

CITY OF BURNABY

BURNABY BICYCLE ADVISORY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

RE: METROTOWN BIKE LOOP

RECOMMENDATIONS:

1. THAT the Metrotown Bike Loop be approved in principle as a basis for consultation with the public and other agencies as outlined in the attached report.
2. THAT a copy of this report be sent to both divisions of the Traffic and Transportation Committee for information.

R E P O R T

The Burnaby Bicycle Advisory Committee, at its meeting held on 1995 May 25 received and adopted the attached report outlining a plan for the implementation of the proposed Metrotown Bike Loop.

The Committee therefore places the recommendations before Council for approval.

Respectfully submitted,

Councillor D. Drummond  
CHAIR

: COPY - CITY MANAGER - DIR. PLNG. & BLDG.
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TO: BURNABY BICYCLE ADVISORY COMMITTEE 1995 May 25  
FROM: DIRECTOR PLANNING AND BUILDING  
SUBJECT: METROTOWN BIKE LOOP  
PURPOSE: To outline a plan for the implementation of the proposed Metrotown Bike Loop.

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### RECOMMENDATIONS:

1. THAT the Bicycle Advisory Committee recommend to Council:
  - a) THAT the Metrotown Bike Loop be approved in principle as a basis for consultation with the public and other agencies as outlined in this report.
  - b) THAT a copy of this report be sent to both divisions of the Traffic and Transportation Committee for information.

### 1.0 BACKGROUND

The Burnaby Transportation Plan adopted by Council 1995 March 13 supports the development of town centres served by safe and convenient cycling routes. A major goal of the Plan is to promote alternative modes of transportation such as cycling.

The Burnaby Bicycle Advisory Committee formed a sub-committee in 1994 to study ways to provide for the increased use of bicycles as a practical and convenient mode of transportation in Metrotown.

Areas identified for improvement included the establishment of designated bikeway routes within Metrotown, improved bikeway links from surrounding neighbourhoods and from other parts of Burnaby, expanded bike parking facilities, and provision of end-of-trip amenities for cyclists.

Based on the sub-committee's initial findings, the Bicycle Committee has worked with staff to identify a detailed alignment and related improvements for consideration in developing the proposed Metrotown Bike Loop as outlined in this report.

## **2.0 BIKE LOOP DESIGN CONCEPT**

The proposed Metrotown Bike Loop consists of a bikeway route at the perimeter of the Metrotown core area (refer to attached Figure 1). The proposed bike route follows on existing streets and also utilizes an off-street section of the BC Parkway.

The Bike Loop would be linked to surrounding Burnaby neighbourhoods and facilities by means of the present roadway network, the existing BC Parkway, and future urban trail corridors planned north/south through Metrotown. The Committee has also discussed other street improvements which could be pursued in the future to provide better linkages for cyclists.

The Bike Loop will serve residents and users of the Metrotown Town Centre, providing access to many significant destinations including major malls, office buildings, residential towers, the Metrotown Skytrain station and transit exchange, Bob Prittie Metrotown Library, Civic Square, and the Bonsor Recreation Centre and Park.

The design concept for the proposed Bike Loop provides 1.0 - 1.5 metres additional space for cyclists travelling each direction within the existing roadways. Stencilled pavement markings of bike symbols will delineate the space for cyclists within the widened travel lanes, and this will be supported by bike route signage along the route.

Existing roadways constructed to a 14 metre standard will generally be re-stripped to accommodate two widened vehicle/bicycle travel lanes and two parking lanes. Roadways constructed to an 11 metre standard will generally be re-stripped to accommodate two widened vehicle/bicycle travel lanes and one parking lane.

New signalization to assist cyclists crossing busy streets is proposed at intersections where warranted by existing traffic conditions. Existing traffic signals will be utilized where they occur along the route.

Standardized signage will be provided along the route to identify the bikeway and provide direction to cyclists. Mapboards can be considered for key locations. Signage will use internationally recognized symbols and will incorporate the name of the bikeway as well as directional arrows.

The proposed reorganization of the roadway lane markings can be further modified if desirable in the future to provide exclusive, painted bike lanes. However, bike lanes are not being recommended at this time due to concerns with safety and legibility at the numerous intersections along the Metrotown Loop.

It should be noted that the development of a designated bike route around the Metrotown core does not restrict cyclists from using the other streets and highways legally available to them.

### **3.0 BIKE LOOP ALIGNMENT**

The total length of the Metrotown Bike Loop is approximately 3.0 kilometres and incorporates the segments outlined below.

#### **3.1 McKay Avenue**

The McKay Avenue segment extends from the BC Parkway, south of Central Boulevard, to Hazel Street north of Kingsway.

From Central Boulevard to Kingsway, an adjustment to the paint lines is proposed to provide a widened curb lane at an interim standard of 4.0 metres to better accommodate cyclists, and to continue to provide for the major traffic requirements (four travel lanes) on this section of McKay. Future widening can be considered to increase the curb lane to the preferred 4.5 metres width.

Between Kingsway and Hazel Street, one widened vehicle/bicycle travel lane is proposed in each direction. The existing parking (west side) would remain until four travel lanes are required in the future.

#### **3.2 Hazel Street/Sanders Street**

The Hazel Street/Sanders Street segment extends from McKay Avenue to Marlborough Avenue.

On Hazel, one widened vehicle/bicycle travel lane is proposed in each direction and on-street parking generally can be retained except for a short one block section between Sussex Avenue and McKercher Avenue where parking is proposed to be retained on one side only.

Signalization of the intersection at Nelson Avenue is required to improve this crossing for cyclists.

On Sanders east of Nelson, one widened vehicle/bicycle travel lane is proposed in each direction. Existing on-street parking, presently on both sides of the street, is proposed to be retained on one side only.

### **3.3 Marlborough Avenue**

The Marlborough Avenue segment extends from Sanders to Bennett Street. One widened vehicle/bicycle travel lane is proposed in each direction.

Between Sanders and Newton Street, the existing on-street parking, presently on both sides of the street, is proposed to be retained on one side only. From Newton to Kingsway, the existing parking (both sides) would remain. South of Kingsway the existing parking (one side) would remain.

Signalization of the intersection at Kingsway is proposed to improve this crossing for cyclists and pedestrians. The existing fire signal at this location would also be incorporated into the proposed signalization. The cooperation of the Ministry of Transportation and Highways is required for this improvement.

South of Kingsway the existing on-street parking (west side) would remain.

### **3.4 Bennett Street/Bonsor Avenue**

The Bennett Street/Bonsor Avenue segment extends from Marlborough to the BC Parkway, south of Central Boulevard.

On Bennett, one widened vehicle/bicycle travel lane is proposed in each direction. Between Marlborough and Nelson, the existing on-street parking (both sides) can remain. West of Nelson, one of the two existing westbound travel lanes will be required to be removed. Two eastbound travel lanes will remain with adjustments to paint lines to provided for the widened curb lane as noted.

Reconfiguration of the intersection at Bonsor / Bennett is proposed to increase safety and convenience for cyclists and pedestrians.

On Bonsor, one widened vehicle/bicycle travel lane is proposed in each direction. The existing on-street parking (east side) would remain.

Signalization of the intersection at Central Boulevard is proposed to improve this crossing for cyclists.

### **3.5 B.C. Parkway**

The BC Parkway segment of the proposed Bike Loop extends from Bonsor Avenue to McKay Avenue, and utilizes the existing off-street 7-Eleven Bicycle Trail parallel to Central Boulevard. The existing path is an asphalt bikeway approximately 3.0 metres wide.

To provide continuity with the on-street segments of the proposed Bike Loop, pathway linkages are required to connect the existing 7-Eleven Trail to Central Boulevard at Bonsor and at McKay. Additional improvements are also desirable at Silver Avenue to provide a connection to Central Boulevard.

Although signed as a bikes-only pathway, the 7-Eleven Trail is heavily used by pedestrians. For this reason, it is desirable in the long term to consider development of a parallel pathway, exclusively for cycling, along this segment of the proposed Bike Loop. This subject regarding improvements to the BC Parkway and possible use of the abandoned railway line is currently being investigated by the Committee and staff.

#### **4.0 CONSULTATION PROCESS**

With Council's approval in principle, a public consultation process will be undertaken to provide residents, property owners, and business operators in the area with information and to obtain their input on the proposed project.

Staff will also work with other agencies that are affected by this proposal including the Ministry of Transportation and Highways, BC Transit, and the agency responsible for BC Parkway.

The results of the consultation process, including any revisions or adjustments to be recommended, will be reported back to Council concurrent with a request for funding.

#### **5.0 IMPLEMENTATION**

Subject to Council final approval, implementation of the Metrotown Bike Loop can be initiated in 1995 in order to be operational by spring of 1996.

Following completion of the route, staff will monitor the use and operations of the Bike Loop to identify any future modifications that may be desirable.

The implementation program for the Bike Loop will also include the preparation of brochures for public distribution. The proposed brochure will promote the use of the Bike Loop and will include a map for reference as well as other information about cycling safety and related cycling facilities.

A preliminary cost estimate for implementation of the proposed Metrotown Bike Loop is under preparation and will include:

- route signage and pavement markings;
- the Ministry's new traffic signal at Kingsway/Marlborough;
- the new traffic signals at Nelson/Hazel and at Bonsor/Central Boulevard;
- modification to Bennett/Bonsor intersection, and
- promotional information including maps and brochures.

It should be noted that some of the improvements outlined will provide wider benefit to other non-cycling groups. Further detailed costs and funding will be identified upon completion of public consultation and final design. Funding is available in the 1995-1999 Capital Program under Metrotown Urban Design Street Improvements.


Upon Council approval in principle, staff will pursue a request to the Ministry of Transportation and Highways for the required signalization of the intersection of Kingsway and Marlborough.

## **6.0 CONCLUSION**

The Metrotown Bike Loop as outlined in this report will encourage cycling by improving functional and convenient access for bikes to a number of key destinations in the Metrotown core area.

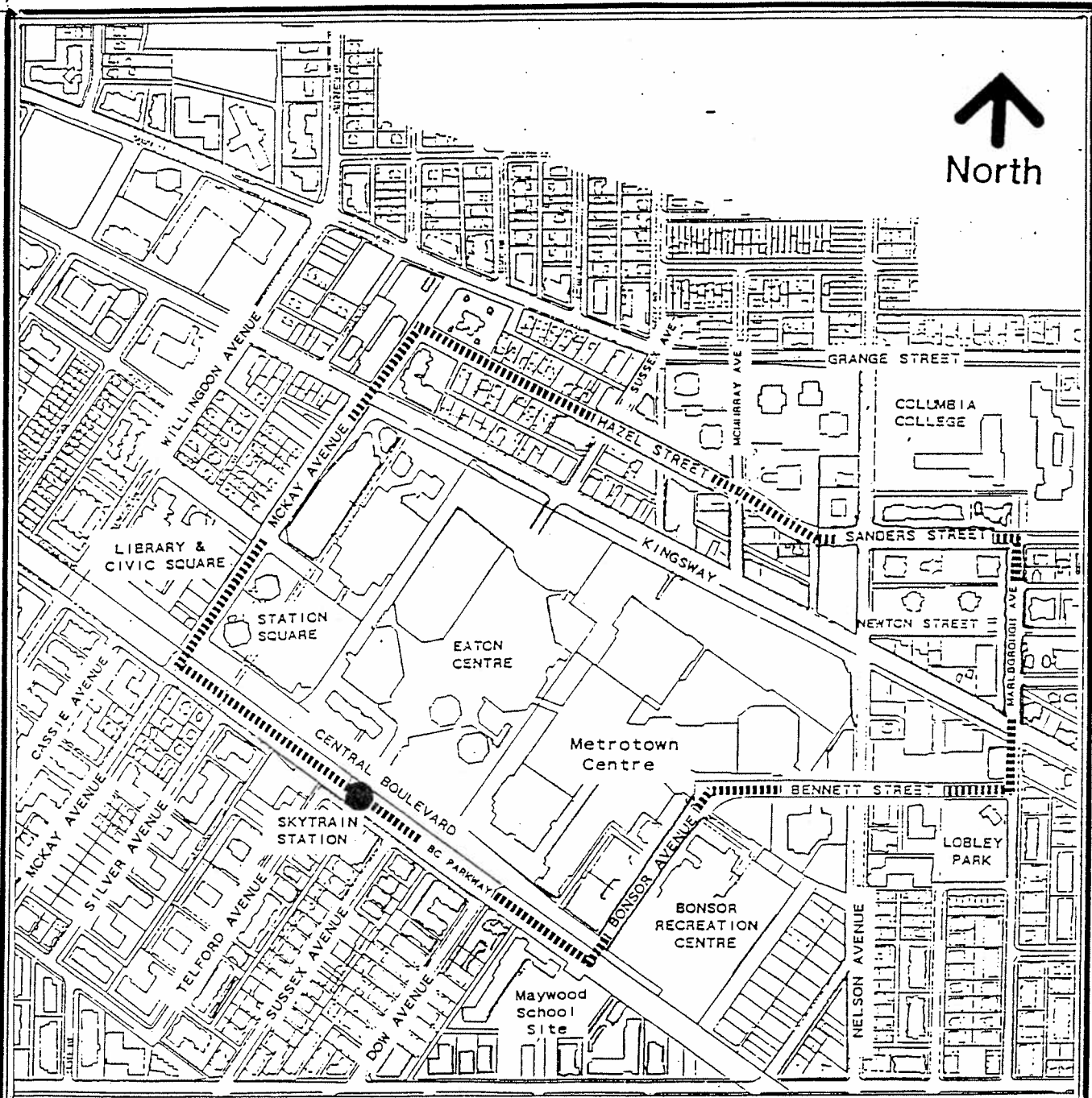
It is recommended that Council be requested to approve in principle the Metrotown Bike Loop as a basis for consultation with the public and other agencies as outlined in this report.

It is recommended that Council be requested to forward a copy of this report to both divisions of the Traffic and Transportation Committee for information and comment.



**D. G. Stenson  
DIRECTOR  
PLANNING AND BUILDING**

KR/KF:hr  
Attachment  
cc: Director Engineering



Date:	17 May 1995
Scale:	NTS
Drawn By:	KSF



City of  
**Burnaby**  
 Planning & Building Dept.

FIGURE 1

Metrotown Bike Loop Proposed Route Alignment