

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: MARINE WAY CORRIDOR TRANSPORTATION PLAN

RECOMMENDATIONS:

1. THAT Council approve the concept plan for Marine Way as outlined in this report.
2. THAT a copy of this report be forwarded to Mr. Joe Jensen, Regional Director South Coast Region, and Mr. Peter Milburn, District Highways Manager, at the Ministry of Transportation and Highways.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 September 13, adopted the attached staff report outlining a plan for access to the Marine Way corridor between Boundary Road and Byrne Road.

MEMBERS:

Mrs. Y. Coveney-Boyd
Mr. E. Neumann
Ms. L. Tatangelo
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chairman

Councillor J. Young
Member

:-COPY -CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIRECTOR PLNG. & BLDG.
- DIRECTOR REC. & CULT. SERVICES

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION) 1995 SEPTEMBER 5

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.640
"Marine Way"

SUBJECT: MARINE WAY CORRIDOR TRANSPORTATION PLAN

PURPOSE: To recommend a plan for access to the Marine Way corridor between Boundary Road and Byrne Road.

RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee approve the concept plan for Marine Way as outlined in this report.
2. THAT a copy of this report be forwarded to Mr. Joe Jensen, Regional Director South Coast Region, and Mr. Peter Milburn, District Highways Manager, at the Ministry of Transportation and Highways.

REPORT

1.0 BACKGROUND

Over the past few years there have been ongoing discussions between the City of Burnaby and the Ministry of Transportation and Highways regarding access to Marine Way. Marine Way is under the jurisdiction of the Provincial government and is an important link in the regional highway network for both general traffic and goods movement. The Ministry has historically stressed the importance of Marine Way's "expressway" function by attempting to limit access to and from adjacent developments.

In early 1995, Council adopted a report recommending the provision of median barriers on Marine Way to increase safety for vehicles using the road. In the past, there have been many serious accidents on Marine Way, several of which were caused by speeding vehicles crossing the centre line into oncoming traffic. The provision of median barriers on Marine Way is a priority for the Ministry, and is fully endorsed by I.C.B.C..

In order to be most effective in reducing accidents, the median barrier would have to extend along the entire length of Marine Way, with access limited to right in/right out movements except at signalised intersections.

Following from their concern for limiting access to Marine Way, in a recent letter (Attachment A), the Ministry requested that the City conduct a review of access to the Marine Way corridor in exchange for the Ministry granting permission for the installation of a traffic signal at the intersection of Sperling Avenue/Canada Way. The City has been lobbying the Ministry for a signal at that location for some time, due to a significant accident history, and the

difficult access onto and out of Sperling for the Fire Department, and patrons of the Burnaby Village Museum, Hart House Restaurant, Arts Centre, and other facilities along Deer Lake Avenue.

In response to the request from the Ministry of Transportation and Highways, and to assist resolution of issues, this report presents an overall plan for Marine Way.

2.0 Marine Way Corridor Plan

The Marine Way Corridor Plan can be separated into three sections: median barrier, major intersection signalization, and industrial access.

2.1 Median Barrier

In a report to Council in early 1995, staff recommended that a median barrier be installed on Marine Way. There have been several accidents caused by drivers losing control and crossing the centre line into oncoming traffic. The Ministry responded by indicating that a median barrier is warranted on Marine Way based on the speed and volume of traffic, and that the installation of the barrier is a priority. In order to make the median barrier as effective as possible, it should be continuous along the length of the road, with access being taken at major signalized intersections.

2.2 Signalized Intersections on Marine Way

As indicated above, the Ministry of Transportation and Highways wishes to maintain the "expressway" function of Marine Way by limiting access to the corridor to right in right out only, and focussing full movement access to widely spaced signalized intersections. At present, there are signals at Marine Way/Boundary Road, Marine Way/Byrne Road, and Marine Way/Marshland Road(10th Avenue). Figure 1 shows the existing signals on the portion of Marine Way through Burnaby, and identifies the location of proposed future signals as discussed below.

* Patterson-Glenlyon/Marine Way

In the Burnaby Transportation Plan, a new connection to Marine Way is identified which would extend Patterson Avenue to Marine Way, and connect with the northern extension of Glenlyon Parkway to provide access to the Big Bend industrial area. A signal would be required at this location to provide full movement access at the intersection.

Until such time as the connection from Marine Way north is implemented, this intersection will function as a "T" intersection providing access to the emerging industrial area to the south. A traffic signal is to be provided as part of the development of the Glenlyon Industrial Park.

* Nelson/Marine Way

At its 1995 February 13 meeting, Council recommended that the Ministry install a signal at the intersection of Marine Way/Nelson Avenue in response to

the accident history at that location. As shown in Figure 2, the turning movement volume at this intersection is relatively high during the PM Peak Period.

When Marine Way was being designed, there had been some correspondence between the City of Burnaby and the Ministry of Transportation and Highways regarding intersection layouts and the requirement for a signal at that intersection. The Ministry recognised that a signal would be required at some time in the future, but that it did not meet the warrant at the time of construction. The intersection was, however, "preducted" for the future installation of a traffic signal.

2.3 Access to the Boundary Road - Marine Way Industrial Area

The unsignalized intersections allowing access into the Boundary Road-Marine Way industrial area have been the focus of much discussion between the Ministry of Transportation and Highways and the City of Burnaby. At one time, Roseberry was the planned location of signalized access to serve both the extension of Patterson Avenue to Marine Way and provide access to the industrial area. The connection of Patterson to Marine Way via Roseberry was deleted from the Burnaby Transportation Plan in the early 1990s, and this has been replaced with a connection which lines up with Glenlyon Parkway and provides access to the Big Bend industrial area, as shown in Figure 1.

At the present time, access to the Boundary Road - Marine Way industrial area is provided at the unsignalised intersections of Joffre/Marine Way, Greenall/Marine Way, and Roseberry/Marine Way, as shown in Figure 3. Full movement access is permitted at Greenall Avenue, but access to Roseberry Avenue and Joffre Avenue is limited to right in/right out only. The Ministry wishes to limit the left turn access to the industrial area to maintain the "expressway" character of Marine Way in this location and to allow the extension of the median barrier through this section of the road.

Staff have reviewed the access to the area, and recommend that left turn access from Marine Way onto Greenall Avenue, both north and south, be maintained as shown in Figure 4. Without this access, the area south of Marine Way would be cut off to all except vehicles travelling there from the west. Ideally, it would be preferable to also allow left turn access out of this southern portion of the industrial area. However, in the interest of safety, a prohibition of left turn movements out of Greenall onto Marine Way may be required. However, left turn access into the area from Marine Way must be retained.

Alternative access to the southern portion of the Boundary Road - Marine Way Industrial Area could be provided via an extension of Brechin Street to Boundary Road, as shown in Figure 4. The provision of this access would accommodate all turning movements into and out of this portion of the industrial area without requiring any left turn access at Marine Way. However, staff are not confident that this access can be secured at any time in the near future as part of a redevelopment of the property in the south east corner of the Boundary Road/Marine Way intersection.

3.0 CONCLUSION

The Ministry of Transportation and Highways is endeavouring to maintain the "expressway" character of Marine Way through south Burnaby, and in doing so wishes to limit left turn access to signalised intersections with major roads. Staff have reviewed access to Marine Way, and recommend a concept plan which includes a median barrier, signalization of Nelson Avenue/Marine Way, and some amendments to access into the Boundary Road - Marine Way industrial area.

The Ministry wishes to reduce the number of accesses into and out of the Boundary Road - Marine Way Industrial Area, and to allow right in/right out access only. However, staff recommend that left turns continue to be permitted from Marine Way onto Greenall Avenue to allow access into the industrial area from both eastbound and westbound Marine Way. Left turns from Greenall onto Marine Way could be restricted in the future after the connection of Glenlyon to Marine Way has been completed.

Staff recommend that a copy of this report be circulated to the Ministry of Transportation and Highways seeking their comment on the concept plan, including the access configuration, and requesting that a signal be installed at the intersection of Marine Way/Nelson Avenue.


D.G. Stenson, Director
PLANNING & BUILDING

DAB/

Attach.

cc: City Manager
Deputy City Manager Corporate Services
Director Engineering
Director Parks and Cultural Services
Director Finance



Province of
British Columbia

Ministry of
Transportation
and Highways

South Coast Region
7818 - 6th Street
Burnaby, BC
V3N 4N8
Telephone: (604) 660-8204
Facsimile: (604) 660-0350

RG

File:16-21-86

August 2, 1995

City of Burnaby
4949 Canada Way
Burnaby, BC
V5G 1M2

Attention: R.S. Glover
Manager, Transportation Planning

Dear Sir:

Re: Canada Way @ Sperling
Marine Way @ Boundary

Thank you for meeting with us at the Ministry's Lower Mainland District office on Tuesday July 25, 1995.

I feel that the meeting produced many tangible results and will allow the Ministry and the City of Burnaby to meet their respective goals.

The Ministry is prepared to modify its position on the issues of Canada Way and Sperling, provided that the Ministry can realize its regional traffic goals for the Marine Way Corridor.

Ministry staff will continue to consult with Burnaby City staff to ensure all items discussed are resolved.

Yours truly,

Joe Jensen
Regional Director

DMW/dh

w:glover2.let

ATTACHMENT "A"

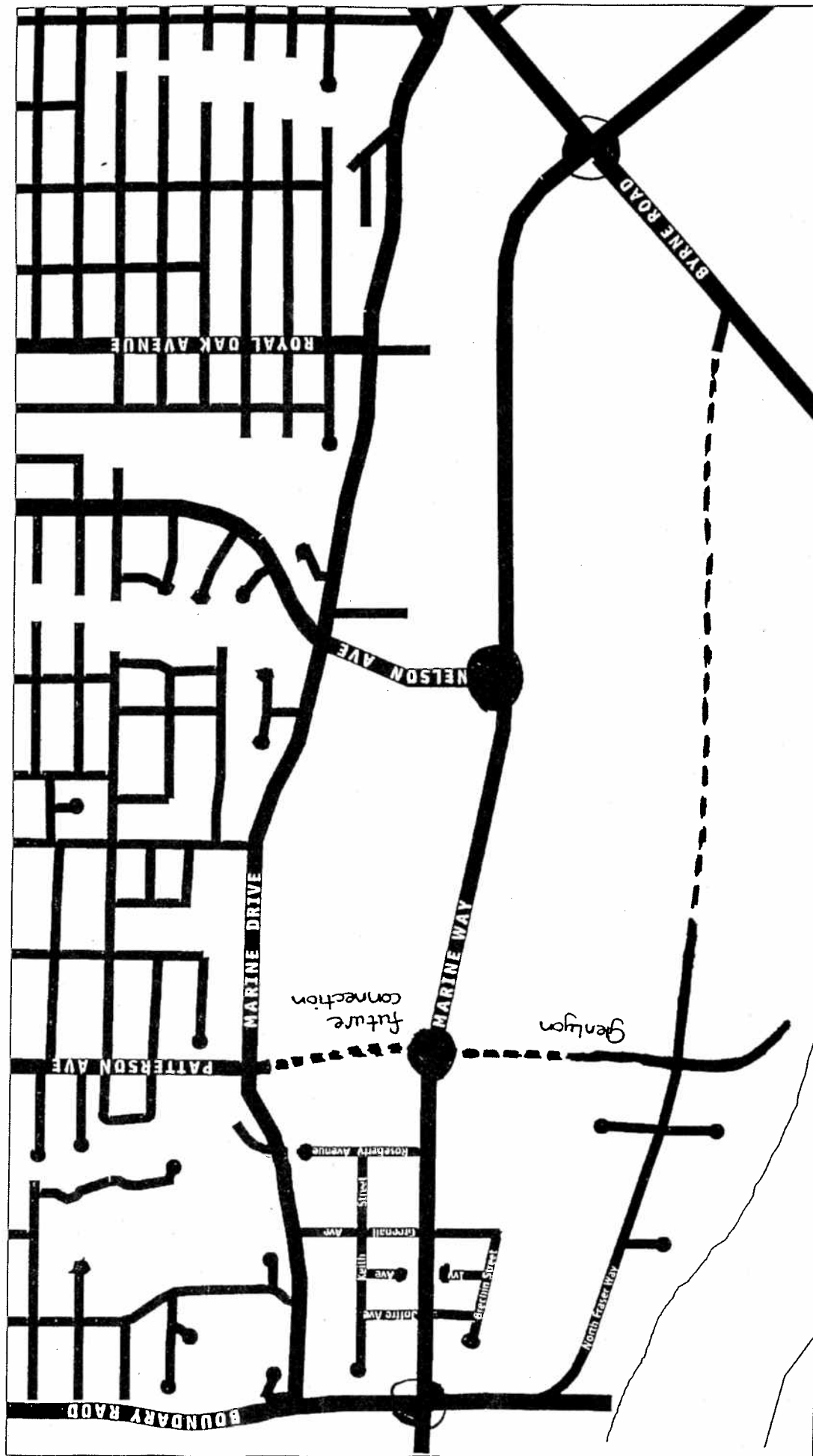
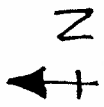
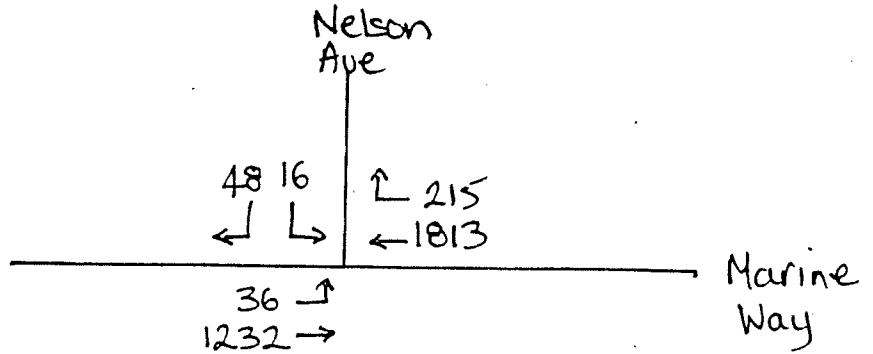


FIGURE 1

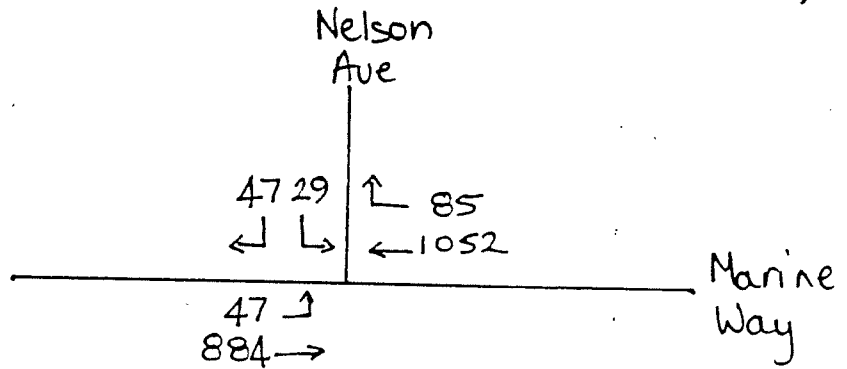
- existing signal location
- proposed signal location

Marine Way / Nelson Avenue

AM Peak Hour



Midday Peak Hour



PM Peak Hour

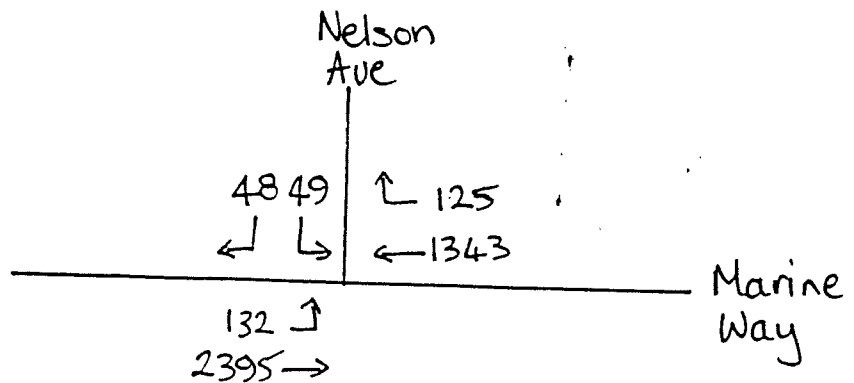
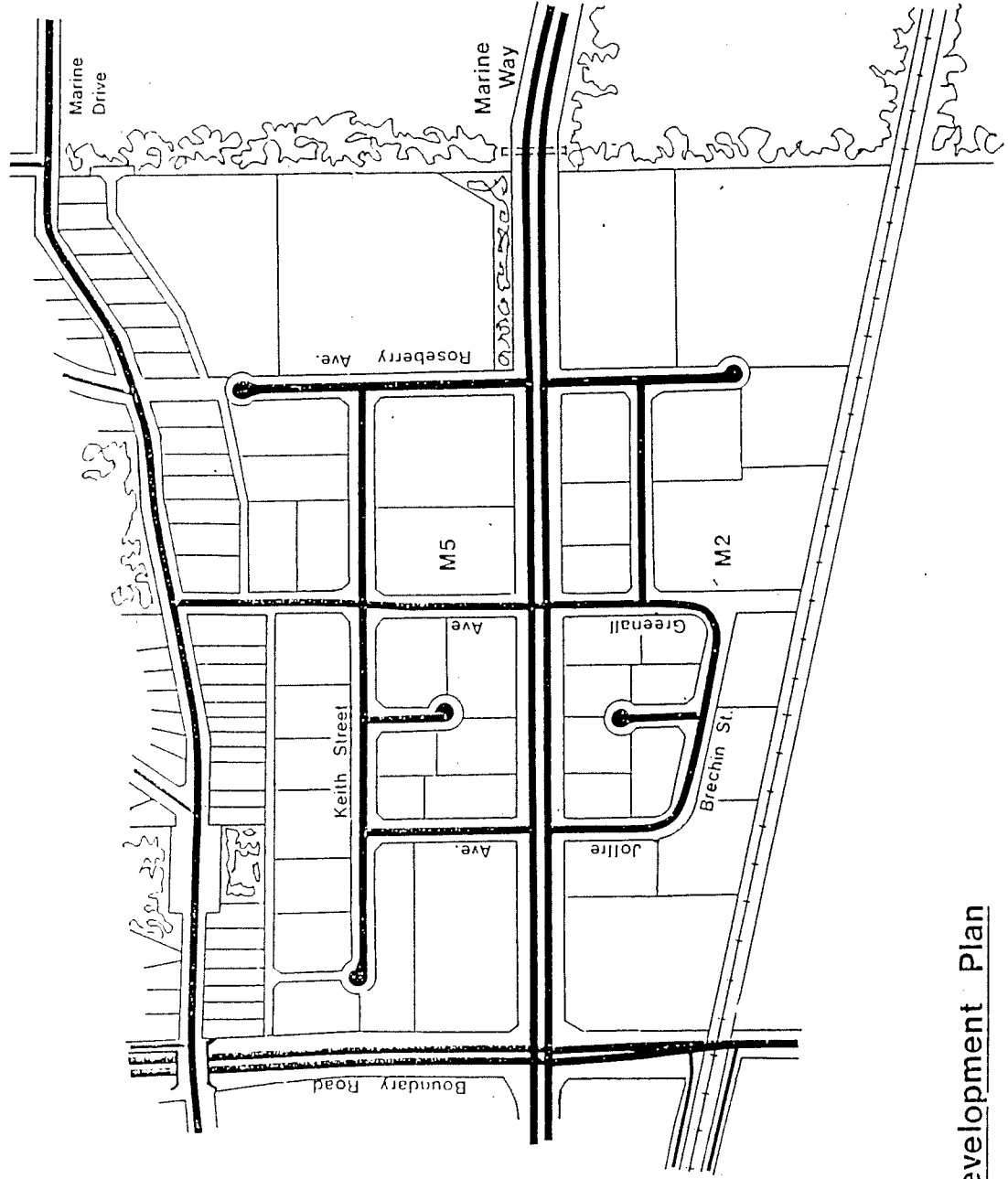


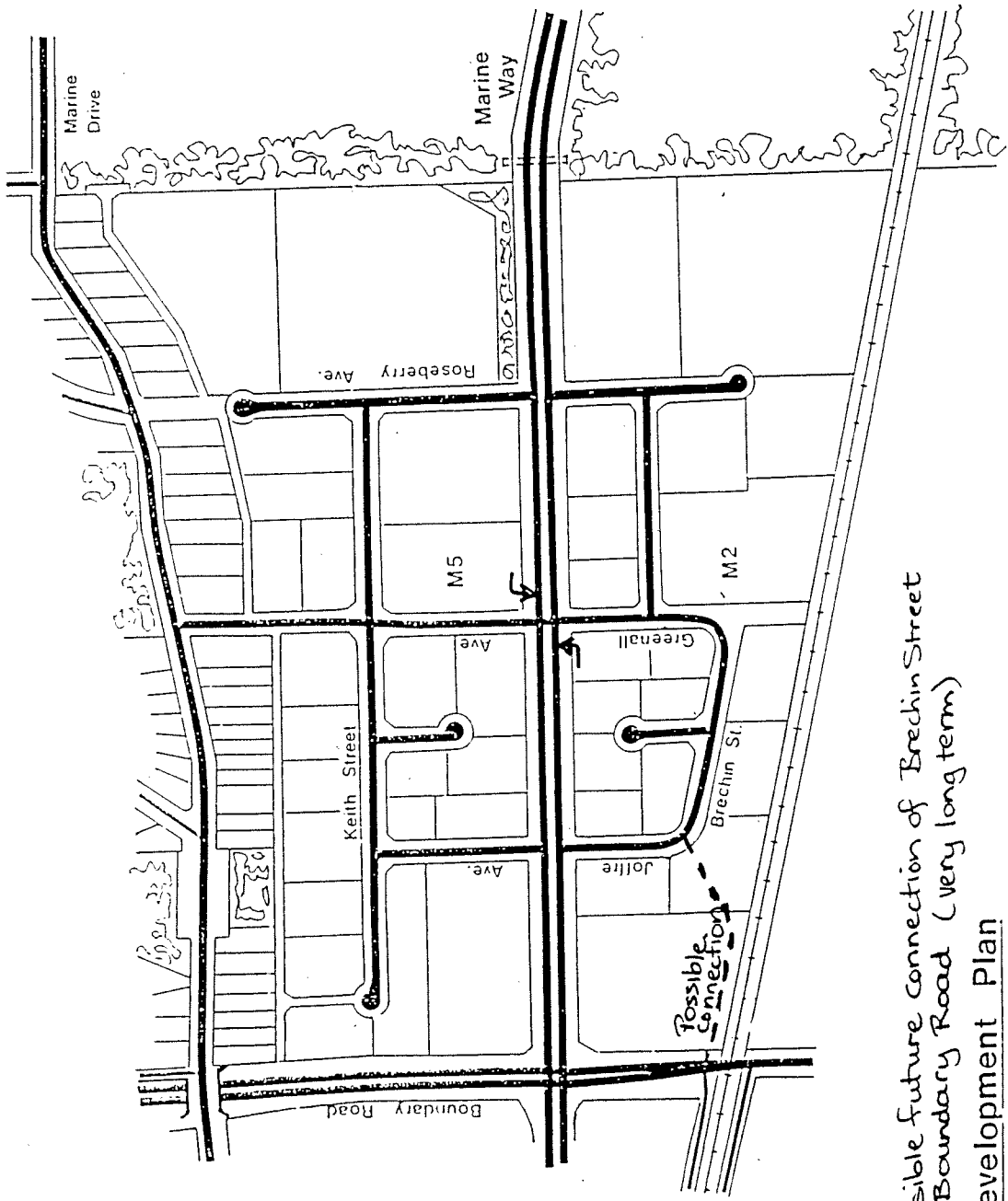
FIGURE 2.



Proposed Development Plan
Boundary Road - Marine Way Industrial Area

Figure 3





left turn
access
required
at Gretnall

Figure A



--- Possible future connection of Brechin Street to Boundary Road (very long term)

Proposed Development Plan

Boundary Road - Marine Way Industrial Area