

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

RE: SIDEWALK CONSTRUCTION ALONG RUMBLE STREET (PATTERSON TO McKAY)

RECOMMENDATION:

1. **THAT** Council approve the construction of an interim standard asphalt footpath on the North side of Rumble between Patterson and McKay.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its Open meeting held on 2000 November 07, received and adopted the *attached* report responding to the direction of the Committee to investigate provision of an interim standard walkway along this section of road.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Member

Councillor G. Begin  
Member

: COPY - CITY MANAGER - DIRECTOR ENGINEERING
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City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 2000 10 24  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 50-01-11  
**SUBJECT:** Sidewalk construction along Rumble Street ( Patterson to McKay)  
**PURPOSE:** To respond to the direction of the Committee to investigate provision of an interim standard walkway along this section of road.

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RECOMMENDATION:

1. **THAT** Council approve the construction of an interim standard asphalt footpath on the North side of Rumble between Patterson and McKay.

**R E P O R T**

Arising from New Business portion of the 2000 October 03 meeting of the Traffic Safety Committee, staff were requested to report back on resolving the difficulty created for pedestrians along Rumble Street between Patterson and McKay, as a result of the recent pavement rehabilitation. The repaving of this interim standard roadway saw the pavement cap being widened to accommodate cyclists reducing the shoulder formerly used by pedestrians. The possible installation of a temporary asphalt walkway was seen as the most reasonable solution.

Boulevard grades along this section of Rumble Street dictate the most practical and cost effective location for a temporary sidewalk would be the north side of the roadway. This coincides with pedestrian requirements given the schools on the North side of Rumble. However, the positioning of the sidewalk within the north boulevard area would affect residents ability to park in front of their properties.

The sidewalk could most readily be positioned directly next to the westbound travel lane of Rumble Street. Separation would be provided by a 150mm ( 6 ") asphalt curb. This option would be most sympathetic to resident landscaping which provides a buffer from the road. However the curbside

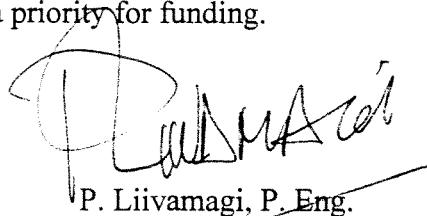
foot path would preclude vehicular access to the boulevard area, hence prohibiting "legal" on street parking. Onsite parking is accessed from the street as there is no rear lane - corner lot homes take access to rear yards from flanking streets.

Ideally the walkway should be separated from the road edge, similar to existing permanent sidewalks on adjacent blocks both east and west of this section of roadway. This would be a perceptibly safer environment for pedestrians. It would also minimize the loss of boulevard parking. However, boulevard grades at the Patterson Avenue end of the block do not permit the construction of a continuous separated walk in this section, hence the walkway would be need to be constructed adjacent to the road edge.

Staff hand delivered a letter to all 11 residences potentially affected by the sidewalk on Friday October 13. We suggested a curbside footway and requested resident input by October 19. To date only three residents have contacted staff. Of the three, two were in support of the proposed sidewalk, while the third was supportive if on street parking in front of his property was not affected. This position was reiterated in the attached correspondence.

As part of the boulevard remediation associated with the pavement rehabilitation project along this section of Rumble Street, some landscaping has been removed, and the boulevard has been regraded to provide sufficient width to accommodate a minimal gravel walkway and parking strip for residents.

We estimate that the cost to construct a 1.5 metre abutting asphalt walkway along the north side of this road is \$17,000. A partially separated walkway would cost approximately \$20,000. At present there are insufficient funds in the current Engineering Budget to complete this improvement. A new programme for interim standard walkways has been introduced in the provisional 2001 operating budget and if approved this project would be a priority for funding.



P. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AE

cc: City Manager

4275 Rumble St  
Burnaby B.C.  
V5J 1Z9

18 October 2000

Alan Evans  
Engineering Department  
City of Burnaby

FAX: 294-7425

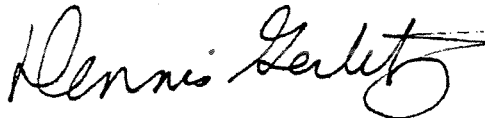
Dear Mr. Evans:

Further to our telephone conversation last Monday regarding the temporary asphalt sidewalk on the 4200 block of Rumble St. I would like to offer these comments and recommendations in writing.

That any walkway be placed as close to the residences' property as possible and distanced from the moving traffic. Surely the walkway should be placed where people feel safe and are safe as opposed to the convenience of the engineering department. After observing the grade along the north side I am sure that this can be accomplished along most of the street. Only the grade in front of the two most westerly homes are too steep.

I note that the block further west has their temporary walkway close to the property line.

Sincerely,



Dennis Gerlitz  
Phone 437-8869

cc. P. Liivamagi Asst. Director

FILE

OCT 18 2000

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(DE:PL)



