

Vancouver to SFU Cycling Connection Study

Creating a safer and more complete cycling network for everyone



What We Heard Report Phase 1: Public Engagement

December 2023

THIS IS
CLIMATE
ACTION



Purpose of the Document

The purpose of the document is to report back on what we heard from Phase 1 of public engagement. We provide information about the study, an overview of the engagement process, and a detailed summary of what we heard regarding cycling conditions, safety concerns and facility improvements. The project team will consider public feedback as they develop a concept design for the Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way.



City of Burnaby is located on the ancestral and unceded homelands of the hən̓q̓əmi̓nəm̓ and Skwxwú7mesh speaking peoples. We are grateful for the opportunity to be on this territory.



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Engagement Overview

This report highlights key findings from Phase 1 of public engagement of the Vancouver to SFU Cycling Connection Study. Through this study, the City of Burnaby aims to make the Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way safer and better connected for everyone. The study's project team engaged residents and users of these cycling routes about improving cycling facilities.

Thanks to everyone who participated in the online survey and pop-up activities!

Public engagement

The project team carried out various engagement activities, including:



648
participants

1 Community survey: An online survey was available for the public to provide feedback on safety issues and potential improvements. A total of 648 people participated in the online survey.



219
conversations

3 Pop-up events: The project team hosted events in the community to inform people about the study and seek feedback. We had a total of 219 conversations with people at pop-up events.



58,496
people reached

Communication through various channels: The City promoted the survey and pop-up events through social media posts, road signs, postcards mailed to residents, the project website, a city newsletter and digital advertisements. The most popular way people heard about the study was through social media.

We heard feedback from over 800 people who bike, walk, roll, drive and live in and around the Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way.

Many participants shared with us that they want to cycle more but have many safety concerns and suggestions for improvement. Feedback shared provides a range of ideas to make the community safer and more connected along these cycling routes.

What We Heard At A Glance

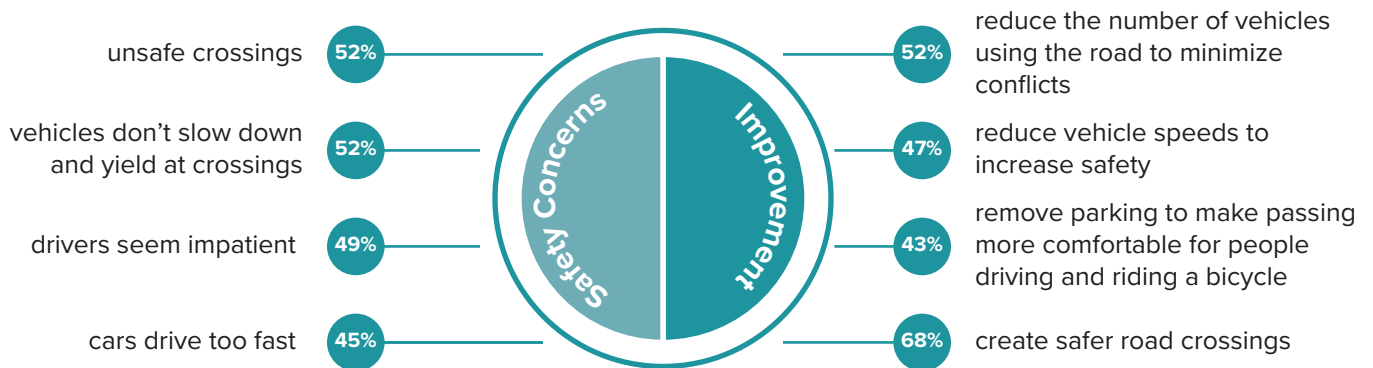
While the following presents a high-level summary of some key findings, we encourage readers to delve deeper into subsequent sections.



Safety concerns and suggested improvements

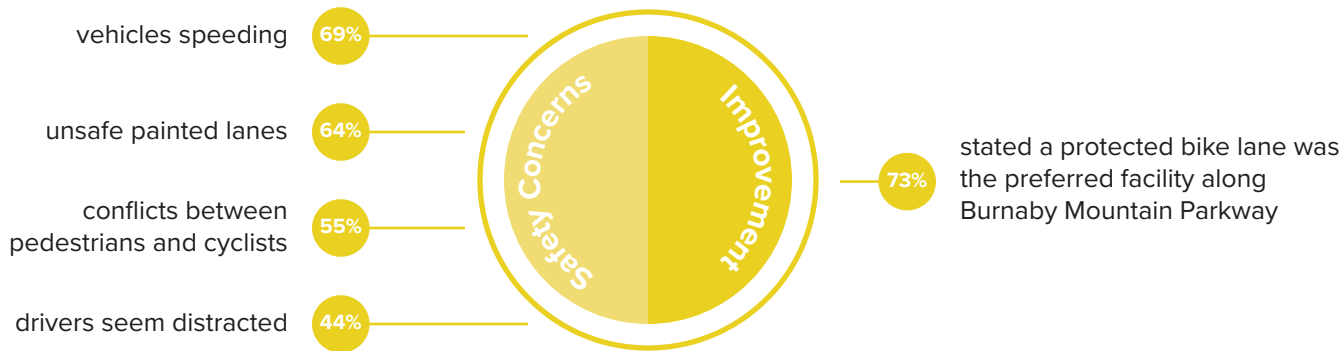
On the Frances-Union Bikeway, participants have safety concerns and requested improvements to reduce the speed and volume of traffic and make crossings safer.

Frances-Union Bikeway

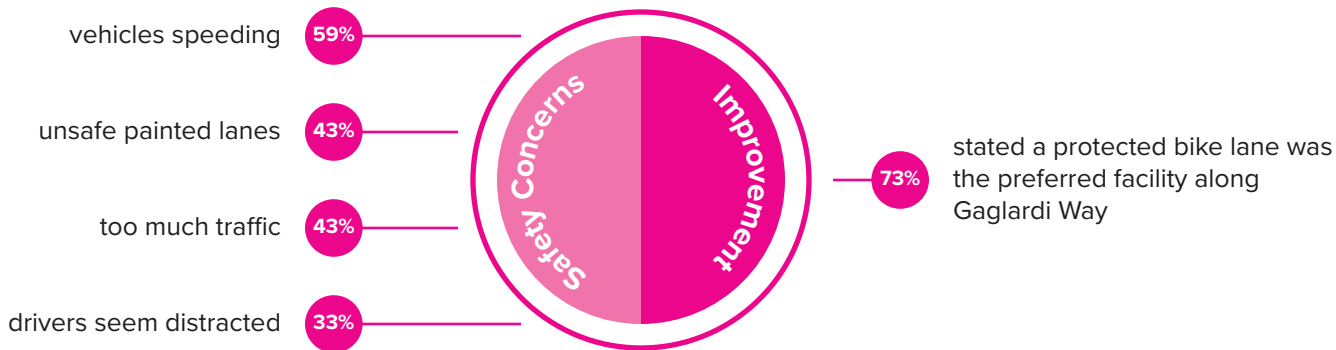


On Burnaby Mountain Parkway and Gaglardi Way, people of different confidence levels riding a bicycle all stated a preference for a protected bike lane to keep people safe, provide separation from people walking and create a safe space for everybody cycling, be that for transportation or sport.

Burnaby Mountain Parkway



Gaglardi Way



2.0

Next Steps

The project team will consider feedback from all user groups, including people that ride the routes, and residents. We are committed to balancing needs, concerns and priorities to create a safe cycling route for people of all ages and abilities. In Phase 2 of engagement, we will present the initial conceptual design which was developed based on technical data and public feedback. By the end of the study, we will have an agreed conceptual design for Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way.



About the study

The Vancouver to SFU Cycling Connection Study considers current conditions and potential improvements to make Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way complete, safe and attractive for everyone to ride a bicycle or micro-mobility device.

Current cycling conditions

The Frances-Union Bikeway is an existing neighbourhood Bikeway with limited traffic calming facilities. Burnaby Mountain Parkway has painted on-street bike lanes with a shared off-street multi-use pathway and sidewalks in some parts of the Parkway. Gaglardi Way has a painted on-street bike lanes.

Micro-mobility is a term used in this report to refer to small, generally low-speed vehicles, bicycles and scooters being the most common. They can be electric, human-powered, privately owned, or part of shared fleets.



Types of improvements

The City received a \$5.7 million commitment from the federal government for these improvements. We are considering the following cycling improvements to help people get where they need to go:

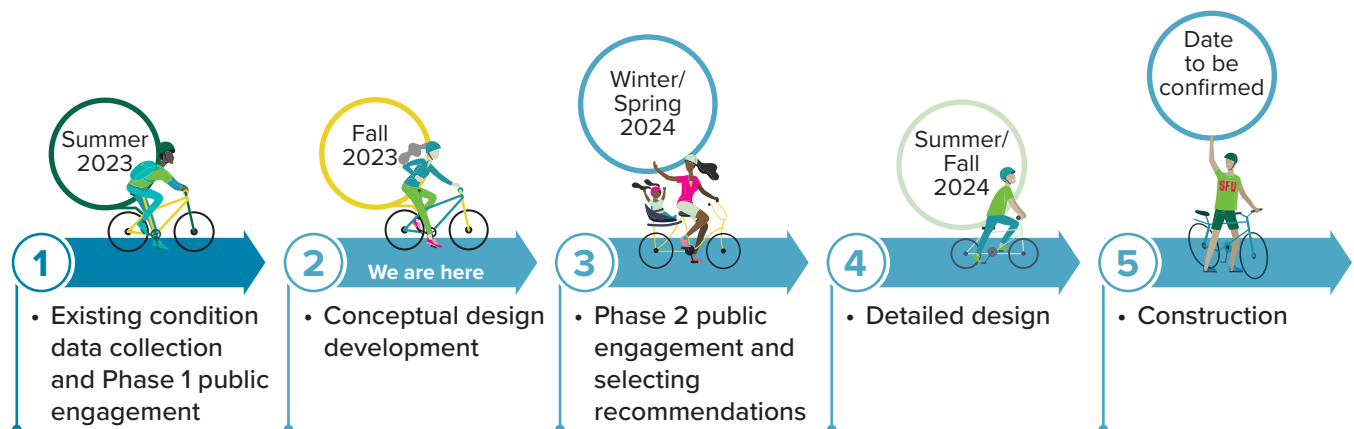
- reducing vehicle traffic volumes and speeds on the Frances-Union Neighbourhood Bikeway to create a cycling experience that is safe for people of all ages and abilities
- creating protected cycling facilities on Burnaby Mountain Parkway and Gaglardi Way that physically separate people on bicycles from vehicle traffic

Where we are in the decision-making process

During this first phase, we gathered your ideas on how to improve the Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way. The project team is also collecting parking, vehicle volume and speed data, conducting a site visit and drafting a report with preliminary recommendations to develop an improved design of these important cycling routes.

What we will do with Phase 1 feedback

Feedback detailed in this report will help guide the project team’s development of preliminary recommendations. In winter/spring 2023, we will share the conceptual designs with the community and ask for feedback before finalizing the detailed design.



Public Engagement – Round 1

How we engaged

From July to August 2023, the project team engaged with residents and cycling route users in the following ways:



648
participants

Community Survey

An online survey was available to the public from July 10 to August 6, 2023. We asked participants to:

- share their experiences and safety concerns using the corridor
- provide input on potential improvements
- tell us if they would ride a bike if a safer facility was provided



219
conversations

Pop-Up Events

Pop-up events took place on:

- Saturday, July 22, 2023, from 10 am-2 pm and Saturday, July 26, 2023, from 3-6 pm in Kensington Park
- Wednesday, July 26, 2023, from 3-6 pm at SFU Town Square.

At the events, the project team engaged with the community to:

- talk about the project
- share the QR code for people to access the community survey
- ask about safety concerns and potential improvements

How we communicated

We got the word out about the study in the following ways:



58,496
people reached

205,820
impressions



4,569
social media clicks



34 lawn signs placed along the corridor



11,303 postcards mailed to residents who live near the corridor



3,439
project website views



1 CityConnect eNewsletter

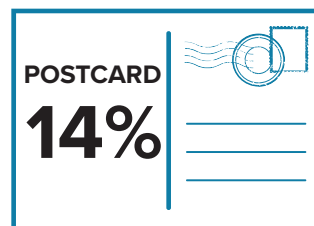


1 media release



1 Burnaby Now ad

Primary ways participants heard about the survey were:



13%
WORD OF MOUTH

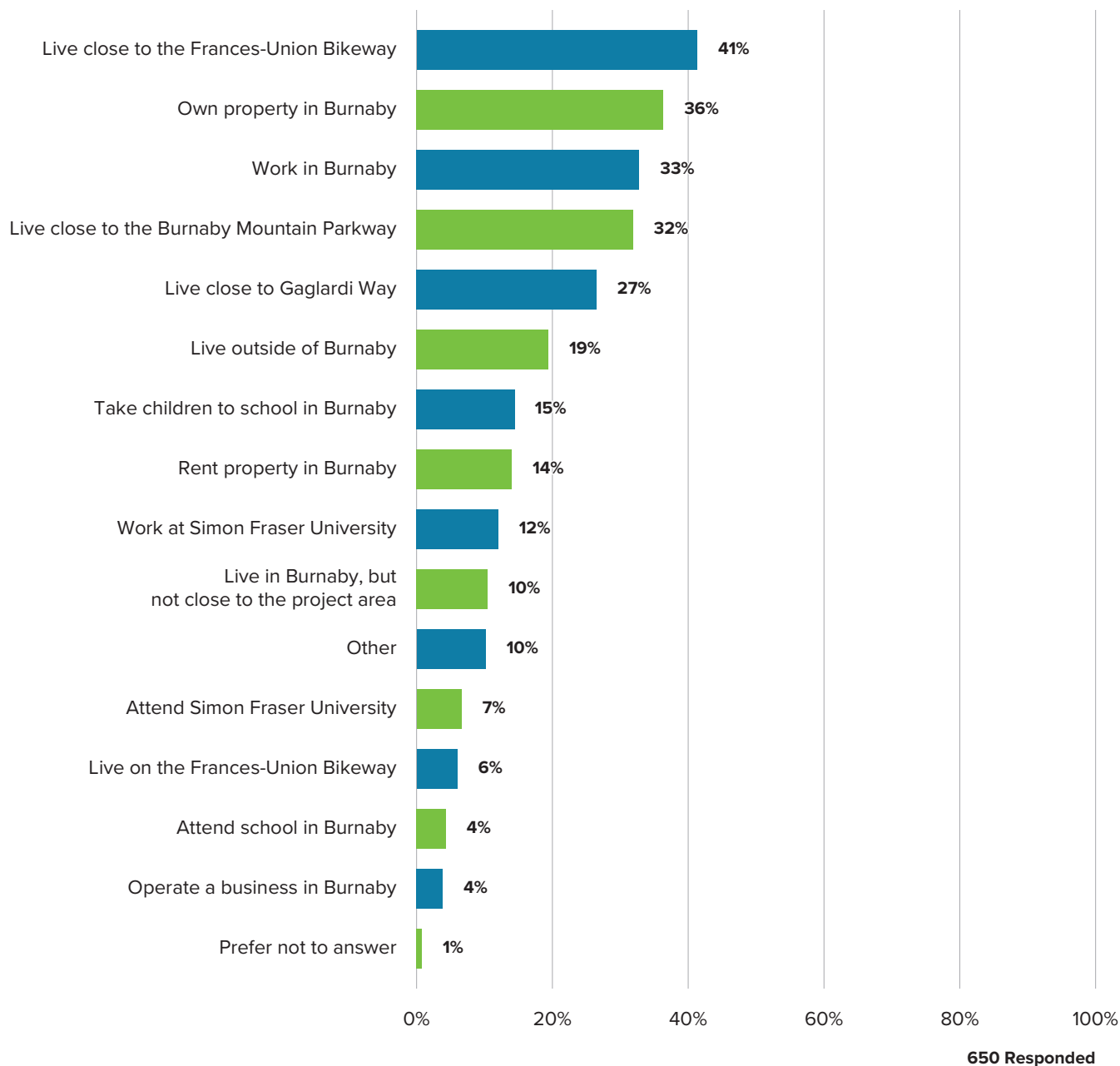
4.0

Who We Heard From

We asked people to tell us more about themselves if they felt comfortable. There was a “prefer not to answer” option for each question if participants did not feel comfortable answering any of these questions. Our intention was to see if we were hearing from diverse voices who live around these routes and use them.

Demographic groups we heard from

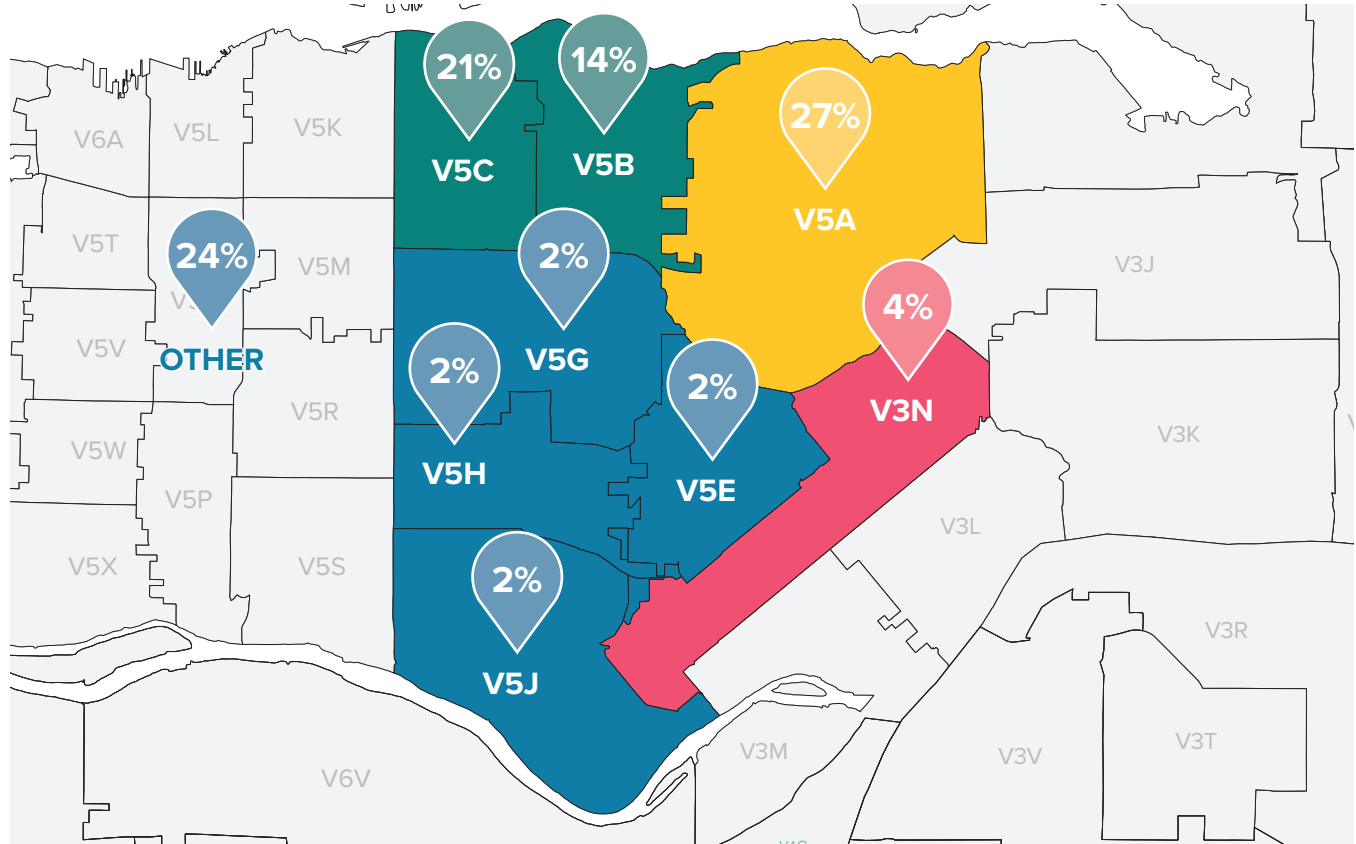
First, we asked participants to share if they live close to the corridor and how they are connected to Burnaby. Many said that they live close to the Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way, and own property and work in Burnaby.



650 Responded

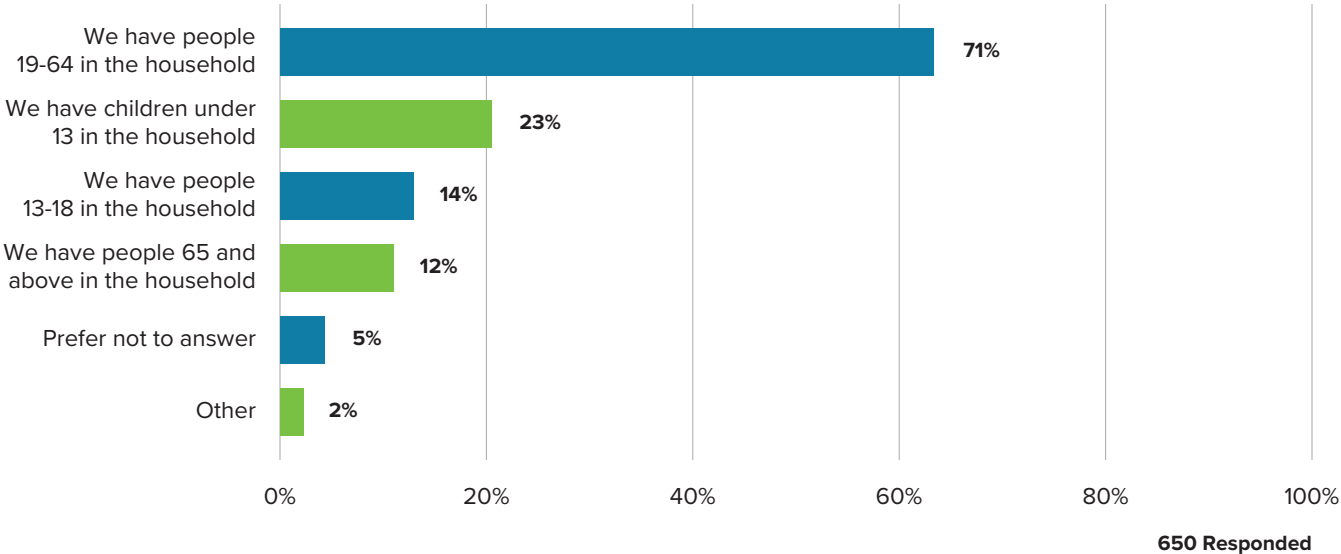
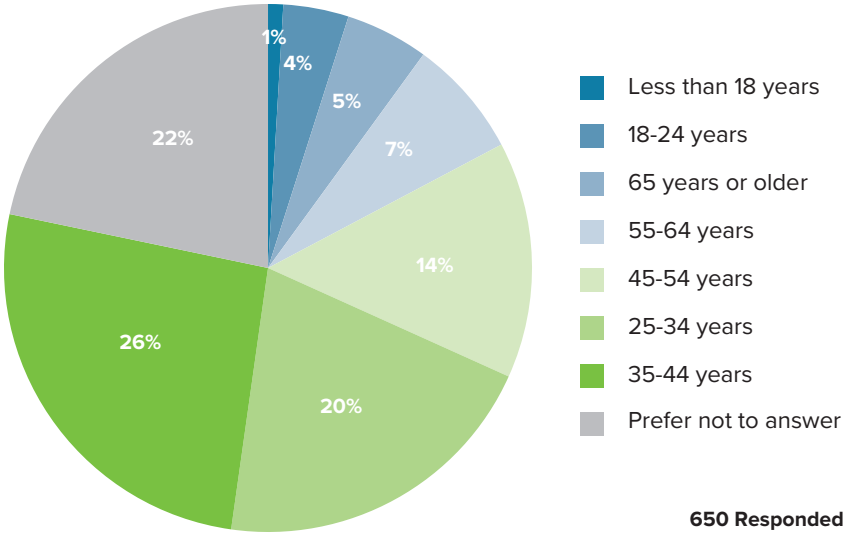
Where participants live

We heard from people who live near the study corridor. Notably, most participants lived near or in the study area



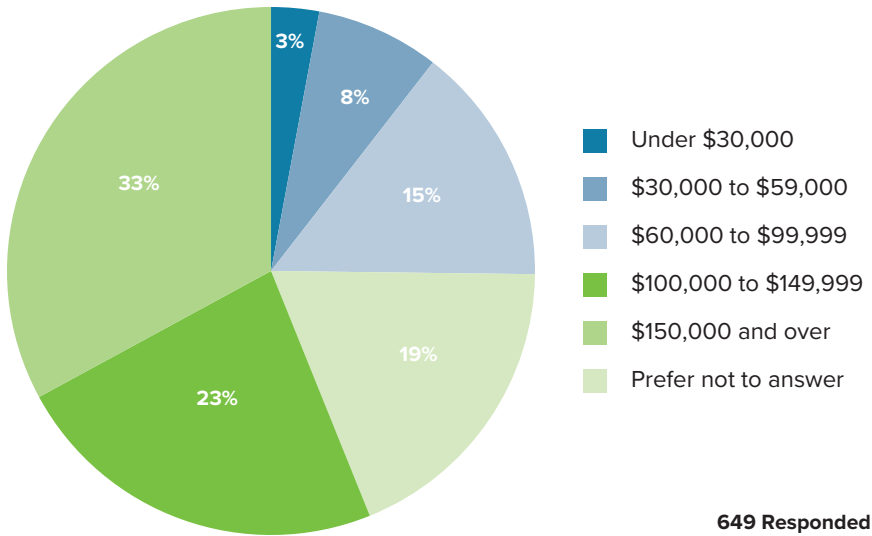
Age

We asked participants about their age and the age of people in their households. We heard from participants from diverse age groups. Almost half (46%) of participants were 25-44 years of age. Also, 23% of participants said that they have children under 13. 14% said they have people 13-18 in the household.



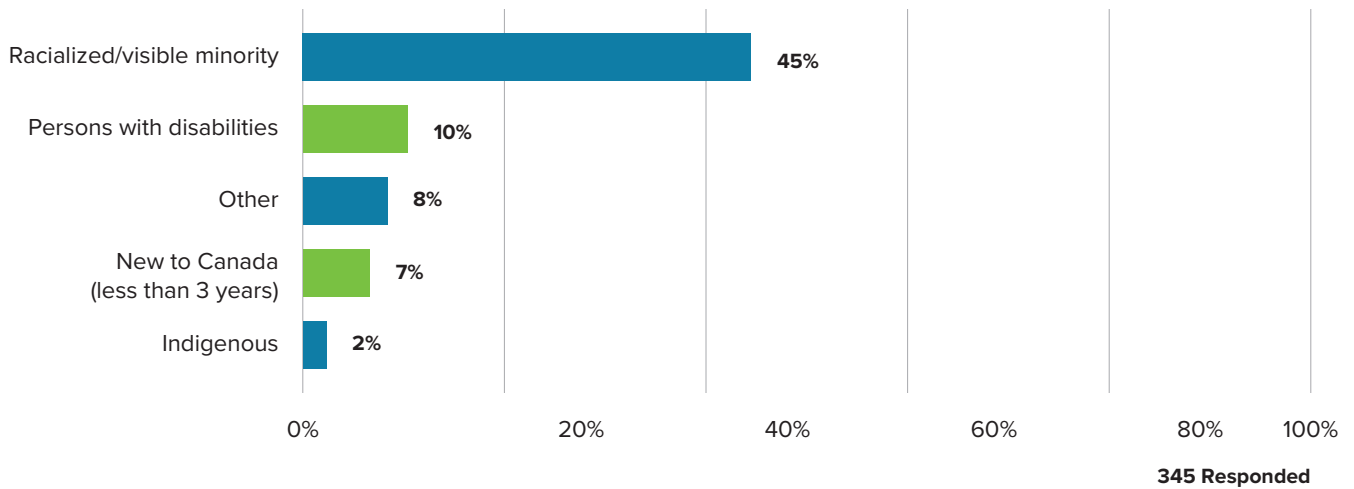
Household income

We asked people to share their household income. Some participants (26%) said that their household income is lower than \$100,000. Lower incomes make car ownership a burden. By making it safer to ride a bicycle, we can reduce that burden.



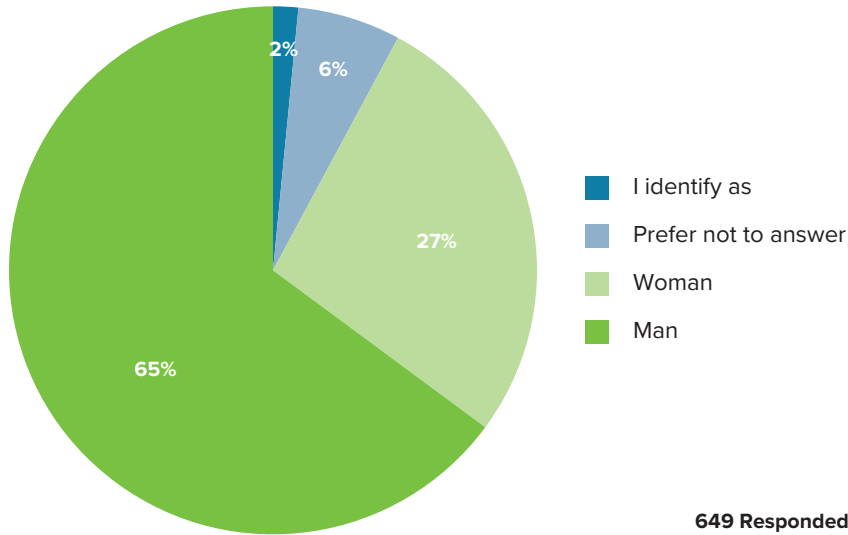
Equity deserving groups

We asked people to share how they identified to understand if we were hearing from equity-deserving groups. Over half of the participants (who responded to this question) stated they identified as a racialized or visible minority, person with disabilities, new to Canada, or Indigenous. This suggests that the feedback received would include views from many perspectives.



Gender

We asked people to share how they identified regarding their gender. The survey was overrepresented by men who accounted for approximately two thirds of responses.

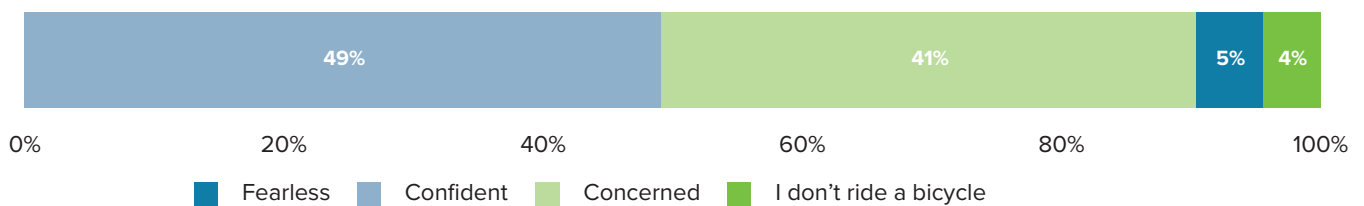


I identify as ...

We provided an option for people to self-identify their gender identity. Some people told us that they identify as non-binary and gender fluid.

Level of confidence when biking near traffic

Only 5% of participants consider themselves fearless and comfortable cycling in traffic. 49% of participants said they felt confident, meaning they would tolerate riding in traffic but prefer separated facilities. 41% of participants are concerned with their safety and will only ride where they feel safe from traffic. Many people would like to ride bicycles if there are safe places for them to do so.



5.0

What We Heard

Engaging with residents and people who ride along Vancouver to SFU cycling routes was at the heart of this study's first phase. Participants who live, work, and commute in and around the corridor shared their experiences using different modes of transportation. This feedback helped us better understand safety concerns and the types of improvements people would like to see.



Frances-Union Bikeway

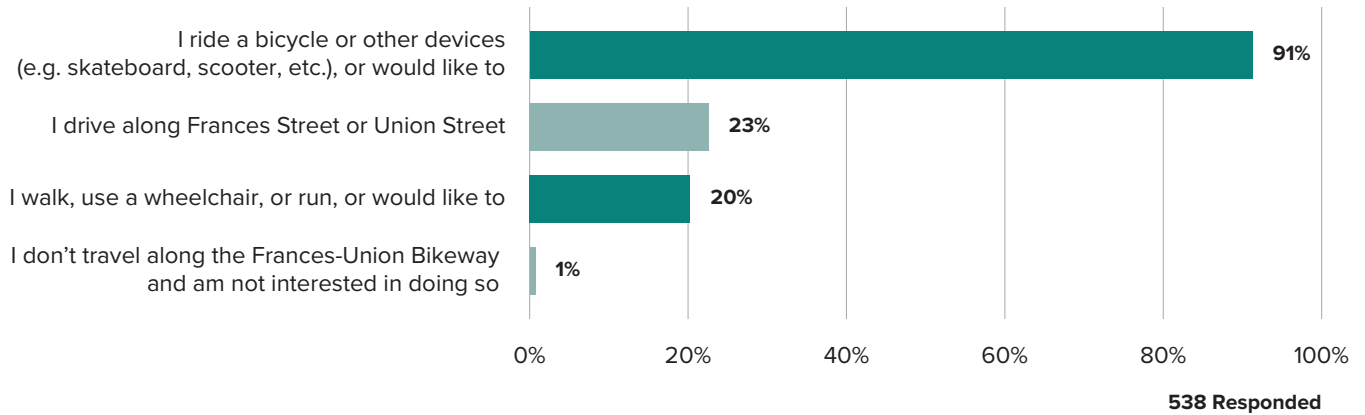
The Frances-Union Neighbourhood Bikeway is an existing route and one of the few east-west routes identified for cycling. It connects residents to a variety of destinations in the region, including Burnaby Mountain and its urban trails, Lougheed Town Centre, neighboring municipalities such as Vancouver, Coquitlam, and Port Moody. The Bikeway is used by many people riding bicycles and micro-mobility devices, but there are issues that can make it uncomfortable. We wanted to hear what issues people had and what improvements they would like to see.



We asked participants about the extent of their travel and how they felt about travelling along the Frances-Union Bikeway.

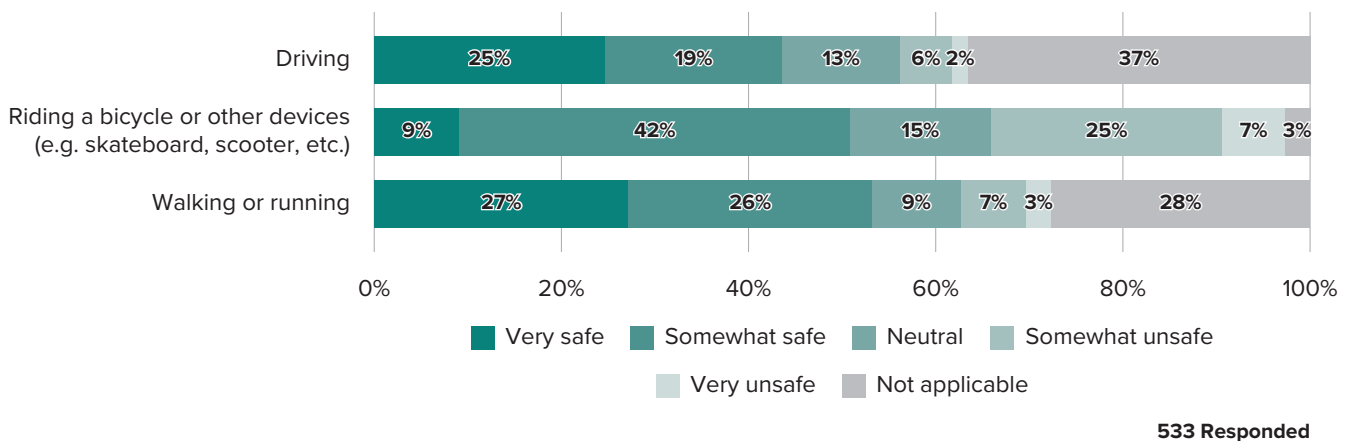
How people travel along the Frances-Union Bikeway

Given this project is cycling-focused, many participants (91%) currently ride a bicycle or would like to. However, responses were received from those who walk and drive along the corridor too.



Sense of safety

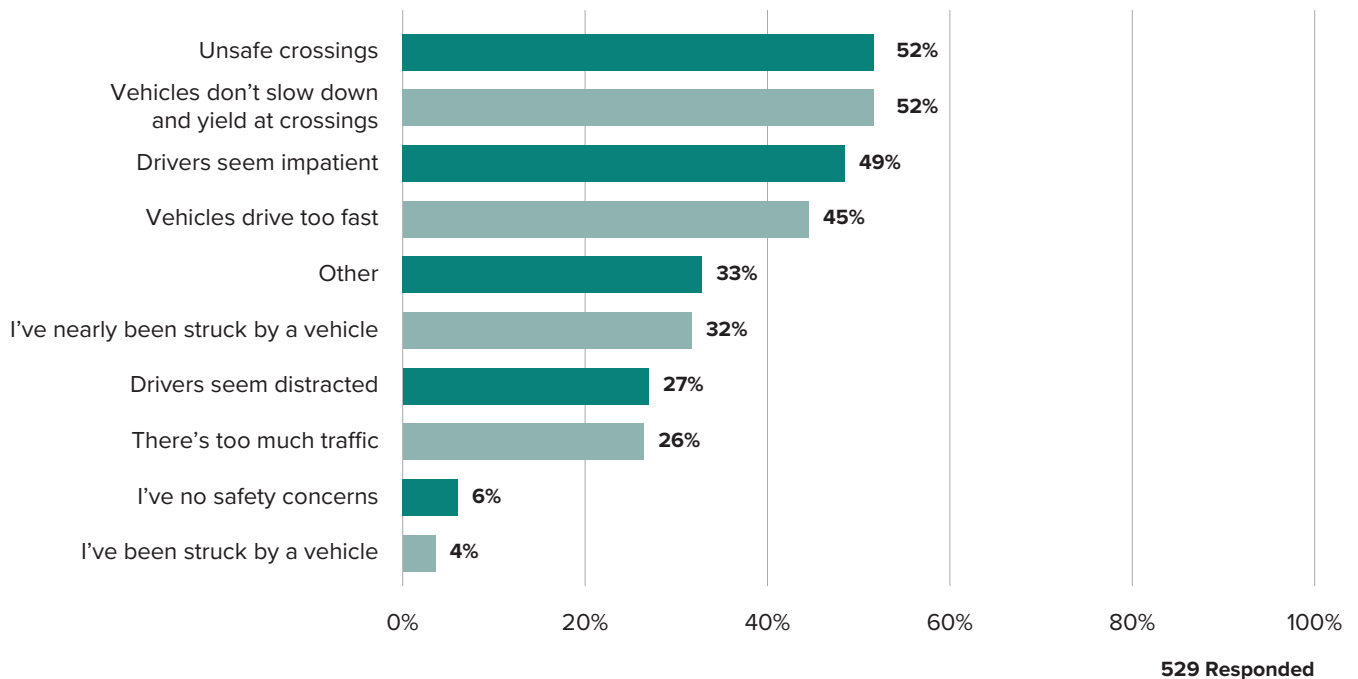
32% of participants feel unsafe traveling by bicycle compared with 8% who drive and 10% who walk. This represents an inequity in the transportation network. People should feel equally safe no matter how they travel.



We asked participants what safety concerns they have, what improvements they would like to see, and any concerns that they had about potential improvements.

Safety concerns

Intersection crossing safety was the greatest concern along the corridor, however, driver speed and impatience also directly contribute to the poor perception of safety on the corridor. 32% of participants have nearly been struck by a vehicle. These experiences discourage people from riding a bicycle.



OTHER

Cycling safety concerns: Some participants are worried that people riding bicycles might get hit by car doors when people driving are getting out of their cars. Some participants also want protected bike lanes to fully separate vehicles from people who bike. Some participants expressed concern that people who bike don't follow road signs or rules. They are concerned that some people who bike go too fast and don't stop for people walking the Bikeway.

Walking safety concerns: Feedback highlights the lack of sidewalks in certain areas. There are also visibility issues for people to cross the roadway.

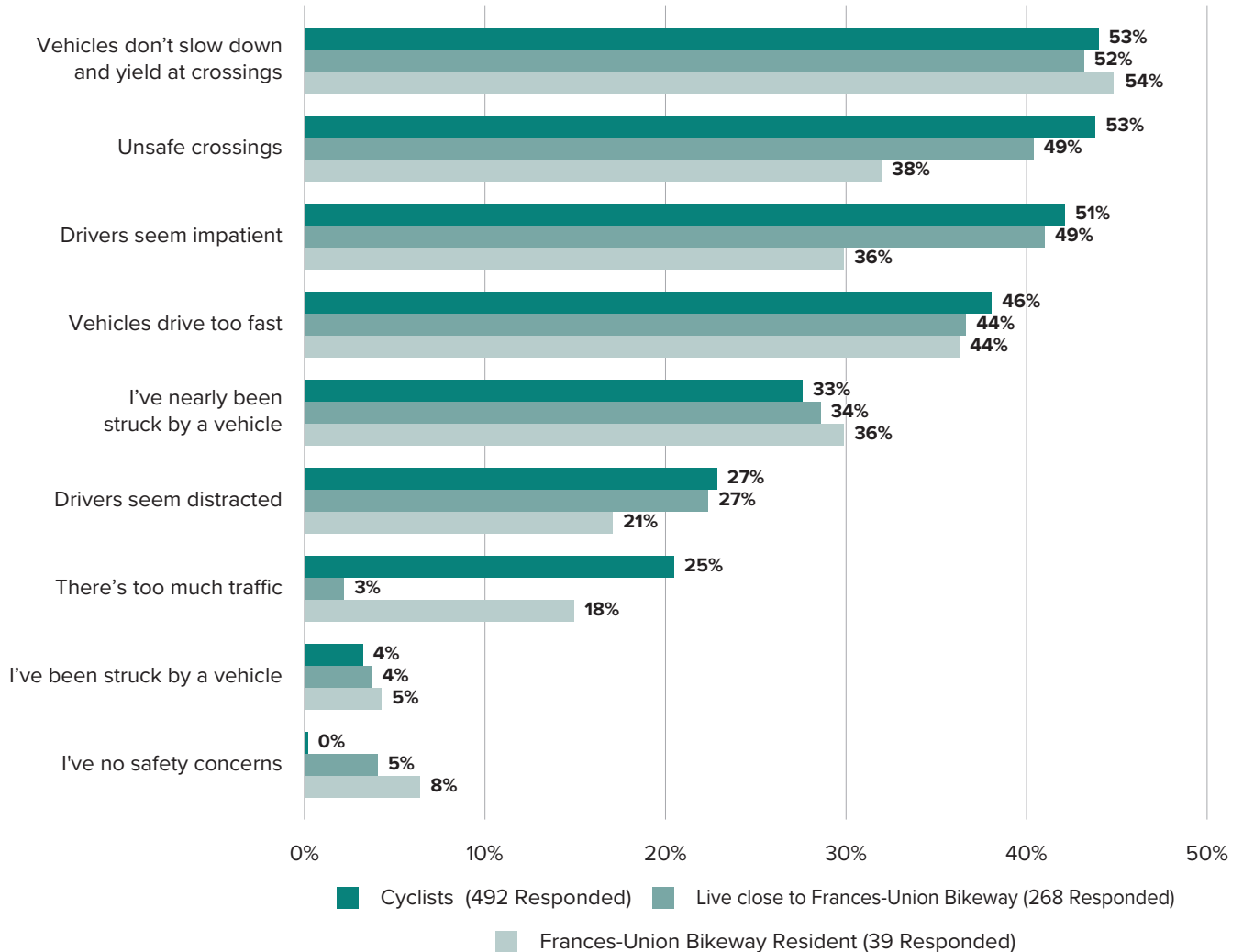
Vehicle safety concerns: Participants shared that some drivers go through red lights or don't fully stop at intersections. People drive too fast, especially when it's busy, and some people drive aggressively. Cars parked near corners make it hard to see at intersections. Some people driving ignore traffic diverters.

Road and design issues: Intersections need more lights and improved visibility for people who bike and people who walk and roll. Some roads are too narrow, especially where cars are parked on both sides. Roads need clearer markings and signs for people who ride bicycles and drive. Bad road conditions, like holes and uneven pavement, are dangerous for people who bike.

Neighbourhood traffic issues: Residents have expressed concerns about increased traffic on residential streets, especially those adjacent to main roads. High traffic volumes on the Bikeway often result from shortcutting.

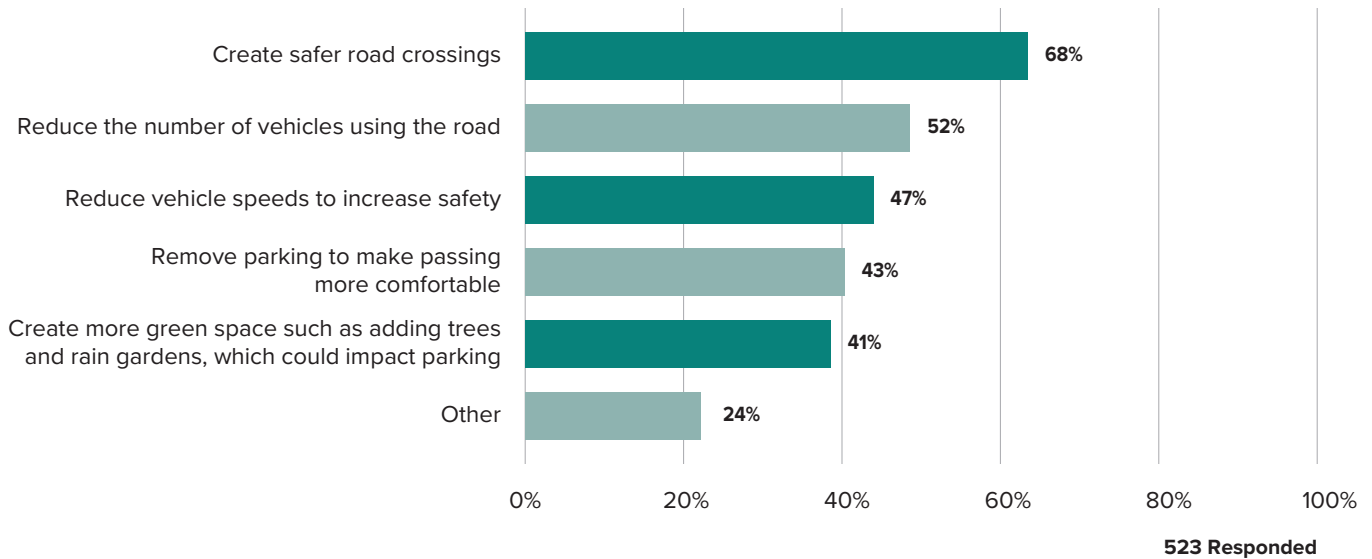
Resident and cyclist safety concerns

We looked at the safety concerns of people who bike and residents who live along, or close to the Frances-Union Bikeway. The top two safety concerns of people who bike and residents were: vehicles don't slow down and yield at crossings and unsafe crossings.



Improvements that people would like to see

There were high levels of support for improvements to crossings and reducing motor vehicle conflicts by reducing the volume and speed of traffic on the corridor.



OTHER

Bike lanes: While the intent is to improve the neighbourhood Bikeway, some participants want separate bike lanes that are safe and clearly marked. They suggest using bollards or curbs to keep cars out of bike lanes. They asked for bike lanes to connect to key areas, such as parks and other priority areas.

Traffic improvements and compliance with road rules: Participants want to reduce driver's ability to use the Bikeway as a shortcutting route. They also requested improving the effectiveness of traffic diverters. Participants shared that they witness cars going too fast and not yielding to people riding bicycles. Similarly, some participants shared that people who bicycle do not always follow road rules.

Parking: There are worries about cars parked on both sides of the street, making it narrow for all road users. Some suggest allowing parking on one side of certain parts of the Bikeway.

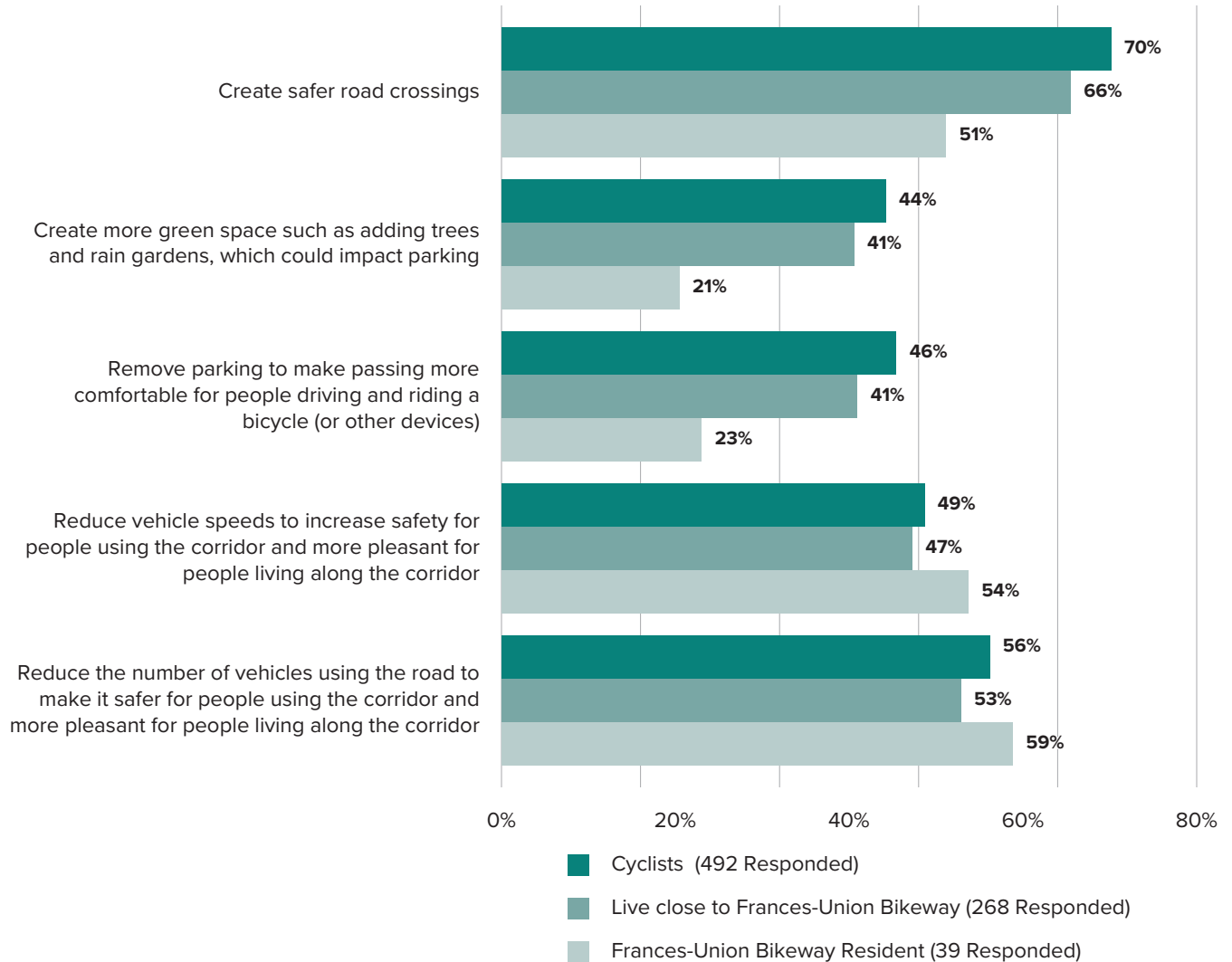
Road crossings and lighting: Participants want safer road crossings. They suggest improving lights at crosswalks, such as blinking lights and other controls to help bikes move through intersections efficiently. Better lighting is needed, especially when it's dark.

Road maintenance and upgrades: Participants want smoother and evenly paved roads. They also want good upkeep, like snow clearing. Some suggested the need for a wider road for all users to share the Bikeway.

Community learning: Many believe that people driving and riding a bicycle need to be taught better road etiquette and safety to prevent accidents.

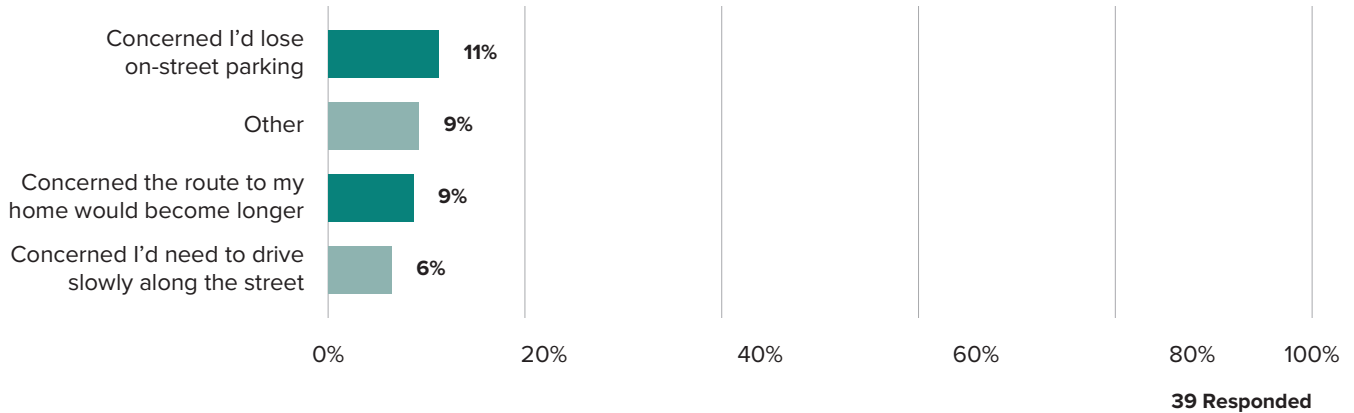
Improvements that residents and cyclists would like to see

We looked at what improvements people want based on if they identified as cyclist, resident, or live close to the Frances-Union Bikeway. Out of the total number of participants, most participants identified that their top improvements were: create safer road crossings and reduce the number of vehicles using the road.



Concerns about impacts of proposed improvements

Some participants were concerned that they would lose parking, need to drive slowly along the street, and the route to their home would become longer, as well as other concerns detailed below.



OTHER:

Loss of parking: Participants are worried about losing parking spots on the street. They want to keep parking, while also making it safer for people who walk, roll and cycle.

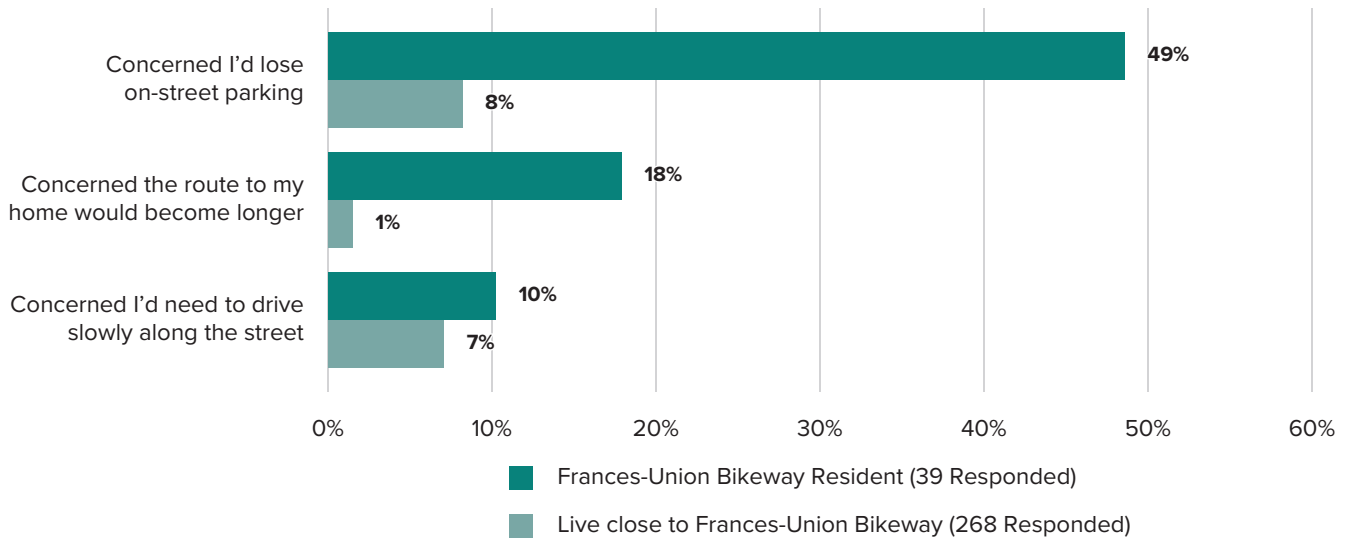
Cyclist and driver conflicts: Some participants are concerned that improvements could lead to more conflicts between people riding a bicycle and driving a car.

Poor design: Participants are worried that poor road design and improvements could worsen traffic issues. They want improvements that ensure safety and reduce conflicts between user groups.

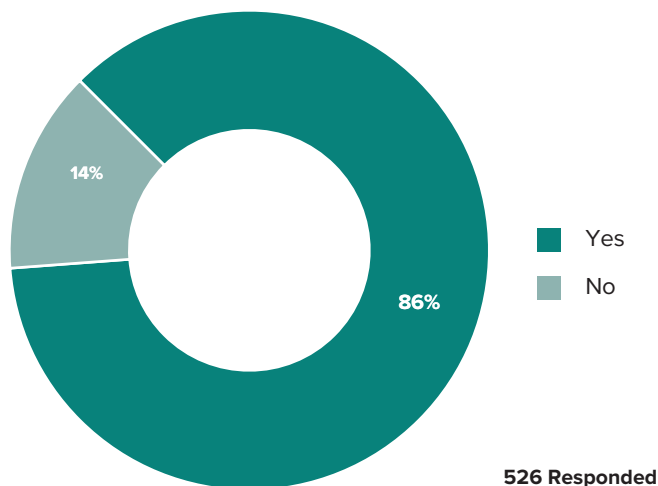
Community learning: Participants have concerns about people driving becoming more impatient with people riding a bicycle. Building awareness about how to share the road between people riding a bicycle and driving a car.

Resident concerns about impacts of proposed improvements

We looked at the specific concerns of Frances-Union Bikeway residents and people who live close by. 3% of residents and 3% of people who lived close to the Bikeway were concerned about losing on-street parking. Also, those who lived close by had concerns that the route to their home would become longer.



Willingness to ride a bicycle or other micro-mobility devices on the Frances-Union Bikeway



Most people said they would ride a bicycle or other micro-mobility devices more often if safety improvements were made on the Bikeway.

We asked participants if they had any additional concerns or ideas to improve the Bikeway.

Additional concerns and recommendations

Participants generally want better bike routes that connect to key places and have clear signage. They also want to ensure everyone follows the rules. Some participants suggested focusing on the most critical safety issues to making the Bikeway safer and accessible for everyone. They requested that improvements consider future growth.

Bike paths and connecting to key places: Participants are worried because the bike path doesn't connect well to key places. The lack of connectivity makes it hard for people who bike to get around easily and quickly. The bike path should integrate well with the wider network.

Parking: Residents fear losing parking spots because of Bikeway design changes. Some highlighted their concern that big commercial vehicles parked along the Bikeway take up parking spaces and block sightlines. Ideas include finding new parking solutions, setting specific parking zones and limiting big vehicles during busy times.

Traffic safety: Participants want speed humps, especially near schools. They also want barriers to stop cars from taking shortcuts or taking measures to effectively divert traffic away from the Bikeway. Participants want appropriate levels of traffic flow and speeds along the Bikeway

Fixing Roads: Users of the route are concerned with the quality of the surface and ideas include fixing potholes and uneven pavement.

Signage and visibility: Better signs and traffic signals are needed at key intersections to help reduce conflicts between people driving and riding a bicycle. Participants also want improved lighting.

Community Learning: Participants suggested campaigns to build awareness about road rules for people riding a bicycle and driving a cars are key. Working with the local community can ensure changes are good for everyone.

Green spaces: Some participants would like the project team to think about trees and landscaping on the Bikeway.



Burnaby Mountain Parkway

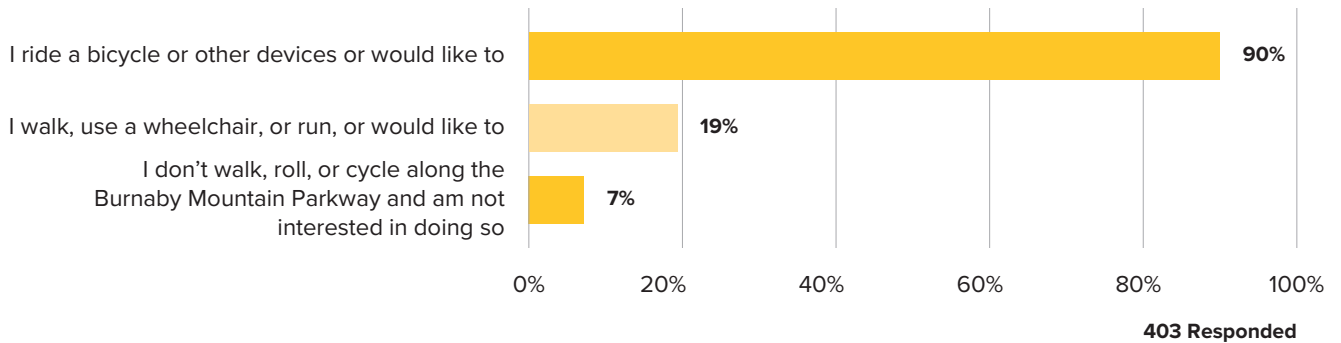
Burnaby Mountain Parkway currently has three lanes of vehicle traffic, painted bike lanes, a sidewalk on the lower half and a multi-use pathway on the upper half. People use the Parkway in different ways and are often reluctant to use the multi-use pathway whether due to its discontinuity or potential for conflict between active modes. With an objective of providing a facility for people of all ages and abilities, the proposed design needs to work for those using the corridor for transportation and recreation.



We asked participants what mode of transportation they use and how they felt about travelling along the Parkway.

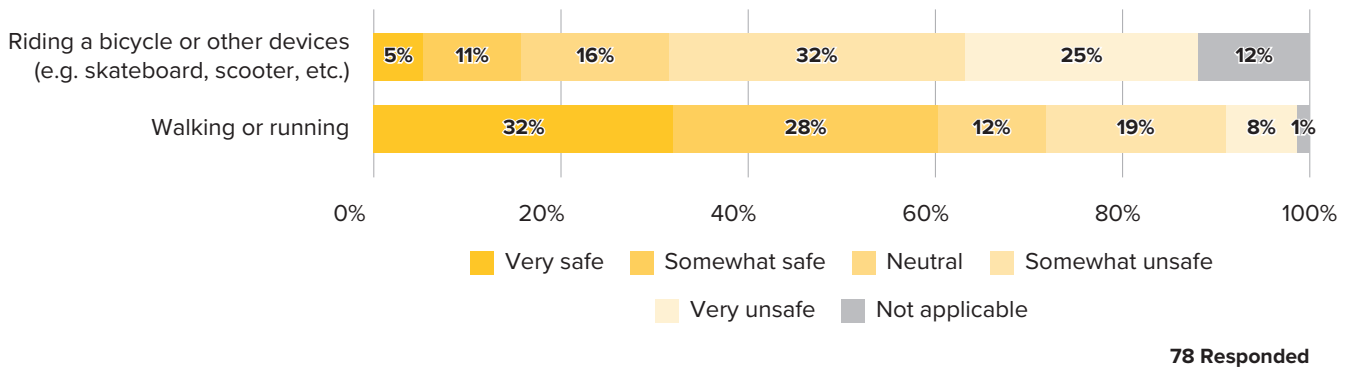
How people travel

Most people that responded use the corridor on bicycle, while 19% stated they walk or run.



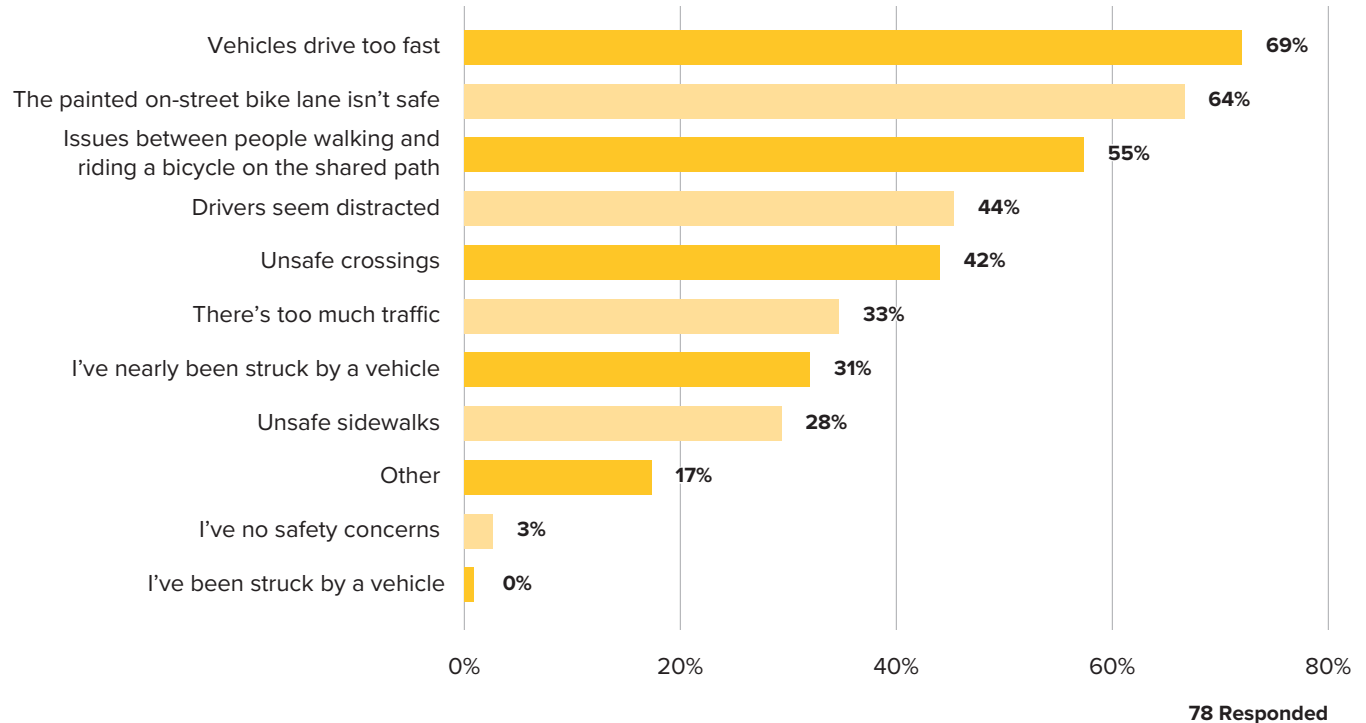
Sense of safety

Many people chose not to answer this question. Of those that did, only 16% felt safe, while 57% felt unsafe.



Safety concerns

Many people chose not to answer this question. Of those that did, the top four safety concerns identified by participants were: vehicles driving too fast, the painted on-street bike lane isn't safe, issues between people walking and riding a bicycle on the shared path, and drivers seem distracted.



OTHER:

Driving safety concerns: Participants shared that some cars speed on the Parkway. Crossroads or narrow bike lanes feel unsafe and many experience conflicts between people driving a car and people riding a bicycle.

Cyclist safety concerns: Some participants observed that people riding a bicycle do not comply with road rules. Also, some people riding bicycles do not feel safe and want a protected bike lane to be separated from traffic.

Weather issues: Bad weather, especially in winter, can make roads slippery and dangerous. Participants want roads to be clear from snow and safe during bad weather.

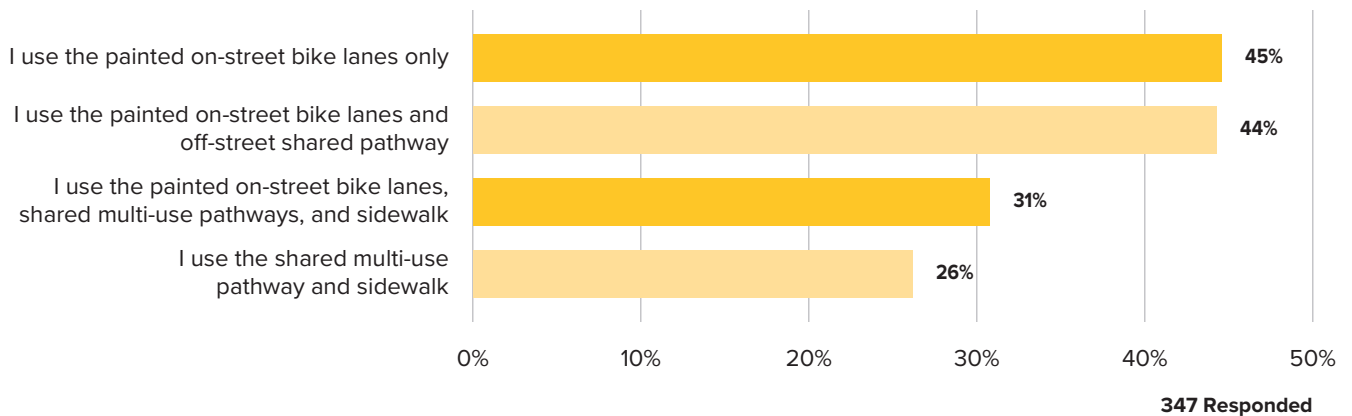
Road and landscape issues: Natural features, like big hills, can make biking harder and riskier. Problems like debris on the road, narrow lanes, inadequate drainage, were all issues mentioned.

Poor lighting and visibility: Participants expressed concerns when biking at night.

We asked participants what facilities they use and the extent of their rides on the Parkway.

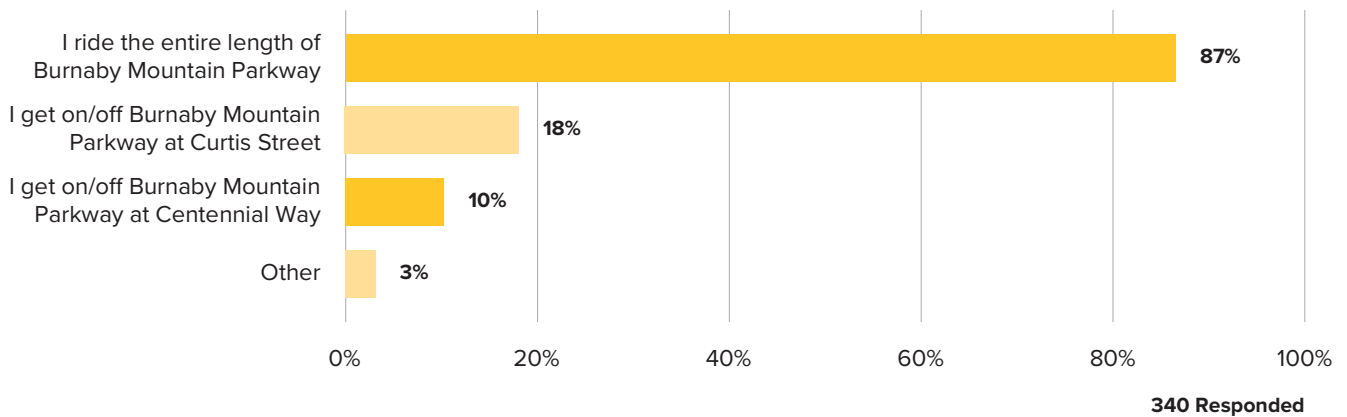
Use of existing facilities when riding a bicycle or other micro-mobility devices

The responses to this question show that people use the Parkway in different ways. Many people do not like using the shared pathway, while some use the pathway and the sidewalk to remain separate from traffic.



How much of the Parkway people ride

Most participants ride the entire length of Burnaby Mountain Parkway.



OTHER:

Different routes: People riding a bicycle use different routes. Some people feel unsafe on specific routes shared with cars and will avoid them.

Shared pathways and bike lanes: People are concerned about safety on shared pathways. Many feel that the shared pathway is not safe enough to accommodate users of different cycling abilities and people who walk. They're scared of accidents, especially when going downhill at high speeds. Many participants feel that a separated and protected bike lane is needed.

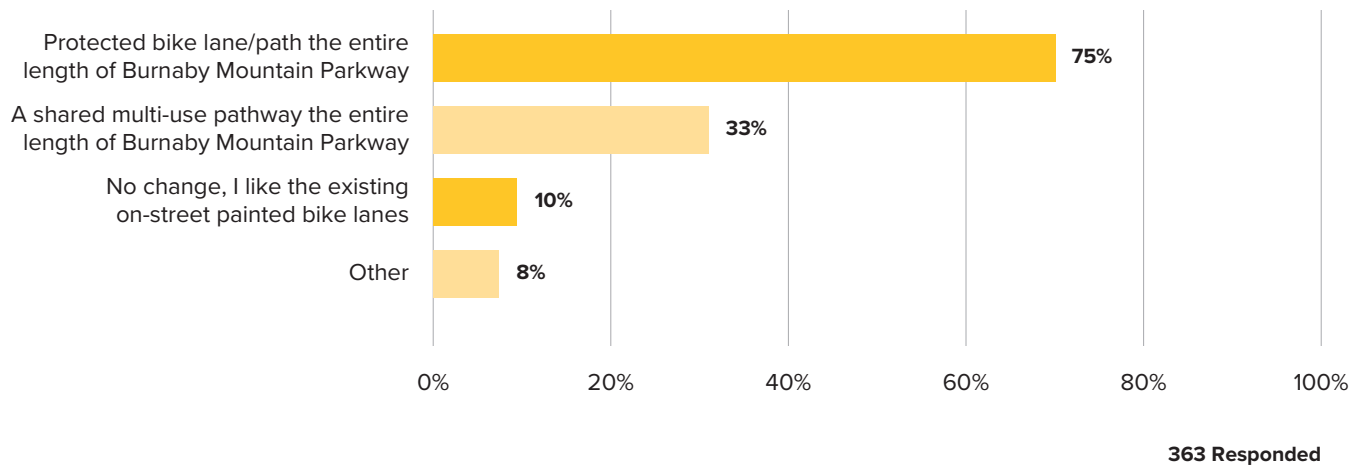
Mixing biking with other modes: Some people drive to a location and then bike from there. This might be because it's easier, or they want to avoid the hard parts of a path. Some suggest making appropriate stops or areas for people sharing trips, for example, using cars, buses and bikes.



We asked participants what improvements they would like to see and what concerns they had about proposed improvements on the Parkway.

Preferred types of facilities

Most participants said that they would prefer a protected bike lane/path the entire length of Burnaby Mountain Parkway while riding a bicycle or other micro-mobility devices. Most participants at the pop-up events also preferred the protected bike lane/path facility over other options.



OTHER:

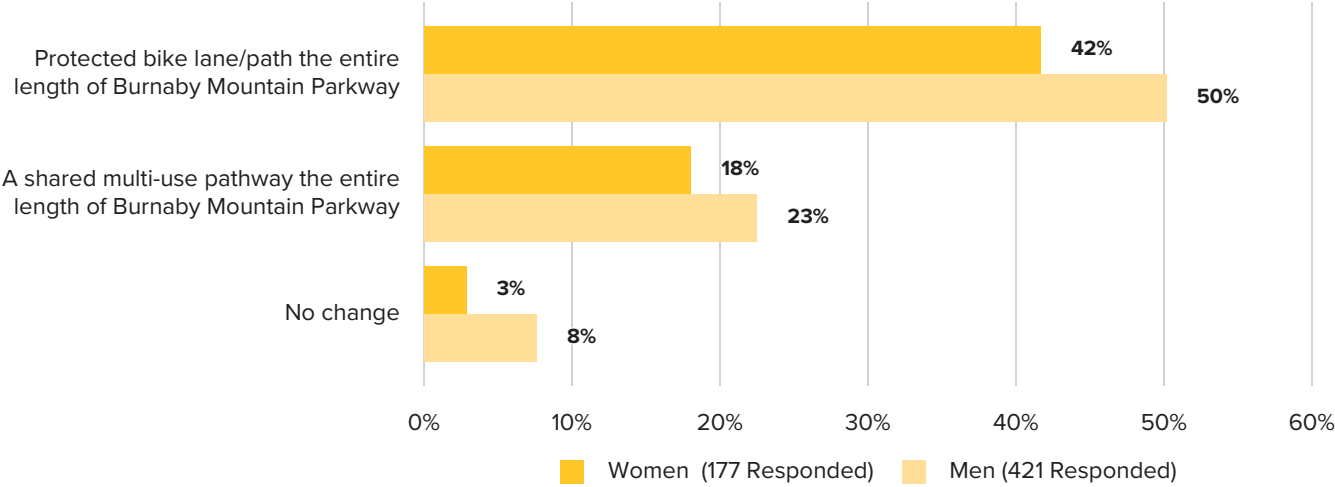
Separated protected bike lane: Many participants want a separated, protected, on-street facility for people who bike, especially when biking downhill. Participants also noted that wider bike lanes are needed for people who ride a bicycle to safely pass others and to be more separated from vehicles.

Multi-use pathway: Some participants suggested that a multi-use pathway is acceptable for uphill use, given that bicycle speeds are slower when biking uphill. For multi-use and off-street pathways, participants suggested painted lines to separate people who bike from people who walk and roll. Mixing them causes conflicts and hazards.

Wide bike lanes: Participants want well-made and maintained bike lanes. They mentioned the need for wide lanes to allow space for passing and a good surface for biking.

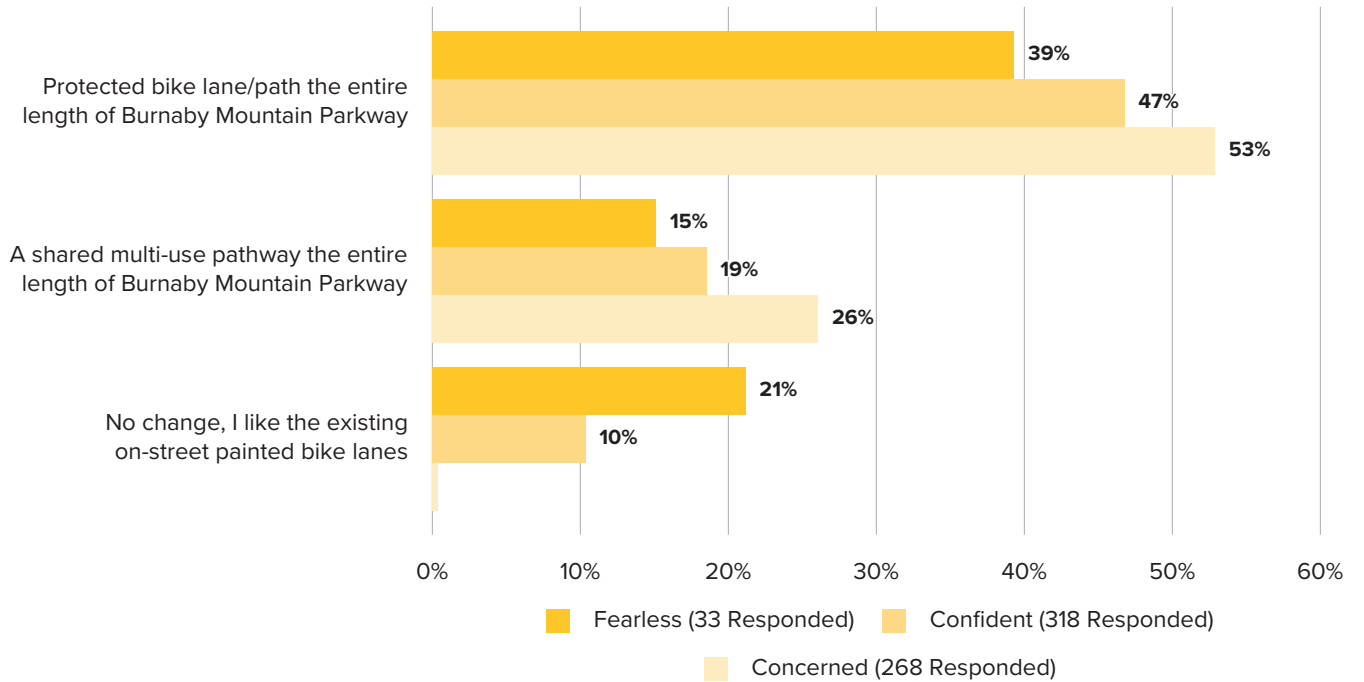
Gender and preferred type of facilities

Many participants did not identify their gender. That said, when we compared responses from those that did identify their gender, both men and women preferred a protected bike lane or path over other facilities.

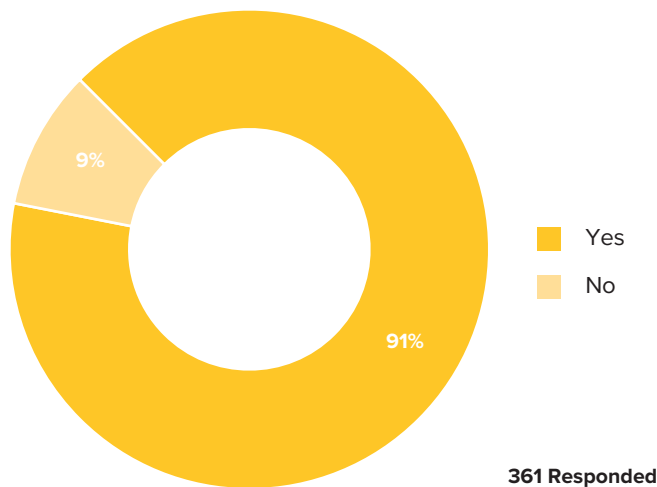


Level of confidence of participants and their preferred facility

We also compared level of confidence with facility preferences. All participants regardless of confidence level, favoured protected bike lanes over the shared pathway and existing painted lanes.



Willingness of people to ride a bicycle or other micro-mobility devices more frequently



Most participants would be willing to ride a bike (or micro-mobility devices) more regularly if their preferred option was provided.

Additional concerns and recommendations

We asked participants if they had any additional concerns or ideas to improve the Burnaby Mountain Parkway. The following is a summary of what we heard:

Separated protected bike lanes: Many participants feel that there is a need for protected bike lanes to separate them from traffic. They mentioned that cycling close to fast cars and large vehicles is unsafe on this bike route. Some participants specifically expressed that they would like an on-street protected facility, particularly when going downhill. Participants also mentioned that when designing a new facility to consider e-bike users and speeds.

Shared paths: Many participants expressed that mixing people who walk and bike on the same path causes conflicts and hazards because they travel at different speeds. However, some participants suggested that an uphill shared path would be acceptable given speeds of people who bike are significantly lower as opposed to downhill biking speeds. Participants thought shared paths were not an appropriate facility for more advanced bicyclists.

Wide lanes and paths: Participants suggested that wider lanes and paths need to be considered so that people who bike can pass each other easily and to share facilities with people who bike of different abilities and ages.

Crossings and intersections: Participants expressed many concerns regarding intersections and crossings. Dangerous conditions for turning into high volumes of traffic and unsafe crossings along this bike route were key concerns mentioned. Suggestions to improve crossings varied such as raised crossings, improved signage and tighter turning lanes.

Maintenance: Winter makes shared paths and off-street lanes challenging if not well maintained. Participants requested that cycling facilities have smooth surfaces for biking. They asked that snow and debris removal occurs more frequently.

Better connections and clear paths: People who bike want paths that connect well to other trails and main roads. They also want improved end of trip facilities and bike parking. Some participants requested that the current multi-use pathway is better connected with the off-street bike lane. People who bike want one clear path to follow. Right now, they must switch between different types of paths. For example, some participants mentioned that the painted bike lane suddenly ends and there is no signage to show where to go next along the route.

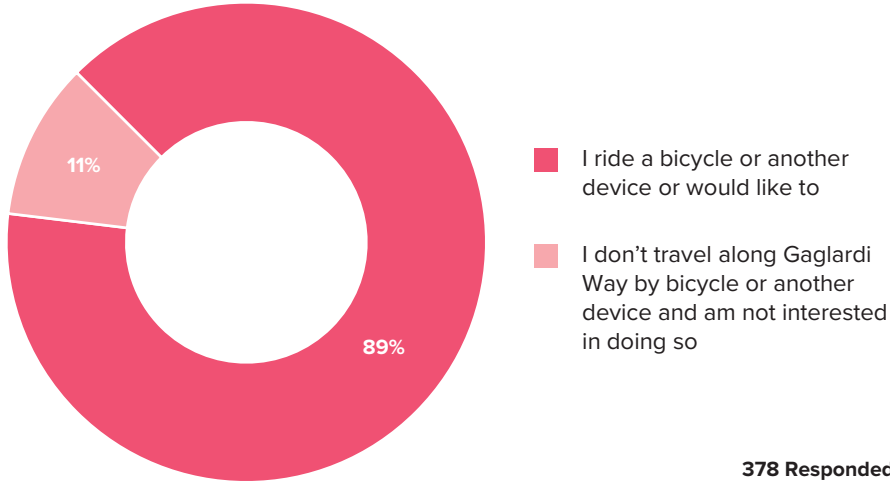
Lighting and visibility: Some participants noted that poor lighting is dangerous on this route given traffic volumes. Improving sightlines and lighting is recommended.

Gaglardi Way

Gaglardi Way currently has four lanes of vehicle traffic (two in each direction) and painted bike lanes. There is no facility for people who walk. The narrow-painted lanes and high traffic volume and speed make this uncomfortable for most. There is no comfortable connection on this side of Burnaby Mountain. With an objective of providing a facility for all ages and abilities, the proposed design needs to work for those using the corridor for transportation and recreation.



We asked participants if they cycle or would like to and how they felt about travelling along Gaglardi Way.



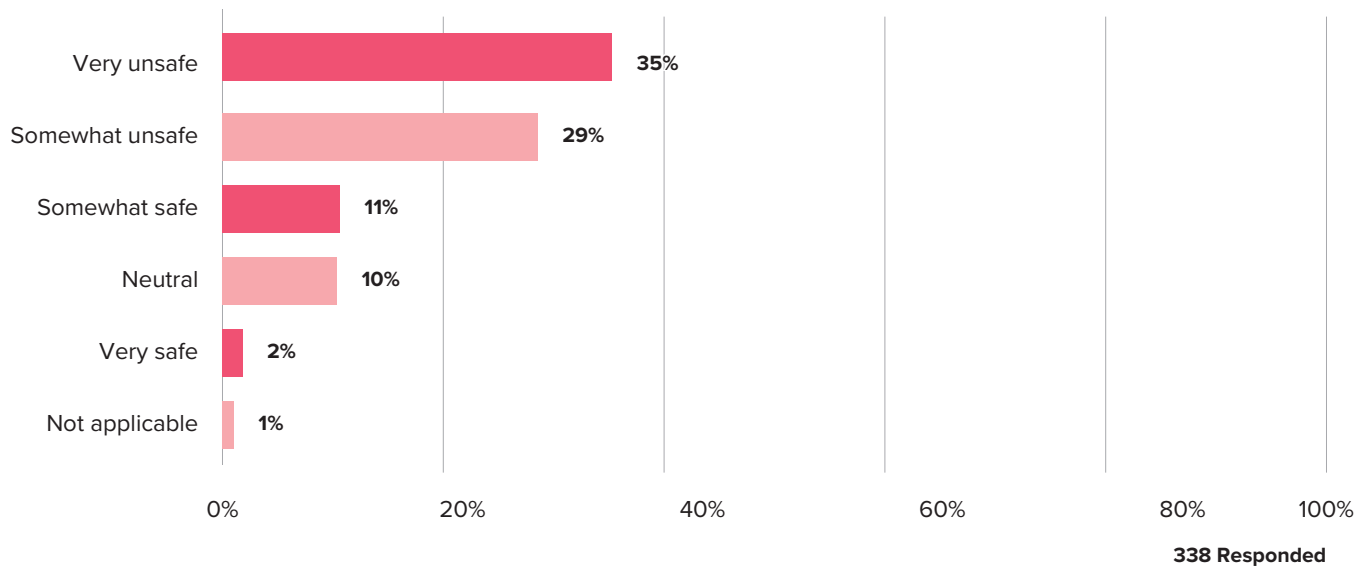
How people travel

Most participants ride a bicycle or another device on Gaglardi Way or would like to ride one.

We asked participants who ride a bicycle or another device on Gaglardi Way what their sense of safety was.

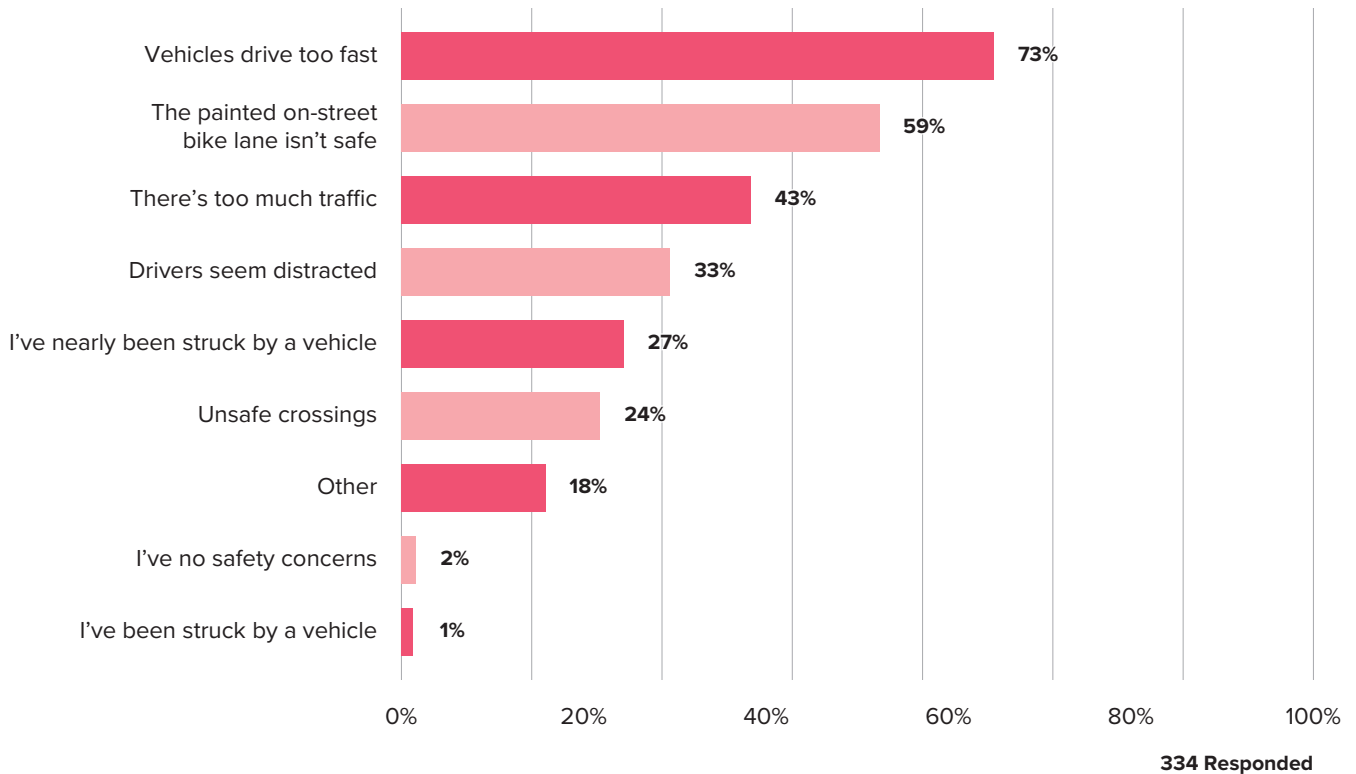
Sense of safety

Most participants said that they generally feel unsafe using the painted bike lanes.



Safety concerns

The top four concerns that participants identified were: vehicles drive too fast, the painted on-street bike lane isn't safe, there's too much traffic and drivers seem distracted.



OTHER:

Narrow and unprotected bike lanes: Many participants shared that narrow on-street painted lanes are unsafe due to high-speed traffic, large vehicles passing and people driving seeming impatient and distracted.

Debris, lack of road maintenance and hazards: Participants shared that they find debris on the route and obstructing the path. Also, they mentioned issues regarding storm drains installed along the bike lane which is a hazard for people who bike going downhill at high speeds. Winter makes things worse with snow and ice. Poor snow removal was also a key concern.

Driving safety concerns: Participants mentioned that large vehicles, such as trucks and buses, sometimes drive too close or act aggressively. Many people who ride bicycles shared that drivers speed through intersections, and do not seem to be watching out for them at turns and crossroads.

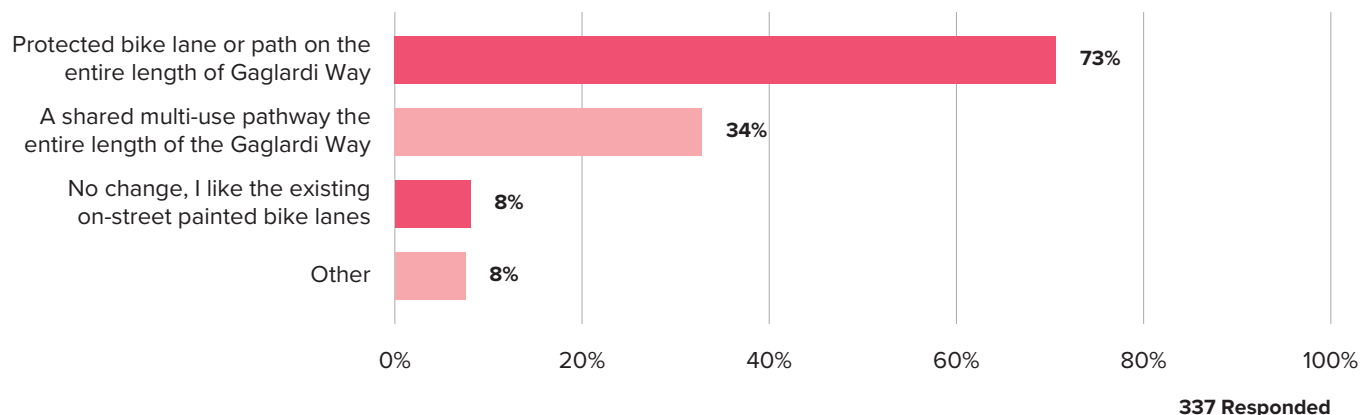
Dangerous crossings: Participants expressed that some crossroads on Gaglardi Way are risky. Some areas are steep, making it hard for people who bike to control speed and stop. In some places, it's hard to see clearly. For example, sometimes cars park in the way, making road markings hard to see.

Past fatalities: People who bike remember past accidents, some of which were fatal. Hazards on this route make them feel unsafe, especially with the existing conditions.

We asked participants what improvements they would like to see and their willingness to ride a bicycle or other micro-mobility devices if a safer facility was provided.

Types of facilities people would prefer while riding a bicycle or other micro-mobility devices

Most participants would prefer a protected bike lane or path the entire length of Gaglardi Way. Also, most participants at the pop-up events also preferred the protected bike lane/path facility over other options.



OTHER

Wider protected bike lanes: Participants requested wider bike lanes on the road. They want these lanes to be separate from other active transportation users and safe from cars.

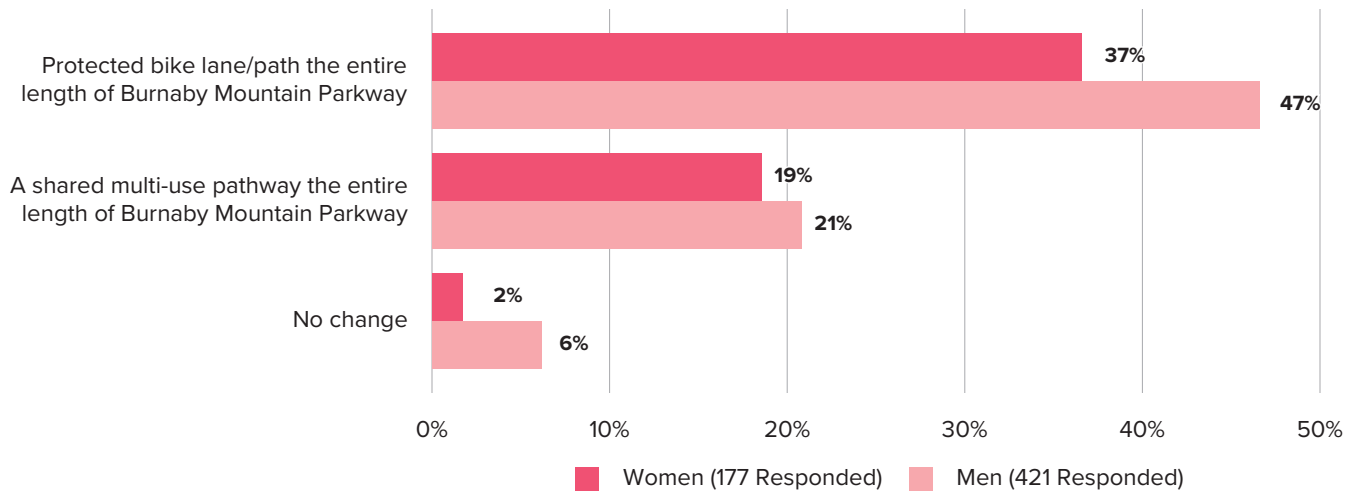
Speed issues: People, who ride bicycles, are worried about going too fast, especially downhill. This can be risky on paths shared with people who walk. Also, participants requested some traffic safety measures to protect people riding bicycles on this route from speeding vehicles.

Shared paths: Participants have mixed feelings about paths for both people who bike and people who walk. Some think they're a hazard when shared between all active mode users, but others believe they can work if designed right. A key idea is to clearly mark which parts are for people who bike and who walk.

Maintenance: People want bike lanes to be well-maintained and free of debris.

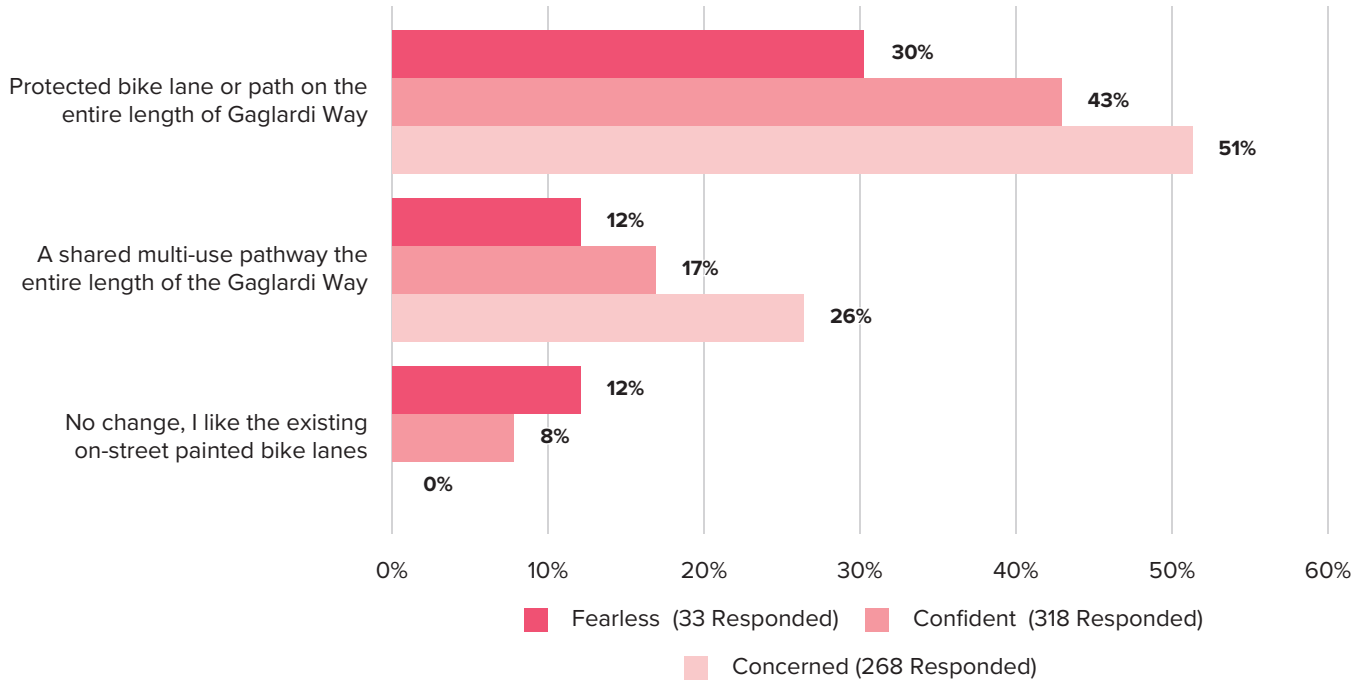
Gender and preferred type of facilities

Similar to results regarding gender and facility preferences for Burnaby Mountain Parkway, most men and women preferred a protected bike lane or path over other facilities.



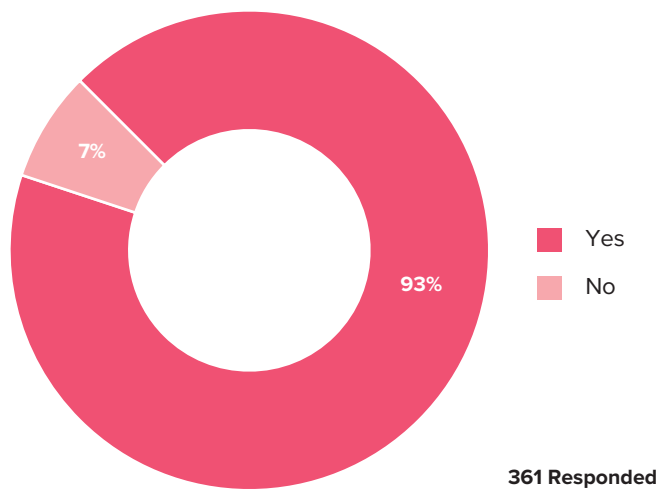
Level of confidence of participants and their preferred facility

We also looked at level of confidence and facility preferences. Over half of participants who responded to the survey and who were concerned or confident biking Gaglardi Way, preferred a protected bike lane or path.



Willingness to ride a bicycle or other micro-mobility devices

Most participants would ride a bicycle or other micro-mobility devices on Gaglardi Way if a safer facility were provided.



Additional concerns and recommendations

We asked participants if they had any additional concerns or ideas to improve Gagliardi Way. The following is a summary of what we heard:

Separate protected bike lanes: Participants are worried about vehicle speeds and traffic volume on this route. They mentioned past fatalities of people who were riding bicycles and strongly suggest a separate protected facility. Many participants do not think that a shared pathway with pedestrians is appropriate along this route.

Wide bike lanes: Participants request wider bike lanes. They account for heavy traffic closely passing them due to the narrow bike lane on this route.

Crossings: Better crossings are needed with adequate traffic lights and controls for the safety of people who ride bicycles and people who walk and roll.

Debris and road maintenance: Many participants mentioned the need for debris to be cleared more frequently from bike lanes and along this route. They do not want to avoid the debris and forced into heavy and fast-moving traffic.

Different Users: People ride bicycles at different speeds and some worry about everyone using the same path. Participants also suggest considerations for e-bike and use of electric modes.

Connecting areas: People want better planning between key areas, paths, trails and a more connected network.





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