

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: 2008 SIDEWALK IMPROVEMENT PROGRAM**

**RECOMMENDATION:**

1. THAT Council approve the 2008 City initiated Sidewalks Local Area Service Program, as discussed in this report.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2008 February 05, received and adopted the *attached* report recommending a City Initiated (asphalt) Sidewalks Local Area Service Program for Commercial and Industrial Areas for 2008.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor G. Evans  
Member

<p>Copied to: City Manager Director Engineering Director Finance Director Planning &amp; Building</p>
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE **DATE:** 2007 December 04

**FROM:** ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS **FILE:** 35000-30  
*Ref:* LASP 2008, Comm/Ind

**SUBJECT: 2008 SIDEWALK IMPROVEMENT PROGRAM**

**PURPOSE:** To recommend a City Initiated [asphalt] Sidewalks Local Area Service Program for Commercial And Industrial Areas For 2008

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**RECOMMENDATION:**

1. **THAT** Council approve the 2008 City initiated Sidewalks Local Area Service Program as discussed in this report.

**REPORT****1.0 INTRODUCTION**

In 2003, Council approved a City initiated interim sidewalk Local Improvement Program (now called Local Area Service Program – LA6SP). This program was proposed to address an increasing number of requests for upgraded walk facilities on roadways where it is difficult to obtain an owner initiated LASP. These types of requests are typically in older commercial/industrial areas and have become more frequent since the opening of the SkyTrain Millennium Line. The program provides for “interim” standard asphalt walks as we anticipate the installation of standard concrete sidewalks through adjacent redevelopment in the future.

**2.0 BACKGROUND**

This program has been successful in providing upgraded walk facilities in needed locations. We continue to receive sidewalk requests and propose to continue with a 2008 program. Staff believes the locations discussed below meet the intent of this program and are considered appropriate candidates for the 2008 program.

### **3.0 PROPOSED 2008 PROGRAM**

The streets selected for the 2008 program are ones where there is no immediate prospect of adjacent redevelopment and where the pedestrian need is greatest, subject to the overall budget constraint. The extent of past projects covered approximately 1000 lineal metres of interim sidewalk..

#### **3.1 Production Way (East Side) Commerce Ct to Eastlake Dr (250m.)**

Subsequent to the opening of the Millennium Line Production Way SkyTrain Station, the City, in conjunction with TransLink under TRRIP (Transit Related Infrastructure Program) constructed sidewalks on the east side of Production Way, adjacent the Station, extending from Lougheed Hwy to Commerce Ct. The proposed sidewalk will result in an improved walking surface tying into the urban trail along Eastlake Dr and the finished sidewalks on Production Way north of Eastlake Dr and extending to the Forest Grove residential neighborhood.

#### **3.2 Commerce Ct (South Side) Production Way to Cul-De-Sac (180m).**

Sidewalk requests have been received from workers at businesses located at the east end of the Commerce Ct cul-de-sac. Many of the staff from the local business utilize Transit/SkyTrain and walk the remaining distance. As noted above, walks exist from the station to Commerce Ct. The construction of an interim walk on Commerce Ct would complement both the existing and proposed extension to the walk(s) on Production Way discussed above.

#### **3.3 Manor St (South Side) Sumner Ave to East Property Line 3020 Gilmore Div (180m)**

The rezoning of the Gateway Casino site located at Sumner Ave and Dominion St generated concerns/enquiries regarding various traffic and safety issues along Manor. These range from construction related items such as truck traffic, loading, and construction parking to ultimate needs for on-street business parking, driveway clearances, road widths and uses and pedestrian needs.

It is noted that walks only exist on Manor St adjacent one lot and pedestrian traffic between the Gilmore SkyTrain and local enterprises is often seen walking on the roadway. This route also provides a connection to bus service on Gilmore Diversion. Both foot and vehicle traffic is expected to increase with the draw of the new Casino, especially when recognizing. The interim walk program is seen as an appropriate way to provide for pedestrian needs on this roadway given that the street itself is already constructed to a finished standard.

#### **3.4 Sumner Ave (West Side) Manor St to Canada Way (265)**

Sumner Ave. also abuts the new Casino site and the concerns noted above also apply here. While there is a concrete walk on the east side of Sumner, an accompanying west side walk would also be beneficial in providing a choice for pedestrians and reducing the need for crossing Sumner Ave, which is expected to see increased traffic volumes.

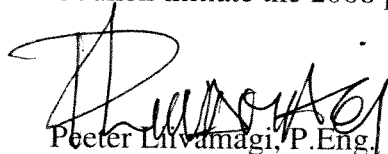
To: Traffic Safety Committee  
From: Asst. Director Engineering, Traffic and Engineering Systems  
Re: 2008 SIDEWALKIMPROVEMENT PROGRAM  
2007 December 04

Page 2

#### 4.0 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 immediately foreseeable prospect of early redevelopment and pedestrians would 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.

The estimated cost for the proposed program of \$95,000, exceeds the current annual budget allocation of \$40,000. However sufficient Capital Reserve funds are available and the appropriate adjustments will be made in the 2008 Annual Financial Plan. The cost would subsequently be refunded by adjacent properties through the LASP charge. It is requested that Council initiate the 2008 program for the noted locations.



Peeter Liivamägi, P.Eng.  
ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

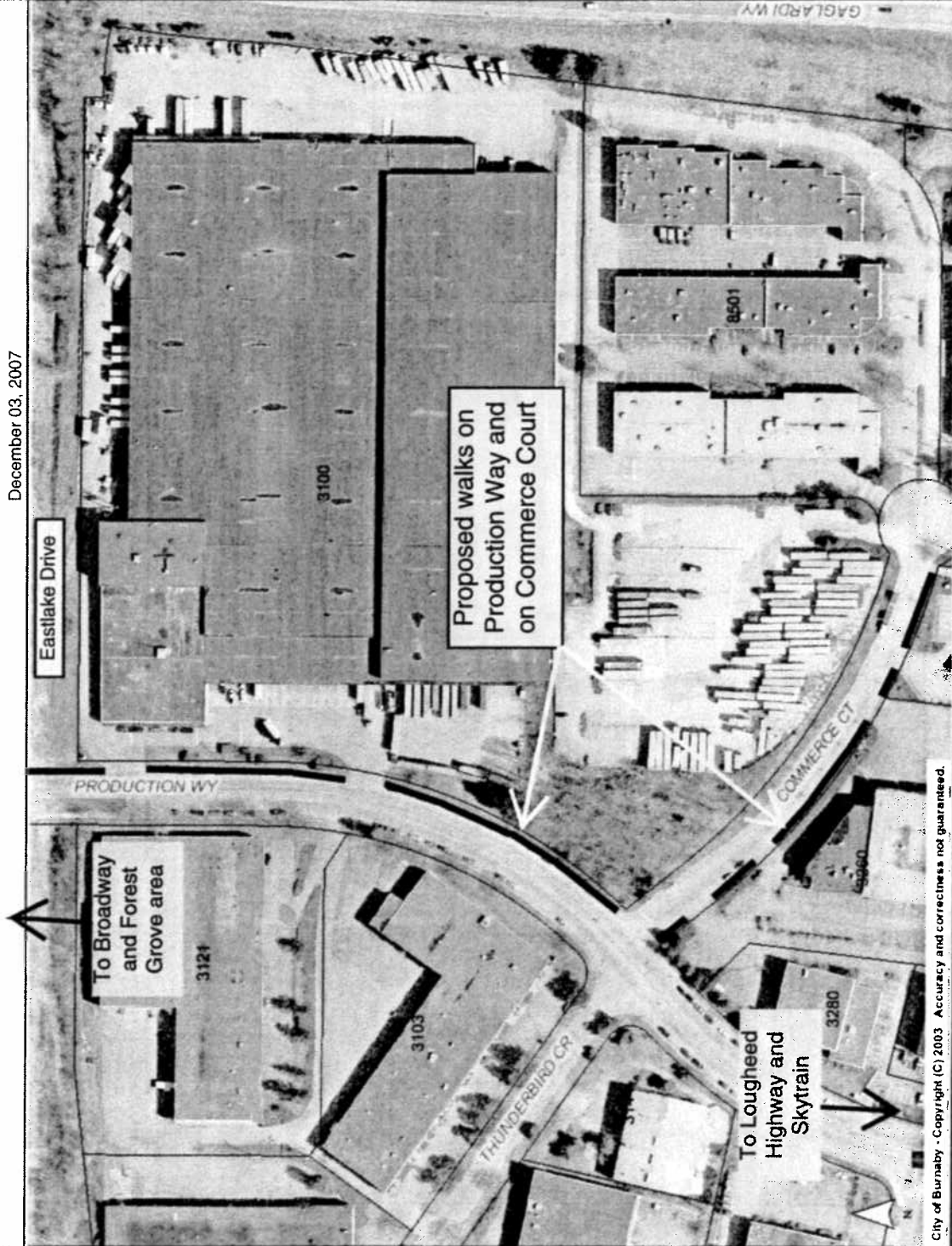
EJ:br

Copied to: Director Finance  
Director Planning



# Interim Walks - Production Way and Commerce Court

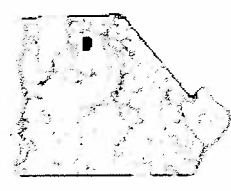
December 03, 2007



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Interim asphalt walks. 2008 City initiated interim walk LASP

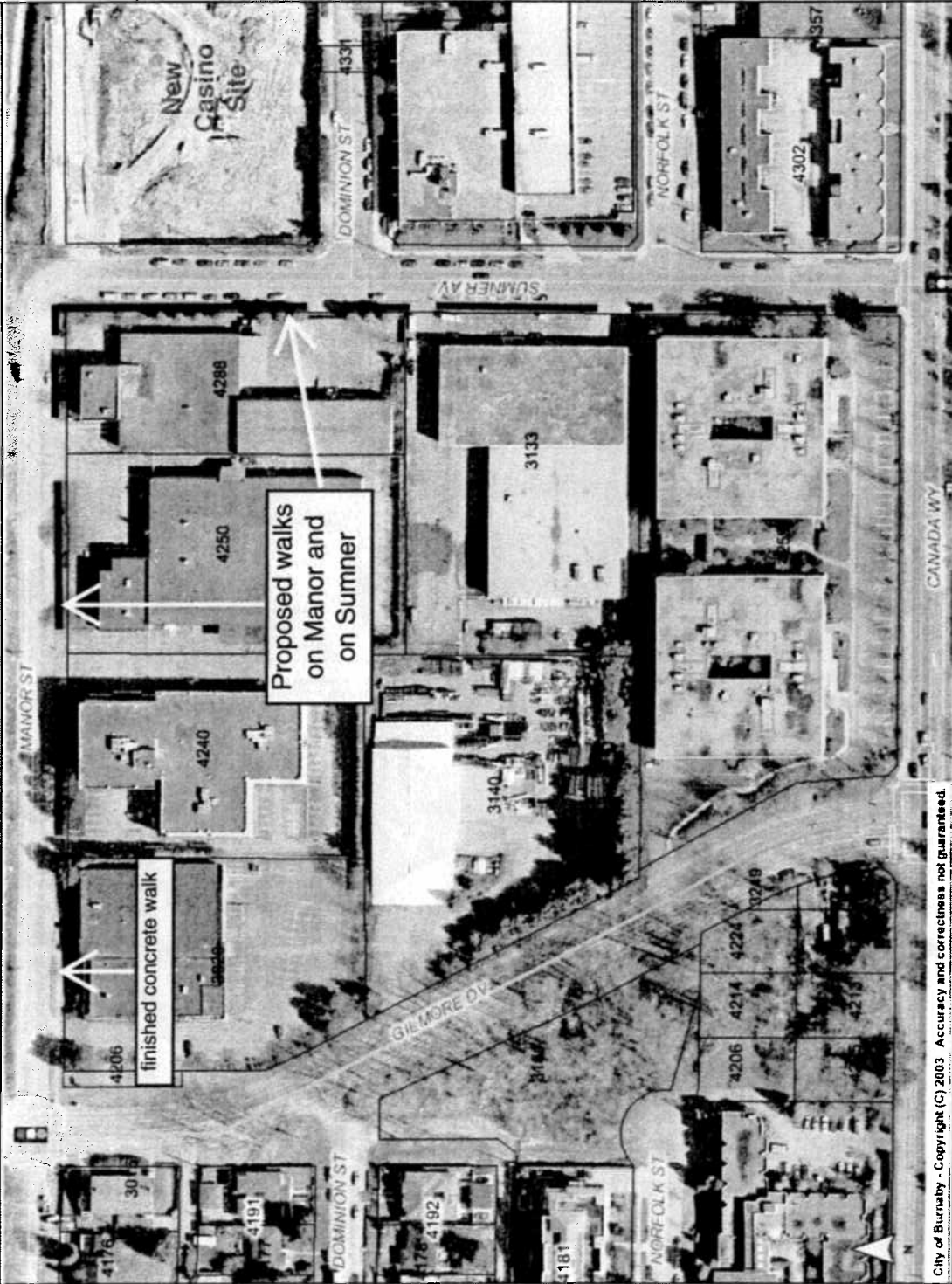


- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Trails, Segnal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Colour 2006
- Hydrology
- Parks
- Potential to be Acquired (cont)
- Boundary

Map Scale  
1 : 2500

# Interim Walks - Manor Street and Summer Avenue

December 03, 2007

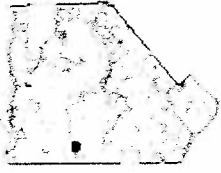


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Interim asphalt walks. 2008 City initiated interim walk LASP

Map Scale  
1 : 2000



- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
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- Roads
- Private Residential
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- Parks
- Parkland To Be Acquired (cont)
- Parkland
- Boundary