

CITY OF BURNABY

BICYCLE ADVISORY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: SOUTHEAST BIKEWAY ROUTE SELECTION PROCESS

RECOMMENDATION:

1. **THAT** Council approve the East Burnaby Bikeway route options discussed in the *attached* report for advancement to neighbourhood review and consultation.

REPORT

The Bicycle Advisory Committee, at its Open meeting held on 2002 October 24, received and adopted the *attached* report providing information on the preliminary route options for the East Burnaby Bikeway. It was recommended that the bikeway options be forwarded to Council for review prior to a neighbourhood open house public review.

Respectfully submitted,

Councillor Nancy Harris
Chair

Mayor Doug Drummond
Member

COPY: - CITY MANAGER
- DIR. ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: BICYCLE ADVISORY COMMITTEE **DATE:** 2002 10 17
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-07-09
SUBJECT: SOUTHEAST BIKEWAY ROUTE SELECTION PROCESS
PURPOSE: To seek support from the BAC on the preliminary route options for the East Burnaby Bikeway that will be taken to Council for review prior to a neighbourhood open house public review.

RECOMMENDATION:

1. **THAT** Council approve of the East Burnaby Bikeway route options discussed in this report for advancement to neighbourhood review and consultation.

REPORT

1.0 INTRODUCTION/BACKGROUND

The Southeast Burnaby Bikeway route is proposed to follow a corridor between the Edmonds SkyTrain Station and the BC Parkway through to Cariboo Road and Armstrong. This project emerged as a priority following the Bikeways public consultation process held in the Fall of 2001. The proposed Bikeway would provide connectivity for the southeast quadrant of Burnaby, which currently lacks an east-west route, and link to planned routes in New Westminster. Implementation can be achieved at relatively low cost, as much of the road infrastructure is already in place. The route can also make use of existing traffic signals to cross major roads at 6th Avenue, Canada Way, Kingsway and Griffiths Drive.

Bikeways are intermediate level on-street cycling facilities, similar in concept to the existing Frances-Union facility. They typically make use of existing local streets with the addition of signs and minor traffic calming, where required and are thus usually cost-effective and relatively "easy to implement".

2.0 REVIEW OF OPTIONS

With input from the open house consultation and the Burnaby BAC (VACC ride) the following routes options (shown on the attached plan) were selected as being the most promising for the Southeast Burnaby Bikeway.

2.1 14th Avenue Alignment

This route follows 14th Avenue from the BC Parkway at Southpoint to Cumberland. From Southpoint to Canada Way it is classified as Local Collector, and from Canada Way to Cumberland as a Local. Of the four major road crossings, Canada Way is the only one without a traffic signal. The route would provide an alternate to the 16th Avenue alignment and has existing speed humps on some sections.

2.2 12th Avenue Alignment

Starting from the BC Parkway at Southpoint, this route follows Stride Avenue from Griffiths to 15th Street, then proceeds south on 15th to 12th Avenue, where it then follows 12th Avenue to Cumberland. The entire stretch is classified as a Local road, and of the four major road crossings only 6th Street is unsignalized. This route provides an alternate to the 10th Avenue Cycle Road alignment and also has some speed humps currently installed along it.

2.3 Armstrong Avenue from Cumberland to Cariboo

Both of the route options above (2.1 and 2.2) will need to connect from Cumberland to Cariboo. Armstrong is designated as a Local Collector, and is the only "local" through road in the area connecting Cumberland to Cariboo. Both 16th and 10th Avenue are considered too busy for serving as bikeways.

2.4 Alternate Route for Armstrong Avenue

The field review identified some concern over using Armstrong due to its classification as a Local Collector carrying a bus route. The following alternative route along Local roads was suggested. Starting at Wright Street this route proceeds along 12th Avenue to Cumberland, Cumberland to Karrman Avenue, Karrman to Coquitlam Street, jogging south to 11th Avenue, along 11th to Langley Street, Langley to Armstrong, and then following Armstrong to Cariboo.

The following table, taken from the Bikeways Open House summary report, itemizes criteria to bear in mind when evaluating the options for bike routes.

CATEGORY	ISSUE	OBJECTIVE	MEASUREMENT
FUNCTION			
	safety	Reduce traffic volume competing with bicycles.	Traffic volume on existing street (less is better).
		Minimize the speed difference between traffic and bicycles.	Average speed of traffic (lower is better).
		Ensure safe crossings at busy cross-streets.	Number of existing traffic signals that can be used.
		Maximize road surface quality.	Percentage of the route that is smooth, clean paved surface.
		Avoid hazards.	Percentage of the route that has asphalt curbs (less is better)
			Number of shared through / right turn lanes used along the route (less is better).
		Maximize personal safety.	Distance that the route is in remote or isolated areas (less is better).
	Ability to add traffic calming features, if required.	Length of route on local streets where traffic calming measures are permitted.	
	environment	Improve the environment.	Estimate of the amount of new bicycle trips attracted to the proposed route (low, medium, or high).
		Protect sensitive areas.	Amount of sensitive area impacted (less is better).
		Avoid fragmenting existing natural areas.	Distance of trail that travels through undisturbed natural area (less is better).
		Avoid new stream crossings.	Number of new stream crossings (less is better).
	air quality	Fresh air for cyclists.	Distance from point sources of pollution (i.e. trucks).
	shade	Opportunity for some shade along the route.	Percentage of the route in shade (higher is better).
	community	Reinforce community by involving neighbourhoods in the process.	Public support.
LOCATION (CUSTOMER SERVICE)			
	access	Close by and easy to find.	Number of major streets or other barriers between major origins or destinations and the route (the fewer the better).
	direct	Maximize convenience.	Overall distance (shorter is better).
			Number of stops along the route - stop signs or lights (fewer is better).
	connections	Maximizes travel options.	Number of routes within other municipalities that the route would connect to (more is better).
			Number of major transit transfer points that the route would connect to (more is better).
easy to use	Limits the number of steep hills (grade changes).	Total cumulative change in elevation along the route (lower is better).	

POINTS OF INTEREST / KEY DESTINATIONS			
	key destinations	Improves community connections.	Number of favourite places and community destinations adjacent to the route (more is better).
			Number of regional destinations adjacent to the route (more is better).
	access to nature	Increase ability to visit parks and conservation areas.	Number of sites the route provides direct access to (more is better).
	waterfront connections	Increases ability to visit waterfront parks.	Number of sites the route provides direct access to (more is better).
	views	Increase access to areas with scenic views.	Number of vistas along the routes (more is better).
	landscapes	Maximizes the number of pleasant places along the route.	Number of unique landscapes or streetscapes along the route (more is better).
IMPLEMENTATION			
	cost	Minimize the overall cost of the route.	Cost estimate (lower is better).
	opportunities	Uses existing opportunities.	Percentage of the route that uses existing roads or other connections.
	local support	Maximize local community support.	Amount of community support for route from the local neighbourhood.

3.0 DISCUSSION

The primary purpose of marking a bike route is to lead cyclists to a preferred route that serves them better than other adjacent streets which may not be as inviting. By encouraging a preferred alignment and concentrating the ridership, the overall visibility of cyclists can be increased. A safe riding environment is as paramount as the need for a direct route allowing for efficient travel.

In the case of the Armstrong route and its alternative, the directness of the route is traded off for a quieter path. While this may provide a more pleasant environment, the roads adjacent Armstrong are discontinuous and require many potentially confusing changes in direction. This concern has been raised by cyclists reviewing other bikeways around the Lower Mainland.

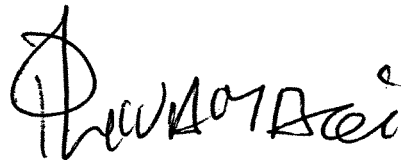
Implementation of any route must involve the neighbourhood through a community consultation process to solicit the views of the local residents affected by the route, and identify and address any concerns. Following that input, staff would develop a preferred alignment and budget for Council consideration.

Finally, it is important to consider that provision of a marked route does not in any way preclude the use of adjacent roads. In fact most trips will originate or terminate on roads which are not designated bike routes. Many short duration trips will be by local residents that are familiar with the neighbourhood.

4.0 CONCLUSION

The focus of the bicycle program over the next five years will be the development of a more balanced and continuous Bike Route Network. This can be readily achieved by directing resources to constructing less costly and more easily implemented intermediate Bikeway facilities such as the proposed Southeast Bikeway.

It is recommended that the two bikeway options be forwarded to Council for review with the intent of soliciting neighbourhood and area cyclist's input in choosing the best alignment.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

MDS:
Attach.

cc: City Manager