

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: STREET IMPROVEMENT PROGRAMS

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Herb & Deborah Simak, 7119 Buffalo Place, Burnaby, B.C. V5A 1Y8.

R E P O R T

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2001 February 06, received and adopted the *attached* report to respond to the Committee's request for information regarding the City's Local Improvement Program (LIP) particularly with respect to alternative means of funding street improvements.

The Committee requested a further staff report on the policies in other municipalities in the lower mainland relative to LIP and the designation of major roads.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR FINANCE - DIR. PLNG. & BLDG.</p>

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2001 01 30
FROM: DIRECTOR ENGINEERING **FILE:** 55-01-01 /
70-01-01
SUBJECT: STREET IMPROVEMENT PROGRAMS
PURPOSE: To respond to the Committee's request for information regarding the City's Local Improvement Program (LIP) particularly with respect to alternative means of funding street improvements.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Herb & Deborah Simak, 7119 Buffalo Place, Burnaby BC V5A 1Y8.

R E P O R T

1.0 INTRODUCTION

At its 2000 November 7 meeting, the Traffic Safety Committee received Mr. Herb Simak as a delegation. Mr. Simak provided an outline of recent correspondence with City staff regarding the standard of Bainbridge Street. Mr. Simak's concern is primarily related to pedestrian safety but he is also concerned with vehicular congestion/usage issues all of which flow from the unfinished interim standard of Bainbridge south of Greenwood.

Staff had said that the construction of Bainbridge to an urban standard with curbs, boulevards, street lighting, sidewalks, etc. were contingent upon the successful delivery of a Local Improvement Program (LIP). As a LIP initiative in this section had only recently failed in garnering sufficient support staff had proposed pursuing the construction of an asphalt footpath along the more critical east side of Bainbridge as an interim measure.

Mr. Simak contended that, as Bainbridge was a Major Collector, the City at large should bear the cost of constructing the street rather than the immediately abutting residents through LIP.

As an alternative, Mr. Simak suggested that the more immediate neighbourhood could fund the improvements. This latter proposal is somewhat akin to the "Specified Area" provision of the Local Government Act in respect to LIP works.

As Mr. Simak's proposals run counter to the present LIP procedure, the Committee asked staff to report on the policy implications. The Committee was particularly interested in whether road completion projects have been carried out outside of the LIP and if so, what the circumstances were.

2.0 BACKGROUND TO LIP

The Local Government Act prescribes that Council may, by bylaw, direct certain types of work be undertaken as local improvements. In Burnaby, however, local improvements have been limited to:

- Roadworks (pavements and sidewalks) including lanes
- Street lighting
- Traffic calming measures

The LIP program responds largely to property owner requests for improvements, but may also include projects initiated by the City where there are concerns for traffic and pedestrian safety or maintenance considerations. City initiated projects are generally collector streets compiled from Council requests and staff recommendations. Collector streets are an important component of the Transportation Network and since no other source of funding is available for widening and upgrading, the LIP program has been invaluable in bringing them up to urban standard with curbs and gutter, boulevard with trees, sidewalks and streetlights.

Streets that are candidates for upgrading typically have aging interim strip pavements, gravel road shoulders, ditches and culverts for storm drainage. A LIP project would typically provide proper storm drainage facilities, eliminate gravel shoulders and ditches, and rehabilitate the asphalt pavement.

Under the Local Government Act, local improvements may be undertaken on the initiative of Council or by petition from abutting owners. The essential difference between the "Initiative" and "Petition" method is that the former is regarded as a Council endeavour that seeks the approval of property owners; whereas, the "Petition" method places the onus on citizens to obtain the requisite approvals from within the neighbouring community. Council have previously endorsed the "Petition" method for local improvements in Burnaby as it stimulates public participation in the approval process and is likely to more accurately reflect the wishes of the community.

The cost impact of a LIP program is broken into two components:

- Property Owner Share
- City Share

For roadworks, abutting property owners are charged 50% of the cost of constructing a standard 8.5m (28-foot) local residential street. The City pays the remaining 50% plus the costs of storm sewers and any construction greater than the basic 8.5m width. On average, the City's share represents 65 - 75% of the overall construction cost depending on the mix of streets within the program.

Perusal of LIP construction history in Burnaby since the early 1960's suggest that all finished streets, other than major arterials, were upgraded through the LIP process and cost shared with abutting owners. Major arterial streets, generally with restricted access to abutting properties, are funded 100% by the City through the Major Roads Capital Improvement Program.

Mr. Simak's suggestion that the City at large bears the entire costs of upgrading Bainbridge rather than cost-sharing with abutting residents would disadvantage property owners who have paid or are continuing to pay for improvements on their street. His suggestion for an area wide LIP is a novel one, but we believe it would be no more successful in garnering success than the recently failed Bainbridge LIP initiative. It would also be a daunting task for the resident petitioner to canvass a wider neighbourhood.

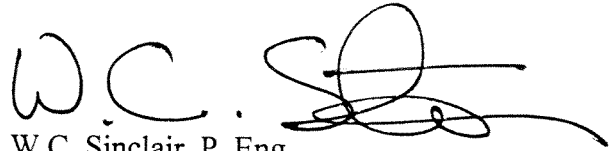
3.0 DEVELOPMENT RELATED IMPROVEMENTS

There are many examples of Burnaby Streets being improved or constructed to a final standard through the redevelopment process. The developer(s) then bears the cost rather than the City. In this instance the residential/industrial area centred on Bainbridge north of Government is shown in the OCP for future redevelopment as an "urban village." The planning process, which would include resident consultation has not yet been initiated but with the advent of SkyTrain we would anticipate that any redevelopment process in the vicinity of stations (in this case the Sperling Station) would be accelerated.

4.0 DISCUSSION/CONCLUSION

The LIP process is an integral component of the City's infrastructure renewal and upgrading program. Procedures have been refined, within constraints of the Local Government Act, to encourage citizen participation and increase the program's effectiveness in meeting community needs. Accordingly, it is recommended that future upgrading of Bainbridge be cost shared with abutting residents using current LIP rules.

It is also recommended that staff pursue the development of a paved interim footpath along the east side of Bainbridge, as previously proposed, to improve pedestrian safety until such time as area improvements are undertaken through LIP/development process.

A handwritten signature in black ink, appearing to read 'W.C. Sinclair', with a stylized flourish extending from the end.

W.C. Sinclair, P. Eng.
DIRECTOR ENGINEERING

PL/AAS:jb

cc: City Manager
Director Planning & Building
Director Finance

