
TO: CITY MANAGER **DATE:** 2018 November 13

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

SUBJECT: EXPANSION OF TRANSLINK'S MAJOR ROAD NETWORK

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

RECOMMENDATIONS:

1. **THAT** Council endorse the addition of parts of Gilmore Avenue / Diversion, Imperial Street, Tenth Avenue, and Willingdon Avenue 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**

TransLink's Major Road Network (MRN) consists of municipally-owned arterial streets spanning the region, as agreed to by TransLink and the individual municipalities. It carries the majority of the region's commuter, transit, and truck traffic. TransLink provides operation, maintenance, and rehabilitation funding and contributes to capital improvements for MRN streets. In return, the municipality agrees not to reduce the people-carrying capacity of MRN streets without TransLink approval.

The MRN has changed little since it was first established, but TransLink now has funding based on the Mayors' Council 10-Year Vision for a one-time expansion of 10% to the network. This report explores the applicability of that expansion to Burnaby.

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 –
Make City streets, pathways, trails and sidewalks safer
- A Connected Community
 - Geographic connection –
Ensure that people can move easily through all areas of Burnaby, using any form of transportation

- A Dynamic Community
 - City facilities and infrastructure –
Build and maintain infrastructure that meets the needs of our growing community
- A Thriving Organization
 - Financial viability –
Maintain a financially sustainable City for the provision, renewal and enhancement of City services, facilities and assets

3.0 BACKGROUND

The MRN has almost 2,400 lane-kilometres¹ of roadways, of which about 300 are in Burnaby. The existing MRN streets in Burnaby are shown² in blue in *Figure 1*. They correspond roughly to the City's arterial street network. Burnaby received from TransLink \$6.35 million in 2017 for the operation, maintenance, and rehabilitation of Burnaby's MRN roads.

TransLink's 10-Year Vision approved by the Mayors' Council, included a one-time 10% increase to the MRN. TransLink established a process to identify viable candidates for additions to the MRN. Each municipality put forward various street segments for consideration, based on the following MRN criteria:

- Facilitates intra-regional travel of people and transportation of goods;
- Connects regionally significant destinations;
- Forms an interconnected and complete network; and
- Moves high volumes of general purpose vehicles, transit passengers and / or trucks.

Figure 1 shows those street segments put forward by City staff for consideration in TransLink's process (in red, yellow and green). All proposed segments met the above requirements for inclusion in the MRN. However, the sum of region-wide requests exceeded the available funding for new MRN streets, and TransLink therefore needed to identify which segments were of higher priority for inclusion. With municipal input, TransLink evaluated the degree to which each proposed segment was consistent with the above criteria. As a result of that evaluation, upon Council endorsement, TransLink staff are proposing to take the following to their Board for MRN inclusion (shown in green in *Figure 1*):

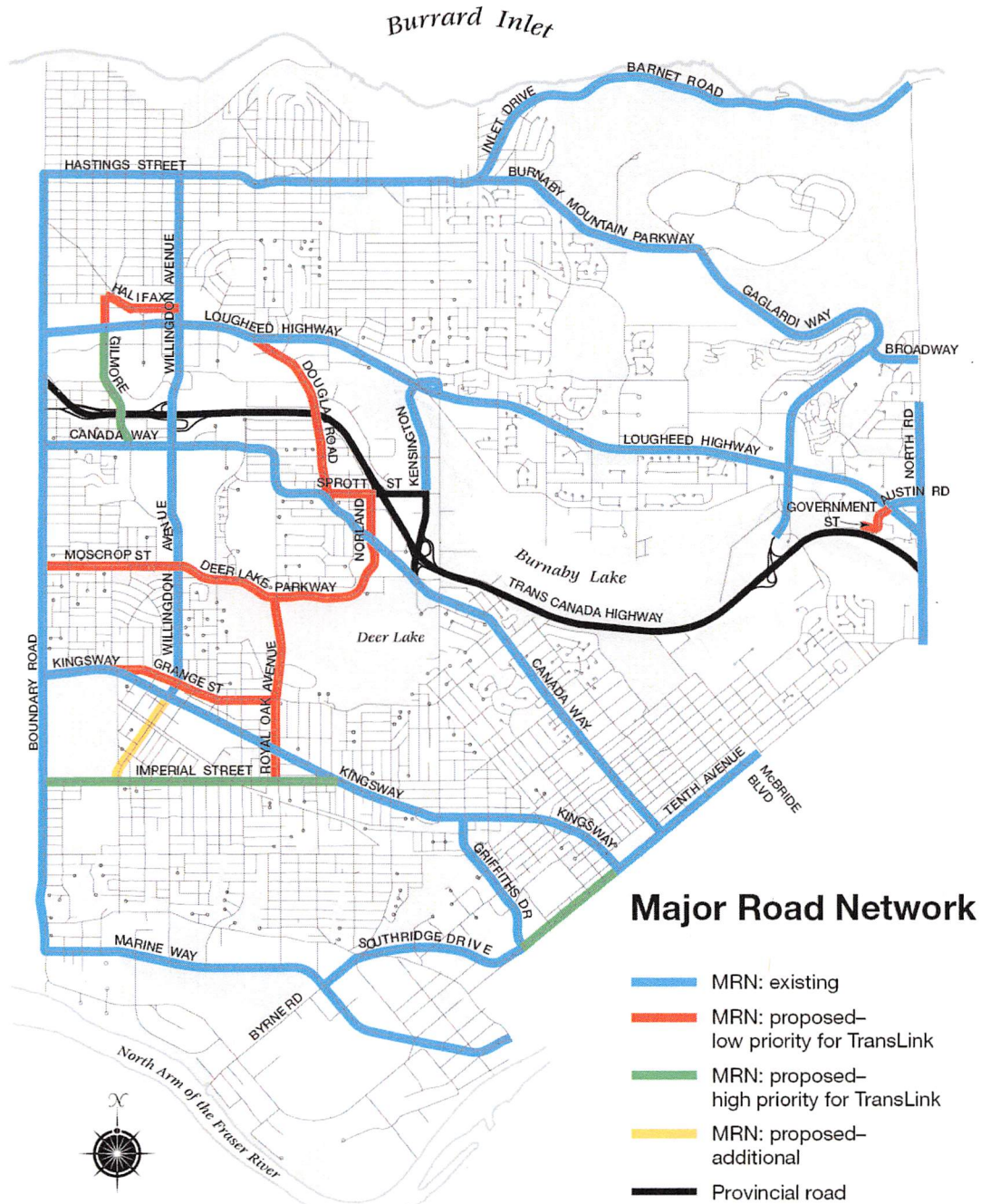
- Gilmore Avenue / Diversion between Lougheed Highway and Canada Way;
- Imperial Street between Boundary Road and Kingsway; and
- Tenth Avenue between Griffiths Drive and Kingsway.

These would comprise an addition of about 20 lane-kilometres to Burnaby's portion of the MRN. TransLink's current annual funding contribution is \$20,610 per lane-kilometre, thus generating an annual payment increase to the City of about \$410,000 if these street segments became part of the MRN. If approved this year by Council and the TransLink Board, the first payment would be for 2018.

¹ The network is measured in "lane-kilometres" so that funding is allocated on the basis of both street length and width.

² The "existing" MRN streets include certain streets in Lougheed Town Centre that were approved by Council on 2018 October 1 for MRN inclusion, but which have not yet been approved by the TransLink Board.

Figure 1: Existing and Proposed MRN Roads



Major Road Network

- MRN: existing
- MRN: proposed—low priority for TransLink
- MRN: proposed—high priority for TransLink
- MRN: proposed—additional
- Provincial road

4.0 DISCUSSION

As noted above, the City benefits by receiving funding from TransLink for MRN roads, with the only constraint being that TransLink approval would be required if the City later wished to reduce the people-carrying capacity of these streets. Reduced people carrying capacity could take a variety of forms, such as elimination of a lane, introduction of on-street parking, or installation of a new traffic signal. For such proposals, the City must provide TransLink a technical analysis of the probable impacts. TransLink's review is comprehensive and they look at whether the reduction is justifiable on the basis of achieving other important transportation goals such as improved safety or creation of better facilities for active transportation. To date, the TransLink review has not been an onerous requirement and has not prevented any MRN changes that the City has proposed.

Staff recommend that Council endorse four street proposals for inclusion in the MRN:

- **Tenth Avenue** between Griffiths Drive and Kingsway is designated as a Primary Arterial in the *Burnaby Transportation Plan*. It is currently a two-lane street with on-street parking, and there are no plans to reduce the number of lanes. Tenth Avenue is partly in New Westminster, and its inclusion in the MRN would be predicated on their support. A decision from their Council is pending.
- **Imperial Street** between Boundary Road and Kingsway is also designated as a Primary Arterial. It currently has four travel lanes, with the outer lanes used for parking at off-peak times. There are no plans to reduce the capacity.
- **Gilmore Avenue / Diversion** between Lougheed Highway and Canada Way is designated as a Secondary Arterial and has already been built to the full standard. It is a four-lane street with no on-street parking. The City has encouraged the Province to replace the 50-year-old Gilmore overpass across Highway 1 and include a multi-use path as part of the project.
- **Willingdon Avenue** between Kingsway and Imperial Street (shown in yellow in *Figure 1*) is designated as a Secondary Arterial and has already been built to that standard. It met the criteria for inclusion in the MRN, but through TransLink's process, was found to be less of a priority for inclusion than streets elsewhere in the region. However, it is a busy four-lane street (unlike the above section of Tenth Avenue which has only two lanes), has unusually heavy bus service (serving Metrotown SkyTrain station), provides access to a regionally-significant destination (downtown Burnaby) and connects two other MRN streets (Kingsway and the proposed Imperial Street). It is therefore recommended that Council request the TransLink Board to include this section of Willingdon Avenue in the MRN.

Staff recommend all four segments be included in the MRN. If TransLink does not agree, and only wishes to include three segments, staff recommend the Willingdon segment be prioritized over the subject section of Tenth Avenue, which is a comparatively minor street.

The *Burnaby Transportation Plan* is currently being updated, as part of which street classifications will be reviewed. While a classification change is possible for any street, it is not considered likely that any of these street segments would be reduced to a classification that is lower than the standard to which they are currently constructed. As such, the new *Plan* is unlikely to trigger reduced widths below existing conditions for these street segments. Therefore, the MRN designation would not impact the City's use or plans for these streets.

It is therefore recommended that Council endorse the addition of the four street segments to the MRN.

To: City Manager
From: Director Planning and Building
Re: Expansion of TransLink's Major Road Network
2018 November 13..... Page 5

5.0 CONCLUSION

TransLink has a one-time funding opportunity to expand the MRN. Staff have reviewed TransLink's funding criteria and the City's road network and recommend the addition of the subject street segments, set out in Section 4.0 of this report, to the Major Road Network. Council is requested to endorse these additions to the MRN, and upon Council recommendation the report will be forwarded to TransLink for consideration by their Board.



Lou Pelletier, Director
PLANNING AND BUILDING

SR:sla:sa

cc: Director Engineering
City Clerk

R:\Long Range Clerical\DOCS\SR\Council Reports\2018\Expansion of TransLinks Major Road Network (2018.11.19).docx