

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

ROADWAY LIGHTING POLICY

RECOMMENDATION:

1. **THAT** Council approve the recommended policy for roadway and lane lighting outlined in the attached report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 June 01, received and adopted the attached report providing consistent treatment of requests for roadway and lane lighting.

Mr. D. Berardine
Mr. K. Friederici
Mr. E. Fourchalk
Mr. P. Herring
Ms. L. Kapp
Mrs. D. Mumford
Mrs. R. Oostlander
Mr. J. Parminter
Mr. D. Richardson

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

:COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

DATE: 1999 05 25

FILE:

SUBJECT: ROADWAY LIGHTING POLICY

PURPOSE: To Provide Consistent Treatment of Requests for Roadway and Lane Lighting

RECOMMENDATION:

1. **THAT** the Committee forward the recommended policy for roadway and lane lighting outlined in this report to Council for approval.

REPORT

1.0 BACKGROUND

The City of Burnaby maintains two types of roadway lighting, interim and finished standard.

1. Interim standard lighting is provided by leasing lights from BC Hydro which are installed on utility poles at every street intersection or every 215 metres (700 feet) whichever is closer.
2. Finished standard lighting is provided through the City's Local Improvement Program (LIP) and features steel poles, high-pressure sodium vapour lights and a spacing of approximately 50 metres.

Staff routinely receive requests for additional roadway lighting beyond the interim standard, and more and more frequently we are receiving requests for lighting in laneways. Some of these requests have been granted which have in turn have tended to set a precedent for later requests. Staff are finding it increasingly difficult to adjudicate requests because there is no policy being employed to moderate installations.

Street lights are required for transportation safety purposes. They help reduce accidents at intersections and provide visibility where pedestrians may legally cross. Lane lights are installed primarily to help deter crime and not for transportation purposes. It could be argued that if lighting to deter crime is a need, then the local residents should directly provide their own lighting. We note that security lighting incorporating motion detectors and photo cells is readily available at moderate cost.

A problem with lane and other lighting is incidental lighting of neighbours property where it may not be desired. Hence when the City provides lighting and installations we do so by petition so we can be assured of the majority of residents being satisfied.

Other elements to be considered are safety, fairness, consistency and cost effective service to the public. If we provide a service for one area of Burnaby, we must arguably provide the same level of service for another but in many instances the utility poles required to support lease lighting are not available. While the power and maintenance cost for a lease light runs about \$50 per year, the overall budget for leased lights is approaching \$100,000 per year, so cost is also a factor.

2.0 FINISHED STANDARD LIGHTING

To have finished standard lighting installed an LIP request must be received by the Engineering Department from property owners or another City Department. LIP's are undertaken for the benefit of the property owners whose property directly abuts the street where the work is done.

Requests are prioritized in the order received and are included in the budget for construction subject to funding availability. Most LIP works are done by the "Petition Method". This means that once the project request is included in the current year's budget, a petition form is sent to the property owner who made the original request. That property owner is then expected to circulate and return it to City Hall after sufficient signatures have been obtained. If at least two-thirds of the owners sign in favour of having the work done, the petition will be submitted to Council for approval.

Costs for LIP street lighting are shared between the City and abutting owners, with the owners' share being approximately 60% of the total construction cost. Current cost for street light LIP works is \$1.25 per foot of taxable frontage per year for a fifteen year period. To avoid interest charges, a lump sum payment may be paid by the due date of the first year the charge appears on the tax statement, or in any subsequent year.

The assessed taxable frontage for most regular shaped lots is the actual distance abutting the work. For irregularly shaped lots (e.g., cul-de-sacs, etc.) the assessed frontage takes into consideration the area, shape and other unique features to ensure a fair assessment when compared with other lots.

3.0 INTERIM STANDARD LIGHTING

Interim standard lighting is provided by leasing lights from BC Hydro which are installed on utility poles at every street intersection or every 215 metres (700 feet), whichever is closer. Lights are also placed at the end of dead-end streets or at severe changes in alignment. The intent is to encourage the installation of LIP lighting, while providing a basic safe environment for motorists and pedestrians. This is desirable from an operating budget perspective as lease lights cost roughly three times as much to operate as City owned lights.

The current spacing of lease lights reflects the average block spacing of 200 metres (660 feet) restricting the use of mid-block lights to excessively long blocks. If this spacing were reduced to less than 200 metres, many additional lease lights would be installed. Installation of these lights mid-block in 200 metre blocks would result in an effective spacing of 100 metres.

3.1 Proposed Policy

The intent of this policy is to reaffirm interim nature of lease lights and the standard for installation.

Lease Lighting

New installations of lease lights in excess of past practice discussed previously should only be installed in exceptional circumstances approved by the Traffic Safety Committee. The following process/considerations should be used for installation of additional hydro lease lights in Burnaby.

1. A written resident request outlining the need for added lighting ideally including support of an established Block Watch program.
2. Utility poles are available for light installation.
3. An information letter is sent describing where a light can be considered along with a petition form to be signed by at least 66% of adjacent property owners.
4. The petition is submitted to Traffic/Engineering Staff, and signatures are checked against homeowner information.
5. A report is submitted by Staff to the Traffic Safety Committee for approval.

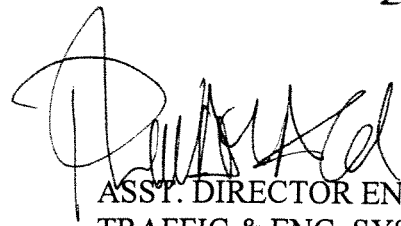
Additionally, lane lighting should not exceed lighting levels on adjacent streets, therefore the lane light installation should take into account the following spacing requirements:

6. Lights at lane/street intersections should not be installed since they would increase the street lighting beyond the "interim" standard for streets, only "mid" lane installations will be considered.
7. If no light exists at the lane/street intersections and the lane is over 150 metres long, a "mid" lane installation may be considered (the lane must be over 215 metres in length before a second light can be installed.)

8. If a light exists at the lane/street intersection (for instance if LIP work has been done) and the lane is over 215 metres long, a "mid" lane installation may be considered (the lane must be over 430 metres in length before a second light can be installed.)

CONCLUSION

We recommend that the "interim" roadway lighting policy should be affirmed by Council to provide staff with an effective way of moderating requests for additional lighting. Any new installations beyond this standard for streets, laneways, should first be approved by the Traffic Safety Committee before installation.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

MDS:

cc: City Manager

