
TO: CITY MANAGER **DATE:** 2009 May 06
FROM: DIRECTOR PLANNING AND BUILDING **FILE:** PL 90400 - 30
SUBJECT: 2009 CYCLE ROAD PROGRAM: BURRIS STREET
PURPOSE: To obtain final approval for the proposed concept for bike lanes on Burris Street.

RECOMMENDATIONS:

1. **THAT** Council give final approval for the development of bike lanes on Burris Street, from Walker Avenue to Buckingham Avenue, based on the “Narrow Option” as described in this report.
2. **THAT** a copy of this report be sent to those that have contacted the City about this project, and to the Transportation Committee including the Bicycle Advisory Group.

REPORT**1.0 INTRODUCTION**

On 2008 August 28, Council approved capital expenditures for construction of bike lanes on Burris Street, from Walker Avenue to Buckingham Avenue, as part of a pavement rehabilitation project. On 2009 April 20, Council received a report from the Transportation Committee which discussed two options for implementing the bike lanes:

1. **Wide Option**, shown in *Figure 1*, was not recommended due to greater impacts and higher costs.
2. **Narrow Option**, shown in *Figure 2*, was recommended as it offered: a consistent standard with Oakland Street to the west, greater safety for cyclists, reduced road width, fewer environmental impacts, and reduced costs.

However, the preferred Narrow Option results in a change to on-street parking, with parking removed from the south side of Burris Street. A parking utilization survey found that the remaining on-street parking on the north side would be more than sufficient to meet the observed demand.

On April 20, Council gave approval-in-principle to the Narrow Option, subject to feedback received from the neighbourhood. This report discusses the public feedback received, and seeks final approval for implementation of the Narrow Option for the subject bike lanes. This report is being forwarded directly to Council prior to the next Transportation Committee meeting so as to allow this project to proceed in conjunction with the imminent pavement rehabilitation on Burris Street. The Chair of the Committee concurs with the recommendations of this report.

Figure 1: Wide Option



Figure 2: Narrow Option



2.0 PUBLIC COMMENTARY

On 2009 April 21, a copy of the approval-in-principle report was mailed to the 44 homeowners adjoining the project. A covering letter provided staff contact information, and stated that comments received by May 4 would be provided to Council so as to inform the final decision about the concept to be implemented.

Arising from the mail-out, staff received responses from five adjoining property owners¹. Two were in favour of the project, and three expressed various concerns.

Two people expressed concern about the loss of south-side on-street parking. They stated that the on-street parking is used by family, friends, and service personnel. They further indicated that it can be difficult to cross Burris Street at some times (i.e., from the on-street parking on the north side), particularly for elderly or disabled people. Staff have reviewed the available parking for these two properties, and note that:

- Each has a two-car garage plus driveway space for about three vehicles. This available on-site parking provides the most desirable parking location for elderly or disabled people visiting these properties.
- As noted, on-street parking would remain available on the north side of Burris Street, and another respondent indicated that some parking on the opposite side of the street is already taking place today. People also cross the street today to access the bus stops.

Given the off-street and north-side parking availability, the change to the south side on-street parking availability would not significantly impact overall parking availability for these properties.

While not the primary focus of the mail-out, several other comments were received:

1. **Backing out of driveways.** It was reported that it can be a challenge to back out of a driveway onto Burris Street, due to traffic volumes. However, the project will maintain the existing five-metre clearance from curb to property line. As such, it is not expected to have an effect on the ease of driveway egress.
2. **Lack of cyclists.** It was stated that there are few cyclists on Burris today. Staff are of the view that the existing low usage is a result of the narrow pavement width which results in an undesirable cycling environment. This existing condition will be remedied by the project.
3. **Quality of north-side parking.** The north side of Burris Street presently has a grass shoulder, rather than the usual gravel shoulder. It was reported that the grass shoulder is less desirable than a gravel shoulder for parking. This will also be addressed by the project in that a gravel parking shoulder will be provided. The gravel shoulder will also be of benefit to pedestrians on the north side of Burris, for example when going to / from the bus stops. In addition, a lower curb on the north side will make it easier for cars to enter / exit the shoulder area.

¹ Another response was received from a property owner on an intersecting road that uses Burris Street for access. This person was not on the mailing list for the City report, but had seen a copy from a Burris resident. This response was in favour of the project.

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3.0 CONCLUSION

Project funding was previously approved by Council. Of 44 property owners contacted, two objected to the loss of south-side parking, however, as noted there would continue to be available off-street parking on the north side of Burris and on the subject properties abutting the project. Other concerns have been addressed, above. It is therefore recommended that the project proceed using the Narrow Option, for the reasons given in Section 1.0. It is further recommended that copies of this report be sent to those that have contacted the City about this project.



B. Luksun, Director
PLANNING AND BUILDING

SR:jc

cc: Director Engineering