

Welcome

Our goal is to provide a well-connected cycling network that is attractive, comfortable, and safe that is suitable for people of all ages and abilities.

Draft design concepts have been developed for the Southeast and Big Bend areas based on inputs received in Phase 1.

The Southeast Bikeway Upgrade project is part of the City's Priority Cycle Network and aligns with the Burnaby Transportation Plan. These corridors are important cycling routes providing connections to schools, parks, businesses and the broader Metro Vancouver area.

Take the survey



Scan the QR code or visit
Burnaby.ca/SoutheastBikeway

Deadline | October 5, 2025

If you have any questions, please email **cycling@burnaby.ca**





Project area and timeline

Southeast area consists of an existing bikeway that connects the Cariboo Heights neighbourhood with Edmonds Town Centre.

Big Bend area follows North Fraser Way through the Big Bend area and connects Edmonds Town Centre with south Vancouver.

Your feedback in Phase 2

Let us know what you think about the options presented. Do you have a preference? Any concerns? Community feedback is important to us and will help shape our final recommendations.

Spring 2025

Existing condition data collection and Phase 1 public engagement

Summer 2025

Preliminary concept design development

In progress Fall 2025

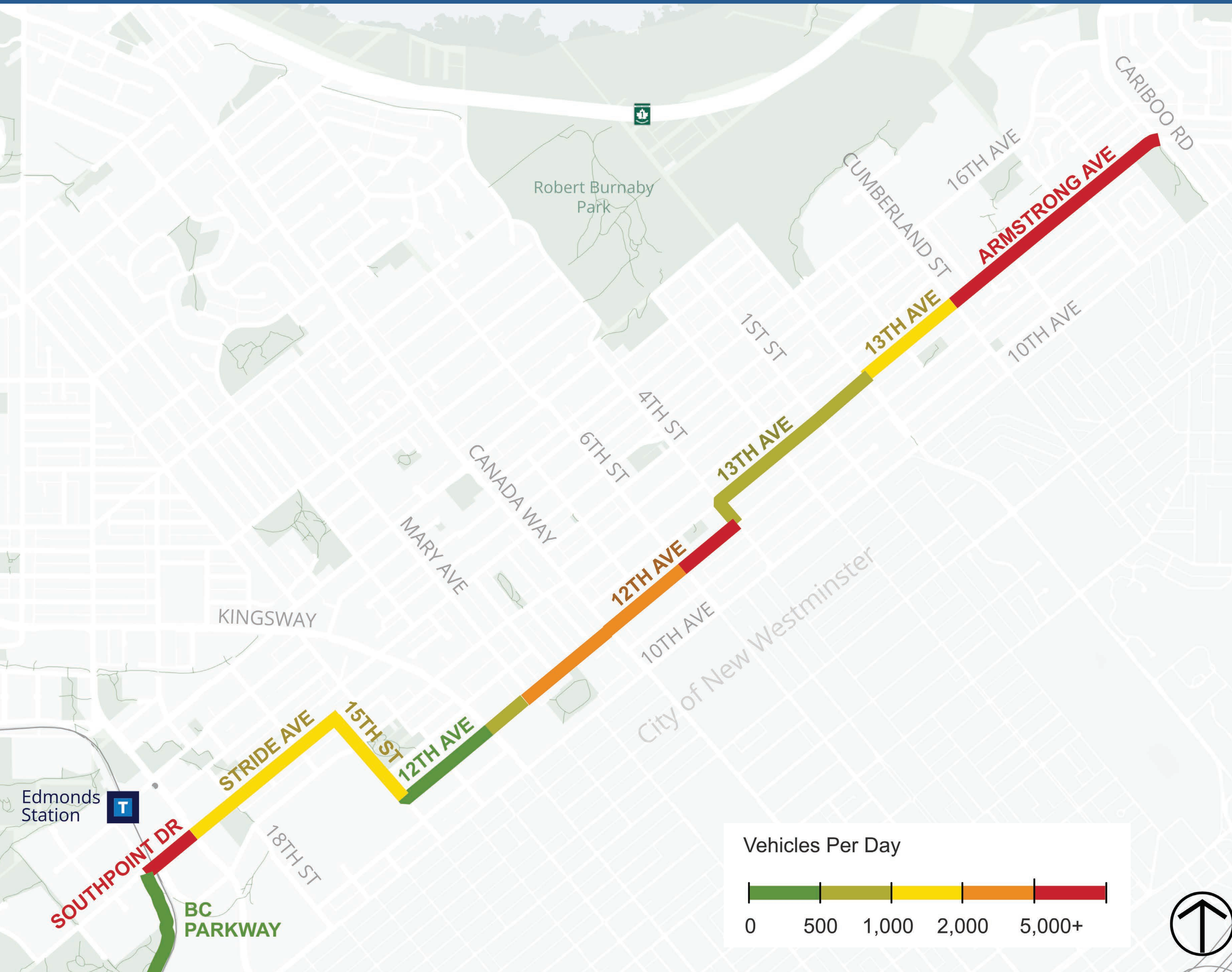
Phase 2 public engagement on cycling improvement measures

Fall/Winter 2025

Concept design finalization

Stay Tuned

Detailed design and construction.



Phase 1 findings: Southeast Area

- » Some streets experience **high vehicle speeds** and **volumes**.
- » Cyclists are concerned about **cars passing too close** to them.
- » Sharing the road can be difficult for cyclists and drivers during **busy school drop off/pick up** times.
- » **Trees, utilities** and **on-street parking** make it challenging to provide continuous separated bike facilities.
- » Dedicated **crossing facilities** for people walking and cycling are **missing** in some locations.
- » Better connections to the **existing cycling network** are needed.

Southeast Area: Typical Daily Traffic Volumes



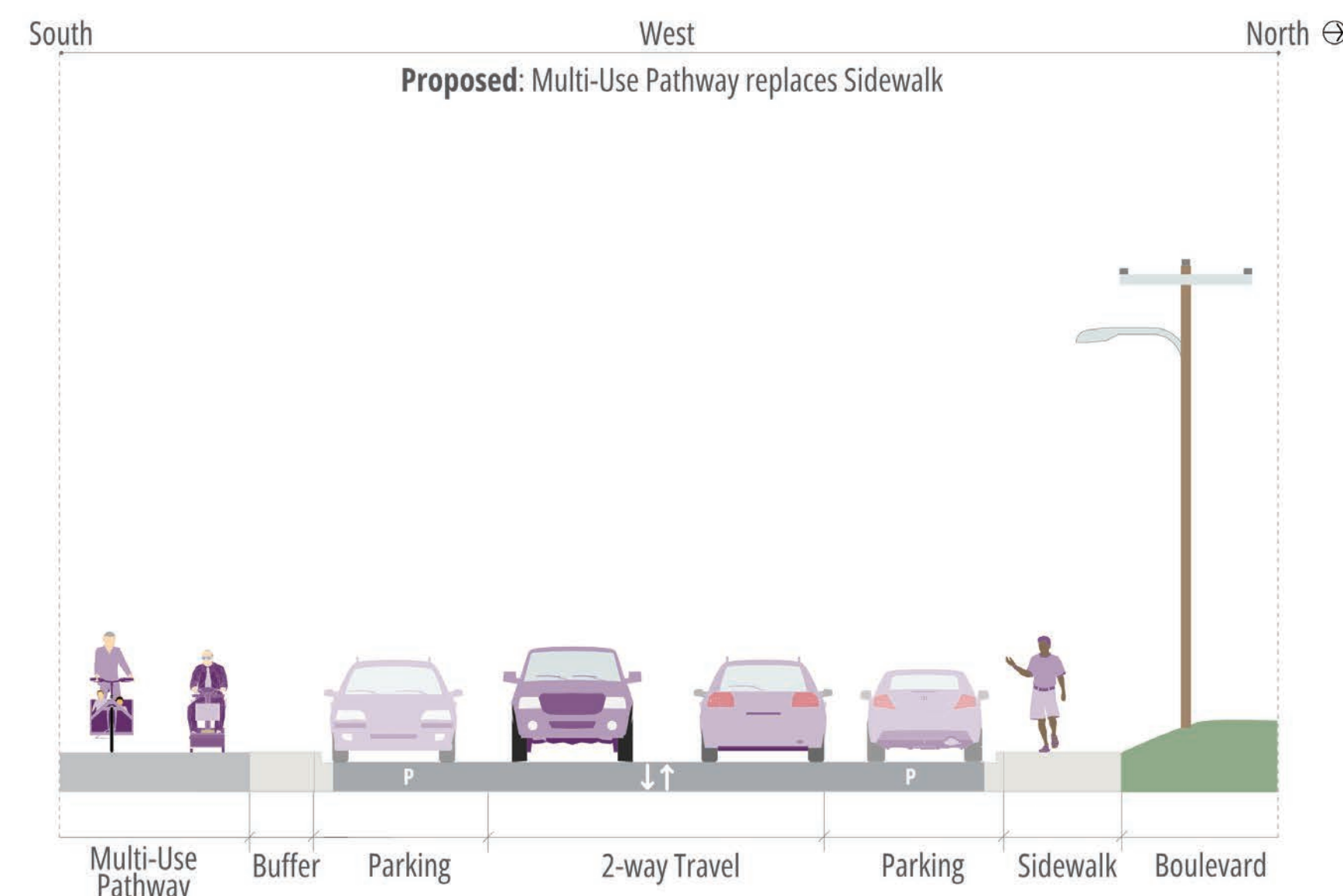
Southeast Area - proposed improvements at a glance

- » New multi-use pathways near schools and in busy traffic areas.
- » Spot treatments on neighbourhood bikeways (e.g. speed humps, markings, crossings).
- » Two options are being considered on 12th Avenue (Canada Way to 4th Street) to calm traffic and reduce short-cutting.

Multi-use pathways

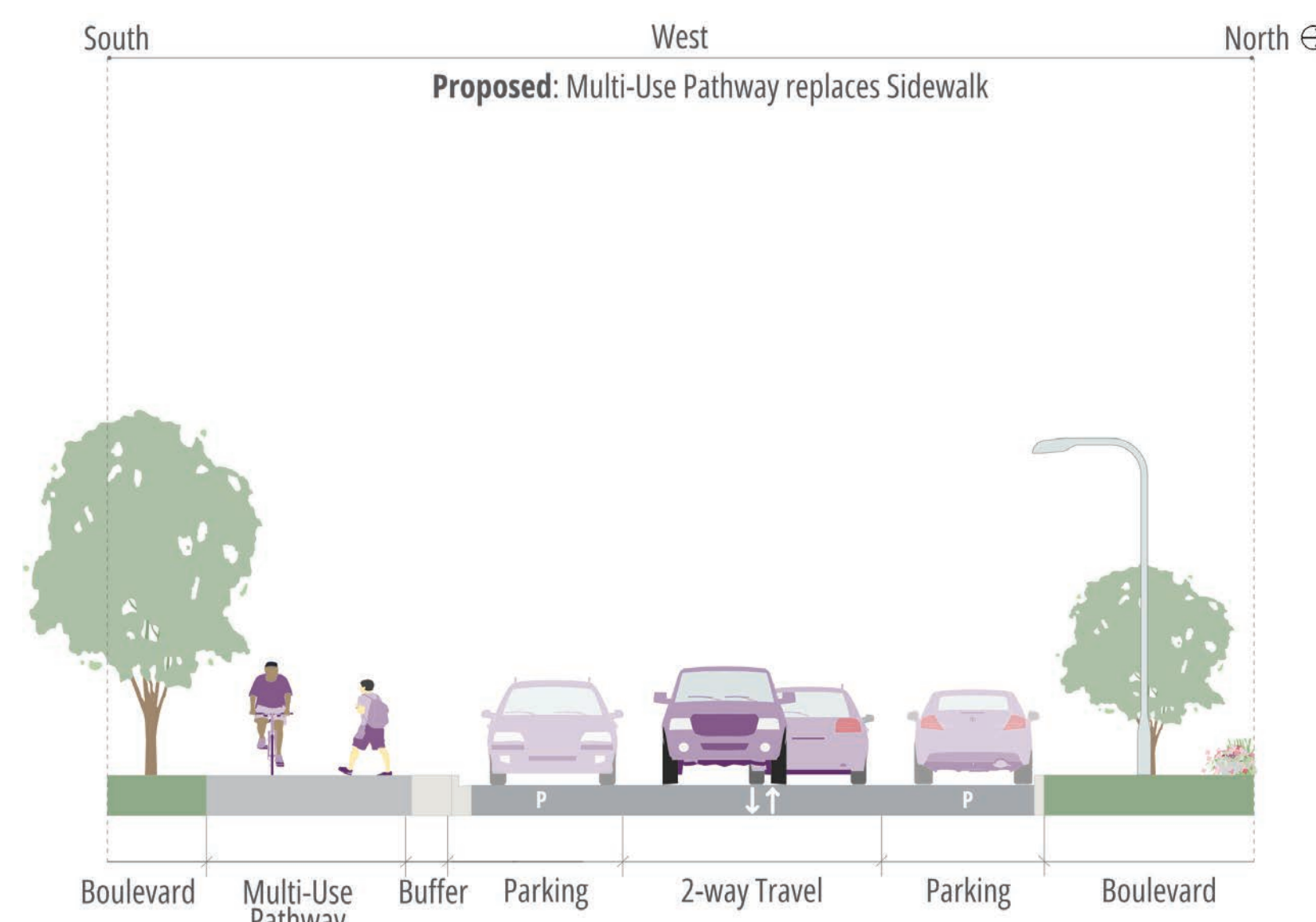
12th Avenue

Cul-de-sac west of Mary Avenue to Canada Way



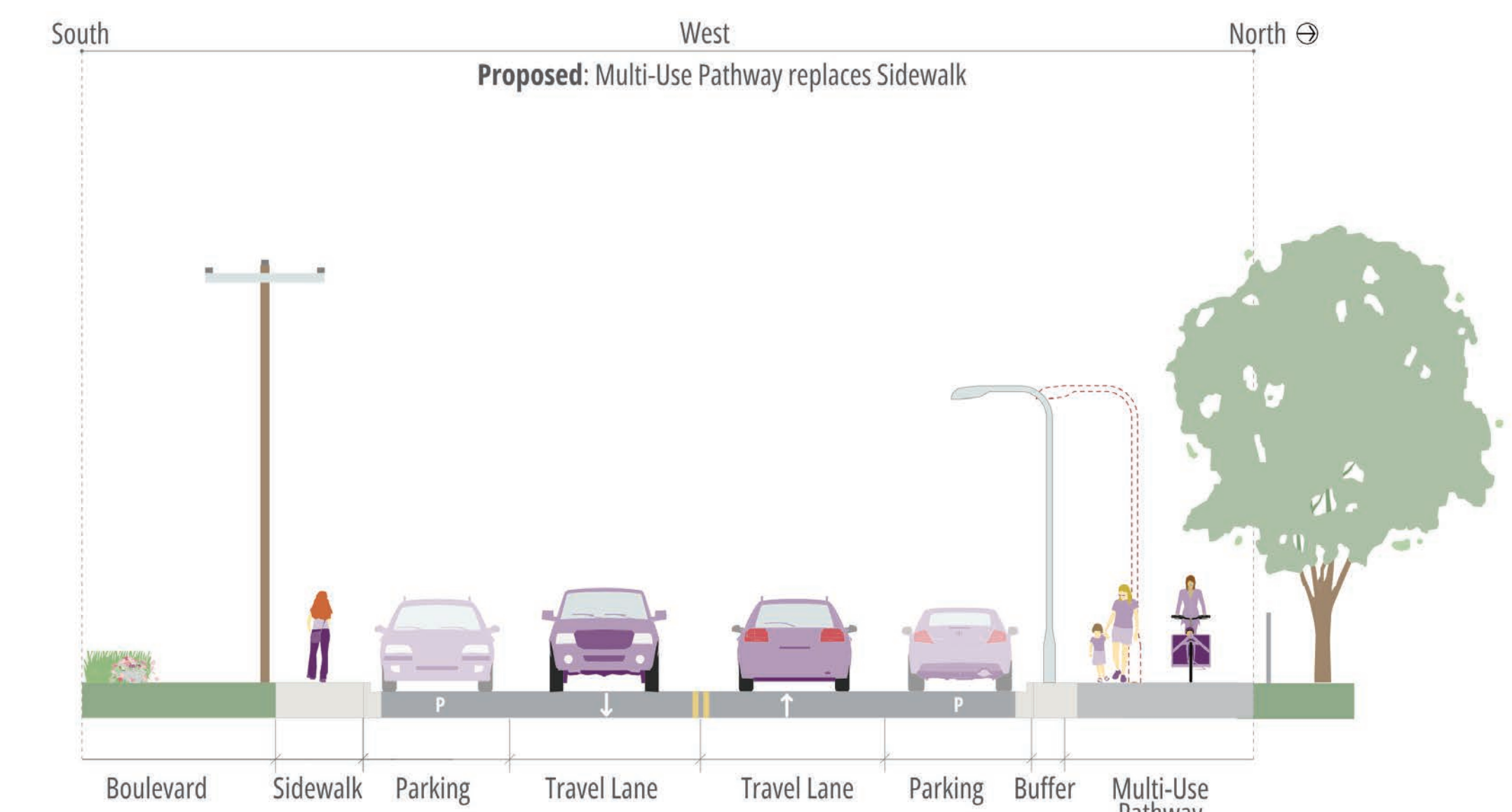
13th Avenue

1st Street to Newcombe Street



Armstrong Avenue

Cumberland Street to Cariboo Road

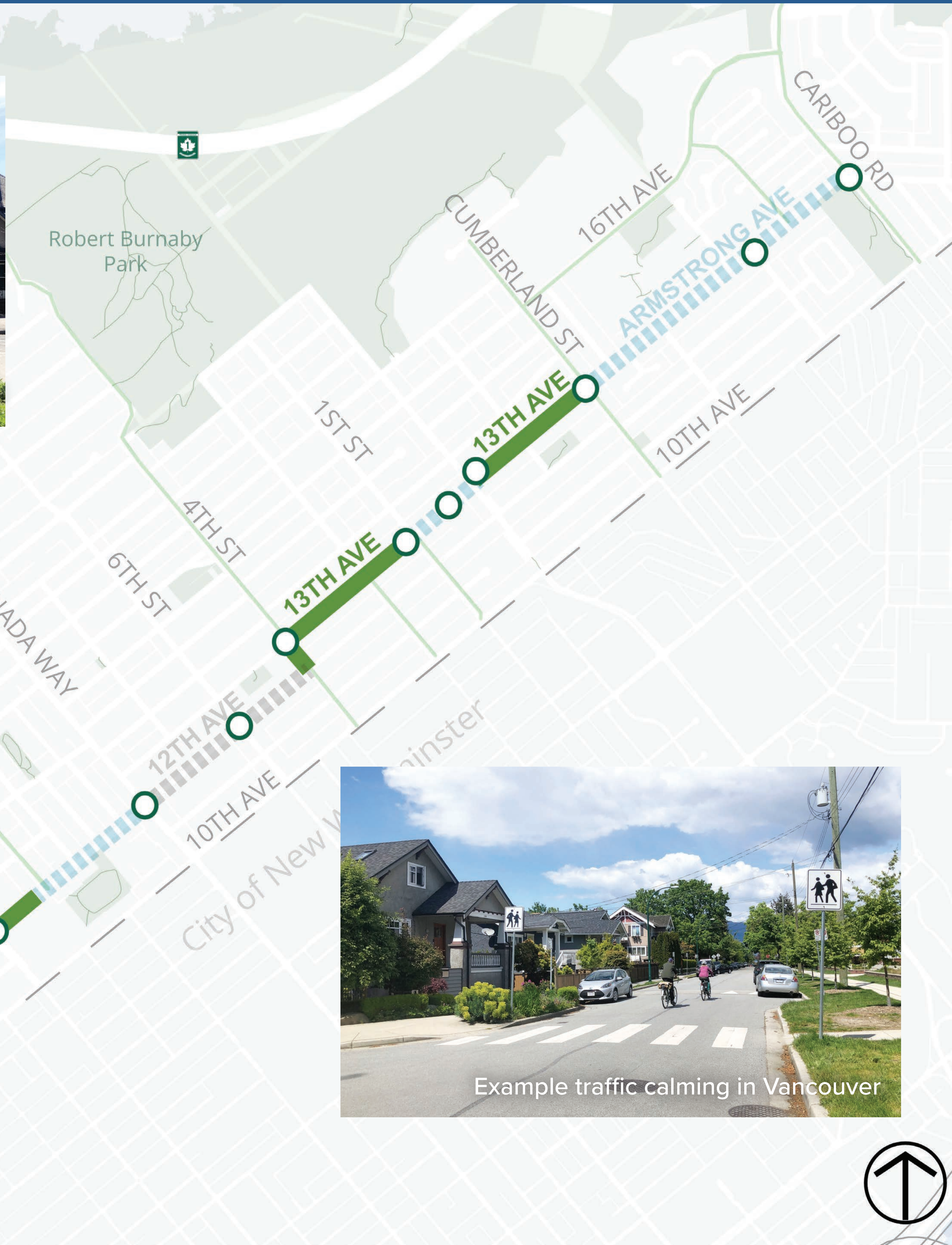


What is proposed?

Existing sidewalks would be replaced with multi-use pathways on the south side of 12th and 13th Avenues, and the north side of Armstrong Avenue. On Armstrong Avenue, this would require the relocation of existing streetlights, utilities and may impact private landscaping in the public right of way.

Benefits

- » Improves safety and comfort for those walking and cycling in busy traffic areas.
- » Improves access near schools and during busy drop-off/pick-up periods.
- » Improves access to two way traffic and parking for residents and businesses.



Neighbourhood bikeway spot treatments

What is proposed?

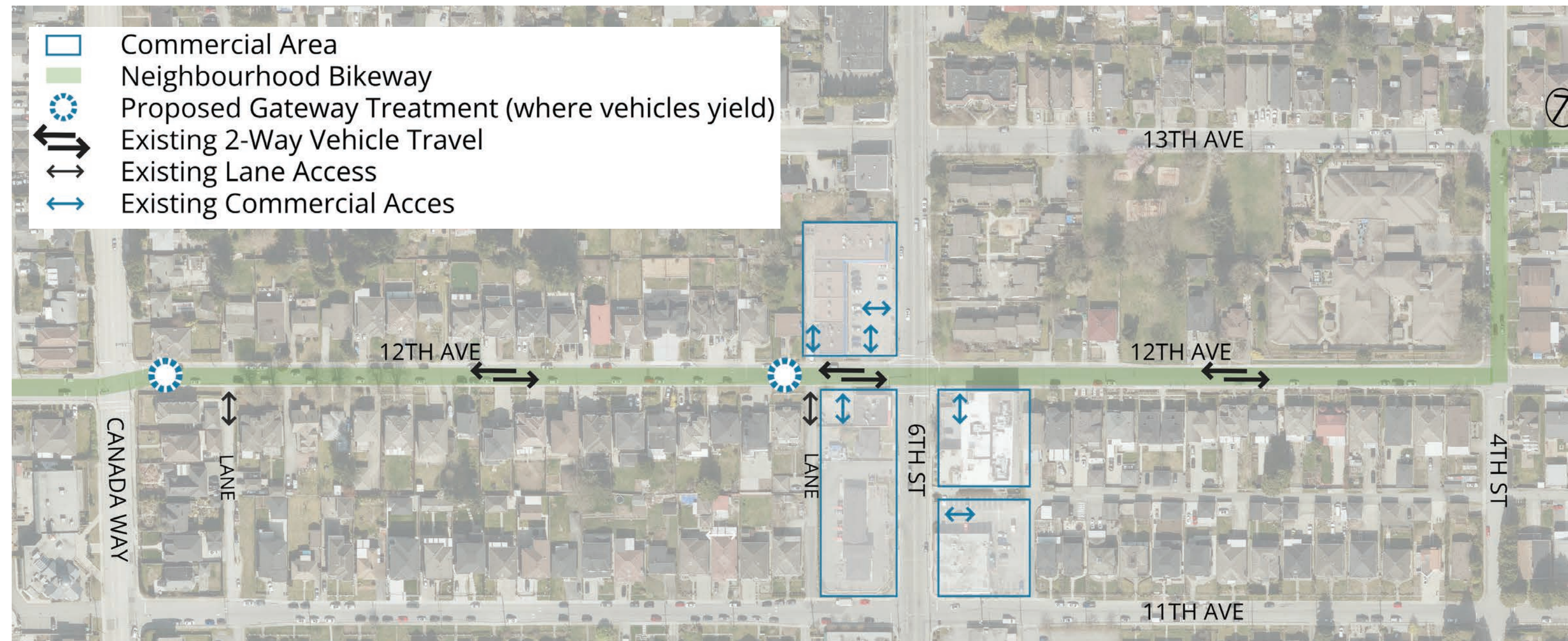
Existing neighbourhood bikeways would continue as shared streets for cyclists and drivers. Spot treatments such as speed humps, pavement markings, signage and safer crossings may be added where needed.

Benefits

- » Slows vehicle speeds to improve safety for everyone.
- » Improves comfort and safety at street crossings.
- » Reduces speed differences between cyclists and drivers.
- » Emphasizes that the road is shared.
- » Maintains two-way local access.

12th Avenue traffic calming

Option A | Gateway treatments



Example Gateway Treatments

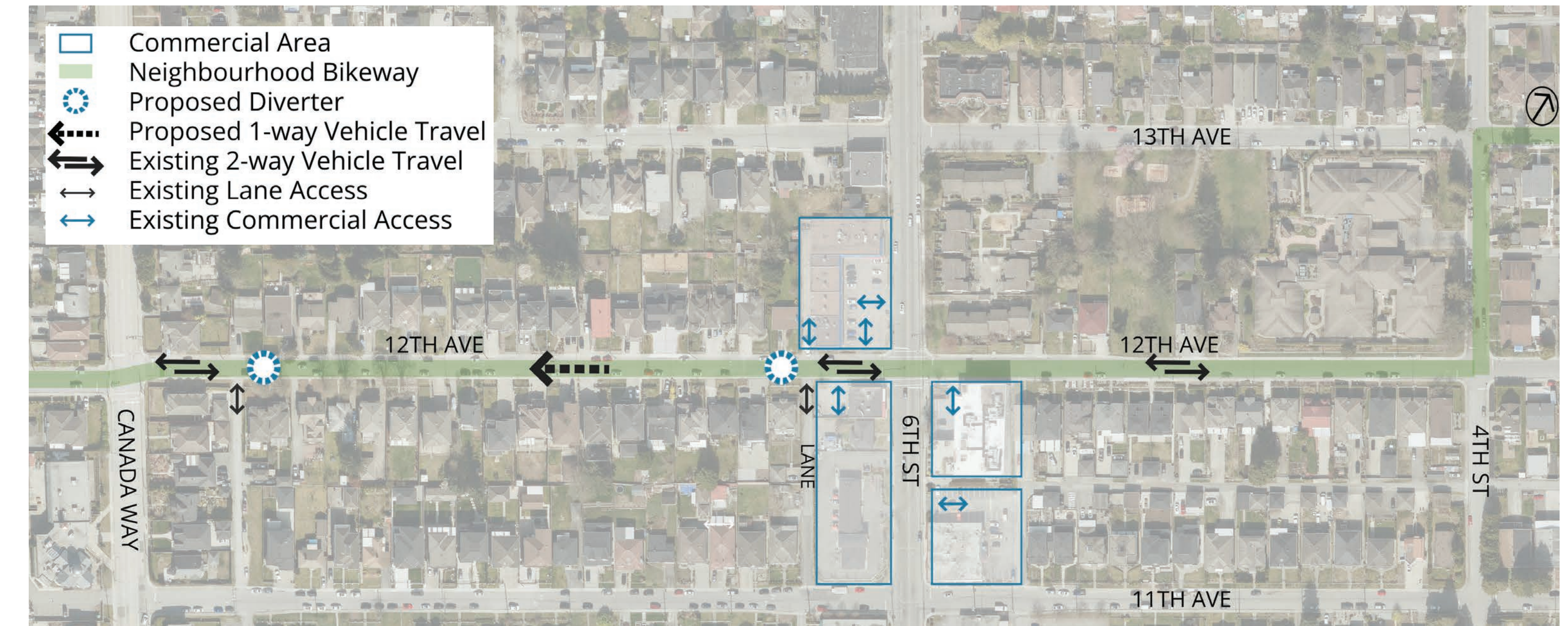
What is proposed?

Gateway treatments (where vehicles must yield) at 12th Avenue and Canada Way and at the laneway west of 6th Street to slow traffic and reduce vehicle volumes. Cyclists continue to share the road with vehicles. Two-way transit operations maintained.

Benefits

- » Discourages short-cutting and reduces vehicle speeds, making the street more comfortable for walking, rolling and cycling.
- » Maintains parking and two-way access.

Option B | One-way westbound travel



Example one-way street

What is proposed?

12th Avenue between the laneways east of Canada Way and west of 6th Street would operate as one-way westbound to reduce short-cutting especially during the afternoon peak period. Cyclists continue to share the road with vehicles. Two-way transit operations maintained.

Benefits

- » Prevents short-cutting and reduces vehicle speeds, making the street calmer and more comfortable for walking, rolling and cycling.
- » Maintains parking (aligned in a westbound direction) and two-way local access between the laneways and Canada Way/6th Street.



Phase 1 findings: Big Bend Area

- » **Steep streets** between the BC Parkway, Agricultural Area and North Fraser Way create challenges for cycling.
- » **High traffic volumes, speeds and truck activity** make cycling along North Fraser Way less comfortable.
- » **Crossings lack separation** between cyclists and vehicles, creating potential conflict points.
- » **Bus stops** and **commercial access** points need to be considered in the corridor design.
- » **Trees** and **utilities** make it challenging to upgrade sidewalks to multi-use pathways.
- » Better connections to the **existing cycling network** are needed.

Big Bend Area: Typical Daily Traffic Volumes



Big Bend Area - proposed improvements at a glance

- » Realigns the cycling route through the Agricultural Area to avoid steep streets.
- » Supports safer walking, rolling and cycling connections with potential crossing upgrades.
- » Separates cyclists from vehicle traffic with two protected bike lane options being considered along North Fraser Way.



Agricultural area route realignment

What is proposed?

The proposed cycling route realignment would follow the existing multi-use pathway along the north side of Southridge Drive and Byrne Road. It would then connect with Meadow Avenue, which will be improved with spot treatments to create a neighbourhood bikeway. Crossing upgrades are being considered to improve safety and comfort at key locations.

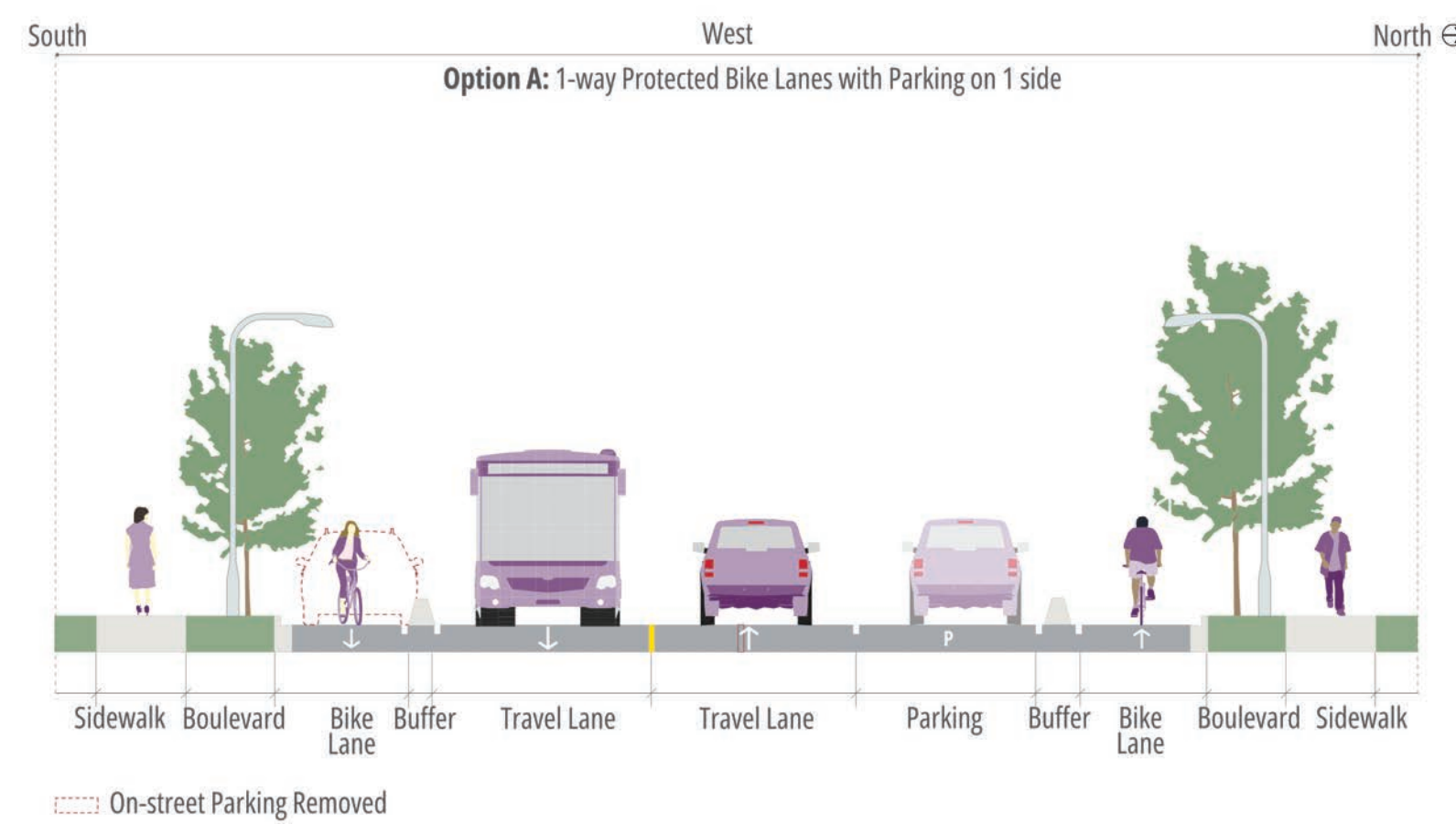
Benefits

- » Follows more comfortable gradients, avoiding steep streets.
- » Makes use of existing multi-use pathways.
- » Reduces traffic volumes and speeds on Meadow Avenue, creating a more comfortable environment for walking, rolling and cycling.
- » Enhances comfort and safety at street crossings.

North Fraser Way protected bike lanes

Option A

One-way protected bike lanes on both sides of the road



What is proposed?

- » One-way protected bike lanes would be added on both sides of the road.
- » Two-way traffic, business access, and transit services maintained.
- » Curbside parking maintained on the north side of North Fraser Way between Glenlyon Parkway and Glenwood Drive.

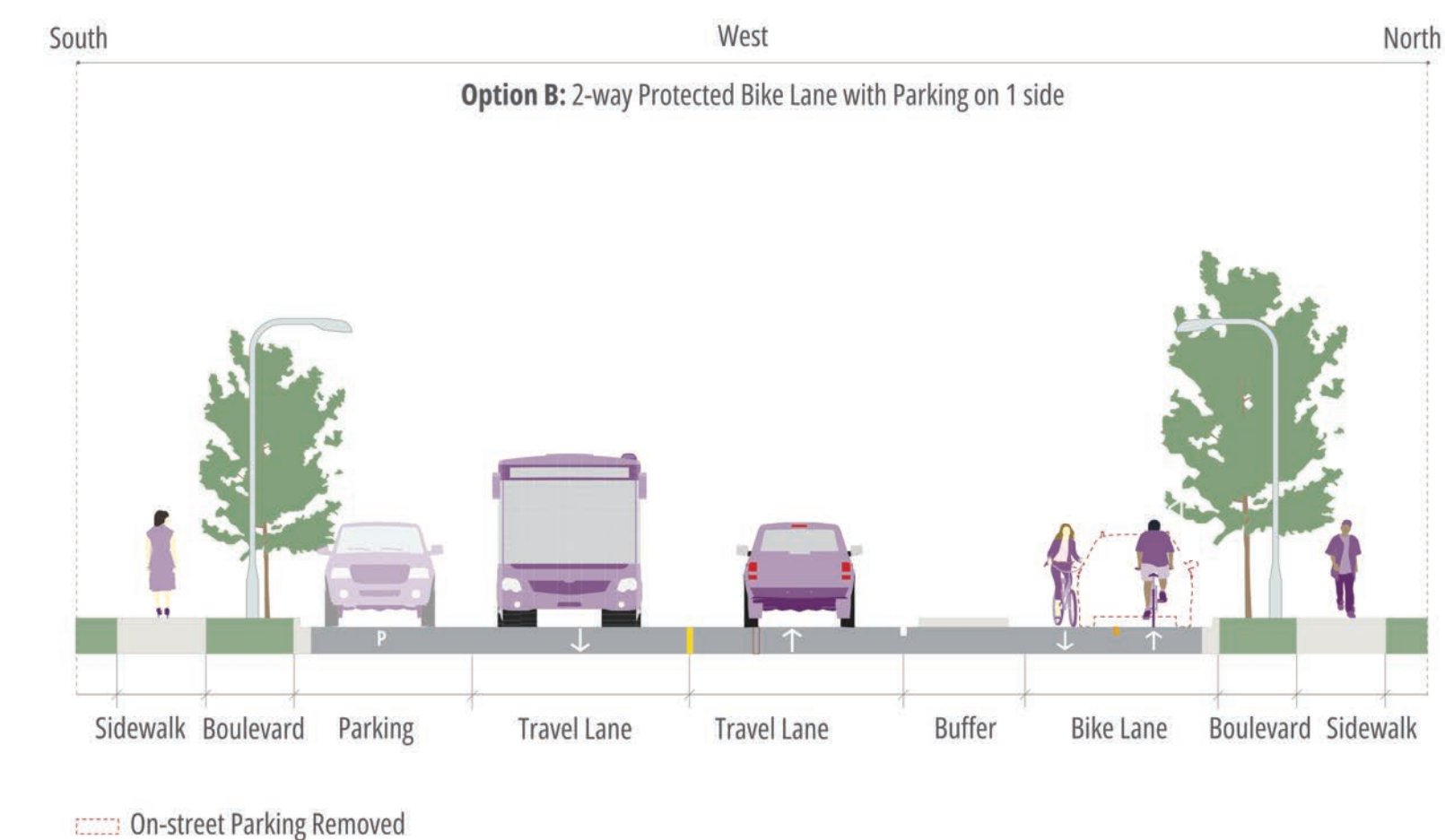
Benefits

- » Allows cyclists to travel with vehicle flow with dedicated protected bike lanes in both directions.
- » Improves bus performance with in-lane stops.



Option B

Two-way protected bike lanes on north side of the road

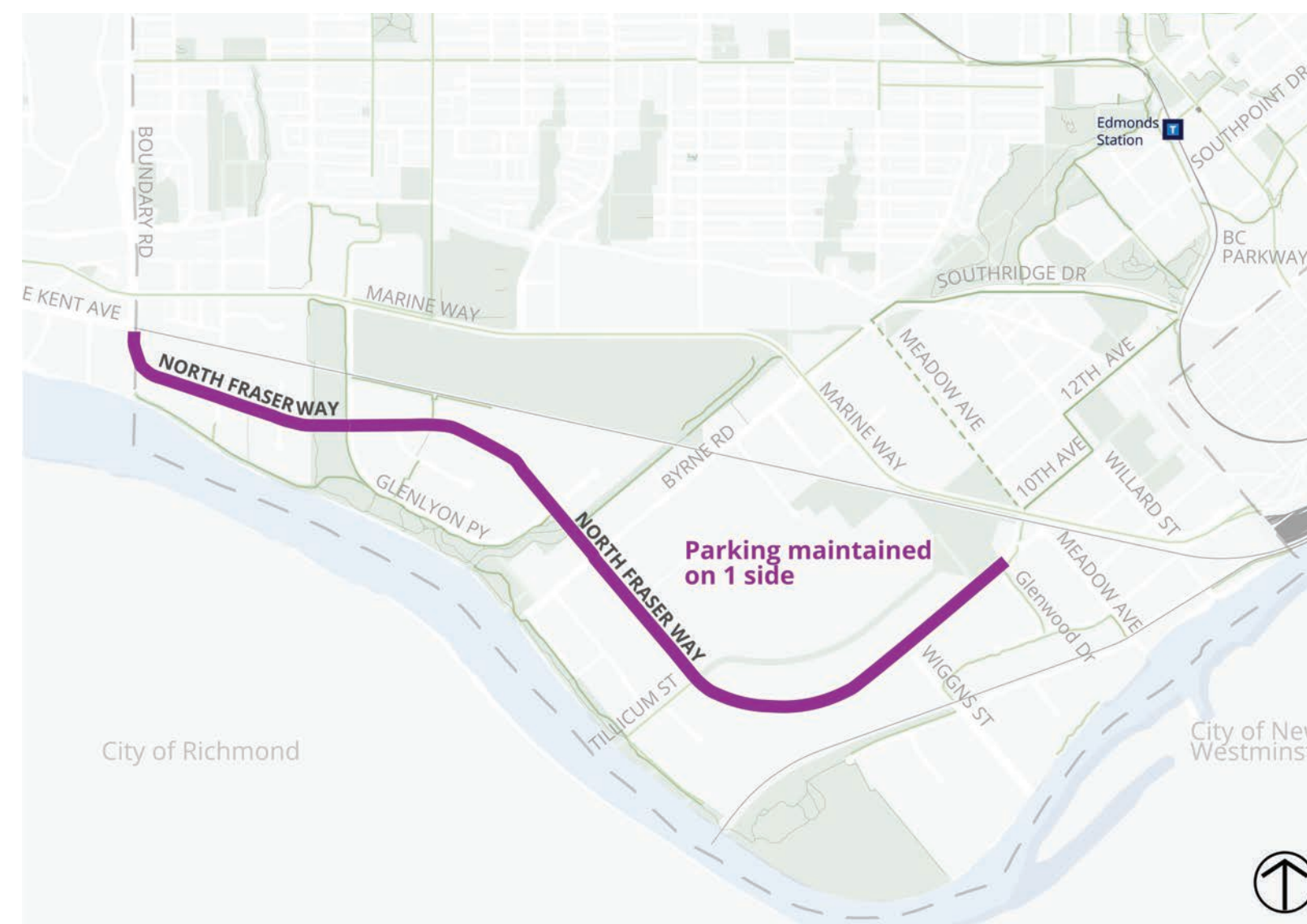


What is proposed?

- » Two-way protected bike lanes would be added on the north side of the road.
- » Two-way traffic, business access, and transit services maintained.
- » Curbside parking maintained on the south side of North Fraser Way.

Benefits

- » Accommodates two-way cycling movements with dedicated protected bike lanes.
- » Improves bus performance with in-lane stops.
- » Maintains additional curbside parking.
- » Facilitates ease of maintenance (e.g. sweeping and snow clearance).



Do you have any comments and suggestions?

Please place a sticky note with your comments under the relevant improvement areas below.

Southeast area			Big Bend area	
Multi-use pathways (12th Ave, 13th Ave, Armstrong Ave)	Neighbourhood bikeway spot treatments	12th Avenue traffic calming	Agricultural area route realignment	North Fraser Way protected bike lanes