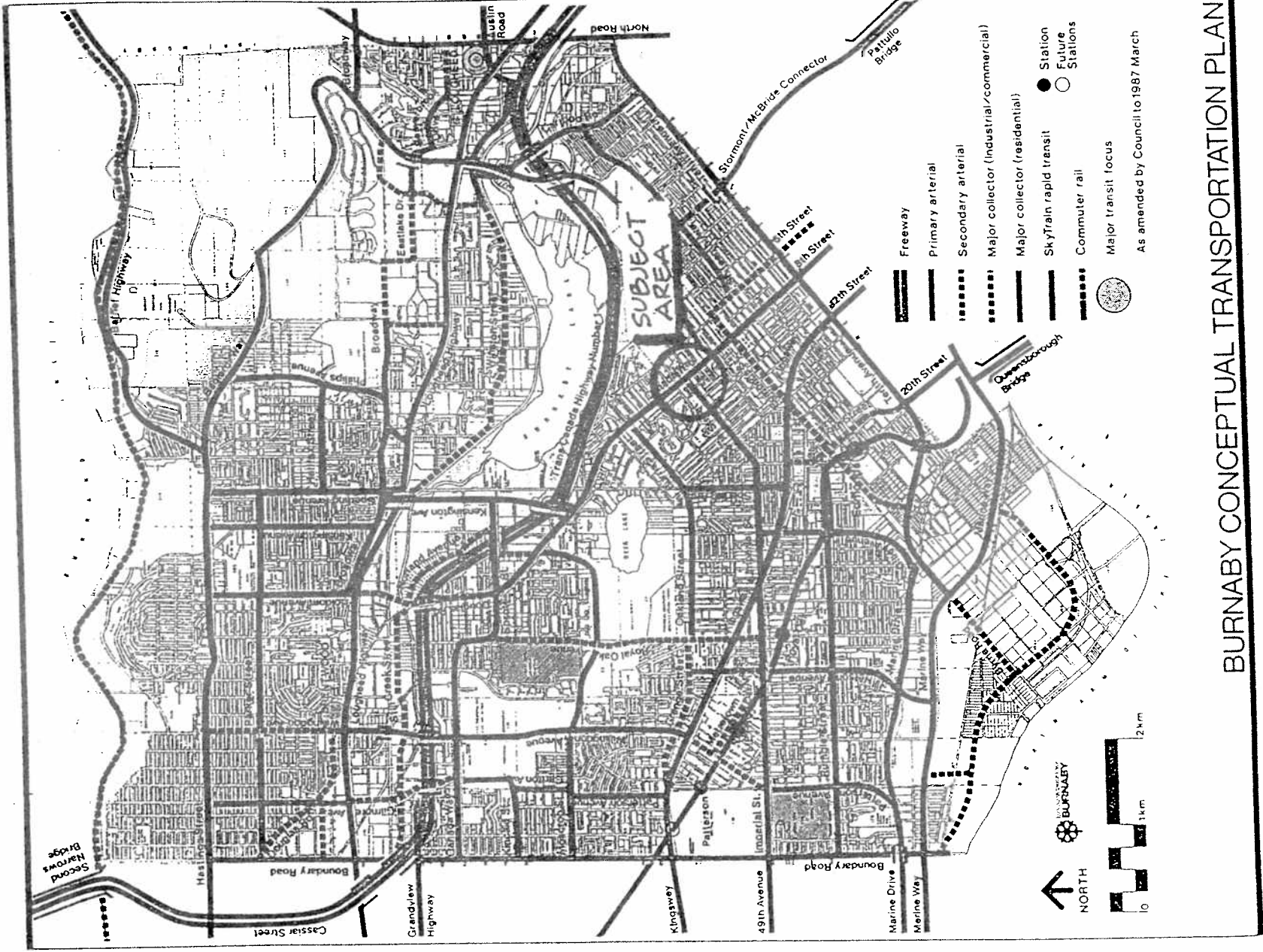
Alderman D. Lawson
Member

Alderman C. Redman
Member

Mr. Peter Miller
Member

Mr. Ernest Neumann
Member

Mr. Len Werden
Member



BURNABY CONCEPTUAL TRANSPORTATION PLAN

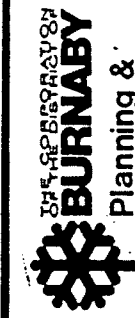
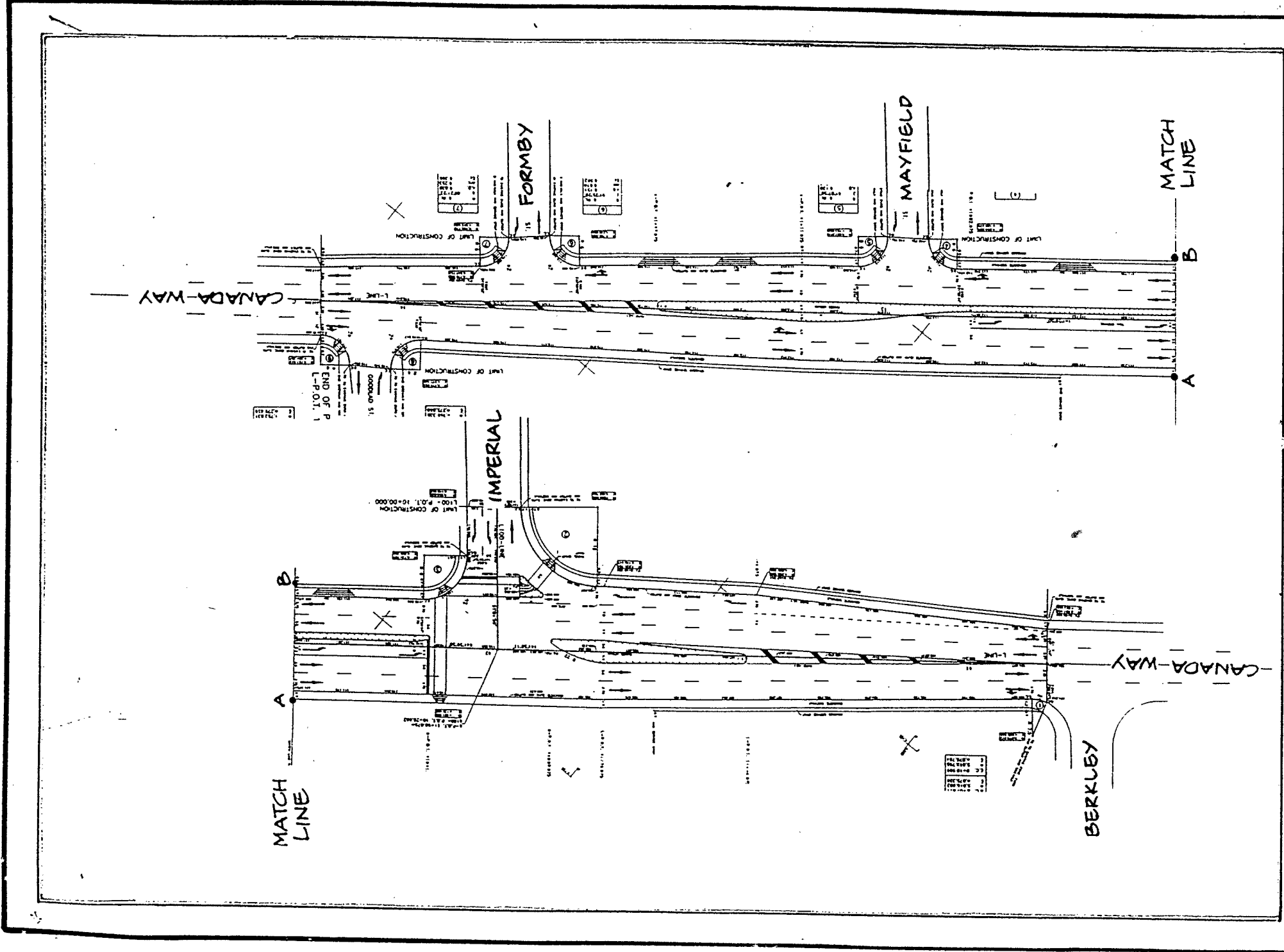


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Department

FIGURE 1
CANADA WAY /
IMPERIAL STREET
UPGRADE

INTERSECTION
LOCATION

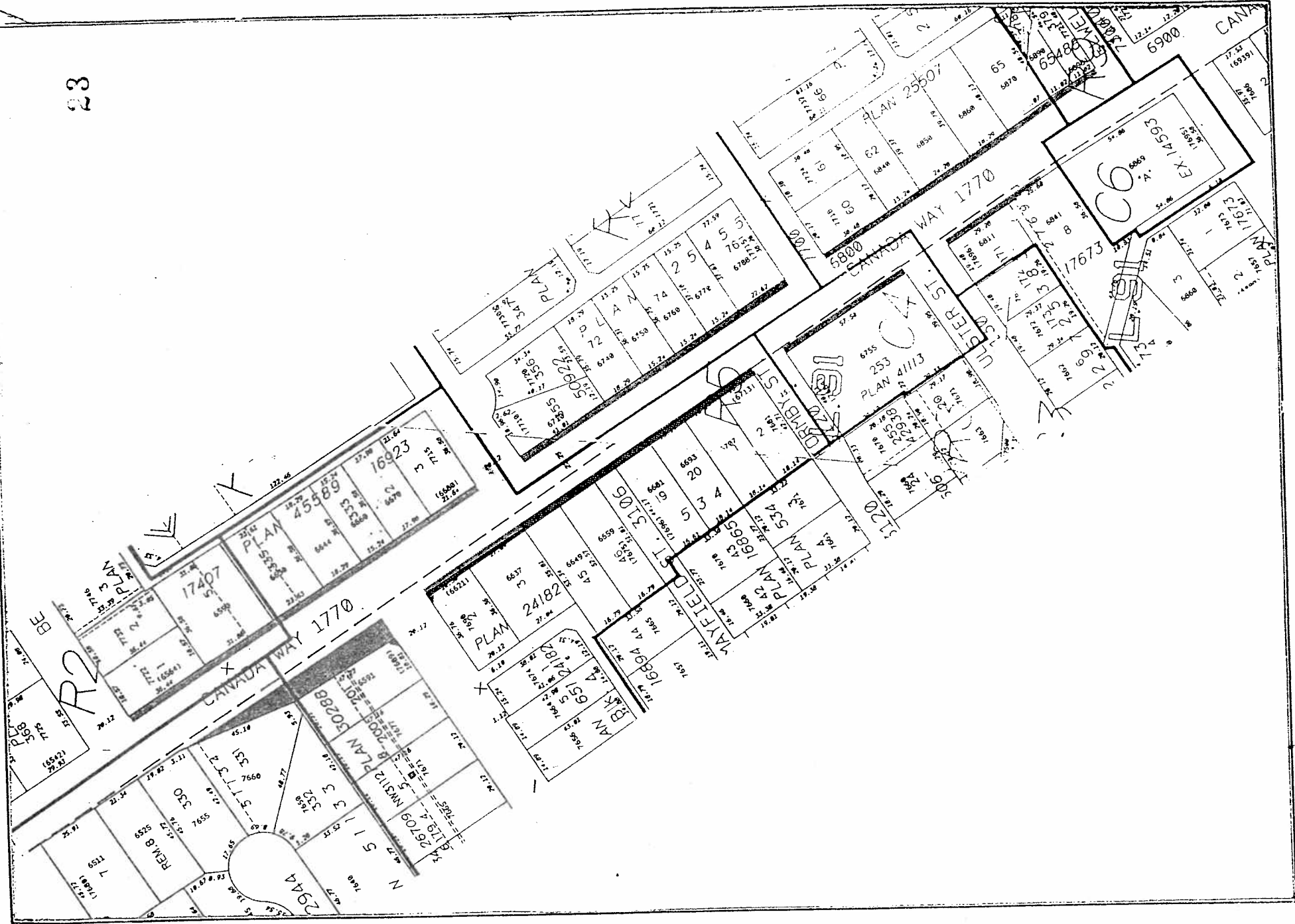
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Date: 1991 Nov.
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FIGURE 2
 CANADA WAY /
 IMPERIAL STREET
 UPGRADE
 INTERSECTION
 IMPROVEMENTS 22



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-  PREVIOUSLY ACQUIRED
-  OUTSTANDING ACQUISITIONS

FIGURE 3
CANADA WAY /
IMPERIAL STREET
UPGRADE
PROPERTY REQUIREMENTS

Date: 1991 NOV

Scale: 1:2000m

Drawn By: REN

