REPORT
2002 November 25

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: GAGLARDI WAY TRAFFIC NOISE - ASHBROOK PLACE

RECOMMENDATIONS:

1. **THAT** Council forward a copy of this report to Mr. David Dye, Chair, Strata Plan NW 2408, 40 - 9000 Ash Grove Crescent, Burnaby, BC, V5A 4M3.

2. **THAT** Council authorize staff to continue to monitor the Gaglardi Way traffic noise for a six month period to evaluate the impacts of the new signage.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2002 November 05, received the *attached* report responding to correspondence from Strata Plan NW 2408 (Ashbrook Place) regarding Gaglardi Way traffic noise.

The Committee in discussing the report adopted an amendment to the recommendation to include that staff continue to monitor the Gaglardi Way traffic noise for a six month period to evaluate the impacts of the new standard advisory sign and the larger educational sign to deter truckers from using engine brakes.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO:	TRAFFIC SAFETY COMMITTEE	**DATE:**	2002 10 23
FROM:	ASST. DIRECTOR ENGINEERING, TRAFFIC & ENGINEERING SYSTEMS	**FILE:**	60-09-01

SUBJECT: GAGLARDI WAY TRAFFIC NOISE - ASHBROOK PLACE

PURPOSE: To respond to correspondence from Strata Plan NW 2408 (Ashbrook Place) regarding Gaglardi Way traffic noise.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr. David Dye, Chair, Strata Plan NW 2408, 40 - 9000 Ash Grove Crescent, Burnaby BC, V5A 4M3.

REPORT

1.0 INTRODUCTION

At its October meeting, the Traffic Safety Committee received correspondence from Mr. David Dye which had been referred to it by Burnaby Council. Mr. Dye wrote on behalf of residents of the Ashbrook Place Strata Council which was concerned with increases in truck traffic noise on Gaglardi Way, especially during morning hours, awakening residents. As mitigation he suggested signs on Gaglardi Way requesting that engine brakes not be used and/or a concrete noise fence along the highway. The Committee referred the correspondence to staff for a report.

2.0 BACKGROUND

Gaglardi Way was constructed by the Provincial Government circa 1965 as an access to Simon Fraser University. In 1996, the Provincial Government changed the western linkage of Gaglardi Way from Curtis to Hastings (via Burnaby Mountain Parkway) in conjunction with the development of the Barnet Hastings HOV project. In 1999, the Provincial Government devolved most of its arterial highways in Burnaby, including Gaglardi Way, to the City. This section of Gaglardi Way was recently resurfaced and, as part of the pavement rehabilitation,

the through lanes were narrowed to provide a wider cycle lane shoulder. The speed limit was reduced to provide consistency with the posted limit on Burnaby Mountain Parkway and the reduced lane widths. Current traffic volumes (24 hour weekday) on this stretch of Gaglardi Way are in the order of 17,000 vehicles per day which is the low end of the range expected for a primary arterial. Truck traffic is about 10% of the total volume.

The Forest Grove neighbourhood was comprehensively designed in the late 1970's and the multi-family housing was largely developed in the early 1980's.

The Ashbrook Place strata is south of and below Ash Grove Crescent. The distance between the centrelines of Ash Grove Crescent and Gaglardi Way is approximately 85m (280 ft). As indicated on Figure 1 attached, the two roads are separated by a naturally vegetated steeply sloped buffer. Gaglardi Way sits about 20m (65 ft) above Ashgrove Crescent.

3.0 TRAFFIC NOISE

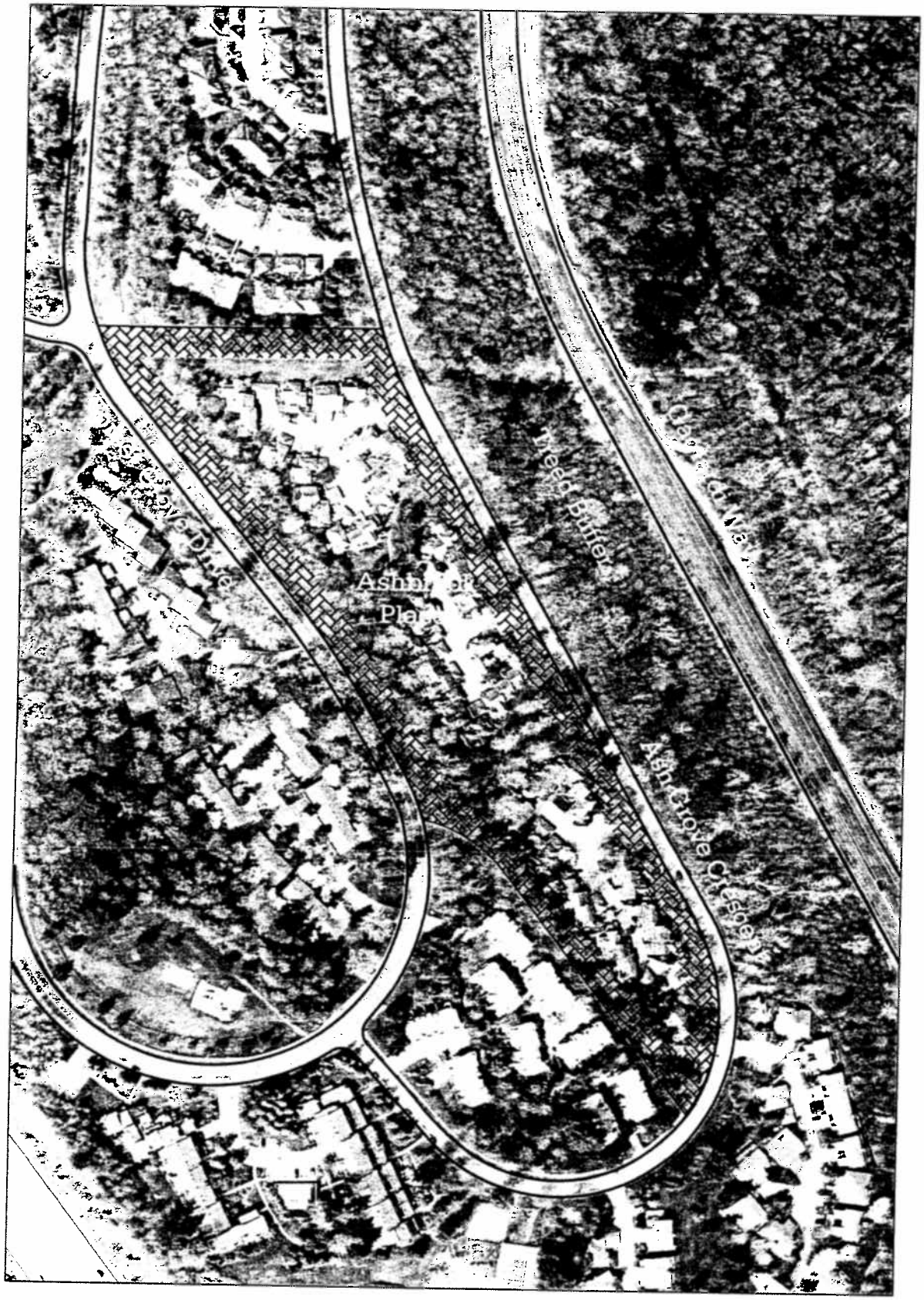
Noise is usually measured as sound pressure in decibels weighted to reflect the human auditory range (abbreviated as dBA). Noise can be continuous or episodic and in the case of traffic noise measured over an extended period the parameter considered is the mean equivalent sound level (abbreviated as Leq). Staff measured sound levels at a residential unit in Ashgrove Place with a recording device over a 24 hour weekday period. An Leq of 51.5 dBA was measured. This is typical of the ambient noise level in an urban neighbourhood bordered by a major road and reflects the effectiveness of terrain and distance in attenuating Gaglardi Way noise. Nonetheless, the noise study recorded "spikes" in noise levels, two of which occurred in late evening night time hours. The noise spikes may be due to larger diesel trucks using engine brakes on the descent down Gaglardi Way as suggested by the correspondence.

4.0 CONCLUSION

The noise levels in Ashbrook Place are not atypical for an urban neighbourhood where traffic noise can come from a number of sources. Given the terrain and distance, the average sound levels measured could not be perceptibly reduced by roadside noise barriers along Gaglardi Way. To deter truckers using engine brakes we have installed a standard advisory sign. We are also looking at the installation of a larger educational sign with a similar message.

P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

PL:jb
Attach.
cc: City Manager



City of Burnaby
ENGINEERING DEPARTMENT

Figure #1: 9000 Ashgrove Crescent Location Plan

DRAWN BY: A.K.E	SCALE: N.T.S.
APPRV'D BY: P.L.	DATE: 02/10/21