

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

RE: TRANSIT USE OF GREENALL AVENUE

RECOMMENDATIONS:

1. **THAT** Council authorize and approve the approach outlined in this report to relocate the #116 bus from Roseberry Avenue to Greenall Avenue.
2. **THAT** copies of this report be forwarded to Mrs. I. Satchwell, 3992 Marine Drive, Burnaby, B.C. and J. Prokop, TransLink.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1999 May 06, adopted the attached report to advise the Committee on an approach to relocate the #116 bus route from Roseberry Avenue to Greenall Avenue between Marine Way and Marine Drive.

The Committee in reviewing the report suggested that a copy of the report be forwarded to the Traffic Safety Division for further review regarding a 3-way stop at the corner of Marine Drive and Greenall.

Respectfully submitted,

MEMBERS:

Lyle Boivin  
Raymond Lupien  
Tim Roxburgh  
Leanne Tatangelo

Councillor N. Volkow  
Chair

Councillor J. Young  
Vice Chair

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

Councillor D. Evans  
Member

**TO:** CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

1999 April 29

**FROM:** DIRECTOR PLANNING & BUILDING

OUR FILE: 08.640

**SUBJECT:** TRANSIT USE OF GREENALL AVENUE

**PURPOSE:** To advise the Traffic and Transportation Committee of an approach to relocate the #116 bus route from Roseberry Avenue to Greenall Avenue between Marine Way and Marine Drive

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### RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee approve the approach outlined in this report to relocate the #116 bus from Roseberry Avenue to Greenall Avenue.
2. **THAT** copies of this report be forwarded to Mrs. I. Satchwell, 3992 Marine Drive Burnaby and to J. Prokop, TransLink.

## REPORT

### 1.0 INTRODUCTION

At its regular meeting of 1998 June 16, the Traffic and Transportation Committee received a delegation from Mrs. I. Satchwell expressing concerns regarding the use of Roseberry Avenue adjacent to the Satchwell residence by BC Transit (now Coast Mountain BusLink) buses on the #116 route. Arising from the discussion, the Committee requested staff to investigate the feasibility of moving the buses from Roseberry Avenue onto Greenall Avenue as soon as possible.

Following from this direction, City staff in conjunction with BusLink reviewed the condition of Greenall Avenue and its suitability for use by buses and advised the Traffic and Transportation Committee that upgrading would be required to Greenall Avenue to safely accommodate buses. Since that time staff have continued discussions with BusLink with a view to defining the specific requirements for the relocation of service as outlined in this report.

## 2.0 GREENALL AVENUE

### 2.1 Deficiencies

The assessment of both Greenall Avenue and Roseberry Avenue originally conducted by BC Transit prior to the extension of transit service to the Big Bend area concluded that Roseberry Avenue was a finished street constructed to the industrial standards capable of accommodating large vehicles while Greenall Avenue was an interim standard street with the following deficiencies:

- the 6 m. (20 ft.) interim standard pavement surface provides only 3 m. travel lanes and that these are too narrow to accommodate buses;
- the street is bordered by drainage ditches on both sides further limiting the width of the roadway and constituting an increased risk to transit buses;
- the street has been affected by differential settlement resulting in an uneven, rolling pavement surface in some locations;
- the narrow pavement surface and ditches do not provide sufficient space to accommodate bus stops;
- the narrow width and lack of sidewalks do not provide opportunities for riders to walk to transit stops.

Based on this assessment, discussions were initiated with BC Transit to identify the specific improvements required to address these issues.

### 2.2 Proposed Upgrading

Initial discussions with BC Transit on the upgrading required to Greenall to accommodate the rerouting of the #116 had indicated that the complete two block section from Marine Drive to Marine Way would have to be upgraded to a finished standard including a 14 m (46 ft.) pavement surface, curb and gutter, sidewalks, drainage and street lighting (both sides) and that a traffic signal at the intersection of Marine Drive and Greenall would be needed.

In the interests of developing a more practical and cost-effective solution to this issue, City staff proposed the following approach:

- **Greenall Avenue (Keith Street to Marine Way)** - upgrade to a finished standard as servicing for the City-owned industrial properties at 8625 and 8669 Greenall shown in *Figure 1 attached* located on the west side of

Greenall between Keith Street and Marine Way. Transit stops could be developed on the upgraded section on Greenall southbound on the far side of Keith and Greenall northbound on the near side of Keith.

As this upgrading would involve preloading, construction would not start until the preloading is removed, possibly in the Spring of 2000.

This approach would involve the City advancing the cost for servicing of the City-owned properties at 8625 and 8669 Greenall which would have been necessary to sell the sites for development. Funding for the estimated \$1.0 M - \$1.25 M cost of this project would be provided from the Land Assembly and Development Account and would be recoverable from the sale of the property as a serviced industrial lot.

- **Greenall Avenue (Marine Drive to Keith Street)** - widen existing pavement surface from the current 6 m. (20 ft.) interim cap to 7.2 m. (24 ft.);
- **Greenall Avenue/Marine Drive Intersection** - repaint the traffic lanes on the south approach to the intersection to allow additional turning width for buses making right turns from Marine Drive to Greenall and on the east approach for buses making left turns from Greenall to Marine Drive.

TransLink has agreed to this approach and will relocate the #116 bus service to Greenall Avenue when the proposed improvements are completed in 2000 September.

### 3.0 PUBLIC INFORMATION

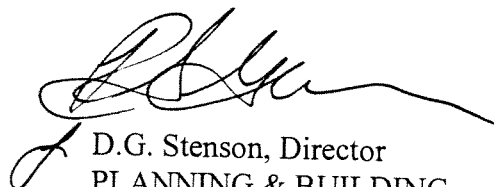
Rerouting the #28 from Roseberry to Greenall could shift the impact of the buses from the Satchwell residence to the two residences on Marine Drive on the south side of the intersection of Greenall Avenue. These residents should be informed of any changes to Greenall.

### 4.0 FUTURE BUS SERVICE TO THE BIG BEND

Transit service to the Big Bend is currently provided by an extension of an existing bus route, the # 116, by means of a one way loop via Roseberry, Marine Way, Boundary Road, and North Fraser Way. However, as the Big Bend area becomes more fully developed, bus ridership continues to increase and North Fraser Way extended eastward to Byrne Road a separate transit service to the area will be warranted. This future service could be routed on either Boundary Road or Patterson Avenue (if the Patterson/Glenlyon extension is in place). Under these circumstances, neither Roseberry nor Greenall Avenue would be used as a bus route.

## 5.0 CONCLUSION

In response to the direction of the Traffic and Transportation Committee, City staff in conjunction with BC Transit staff have identified the road works required to reroute the #116 bus service from Roseberry Avenue to Greenall Avenue. This rerouting can be accommodated by upgrading the block of Greenall between Marine Way and Keith to a finished standard, servicing which would be required for the City to sell the properties at 8625 and 8669 Greenall as serviced lots. In addition, the City would undertake some minor improvements to the other block of Greenall between Marine Drive and Keith Street. These improvements would accommodate the bus service until the area develops and ridership increases to the point where a new direct transit service to the Big Bend is warranted. At that time neither Roseberry nor Greenall would be used by transit buses.

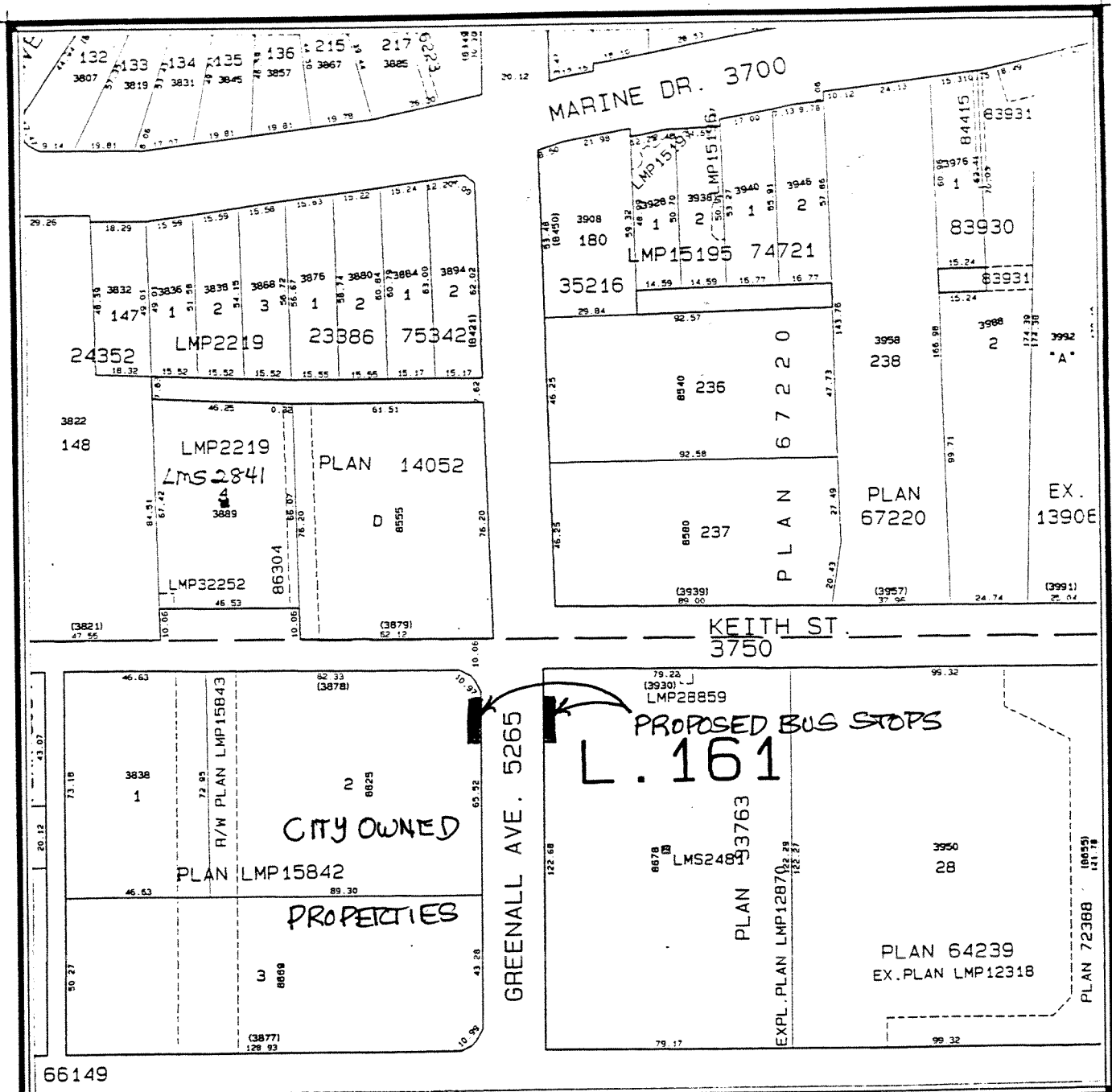


D.G. Stenson, Director  
PLANNING & BUILDING

RG/ma

cc: City Manager

*C:\DOCS\BOB\Council Reports\Transit Use of Greenall.wpd*



Date:  
APRIL 30 / 99

Scale:  
NTS

Drawn By:  
RSB



City of  
Burnaby  
Planning & Building Dept.

FIGURE 1

CITY OWNED PROPERTIES  
ON GREENALL

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