



SPECIAL CITY COUNCIL MEETING A G E N D A

Monday, September 20, 2021, 3:00 p.m.

Council Chamber, City Hall

4949 Canada Way, Burnaby, BC

	Pages
1. <u>CALL TO ORDER</u>	
2. <u>REPORT</u>	
2.1. Chief Administrative Officer Special Report, 2021 September 20	2
3. <u>CHIEF ADMINISTRATIVE OFFICER'S REPORT</u>	
3.1. SIDEWALK IMPLEMENTATION PROCESS	3
Purpose: To seek Council approval for the sidewalk implementation process as presented in this report in order to help meet the City's multi-modal transportation targets.	
4. <u>NEW BUSINESS</u>	
5. <u>ADJOURNMENT</u>	



CHIEF ADMINISTRATIVE OFFICER'S SPECIAL REPORT September 20, 2021

Unless otherwise noted, the departmental recommendations contained in this Chief Administrative Officer's Report are approved and recommended by the Chief Administrative Officer to the Mayor and Council.

HIS WORSHIP THE MAYOR AND MEMBERS OF COUNCIL;

The following report is submitted for your consideration:

Item

01 SIDEWALK IMPLEMENTATION PROCESS

PURPOSE: To seek Council approval for the sidewalk implementation process as presented in this report in order to help meet the City's multi-modal transportation targets.

Yours respectfully,



Leon A. Gous, PEng, MBA
Chief Administrative Officer



Item
Meeting 2021 Sep 20

COUNCIL REPORT

TO: CHIEF ADMINISTRATIVE OFFICER **DATE:** 2021 September 14

FROM: DIRECTOR ENGINEERING **FILE:** 37500-14
Reference: Sidewalks and Pathways

SUBJECT: SIDEWALK IMPLEMENTATION PROCESS

PURPOSE: To seek Council approval for the sidewalk implementation process as presented in this report in order to help meet the City's multi-modal transportation targets.

RECOMMENDATION:

1. **THAT** Council approve the sidewalk implementation process as presented in this report.

REPORT

1.0 INTRODUCTION

The Burnaby Transportation and Climate Action Plans both seek to complete the City's sidewalk network to meet safety, mode split, and emissions targets. One of the Big Moves in the current draft of the Transportation Plan is to complete 80% of the pedestrian network by 2030. However, only approximately 70% of the sidewalks needed in 2021 to reach this goal will be constructed because some residents have been successful in stopping sidewalk construction projects in their neighbourhoods.

Residents opposed to sidewalks often cite loss of parking, loss of landscaping, and increased maintenance as reasons for their opposition. These issues do arise with the introduction of sidewalks, but sometimes they can be alleviated with design changes if they are known when there is still time to make changes. Moreover, staff find that some residents become more supportive of sidewalks when they learn of their advantages such as street lighting, storm water management, and traffic calming. It appears that more sidewalks can be constructed successfully if residents are engaged earlier in the process to determine the issues and are provided education on the benefits of pedestrian infrastructure.

Staff are proposing to introduce a sidewalk implementation process to improve effectiveness of sidewalk construction and help meet the City's target of completing 80% of the pedestrian network by 2030.

To: Chief Administrative Officer
 From: Director Engineering
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2.0 POLICY SECTION

Goal

- A Safe Community
 - Transportation safety –
Make City streets, pathways, trails and sidewalks safer
- A Connected Community
 - Geographic connection –
Ensure that people can move easily through all areas of Burnaby, using any form of transportation
- A Healthy Community
 - Healthy life –
Encourages opportunities for healthy living and well-being
 - Healthy environment –
Enhance our environmental health, resilience and sustainability
 - Community involvement –
Encourage residents and businesses to give back to and invest in the community
- A Dynamic Community
 - City facilities and infrastructure –
Build and maintain infrastructure that meets the needs of our growing community
- A Thriving Organization
 - Communication –
Practice open and transparent communication among staff, Council and the community

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3.0 SIDEWALK IMPLEMENTATION PROCESS

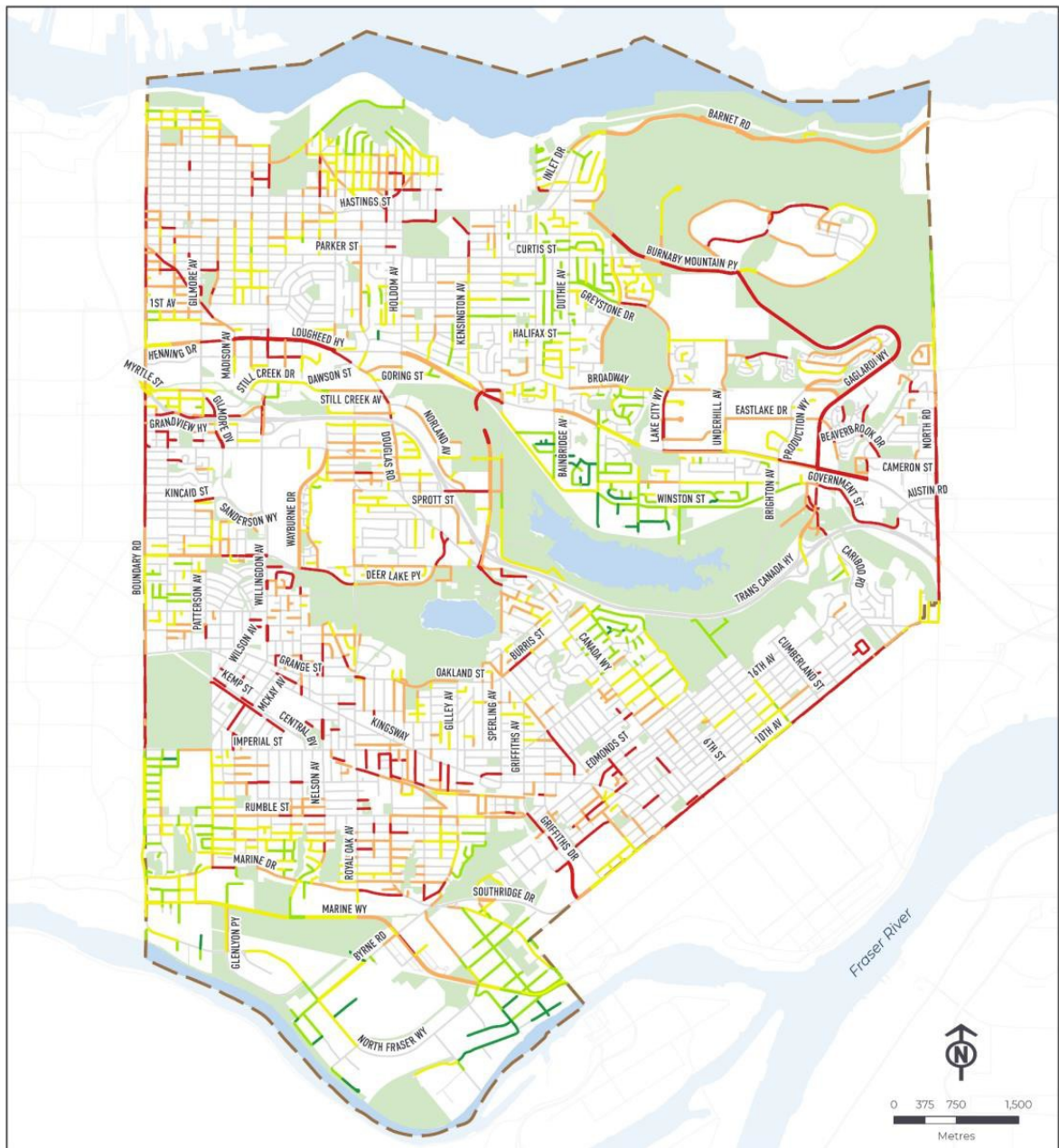
3.1 Prioritization

Staff have developed a framework to prioritize where sidewalks are needed the most. The evaluation framework consists of ten factors. Five are based on pedestrian demand and five are based on pedestrian safety & equity. The ten factors are shown in the table below.

Pedestrian Demand	Pedestrian Safety and Equity
Transit	Road Classification
Schools	Network Connectivity
Parks, Seniors Centres or Civic Facilities	Network Need
Commercial Areas	Equity
Destination Density	Walking Mode Share

Each factor is scored on a scale of 1 to 10 based on a pre-set criteria which can be found in the attached presentation. Scores are tabulated and a network need score is assigned to every street in the City. The higher the score, the higher the need for a sidewalk in the area. The results are shown spatially in the map below. Each year staff will develop a logical package of sidewalks for construction based on the sidewalk priorities, construction capacity, and other construction activity.

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OVERALL NETWORK NEED

Factor Score

- ≥ 60
- 50 - 59
- 40 - 49
- 30 - 39
- ≤ 29

— Municipal Boundary

— Park

— Water Feature

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4.0 RECOMMENDATION

Staff recommend that Council approve the proposed sidewalk implementation process as presented in this report.



James Lota, P.Eng., MBA, MPA
DIRECTOR ENGINEERING

JL/ac

Attachment

Copied to: Director Corporate Services
Director Planning & Building
Assistant Director Engineering Infrastructure and Development

SIDEWALK IMPLEMENTATION PROCESS

Special Council Meeting

2021 Sept 20



**THIS IS
CLIMATE
ACTION**



Walking & Rolling

Big Move

- » By 2030, 80% of the Burnaby pedestrian network will be completed to provide an accessible, safe, and comfortable walking and rolling environment.



Cycling

Big Move

- » By 2030, the Phase 1 cycle network will be completed, providing clear consistent and continuous connections between town centres, major destinations and to neighbouring municipalities.



Public Transit

Big Move

- » By 2030, the City will install 370 additional bus shelters or bus benches to increase transit passenger comfort.
- » By 2025, the City in partnership with TransLink will complete feasibility studies for future rapid transit corridors to inform the upcoming OCP review, and identify necessary land investments to protect specific corridors.

Annual Targets

Annual Target:

30km

Network Completion:

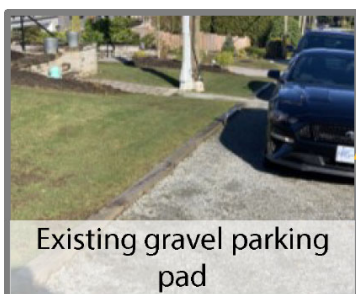
~20 years

2021 Expected:

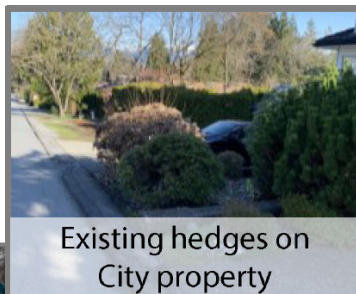
22km



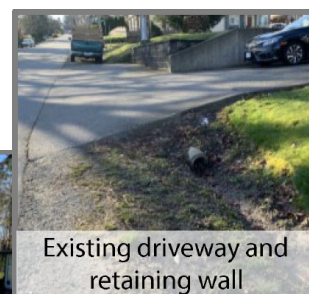
Challenges



Existing gravel parking pad



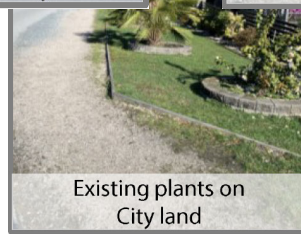
Existing hedges on City property



Existing driveway and retaining wall



Increased maintenance (snow clearing & mowing)



Existing plants on City land





Communicate Early



The Standard

- Separated
- 1.8m minimum
- Curb & gutter
- Streetlights & trees
- Wheelchair ramps

Exceptions:

- Tree preservation
- Storm water quality

Prioritization

Pedestrian Demand	Pedestrian Safety and Equity
Transit	Road Classification
Schools	Network Connectivity
Parks, Seniors Centres or Civic Facilities	Network Need
Commercial Areas	Equity
Destination Density	Walking Mode Share



Transit

DESCRIPTION	SCORE
On a bus route	10
Not on a bus route, but within 200 metres of a bus stop or Sky Train station	7.5
Not on a bus route, but within 200-400 metres of a bus stop or Sky Train station	5
Not on a bus route, but within 400-600 metres of a bus stop or Sky Train station	2.5
Not on a bus route, but within 600-800 metres of a bus stop or Sky Train station	1

Schools

DESCRIPTION	SCORE
Directly adjacent to any school	10
Within 200 metres of any school	7.5
Within 200 – 400 metres of any school	5
Within 400 – 600 metres of any school	2.5
Within 600 – 800 metres of any school	1



Network Connectivity

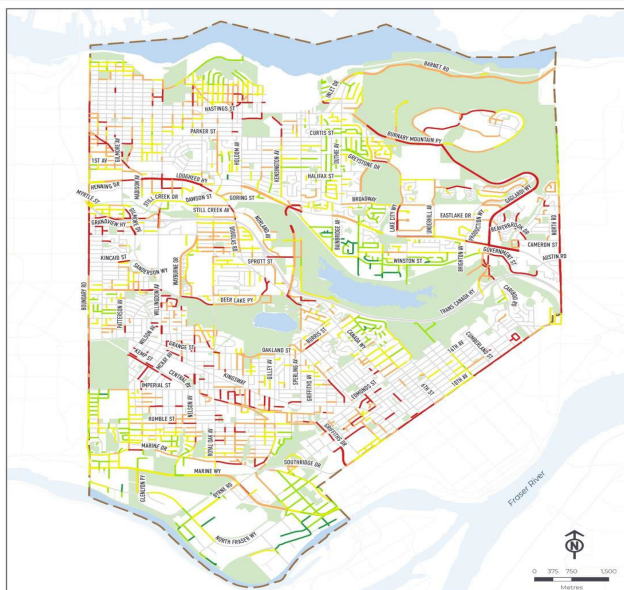
DESCRIPTION	SCORE
Connects to a Sidewalk or Trail on Both Ends	10
Connects to a Sidewalk or Trail on One End	5
Does Not Connect to a Pedestrian Facility	1

Network Need

DESCRIPTION	SCORE
No Sidewalks or Trails on Either Side	10
Sidewalk or Trail Already on One Side	5
Sidewalks or Trails on Both Sides	N/A

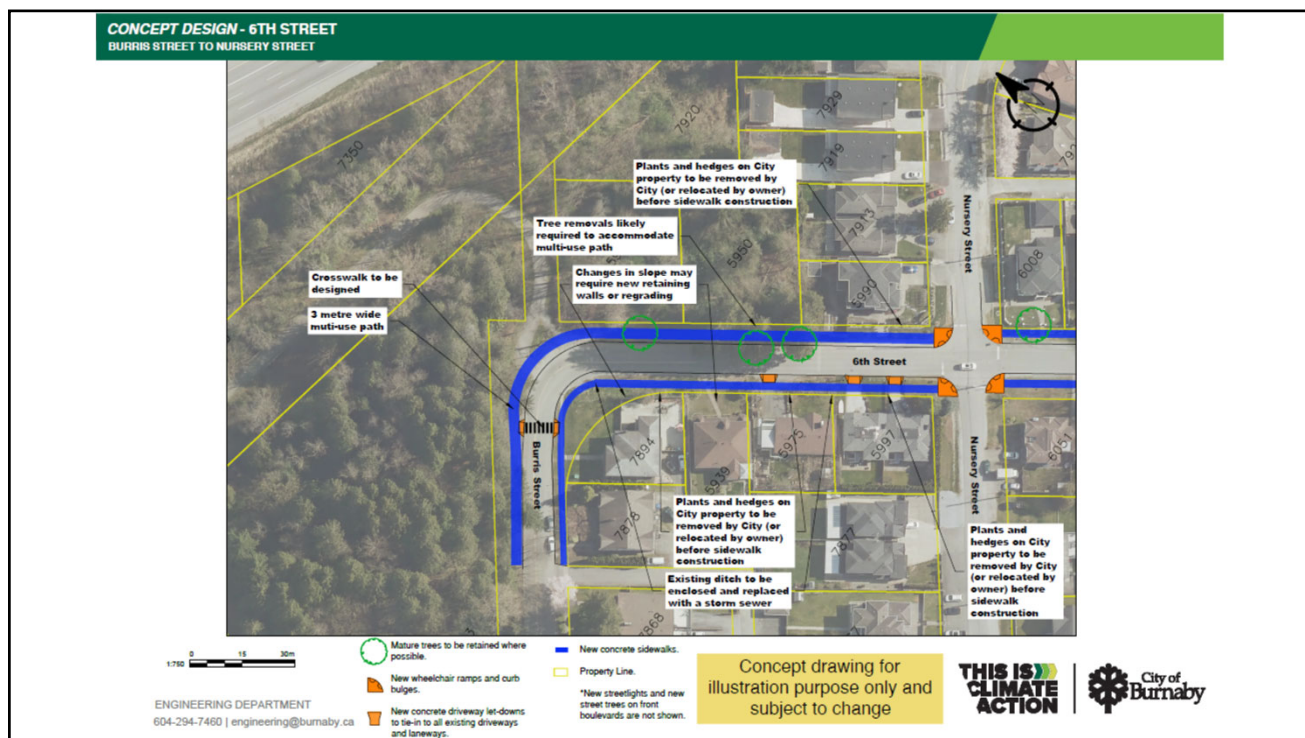


Results



OVERALL NETWORK NEED





PROJECT DETAILS – SIXTH STREET ALLMAN ST- BURFIELD CRES

Existing Conditions

- » No curb & gutter and sidewalks on both sides
- » No existing sidewalks along both sides
- » Ditches and utility poles along both sides
- » Paved and gravel shoulder for parking along both sides

Improvement

- » Upgrade street with curb & gutter and sidewalks on both sides with front boulevard with street trees and streetlights
- » Concrete letdowns for existing driveways
- » Install wheelchair ramps on all street corners

Private Features on City Right of Way Potentially Impacted

- » All driveways to be upgraded with sidewalk crossing and new concrete driveway letdowns
- » 6192, 6228, 6263, 6261, 6232, 6245 & 8290 - landscaping and hedge to be removed or relocated onto private property
- » 7888 Stanley - 2 small trees may be removed or relocated onto private property
- » 7896 Allman - retaining wall or regrading to be required due to steep incline



- Utilities
- Ditch / Drainage
- Driveway
- Street Light
- Trees
- Retaining Wall
- Fence
- Other
- Landscaping / Garden
- Walkway / Stairs

ENGINEERING DEPARTMENT
604-294-7460 | engineering@burnaby.ca



Process Timelines

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Conceptual Design																								
Public Engagement																								
Detailed Design																								
Tender																								
Construction																								

Public Communication

Point of no return



Recommendation

That Council approve the sidewalk implementation process as described.



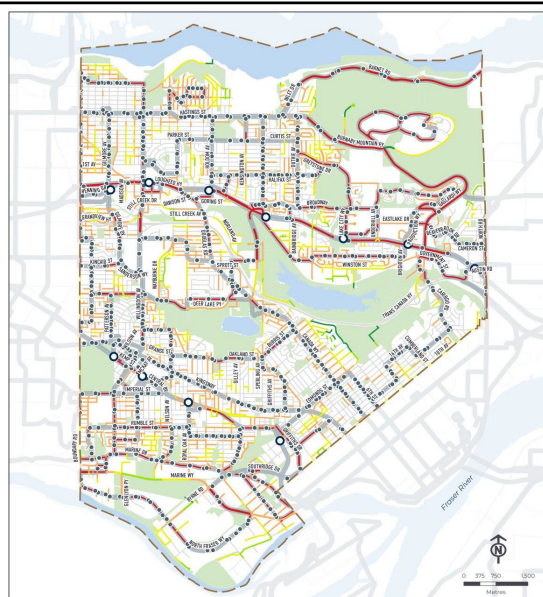
Appendices



SUMMARY OF RESULTS

TRANSIT

DESCRIPTION	SCORE
On a bus route	10
Not on a bus route, but within 200 metres of a bus stop of Sky Train station	7.5
Not on a bus route, but within 200-400 metres of a bus stop of Sky Train station	5
Not on a bus route, but within 400-600 metres of a bus stop of Sky Train station	2.5
Not on a bus route, but within 600-800 metres of a bus stop of Sky Train station	1



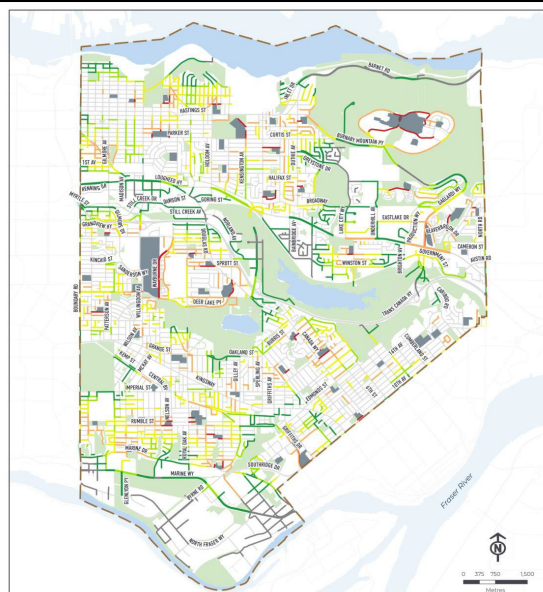
EXISTING TRANSIT NETWORK



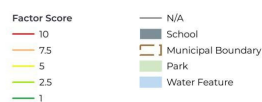
SUMMARY OF RESULTS

SCHOOLS

DESCRIPTION	SCORE
Directly adjacent to any school	10
Within 200 metres of any school	7.5
Within 200 – 400 metres of any school	5
Within 400 – 600 metres of any school	2.5
Within 600 – 800 metres of any school	1



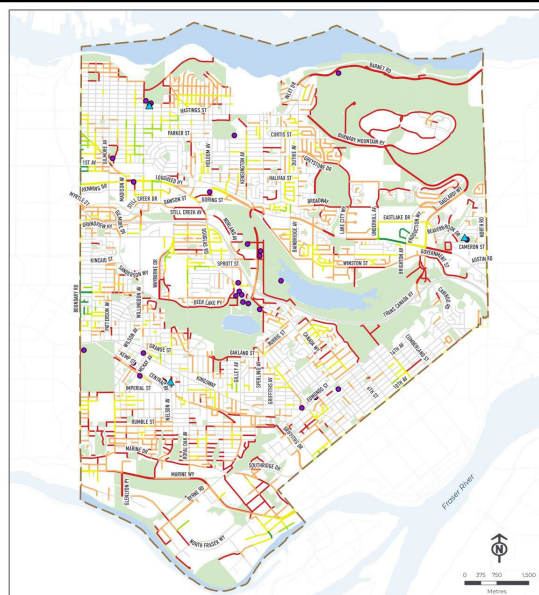
PROXIMITY TO SCHOOLS



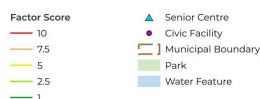
SUMMARY OF RESULTS

PARKS, SENIORS CENTRES, OR CIVIC FACILITIES

DESCRIPTION	SCORE
Directly adjacent to any park, seniors centre, or civic facility	10
Within 200 metres of any park, seniors centre, or civic facility	7.5
Within 200 – 400 metres of any park, seniors centre, or civic facility	5
Within 400 – 600 metres of any park, seniors centre, or civic facility	2.5
Within 600 – 800 metres of any park, seniors centre, or civic facility	1



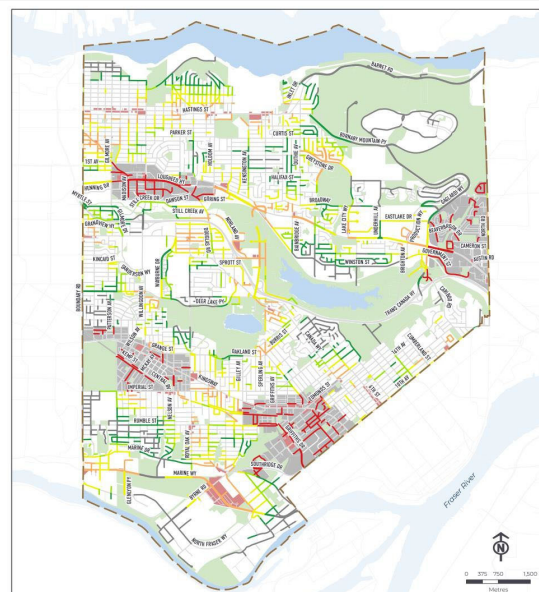
PROXIMITY TO PARKS, SENIOR CENTRES, OR CIVIC FACILITIES



SUMMARY OF RESULTS

COMMERCIAL AREAS

DESCRIPTION	SCORE
Within a Town Centre	10
Outside a Town Centre, but within 200 metres of a commercial land use	7.5
Outside a Town Centre, but within 200-400 metres of a commercial land use	5
Outside a Town Centre, but within 400-600 metres of a commercial land use	2.5
Outside a Town Centre, but within 600-800 metres of a commercial land use	1



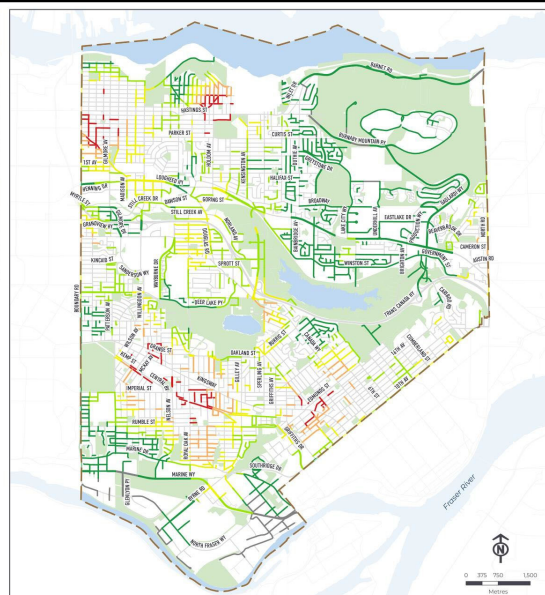
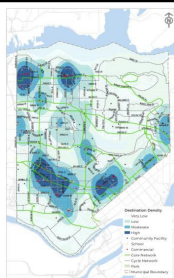
COMMERCIAL AREAS



SUMMARY OF RESULTS

DESTINATION DENSITY

DESCRIPTION	SCORE
Located in Area of Highest Destination Density	10
Located in Area of Moderate Destination Density	7.5
Located in Area of Moderate Destination Density	5
Located in Area of Moderate-Low Destination Density	2.5
Located in Area of Lowest Destination Density	1



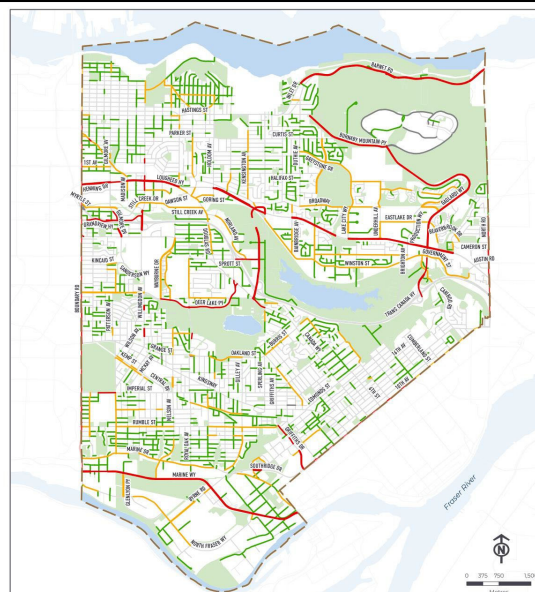
DESTINATION DENSITY



SUMMARY OF RESULTS

ROAD CLASSIFICATION

DESCRIPTION	SCORE
Arterial	10
Collector	5
Local	1



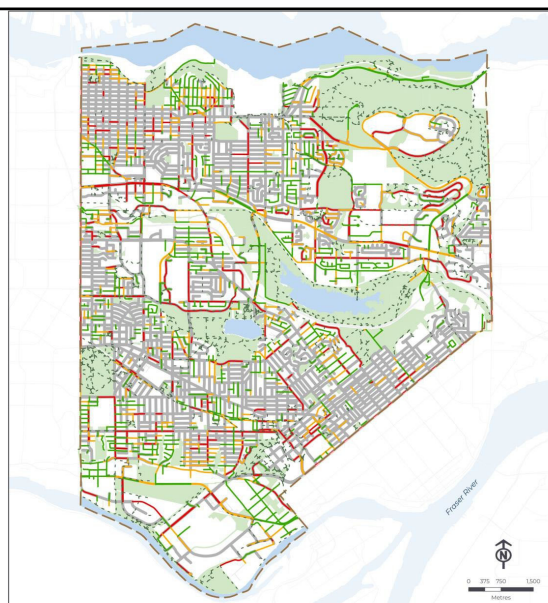
ROAD CLASSIFICATION



SUMMARY OF RESULTS

NETWORK CONNECTIVITY

DESCRIPTION	SCORE
Connects to a Sidewalk or Trail on Both Ends	10
Connects to a Sidewalk or Trail on One End	5
Does Not Connect to a Pedestrian Facility	1



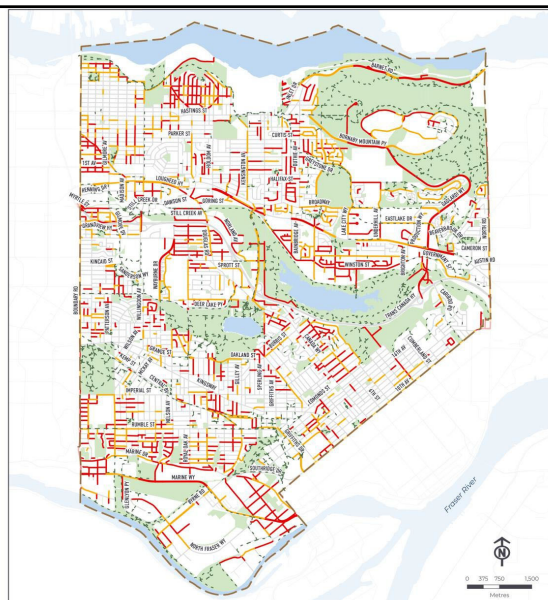
NETWORK CONNECTIVITY



SUMMARY OF RESULTS

NETWORK NEED

DESCRIPTION	SCORE
No Sidewalks or Trails on Either Side	10
Sidewalk or Trail Already on One Side	5
Sidewalks or Trails on Both Sides	N/A



NETWORK NEED



SUMMARY OF RESULTS

EQUITY

DESCRIPTION	SCORE
Located in Area of Highest Equity Need	10
Located in Area of Moderate-High Equity Need	7.5
Located in Area of Moderate Equity Need	5
Located in Area of Moderate-Low Equity Need	2.5
Located in Area of Low Equity Need	1



SUMMARY OF RESULTS

WALKING MODE SHARE

DESCRIPTION	SCORE
Located in Area of Highest Walking Mode Share	10
Located in Area of Moderate-High Walking Mode Share	7.5
Located in Area of Moderate Walking Mode Share	5
Located in Area of Moderate-Low Walking Mode Share	2.5
Located in Area of Lowest Walking Mode Share	1

