

BURNABY BICYCLE ADVISORY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: GRANGE/SUSSEX INTERSECTION BICYCLE ACTIVATION

RECOMMENDATION:

1. **THAT** Council forward a copy of the *attached* report to the Traffic Safety Committee.

R E P O R T

The Burnaby Bicycle Advisory Committee, at its meeting held on 1999 March 30, received and adopted the *attached* report to provide the Committee with information concerning modifications and bicycle activation at the intersection of Grange Street and Sussex Avenue in conjunction with the North South Bicycle Route.

Respectfully submitted,

Mayor D. Drummond
Chair

Councillor D. Lawson,
Vice Chair

:COPY - CITY MANAGER - DIRECTOR ENGINEERING
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City of Burnaby

INTER-OFFICE COMMUNICATION

TO: BICYCLE ADVISORY COMMITTEE **DATE:** 1999 03 18
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:**
SUBJECT: GRANGE/SUSSEX INTERSECTION BICYCLE ACTIVATION
PURPOSE: To provide the committee with information concerning modifications and bicycle activation at the intersection of Grange Street and Sussex Avenue in conjunction with the North South Bicycle Route.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to the Traffic Safety Committee.

REPORT

1.0 INTRODUCTION

As part of the improvements associated with the North South Bicycle route, bicycle activation as well as adjustments to the existing lane alignments are required at the intersection of Grange Street and Sussex Avenue, in order to safely accommodate cyclists.

2.0 DESIGN

2.1 Northbound Leg Improvements

The north approach to Grange Street on Sussex Avenue has been constructed to a final standard with a cross sectional width of 12.5 metres. The currently lane designations provide for an exclusive right turn lane and a combined left-through lane on the approach.

Typically we would provide cyclist activation at signalized intersection within the curb lane, by way of a bicycle activation button. However, the exclusive right turn lane at this location would place a cyclist wishing to continue on through the intersection in conflict with right turning vehicles.

After some adjustments to the existing lane widths, a third designated lane has been added to the approach for cyclist through movements as is illustrated in Diagram #1.

2.2 Southbound Leg Improvements

Sussex Avenue to the south of Grange Street is currently constructed to an interim standard, with a cross sectional width of approximately 6.0 metres. Curb returns from Grange Street have been constructed in their final location, providing some additional width at the intersection itself.

Although not formally created by pavement markings, the lanes approaching this intersection leg are similar to that of the northbound approach, with an informal right turn lane and combined left through lane.

Cyclist accommodation has been provided in the same fashion as the northbound approach, with a designated cycle lane created between the two.

2.3 Cyclist Activation

As stated earlier in this report, curb side mounted cyclist activation is not appropriate for this intersection given the designated right turn lanes. Therefore, we have installed a bicycle sensitive loop detection within the cycle lane.

3.0 DISCUSSION

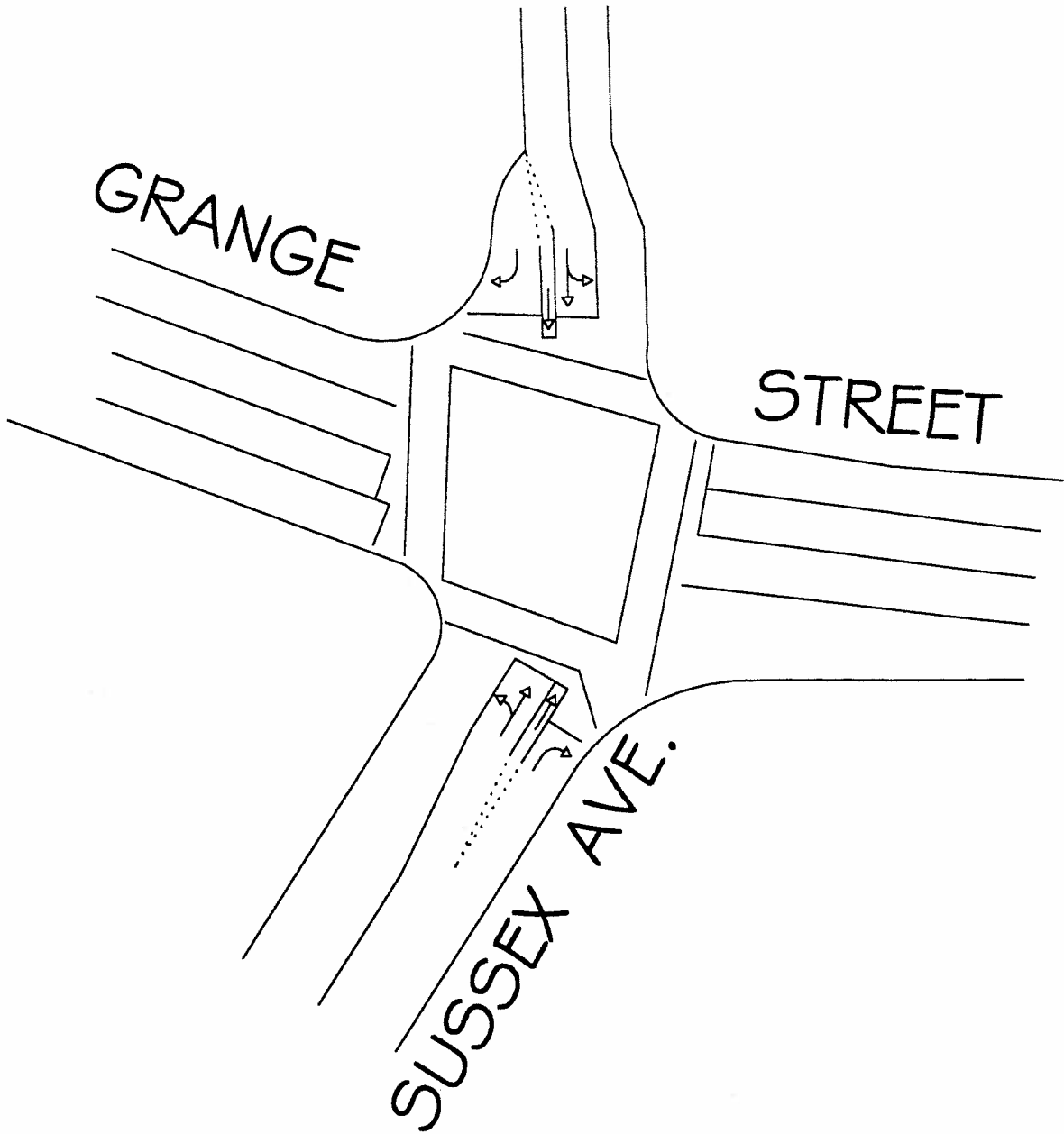
Staff reviewed a number of strategies for providing a safe passage for cyclists through this intersection and believe that the design shown is the most practicable one. It is also consistent with the design for the southbound approach on Wayburne at Moscrop further north on this route. Although similar approaches have been used elsewhere the application is new for Burnaby cyclists and motorists. We will be monitoring the intersections on this bike route closely as drivers and cyclists build a familiarity with it. The lane marking and cyclist usage will be appropriately signed in advance of and at the intersection.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager



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**City of
Burnaby**
ENGINEERING DEPARTMENT

Diagram #1
Sussex / Grange Cycle Modifications

DRAWN BY: A.K.E

SCALE: N.T.S.

APPR'D BY: P.L.

DATE: 98/03/15

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