

Welcome

Share your feedback on what we are proposing!



Take the survey

Scan the QR code or visit

[Burnaby.ca/YourVoice-VanSFUCycling](https://burnaby.ca/YourVoice-VanSFUCycling)

Deadline: Sunday, February 25

Project background

The Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way are part of the City's Priority Cycle Network and TransLink's Transport 2050 Major Bikeway Network. These corridors serve as important cycling connections between Metro Vancouver's urban centres and key destinations, including Kensington Park, Confederation Park, SFU and Vancouver.

More info: [Burnaby.ca/YourVoice-VanSFUCycling](https://burnaby.ca/YourVoice-VanSFUCycling)

VanSFUCycling@burnaby.ca



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

Project area



Our goal

We want to make the Frances-Union Bikeway, Burnaby Mountain Parkway, and Gaglardi Way safer and better connected for people of all ages and abilities.



Project timeline



What's happening now?

We're excited to pedal into the second phase of our project, and would love your help again. It's time to show you the initial design concepts we've developed for the Frances-Union Bikeway, Burnaby Mountain Parkway and Gaglardi Way.

We've developed these concepts based on technical data and public feedback received during Phase 1.

Your feedback

Let us know what you think to help us finalize the design concepts. Do you like them? Any concerns? Community feedback is important to us and will help shape our final recommendations.

Findings from Phase 1

Frances Union Bikeway

- » Cyclists are concerned about cars passing too close to them, especially where there is on-street parking.
- » Traffic volume is too high on some blocks.
- » Some people drive too fast.
- » Some people driving do not obey stop signs.
- » The posted speed limit is too high.
- » Some crossings at busy intersections feel unsafe.

Duthie Avenue and Hastings Street Corridors

- » Traffic volumes and speeds are high.
- » Demand for on-street parking is low (less than 40%) in some areas.
- » Duthie Avenue has slope and utility challenges.
- » Hastings Street has utility poles on the south side, and little space behind the existing sidewalk.
- » The eastbound bus stop on Hastings Street is highly used and multiple buses arrive at the same time.
- » Some vehicle lanes are too wide.



Frances-Union Bikeway proposed improvements

Neighbourhood bikeway signage and markings



Location: Entire corridor

Benefits:

- lower the speed limit along the entire corridor and at all times
- provide stronger messaging that this is a shared roadway between drivers and cyclists

Location: At most two-way stops crossing the corridor

Benefits:

- prioritize people walking and cycling at intersections
- reduce likelihood of drivers disobeying stop signs
- slow down turning traffic
- improve accessibility for people walking



Continuous sidewalks

Speed cushions



Location: Entire corridor

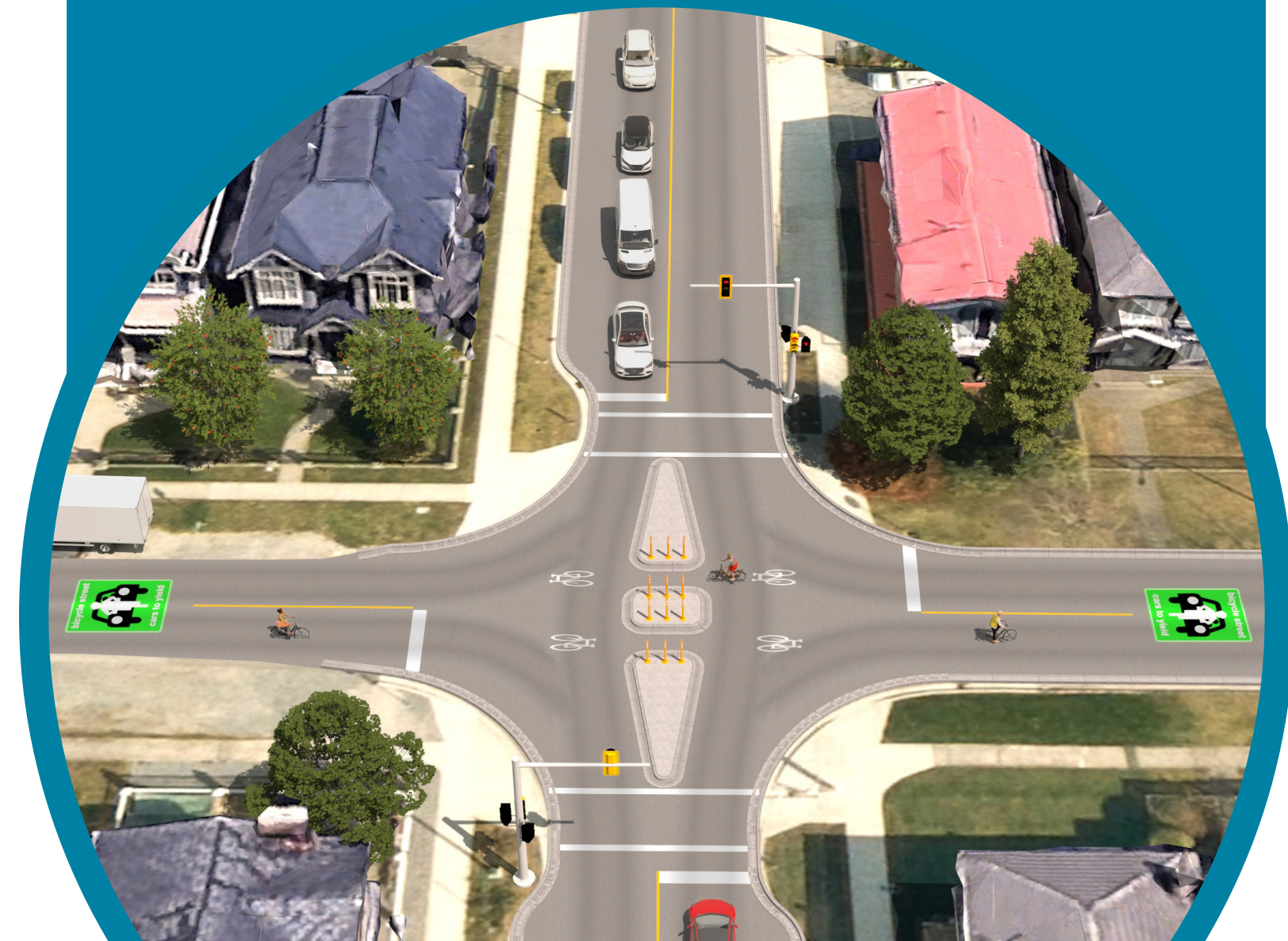
Benefits:

- slow down traffic making it safer for everyone
- reduce speed differences between people cycling and driving
- allow cyclists to pass through (a benefit of cushions versus speed humps)

Location: Gilmore, Willingdon, Holdom, Sperling, Duthie

Benefits:

- adding a traffic light provides people driving with dedicated signal phase
- adding the Walk/Don't Walk signal provides people walking and cycling with dedicated crossing free of conflicts



Pedestrian and bicycle crossing signals

Frances-Union Bikeway proposed improvements

Fell Avenue traffic diverter



Location: Frances Street at Fell Avenue

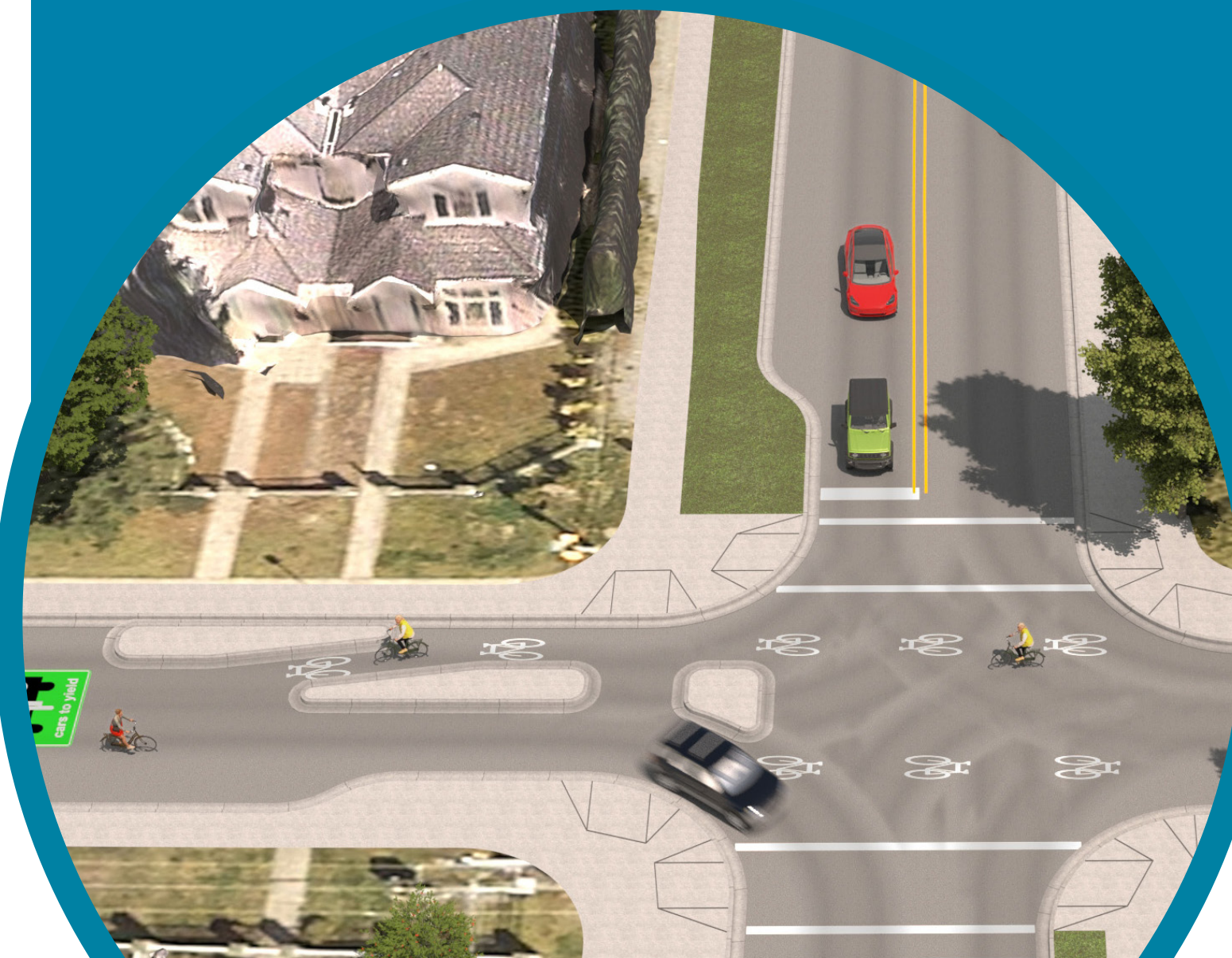
Benefits:

- reduce traffic volumes and stop short cutting between Hastings Street and Holdom Avenue
- reduce conflicts for cyclists
- reduce traffic in front of people's homes

Location: Union Street at Sperling Avenue

Benefits:

- reduce traffic volumes
- reduce conflicts for cyclists
- reduce traffic in front of people's homes



Sperling Avenue traffic diverter

Duthie Avenue bi-directional protected bike lane



Location: Duthie Avenue between Union Street and Hastings Street

Benefits:

- facilitate safe transition between facilities
- reduce impacts to existing street functions
- maintain sufficient on-street parking to meet observed demand

Location: Duthie Avenue at Hastings Street

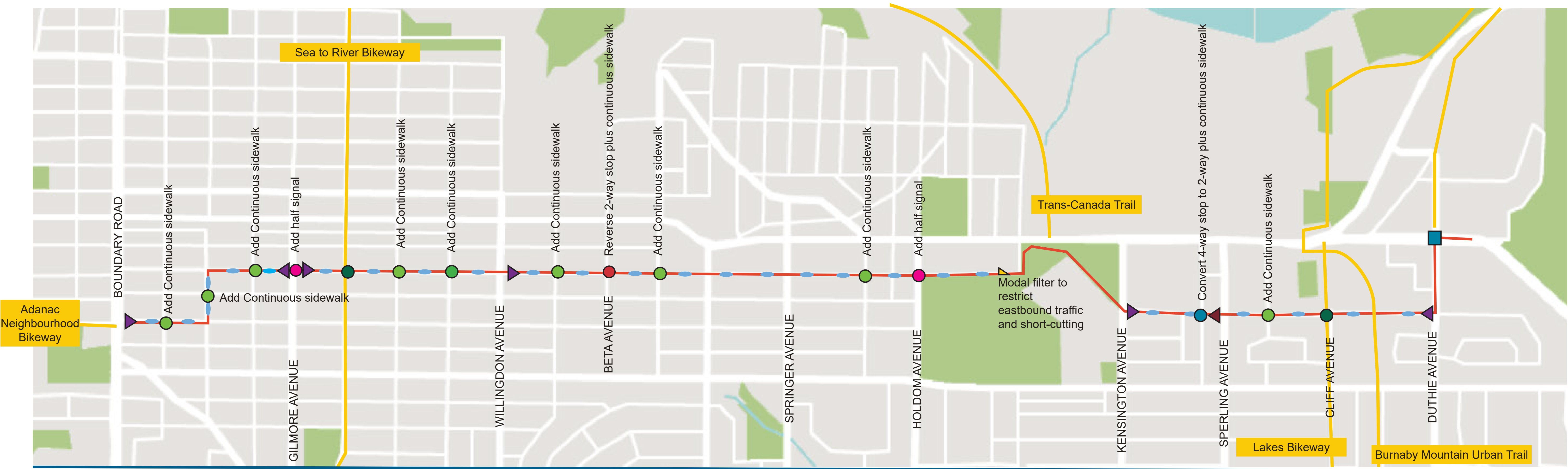
Benefits:

- improve safety for all road users
- retain existing vehicle lanes
- retain existing bus operations



Protected intersection design

Frances-Union Bikeway proposed improvements by location



Symbol	Description	Rationale	Quantity
	SC/S - Speed cushion and stencil at each end of the block	Enforce posted speed and promote driver yielding to people rolling	26
	CS - Addition of continuous sidewalk at existing two-way stop control	Reduce width of corridor, enhance stop control compliance	10
	4-way stop conversion to 2-way stop with continuous sidewalk	Allow people riding bicycles to maintain momentum, reduce width of corridor, enhance stop control compliance	1
	Reversal of existing two-way stop plus continuous sidewalk	Allow people riding bicycles to maintain momentum, reduce width of corridor, enhance stop control compliance	1
	Existing traffic circle	Allow transfer between cross bicycle routes	2
	Crossing upgrade	Improve crossing safety	2
	Existing modal filter	Maintain existing filters	5
	Intersection upgrade to protected intersection	Manage bicycle turn movements from preferred facility type on each approach	1
	New modal filter	To reduce volumes below desired threshold of 1,000 vehicles per day	1

Findings from Phase 1

Burnaby Mountain Parkway

- » The painted bike lanes are not safe for cyclists of all ages and abilities.
- » The existing median island is too wide.
- » The existing multi-use pathway is not liked by most because people walking and cycling do not like sharing the MUP with other modes travelling at different speeds.
- » Widening the south slope would increase cost and complexity.
- » Bus stops must be incorporated into the design.
- » Connections to existing trails (including the Trans-Canada Trail) and neighbourhoods to the south should be considered.

Gaglardi Way

- » The painted bike lanes are not safe for cyclists of all ages and abilities.
- » Traffic volumes and speeds are too high and protected bike lanes are required.
- » There are no pedestrian facilities on the corridor, except in a few spot locations.
- » There is a path people made from walking across Gaglardi Way where trails intersect it.
- » The dedicated vehicle turning lanes are not suitable for cyclists of all ages and abilities.



Burnaby Mountain Parkway proposed improvements

Lower slopes



Benefits:

- provide space for cyclists to pass with wide protected bike lanes
- minimize conflicts with bus stops
- retain existing vehicle lanes
- retain existing sidewalk to connect with new upper slope sidewalk

Benefits:

- provide safer cycling crossing facility with removal of downhill right-turn lane
- prioritize people walking and cycling with continuous sidewalk
- retain existing left-turn lane



Centennial Way

Upper slopes



Benefits:

- provide space for cyclists to pass with wide protected bike lanes
- provide separation between cyclists and people walking along the entire corridor
- retain existing vehicle lanes

Benefits:

- provide safer cycling crossings through protected intersections
- improve safety for all road users by removing channelized right turn lanes
- improve connectivity to existing multi-use pathways and bike lanes on SFU campus



Gaglardi intersection

Gaglardi Way proposed improvements

Gaglardi Way slopes



Benefits:

- provide space for cyclists to pass with wide protected bike lanes
- transition to 3 lanes with 1 downhill lane and 2 uphill lanes
- reduce vehicular speeding going downhill

Benefits:

- provide protected bike lanes by narrowing the parking lane
- improve connectivity and access to existing trail heads with a new multi-use pathway on the north side



Trail parking area

Broadway north



Benefits:

- provide space for cyclists to pass with wide protected bike lanes
- retain existing vehicle lanes
- removal of channelized right turn lane improves safety for all road users
- provide safer crossing for cyclists

Benefits:

- provide space for cyclists to pass with wide protected bike lanes
- removal of channelized right-turn lanes to improve safety for all road users
- provide a north crosswalk with leading pedestrian interval to improve access to transit



Broadway south

About you

To help ensure we are hearing from diverse groups of people in our city, tell us a bit about you.

Place a sticker on the cycling routes that you currently ride on or would like to ride on.



What is your age group?

Place a sticker under the age group you belong to.

» less than 18 years

» 18 - 24 years

» 25 - 34 years

» 35 - 44 years

» 45 - 54 years

» 55 - 64 years

» 65 years or older

Does the proposed design meet the needs of cyclists along each of the project corridors?

Please place one dot for each cycling corridor (row) below.

Corridor	Fully	Somewhat	Barely	Does not	Not sure
Frances-Union Bikeway Neighbourhood bikeway with custom pavement markings and signage, continuous sidewalks, speed cushions, and new modal filters.					
Duthie Avenue and Hastings Street Wide protected bike lanes with space to pass, protected intersection, and removal of parking on one side.					
Burnaby Mountain Parkway Wide protected bike lanes, sidewalk along the entire corridor, continuous sidewalk and bike path at park entrance, and protected intersection at Gaglardi Way.					
Gaglardi Way Wide protected bike lanes, multi-use path adjacent to trail parking, protected intersections.					

Do you have any additional comments and suggestions?

Please place a sticky note under the relevant cycling corridors below.

Frances-Union Bikeway	Duthie Avenue and Hastings Street	Burnaby Mountain Parkway	Gaglardi Way