

Frances/Union and SFU Phase 2 Feedback

Overview

In general, the Burnaby Local Committee finds the project plan to be game changing and forward thinking. A plan that truly invests in the future of our community's health by making safe and equitable improvements to cycling infrastructure all while acting on climate change initiatives.

A few recurring key details we like are:

- Continuous sidewalks along the route.
- Speed cushions and street paint.
- Added diverters throughout the route to calm the streets.
- Safer crossings at key intersections.
- Addition of protected bike lanes.

Boundary to Ingleton

- We understand that speed cushions may not be the final solution for this stretch due to the grade of the inclines. If cushions cannot be used along Union St. then we recommend adding a diverter to eliminate vehicle traffic coming off of Boundary, and perhaps making Union St. one-way westbound to Boundary. The existing intersection is shown in Figure 1 and an example of a perhaps better suited setup from Vancouver along 10th Ave is shown in Figure 2.



Figure 1) The existing intersection



Figure 2) Similar intersection along 10th

- Considering the steep grade of the hill, it would help people cycling uphill if they had a protected bike lane going up the hill. A similar example was just recently implemented in the City of North Vancouver on St. Andrews Ave.

- For Union St. and Ingleton Ave, a smaller intersection with curb bulges or a traffic circle would help slow down vehicle traffic and make it easier for people cycling to turn left onto Ingleton Ave.

Gilmore to Willingdon

Frances and Willingdon

- Is there going to be a diverter in the middle of Willingdon? This would increase safety.

Willingdon to Holdom

- Beta currently has a diverter that is easily circumnavigated by motor vehicles, greatly reducing the diverters efficacy. Unless continuous sidewalks are thought to be enough, we recommend adding a diverter that is effective at blocking vehicle traffic.
 - Ensure this diverter is retained even with the reversal of the 2-way stop signs, to prevent rat-running along Frances.
- The intersections at Delta Ave and Springer Ave have 4-way stops and no improvements currently planned. Two-way stops for North-South traffic would improve comfort for people biking on Frances St.
- It would be helpful to have one additional diverter between Beta Ave and Holdom Ave.
- Most blocks only have one street light, making this section difficult to ride in the dark. We recommend adding more lights.

Holdom to Fell

- The proposed limit of motorized traffic to one way sounds promising.
- Lighting could be improved through this section. With the park on the south side, it can get quite dark and potentially dangerous at night.

Kensington Park

- It would be great to widen the path and have better sightlines along the multi-use path, particularly near Hastings St.
- Consider separating bikes and pedestrians in the multi-use path to avoid conflicts.
- Improve signage to direct and deter people from cycling through the unofficial baseball diamond path.

Duthie to Hastings

- We hope green paint will be employed to draw attention to people riding bikes for traffic turning onto Union St from Duthie Ave southbound.

- In Figure 3, we also want to draw attention to the zone in red. In addition to conflicts with people driving cars, there could be conflicts between people riding bikes.
 - We recommend preventing Duthie car traffic from turning west onto Union St.
 - We recommend appropriate signage and a diverter to deter eastbound Union St bike traffic from following the orange arrow in Figure 3.
 - We recommend appropriate signage and a cut through the diverter that helps lead eastbound Union bike traffic onto Duthie.

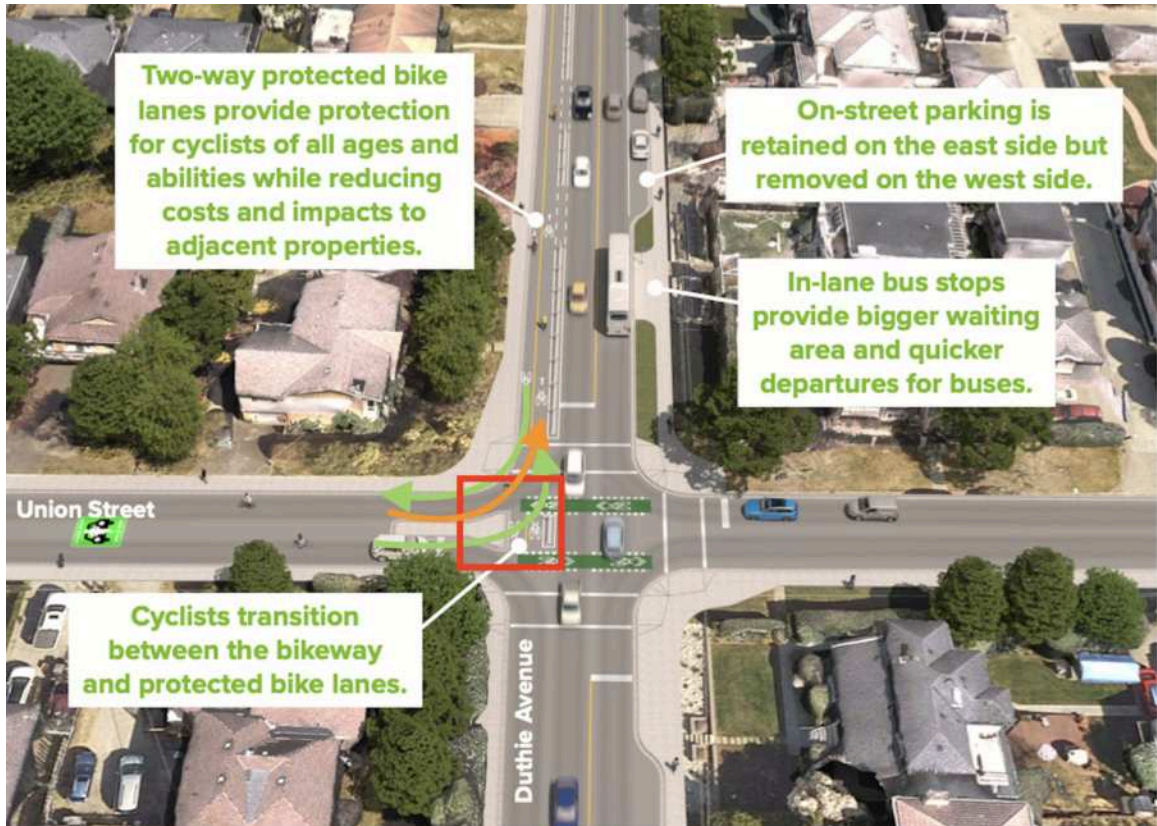


Figure 3: proposed layout of the intersection Union St. and Duthie Ave. Source: burnaby.ca

Burnaby Mountain Parkway

- The proposed off-street bicycle path is a huge improvement over the current layout. Specifically at the intersection of Burnaby Mountain Pkwy and Gaglardi Way, removing the slip lane in the south and shortening the one in the west would dramatically increase safety for people rolling and walking.
- The addition of a designated cross-bike and traffic signal at Centennial Way would improve the current design by allowing uphill bike traffic to access Burnaby Mountain Park. The currently proposed alternative, taking the north-side bicycle lane also for uphill traffic, would create conflict with fast downhill traffic.

- For the channelized right-turn lane, we are concerned with the use of a slip lane as they pose increased risk for people cycling. If the slip lane must be implemented, can there be additional protective measures such as separate traffic signal phasing, or in-ground detection rectangular rapid flashing beacons (RRFB) that activate automatically when someone cycling triggers the sensor (e.g. Stanley Park Causeway just off the Lions Gate Bridge).
- We recommend adding lights along the path coming down from SFU and cutting through the wooded area (figure 4).

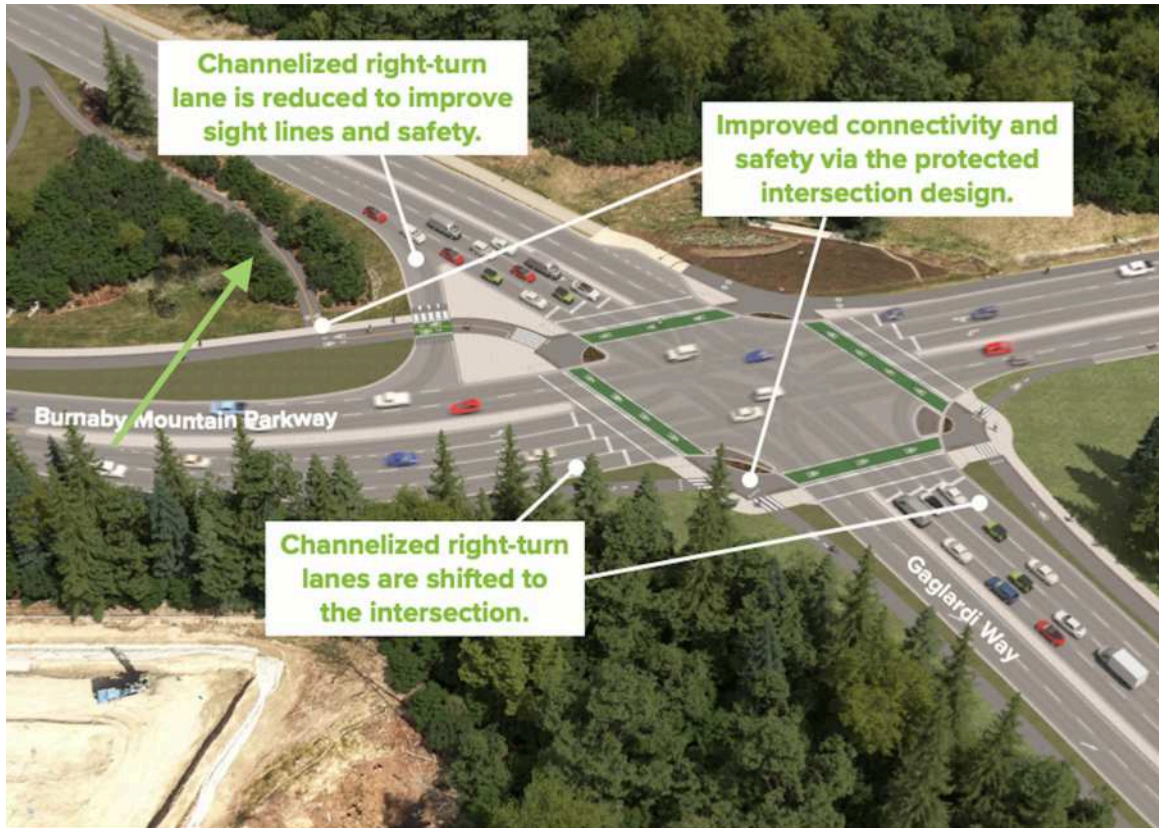


Figure 4: proposed slip lane and bike path through wooded area. Source: burnaby.ca

Gaglardi Way

- Removing one of the two downhill traffic lanes to create protected bike lanes on both sides of the road is a sensible choice. Indeed three (instead of the current four) lanes for cars on mountains are common (Cypress Bowl Rd, Mt Seymour Rd) and match the other side of Burnaby Mountain on Burnaby Mountain Parkway.
- The uphill bicycle lane is proposed for the north side of Gaglardi Way, where it's sunny and hot in the summer. Perhaps one or two drinking fountains with small rest areas could be installed by the bike path.
- At Gaglardi and Broadway North, there needs to be a no right turn on red restriction for vehicles going from Broadway onto Gaglardi.