

RE: LETTER FROM MR. M. JAKUS WHICH APPEARED ON THE AGENDA FOR THE  
1985 NOVEMBER 12 MEETING OF COUNCIL (Item 4 b)  
TRAFFIC NOISE EMANATING FROM THE NEW MARINE WAY

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1985 11 20  
FROM: DIRECTOR ENGINEERING

SUBJECT: TRAFFIC NOISE EMANATING FROM THE NEW MARINE WAY

RECOMMENDATION:

THAT Mr. M. Jakus of 5066 Patrick Street, Burnaby, B.C., receive  
a copy of this report.

SUMMARY:

In summary we can only advise that while the Ministry of Transportation and Highways do not see any immediate solution to these noise complaints they are continuing their studies.

REPORT:

Reference the submission from Mr. M. Jakus of 5066 Patrick Street, Burnaby, B.C.

As mentioned in the submission we would confirm that there has been only minimal improvement in the noise level with the repaving of Marine Way. Noise readings taken by the Environmental Health Division in the area of McGregor Avenue and Patrick Street indicate an average daytime reading of 52.3 dBA. After midnight the noise readings range between 47-49 dBA.

We checked with the Ministry of Transportation and Highways and they advise that their noise investigators took numerous readings on the south slope and found the average readings to be in the 50's with a high of 62 dBA. They have found, as we did, that the repaving of Marine Way had very little effect on the noise levels reaching the south slope. They further advise that very little can be done to reduce the noise levels.

It had been suggested that a berm or fence be erected on the north side of Marine Way to shield the homes to the crest of the south slope from this noise. We have investigated this suggestion and if it is to shield a line from two (2) feet above the south lane to an average window level of a Rumble Street home the fence would have to be approximately twenty-seven (27) feet high. If it was to block the view of truck traffic and possible engine stack noise the fence would have to be about forty (40) feet high. These solutions are not being considered for the following reasons:

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1. There is no guarantee that such a fence would reduce the noise over such a distance.
2. The cost of even the twenty-seven (27) foot high fence even in stable ground would be prohibitive, let alone in the unstable ground along Marine Way.

We also addressed the possibility of planting some form of fast growing tree to act as a buffer. The Ministry advise that they do not have enough right-of-way for such planting.

During the previous Council discussion on this subject the question was raised regarding the effect of the berm and fencing built on the Upper Levels Highway. The Ministry advise that in some locations there was a perceived reduction in the noise level but in other locations the residents felt the noise level had increased. The areas of increase were across the highway from the fences and what they were experiencing was a noise reflection of the wall or fence. There was not much that could be done in most of these cases as the homes were above the highway level.

  
DIRECTOR ENGINEERING

HB:cf  
cc: ( ) Traffic Supervisor  
( ) Environmental Health Department