

CITY OF BURNABY

TRANSPORTATION COMMITTEE

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*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: CONCERNS REGARDING NORTH-SOUTH BICYCLE ROUTES

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Karim Winsor, Chairperson, Burnaby Branch of the Vancouver Area Cycling Coalition.

REPORT

The Transportation Committee, at its meeting held on 2003 June 11, received and adopted the attached report responding to suggestions and concerns raised by the Burnaby Branch of the Vancouver Area Cycling Coalition in a letter to Council.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING
DIRECTOR PLANNING AND BUILDING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRANSPORTATION COMMITTEE **DATE:** 2003 06 03
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 94000-02
SUBJECT: CONCERNS REGARDING NORTH-SOUTH BICYCLE ROUTES
PURPOSE: To respond to suggestions and concerns raised by the Burnaby Branch of the Vancouver Area Cycling Coalition in a letter to Council.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Karim Winsor, Chairperson, Burnaby Branch of the Vancouver Area Cycling Coalition.

REPORT

1.0 INTRODUCTION

A letter from Karim Winsor, Chairperson, Burnaby Branch of the Vancouver Area Cycling Coalition was referred to the (BAC) Transportation Committee. The letter requesting a number of improvements to help cyclists navigate Burnaby's street network was on the Council agenda at its 2003 January 27 meeting. The letter was forwarded to the Transportation Committee which referred it to staff for report.

2.0 REVIEW

The following eight items relate to the corresponding numbered item from the original letter.

2.1 “Create an opening for cyclists in the barrier on Buckingham at Sperling.”

Both Sperling and Buckingham are constructed to an interim standard with no curbs. The intersection is closed by a fire gate to keep traffic from shortcutting between Canada Way and Burris. Concrete no-post barriers are placed adjacent to keep vehicles from bypassing the gate. Bollards have also been installed as persistent drivers were using the boulevards to circumvent the closure.

(See Figures #1A and 1B, attached)

A site visit confirmed one of the barriers can be moved 1.3m north to create an opening that would make use of the old paved road surface. Although the width would be less than the 1.5m typical, it would provide an alternative to the sidewalk which connects to Buckingham by a private driveway 12m east.

When the roadway is finished to a final standard through the Local Improvement Program the gate closure will be formalized with proper curb and gutter and ramped pass-throughs for cyclists.

This connection was identified during the 2001 Bikeways Public open House sessions as one of the route options for a future bikeway that would follow a Buckingham alignment.

2.2 “Allow cyclists to use the fire truck access from Sperling north of Claude to the Kensington Overpass over Hwy 1 as an alternative to using Canada Way.”

While Claude is a quiet alternative route to Canada Way, and part of the proposed Lakefield Bikeway, the intersection of the Fire Truck Access at Kensington Avenue is very busy with no shoulder, limited sight lines and weaving manoeuvres related to the Trans Canada Highway. Directing cyclists up the poorly lit ramp to Kensington without making connecting improvements at the intersection will create more concerns. Westbound cyclists that are uncomfortable with using Canada Way are going to find the northbound crossing of the Kensington overpass even worse, and those wanting to use this as a connection southbound to the Shadbolt Centre area are better served by using the southbound Sperling to Deer Lake route currently identified in the transportation plan.

(See Figures #2, 2A and 2B, attached)

Therefore encouraging bike use with signs is not recommend until connection improvements are made to the Kensington TCH overpass.

- 2.3 “Open up the level railroad crossing on Sperling south of Winston to bikes and pedestrians.”

The Federal Government jointly funded the Kensington overpass in return for Burnaby giving up their rights to use the railway crossing at Sperling. The Federal Government would have to give permission to reopen the crossing following a petition from the City and consultations with BNSF Railway. In the future BNSF would like to put a third track in this location. This connection was identified in the bikeways public open houses, and a grade separated crossing continues to be a goal. Plans are being pursued by Staff as part of the Central Valley Greenway Project to build an overpass at this location within the next couple of years to take advantage of showcase funding opportunities provided by the Federal Government, Translink and the GVRD.

- 2.4 “Create an opening in the barriers at the top end of Caribou Drive (old Caribou Rd.)”

This was originally done in June 2001, a site visit found some movement of the barriers has occurred and a work order was issued to have the barriers re-adjusted.

(See Figure #3, attached)

- 2.5 “Examine the possibility of marking bike lanes on Caribou Rd., especially for southbound, between Hwy 1 and Armstrong St.”

There are currently two 3.5m travel lanes on Cariboo Road southbound (uphill), in order to mark a bike lane, one of the travel lanes would have to be eliminated. With current traffic volumes of 17,000 vehicles per day, elimination of a travel lane would have considerable effect.

However more room can be created by shifting the lane line to create a 3.0m left lane and a 4.0m curb lane, as implemented on Wayburne Drive and Imperial Street. While not as inviting a facility as a dedicated bike lane, it would improve on the existing layout and can be achieved at a reasonable cost on top of the regular line painting program. We will do this as circumstances permit during pavement marking maintenance.

- 2.6 “Designate Carleton St. from Sanderson to Moscrop and Patterson from Moscrop to the BC Parkway as bike routes.”

As a Local Collector roadway, Carleton is lightly travelled and could make a good bikeway connection between the Urban Trail at Gilmore & Kincaid, and the proposed Patterson Avenue urban trails. This would require a change of designation to the Transportation Plan. The Planning Department will review this in conjunction with other future updates to the Transportation Plan and report to the Committee.

- 2.7 “Connect North Burnaby to the City Hall precinct and Deer Lake Parkway (which then provides connections to South Burnaby via Royal Oak) via Douglas, Norland, Sprott, and Norland again.”

The selection of this route is offered as an alternative to Douglas Road to avoid elevation gain. While this is true if the origin/destination is east of Douglas it does not make an effective route for riders heading west of Douglas. The designation of these roads as arterial and major collector truck routes means they carry heavy traffic and will continue to do so, therefore not offering any relief from traffic while adding an additional left turn movement on Sprott.

(See Figure #4, attached)

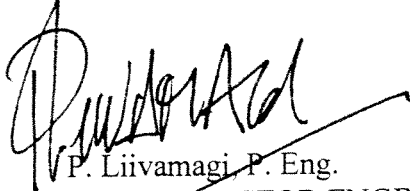
Encouraging this route over Douglas Road has limited benefit to a complete network as there are more major intersections and the route length is increased. Signing this as a route would have limited appeal so it is not recommended. However, it should be noted that there is a possibility of having an urban trail connection from Kensington to Norland along the south side of Sprott.

- 2.8 “Consider establishing bike / pedestrian connections across Hwy 1 along the alignments of Sperling and/or Wayburne Dr.”

Funding sources for a bike/pedestrian urban trail crossing of the TCH at Sperling are being pursued. A road crossing of the TCH at Wayburne is included in the City’s Transportation Plan but does not appear in the current 5 year Capital Plan. The road crossing would incorporate pedestrian and cycling facilities. Neither of these projects are imminent however, so the Sprott - Norland connection, as previously noted in item 7, is being pursued as an interim measure.

3.0 CONCLUSION

The concerns/proposals by Karim Winsor have merit. Some are "quick fixes" which are being implemented immediately, some are being pursued in the medium term, and others require significant funding and will therefore be addressed in the longer term. It would be appropriate for a copy of this report to be sent to the correspondent.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

MDS:
Attach.

cc: City Manager
Director Planning

Figure #1A



Buckingham Fire Gate at Sperling

Figure #1B



Buckingham Fire Gate at Sperling



Figure #2

Figure #2A



Figure #2B



Kensington Fire Truck Access Road
Looking East at Canada Way



Kensington Fire Truck Access Road
Looking North to Kensington Overpass

Figure #3



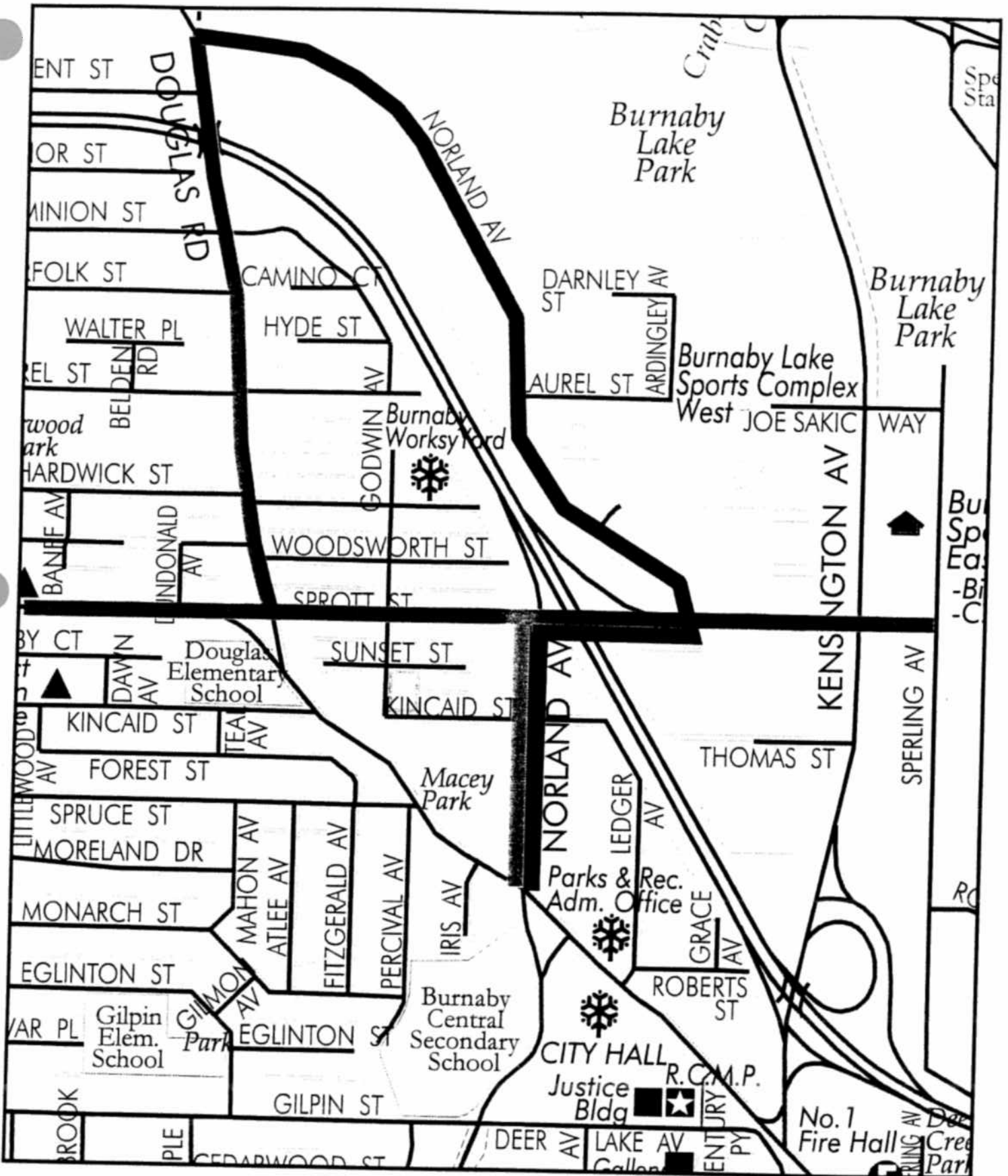


FIGURE #4

EXISTING DESIGNATED CYCLE ROAD
 FROM TRANSPORTATION PLAN
 PROPOSED ALTERNATIVE ROUTE

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