

Edmonds Town Centre Cycling Network



What We Heard Report Phase 2: Preliminary Public Engagement May 2024



TERRITORIAL ACKNOWLEDGEMENT

We respectfully acknowledge that the City of Burnaby is located on the unceded territories of the xʷməθkʷə́y̓əm (Musqueam), Skwxwú7mesh (Squamish), səlilwətaɬ (Tsleil-Waututh), and kʷikʷə́λəm (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.



About This Report

As part of the City's Priority Cycling Network that is envisioned in Burnaby's Transportation Plan, *Connecting Burnaby*, the City is looking to improve the current cycling network in the Edmonds Town Centre area. The project is working towards a complete, safe and comfortable cycling network for people of all ages and abilities (AAA). The network is being completed in two phases. Phase 1 included construction of neighbourhood bikeways and other cycling improvements along five corridors. The remaining corridors identified for the Edmonds Town Centre Cycling Network will be constructed in Phase 2.

This report provides a summary of the community engagement conducted for the pre-implementation of Phase 2 improvements. This round of engagement focused on gathering community input on the proposed design options for select block segments with relatively high vehicle volumes and speeds, and where trade-offs in terms of street operations and on-street parking would need to be evaluated. Engagement activities occurred between February and March 2024.

The views represented in this report reflect the priorities and concerns of those community members who chose to participate in the engagement process only 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.

Background

Through the Edmonds Town Centre Cycling Network project, the City aims to expand local and regional cycling network connections. The primary goal is to provide protected, connected, and continuous cycling routes to key areas in the neighbourhood including schools, parks, commercial retail, and major transit hubs such as the Edmonds SkyTrain Station.

This project includes cycling routes that are designed to an all ages and abilities (AAA) standard and will allow cycling to grow as an equitable, safe, and comfortable mode of transportation for the community. A mix of different AAA cycling routes are envisioned for the Edmonds Town Centre, depending on the context of the street. To create safe and comfortable cycling routes across the Edmonds Town Centre area network, the City is using a rapid implementation, or "quick build" approach to installation.

Rapid implementation involves using low cost and adjustable materials to quickly construct cycling routes within the existing curb-to-curb space. Most quick build projects can be constructed in days or a few weeks and community members are able to try out the new routes and provide informed feedback about their experiences and how the routes can be improved for all road users. Being able to experience the quick build cycling routes could spark questions, concerns and ideas for the project team to consider. It also allows the project team to observe, collect data and adjust as needed.

Communication and engagement objectives

This round of engagement was focused on the following:

To inform community members of:

- » why the City is undertaking the Edmonds Town Centre Cycling Network project
- » what “rapid implementation” means and why the City is following this approach
- » the project background and context
- » how community input was used in Phase 1
- » why each corridor was selected
- » the concept designs for the Phase 2 corridors, including any proposed changes to parking and traffic operations, materials that will be used and the anticipated impacts for each corridor

To consult with community members on:

- » the general level of support for the Phase 2 corridor improvements
- » design options being considered for select Phase 2 block segments





Engagement Activities

Promotional efforts

The engagement period for Phase 2 pre-implementation was active between February and March 2024 and was promoted using the following methods:

Method	Description	Dates
Burnaby.ca website	Webpage with project information and link to online survey	Webpage updates published in February 2024 Survey was available from February 28 to March 17, 2024
Postcard mail out	Provided link to webpage and QR Code to online survey Mailed 15,643 pieces through Canada Post	Mailed on February 27, 2024
Letter mail out	Addressed letters sent to households along select project corridors Mailed 268 pieces through Canada Post	Mailed on April 15, 2024
Social media posts	Organic posts and paid ads on X (formerly Twitter), Facebook and Instagram	Promotion from February 28 to March 17, 2024
News media advertisements	Digital ads in the Burnaby Now eNews	Digital ads ran in March 14 and 17, 2024 issues
eNewsletter to subscribers	Email newsletters to subscribers	Sent out on February 29, 2024
Media release /latest news	Official statement from the City introducing project updates and inviting public feedback	Published on February 28, 2024

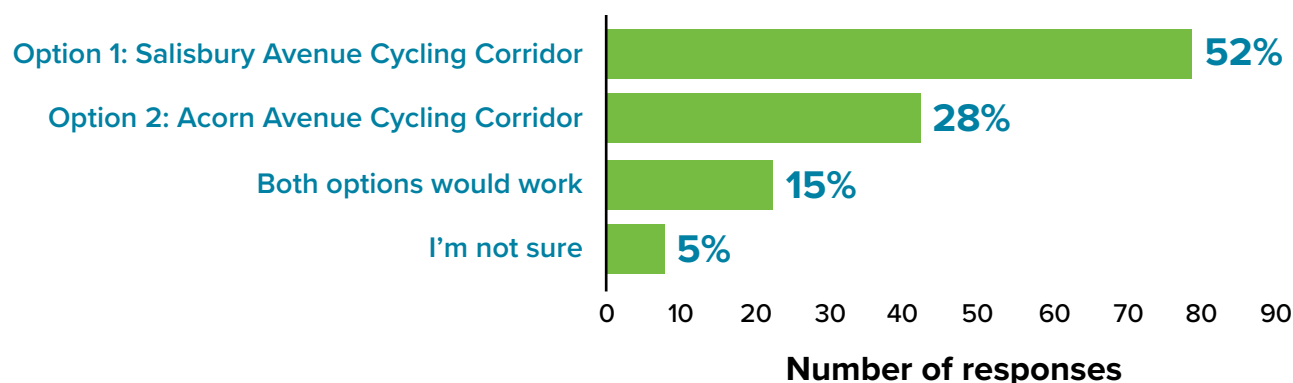


Online survey

An online survey was available on the project website between February and March 2024. The survey was designed to gather input on select Phase 2 corridors, focusing on the proposed design options for two corridors in particular – the Highgate Mall Cycling Connection and 18th Avenue Cycling Connection. In total, 284 community members participated in the survey. The survey included multiple-choice and open-ended questions. Open-ended responses were reviewed and grouped based on similar themes. Themes with more than two responses are summarized below:

Highgate Mall cycling connection

Slightly over half (52%) of survey respondents supported Option 1: Salisbury Avenue Cycling Corridor.

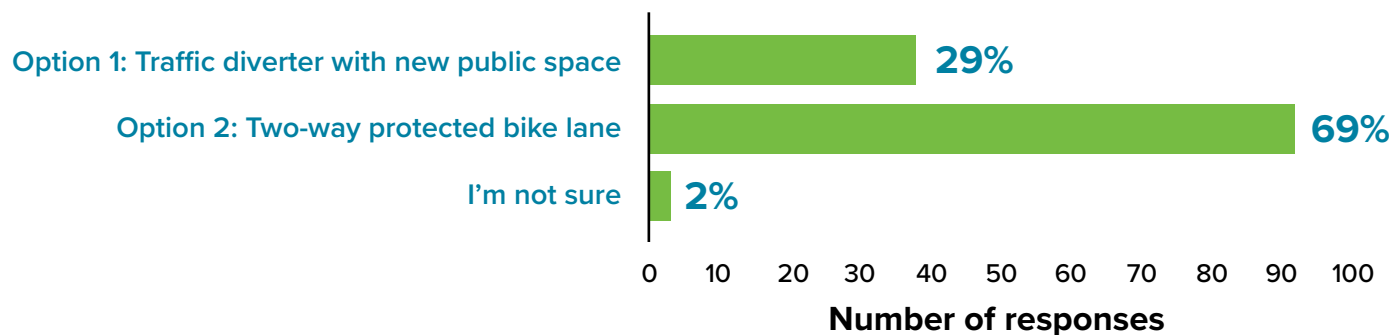


Additional comments

- » Reiterate support for Option 2. Some respondents specified that they do not support creating one-way motor vehicle lane on Salisbury Avenue. (10 comments)
- » Respondents shared a need for improved crossings along Kingsway at Salisbury Avenue and Hall Avenue. (5 comments)
- » Reiterate support for Option 1 (3 comments)
- » Respondents would like separated cycling routes for both options. (3 comments)
- » Salisbury Avenue is too steep for recreational cyclists. (2 comments)
- » Respondents would like to see cycling routes connecting Highgate Mall to the Edmonds Community Centre. (2 comments)

18th Avenue cycling connection

The majority of respondents (69%) preferred Option 2: Two-way protected bike lane.



Additional comments

- » Reiterate support for Option 1. Some respondents shared support for Option 1, but with either no diverter or the diverter relocated to 18th Avenue and 18th Street. (4 comments)
- » Reiterate support Option 2 (2 comments)
- » Respondents do not support cycling routes on 18th Avenue. (2 comments)

Improving regional connections

The City and TransLink are looking to improve cycling connections from Edmonds SkyTrain Station and the BC Parkway to the rest of the Edmonds community. As part of the online survey, respondents were asked to rank the cycling connections they think are most important.

Option	Average Ranking (1=most important)
Safe and comfortable cycling connections to the BC Parkway or Byrne Creek Urban Trail	1.87
Safe and comfortable cycling connections to the Edmonds SkyTrain Station	2.02
The ability to bring bikes onboard the SkyTrain	2.83
Secure bike parking at the Edmonds SkyTrain Station	3.14



Additional comments

- » Need secure bike parking at SkyTrain stations (3 comments)
- » Support allowing bicycles on SkyTrain during peak commute times (2 comments)

Comments applicable to all corridors

- » Respondents shared a preference for separated cycling routes throughout the network. Some noted that separated cycling routes are more comfortable to children, youth and recreational cyclists. (13 comments)
- » General support for the project and improving bicycle infrastructure (13 comments)
- » Two-way bike lanes on one side of the street are difficult to navigate when the cycling routes switch to uni-directional bike lanes on either side of the street. It can be confusing and frustrating when the two-way bike lanes are only one or two blocks long. (3 comments)
- » Do not support the project or constructing more bike lanes (5 comments)
- » Do not support cycling routes that will interrupt motor vehicle traffic flow (3 comments)
- » Would like street trees planted along cycling routes (2 comments)
- » Would like to see traffic calming implemented along on-street cycling routes (2 comments)



Community pop-ups

The City hosted two pop-up events on March 13 and March 16, 2024 outside the Edmonds Community Centre. In total, more than 120 participants attended and were able to connect with the project team to discuss the Edmonds Town Centre Cycling Network project.

The following is a summary of what we heard.

Highgate Mall cycling connection

Participants were nearly evenly split between preferring Option 1: Salisbury Avenue Cycling Connection (14 votes) and Option 2: Acorn Avenue Cycling Connection (16 votes).

18th Avenue cycling connection

Participants had a strong preference for Option 2: Two-way protected bike lane (22 votes), compared with Option 1: traffic diverter with new public space (3 votes).

Improving regional connections

Participants were asked which cycling connection for improving regional connections was most important to them. Responses were close, with *access to the SkyTrain station and being able to bring bikes onboard the SkyTrain* receiving the most support (18 votes). This was followed closely by *access to the SkyTrain station and having bike parking available at the station* (15 votes) and *regional connectivity via the BC Parkway or Byrne Creek Urban Trail* (14 votes).

Participants shared their desire for more and safer bike parking at the SkyTrain station and would like to have a bike parkade accessible via scan card.

Additional comments

Participants were able to share additional comments about the Edmonds Town Centre Cycling Network. Comments were reviewed and grouped based on similar themes. Themes with more than two responses are summarized below:

Participants shared recommendations for additional corridors to be included in the cycling network (6 comments), including:

- » a connection from Edmonds Community Centre to the Highland Park Line Trail
- » an east-west connection on Arcola
- » a connection to the BC Parkway from Kingsway and Gilley Avenue
- » a connection between Hall Avenue and 16th Street
- » connecting the network to New Westminster



Need more traffic calming in the Edmonds Area (8 comments), specifically mentioning:

- » curb bulges on Victory Street between Royal Oak Avenue and Nelson Avenue
- » speed bumps on Elwell Street
- » speed bumps in front of painted stop bars
- » need push buttons for cyclists

Concerned about bicycle parking and bicycle theft at SkyTrain stations and other community destinations (2 comments)

Public correspondence

The project team received feedback from community members through a variety of means, including email, phone calls and voicemail, and social media comments. The City received 24 feedback comments through these communication methods, with 17 comments pertaining to the 18th Avenue improvements. Based on the feedback received, six individuals shared support for 18th Avenue Option 1 and seven individuals said they preferred Option 2.

Comments from community members who prefer Option 1 specifically mentioned their lack of support for removing parking as proposed in Option 2.

Individuals who support Option 2 mentioned their support for separated cycling routes and lack of support for diverting traffic, as proposed in Option 1.

Next Steps

Thank you to all community members who participated in the engagement activities for Phase 2 pre-implementation. The feedback you provided will be used to make adjustments to the Phase 2 corridor improvements before they are constructed.

Please keep an eye out for upcoming engagement opportunities for Phase 2. Once the routes are constructed, we will be seeking community feedback on the new improvements.

Engineering Department

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

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ACTION

