

**TO:** CHAIR AND MEMBERS  
PLANNING AND DEVELOPMENT COMMITTEE

**DATE:** 2021 Jun 23

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 94000 20  
*Reference: Hastings Corridor*

**SUBJECT:** HASTINGS CORRIDOR IMPROVEMENT PROJECT

**PURPOSE:** To request Council authorization to work with TransLink on the proposed Hastings Corridor Improvement Project.

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**RECOMMENDATIONS:**

1. **THAT** the Committee request that Council authorize staff to work with TransLink on the Hastings Corridor Improvement Project as outlined in Section 4.0 of this report.
2. **THAT** a copy of this report be forwarded to TransLink for their information.

**REPORT****1.0 INTRODUCTION**

Hastings Street plays a critical role in the transportation network supporting the safe and efficient movement of people and goods across Burnaby and the region. As a multi-modal corridor, it serves numerous local and regional functions as part of the Major Roads Network (MRN), the Frequent Transit Network (FTN), a Major Truck and Hazardous Goods Route, and also serves to provide access to the commercial nodes of Burnaby Heights and Lochdale.

Notwithstanding the corridor's importance, the current facility's design is challenging for all users. Congestion on the corridor creates delays for vehicles and public transit, and the narrow public realm limits opportunities for pedestrians, cyclists and street activation.

TransLink is proposing to partner with the City on a Hastings Corridor Improvement Project, which presents an opportunity to holistically address the delay experienced by transit users in concert with improvements for other users. This report describes the scope and timing of the proposed work.

**2.0 POLICY FRAMEWORK**

The proposed Hastings Corridor Improvement Project supports directions provided by numerous Council policies including the Climate Action Framework (2020), Economic Development Strategy (2007), Environmental Sustainability Strategy (2016), Social Sustainability Strategy (2011), emerging directions in the draft Transportation Plan, and numerous goals and sub-goals of the Corporate Strategic Plan (2017).

### **3.0 BACKGROUND**

Linking Simon Fraser University to downtown Vancouver and serving communities along the way, Hastings Street has long been an essential corridor in North Burnaby. Hastings is an important component of Burnaby's transit network, providing frequent service both along the corridor, but also to major destinations such as SFU, and to connecting to local and regional routes such as Willingdon which links to the Expo and Millennium line stations, BCIT, and to the North Shore. Hastings is identified as a Major Arterial in the *Burnaby Transportation Plan*, as well as a truck route on the Goods Movement Network. The emerging directions of Burnaby's draft *Transportation Plan* envision key corridors such as Hastings to serve many purposes in addition to moving people and goods, such as accommodating pedestrians, providing pedestrian access to businesses, and improving the public realm so that the street is active and enjoyable.

Hastings Street is anchored by the Burnaby Heights neighbourhood to the west, and the proposed Lochdale Urban Village to the east. These community plan areas provide for mixed-use and vibrant neighbourhoods supported by high-capacity, fast and frequent transit service. Indeed, Transport 2050, the emergent 30-year regional transportation blueprint has also identified the Hastings corridor as an important regional priority within the Major Transit Network (MTN).

Hastings Street is a constrained corridor, in that the businesses and homes on either side leave little room for widening of the roadway or public realm. Many functions compete for this constrained space. Most of the space is currently used for the movement and storage (parking) of vehicles, including all modes to varying degrees. Cars are the most numerous vehicles, however transit moves over one-third of the people along the corridor while representing less than 1% of the vehicles. Buses which are subject to congestion from the cars experience delay and reliability issues. Facilities for pedestrians are often too narrow for the demand, and those for cyclists are non-existent.

The corridor also forms part of the communities it serves, with numerous businesses and homes that benefit from the mobility it provides. Amenities to improve the character of the street include trees, benches, bike racks, and decorative lighting.

There have been many informal discussions over the years about how this key corridor might be improved, but little in the way of concerted analysis or engagement.

### **4.0 HASTINGS CORRIDOR IMPROVEMENT PROJECT**

TransLink is now asking the City to partner on a Hastings Corridor Improvement Project. TransLink's interest arises primarily from the role of Hastings as a transit corridor, but the study would not be limited to that function. To address the emerging directions of the new *Burnaby Transportation Plan*, other upgrades could be explored including an improved public realm, enhanced safety, and other benefits to create a more active street that better accommodates all, especially active, modes of transportation.

#### **4.1 Scope**

The proposed project would extend the full length of Hastings Street in Burnaby, from Boundary Road to Duthie Avenue. The draft project objectives are to:

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- deliver bus priority improvements to reduce travel time delay and variability for riders;
- improve business vibrancy by addressing access and parking issues in retail precincts;
- improve road safety and neighbourhood livability;
- minimize neighbourhood traffic impacts; and,
- improve active transportation facilities.

#### 4.2 Schedule

It is anticipated that technical work would begin this fall, including engagement with key stakeholders such as businesses, residents, schools, and other concerned citizens, to finalize the project objectives. This would be followed by development of draft concepts for the corridor, leading to public consultation next spring. A preferred concept would then be finalized, leading to detailed design and construction thereafter. It is anticipated that staff would report through the Committee to Council at key milestones:

- confirmation of scope and direction, after stakeholder engagement;
- preliminary concept, prior to full public engagement;
- results of public engagement and directions for finalizing the concept; and,
- seeking endorsement of the final concept before proceeding to detailed design.


#### 4.3 Funding and Role of Partners

TransLink is prepared to fully fund and lead the conceptual design phase of the work, including technical work and public engagement. Consultants would be retained by TransLink, but the City would participate in determining the scope of their work and reviewing the materials prepared.

Funding for construction would be subject to future negotiations, depending on the nature of the improvements that are ultimately recommended.

#### 5.0 CONCLUSION

The Hastings Corridor Improvement Project provides an opportunity to focus on this important corridor, address long-standing issues, and make improvements that benefit the public. The Project's objective is to improve transit service along this corridor, while exploring other opportunities to improve safety, expand opportunities for other modes of transportation, improve the public realm, and support local economic activity. TransLink will lead this project, working with staff on the design, public engagement and if approved, implementation of the improvements. It is recommended that staff be authorized to work with TransLink on this project, and that TransLink be informed of Council's direction.

  
for: E.W. Kozak, Director  
PLANNING AND BUILDING

SR/LL:tn  
cc: Director Engineering