

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**A. ROSEBERRY AVENUE(MARINE DRIVE TO MARINE WAY): REMOVAL OF TRAFFIC BARRIER**

RECOMMENDATIONS:

1. **THAT** Council authorize staff to evaluate the possible noise and vibration effects on the Satchwell residence from traffic on Roseberry Avenue.
2. **THAT** Council forward a copy of this report to Ileen and Brad Satchwell, 3992 S.E. Marine Drive, Burnaby, B.C. V5J 3E4.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1997 October 08, adopted the *attached* report outlining the history of the barrier on Roseberry Avenue (south of Marine Drive) and actions taken with regard to the removal of the traffic barrier on Roseberry Street to accommodate transit service to the Big Bend area.

MEMBERS:

Ms. L. Boivin  
Mr. R. Lupien  
Mr. W.B. Roxburgh  
Ms. L. Tatangelo

Respectfully submitted,

Councillor E. Evans  
Chair

Councillor J. Young  
Member

: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIR. PLNG. & BLDG.  
- ENVIRONMENTAL SERV. SUPERVISOR

Councillor N. Volkow  
Member

ON TABLE

**TO:** CHAIR AND MEMBERS \* 1997 SEPTEMBER 30  
TRAFFIC AND TRANSPORTATION COMMITTEE

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** Roseberry Avenue (Marine Drive to Marine Way): Removal of Traffic Barrier

**PURPOSE:** To advise the Traffic and Transportation Committee of the history of the barrier on Roseberry Avenue (south of Marine Drive) and actions taken with regard to the removal of the traffic barrier on Roseberry Street to accommodate transit service to the Big Bend area.

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**RECOMMENDATION:**

1. **THAT** staff be directed to evaluate the possible noise and vibration effects on the Satchwell residence from traffic on Roseberry Avenue.
2. **THAT** a copy of this report be forwarded to Eileen and Brad Satchwell, 3992 S.E. Marine Drive, Burnaby, B.C.

**REPORT**

**1.0 INTRODUCTION**

At the regular meeting of the Traffic and Transportation Committee on 1997 September 10, a delegation was received from Mrs. Eileen Satchwell of 3992 S.E. Marine Drive in Burnaby expressing a number of concerns regarding the removal of the traffic barrier on Roseberry Avenue between Marine Way and Marine Drive. In approving the extension of bus service to the Big Bend area, Council had approved the removal of the barrier to permit buses to use Roseberry Avenue south of Marine Drive and provide transit service to the Big Bend office/industrial area.

In response to the delegation the Traffic and Transportation Committee requested that staff report on the history of the barrier and undertake a number of actions to address the concerns expressed by the delegation. This report outlines the measures which have been taken and the results to date for the information of the Committee.

**2.0 BACKGROUND**

The closure of Roseberry Avenue south of Marine Drive originated in conjunction with the completion of the Conceptual Transportation Plan which showed a diversion of Patterson Avenue via Roseberry Avenue to Marine Drive to reduce the grade on Patterson down to Marine Drive. A cul-de-sac was incorporated on Roseberry south of Marine Drive to prevent Marine Way traffic from using the future extension of Roseberry (north of Marine Drive) when Marine Way became operational.

In 1981, the United Flower Growers Cooperative, owners of the property at Roseberry Avenue and Keith Street, purchased City-owned property at Marine Way and Roseberry. In conjunction with this purchase, Roseberry Avenue was upgraded to a full industrial standard. The proposed cul-de-sac, however, was not constructed at this time as "United" required access to Marine Drive until Marine Way would become operational in 1984. Subsequently, in 1985 after Marine Way was opened, United subdivided their property and was to dedicate and deposit monies in trust for construction of the cul-de-sac. However, as United had already funded the construction of Roseberry it was decided to require dedication only and not additional construction of the cul-de-sac. Shortly thereafter, the City installed the removable barrier which has been in place to the present day.

**3.0 ISSUES RAISED BY THE DELEGATION**

The delegation raised a number of issues regarding the removal of the barrier on Roseberry Avenue. The following provides an outline of each issue and the measures taken in response:

**(ii) Speeding**

The delegation noted that vehicles, especially couriers and taxis, are speeding down Roseberry from Marine Drive to Marine Way.

**Action:** Studies have been undertaken of vehicle speeds in the section of Roseberry between Keith Street and Marine Drive from September 23 to 28. The results of these studies are shown in Table 1.

TABLE 1  
 VEHICLE SPEED PROFILE  
 Roseberry Avenue(Keith Street to Marine Drive)

	SPEED (kph)								Total
	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	
Number of Vehicles	1	12	72	128	147	86	20	3	470
Cumulative Percent	.2	2.8	18.1	44.2	76.6	95.1	99.4	100	100

Approximately 23.4% of vehicles are exceeding the speed limit of 50 kph. Vehicles travelling at excessive speeds (more than 10 kph) above the speed limit, however, constitute less than 5% of total vehicles.

**(ii) Noise and Air Pollution**

The delegation noted the increased noise from vehicles of all types approaching Marine Drive northbound on Roseberry. In viewing this issue, however, it should be noted that although the Satchwell house is set back from Marine Drive, it is probably affected to some degree by the relatively high ambient noise levels generated by Marine Drive traffic volumes which are currently approximately 14,000 vehicles per day as compared to an average of 471 vehicles per day counted on Roseberry Avenue. Against this background of high ambient noise levels generated by Marine Drive traffic, the noise attributable to the much lower volumes of traffic on Roseberry may be only marginally detectable over a 24 hour period with noise measuring devices. This perception, however, should be tested through an evaluation of noise levels.

**Action:** Engineering Staff should be requested to conduct an evaluation of noise levels with specific attention to isolating and measuring the noise generated from Roseberry Avenue.

**(iii) Crime**

The delegation expects an increase in crime in the area due to the opening of Roseberry as the road would now provide a quick getaway route for criminals.

**Action:** Given that this is a perceived concern, staff will discuss this aspect further with the RCMP.

**(iv) Impact on Marine Drive Residents**

The delegation notes the difficulty of pedestrians crossing Marine Drive at Roseberry and the inconvenience of vehicular traffic trying to shortcut up a dead end lane behind their house.

**Action:** The safest location for pedestrians to cross is at the stop sign - controlled intersection of Patterson and Marine Drive rather than at the uncontrolled Roseberry-Marine intersection. To address the issue of traffic using the lane, it is suggested that a sign be posted at the lane entrance indicating a dead end lane.

**(iv) Use of Roseberry by Trucks**

The delegation indicates that Roseberry Avenue is now being used as a truck route.

**Action:** To determine the presence of trucks on Roseberry Avenue a vehicle classification count was conducted for the six day period from Tuesday 1997 September 23 to Sunday 1997 September 28. The results in Table 2 show that on an average day during this period, less than eight trucks used Roseberry Avenue representing less than 2% of the total 471 vehicles. Only three of these trucks were of sufficient size to be covered by the Burnaby truck route bylaw and these would

likely fall into the category of larger delivery trucks. There is no evidence of large Class 7 or 8 trucks using Roseberry.

TABLE 2

VEHICLE CLASSIFICATION  
 Roseberry Avenue (Keith Street - Marine Drive)

	Number	Percent
Class 1 - Motorcycles	12	2.5
Class 2 & 3 - Passenger Vehicles	435	92.4
Class 4 - Buses	16	3.4
Class 5 - Two Axle Trucks	5	1.1
Class 6 - Three Axle Trucks (single unit)	3	0.6
Class 7 - Four or More Axle Trucks (single unit)	0	0.0
Class 8 - Four or More Axle Trucks (trailer)	0	0.0
<b>Total All Classes</b>	<b>471</b>	<b>100.0</b>

(v) **Vibration**

The delegation draws attention to the vibration caused by large vehicles such as trucks and buses on Roseberry Avenue.

**Action:** As most of the large vehicles using Roseberry are buses rather than trucks, any vibration affects would probably be attributed to the extension of bus service to the Big Bend rather than the small number of trucks using Roseberry. It is suggested that staff conduct a site visit to the Satchwell's house to investigate the presence of possible vibration effects from buses on Roseberry.

3.0 **EVALUATION**

In summary, the studies of traffic volumes, vehicle type and speed conducted in late September on Roseberry Avenue after removal of the traffic barrier show the following:

(i) **Traffic volumes are low**

At an average of 471 vehicles per day, the volume of traffic on Roseberry Avenue is equivalent to that of an average local residential street in Burnaby.

**(ii) Excessive speeding is infrequent**

While approximately 26% of vehicles exceed the speed limit of 50 kph, less than 5 of vehicles using Roseberry are driving at excessive speeds (i.e. more than 10 kph above the speed limit).

**(iii) Noise generated by Roseberry traffic is probably low relative to Marine Drive**

Relative to Marine Drive, the low volume of traffic on Roseberry Avenue may not anticipated to contribute significantly to ambient noise levels in the area. However, it is recommended a noise evaluation be conducted to confirm this observation.

**(iv) Very few large trucks use Roseberry Avenue**

On an average day only three trucks large enough to be covered by the Burnaby Truck Bylaw use Roseberry Avenue. All of these fall into the category of Class 6 vehicles which include the larger delivery trucks, recreational vehicles or motor homes.

**4.0 CONCLUSION**

Evaluation of the traffic data on Roseberry Street since the removal of the barrier indicates that, overall, Roseberry Street is operating much like a local residential street in Burnaby characterized by low traffic volumes, infrequent excessive speeding, relatively low noise levels and very few trucks. Based on the information collected thus far, it can be concluded that the removal of the traffic barrier on Roseberry Avenue south of Marine Drive has not had a major impact on residences located on Marine Drive at Roseberry Avenue. The proximity of Marine Drive which carries thirty times the traffic volume of Roseberry could be a far more significant factor in the concerns identified by the delegation especially those related to noise. The possible vibration effects on the Satchwell house caused by buses should also be explored. It is therefore recommended that there be further investigation of the noise and vibration concerns raised by the Satchwells.



D.G. Stenson, Director  
PLANNING AND BUILDING