

2 November, 2024

Assessment of changes made for Phase 2 of the Edmonds Cycling Network

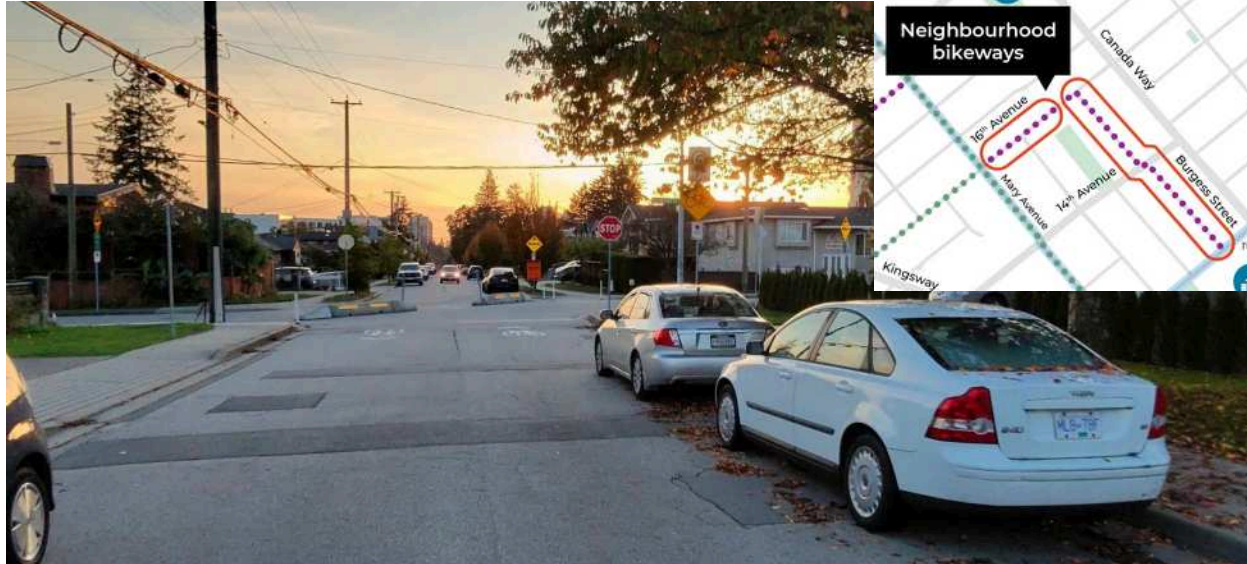


The Burnaby Local Committee of HUB Cycling conducted an assessment ride of the [Phase 2 changes](#) to the Edmonds Cycling Network on October 24th, 2024. The corresponding report from September 2023 about phase 1 is available at https://wiki.bikehub.ca/images/f/fa/EdmondsCyclingNetwork_Phase1_20230930.pdf

Overall, we found that the infrastructure changes implemented in Phase 2 improve the safety and comfort of people biking in the Edmonds area. Some sections received significant upgrades while others changed minimally, perhaps towards equalizing the level of comfort across the bike network. Below, we provide feedback on individual sections, including suggestions for minor changes that may have been overlooked, as well as a few larger modifications that could further improve the bike network for people of All Ages and Abilities.



1) 16th Avenue (Mary Ave. to Burgess St.)



Improvements as described by the City of Burnaby

- Speed humps
- Signage and pavement marking improvements

What we like about the changes

- Burgess St. is a more gradual incline compared to Mary Ave., providing an easier additional option

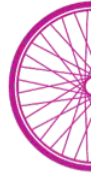
What we think could be improved

- We did not notice any new speed humps on those two blocks.
- Sharrows may be new or repainted, but overall not much changed in this section.
- The traffic diverter at 16th Ave. and Mary Ave. funnels car traffic directly onto 16th Ave., increasing driver/cyclist interactions.
- Anecdotally, we observed people driving through the stop signs on 16th Ave. where it meets Mary Ave.
- Implementing a 30 km/h speed limit.



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2) Burgess Street (16th Ave. to 12th Ave.)



Improvements as described by the City of Burnaby

- Speed humps
- Signage and pavement marking improvements

What we like about the changes

- Green-backed sharrows at 14th Ave. and Burgess St. are easily visible to people driving and cycling. They raise awareness at the intersection that people cycling may be present and also help with wayfinding.

What we think could be improved

- We did not notice new speed humps (yet). Not too much has changed, but that may be ok seeing as Burgess is a rather quiet street.
- Implementing a 30 km/h speed limit.



3) 19th Avenue (Kingsway to Mary Ave.)



Improvements as described by the City of Burnaby

- Speed humps
- Signage and pavement marking improvements

What we like about the changes

- The new speed humps slow down traffic a bit.
- Yellow caution signs warning of speed humps also help reduce vehicle speed.
- Sharrows are a nice touch, but not game changing.

What we think could be improved

- **Original plans for a multi-use path (MUP) were not implemented.** This would have provided a walking path as well. Currently there are no sidewalks on either side of this road.
- The road is narrow and fairly busy, especially in the morning. People cycling may feel pressured from people driving behind them as it is difficult for people driving to pass at the required 1 m passing distance.
 - Additional signage might be helpful, e.g.
- Implementing a 30 km/h speed limit.



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4) Kingsway (Britton St. to 19th Ave.)



Improvements as described by the City of Burnaby

- Reconfiguration of cycling connections at Kingsway and Britton St. and at Britton St. and 18th Ave.
- New cycling connection along Kingsway between Britton St. and 19th Ave.
- Signage and pavement marking improvements
- Improved asphalt curb ramps

What we like about the changes

- The protected on-road bike lane is very short, but adds a crucial connection between Britton Ave. and 19th Ave., together with the new ramp onto the sidewalk.

What we think could be improved

- **Kingsway (south side eastbound at Britton St.)**
People riding bikes eastbound on Kingsway and turning into Britton St now have to merge into vehicle traffic as they make the turn, where they would previously ride across the shared path.
Signage is needed for people in the Kingsway travel lane to yield to people in the bike lane when turning right.



- **Kingsway (south side, westbound at Britton St.)**

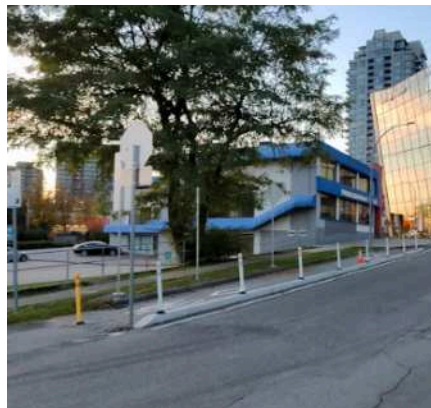
Turning left from Britton St. northbound onto the bidirectional bike lane on the south side of Kingsway does make sense in a way, but it is also confusing and potentially dangerous. People riding bikes this way turn into the Kingsway traffic. Some people are driving at full speed from Kingsway to Britton St. and may not expect people cycling making such a maneuver; a collision with people on bikes who turn onto Kingsway may be hard to avoid.

- **Kingsway (south side, east of Britton St.)**

The dismount sign should be taken down and the path next to the empty lot needs to be widened as it is too narrow a space for cargo bikes or groups of people cycling to wait comfortably. The utility pole is in the way and should ideally be moved.

- **Britton St. (southbound)**

Two bike lane signs from Phase 1 and two shared pathway markings are erroneous, now that the bidirectional bike lane on Britton St. has been converted to unidirectional. These two signs should be removed.



- **Britton St. (northbound)**

It would be helpful if explicitly marked directional paths were painted on Britton St. to provide clarity for people on bikes traveling northbound. Example:



5) Acorn Avenue and Salisbury Avenue

Improvements as described by the City of Burnaby

- Speed humps
- Signage and pavement marking improvements
- Existing multi-use pathway converted to bi-directional cycling facility while retaining adjacent sidewalk along Salisbury Avenue
- Improved curb ramps



What we like about the changes

- The cross bike button at the northeast corner of Salisbury Ave. and Edmonds St.
- The bi-directional bike lane on Salisbury Ave. is well-marked with pavement markings (dividing yellow dashed line and bike symbols). According to one of our members who lives nearby, these markings have redirected pedestrians (who used to walk on this bike path frequently) to the adjacent sidewalk.
- The new yield to bicycles and pedestrians sign



What we think could be improved

- Implementing a 30 km/h speed limit.
- Wayfinding signage is desperately needed at Salisbury Ave. and Edmonds St., as the bike route changes sides past Edmonds St.
- Adding green paint alongside the elephant's feet crossings
- The intersection may be less confusing for everyone if the main travel lanes on 18th St. also had a light (currently Edmonds St. has the green flashing lights).



- On Kingsway between Acorn Ave. and Hall Ave., the new shared pathway sign is too small to be visible to most people (circled in the photo). There need to be shared pathway pavement markings and additional shared pathway signs to indicate to people walking that this is a shared pathway. (For reference: See notes on new Salisbury St. bi-directional bike lane markings.)



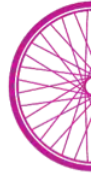
- Hall Ave. southbound towards Acorn Ave. needs measures to clarify for everyone in the lane that people on bikes travel straight across the intersection, while people driving generally turn right. For example
 - signage warning that people cycling may be present
 - a no right turn on red restriction
 - a green bike box from Hall Ave. to Kingsway or
 - a curb cutout allowing people cycling to go onto the corner of Hall Ave. and Kingsway (arrows in the photo on the right) where they would wait to cross Kingsway using the cross bike.
- Crossing Kingsway towards Hall Ave. northbound requires first crossing Hall Ave. on the south side and then pushing the call button on the sidewalk. Kingsway does not yet have a cross bike on that side (left in the photo).





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6) Southpoint Drive (BC Pkwy to Griffiths Dr.)



Improvements as described by the City of Burnaby

- Southpoint Drive connection to the BC Parkway
- Protected uni-directional cycling facilities on both sides of the roadway
- Signage and pavement marking improvements
- Intersection improvements including the addition of designated left-turn lanes

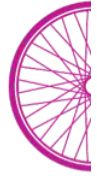
What we like about the changes

- The crossing of Griffiths Ave. is now safe and convenient, where people would previously have to cycle in the center of Southpoint Dr. The bike lanes offer great protection and, anecdotally, we've seen children using the new bike lanes.
- The connection to the BC Pkwy is greatly improved with the new ramps (e.g. bottom of the above picture).
- Green paint to demarcate the bike lane across Griffiths Ave.



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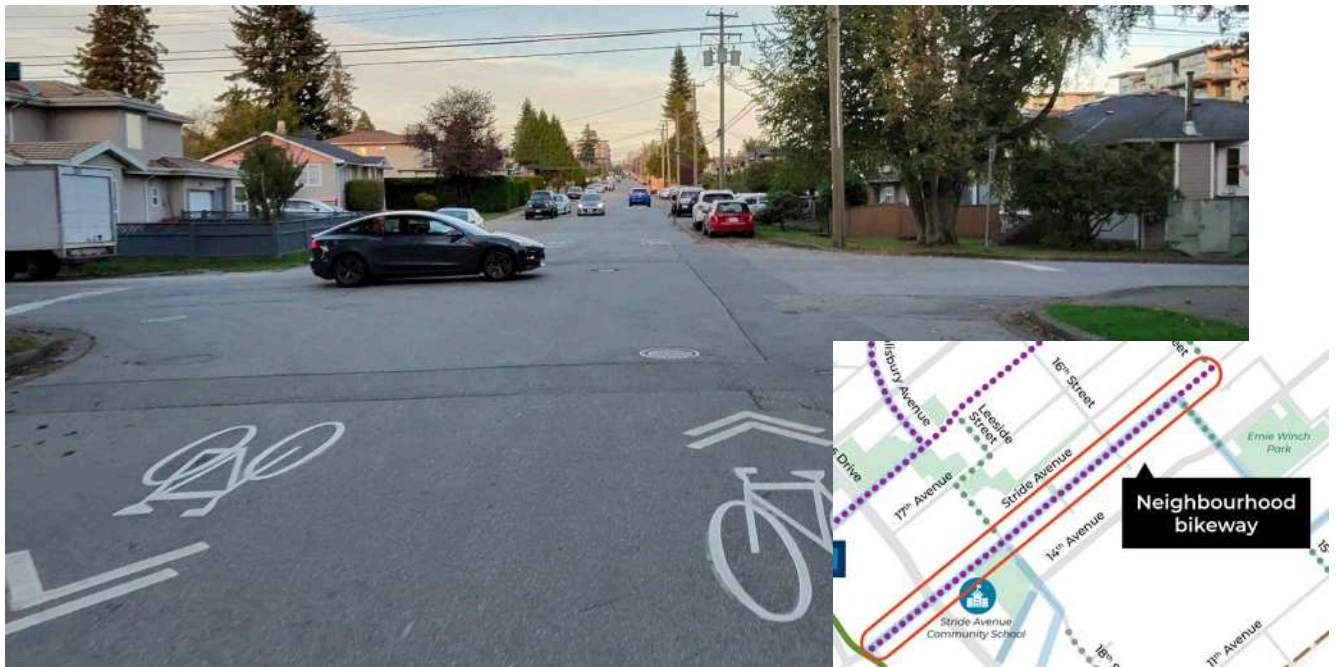


What we think could be improved

- Leading pedestrian interval (advanced walk/bike) at Southpoint Dr. and Griffiths Ave. would improve safety for people walking and cycling across this intersection, while also allowing left turn traffic to flow more smoothly.
- More space for people on bikes waiting on the north side of Griffiths Ave. to cross onto Southpoint Dr. as this space is shared with people walking (to the right of the red sign in the photo).
- Would the light at 20th St. need a bicycle call button?



7) Stride Avenue (BC Pkwy to Britton St.)



Improvements as described by the City of Burnaby

- Speed humps
- Signage and pavement marking improvements

What we like about the changes

- The markings help alert people in cars to expect people on bikes.
- Added speed humps help reduce speed of vehicles.

What we think could be improved

- The intersection of Stride Ave. at 16th St. has a two-way stop for 16th St. traffic, which people driving have been observed failing to comply with. In those cases, it is difficult for people riding bikes along Stride Ave. to maintain their right of way. Green paint (green-background sharrows or a green lane), a traffic circle, or a raised intersection could potentially address this issue.
- Foot traffic is quite high at the intersection of Stride Ave. and 18th St. and yet Stride Ave. only has a crosswalk warning on the western side. It may be helpful to install a traffic circle so that road priority is equalized while facilitating safe crossings in all directions.
- We would prefer green-background sharrows over the white sharrows as green sharrows are more visible.
- Many people in motor vehicles do not stop adequately at the intersection of Stride Ave. and 15th Street. We are unsure as to what would work best to increase awareness.
- Implementing a 30 km/h speed limit.

8) 18th Avenue (Salisbury Ave. to Britton St.)



Improvements as described by the City of Burnaby

- Speed humps
- Improved curb ramps
- Protected bi-directional cycling facility on the north side of the roadway
- Signage and pavement marking improvements

What we like about the changes

- The protected bike lane on a busy neighborhood street makes it comfortable for people of all ages and abilities, including children, to ride to the playground and on to the SkyTrain station.

What we think could be improved

- Green paint markings where driveways are present would increase awareness to both people cycling and driving of areas where more caution is required.
- Poplar Park is a new and high-traffic area of interest for families; many children and parents are already riding there; additional bicycle lockup spots inside the park would help make it more welcoming.
- Currently the protected bike lane is rather short, from Salisbury Ave. to 16th Ave. It would be helpful to extend it to Britton St. (eastbound) and to Edmonds SkyTrain station (westbound).
- Despite the 30 km/h speed limit (due to the presence of Poplar Park), some people speed, particularly at the intersection of 18th Avenue and Leaside. Perhaps a traffic circle with designated crosswalks in all directions could reduce the risk of collisions.

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent 25 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.