

CITY OF BURNABY

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TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: SOUTHEAST BURNABY BIKEWAY: PUBLIC PROCESS**

RECOMMENDATIONS:

1. **THAT** Council approve in principle the 12<sup>th</sup> Avenue alignment for the Southeast Burnaby Bikeway, described in Section 2.0, as a basis for seeking public input.
2. **THAT** Council direct staff to initiate the public consultation process described in Section 3.0.

**REPORT**

The Transportation Committee, at its meeting held on 2003 March 12, adopted the attached report requesting approval to advance the proposed public consultation process for the Southeast Burnaby Bikeway on the 12<sup>th</sup> Avenue alignment.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Doug Evans  
Vice Chair

Councillor Lee Rankin  
Member

COPY: CITY MANAGER DIRECTOR ENGINEERING DIRECTOR PARKS, RECR. & CULT. SERVICES DIRECTOR PLANNING AND BUILDING
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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

2003 March 06

**FROM:** DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.625.1

**SUBJECT: SOUTHEAST BURNABY BIKEWAY: PUBLIC PROCESS**

**PURPOSE:** To seek the Committee's and Council's approval to advance the proposed public consultation process for the Southeast Burnaby Bikeway based on the 12<sup>th</sup> Avenue alignment.

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### **RECOMMENDATIONS:**

1. **THAT** the Transportation Committee request Council to approve in principle the 12<sup>th</sup> Avenue alignment for the Southeast Burnaby Bikeway, described in Section 2.0, as a basis for seeking public input.
2. **THAT** the Transportation Committee request Council to direct staff to initiate the public consultation process described in Section 3.0.

## **REPORT**

### **1.0 BACKGROUND**

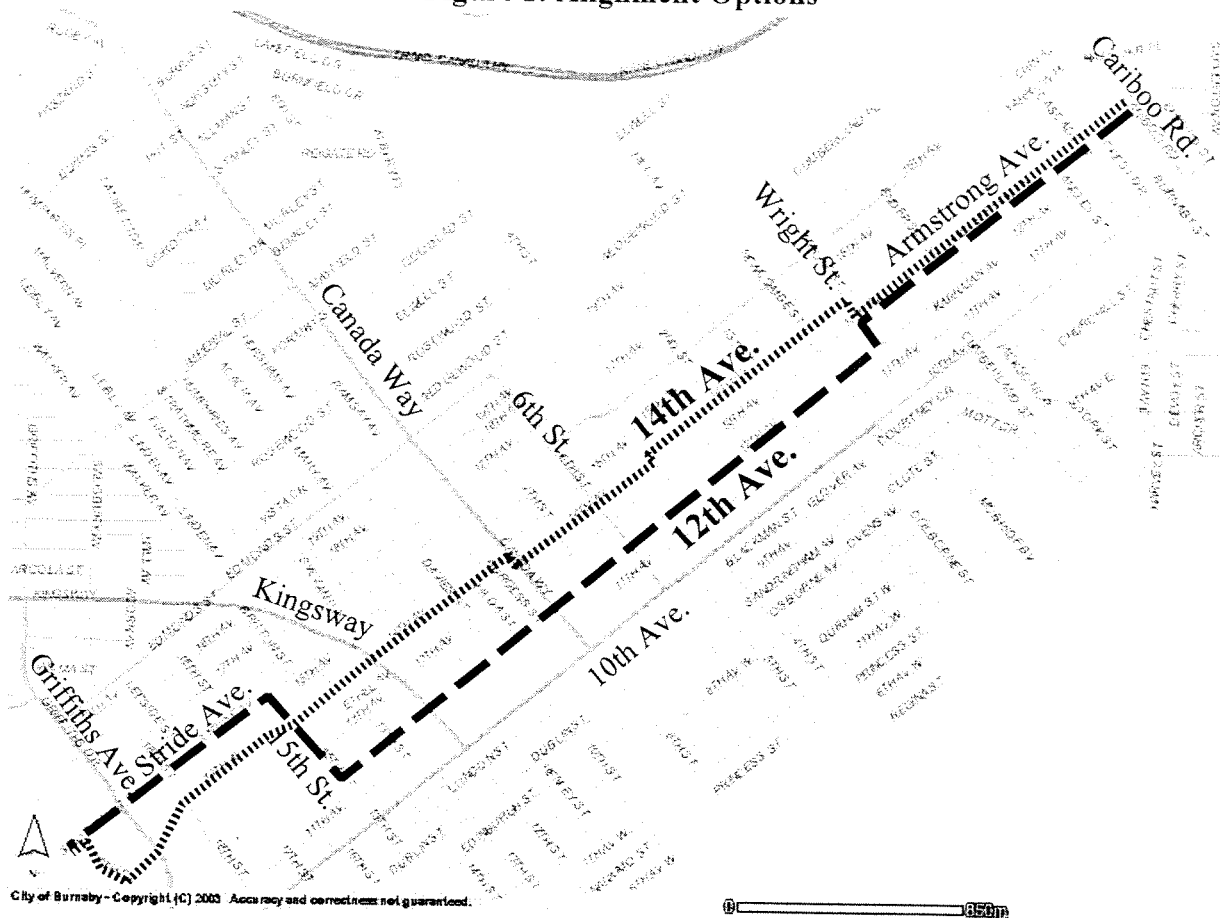
As part of the ongoing implementation of Burnaby's Bikeway network, Council approved two conceptual alignment options for the Southeast Burnaby Bikeway on 2002 November 04. As shown in Figure 1, one route is primarily along 12<sup>th</sup> Avenue and the other is primarily along 14<sup>th</sup> Avenue. There have already been two review rides with the Vancouver Area Cycling Coalition, and the original concepts have also been reviewed by the previous Bicycle Advisory Committee.

The purpose of this report is to seek the Committee's and Council's approval of the alignment selection and the proposed public process.

### **2.0 ALIGNMENT SELECTION**

On 2002 November 04, Council approved the two draft alignments as well as a set of evaluation criteria to be used in making the final alignment choice. The evaluation criteria have now been applied to the two alignments. That evaluation is summarized in Tables 1a and 1b. Each criteria has been ranked on a scale from 1 (poor) to 10 (excellent).

Figure 1: Alignment Options



Key points from the evaluation are:

- The routes are similar in that both are reasonably direct and have the same number of crossings of major roads.
- The 12<sup>th</sup> Avenue alignment is almost entirely on local roads, the main exception being Armstrong Avenue which is a Local Collector. The 14<sup>th</sup> Avenue alignment is about 50% on Local Collector roads, including Armstrong Avenue and much of 14<sup>th</sup> Avenue. A route on local roads will offer greater flexibility in the range of traffic calming measures that can be considered. It also decreases the exposure of cyclists to heavy traffic (trucks and buses).
- The 12<sup>th</sup> Avenue alignment is flatter, with a cumulative elevation change of about 43 metres. The comparable value for the 14<sup>th</sup> Avenue alignment is 70% higher: 73 metres.
- The 12<sup>th</sup> Avenue alignment is better at serving local community destinations: parks, schools, and neighbourhood commercial facilities. Each of these is found in greater abundance on the 12<sup>th</sup> Avenue alignment.

**Table 1a: Route Evaluation**

Issue	Objective	Measurement	12th Ave.	14th Ave.	
<b>FUNCTION</b>					
<b>Safety</b>	Reduce the volume of traffic competing with bicycles	Traffic volume on existing local street (less is better)	9	8	
	Minimize the difference between traffic speed and bicycle speed	Average speed of traffic (lower is better)	8	8	
	Ensure safe crossings at busy cross-streets	Number of existing traffic signals that can be used	9	9	
	Maximize road surface quality	Percentage of the route that is smooth, clean paved surface	9	10	
	Avoid hazards	Percentage of the route that has asphalt curbs (less is better)	9	10	
		Number of shared through / right turn lanes used along the route (less is better)	8	7	
	Maximize personal safety	Distance that the route is in remote or isolated areas (less is better)	10	9	
	Ability to add traffic calming features, if required	Length of route on local streets where traffic calming measures are permitted	8	5	
		Adequate lighting at night	Frequent street lights	7	8
	<b>Environment</b>	Improve the environment	Estimate of the amount of new bicycle trips attracted to the proposed route (low, medium, or high)	6	5
Protect sensitive areas		Amount of sensitive area impacted (less is better)	10	10	
Avoid fragmenting existing natural areas		Distance of trail that travels through undisturbed natural area (less is better)	10	10	
Avoid new stream crossings		Number of new stream crossings (less is better)	10	10	
<b>Air quality</b>	Fresh air for cyclists	Distance from point sources of pollution (i.e. trucks)	9	8	
<b>Shade</b>	Opportunity for some shade along the route	Percentage of the route in shade (higher is better)	2	2	
<b>Community</b>	Reinforce community by involving neighbourhoods in the process	Public support	n/a	n/a	
<b>LOCATION (CUSTOMER SERVICE)</b>					
<b>Access</b>	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)	8	8	
<b>Direct</b>	Maximize convenience	Overall distance (shorter is better)	9	10	
		Number of stops along the route - stop signs or lights (fewer is better)	8	7	
<b>Connections</b>	Maximizes travel options	Number of routes within other municipalities that the route would connect to (more is better)	2	2	
		Number of major transit transfer points that the route would connect to (more is better)	6	6	
<b>Easy to use</b>	Limits the number of steep hills (grade changes)	Total cumulative change in elevation along the route (lower is better)	9	5	

**Table 1b: Route Evaluation**

Issue	Objective	Measurement	12th Ave.	14th Ave.
<b>POINTS OF INTEREST / KEY DESTINATIONS</b>				
<b>Key destinations</b>	Improves community connections	Number of favourite places and community destinations adjacent to the route (more is better)	10	4
		Number of regional destinations adjacent to the route (more is better)	5	5
<b>Access to nature</b>	Increase ability to visit parks and conservation areas	Number of sites the route provides direct access to (more is better)	8	6
<b>Waterfront connections</b>	Increases ability to visit waterfront parks	Number of sites the route provides direct access to (more is better)	1	1
<b>Views</b>	Increase access to areas with scenic views	Number of vistas along the routes (more is better)	1	1
<b>Landscapes</b>	Maximizes the number of pleasant places along the route	Number of unique landscapes or streetscapes along the route (more is better)	5	3
<b>IMPLEMENTATION</b>				
<b>Cost</b>	Minimize the overall cost of the route	Cost estimate (lower is better)	8	7
<b>Opportunities</b>	Uses existing opportunities	Percentage of the route that uses existing roads or other connections	10	10
<b>Local support</b>	Maximize local community support	Amount of community support for route from the local neighbourhood	n/a	n/a

Based on this evaluation, staff unanimously selected 12<sup>th</sup> Avenue as the preferred alignment. It is recommended that the 12<sup>th</sup> Avenue alignment be developed in greater detail and taken to the public for review and comment.

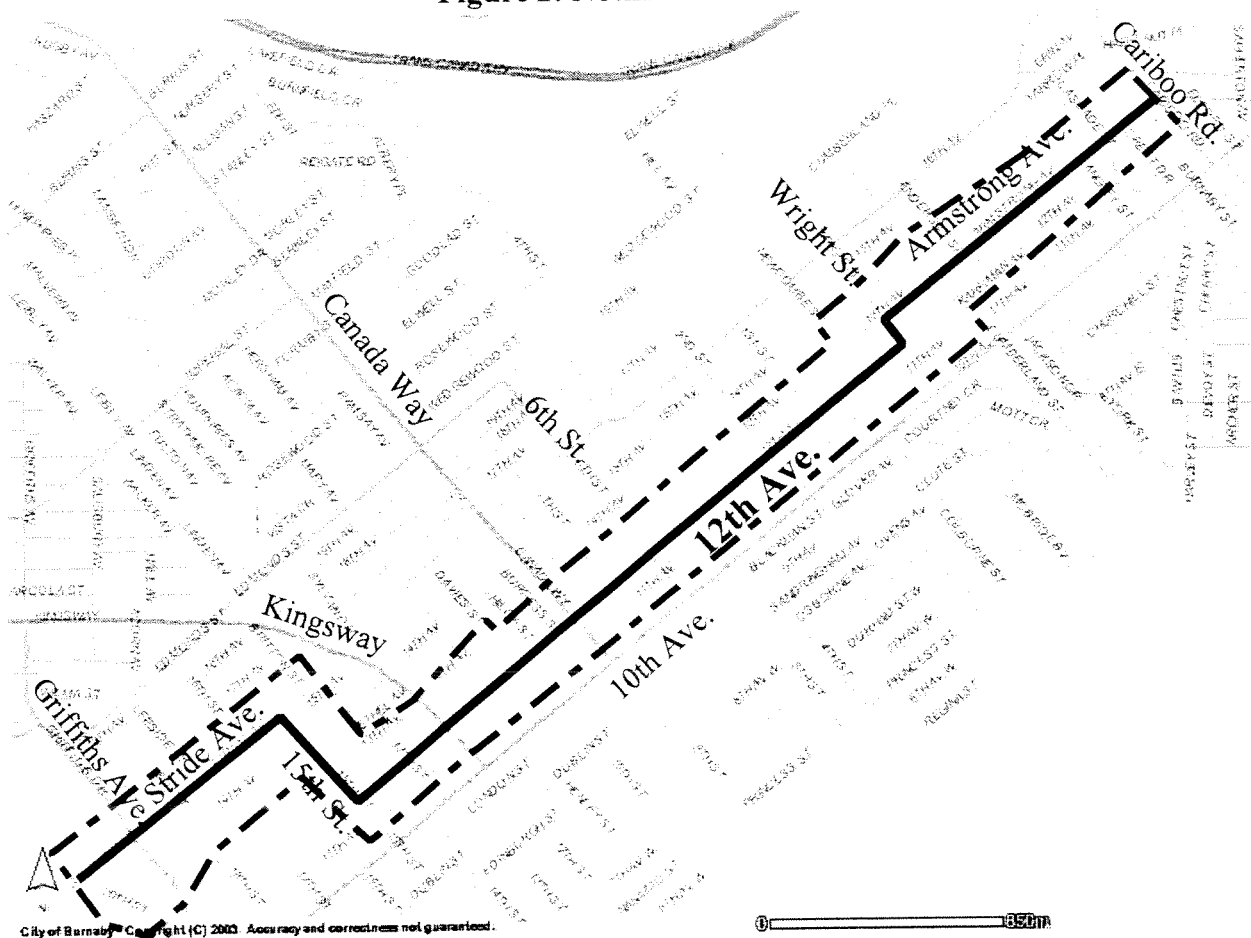
### 3.0 PUBLIC PROCESS

The proposed public process consists of:

1. **Preliminary Design - Draft (in progress).** Develop a preliminary design that will identify the need for elements such as: re-orientation of stop signs, installation of pedestrian/cyclist traffic signals, or traffic calming measures in selected locations.
2. **Review (March 12).** Have the preliminary design reviewed by the Transportation Committee, including the Bicycle Working Group. Make any changes as appropriate.
3. **Advertising (week of March 31).** Notification of the upcoming Open House will be sent out to area residents, with information from the preliminary design. This will go to residents on the proposed alignment, as well as those on adjacent streets (i.e.,

one block to either side). The notification area is shown in Figure 2. Notification will be provided to cyclists via the Vancouver Area Cycling Coalition and Better Environmentally Sound Transportation (BEST). Information on the Bikeway will be provided on the City's Web site. There will also be notification in the local newspapers. The public will also have the opportunity to comment on the concept by telephone, e-mail, or fax.

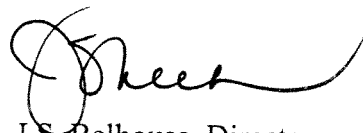
Figure 2: Notification Area



4. **Open House (April 23).** The Open House would be held on Wednesday, April 23 at Second Street Community School, which is located near the proposed alignment. This will provide an opportunity for residents to review the alignment, ask questions, and provide their feedback on the design through a questionnaire. Members of the Transportation Committee, including the Bicycle Working Group, will be encouraged to attend the Open House.
5. **Responses (by May 23).** Resident feedback will be received, compiled and summarized.
6. **Preliminary Design - Final (by June 03).** Based on comments received, the preliminary design will be finalized.
7. **Report (June 11).** The results of the preceding tasks will be reported at the June 11 meeting of the Transportation Committee, which includes the Bicycle Working Group. At this time, approval for implementation will be sought.
8. **Implementation (July - December).** The approved plan will go through detailed design and implementation.

#### 4.0 CONCLUSION

This report has presented an overview of the proposed public process leading to implementation of the Southeast Burnaby Bikeway. It is recommended that the Committee support the 12<sup>th</sup> Avenue alignment in principle as a basis for public input, and support the proposed public process.



J.S. Belhouse, Director  
PLANNING AND BUILDING

SR/jc/sa

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

