

TO: CITY MANAGER 1998 February 11

FROM: DIRECTOR PLANNING AND BUILDING Our File: 08.624.5

SUBJECT: NORTH - SOUTH BIKE ROUTE

PURPOSE: To respond to comments raised by a delegation to Council regarding the North-South Bike Route.

RECOMMENDATIONS:

1. THAT a copy of this report be forwarded to the Bicycle Advisory Committee.
2. THAT a copy of this report be forwarded to Ms. P. Broadhead of 5335 Kira Court, Burnaby, B.C. V5H 3E3.

REPORT

1.0 BACKGROUND

The North-South Bike Route is proposed to connect from Canada Way to Metrotown, along Wayburne Drive and Sussex Avenue (see *attached* sketch). This three kilometre route is designated as an Alternate Cycle Road in the approved Burnaby Transportation Plan. That is, the route is a local street component of the City's Cycle Road Network. The North-South Bike Route is also approved for funding through the 1997/1998 Cycle Network Program (federal, provincial and city government cost-sharing program).

On 1997 December 17, a public meeting was held at Marlborough School to provide information on the route, and to discuss aspects of the route design.

Since that open house, the resident in opposition to the project has written to Council, and has appeared as a delegation before Council. During the 1998 January 26 meeting of Council, this resident, Ms. P. Broadhead, submitted a petition of fifty (50) names in opposition to the project.

Also, Mr. L. Zimmerman, a resident of a property that abuts the route at the off-street section between Buxton Street and Bond Street, addressed Council. At that time, Council instructed staff to prepare a report that addressed concerns that have been raised.

Subsequently, the Engineering Department received a letter from Mr. L. Zimmerman that has cited specific concerns pertaining to development of the route through the City right-of-way. No other correspondence has been received by staff.

2.0 DISCUSSION

The following report addresses issues raised by Council and by residents. Also, staff have met with residents adjacent the Sussex right-of-way, and have scheduled a follow-up meeting to present detailed design information.

2.1 ISSUES RAISED BY COUNCIL

Issues raised by Council during the 1998 January 26 Council meeting are listed with a response:

Issue 1: *The Process Used in Selecting Bicycle Routes.*

Response: The Burnaby Transportation Plan proposes a network of Cycle Roads and Alternate Cycle Roads (e.g. Frances-Union, Metrotown Bike Route and North-South Bike Route), as well as the Urban Trail Network. The networks attempt to provide non-vehicle linkages to all areas of the City. Routes are selected on the basis of:

- potential for forming a network;
- potential service to destinations;
- potential convenience of the route;
- potential to develop a safe route, and
- potential to achieve development of the route.

The routes described in the Transportation Plan are investigated in detail by staff, and Cycle Network routes are reviewed by members of the Bicycle Advisory Committee. A public meeting is held following these reviews.

Issue 2: *The Process Used to Obtain the Views of Residents.*

Response: To date the public meeting process has involved mailing notices to residents in the vicinity of the proposed project, as well as publication of notices in community newspapers. The public meeting process attempts to identify and mitigate potential local concerns that residents may have with development of a specific route.

As discussed at the Bicycle Advisory Committee, there may be need to pursue a community wide public open house process to provide information on the network, and to address some of the issues that are commonly raised in opposition to implementation of Cycle Roads and Urban Trails.

Issue 3: *Means to Discourage Use of Off-street Paths by Vehicles.*

Response: In the case of the North-South Bike Route, the alignment includes two off-street sections. The sections along the right of way between Buxton and Bond Streets, and along the road right-of-way through Deer Lake Park will be developed to ensure that automobiles cannot be driven on the path. Means such as bollards, concrete barriers and a chicane-type gate will be used to stop automobiles. These measures will also serve to block passage of motorcycles, while allowing use by cyclists, pedestrians, and those using strollers and wheelchairs. Also, these sections will be provided with appropriate signage. These measures will also serve to slow the speed of cyclists.

Issue 4: *Lighting of Route Through Deer Lake Park.*

Response: The project proposes the lighting of the route along the road right-of-way (Sussex Avenue) through Deer Lake Park. At the public meeting, residents stated that they looked forward to this safety provision.

2.2 ISSUES RAISED BY RESIDENTS

Issues raised by residents include:

Issue 1: *The Potential for Crime and Vandalism, Littering and Off-Leash Dogs.*

Response: Staff acknowledge the information provided by Mr. Zimmerman concerning the past instances of unauthorized entry by motor vehicles on the non-road section adjacent his residence. With development of the North-South Bike Route, the incorporation of the features outlined above should help to prevent future instances of such misuse.

Research has shown that bicycle routes do not have an impact on crime. Such research includes findings from the Seattle and Denver areas which have had considerable experience in this area. Locally, the R.C.M.P. have investigated the incidence of crime in the area of the Burnaby Mountain Urban Trail. This research has not shown an increase in crime related to development of this trail. Similarly, there is no evidence to associate bicycle routes with increased littering or dog issues.

Issue 2: *Concern Over the Steepness of the Route and Poor Sight Lines.*

Response: The steepness of the route is a valid observation (grades range from seven to nine percent). However, the route is currently used by cyclists, and steep grades are a common feature of this area, as well as many other areas of the City which are currently used by cyclists and which are intended to continue to be used for cycling purposes under the approved Burnaby Transportation Plan. In terms of slope and provision of a direct route, the Sussex Avenue alignment is the best available north-south option. Important features in the development of this route are measures to slow cyclists in off-street sections. Also, the off-street section will be developed with an appropriate paved width to avoid cyclist/pedestrian conflicts.

Issue 3: *Concern over the Sharing of Roads by Vehicles, Pedestrians and Cyclists, Particularly in Areas Without Sidewalks.*

Response: Much of the route will be on-street, and will not involve further development. Development of features at intersections, and at off-street sections are intended to enhance the safety of a route currently used by cyclists. As with the Frances-Union route and the Metrotown Bike Loop, cyclists will use the roadway, and will be governed by the rules of the road. Cyclists are generally permitted on all roads in the City.

There are no sidewalks along Sussex Avenue, north of Buxton Street. Pedestrians, cyclists and motorists share the roadway. The North-South Bike Route development will not change this existing condition.

Issue 4: Concern over Separation of the Route from Houses.

Response: Regarding the separation of the route from houses, the off-street section between Bond and Buxton Streets is the area of closest proximity. This off-street section is a City right-of-way, and is 6.1 metres in width. It is believed that a safe, shared path can be developed within this right-of-way. Staff have met with the residents adjacent to this right-of-way to address specific concerns regarding safety, prevention of use by vehicles and maintenance.

Issue 5: Concern over Public Notification.

Response: In advance of the 1997 December 17 meeting, approximately 1500 notices were mailed to residents within the vicinity of the route. Additionally, notices of the meeting were published in both community newspapers. Eleven residents attended the meeting.

Of those that attended, nine (9) were in favour of the route, one (1) was concerned about potential security issues, and one (1) was adamantly opposed to the project.

Issue 6: Concern That Sussex Avenue Is Inferior to Royal Oak Avenue as a Potential Bicycle Route.

Response: The creation of a network that includes Sussex Avenue, Royal Oak Avenue and other north-south routes, ensures that cyclists of varying skill and confidence levels have options. A network of options also recognizes the desire for direct routes, and reduces the channeling of large numbers of cyclists to one road. Sussex Avenue is not considered to be inferior to Royal Oak Avenue. The route provides a complementary alternative to Royal Oak. Further, at a slope of 11%, the upgraded Royal Oak Avenue will continue to be steeper than Sussex Avenue.

3.0 CONCLUSION

Development of the North-South Bike Route will enhance the City's cycling network. This is a route currently used by cyclists and pedestrians. It is believed that the current project will enhance the safety of the route.

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Unless directed otherwise by Council, staff will continue to work to ensure that the North-South Bike Route is a safe and appropriate addition to the network of cycle roads incorporating those features described above, and will proceed toward construction as previously indicated.

Further, staff will continue to meet with residents adjacent the off-street section between Buxton and Bond Streets, to address specific concerns.

This report is provided to respond to Council's request to address issues raised by residents, as well as issues raised by Council members.

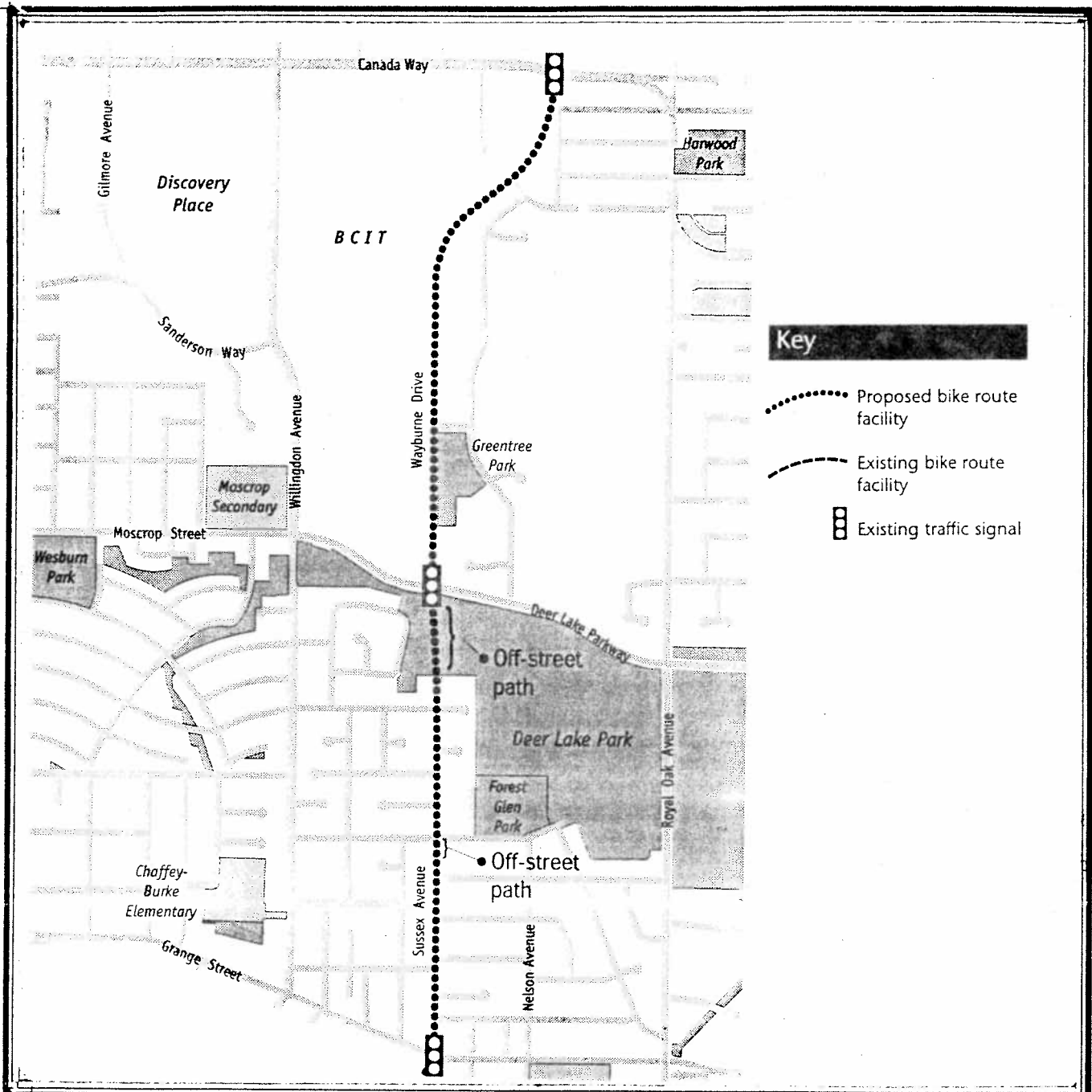


D.G. Stenson
Director Planning and Building

KM:lf

cc: Director Engineering
Director Parks, Recreation and Cultural Services

Attachment
(a:\n-sbike.del)



Date:

98.02.10

Scale:

N.T.S.

Drawn By:

RN/KM



City of
Burnaby

Planning & Building Dept

**PROPOSED NORTH-SOUTH BIKE
ROUTE**

