

ITEM 29 (SUPPLEMENTARY)
MANAGER'S REPORT NO. 35
COUNCIL MEETING May 12/75

2026
2114

Re: Major Road Study and Program for 1975 Money Bylaw Introduction
(Item 16, Report No. 33, May 5, 1975)

Following is clarification from the Director of Planning on a report that Council received last week on the proposed 1975 Major Road Money Bylaw.

RECOMMENDATION:

1. THAT this supplemental report be considered by Council as an information report to be attached to Item 16, Manager's report No. 33.

Planning Department,
May 12, 1975
Our File #08.616

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

RE: MAJOR ROAD STUDY AND PROGRAM FOR 1975 MONEY BY-LAW INTRODUCTION.

Following the Capital Improvement Program Committee's review and discussion of Item #16 in the Municipal Manager's report #33 to the May 5, 1975 Council meeting, the C.I.P. Committee believed greater clarification was required for Council on the methods used in the comparative evaluation and selection of the route priorities for the 1985 conceptual road network.

You will recall that following the rating of the nine criteria outlined below,

- | | |
|------------------------|---------------------------------|
| 1. capacity | 6. availability of right-of-way |
| 2. railway crossings | 7. jurisdiction |
| 3. network continuity | 8. public image |
| 4. land use | 9. traffic management |
| 5. level of commitment | |

each was differentially weighted and different weighting systems were evolved and tested. Three priority groupings (A, B, C) resulted when four different systems were evaluated.

The summary of these priority groupings were presented to Council in Tables 1, 2 and 3 of the Report Item #16.

This report supplement deals specifically with the criteria included in the rating system, the methods of differential weighting (i. e. placing a greater significance

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on certain criteria while de-emphasizing others), and the resulting priorities developed for each route under the different weighting systems.

The Criteria

In order to obtain a broader understanding of the terms used, each of the criteria are herein listed and described in general terms.

The rating scale was common for each of the criteria and ranged from "0" where the priority was lowest, i. e. the need to upgrade existing conditions was least, to "10" where the priority was highest, i. e. the need for the particular improvement was greatest.

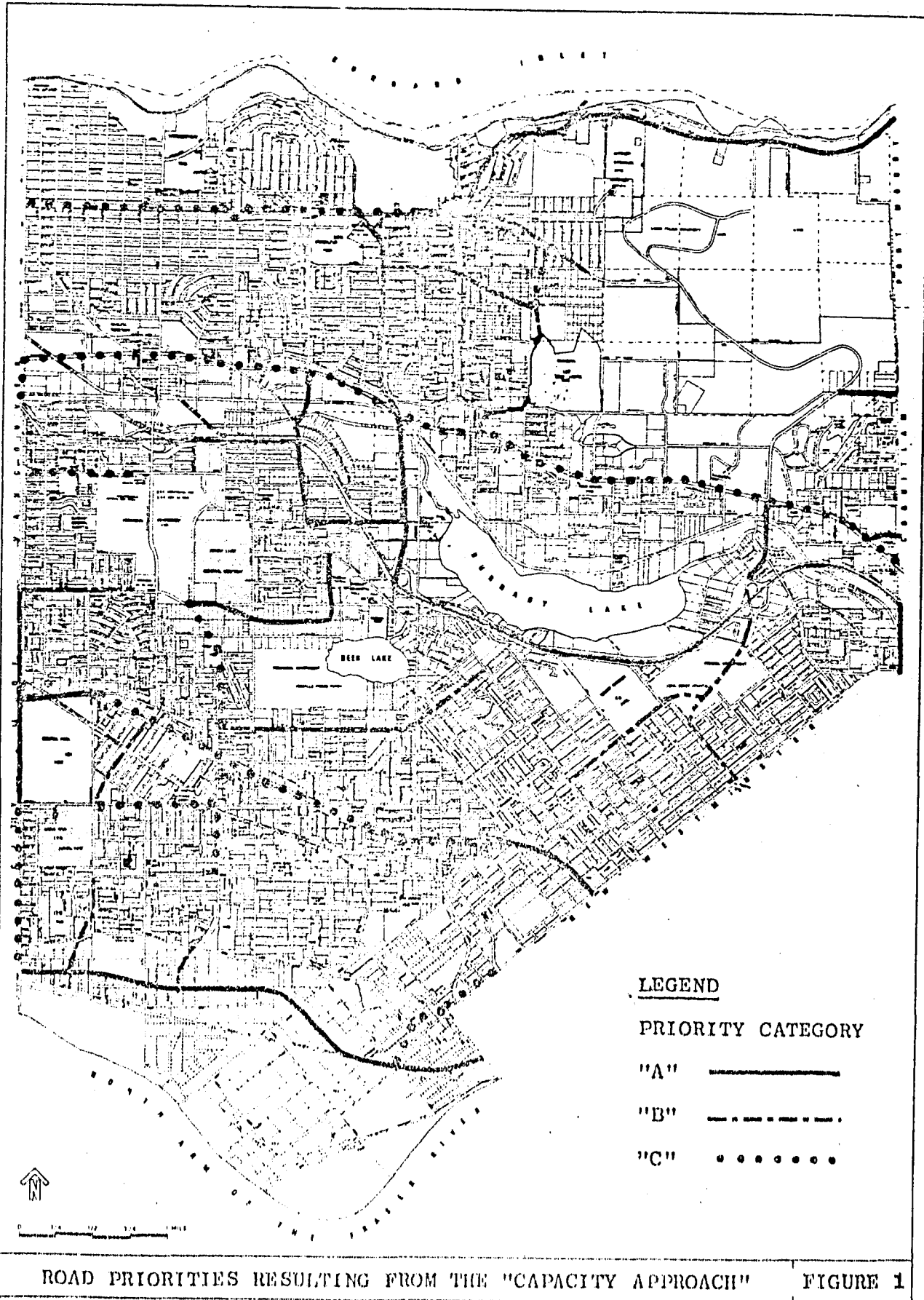
1. capacity - was defined as the ability of a road to accommodate 1985 traffic volumes on the existing pavement
2. railway crossings - the effect railway operations have on existing and forecast traffic flows
3. network continuity - a measure of the desirability to obtain more direct access to assist in circulation on prime traffic facilities
4. land use - an indication of the dependence of proposed land use or community development, or redevelopment, on a particular route existing or proposed for improvement
5. level of commitment - the degree to which commitment toward a particular route or improvement has been made in community plans, road design, right-of-way acquisition, community knowledge, physical improvement
6. availability of right-of-way - an indication of the current ownership of the required right-of-way
7. jurisdiction - an indication of the degree of autonomy from other government departments or municipalities, that the Corporation of Burnaby would have in pursuing improvement of the proposed route or link
8. public image - a measure of the relative urgency which the public places on the proposed improvement
9. traffic management - a measure of the effect traffic management techniques could have toward improvement the operation efficiency of a particular route or the entire network.

Weighted Criteria

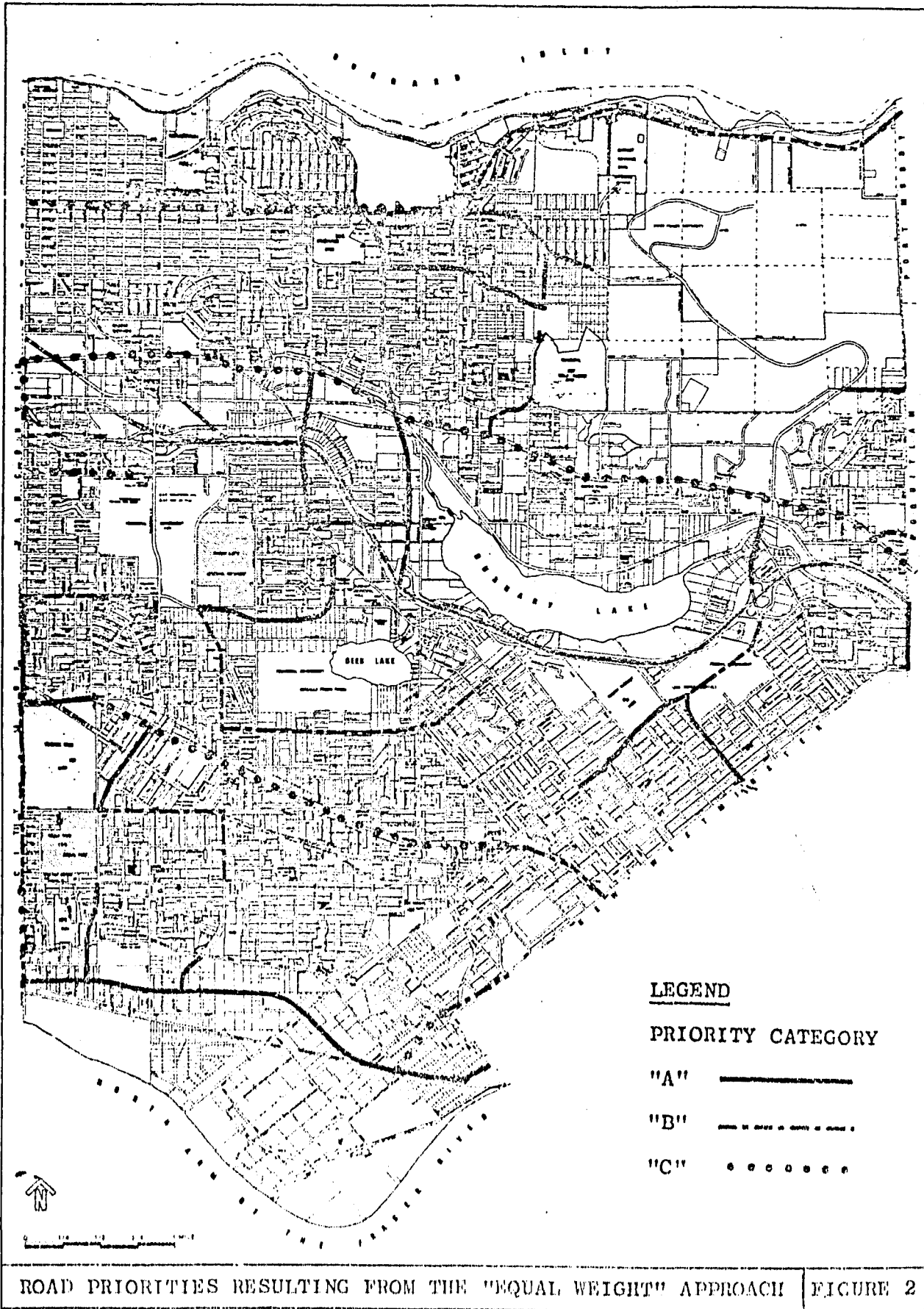
Following the establishment of a rating between "0" and "10" for each of the nine criteria, each were then weighted relative to the others within that group. The four differential weighting systems used are described as follows:

A "capacity approach" would place particularly heavy emphasis on all routes, or segments of routes, being able to accommodate high volumes of traffic. Under this system, capacity (criterion #1) accounted for approximately 60% of the differential weighting. Figure 1 illustrates the routes under the three priority categories evolved with this approach.

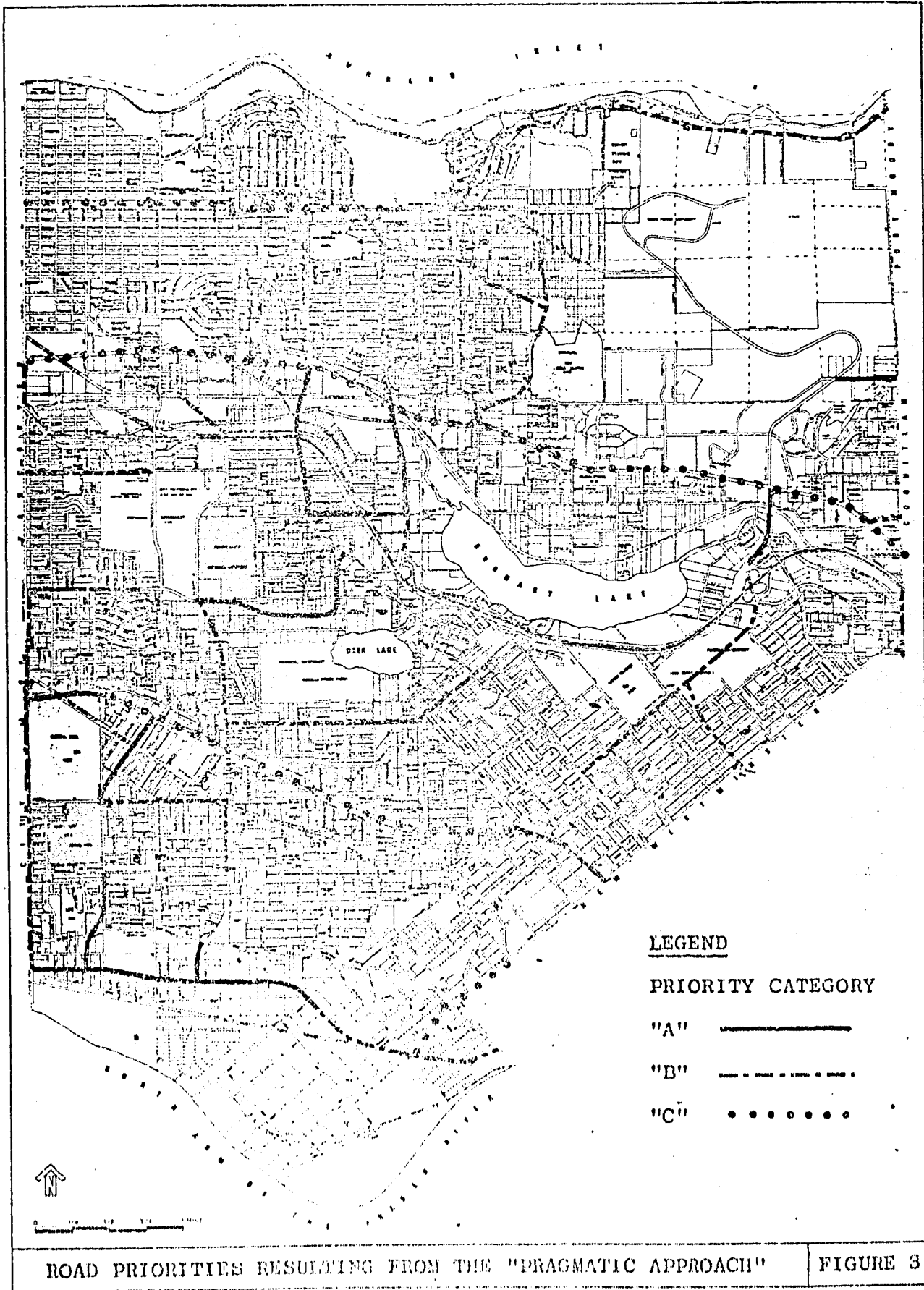
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