

ITEM 9
MANAGER'S REPORT NO. 41
COUNCIL MEETING 1982 06 21

RE: LETTER FROM T. B. BARNES, BANTING PLACE CONCERNED CITIZENS,
3717 BANTING PLACE, BURNABY, B.C., V5J 3A2 AND LARRY VAN HATTEN,
8110 JOFFRE AVENUE, BURNABY, B.C., V5J 3L3
JOFFRE AVENUE - MARINE DRIVE TO RUMBLE STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 82 06 16

FROM: DIRECTOR ENGINEERING

SUBJECT: JOFFRE AVENUE - MARINE DRIVE TO RUMBLE STREET

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. T.B. Barnes, Banting Place Concerned Citizens, 3717 Banting Place, Burnaby, B.C., V5J 3A2, and Mr. Larry Van Hatten, 8110 Joffre Avenue, Burnaby, B.C., V5J 3L3

REPORT:

At its meeting of 1982 June 14, Council received a delegation, Mr. Larry Van Hatten, a resident of Joffre Avenue, who spoke on the subject of the action taken by Council related to the citizens' requests for traffic controls at Joffre Avenue and Marine Way.

As a result of Mr. Van Hatten's presentation we were requested to produce for Council's consideration the report of the Traffic and Safety Committee to Council for their meeting of 1982 May 25.

Attached for Council's information and consideration is a copy of the aforementioned report.

In considering the attached report the following motion was made and seconded:

"That proposal number 2 of the Director Engineering in his report to the Traffic and Safety Committee, alter the intersection of Joffre Avenue and Marine Drive as shown on attached Sketch #1, together with Recommendation 2 and 3, aforementioned report of the Traffic and Safety Committee be adopted." Carried Unanimously.

Further to the above, the Traffic and Safety Committee at its meeting of 1982 June 15, in response to a complaint from the Joffre Avenue area related to large trucks on Joffre Avenue, requested that Council direct the R.C.M.P. to increase enforcement of noted violations.

HB/ch

c.c. () Traffic Supervisor


DIRECTOR ENGINEERING

2. Joffre Avenue - Marine Drive to Rumble Street

Recommendations:

- (a) "That the intersection of Joffre Avenue and Marine Drive be altered and turning restrictions imposed as noted on the attached sketch #2 on a trial basis using removable barricades.
- (b) That the sign on Rumble Street advising traffic to use Joffre Avenue as an alternate route to Boundary Road be removed.
- (c) That staff continue discussions with the City of Vancouver regarding installation of a traffic signal for the intersection of Boundary Road and Rumble Street."

R E P O R T

Mr. L.M. Van Hatten, 8110 Joffre Avenue, Burnaby, B.C., V5J 3L3, appeared as a delegation before the Traffic Safety Committee on 1982 May 18 and advised that the residents on Joffre Avenue favoured alternative #3 as noted in the Director Engineering's report dated 1982 May 10.

The report of the Director Engineering reads as follows:

"As directed by the Committee we did meet with the resident spokesman, Mr. Van Hatten, at the intersection of Joffre Avenue and Marine Drive. The purpose of this meeting was to determine the actual turning radii of a Metro Transit bus as it turned off Marine Drive. The investigation confirmed our previously submitted plan showing the possible geometric changes to the intersection in question.

Further to the Committee's direction we wrote to the City of Vancouver on 1982 04 05 requesting their comments on three items:

1. Turn restrictions at Joffre Avenue and Marine Drive to discourage access to Joffre Avenue.

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2. A traffic signal at Boundary Road and Rumble Street to encourage commuter traffic to use the arterials.
3. The barricading of the east end of the Marine Drive bridge.

In response to our letter they advised that:

1. As the turn restrictions were in Burnaby it did not concern the City of Vancouver.
2. From a Vancouver standpoint a signal at Boundary Road and Rumble Street would encourage crossing of Boundary by Rumble traffic and have a potential for increasing the amount of through traffic from Burnaby within the Champlain Heights area. Vancouver has suggested however that we have further discussions on a signal option.
3. The City cannot recommend closing this million dollar overpass that has just recently been built. It is a considerable investment that was made to ensure arterial mobility and is planned to be a transit route.

From our traffic count data it would appear that the volumes of traffic on Joffre Avenue are slowly increasing from a count of 1,355 vehicles per day (V.P.D) in 1981 November to a recent count of 1,642 V.P.D. in 1982 April. This increase of 287 V.P.D is distributed throughout the day with the normal 07:00 - 09:00 h, 16:00 - 18:00 h commuter traffic only increasing by 57 vehicles.

We have been requested to look at the suggested controls submitted by the petitioners as well as possible alternate methods of traffic control that would reduce the attractiveness of Joffre Avenue as a commuter shortcut. Following is a list of measures and their effectiveness that Council may wish to consider to resolve the concerns of the petitioners:

1. BLOCK MARINE DRIVE IMMEDIATELY EAST OF THE BOUNDARY ROAD BRIDGE.

This measure while not favoured by the City of Vancouver is the most effective in that it would totally eliminate all Joffre Avenue traffic that uses this bridge.

2. ALTER THE INTERSECTION OF JOFFRE AVENUE AND MARINE DRIVE AS SHOWN ON ATTACHED SKETCH #1.

This would not necessarily discourage the use of Joffre Avenue by Marine Drive traffic but it would have the tendency to slow down the speed at which traffic enters and leaves the intersection. This is particularly true of eastbound Marine Drive left turners who are prone to taking this corner at fairly high speeds.

3. ALTER THE INTERSECTION AND IMPOSE TURNING RESTRICTIONS AS SUGGESTED BY PETITIONERS.

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The petitioners have shown this channelization by means of concrete barricades. We have prepared Sketch #2 showing a finished curbed intersection. This sketch is similar to Sketch #1 in layout except that the Joffre Avenue approach right turns are prohibited as is the Marine Drive eastbound left turns. The centre median shown on Marine Drive if raised (it could be painted) imposes a severe access problem to 3806 Marine Drive as they would be restricted to right turns in and out only. We have also received verbal complaints from Banting Place residents who feel that such restrictions impose added inconvenience to their access to Burnaby and in particular to their elementary school situated on Rumble Street just east of Joffre Avenue. The alternative round trip is 1.8 kilometres. It should also be noted that in our licence plate checks taken over 4½ hours of the peak traffic periods, 164 trips involving the suggested restricted turns were made by the petitioners. We have however been advised by their spokesperson that the petitioners are aware that they will also be required to obey any posted restrictions.

In regards to compliance and effect in reducing the flows on Joffre Avenue it is our opinion that it will require a fairly constant enforcement effort to make motorists obey a regulation that they perceive is not a safety or operational requirement but only intended to prevent them using a public street. An example of this is North Road and Cameron Street where motorists (including local residents) continue to violate the 'No Right Turn' restriction that was imposed for an identical reason. The left turn restriction can be overcome by 'U' turning between Joffre Avenue and Greenall Avenue although the number in previous experiences has been relatively small and usually the local residents.

4. TRAFFIC - SIGNAL - BOUNDARY AND RUMBLE

As we mentioned in the beginning of this report the City of Vancouver is prepared to discuss a signal option with us but advise that any signal installation would not mean the removal of their barricade system.

It is questionable whether a signal installation that would permit a controlled left turn onto Boundary Road would pull traffic off Joffre Avenue now that it has established this route. What it may do however is to reduce the number of southbound motorists from seeking alternate routes such as Joffre Avenue.

In summing up we feel that the Engineering Department can only support option #2 which involves a geometric change to the intersection of Joffre Avenue and Marine Drive and further discussions with the City of Vancouver on option #4, a traffic signal at Boundary Road and Rumble Street."

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Sketch

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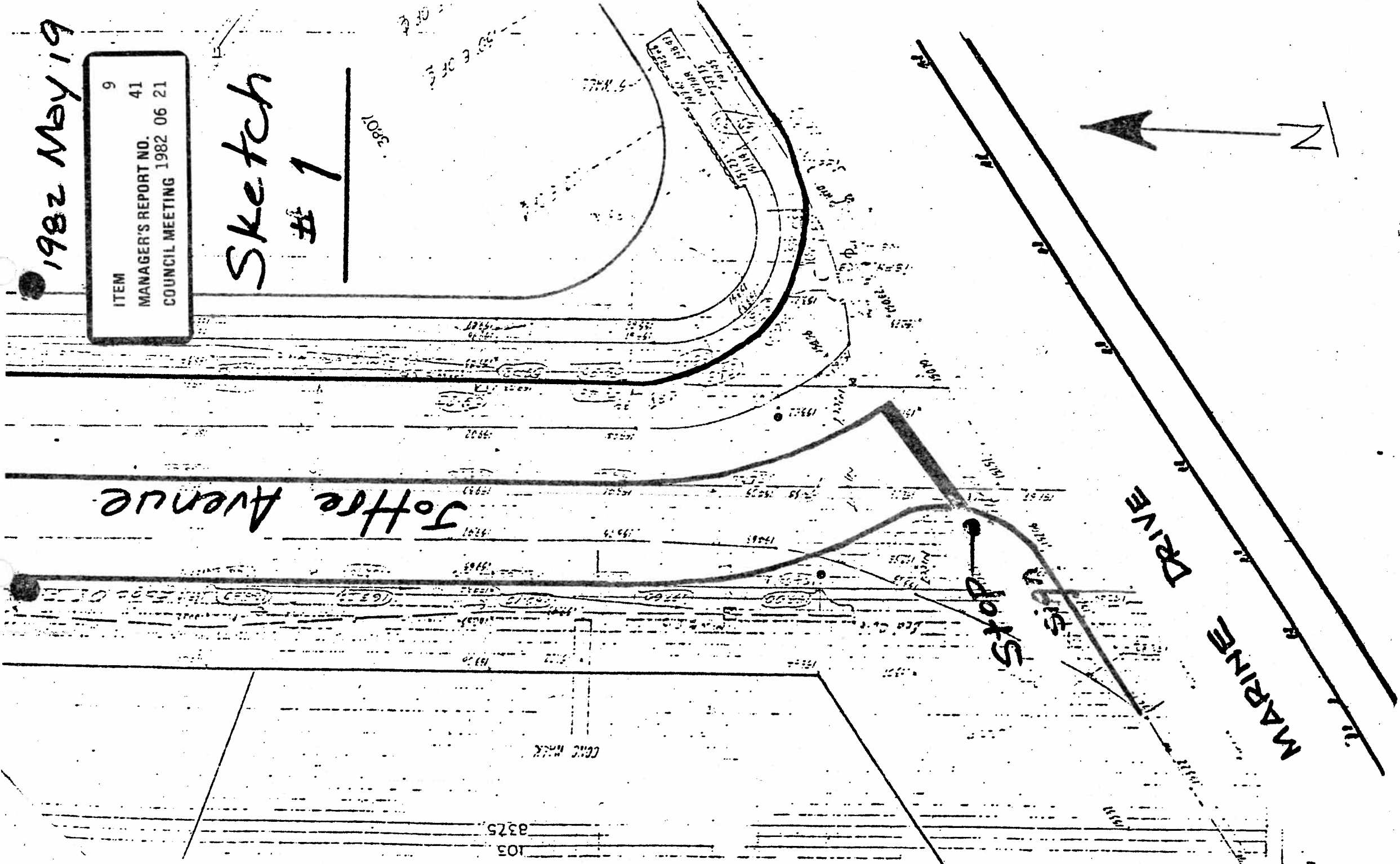
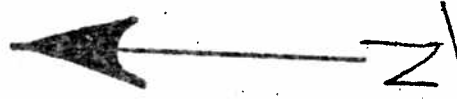
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Joffre Avenue

Stops

DRIVE

MARINE

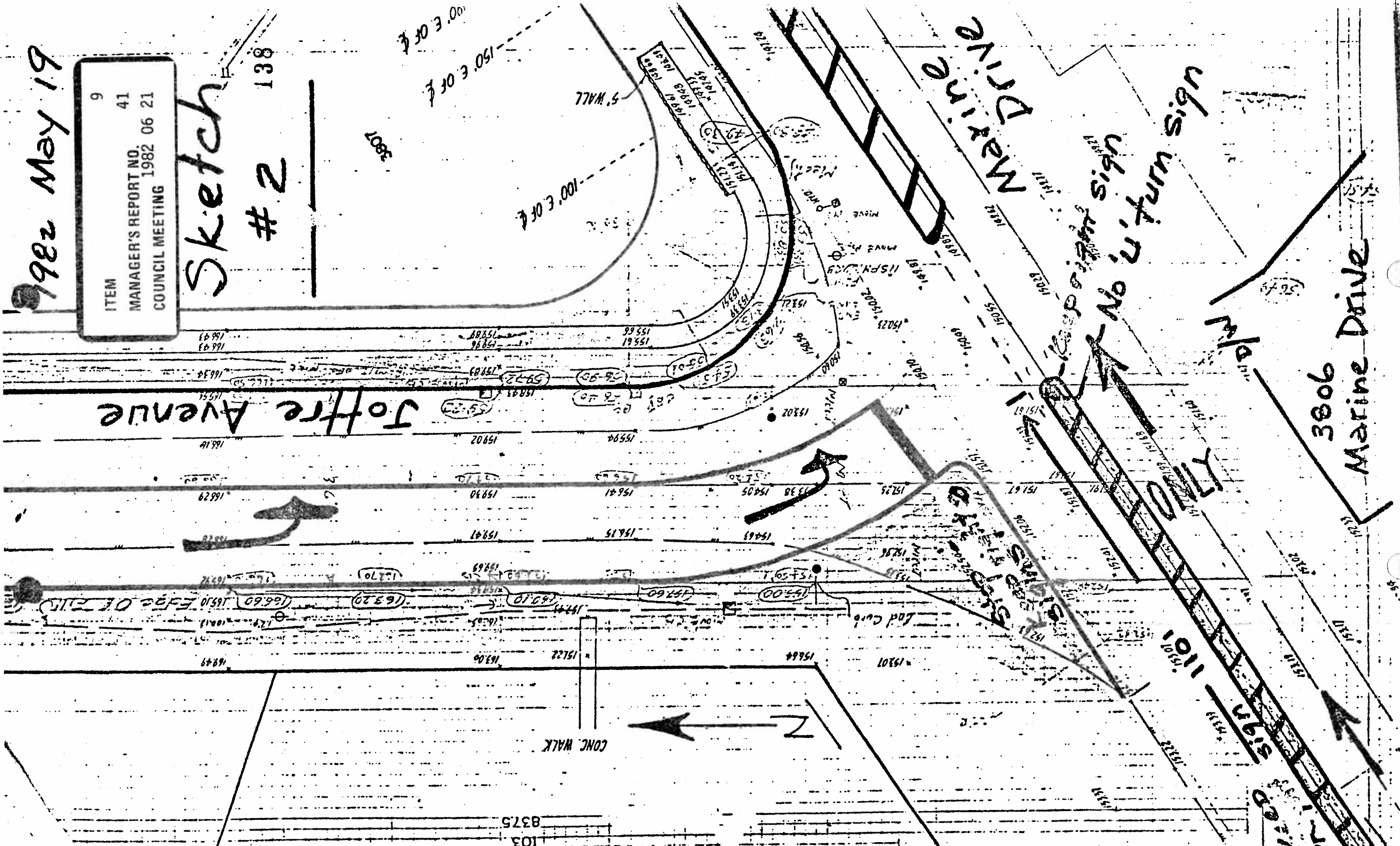


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Sketch #2

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3806 Marine Drive

1101

CONC. WALK

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