

TO: CITY MANAGER 1998 August 19

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 8.640

SUBJECT: 1998 LOCAL IMPROVEMENT PROGRAM: 4300 BLOCK OXFORD ST.

PURPOSE: To respond to questions from Council regarding the upgrading of the 4300 block Oxford Street under the 1998 Local Improvement Program.

RECOMMENDATION:

1. **THAT** Council approve the inclusion of the 4300 block Oxford Street in the 1998 Local Improvement Program.

REPORT

1.0 INTRODUCTION

At its regular meeting of 1997 December 15, Council considered a report from the Director of Finance regarding the 1998 Local Improvement Program and approved local improvement projects for all streets in the program except the 4300 block Oxford Street. Council referred the local improvement for this block of Oxford Street to staff for a report that would respond to the following questions:

- Oxford is designated as a residential collector in the Burnaby Transportation Plan. What impact will narrowing the pavement in the 4300 block Oxford to the residential standard have on its collector function?
- Why has Oxford Street been curbed at 28 ft. at the Willingdon end and 36 ft. at the Boundary Road end?
- If Eton Street is made into a cul-de-sac, where will the bus be rerouted?

This report is written to respond to these questions posed by Council.

Additionally, it is noted that a report requested by Council 1998 July 27 on the subject of traffic counts on Eton and Oxford Streets and the status of left turn movements at Boundary and McGill will be submitted in due course by the Director Engineering following the taking of vehicle counts in September.

2.0 PAVEMENT WIDTH STANDARDS

The pavement width of a neighbourhood street is based on a number of factors, but the principal considerations are the street classification and the use of street by buses.

2.1 Street Classification

As shown in Figure 1, the Burnaby Transportation Plan classifies Eton, Oxford and Albert Streets as Local Collector streets serving east/west local traffic in the Burnaby Heights neighbourhood. As defined in the Transportation Plan, streets classified as Local Collectors are to be developed to an 11 m. (36 ft.) pavement surface which provides sufficient width for one traffic lane in each direction and one parking lane on each side. This standard is required for Local Collector streets which are designed to carry local traffic from the neighbourhood streets classified as Local Residential Streets to the major roads such as Willingdon, Hastings and Boundary Road. Local Residential Streets do not require the capability for two travel lanes and can be developed to an 8.5 m. (28 ft.) standard.

2.2 Bus Route

For several years the bus route serving the Burnaby Heights area has been routed along Eton Street. Use by buses requires the development of Eton to an 11 m. (36 ft.) pavement surface to allow these larger vehicles to operate safely in both directions.

In summary, current City policy on pavement width standards indicates that both Eton and Oxford streets should be developed to an 11 m. standard: Eton Street, in view of its classification as a Local Collector Street in the Burnaby Transportation Plan and its status as a bus route and Oxford Street, in view of its classification as a Local Collector Street.

3.0 LOCAL IMPROVEMENT PROGRAMS

3.1 Prior to the Cassiar Connector (The 1980s)

Both Eton and Oxford Streets have been involved in a number of Local Improvement Program initiatives over the years. Prior to the adoption of the Burnaby Transportation Plan in 1995 March, the previous Conceptual Transportation Plan (1980) had identified a pavement width standard of 11 m. (36 ft.) for Local Collector streets, but had not designated specific streets in Burnaby as Local Collector streets in the Plan. However, while neither Eton nor Oxford Streets were designated as Local Collectors, both streets in the 1980s were subject to higher traffic volumes (over 5,000 vehicles per day) than is typical for Local Residential Streets in Burnaby Heights. These higher traffic volumes resulted from

traffic congestion on Hastings Street and the availability of a convenient alternative route for both through traffic and local traffic via the Cambridge Overpass. Based on these higher traffic volumes, and in order to maintain safety, an 11 m. standard for both Eton and Oxford Streets was identified as a requirement under any Local Improvement initiative. In this context, the following LIP initiatives were pursued by residents:

- Oxford Street (Boundary to Willingdon) - a petition for an LIP based on an 11 m. (36 ft.) pavement surface was defeated in late 1986 by a vote of 58 in favor and 143 against.
- Eton Street (Macdonald to Ingleton) - a petition for an LIP based on an 11 m. (36 ft.) pavement surface was defeated in late 1987.

3.2 After Completion of the Cassiar Connector (1991)

In 1991, construction of the Cassiar Connector and the removal of the Cambridge Overpass resulted in a significant reduction in traffic volumes on the east-west streets through Burnaby Heights. Daily traffic volumes on both Eton and Oxford Streets declined from approximately 5,000-6,000 vehicles to 2,000-3,000 vehicles. During this period, prior to adoption of the Burnaby Transportation Plan in 1995 March, two requests for Local Improvements involving the 4300 block (1994 September) and the 4400 block of Oxford Street (1993 February) were received by the City. As a result of these requests, petitions were issued to residents for upgrading of both blocks under LIP to a 8.5 m. standard. The narrower 8.5 m. pavement surface was identified because of the following:

- neither Eton nor Oxford Street had been designated as Local Collector Streets in the then-current Transportation Plan
- traffic volumes on Oxford had declined to levels appropriate for a Local Residential street - less than 3,000 vehicles per day - which did not require an 11 m. pavement with a capability for two travel lanes
- the through continuity of Oxford Street as a Local Collector had been impeded by the introduction of alternate stop sign control

Following approval of the petition by residents, the 4400 block of Oxford was constructed during the 1996 Local Improvement Program to a 8.5 m. standard with a flaring of the pavement to 11 m. at the intersection with Willingdon to allow right turning movements. Later in 1997, the petition for the 4300 block Oxford was approved and scheduled for construction as part of the 1998 Local Improvement program.

3.3 Adoption of the Burnaby Transportation Plan (1995 March)

In 1995 March the Burnaby Transportation Plan not only adopted a pavement width standard of 11 m. for streets classified as Local Collectors, but also designated Albert, Eton and Oxford streets as east-west Local Collectors within the Transportation Plan. In conformance with the Transportation Plan, all future LIP petitions which are issued to residents as a result of requests will specify an 11 m. standard pavement width. Recent LIP requests have been received from the 3800 block, the 3900 block and the 4200 block of Oxford Street, but no petitions have been issued.

The requests for LIPs for both the 4300 block and the 4400 block of Oxford were received after construction of the Cassiar Connector, when the function of Oxford Street had been reduced to that of a local residential street and prior the adoption of the Burnaby Transportation Plan, when Oxford was designated as a Local Collector Street. LIP petitions for both blocks were therefore issued and approved by residents at a 8.5 m. pavement standard and the 4400 block Oxford constructed to this pavement standard. It is therefore recommended that Council's approach to this matter reflect an equitable treatment for the 4300 block Oxford which would recognize the need to "grandfather" both LIP projects, honouring the fact that the petition was initiated prior to the designation of Oxford as a Local Collector, and permitting construction of the 4300 block Oxford Street to a 8.5 m. pavement surface width as approved by residents.

4.0 CHEVRON BUFFER LANDS CONSIDERATIONS

A public process is currently underway to determine the disposition of the Chevron Refinery buffer lands that would extend from the refinery southwards. The plan approved in principle by Council many years ago has been to include the 4300 and 4400 blocks of Eton Street in the buffer zone, close Eton between Madison and Willingdon, and transfer ownership of a portion of Eton (generally between Rosser and Willingdon) to Chevron Canada in exchange for other lands. This would make it necessary to reroute the # 139 bus route that currently operates on Eton Street between Boundary Road and Willingdon to another street.

An alternative routing for the #139 could be either Oxford or Cambridge Streets, but a rerouting via Oxford would be incompatible with the standard of 8.5 m. currently provided in the 4400 block of Oxford Street. Further, a rerouting via either Oxford or Cambridge would affect residents who formerly have not had a bus route on their streets. One option to retain the bus route on Eton Street while including the 4300 and 4400 blocks of Eton in the Chevron buffer zone would be to maintain Eton Street as a "bus and local traffic only" route in these two easterly blocks.

5.0 CONCLUSION

Although the residents of the 4300 block of Oxford Street have supported a Local Improvement project, the street has been excluded from the 1998 LIP Program to address questions raised by Council about the pavement width standard for a Local Collector. As has been noted in this report, the pavement standard of 8.5 m. for both the 4300 block and the 4400 block of Oxford street was defined by the City prior to the adoption of the Burnaby Transportation Plan. As LIP requests for both of these blocks predate the Burnaby Transportation Plan, and as the 4400 block Oxford is already constructed to an 8.5 m. pavement width, it is therefore recommended that in the interests of equitable treatment for both blocks, the LIP for the 4300 block be allowed to proceed for construction as part of the 1998 Local Improvement Program.

However, as the currently-approved Burnaby Transportation Plan designates both Eton and Oxford Streets as Local Collectors and prescribes a minimum pavement surface width of 11 m. (36 ft.), it is staff's intention to ensure that any future Local Improvement petitions on these streets will be issued to residents based on this standard.



D.G. Stenson, Director
PLANNING & BUILDING

Attachment
RG/sk

cc: Director Finance
Director Engineering

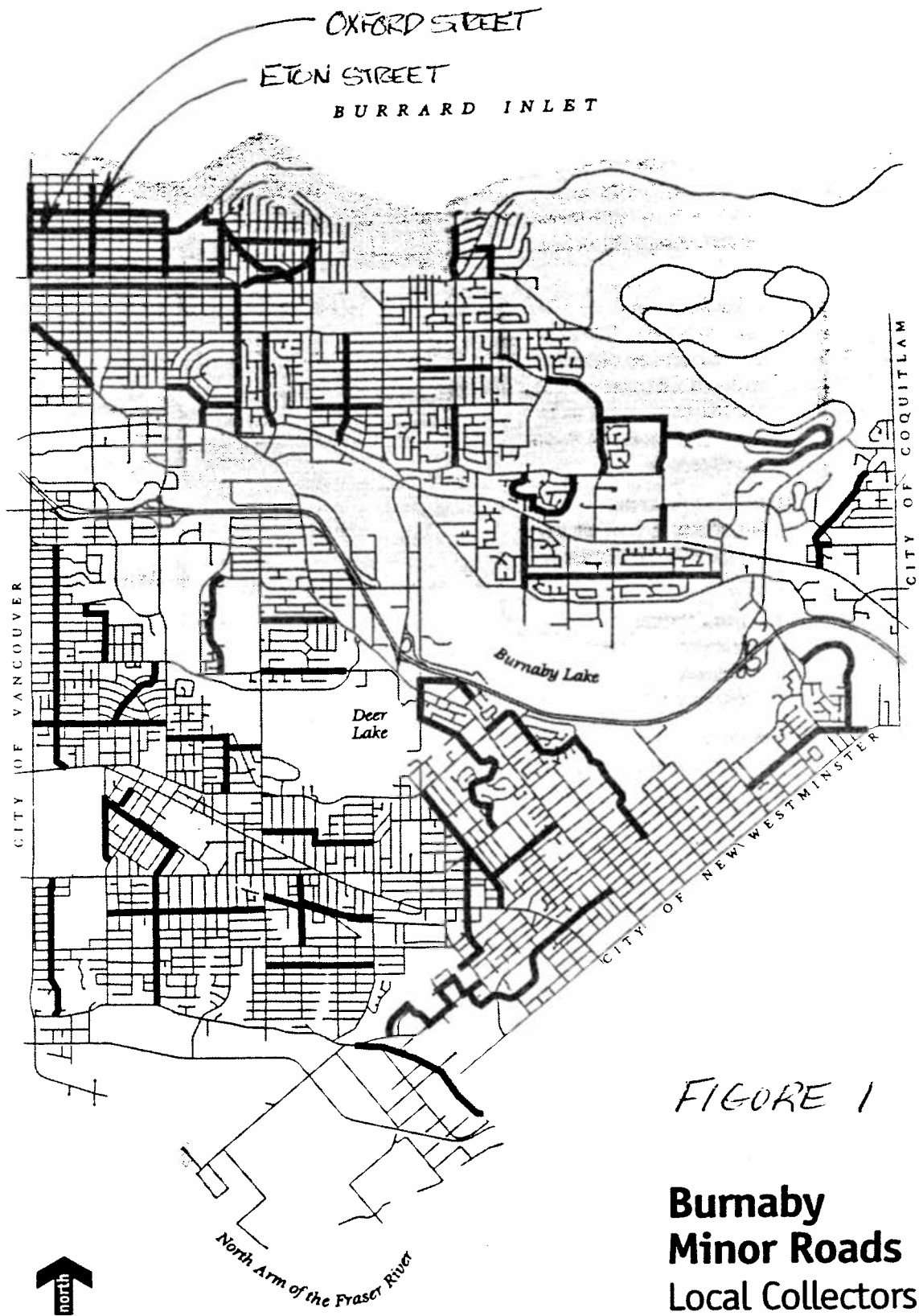


FIGURE 1

**Burnaby
Minor Roads
Local Collectors**