

CITY OF BURNABY

BICYCLE ADVISORY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**RE: LETTER FORWARDED BY THE VANCOUVER BAC FROM KEN
TIMEWELL REGARDING CYCLING CONCERNS IN BURNABY**

RECOMMENDATIONS:

1. **THAT** Council endorse the application of cyclist logos on the Willingdon HOV lane overhead signs.
2. **THAT** a copy of this report be forwarded to Ken Timewell of the Vancouver Bicycle Advisory Committee for information.

REPORT

The Bicycle Advisory Committee, at its Open meeting held on 2002 January 24, received and adopted the *attached* report responding to cycling issues regarding traffic control signs along the Willingdon HOV lanes, right turn lane restrictions, and the northbound left turn restriction on Boundary Road at Adanac/Union.

Respectfully submitted,

Councillor Nancy Harris
Chair

Mayor Doug Drummond
Member

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.</p>
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City of Burnaby

INTER-OFFICE COMMUNICATION

TO: BICYCLE ADVISORY COMMITTEE **DATE:** 2002 01 17
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-07-09
SUBJECT: LETTER FORWARDED BY THE VANCOUVER BAC FROM KEN
TIMEWELL REGARDING CYCLING CONCERNS IN BURNABY
PURPOSE: To respond to cycling issues regarding traffic control signs along the Willingdon
HOV lanes, right turn lane restrictions, and the northbound left turn restriction on
Boundary Road at Adanac/Union.

RECOMMENDATION:

1. **THAT** the Bicycle Advisory Committee endorse the application of cyclist logos on the Willingdon HOV lane signs.
2. **THAT** a copy of this report be forwarded to the Vancouver BAC and Ken Timewell for information.

REPORT

1.0 INTRODUCTION

A letter was forwarded to the BAC by Peter Stary of the City of Vancouver from Ken Timewell, a member of their Bicycle Advisory Committee, suggesting changes to some traffic signs in Burnaby. He requested changes to the Willingdon Avenue high occupancy vehicle lane signs from Moscrop to Canada Way, to indicate explicit permission for cyclists' use. Mr. Timewell further recommended that all mandatory right turn lane signs that exempt buses exempt cyclists as well. He also wished to amend the "no left turn" sign on northbound Boundary Road at Adanac/Union Street to exempt cyclists.

2.0 WILLINGDON HOV LANE SIGNS

The issue of whether to include bikes as permitted users on the HOV lane signs has been discussed before by the BAC with regard to the Barnet/Hastings Street facility. The decision

endorsed by Council was to leave the cyclist logo off the HOV signing. This would neither prohibit nor invite bicycle usage. The feeling was that cyclists should be encouraged to use the parallel Frances/Union bike route rather than the more hazardous HOV lanes on Hastings. A similar rationale was applied to the Willingdon HOV which is closely paralleled by an urban trail. However, the Willingdon HOV has a different character than Hastings - there are fewer vehicles; Willingdon is classified as a cycle road, Hastings is not; there are substantially fewer intersections and driveways and no on-street parking. Adjacent municipalities have indicated cyclists on their HOV lane signs under these circumstances.

3.0 **RIGHT TURN LANE EXEMPTION FOR BUSES TO INCLUDE CYCLISTS**

An exemption was signed for cyclists at the Cariboo and Government intersection for westbound cyclists. This was done because the travel lanes are narrow and proper positioning of cyclists to the right of the left through lane is difficult to achieve at this location. We believe signing this exemption universally is not desirable as it may encourage cyclists to stay close to the curb where right turning vehicles can then easily cut them off. The practised cyclist will position themselves to the right side of the adjacent through lane or the left side of the right turn lane such that they are not in conflict with right turning vehicles. Buses, by comparison, will block a lane with their sheer bulk ensuring no conflicts. Accordingly, in situations where travel lanes are very narrow and traffic heavy, special consideration may be given to exempting cyclists but each location should be judged individually.

4.0 **BOUNDARY ROAD AND ADANAC/UNION NORTHBOUND LEFT TURN RESTRICTION**

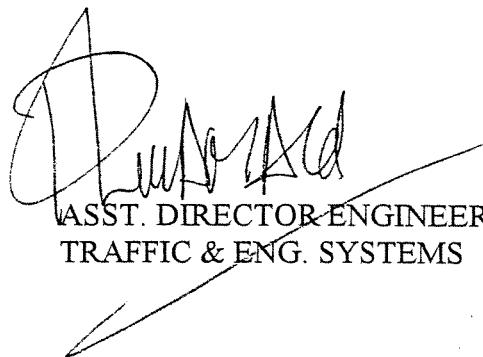
At the intersection of Boundary Road and Adanac/Union Street northbound vehicles are restricted from turning left. There is an eastbound permitted movement for cars and the westbound through is restricted to only allow bicycles. Northbound cyclists wishing to head west along the Adanac bike route currently must first make a right turn on Union then abruptly stop to access the delta island and press a traffic signal button to cross Boundary Road. This movement brings them into possible conflict with northbound vehicles also making the right turn which may not anticipate the cyclist's desire to head west and their need to stop.

There is no simple way to ease this awkward turn. An experienced cyclist may prefer to simply move to the northbound left lane and make a left turn into the median refuge on Boundary, as they would elsewhere along Boundary Road. While there is no signal button to activate in the median area, there are frequent gaps with good sight lines for cyclist to cross the southbound Boundary leg. Another benefit for westbound cyclists when positioned at the median refuge is they don't have to compete with the east to northbound Adanac cars

which frequently "overrun" the opposing cardinal through movement. In this case, a signed exemption for cyclists would be beneficial in offering an alternative to an awkward traffic movement. Prior to posting this, staff will consult with the City of Vancouver which is responsible for the operation of the Boundary/Adanac signal.

5.0 CONCLUSION

It is recommended that bicycle logos be added to the Willingdon Avenue high occupancy lane overhead signs. We support the proposed exemption to the no left turn sign on Boundary Road at Adanac/Union Street subject to concurrence of the City of Vancouver. However, the request to sign City wide exemptions for cyclists in right turn lanes is not recommended for safety reasons. Specific location requests would be assessed on a case by case basis.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

MDS:

cc: City Manager

