

TO: CITY MANAGER **DATE:** 2018 September 26

FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 94000 20
Reference: TransLink

SUBJECT: REINSTATEMENT OF CITY STREETS TO TRANSLINK'S MAJOR ROAD NETWORK

PURPOSE: To advance the reinstatement of certain City streets to TransLink's Major Road Network.

RECOMMENDATIONS:

1. **THAT** Council endorse the reinstatement of certain street segments to TransLink's Major Road Network, as described in this report.
2. **THAT** Council forward a copy of this report to TransLink.

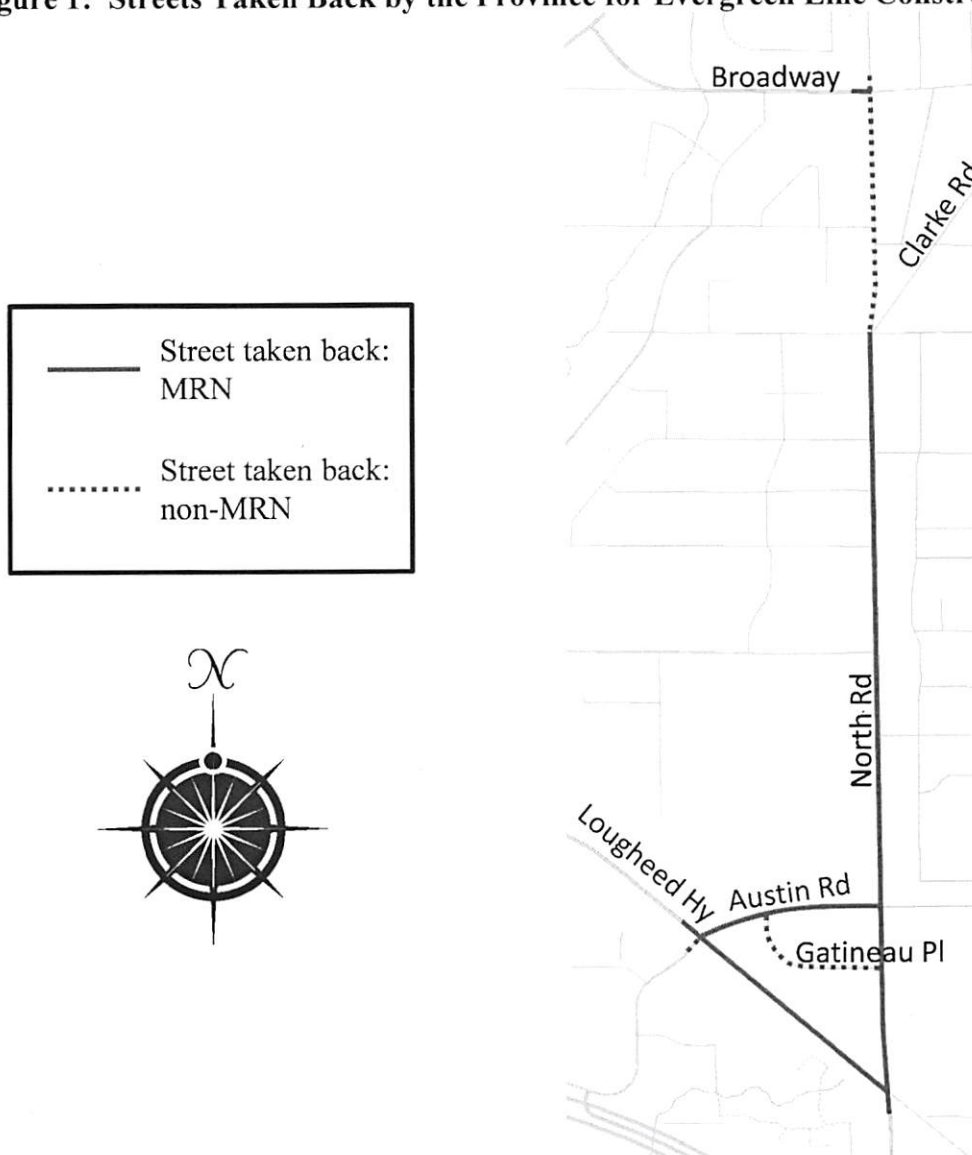
REPORT**1.0 INTRODUCTION**

On 2012 November 5, Council endorsed the terms of an agreement between the City and Province on matters of mutual interest related to construction of the Evergreen SkyTrain Extension from Lougheed Town Centre to Coquitlam Town Centre. The agreement was subsequently executed and implemented by both parties.

It was clear that the project would entail significant disruption to City infrastructure and the travelling public over a period of years. In particular, there would be lane and street closures on parts of Broadway, North Road, Lougheed Highway, Austin Road, and Gatineau Place. For clarity of operational matters and to minimize liability, ownership¹ and maintenance of the subject streets was taken under Provincial jurisdiction for the duration of the project. This was implemented by two Provincial Orders in Council. The affected street segments are shown in *Figure 1*.

¹ The Province used section 35(8) of the *Community Charter* to "resume" its interest in the streets.

Figure 1: Streets Taken Back by the Province for Evergreen Line Construction



As shown in **Figure 1**, some of the subject streets were included in TransLink's Major Road Network. The MRN consists of municipally-owned streets for which the municipality and TransLink have agreed that there is a regional interest. TransLink provides maintenance funding and contributes to capital improvements for MRN streets. In return, the municipality agrees not to reduce the people-carrying capacity of the MRN without the approval of the TransLink Board.

When the subject streets were taken over by the Province in 2012, they ceased to be municipal streets and were therefore no longer eligible for inclusion in the MRN. As such, they were deleted from the MRN by the TransLink Board. This applied to segments of Broadway, North Road, Lougheed Highway, and Austin Road.

On 2016 November 30, a further Order in Council returned all the street segments to Burnaby. However, those that had previously been in the MRN were not automatically reinstated to that status by the TransLink Board, as inclusion in the MRN requires the joint consent of Burnaby Council and the TransLink Board. The purpose of this report is to seek Council's endorsement to reinstate the identified streets to the MRN now that they have been returned to the City.

2.0 POLICY FRAMEWORK

The recommendations in this report support the following goals and sub-goals of the City's *Corporate Strategic Plan*:

- A Safe Community:
 - Transportation safety
- A Connected Community:
 - Geographic connection
- A Dynamic Community:
 - City facilities and infrastructure
- A Thriving Organization:
 - Financial viability

3.0 DISCUSSION

During the period that the subject streets were owned by the Province, Council adopted the *Lougheed Core Area Master Plan* which focused on Lougheed Mall and adjoining lands. Among other things, the *Plan* proposed changes to the street network that entailed:

- Strengthening the street network with the creation of new local streets;
- Improving pedestrian and cyclist facilities and connections;
- Changing Austin Road from six through lanes to four, plus an eastbound bus lane;
- Introducing a new traffic signal on North Road at Cross Creek (170 metres north of Austin Road);
- Shifting the Austin / Gatineau intersection eastward by about 70 metres; and
- Introducing a new pedestrian signal on Lougheed Highway at the SkyTrain station.

The planned changes to the street network in this area would be implemented gradually over a period of years. The most recent step towards implementation of some of these measures was taken when Council gave Final Adoption to the Phase 1 rezonings for Lougheed Mall on 2018 July 23.

Due to the potential for the changes to affect the MRN's people-carrying capacity, City staff have engaged in technical discussions with TransLink staff. The outcome is that, in consideration of the proposed changes identified in the *Lougheed Core Area Master Plan*, they would be supportive of reinstatement of the subject street segments to the MRN.

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When the streets were taken by the Province, this triggered a reduction of 8.9 lane-kilometres to Burnaby's portion of the MRN. It is anticipated that reinstatement would reinstate a similar length, subject to roadway changes made in the intervening years. TransLink's current funding contribution is \$20,610 per lane-kilometre. This would equate to an annual payment to the City of about \$180,000 if MRN status is reinstated for these street segments.

4.0 CONCLUSION

It is recommended that Council support the reinstatement of the subject street segments to the Major Road Network, and that a copy of this report be sent to TransLink.


Lou Pelletier, Director
PLANNING AND BUILDING

SR:sla

cc: Director Engineering
City Clerk

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