

TO: CITY MANAGER 1994 AUGUST 02

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.106
X-Ref. 01.250

SUBJECT: MINISTRY OF TRANSPORTATION & HIGHWAYS ISSUES

PURPOSE: To identify subjects regarding Ministry of Transportation & Highways projects, for discussion at the upcoming UBCM conference in September.

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to Mr. Ron G. Grant, Manager Municipal Programs, at the Ministry of Transportation and Highways.

REPORT

1.0 BACKGROUND

In a letter dated 1994 June 24, the Manager of Municipal Programs at the Ministry of Transportation and Highways requested that the City identify issues related to highway projects in Burnaby for discussion at the upcoming UBCM conference in September. At its regular meeting of 1994 July 11, Council directed staff to prepare a list of issues for discussion. Due to the limited time available at the conference to discuss each municipality's concerns, the following is a description of the four major projects of most concern to the City of Burnaby at present.

2.0 Ministry of Transportation and Highways Topics for Discussion

The City of Burnaby and the Ministry of Transportation and Highways have been discussing the following four issues for some time.

Canada Way/Edmonds Street Intersection Improvements

The intersection of Canada Way and Edmonds Street is one of the most congested in Burnaby. It also has a very high accident rate, with one accident occurring on average every 3 to 4 days. The upgrade of the intersection was first discussed in 1979. The Lakeview Area Community Transportation Plan (approved by Council in 1990) made reference to the need for the upgrade of Canada Way/Edmonds, in order to reduce the volume of traffic on Lakefield Drive and 4th Street.

ITEM	11
MANAGER'S REPORT NO.	46
COUNCIL MEETING	94/08/08

The volume of traffic on residential streets in south Burnaby is constantly growing, due to the insufficient capacity on arterial and major collector roadways. The capacity constraint at the Canada Way/Edmonds intersection has resulted in increased traffic infiltration onto residential streets. This traffic infiltration, or short-cutting, has led to the development of several Community Transportation Plans for the area, eg. Canada Way to 6th Street Community Transportation Plan (currently in progress).

After a public Open House to discuss the design of the intersection, the City of Burnaby approved the Ministry of Transportation and Highways design for the intersection in Spring of 1993. The design shows left turn lanes on all four approaches to the intersection to increase capacity, and protect queuing left turning vehicles.

The City is concerned with the ongoing delay in the reconstruction of Canada Way/Edmonds due to lack of sufficient funding by the Ministry of Transportation and Highways. Because of the cost associated with the high accident rate, as well as the delay caused to vehicles travelling on Canada Way, funding for this project should be made a high priority by the Provincial government.

Canada Way/Sperling - Traffic Signal

The intersection of Canada Way/Sperling has experienced a relatively high number of accidents caused by vehicles turning into and out of Sperling from Canada Way. The intersection is the main entrance to the Burnaby Village Museum, Art Gallery, Hart House restaurant, and other facilities located along Deer Lake Avenue. A recent development proposal for the area to the north of Canada Way (between Canada Way and Highway 1), has initiated discussion with the Ministry of Transportation Highways regarding the signalization of Canada Way/Sperling to provide safe access/egress to the development as well the facilities on Deer Lake Avenue.

The City has proposed the installation of a signal at Canada Way/Sperling to allow protected access/egress, and the widening of Canada Way at Sperling to allow for separation of queuing vehicles. A consultant was hired by the developer to conduct a traffic study for the new development, and analyse the effect of introducing a signal at Sperling, due to its proximity to the major signalised intersection of Canada Way/Kensington.

The consultant showed that a signal at the intersection could be coordinated with that at Kensington; therefore, it would not impair traffic flow on Canada Way. The Ministry of Transportation and Highways is reluctant to consider the installation of a signal at Canada Way/Sperling due to its proximity to Kensington. However, in order to provide access to the proposed development area north of Canada Way and the Deer Lake area and to improve traffic safety, a signal is required.

ITEM	11
MANAGER'S REPORT NO.	46
COUNCIL MEETING	94/08/08

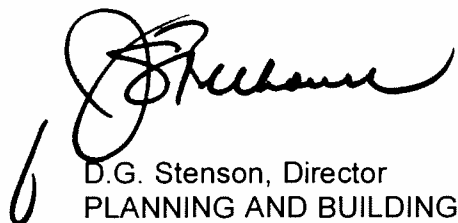
Highway 1 Upgrading

The Trans-Canada Highway has not been widened since it was built in the early 1960s. The existing four lane section is not sufficient to support the increased traffic in the Lower Mainland due to population growth. This deficiency in capacity on the highway has resulted in the increase in traffic on other roads in the region. Because of its location, the City of Burnaby is particularly impacted by the capacity constraints of the highway, and as a result, Burnaby roads are forced to carry traffic which is regional in character.

There have been numerous studies regarding the widening of the Trans-Canada Highway; however, the Ministry has yet to announce a widening programme, or to indicate the number and type of additional lanes to be added. The City of Burnaby would like to have some indication of the time-frame for widening of the highway, as well as the proposals for inclusion of HOV (High Occupancy Vehicle) lanes and upgraded interchanges.

Barnet-Hastings Project - Inlet Drive Noise Attenuation

Council has expressed concerns regarding the impact of the Inlet Drive widening on adjacent residents, and the lack of consideration of noise attenuation measures in the design of this project. Working closely with local residents of Inlet Drive, staff developed a preliminary design for noise barriers and Council has forwarded these plans to the Ministry of Transportation and Highways for inclusion within this project. Appearing under correspondence in this agenda is a letter from the Minister of Transportation and Highways indicating that the Inlet Drive section of the highway does not meet Ministry requirements for funding noise attenuation measures. Furthermore, the letter indicates that the Province would need to issue a permit to the City for the construction of the fence and the City would be responsible for maintenance of the fence and the adjacent landscaping. The City of Burnaby would like to see a reconsideration of the Ministry's position on this matter and an agreement to incorporate noise attenuation as a component of the Inlet Drive component of the Hastings/Barnet People Moving Project.


D.G. Stenson, Director
PLANNING AND BUILDING


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cc: Director Engineering

