

TO: CITY MANAGER 1998 April 22

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 8.640M

SUBJECT: **Marine Way Median Barrier: Response to Access Issues Raised By Businesses in the Marine Way/Boundary Road area.**

PURPOSE: To advance for Council consideration a proposal to address the access issues raised by the businesses in the Marine Way/Boundary Road office/industrial area.

RECOMMENDATIONS:

1. **THAT** Council support the installation of a temporary traffic signal at the intersection of Marine Way and Greenall to address the access issues raised by businesses in the area.
2. **THAT** a meeting be arranged with the Ministry of Transportation and Highways concerning the installation of a temporary traffic signal at Marine Way and Greenall.
3. **THAT** a copy of this report be forwarded to the Honourable H. Lali, Minister of Transportation and Highways, K. Besspflug, Regional Director, South Coast Region, Ministry of Transportation and Highways and the businesses and residents in the Marine Way/Greenall area who have been previously contacted on this matter.

REPORT

1.0 BACKGROUND

At its regular meeting of 1999 March 16, Council considered a report from the Director of Planning and Building regarding the access issues raised by businesses in the Marine Way/Boundary area with regard to the proposed completion by the Ministry of Transportation and Highways of installation of a median barrier from Boundary Road to the New Westminster boundary. The median barrier was to have been installed by the end of 1998 March, but concerns expressed by businesses in the area with regard to the elimination of left turn access to and from Marine Way led the City to request that the Ministry not install the barrier until these access issues could be resolved. Staff were requested to arrange a meeting with businesses in the area to discuss options to improve access to the office/industrial developments on both north and south of Marine Way. The Ministry gave written assurance that the installation of the remaining median barrier on Marine Way would not proceed, and on 1998 April 09 a meeting was held by the Chair and Vice-Chair of the Traffic and Transportation Committee with five business representatives and one resident of the area.

This report discusses an approach to respond to the safety requirements and resolve the access issues raised by the businesses in the area with reference to the installation of the median barrier.

2.0 SAFETY AND ACCESS CONSIDERATIONS

2.1 Safety

The median barrier which has been installed on Marine Way in Burnaby up to a point east of the intersection with Greenall Avenue is intended to improve driver safety and eliminate the head-on collisions which have resulted in a number of fatalities over the past three years. In the section from Boundary Road to east of Roseberry, **as shown in Figure 1**, the intent of the median barrier was to improve safety by not only eliminating head-on collisions, but also to prevent hazardous left turn movements out of Greenall on to Marine Way. However, installation of the median barrier would also have eliminated left turn access on to Marine Way for the businesses both north and south of Marine Way which depend upon the highway for access. As installation of the median barrier in this section of Marine Way would improve safety, but restrict access, the challenge was to find a solution that not only addresses the safety issue but also maintains or improves access.

2.2 Access

(i) Current Access

As shown in *Figure 1*, the businesses located in the Marine Way/Boundary office/industrial area have the following access to Marine Way:

- businesses located **north** of Marine Way - full movement access to Marine Way at Greenall Avenue and right turn only access at Joffre and Roseberry
- businesses located **south** of Marine Way - full movement access to Marine Way at Greenall Avenue; no alternate access to Marine Way

Under the current access configuration, businesses located **south** of Marine Way are wholly dependent for access on Marine Way at Greenall, while businesses located **north** of Marine Way have right turn access via Joffre, and via Roseberry. As the road network develops in the near future, the businesses south of Marine Way will have better access than their counterparts north of Marine Way as outlined in the following section.

(ii) Future Access

- **Area south of Marine Way**

While the area north of Marine Way is largely developed, the area south of Marine Way will undergo major redevelopment and a future road network as shown in *Figure 2* will be constructed to serve the emerging office/industrial area. This future road network will include the extension of Brechin Street to Boundary Road to allow safe access for the properties on the south side of Marine Way to Boundary Road to the existing traffic signal at Marine Way at Boundary for full movements east or west. Joffre Avenue will also be extended to Marine Way to provide right turn out only access. Both of these facilities are expected to be in place within the next 1 to 2 years.

- **Area north of Marine Way**

The area north of Marine Way would continue to be dependent for full movement access on the intersection of Marine Way at Greenall and therefore would be most severely affected by the installation of the median barrier on Marine Way up to Boundary Road. Access to a signalized intersection to permit safe left turns would not be provided until Patterson Avenue was extended to the existing signalized intersection of Marine Way at Glenlyon Avenue, as identified in the Burnaby Transportation Plan. However, as the provision of this connector road is dependent on the timing of redevelopment of the existing juvenile detention facility, it may be some years before this full movement access is available to serve the businesses north of Marine Way. For this reason, the provision of a safe, full movement access to Marine Way for the businesses on the north side is required in the interim until the Patterson/Glenlyon Extension can be provided.

3.0 RECOMMENDED APPROACH

The recommended approach to resolving the access issues raised by the installation of the median barrier on Marine Way is outlined as follows:

- **Temporary Marine Way/Greenall Traffic Signal**

Installation of a traffic signal on Marine Way at Greenall Avenue would address the traffic safety issues at this intersection while providing a full movement access to serve the needs of businesses, especially those located north of Marine Way. A

vehicle- actuated signal could be coordinated with the existing Boundary Road signal to avoid disruption to traffic flow on Marine Way.

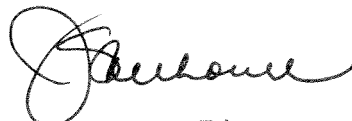
- **Extension of 50k Speed Zone**

Currently the 50k speed zone on Marine Way in Burnaby extends from Boundary Road to east of Greenall, increasing to 90k further east. To improve safety through the Greenall intersection prior to signalization, and in the absence of a median barrier which restricts left turn-out movements, it is recommended that the 50k speed zone on Marine Way from Boundary Road to Greenall be extended to a point east of the existing signalized intersection at Glenlyon Avenue.

Both of these initiatives have been endorsed at the meeting with business representatives and a resident of the area, but will require the approval of the Ministry of Transportation and Highways who are responsible for Marine Way until its transfer to municipal jurisdiction as part of the Greater Vancouver Transportation Authority (GVTA) Major Roads Network in 1999.

4.0 SUMMARY

Completion of installation of the median barrier on Marine Way by the Ministry of Transportation and Highways by the end of March would have improved safety but significantly restricted access to and from Marine Way, especially for the businesses in the office/industrial areas located north of Marine Way. While properties on the south side will have safe full movement access to Marine Way with the impending extension of Brechin Street to Boundary Road, the access issue for the properties on the north side cannot be addressed until safe access can be provided to these properties by completion of the Patterson/Glenlyon Extension. At that point in the future, the remaining median barrier could be installed up to Boundary Road. However, as this would leave the existing safety issue unaddressed for some years, it is recommended that the Ministry of Transportation and Highways be requested to approve a traffic signal at the Marine Way/Greenall intersection to provide safe access to and from Marine Way and that the 50k speed zone on Marine Way from Boundary to Greenall be extended to Glenlyon. This traffic signal would be removed and the median barrier installed when Patterson is extended to the existing signal at Glenlyon.



D.G. Stenson, Director
PLANNING AND BUILDING

Attach.
RG/sk

cc. Director Engineering

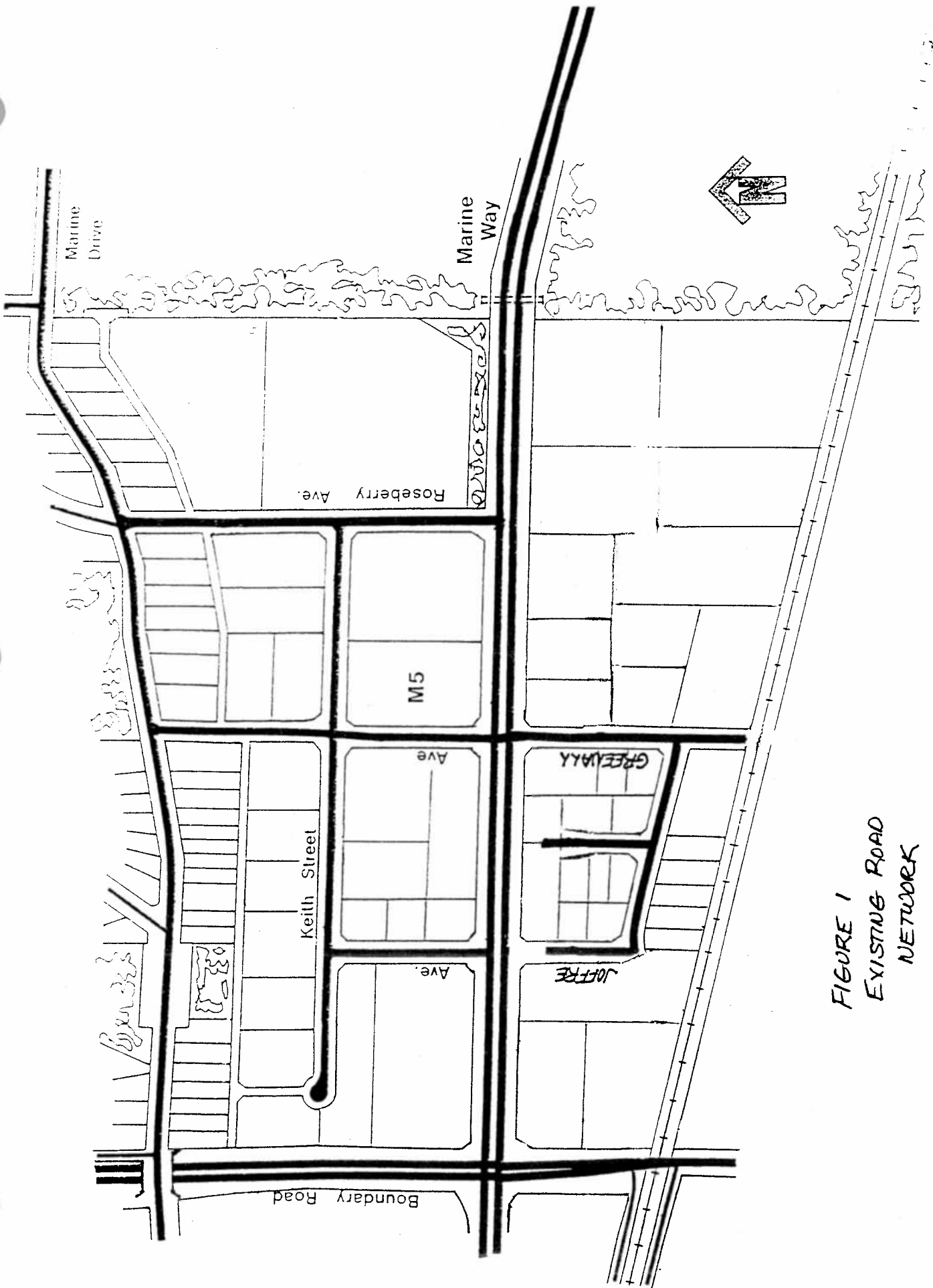


FIGURE 1
EXISTING ROAD
NETWORK

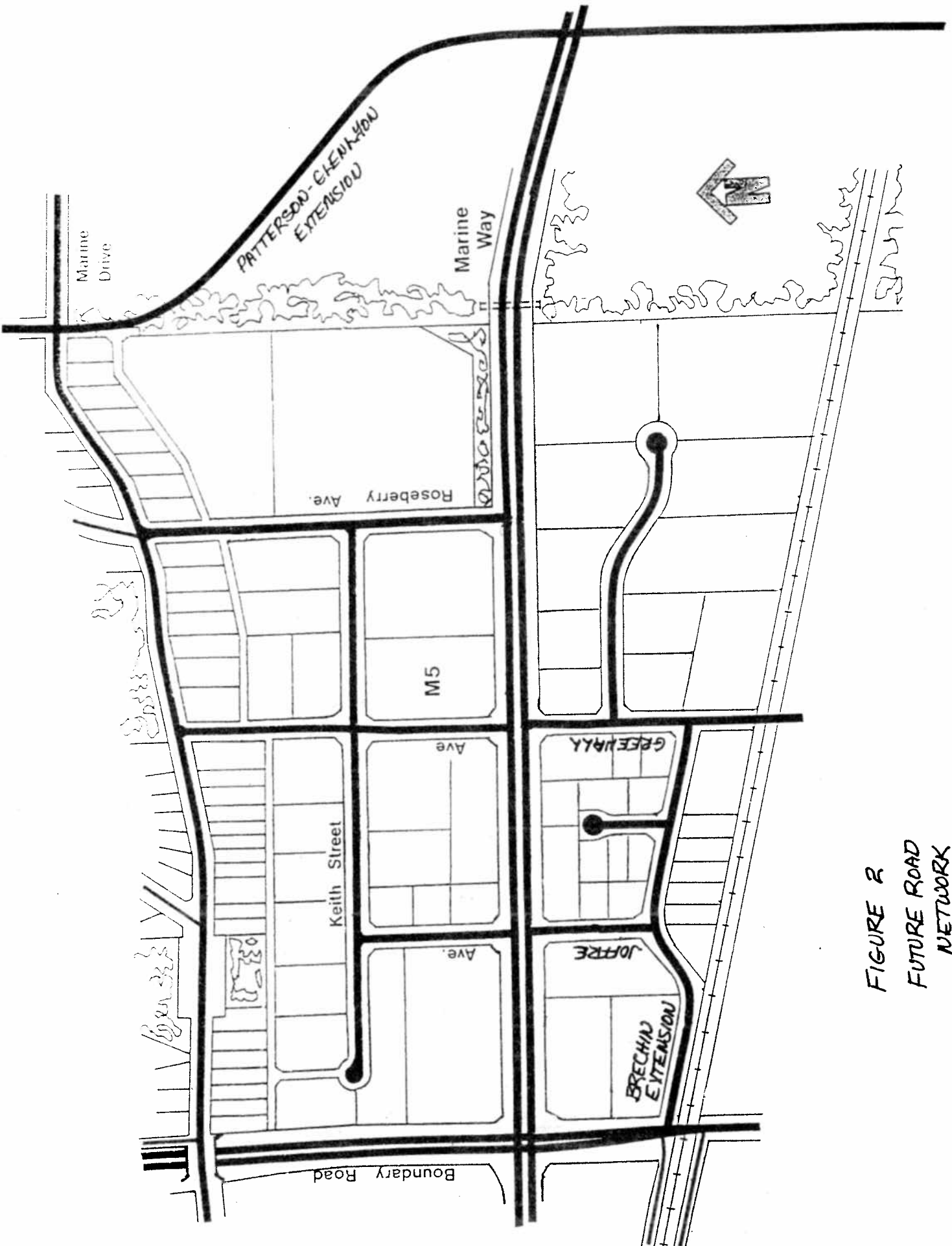


FIGURE 2
 FUTURE ROAD
 NETWORK