

CITY OF BURNABY

TRANSPORTATION COMMITTEE

O

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: PUBLIC CONSULTATION ON SOUTHEAST BURNABY BIKEWAY**

RECOMMENDATIONS:

1. **THAT** Council approve in principle the amended route for the Southeast Bikeway, as illustrated in this report.
2. **THAT** Council authorize staff to contact the affected property owners on 13<sup>th</sup> Avenue and 4<sup>th</sup> Street, to seek their input on the amended route.

REPORT

The Transportation Committee, at its meeting held on 2003 June 11, received and adopted the attached report advising Council of the results of the public consultation for the Southeast Burnaby Bikeway, and providing recommendations for the next phase of the work.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Doug Evans  
Vice Chair

Councillor Lee Rankin  
Member

COPY: CITY MANAGER  
DIRECTOR ENGINEERING  
DIRECTOR PARKS, RECREATION AND CULTURAL SERVICES  
DIRECTOR PLANNING AND BUILDING

**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE 2003 June 5

**FROM:** DIRECTOR PLANNING AND BUILDING OUR FILE: 08.625.1

**SUBJECT: PUBLIC CONSULTATION ON SOUTHEAST BURNABY  
BIKEWAY**

**PURPOSE:** To advice Council of the results of the public consultation for the Southeast Burnaby Bikeway, and provide recommendations for the next phase of the work.

---

**RECOMMENDATIONS:**

1. **THAT** the Transportation Committee request Council to approve in principle the amended route for the Southeast Bikeway, as illustrated in this report.
2. **THAT** the Transportation Committee request Council to authorize staff to contact the affected property owners on 13th Avenue and 4th Street, to seek their input on the amended route.

**REPORT**

**1.0 BACKGROUND**

On 2003 March 12, the Transportation Committee approved the public consultation process for the Southeast Bikeway. Subsequent to that, the public process was advertised in the community newspapers, and on the city's Web site. Brochures were mailed out to all properties along the route, and for one block to either side. An open house was held on April 23. Public comment was received via mail, fax, drop-off, and on-line. The deadline for input was May 7. This report presents the findings, and recommendations for follow-up action.

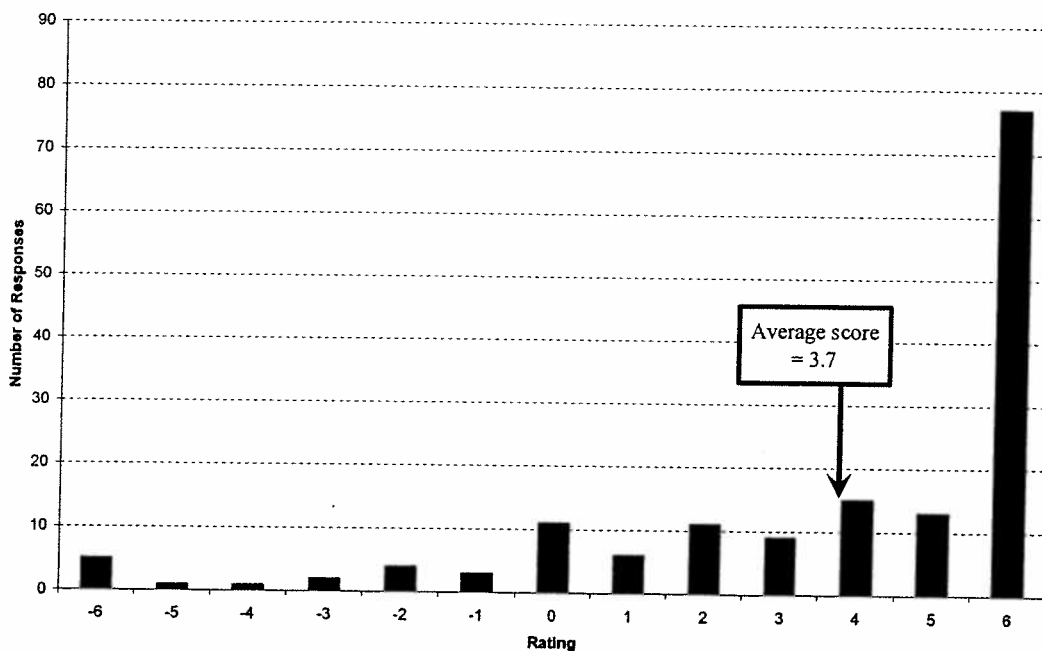
**2.0 QUESTIONNAIRE RESULTS**

The project is summarized in the brochure that was mailed out to residents, a copy of which is *\*attached*. The brochure describes the six major design elements for the bikeway, and asks for commentary on each. These are:

- sidewalk improvements at the Stride / Griffiths intersection;

- speed humps on Stride Avenue, between 18th and 15th Streets;
- bike passage through the gate that blocks 12th Avenue, near Mary Avenue;
- bicycle- and pedestrian-activated signal on 12th Avenue at Sixth Street;
- crosswalk corner bulge on 12th Avenue at Second street; and
- crosswalk corner bulges on Armstrong Avenue at Coquitlam and Langley Streets.

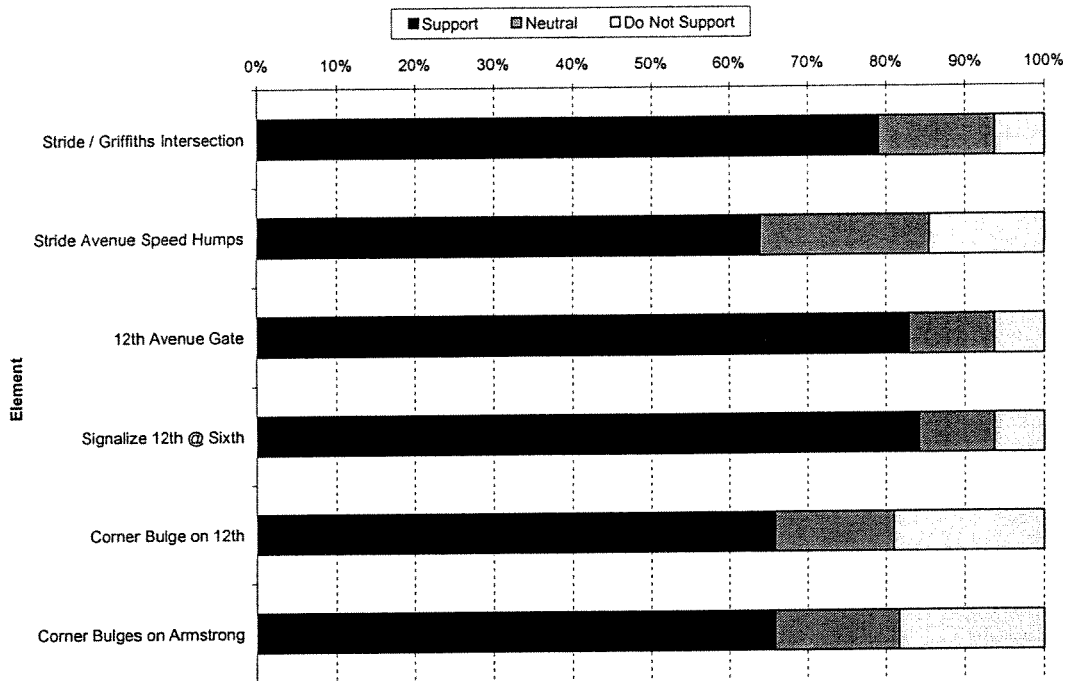
Figure 1: Southeast Bikeway, Overall Approval Rating



A total of 158 responses were received: 55 from properties on the actual route, 75 from the surrounding neighbourhood, 17 from elsewhere in Burnaby, and 11 from outside the city. To get a sense of overall support, each survey response was assigned a score, based on their answers to the six questions. A person who indicated support for all six design elements received a score of +6, while a person who opposed to all six received a score of -6.

In general, the response was very favourable, as illustrated in *Figure 1*. Half the responses indicated support for all six design elements, and 90% of all responses were neutral or better. This highlights the strong support in the community for bikeways in general, and this bikeway in particular.

Figure 2: Southeast Bikeway, Summary of Results by Design Element



Results on an element-by-element basis are presented in *Figure 2*. This shows that the elements with the strongest support are: improvements to the Stride / Griffiths intersection, creating a bike passage to bypass the gate on 12th Avenue at Mary Avenue, and installing a pedestrian- and bicycle-activated signal for the intersection of 12th Avenue and Sixth Street. Other elements received support that was somewhat lower but still strong: speed humps on Stride Avenue, and corner bulges on 12th Avenue and on Armstrong Avenue.

In addition, many people provided comments on the alignment, design elements, and a host of other topics. It is not possible to address each of the comments individually, but some of the more common opinions are discussed below:

- There were conflicting views expressed regarding speed humps for Stride Avenue. Some felt that speeds were already low, while others felt that they were very high. The final design will determine the exact number and location of speed humps. However, from the comments received, it would seem prudent to extend the speed humps one block further west, adjacent to Stride Avenue Community School.

- Discussion regarding the gate on 12th Avenue at Mary Avenue centered on three things: minimizing damage to trees, not forcing cyclists into conflict with pedestrians, and not creating conflicts between eastbound and westbound cyclists. The current design concept is to remove the gate entirely and replace it with bollards. This will address all of these concerns, by creating space for eastbound and westbound cyclists that avoids both trees and sidewalks.
- Several people suggested that the proposed signal at Sixth Street should also be bus-activated, to facilitate the existing #101 bus route. This would be an acceptable addition, subject to a suitable cost-sharing agreement with TransLink.
- The discussion regarding corner bulges focused on making sure that the bulges do not force cyclists into traffic. Certainly there are examples in the region where this has happened. However, it is possible to design corner bulges in a manner which avoids this problem.
- Some people expressed an interest in street beautification to accompany the bikeway, such as trees or bushes. This is not possible within the available budget.

### 3.0 BUSY SECTION OF 12TH AVENUE

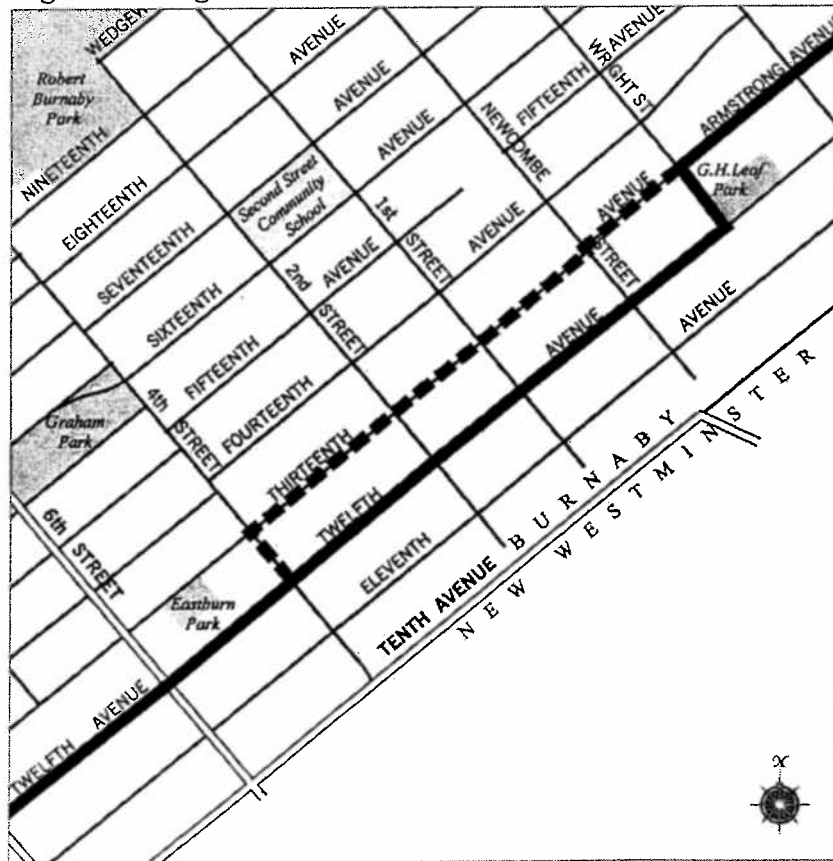
One item of particular concern to many people was the section of 12th Avenue from Sixth Street to First Street. Traffic volumes here are higher than on the parallel roads. Traffic flow is relatively unobstructed, and some vehicles thus move at a fairly high speed. Some sections of the road are still at an interim standard, and are thus narrower. In addition, there is a bus route over much of this length. These factors combine to make this an unpleasant location for cyclists. Staff were previously aware of these issues, but had not appreciated the extent of the problem. Through the public process, we heard repeatedly from cyclists who are using the sidewalk or other routes to avoid this section of 12th Avenue. There appear to be two possible solutions to this concern: improve conditions on 12th Avenue, or shift this section of the bikeway to another road.

Improvements to 12th Avenue are limited by the presence of the bus route. Speed humps, for example, are not considered viable due to the high deflection that they cause for buses. One possibility that could be considered is a bus-friendly traffic circle, which we understand has been implemented in North Vancouver. However, while having some effect on speed, this would not deal with the volume

of traffic or the road width. The latter may be addressed in the longer term if the residents choose to initiate an upgrade under the Local Improvement Program, but this does not address the current needs of the bikeway.

The other choice is to consider another route for this section of the bikeway. A review of the road network, a site inspection, and public feedback lead to one obvious candidate: 13th Avenue. This is illustrated in *Figure 3*. On a four-block section, the bikeway could be shifted to 13th Avenue. This would not affect the length or circuitry of the route. The benefits are that 13th Avenue does not have buses, and traffic volumes are lower. This is, in part, because of mid-intersection diagonal diverters, such as the one shown in *Figure 4*. There are two of these on 13th Avenue, one at Wright Street and one at Fourth Street. Because of these, 13th Avenue is not used as a through street by cars.

**Figure 3: Original and Revised Routes**



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

The proposed changes to convert this section of 13th Avenue into a bikeway are minor:

- 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

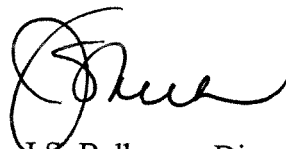
#### 4.0 BUDGET

The 2003 Capital Budget contains an allocation of \$100,000 for this project.

#### 5.0 CONCLUSION

If the proposed route change to the Southeast Bikeway is approved in principle by Council, a letter would be sent to affected residents along the new section of route. The changes would be explained, and they would be invited to contact the Planning Department if they have any concerns.

Based on the feedback received to date, and the responses to the above-mentioned letter, a detailed design of the Southeast Bikeway would be prepared over the summer, and presented for approval at the September meeting of the Transportation Committee. This would allow for construction to commence in the fall.



J.S. Belhouse, Director  
PLANNING AND BUILDING

SR/sa/jc  
Attachment

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

