

Hastings Street Improvement Project

Pre-Consultation Summary Memo

April, 2022

Project Overview

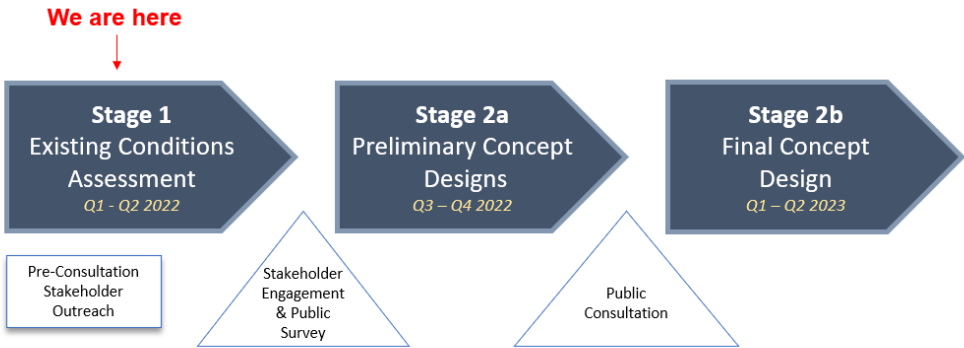
A partnership between TransLink and the City of Burnaby, the Hastings Street Improvement Project is a planning and concept design study to identify near-term opportunities for improving the street for all users, including bus customers, pedestrians, cyclists, residents, and businesses. The project area extends the full length of Hastings Street in Burnaby, from Boundary Road to Duthie Avenue.

The objectives of the Hastings Street Improvement Project are to:

- Improve bus priority to reduce travel time delay and variability for bus customers
- Enhance business vibrancy
- Improve road safety and neighbourhood livability
- Minimize neighbourhood impacts
- Facilitate active transportation facilities
- Improve safe and efficient movement of people and goods

Outcomes of this project will support the City of Burnaby’s 30-year Transportation Plan, *Connecting Burnaby*, and community plans, and support TransLink’s mission to enhance the livability of the region by providing a sustainable transportation network.

Regular engagement activities with stakeholders, public, and Indigenous Nations is planned for throughout the lifespan of the project. Initial planning and engagement began in the first half of 2022 with early engagement to identify issues and a vision for this corridor. Following initial planning, the project will move through concept design and detailed design, with improvement design options developed, evaluated, and brought forward for public consultation winter-spring 2023.



Pre-Consultation Overview

Engagement throughout the project will be community focused and driven, while also considering the broader group of stakeholders served by Hastings Street. Targeted pre-consultation outreach served as the first introduction to the community, key stakeholders, businesses, and municipal partners.

From mid-March to mid-April, 2022 the project team reached out to 30 stakeholder groups (full list in Appendix 1), identified jointly by TransLink and City of Burnaby, who we anticipated may be impacted by, or have an interest in the project.

Initial outreach email sent: March 21, 2022

Reminder email sent: March 28, 2022

Final reminder email sent: April 5, 2022

Outreach email in Appendix 2

What We Heard

Meeting Details	Meeting Summary
<p>BC Trucking Association March 29, 2022 Dave Earle, President and CEO Sonia Kandola and Drew Ferrari, TransLink</p>	<ul style="list-style-type: none"> Anything that impinges on the movement of goods is problematic, do not want to lose a lane Suggested improvements include pedestrian-controlled lights that aren't synchronized with intersection traffic systems to keep traffic moving, and an increase in curb space for deliveries Very interested in data coming from studies
<p>Burnaby Board of Trade March 29, 2022 Paul Holden, President and CEO Kyra Stewart, Kirk & Co.</p>	<ul style="list-style-type: none"> Diverse set of views even within membership, try to advocate for them all as fairly as possible Challenge along this corridor is that you will hear different things from different people No doubt in his mind that the more transportation there is available along the corridor the better
<p>Burnaby Fire Department March 22, 2022 Chris Bowcock, Fire Chief Mina Laudan, Kirk & Co.</p>	<ul style="list-style-type: none"> Hastings works well right now, especially in using the City's exemption light system so street lights go green automatically Would be concerned if roadway lanes were reduced in favour of increasing sidewalk space Having one side of the road open and empty allows more flexibility for emergency vehicles

<p>Burnaby Neighbourhood House North March 25, 2022 Simone Brandl, Program Director Kyra Stewart, Kirk & Co.</p>	<ul style="list-style-type: none"> • Interested in parking – holding on to existing and perhaps adding more • Interested in walkability – improving sidewalk safety for clients • Find HOV times difficult with coordinating drop offs, would prefer HOV to start at 4:40pm vs. 3:30pm
<p>Burnaby RCMP April 8, 2022 Eduardo Faustino, A/Sgt Traffic Services Kyra Stewart, Kirk & Co.</p>	<ul style="list-style-type: none"> • Working just fine at this time • Most frequent complaint they receive is for people disobeying HOV lanes and passing traffic during rush hour • If curb lane was to be turned into a bus lane full time, they would likely see an increase in these calls
<p>Fellburn Care Centre March 31, 2022 Marie Van Bergen, Clinical Operations Manager Kyra Stewart, Kirk & Co.</p>	<ul style="list-style-type: none"> • Recognize sidewalks are not senior-friendly, could be widened • Feel like they have ample free parking in the area • Shared that she would prefer HOV lane be dedicated bus lane with no parking as they have to make regular announcements on their loud speaker to remind family members and staff to move their cars during no parking times
<p>Greater Vancouver Gateway Council March 30, 2022 Mike Henderson, Managing Director Sonia Kandola and Drew Ferrari, TransLink</p>	<ul style="list-style-type: none"> • Delays along Hastings are a challenge • Do not want to see anything done to reduce capacity on the street for truck traffic • Do not want to see anything done to slow the street down
<p>Heights Merchants Association April 7, 2022 Isabel Kolic, Executive Director Sonia Kandola, TransLink and Mina Laudan, Kirk & Co.</p>	<ul style="list-style-type: none"> • Parking needs to be free and convenient – addition of HOV lanes meant merchants lost business as people usually stop for only one hour and are quickly in and out for convenience stops, parking availability in peak hours is important • Congestion is a friend – don't want more speed on Hastings Street as congestion and slowing down traffic means more people will shop, speed means fewer customers stop and spend money/run errands in the area • Do not believe that transit customers are a big part of their customer base • Interested in improvements such as safer streets, lighting, amenities, flower baskets, etc., but it's important to have less traffic so amenities can be enjoyed

	<ul style="list-style-type: none"> Overall challenging times for small business: affordability, increased rents, etc., don't need additional pressure of losing customers and already in competition with neighbouring business districts, big box stores and Amazon
<p>Parkland Refinery April 4, 2022 Rajvir Basra-Rao, Community Relations Manager Drew Ferrari, TransLink</p>	<ul style="list-style-type: none"> Narrow streets are tricky to navigate, desire an overpass ideally Have their own traffic flaggers in place for shift changes Desire to maintain corridor's heritage "high street" feel, while still supporting movement of industrial traffic
<p>Port of Vancouver April 13, 2022 Marcus Siu, Senior Transportation Planner Kyra Stewart, Kirk & Co.</p>	<ul style="list-style-type: none"> The Port does not rely on this stretch of Hastings for any goods movement
<p>UniverCity April 13, 2022 Clea Moray, on Board of Directors Kyra Stewart, Kirk & Co.</p>	<ul style="list-style-type: none"> For community members without a car and/or trying to reduce use of a car, the closest things are Lougheed Mall or Hastings corridor – prefer Hastings Would like to see Kensington area become more pedestrian-friendly Would like an extra bus stop between Duthie and Kensington
<p>Urban Development Institute March 25, 2022 Cassandra McColman, Policy and Public Affairs Director Jeff Fisher, Vice President and Senior Policy Advisor Kyra Stewart, Kirk & Co.</p>	<ul style="list-style-type: none"> Most interested in how HSIP fits into long-term planning (Transport 2050, City of Burnaby 10-year plan) Don't want to see near-term improvements needing to be changed immediately after they're implemented, leads to construction fatigue Encourage study options that make the area more of a destination vs. a thoroughfare

Next Steps

All stakeholders in Appendix 1 will be invited to join one of two workshops, one virtual and one in-person, in late-May, 2022. Stakeholders will be brought together to explore what they value about their corridor/community, what qualities they wish to preserve/enhance as well as jointly articulate what they would like to see improved. The in-person workshop will include a community walk in the Burnaby Heights area, and those attending the virtual workshop will also be asked if they would like to schedule a community walk with the project team.

A public survey will be co-developed by TransLink and City of Burnaby staff to gain early input from a broader group of people who have an interest in Hastings Street improvements. The public survey is proposed to go live in the second half of May, 2022.

Conceptual design options will be developed and evaluated over summer and fall of 2022, with broad public consultation taking place winter-spring 2023.

Appendices

1: List of key stakeholders included in Pre-Consultation Outreach

Stakeholders who expressed an interest in and/or participated in Pre-Consultation meetings are noted in bold.

1. **BC Trucking Association**
2. Burnaby Association for Community Inclusion
3. **Burnaby Board of Trade**
4. **Burnaby Neighbourhood House North**
5. **Burnaby Fire Department**
6. **Burnaby RCMP**
7. Capitol Hill Community Hall
8. Confederation Seniors' Association
9. **Eileen Dailly Leisure Pool & Fitness Centre**
10. **Fellburn Care Centre**
11. Gilmore Community School
12. **Greater Vancouver Gateway Council**
13. **Heights Merchants Association**
14. Heights Neighbourhood Association
15. HUB Cycling - Burnaby Chapter
16. Lochdale Community School
17. McGill Library
18. Odyssey I (Boys and Girls Clubs of South Coast BC)
19. **Parkland Refinery**
20. **Port of Vancouver**
21. PosAbilities Association of British Columbia
22. Seton Villa Retirement Centre
23. Shell Shellburn Distribution Terminal
24. Simon Fraser Student Society
25. Simon Fraser Graduate Student Society
26. Simon Fraser Faculty Association
27. Simon Fraser Administrative and Professional Staff Association
28. St. Helen's Church
29. **UniverCity**
30. **Urban Development Institute**

2: Pre-Consultation Outreach email

From: HastingsImprovements@translink.ca

Subject: Hastings Street Improvement Project – INPUT REQUIRED

Hello,

TransLink and the City of Burnaby would like to seek your organization’s input on potential street improvements on Hastings Street between Boundary Road and Duthie Avenue.

We are seeking to make Hasting Street better for all users. TransLink and the City of Burnaby are partnering on this project to evaluate options to provide improvements. Our focus is on near-term improvements that we can make over the next three to five years.

Hastings Street experiences significant congestion during peak times, causing delays for drivers and buses, with some drivers rerouting to side streets. At the same time, bus ridership has grown twice the regional rate with one-third of all people travelling the corridor, travelling by bus.

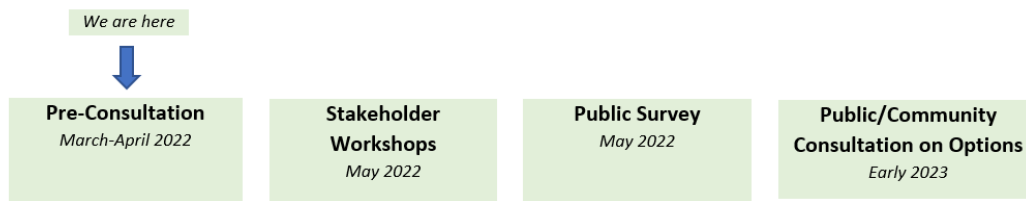
At this early stage of the project, we would appreciate an initial conversation with you to learn more about existing challenges and opportunities as we explore improvements to Hastings Street.

We hope to have your preliminary input and ideas around the following topics:

- Reducing bus travel time and reliability,
- Pedestrian and cyclist access and safety, and
- Business access and vibrancy.

We hope to schedule a call over the next few weeks to seek your input. Please confirm back to this email address anytime between now and April 1st whether this is of interest, and we will schedule a 15-minute call or virtual meeting at your convenience.

Following initial project planning and review, we will continue to seek input throughout this project as follows:



For more information, please visit the project website at:

www.translink.ca/plans-and-projects/projects/bus-projects/hastings-street-improvement-project

Thank you for your time and we hope to meet with you.

Sincerely,

Hastings Street Improvement Project Team

A Partnership between City of Burnaby and TransLink

