

BURNABY BICYCLE ADVISORY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: METROTOWN BICYCLE ROUTE

RECOMMENDATION:

1. *THAT* Council request the Minister of Transportation and Highways to give further consideration to the installation of a combined bike/pedestrian signal crossing of Kingsway at Marlborough.

REPORT

The Bicycle Advisory Committee, at its meeting held on 1996 December 03, received the *attached* report providing information to the Committee regarding an interim realignment of the eastern portion of the route necessitated by the Ministry of Transportation and Highways not agreeing to a combined bike/pedestrian signal on Kingsway at Marlborough.

Respectfully submitted,

James Jang
Acting Chair

<p>:COPY - CITY MANAGER - DIRECTOR PLANNING & BUILDING - DIRECTOR ENGINEERING</p>

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: BICYCLE ADVISORY COMMITTEE **DATE:** 1996 10 22
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-07-09
SUBJECT: METROTOWN BICYCLE ROUTE
PURPOSE: To provide information to the Committee regarding an interim realignment of the eastern portion of the route necessitated by the Ministry of Transportation & Highways not agreeing to a combined bike/pedestrian signal on Kingsway at Marlborough.

RECOMMENDATION:

1. THAT Council request the Minister of Transportation & Highways to give further consideration to the installation of a combined bike/pedestrian signal crossing of Kingsway at Marlborough.


REPORT

Appearing on the 1996 August 26 Traffic Safety Committee agenda was a report from the Director Planning to inform the Committee of the final alignment for the British Columbia Finance Authority supported Metrotown Bicycle Route.

An integral component of this on-road bicycle route is the modification to the existing fire signal at Kingsway and Marlborough Avenue to include pedestrian/bicycle actuation. This intersection is under the jurisdiction of the Ministry of Transportation & Highways (MOTH), which would be solely responsible for the modifications and ongoing maintenance, with funding for installation provided by the City of Burnaby through the Metrotown Bicycle Route project.

For a number of months prior to and following the submission of the above noted report, both Engineering and Planning staff have exchanged correspondence and had discussions with MOTH staff concerning the Marlborough signal modifications. The most recent dialogue has concluded with the Regional Director of the Ministry stating "*I must continue to support the District Highways Manager's decision and not allow the bike/pedestrian signal at Marlborough Avenue.*".

Although staff believe the signal upgrade is warranted on the basis of pedestrian activity alone, it is a necessity if the bike route is to go along Marlborough Avenue. Therefore, in view of the position which MOTD is taking concerning the proposed modifications at the intersection of Marlborough Avenue and Kingsway, it would be necessary for the currently approved route alignment to be relocated on a temporary basis from Marlborough Avenue to Nelson Avenue between Hazel Street and Bennett Street until such time a signal across Kingsway at Marlborough can be implemented.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:jb

cc: City Manager
Director Planning & Building (Attn: K. Ross)

