

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

Re: Burnaby Transportation Plan (Draft):  
Phillips Connectors

RECOMMENDATION:

1. THAT Council approve the deletion of the Phillips/Burnwood Connector from the Major Roads Network plan of the Burnaby Transportation Plan (draft) with the understanding that there would be a further review of the implications of the Connector after the completion of the Hastings/Gagardi and Phillips/Bainbridge Connectors.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1994 September 14, adopted the attached staff report outlining a proposal in the draft Burnaby Transportation Plan regarding the Phillips/Burnwood Connector and the Phillips/Bainbridge Connector.

Respectfully submitted,

Members:

Mr. Ernest Neumann  
Mr. Len Werden

Councillor D. Evans  
Chairman

Councillor J. Young  
Member

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

TO: CHAIR AND MEMBERS SEPTEMBER 14, 1994  
TRAFFIC & TRANSPORTATION COMMITTEE

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.115.6

SUBJECT: **BURNABY TRANSPORTATION PLAN (Draft):  
PHILLIPS CONNECTORS**

PURPOSE: To advise the Traffic and Transportation Committee of an approach to the consideration of the Phillips-Burnwood Connector and Phillips/Bainbridge Connector in the Burnaby Transportation Plan (draft).

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**RECOMMENDATION:**

1. **THAT** the Traffic and Transportation Committee approve the deletion of the Phillips/Burnwood Connector from the Major Roads Network plan of the Burnaby Transportation Plan (draft) with the understanding that there would be a further review of the implications of the Connector after the completion of the Hastings/Gaglardi and Phillips/Bainbridge Connectors.

**REPORT**

**1.0 BACKGROUND**

At its regular meeting of 1994 August 17 the Traffic and Transportation Committee considered a report regarding outstanding issues to be addressed prior to adoption of the Burnaby Transportation Plan (draft). In response to public concerns regarding the change in classification of the Phillips/Burnwood Connector, the Committee approved a change in designation of Phillips/Burnwood from Lougheed Highway to Gaglardi Way from that of a Major Collector-Primary to Major Collector-Secondary. This change reduces the classification of the Connector to its previous designation under the current Conceptual Transportation Plan adopted in 1980. This reduction in classification would permit the future reconstruction of the existing Phillips Avenue to a two lane standard from its current four lanes.

At the meeting the Committee also answered questions from people in the gallery regarding both the Phillips/Burnwood and Phillips/Bainbridge Connectors. Residents of the area requested that the Committee consider further changes to the Burnaby Transportation Plan (draft) to delete both Connectors from the Major Roads Network plan. This report reviews the traffic implications of the Phillips/Burnwood and Phillips/Bainbridge Connectors.

**2.0 PHILLIPS/BURNWOOD CONNECTOR**

The Phillips/Burnwood Connector is intended to provide access to and from the Montecito area north to the Hastings/Gaglardi Connector and subsequently east-west to SFU and North Burnaby. To assess the implications for traffic on streets in the Montecito and Duthie areas traffic forecasting studies were undertaken using the EMME-2 Transportation Model which estimates future AM peak hour traffic volumes based on a future road network.

The results of this analysis, shown in Figure 1 *attached* and Table 1 below with regard to the Phillips/Burnwood Connector, are as follows:

- (i) the Phillips/Burnwood Connector would reduce traffic volumes on the section of Duthie Avenue north of Curtis Street from 610 vehicles without the Connector to 410 vehicles with the Connector.
- (ii) the Connector would result in lower overall traffic volumes on Curtis Street between Duthie and Burnwood from 555 vehicles both directions in the AM peak hour without the Connector to 420 vehicles with the Connector;

**TABLE 1**

**Phillips/Burnwood Connector: Traffic Implications  
 (Year 2001 AM Peak Hour Volumes)**

Road	Without Connector	With Connector	Change
Duthie Avenue (North of Curtis)	610	410	-200
Curtis Street	555	420	-135

While the Phillips/Burnwood Connector would reduce traffic during the AM peak period on both Duthie (north of Curtis) and Curtis Street (east of Duthie) the effect of the Phillips/Burnwood Connector on PM peak volumes is not certain at this time. Development of the Connector could encourage higher traffic volumes on Curtis Street than would otherwise occur. As the road network in the area could function without the Phillips/Burnwood Connector and in light of the objections raised by Montecito residents, staff could support deleting the Phillips/Burnwood Connector from the Major Roads Network plan of the Burnaby Transportation Plan (draft). However, as the connector could have significant benefits to residents of the area during PM peak periods which cannot be ascertained at this time, this action is recommended on the understanding that there would be a future review of the traffic implications of the Phillips/Burnwood Connector when the Hastings/Gaglardi Connector and Phillips/Bainbridge Connector are in place. Such a review would involve extensive consultation with residents of the Montecito area, Curtis Street and Duthie Avenue before consideration of any change to the Major Roads Network in the Burnaby Transportation Plan to reinstate the Phillips/Burnwood Connector.

### 3.0 PHILLIPS/BAINBRIDGE CONNECTOR

The Phillips/Bainbridge Connector provides a linkage south to Broadway Avenue and the Lougheed Highway for east-west travel. Traffic forecasts for the year 2001 show that the Connector as shown in Figure 1 and Table 2 below would have the following traffic implications:

- (i) AM peak hour traffic volumes on Duthie Avenue south of Halifax Street would be reduced from 1340 vehicles both directions without the Connector to 865 vehicles with the Connector;
- (ii) AM peak traffic volumes on Broadway Avenue both east and west of Duthie Avenue would be lower with the Connector than without the Connector.

**TABLE 2**

**Phillips/Bainbridge Connector: Traffic Implications  
 (Year 2001 AM Peak Hour Volumes)**

Road	Without Connector	With Connector	Change
1. Duthie Avenue (South of Halifax)	1340	865	-475
2. Broadway Avenue (i) West of Duthie (ii) East of Duthie	685 1495	610 1300	-75 -195

The Phillips-Bainbridge Connector serves the function of providing access for the Montecito residents south to the Lougheed Highway without using Duthie Avenue. The reduction in traffic on Duthie Avenue is coupled with further benefits in reducing east-west volumes on Broadway Avenue by creating a discontinuity on this major collector street.

### 4.0 EFFECT ON MONTECITO AREA

The Phillips Connectors to Burnwood and Bainbridge are intended to provide access to the Montecito area without encouraging use by through traffic originating or destined outside of the Montecito area. In reviewing the effect of the Connectors on traffic volumes during the AM peak period, as shown in Figure 1, it is clear that the Connectors not only achieve the objective of providing access to the Montecito area, but would not increase traffic volumes on streets in the area.

## 5.0 CONCLUSION

Based on the traffic analysis, the Phillips Connectors have been shown to serve a function in providing access to the Montecito area without encouraging through traffic. Rather, the Connectors could significantly reduce AM peak hour traffic on some streets in the area including Greystone and Halifax as a result of the reduced need to access Duthie Avenue for north-south movements. Residents on Duthie Avenue, especially north of Curtis and south of Halifax, also would experience reduced traffic volumes due to the Connectors.

It is recognized, however, that while the Phillips/Burnwood Connector provides improved access for Montecito residents and reduced traffic volumes on Curtis and Duthie, this connector may have positive or negative implications for traffic on Curtis Street (east of Duthie) during the PM peak which cannot be ascertained at this time. As the road network in the area, however, could function without the Phillips/Burnwood Connector it is recommended that the Connector be deleted at this time. This should be done on the understanding that the need for the Connector would be reviewed in the future when the Hastings/Gaglardi Connector and Phillips/Bainbridge Connector are in place. The results of this review would be subject to full consultation with residents of the Montecito, Duthie and Curtis areas prior to any future change in the Burnaby Transportation Plan.

The Phillips-Bainbridge Connector, on the other hand, has been shown to have demonstrable benefits in reducing traffic volumes on Duthie and Broadway with no negative impacts on the Montecito area and therefore should be maintained within the Burnaby Transportation Plan (draft).

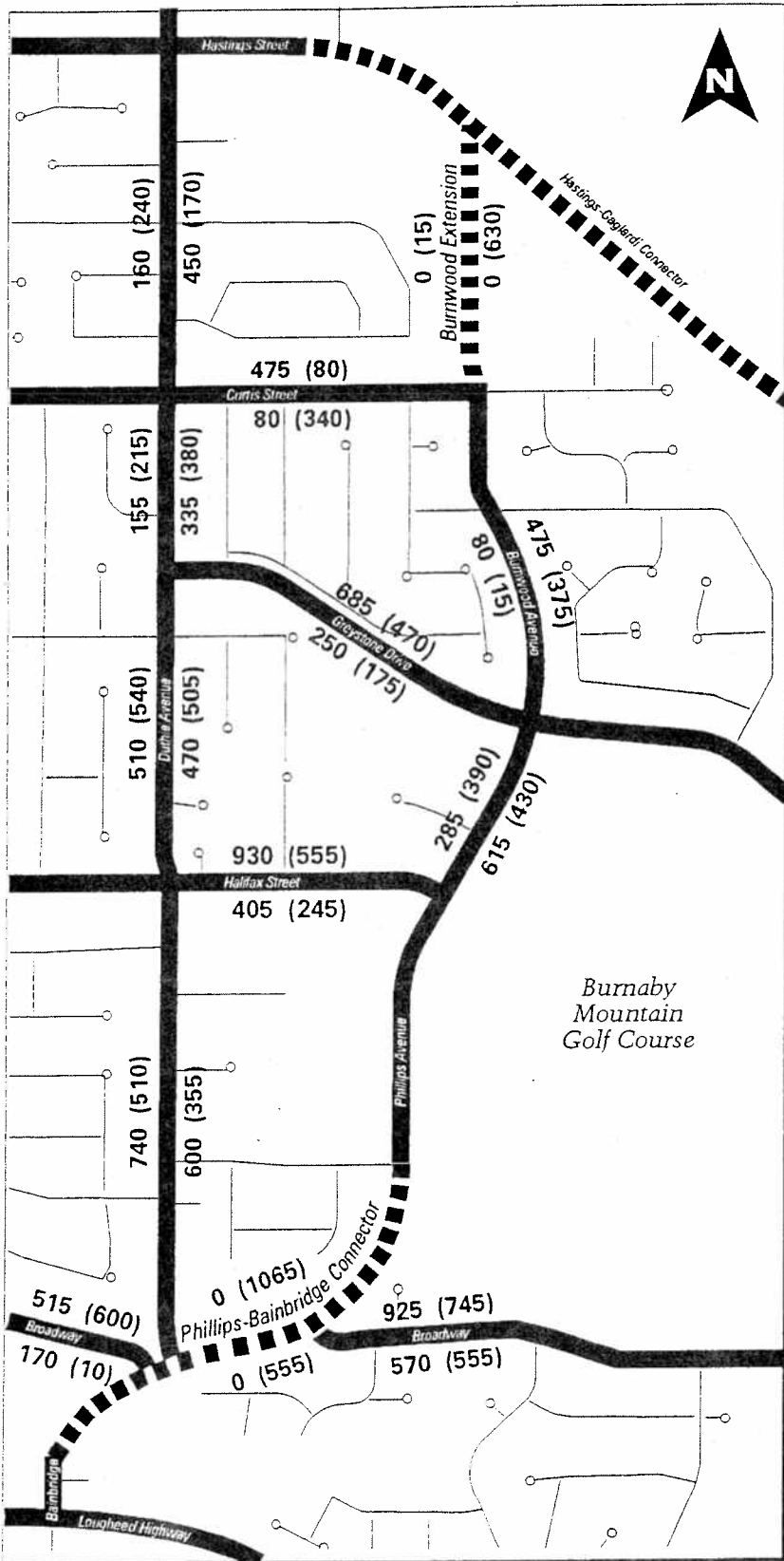


D.G. Stenson, Director  
PLANNING & BUILDING

RG/jp

Attachment

cc: City Manager  
Director Engineering



### Impact of Phillips-Burnwood Extension and Phillips-Bainbridge Connector on Montecito Area.

Estimated A.M. peak hour traffic volume, 2001.

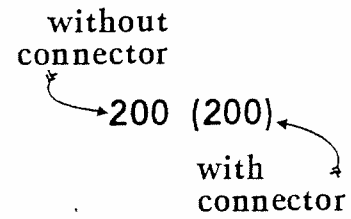


Figure 1