

BICYCLE ADVISORY COMMITTEE

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

RE: LIGHTING FOR BIKE ROUTES: BURNABY TRANSPORTATION PLAN

RECOMMENDATION:

1. **THAT** Council recommend TransLink absorb the cost of lighting on the Urban Trail along the Skytrain route and lighting on any future trail along the New Millennium Line.

R E P O R T

The Bicycle Advisory Committee, at its Open meeting held on 2002 January 24, received and adopted the *attached* information report responding to the issue of lighting on bike routes in the Burnaby Transportation Plan.

Arising from the discussion, the Bicycle Advisory Committee is recommending Council support the recommendation abovenoted for the purpose of promoting crime prevention and safety for pedestrians and cyclists.

Respectfully submitted,

Councillor Nancy Harris
Chair

Mayor Doug Drummond
Vice Chair

<p>COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR PLANNING & BUILDING - DIRECTOR PARKS, RECREATION & CULTURAL SERVICES</p>

TO: BICYCLE ADVISORY COMMITTEE

2002 JANUARY 14

FROM: DIRECTOR PLANNING AND BUILDING

Our files: 00.481/08.624

SUBJECT: LIGHTING FOR BIKE ROUTES
BURNABY TRANSPORTATION PLAN

PURPOSE: To respond to the issue of lighting on bike routes in the Burnaby Transportation Plan as raised by the Bicycle Advisory Committee

RECOMMENDATION:

1. THAT this report be received for information purposes.

R E P O R T

1.0 BACKGROUND

At its meeting of 2001 November 22, the Bicycle Advisory Committee discussed aspects of the bicycle crossings at intervening streets along the B.C. Parkway in the Metrotown area. In conjunction with the discussion, the issue of lighting on bike routes in the Burnaby Transportation Plan was raised with the Committee expressing support for such lighting. Staff was requested to prepare a report on this matter.

2.0 BIKE ROUTES

In Burnaby, the Burnaby Transportation Plan identifies three types of Bike Routes: Cycle Roads, Bike Ways and Urban Trails.

- 2.1 **Cycle Roads** are widened roads which accommodate a separate marked cycling lane or a widened curb lane which vehicles share with cyclists.

Examples of Cycle Roads include Gaglardi Way, Marine Way, Winston Street, and portions of Royal Oak Avenue.

- 2.2 **Bike Ways** are roads where cyclists share the roadway with motor vehicles with special traffic calming measures to minimize through traffic and lower traffic speeds of motor vehicles with signage to emphasize cycling use. Bike Ways also function as bypasses to allow cyclists to avoid the use of busier parallel arterial streets.

Examples of Bike Ways include Frances/Union and Sussex Avenue north of Metrotown.

- 2.3 Urban Trails** are off-street trails for both cyclists and pedestrians usually on a shared path but sometimes on separate generally parallel paths. These may be provided on public linear parkways, on publicly-oriented linear lands under other jurisdictions such as TransLink, B.C. Hydro or railways, on parkland or other city-owned lands, and on widened boulevards along streets. Urban Trails tend to be more neighbourhood and recreationally oriented for casual cyclists of all ages including children and families and for recreational or errand related walking, walkers with strollers, rollerbladers, joggers, etc. The multiple users of Urban Trails require a neighbourly lower-speed approach to their joint use.

Examples of Urban Trails include B.C. Parkway, Burnaby Mountain Urban Trail, Deer Lake Parkway, and Byrne Creek Parkway.

- 2.4** The Capital Budgeting for these facilities is considered and approved by Council and in many cases is pursued as one of the components of a larger capital expenditure project, for example, whether road, servicing or park related. The **attached** sketch outlines those Cycle Roads, Bike Ways and Urban Trails developed to-date and those that have been approved by Council for implementation over the next ten years.

Coordination of Cycle Roads and Bike Ways is primarily handled by the Engineering and Planning Departments. Urban Trails are coordinated by the Engineering, Planning and Parks Departments. However in the case of Urban Trails, other agencies such as TransLink, the GVRD, B.C. Hydro, railways, oil companies, and private property owners are often involved.

For example, the B.C. Parkway is operated and maintained by TransLink although B.C. Hydro owns the right-of-way and the Southern Railway of B.C. has licence rights over the now inactive rail line. There are underground services over which various agencies have rights including a say in the surface development. Also, as a multi-use regional greenway corridor which also accommodates SkyTrain stations and the guideway, there are various other public interest groups involved including neighbouring residents.

3.0 LIGHTING ASSOCIATED WITH BIKE ROUTES

In the case of Cycle Roads and Bike Ways which are both related to roads, there is a standard system of street lights (on most city roads) which provide lighting not only for vehicles but also for on-street cyclists and pedestrians on sidewalks. Some major Cycle Roads classed as arterials and previously under the jurisdiction of the Provincial Ministry of Transportation and Highways such as Gaglardi Way and Marine Way do not have continuous street lights. On some older city streets interim lighting is provided pending Local Improvement Program (LIP) provisions.

However, in certain circumstances as indicated in this report, the provision of lighting for Urban Trail segments is considered on its own merits. In the case of Urban Trails, there has been no general provision of lighting for the following reasons:

- a) Burnaby is still in the primary development stage of its Urban Trail system and as such the emphasis for capital funding has been on the basic utilitarian provision of as many kilometres of Urban Trails as possible to meet basic cycling and pedestrian needs.

Lighting is a significant cost not only for construction but also for maintenance which, if a standard provision, would further limit the amount of Urban Trails constructed each year.

- b) Pathways including any that accommodate cyclists on parkland come under the jurisdiction of the Parks Department and the Parks, Recreation and Culture Commission. Pathways in parks are usually not lighted except in the vicinity of major facilities such as recreation centres and swimming pools. However, lighting of a trail within a park may also be warranted where it is considered an important community linkage. Where an Urban Trail is defined within a park area it is included in the Engineering Department budget although maintained by Parks staff.
- c) As noted previously, the B.C. Parkway is under the jurisdiction of TransLink for its operation and maintenance as well as any improvements. Therefore, in such cases, TransLink would need to be convinced to install (including have sufficient funds for) lighting for portions of the B.C. Parkway.
- d) Many Urban Trails, defined as off-street cycling and pedestrian use paths in a greenway setting are not necessarily in "urban" locations. They can be in screened, treed or remote locations not easily overlooked by inhabited development especially in terms of a large proportion of the day or night, and where the Urban Trail is sparsely used. There are CPTED concerns that by lighting such areas, there is an invitation for the public to enter these areas and a consequent implicit suggestion that the area is safe. However, in view of these outlined "un-urban" locations, possible public safety incidents such as assaults are of greater concern. The RCMP have also expressed concerns that lighting remote locations can foster loitering and congregation areas for potential illicit activities.

Notwithstanding the preceding discussion, the provision of lighting on Urban Trails has been considered under certain circumstances on their own merits. Urban Trail locations where lighting may be warranted are:

- i) Highly urban town centre core locations which are open in character and have a high volume of cycling and pedestrian activity into the night.
- ii) Where Urban Trails provide needed direct access to a school site.
- iii) Some special locations where, for example, within an established residential neighbourhood the Urban Trail may be parallel to a street benefitting from ambient street lighting but may take a short off-street route resulting in a localized dark spot along the Urban Trail route or, for example, in a park where it is considered to function as an important community linkage.

This may also apply to on-street bike routes which for continuity need to have a short off-street stretch.

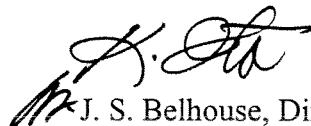
As noted previously, the function of an Urban Trail is to accommodate not only cyclists but also pedestrians, with pedestrians generally outnumbering cyclists. Consequently, any lighting of Urban Trails would also need to be considered on the basis of pedestrian needs.

For cyclists (and also for pedestrians using sidewalks) on-street routes with street lighting, as an alternative (i.e. bypass) to unlit Urban Trails segments, would generally be available at night - all streets by definition permit cyclists whether specifically designated as a Cycle Road or Bike Way (the only exception being the Trans Canada Highway).

4.0 CONCLUSION

In conclusion, the Burnaby Transportation Plan accommodates three types of specifically designated bike routes - Cycle Roads, Bike Ways and Urban Trails (shared with pedestrians). Cycle Roads and Bike Ways are generally located on lighted streets. Lighting is not generally included in Urban Trail proposals, although as outlined in this report lighting is considered on its own merits in certain circumstances. The funding for Urban Trails including lighting would be considered by Council as a part of the capital budgeting process where the facility is a City responsibility.

We trust this addresses the issue of lighting on Bike Routes as raised by the Bicycle Advisory Committee.


J. S. Belhouse, Director
Planning and Building

KI:lf

Attachment

cc: Director Engineering (Attention: Development Services and Traffic)

Director Parks, Recreation and Cultural Services (Attention: Parks Division)

Manager Transportation Planning

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