

**TRANSPORTATION COMMITTEE**

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*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: IMPLEMENTATION OF MIDTOWN BIKEWAY**

**RECOMMENDATIONS:**

1. THAT Council approve the finalized concept for the Midtown Bikeway as outlined in Section 3.0 of this report.
2. THAT Council authorize a total expenditure not to exceed \$1,909,100 for construction of the Midtown Bikeway.
3. THAT Council authorize the use of \$1,246,600 of Casino Reserve funds for the off-street portions of the Midtown Bikeway.
4. THAT Council authorize the preparation of a Capital Reserves Expenditure Bylaw in the amount of \$662,500 to fund the on-street portions of the Midtown Bikeway.
5. THAT Council forward a copy of this report to those who have corresponded with the City on this project.

**REPORT**

The Transportation Committee, at its meeting held on 2007 April 11, received and adopted the *attached* report presenting the results of the public consultation process for the Midtown Bikeway, making recommendations for implementation, and seeking construction expenditure authorization.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor L. Rankin  
Member

Copied to:	City Manager Director Engineering Director Parks, Recr. & Cult. Services Director Finance City Solicitor Director Planning & Building
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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

**DATE:** 2007 April 5

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 90400-20  
*Reference: Midtown Bikeway*

**SUBJECT: IMPLEMENTATION OF MIDTOWN BIKEWAY**

**PURPOSE:** To present the results of the public consultation process for the Midtown Bikeway, make recommendations for implementation, and seek construction expenditure authorization.

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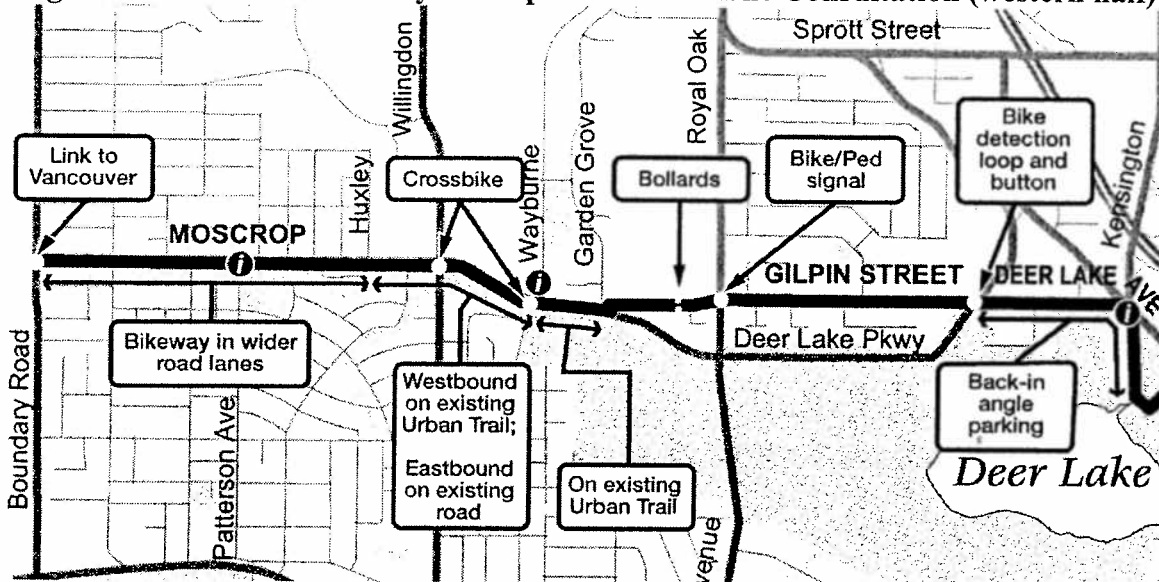
**RECOMMENDATION:**

1. **THAT** Council be requested to:
  - a. Approve the finalized concept for the Midtown Bikeway as outlined in Section 3.0 of this report.
  - b. Authorize a total expenditure not to exceed \$1,909,100 for construction of the Midtown Bikeway.
  - c. Authorize the use of \$1,246,600 of Casino Reserve funds for the off-street portions of the Midtown Bikeway.
  - d. Authorize the preparation of a Capital Reserves Expenditure Bylaw in the amount of \$662,500 to fund the on-street portions of the Midtown Bikeway.
  - e. Forward a copy of this report to those who have corresponded with the City on this project.

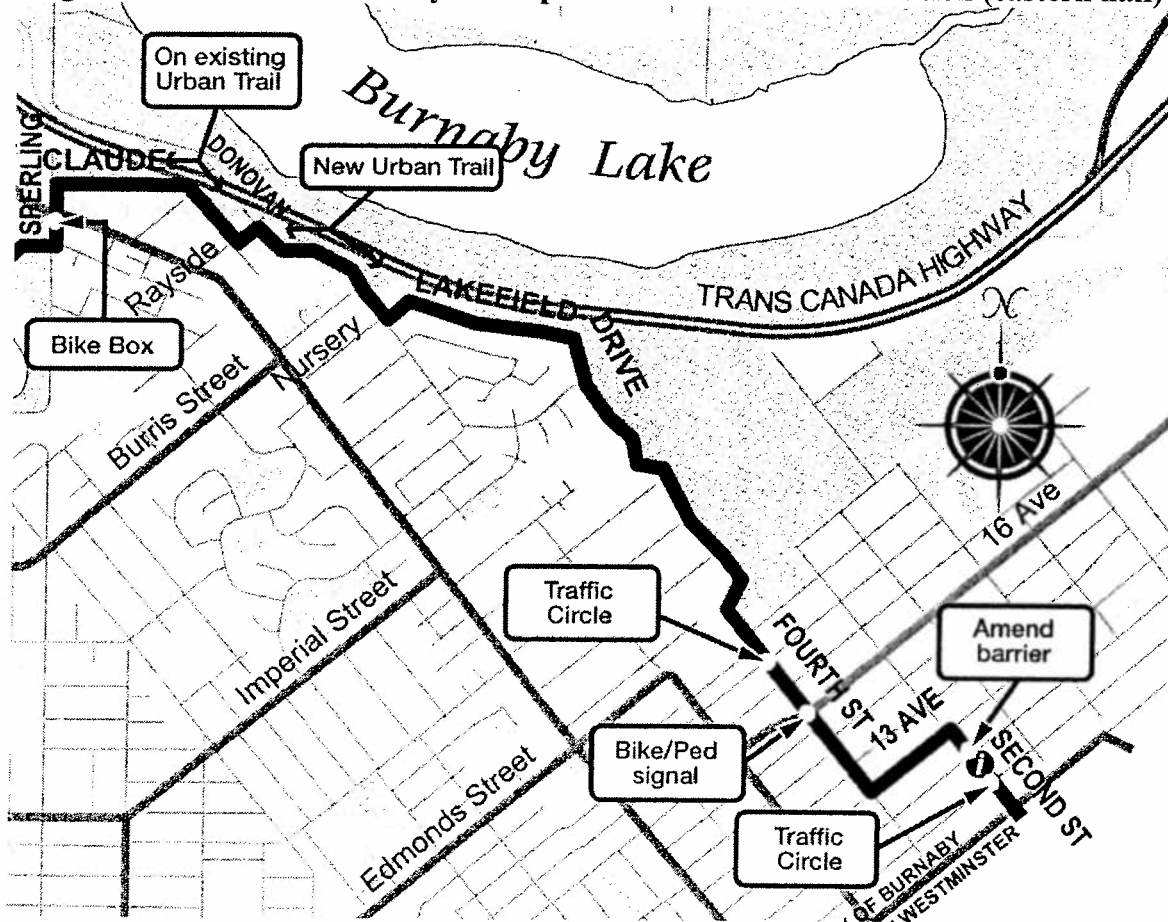
**REPORT****1.0 BACKGROUND**

On 2007 January 8, Council approved a public consultation process for the proposed Midtown Bikeway. The concept presented to the public is illustrated in *Figure 1* and the *attached* brochure, which also shows pictures of the proposed improvements. The route extends from Vancouver through Burnaby to New Westminster, primarily via Moscrop, Gilpin, Deer Lake, Claude, Lakefield, Fourth, and Second Street.

**Figure 1a: Midtown Bikeway Concept Used for Public Consultation (western half)**



**Figure 1b: Midtown Bikeway Concept Used for Public Consultation (eastern half)**



The consultation process included a brochure and questionnaire mailed out to 3,300 homes and businesses, advertisements in local newspapers, e-mail messages on cycling listservs, a web page, and an open house held on 2007 February 21 at City Hall. This report presents the results of that process and recommendations for implementation of the finalized Bikeway concept.

## 2.0 THE MIDTOWN BIKEWAY

Bikeways are on-street bike routes for cyclists of all skill levels. They rely primarily on local roads, but also make use of busier roads where alternatives are limited. They represent a middle ground between Cycle Roads (routes on Major Collector or Arterial roads, suitable for the most confident cyclists) and Urban Trails (asphalt paths separated from traffic, suitable for casual cyclists and pedestrians). Bikeways advance the goals of the Burnaby Transportation Plan and Official Community Plan by providing alternatives to auto travel, thereby reducing vehicle emissions, and providing opportunities for recreation and enhanced physical fitness.

The City's 2001 Bikeway consultation process developed a plan for a city-wide Bikeway network. It also identified the role of Bikeways, which is to serve both commuter and recreational cyclists. The routes should be direct and free-flowing to appeal to the commuter cyclist, and also feel safe and comfortable for the recreational cyclist. An "ideal" Bikeway would allow for uninterrupted travel by bicycle on a route with low auto volumes and speeds. As Bikeways rely primarily on existing streets, they provide a cost-effective means of expanding the cycling network.

The results of the 2001 public consultation process identified the Midtown Bikeway as the most-desired addition to the Burnaby cycling network. This route fills a gap in the southern half of the city, where the nearest existing east-west bike route is the BC Parkway beneath SkyTrain's Expo Line.

## 3.0 RESULTS OF CONSULTATION PROCESS

*"Great idea. A wonderful improvement to our community. Thank you."*

*"This is an exciting new addition to the Burnaby Bicycle network."*

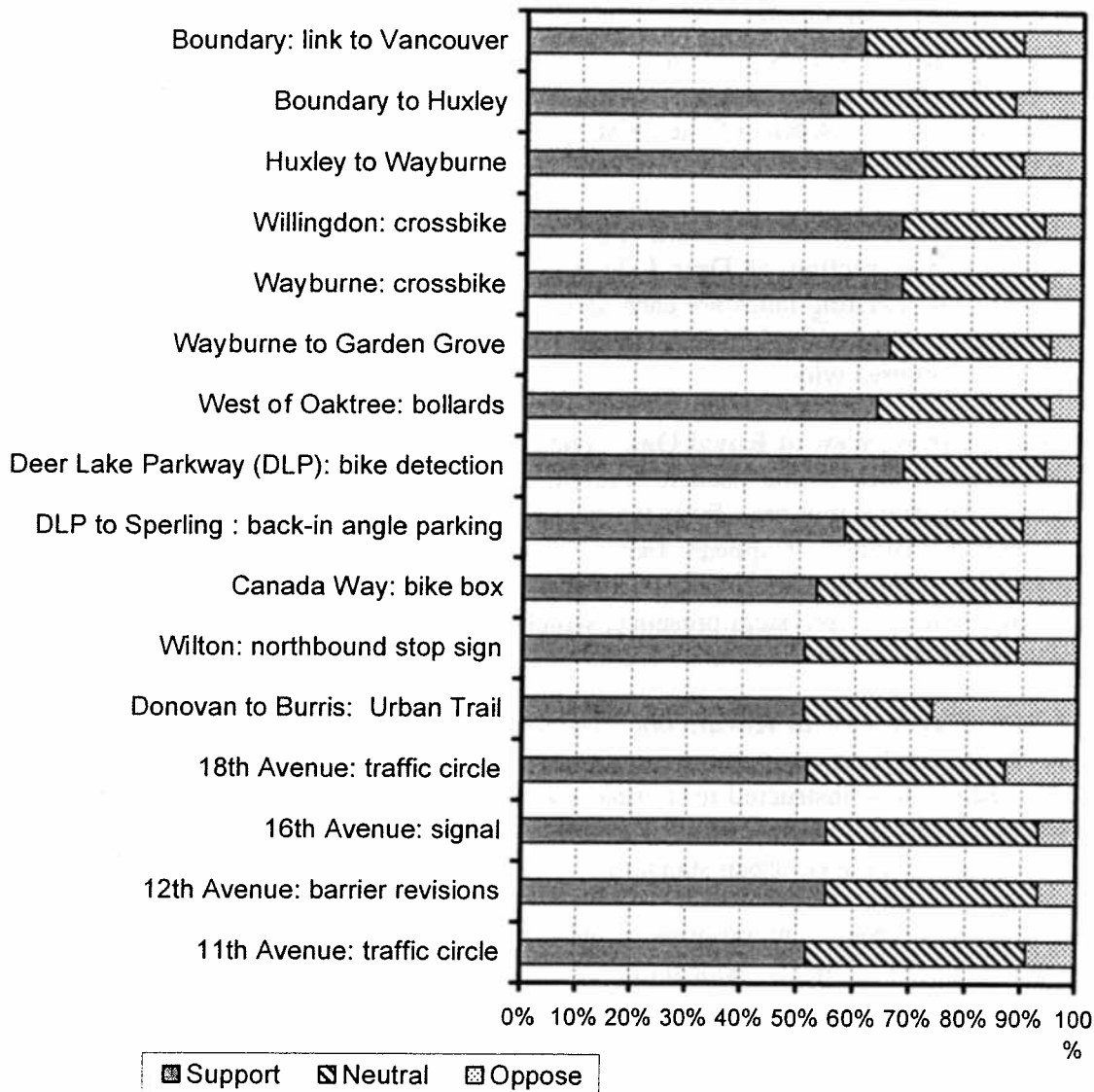
*"Very exciting. Long awaited east-west route."*

A total of 145 responses were received, which generally expressed strong support for the proposed Bikeway since it provides a needed east-west route in the central part of the city.

Respondents could express support or opposition for each of 16 elements that make up the proposed Bikeway. To provide an indication of general support, each response was given a score ranging from -16 (opposed to all elements) to +16 (supports all elements). By this measure, 72% of respondents supported the general concept of the Midtown Bikeway (i.e., supported more elements than they opposed).

Results for individual project elements are shown in **Figure 2**, listed from west to east. This figure shows strong support for all elements of the Bikeway, ranging from 2:1 (support over opposition) up to 12:1.

**Figure 2: Support for Individual Project Elements**



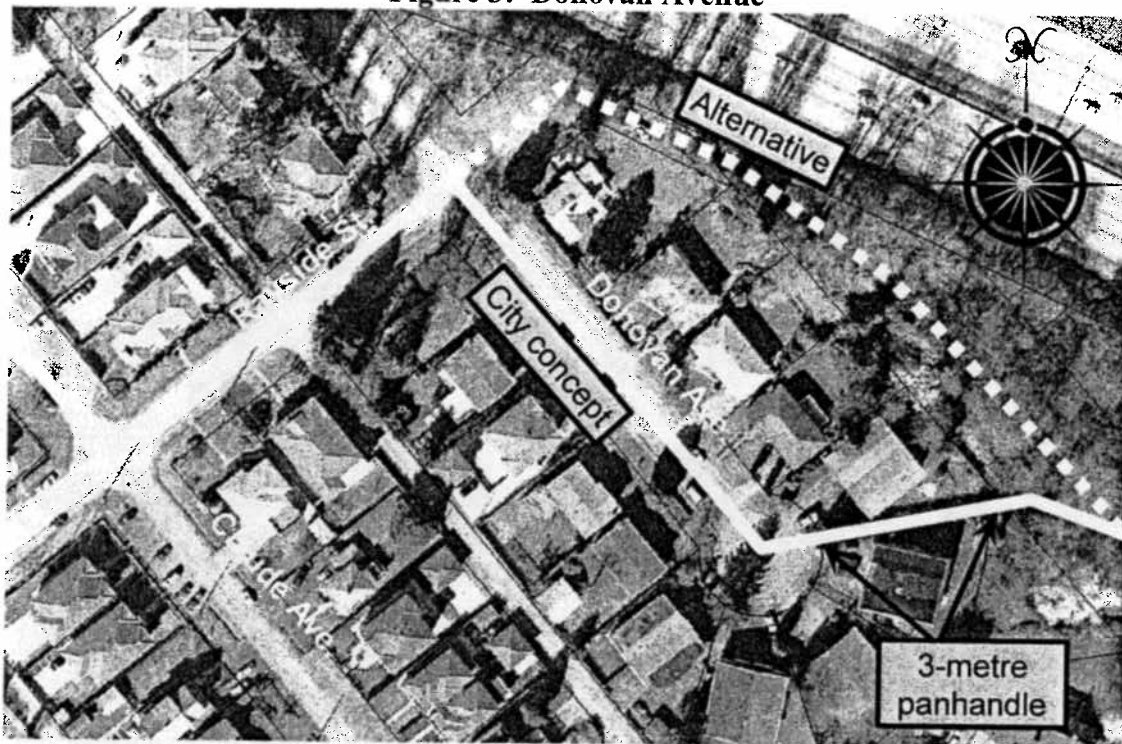
Specific comments on the individual elements are discussed in detail in **Appendix A**, and summarized below:

1. **Moscrop Street, west of Huxley.** The need to upgrade this road was the most frequent theme expressed in the feedback. The proposed changes for this section include complete reconstruction of the road, wider lanes for bikes, a landscaped median, south-side sidewalk and north-side Urban Trail. Feedback was largely supportive of the proposed improvements. All comments specific to this section have been provided to the City

team responsible for the Moscrop Major Collector – Greenway project, which is proceeding as a separate project with its own funding.

2. **Moscrop Street, east of Huxley.** From Huxley Avenue to Willingdon Avenue, Moscrop Street has already been constructed to a finished standard. Some respondents expressed concern about the mixture of bicycles and cars in this section. In response, it is proposed to construct curb bulges on Moscrop Street at Barker Crescent (which is between Huxley and Willingdon, opposite Moscrop Secondary School). This will clarify that Moscrop is a two-lane road, and discourage driving in the lightly-used parking lanes. The bulges will also enhance the safety of the existing crosswalk at Barker Crescent, which is heavily used by students.
3. **Deer Lake Parkway.** Concern was expressed about the width of the existing lanes on the four-lane section of Deer Lake Parkway, from Willingdon Avenue to Wayburne Drive. The existing lanes are each about 3.3 metres wide. To address this concern, staff propose to reduce the inside lanes to 3.1 metres, thus allowing the outside lanes to be about 3.5 metres wide.
4. **Gilpin Street, west of Royal Oak.** The section of Gilpin Street east of Wayburne Drive is closed to traffic, and used for recreational purposes. The existing temporary barrier which separates this area from the automobile section of Gilpin Street has been hit on several occasions. It appears that some drivers are failing to notice the barrier. It is therefore recommended that the new barrier proposed for the Midtown Bikeway have a strong visual and physical presence, which may include landscaping elements, to clearly demarcate the closed section of Gilpin Street.
5. **Gilpin Street, east of Royal Oak.** The section of Gilpin Street from Royal Oak Avenue to Deer Lake Parkway is primarily an interim-standard road. One resident suggested that this section be constructed to its final standard. This is not considered necessary for the Bikeway, but is an option available to residents under the Local Area Service Program if they desire a finished urban standard.
6. **Donovan Avenue.** The proposed route follows Donovan Avenue to a cul-de-sac, exiting via an existing 3-metre panhandle of City parkland between two homes as shown in *Figure 3*. One resident, adjacent to this panhandle, expressed numerous concerns with this concept: traffic volumes, U-turns, children playing on the street, crime, garbage and privacy, among others. The resident proposed the alternative alignment shown in *Figure 3*. As discussed in detail in *Appendix A*, staff does not share the expressed views, and therefore the original concept is recommended.

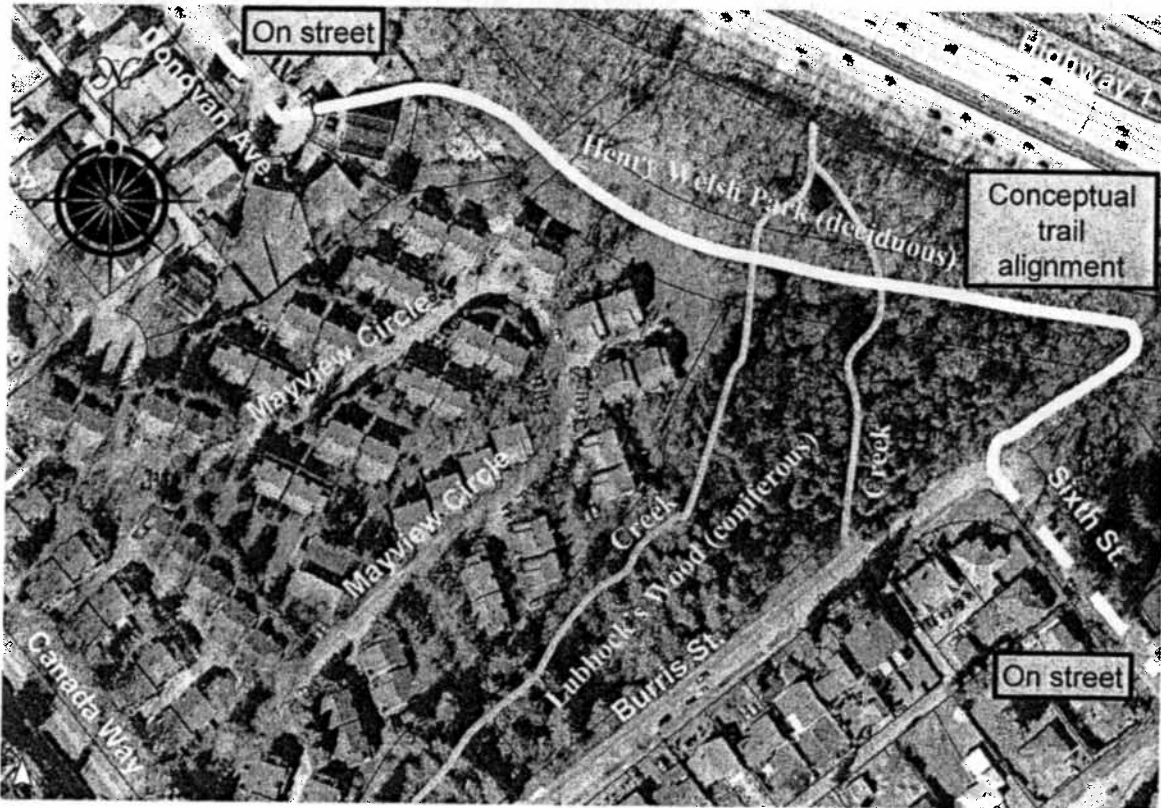
Figure 3: Donovan Avenue



7. **Donovan to Burris.** The element of the proposed Midtown Bikeway that drew the most concern was the section in Henry Welsh Park, as shown in *Figure 4*. The current concept is for an asphalt multi-use trail, 4 metres wide, with trail lighting. While still receiving strong support (10:1 support over opposition) from the general public, this section of the route was opposed by many respondents from nearby Mayview Circle. The main issues mentioned were: security, ecological impacts, loss of buffer from Highway 1, privacy, and trespassing. These issues are reviewed in detail in *Appendix A*. Several alternative routes were proposed by residents. A staff review of these alternatives found them to be inferior to the original concept. Staff is of the view that the issues raised by Mayview Circle residents can be addressed during the detailed design of the trail. Staff offered to meet with the Strata Council during the current planning phase, and will reiterate that offer during detailed design. To address security concerns, the RCMP suggest that a fence be installed to separate the homes from the park. City staff concur in this recommendation, subject to the agreement of the Strata Council. A civic interpretive sign is also proposed in this area, as the trail alignment will make use of part of the original rail bed of the B.C. Electric Railway Company's Burnaby Lake Interurban line.
8. **Fourth Street.** One individual suggested the use of First Street rather than Fourth Street, but this was found to create a longer route for most users. There was also a suggestion that the intersection of 4<sup>th</sup> Street at 18<sup>th</sup> Avenue retain the existing stop sign control, rather than the proposed traffic circle. However, research previously received by the

Transportation Committee indicates that traffic circles are safer<sup>1</sup>. Traffic circles allow for the elimination of stop signs that affect bike travel, while not promoting higher auto speeds.

Figure 4: Mayview Circle Area



9. **Second Street.** There was interest in how the existing road closure on Second Street, at 12<sup>th</sup> Avenue, would be enhanced. Widening of the existing sidewalks to 2.0 metres (to accommodate one-way bikes on either sidewalk) is recommended, along with cutting back of a hedge within City right-of-way that presently obstructs sight lines.

In summary, this report recommends that the Midtown Bikeway be implemented, with the following changes to the original concept:

1. Construct curb bulges on Moscrop Street at Barker Crescent.
2. Narrow the inside lanes to 3.1 metres and widen the curb lanes accordingly on eastbound and westbound Deer Lake Parkway, from Willingdon Avenue to Wayburne Drive.
3. Design the new barrier on Gilpin Street, west of Oaktree Court, to have a strong visual and physical presence.

<sup>1</sup> Director Planning and Building; "Safety of Traffic Circles"; 2006 March 1.



4. Invite the Strata Council from the One Arbour Lane development to have input on the detailed design of the proposed multi-use trail in Henry Welsh Park.
5. Construct a fence on the One Arbour Lane property, to provide separation from Henry Welsh Park, subject to the agreement of the Strata Council.
6. Consider the planting of additional trees in Henry Welsh Park, subject to development of a plan for the park and input from area residents.
7. Provide a civic interpretation sign in Henry Welsh Park that outlines the significant heritage and history of the Interurban railway corridor.
8. For the existing landscaped closure of 2nd Street at 12th Avenue, widen the existing sidewalks to 2 metres and cut back the adjoining hedge to improve sight lines.

#### 4.0 FINANCING

Budgeting for the Midtown Bikeway is included in the *2007-2011 Provisional Financial Plan*, split between the Bicycle (on-street) and Urban Trails (off-street) programs. With Council funding approval, it is anticipated that the project will be designed in 2007 and implemented in 2008.

The total cost for the Midtown Bikeway is estimated at \$1,909,100. The on-street work is estimated at \$662,500, funded from repayable capital reserves. The off-street work is estimated at \$1,246,600, funded from casino reserves. All figures are inclusive of 6% GST. Sufficient Capital Reserves are available to fund this project and it is included in the *2007-2011 Provisional Financial Plan*. It is therefore recommended that:

- Council authorize a total expenditure not to exceed \$1,909,100 for the Midtown Bikeway;
- Council approve the use of \$1,246,600 of Casino Reserve funds for the off-street portions of the Midtown Bikeway; and
- a Capital Reserves Expenditure Bylaw in the amount of \$662,500 be brought down to fund the on-street portions of the Midtown Bikeway.

The net cost to the City is expected to be considerably less than the amounts shown above, as TransLink will be reimbursing more than a third of the costs through its Bicycle Infrastructure Capital Cost Sharing program, subject to TransLink Board confirmation. This will be deposited back into the Casino Reserve. An additional funding application will also be made to the Ministry of Transportation's Cycling Infrastructure Partnerships Program.

To: Transportation Committee  
From: Director Planning and Building  
Re: Implementation of Midtown Bikeway  
2007 April 5.....Page 9

## 5.0 CONCLUSION

This report has presented the results of the public consultation process for the proposed Midtown Bikeway. It is recommended that the Bikeway be built as originally proposed, with the addition of the refinements outlined in section 3.0 of this report.

This report makes the following additional recommendations:

1. That Council authorize a total expenditure not to exceed \$1,909,100 for the Midtown Bikeway.
2. That Council approve the use of \$1,246,600 of Casino Reserve funds for the off-street portions of the Midtown Bikeway.
3. That a Capital Reserves Expenditure Bylaw in the amount of \$662,500 be brought down to fund the on-street portions the Midtown Bikeway.
4. That a copy of this report be forwarded to those who have corresponded with the City on this issue.

  
B. Luksun, Director  
for PLANNING AND BUILDING

SR:jc  
Attachments (2)

Copied to: City Manager  
Director Engineering  
Director Parks, Recreation & Cultural Services  
Director Finance

## **APPENDIX A: DETAILED DISCUSSION OF COMMENTS RECEIVED**

This appendix provides a more detailed discussion of the comments received regarding the proposed Midtown Bikeway.

### **A.1 Moscrops Street**

The existing condition of Moscrops Street, from Boundary Road to Huxley Avenue, was the most frequent topic of discussion in the feedback received. Comments generally included support for both on-street and Urban Trail cycling, and this combination is the proposed concept. Experienced cyclists who are comfortable in traffic will, in particular, be able to take advantage of the eastbound downgrade. For less-experienced cyclists, Moscrops Street has more auto traffic than the rest of the Bikeway, and needs the benefits offered by the proposed Urban Trail. The need to improve the road surface and eliminate the gravel shoulders was referenced. The added benefits of the project to pedestrians were mentioned repeatedly. The importance of accommodating northbound and southbound cyclists crossing Moscrops Street on the Sea-to-River Bikeway was noted. All comments specific to Moscrops Street have been provided to the City team responsible for the Moscrops Major Collector – Greenway project, which is proceeding as a separate project.

In the next section, from Huxley Avenue to Willingdon Avenue, discussion focused on the best way to accommodate cyclists on the existing road surface. Curb bulges are proposed as an added feature at Barker Crescent (between Huxley and Willingdon, opposite Moscrops Secondary School). This will keep cars in the travel lanes west of Huxley, and out of the lightly-used parking lanes. In so doing, it will free up more space for cyclists. It will also enhance the safety of the heavily-used crosswalk to the school, at Barker Crescent.

### **A.2 Deer Lake Parkway**

It was suggested that the curb lanes on the four-lane section of Deer Lake Parkway (Willingdon to Wayburne) be widened by reducing the width of the inside lanes. Staff propose to reduce the inside lanes to 3.1 metres, allowing the outside lanes to widen to about 3.5 metres. In the future, it may be possible to widen this section of road upon redevelopment of the adjacent BCIT property to the north.

It was also noted that the second eastbound through lane at Willingdon Avenue could be converted to a right-turn lane, as has been done in the westbound direction. With only a single eastbound through lane remaining, eastbound Deer Lake Parkway in this section could be reduced from two lanes to one, thus providing the desired additional width for cyclists. However, the westbound configuration has created operational difficulties, and is to revert to its original configuration. This concept is therefore not recommended for the eastbound direction.

### A.3 Gilpin Street

The western 250 metres of Gilpin Street, between Garden Grove Drive and Oaktree Court, was closed to traffic at the time that Deer Lake Parkway was constructed. The road surface was retained, and the City implemented an area for street hockey and one for basketball. The Bikeway concept makes use of surplus road surface along the north side of these facilities. It was suggested that the Bikeway instead be located to the south of the playing surfaces. However, this would require road widening and relocation of the existing drainage ditch. As such, this approach is not recommended.

It was also noted that the barrier that marks the eastern end of the road closure has been the site of repeated vehicular impacts. This may be due to the continuous road surface to either side of the existing barrier, which may give an inattentive driver the impression of a continuous road. It is recommended that the new barrier have a strong visual and physical presence, which may include landscaping elements, to clearly demarcate the closed section of Gilpin Street.

It was suggested that cyclists use the existing Urban Trail on Deer Lake Parkway, rather than the proposed new route on Gilpin Street. The Urban Trail will still be there for those that choose it, but most cyclists are already choosing the more direct alignment of Gilpin Street. The proposed improvements will enhance the safety and quality of this more direct route.

On the section of Gilpin Street from Royal Oak Avenue to Deer Lake Parkway, one person suggested reconstruction of the road to its final standard (much of it is presently an interim-standard road) and one suggested traffic calming measures (traffic diversions or traffic circles). Issues mentioned were the narrow pavement, vehicle volumes and speeds, and the presence of buses. Staff is of the view that traffic volumes on Gilpin Street are unusually low for a Local Collector street, which Gilpin is. The 2,400 vehicles per day are more in keeping with volumes on a Local Residential street. These low volumes allow cars and buses to pull into the opposing lane when passing cyclists. Also, as noted, the Urban Trail is available on Deer Lake Parkway for any cyclist who may be uncomfortable riding on Gilpin Street. The suggested road finishing option is available to residents under the Local Area Service Program, but is not needed for the Bikeway.

### A.4 Donovan Avenue

The current concept for the Midtown Bikeway includes use of Donovan Avenue, which is a cul-de-sac. As shown in *Figure A1*, the original subdivision of the properties on Donovan Avenue included the creation of a 3-metre wide panhandle of parkland between two homes, to be used for a multi-use trail. The current concept relies on this panhandle for the continuation of the Midtown Bikeway.

The City heard from several residents of Donovan Avenue, expressing a mixture of support and concern. In particular, one resident adjacent to the subject 3-metre panhandle identified numerous concerns, including:

- *Road is narrow and congested, with heavy parking.* Donovan Avenue is a Local Residential street, and the subject block has been constructed to a final standard with the normal 8.5-metre pavement width. All Bikeways in Burnaby have been established on roads of this width. The 14-property cul-de-sac of Donovan Avenue will have some of the lowest traffic volumes of any Bikeway in Burnaby.

**Figure A1: Donovan Avenue**



- *Many U-turning cars are a hazard to cyclists.* As noted above, traffic volumes on Donovan Avenue are low, thus reducing the hazard compared with other streets. U-turning, by its nature, is a low-speed activity and thus less of a hazard.
- *Children playing on the street.* Bicycles are slower and lighter than cars. Any additional risk to children playing on the street is considered to be very modest.
- *People will park cars on Donovan Avenue and then ride bicycles on the multi-use trail.* This is considered very unlikely since this route is not a recreational destination in its own right but rather a short, functional connection between municipal streets.
- *Increased crime.* Research conducted by the City of Vancouver shows no correlation between bike routes and crime location<sup>2</sup>.

<sup>2</sup> City of Vancouver; "1999 Bicycle Plan Update, Action Item #9: Crime Statistics and Bikeways"; 2006 October 3.

- *Increased garbage.* Pedestrians and cyclists using the multi-use trail are not expected to generate more litter than normally experienced on other local streets.
- *Privacy.* The proposed multi-use trail will pass close to properties adjacent the 3-metre panhandle. Existing fences will provide some privacy.
- *Intrusion from trail lighting.* Lighting will be “dark sky compliant”, meaning that it would be focused on the trail itself rather than illuminating a larger area, and thus will minimize the impact on adjoining properties.
- *Destruction of garden.* A garden patch has been installed without permission on the subject City panhandle. In addition, it appears that the individual’s on-site parking area trespasses about 0.5 metres onto the panhandle. These encroachments will need to be removed to allow for public use of the City’s park land.
- *This is the only location in Burnaby with a multi-use trail between two homes.* In fact, similar facilities exist in many other locations. They most often appear on cul-de-sacs, like Donovan Avenue, where the lack of such a link would render the neighbourhood less walkable and thus increase auto dependency. A partial list of other locations would include: Whelen Court, Liberty Place, Dundas Street, Ridley Drive, Woodvale Crescent, Colleen Street, Jensen Place, Hunter Court, Woodhurst Drive, Erin Avenue, Fulton Avenue, Gordon Place, Leeds Court, Albery Place, Innsmoor Place, Altringham Court, Cheshire Court, Mesa Court, and Linfield Place.

The resident instead proposed the alternative route illustrated in *Figure A1*. In this proposal, the multi-use trail would continue westward for an additional 150 metres to Rayside Street. This suggestion in fact conforms with the City’s longer-term initiative to create an off-street linkage between the three largest parks in the central part of Burnaby: Deer Lake Park to the west, Robert Burnaby Park to the east, and Burnaby Lake Park to the north. This three-way linkage has been shown in City plans for over three decades, and a section in the Claude Avenue area has been constructed.

However, completion of this more extensive plan is still some years away, as it relies on further property acquisition and an Urban Trail crossing of Highway 1. In the interim, the shorter route via the 3-metre panhandle is preferred. In future, when the longer route is constructed, the 3-metre panhandle will remain to provide the benefit of an alternative access.

#### A.5 Mayview Circle

The element of the proposed Midtown Bikeway that drew the most concern was the section behind Mayview Circle, as shown in *Figure A2*. The proposed concept is for an asphalt multi-use trail, 4 metres wide in most areas, with trail lighting. The latter would be “dark sky compliant”, as discussed previously. The concept makes use of the former

Interurban train right-of-way which now forms part of Henry Welsh Park, plus an unopened section of the Burriss Street right-of-way.

**Figure A2: Mayview Circle Area**

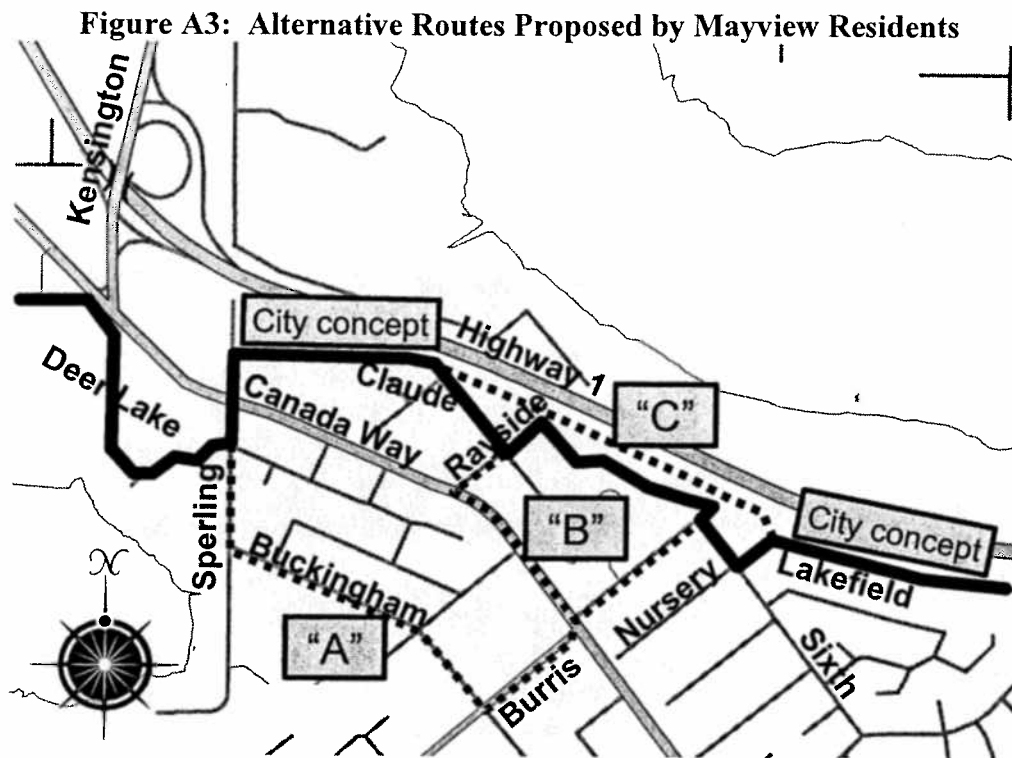


While still receiving strong support (10:1 support over opposition) from the general public, this section of the route was opposed by respondents from nearby Mayview Circle. A total of 36 responses were received from this street, of which 3 supported, 2 were neutral, and 31 opposed this element of the Midtown Bikeway.

Of those opposed, 23 stated one or more concerns:

- Security, such as break-ins or vandalism (18 responses)
- Ecological impact to trees / vegetation (8)
- Reduction in noise or visual buffer from Highway 1 (8)
- Loss of privacy for homes abutting the trail (7)
- Impacts on the two streams in Lubbock's Wood (7)
- Increased trespassing on residential property and privately-owned Mayview Circle, which forms part of the One Arbour Lane strata development (6)
- Loss of children's play area (2)
- Drainage issues (2)

Several respondents suggested alternative routes for the Midtown Bikeway. These are illustrated in *Figure A3*.



Regarding these alternatives:

- **Option “A”** is the most significant deviation from the proposed concept. Diverting at the intersection of Deer Lake Avenue and Sperling Avenue, this route heads south on Sperling Avenue, east on Buckingham Avenue, and north on Burris Street to rejoin the City’s concept at Sixth Street. There are several challenges with this route.
  - It forces cyclists to climb an additional 24 metres vertically, and then descend again. There is a high point of land at the Buckingham / Burris intersection that is avoided in the City’s flatter concept.
  - Burris Street south of Canada Way is a Major Collector – Secondary street, with considerably more traffic (about 14,000 vehicles per day) than the Local Residential streets used in the proposed concept. Due to these traffic volumes, like Moscrop Street, Burris would require development of a multi-use trail to make it suitable for inexperienced cyclists. There is insufficient right-of-way to develop a full-standard multi-use trail on Burris. There would also be safety issues in transitioning on/off the multi-use trail at the busy Canada Way / Burris intersection. This option would result in the creation of a segment of the Midtown Bikeway that would be less accessible to cyclists with a broad range of skill levels.



- There is a small residential area, centred on Claude Avenue, that has limited options for pedestrian or bicycle-friendly connections to other parts of Burnaby. It is bounded by Highway 1 to the north, Kensington Avenue to the west, Canada Way to the south, and the One Arbour Lane complex to the east. Residents of this area have indicated that they welcome the City's concept because it provides a safe pedestrian / bike link for their children to access the educational and recreational facilities to the east. Their choices today are to use the pedestrian and bike-hostile Canada Way, or to trespass on privately-owned Mayview Circle. Option "A" does not address the needs of these residents.
- As already noted, the proposed concept is part of a longer-term initiative to create off-street linkages between three large parks. The multi-use trail through Henry Welsh Park provides part of this connection that is not replicated by the Burris alignment option.
- **Option "B"** is a smaller diversion, using Rayside Street, Canada Way, and Burris Street before again rejoining the City's concept at Sixth Street. Like Option "A", this would require a multi-use trail, in this case along Canada Way. As with the Burris Street option, this trail would be sub-standard in terms of both width and location. It would be adjacent to an even busier road, carrying in excess of 30,000 vehicles per day. Vehicle speeds tend to be higher than normal, due to the long downgrade and large spacing between traffic signals.
- **Option "C"** proposes a northerly diversion, staying as close as possible to the Highway 1 right-of-way. This avoids the elevation and traffic issues of the first two options. It in fact resembles the City's longer-term plans for the aforementioned three-park linkage. However, it is not possible in the short or medium term, because the City does not own the necessary land. This alignment would require the partial or whole acquisition of twelve parcels of land, including three with homes on them. Over the longer term, the City will continue its efforts to acquire these parcels for Henry Welsh Park as they come on the market. However, in the short term, the City's proposed alignment will provide for a viable route that can subsequently be extended into this longer connection.

For these reasons, City staff still considers the original concept to be the best alignment for the Midtown Bikeway in this area. In reviewing the concerns raised by the Mayview Circle residents, staff has the following comments, observations, and proposals for mitigation:

- **Security.** Residents are of the view that the bike route will bring more undesirable people into the area. Some feel that there is already a high incidence of home break-ins, car break-ins, drinking / partying in Lubbock's Wood, and vandalism. There are concerns that these activities will increase as a result of the multi-use trail. As previously noted, research by the City of Vancouver shows no correlation between bike routes and crime location. However, the issue was

reviewed by the Burnaby RCMP. They indicated that crime statistics are low in the Mayview Circle area, and that the proposed multi-use trail would, if anything, result in an improvement. Like the concept of “eyes on the street”, the multi-use trail will bring more people into the Henry Welsh Park / Lubbock’s Wood area, thus discouraging activities (partying, vandalism, theft) that rely on isolation. In addition, the RCMP indicated that the multi-use trail would allow for an increased police presence in the area, in that it would create a route for officers on bicycles, from the main Detachment office on Deer Lake Avenue to the eastern area of Burnaby. The RCMP indicated that Mayview Circle residents would benefit from a fence to separate them from the multi-use trail. City staff concurs and, subject to the approval of the Strata Council, it is proposed that a fence be constructed on the One Arbour Lane site to separate it from the multi-use trail.

- **Ecological impact to trees / vegetation.** The City concept shown in *Figure A2* follows the old Interurban right-of-way. This was bare land 50 years ago, but has since grown red alder and birch trees. These are short-lived species which provide limited visual screening in the summer and no acoustical screening, but nonetheless form part of the City’s forested area. There may be an opportunity to plant evergreen conifers on a part of the parkland that is presently clear. However, some residents of Mayview Circle have indicated that they would prefer that it remain as a meadow. The detailed design will be developed to minimize tree loss. A viable option may involve developing a shorter trail cutting straight across Lubbock’s Wood rather than hooking down to the end of the Sixth Street right-of-way. The shorter route would pass through a mature coniferous forest with tall trees that are widely spaced, with little undergrowth. It may thus be possible to develop an alignment that fits between the existing trees. These alternatives will be explored during detailed design of this section, and discussed with the residents.
- **Noise and visual buffer.** A 30-metre forested buffer separates Highway 1 from the homes on the north end of Mayview Circle. The balance of the City property (i.e., between the homes and the forested buffer) appears to have been maintained by residents, cutting the grass and keeping it free of tree growth. The current concept would not infringe on the 30-metre treed buffer. As noted above, the trail design would seek to minimize tree loss and review options for additional tree planting.
- **Privacy.** As noted above, a fence is proposed to separate the multi-use trail from the homes. As also noted, visual screening in the form of additional tree planting is also an option to be reviewed. These options can be discussed with the residents.
- **Streams.** There are two small streams in Lubbock’s Wood. Both are designated as Class “A” watercourses, meaning that they have the potential to contain fish and will be protected accordingly. The City presented the project to the Department of Fisheries and Oceans (DFO), via the Environmental Review

Committee, prior to initiating public consultation. The DFO advised of the appropriate design measures to be used in crossing these creeks, and the City will abide by the DFO's requirements to provide for the protection of the watercourses.

- **Trespassing.** The proposed fence would discourage trespassing into One Arbour Lane. In fact, trespassing will likely decline, in that residents to the east and west will now have a desirable alternative to bypass the One Arbour Lane site on public lands.
- **Children's play area.** As noted above, it appears that residents have been maintaining City-owned land. From the responses received, it appears that some residents view this as a desirable play area for their children, and want it to remain with access only from One Arbour Lane. However, the intended purpose of Henry Welsh Park is a linear park, primarily to accommodate the pedestrian and cycling public.
- **Drainage.** Some residents are concerned that the multi-use trail will cause drainage issues for their homes. However, the multi-use trail is expected to be at a lower elevation than One Arbour Lane, without impact to the homes. Provision for adequate drainage will be addressed during the detailed design process.

Staff offered to meet with the Strata Council for One Arbour Lane as part of the current planning and consultation phase of work. Staff will repeat this offer during the design phase, to involve the Strata Council in the process to address the issues raised by the residents, consistent with the approaches outlined above.

A portion of the multi-use trail will be constructed on the historic right-of-way and rail bed of the B.C. Electric Railway Company's Burnaby Lake Interurban line that operated from 1911 to 1953. As such, it is recommended that the project include a civic interpretation sign that outlines the significant heritage and history of this corridor.

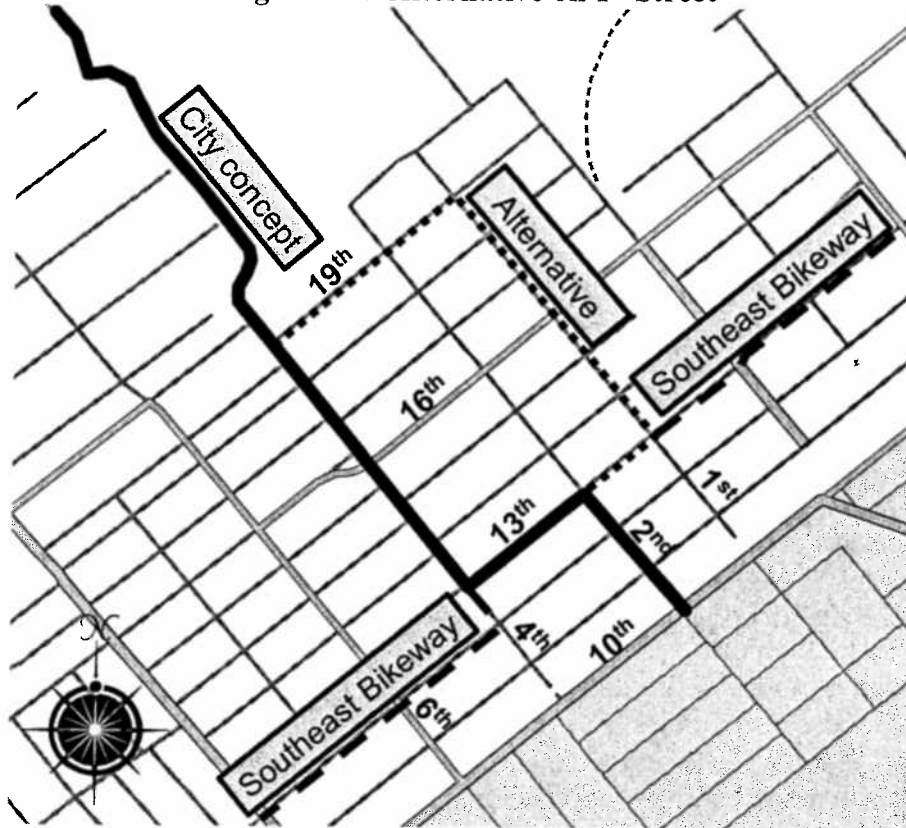
#### A.6 Fourth Street

It was suggested that the Midtown Bikeway utilize 1<sup>st</sup> Street, rather than 4<sup>th</sup> street, for the section south of 19<sup>th</sup> Avenue. This is illustrated in **Figure A4**. There would be a cost savings by eliminating a proposed signal at the intersection of 16<sup>th</sup> Avenue and 4<sup>th</sup> Street, since the corresponding intersection at 1<sup>st</sup> Street is already signalized. However, the route would be more circuitous for anyone coming from the south (New Westminster) or the west (via the Southeast Bikeway). It is expected that these users would make use of 4<sup>th</sup> Street, whether or not it was signed as the official route. As such, the original alignment on 4<sup>th</sup> Street is still recommended.

There was also a suggestion that the intersection of 4<sup>th</sup> Street at 18<sup>th</sup> Avenue retain the existing stop sign control, rather than the proposed traffic circle. However, research previously received by the Transportation Committee indicates that traffic circles are

safer<sup>3</sup>. Traffic circles allow for the elimination of stop signs that affect bike travel, while not promoting higher auto speeds.

Figure A4: Alternative on 1<sup>st</sup> Street



#### A.7 Second Street

There were several comments received regarding the best way to enhance the existing 2<sup>nd</sup> Street barrier, on the north side of 12<sup>th</sup> Avenue. The City's concept is illustrated in *Figure A5*. The existing sidewalks on either side would be widened by 0.5 metres, leaving most of the landscaped area undisturbed.

One person suggested a more central bike-only connection, retaining the sidewalks for pedestrians. It was suggested that this would better separate cyclists from pedestrians, as well as placing cyclists in a better position on Second Street. Staff considered this option during the initial planning of the Midtown Bikeway. It would, however, have greater impacts on the landscaped area, requiring a minimum width of 3 metres for two-way use. It would also create more of an impression of a through route for cars, thus creating a safety concern.

Another respondent pointed out the importance of keeping the bike connection relatively narrow, to discourage use by cars. This is the approach favoured by staff, which would

<sup>3</sup> Director Planning and Building; "Safety of Traffic Circles"; 2006 March 1.

result in widening each sidewalk by 0.5 metres, to 2 metres, to accommodate one-way cycling traffic. Conflicts with pedestrians are expected to be rare, due to the very low number of pedestrians. The hedge immediately to the west will be shortened by about 2 metres (within the City road right-of-way) to enhance the ability of cyclists coming southbound on 2<sup>nd</sup> Street to see pedestrians on 12<sup>th</sup> Avenue.

**Figure A5: Second Street at 12<sup>th</sup> Avenue**





# Midtown Bikeway



February 2007

Attachment

Item 4. G. Reports

Implementation of Midtown Bikeway

## Please give us your comments!

As part of its ongoing commitment to improve facilities for pedestrians and cyclists and reduce our dependency on the car, City Council is seeking public input on a proposed new bike route: the Midtown Bikeway. This route would extend from Boundary Road to 10th Avenue primarily following Moscrop Street, Gilpin Street, Deer Lake Avenue, Claude Avenue, Lakefield Drive, Fourth Street, and Second Street.

## What's a Bikeway?

A bikeway is a signed bike route that primarily uses existing roads. The Bikeway does not require new roads or major road changes, and on-street parking would generally remain unchanged. Minor improvements to make the route safer for cyclists typically include:

- installation of small bike route signs,
- bicycle images stencilled on the pavement, to advise drivers to expect cyclists on the road,
- traffic calming measures on quieter roads, and
- crossing improvements for cyclists at busier intersections.

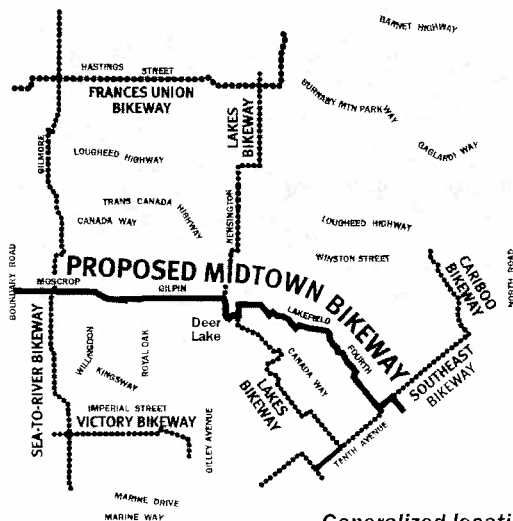
The specifics for this bikeway are shown on the next page. These improvements would be paid for by the City.

## Where Can I See a Bikeway?

If you want to see how a bikeway fits into a community, you can visit one of our existing bikeways. Examples include the Frances / Union Bikeway in the north, and the Southeast Bikeway (on 12th and 13th Avenues) in the south.

## Why This Route?

Arising from public consultation in 2001, Council approved a network of future bike routes to allow cyclists improved mobility throughout Burnaby. This route forms part of the approved network and will provide a key connection through central Burnaby.



Generalized location of Burnaby's existing Bikeways and proposed Midtown Bikeway

## How Do I Participate?

There are several ways to participate. You can complete the enclosed questionnaire, or use the online version by going to [www.burnaby.ca/cycling](http://www.burnaby.ca/cycling). You can also attend an Open House:

**Wednesday, February 21, at City Hall, 4949 Canada Way. Entrance from Deer Lake Parkway.**

Drop in any time between 5 p.m. and 8 p.m. City staff will be there to discuss the route, hear your ideas, and answer your questions.

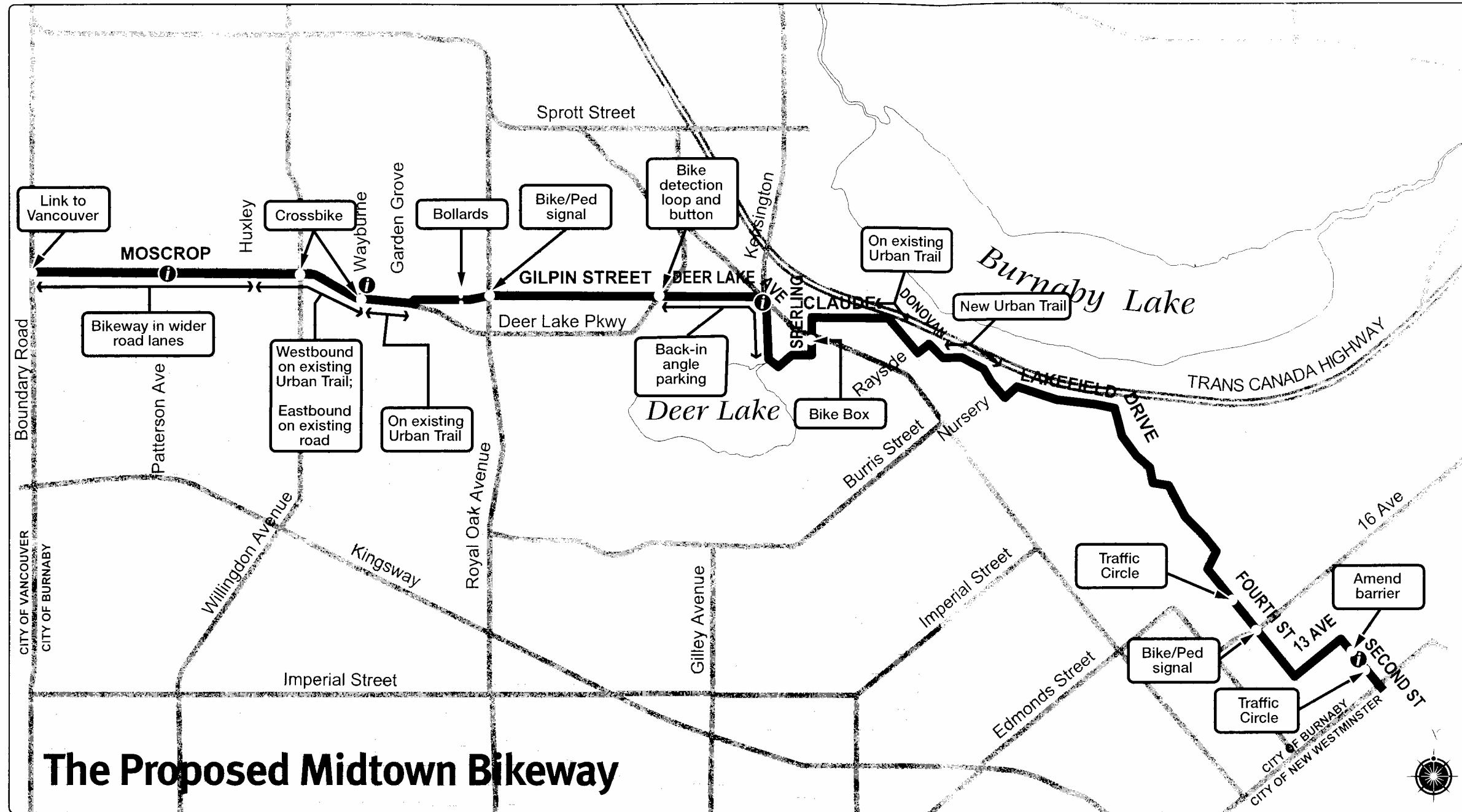
## I Want to Know More!

For more information about this bike route, please come to the Open House, or contact Stuart Ramsey, Transportation Planner, at 604-294-7413 or e-mail [stuart.ramsey@burnaby.ca](mailto:stuart.ramsey@burnaby.ca)

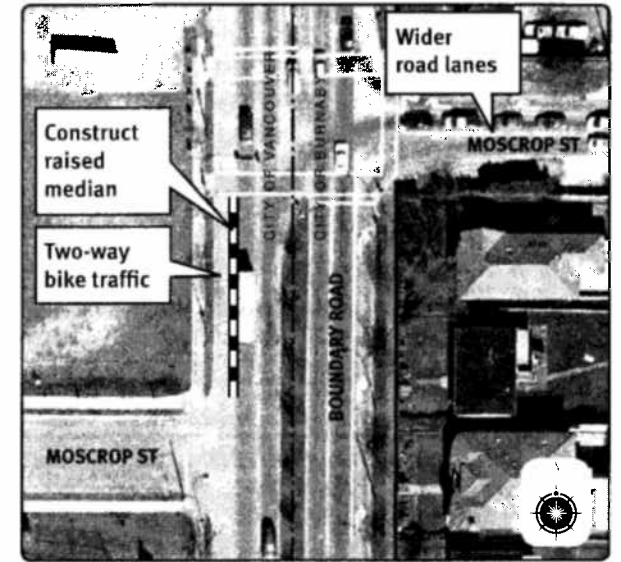
若需要有關這份小冊子的資料，請電 294-7115 與鄭小姐聯絡。

ਇਸ ਕਿਤਾਬਚੇ ਬਾਰੇ ਜੇ ਤੁਹਾਨੂੰ ਜਾਣਕਾਰੀ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਕੁਲਵੰਤ ਜੇਹਲ ਨੂੰ 294-7901 'ਤੇ ਫੋਨ ਕਰੋ।

Si vous désirez obtenir des renseignements au sujet de cette brochure, appelez Fiona Avakumovic au 294-7966.



# The Proposed Midtown Bikeway



Link to Vancouver at Boundary Road and Moscrop Street



Amend barrier at existing street closure at Second Street and 12th Avenue

The following photos depict typical features of a Bikeway as noted in the map above



Information Kiosk



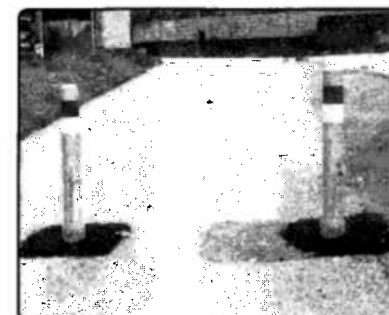
Crossbike (crosswalk for cyclists)



Urban Trail



Bike/Ped Signal:



Bollards



Back-in angle parking



Bike Box



Traffic Circle

# Midtown Bikeway: Feedback

Please provide us with any comments you may have on the proposed bikeway. In particular, please provide your opinion on the following elements of the bikeway

	agree	neutral	disagree		agree	neutral	disagree
<b>1. What is your opinion of:</b>							
a. <b>Moscrop Street at Boundary Road:</b> <i>link to Vancouver</i>				i. <b>Deer Lake Avenue:</b> <i>Deer Lake Parkway to Sperling Avenue: back-in angle parking</i>			
b. <b>Moscrop Street:</b> <i>Boundary to Huxley: on street</i>				j. <b>Sperling Avenue at Canada Way:</b> <i>northbound bike box</i>			
c. <b>Moscrop Street/Deer Lake Parkway:</b> <i>Huxley to Wayburne: on street eastbound, Urban Trail westbound</i>				k. <b>Claude Avenue at Wilton Avenue:</b> <i>northbound stop sign</i>			
d. <b>Deer Lake Parkway at Willingdon:</b> <i>crossbike</i>				l. <b>Donovan Avenue to Burris Street:</b> <i>Urban Trail</i>			
e. <b>Deer Lake Parkway at Wayburne:</b> <i>crossbike</i>				m. <b>Fourth Street at 18th Avenue:</b> <i>traffic circle</i>			
f. <b>Deer Lake Parkway:</b> <i>Wayburne to Garden Grove: Urban Trail</i>				n. <b>Fourth Street at 16th Avenue:</b> <i>bike / pedestrian signal</i>			
g. <b>Gilpin Street:</b> <i>West of Oaktree: bollards</i>				o. <b>Second Street at 12th Avenue:</b> <i>barrier revisions</i>			
h. <b>Gilpin Street at Deer Lake Parkway:</b> <i>bike detection at signal</i>				p. <b>Second Street at 11th Avenue:</b> <i>traffic circle</i>			

2. Do you have other comments on this bikeway? Use another sheet if necessary.

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3. Please tell us your name and address. This is mandatory, but will be kept confidential.

First Name Last Name Address City Postal Code

To return this questionnaire, you can:

- Drop it in the box at the Public Open House;
- Mail it to the City of Burnaby, Planning Department, 4949 Canada Way, Burnaby, BC, V5G 1M2;
- Fax it to the Planning Department at 604-570-3680; or
- Reply online at [www.burnaby.ca/cycling](http://www.burnaby.ca/cycling)

All responses must be received by Wednesday, March 7, 2007.

Thank you for taking the time to complete this questionnaire!

