

TRANSPORTATION COMMITTEE**D***HIS WORSHIP, THE MAYOR  
AND COUNCILLORS***SUBJECT: PHILLIPS-BAINBRIDGE CONNECTOR:  
REVISED CONFIGURATION**RECOMMENDATIONS:

1. THAT Council approve a future configuration of the Phillips-Bainbridge Connector, as outlined in Section 3 of this report.
2. THAT the residents directly affected by the original and revised configuration for the Phillips-Bainbridge Connector receive a copy of this report.

REPORT

The Transportation Committee, at its meeting held on 2006 May 10, received and adopted the *attached* report requesting Council approval of a revised configuration for the Phillips-Bainbridge Connector.

Respectfully submitted,

Councillor Nick Volkow  
ChairCouncillor Sav Dhaliwal  
Vice ChairCouncillor Lee Rankin  
Member

Copied to:	City Manager Director Finance Director Engineering Director Planning & Building
------------	--

---

**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

**DATE:** 2006 May 05

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** PL 37500-01  
*Ref: Phillips*

**SUBJECT: PHILLIPS-BAINBRIDGE CONNECTOR:  
REVISED CONFIGURATION**

**PURPOSE:** To request Committee and Council approval of a revised configuration for the Phillips-Bainbridge Connector.

---

**RECOMMENDATIONS:**

1. **THAT** the Transportation Committee recommend that Council approve a future configuration of the Phillips-Bainbridge Connector as outlined in Section 3 of this report.
2. **THAT** the Transportation Committee recommend to Council that the residents directly affected by the original and revised configuration for the Phillips-Bainbridge Connector receive a copy of this report.

**REPORT****1.0 BACKGROUND**

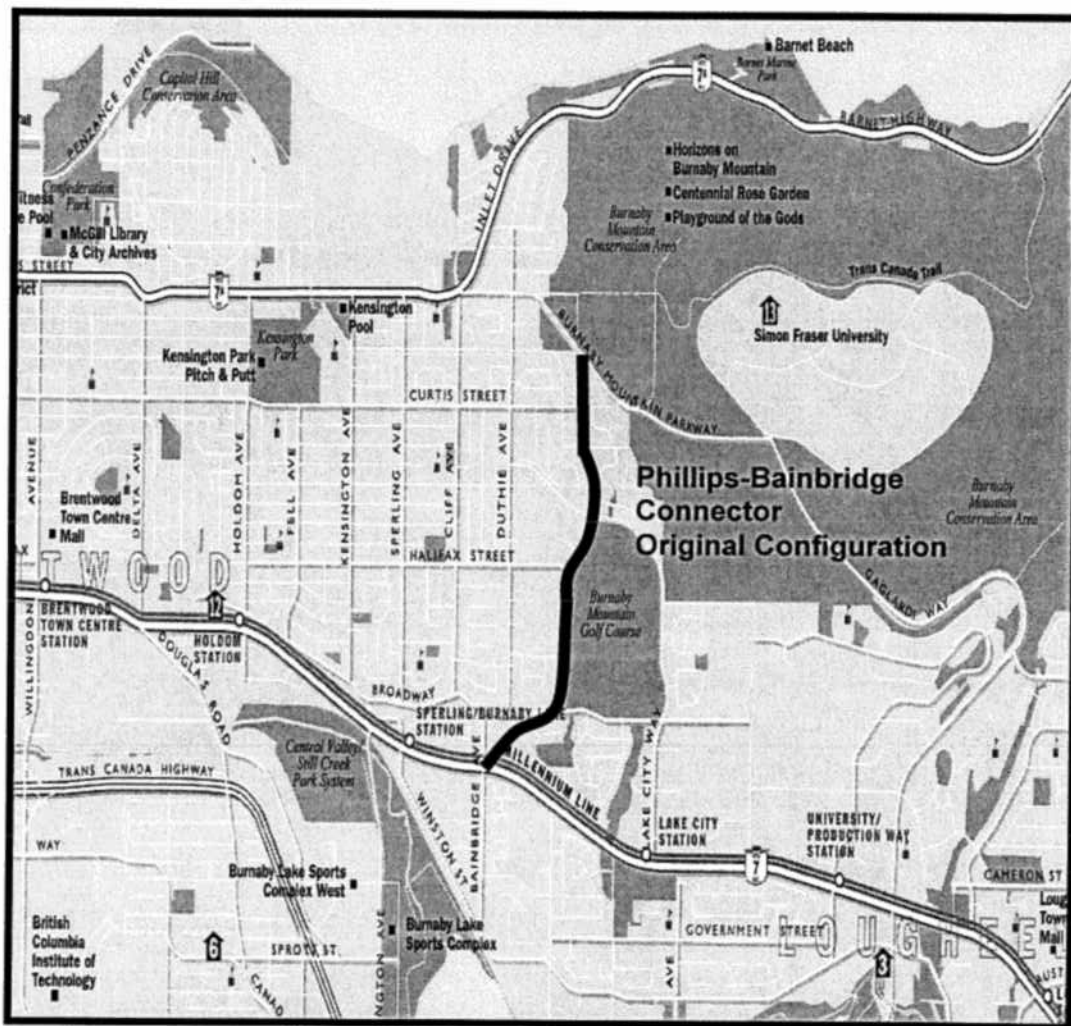
For some years, the City has been acquiring properties as right-of-way for the proposed Phillips-Bainbridge Connector as shown in *Figure 1*. This Connector has been an integral element of the Council-adopted Major Road Network in the Burnaby Transportation Plan. At this point, the City is nearing acquisition of all the properties required for this project and funds for design and construction are included in the 2006 Provisional Financial Plan for construction in 2008 and 2009.

The Phillips-Bainbridge Connector has been a component of the Burnaby Transportation Plan since its original adoption by Council in 1980. The Connector was intended as major collector road connecting Lougheed Highway to the Burnaby Mountain Parkway through the Montecito area of Burnaby. Based on this configuration the existing section of Phillips Avenue between Curtis Street and Montecito Drive was constructed with four travel lanes and a landscaped median.

To: Transportation Committee  
 From: Director Planning and Building  
 Re: Phillips-Bainbridge Connector:  
 Proposed Configuration  
 2006 May 05 ..... Page 2

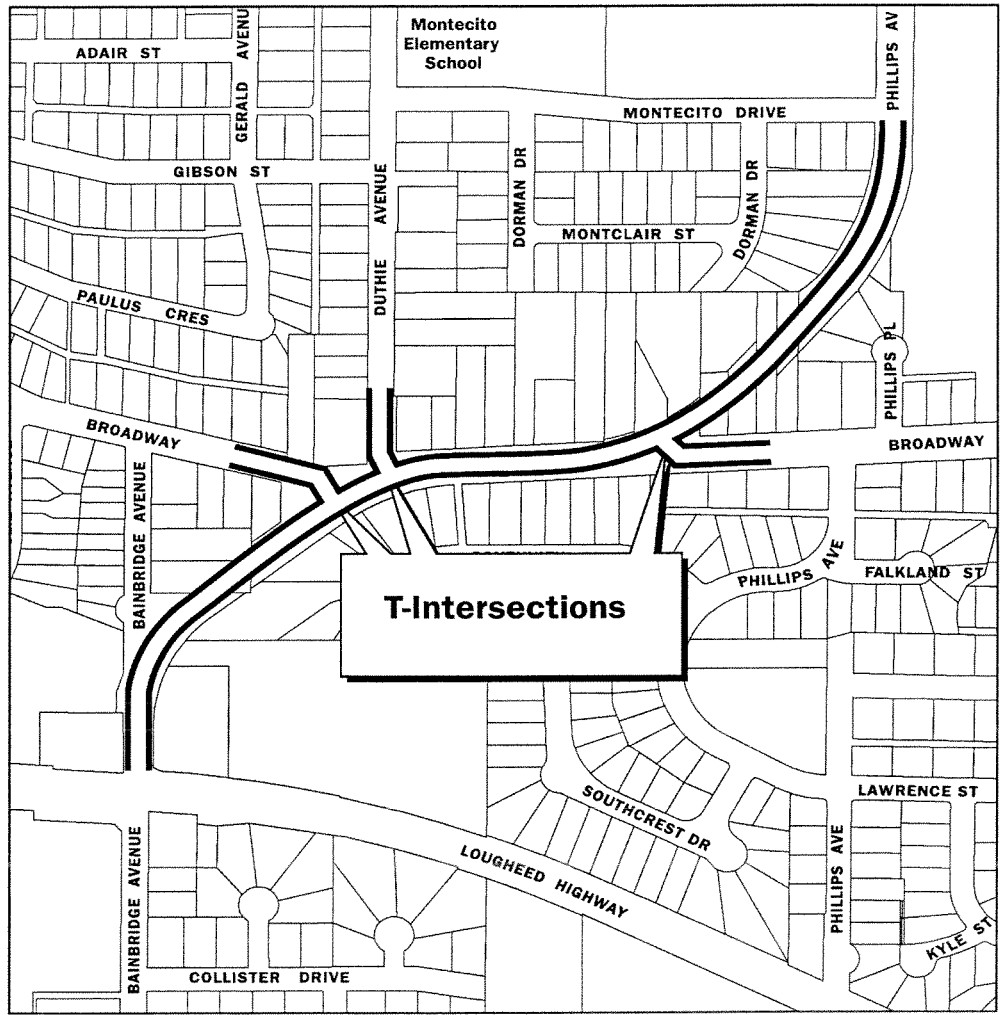
Its primary function was to provide a link to SFU from the Lougheed Highway to ensure that University traffic did not spillover onto north south roads like Kensington, Sperling and Duthie and to provide improved and more direct access into the developing Montecito area. However, in 1996, when the Burnaby Mountain Parkway (formerly the Hastings Gagliardi Connector) was constructed, it was decided not to extend Phillips/Burnwood to connect to the Burnaby Mountain Parkway. This decision was based on the higher costs, steep grades, design difficulties and public concern over this extension. However, the extension of Phillips, south to the Lougheed Highway was retained in the Burnaby Transportation Plan as a secondary collector and the City continued to acquire property to allow the construction of this facility.

**Figure 1**  
**Phillips-Bainbridge Connector**



More recently, however, a 2004 November report to Council regarding the acquisition of the final property at 2680 Bainbridge recommended that the configuration of the Phillips-Bainbridge Connector from Phillips to the Lougheed Highway as shown in *Figure 2* be reviewed. This report provides that review.

**Figure 2**  
**Phillips-Bainbridge Connector**  
**Existing Adopted Concept**



**2.0 PHILLIPS-BAINBRIDGE CONNECTOR**

**2.1 Objectives for the Connector**

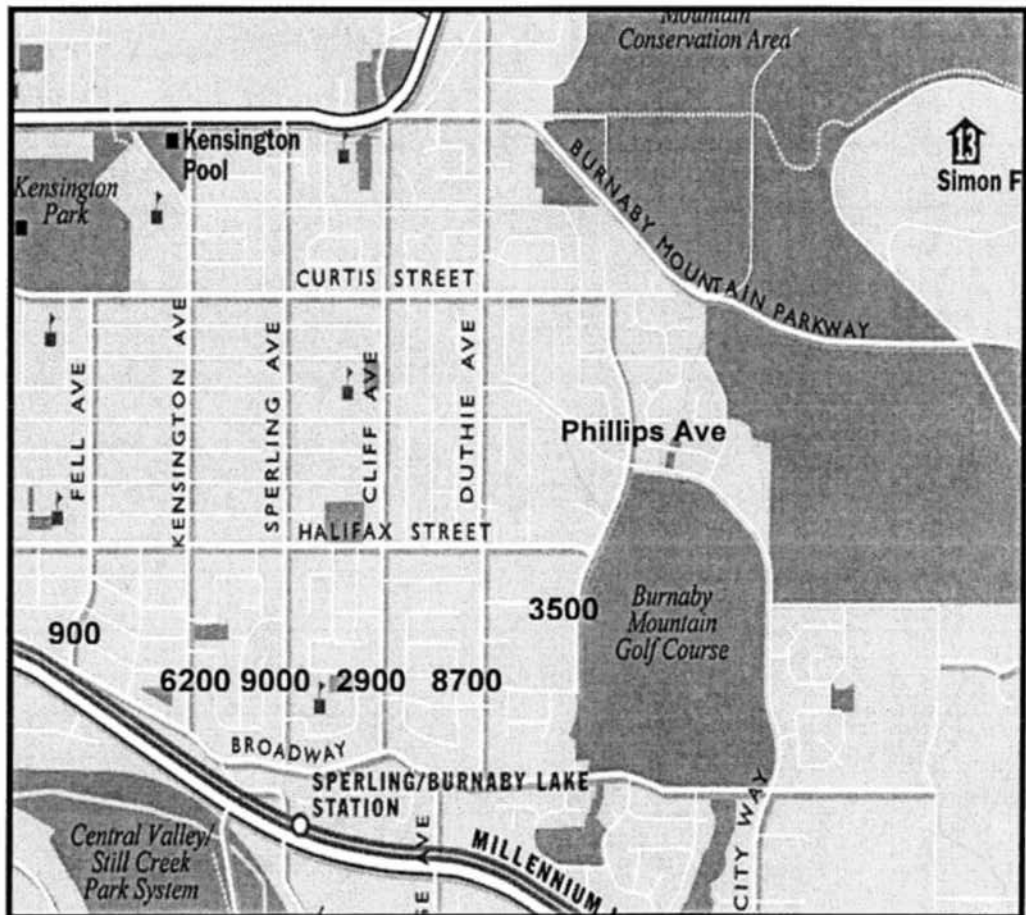
In the 1980 Conceptual Transportation Plan, the Phillips-Bainbridge Connector is identified as an important north/south Major Collector road which would provide

north south access to/from the developed residential areas in the Montecito area. The section of the Phillips-Bainbridge Connector from Phillips south to the Lougheed Highway has been identified as a necessary road connection to achieve the following objectives:

- **Equitable Distribution of Traffic**

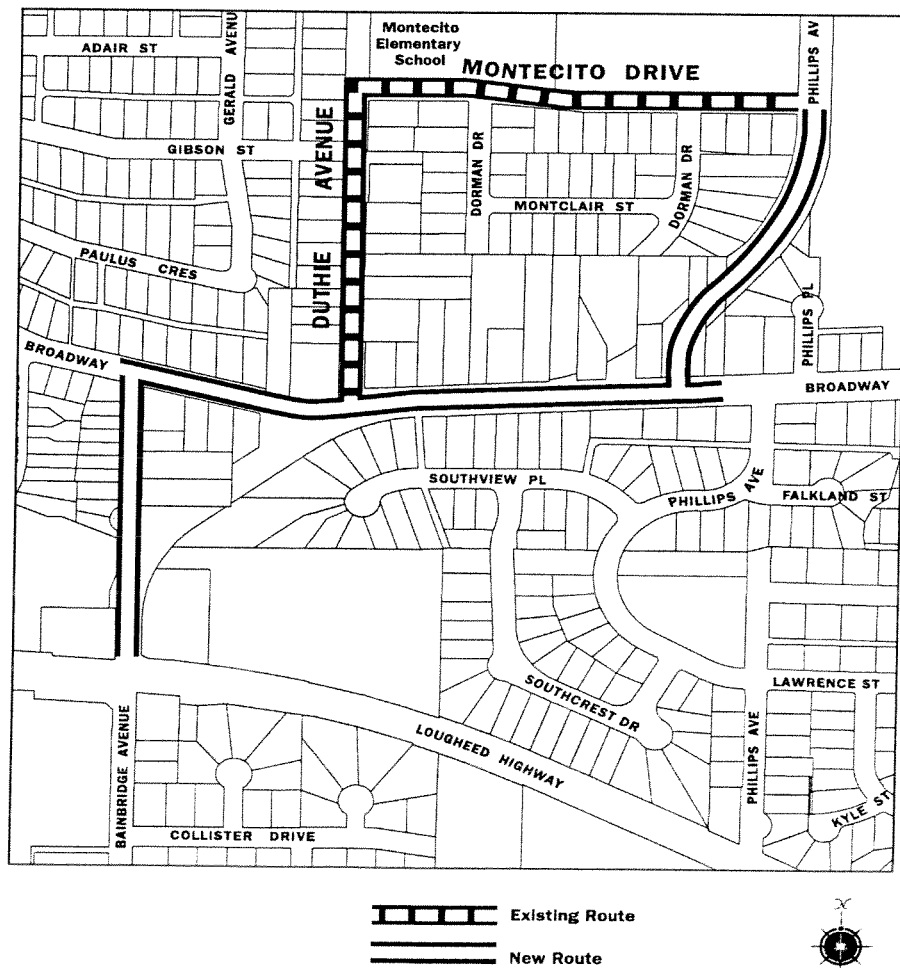
As shown in *Figure 3*, traffic is not equitably distributed amongst the north/south collector streets in the area. Sperling and Duthie Avenue carry daily traffic volumes in the range of 8,500 to 9,000 vehicles while Phillips carries only 3500 vehicles per day. As designated Major Collector streets, Sperling, Duthie and Phillips could be expected to carry up to 12,000 vehicles per day.

**Figure 3**  
**Daily Traffic Volumes on North/South Streets**



The continuity of Duthie up to the Burnaby Mountain Parkway partly explains the higher traffic volumes on Duthie, but in the absence of a direct connection from Broadway into the Montecito area, Duthie is also used by Montecito residents as the primary access route to their neighbourhood as shown in *Figure 4*. This use of Duthie by Montecito residents leads to higher traffic volumes on Duthie (between Broadway and Montecito Drive) than would be the case if there was a direct connection from Broadway to Phillips. Duthie residents have also raised the issue of the safety of school children crossing Duthie to attend Montecito Elementary. Extension of Phillips to Broadway would provide a direct access to the neighbourhood and an alternate to Duthie Avenue.

**Figure 4**  
**Montecito Access Routes**



To: Transportation Committee  
From: Director Planning and Building  
Re: Phillips-Bainbridge Connector:  
Proposed Configuration

2006 May 05 ..... Page 6

- **Provide a roadway with enhanced provision for cyclists and pedestrians to the Montecito area, Burnaby Mountain Golf Course, Burnaby Mountain Conservation area and Squint Lake Park.**

Provision of a new connection between Phillips and Broadway Avenue would provide the opportunity to incorporate enhanced bike and pedestrian facilities into the area. An Urban Trail could be constructed along Bainbridge to Broadway and along the south side of Broadway to the new connection.

### 3.0 RECOMMENDED REVISED ROAD CONFIGURATION

#### 3.1 Phillips Extension

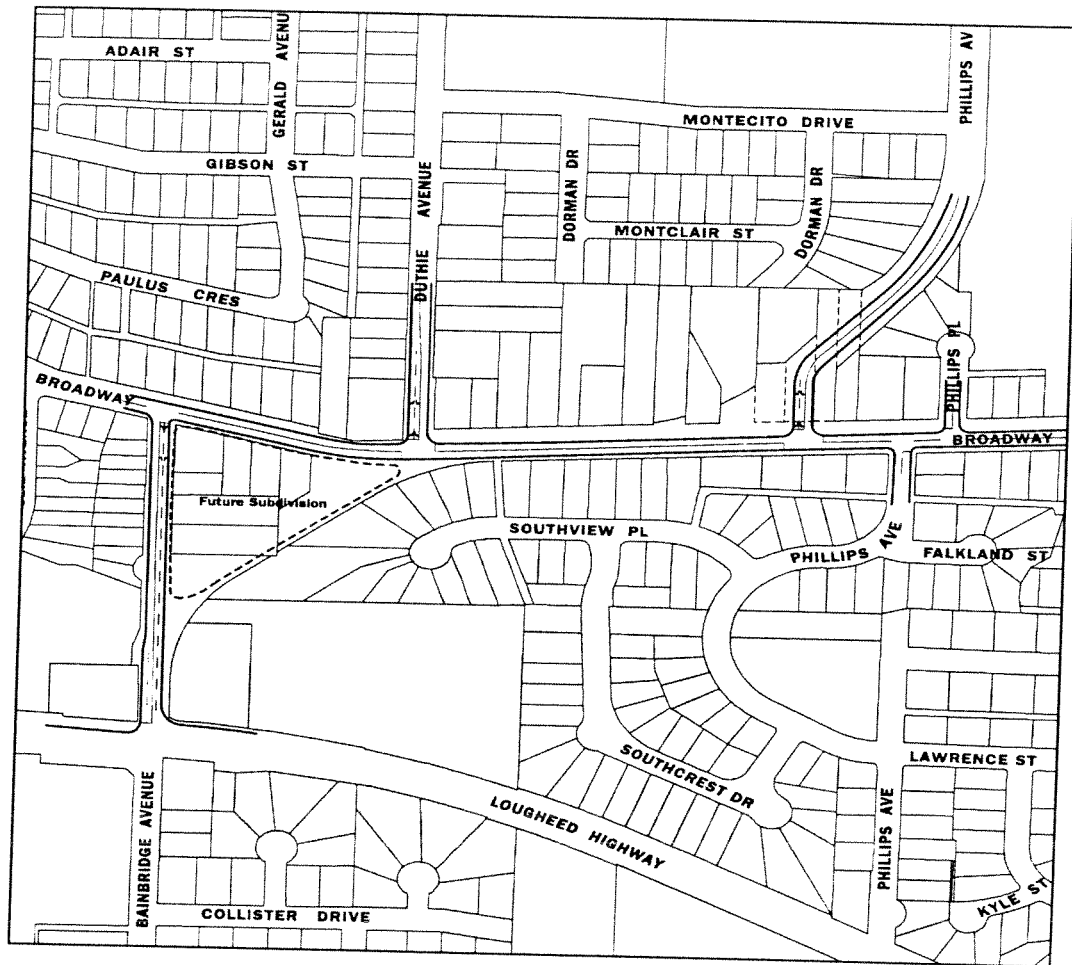
Achieving the objectives of providing a direct connection to the Montecito neighbourhood which would help divert Montecito related traffic from Duthie does not require the original configuration of the Phillips-Bainbridge Connector shown in *Figure 2*.

The recommended revised configuration which extends Phillips to Broadway, as shown in *Figure 5*, would achieve these objectives and provide a more direct connection from the Lougheed Highway to the Montecito area.

The new Phillips Extension from Broadway Avenue to the south end of Phillips would be designed as a Major Collector - Residential road with an 11 metre pavement with a separated sidewalk on the west side and a future Urban Trail on the east side. It would intersect with Broadway at a 'T' intersection with a three-way stop similar to the existing intersection of Duthie and Broadway. The use of a three-way stop as exists at Duthie Avenue and Broadway would also help traffic calm vehicles using Broadway as a through route roadway. As a shorter road with a narrower pavement surface, the recommended Phillips Extension to Broadway will involve significantly less construction and lower capital cost than the diagonal alignment envisioned in the original configuration.

This road configuration relies on the continued use of Bainbridge Avenue as the connection from Lougheed to Broadway, rather than constructing a new connection as envisioned in the original Phillips-Bainbridge configuration. The "interim standard" section of Broadway between Bainbridge and the new Phillips extension would eventually be developed to a final Major Collector-Residential standard with two travel lanes, two parking lanes and separated sidewalks.

**Figure 5**  
**Revised Phillips Extension Configuration**



### 3.2 Use of Redundant Properties

The City acquired a number of properties north of Broadway as future right of way for the original Phillips-Bainbridge Connector. While some of these properties would be required for the extension of Phillips Avenue to Broadway some will be redundant for road purposes and would be available for subdivision and sale in conjunction with the surrounding parcels. Similarly, right-of-way for the Connector south of Broadway to Lougheed Highway which has been dedicated through subdivision for road purposes, would now be available for sale and incorporation in a new residential subdivision.



To: Transportation Committee  
From: Director Planning and Building  
Re: Phillips-Bainbridge Connector:  
Proposed Configuration

2006 May 05 ..... Page 8

#### 4.0 SUMMARY


The Conceptual Transportation Plan adopted by Council in 1980 included provision for the Phillips-Bainbridge Connector extending from Lougheed Highway via Phillips Avenue and an extension of Phillips Avenue to the Burnaby Mountain Parkway (formerly the Hastings Gagliardi Connector). The Phillips-Bainbridge Connector was subsequently adopted as a component of the 1995 Burnaby Transportation Plan.

The original configuration for the road extended from the Burnaby Mountain Parkway on the north to Lougheed Highway on the south. However, when the Burnaby Mountain Parkway was constructed by the Ministry of Transportation and Highways in 1994, it was decided not to provide the connection from Phillips to the Parkway due to grade issues and resident concerns. This connection was removed in the 1995 Burnaby Transportation Plan but the segment of the Connector from Phillips south to the Lougheed Highway was retained.

This report advances a recommended alternate proposal for a revised configuration for the Phillips-Bainbridge Connector which would extend Phillips Avenue to Broadway which adequately meets the access and circulation objectives for this connection, but would not provide direct link from Broadway to Lougheed as envisioned in the original configuration. The new configuration would use the existing Bainbridge to accommodate traffic from the Lougheed Highway up to Broadway, which then would be more equitably and logically distributed on the north-south collector system connecting to Broadway.

This revised configuration would achieve the objectives of providing a direct connection to the Montecito area from the Lougheed Highway to reduce the use of Duthie as a route for Montecito residents in and out of their area. It would also involve reduced construction costs and allow the subdivision and sale for residential use of those City-acquired properties which would be redundant for road purposes under the revised configuration.

This report also recommends that the residents directly affected by the revised configuration for the Phillips-Bainbridge Connector be informed about the revised configuration. This would include the residents living adjacent to the original alignment, and those residents living on Bainbridge (between Broadway and Lougheed), Broadway (between Bainbridge and Duthie), Duthie (between Montecito and Broadway) and Montecito Drive.

  
for J.S. Belhouse, Director  
PLANNING AND BUILDING

RG/jc

cc: City Manager  
Director Finance

Director Engineering

