

RE: LETTER FROM CORINNE AELBERS
6007 BYRNE ROAD, BURNABY, B.C., V5J 3J6
TRAFFIC - BYRNE ROAD AT MARINE DRIVE

MUNICIPAL MANAGER'S RECOMMENDATION

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

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TO: MUNICIPAL MANAGER 84 09 12
FROM: DIRECTOR ENGINEERING
SUBJECT: BYRNE ROAD AT MARINE DRIVE - SEE ATTACHED SKETCHES
RECOMMENDATION:

1. THAT the correspondent at 6007 Byrne Road, Burnaby, B.C., V5J 3J6 receive a copy of this report.

SUMMARY:

The traffic signal at Byrne Road is not a temporary signal although its configuration and operation may change with proposed future changes including the opening of Marine Way to Queensborough and the construction of the Byrne - Tenth Avenue connector. The existing sequencing of this signal allows the north leg access to Marine Drive during one segment of the cycle. Marine Drive east of Gilley Avenue is a designated truck route and that portion between Gilley and Byrne will remain as such after Marine Way is completed and until the Byrne - Tenth connector is built.

REPORT:

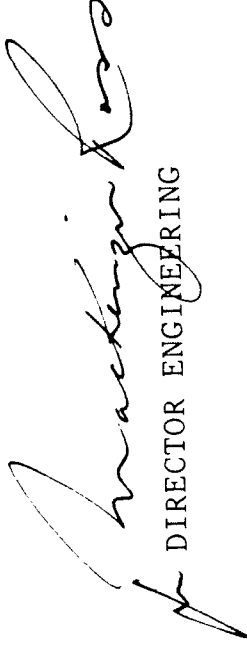
On 82 09 09 the two-way traffic volumes on Marine Drive at Byrne Road were approximately 18,000 vehicles per day. Also in existence at this time was the designation of Marine Drive as a truck route, the Council adopted Conceptual Transportation Plan which included the proposed Byrne - 10th Avenue connector, and the Council approval for the signalization of Byrne Road and Marine Drive.

With the completion of Marine Way to Queensborough, probably in the Spring of 1985, Marine Drive at Byrne traffic volumes will be reduced considerably and the truck route designation will be removed from Marine Drive except for that portion between Byrne Road and Gilley Avenue. This section of Marine Drive will remain as a truck route as Byrne Road between Marine Way and Marine Drive and Gilley Avenue between Kingsway and Marine Drive will continue to be the north/south truck route until the completion of the aforementioned Byrne - 10th Avenue connector.

(cont'd)

The traffic signal was approved by Council on 82 0125, prior to the opening of the Marine Way second stage from Greenall to Byrne. With the announcement by the Ministry of Transportation and Highways of the pending opening of the second stage we modified the intersection and the proposed signal to reflect the expected heavy traffic movements. The north leg of the intersection was of such a minor nature, i.e. only serving a few properties, that to have provided signal control for it would have created additional delays to the heavier volume legs and increased costs significantly.

The north leg is restricted to a right turn exit only and is controlled by a stop sign. The signal sequencing is such that the westbound Marine Drive traffic is stopped frequently which allows for the north leg traffic to enter Marine Drive and merge with the left turning traffic from Byrne Road. While the detour sign mentioned in the complainant's letter does restrict the sight distance, this sequencing of the signal does provide sufficient gaps in traffic to allow north leg traffic to access Marine Drive safely. Access to the north leg of Byrne Road is from Gilley Avenue (see Sketch 1 attached).



J. Mackenzie Ross
DIRECTOR ENGINEERING

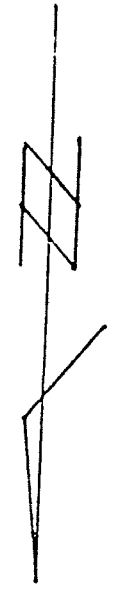
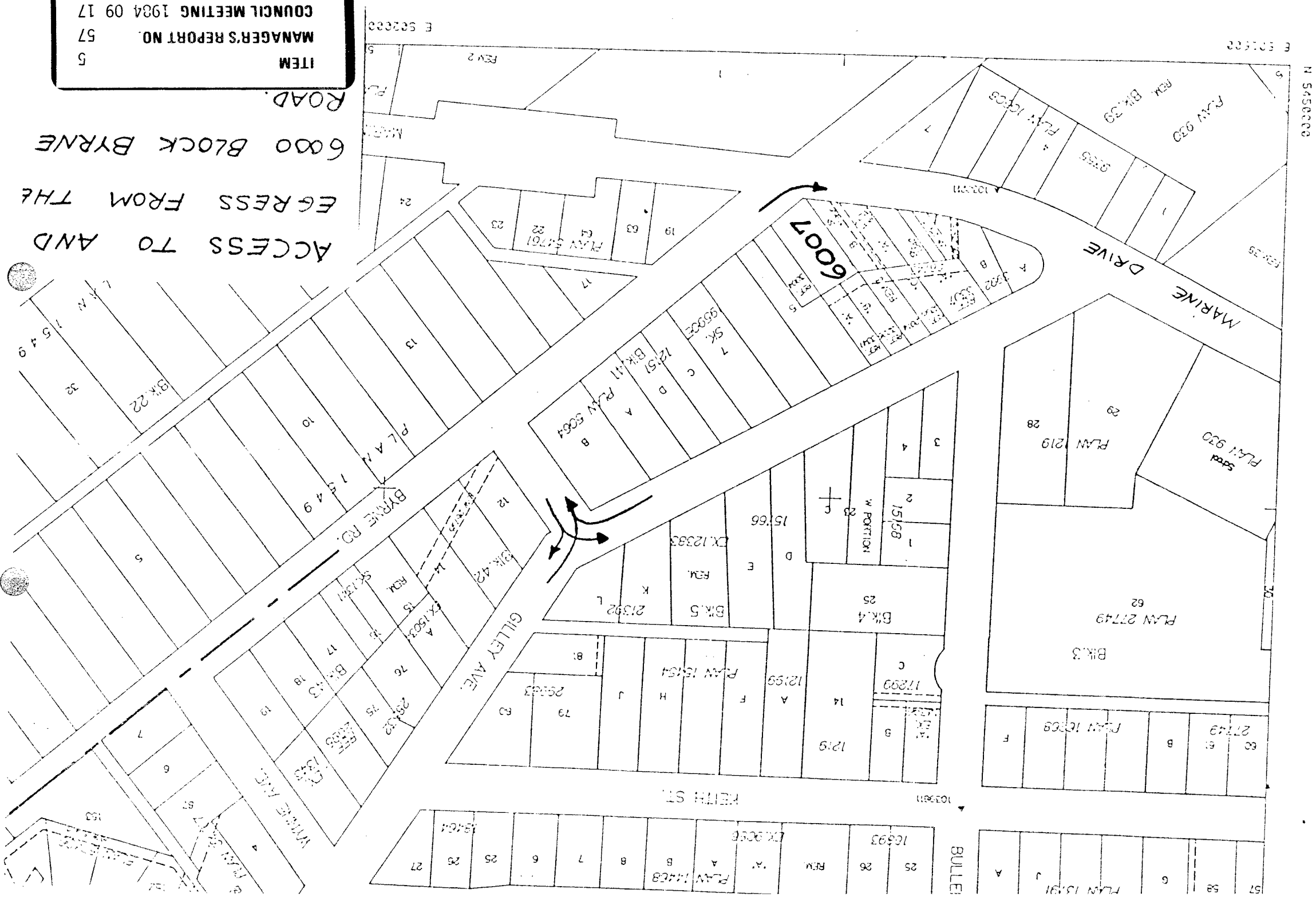
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Attachments

cc: () Traffic Supervisor

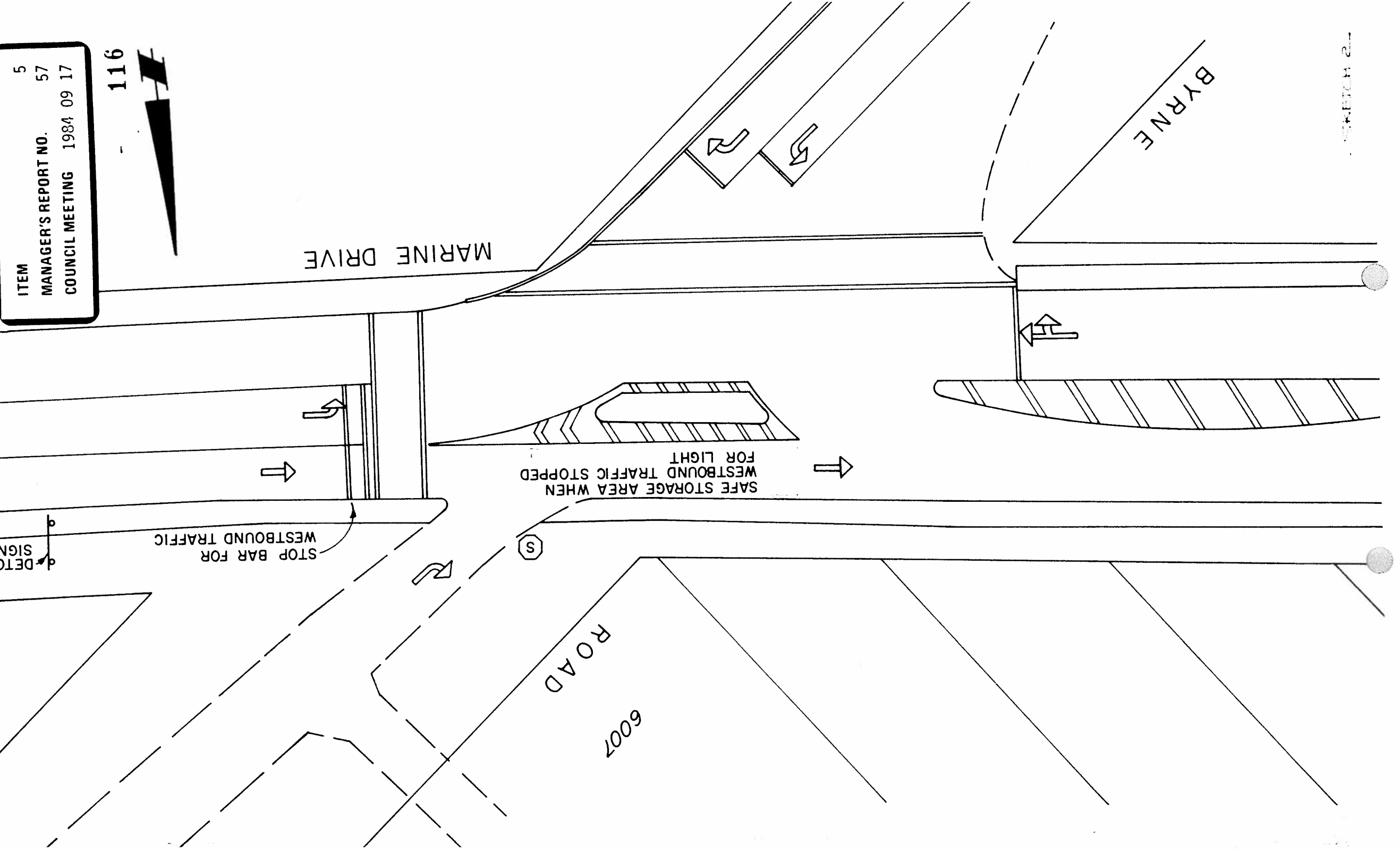
ITEM 5
 MANAGER'S REPORT NO. 57
 COUNCIL MEETING 1984 09 17

ACCESS TO AND
 EGRESS FROM THE
 6000 BLOCK BYRNE
 ROAD.



ITEM 5
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MARINE DRIVE

BYRNE

SAFE STORAGE AREA WHEN
WESTBOUND TRAFFIC STOPPED
FOR LIGHT

STOP BAR FOR
WESTBOUND TRAFFIC

ROAD

6007

SKETCH 2