

ITEM	8
MANAGER'S REPORT NO.	8
COUNCIL MEETING	93/02/01

TO: CITY MANAGER 1993 JANUARY 28

FROM: ACTING DIRECTOR PLANNING AND BUILDING FILE: 08.640

SUBJECT: GOVERNMENT ROAD IMPROVEMENTS: LOUGHEED HIGHWAY TO SOUTH OF MANCHESTER DRIVE

PURPOSE: To advise Council on the proposed Improvements to Government Road from the Lougheed Highway to south of Manchester Drive.

RECOMMENDATION:

1. THAT Council approve the inclusion of Government Road from Lougheed Highway to south of Manchester Drive for consideration as a 1993 item in the 1993-1997 Capital Program for Major Roads.
2. THAT a copy of this report be forwarded to the three correspondents noted in this report.

R E P O R T

1.0 BACKGROUND

At its regular meeting of 1992 November 30 Council received a delegation from Mr. S. Gray regarding the impact of traffic generated by Strathmore Towers (Figure 1 attached), currently under construction, on Government Road between the Lougheed Highway and Manchester Avenue.

The delegation presented a petition containing approximately 600 names representing the owners of strata title units on Cardston Street and Carrigan Court. The petitioners expressed concern regarding peak period traffic congestion on Government Road which is restricting access to Cardston Street and Carrigan Court and the impact of the additional traffic generated by the Strathmore Towers development on the level of traffic congestion at the southern approach to the Lougheed/Government Road intersection.

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Arising out of the discussion, Council requested that a report be prepared regarding the possible inclusion of Government Road as a 1993 item in the Capital Program for Major Roads. This report is written in response to this direction of Council.

2.0 PREVIOUS RESIDENT CONCERNS

In addition to the previously noted petition, Burnaby has received other representations from residents of the Government Road area over the past few months. The issues raised are described in the following:

(i) Carrigan Court Residents

On 1992 April 21 Council received correspondence from N. Sherker, Property Manager for 3911 and 3921 Carrigan Court. The correspondence expressed concerns regarding the traffic congestion at the intersection of Government and Lougheed and its potential obstruction to resident and emergency vehicle access via the intersection of Cardston Court and Government Street. It also raised the issue of a potential worsening of traffic conditions as a result of the development of Strathmore Towers.

(ii) Manchester Drive Residents

A letter was received from owners representing all strata title developments on Manchester Drive. The correspondence raised the issue of the impact of the Strathmore Towers development on access via the intersection of Government Street and Manchester Avenue and the additional pressure for street parking in the area.

In summary the issues previously raised by residents of the Government Road area focus on obstruction of access due to traffic congestion on Government Road and the traffic impact of the Strathmore Towers development. Representations from residents cite the need for the improvements to Government Road to be defined as a priority by the City.

3.0 GOVERNMENT ROAD: TRAFFIC CONDITIONS

3.1 Current Traffic

Government Road, defined as a major collector in the Burnaby Conceptual Transportation Plan, currently carries approximately 12,500 vehicles daily in both directions in the Lougheed Highway to Manchester Drive section. In the P.M. peak period traffic queues from the intersection of Lougheed Highway (Figure 1) often extend south from the intersection along Government Road to a point beyond Manchester Drive. This queue obstructs access and egress from both Cardston Court and Manchester Drive.

Currently the Government Road south approach to the intersection of Lougheed Highway and Government Road provides one lane northbound to through left and right turn movements. The lack of channelization for turning movements results in turning vehicles impeding through traffic flow and reduces the capacity of the Lougheed/Government intersection in accommodating northbound traffic.

3.2 Impact of Strathmore Towers Development

At full phasing the Strathmore Towers residential development is expected to accommodate 337 units and to generate approximately 1100 vehicle trips per day, an addition of approximately 8-9% to the existing traffic volumes on Government Road.

During the afternoon peak hour when the most serious queuing on Government Road up to the Lougheed Highway intersection occurs, Strathmore Towers is expected to generate approximately 130 trips into the development and approximately 65 trips out of the development. Trips into the development would use Manchester Drive and therefore would not be added to the afternoon peak hour queue northbound on Government from Manchester Drive up to the Lougheed Highway intersection. At least half of the 65 trips out of the development, however, would travel northbound and thus add to the traffic queue on Government up to Lougheed Highway. The southbound traffic from the Strathmore Towers development is not considered a substantial addition to the afternoon peak hour queue on Government Road.

The traffic generated by Strathmore Towers is expected to affect traffic movements at the intersection of Government Road and Manchester as follows:

- (i) the traffic queue up to Loughheed Highway could obstruct vehicles entering to and exiting the the Strathmore Towers development via Manchester Drive.
- (ii) local traffic accessing the Strathmore Towers development via Manchester could impede traffic northbound on Government Road to the Loughheed Highway intersection. This additional traffic friction could further exacerbate traffic conditions on Government Road.

Reconstruction of Government Road would therefore be desirable in maintaining reasonable access to high density residential developments and alleviating increased congestion levels in this area.

4.0 GOVERNMENT ROAD IMPROVEMENTS

4.1 Proposed Reconstruction

The reconstruction of Government Road would necessitate widening of the south approach of the Loughheed/Government intersection to a four lane standard including a left turn lane, two through lanes and a right turn lane as shown in Figure 2 attached. Construction of these improvements would be expected to substantially reduce existing P.M. peak period queuing on Government Road at Loughheed Highway and eliminate a dangerous curve in Government Road south of Manchester Drive. Construction south of Manchester Drive will require some widening of the right-of-way adjacent to Keswick Park (Figure 2). This right-of-way requirement adjacent to the park would need to be co-ordinated with the Parks and Recreation Commission.

To address the issue of access to Cardston and Manchester Drive, the improvements to Government Road should be undertaken coincidentally with or soon after completion of the Strathmore Towers development. Based on this premise a construction timing of 1993 would be appropriate.

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4.2 Responsibilities

In conjunction with the construction of the residential towers, the developer is dedicating property to accommodate the widening (Figure 3) and constructing of a new sidewalk in the final location to accommodate the widening of the intersection. The curb on the east side of Government Street adjacent to Strathmore Towers however will remain in its present location until the intersection is reconstructed by the City of Burnaby.

The City of Burnaby would be responsible for the full costs of the Government Road project from Lougheed Highway to south of Manchester Drive. The capital cost estimate for this project is \$610,000.

4.3 Status in the Capital Program

Government Road between Lougheed and Manchester Drive was not included in the 1992-1996 Capital Program for Major Roads. Projects were selected for inclusion in the 1992-1996 program on the basis of a number of criteria including the following:

- (i) Classification as part of the municipal transportation network.
- (ii) Part of supporting network for town centre or office-industrial park development.
- (iii) Included in Goods Movement network.
- (iv) Protection of community against traffic.
- (v) Provision for alternative modes i.e. transit or cycling.
- (vi) Improves traffic safety.
- (vii) Required to upgrade pavement condition or renew utilities.

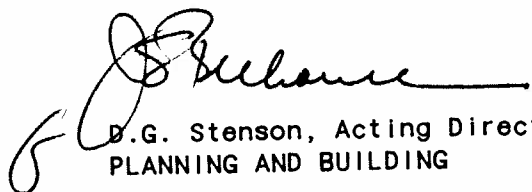
Evaluated against these criteria Government Road rated highly in terms of town centre development, traffic capacity, traffic safety and need for pavement reconstruction but, overall, did not have sufficient ranking for inclusion in the 1992-1996 Capital Program.

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5.0 CONCLUSION

Owners of units in strata title developments in the Government Road are concerned about existing traffic congestion on Government Road and the potential for the Strathmore Towers development to worsen this situation. Assessment of the traffic conditions on Government Road indicates that the existing P.M. peak northbound traffic queue is impeding access to the strata title developments in the area. The addition of traffic from Strathmore Towers is not expected to appreciably add to this traffic queue but could further constrain access by residents via Manchester Avenue.

While Government Road has not previously received a sufficiently high priority relative to other projects in the Capital Program, it is recognized that reconstruction of the road would address the concerns of the residents regarding access to strata title developments in the Cardston Court and Manchester Avenue areas and help alleviate growing congestion levels in this area. In this respect this project should be considered for possible inclusion in the Capital Program for Major Roads as a 1993 item.

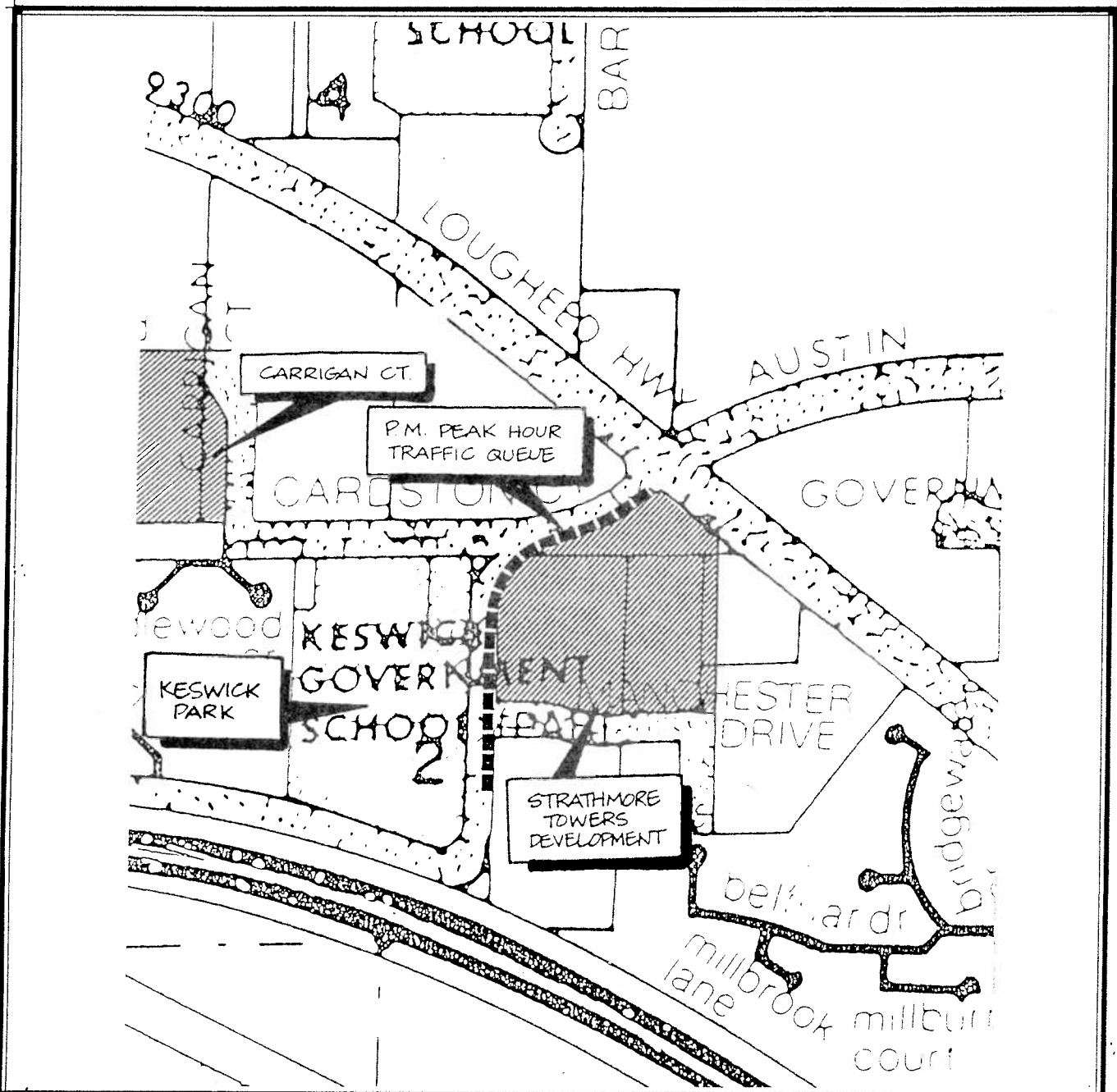

D.G. Stenson, Acting Director
PLANNING AND BUILDING

RG/cr


Attach.


cc. Director Administrative & Community Services
Director Engineering
Director Finance
Director Recreation & Cultural Services

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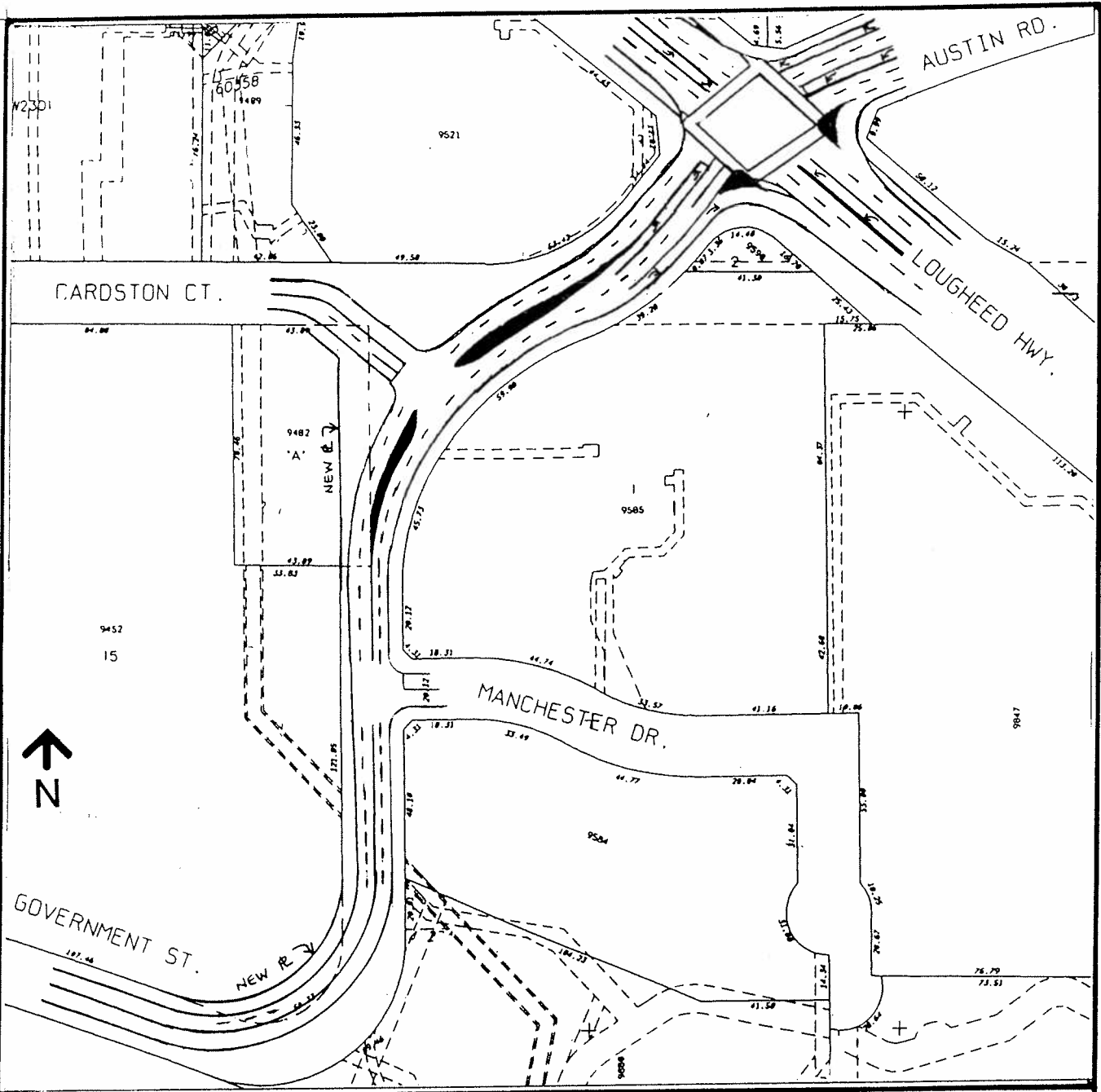

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STRATHMORE TOWERS SITE CONSIDERATIONS

FIGURE 1

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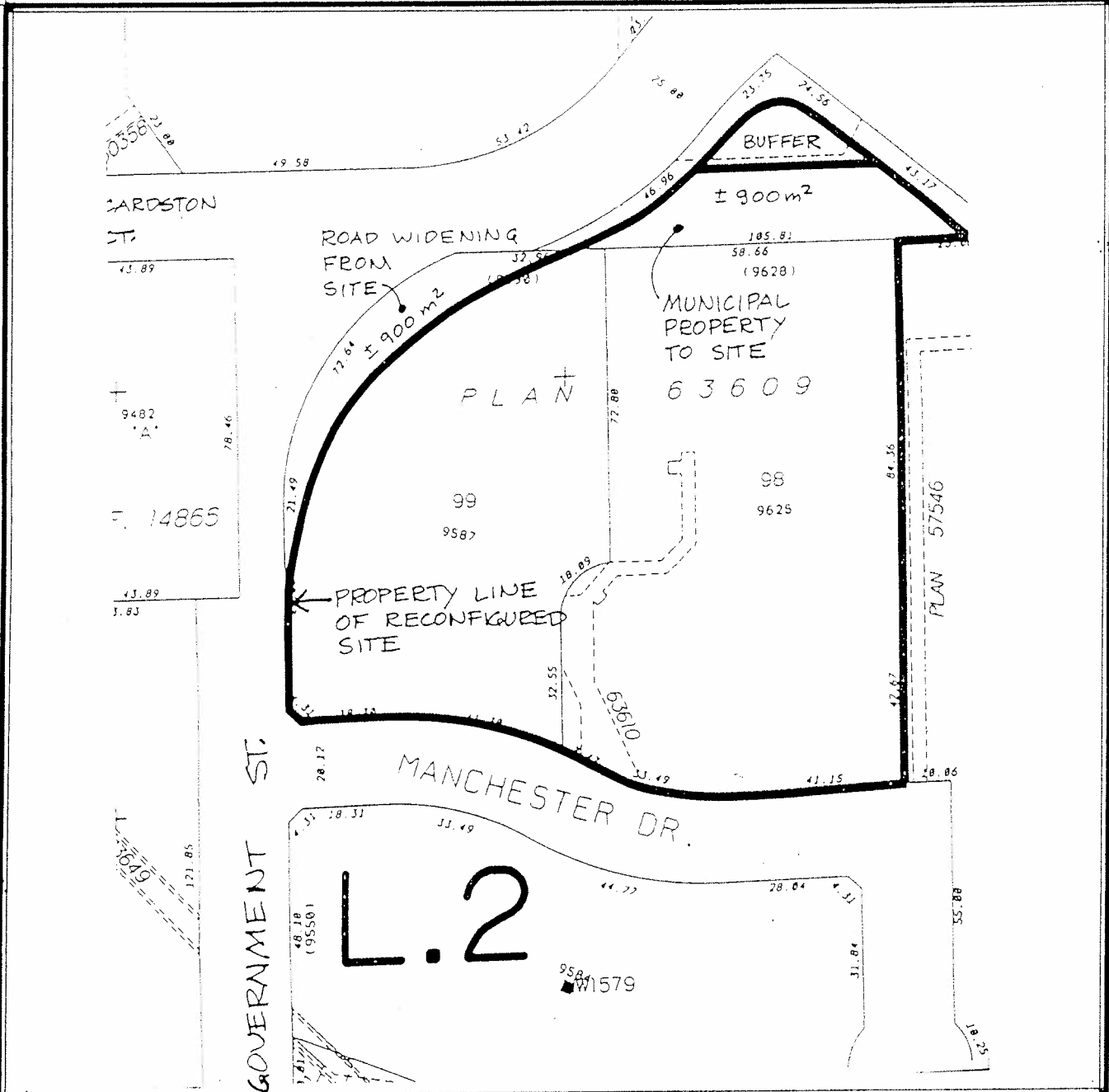

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FIGURE 2

PROPOSED GOVERNMENT STREET IMPROVEMENT

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**DEDICATION
 FOR ROAD
 WIDENING**

FIGURE 3

