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Edmonds Cycling Network Phase 1

Feedback to the City of Burnaby about six quick-build cycling network changes in response to a public survey, which is open until September 30, 2023.

Further information: www.burnaby.ca/yourvoice-edmondscyclingnetwork

On the map below, the six sections with new bicycle infrastructure implementations are marked by green dotted lines and labeled with letters A-F.

EDMONDS TOWN CENTRE CYCLING NETWORK

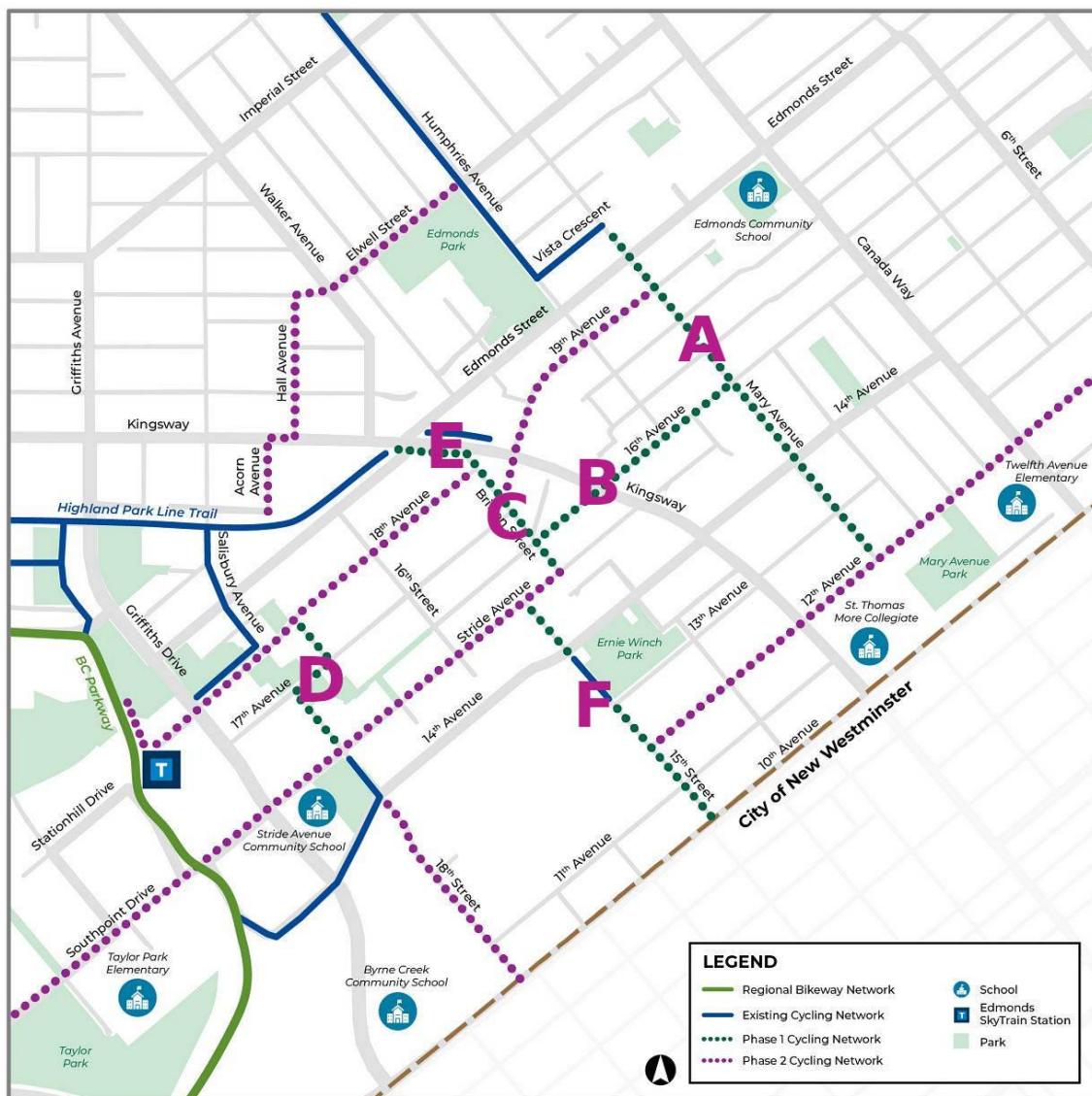
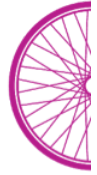


Figure: map of new and planned implementations from burnaby.ca.



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A. Neighbourhood bikeway on Mary Avenue



What we like about the pilot cycling improvements on this corridor

The concrete divider at 16th Ave effectively calms traffic along Mary Ave. The new speed humps are reasonably easy to cross on a bike and new or repainted sharrows visibly mark the bikeway.

What we think could be improved

Mary Ave should be made a 30 km/h zone. The no-left-turn sign from Edmonds St onto Mary Ave could be supported with a physical barrier, which may still allow right turns onto Mary Ave. During our assessment ride, we observed a vehicle turning left from Edmonds St onto Mary Ave, ignoring the no-left-turn sign.



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B. Neighbourhood bikeway on 16th Avenue



What we like about the pilot cycling improvements on this corridor

The new speed humps are reasonably easy to cross on a bike and new or repainted sharrows visibly mark the bikeway.

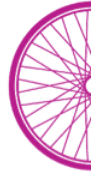
What we think could be improved

The call buttons for crossing Kingsway from either direction are on the sidewalk, far from the road, and cannot be reached. Bicycle call buttons are needed for people approaching the intersection on the road. 16th Ave should be made a 30 km/h zone. During rush hour, some drivers use 16th Ave as a “rat-run” route to bypass traffic on Kingsway and 10th Ave; consider some left turn restrictions from Kingsway eastbound onto 16th Ave eastbound.



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C. Neighbourhood bikeway on Britton Street



What we like about the pilot cycling improvements on this corridor

The new speed humps are reasonably easy to cross on a bike and new or repainted sharrows visibly mark the bikeway.

What we think could be improved

The addition of wayfinding signs or markings to guide people on bicycles travelling

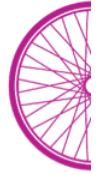
- along 16th Ave to Britton St. and vice versa.
- along 15th St. to Britton St. and vice versa.

Travelling North on Britton at 18th Ave requires first crossing to the left side and then across 18th Ave (pictured above). In practice, people would take a diagonal route, which should be accommodated, keeping in mind that people in vehicles coming from Kingsway tend to run the new Stop sign. A speed bump supporting the Stop sign, green paint or perhaps a traffic circle could greatly improve the safety of people on bikes crossing over to the bidirectional bike lane. The neighbourhood bikeway should be made a 30 km/h zone.



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D. Neighbourhood bikeway connecting 18th Avenue to Stride Avenue



What we like about the pilot cycling improvements on this corridor

The traffic circle at 17th Ave & 18th St (pictured above) is appropriately sized and calms traffic. Additional flexible bollards protect the pedestrian crossing.

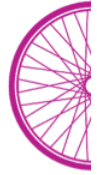
What we think could be improved

Removing the stop sign at Stride Ave and adding a traffic circle would make it easier to turn onto Stride Ave, and offer protection for the crosswalk. The neighbourhood bikeway should be made a 30 km/h zone.



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E. Protected bike lane on Kingsway



In addition to the protected bike lane on the south side of Kingsway, a short section was added on the north side between 19th Ave and the existing bike lane along "Kings Crossing".

What we like about the pilot cycling improvements on this corridor

The bike lane is fully separated from the vehicle traffic lanes.

What we think could be improved

The curb ramps for the separated bike lane on the south side of Kingsway are fairly steep and require sharp turns. Longer and wider ramps would allow safer travel by bike.

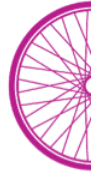
The multi-use path along Edmonds connecting the Highland Park Line Trail to Kingsway is inadequate: bollards are close together on the multi-use path, sharp turns are required at Kingsway, the pavement is broken and the connection to the Highland Park Line Trail unclear. We are aware that the whole corner of Edmonds/Kingsway is slated for redevelopment and hope the bike path will be improved.

At the Edmonds and Kingsway intersection, there should be a "no right turn on red" restriction for vehicles turning right from Edmonds northbound onto Kingsway eastbound. Without the



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restriction, people driving cars often encroach on the crossing during the pedestrian/bicycle cross phase instead of stopping at the line.

Many people take 16th St. to connect the Highland Park Line Trail and the 15th St. bikeway (according to www.ridewithgps.com/heatmap). 16th St. is a more direct connection than taking Kingsway and Britton St, and it avoids the always busy Kingsway. In the other direction, i.e. travelling west, Britton St. and Kingsway allows for a more gentle climb. Hence, a bikeway on 16th St. could offer a shorter alternative in addition to the current routing.

F. Protected multi-use pathway on 15th Street



What we like about the pilot cycling improvements on this corridor

The (albeit short) grade separated multi-use path.

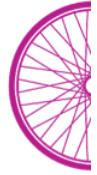
What we think could be improved

The bike paths and lanes on 15th St are heavily segmented and thus inconvenient for commuters and other people passing through the area on bikes. Considering that 15th Ave is one of very few connections to New Westminister, the City of Burnaby should work with the various building developers to devise and implement a holistic re-design of the cycling infrastructure. Some specific ideas are to



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- extend the multi-use path along the last block (10th Ave to 11th Ave),
- remove the dismount sign at 15th St and 11th Ave,
- consider building a separated walking lane next to the new multi-use path (pictured above), or at least painting a line down the middle to indicate the direction people should cycle and walk.

The protected bike lane between Stride Ave and 13th Ave is easily confused for a sidewalk and not separated from the walking lane. Collisions between people biking and walking are likely. Having to switch sides (travelling westward) for a two-block bike lane, which is not separated from the sidewalk, is inconvenient and many people might simply ride on the street. Furthermore, 15th St should be made a 30 km/h zone.

The intersection at 15th St and 14th Ave is unsafe for people cycling. People cycling along the protected bike lane northbound on 15th St are exposed to 4-way car traffic at the intersection; there are no elephant's feet painted and it is unclear to people driving and cycling who goes first across the intersection.