

CITY OF BURNABY
TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2004 SIDEWALK IMPROVEMENT PROGRAM

RECOMMENDATION:

1. **THAT** Council approve the 2004 City initiated Sidewalks Local Area Service Program, as discussed in this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2004 June 01, received and adopted the *attached* report recommending a City initiative Sidewalks Local Area Service Program for commercial and industrial areas for 2004.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING
DIRECTOR FINANCE
DIRECTOR PLANNING AND BUILDING

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2004 06 01
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 35000-30
2004 LASP-SW
SUBJECT: 2004 SIDEWALK IMPROVEMENT PROGRAM
PURPOSE: To recommend a City initiative Sidewalks Local Area Service Program for commercial and industrial areas for 2004.

RECOMMENDATION:

1. **THAT** Council approve the 2004 City initiated Sidewalks Local Area Service Program as discussed in this report.

REPORT

1.0 BACKGROUND

In 2003, Council approved a City initiated interim sidewalk Local Improvement Program (now called Local Area Service Program) for 3 trial streets, Gilmore - Canada Way to Manor, Brighton - Loughheed to Government and Government - Brighton to Cariboo. This program was proposed to address an increasing number of requests for upgraded walk facilities on roadways where it has been difficult to obtain owner support under orthodox LIP means. These type of requests are typically in older commercial/industrial areas and have become more frequent since the opening of the SkyTrain Millennium Line.

As this program is successful in providing upgraded asphalt walk facilities in locations where clear demand was demonstrated, and we propose to continue with a 2004 program. Accordingly, the 2004 Annual Financial Plan includes \$50,000 for this program. The majority of costs would be borne by adjacent properties.

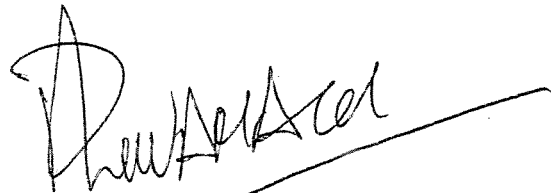
2.0 PROPOSED 2004 PROGRAM

The streets selected for the 2004 program are ones where there is little immediate prospect of adjacent redevelopment and where the pedestrian need is greatest, subject to the overall budget constraint. The project extent of the 3 streets chosen for the 2003 program was approximately 1010 lineal metres of interim asphalt walk. Based on this experience, we propose the following two streets be approved for the 2004 program.

- 2.1 **Lake City Way (West Side) Broadway to Enterprise Street (600m).** With the opening of the Lake City station in Fall 2003, pedestrian traffic utilizing this road as an access to the station has increased significantly. We have received a number of requests for walks along this street from residents in the Meadowood Park and Forest Grove areas. The residents typically note that they use the station on a regular basis but are uncomfortable with the walking environment in this industrial area.
- 2.2 **Douglas Road (East Side) Goring Street to Norland Avenue (450m).** Prior to the opening of the Millennium Line, pedestrians on Douglas Road voiced concerns over the lack of upgraded walk facilities in this area. With the opening of the line, pedestrian activity has increased as has the requests for upgrades. In particular the Burnaby Association for Community Inclusion has indicated that a number their clients walk along Douglas to make use of the area Transit facilities. An upgraded link between these intersection would improve pedestrian "comfort".

3.0 DISCUSSION / CONCLUSION

In many older commercial and industrial areas in Burnaby there are finished roads without sidewalks. Many of these roads will be upgraded to include sidewalks when adjacent properties are redeveloped. In other cases there is no foreseeable prospect of early redevelopment and pedestrians will be required to use boulevards and the roadway well into the future. In residential areas, the introduction of sidewalks can be achieved through a resident initiative Local Area Service Program. In commercial industrial areas a property-owner initiative is not practical and a City initiated program has been implemented. It is noted that urban standard concrete sidewalks would replace the asphalt ones when adjacent redevelopment occurs.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
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EJ/PL:

cc: Director Planning
Director Finance

