

CITY OF BURNABY

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: CYCLING ENHANCEMENTS FOR WAYBURNE DRIVE

RECOMMENDATIONS:

1. **THAT** Council approve the proposed improvements to Wayburne Drive, identified in Section 3.0 of this report, to enhance the safety of cyclists.
2. **THAT** a Capital Reserves Expenditure Bylaw in the amount of \$6,000 (inclusive of 7% GST) be brought down to finance this work.

REPORT

The Transportation Committee, at its meeting held on 2003 September 10, received and adopted the attached report requesting approval from Council to implement safety improvements to the existing bikeway on Wayburne Drive.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING
DIRECTOR FINANCE
CITY SOLICITOR

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

2003 September 03

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.625

SUBJECT: CYCLING ENHANCEMENTS FOR WAYBURNE DRIVE

PURPOSE: To request approval of the Transportation Committee and Council to implement safety improvements to the existing bikeway on Wayburne Drive.

RECOMMENDATIONS:

1. **THAT** the Transportation Committee request Council to approve the proposed improvements to Wayburne Drive, identified in section 3.0 of this report, to enhance the safety of cyclists.
2. **THAT** a Capital Reserves Expenditure Bylaw in the amount of \$6,000 (inclusive of 7% GST) be brought down to finance this work.

REPORT

1.0 BACKGROUND

Wayburne Drive extends from Deer Lake Parkway to Canada Way, along the east side of BCIT. It is a four-lane road constructed as a Cycle Road (wider curb lanes), and forms part of the North-South Bikeway.

At the 2003 June 11 meeting of the Transportation Committee, a member of the Bicycle Advisory Group indicated that Wayburne Drive was a relatively risky and, thus unpleasant place to ride a bike. Transportation Committee asked staff to explore this issue and identify possible improvements to more safely accommodate cyclists, if appropriate.

This report presents the results of that investigation and recommends low cost improvements to Wayburne Drive to enhance the safety of cyclists.

2.0 THE ISSUES

Wayburne as shown in *Figure 1, attached* is a relatively short road (1.5 km long) linking to east-west roads but lacking north-south continuity. The vehicular capacity of Wayburne Drive is well in excess of present demand but in the future, Wayburne is proposed to extend across Highway 1 on an overpass and connect to Still Creek Drive at which time the additional capacity will be required.

Currently it serves primarily as an access to local development, primarily BCIT, and the Greentree Village neighbourhood. However, it has been built with four through lanes plus left-turn bays at all intersections (including local roads) and most driveways. There are no stop signs or signals, except at the end-points. Roads of similar capacity elsewhere in the city are carrying between 30,000 and 40,000 vehicles cars per day, yet Wayburne attracts only 8,000 vehicles a day and 480 vehicles in the peak hour in one direction.

As identified by the Bicycle Advisory Group, the combination of low traffic volumes and no stops between Deer lake Parkway and Canada Way are factors contributing to excessive speeds on Wayburne Drive. The speed differential between cars and bikes is considerable and the situation is most problematic for northbound cyclists on the curve in the road near BCIT. At this location the road curves to the right. As the right side of the road is forested and somewhat obstructs the sightlines ahead for northbound cars, northbound cyclists are not visible until the last moment.

3.0 PROPOSED IMPROVEMENTS

The primary problem is in the curved section of Wayburne Drive, for travel in the northbound direction, where sightlines are restricted. The proposed improvements therefore focus on this area, as highlighted in *Figure 1*. The concept is to split the outside lane into a painted gore and a dedicated bike lane, as shown in *Figure 2 attached*. This would start to the south of the BCIT driveway, so as to be clearly visible before vehicles enter the curve and would continue northward to Woodsworth Drive. Merge signs would advise motorists of the need to merge left. The painted gore will provide a substantial safety buffer between the cars and cyclists on this section of Wayburne Drive.


On the other sections of Wayburne, "Share the Road" signing and pavement stencils will be used to forewarn motorists of the presence of cyclists.

4.0 FINANCING

The estimated cost to implement this improvement is \$6,000 (including 7% GST). Sufficient Capital Reserves are available and this project is included in the 2003 "Cycle Roads Improvements" component of the Bicycle Program in the 2003 - 2007 Annual Capital Program. In order to implement this project, it is therefore recommended that a Capital Reserves Expenditure Bylaw in the amount of \$6,000 (inclusive of 7% GST) be brought down.

5.0 CONCLUSION

This report has presented bicycle-related enhancements to the City's bikeway on Wayburne Drive. It is recommended that the Transportation Committee request Council to approve these enhancements and that a Capital Reserves Expenditure Bylaw in the amount of \$6,000 (inclusive of 7% GST) be brought down to finance this work.


for J.S. Belhouse, Director
PLANNING AND BUILDING

SR/jc
Attachments (2)

cc: City Manager
Director Engineering
Director Finance

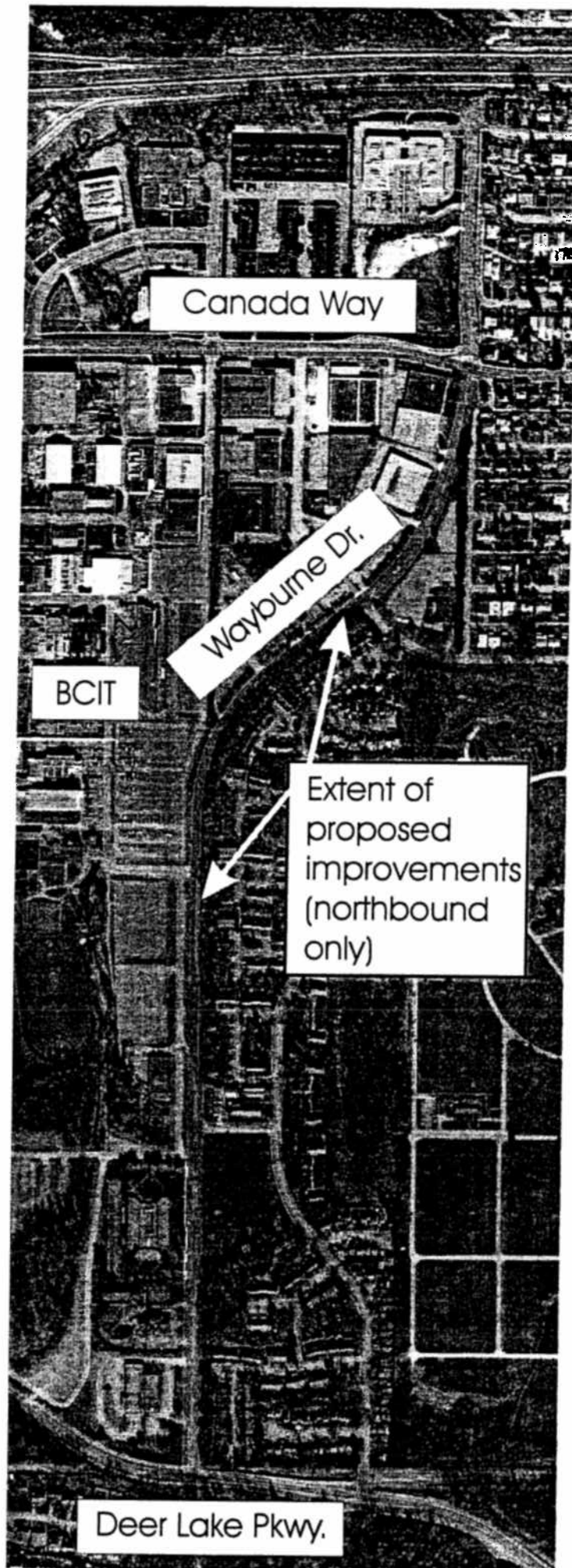


FIGURE 1

Proposed
Wayburne Drive
Bicycle Lane
Markings

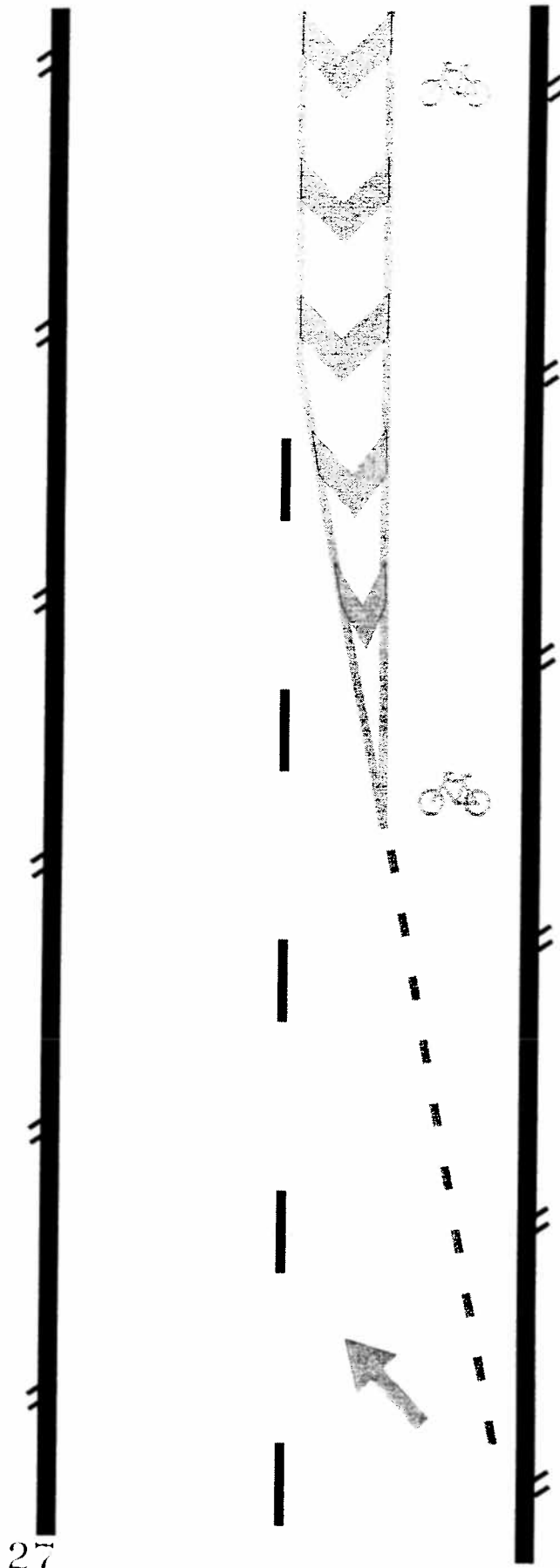


Figure #2