

# Edmonds Town Centre Cycling Network



## What We Heard Report Phase 2: Post-Construction Public Engagement Spring 2025





# TERRITORIAL ACKNOWLEDGEMENT

We respectfully acknowledge that the City of Burnaby is located on the unceded territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), səlilwətał (Tsleil-Waututh), and kʷikwəḷəm (Kwikwetlem) Peoples.

Each Nation has distinct histories and distinct traditional territories that fully or partially encompass the city.

We encourage you to learn more about the Host Nations whose ancestors have occupied and used these lands, including parts of present-day Burnaby, for thousands of years.





## Background

As envisioned in [Connecting Burnaby, Burnaby's Transportation Plan](#), the City has been enhancing the cycling network within the Edmonds Town Centre area. Delivered over two phases, these improvements have expanded both local and regional cycling connections by introducing safe, connected, and comfortable routes designed for people of all ages and abilities (AAA). The upgraded and expanded Edmonds Town Centre cycling network now provides connections to key neighbourhood destinations, including schools, parks, retail areas, and the Edmonds SkyTrain Station.

To deliver safe and comfortable cycling improvements across the Edmonds Town Centre area, the project team adopted a rapid implementation, or “quick build” approach. This method of project delivery involves using low-cost and adjustable materials to quickly improve cycling routes within the existing curb to curb space. This approach allowed the project team to pilot new cycling facilities in real-world conditions quickly and make adjustments based on community feedback.

### Phase 1

The Phase 1 pilot concluded on September 30, 2023. During this time, the project team collected input from various community members and user groups to better understand how the Phase 1 cycling improvements and network were used. A summary of the feedback received during this engagement period is available [here](#). The project team carefully reviewed all comments and observations and made targeted adjustments to address community concerns and improve safety and overall user experience.

### Phase 2

To help inform potential cycling improvements and facility designs for the Phase 2 network, the project team collected additional traffic data and invited the community to provide feedback on the proposed improvements prior to construction. A summary of the preliminary Phase 2 engagement is available [here](#). The final designs were refined based on the feedback received, and construction of the Phase 2 network began in the summer of 2024.

## About this report

This report presents a summary of community and stakeholder engagement conducted during the Phase 2 pilot period, following the installation of the Phase 2 cycling network using “quick build” materials. Engagement activities took place between October and November 2024, allowing participants the opportunity to experience the new cycling improvements and provide informed feedback.

The views represented in this report reflect the priorities and concerns of the community members who chose to participate in the engagement process and may not be representative of the general public. Respondents elected to take the survey and provide feedback in engagement activities, and their responses do not reflect a random sample.

While only top themes are included in this report, the City has reviewed and considered all feedback.



## Engagement Activities

### Promotional efforts

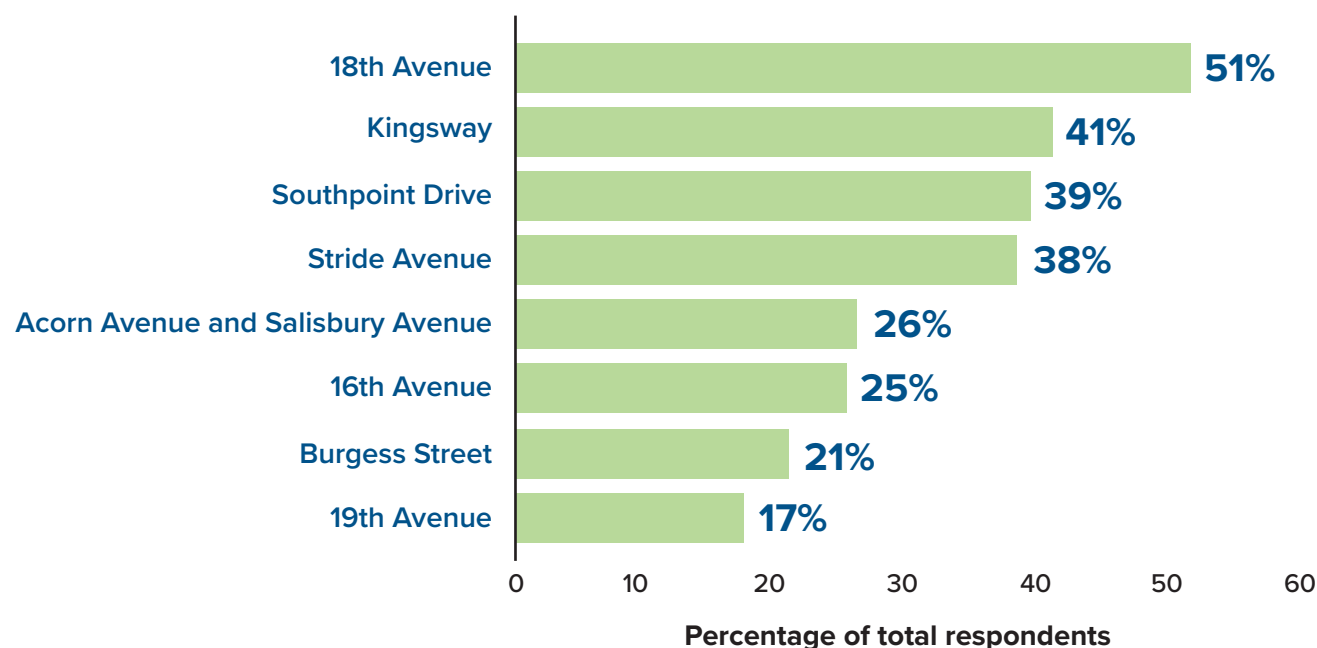
The engagement period was active between October and November 2024 and was promoted through the following activities:

Method	Description	Dates
<b>Burnaby.ca website</b>	Webpage with project information and link to online survey	Webpage updates published on October 7, 2024 Survey was available from October 7 to November 30, 2024
<b>Postcard mail out</b>	Provided link to webpage and QR Code to online survey Mailed 16,775 pieces through Canada Post	Mailed on October 7, 2024
<b>Social media posts</b>	Organic posts and paid ads on X (formerly Twitter), Facebook and Instagram	Promotion from October 7 to November 30, 2024
<b>News media advertisements</b>	Digital ads in the Burnaby Now eNews	Digital ads ran on October 8 and 15, 2024 issues
<b>eNewsletter to subscribers</b>	Email newsletters to subscribers	Sent out on October 7, 2024
<b>Media release /latest news</b>	Official statement from the City introducing project updates and inviting public feedback	Published on October 7, 2024



## Online survey

An online survey was available on the project website between October 7 and November 29, 2024. In total, 118 responses were received. Respondents were invited to select the corridors they wanted to provide feedback on. Over half (51%) of respondents chose to provide feedback on 18th Avenue. Approximately 40% of respondents also chose to provide feedback on Kingsway, Southpoint Drive, and Stride Avenue.



## Interactive map

An interactive map was available on the project website between October 2 and November 30, 2024. Participants were invited to add pins to specific locations and leave comments. In total, there were 293 comments received through the interactive map.

## Community pop-ups

Two pop-up events were held at the Edmonds Community Centre, which was chosen as a central location within the vicinity of the project area that could be easily accessed by the community:

- » Wednesday, October 23, 2024
- » Saturday October 26, 2024

The pop-ups provided an opportunity for community members to learn more about the Phase 2 improvements and provide feedback on the proposed cycling improvements in person. Staff were on-site to discuss the project and answer questions.

## Written submissions

A contact number and email address were provided during the engagement period. In total, there were 74 written responses submitted during the Phase 2 engagement.

# Engagement by the Numbers

**74** Written submissions



**1** Interactive map, **293** Comments



**118** Survey responses



**2** Open houses, **86** Attendees





## What We Heard

### Acorn Avenue and Salisbury Avenue

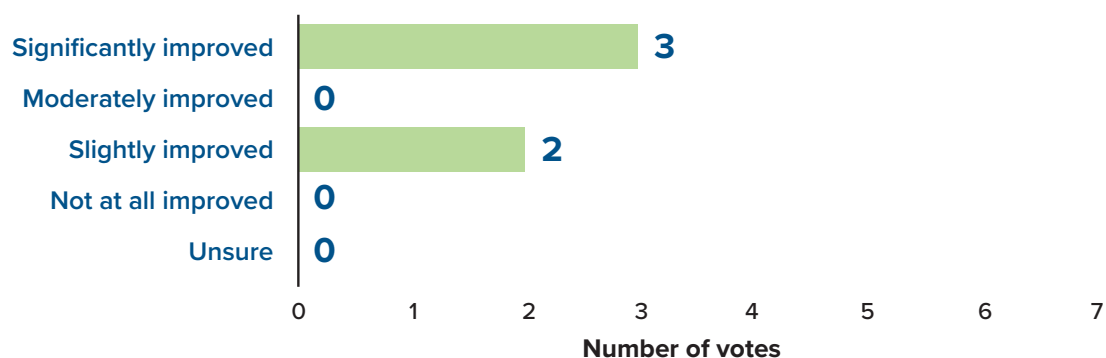
The improvements for this corridor included:

- » speed humps
- » signage and pavement marking improvements
- » existing multi-use pathway converted to bi-directional bike lane while retaining the adjacent sidewalk

#### Pop-ups

Three pop-up attendees stated that the improvements on Acorn Avenue and Salisbury Avenue significantly enhanced safety and comfort for cyclists, while two stated that safety and comfort were slightly improved.

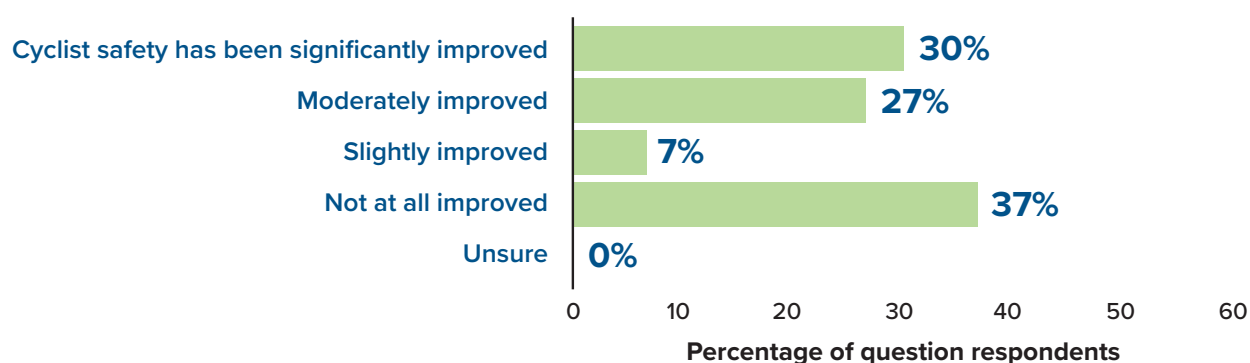
**Question: To what extent do you think these improvements enhance safety and comfort for cyclists? (n=5)**



#### Community survey

Over half of survey respondents (57%) stated that the improvements on Acorn Avenue and Salisbury Avenue either significantly or moderately improved cyclist safety. Seven percent (7%) stated that it had been slightly improved, while 37% noted it had not been improved at all.

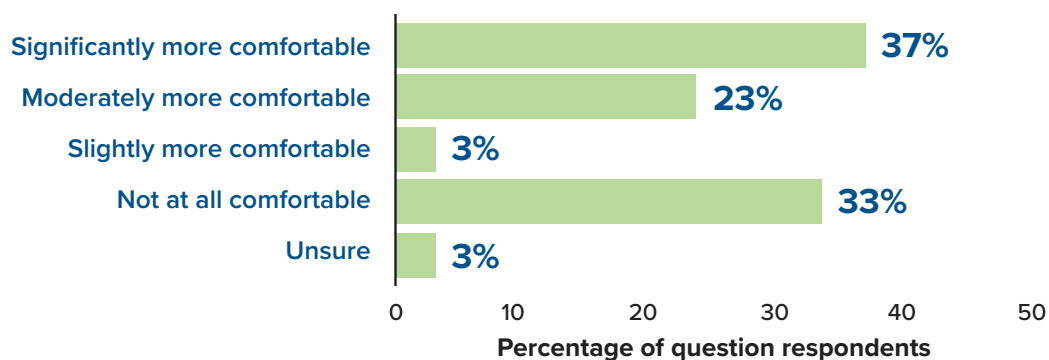
**Question: To what extent do you think these improvements enhance safety for cyclists? (n=30)**





The majority (60%) of survey respondents stated that the improvements on Acorn Avenue and Salisbury Avenue either significantly or moderately improved cyclist comfort. Thirty-six percent (36%) noted that facilities were slightly uncomfortable or not comfortable at all.

**Question: To what extent do you think these improvements make cycling more comfortable for people of all ages and abilities? (n=30)**



**Question: Do you have any suggestions or additional comments for future improvements to the Edmonds Town Centre Cycling Network?**

Survey respondents were invited to leave a written comment at the end of the survey. Those who opted to provide feedback on Acorn Avenue and Salisbury Avenue provided the following:

### Support

- » Support for the project (3 comments)
- » Support for improvements in pedestrian safety (3 comments)

### Concerns

- » Bike lanes are not well connected (7 comments)
- » Bike lanes increase congestion (3 comments)
- » General opposition to bike lanes (2 comments)
- » Concerns with speed humps for cyclists (2 comments)
- » Lack of safety improvements (2 comments)
- » Lack of engagement with drivers or pedestrians (2 comments)
- » Perceived lack of cyclists using the facility (2 comments)

### Additional suggestions

- » Install more cycling infrastructure overall (4 comments)
- » Install more pedestrian infrastructure (crosswalks, longer crossing signals) (4 comments)
- » Improve connections with other bike lane networks (2 comments)





## Online map

There were five comments regarding Acorn Avenue and Salisbury Avenue left on the interactive map. The top comments included:

- » lack of clarity of where cyclists should be biking (3 comments)
- » desire for bike lanes on one side only or for intersection safety to be improved (1 comment)
- » traffic calming needed for the greenway (1 comment)

## Written comments

There was one written comment regarding Acorn Avenue and Salisbury Avenue which expressed concerns with the speed humps along the corridor.

## 18th Avenue

The improvements for this corridor included:

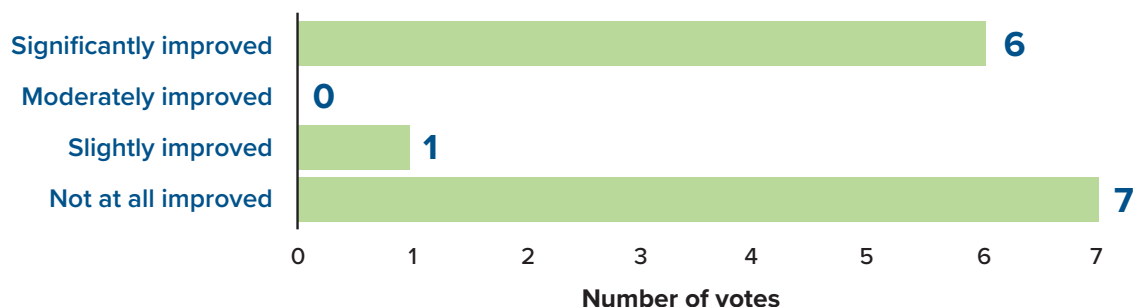
- » speed humps
- » improved curb ramps
- » signage and pavement markings
- » protected bi-directional bike lane

*To address community feedback received during the Phase 2 engagement period, the design of this corridor was modified to reinstate curbside parking and loading areas on the north side of the street and to better accommodate city services.*

## Pop-ups

Six pop-up attendees stated that the project significantly improved safety and comfort for cyclists, while eight stated that safety and comfort were slightly improved or not improved at all.

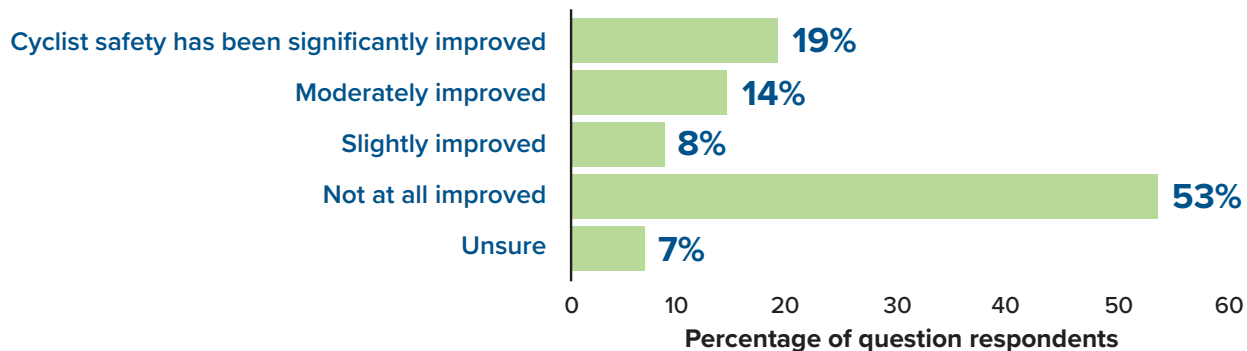
**Question: To what extent do you think these improvements enhance safety and comfort for cyclists?**



## Community survey

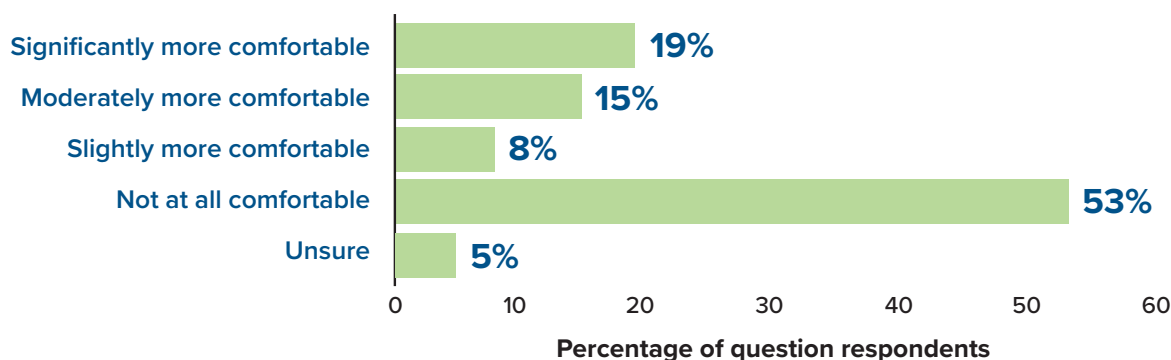
Thirty-three percent (33%) of respondents stated that the improvements to 18th Avenue had significantly or moderately improved cyclist safety. Eight percent (8%) stated that cyclist safety had been slightly improved, while 53% stated that it had not been improved at all.

**Question: To what extent do you think these improvements enhance safety for cyclists? (n=59)**



Thirty-four percent (34%) of respondents stated that improvements to 18th Avenue have made cycling significantly or moderately more comfortable. Eight percent (8%) stated that cycling is slightly uncomfortable, while 53% stated that it was not comfortable at all.

**Question: To what extent do you think these improvements make cycling more comfortable for people of all ages and abilities? (n=59)**



**Question: Do you have any suggestions or additional comments for future improvements to the Edmonds Town Centre Cycling Network?**

Survey respondents were invited to leave a written comment at the end of the survey. Those who opted to provide feedback on 18th Avenue provided the following:

### Support

- » Support for additional cycling infrastructure in general (3 comments)



## Concerns

- » General opposition to bike lanes (13 comments)
- » Concerns with reduced parking (11 comments)
- » Perceived lack of cyclists not using the facility (11 comments)
- » Concerns with narrow roads (8 comments)
- » Concerns with increased traffic congestion (8 comments)
- » Waste of money (4 comments)
- » Concerns with the lack of loading spaces (4 comments)
- » Concerns with the parkade turning into a bike lane (3 comments)
- » Barricades are not visible in the rain\dark (2 comments)

## Additional suggestions

- » Remove concrete barriers (11 comments)
- » Remove garbage bins from cycling lanes (6 comments)
- » Use unprotected flexible bike lanes instead (5 comments)
- » Enforce no parking of vehicles in bike lanes (3 comments)
- » Enforce electric mobility vehicles in bike lanes (3 comments)
- » Install signs to establish clear, modal right-of-way at intersections (3 comments)

## Online map

In total, there were 78 comments regarding 18th Avenue left on the interactive map. The top themes included:


## Support

- » Support for the project overall (2 comments)
- » Support for the improvements along 18th Avenue (2 comments)

## Concerns

- » Oppose the separated bike lane (20 comments)
- » Lack of engagement and response from City staff (7 comments)
- » Concerns with emergency vehicle access (6 comments)
- » Concerns with snowplow access (6 comments)
- » Blocked access due to garbage bins (6 comments)
- » Waste of money (6 comments)
- » Concerns over the loss of parking (6 comments)
- » Perceived lack of cyclists using the facility (5 comments)
- » Oppose parking on both sides (4 comments)



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- » Accessibility concerns (4 comments)
  - » Accidents are caused due to narrow lanes (4 comments)
  - » Not maintained (leaves, greenery) (3 comments)
  - » Road repairs needed (3 comments)
  - » Blocked access from moving trucks (3 comments)
  - » Safety concerns with driveways/better markings needed to highlight driveways (2 comments)
  - » Concerns with transit access (it is a back-up route for TransLink) (2 comments)
  - » Lack of visibility for barricades (2 comments)

### **Additional suggestions**

- » Lower driving speeds (3 comments)
- » Enhance pavement markings along driveways (2 comments)

### **Written responses**

There were 41 written responses about the 18th Avenue corridor. The top themes included:

- » loss of loading/delivery spaces (25 comments)
- » loss of parking (24 comments)
- » perceived lack of cyclists using the route (12 comments)
- » concerns about the narrow lanes (12 comments)
- » concerns about garbage pick-up (10 comments)
- » concerns about increase in traffic congestion (7 comments)
- » emergency vehicle access (7 comments)
- » negative impacts to accessibility (6 comments)

*To address community feedback received during the Phase 2 engagement period, the design of this corridor has been modified to reinstate curbside parking and loading areas on the north side of the street and to better accommodate city services.*



## Kingsway

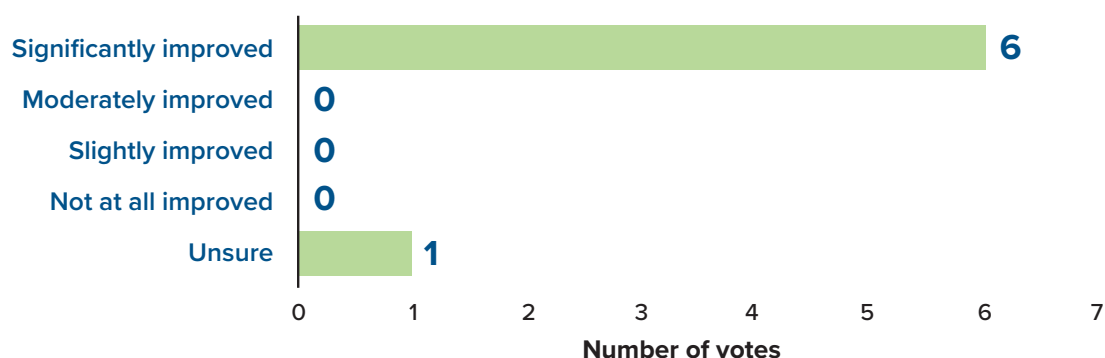
The improvements for this corridor included:

- » reconfiguration of cycling connections at Kingsway and Britton Street and at Britton Street and 18th Avenue
- » new cycling connection along Kingsway between Britton Street and 19th Avenue
- » signage and pavement marking improvements
- » improved asphalt curb ramps

### Pop-ups

Six pop-up attendees stated that the project significantly improved safety and comfort for cyclists, while one attendee was unsure.

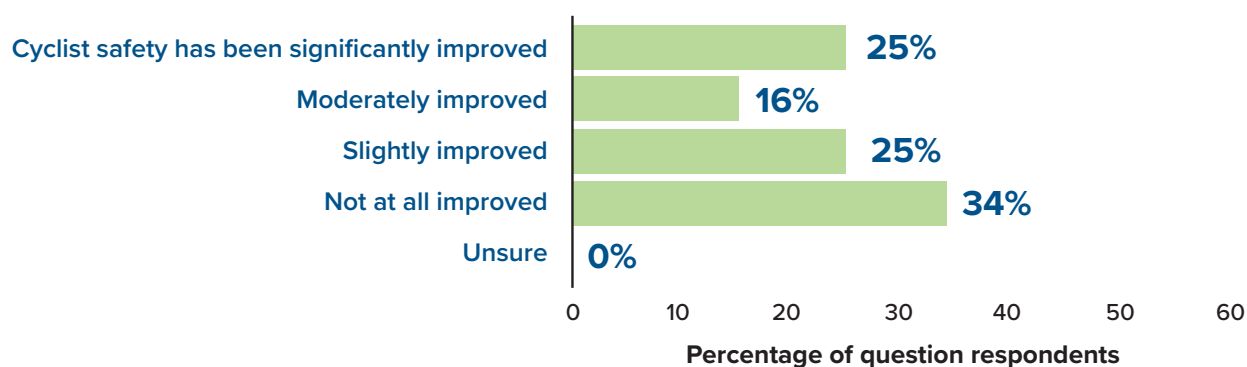
**Question: To what extent do you think these improvements enhance safety and comfort for cyclists? (n=7)**



### Community survey

Forty-one percent (41%) of respondents stated that cyclist safety along Kingsway had been significantly or moderately improved. Twenty-five percent (25%) stated that safety had been slightly improved, while 34% stated that safety had not improved at all.

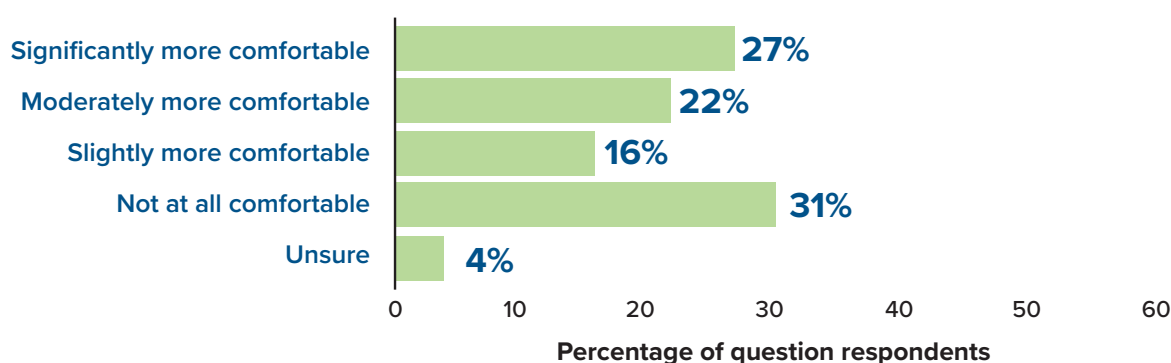
**Question: To what extent do you think these improvements enhance safety for cyclists? (n=44)**





Almost half (49%) of respondents stated that cycling along Kingsway was now more comfortable for all ages and abilities, while 47% stated that cycling was slightly or very uncomfortable.

**Question: To what extent do you think these improvements make cycling more comfortable for people of all ages and abilities? (n=45)**



**Question: Do you have any suggestions or additional comments for future improvements to the Edmonds Town Centre Cycling Network?**

Survey respondents were invited to leave a written comment at the end of the survey. Those who opted to provide feedback on Kingsway provided the following:

### Support

- » Bike lanes make cities more livable (4 comments)
- » Support for the project overall (2 comments)

### Concerns

- » The bike lanes are not well connected (to other routes, commercial areas) (6 comments)
- » Waste of money (4 comments)
- » Concerns with increased traffic congestion (3 comments)
- » Install signs to establish clear, modal right-of-way at intersections (3 comments)
- » Oppose bike lanes in general (2 comments)
- » Speed humps are inconvenient or cyclists (2 comments)
- » Perceived lack of cyclists using the facility (2 comments)

### Additional suggestions

- » More improvements needed for pedestrians (3 comments)
- » Enforce no parking of vehicles in bike lanes (2 comments)
- » Put bike lanes on side streets (2 comments)





## Online map

In total, there were two comments regarding Kingsway left on the interactive map. Both comments referenced challenging left turns for cyclists at the 19th Avenue and Kingsway intersection.

## Written responses

There was one written response requesting a bike push button at the Kingsway and 16th Avenue intersection.

## 19th Avenue

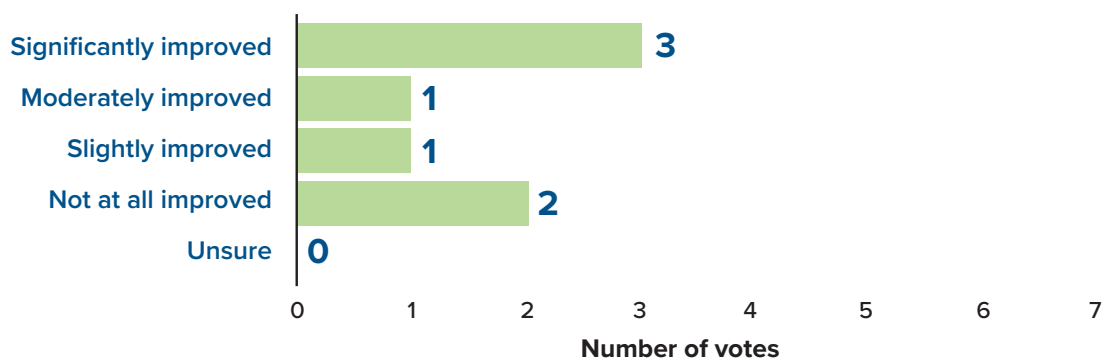
The improvements for this corridor included:

- » speed humps
- » signage and pavement marking improvement

## Pop-ups

Three pop-up attendees stated that the improvements along 19th Avenue significantly improved safety and comfort for cyclists. Two attendees felt that cyclist safety and comfort had been moderately or slightly improved, while two stated that safety and comfort had not improved at all.

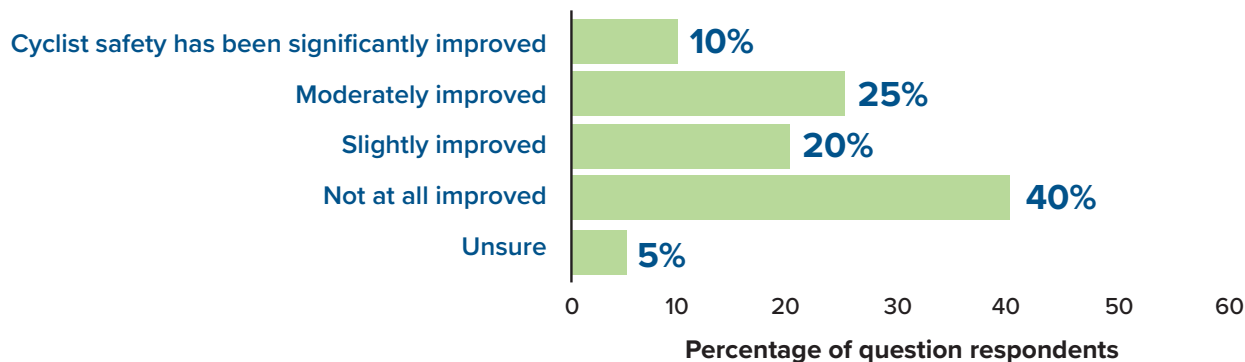
**Question: To what extent do you think these improvements enhance safety and comfort for cyclists? (n=8)**



## Community survey

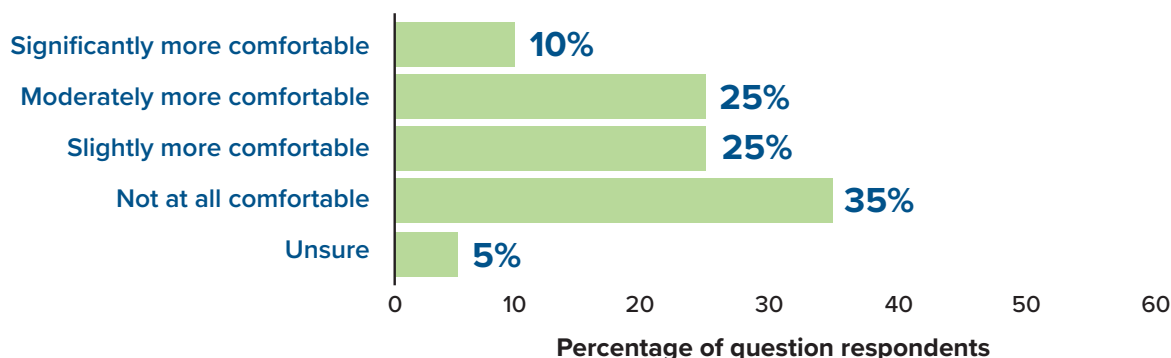
Thirty-five percent (35%) of respondents stated that cyclist safety along 19th Avenue had been significantly or moderately improved. Twenty percent (20%) stated that cyclist safety had been slightly improved, while 40% stated that cyclist safety had not improved at all.

**Question: To what extent do you think these improvements enhance safety for cyclists? (n=20)**



Thirty-five percent (35%) of respondents stated that cycling was now significantly or moderately more comfortable along 19th Avenue. Over half (60%) of respondents stated that the improvements had not made cycling more comfortable.

**Question: To what extent do you think these improvements make cycling more comfortable for people of all ages and abilities? (n=20)**



**Question: Do you have any suggestions or additional comments for future improvements to the Edmonds Town Centre Cycling Network?**

Survey respondents were invited to leave a written comment at the end of the survey. Those who opted to provide feedback on 19th Avenue provided the following:

### Support

- » General support for bike lanes (2)



## Concerns

- » The bike lanes are not well connected (4)
- » Waste of money (2)

## Online map

In total, there was one comment regarding the 19th Avenue corridor on the interactive map which asked about the construction timeline for the multi-use path.

## Written responses

In total, there were five written responses regarding 19th Avenue. The most prominent themes included:

- » desire for sidewalk improvements (2 comments)
- » desire for more/better speed humps (additional traffic calming) (2 comments)
- » sightline concerns along the corridor (2 comments)
- » request for 4-way stop at 19th Avenue and Humphries Avenue (1 comment)

## Burgess Street

The improvements for this corridor included:

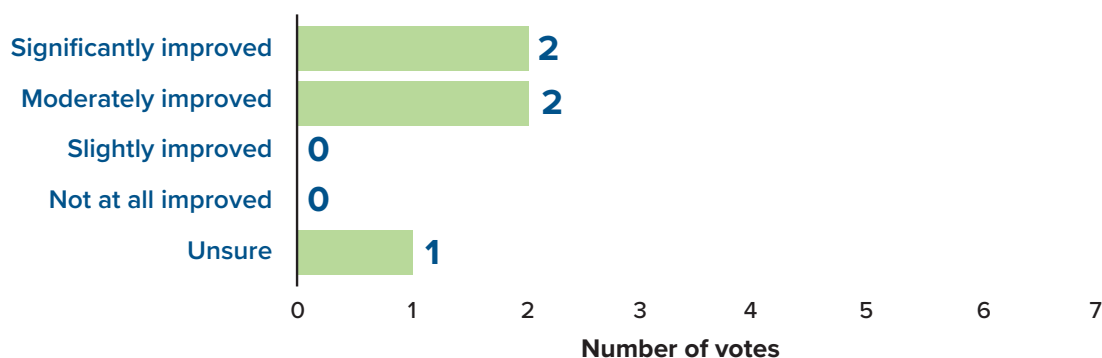
- » speed humps
- » signage and pavement marking improvements

## Pop-ups

Two pop-up attendees stated that the improvements significantly enhanced safety and comfort for cyclists, while two stated that safety and comfort were moderately enhanced. One person was unsure.

\*Note: at the pop-up events, Burgess Street, 16th Avenue, and Stride Avenue were presented together. The graph summary below all three corridors.

**Question: To what extent do you think these improvements enhance safety and comfort for cyclists? (n=5)**

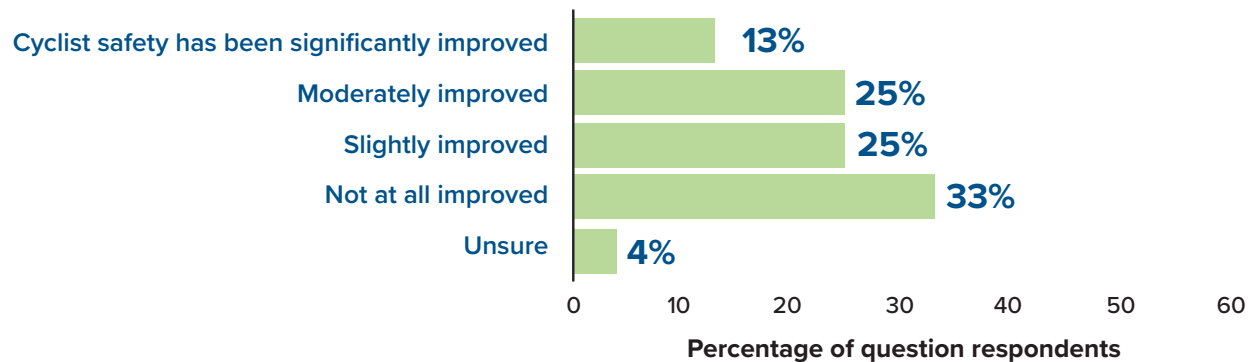




## Community survey

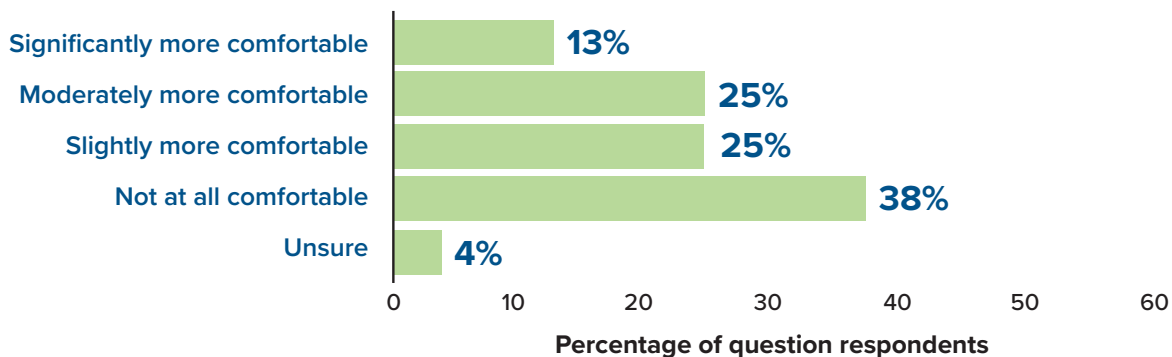
Thirty-eight percent (38%) of respondents stated that cyclist safety along Burgess Street had been significantly or moderately improved. Twenty-five percent (25%) stated that cyclist safety had been slightly improved, while 33% stated that cyclist safety had not improved at all.

**Question: To what extent do you think these improvements enhance safety for cyclists? (n=24)**



Thirty-eight percent (38%) of respondents stated that cycling along Burgess Street was now significantly or moderately more comfortable, while 59% stated that cycling was still uncomfortable.

**Question: To what extent do you think these improvements make cycling more comfortable for people of all ages and abilities? (n=24)**



Survey respondents were invited to leave a written comment at the end of the survey. Those who opted to provide feedback on Burgess Street provided the following:

### Support

- » General support for bike lanes (2 comments)

### Concern

- » The bike lanes are not well connected (6 comments)
- » Speed humps cause challenges for cyclists (2 comments)



## Additional suggestions

- » Reduce the amount of street parking (2 comments)

## Online map

There were no comments left on the map regarding Burgess Street.

## Written responses

There were no written comments regarding Burgess Street.

## Stride Avenue

The improvements for this corridor included:

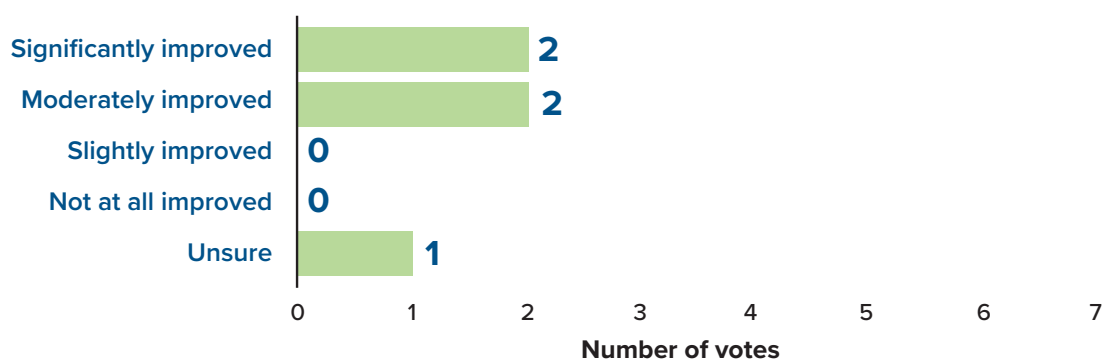
- » speed humps
- » signage and pavement marking improvements

## Pop-ups

Two pop-up attendees stated that the improvements significantly enhanced safety and comfort for cyclists, while two stated that safety and comfort were moderately improved. One attendee was unsure.

\*Note: at the pop-up events, Burgess Street, 16th Avenue, and Stride Avenue were presented together. The graph summary below all three corridors.

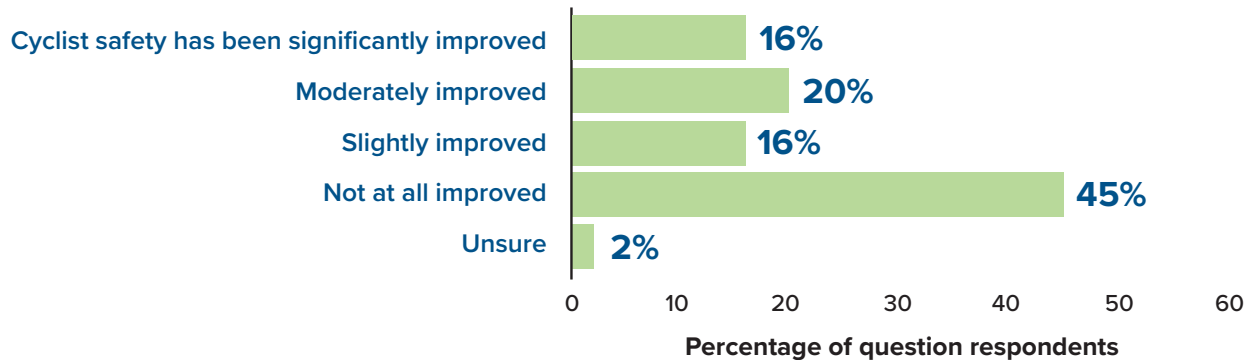
**Question: To what extent do you think these improvements enhance safety and comfort for cyclists? (n=5)**



## Community survey

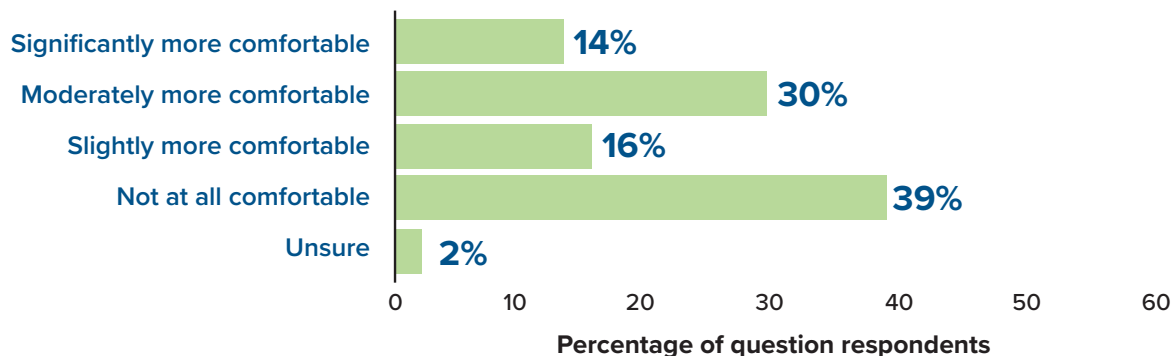
Thirty-six percent (36%) of respondents stated that cyclist safety along Stride Avenue had been significantly or moderately improved, while 16% stated it had been slightly improved. Almost half (45%) of respondents stated that cyclist safety had not improved at all.

**Question: To what extent do you think these improvements enhance safety for cyclists? (n=44)**



Forty-four percent (44%) of respondents stated that cycling was now significantly or moderately more comfortable along Stride Avenue. Over half (55%) of respondents stated that cycling was uncomfortable along the corridor.

**Question: To what extent do you think these improvements make cycling more comfortable for people of all ages and abilities? (n=44)**



**Question: Do you have any suggestions or additional comments for future improvements to the Edmonds Town Centre Cycling Network?**

Survey respondents were invited to leave a written comment at the end of the survey. Those who opted to provide feedback on Stride Avenue provided the following:

### Support

- » General support for bike lanes (3 comments)



## Concerns

- » The road surface is uneven and needs paving (10 comments)
- » The bike lanes are not well connected (9 comments)
- » Perceived lack of cyclists using the route (3 comments)
- » Garbage bins are left in the bike lanes (2 comments)
- » Speed humps can cause challenges for cyclists (2 comments)

## Online map

In total, there were 20 comments regarding the Stride Avenue corridor on the interactive map. The top themes included:

## Support

- » Support for protected bike lanes (3 comments)

## Concerns

- » General opposition for protected bike lanes (3 comments)
- » Lack of parking (3 comments)
- » Lack of visibility (due to parking) (2 comments)
- » Concerns with narrow lanes (2 comments)
- » Road repairs needed (2 comments)

## Additional suggestions

- » Install 4-way stops (4 comments)
- » Install more traffic calming (3 comments)
- » Install more signage or pavement markings (2 comments)
- » Remove access to 14th Avenue (the cut through street) and use 15th Avenue as the only cut through (1 comment)

## Written responses

In total, there were four written responses regarding Stride Avenue. Comments included:

- » Desire for additional pedestrian infrastructure (1 comment)
- » Concerns due to a lack of streetlighting (1 comment)
- » Desire for road maintenance and repairs (1 comment)
- » Opposition to the bike lane (1 comment)



## 16th Avenue

The improvements for this corridor included:

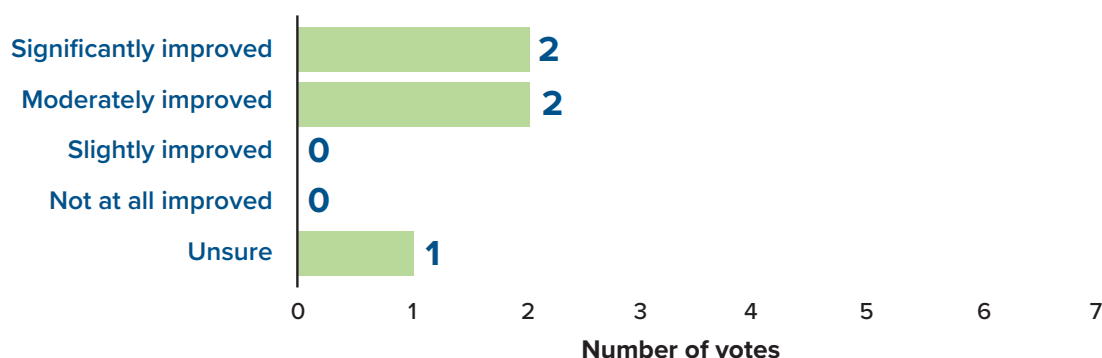
- » speed humps
- » signage and pavement marking improvements

### Pop-ups

Two pop-up attendees stated that the improvements significantly enhanced safety and comfort for cyclists, while two stated that safety and comfort were moderately improved. One attendee was unsure.

\*Note: at the pop-up events, Burgess Street, 16th Avenue, and Stride Avenue were presented together. The graph summary below all three corridors.

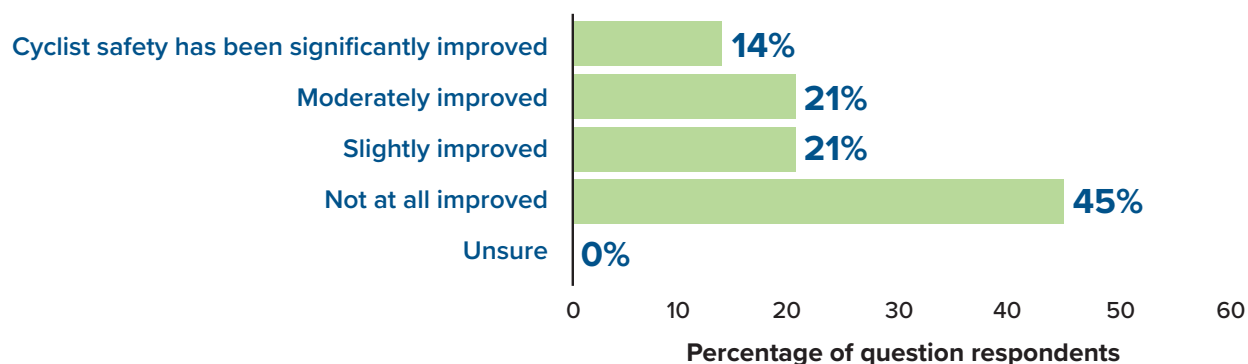
**Question: To what extent do you think these improvements enhance safety and comfort for cyclists?**



### Community survey

Thirty-five percent (35%) stated that cyclist safety along 16th Avenue had been significantly or moderately improved. Twenty-one percent (21%) of respondents stated that cyclist safety had slightly improved, while 45% stated that it had not improved at all.

**To what extent do you think these improvements enhance safety for cyclists? (n=29)**

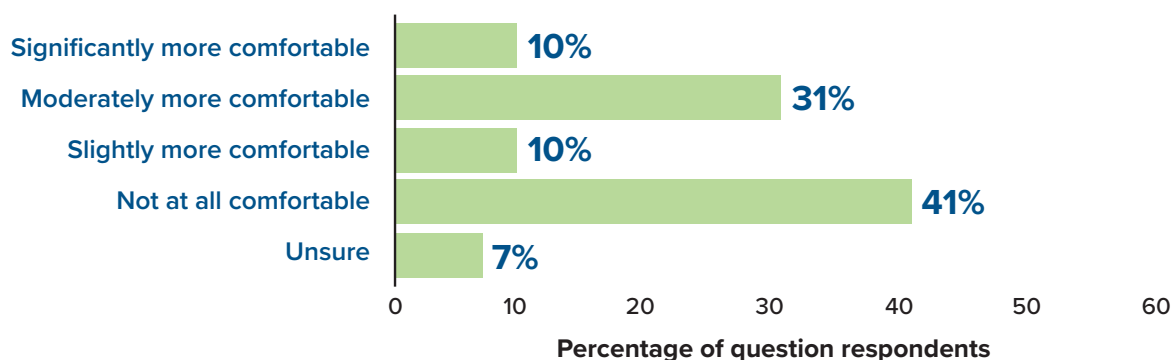






Forty-one percent (41%) of respondents stated that cycling along 16th Avenue was now significantly or moderately more comfortable. Over half (51%) stated that cycling was not more comfortable along the corridor.

**Question: To what extent do you think these improvements make cycling more comfortable for people of all ages and abilities? (n=29)**



**Question: Do you have any suggestions or additional comments for future improvements to the Edmonds Town Centre Cycling Network?**

Survey respondents were invited to leave a written comment at the end of the survey. Those who opted to provide feedback on 16th Avenue provided the following:

### Concerns

- » Waste of money (4 comments)
- » Bike lanes have increased traffic congestion (4 comments)
- » General opposition to bike lanes (4 comments)
- » Perceived lack of cyclists using the route (3 comments)

### Additional suggestions

- » More sidewalks are needed (2 comments)

### Online map

In total, there were six comments regarding the 16th Avenue corridor on the interactive map. The top comments included:

### Additional suggestions

- » Desire for a bicycle button to change the traffic light (4 comments)
- » Intersection improvements needed (2 comments)



## Written responses

There were three written responses regarding 16th Avenue. Comments included:

- » opposition to separated cycling lanes (1 comment)
- » request for bikeway to be installed on the north side of Stride Avenue (1 comment)
- » desire to maintain perpendicular parking (1 comment)
- » desire for new sidewalks and streetlights (local residents have petitioned and prepaid for this in the past) (1 comment)

## Southpoint Drive

The improvements for this corridor included:

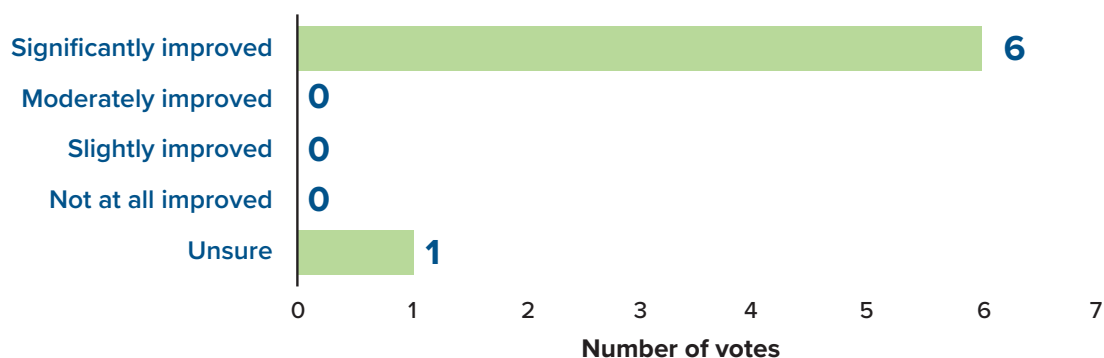
- » enhanced cycling connection to the BC Parkway
- » protected uni-directional bike lanes on both sides of the roadway
- » signage and pavement marking improvements
- » intersection improvements including the addition of designated left-turn lanes

*Traffic volumes and operations along Southpoint Drive during the Phase 2 engagement period were impacted by nearby construction activities and did not represent typical traffic conditions.*

## Pop-ups

Six pop-up attendees stated that the improvements significantly enhanced safety and comfort for cyclists, while one attendee was unsure.

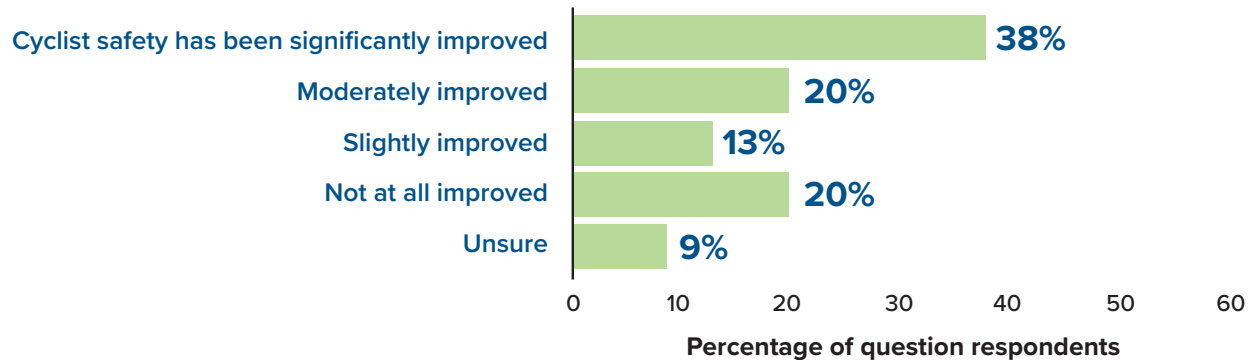
**Question: To what extent do you think these improvements enhance safety and comfort for cyclists?**



## Community survey

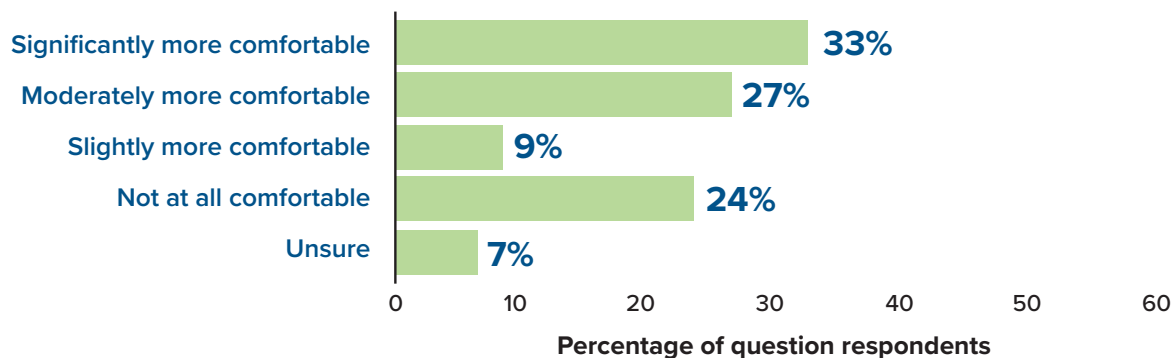
Over half (66%) of respondents stated that cyclist safety had been significantly or moderately improved along Southpoint Drive. Thirteen percent (13%) stated that cyclist safety had been slightly improved, while 20% stated it had not improved at all.

**Question: To what extent do you think these improvements enhance safety for cyclists? (n=45)**



Over half (60%) of respondents stated that cycling along Southpoint Drive was now more comfortable for all ages and abilities, while 33% stated that cycling was still uncomfortable.

**Question: To what extent do you think these improvements make cycling more comfortable for people of all ages and abilities? (n=45)**



**Question: Do you have any suggestions or additional comments for future improvements to the Edmonds Town Centre Cycling Network?**

Survey respondents were invited to leave a written comment at the end of the survey. Those who opted to provide feedback on 18th Avenue provided the following:

### Support

- » General support for bike lanes (12 comments)
- » Bike infrastructure should be incorporated into all urban roadway upgrades and design (3 comments)



## Concerns

- » Bike lanes have increased traffic congestion (20 comments) /increased traffic congestion during school run (5 comments)
- » General opposition to bike lanes (16 comments)
- » Concerns with the narrow traffic lanes (14 comments)
- » Perceived lack of cyclists using the route (14 comments)
- » Concerns with reduced parking for local residents (12 comments)
- » Road repairs are needed (especially on the 7200 Block of Stride Avenue) (10 comments)
- » Waste of money (9 comments)
- » Garbage bins are left in bike lanes (6 comments)
- » Bike lanes are not well connected (6 comments)
- » Concerns with the loss of loading zones (4 comments)
- » Concerns with the parkade turning into a bike lane (3 comments)
- » Add an opening in barricade on Southpoint at BC Hydro parkade (1 comment)
- » Bike lanes have potholes (2 comments)
- » Barricades are not visible in the rain/dark (2 comments)

## Additional suggestions

- » Desire to remove the concrete barrier (10 comments)
- » Regulation and enforcement of electric mobility vehicles in bike lanes needed (9 comments)
- » Unprotected flexible car/bike lanes are more useful (5 comments)
- » Improve pedestrian experience/add more sidewalks (7 comments)
- » Better maintenance needed (3 comments)
- » Add a left turn signal at Griffiths and Southpoint intersection (4 comments)
- » Traffic law enforcement needed for cyclists (3 comments)

## Online map

In total, there were 25 comments regarding the Southpoint Drive corridor on the interactive map. The top comments included:

## Support

- » Support for the project overall (5 comments)
- » Feeling of increased comfort/safety (2 comments)



## Concerns

- » Concerns with increased traffic congestion (and negative impacts to school pick-up/drop-off times and turning left on Griffiths) (8 comments)
- » Concerns about narrow road due to physical barriers (4 comments)
- » Perceived lack of cyclists using bike lanes (3 comments)
- » Desire for designated left turn lane/advanced green arrow (3 comments)
- » Lack of physical barriers on bike lane (2 comments)

## Additional suggestions

- » Additional concrete blocks/barriers needed (3 comments)
- » Desire to extend improvements down to South Marine Drive (1 comment)

## Written responses

In total, there were 14 written responses about Southpoint Drive. The most prominent themes included:

- » an increase in traffic congestion at the Griffiths Drive signal (especially for those turning left) (10 comments)
- » request for opening in the protected bike lane to allow for cyclists exiting BC Hydro (2 comments)
- » bike lanes not needed (redundant, poor connection) (2 comments)



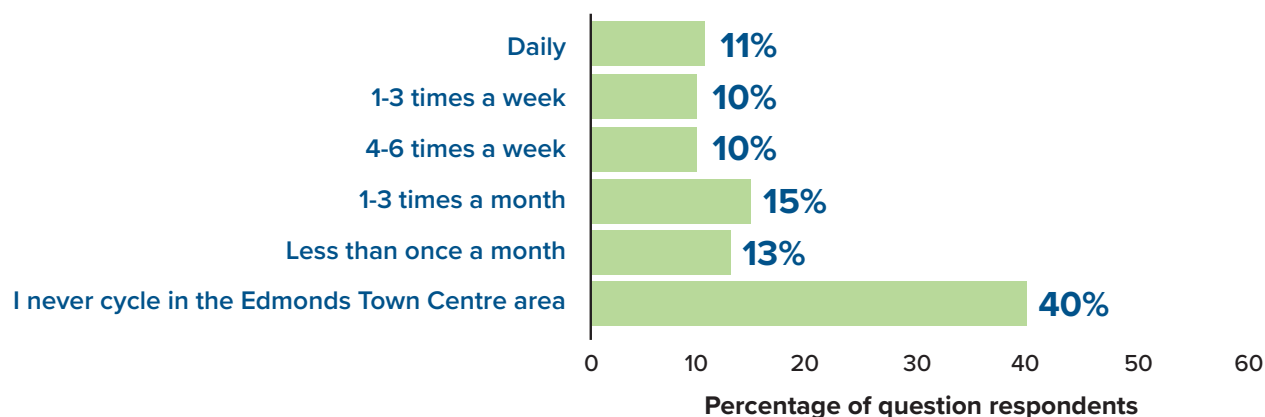


## What We Heard: Additional Survey Questions

### Cycling frequency in the Edmonds Town Centre area

Almost half of respondents (40%) never cycle in the Edmonds Town Centre area. Eleven percent (11%) cycle daily, while 20% cycle several times per week. Fifteen percent (15%) cycle a few times per month, while 13% cycle less than once per month.

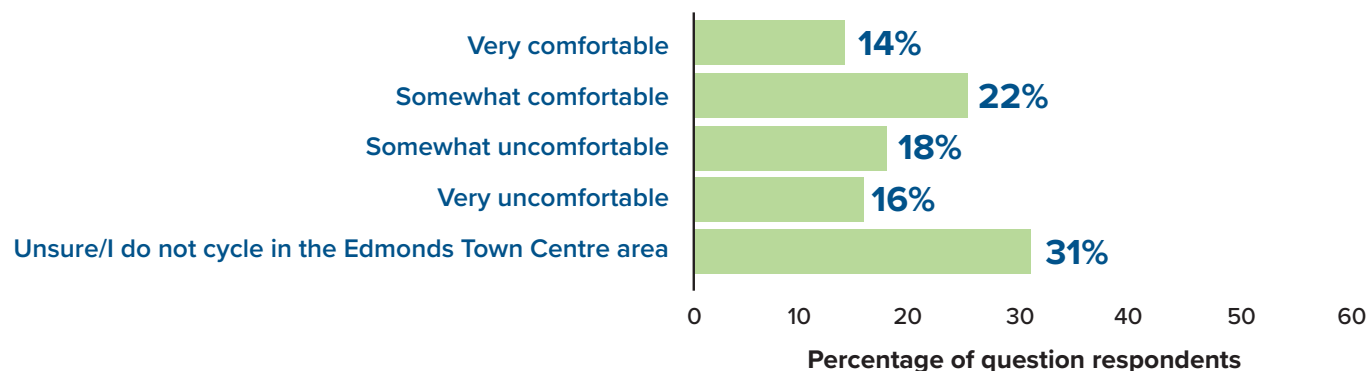
*Question: How often do you cycle in the Edmonds Town Centre area? (n=117)*



### Cycling comfort in the Edmonds Town Centre area

Thirty-six percent (36%) of respondents feel either very comfortable or somewhat comfortable cycling in the Edmonds Town Centre area. Thirty-four percent (34%) feel either somewhat uncomfortable or very uncomfortable. Over 31% were either unsure or do not cycle in the area.

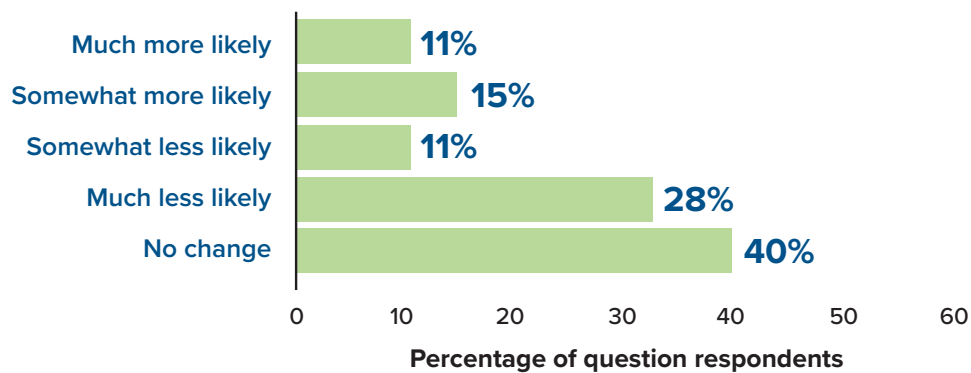
*Question: How comfortable do you feel cycling in the Edmonds Town Centre area? (n=118)*



## Likelihood of cycling in the Edmonds Town Centre area

The highest number of respondents for this question noted that there would be no change in their cycling habits. Twenty-six percent (26%) would be more likely to cycle once the network is completed, while 39% would be less likely.

*Question: Now that the network is largely completed, how much more likely are you to cycle in the Edmonds Town Center area? (n=118)*



**Engineering Department**

604-294-7460 | [Burnaby.ca/EdmondsCycling](https://burnaby.ca/EdmondsCycling)

**THIS IS**   
**CLIMATE**  
**ACTION**

