



**TRANSPORTATION COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: 2009 CYCLE ROAD PROGRAM: BURRIS STREET**

**RECOMMENDATIONS:**

1. THAT Council approve in principle 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 the 44 adjoining homeowners.

**REPORT**

The Transportation Committee, at its meeting held on 2009 April 08, received and adopted the *attached* report which provides an update on the 2009 Cycle Road Program in regard to Burris Street. The Transportation Committee seeks Council approval in principle of the “Narrow Option” based on a parking utilization survey conducted on the subject section of Burris Street.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor R. Chang  
Member

Copied to: City Manager Director Engineering Director Planning and Building
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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE **DATE:** 2009 April 1

**FROM:** DIRECTOR PLANNING AND BUILDING **FILE:** PL 90400 - 30

**SUBJECT:** 2009 CYCLE ROAD PROGRAM: BURRIS STREET

**PURPOSE:** To obtain Council approval-in-principle for the proposed concept for bike lanes on Burris Street.

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**RECOMMENDATIONS:**

1. **THAT** Council approve in principle 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 the 44 adjoining homeowners.

**REPORT****1.0 INTRODUCTION**

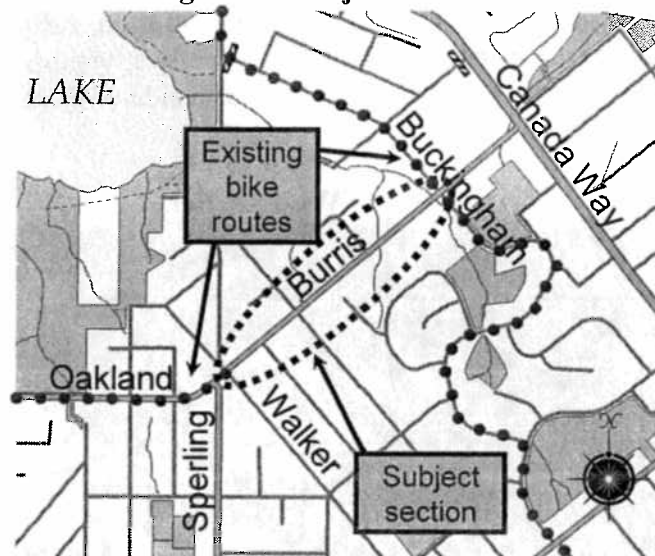
On 2008 August 28, Council approved capital expenditures for construction of bike lanes on Burris Street, from Walker Avenue to Buckingham Avenue, as part of a pavement rehabilitation project. This report provides an update on the project, and seeks Council approval in principle of a specific concept.

**2.0 PROJECT CONTEXT**

As defined in the Burnaby Transportation Plan, Cycle Roads are Major Collector and Arterial roads that have wider curb lanes or painted bike lanes, to more safely accommodate cyclists. The additional width is typically provided in conjunction with new road construction, road widening projects, or the annual pavement rehabilitation program. The most recent such project was the provision of wider lanes on Kensington Avenue, from Halifax Street to Curtis Street, in conjunction with a pavement rehabilitation project.

The Engineering Department has identified a need to rehabilitate the pavement on Burris Street, between Walker Street and Buckingham Avenue, as illustrated in *Figure 1*. Burris Street is designated as a Cycle Road in the Burnaby Transportation Plan. Accordingly, on 2008 August 28, Council approved an increase in the scope of this pavement rehabilitation project to include the widening of the pavement surface to better accommodate cyclists. As shown in *Figure 1*, this will complete a missing link in our cycling network, joining the Oakland Bike Lanes (which run from Royal Oak to Walker) to the Lakes Bikeway (on Buckingham). The project is scheduled for 2009.

**Figure 1: Project Location**



### 3.0 DESIGN OPTIONS

The existing Burris Street has a finished concrete curb and abutting sidewalk (plus hydro poles) on the south side. The north side is finished to an interim standard, with parking on the unpaved shoulder, and is not encumbered by hydro poles. As a result, the necessary pavement widening for this project will be accommodated on the north side.

The design process has identified two options for extending the bike lanes from Walker Avenue to Buckingham Avenue. These are:

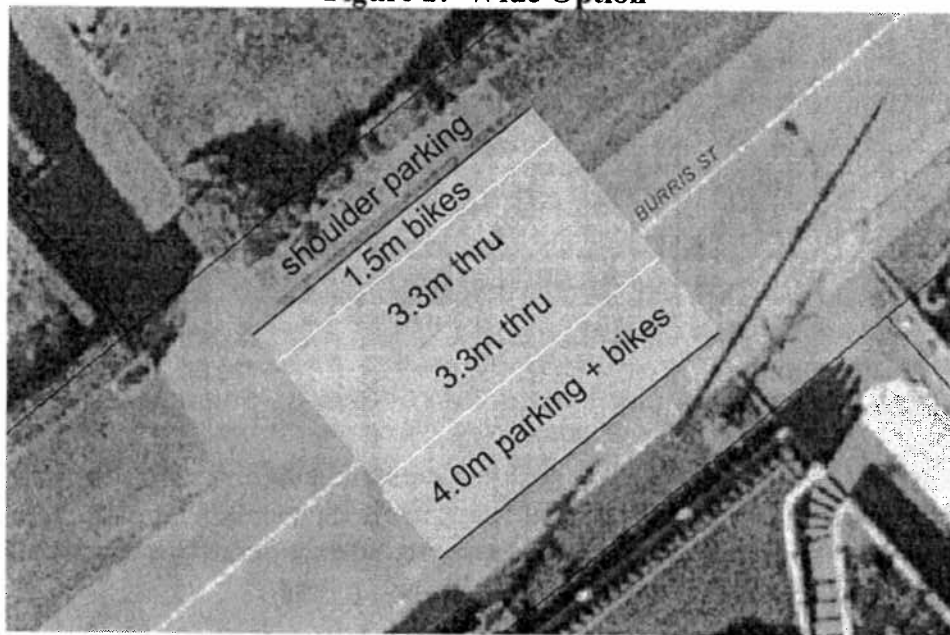
1. **Wide Option**, shown in *Figure 2*, would widen the subject section of Burris Street by about 3.6 metres. It would provide a dedicated bike lane westbound and a shared bike / parking lane eastbound. Parking would generally be retained on both sides, though a few spaces might be lost, so as to preserve vegetation and reduce the need for retaining walls on the north side.
2. **Narrow Option**, shown in *Figure 3*, would widen Burris Street by about 1.1 metres. It would provide dedicated bike lanes in both directions. However, on-street parking would be eliminated along the south side of Burris Street.

#### 3.1 Parking Supply and Demand

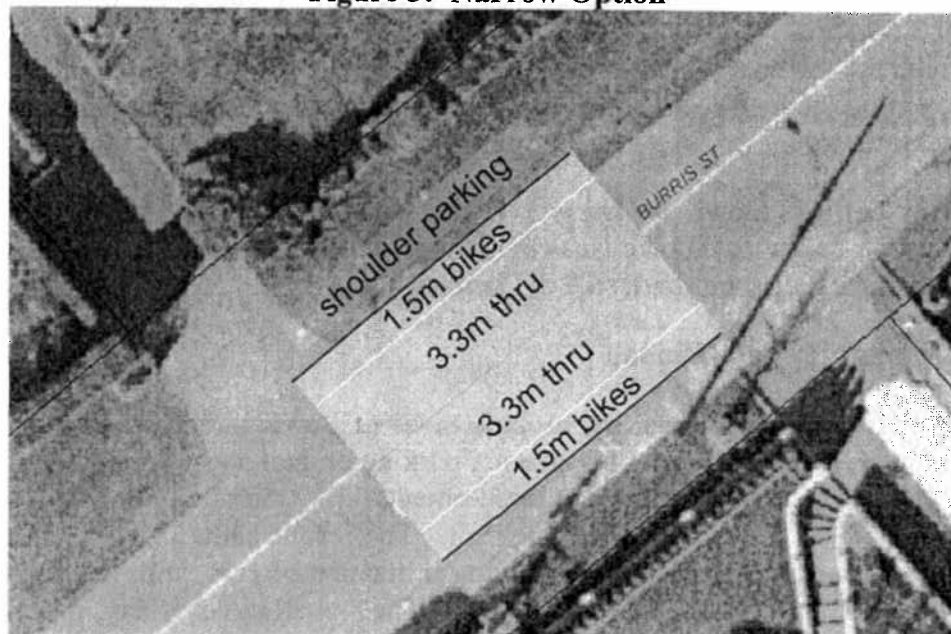
The Wide Option would retain parking on both sides of Burris Street. However, there is very limited demand for street parking in this area. A parking utilization survey on the subject section of Burris Street was conducted by staff at three times of day (morning, afternoon, evening) on a weekday, and again at three times on a weekend. The results show that the busiest block has average (all times, both sides of the road) parking utilization of 15%, with the highest utilization observed at any one time being 23% in one block. Thus, at all times of day, the area's on-street parking demand can be accommodated on one side of the street as proposed in the Narrow Option.

There are 23 properties on the south side of the subject section of Burris Street. All have off-street parking, often in large supply. Under the Narrow Option, six of these would retain on-street parking on side-streets. For the remaining 17 properties, visitors would be able to choose between parking on the residential property or on the north side of Burris Street.

**Figure 2: Wide Option**



**Figure 3: Narrow Option**



### 3.2 Comparison of Options

Given the limited demand for on-street parking in the area, staff are recommending that the subject bike lanes be developed on the basis of the Narrow Option, as it provides:

1. **Better protection for cyclists.** A dedicated eastbound bike lane would not be shared with parked cars, thus eliminating the “door” hazard for downhill cyclists. Two-way bike lanes are also consistent with the existing bike lanes on Oakland Street, immediately to the west.
2. **Better for the environment.** The narrower road cross-section minimizes the area of impermeable surface, avoids the need to modify the culvert that carries Buckingham Creek under Burris Street (a Class “B” Watercourse), and minimizes the impacts to existing trees.
3. **More cost-effective.** The Narrow Option requires less pavement and other infrastructure.

### 4.0 PUBLIC COMMENTARY


It is proposed that a copy of this report be sent to the 44 adjoining homeowners, to advise them of this project. Residents would be invited to contact staff with any questions or comments, and the results would be reported to Council prior to seeking a final decision on construction of a specific option.

### 5.0 FINANCING

On 2008 August 28, Council approved \$840,000 (including 5% GST) from Casino Reserves to fund the cycling component of this project (i.e., over and above the road rehabilitation costs). This funding is sufficient for the recommended Narrow Option concept.

### 6.0 CONCLUSION

This report seeks approval in principle for a recommended concept, the “Narrow Option”, for implementing bike lanes on Burris Street, from Walker Avenue to Buckingham Avenue. Staff will report back to Council to confirm the specific option to be implemented following distribution of this report to residents.

  
B. Luksun, Director  
PLANNING AND BUILDING

SR:jc

Copied to: City Manager  
Director Engineering