

REPORT
Regular Council Meeting
1992 February 17

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Re: Intersection Improvements on
Boundary Road at Adanac Street

RECOMMENDATIONS:

1. THAT Council approve the rerouting of the #27 bus route northbound on Boundary Road.
2. THAT under Section 237(1) of the Municipal Act, a bylaw be brought forward to enter into an agreement with the City of Vancouver for improvements on Boundary Road at Adanac/Union including the installation of a traffic signal at an estimated cost of \$45,000 for Burnaby's portion.

R E P O R T

"1.0 BACKGROUND

At its regular meeting of 1991 December 16 Council received a report (APPENDIX I) from the Director Engineering with regard to intersection improvements on Boundary Road at Adanac Street. Subsequently Council referred this report to the Traffic and Transportation Committee (Transportation and Transit Division) for further review. The Committee, at its meeting held on 1992 February 12, reviewed the report from the Director Engineering (APPENDIX I) and concurred with the recommendation.

This report provides a review of the implications of the proposed modifications and signalization of the Boundary/Adanac intersection on transit service and on the local transportation network.

2.0 TRANSIT IMPLICATIONS

The proposal from the City of Vancouver to modify the intersection of Boundary Road and Adanac/Union Street is partly a result of the Cassiar Connector project and the elimination of the Rupert diversion. The #27 which formerly operated via the Rupert diversion and Hastings Street to Kootenay Loop as shown in Figure 1 attached, will therefore need to be rerouted.

The proposed rerouting via Rupert Street, Adanac Street, Boundary Road and Hastings Street to the Kootenay Loop has been approved by the City of Vancouver and BC Transit. Review of the rerouting by Burnaby Council is required as it would involve use of Boundary Road northbound between Union Street and Hastings Street.

INTERNAL DISTRIBUTION:
AGENDA - 1992 FEBRUARY 17
COPY - ACTING MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING

REPORT
Regular Council Meeting
1992 February 17

-2-

At this point neither the Traffic and Transportation Committee nor Council have approved the rerouting of the #27 upon which the intersection modifications are based. As shown in Figure 2 attached, the proposed modifications to the intersection of Boundary Road at Adanac/Union Street would accommodate left turns for buses northbound from Adanac to Boundary. The requirement for signalization at this intersection is to accommodate the right hand merge from the median northbound to Boundary Road.

This section of Boundary Road is currently served by the #28 bus route which operates primarily on Boundary Road between Joyce SkyTrain Station and Kootenay Loop and provides 15 min. (peak) and 30 min. (off-peak) service. After the rerouting of the #27 the section of Boundary Road between Adanac and Hastings would be served by both routes thus improving service frequencies and access to Vancouver via Rupert Street. In these respects there is a direct benefit to Burnaby residents from the #27 rerouting.

3.0 TRANSPORTATION IMPLICATIONS

As shown in Figure 2, the modifications involve the development of a northbound left turn lane from Adanac to Boundary and removal of the westbound left turn from Boundary to Adanac. The proposal from the City of Vancouver does not provide analysis of the implications of the proposed intersection modifications on traffic patterns in the area.

On the Vancouver side removal of the westbound left turn from Boundary to Adanac is intended to address City of Vancouver concerns regarding increased traffic westbound on Adanac Street originating from the Parker Street corridor or Boundary Road northbound. Reconfiguration to a left turn lane northbound on Boundary Road is not expected to have any negative impact on Burnaby local streets as most traffic would likely be directed to Hastings Street and inclusion of a delta island removes access to Union Street. In fact the elimination of the westbound left turn from Boundary to Adanac Street could positively affect the Parker/Curtis corridor by reducing the attractiveness of Parker Street for westbound traffic destined for the City of Vancouver.

The most significant impact on traffic movement in Burnaby may be due to the proposed signalization of the intersection. While facilitating bus access to Boundary Road the signal will introduce increased delay to northbound and southbound traffic on Boundary Road, one of the few available north/south arterials in Burnaby. This disbenefit should be assessed in light of the obvious benefits of the transit rerouting.

4.0 CONCLUSION

The proposed intersection modifications are designed to facilitate a rerouting of the #27 bus route favoured by BC Transit and the City of Vancouver and to address traffic concerns of the residents on Adanac Street. The benefits of the project to Burnaby are primarily related to the increased transit access for residents in the Boundary Road area north of Union Street.

Neither Council nor the Traffic and Transportation Committee have had the opportunity to consider the proposed rerouting of the #27. As the primary benefits to Burnaby accrue from the bus rerouting and not the potential diversion of traffic from local streets, Council should first consider the #27 rerouting prior to consideration of the intersection modifications.

In conclusion, based on the overall benefits to transit access in the Boundary Road area north of Adanac Street it is recommended that Council approve the rerouting of the #27. If Council approves the bus service change it could then evaluate the proposed intersection modifications in this context."

Arising from the discussion of this report, the Committee directed staff to send a letter to the City of Vancouver and B.C. Transit advising that transit is a regional issue and requesting that, in future, Burnaby be consulted in advance of decisions of this nature.

Respectfully submitted,

Alderman J. Young
Chairman

Mr. Peter Miller
Member

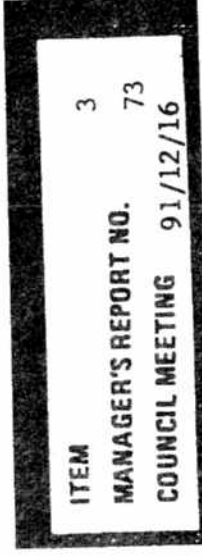
Alderman D. Evans
Member

Mr. Ernest Neumann
Member

Alderman D. Lawson
Member

Mr. Len Werden
Member

Alderman C. Redman
Member



TO: MUNICIPAL MANAGER
 1991 DECEMBER 04

FROM: DIRECTOR ENGINEERING
 FILE: 55-07-01

SUBJECT: INTERSECTION IMPROVEMENTS ON
 BOUNDARY ROAD AT ADANAC STREET

PURPOSE: To seek Council approval of cost sharing with the City of Vancouver and B.C. Transit for intersection improvements on Boundary Road at Adanac/Union.

RECOMMENDATION:

1. THAT under Section 237(1) of the Municipal Act, a bylaw be brought forward to enter into an agreement with the City of Vancouver for improvements on Boundary Road at Adanac/Union including the installation of a traffic signal at an estimated cost of \$45,000 for Burnaby's portion.

REPORT

As a result of the Cassiar project and the elimination of the Rupert Diversion, the #27 (Rupert) bus route in Vancouver will have to be changed. The proposed new routing will take the bus to Hastings Street and then Kootenay Loop via Rupert, Adanac, and Boundary Road as shown on Figure 2, attached. The present route via Rupert Diversion and Cassiar is wholly within the City.

The re-routing has previously been discussed at a meeting of the Transportation & Transit Division of the Traffic & Transportation Committee. At that time it was noted that the impact of the re-routing was of primary concern to the City although there would potentially be benefits to Burnaby residents and businesses in the vicinity of the new routing along Boundary Road.

To accommodate the route, changes to the median at Adanac Street as shown on Figure 1 attached will be required. To ensure that through traffic is not attracted to Union Street, a delta island restricting turns to right turn in/out is proposed.

The volume of traffic along Boundary Road and the geometry constraints restrict the ability of a bus to turn safely to Boundary Road northbound. Accordingly, BC Transit is prepared to share in the cost of a signal installation. Council will recall that this operational concern has been a prime impetus to the Municipality cost sharing in the intersection improvements on Boundary Road at Arbor Street and 22nd Street. The implementation of this project would be managed by Vancouver City staff.

Intersection Improvements -
Boundary Road at Adanac/Union
1991 December 04 - Page 2

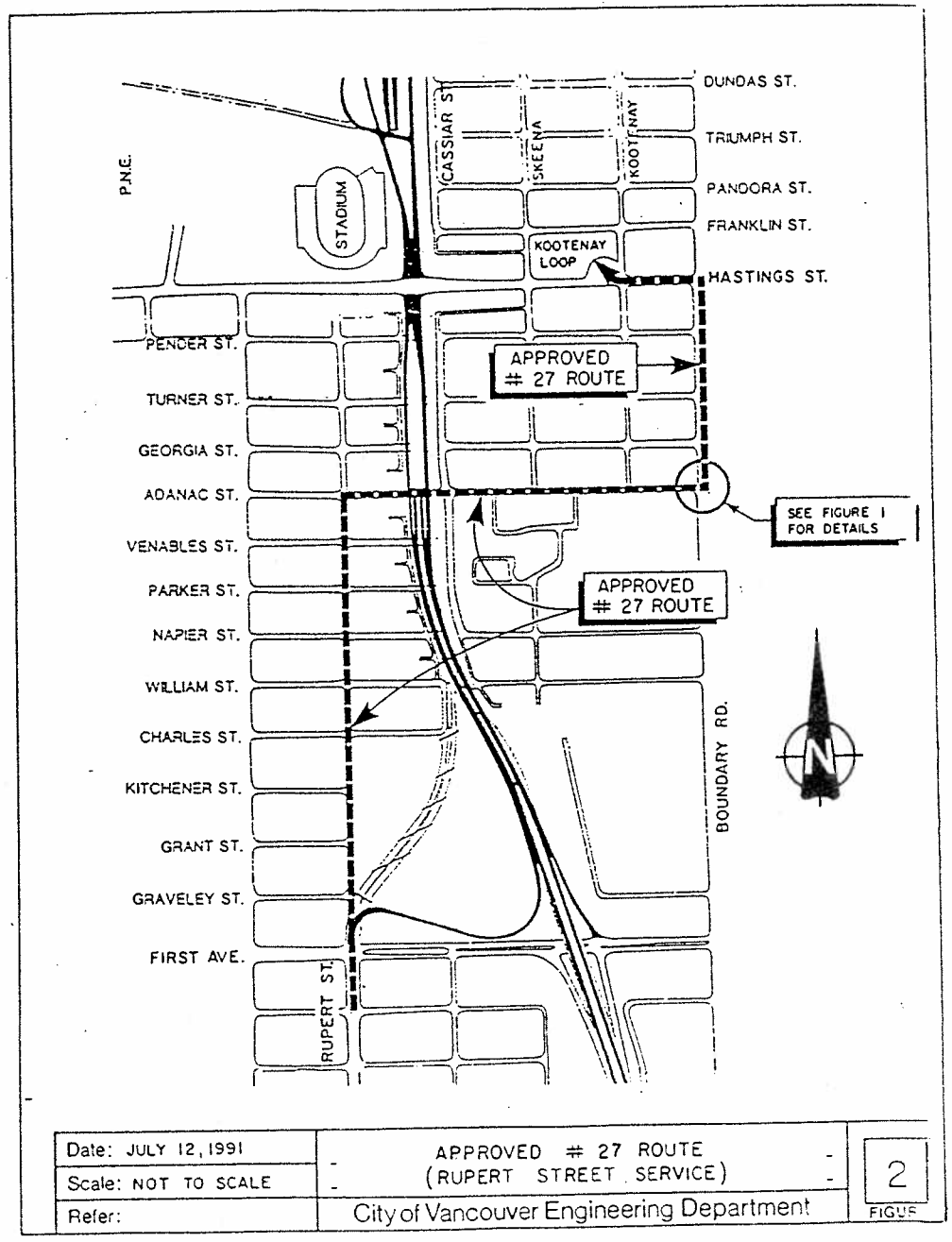
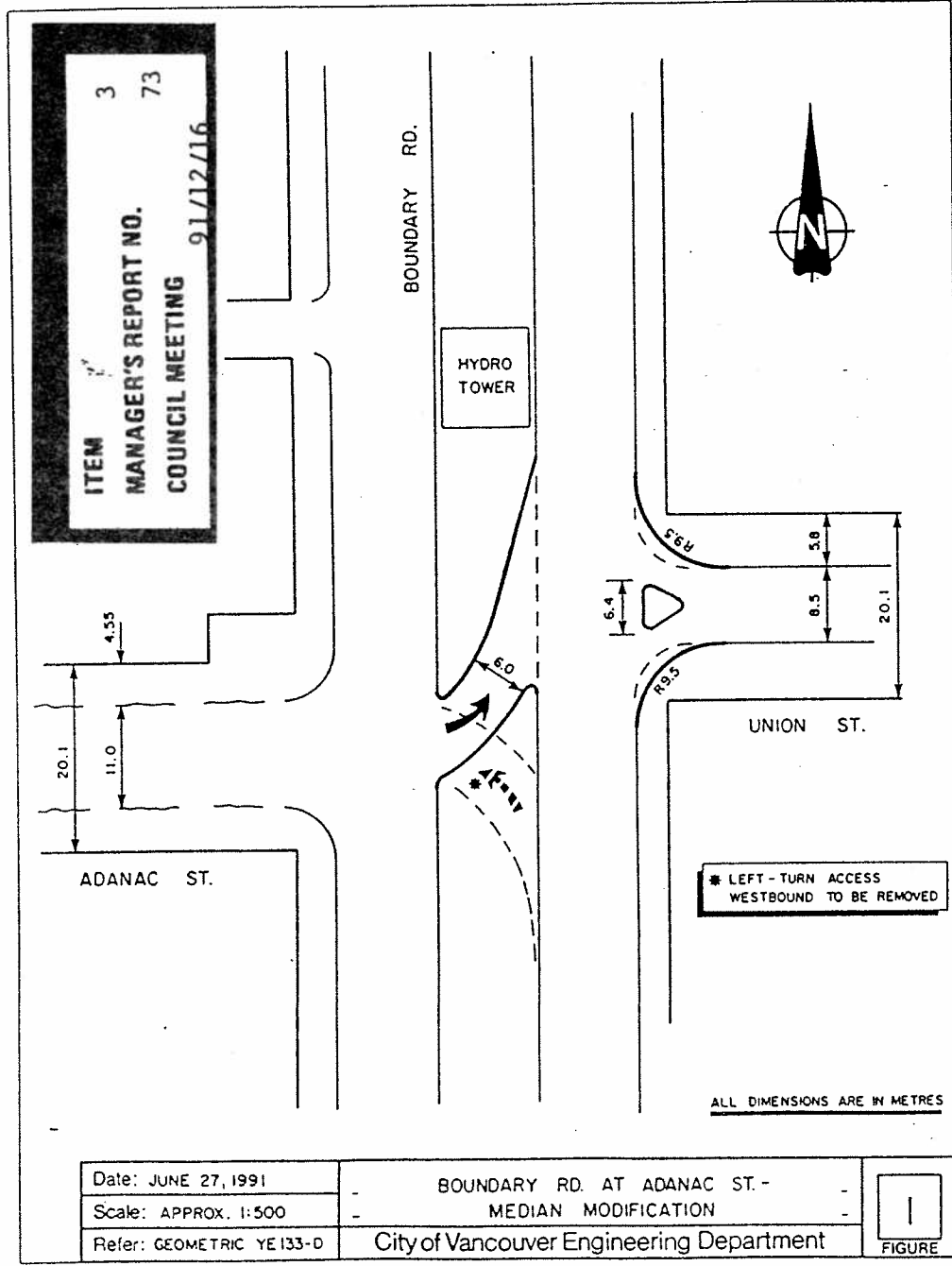
ITEM 3
MANAGER'S REPORT NO. 73
COUNCIL MEETING 91/12/16

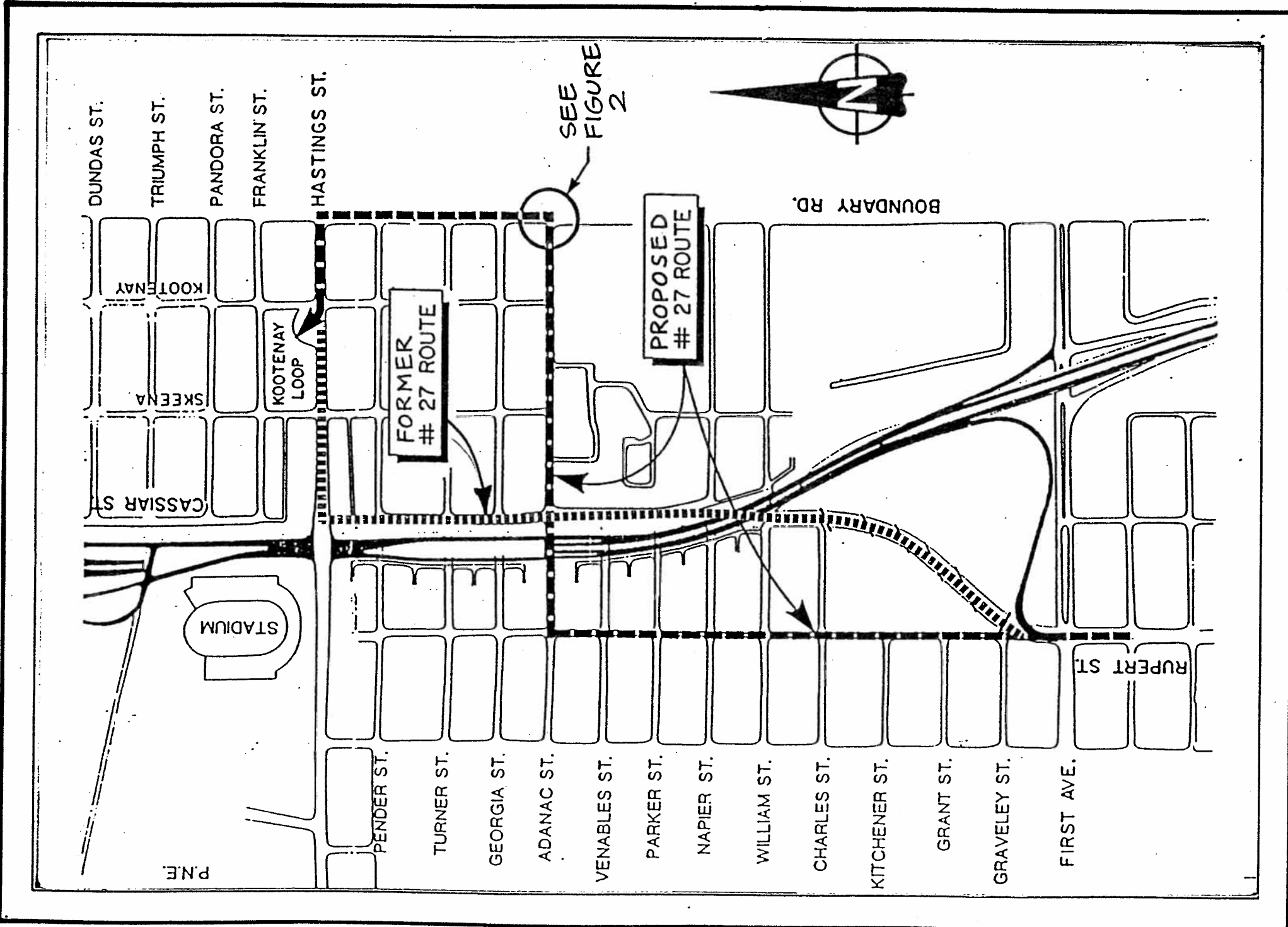
Funding for the traffic signal will be paid 50% by BC Transit with the remaining 50% shared between the City and Burnaby. Based on a Tee intersection with three approach legs, Vancouver will pay 2/3 and Burnaby will pay 1/3. The signal is estimated to cost \$90,000. The estimated cost share would then be \$45,000 BC Transit, \$30,000 City and \$15,000 Burnaby. Funding for the median work and diverter at Union Street which totals \$60,000 will be shared 50/50 by the City and Burnaby. Thus Burnaby's total share of funding would be \$45,000. Funds are available in the 1991-1995 Capital Budget (Traffic Management Code 60-14). The expenditure is in conformance with the Capital Expenditure Program Review.


DIRECTOR ENGINEERING

PL:jb
Attach.

cc: Director Finance
Director Planning & Building Inspection





Date: 1992 FEB

Scale:

Drawn By:

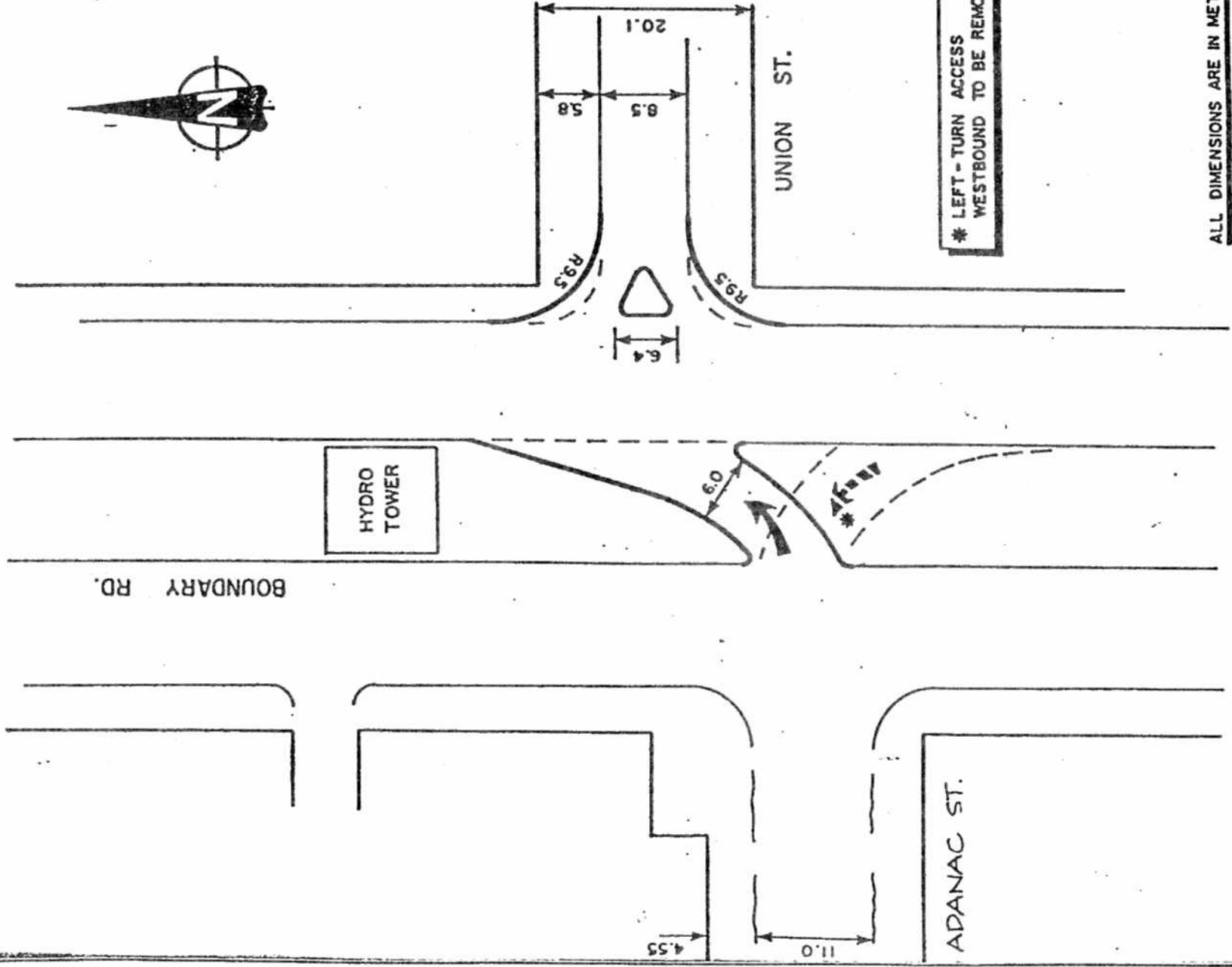
THE CORPORATION OF
BURNABY
 Planning &
 Building Inspection
 Department

27 BUS ROUTE

61

FIGURE 1

62



Planning &
Building Inspection
Department

BOUNDARY AND ADANAC/UNION INTERSECTION MODIFICATIONS

Date: 1992/FEB

Scale:

Drawn By:

FIGURE 2