

CITY OF BURNABY

J

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: RUMBLE STREET PAVEMENT REHABILITATION AND SHOULDER PAVING

RECOMMENDATIONS:

1. **THAT** Council support the pavement rehabilitation project along Rumble Street between Patterson and Nelson Avenues.
2. **THAT** copies of this report be forwarded to:
 - a) Mr. Koblbauer
4532 Rumble Street
Burnaby, B.C. V5J 2A5
 - b) Ms. Joan Sawicki, MLA
4732 Imperial Street
Burnaby, B.C. V5J 1C2
 - c) Tim Zurowski
B.C. Transportation Financing Authority
Box 9900 Stn. Prov. Govt.,
Victoria, B.C. V8W 9R1
 - d) Bicycle Advisory Committee

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

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2000 April 12, received and adopted the *attached* report to provide Council with information regarding the proposed Rumble Street shoulder paving project to address the concerns of Mr. Koblbauer of 4532 Rumble Street, Burnaby, B.C.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor N. Harris
Member

TO: CHAIR AND MEMBERS
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

2000 April 13

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: RUMBLE STREET PAVEMENT REHABILITATION AND SHOULDER
PAVING

PURPOSE: To provide Council with information regarding the proposed Rumble Street shoulder paving project to address the concerns of Mr. Koblbauer of 4532 Rumble Street.

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee support the pavement rehabilitation project along Rumble Street between Patterson and Nelson Avenues;
2. **THAT** copies of this report be forwarded to:
 - a) Mr. Koblbauer
4532 Rumble Street
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REPORT

1.0 INTRODUCTION

At the regular Council meeting of 2000 April 3, a Mr. Koblbauer appeared as a delegation before Council regarding a proposed bicycle path along Rumble Street between Sussex and

Nelson Avenues (see *attached* Figure 1). The delegation raised concerns relating to cyclist use, private driveway access, vehicle parking, possible loss of mature trees, and lack of public consultation. Council referred this item to the Traffic and Transportation Committee where Mr. Koblbauer appeared as a delegation at the April 12 regular meeting of the Transportation and Transit Division. The purpose of this report is to provide Council with background information regarding this project and make recommendations to Council regarding further action.

2.0 PROJECT BACKGROUND

2.1 Issue

Rumble Street is identified in the Official Community Plan and in the Burnaby Transportation Plan as part of the Cycle Road Network (CRN). The CRN is intended to accommodate on-street cycling through the provision of wider curb lanes. Currently, Rumble Street is a two-lane road (one lane in each direction) where each lane is roughly 3.0 metres (10') wide with gravel shoulders. This width is considered inadequate to safely accommodate shared use between vehicles and cyclists. In some locations, a rolled asphalt curb is located at the edge of the pavement in order to direct surface water runoff. This curb at the edge of a narrow 3 metre pavement width as it leaves only a 3 metres to accommodate both a vehicle and a cyclist and can be a hazard to cyclists in the event of an emergency as it prevents "escape" from the travel lane.

The section of Rumble Street between Patterson and Nelson Avenues (1200m) is included in the 2000 Pavement Rehabilitation Program for replacement of the asphalt surface. For roads identified in the Burnaby Transportation Plan as a Cycle Network Road yet currently having insufficient width to safely accommodate cyclists, the Pavement Rehabilitation Program represents an ideal opportunity to increase the pavement width so as to better accommodate on-street cycling. As Rumble Street is identified as part of the CRN, the pavement width is proposed to be increased from 6.0 metres (20') to 8.6 metres (28'). A wider paved surface would more safely accommodate on-street cycle transportation and is consistent with the goals, standards, and routes identified in the Burnaby Transportation Plan.

The City has applied for and received unofficial confirmation of a 50% cost sharing grant of approximately \$85,000 from the British Columbia Transportation Finance Authority's (BCTFA) Cycle Network Program (CNP) for this work. This project has been included in the 2000 - 2004 Provisional Capital Program. Paving of shoulders is considered to be the most cost effective means of increasing transportation cycling infrastructure.

It is anticipated that future City of Burnaby Pavement Rehabilitation Programs will address other areas of Rumble currently of insufficient width, during which time the issue of paved shoulders will be addressed. The long term goal is to provide adequate space capable of accommodating transportation cycling consistent with the

Burnaby Transportation Plan along the entire length of Rumble Street. Doing so would only increase the attractiveness of Rumble as a cycling facility.

It is important to note that the section of Rumble Street under discussion will not be built to the final design standard and that the actions proposed will maintain Rumble Street at an interim standard width that would more safely accommodate cyclists. A separated bicycle path or urban trail is not proposed as part of this work.

3.0 DELEGATION CONCERNS

In the correspondence, the delegation raised a number of concerns about the proposed "bicycle path" on Rumble Street.

3.1 Construction of a Bicycle Path

The delegation has raised concerns which relate to an off-street a bicycle path such as an Urban Trail, however, the project to which Mr. Koblbauer refers is a pavement rehabilitation project involving wider curb lanes to accommodate cyclists. A two-way bike path or urban trail is not proposed.

As part of the Royal Oak Community Plan review process, input was received regarding development of an urban trail type of facility along Rumble Street and extending beyond the Royal Oak Community Plan boundaries of Nelson and Gilley Avenues. This facility would be proposed to be constructed when Rumble Street is built to a final design standard and would involve public consultation. This project is not within the 5 year Capital Program.

3.2 Lack of Public Consultation

The correspondent notes the lack of an opportunity for public consultation regarding the bicycle path. However, as the project does not involve a separate bike path but rather a pavement rehabilitation project, the City does not entertain public consultation regarding maintenance project of this kind. The proposed final standard width of Rumble Street is identified in the Burnaby Transportation Plan and the Royal Oak Community Area Plan. The public was directly involved in the development of these plans and further input would be sought should a separated urban trail type of facility be developed on Rumble Street.

3.3 Limited Cycle Use on Rumble Street

The correspondent notes that very few cyclists use Rumble Street. Rumble Street is an important cross-town commuter cyclist route for south Burnaby as it is relatively flat, has moderate traffic volumes, and passes by several schools and educational institutions. It is fairly well used by cyclists, particularly during summer months.

Cycle use of Rumble is expected to increase as a wider and safer cycling environment is implemented along the length of Rumble. The Rumble Street route has good connections into the City of Vancouver. The western terminus at Boundary Road leads into a residential area in Vancouver. Cyclists westbound on Rumble typically use a combination of Joffre and Imperial to reach 49th Avenue in Vancouver, and from the Imperial/Boundary intersection an unpaved path on east side of Boundary Road is often utilized to access Vancouver's Ridgeway Greenway at 41st Avenue. Cyclists also utilize the pedestrian overpass of Boundary Road at Carson to access Vancouver's Champlain Heights area.

3.4 Steeper Residential Driveway Access

The correspondent is concerned that the pavement widening will steepen their driveway. In areas where the roadway would be widened reconstruction of the driveway may be required. However, as the correspondent resides on a section of Rumble which is relatively flat from north to south the grade of the correspondent's driveway should be relatively unaffected.

3.5 Loss of Vehicle Parking

Staff have designed the additional pavement width to make as minimal impact on vehicle parking as possible. On street parking in front of the correspondent's house is not expected to be affected.

3.6 Loss of Mature Trees Between Patterson and Sussex

At this time, staff are not aware of any significant trees that would require removal in the section between Patterson and Sussex. In this location, most of the additional pavement width would be on the north side of the road where there are no trees within the road right-of-way.

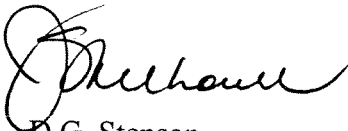
4.0 CONCLUSION

While the concerns of the correspondent are recognized, some of the issues raised by the correspondent appear to relate to an off-street type of cycling facility such as an Urban Trail rather than the proposed pavement rehabilitation. An Urban trail type of facility on Rumble Street has been approved by Council as part of the Royal Oak Community Plan but this facility will not be provided until Rumble Street is developed to a finished standard as part of a Roads Capital project or a Local Improvement project. At that, residents of Rumble Street and the surrounding area will have the opportunity to express their views in a public process.

This Pavement Rehabilitation Program including the project on Rumble Street has been approved by Council and the Bicycle Advisory Committee with a high likelihood of funding from the BC Transportation Planning Authority (BCTFA). On this basis, this project has been included in the 2000 - 2004 Provisional Capital Program. Shoulder paving of Rumble

Street between Patterson and Nelson Avenues during the regular pavement rehabilitation process supports the goals and objectives of the Burnaby Transportation Plan, it would enhance the safety of the cycling environment of a portion of Rumble Street in a cost effective manner.

Staff are making arrangements to meet Mr. Koblbauer to discuss the specifics of the project and address the correspondent's concerns.


D.G. Stenson
Director Planning and Building

MP/RG/ma
Attachment

cc: Director Engineering

