

TO: CITY MANAGER 1996 August 21

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: FRANCES/UNION AND METROTOWN BIKE ROUTE PROJECTS

PURPOSE: To provide information to Council regarding implementation of the Frances/Union Bike Route and Metrotown Bike Route projects.

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**RECOMMENDATIONS:**

1. **THAT** a copy of this report be sent to the Bicycle Advisory Committee for information.

**REPORT**

**1.0 Background:**

The Frances/Union Bike Route and the Metrotown Bike Route projects have been approved by Council and funded with cost-sharing assistance from the provincial Cycle Network Program.

Planning of the bike routes has been developed by the Bicycle Advisory Committee and staff with input from cycling experts. A public consultation process was undertaken and the resulting input received from cyclists and local residents was considered in preparing final plans for the two routes.

**2.0 Frances/Union Bike Route: (refer to Sketch #1 attached)**

This 7.0 km bike route provides cyclists with a linkage across north Burnaby from Boundary Road at the end of Vancouver's Adanac Bikeway through to Simon Fraser University and to the Barnet Highway.

The route is designed primarily as an on-street facility with improvements directed at improving safety and convenience for cyclists. An off-street bike path is provided along the Kensington Park section of the route between Fell Avenue and Kensington Avenue.

An information mailout was sent to all residents and property owners along the route and two open houses were held to discuss project plans. The open houses were very well attended and as a result of residents' comments and suggestions the following modifications have been made to project plans:

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- Ingleton Avenue - rather than use Esmond Avenue for the connection between Union and Frances Streets, the route has been moved one block east to Ingleton Avenue which was shown to have less traffic and also offers a more direct link to the crosswalk light at Hastings Street.
- Beta Avenue raised median - rather than locating a raised median at Delta Avenue, which was shown to inconvenience local residents, the necessary barrier will be located at Beta Avenue where it will be more compatible with the existing stop sign program. A 4-way stop has been put in at Delta/Frances on a trial basis.
- Union Street traffic diverters - in order to reduce car through traffic on Union Street, two delta-island diverters will be installed on a trial basis. One will be at Kensington Avenue and the other at Duthie Avenue. These will be monitored to determine if permanent constructions are desirable.

A further information mailout has been sent to residents affected by the above noted revisions.

The total cost of the Frances/Union Bike Route is estimated to be \$450,000 including elements of the route that are coordinated with the Ministry of Transportation and Highways roadway improvements in the area. Cost-sharing grants totalling \$225,000 from the Province's Cycle Network Program have been approved for this project and will reduce Burnaby's net cost by this amount. A summary of route improvements and estimated costs are itemized as follows:

- 1) Cyclist-activated traffic signals (and related intersection improvements):
  - Boundary Road / Union Street \$ 45,000
  - Willingdon Avenue / Frances Street 75,000
  - Kensington Avenue / Union Street 90,000
  - Sperling Avenue / Union Street 10,000
- 2) Traffic calming improvements:
  - Gilmore Avenue / Frances Street refuge median \$ 20,000
  - Beta Avenue / Frances Street refuge median 20,000
  - Kensington Avenue / Union Street delta island 7,000
  - Duthie Avenue / Union Street delta island 7,000
- 3) Bike path sections:
  - Kensington Park \$ 73,000
  - Barnet Road ramp 27,000
- 4) Route signage \$ 46,000

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5) Contingencies	\$ 30,000
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TOTAL =	\$450,000

### 3.0 Metrotown Bike Route: (refer to Sketch #2 attached)

This 2.2 km bike route provides cyclists with a bicycle-friendly loop of streets encircling the core area of Metrotown and connecting the BC Parkway 7-Eleven Trail with the high density residential neighbourhood developing north of Kingsway.

The route is designed as an on-street facility that incorporates additional space for cyclists within the curb lane of existing roadways. This "hybrid lane" will be shared by bikes and cars and will be delineated by pavement markings of bike symbols and by overall route signage. Safety and convenience for cyclists will be further improved along the route by providing cyclist-activated traffic signals at Kingsway and at Nelson Avenue, a refuge median at Sussex Avenue, and modifications at the Bonsor Avenue / Bennett Street intersection.

An open house was held in Metrotown to discuss project plans, and while attendance was relatively low, the comments received were generally very favourable and supportive.

Route plans have been reviewed by the Traffic and Transportation Committee who have approved the plan in principle. The Committee requested that a proposed traffic signal at Bonsor Avenue / Central Boulevard be deleted and this revision has been incorporated in the final plans.

The Committee also requested that consideration be given to using Nelson Avenue / Jubilee Avenue as an alternate route to the Bonsor Avenue / Bennett Street portion of the route. Subsequently this option has been examined further by staff in consultation with the Bike Advisory Committee, cycling experts, and local cyclists. The alternate route was found to present several difficulties as an on-street facility. Firstly, safety is a concern for cyclists at the uncontrolled intersections involved (Jubilee/Nelson and Jubilee/Imperial) as well as at existing signalized intersections where left turns are required. The cost of improving safety at these locations would be considerable. Secondly, if Jubilee Avenue is to remain a one-way street, northbound cyclists would have to be routed onto a Nelson/Imperial alignment where additional safety concerns are encountered. Finally, the convenience and utility of the alternate route was generally seen as much less attractive to cyclists compared to the Bonsor/Bennett alignment.

While the Jubilee route does not appear suitable as an on-street facility, this alignment was found to have merit for future development as an off-street bike path or urban trail facility similar to the nearby BC Parkway standard. The future planned expansion of Bonsor Park to incorporate a closed Jubilee Avenue and including the properties between Jubilee and Nelson Avenue will allow for the development of an urban trail route fronting along Nelson and Imperial to link up

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with the BC Parkway at Central Boulevard. Such a bike path would be practical and feasible in the long term and would complement the on-street Metrotown Bike Route facility.

The total cost of the Metrotown Bike Route is estimated to be \$250,000. A cost-sharing grant for \$125,000 from the Province's Cycle Network Program has been approved for this project and will reduce Burnaby's net cost by this amount. A summary of route improvements and estimated costs are itemized as follows:

1)	Cyclist-activated traffic signals (and related intersection improvements):	
	- Nelson Avenue / Hazel Street	\$ 75,000
	- Kingsway / Marlborough Avenue	85,000
2)	Intersection improvements:	
	- Sussex Avenue / Hazel Avenue refuge median	\$ 15,000
	- Bonsor Avenue / Bennett Street modifications	30,000
	- Connections to 7-Eleven trail	5,000
3)	Route signage and lane markings	\$ 30,000
4)	Contingencies	\$ 10,000
TOTAL =		<hr/> \$250,000

#### 4.0 Schedule:

Unless Council directs otherwise, staff will continue to pursue the implementation of the two bike route projects as outlined in this report. The Frances/Union Bike Route is expected to be largely completed during 1996 September with some outstanding items related to signalization to be completed by the end of this year. The Metrotown Bike Route is expected to be largely completed by the end of this year with the exception of the traffic signal at Kingsway/Marlborough to be completed in 1997.

This report is for the information of Council.



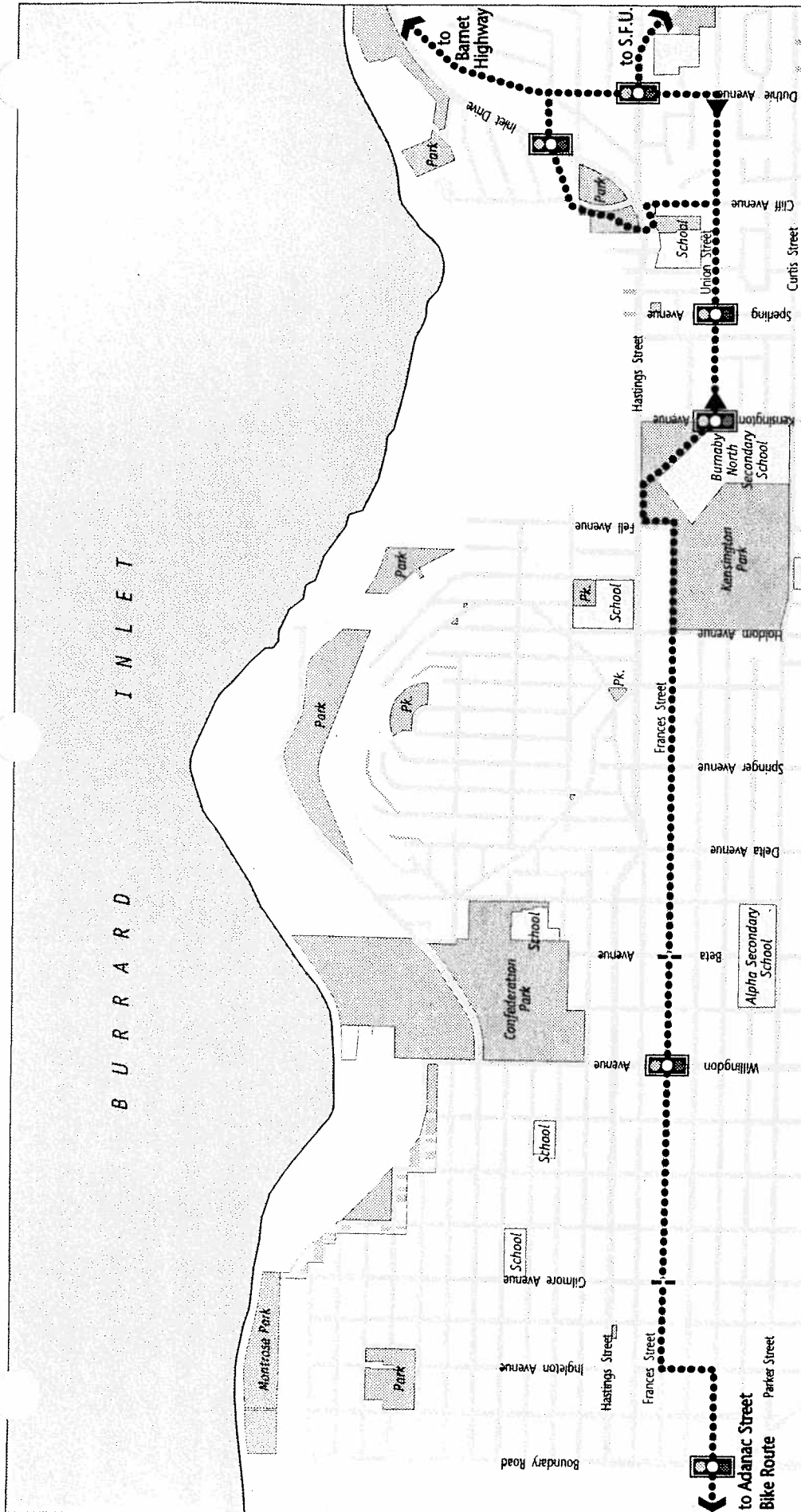
D. G. Stenson

Director Planning and Building

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Attachments

cc: Director Engineering



# Frances - Union Bike Route

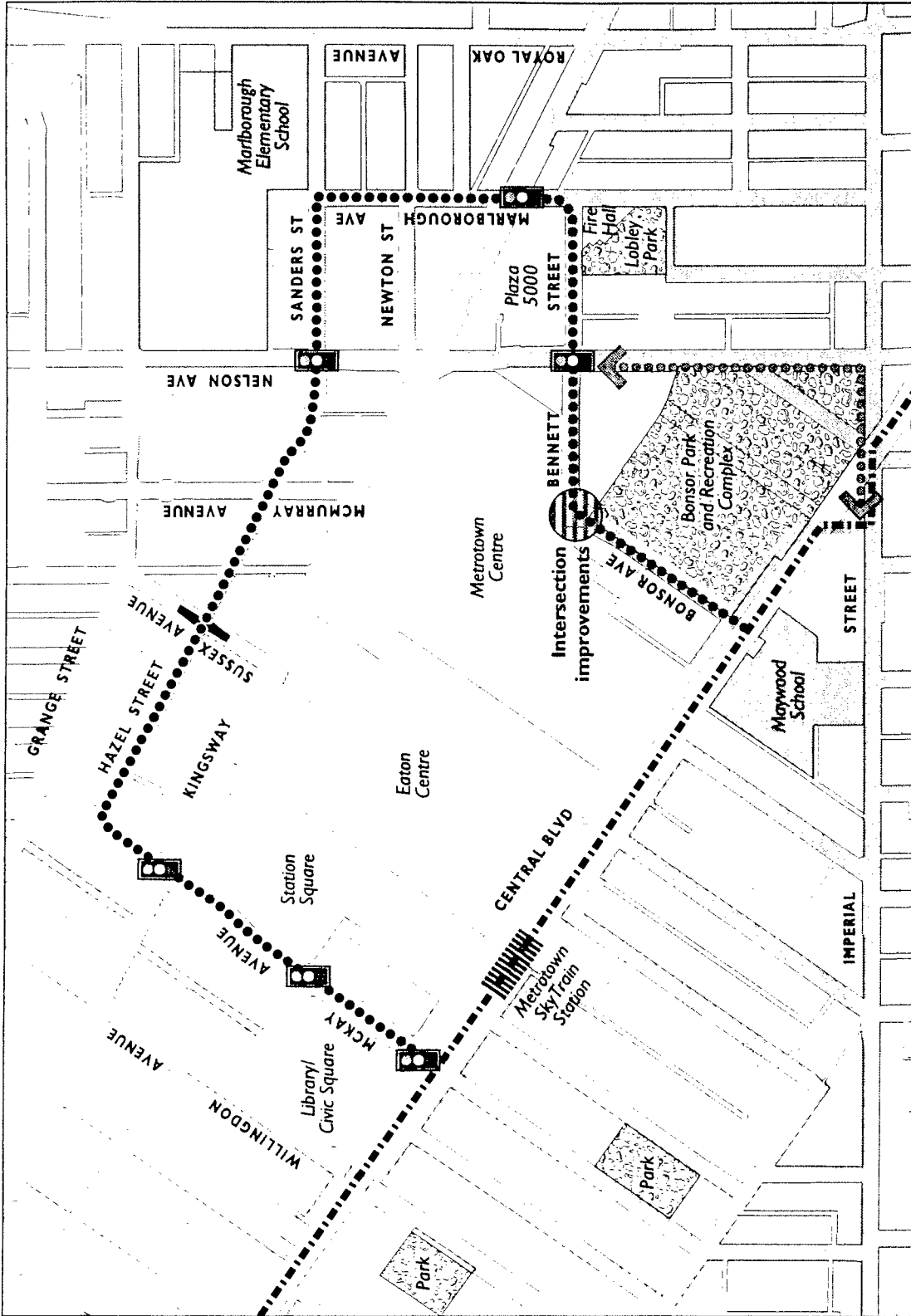
- Key**
- ..... proposed route
  - traffic signal (existing/proposed)
  - raised median (bike refuge)
  - delta island (interim standard)



Planning and Building Department  
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Sketch #1.



# Metrotown Bike Route

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**SKETCH #2.**

- ..... proposed Metrotown Bike Route
- future alternate route
- BC Parkway (7-Eleven Bike Path)
- traffic signal (existing/proposed)
- refuge median