

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

Re: GREATER VANCOUVER TRANSPORTATION AUTHORITY
(GVTA) RECOMMENDED MAJOR ROAD NETWORK

RECOMMENDATIONS:

1. **THAT** Council approve the Major Roads Network in Burnaby as shown on Figure 1 and outlined in Section 3.1 of this report.
2. **THAT** Council refer 19th Street, Griffiths and Tenth Avenues to the GVTA Board for inclusion in the Burnaby section of the Major Roads Network prior to 1998 December 31.
3. **THAT** Council refer Imperial Street for consideration as part of the Annual Review Process for the Major Roads Network.
4. **THAT** a copy of this report be forwarded to the Chair, Greater Vancouver Transportation Authority, 4330 Kingsway, Burnaby, B.C. V5H 4G8.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1998 November 04, adopted the attached report advising on the Recommended Major Roads Network (MRN) for Burnaby recently submitted by the GVTA to the municipalities for comment.

MEMBERS:

Mr. Lyle Boivin
Mr. Raymond Lupien
Mr. W.B. Roxburgh
Ms. L. Tatangelo

Respectfully submitted,

Councillor D. Evans
Chair

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIR. PLNG. & BLDG.

Councillor J. Young
Vice Chair

Councillor N. Volkow
Member

TO: CHAIR AND MEMBERS
TRANSPORTATION AND TRAFFIC COMMITTEE
(Transportation and Transit Division)

1998 November 10

FROM: DIRECTOR PLANNING & BUILDING
DIRECTOR ENGINEERING

OUR FILE: 08.109

SUBJECT: **Greater Vancouver Transportation Authority (GVTA): Recommended Major Road Network**

PURPOSE: To advise Council on the Recommended Major Roads Network (MRN) for the City of Burnaby recently submitted by the GVTA to the municipalities for comment

RECOMMENDATIONS:

1. **THAT** Council approve the Burnaby section of the Major Roads Network in Burnaby as shown on Figure 1 and outlined in Section 3.1 of this report.
2. **THAT** Council refer 19th Street, Griffiths Avenue and Tenth Avenue to the GVTA Board for inclusion in the Burnaby section of the Major Roads Network prior to 1998 December 31.
3. **THAT** Council refer Imperial Street for consideration as part of the Annual Review Process for the Major Roads Network.
4. **THAT** a copy of this report be forwarded to the Chair, Greater Vancouver Transportation Authority, 4330 Kingsway, Burnaby, B.C., V5H 4G8

REPORT

1. BACKGROUND

At its meeting of 1998 November 02 Council considered a report from the Greater Vancouver Transportation Authority (GVTA) Board regarding the Recommended Major Roads Network (MRN) and referred this report to the Traffic and Transportation Committee for consideration. The report from the GVTA Board refers the Recommended Major Road Network to the municipalities for review and comment and requests municipal comments and approval of the network by 1998 November 30.

The purpose of this report is to advise Council on the Recommended MRN in Burnaby and to recommend an approach to address the municipal roads proposed for inclusion by Council which are not included in the Recommended MRN.

2. MAJOR ROADS NETWORK CRITERIA

The recommended criteria for selecting roads for inclusion in the MRN are outlined below. The road must satisfy all three criteria for inclusion in the network.

Relationship to Land Use - *The road allows people and goods from other parts of the Region access to pre-defined regional activity centres*

AND

Usage - *The road provides an intra-regional function in that a significant proportion of the traffic on the road is intra- regional **OR** significant regional transit services occur on the road **OR** the road carries a heavy truck volume*

AND

Reasonableness and Completeness - *overall subjective review of the major road network for continuity*

These criteria were applied by the Major Roads Technical Advisory Committee (MRTAC) to develop the Recommended MRN which now includes roads which were in the original MRN in the Agreement and roads which were submitted later by the municipalities for inclusion.

It should be noted that there is agreement at MRTAC that the possible inclusion of municipal town centres such as Brentwood, Loughheed and Edmonds as activity centres under the first criteria will be reviewed in the Annual Review Process of the MRN.

3.0 MAJOR ROAD NETWORK IN BURNABY

3.1 Included Municipal Roads

The Burnaby section of the Recommended MRN including both the devolved Provincial highways and uploaded municipal roads is ***shown in Figure 1 attached.*** The Recommended MRN for the Region including Burnaby was approved by MRTAC at its 1998 September 25 meeting and forwarded by the Regional Administrative Advisory Committee (RAAC) to the GVTA Board for consideration at its 1998 October 19 meeting. The GVTA Board has forwarded this network to the municipalities for comment.

The Recommended MRN in Burnaby includes all of the downloaded provincial highways and municipal roads that were in the original MRN in the Agreement and the following additional municipal roads which were approved and submitted by Council to the MRTAC for inclusion in the MRN:

- Canada Way (Kensington Avenue to Boundary Road)
- Kensington Avenue (Sprott Street to Lougheed Highway)
- Austin Avenue (Lougheed Highway to North Road)

3.2 Municipal Roads Not Included

The following roads *also shown in Figure 1 attached as "subject to further review"* were approved by Council for submission to the MRTAC for inclusion but were not recommended by the MRTAC or RAAC to the GVTA Board for inclusion in the Recommended MRN:

- **19th Street/Griffiths Street (Kingsway to 10th Avenue).** This road was not recommended for inclusion at this time due to its lack of regional continuity with the MRN in New Westminster. The exclusion of 20th Street by the City of New Westminster eliminated the continuity of this corridor to/from the Queensborough Bridge and the Highway 91 corridor.
- **Tenth Avenue (20th Street to Kingsway)** This road was not included in the MRN at this time but would be considered for inclusion when the completion of the Marine/Tenth Connector established the regional continuity of this corridor
- **Imperial Street (Boundary Road to Kingsway)** This road was not recommended for inclusion due to its lack of regional continuity with the MRN in the City of Vancouver and the need for additional information to ensure it meets the criteria.

It should also be noted that the Marine Way/Tenth Connector is not shown as a network element due to its status as a future project but has been recognized as a future MRN project in the Major Roads Capital Needs Program currently being developed by MRTAC for the GVTA.

3.3 Recommended Actions

The GVTA has directed the RAAC and the MRTAC to develop a dispute resolution process for those roads which were submitted by a municipality but which were not recommended for inclusion in the MRN. Additionally there is an Annual Review process which has been proposed by the MRTAC. Recognizing these processes the following approach is recommended to address these outstanding issues:

- **submit 19th Street and Griffiths Avenue for immediate consideration by the GVTA Board for inclusion in the MRN prior to the adoption of the network by 1998 December 31.** This road satisfied the criteria and would have been included in the Recommended MRN along with 20th Street in New Westminster as an extension of the Highway 91 Alex Fraser/Queensborough Bridge corridor but the City of New Westminster did not submit 20th Street for inclusion. This issue should be resolved directly by the GVTA Board by requesting that the City of New Westminster consider the inclusion of 20th Street in the MRN. Based on the City's response two options are suggested for Board consideration:
 - (i) **Option 1** - If the City of New Westminster accepts inclusion then 19th Street and Griffiths Avenue would also be included on the basis of regional continuity of the Highway 91, Queensborough Bridge, 20th Street Corridor to Kingsway.
 - (ii) **Option 2** - If the City of New Westminster does not accept inclusion of 20th Street then 19th Street and Griffiths Avenue would be included based on access to a major municipal town centre which would qualify under Criteria 1- regional activity centre. Both roads would also qualify under Criteria 2 - truck volumes
- **submit Tenth Avenue (between 20th Street and Kingsway/ 12th Street) for immediate consideration by the GVTA Board for inclusion in the MRN prior to the adoption of the network by 1998 December 31.** This road satisfied the criteria and would be included in the MRN as an extension of the Marine/Tenth Connector but it was decided by MRTAC not to include this section of Tenth Avenue until completion of the Connector, likely in 2001. However, with the concurrence of the City of New Westminster, Tenth Avenue could be included in the MRN at this time.

- **submit Imperial Street for consideration for inclusion in an Annual Review Process.** Additional information will be provided by Burnaby to support the inclusion of Imperial Street in the MRN.

3.4 Truck Route Considerations

A factor in the decision by the City of New Westminster not to include 20th Street in the MRN has been the concern over the perceived limitation on the ability of a municipality to regulate the weight and dimensions of trucks on their municipal roads in the MRN. In this regard, the GVTA Act provides for the following :

- Under Section 19 the GVTA may by by-law establish standards for the management, operation, construction and maintenance of the MRN
- Under Section 24(1) the Act establishes that despite these standards the weight and dimension requirements of the Commercial Transport Act apply to the MRN unless the GVTA under Section 24(2) specifically limits the weight and dimensions of trucks on specific roads in the MRN.
- Under Section 24(2) the GVTA can restrict the weight and dimensions of trucks despite the by-law of a municipality or its own standards if the authority considers that a road does not have the capacity to accommodate the weight and dimension requirements of the Commercial Transport Act.

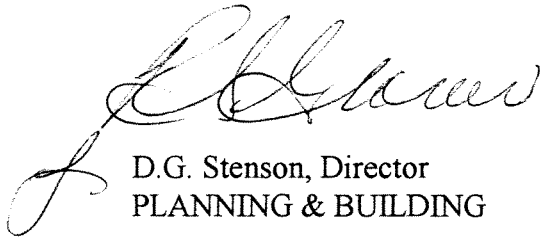
In summary, under the Act the GVTA has the ultimate authority to regulate truck weight and dimensions on MRN roads. Therefore if a municipal road is submitted for inclusion in the MRN the municipality would not have the authority to regulate truck weights and dimensions on that municipal road.

4. CONCLUSION

The GVTA Board has forwarded a Recommended Major Roads Network to the municipal councils for comment. The MRN which will be approved by the GVTA Board in 1998 December 31 will be the basis for GVTA funding of the capital, rehabilitation, maintenance and operating costs of the devolved provincial highways and the municipal roads in Burnaby. While the Recommended MRN in Burnaby does not include **all** the roads submitted by the City for inclusion it does establish a funding basis for all of the devolved provincial highways and **the majority** of the municipal roads submitted by the City for inclusion.

The GVTA has directed the RAAC and MRTAC to develop a dispute resolution process for the roads proposed by municipalities which are not included in the Recommended Major Roads Network. However, this process will not resolve the issues of 19th/ 20th Street,

Griffiths Avenue and Tenth Avenue which involve two municipalities and therefore can not be resolved at the staff level through MRTAC and/or RAAC. It is therefore recommended that these issues be resolved directly by the GVTA Board prior to adoption of the MRN by 1998 December 31. The inclusion of Imperial Street however would be addressed as part of a regular Annual Review Process to be initiated in 1999 after inception of the GVTA.



D.G. Stenson, Director
PLANNING & BUILDING



C. Sinclair, Director
ENGINEERING

Attachments
RG/sk

cc: City Manager

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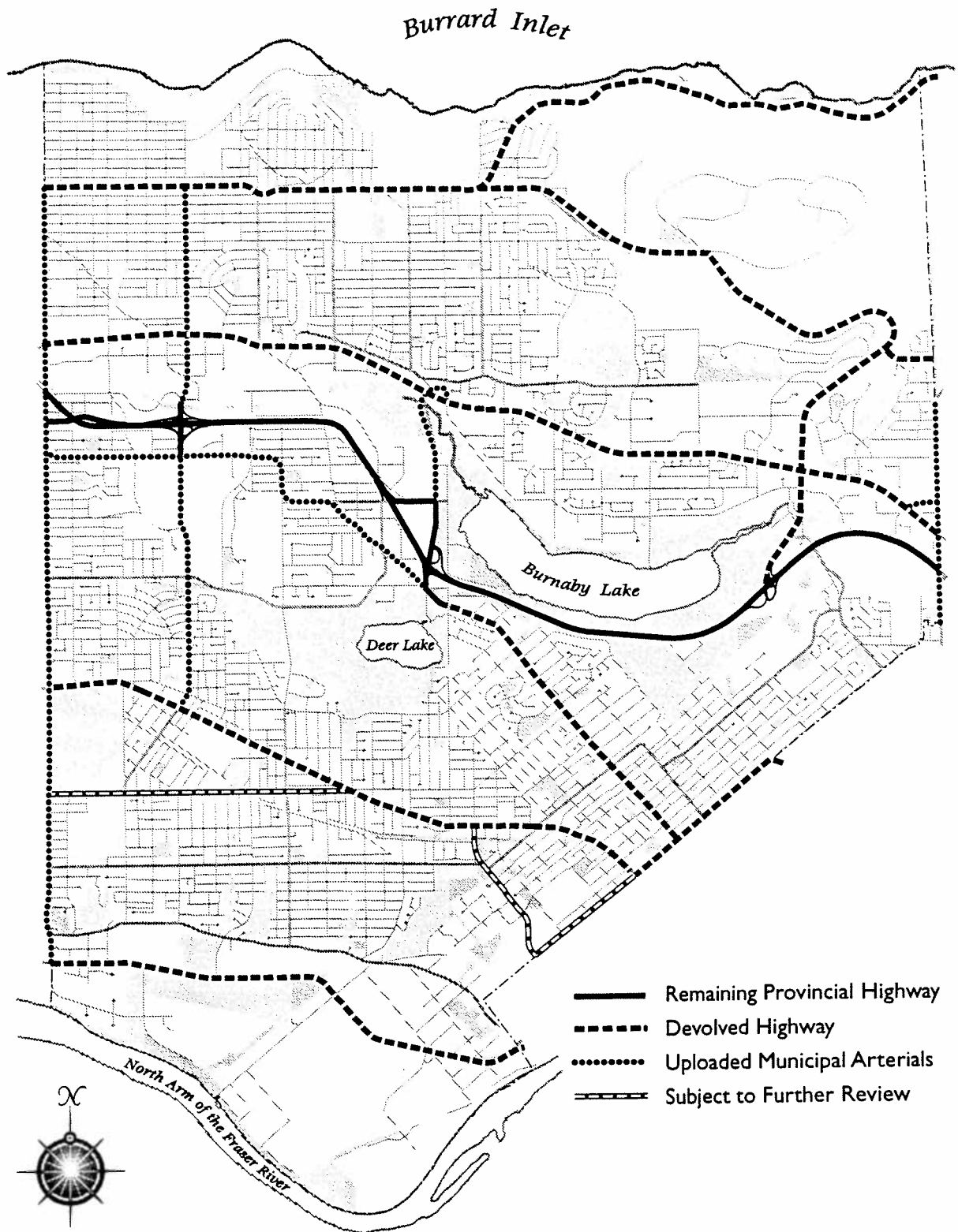


Figure 1 Recommended
Major Road Network in Burnaby