

RE: LETTER FROM MR. H.F.R. ADAMS WHICH APPEARED ON THE AGENDA FOR THE
1986 MAY 05 MEETING OF COUNCIL (Item 5 i)
REQUEST FOR LANE LIGHTING

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1986 06 04
FROM: DIRECTOR ENGINEERING
SUBJECT: REQUEST FOR LANE LIGHTING
4700, 4800 BLOCKS OF RIDGELAWN AND BRENTLAWN DRIVES

RECOMMENDATION

THAT Mr. H.F.R. Adams of 4771 Ridgelawn Drive, Burnaby, B.C.,
V5C 3Y1, receive a copy of this report.

REPORT:

Appearing on the agenda for the 1986 May 05 Council Meeting was a petition from Mr. H.F.R. Adams and thirteen other residents requesting the installation of ornamental lighting in the lane that is shown on the attached sketch.

The Municipality does not normally install street lighting in lanes. However Council, on 1985 November 18, approved an initiation for the placement of lease lighting on Hydro poles in the lane west of Willingdon Avenue between Grange and Burke Streets. This project, which will be financed as a local improvement, conforms to the policy adopted on 1985 November 18 whereby lane lighting is to be considered only where the front street is constructed to a multi-lane standard and the curb lane is designated as a travel lane. In such cases all properties fronting on such an arterial are required to take their vehicular access to a rear lane or a side street if available. The request from Mr. Adams et al has reference to a lane that does not meet the criteria as set out in the policy.

The Director Engineering is of the opinion that for the present there should be no change to this policy. It is felt that the Municipality should concentrate its proposed lighting projects on front streets which carry more traffic, both vehicular and pedestrian, because this practice provides a safety benefit to a larger segment of the community. When we have completed the major portion of our street system, which is some years away, we can review the lighting of lanes based on crime rates and other pertinent criteria. Perhaps we can then begin to consider lighting projects in commercial lanes and also ascertain if there is justification to allow a greater degree of latitude when considering lighting projects for residential areas.

In regard to the reference in the petition to the incidence of crime in the Brentwood area, the R.C.M.P. advise as follows:

"Our members, when speaking to groups, stress that keeping lights on, in and around homes, may have a deterrent effect toward possible crime as it is a natural trend that many potential culprits are reluctant to operate in lighted areas where they can be readily seen. Naturally this does not hold true in all instances, as is witnessed by daylight robberies and break-ins. Unfortunately, we

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have no recognized survey figures, etc., to substantiate the crime patterns in street lit areas versus non lit areas. There are always too many variables to make any figures really meaningful."

SUMMARY:

In summary, the request from the petitioners does not meet the criteria as contained in the Municipality's existing policy on installation of lighting but, as noted, it is felt that a review of this policy might be appropriate after lighting is more established on front streets which carry greater volumes of traffic; this would not be expected to take place for many years to come.


DIRECTOR ENGINEERING

HB:cf
cc: () Traffic Supervisor
Attach.

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PLAN 26085

EX.113



