

**REPORT**  
**1994 August 22**

**CITY OF BURNABY**  
**TRAFFIC AND TRANSPORTATION COMMITTEE**  
**(TRANSPORTATION AND TRANSIT DIVISION)**

**HIS WORSHIP, THE MAYOR  
AND COUNCILLORS**

**Re: Boundary/Vanness Intersection Improvements:  
Response to City of Vancouver Delegation**

**RECOMMENDATION:**

1. THAT a copy of this report be forwarded to His Worship P. Owen, Mayor, City of Vancouver.

**REPORT**

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1994 August 17, adopted the attached staff report providing a response to the City of Vancouver with regard to the proposed Boundary/Vanness intersection improvements.

*Members:*

Mr. Ernest Neumann  
Mr. Len Werden

Respectfully submitted,

Councillor D. Evans  
Chairman

Councillor J. Young  
Member

**: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIR. PLNG. AND BLDG.**

TO: CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE

1994 AUGUST 11

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.640  
"B"

SUBJECT: BOUNDARY/VANNESS INTERSECTION IMPROVEMENTS:  
RESPONSE TO CITY OF VANCOUVER DELEGATION

PURPOSE: To provide a response to the City of Vancouver with regard to the proposed Boundary/Vanness intersection improvements.

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**RECOMMENDATION:**

1. THAT a copy of this report be forwarded to His Worship P. Owen, Mayor, City of Vancouver.

**REPORT**

**1.0 INTRODUCTION**

At its regular meeting of 1994 July 04 Council received a delegation from the City of Vancouver with regard to the proposed improvements to the intersection of Boundary Road and Vanness Avenue to be undertaken in conjunction with the Collingwood Village development. Councillor D. Bellamy outlined the need for the project citing the following considerations:

- (i) access to Boundary Road for the 5,500 residents of Collingwood Village to help take the pressure off Joyce Street;
- (ii) restoration of the #28 bus to its former route via the Boundary/Vanness intersection;
- (iii) improved access for the ambulance service for left turns onto Boundary Road.

In conclusion the delegation requested reconsideration from the City of Burnaby of Council's position regarding the intersection improvements and the need for signalization.

Arising from the presentation Council requested that the delegation's concerns be referred to staff for a report to the Traffic and Transportation Committee prior to coming back to Council.

## 2.0 BACKGROUND

The Collingwood Village development was first brought to the attention of Council in 1992 February when the City of Vancouver requested comment on the multi-family residential project from the City of Burnaby. A subsequent report to Council in 1992 March identified a number of design issues regarding the proposed improvements to the Boundary/Vanness intersection including the following:

- (i) widening of Boundary Road to a six lane standard including removal of the existing rail overpass;
- (ii) signalization of the intersection to accommodate left turn in and left turn out movements between Boundary Road and Vanness Avenue;
- (iii) replacement of the existing rail overpass to maintain the continuity of the BC Parkway;
- (iv) realignment of the BC Telephone access driveway on the east side of Boundary with Vanness Avenue on the west side.

Discussions were initiated with the City of Vancouver and BC Telephone at a staff level to resolve these design issues, culminating in a report to Council from the Traffic and Transportation Committee in 1993 June. This report cited agreement on some of the issues but also noted continuing differences between Burnaby and Vancouver. The report requested Council endorsement of a Burnaby design for the intersection which included partial signalization of the left turn in movement as shown in Figure 1 *attached*. Upon approval of this design by Burnaby Council a meeting with representatives of the two Councils was requested. Subsequently, in 1993 June, the City of Vancouver endorsed a concept for the redesign of the intersection shown in Figure 2 *attached*. This concept differed significantly from the Burnaby proposal particularly with regard to signalization of the intersection and replacement of the overpass. A meeting of representatives of the two Councils did not occur.

## 3.0 REVIEW OF THE PROPOSAL

The proposal from the City of Vancouver endorsed in 1993 June for the Boundary/Vanness intersection would have involved reconstruction of the intersection to a six lane standard, realignment of the BC Tel driveway and full signalization. The proposal presented by Councillor Bellamy proposes signalization only with the intersection improvements to be deferred until a future date. The cost of the signalization would be borne entirely by VLC Properties, the developer of Collingwood Village.

The City of Vancouver has advanced the need for immediate signalization of the intersection based on the following considerations:

(i) **the signal is required to accommodate traffic generated by the Collingwood Village development**

The existing intersection at Boundary Road and Vanness safely accommodates current demands for right turn in and out and left turn in movements without a signal. The left turn out movement from Vanness Avenue onto Boundary Road is currently difficult and would become more problematic with the additional traffic generated by the Collingwood Village development as shown in Figure 3 **attached**. A traffic study undertaken by the City of Vancouver indicated that there would be a demand for 160 and 100 additional left turn out movements during the AM peak and PM peak hours respectively due to the Collingwood Village development. If a signal were not provided these additional trips would have to access Boundary Road via Joyce Street to the existing signal at 29th and Boundary.

The Committee has been concerned with full signalization of the intersection due to its potential to create short cutting traffic on Burke Street, to disrupt arterial traffic on Boundary Road and to create a safety hazard for northbound vehicles on Boundary Road north of Kingsway. The City of Vancouver proposal does not address any of these concerns.

The City of Burnaby has no concerns regarding partial signalization and the provision of a left turn lane to accommodate left turn in movements to Vanness Avenue. This proposal would involve at least some reconstruction of Boundary Road at Vanness to provide the left turn lane to the required standard and could proceed in advance of the full reconstruction of the intersection.

(ii) **BC Transit currently will not provide transit service on Vanness Avenue due to the difficulty of left turning out from Vanness onto Boundary Road**


Approximately three years ago BC Transit rerouted the #28 from Joyce Station via Joyce to 29th Avenue and Boundary northward to bypass the intersection of Boundary and Vanness as shown in Figure 4 **attached**. If this routing is maintained future Collingwood Village residents would have to walk to Joyce Street to access transit service. The Transportation and Transit Committee however has maintained that #28 should be routed to terminate at Metrotown Station rather than Joyce Station. This routing would not only eliminate the need to left turn out at Vanness and Boundary but would also improve service for both existing and future residents of the Collingwood area.

(iii) **An ambulance station located on Vanness near Boundary road has difficulty left turning out onto Boundary Road**

The Burnaby proposal to allow for signalization of left turn in movements would stop southbound traffic thus permitting the ambulance unrestricted access onto Boundary Road upon actuation of the signal. The proposed intersection median would also be designed to accommodate this movement for emergency vehicles only.

#### 4.0 CONCLUSION:

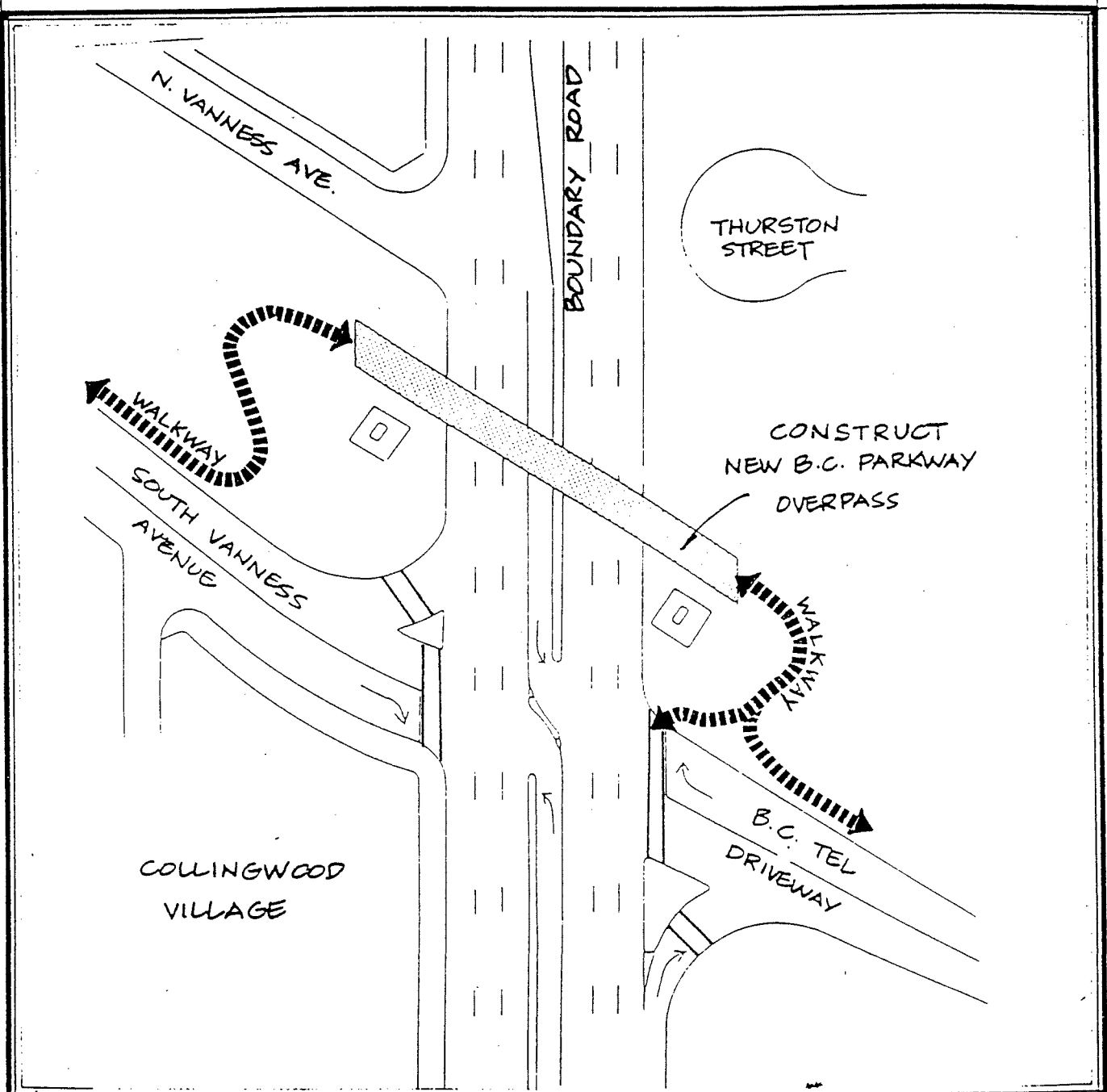
The current proposal from the City of Vancouver would provide for full signalization of the Boundary/Vanness intersection immediately while deferring consideration of the reconstruction of the intersection, the BC Parkway overpass and the BC Telephone driveway to a future date. In its current form the proposal would proceed with the component of the project (i.e. signalization) most detrimental to the City of Burnaby while postponing those components of the project of most benefit to both municipalities. In summary, the most recent City of Vancouver proposal does not advance resolution of the outstanding issues with regard to the Boundary/Vanness intersection. Should the City of Vancouver however wish to proceed with partial signalization of the intersection, the City of Burnaby could accept left turn in signalization only with provision of a left turn lane at no cost to the City of Burnaby.



D.G. Stenson, Director  
PLANNING & BUILDING

RG/jp/gl

Attachments



Date:  
1994 AUG.

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Scale:  
NT3

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Drawn By:  
RW

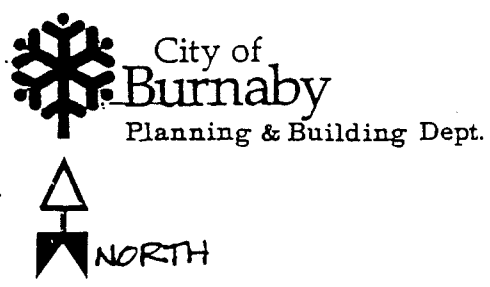
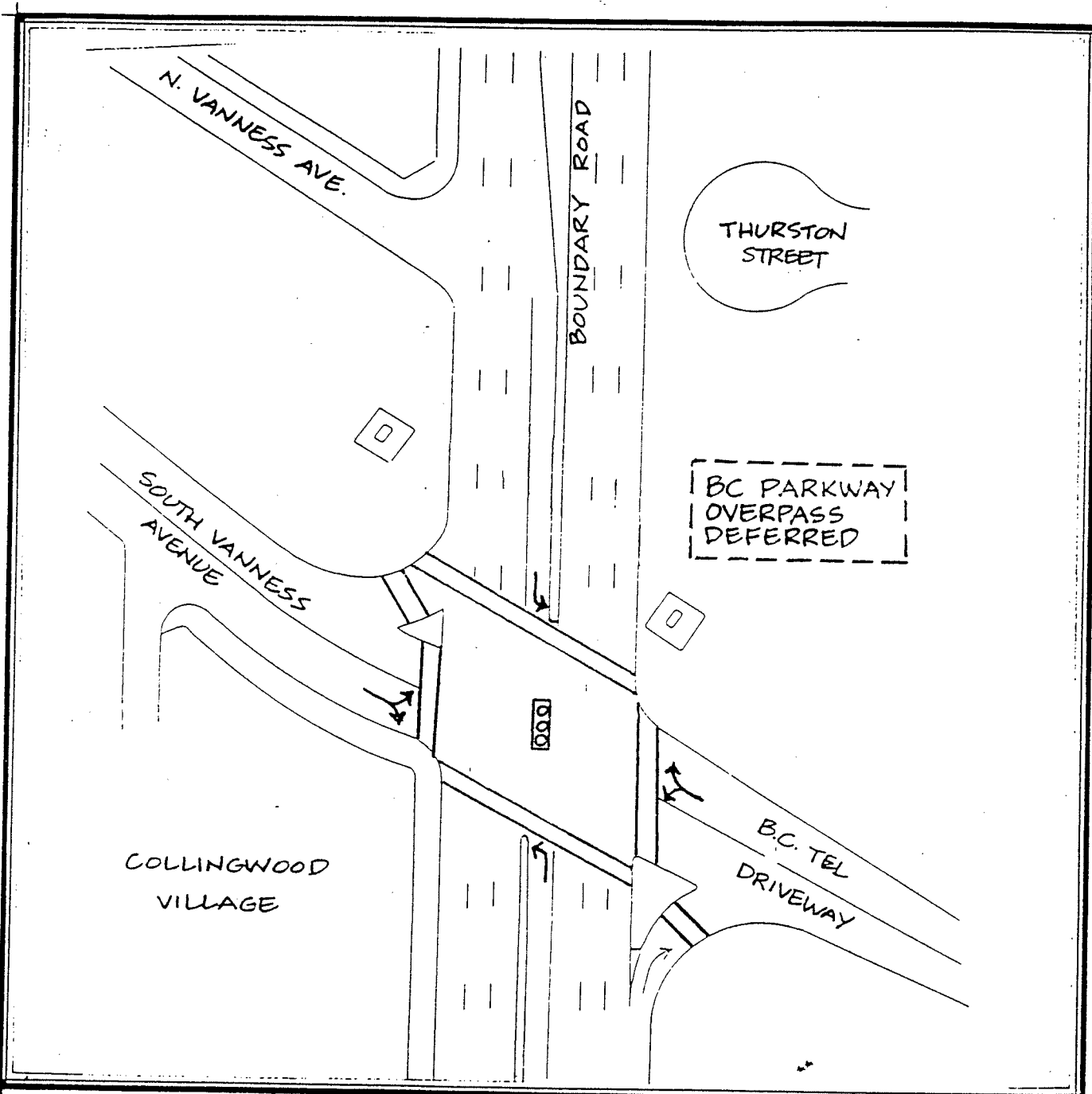


FIGURE 1  
BOUNDARY/VANNESS  
BURNABY DESIGN



Date:  
1994 AUG.

Scale:  
NTS

Drawn By:  
R.W.

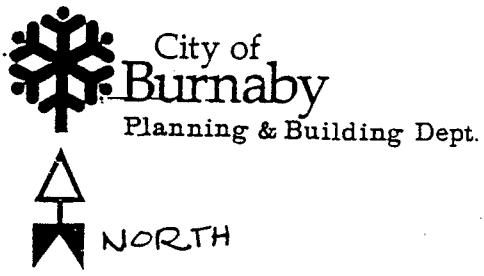
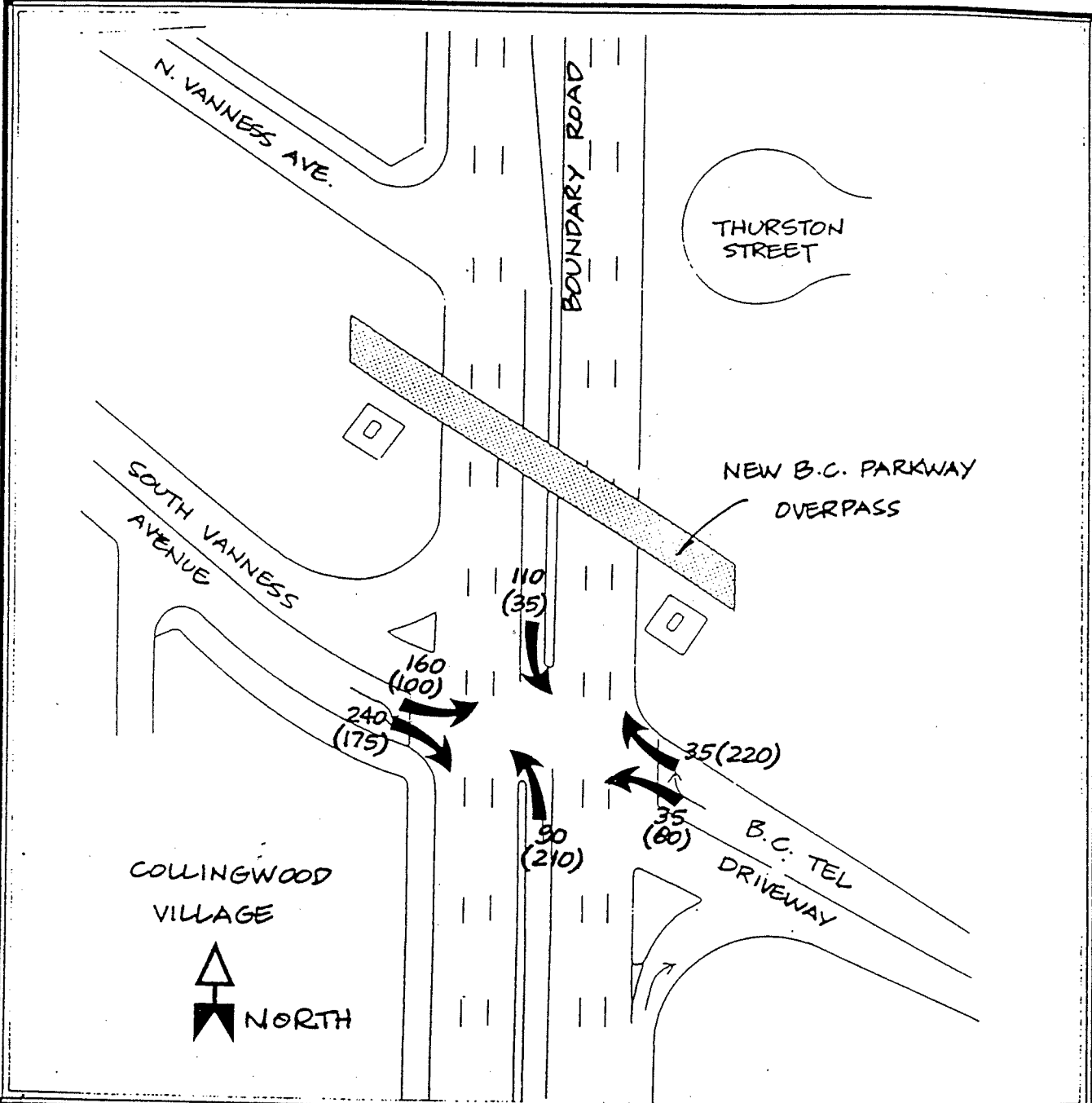



FIGURE 2  
BOUNDARY/VANNESS  
VANCOUVER DESIGN



Date:  
1993 MAY

Scale:  
NTS

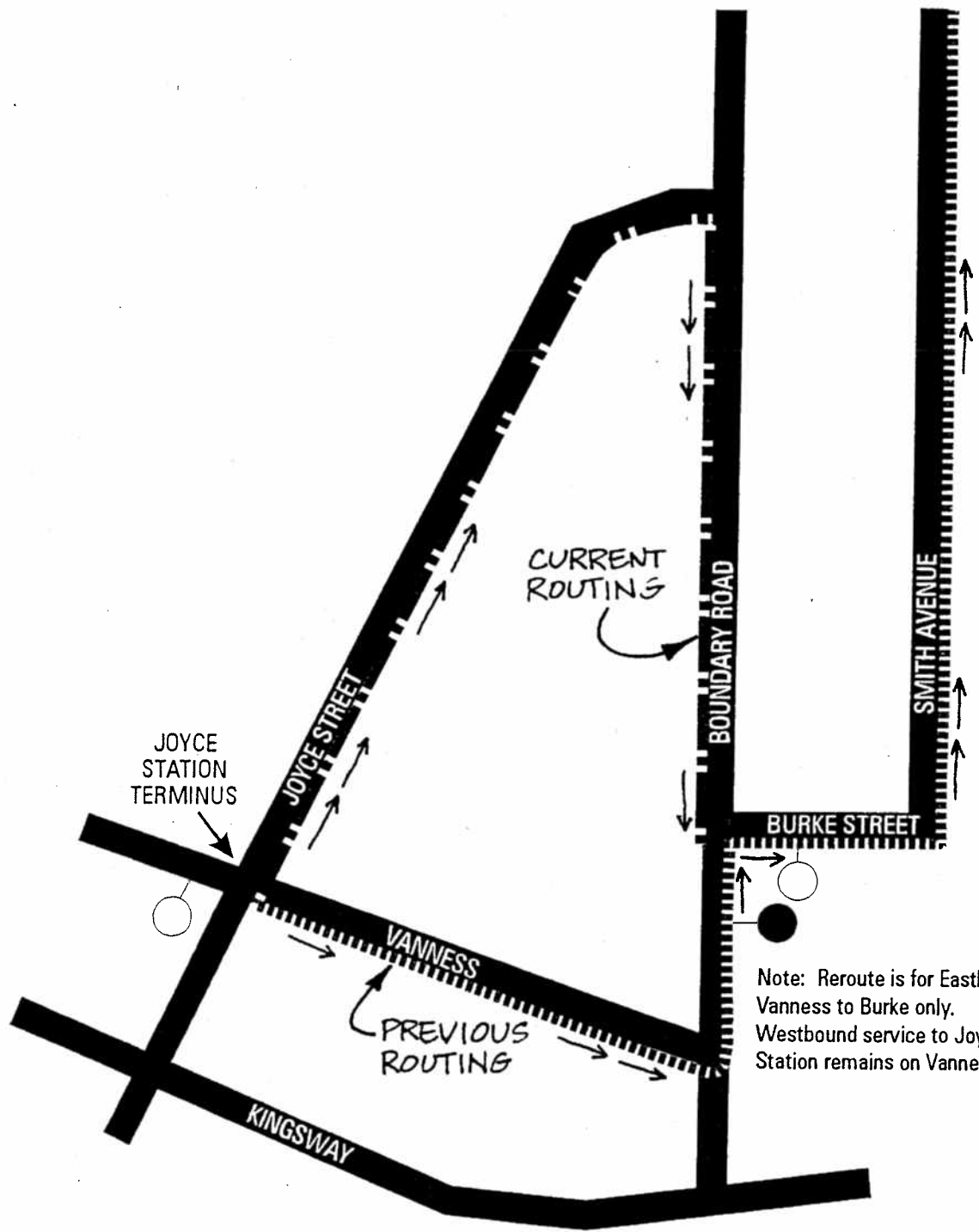
Drawn By:  
RW

 City of  
**Burnaby**  
Planning & Building Dept

AM PEAK HOUR  
(PM PEAK HOUR)

FIGURE 3  
BOUNDARY VANNESS  
PEAK HOUR  
TRAFFIC VOLUMES  
VANCOUVER DESIGN





## #28 Northbound Routing

FIGURE 4

