

INTERMUNICIPAL ROADS COMM

INTER MUNICIPAL ROADS COMMITTEE

Meeting:

~~Mon.~~ ¹⁵
Thursday, February 15, 1974, 5:00P.M.
Council Chambers
District of Coquitlam

Present:

23 in attendance, including Mayor Hall, Mayor Campbell and Mayor Tonn.

Recommendations:

1. That the proposed Como Lake Ave. - Broadway arterial connection to Simon Fraser Way not be endorsed.
2. That the Highways Dept. be requested to construct the Mary Hill by-pass and Braid St. connector to an urban arterial standard and be classified as a Highways Dept. arterial facility.
3. That the Highways Dept. construct North Rd. from New Westminster to the Lougheed Hwy. to an urban arterial standard and be classified as a Highways Dept. arterial facility.
4. That the Highways Dept. construct Clarke Rd. from Como Lake Ave. to Barnet Hwy. to an urban arterial standard.
5. That the Highways Dept. upgrade the Lougheed Hwy. from North Rd. to the Cape Horn interchange to a 4-lane urban arterial facility.
6. That the Highways Dept. upgrade the Barnet Hwy. from Hastings St. in Burnaby to the Lougheed Hwy. to a 4-lane urban arterial facility.
7. That the Highways Dept. upgrade St. Johns St. to an urban arterial standard.
8. That the Highways Dept. construct the Guildford Drive connector to an urban arterial standard and be classified as a Highways Dept. arterial facility.
9. That the Highways Dept. construct the north - south arterial from Guildford Drive to Knowle Rd. to an urban arterial standard and be classified as a Highways Dept. arterial facility.
10. That the Highways Dept. upgrade the Lougheed Hwy. to a 4-lane urban arterial standard from Pinetree Way to the Pitt River.
11. That the Lougheed Hwy. between Essondale and Barnet Hwy. be upgraded prior to declassification.
12. That the Ioco Rd. from the Barnet - Ioco intersection to Ioco be upgraded and declassified.

Areas of conflict or problems involving the Highways Dept. were identified as:

1. Cape Horn Interchange
2. Braid St. connector and its connection into New Westminster
3. North Rd. and its connection with East Columbia St. in New Westminster
4. The North Rd., Lougheed Hwy. and Austin Ave. intersection
5. Clarke St. and Moody St. area
6. Shaughnessy St. intersection with the Lougheed Hwy.
7. Barnet Hwy. - Clarke St. - Guildford Drive - Murray St.
8. Blue Mountain St., Brunette Ave., Lougheed Hwy. intersections.
9. Ioco - Dewdney - St. John Interchange

INTER MUNICIPAL ROADS COMMITTEE

Meeting: Thursday, February 14, 1974, 4:00P.M.
Council Chambers
District of Coquitlam

Present: Port Moody - Ald. B. Bennett
Young H.L. Tong - City Engineer
R. Mann, Planner
R. Meyers, Consulting Engineer

Port Coquitlam: Ald. Thompson
V. Borch, City Engineer

Coquitlam: Mayor J.L. Tonn
Ald. L. Bewley
Ald. L. Garrison
D. Buchanan, Director of Planning
H.F. Hockey, Director of Engineering.

Purpose: To receive and consider the results of the joint staff meeting on Feb. 1, 1974.

Conclusions: To recommend to the respective Councils that:

1. The Como Lake Ave. - Broadway arterial connection to Gaglardi Way not be endorsed.
2. The Highways Dept. be requested to construct the Mary Hill By-pass and Braid St. Connector to an urban arterial standard and be classified as a Highways Dept. arterial facility.
3. The Highways Dept. construct North Rd. from New Westminster to the Lougheed Hwy. to an urban arterial standard and be classified as a Highways Dept. arterial facility.
4. The Highways Dept. construct Clarke Rd. from Como Lake Ave. to Barnet Hwy. to an urban arterial standard unless the Broadway - Como Lake Ave. extension to Gaglardi Way is constructed in which case Clarke Rd. to be left unchanged.
5. The Highways Dept. upgrade the Lougheed Hwy. from North Rd. to the Cape Horn interchange to a 4-lane urban arterial facility.
6. The Highways Dept. upgrade the Barnet Hwy. to a 4-lane urban arterial facility.
7. The Highways Dept. upgrade St. Johns St. to an urban arterial standard.
8. The Highways Dept. construct the Guildford Drive connector to an urban arterial standard and be classified as a Highway Dept. arterial facility.
9. The Highways Dept. construct the North - South arterial from Guildford Drive to Knowle Rd. to an urban arterial standard and be classified as a Highways Dept. arterial facility.
10. The Highways Dept. upgrade the Lougheed Hwy. to a 4-lane urban arterial standard from Pinetree Way to the Pitt River.
11. The Highways Dept. construct to an urban arterial standard the east-west arterial north of Glen Drive from Port Moody into Port Coquitlam.

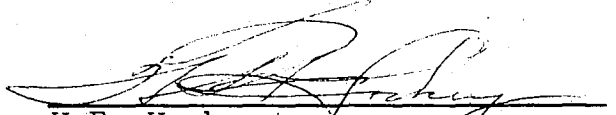
Conclusions:
(cont'd)

12. The Highways Dept. construct to an urban arterial standard the Barnet Hwy. from Clarke Rd. to the Burnaby boundary.
13. The Highways Dept. construct the Pitt River Rd. to an urban arterial standard if the Mary Hill by-pass and Braid St. connector is not forthcoming in the very near future.

Areas of conflict or problems involving the Highways Dept. were identified as:

1. Cape Horn Interchange.
2. Braid St. connector and its connection into New Westminster.
3. North Rd. and its connection with East Columbia St. in New Westminster.
4. The North Rd., Lougheed Hwy. and Austin Ave. intersections.
5. Clarke St. and Moody St. area.
6. Shaugnessy St. intersection with the Lougheed Hwy.
7. Barnet Hwy. - Clarke St. - Guildford Drive - Murray St.
8. Blue Mountain St., Brunette Ave., Lougheed Hwy. intersections.

The meeting adjourned without being agreed that a joint meeting of all Councils would be arranged for February 18, 1974, at Coquitlam Municipal Hall.


H.F. Hockey
Committee Coordinator

HFH/mj