

CITY OF BURNABY

BICYCLE ADVISORY COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: OAKLAND STREET CYCLE ROAD**

**RECOMMENDATIONS:**

1. **THAT** Council approve the installation of marked bike lanes along Oakland from Sperling to Denbigh Avenue.
2. **THAT** Council authorize staff to investigate the advisability of installing marked bike lanes from Denbigh Avenue to Royal Oak Avenue and that the results be forwarded to the Bicycle Advisory Committee.

**REPORT**

The Bicycle Advisory Committee at its Open meeting held on 2002 October 24, received the *attached* report reviewing proposals submitted by a Committee member for suggested alternatives to the designation of Oakland Street as a designated cycle road in the Burnaby Transportation Plan.

The Committee in discussing the report adopted an amendment to the recommendation to include that staff be authorized to investigate the advisability of extending the marked bike lanes from Denbigh Avenue to Royal Oak Avenue and that the results be forwarded to the Bicycle Advisory Committee.

Respectfully submitted,

Councillor Nancy Harris  
Chair

Mayor Doug Drummond  
Member

COPY: - CITY MANAGER - DIR. ENGINEERING
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City of Burnaby

**INTER-OFFICE COMMUNICATION**

**TO:** BICYCLE ADVISORY COMMITTEE **DATE:** 2002 10 15  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-07-09  
**SUBJECT:** OAKLAND STREET CYCLE ROAD  
**PURPOSE:** To review proposals submitted by Committee member Sally Pankratz for alternatives to the designation of Oakland Street as a designated cycle road in the Burnaby Transportation Plan.

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**RECOMMENDATION:**

1. **THAT** the Committee recommend the installation of marked bike lanes along Oakland from Sperling to Denhigh Avenue.

**R E P O R T**

**1.0 INTRODUCTION**

Arising from discussions at the 2002 February 28 Bicycle Advisory Committee meeting, Ms. Sally Pankratz raised concerns over the designation of Oakland Street as a Cycle Road in the Transportation Section of Burnaby's Official Community Plan. Subsequently, Ms. Pankratz submitted a brief which outlined two alternative routes to the Oakland portion, to the BAC. The report was considered at the June 27 meeting of the BAC and referred to staff for report.

## **2.0 BACKGROUND**

In addition to the Cycle Road status, Oakland Street is classified as a Major Collector-Secondary road with traffic volumes of approximately 13,000 vehicles per day. The roadway is finished with curb and gutter, an 11m (36 ft) wide pavement and street lighting along the entire length. From Sperling to Denbigh Avenue there is one travel lane in either direction, expanding to two through lanes on the approaches to the traffic signals at Royal Oak. East of Walker Avenue the major collector route utilizes Burris to provide a connection to Canada Way. West of Royal Oak the route alignment extends to Kingsway in the vicinity of Patterson via Grange and Dover streets.

## **3.0 REVIEW**

Cycle Roads accommodate cyclists by providing additional width in the curb travel lane or with a marked bike lane and are geared toward the more experienced cyclists travelling on longer distance commuter trips. The designation of Oakland as a Cycle Road in the Transportation Plan is to provide an east-west facility for cyclists to efficiently navigate between Royal Oak and Walker Avenue south of Deer Lake. The next adjacent east-west Cycle Roads in the Transportation Plan are on Deer Lake Parkway and Imperial Street.

Since there are no connecting roads north of Oakland, the only alternate on-road option would be a bikeway on adjacent streets to the immediate south. Bikeways are on-street routes similar in concept to the existing Frances-Union facility and are geared to intermediate level cyclists, which provide an alternate route for cyclists to busier streets. Typically local streets are used with the addition of signs and minor traffic calming, if required.

### **3.1 Urban Trail Along Oakland from Royal Oak to Walker**

The first suggestion by Ms. Pankratz is to construct an Urban Trail along Oakland from Royal Oak to Walker. This would provide a separated facility for the novice and intermediate cyclists uncomfortable with using the roadway.

The inclusion of this section in the Urban Trail network of the Transportation Plan must first gain approval from Council. After approval it would then need to be weighed against other Urban Trail projects throughout the City to assess its priority for detailed design or construction.

Some of the problems that precluded inclusion of this section into the trail network are, topographical in that any construction outside of the existing roadway would have to contend with significant slopes or environmental concerns with waterways that intersect the alignment. Added right-of-way would also have to be acquired at several locations.

### **3.2 Signed Alternate Bikeway Along Adjacent Local Roads**

The second suggestion is to provide an alternate "Bikeway" route along Local roads south of Oakland. This would accommodate primarily intermediate level cyclists preferring a quieter road over a more direct route. The suggested route would follow Pearl Avenue from Oakland to Irving Street, then run along Irving to Dufferin, down Dufferin to Kisby Park, through the park, then along Berwick to Gilley. It would then travel south on Gilley to Burns or Bryant, then east to Lakeview and along Stanley to Walker.

While the suggested alignment does provide a route with lower traffic volumes, other considerations typically used to evaluate potential routes are not as favourable. The directness, connectivity, and ability to locate and access the route are poor, and it includes additional elevation gains. A considered alternative to the submitted route which is a bit more direct follows Irving-Dufferin-Bryant then Bryant-Lakeview-Stanley.

Implementation of a Bikeway route must involve the neighbourhood through a community consultation process to solicit the views of the local residents affected by the route, identify and address any concerns, and gain their support, before it could be formally integrated into the Transportation Plan. Following that process, staff would develop a preferred alignment and budget for Council consideration, as in the Southeast Burnaby Bikeway process currently underway.

Prioritization against other Bikeway projects, particularly those identified in the recent public open houses, should be made before this route is pursued any further.

### **3.3 Marked Bike Lane Along Oakland**

As other routes do not look favourable, improvements to the existing road alignment were also examined. The absence of parking along much of Oakland and the current pavement width allow for the opportunity to install marked bike lanes. Having a marked lane as opposed to the shared lane may broaden the user appeal to more intermediate cyclists and does not require any reclassification of the road. Also, maintaining this road in the network provides an easily located and accessed, direct route that makes use of existing roadway at minimal expenditure.

One of the purposes of marking a bike route is to encourage use by increasing visibility, so while the effective road width will remain the same the lane markings will emphasize the shared nature of Oakland and reserve space from general traffic.

As most of the parking on the north side of Oakland has already been banned or is rarely used there would only be a minor impact if any on local residents, an adjustment of the present road marking plan would be all that's needed to provide enough room for full bike lanes in either direction from Sperling through to Denbigh.

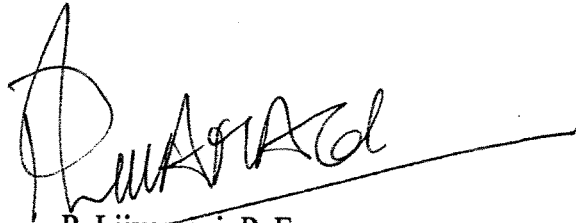
#### 4.0 CONCLUSION

The purpose of designating Oakland as a Cycle Road in the Transportation Plan is to provide an east-west facility for experienced cyclists to efficiently navigate between Royal Oak and Walker Avenue in the area south of Deer Lake. While it may not be inviting to novice or even some intermediate cyclists in its present form, marking bike lanes by adjusting the centreline and removing parking along the north side, in the manner successfully implemented in Saanich, could create a more attractive facility, broadening its appeal.

Construction of a separated urban trail along Oakland has topographical, environmental and right-of-way issues that must be overcome, and would therefore be a long term goal. Another step needed would be to have this section included in the Urban Trail network of the Transportation Plan. That would require approval from Council to include it in the OCP. Subsequently, prioritization against other trail project locations would also need to be considered before any design, right of way acquisition or funding could be secured.

Bikeway alternatives to Oakland Street are limited due to the local topography and road layout in this part of Burnaby. Development of a route in this area would have to be weighed against the priority locations identified during the recent Bikeways Open Houses.

Finally, it is important to keep in mind that provision of a marked route does not in any way preclude the use of adjacent roads. As most trips originate or terminate on roads which are not designated bike routes, and many short trips are by local residents familiar with their neighbourhood and would not require directional signs to accommodate them.



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MDS:

cc: City Manager

