



## **TRANSPORTATION COMMITTEE**

### *NOTICE OF OPEN MEETING*

**DATE: WEDNESDAY, 2015 OCTOBER 07**

**TIME: 6:00 PM**

**PLACE: Council Chamber, Main Floor, Burnaby City Hall**

### **A G E N D A**

<b>1.</b>	<b><u>CALL TO ORDER</u></b>	<b><u>PAGE</u></b>
<b>2.</b>	<b><u>MINUTES</u></b>	
a)	Minutes of the Open Meeting of the Transportation Committee held on 2015 April 08	1
<b>3.</b>	<b><u>DELEGATIONS</u></b>	
a)	Dan Freeman, Manager Transit Network Management, TransLink Re: Transit Network Consultation - 2016 Transit Network Changes	6
<b>4.</b>	<b><u>CORRESPONDENCE</u></b>	
a)	Correspondence from John Thornton Re: Towards a Plan 'B' for Transit	26
b)	Correspondence from Colin Briggs Re: Parking on Clinton Street between Royal Oak and Roslyn Avenues	28
c)	Memorandum from Deputy City Clerk Re: Marine Drive at Nelson Avenue Traffic Safety Report Referred to Transportation Committee by Council	29
d)	Memorandum from the Administrative Officer Re: Burnaby Mountain Parkway Cycling Safety Improvements and Joe Sakic Way Urban Trail	34

- e) Memorandum from Administrative Officer Re: Social Sustainability Strategy - Phase 1 Report on Actions 40

5. **NEW BUSINESS**

6. **INQUIRIES**

7. **ADJOURNMENT**

## CITY OF BURNABY

2410-20

**TRANSPORTATION COMMITTEE****MINUTES**

An Open meeting of the Transportation Committee (Bicycle Advisory Group) was held in the Council Chamber, City Hall, 4949 Canada Way, Burnaby, B.C. on Wednesday, **2015 April 08** at 6:00 p.m.

**1. CALL TO ORDER**

The Chair called the meeting to order at 6:35 p.m.

PRESENT: Councillor Dan Johnston, Chair  
Councillor Sav Dhaliwal, Vice Chair  
Councillor Colleen Jordan, Member  
Mr. Lloyd Paul, Citizens' Representative  
Mr. Dave Reid, Citizens' Representative

ABSENT: Ms. Amber Keane, Citizens' Representative  
Ms. Maria Marano, Citizens' Representative

B.A.G.: Mr. Patrick Ryan, Bicycle Advisory Group  
Mr. Chris Siggers, Bicycle Advisory Group

STAFF: Mr. Doug Louie, Assistant Director Engineering, Traffic & Parking Management  
Mr. Stu Ramsey, Manager, Transportation Planning  
Ms. Lee-Ann Garnet, Assistant Director, Long Range Planning  
Ms. Leah Libsekal, Transportation Planner  
Mr. Ian Wasson, Urban Design Planner  
Ms. Eva Prior, Administrative Officer

**2. MINUTES**

(a) **Open meeting of the Transportation Committee  
held on 2015 February 11**

MOVED BY COUNCILLOR DHALIWAL:

SECONDED BY COUNCILLOR JORDAN:

“THAT the minutes of the Transportation Committee Open meeting held on 2015 February 11 be adopted.”

CARRIED UNANIMOUSLY

The Committee agreed that Item 4, Delegation be brought forward for consideration at this time.

#### 4. **DELEGATION**

MOVED BY COUNCILLOR JORDAN:

SECONDED BY COUNCILLOR DHALIWAL:

“THAT the delegation be heard.”

CARRIED UNANIMOUSLY

(a) **John Raue**  
**Re: Transportation Issues**  
**Speaker: John Raue**

Mr. John Raue, 5668 Chaffey Avenue, Burnaby appeared before the Committee outlining the history of transportation in British Columbia. The speaker further noted information regarding measures in France, China and Japan to mitigate smog, parking and traffic congestion.

The Committee thanked Mr. Raue for his presentation.

Normal order of the agenda resumed.

#### 3. **BICYCLE ADVISORY GROUP - NEW BUSINESS**

**Patrick Ryan**

Mr. Ryan thanked Mr. Stu Ramsey, Manager, Transportation Planning for his report on Public Realm Design Standards for Town Centre Streets. Mr. Ryan commented that the ideas were very progressive and innovative, a benefit to Burnaby in the future.

Mr. Ryan reiterated his concerns regarding bicycle and pedestrian safety in areas undergoing construction, in particular Garden Grove Drive. Mr. Ryan would like to see the City take a proactive approach to ensure the safety of pedestrians, particularly children, and cyclists by introducing policy/procedures around the temporary closure of sidewalks and bicycle paths.

Staff undertook to investigate.

Mr. Ryan requested information regarding the future of the Bicycle Advisory Group. Mr. Ryan advised that appointed members to Committees are permitted two 3 year terms, yet members of the Bicycle Advisory Group have been on the Transportation Committee for 13 years. He would like to see representatives from the cycling community appointed and permitted voting rights.

The Committee advised that Council is currently reviewing the Bicycle Advisory Group structure.

#### 4. **DELEGATION**

- (a) **John Raue**  
**Re: Transportation Issues**  
**Speaker: John Raue**

This item was dealt with previously in the meeting.

#### 5. **TRANSPORTATION COMMITTEE – CORRESPONDENCE**

MOVED BY COUNCILLOR DHALIWAL:  
SECONDED BY COUNCILLOR JORDAN:

“THAT the correspondence be received.”

CARRIED UNANIMOUSLY

- (a) **Correspondence from Mark Erdman, TransLink**  
**Re: Seasonal TransLink Service Changes**

Correspondence was received by Mr. Mark Erdman, Manager of Government and Community Engagement, TransLink, outlining seasonal transit service changes for the region, including changes to Burnaby and New Westminster. The changes listed in the correspondence will take effect on April 13, 2015.

- (b) **Correspondence from Minister Todd Stone,**  
**Ministry of Transportation and Infrastructure**  
**Re: Submission to *B.C. on the Move***

Correspondence was received from Minister Todd Stone, Ministry of Transportation and Infrastructure expressing appreciation to the City of Burnaby for participation in the meeting and engagement process for the Ministry’s 10 year transportation plan, entitled *B.C. on the Move*.

The plan and the report sharing the outcomes of the engagement process, were published by the Province in early 2015.

*\*\*Councillor Dhaliwal retired from the meeting at 6:55 p.m. and did not return.\*\**

#### 6. **NEW BUSINESS**

##### **Councillor Johnston**

Councillor Johnston advised that the Committee received a letter of resignation from Ms. Maria Marano. Ms. Marano tendered her resignation as she will be moving away from Burnaby.

The Committee undertook to send Ms. Marano a letter thanking her for her time on the Committee.

## 7. **INQUIRIES**

### **Councillor Jordan**

Councillor Jordan requested an update regarding service of the #116 bus route in the Byrne Road area.

Staff advised that the City is waiting for the removal of hydro poles which will allow for the completion of the route. The anticipated completion will be this spring.

Mr. Paul advised that the opposing stop at Market Crossing and Marine Way has not been completed. Passengers must walk from Southridge to Market Crossing, which is a considerable distance.

**MOVED BY COUNCILLOR JORDAN:**

**SECONDED BY MR. REID:**

“THAT staff contact TransLink regarding the implementation of the Route 116 bus stops at Market Crossing.”

CARRIED UNANIMOUSLY

Staff undertook to correspond with TransLink.

### **Dave Reid**

Mr. Reid requested an update regarding the intersection of Douglas Road and Lougheed Highway.

Staff advised that the intersection of Halifax Street and Douglas Road will be rebuilt. As part of the development in the area, Douglas Road will become continuous and align with Halifax Street towards Brentwood Mall.

Mr. Paul advised the Committee that Halifax Street and Douglas Road is very difficult intersection to navigate as a pedestrian.

Mr. Reid questioned bylaws in conjunction with the use of skateboards on City streets.

Staff advised that it is illegal and enforcement is conducted by the RCMP.

8. **ADJOURNMENT**

MOVED BY COUNCILLOR JORDAN:

SECONDED BY MR. REID:

“THAT the Open meeting do now adjourn.”

CARRIED UNANIMOUSLY

The Open meeting adjourned at 7:10 p.m.

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Ms. Eva Prior  
ADMINISTRATIVE OFFICER

---

Councillor Nick Volkow  
CHAIR

**Prior, Eva**

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**From:** MacFarlane, Scott <Scott.MacFarlane@Translink.ca>  
**Sent:** Friday, September 11, 2015 10:57 AM  
**To:** Prior, Eva  
**Cc:** Clerks  
**Subject:** Request to appear as a delegation at the October 7 Burnaby Transportation Committee meeting

Eva Prior  
 Office of the City Clerk  
 4949 Canada Way  
 Burnaby, BC V5G 1M2

Dear Ms Prior,

Dan Freeman, Manager, Transit Network Management at TransLink is requesting to appear before the Burnaby Transportation Committee at the meeting scheduled for October 7, 2015 at 6 pm. He will be providing information to the Committee on the upcoming Transit Network Consultation about proposed 2016 transit network changes.

Contact information:

Dan Freeman, Dan Freeman, Manager, Transit Network Management. [Dan.freeman@translink.ca](mailto:Dan.freeman@translink.ca)

Alternative contacts:

Chris Chan, Confidential Assistant, Stakeholder Engagement. [Chris.chan@translink.ca](mailto:Chris.chan@translink.ca)

Scott MacFarlane, Senior Advisor, Stakeholder Engagement. [Scott.macfarlane@translink.ca](mailto:Scott.macfarlane@translink.ca)

Mailing address:

400-287 Nelson's Court  
 New Westminster, B.C. V3L 0E7

I look forward to the Committee's confirmation of TransLink's attendance at the October 7<sup>th</sup> meeting at your earliest convenience. Thank you for your assistance.

Regards,  
 Scott

Scott MacFarlane  
 Senior Advisor, Stakeholder Engagement  
 TransLink  
 400-287 Nelson's Court  
 New Westminster, B.C. V3L 0E7  
 Tel 778-375-7665  
 Cel 604-366-7517

This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.



# Transit Network Consultation

Burnaby Transportation Committee  
October 7, 2015

# Why Transit Network Consultation?

1/ Refining the Transit Network is good business practice.

2/ Current context:

- No additional funding for expanding transit.
- Evergreen extension will change how customers access the transit network.
- Customer demand continues to grow and shift.



TransLink is proposing a number of  
**near-term changes to bus routes**  
to improve the transit network with existing resources.

# Proposed Transit Network Changes will:

- Integrate bus services to better connect to Evergreen extension
- Decrease travel time on busy routes
- Extend service to areas with high customer demand
- Take advantage of road and infrastructure changes
- Make our system more efficient

**85+ near-term potential changes to the transit network**

**17 of the proposed changes are in Burnaby**

These proposals require tradeoffs

# Delivering on our plans

Priorities identified in  
**Mayors' Council Plan** and  
**Area Transit Plans**

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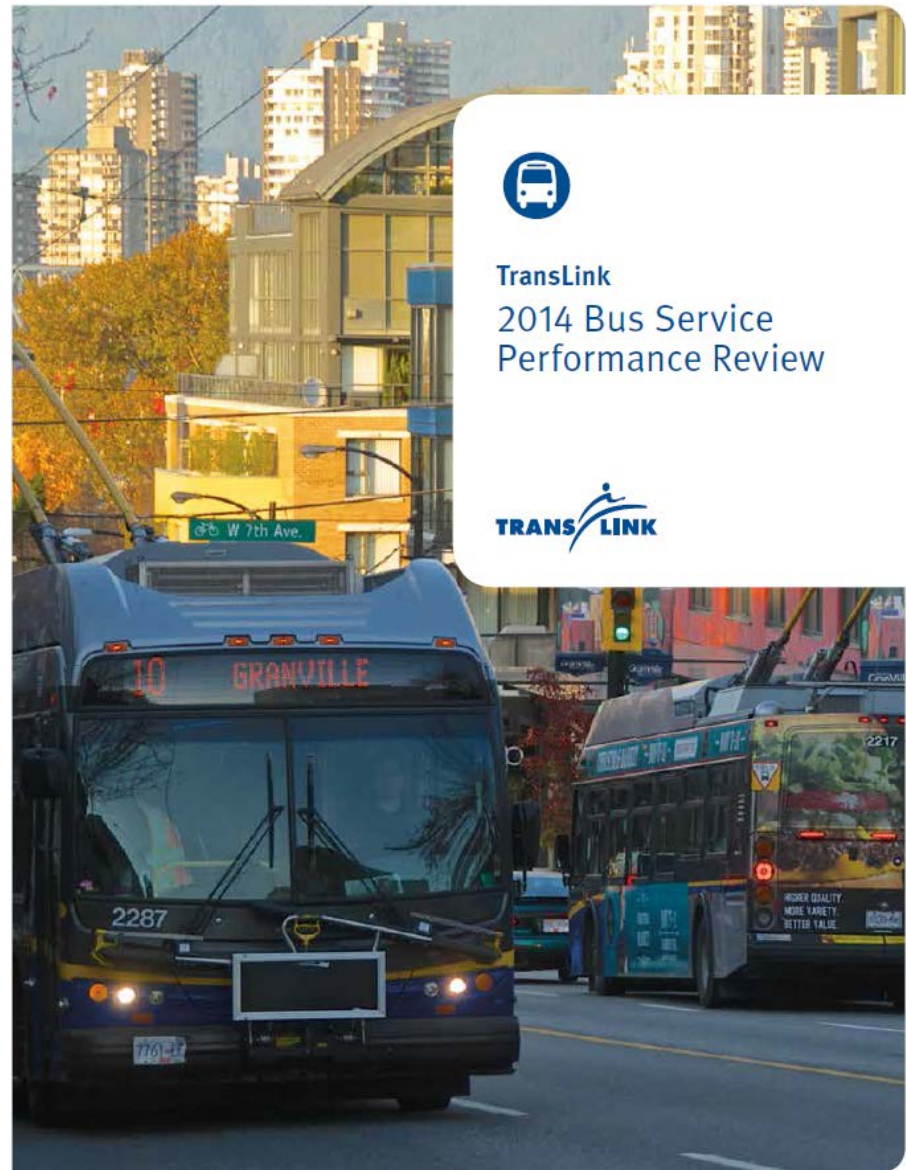
## Regional Transportation Investments a Vision for Metro Vancouver



# Addressing emerging needs

Priorities identified through ongoing system monitoring

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## Burnaby specific proposals:

**49<sup>th</sup> – Champlain Heights (49 / 26)** Improving speed and maintaining access.

**Hastings B-Line (135)** Creating a B-Line on one of the network's busiest corridors.

**Metrotown – Edmonds – New Westminster (106)** Improving reliability.

**Metrotown Station (49 / 116 / 129 / 130 / 144 / 430)** Aligning services with the upgraded station.

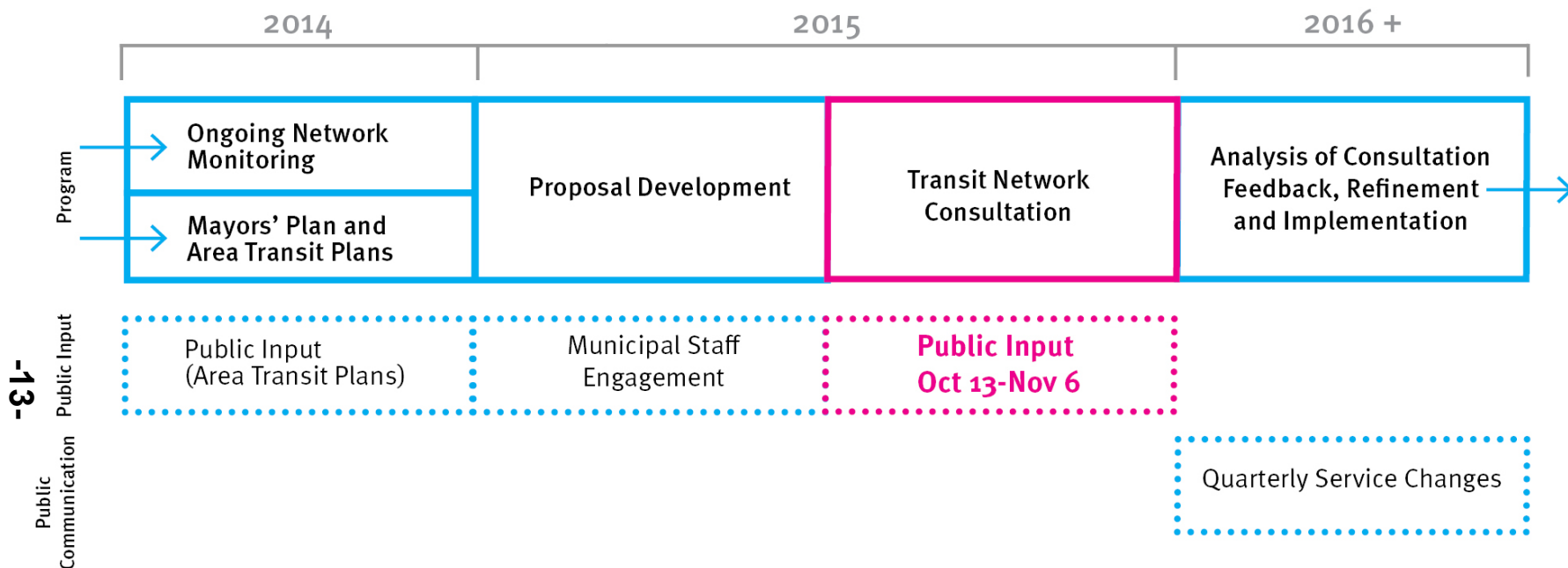
**Simon Fraser University – Burnaby Mountain (135 / 143 / 144 / 145 / N35)**

Improving speed and simplifying routes.

**Walnut Grove – Lougheed (501 / 509)** Increased travel options on Hwy 1.

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# Seeking public input





# Seeking public input

We are inviting the public to view proposals and share feedback.

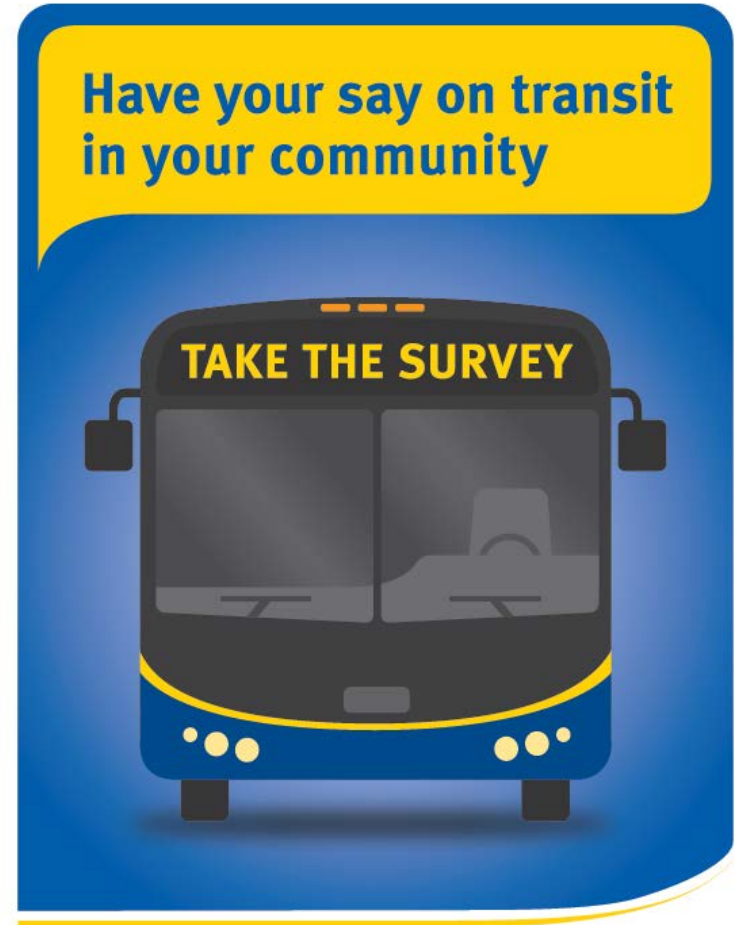
**Public Consultation:** October 13 to November 6

**Website:** [translink.ca/tnc](https://translink.ca/tnc)

**Contact:** [tnc@translink.ca](mailto:tnc@translink.ca) or 778.375.7587

**Extensive outreach efforts** to spread the word:

- / TransLink.ca & digital properties (incl. NextBus SMS)
- / Social media channels
- / Community newspapers
- / Community groups
- / Community facilities
- / Front-line staff
- / Municipal councils



[translink.ca/tnc](https://translink.ca/tnc)





# Reference

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## Regional proposals:

**Millennium Line – Evergreen extension** 6 new SkyTrain stations connecting the Northeast Sector.

**Horseshoe Bay Ferry Terminal Express (257)** Improving speed and reliability.

**Tsawwassen Ferry Terminal Express (620)** Improving speed and reliability.

## Burnaby specific proposals:

**49<sup>th</sup> – Champlain Heights (49 / 26)** Improving speed and maintaining access.

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**Hastings B-Line (135)** Creating a B-Line on one of the network's busiest corridors.

**Metrotown – Edmonds – New Westminster (106)** Improving reliability.

**Metrotown Station (49 / 116 / 129 / 130 / 144 / 430)** Aligning services with the upgraded station.

**Simon Fraser University – Burnaby Mountain (135 / 143 / 144 / 145 / N35)**

Improving speed and simplifying routes.

**Walnut Grove – Lougheed (501 / 509)** Increased travel options on Hwy 1.

# Millennium Line – Evergreen Extension

6 new stations providing frequent, fast connections for the North East Sector

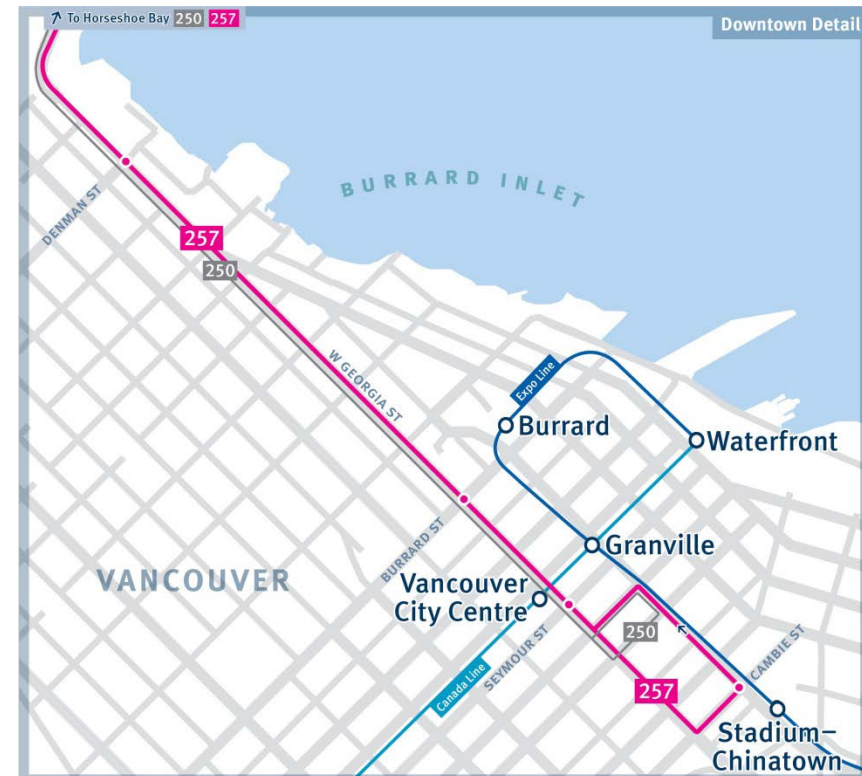
## T Future Metro Vancouver Rail Transit Network



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3.a)

## Improving speed and reliability



# Tsawwassen Ferry Terminal Express (620)

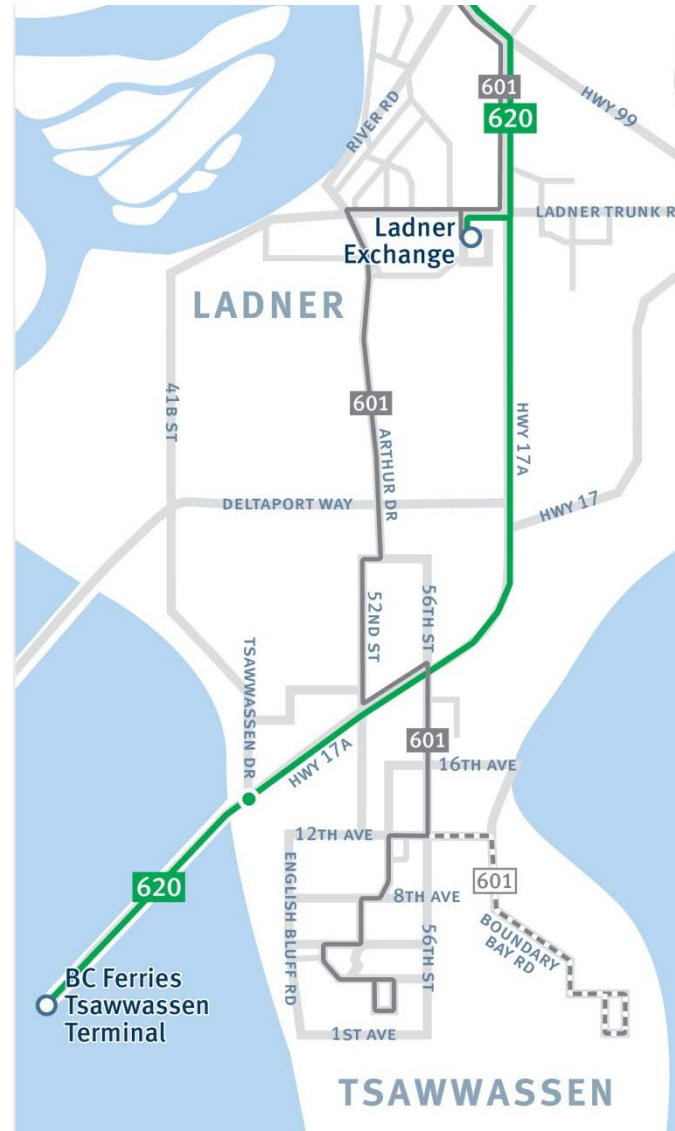
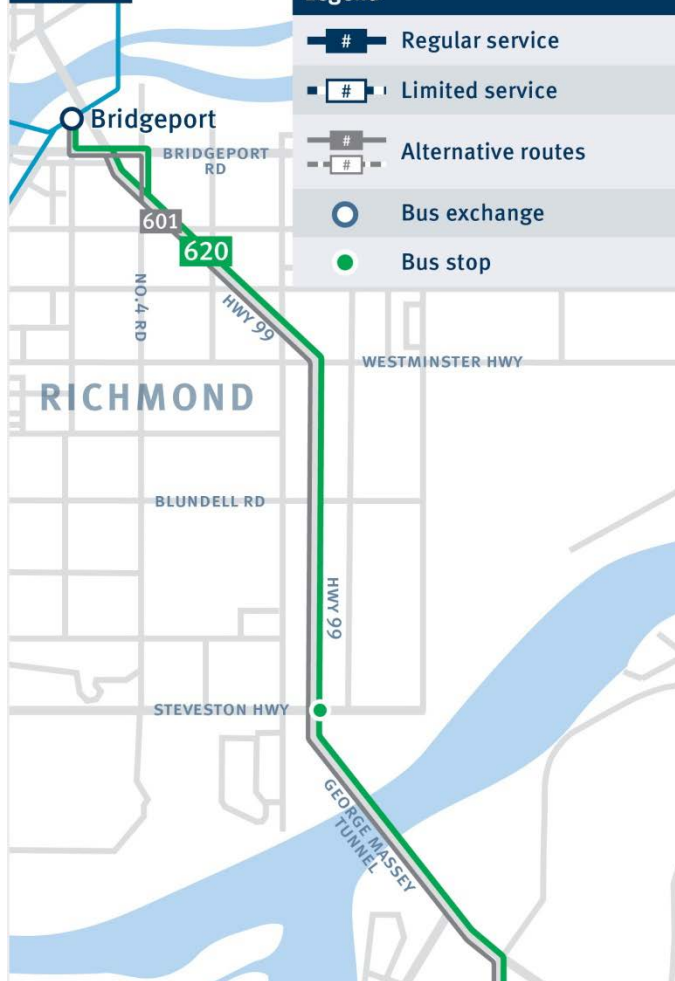
Improving speed and reliability

## Tsawwassen Ferry Terminal Express

Proposed

### Legend

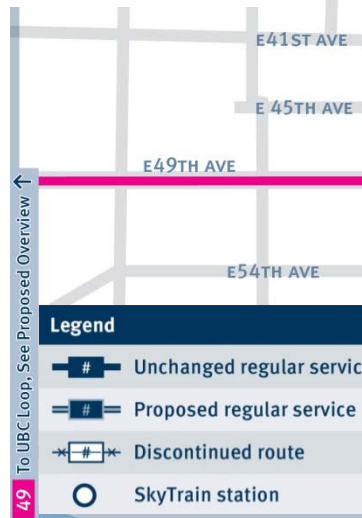
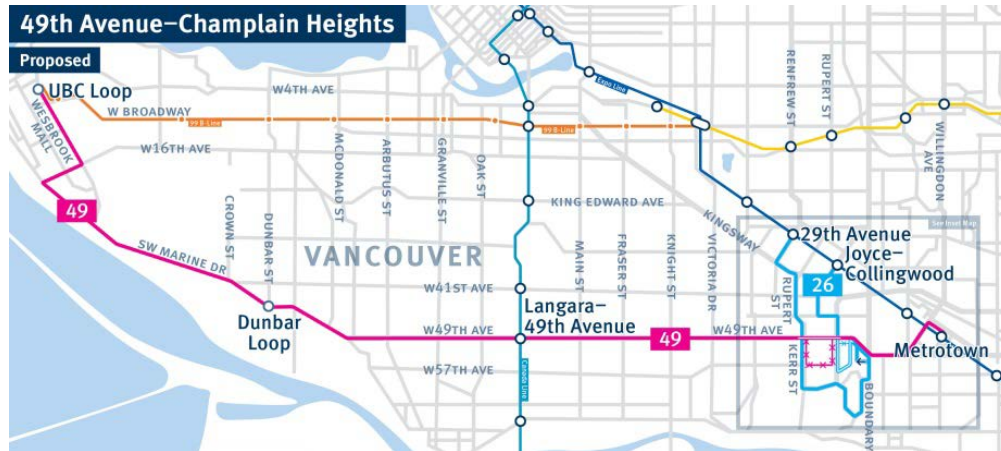
- Regular service
- Limited service
- Alternative routes
- Bus exchange
- Bus stop





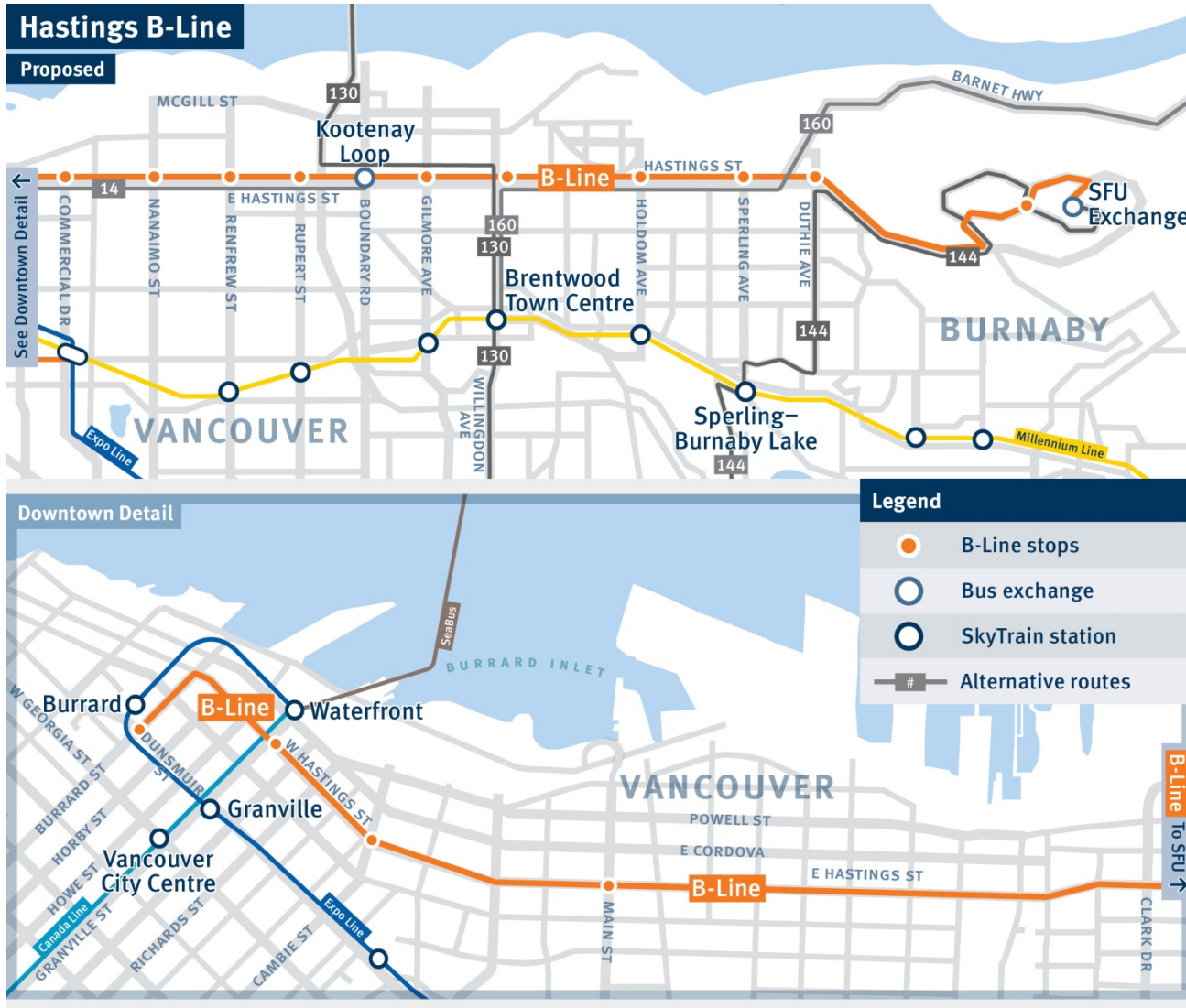
# 49th Ave – Champlain Heights (26 / 49)

Improving speed and maintaining local access



# Hastings B-Line (135)

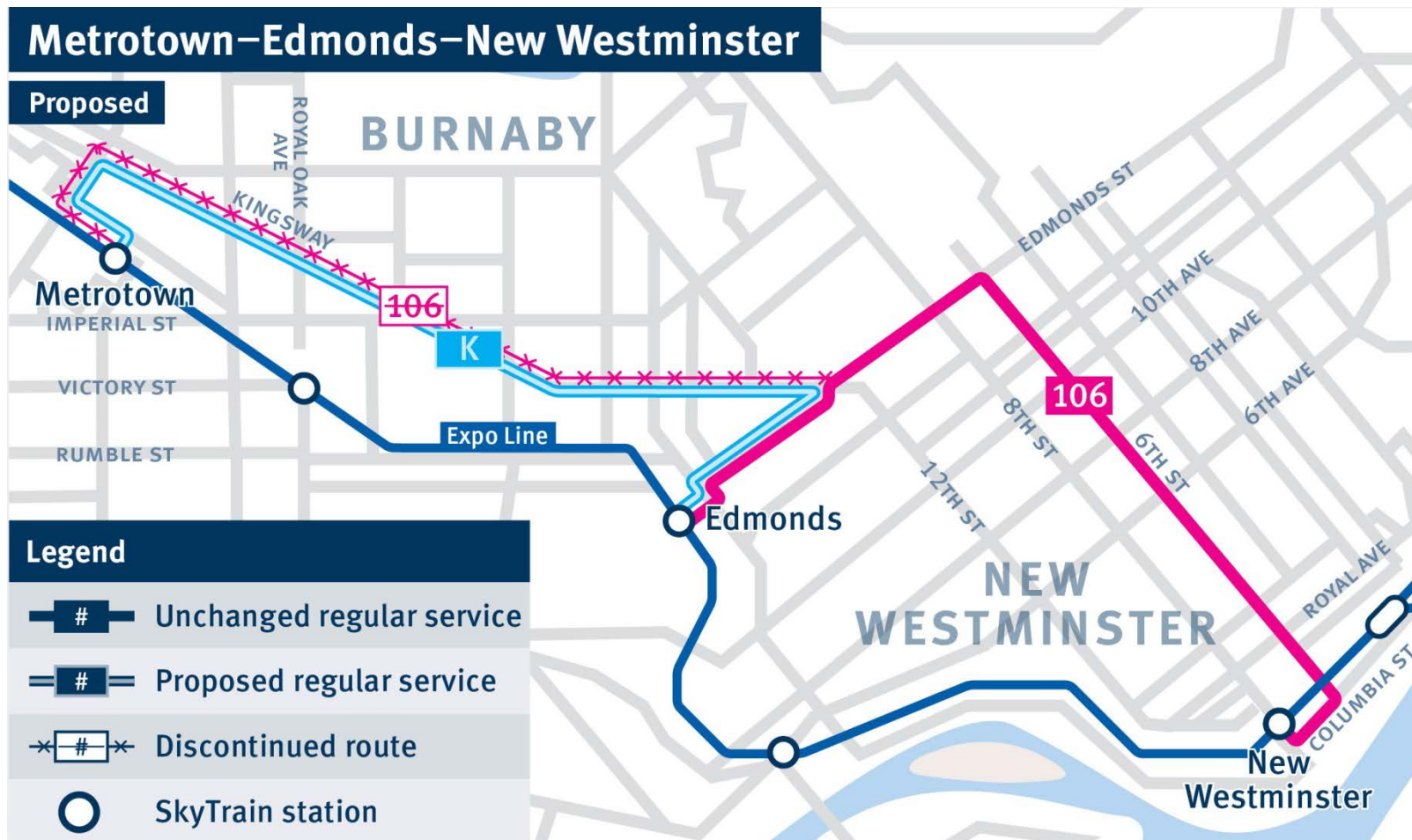
Creating a B-Line on one of the network's busiest corridors



# Metrotown – Edmonds – New Westminster (106)

Improving reliability

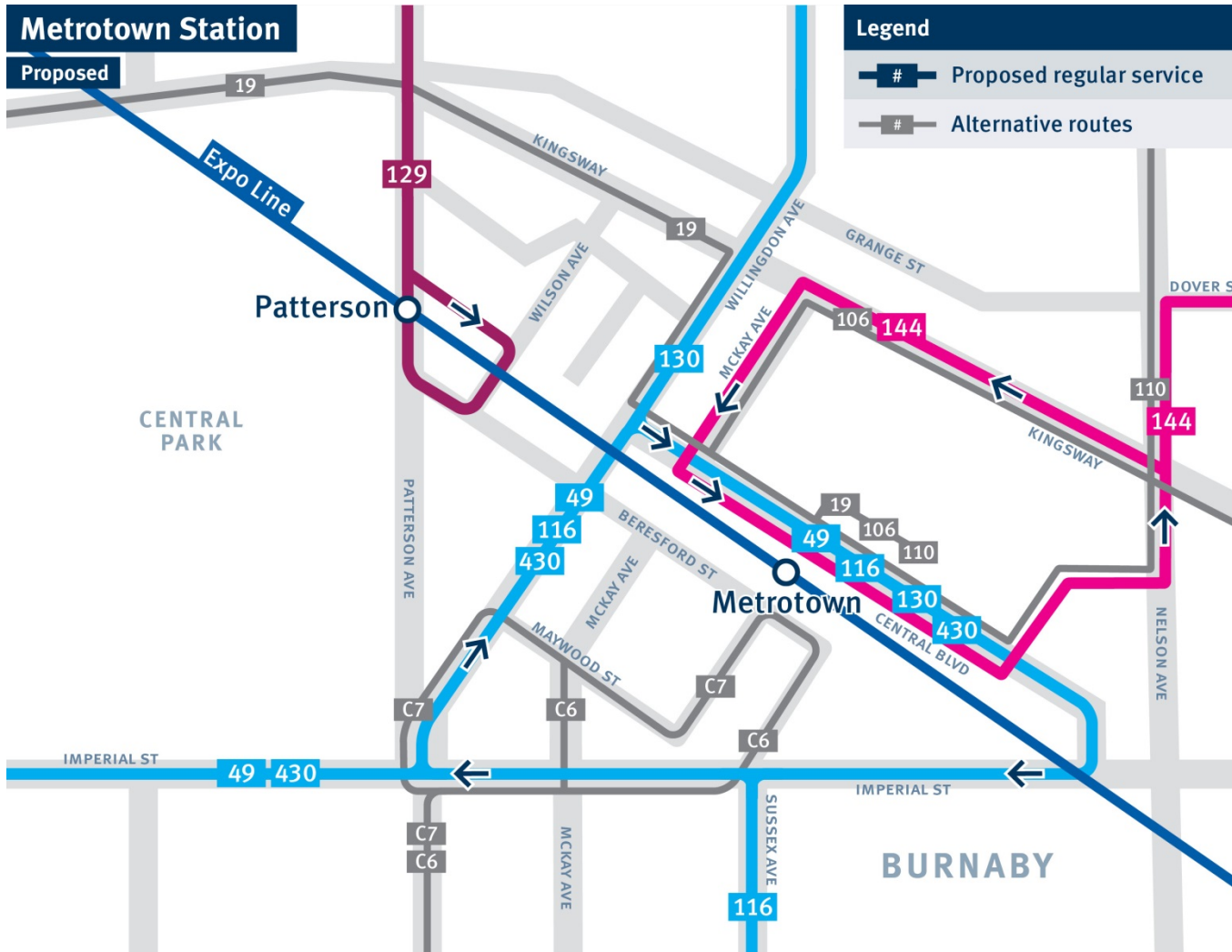
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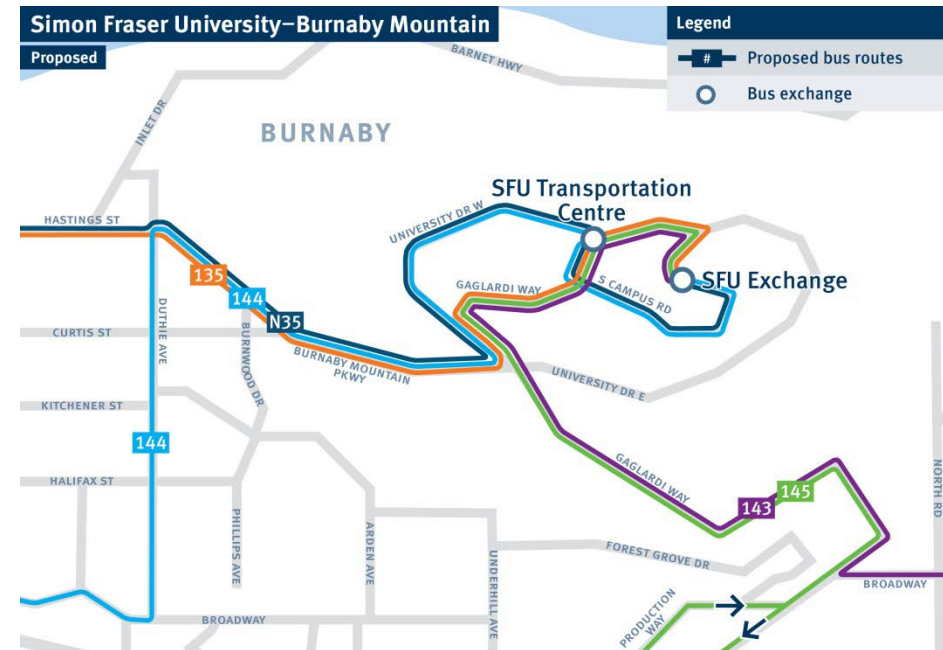
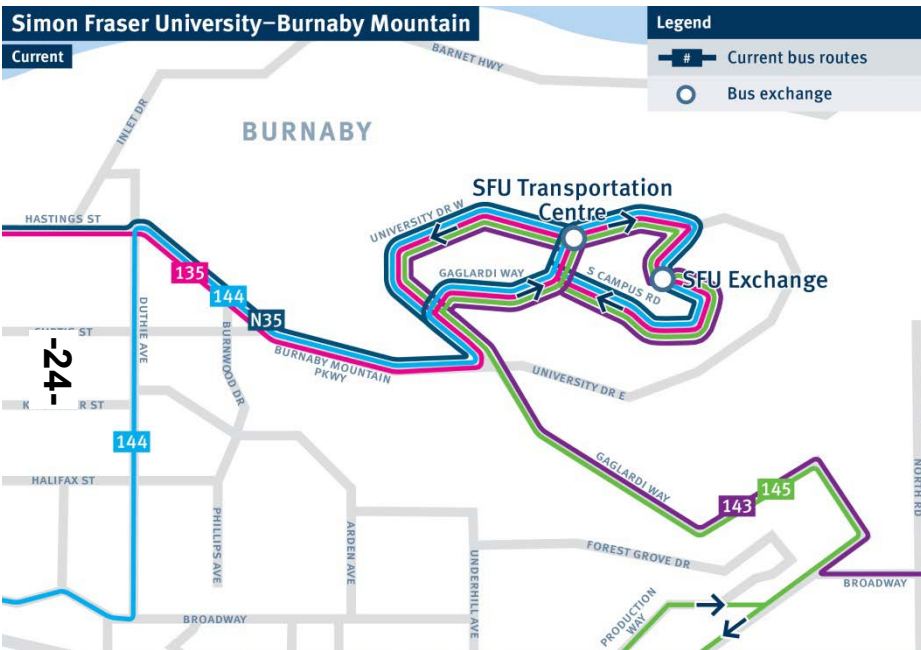
# Metrotown Station (49 / 116 / 129 / 130 / 144 / 430)

## Aligning services with the upgraded station



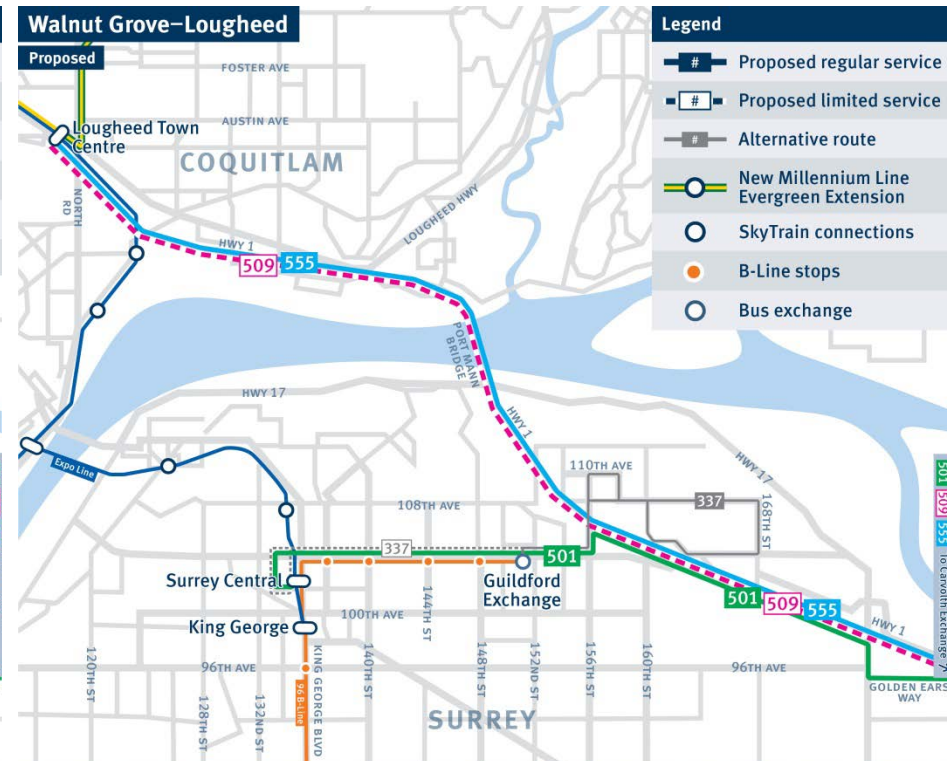
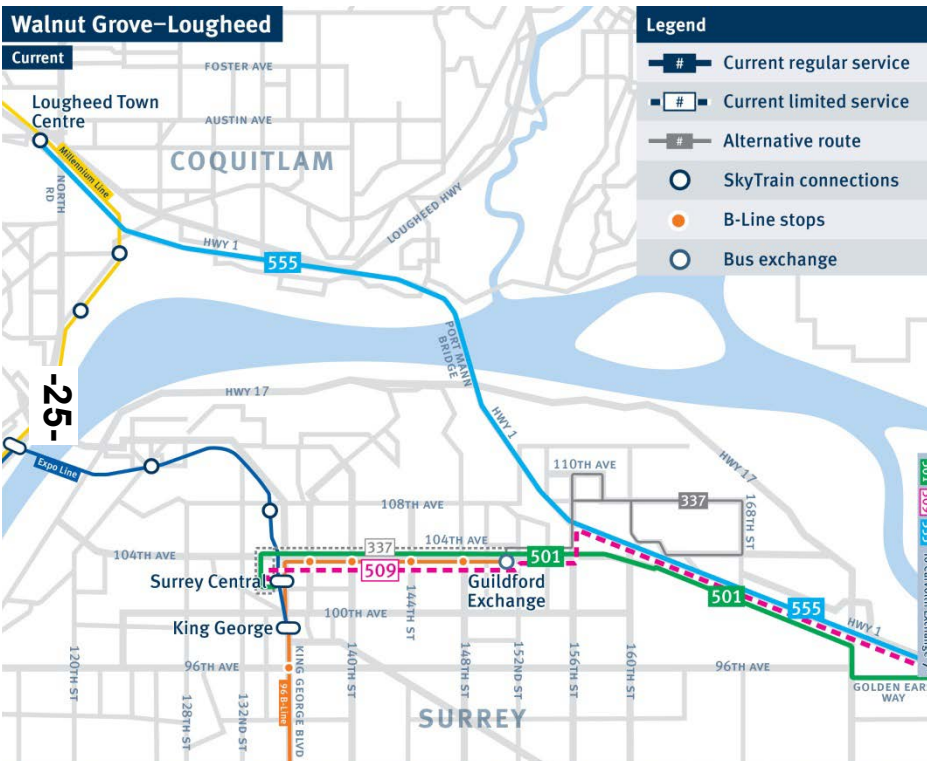
# SFU – Burnaby Mountain (135 / 143 / 144 / 145 / N35)

## Improving speed and simplifying routes



# Walnut Grove – Lougheed (501 / 509)

## Increasing travel options on Highway 1



**Ibrahim, Sabreena**

**From:** Wong, Elaine  
**Sent:** July-09-15 5:25 PM  
**To:** Clerks  
**Subject:** FW: Towards a Plan 'B' for Transit

SECTION 2 COUNCIL CORRESPONDENCE  
 City Manager  
 Dir. Engineering  
 Dir. Planning  
 Transportation Committee ✓

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** John Thornton [SMTP: [REDACTED]]  
**Sent:** Thursday, July 09, 2015 4:44:29 PM  
**To:** Mayor  
**Subject:** Towards a Plan 'B' for Transit  
**Auto forwarded by a Rule**

Dear Mayor Corrigan and Burnaby Councillors,

Most Metro Vancouver citizens see the transit referendum just completed as a waste of resources. I agree with that view mainly because the simple 'yes' or 'no' question leaves our decision makers with a very ambiguous result – nobody can say for sure what the voters meant by 'no'. If Jordan Bateman's call for an on-going referendum requirement for any future TransLink tax increase holds true, then I hope future referenda are structured more like questionnaires, to provide clear information and direction to the transit planning authorities.

In the aftermath of the referendum, I wish to offer a few thoughts that may contribute to a sensible way forward. In the interests of brevity I will focus on items that have not been covered widely in the media. Here are a few things that I would suggest:

1. standardize tolling for all river and inlet crossings. It does not make sense to have some bridges tolled and underutilized while non-tolled crossings are jammed. The Port Mann Treo tolling system works well in my experience.
2. plan for a third crossing of Burrard Inlet via a tunnel. News in the middle of the referendum that indicated there is no clear plan to relieve the Lions Gate bottleneck seriously undermined the credibility of The Mayors' \$7.5B plan. Pushing a second causeway through Stanley Park to a twinned Lions Gate bridge would be a colossal mistake. Admittedly, the idea of a new multi-billion dollar project to bore a big tunnel will be as welcome as a cold shower, but the issue will be more manageable if funds are gathered in advance and the construction is dealt with in a planned way.
3. provide more passenger drop off/pick up zones near SkyTrain stations and bus exchanges. In addition, provide more secure parking for bicycles, mopeds and, if space permits under guideways, subcompact cars. Stop viewing private vehicles as an evil competing system and instead view them as an independent feeder system. Yes, the bus system will lose riders but the core TransLink system will benefit by being more readily accessible, meter revenues could be collected, and private vehicles will be drawn off the streets.

4. pursue the possibility of a transit surcharge on provincial income tax for Metro Vancouver residents as a source of funding. It is an alternative I would have favoured over the increased sales tax.
5. pursue the possibility of a municipal capital tax on newcomers to Metro Vancouver. The ten year program envisioned in the referendum was beyond what could be funded from current sources, and it was driven by the anticipated one million-person expansion of the Metro Vancouver population. It seems unfair that current residents of Metro Vancouver have to pay for accelerated infrastructure construction over what "historic" or "natural" growth requires, to meet the needs of an influx of newcomers. In fact, it seems sensible to apply this principle to all infrastructure - firefighting, water, sewer, bridges, street lighting, etc. - not only transit. Perhaps the municipal level of government needs proper recognition under the constitutional laws of Canada in order to have the tools to deal with this situation. If so, let us make this constitutional defect an issue in the upcoming federal election. As an example, does Immigration Canada contribute to municipal infrastructure funding when settling refugees and immigrants?
6. suspend real estate development where necessary for as long as necessary until proper public transit service can be provided.

There are of course other issues such as TransLink governance, suitability of ground-level light rail for Surrey, political relationships, mobility pricing, the need to increase ridership to combat climate change, and so forth, which are all well covered by our media, which I will not mention here but which do need to be considered in the overall Plan B.

I will end by saying The Mayors and Councils enjoy my confidence as pragmatic managers who will stickhandle our transit issues through this period of constrained funding. I can only suggest the obvious: allocate the scarce funds to most efficiently meet the most demand out of existing infrastructure.

Thanks for your kind attention,

John W. Thornton  
4440 Burke St.,  
Burnaby BC V5H 1B9

**Prior, Eva**

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**Subject:** FW: Clinton Street (between Royal Oak Ave and Roslyn Ave)

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**From:** Colin Briggs |  
**Sent:** September-16-15 8:59 AM  
**To:** Clerks  
**Subject:** Clinton Street (between Royal Oak Ave and Roslyn Ave)

Can I make a suggestion for the Transportation Committee:

It is getting hard to travel along Clinton Street (between Royal Oak Ave and Roslyn Ave) in South Burnaby. Two way traffic can't pass with all the cars parked on both sides of the street. This is also a bus route for the C7. May I suggest only allowing parking on that park of Clinton on only one side of the street. Thanks for looking into this.

--

Have a great day,

Colin Briggs, B.COMM, CAS  
5849 Keith St. Burnaby, BC, V5J3C6  
604-722-4001





City of  
Burnaby

Office of the City Clerk

D. Back, City Clerk  
S. Cleave, Deputy City Clerk  
K. O'Connell, Deputy City Clerk

## INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

DATE: 2015 MAY 12

FROM: CITY CLERK

FILE: 02410-20

SUBJECT: **MARINE DRIVE AT NELSON AVENUE**  
(ITEM 7(B), REPORTS, COUNCIL MEETING 2015 MAY 11)

Burnaby City Council, at the Open Council meeting held on 2015 May 11, received the above noted report containing the following recommendation:

1. **THAT** Council authorize the installation of a traffic signal at the intersection of Marine Drive and Nelson Avenue at an estimated cost of \$240,000 funded from the 2015 Capital Budget (Traffic Signals EMF.0041).

Council **REFERRED** this report to the Transportation Committee for review.

Sid Cleave  
Deputy City Clerk

SC:rj

Copied to: Deputy City Managers  
Director Planning and Building  
Director Engineering  
Director Finance



Meeting 2015 May 11

COUNCIL REPORT

### TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: MARINE DRIVE AT NELSON AVENUE**

#### RECOMMENDATION:

1. THAT Council authorize the installation of a traffic signal at the intersection of Marine Drive and Nelson Avenue at an estimated cost of \$240,000 funded from the 2015 Capital Budget (Traffic Signals EMF.0041).

#### REPORT

The Traffic Safety Committee, at its meeting held on 2015 May 05, received and adopted the attached report recommending the installation of a traffic signal at the intersection of Marine Drive and Nelson Avenue.

Respectfully submitted,

Councillor P. McDonell  
Chair

Councillor P. Calendino  
Vice Chair

Councillor J. Wang  
Member

<p>Copied to: City Manager Deputy City Managers Director Planning and Building Director Engineering Director of Finance</p>
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Meeting 2015 May 05

## COMMITTEE REPORT

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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2015 April 27

**FROM:** DIRECTOR ENGINEERING

**FILE:** 38000 20  
*Ref: Traffic Safety*

**SUBJECT:** MARINE DR AT NELSON AVE

**PURPOSE:** To recommend the installation of a traffic signal at the intersection of Marine Dr and Nelson Ave.

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**RECOMMENDATION:**

1. **THAT** the Committee recommend to Council the installation of a traffic signal at the intersection of Marine Dr and Nelson Ave at an estimated cost of \$240,000 funded from the 2015 Capital Budget (Traffic Signals EMF.0041).

**REPORT****1.0 BACKGROUND**

Staff has been monitoring the intersection of Marine Dr and Nelson Ave over several years after receiving public feedback about increasing traffic congestion at that location. Both streets are classified as Major Collector –Secondary roadways under the Burnaby Transportation Plan. While traffic volumes along Marine Dr have remained relatively consistent over the years, they have been increasing along Nelson Ave. The intersection was recently reviewed again to determine the need for any changes.

**2.0 DISCUSSION**

The intersection of Marine Dr and Nelson Ave is currently controlled by 4-way stop signs as shown in Figure 1. This is similar to other nearby intersections along Marine Dr at Patterson Ave and at Royal Oak Ave. As previously noted, traffic volumes along Marine Drive has remained consistent at about 10-12,000 vehicles per day over the last 10-20 years. On the other hand, traffic volumes along Nelson Ave have doubled to about 10,000 vehicles per day since the mid 1990's. Part of this can be attributed to the general growth of the City, and to the signalization of Marine Way and Nelson Ave in 2008.

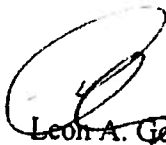
To: Traffic Safety Committee  
 From: Director Engineering  
 Re: Marine Dr and Nelson Ave  
 2015 April 27.....

Page 2

The most recent traffic signal warrant analysis showed that the installation of a traffic signal at the Marine Dr and Nelson Ave would be appropriate given the current traffic conditions. A full traffic signal would help to alleviate the long queues that develop during peak periods because it is more efficient at moving traffic through the intersection compared to 4-way stop signs. It should also help to address the high number of collisions at the intersection by more clearly assigning the right-of-way. Within the last five years (2009-2013) there was an average of about 16 collisions per year which is double of what is found in other similar intersections controlled by 4-way stop signs. The majority of these collisions were rear-ends, and there were no reported collisions involving pedestrians or cyclists.

### 3.0 CONCLUSION

A recent review of the intersection of Marine Dr and Nelson Ave showed that the installation of a traffic signal would help to better regulate traffic and reduce congestion, especially during peak periods when traffic volumes are higher. The signal is estimated to cost \$240,000 and funding is available in the 2015 Capital Budget (Traffic Signals EMF.0041). Funding contributions from ICBC's Road Improvement Program will also be sought to help offset costs to the City. Installation of the signal is anticipated to be completed by the end of the year.

  
 Leon A. Gous, P. Eng. MBA  
 DIRECTOR ENGINEERING

EJ/DL/ac

Attachment

Copied to: City Manager  
 Director of Planning and Building  
 Director of Finance

**Marine Dr - Nelson Ave**

**April 28, 2015**

**1:956**



The information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.





Financial Management Committee  
c/o Office of the City Clerk

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## INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMBERS DATE: 2015 June 16  
TRANSPORTATION COMMITTEE

FROM: ADMINISTRATIVE OFFICER FILE: 2410-20

**SUBJECT: BURNABY MOUNTAIN PARKWAY CYCLING SAFETY  
IMPROVEMENTS AND JOE SAKIC WAY URBAN TRAIL**

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Council, at the Open Council meeting held on 2015 June 15, received the above noted report and adopted recommendations contained therein:

1. THAT Council authorize an expenditure, not to exceed \$148,000 (exclusive of GST), from Gaming Funds for the construction of specific works on Burnaby Mountain Parkway and Joe Sakic Way, as outlined in this report.
2. THAT Council forward this report to the Transportation Committee for their information.

As directed in recommendation no. 2, a copy of the report is attached for your information.

A handwritten signature in black ink, appearing to read "Blanka Zeinabova".

Blanka Zeinabova  
Administrative Officer



Meeting 2015 June 01

COUNCIL REPORT

### **FINANCIAL MANAGEMENT COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: BURNABY MOUNTAIN PARKWAY CYCLING SAFETY  
IMPROVEMENTS AND JOE SAKIC WAY URBAN TRAIL**

### **RECOMMENDATIONS:**

1. THAT Council authorize an expenditure, not to exceed \$148,000 (exclusive of GST), from Gaming Funds for the construction of specific works on Burnaby Mountain Parkway and Joe Sakic Way, as outlined in this report.
2. THAT Council forward this report to the Transportation Committee for their information.

### **REPORT**

The Financial Management Committee, at its meeting held on 2015 May 27, received and adopted the attached report seeking funding approval for safety improvements on Burnaby Mountain Parkway and construction of a section of the Urban Trail on Joe Sakic Way.

Respectfully submitted,

Councillor D. Johnston  
Chair

Councillor C. Jordan  
Vice Chair

Councillor P. McDonell  
Member

Copied to:	City Manager Director Planning & Building Director Engineering Director Finance
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Meeting 2015 May 27

## COMMITTEE REPORT

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**TO:** CHAIR AND MEMBERS  
FINANCIAL MANAGEMENT COMMITTEE

**DATE:** 2015 May 21

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 90400 20/68000 20  
*Reference: Burnaby Mtn. Parkway  
Sperling Urban Trail*

**SUBJECT: BURNABY MOUNTAIN PARKWAY CYCLING SAFETY  
IMPROVEMENTS AND JOE SAKIC WAY URBAN TRAIL**

**PURPOSE:** To request Council expenditure approval for safety improvements on Burnaby Mountain Parkway and construction of a section of the Urban Trail on Joe Sakic Way.

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**RECOMMENDATIONS:**

1. **THAT** Council authorize an expenditure, not to exceed \$148,000 (exclusive of GST), from Gaming Funds for the construction of specific works on Burnaby Mountain Parkway and Joe Sakic Way, as outlined in this report.
2. **THAT** Council forward this report to the Transportation Committee for their information.

**REPORT****1.0 INTRODUCTION**

Each year, the City undertakes rehabilitation works under the Major Roads Network Infrastructure Rehabilitation and the Local Roads Network Pavement Rehabilitation Programs. These works provide opportunities to address active transportation projects in the same locations, thus benefiting from economies of scale. The following two candidate projects have been identified for potential inclusion within the 2015 Programs:

- Burnaby Mountain Parkway Cycling Safety Improvements; and
- Joe Sakic Way Urban Trail.

**1.1 Burnaby Mountain Parkway Cycling Safety Improvements**

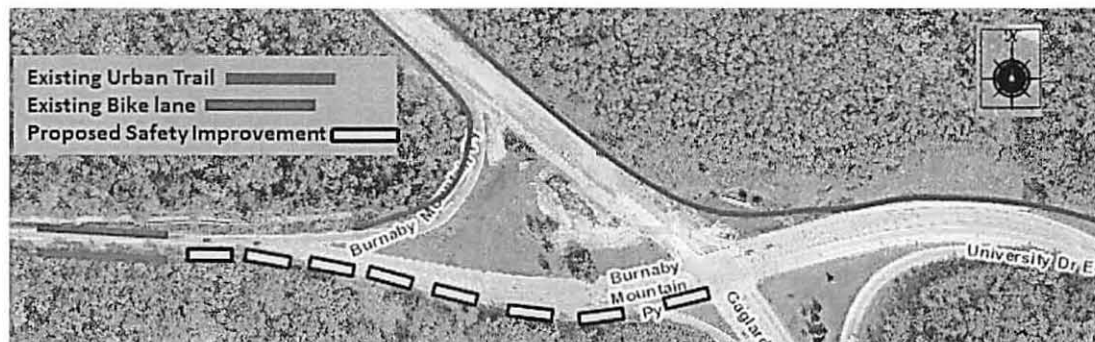
In 2005, Council authorized the implementation of improvements to more safely accommodate cyclists on Burnaby Mountain Parkway. As the western access to Simon Fraser University, the Parkway is well utilized by all modes, including transit and cyclists. Cycling accommodation is provided through shoulder bike lanes for both directions, supported by signage and pavement markings.

To: Financial Management Committee  
 From: Director Planning and Building  
 Re: Burnaby Mountain Parkway Cycling Safety  
 Improvements and Joe Sakic Way Urban Trail  
 2015 May 21..... Page 2

Recent improvements on SFU owned roadways have continued the trend to provide safer accommodation of both pedestrians and cyclists. Specifically, above the Burnaby Mountain Parkway / Gaglardi Way intersection, an Urban Trail now provides access to the campus. However, the west approach of Burnaby Mountain Parkway at Gaglardi Way presents safety concerns for eastbound cyclists. Currently, the eastbound shoulder bike lane ends about, 300 metres in advance of the intersection, forcing slow moving uphill cyclists to merge into through traffic. The speed of traffic, the significant approach grades and proximity to the right-turn lane to Gaglardi Way present a safety concern for both cyclists and drivers. The City regularly receives concerns from cyclists and drivers at this location. This project will remedy the safety concerns and bring this section up to the same standard as the balance of Burnaby Mountain Parkway.

The 2015 Major Roads Network Infrastructure Rehabilitation Program will include the rehabilitation and re-pavement of Burnaby Mountain Parkway between Centennial Way and Gaglardi Way. This provides an opportunity to address the safety concern for eastbound cyclists, by improving the bike lane through to the intersection at Gaglardi Way, as shown in **Figure 1**. The proposed solution will include adjusting the curbs and relocating the median. Engineering cost estimates for this work are \$57,000 (exclusive of GST). As a safety project, funding for these works is eligible to be provided through Gaming Funds. Staff recommend that these safety improvements be included in the 2015 Major Roads Network Infrastructure Rehabilitation Program for Burnaby Mountain Parkway.

**Figure 1:** Burnaby Mountain Parkway Cycling Safety Improvements



## 1.2 Joe Sakic Way Urban Trail

This section of Urban Trail, previously approved by Council in 1990, is a 150m east-west section of the urban trail network that connects the Kensington and Sperling Urban Trails and park trail on Joe Sakic Way west of Kensington Avenue (**Figure 2**).

To: Financial Management Committee  
 From: Director Planning and Building  
 Re: Burnaby Mountain Parkway Cycling Safety  
 Improvements and Joe Sakic Way Urban Trail  
 2015 May 21..... Page 3

**Figure 2: Joe Sakic Way Urban Trail**



The trail provides local community access and connection to the Bill Copeland Sports Centre, CG Brown Memorial Pool, Burnaby Lake, Burnaby Lake Sports Complex, Deer Lake Park and Civic Complex, Central Valley Greenway, Sperling / Burnaby Lake SkyTrain Station and bus stops. This short section is the missing pedestrian and cyclist link in existing Urban Trails extending from Canada Way to the Lougheed Highway (**Figure 3**), and would provide safe means for users to connect east-west.

**Figure 3: Burnaby Lake Urban Trails**





To: Financial Management Committee  
 From: Director Planning and Building  
 Re: Burnaby Mountain Parkway Cycling Safety  
 Improvements and Joe Sakic Way Urban Trail  
 2015 May 21..... Page 4

The 2015 Local Roads Network Pavement Rehabilitation Program includes the reconstruction of Joe Sakic Way between Kensington Avenue and Sperling Street, and provides an opportunity to advance the construction of this section of the approved urban trail network. Engineering cost estimates for this work are \$91,000 (exclusive of GST). Staff recommend that this safety improvement project be included in the 2015 Local Roads Network Pavement Rehabilitation Program for Joe Sakic Way.

## 2.0 FINANCING

Engineering cost estimates indicate an anticipated total budget for construction of these two safety improvement projects of approximately \$148,000 (exclusive of GST). A capital allocation for these projects is provided in the 2015 – 2019 Financial Plan within the 2016 Capital Program, through the use of Gaming Funds. With approval of this report, a request will also be made to ICBC for matching funds for safety improvements to the Burnaby Mountain Parkway and Gaglardi Way intersection. If received, the matching funds could off-set 50% of the City's costs for the improvement of Burnaby Mountain Parkway.

## 3.0 CONCLUSION

The 2015 Local Roads Network Pavement Rehabilitation and Major Roads Infrastructure Rehabilitation offer an opportunity to construct these two sections of active transportation infrastructure at the same time as other planned works, and this report seeks Council funding approval.

As such, it is recommended that Council authorize an expenditure, not to exceed \$148,000 (exclusive of GST), from Gaming Funds for construction of specific works for Burnaby Mountain Parkway and Joe Sakic Way, as outlined in this report. It is also recommended that a copy of this report be sent to the Transportation Committee for their information. With approval of this report, construction and paving of these two sections will be completed in 2015.

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

LL:sla

cc: City Manager  
 Director Engineering  
 Director Finance  
 City Clerk

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Social Planning Committee  
c/o Office of the City Clerk

D. Back, City Clerk  
K. OConnell, Deputy City Clerk

## INTER-OFFICE MEMORANDUM

TO: TRANSPORTATION COMMITTEE                      DATE: 2015 October 06

FROM: ADMINISTRATIVE OFFICER                      FILE: 2410-20

SUBJECT: **SOCIAL SUSTAINABILITY STRATEGY – PHASE 1 REPORT ON  
ACTIONS (ITEM 4A) REPORTS, COUNCIL MEETING 2015.09.28)**

Burnaby City Council, at the Open Council meeting held on 2015 October 5, received the above noted report and adopted the following recommendations contained therein:

1. THAT this report be received for information purposes.
2. THAT copies of the Burnaby Social Sustainability Strategic Progress Report on Actions be forwarded to:
  - the Public Safety Committee;
  - the Traffic Safety Committee;
  - the Transportation Committee;
  - the Parks, Recreation and Culture Commission;
  - the Public Library Board;
  - the Simon Fraser Liaison Committee;
  - the Burnaby Board of Education;
  - the Burnaby Board of Trade;
  - the Fraser Health Authority;
  - Burnaby Members of Parliament;
  - Burnaby Members of the Legislative Assembly; and
  - the Urban Development Institute

In accordance with Recommendation No.2, a copy of the report is *enclosed* for your information.

Sincerely,

Ms. Lynne Axford  
Administrative Officer  
604 294-7295  
[lynne.axford@burnaby.ca](mailto:lynne.axford@burnaby.ca)

### **SOCIAL PLANNING COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: SOCIAL SUSTAINABILITY STRATEGY – PHASE 1 PROGRESS  
REPORT ON ACTIONS**

### **RECOMMENDATIONS:**

1. THAT Council receive this report for information purposes.
2. THAT copies of the Burnaby Social Sustainability Strategic Progress Report on Actions be forwarded to:
  - the Public Safety Committee;
  - the Traffic Safety Committee;
  - the Transportation Committee;
  - the Parks, Recreation and Culture Commission;
  - the Public Library Board;
  - the Simon Fraser Liaison Committee;
  - the Burnaby Board of Education;
  - the Burnaby Board of Trade;
  - the Fraser Health Authority;
  - Burnaby Members of Parliament;
  - Burnaby Members of the Legislative Assembly; and
  - the Urban Development Institute.

### **REPORT**

The Social Planning Committee, at its meeting held on 2015 September 28, received and adopted the *attached* report providing Council with a progress report on the Phase 1 implementation of the Burnaby Social Sustainability Strategy.

Copy: City Manager Deputy City Managers Director Parks, Recreation and Cultural Services Director Engineering Director Finance OIC, Burnaby RCMP Chief Librarian
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To: His Worship, the Mayor and Councillors  
From: Social Planning Committee  
Re: Social Sustainability Strategy – Phase 1 Progress  
Report on Actions  
2015 September 28 ..... Page 2

The progress report, (*provided under separate cover* and to be posted on the City Website at [www.burnaby.ca/socialsustainability](http://www.burnaby.ca/socialsustainability)) provides an update on various actions undertaken in each of the Strategy's seven Strategic Priorities. It also highlights Phase 1 initiatives the City and its partners will pursue in the coming years.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor A. Kang  
Vice Chair

Councillor J. Wang  
Member



Item .....
Meeting .....2015 Sep 30

## COMMITTEE REPORT

**TO:** CHAIR AND MEMBERS  
SOCIAL PLANNING COMMITTEE

**DATE:** 2015 September 23

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 17000 00

**SUBJECT:** **SOCIAL SUSTAINABILITY STRATEGY – PHASE 1 PROGRESS REPORT ON ACTIONS**

**PURPOSE:** To provide Council with a progress report on the Phase 1 implementation of the Burnaby Social Sustainability Strategy.

### RECOMMENDATIONS:

1. **THAT** this report be received for information purposes.
2. **THAT** copies of the Burnaby Social Sustainability Strategic Progress Report on Actions be forwarded to:
  - the Public Safety Committee;
  - the Traffic Safety Committee;
  - the Transportation Committee;
  - the Parks, Recreation and Culture Commission;
  - the Public Library Board;
  - the Simon Fraser Liaison Committee;
  - the Burnaby Board of Education;
  - the Burnaby Board of Trade;
  - the Fraser Health Authority;
  - Burnaby Members of Parliament;
  - Burnaby Members of the Legislative Assembly; and
  - the Urban Development Institute.

### REPORT

#### 1.0 BACKGROUND

At its meeting of 2011 July 11, Council endorsed the Burnaby Social Sustainability Strategy, a bold, visionary and inspiring plan that is intended to guide the City's plans and resource allocations in the social realm over the next decade. The Strategy was developed by a Steering Committee – chaired by Mayor Corrigan, and composed of twenty-four Burnaby residents including four members of City Council – following an extensive public consultation process.

To: Chair and Members  
Social Planning Committee  
From: Director Planning and Building  
Re: Social Sustainability Strategy – Phase 1 Progress Report on Actions  
2015 September 23 .....Page 2

On 2013 March 4, Council approved the Phase 1 Implementation Plan for the Strategy.<sup>1</sup> Two years on, it is appropriate to reflect on what has been possible to achieve and what remains to focus on in the years ahead as part of Phase 1 implementation. To that end, a progress report (*provided under separate cover*)<sup>2</sup> has been prepared to provide an update on the progress of actions contained in the Phase I Implementation Plan. It also highlights Phase 1 initiatives the City and its partners will pursue in the coming years.

## 2.0 OVERVIEW OF PHASE ONE OF THE BURNABY SOCIAL SUSTAINABILITY STRATEGY

The Strategy articulates seven Strategic Priorities and 127 associated actions for the City and others, acting within their respective mandates or in collaboration, to move Burnaby towards its social sustainability vision and goals.

In developing the Strategy's Phase 1 Implementation Plan, staff consulted with external partners (e.g., Burnaby Board of Trade, Burnaby School District, Fraser Health Authority, non-profit community service providers) to determine their interest and availability in working with the City on specific actions, and their timeline for advancing such work. Staff also liaised with all relevant City departments regarding the alignment of the Strategy's actions with their respective work programs. Those discussions, combined with an assessment of the feasibility of the Strategy's actions resulted in the identification of actions that could be focused on in Phase 1.

The Phase 1 Implementation Plan sets directions for the City to take on various social topics over a five year period. A total of 44 actions, from all seven of the Strategy's seven Strategic Priorities, were identified for attention in Phase 1. It was recognized that some of the actions would be accomplished in the near term, while others would involve work into the medium – and long – term, or simply become the way the City does business on an ongoing basis.

## 3.0 PROGRESS ON SOCIAL SUSTAINABILITY STRATEGY ACTIONS

Substantial progress has been made on 35 out of the 44 actions identified in the Phase 1 Implementation Plan, while many of the Strategy's actions identified as *ongoing* or *enacted as opportunities arise* have continued to be advanced. In addition, opportunities have arisen to make progress on a number of actions identified for Phase 2 implementation. In total, significant progress has been made on 81 out of the Strategy's 127 actions. Highlights of this work are noted in the progress report, and highlighted in Appendix 1 *attached*.

<sup>1</sup> To view the Phase I Implementation Plan, visit <https://www.burnaby.ca/Assets/city+services/policies+projects+and+initiatives/social+initiatives/Implementation+to+SSS.pdf>.

<sup>2</sup> Upon Council approval, the progress report would also be posted on the City's Website at [www.burnaby.ca/socialsustainability](http://www.burnaby.ca/socialsustainability).



To: *Chair and Members  
Social Planning Committee*  
 From: *Director Planning and Building*  
 Re: *Social Sustainability Strategy – Phase 1 Progress Report on Actions*  
 2015 September 23.....Page 3

The progress report also identifies remaining Phase 1 actions that will be addressed over the next one to two years. As noted in the 2013 March 4 Council report on Phase 1 implementation, most of the actions identified can be accomplished without the infusion of additional City resources. Any actions requiring additional resources would be reviewed and advanced for committee and Council review prior to being included for consideration in the City's regular budgeting cycle.

#### **4.0 COMMUNICATING THE STRATEGY**

The inspirational and practical nature of the Strategy's vision, goals and strategic priorities has helped the City and its partners focus their efforts in the social realm. Many partners report that they have used the Strategy's goals to further their respective work programs. To maintain momentum and further assist the implementation of the Strategy, a number of partners have suggested that a summary version of the Strategy would help them further concentrate their efforts.

In response, staff propose to develop a short, user-friendly social sustainability guidebook. Such a guidebook would be a synthesis of the Strategy's key elements, organized by its seven strategic priorities. The guidebook would be used to help communicate the Strategy to staff, residents, community agencies, developers and other levels of government and would assist them in identifying, highlighting and advancing projects and initiatives that further support Burnaby's social sustainability. Committee and Council approval of the guidebook would be sought prior to promoting it in the community.

#### **5.0 NEXT STEPS**

It is anticipated that the remaining actions in Phase 1 will be addressed over the next one to two years. As outlined in the overall implementation plan for the Strategy, once Phase 1 reaches completion, it is proposed that the Implementation Plan be revisited through a public consultation process. The purpose of the consultation would be to engage City departments, external partners and the public in assessing progress, refreshing the actions and approach to implementation to reflect new learning, experience and developments, and identifying areas of focus for Phase 2 implementation.

As noted in the Strategy, after 10 years, a more thorough review of the Strategy would take place for the purposes of updating the vision, and identifying new goals and strategic priorities to inform the City's efforts in the social realm.

#### **6.0 CONCLUSION**

The City and its partners have made significant progress on 35 of the 44 actions contained in the Phase 1 implementation plan of the Burnaby Social Sustainability Strategy. Indeed, conditions have been favourable for progress on 81 out of a total of 127 actions in the Strategy. Key highlights of this progress are provided in Appendix 1.


To: Chair and Members  
Social Planning Committee  
From: Director Planning and Building  
Re: Social Sustainability Strategy – Phase 1 Progress Report on Actions  
2015 September 23.....Page 4

The progress report, ***provided under separate cover*** and to be posted on the City Website at [www.burnaby.ca/socialsustainability](http://www.burnaby.ca/socialsustainability) provides an update on various actions undertaken in each of the Strategy's seven Strategic Priorities. It also highlights Phase 1 initiatives the City and its partners will pursue in the coming years.

It is recommended this report and the Progress Report on Actions be received for the information of the Committee and Council.

It is also recommended that copies of the progress report be forwarded to:

- the Public Safety Committee;
- the Traffic Safety Committee;
- the Transportation Committee;
- the Parks, Recreation and Culture Commission;
- the Public Library Board;
- the Simon Fraser Liaison Committee;
- the Burnaby Board of Education;
- the Burnaby Board of Trade;
- the Fraser Health Authority;
- Burnaby Members of Parliament;
- Burnaby Members of the Legislative Assembly; and
- the Urban Development Institute

  
Lou Pelletier, Director  
PLANNING AND BUILDING

MM:sa

***Attachment***

cc: City Manager  
Deputy City Managers  
Director Parks, Recreation and Cultural Services  
OIC – Burnaby RCMP  
Chief Librarian

Director Engineering  
Director Finance  
Fire Chief  
City Clerk

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## Burnaby Social Sustainability Strategy

## Summary table of Phase 1 Implementation Actions 2013-2015

Meeting Basic Needs	<p><i>Ensuring everyone has a foundation to live a life of dignity</i></p> <ul style="list-style-type: none"> <li>• Potential for up to <b>500 new</b> child care spaces as a result of a new Child Care agreement between the City and School District</li> <li>• <b>100+</b> post-secondary students mentored through the Burnaby Board of Trade</li> <li>• <b>8,600 residents</b> access Burnaby's recreation credit program in 2014</li> <li>• New <b>restrictions</b> for payday loan lending</li> <li>• <b>\$1.32 million</b> allocated from the Burnaby Housing Fund to support affordable housing</li> <li>• <b>433</b> adaptable housing units secured since 2013</li> <li>• <b>154</b> new secondary suites, more under review</li> <li>• New <b>Healthier Community Partnership</b> between the City, School District, and Fraser Health, working together on mental health and physical literacy</li> <li>• 500+ Burnaby residents attend free <b>food preservation and gardening</b> workshops hosted by Burnaby Food First, with support from the City of Burnaby</li> </ul>
Celebrating Diversity and Culture	<p><i>Recognizing the role diversity and culture play in supporting a cohesive, creative and engaged community</i></p> <ul style="list-style-type: none"> <li>• <b>22 newcomers</b> trained as storytellers – captured in <b>Burnaby Digital Storytelling Project</b></li> <li>• <b>10 Inter-Faith community gatherings</b> attended by 100s of Burnaby residents</li> <li>• Member of the <b>Canadian Coalition of Municipalities Against Racism</b> since 2012</li> <li>• <b>27,000 hours</b> contributed by volunteers to support isolated seniors in 2014</li> <li>• <b>43,500 visits</b> to Burnaby Youth Centres in 2014</li> <li>• <b>Local artists</b> featured in Burnaby Art Gallery exhibitions</li> </ul>
Getting Involved	<p><i>Nurturing an involved community where individuals, groups and organizations actively participate in, contribute to, and help share community life</i></p> <ul style="list-style-type: none"> <li>• New <b>one-stop guide</b> to civic participation: <a href="http://www.burnaby.ca/beinvolved">www.burnaby.ca/beinvolved</a></li> <li>• <b>5.6% increase</b> in voter turnout in 2014 municipal election</li> <li>• <b>50 City Hall tours</b> engage 1,000+ residents</li> <li>• New <b>Volunteering</b> portal promotes volunteer opportunities</li> <li>• Burnaby Board of Trade launches award-winning <b>Pledge for a Sustainable Community</b></li> </ul>

Learning for Life	<p><i>Continuous building of skills and knowledge through people's lives from birth to late adulthood</i></p> <ul style="list-style-type: none"> <li>• New <b>directory of learning services</b> produced by Literacy Now Burnaby</li> <li>• <b>74,975+</b> visits to Burnaby Public Library's free computers in 2014</li> <li>• <b>Community Adult Literacy Program</b> launched through Literacy Now Burnaby with Burnaby Neighbourhood House, SFU and Burnaby Public Library</li> <li>• Byrne Creek Secondary becomes Burnaby's <b>8<sup>th</sup></b> community school in 2015</li> <li>• <b>Free Wi-Fi</b> to a further 17 City locations, available now at all community centres, libraries and City Hall</li> </ul>
Enhancing Neighbourhoods	<p><i>Recognizing the importance people place on vibrant neighbourhoods and opportunities for neighbours to interact</i></p> <ul style="list-style-type: none"> <li>• <b>Complete communities</b> –more opportunities for people to live close to transit, employment, services, shopping and recreation</li> <li>• <b>Priority community amenities</b> identified in each town centre – new development will contribute</li> <li>• <b>3 new community resource centres</b> opened – 22,000 square feet of program and meeting space for Burnaby-based non-profits</li> <li>• <b>12 celebrations</b> at new Edmonds outdoor plaza, more plazas on the way</li> <li>• <b>3 public art pieces</b> installed so far on the <b>Beresford Art Walk</b> – Burnaby's new outdoor art gallery</li> <li>• <b>28 Festivals Burnaby grants</b> each year</li> <li>• <b>107 neighbourhood small grants</b> awarded through Burnaby Neighbourhood House and the Vancouver Foundation</li> </ul>
Getting Around	<p><i>Envisioning a future in which transportation services, infrastructure and information combine to ensure travel is not a barrier to participation in society</i></p> <ul style="list-style-type: none"> <li>• <b>New Town Centre public realm standards</b> - wider sidewalks, bike lanes and rain gardens</li> <li>• <b>Pedestrian improvements</b> – 18 kilometres of new sidewalks and urban trails in 2013-14</li> <li>• <b>Accessibility improvements</b> – 63% of Burnaby bus stops are now accessible for people who use mobility aids, annual program to continue improvements</li> <li>• <b>40 kilometres</b> added to Burnaby's bike network over the past 5 years</li> </ul>
Protecting Our Community	<p><i>Fostering an atmosphere of security where all people are able to participate in community life</i></p> <ul style="list-style-type: none"> <li>• <b>35 emergency preparedness</b> presentations in 2014</li> <li>• RCMP deliver <b>8 crime prevention presentations</b> reaching 100s of residents in 2014</li> <li>• Volunteers contribute <b>5,363 hours</b> with community policing programs</li> <li>• Auxiliary constables contribute <b>2,900</b> volunteer hours in 2014</li> <li>• New web-based Business Watch program launched Sept. 17, 2015</li> </ul>

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