

CITY OF BURNABY
TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: SOUTHEAST BIKEWAY - ROUTE FINALIZATION

RECOMMENDATIONS:

1. **THAT** Council approve the amended route for the Southeast Bikeway between Wright and 4th Streets as illustrated in Figure 2 of this report.
2. **THAT** Council be requested to bring down a Capital Reserves Expenditure Bylaw in the amount of \$170,000 (inclusive of 7% GST) to finance the Southeast Bikeway as amended.

REPORT

The Transportation Committee, at its meeting held on 2003 September 10, received and adopted the attached report advising Council of the results of the public consultation for the proposed realignment of the Southeast Bikeway, and seeking authorization for implementation.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING
DIRECTOR FINANCE
DIRECTOR PARKS, RECR. & CULT. SERVICES
CITY SOLICITOR

TO: CHAIR AND MEMBERS 2003 September 05
TRANSPORTATION COMMITTEE

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 08.625.1

SUBJECT: SOUTHEAST BIKEWAY - ROUTE FINALIZATION

PURPOSE: To advise Council of the results of the public consultation for the proposed realignment of the Southeast Bikeway, and seek authorization for implementation.

RECOMMENDATIONS:

1. **THAT** the Transportation Committee request Council to approve the amended route for the Southeast Bikeway between Wright and 4th Streets as illustrated in Figure 2 of this report.
2. **THAT** Council be requested to bring down a Capital Reserves Expenditure Bylaw in the amount of \$170,000 (inclusive of 7% GST) to finance the Southeast Bikeway as amended.

REPORT

1.0 BACKGROUND

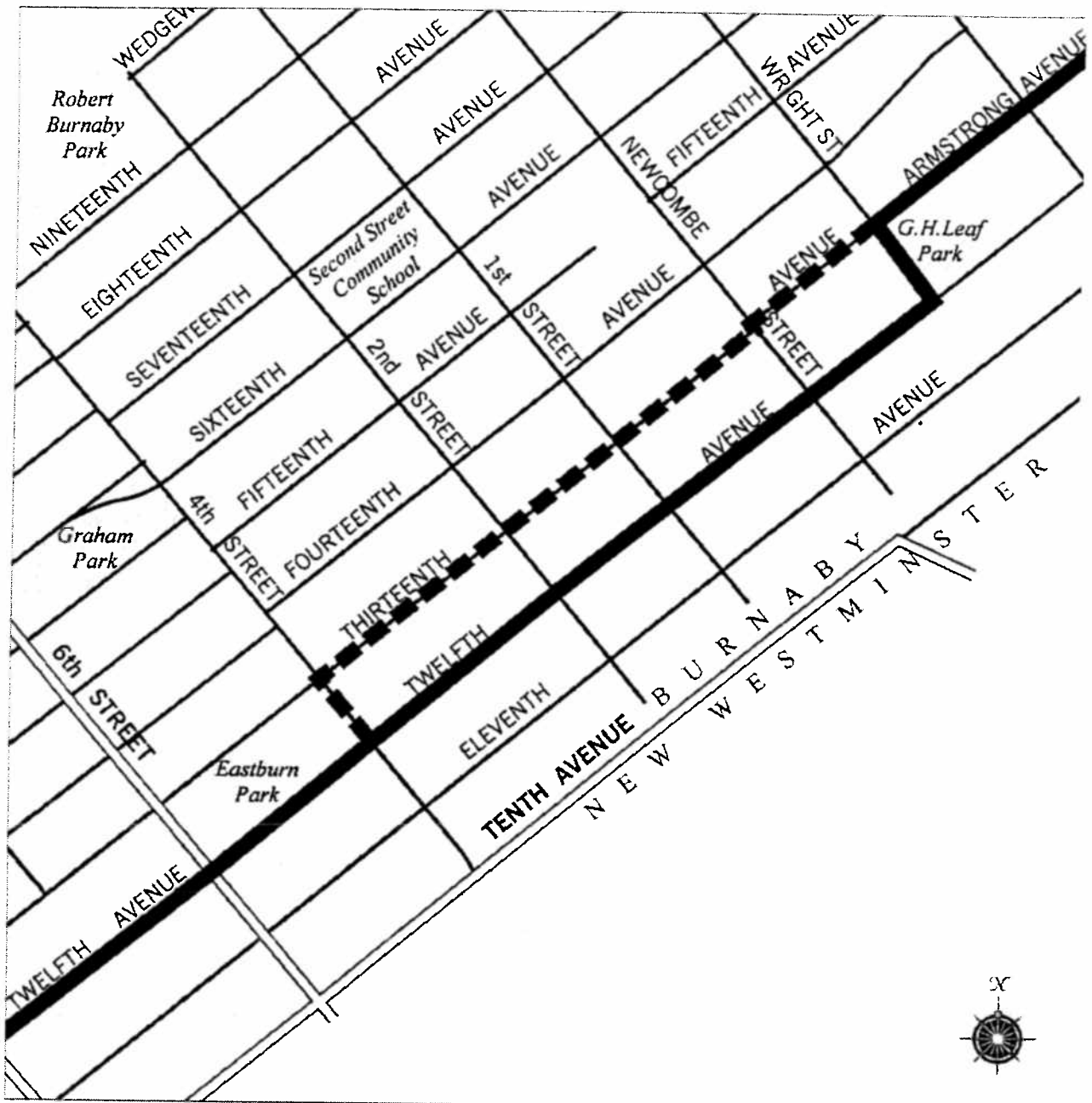
An alignment for the Southeast Bikeway (*see Figure 1 attached*) was approved in principle by Council as the basis for the public consultation process held in the spring of this year.

Subsequently, on 2003 June 11, the Transportation Committee reviewed the results of the public consultation process for the Southeast Bikeway. This demonstrated strong support for the bikeway as a whole, and for the individual design elements. However, several respondents expressed concern about the volume of traffic on 12th Avenue between First Street and Sixth Street. Car speeds are often high, and there are also buses present. Sections of this road are constructed to an interim pavement width, and are therefore quite narrow. These factors combine to make this section undesirable for cyclists.

In light of this, the Committee approved consideration of a new alignment in this area, as shown in *Figure 2*. The new alignment follows 13th Avenue for four blocks, from Wright Street to Fourth Street. This route segment has lower traffic volumes and no buses.

This report presents public feedback on the proposed realignment, and recommendations for implementation.

Figure 2: Original and Revised Routes



■ ■ ■ ■ ■ Twelfth Avenue Bikeway Realignment to Thirteenth Avenue
Fourth Street to Wright Street

2.0 PUBLIC CONSULTATION ON THE REVISED ALIGNMENT

A letter describing the proposed realignment was sent to 110 properties along the new route. Residents were invited to complete a short questionnaire and return it to the City. Of 110 letters sent out, 23 responses were received. The remaining residents are presumably neutral regarding the presence of a bikeway on their street.

Only five people expressed outright opposition to the 13th Avenue alignment. Their concerns included loss of on-street parking and cyclist safety. It should be noted that this concept does not involve loss of on-street parking, except possibly one or two spaces near stop signs. In fact, loss of on-street parking would likely generate higher traffic speeds and volumes, decreasing the route's attractiveness for cyclists. Regarding the concern for cyclist safety, there are risks associated with any route, and 13th Avenue is still considered superior to 12th Avenue in this regard.

The individual design elements proposed for this realignment are:

- Create gaps for bicycles in the existing landscaped diverter at Fourth Street.
- Upgrade the temporary diverter at Wright Street to a permanent landscaped diverter, with gaps for bicycles.
- Install some additional stop signs near the two diverters, to avoid auto/bike conflicts.
- Reverse the stop signs at the intersection of 13th Avenue at 2nd Street, to favour 13th Avenue.
- Bikeway signage and pavement stencils.

Other than the three respondents opposing the alternative alignment in general, feedback on the individual design elements was generally positive, with not more than three people opposed to each element and the remainder either neutral or supportive.

It is therefore recommended that the 13th Avenue realignment be incorporated into the design for the Southeast Bikeway.

3.0 TRANSLINK BUS ACTIVATED SIGNAL

The estimated cost to construct the Southeast Bikeway project is \$140,000 (inclusive of 7% GST) which includes the \$80,000 cost of a bike/pedestrian signal at 6th Street and 12th Avenue and \$60,000 for other components. However, TransLink has expressed interest in funding bus-activation of this pedestrian/bike signal which would facilitate left turns of buses from westbound 12th Avenue onto southbound 6th Street. Adding this feature would increase the cost of the signal to \$110,000 and the project cost from the current \$140,000 to \$170,000 (inclusive of 7% GST). However, 50% cost-sharing of \$55,000 for this signal from

TransLink under the 2004 Transit Related Road Infrastructure Program (TRRIP) would reduce the net City cost from \$170,000 to \$115,000 (inclusive of 7% GST). This is the recommended course of action as the bus-actuated signal would not only accommodate transit but reduce the net cost of the bikeway to the City.

4.0 FINANCING

The cost of the Southeast Bikeway project would be funded over two years with total expenditures not to exceed \$170,000 (inclusive of 7% GST). With cost sharing of \$55,000 from the TransLink Transit Related Road Infrastructure Program (TRRIP), net City costs (inclusive of 7% GST) are estimated at \$115,000.


Sufficient Capital Reserves are available to fund this project and it is included under the Bicycle Program component of the 2003-2007 Annual Capital Program. Expenditures for 2003 are estimated to be \$70,000 and 2004, \$100,000.

In order to implement this project a bylaw for the full amount is required, it is therefore recommended that a Capital Reserves Expenditure Bylaw in the amount of \$170,000 (inclusive of 7% GST) be brought down to finance this project.

5.0 CONCLUSION

On 2003 June 11, Transportation Committee received the report on public consultation for the Southeast Bikeway, which recommended consideration of an alternative alignment between Wright Street and Fourth Street. Further consultation has confirmed the desirability of this route change but the inclusion of a transit-actuated signal will increase the overall project cost to \$170,000. However, the availability of \$55,000 in cost sharing for the traffic signal from TransLink will reduce the net cost to the City to \$115,000.

On this basis, it is recommended that the Transportation Committee request Council to approve the Southeast Bikeway as amended and that a Capital Reserves Expenditure Bylaw in the amount of \$170,000 be brought down to finance this work.


for J.S. Belhouse, Director
PLANNING AND BUILDING

SR/jc/sa

cc: City Manager
Director Engineering
Director Finance
Director Parks, Recreation and Cultural Services

Figure 1: Southeast Bikeway, Original Alignment

