



RE: LETTER FROM MR. ROB STONE WHICH APPEARED ON THE AGENDA FOR THE
1983 JUNE 13 MEETING OF COUNCIL (ITEM 5b)
REQUEST FOR SIDEWALKS ON BARNET HIGHWAY AND ROYAL OAK AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 83 06 15

FROM: DIRECTOR ENGINEERING

SUBJECT: REQUEST FOR SIDEWALKS ON BARNET HIGHWAY AND ON
ROYAL OAK AVENUE

RECOMMENDATIONS:

1. THAT the request for chipwalks on Barnet Highway and on Royal Oak Avenue be denied, and
2. THAT Mr. Stone of #3, 6377 McKay Avenue, Burnaby, B.C., V5H 2W8, be sent a copy of this report.

SUMMARY:

High costs combined with very low pedestrian volumes result in our not recommending either of the "chipwalks" requested by Mr. Stone on Barnet Highway and on Royal Oak Avenue.

REPORT:

Neither of the two locations requested by Mr. Stone are heavily used pedestrian corridors nor are they frequently used by school children going to and from school. While we have not requested a detailed estimate of the costs involved, experience with previous "chipwalks" would suggest that the costs would be excessive, particularly during the current restraint period. In view of these two factors, lack of pedestrian volumes and high cost, we cannot justify the expenditure in terms of cost/benefit ratios.

Royal Oak Avenue, in addition to gravel shoulders on both sides which are adequate for pedestrian travel, has a wide grass boulevard on the west side which may be used by pedestrian traffic. To widen the shoulders on Barnet Highway would be the responsibility of the Ministry of Transportation and Highways as the Barnet is a Provincial highway. The provision of sidewalks on Provincial highways though would be a Municipal responsibility but as stated above we cannot justify the expenditure.

At one point Mr. Stone implies that he wishes these sidewalks to serve as bicycle paths. Under Section 185 of the Motor Vehicle Act bicycles are prohibited, unless signed to the contrary, from using sidewalks. Bicycle paths have been considered in other areas of Burnaby but due to the costs involved none have been implemented. A 1975 "guesstimate" of the construction cost of a bicycle path about 4.8 km long was approximately \$285,000; the cost today would be about double that figure.


DIRECTOR ENGINEERING

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c.c. () Traffic Supervisor