

Welcome

Please share your experiences using the project corridor and ideas for cycling improvements with us.

Take the survey

Scan the QR code or visit
Burnaby.ca/SoutheastBikeway

Deadline: April 25, 2025



We respectfully acknowledge that the City of Burnaby is located on the unceded territories of the [xʷməθkʷəy̓əm \(Musqueam\)](#), [Skwxwú7mesh \(Squamish\)](#), [səlilwətał \(Tsleil-Waututh\)](#), and [kʷikwəɣəm \(Kwikwetlem\)](#) 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.

Project background

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.

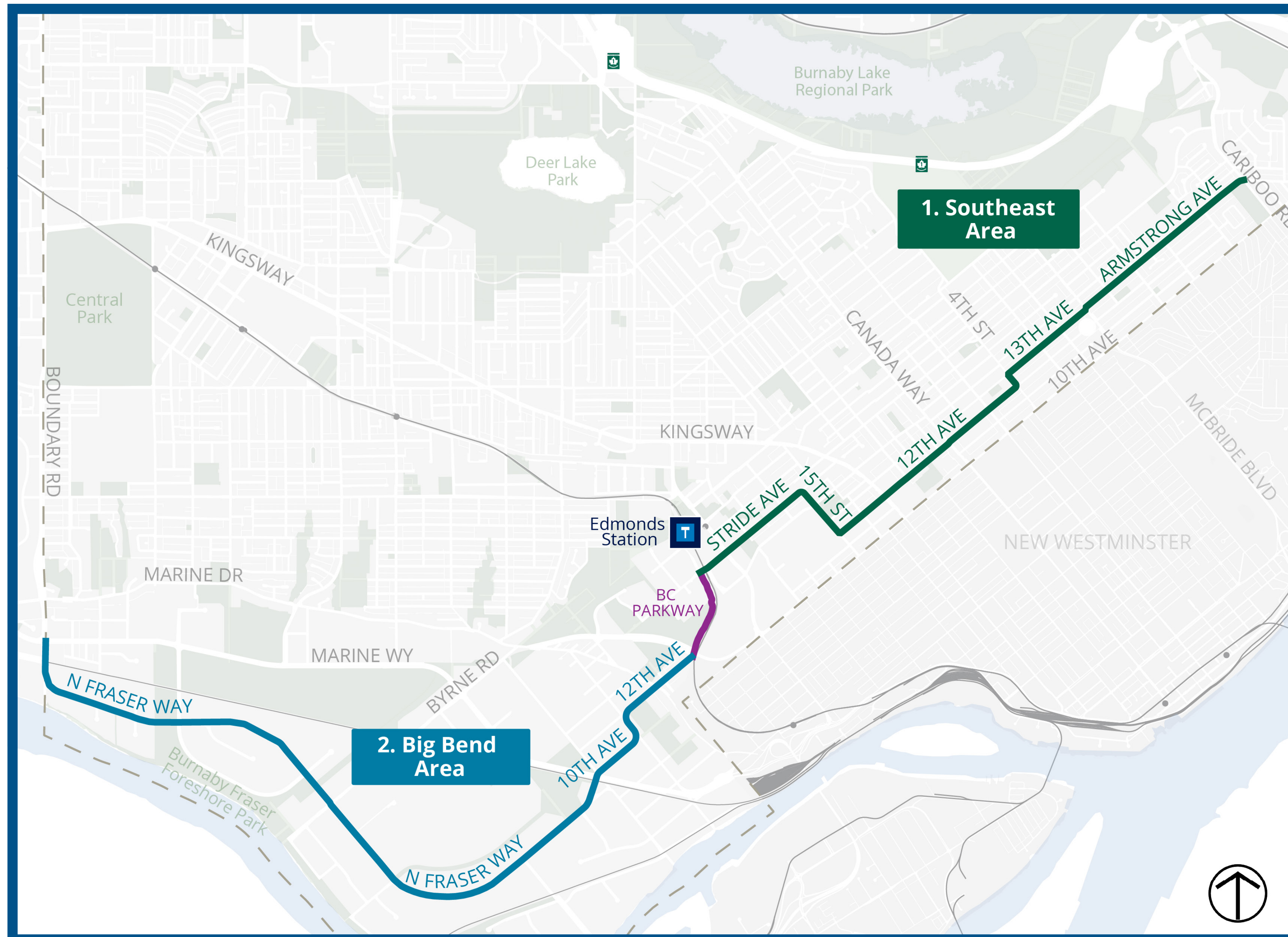
More info:

online Burnaby.ca/SoutheastBikeway

email cycling@burnaby.ca



Project area



Our goal

We want to make the Southeast and Big Bend Areas safer and better connected for people of all ages and abilities.

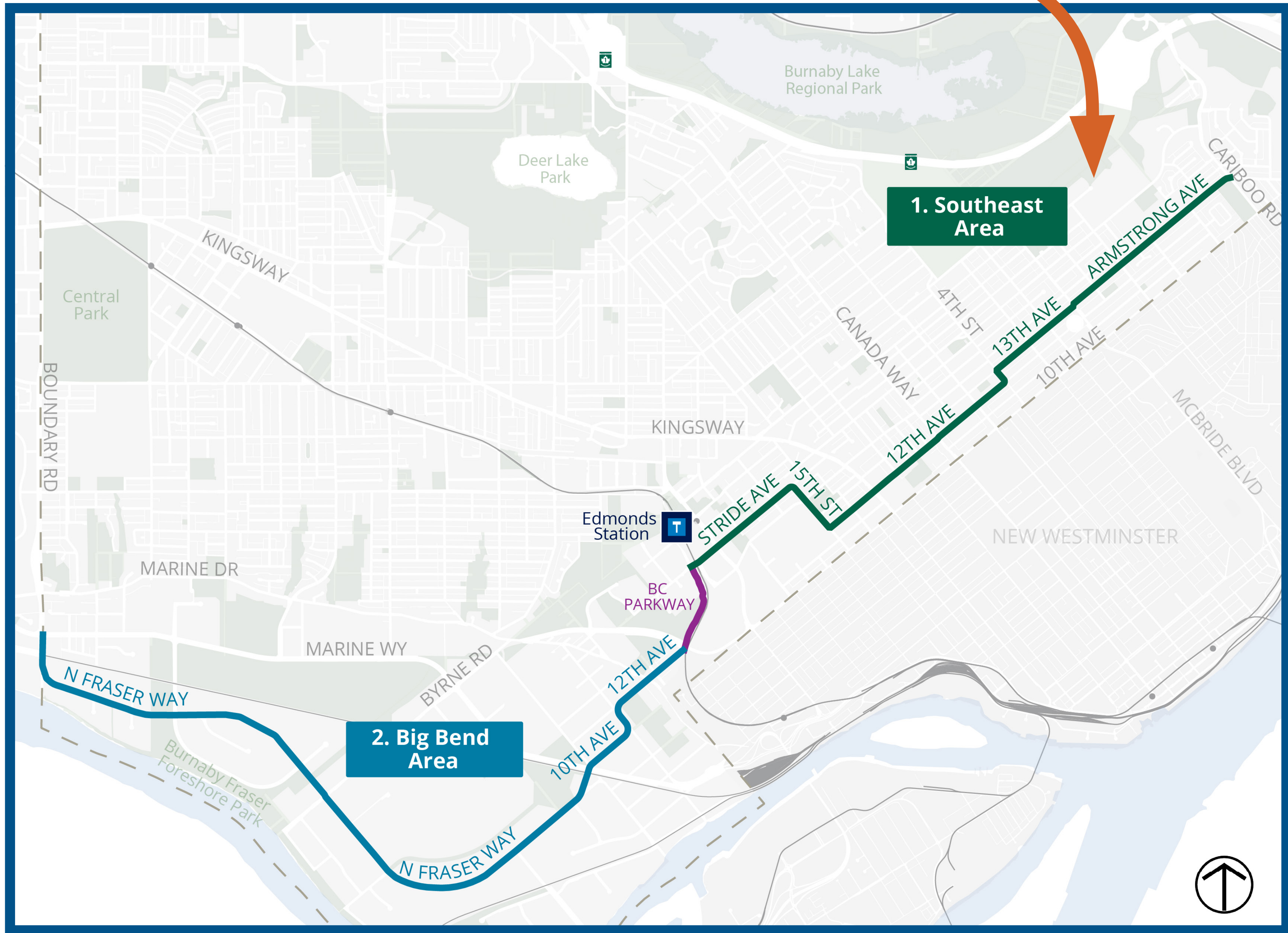
This project includes two segments.

Segment 1 consists of an existing bikeway through the Southeast Area and connects the Cariboo Heights neighbourhood with Edmonds Town Centre.

Segment 2 goes through the Big Bend Area and connects the Edmond Town Centre with south Vancouver.

About you

Please place sticker(s) on the sections of the project corridor that you currently ride on or would like to ride on.

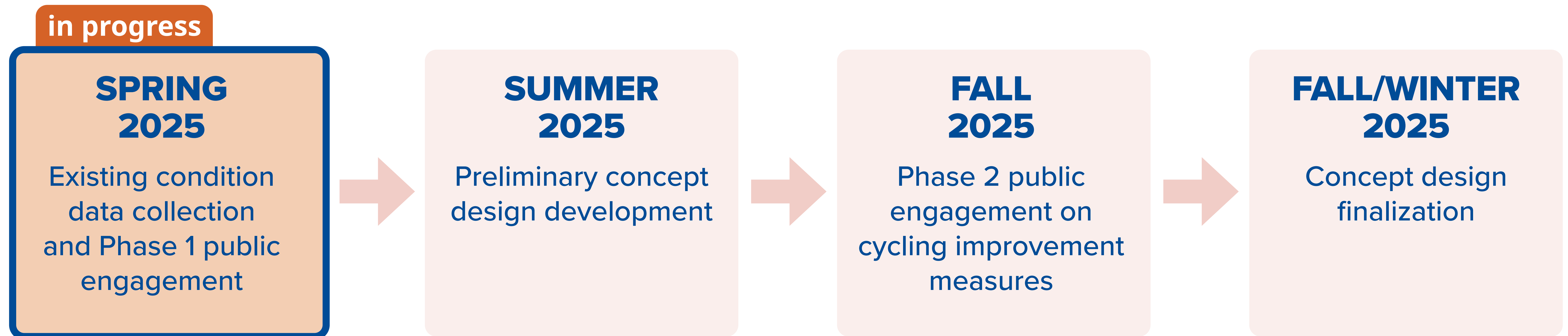


What is your age group?

Place a sticker under your age group.

- less than 18 years
- 18-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65 years+

Project timeline



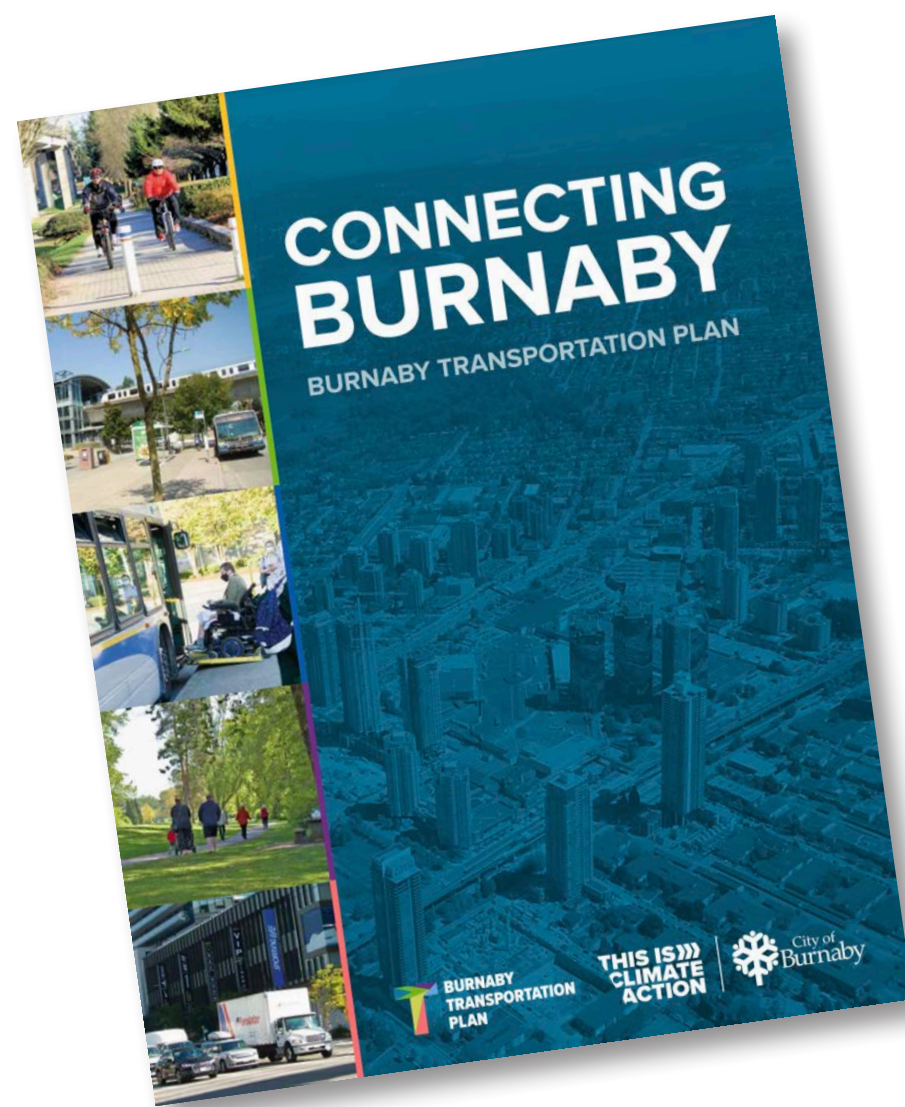
What's happening now?

We're reviewing the existing conditions and identifying gaps and opportunities for improvements. Afterwards, we will develop options for the concept design to share back with the community.

Your feedback in Phase 1

Your feedback will help guide the project team's development of concept design options. In fall 2025, we will share them with the community during Phase 2 public engagement for further feedback.

How are project decisions made?



City Policies

The Burnaby Transportation Plan outlines the city's long-term vision for transportation planning and decision-making. The plan's goals, targets and policies provide the foundation for our project, guiding us towards our goal of creating an accessible and connected cycling network for all.



Design Guidelines

To develop and select potential cycling improvements, the project team references the BC Active Transportation Design Guide and the Geometric Design Guide for Canadian Roads from the Transportation Association of Canada.



Site Context

The project team considers the existing road widths, utilities, mature trees/landscaping, and other public elements to understand what improvements are possible along the project corridor.



Public Engagement

Your local knowledge and feedback will help shape the project team's understanding of how the project corridor is used today and how it may be improved in the future.

Existing cycling network

Segment 1

Segment 1 through the Southeast Area largely consists of neighbourhood bikeways with limited traffic calming measures. There is a multi-use path on 15th Street, and protected bike lanes along Southpoint Drive.



Speed humps and sharrow markings on Stride Avenue



Quick build protected bike lanes on Southpoint Drive



North Fraser Way and Wiggins Street

Key issues: Southeast Area Bikeway (Segment 1)

Cyclists and drivers share the road. While there are some traffic calming measures, the majority of the segment is uncomfortable for cyclists due to the volume and speeds of vehicles using the corridor.

There are six schools along this segment. The existing neighbourhood bikeway can create challenges for cyclists and drivers during busy school pick-up/drop-off periods.

There are several intersections that don't have dedicated cycling crossings. Enhanced crossings will help improve cycling safety and comfort.



Vehicle speeds and volumes



Potential school conflicts



Challenging intersection crossings

Key issues: Big Bend Area (Segment 2)

North Fraser Way is a major collector that goes through heavily-travelled industrial and commercial areas. The high volume of truck traffic makes cycling challenging without necessary safety improvements

There are numerous access points to nearby businesses and industrial areas along this segment. It will be important to consider cyclist-vehicle interactions at these conflict points and at intersections.

The segment transitions between a busy industrial area and residential and rural areas. Navigating through can be challenging without appropriate wayfinding signage.



Traffic volumes and industrial area



Commercial access and intersections



Residential and rural areas

What improvements are we considering?

We are considering the following cycling improvements to help get you where you need to go:

Reduce traffic volumes and speeds along the project corridor to create a more comfortable and safe experience for cyclists to share the road.

Create protected cycling facilities to physically separate cyclists from vehicle traffic where appropriate.

Improve crossings at conflict points and intersections to enhance connectivity and safety for cyclists of all ages and abilities.

Example quick build multi-use path in Burnaby



Example shared bikeway with traffic calming in Vancouver



Example multi-use path in Squamish



Example access treatment in Vancouver



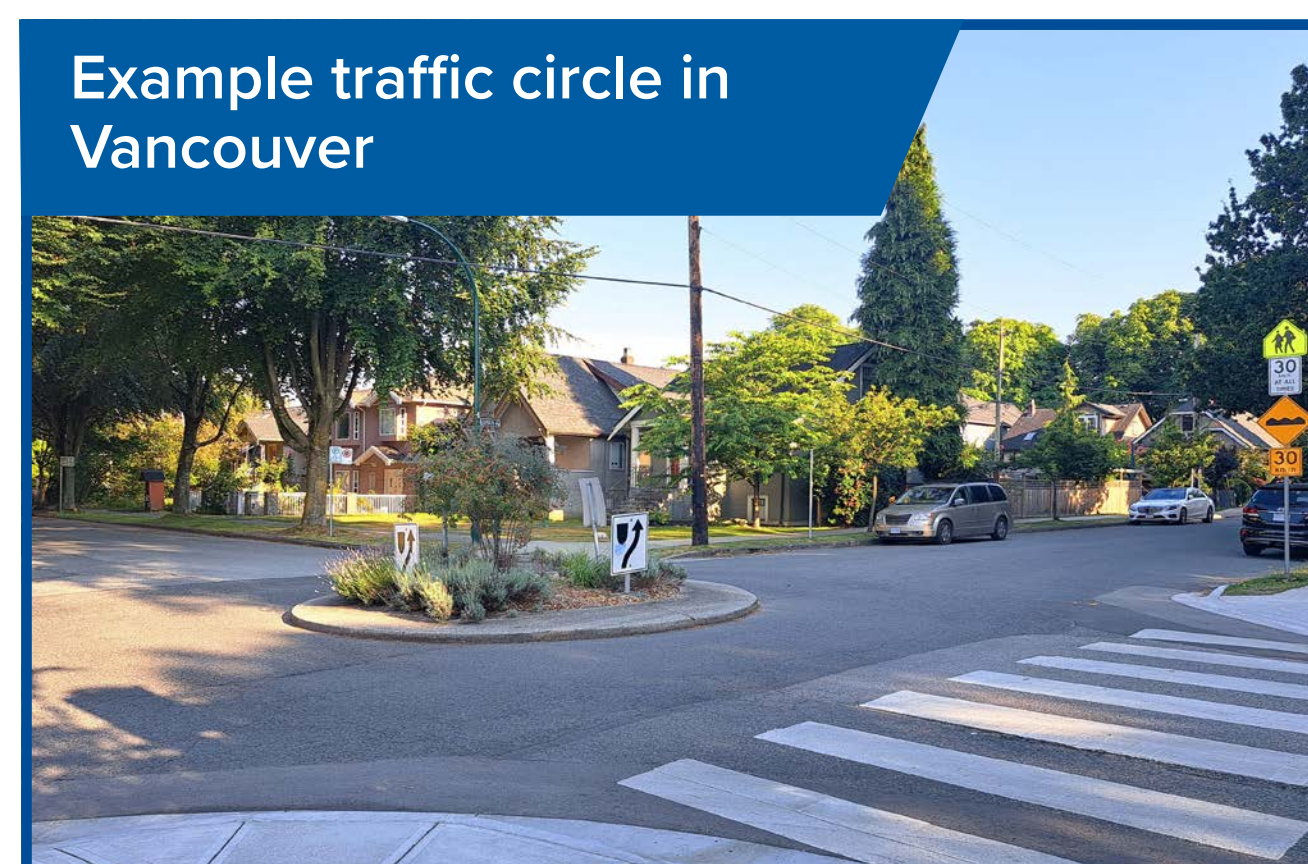
Example crossing improvements in Vancouver



Example signal controlled crossings Vancouver



Example traffic circle in Vancouver



Example one-way quick build protected bike lanes in Burnaby



Example two-way quick build protected bike lanes in Calgary.



Your voice on Segment 1: Southeast Area

What improvements would you like to see?

Please place a dot on each improvement you would like to see.

Fewer cars on the road	Slower car speeds	Bike lanes separated from car traffic (e.g. physical barriers)	Separate paths for pedestrians and cyclists
Space for passing or side-by-side cycling when possible	Safer road crossings	More spaces for gathering, playing and resting along the route	Other (please specify)

Your voice on Segment 2: Big Bend Area

What improvements would you like to see?

Please place a dot on each improvement you would like to see.

Fewer cars on the road	Slower car speeds	Bike lanes separated from car traffic (e.g. physical barriers)	Separate paths for pedestrians and cyclists
Space for passing or side-by-side cycling when possible	Safer road crossings	More spaces for gathering, playing and resting along the route	Other (please specify)