

ITEM	15
MANAGER'S REPORT NO.	47
COUNCIL MEETING	1979 07 03

RE: LETTER FROM MR. B. BARNES, BANTING PLACE CONCERNED CITIZENS,
3717 BANTING PLACE, BURNABY, B.C. V5J 3A2
BOUNDARY ROAD

Appearing on the Agenda for the 1979 July 03 meeting of Council is a letter from Mr. B. Barnes regarding the proposed transportation plans for Boundary Road. Following is a report from the Director of Planning regarding this matter.

RECOMMENDATION:

1. THAT a copy of this report and the Transportation Committee Report of 1979 June 28 be sent to Mr. B. Barnes, Banting Place Concerned Citizens, 3717 Banting Place, Burnaby, B.C. V5J 3A2.

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TO: MUNICIPAL MANAGER 1979 JUNE 28
FROM: DIRECTOR OF PLANNING
SUBJECT: CORRESPONDENCE DATED 1979 JUNE 26 FROM MR. B.
BARNES CONCERNING THE PROPOSED IMPROVEMENT OF
BOUNDARY ROAD

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. B. Barnes, 3717 Banting Place, Burnaby, B. C. V5J 3A2.

REPORT

Appearing on the Council Agenda of 1979 July 03, is a letter dated 1979 June 26 from Mr. B. Barnes in which certain concerns are listed with respect to the proposed improvements of Boundary Road.

The following points should be made in response to the concerns raised by Mr. Barnes:

1. The proposed provision of 3 northbound lanes on the Burnaby side of the proposed Boundary Road median.

The standard for Boundary Road as recommended by the Burnaby Transportation Committee provides for 2 northbound travelling lanes plus a third slow lane for trucks and buses to a northerly point in the immediate vicinity of the intersection of Rumble Street and Boundary Road. The "lessened grade" as referred to in Mr. Barnes' letter is still 9.23%.

The Committee, with the concurrence of staff, have concluded that the slow lane is necessary given the grade of 9.23 per cent. As an example, it has been determined that a

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45,000 lb. tractor/semi-trailer can only reach a maximum possible speed of 23 m.p.h. at a grade of 6 per cent. With a grade of 10 per cent, this maximum possible speed is reduced to approximately 4 m.p.h.* The third lane is therefore considered essential for the movement of trucks and transit vehicles in order not to impede the normal flow of traffic on this arterial route.

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2. Adequate and Convenient Access to Banting Place

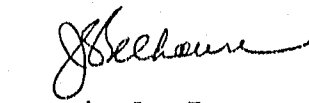
As shown on the attached Figure 1, as extracted from the Transportation Committee report found earlier in the agenda, provision for access to Banting Place has been made via Marine Drive. Pedestrian access northward from Banting Place would be improved through the development of park/trail link along the western edge of the adjacent Boundary Creek Ravine Park in Burnaby. In this regard, the Vancouver Champlain Heights development plan provides for the extension of an existing railway across Boundary Road by way of a Ravine Park trailway system. With respect to northbound access, the means of access from Banting Place would be via Marine Drive (which would be declassified from an arterial facility to a collector) and Joffre Avenue.

3. Noise Level Resulting From Proposed Changes

The cut as referred to does in fact extend from below Marine Drive to above Carson Street and beyond with a decreasing depth until it reaches grade between Southwood Street and Rumble Street. The attached Figure 2 illustrates a cross-section of the proposed reconstructed Boundary Road with reference to the Banting Place residences. As can be seen the Boundary Road pavement would be approximately 24 feet below the grade of the existing Boundary Road pavement. This depth of cut combined with the landscaped slope will be an effective noise attenuation feature.

4. Vancouver to Use Boundary Road as its Main Truck Route

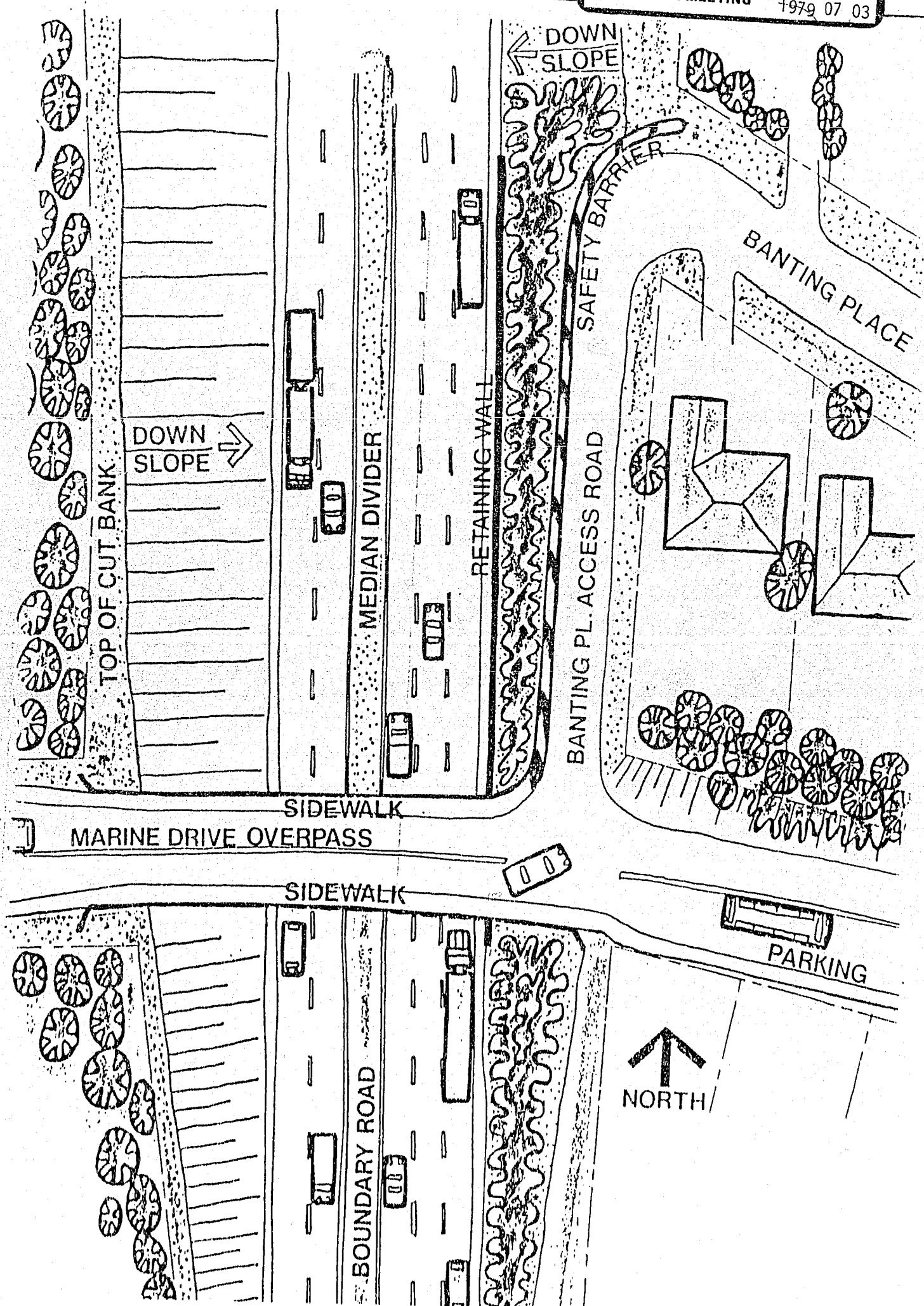
In the discussions between Vancouver and Burnaby concerning the final alignment of Boundary Road, Vancouver agreed to Burnaby's request to eliminate a proposed gradual westward curve and reduced grade that would have resulted if the alignment favoured by Vancouver had been approved. The agreement to the direct southerly connection of Boundary Road to Marine Way, rather than a more westerly curved route, in essence has made the alignment less desirable for major truck movements on the basis of its relatively steeper grades. As a result of Vancouver's agreement to this alignment, the City is supporting a more dispersed approach to handling north-south truck routes on such streets as Main, Fraser, Cambie, Knight and Boundary.


A. L. Parr
DIRECTOR OF PLANNING

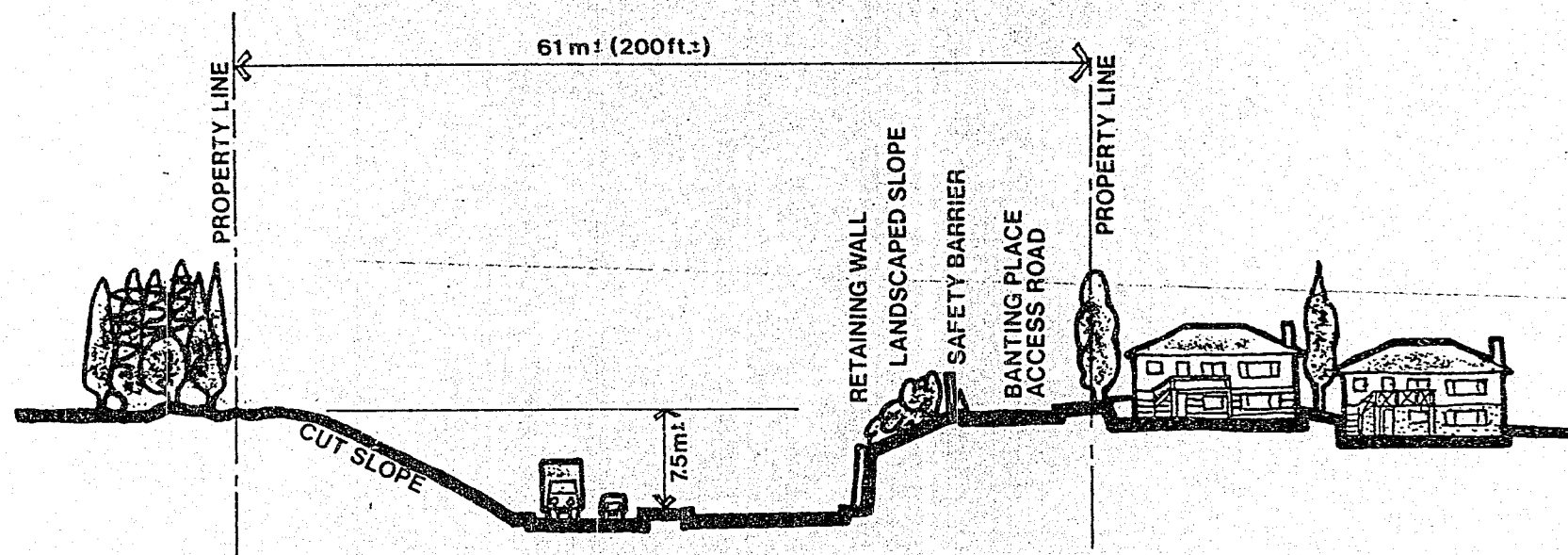
JSB/sam
Attachments

cc: Municipal Engineer

* Source: Transportation and Traffic Engineering Handbook -
(Institute of Transportation Engineers, 1976)



Sketch plan showing
Marine Drive overcrossing
Boundary Road.



Boundary Road cross section north
of Marine Drive overpass.

FIGURE 2

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