

Comments on the BC Parkway Enhancement Project framework plan

23 October 2024

To: City of Burnaby Transportation

The Burnaby Local Committee of HUB Cycling has reviewed the [October 2024 draft framework plan](#) for the BC Parkway (Boundary Rd. to Royal Oak station). The planned improvements for active transportation along that corridor in Metrotown look promising. Below are a few recommendations, which we hope will be included in the final design to ensure that people of all ages and abilities can safely and conveniently ride bicycles along that section of the BC Parkway.

- The BC Parkway is both a destination and one of the most important commuter routes in Burnaby. The two use cases should be considered separately, but the design of the path ultimately needs to accommodate both **slow and fast travel** by bike.
- **Mode separation:** With the BC Parkway proposed to become a place for people to gather, effective separation of bike and walking paths is critical to their usability. The separation of paths cannot be done only with paint - curbs, vegetation, fences or similar structural elements are necessary to reduce the potential for collisions between people who use different modes of active transportation.
- **Wayfinding signs** should be consistent and intuitive to guide people to destinations along the route and also far beyond (New Westminster, Vancouver, etc.).
- The use of **bollards** should be avoided. Where bollards are needed, they should be spaced sufficiently far for cargo bikes to pass and they should be easy to see (e.g. [stencils on the pavements](#) can help).
- We'd like to see traffic lights activated by **automatic sensors** instead of manual call buttons at the major crossroads (including the new crossing of Kingsway). Walk/bike signals should then turn white (according to the light cycle) before people arrive at the intersection - as is common for driving lanes.
- Intersections with major roads should have **legal cross bikes** with elephant's feet markings and possibly green colour treatment. Also, bike crossings have yet to be legally defined in Burnaby, which is required under the Motor Vehicle Act for the use of elephant's feet.

- **Sightlines:** unobstructed views at curves (e.g. just east of Willingdon Ave.) are important to avoid collisions between people riding bikes in opposite directions, and users of different modes.
- **Street lighting** should be installed in darker sections of the route to enhance visibility and security (perceived and actual) at night.
- The proposed park and adjacent businesses are destinations. Currently there is no **bike parking** available. We recommend installing both U-racks and bike boxes at many locations throughout the park.
- It would be great to install **bike repair stations** throughout the park.
- We hope the project includes upgrades to the **Royal Oak Ave crossing** (at the edge of the considered section), which currently involves riding on a narrow sidewalk.
- The crossing of **Nelson Ave** (under the Sky Train) was a point of contention at the open house because of the high vehicle traffic (often backed up south of the BC Parkway). We hope the project includes measures to further reduce conflicts at this crossing.
- During construction it will hopefully be possible to offer well-signed **detours at all times** which maintain the level of safety that people expect from the BC Parkway.

Thank you for considering these suggestions,

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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.