



TRANSPORTATION COMMITTEE

NOTICE OF OPEN MEETING

DATE: WEDNESDAY, 2015 FEBRUARY 11

TIME: 6:00 PM

PLACE: Council Chamber, Main Floor, Burnaby City Hall

A G E N D A

	<u>PAGE</u>
1. <u>CALL TO ORDER</u>	
2. <u>MINUTES</u>	
a) Minutes of the Transportation Committee Open Meeting held on 2014 September 10	2
3. <u>PRESENTATIONS</u>	
a) Stu Ramsey, Manager, Transportation Planning Re: Public Realm Design Standards for Town Centre Streets <u>Speaker(s):</u> Stu Ramsey	8
4. <u>BICYCLE ADVISORY GROUP - REPORT</u>	
a) Report from Director Planning and Building Re: Cycling Promotion	20
5. <u>NEW BUSINESS</u>	
6. <u>INQUIRIES</u>	
7. <u>ADJOURNMENT</u>	

TRANSPORTATION COMMITTEE

MINUTES

An Open meeting of the Transportation Committee (Bicycle Advisory Group) was held in the Council Chamber, City Hall, 4949 Canada Way, Burnaby, B.C. on Wednesday, **2014 September 10** at 6:00 p.m.

PRESENT: Councillor Nick Volkow, In the Chair
Councillor Sav Dhaliwal, Vice Chair
Mr. Lloyd Paul, Citizens' Representative
Mr. Dave Reid, Citizens' Representative

ABSENT: Councillor Richard Chang, Member
Ms. Amber Keane, Citizens' Representative
Ms. Maria Marano, Citizens' Representative

B.A.G.: Mr. Chris Siggers, Bicycle Advisory Group
Ms. Sally Pankratz, Bicycle Advisory Group

STAFF: Mr. Doug Louie, Assistant Director Engineering, Traffic & Parking Management
Mr. Stu Ramsey, Manager, Transportation Planning
Ms. Leah Libsekal, Transportation Planner
Mr. Mark Dal-Santo, Traffic Technician
Mr. Ian Wasson, Urban Design Planner
Ms. Eva Prior, Administrative Officer

The Chair called the Open meeting to order at 6:05 p.m.

1. MINUTES

(a) **Minutes of the Transportation Committee Open Meeting held on 2014 June 11**

MOVED BY COUNCILLOR DHALIWAL:
SECONDED BY MR. PAUL:

"THAT the minutes of the Transportation Committee meeting held on 2014 June 11 be adopted."

CARRIED UNANIMOUSLY

2. **BICYCLE ADVISORY GROUP - CORRESPONDENCE**

MOVED BY MR. REID:

SECONDED BY COUNCILLOR DHALIWAL:

“THAT the correspondence be received.”

CARRIED UNANIMOUSLY

(a) **Correspondence from Ms. Cathy Griffin**

Re: Request for Improvements to Sea to River Bike Route
Gilmore Avenue, from Still Creek to Canada Way

Correspondence was received from Ms. Cathy Griffin requesting improvements to the Sea to River Bikeway be expedited. Ms. Griffin is concerned that the timeline outlined in the Council report to proceed with detailed design and cost estimates to allow for upgrades to the Gilmore Urban Trail Highway 1 crossing are too lengthy.

Staff advised that Council have adopted recommendations to authorize an expenditure for the design of specific works for the Still Creek Drive to Canada Way section of the Gilmore Trail. Staff will endeavour to advance the project faster than reported in the press.

(b) **Correspondence from HUB-Burnaby Committee**

Re: Support for Improvements to Sea to River Bike Route
Gilmore Avenue, from Still Creek to Canada Way

Correspondence was received from the HUB-Burnaby Committee advising that they support the City proposed improvements to the Sea to River Bikeway on Gilmore Avenue, from Still Creek Drive to Canada Way.

Staff advised that Council have adopted recommendations to authorize an expenditure for the design of specific works for the Still Creek Drive to Canada Way section of the Gilmore Trail. Staff will endeavour to advance to project faster than reported in the press. As is the usual practice, staff will invite HUB members for a site visit once a draft design has been submitted.

The Committee requested that staff provide a count of cyclists/trips in Burnaby over the last five years.

Staff undertook to provide this information to the Committee.

(c) **New Business**

Sally Pankratz

Ms. Pankratz advised that the path along the north end of the track at Burnaby Central Secondary School is eroding. Ms. Pankratz requested the City work with the Burnaby School District to designate this portion as an urban trail.

Ms. Pankratz queried if the City would continue the bike lane on Sprott Street, from Norland Avenue to Kensington Avenue.

Staff advised land is currently not available on the south side of Sprott Street. Staff are hopeful that the bike lane will be completed through redevelopment in the area.

Ms. Pankratz requested that staff:

- repair a hole on the west side of the Kensington Urban Trail (KUT) north of Still Creek; and
- investigate creating a shared bike/pedestrian path on Broadway, where the KUT ends; and
- investigate placement of curb ramps on the islands at Kensington Avenue and Broadway; and
- improve the curb on the narrow stretches of Kensington Avenue.

Ms. Pankratz expressed concern that the completion of Still Creek Avenue, near Costco, will increase traffic on Douglas Road.

Ms. Pankratz also requested that staff investigate patching the curb side pavement on Gilpin Street west of Mahon Avenue.

Staff undertook to investigate.

Ms. Pankratz requested that the City implement separated cycling lanes in the Metrotown to Highgate area.

Staff advised that as development continues in the Metrotown Town Centre developers are encouraged to provide cycling and pedestrian infrastructure.

(d) **Inquiries**

No inquiries were brought forward at this time.

3. **TRANSPORTATION COMMITTEE – CORRESPONDENCE AND REPORTS**

MOVED BY MR. REID:

SECONDED BY MR. PAUL:

“THAT the correspondence and reports be received.”

CARRIED UNANIMOUSLY

- (a) **Correspondence from Terry Goebel**
Re: Increased Traffic Volumes on
Armstrong Avenue, Cariboo, 10th, and 16th Avenues

Correspondence was received by Mr. Terry Goebel expressing concern regarding the increase in traffic on Cariboo Road, 10th, 16th, and Armstrong Avenues. Mr. Goebel believes that the increase in traffic is a result of motorists seeking to avoid the tolled Port Mann Bridge.

Staff have been in contact with the City of New Westminster to monitor impacts and collaborate on initiatives to address the arising concerns.

Arising from discussion the Committee introduced the following motion:

MOVED BY COUNCILLOR DHALIWAL:

SECONDED BY MR. PAUL:

"THAT this item of correspondence be referred to staff for review."

CARRIED UNANIMOUSLY

(b) Memorandum from Parks, Recreation and Cultural Services

**Re: Update Regarding Fence Replacement
at Greentree Village Park**

A memorandum was received from the Parks, Recreation and Cultural Services Department to address an item of New Business that was brought forward at the 2014 June 11th meeting regarding the replacement of a fence along Wayburne Drive at Greentree Village Park.

Staff advised that the fence will be replaced.

(c) Email from Manager, Transportation Planning

**Re: Response from the Province on the Intersection
of Willingdon Avenue at Canada Way**

An email was received from Manager, Transportation Planning addressing concerns brought forward by the Committee regarding recent changes made by the Province at the intersection of Willingdon Avenue and Canada Way.

(d) Report from Director Planning and Building

Re: Bus Route Extension for Route #116

The Director Planning and Building submitted a report seeking authorization of bus service on sections of the North Fraser Way and Marine Way in the Big Bend Area.

The Director Planning and Building recommended:

1. THAT Council authorize the use of North Fraser Way and Marine Way by transit buses for the extension of Route #116 into the eastern portion of the Big Bend Community Plan Area, as outlined in this report.

2. THAT a copy of this report be sent to Mr. K. Chow, Service Planner, Coast Mountain Bus Company.
3. THAT copies of this report be sent to those that have corresponded with the City on this matter in the recent past.

MOVED BY COUNCILLOR DHALIWAL:
SECONDED BY MR. PAUL:

“THAT the recommendations of the Director Planning and Building be adopted.”

CARRIED UNANIMOUSLY

(e) **Report from Director Planning and Building**
Re: New Westminster Draft Master
Transportation Plan

The Director Planning and Building submitted a report to provide comments to the City of New Westminster on their draft *Master Transportation Plan*.

The Director Planning and Building recommended:

1. THAT Council authorize staff to request that New Westminster engage in a detailed review of the various cycling, truck route, and road classification issues arising from New Westminster’s draft Master Transportation Plan.
2. THAT a copy of this report be sent to the City Clerk, City of New Westminster, 511 Royal Avenue, New Westminster, BC, V3L 1H9.

MOVED BY COUNCILLOR DHALIWAL:
SECONDED BY MR. REID:

“THAT the recommendations of the Director Planning and Building be adopted.”

CARRIED UNANIMOUSLY

4. **NEW BUSINESS**

David Reid

Mr. Reid requested that staff investigate cause of traffic back-ups on Gaglardi Way, south of Lougheed Highway.

Staff undertook to investigate.

Mr. Reid advised the Committee that northbound traffic is travelling straight through the intersection at Boundary Road and Grandview Highway, in the right turn only lane.

Staff undertook to notify RCMP and request enforcement.

Councillor Dhaliwal

Councillor Dhaliwal requested that staff provide an update on the City's bus shelter program regarding accessibility, safety and cleanliness.

Staff advised replacement of older shelters is continuing and eco-bins are being placed in areas where litter is an issue.

5. INQUIRIES

Lloyd Paul

Mr. Paul queried the relocation of the terminus of the C6 and C7 buses at Metrotown during the reconstruction phase of the Metrotown SkyTrain Station. Mr. Paul requested that TransLink and Coast Mountain provide clear indication to passengers as to the changes that are anticipated.

Staff advised that short term changes are anticipated; however, the City has not been informed as to what the interim changes will be.

6. ADJOURNMENT

MOVED BY MR. REID:

SECONDED BY MR. PAUL:

“THAT the Open meeting do now adjourn.”

CARRIED UNANIMOUSLY

The Open meeting adjourned at 7:45 p.m.

Ms. Eva Prior
ADMINISTRATIVE OFFICER

Councillor Nick Volkow
CHAIR



Office of the City Clerk

D. Back, City Clerk
S. Cleave, Deputy City Clerk

INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE
CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE
CHAIR AND MEMBERS
ENVIRONMENT COMMITTEE

DATE: 2015 JANUARY 20

FROM: DEPUTY CITY CLERK

FILE: 02410-20

SUBJECT: **PUBLIC REALM DESIGN STANDARDS FOR TOWN CENTRE STREETS**
(ITEM NO. 02, MANAGER'S REPORTS, COUNCIL 2015 JANUARY 19)

Burnaby City Council, at the Open Council meeting held on 2015 January 19, received the above noted report and adopted the following recommendations contained therein:

1. "THAT Council authorize staff to complete the public realm design standards for Town Centres, as outlined in this report.
2. THAT Council forward copies of this report to the Transportation, Traffic Safety, and Environment Committees."

In addition, Council adopted the following motion:

1. "THAT Staff prepare a PowerPoint presentation to share the creative development of Town Centres - highlighting community arts, sidewalk improvements, bike lanes and environmental enhancements."

As directed by Council, please find attached a copy of the report.

Sid Cleave
Deputy City Clerk

SC:rj

Copied to: Director Planning and Building



Item.....
Meeting..... 2015 Jan 19

COUNCIL REPORT

TO: CITY MANAGER **DATE:** 2015 January 14

FROM: DIRECTOR PLANNING AND BUILDING **FILE:** PL 37500 - 01
Reference: Transportation - General

SUBJECT: PUBLIC REALM DESIGN STANDARDS FOR TOWN CENTRE STREETS

PURPOSE: To advise Council of the progress made on public realm design standards for streets in Burnaby's four Town Centres.

RECOMMENDATIONS:

1. **THAT** Council authorize staff to complete the public realm design standards for Town Centres, as outlined in this report.
2. **THAT** Council forward copies of this report to the Transportation, Traffic Safety, and Environment Committees.

REPORT**1.0 INTRODUCTION**

Enhancements to the quality of the Town Centre public realm provide an opportunity to advance a broad range of the City's economic, social, and environmental goals. Accordingly, this report presents the public realm design standards that have arisen from Council's adopted policies for Burnaby's four Town Centres.

A primary impetus for developing the design standards for the Town Centres was Council's adoption of the *Supplementary Community Benefit Bonus Density Policy* on 2010 November 01. This policy calls for "additional community amenities to support and service residents and businesses within the Town Centres" with the goal of "enhancement of the livability of the City and its Town Centres". The Town Centre public realm design standards arise from that direction. Council's adoption of the Beresford Art Walk concept in 2010 provided a starting point for the design standards, the evolution of which has continued since that time.

The specific aspects and application of the Town Centre public realm design standards have been largely developed through the associated rezoning processes within Town Centres. They have been reflected in materials presented in Council workshops, at Public Hearings, and in Council reports which specify construction of roads and boulevards fronting development sites to a final standard with curb and gutter, separated pedestrian and bicycle facilities, street trees, enhanced boulevards, street lighting, and pedestrian lighting. To date, this has included the rezoning (in progress or finalized) of over 40 sites in all four Town Centres, including: Station Square, Solo, Aviara, Vantage, Met I & II, Brentwood Mall, Value Village, Noel Drive, and Southgate.

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 Re: Public Realm Design Standards for Town Centre Streets
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Through these applications, input from Council and a broad range of City staff, developers, architects, engineers, and residents have helped shape the standards.

As earlier rezoning applications have proceeded to construction, there are now several street segments where elements of the new streetscape have been built. These include: south side of Loughheed Highway west of Rosser Street, south side of Beresford Street west of Telford Avenue, west side of Telford Avenue south of Beresford Street, and east side of Dow Avenue south of Beresford Street.

This report presents the design standards that have evolved from an iterative and collaborative process and have been successfully installed on City streets, in support of Council's approved objectives for the City and Town Centres specifically. Over time, the designs are intended to continue to be refined through the City's development approval and detailed engineering design processes.

2.0 POLICY CONTEXT

Development of the design standard was guided by existing Council policy. This included directions from a broad range of policy documents, such as: the *Official Community Plan*, four *Town Centre Plans*, three *Sustainability Strategies*, *Burnaby Transportation Plan*, *Streetscape Beautification Strategy*, and *Supplementary Community Benefit Bonus Density Policy*. In addition, contributions were made through earlier and ongoing works incorporated into the UniverCity development, Council's Mobility Access Planning initiatives (MAP Edmonds and MAP Cascade Heights), and other similar projects such as the green street pilot project on Watling Street. Collectively, through these strategies and efforts, Council has set the direction for the role of the public realm that is to ***foster a sense of pride in the community and strengthen sense of place.***

The arising collective vision for the public realm is to design streetscapes to:

1. Enhance the experience for visitors, the business community and residents by improving the safety, access, aesthetics and greening of boulevards.
2. Be environmentally, socially and economically sustainable, by adding to the natural landscape, reducing waste, conserving resources, and working with natural systems.
3. Be strategic in nature by establishing a hierarchy of priorities and using design standards to minimize the on-going maintenance required.
4. Enhance the experience of travel by alternative modes of transportation within the city by creating enjoyable and safe environments for pedestrians, cyclists, transit users and the general travelling public.
5. Be safe and accessible for people of all ages and abilities, and not be a barrier to anyone's participation in the community.

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The resulting design standards have achieved these vision statements for the Town Centre streets, where use of the public realm is highest due to the number of residents, businesses, services and destinations available within a pedestrian environment, and the prevalence of SkyTrain stations and bus stops.

3.0 PRINCIPLES GUIDING THE PUBLIC REALM DESIGN STANDARDS

Within the above policy context, the streetscape designs have been developed on the basis of the following principles:

1. **Re-create the “living room”:** Streets can be the “living room” of a community, where people can gather, socialize, and share urban living. The design standards seek to create streets as places for people.
2. **Attractive:** The public realm designs strive to be more appealing and interesting, thus encouraging people to use these spaces, and enhance the attractiveness of the surrounding community.
3. **Build “Complete Streets”:** They are streets on which travel feels safe and comfortable regardless of physical ability, gender, or choice of mode.
4. **Emphasize local community:** The designs can foster local travel within each Town Centre by enhancing the attractiveness of the community, and creating neighbourhood focus and character.
5. **Enhance the environment:** The designs can improve the quality of water discharged into our streams, and reduce the peak flows. They improve air quality through the use of broad-canopy street trees and by promoting low-emission transportation.
6. **Efficient use of space:** Road allowance is one of the City’s most valuable assets, comprising 20% of Burnaby’s total area. As public space, it can be used to achieve multiple City goals. Public realm designs can provide for superior landscaping, a more natural treatment of rain water, and more space for people while still accommodating vehicle travel.

4.0 PUBLIC REALM DESIGN STANDARDS

The Town Centre public realm design standards developed through the rezoning, engineering design and other processes are illustrated in *Appendix A, attached*. The details and dimensions of the designs vary based on street classification, while each incorporates similar elements located in six “zones”. The elements of the typical sections (applied to the four street classifications illustrated in *Appendix A*) are described below, starting at the building face and working inward to the street.

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4.1 Building Setback Zone

Buildings are typically set back several metres from the public road allowance. For residential developments, this area is typically used for landscaping.

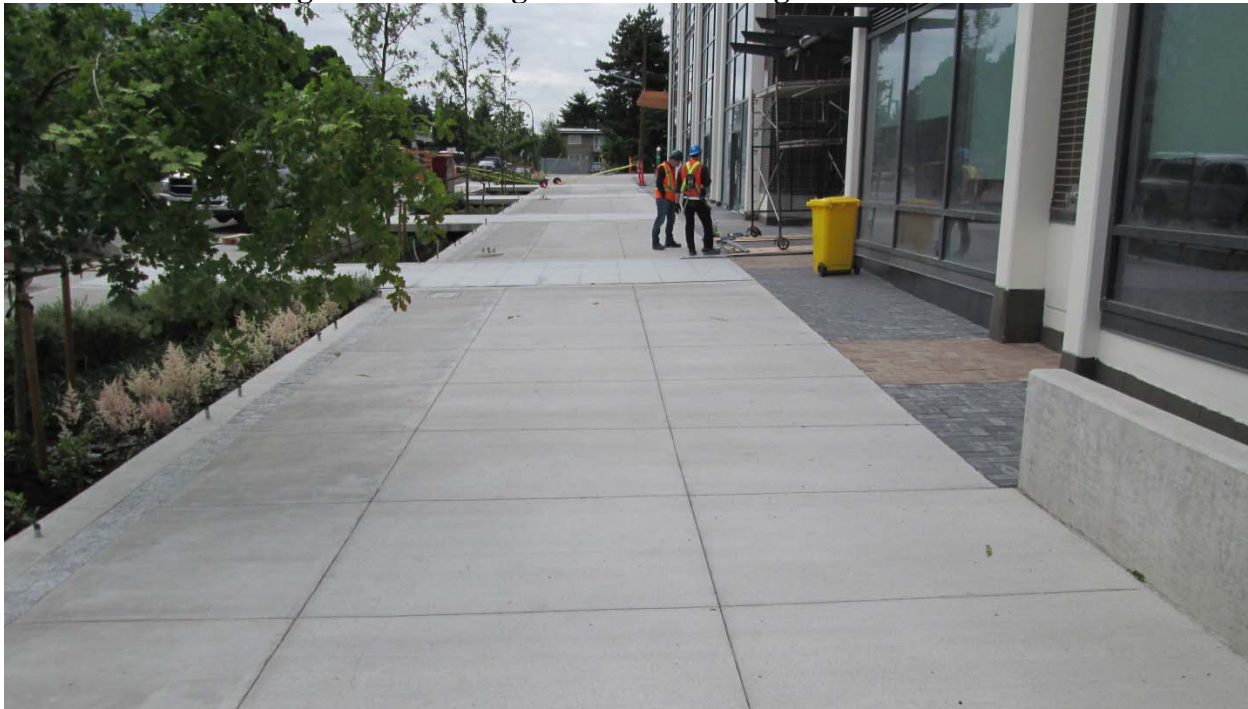
For commercial and mixed use developments, this zone can also include plazas, outdoor displays, and seating. It may also include public drinking fountains and convenient access to other public facilities and amenities, so as to support pedestrian travel and encourage more active use and enjoyment of the public realm.

The building setback zone also provides the location for access hatches for servicing underground foreign utilities, so as not to disrupt the function or attractiveness of the sidewalk and other elements of the public realm.

4.2 Walking Zone

As shown in **Figure 1**, sidewalk widths are increased on busier streets, where pedestrian activity is expected to be higher. Sidewalks are clear of obstructions (lamp poles, mail boxes, etc.) which are placed elsewhere in the public realm (as discussed subsequently). Sidewalk joints are saw-cut rather than troweled. This creates a smoother surface, particularly for people using wheelchairs or other mobility devices.

Figure 1: Walking Zone and Building Setback Zone



At intersections, pedestrian/wheelchair ramps are aligned with each sidewalk (i.e., not a shared ramp for two perpendicular sidewalks), and include scoring to indicate the crosswalk direction

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for the benefit of people with visual impairments. Where feasible, curb bulges are used to reduce the street crossing distance for pedestrians.

4.3 Centre Boulevard

The designs do not typically retain a rear landscaped boulevard within the City road allowance (back of sidewalk). Instead, a “centre boulevard” is provided between the walking and cycling zones. This is crossable by pedestrians, to provide full access from buildings to on-street parking at the curb.

The centre boulevard varies in width and treatment based on street classification. On four- and six-lane streets, a wider centre boulevard is used that incorporates multiple elements, as shown in *Figure 2*.

Figure 2: Centre Boulevard with Rain Garden and Pedestrian Lighting



The primary landscaping in this area is with trees, shrubs, and grasses. This area is designed to assist with management of rain runoff originating within the road allowance. A facility that combines rainwater management with landscaping is referred to as a “rain garden”. These typically incorporate the following functions in support of goals stated in the City’s *Integrated Stormwater Management Plans*.

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- improve water quality (purity and temperature) by filtering road runoff through the landscaping and soil;
- provide temporary storage of water, so that peak flows are attenuated and runoff is discharged into streams over a longer period of time; and,
- reduce the total volume discharged into streams, by allowing water to infiltrate the soil and recharge the local water table (where site conditions permit), some of which will be returned to the atmosphere through evapotranspiration from large-canopied street trees.

Sub-surface features support the health of the landscaping and protect the surrounding infrastructure. Examples include root barriers, structural soil, and overflow drains for the rain gardens (so that heavier rain volumes are directed into the storm sewer).

Rain gardens are bordered by low, ornamental railings (*Figure 2*) and inset pavers (*Figure 3*). These attractive features provide visual guidance to pedestrians and protect the landscaping. The width of the centre boulevard and the direction of rain water to that area both support larger trees that create a street tree canopy for shade, comfort, and enjoyment. The centre boulevard also provides the location for dark-sky compliant pedestrian-oriented lighting fixtures, shown in *Figure 2*.

Figure 3: Border of Inset Pavers



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Each rain garden typically runs continuously for one block, but is spanned periodically by crossings (Figure 4) so that pedestrians have full access from buildings to the curb. These crossings are wide enough to incorporate (Figure 5) amenities such as benches (for socializing and rest areas), bike racks, neighbourhood maps, wayfinding signage, and public art where appropriate.

Figure 4: Rain Garden with Crossing

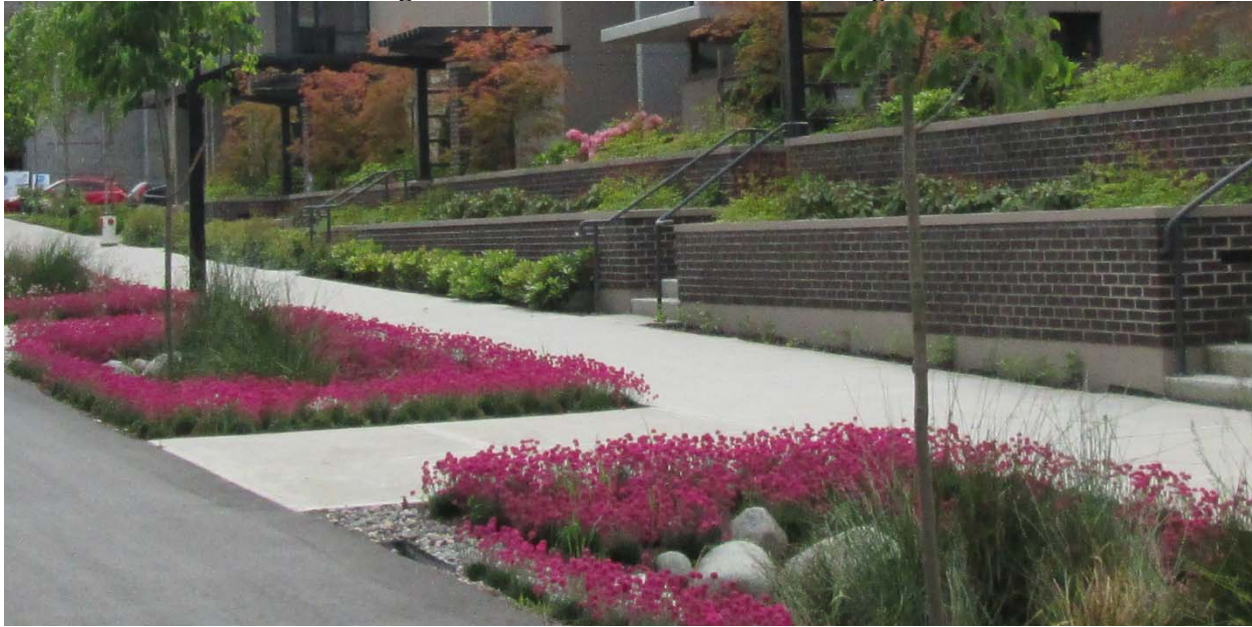


Figure 5: Street Furniture on Rain Garden Crossing



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On two-lane streets, to reduce total road allowance width, the centre boulevard area is narrowed, consisting of inset pavers. Many of the features described above are instead located in the front boulevard, as discussed subsequently.

4.4 Cycling Zone

The designs incorporate bike paths which are physically separated from traffic as shown in **Figure 6**. These provide a greater sense of comfort and safety for all users. Most cyclists ride for recreation or errands, and the bike paths are designed to facilitate slower, local trips within each Town Centre. This design supports cycling by those, such as children or infrequent cyclists, who are not comfortable in traffic. Each bike path is separated from pedestrians by the centre boulevard treatment and from car doors by the front boulevard, discussed below. Bike racks are provided on private property and/or on the crossings of the centre boulevard.

Figure 6: Bike Path



4.5 Front Boulevard

The front boulevard provides a location for street lighting and street trees. (On four- and six-lane streets, this is in addition to the trees in the centre boulevard.) The front boulevard typically has a surface of grass in residential areas and stamped asphalt or other hard surfaces in commercial/mixed-use areas, with street trees at regular intervals.

On two-lane streets, the front boulevard also incorporates amenities that, on wider streets, have already been described in the centre boulevard. This includes the pedestrian-oriented lighting fixtures and the rain gardens. Curb bulges are located between runs of on-street parking. The bulges provide space for the rain gardens (**Figure 7**), allow for larger street trees, and narrow the

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perceived street width by creating a visual “line” of trees near the travel lane. Where needed, curb bulges can be lengthened to also accommodate street furniture.

Figure 7: Curb Bulge with Rain Garden



At bus stops, the centre boulevard rain gardens are omitted and the bike path is shifted into the centre boulevard area, allowing for expansion of the front boulevard. This creates a generous space for a bus shelter and the increased pedestrian activity that is seen at these locations. Where ever possible, stops include a bench, shelter, lighting, and are wheelchair-accessible. Other desirable features (not at every stop) include bus schedule information, waste/recycling receptacles, newspaper boxes, public art, and a nearby marked crosswalk.

4.6 Vehicular Zone

The vehicular zone (**Figure 8**) is used for vehicle travel. In addition, the outer lanes accommodate parking at off-peak times on six- and four-lane streets, and at all times on two-lane streets. On the latter, the parking lanes have a different appearance (e.g., pattern, texture, colour, or material) to visually distinguish them from the travel lanes. In tandem with the curb bulges, this helps to visually narrow the street and encourage lower speeds. It also enhances safety in the same way as a painted line along the edge of a rural road, by giving visual guidance to drivers.

Buses typically stop in the outside travel lane. Bus bays (pull-outs) are used where buses are stopping for longer periods (such as layovers) and in other locations where needed.

Rear laneways, where available, have landscaping, lighting, and provide locations for driveways.

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Figure 8: Vehicular Zone



The above summarizes the design features that have been included in Town Centre public realm standards, as developed to date.

5.0 IMPLEMENTATION

The public realm designs are being implemented primarily through the rezoning process with costs borne by the development, which is responsible for improvement of the adjoining public realm. Developments are also providing multi-year maintenance funding for specific features, such as the rain gardens. The designs will provide for City and community benefits in a number of other areas, including: less repair of excessive stream erosion, less up-sizing of storm sewers in response to climate change (more intense storms), reduced health care costs (greater fitness due to active transportation), improved comfort and protection for pedestrians, increased travel by sustainable modes, and improved environments for community and social interactions.

Land requirements are similar to traditional designs, due to the space saved by eliminating the under-utilized rear boulevard. On average, on larger streets, an additional dedication requirement of about one metre is taken. On local residential streets, which are the most common, the designs fit within the standard 20-metre road allowance.

The application of the four standard designs to specific Town Centre streets is mapped in **Appendix B, attached**. While the designs are intended for widespread application in the Town Centres, including new streets created through land development, there will be site-specific variations due to local conditions or constraints. Currently identified examples include:

- These designs will typically not apply on streets that are designated to retain single-family residential development, reflecting the lower intensity of usage and low pace of redevelopment.



Meeting 2015 Feb 11
COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2015 February 4

FROM: DIRECTOR PLANNING AND BUILDING

FILE: PL 90400 – 02
Reference: Cycling Network Program

SUBJECT: CYCLING PROMOTION

PURPOSE: To request funding in support of programs to promote cycling in 2015.

RECOMMENDATION:

1. **THAT** Council be requested to authorize the expenditure of \$10,145 from the Boards, Committees and Commissions budget for this year's programs to promote cycling, as outlined in this report.

REPORT

1.0 BACKGROUND

On an annual basis, the Committee considers funding a number of programs and events to promote cycling as an alternative mode of transportation. The City has promoted cycling through its own efforts, and by supporting the work of others. In 2014, this included:

- The City's Bike Map, updated each year, \$2,400;
- Bike to Work Week, by the cycling organization HUB, \$3,000;
- Bike to School week, by HUB, \$2,100; and
- Streetwise Cycling Skills Courses, by HUB, \$1,680.

The City's Bike Map provides essential and current information needed to navigate the City by bicycle. The external programs listed above heighten awareness of the benefits of cycling, encourage people to cycle more often, and draw attention to the City's growing network of bike routes. Through support of external programs the City is able to contribute to community-based initiatives and also receives sponsorship recognition as part of event advertising. Both the internal and external promotion programs contribute to broader community and individual benefits, such as improved fitness, less pollution, and reduced greenhouse gas emissions as more trips are made by bike.

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 From: Director Planning and Building
 Re: Cycling Promotion
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2.0 PROPOSED 2015 PROGRAM

For this year, it is proposed that the City's cycling promotion program have four components, as discussed below:

2.1 City Bike Map

Each year staff update the Burnaby Bike Map to reflect the City's current bike infrastructure. The Bike Map is provided free to the public, and is available at City facilities including community and recreational centres, libraries, the Burnaby Tourist Information Centre at Metropolis, and City Hall. The map is also made available on the City's web site, and as one page of the Spring issue of InfoBurnaby (subject to availability of space). The map has been described as an "amazing document" by Momentum Magazine, the leading bicycle magazine in Metro Vancouver.

Based on previous usage patterns, staff propose to print 8,000 copies of the updated map at a cost of \$2,400.

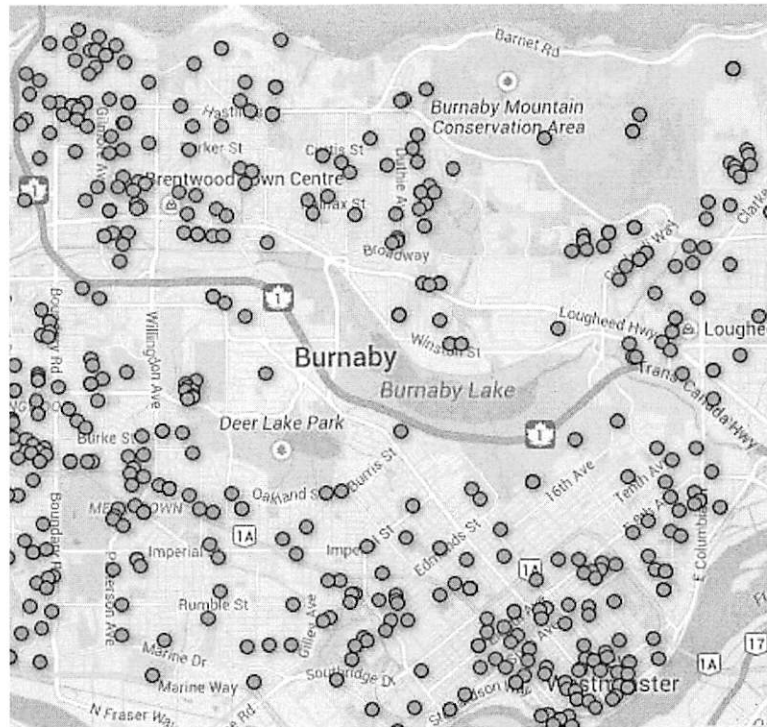
2.2 Bike to Work Week

The non-profit cycling group, HUB, is proposing to continue their successful Bike to Work Week program, which includes weeklong events to promote cycling, held in the spring and fall. Bike to Work Week is a fun, focused and successful program that combines incentives, workplace camaraderie, healthy living and environmental responsibility. The Bike to Work Week event has many components designed specifically to reduce the barriers that keep some people from cycling. The target audiences are workplaces, communities and individual commuters throughout Metro Vancouver.

Last year's Bike to Work Week events were very successful. Across Metro Vancouver, there has been a continued pattern of growth over the years. 2014 saw 11,907 registrants from over 1,311 workplaces, which included 2,480 new commuter cyclists. Within Burnaby, 190 workplaces participated with 218 new commuter cyclists partaking. Burnaby participants throughout the City (see *Figure 1*) who cycled instead of driving during the week avoided 8.3 tonnes of greenhouse gas emissions. Survey findings after the spring programs found that 75% of new bike commuters continued to commute at least one day a week, and over half of new commuters were commuting at least three days per week. Bike to Work Week events in 2015 will be held during the last week of May, to take advantage of the probability of good weather, and will be repeated on a smaller scale in November to encourage year-round cycling.

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Figure 1: Residences of Burnaby Participants of Bike to Work Week



The components of the program are:

- **Registration:** employer-based teams register and submit their results on-line.
- **Commuter Stations:** tents and tables set up along cycling commuter routes providing free food and beverages, prize draws and free bike mechanic services. See **Figure 2**.
- **Bike to Work Week Workshops:** workplace-specific workshops to promote Bike to Work Week in the workplace.
- **Prizes and Awards:** participants in Bike to Work Week are entered in daily and grand prize draws, and organizations that log the most trips are recognized with Workplace Awards.

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Figure 2: Gilmore Commuter Station for Bike to Work Week



Last year, the City of Burnaby provided partial sponsorship of \$3,000 and in-kind contributions for Bike to Work Week, which supported 2 Commuter Stations in Burnaby. HUB, through its partnership with other organizations, was able to leverage the funding to provide for an additional 5 community commuter stations, for a total of 7 commuter stations in the city. HUB and City staff were in attendance at the stations to promote cycling.

This year, HUB is again proposing Commuter Stations in Burnaby (in May and November), in return for a City contribution of \$3,500 (plus in-kind promotion items such as tents, tables, etc.), which covers the full cost of hosting the stations. Staff would recommend that the City provide sponsorship of \$3,000 plus tents and tables (subject to availability) for Bike to Work Week as well as a contribution of \$800 for detailed data collection and reporting on Burnaby participants including route choices, demographics and origin, and destinations to better understand Burnaby cycling patterns. This information will be particularly helpful as input into any future Transportation Plan update. As in the past, the City would also promote Bike to Work Week as part of our public awareness campaign for Environment Week, which is at the same time (May 30 – June 6, 2015).

2.3 Bike to School Week

HUB develops and provides the Bike to School program which involves both education and celebration for school-aged children. Bike to School is a program designed to get everyone in the school community biking. The program offers a wide range of courses, presentations and celebrations tailored to the needs of individual schools. The “Bike to School Week” program is run in conjunction with Bike to Work Week. Last year’s Bike to School Week events continued the pattern of success across the City and the Region. Across Metro Vancouver, 64 schools hosted a course for students with nearly 12,000 elementary and high school students participating, and 80 schools registered for Bike to School Week.

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Within Burnaby, the City has provided sponsorship for programming at elementary and secondary schools. In 2014, HUB hosted programming at Twelfth Avenue Elementary, with 110 students receiving the first part of the *Learn2Ride* course, with a second day of on-bike instruction to take place in Spring 2015. Two schools also participated in the Bike to School Week festivities and celebrations, namely Cascade Heights Elementary and Burnaby North Secondary.

The program is coordinated by HUB, and includes:

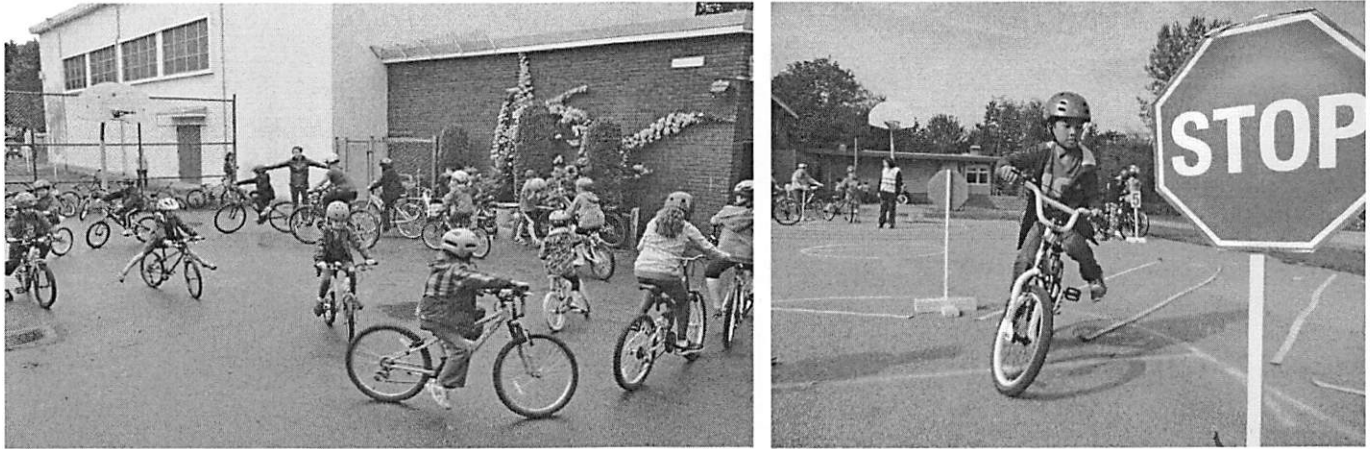
- Bike to School Week coinciding with Bike to Work Week in June.
- Bikers' Celebration and student training events held at participating schools, with resources, activities and prizes provided to promote and celebrate biking to school.
- Follow-up reports and surveys.

This year, HUB is focusing on providing *Learn2Ride* instruction to four classes of Grade 4 and 5 students at one Burnaby elementary school and increased outreach, promotion and resourcing for Bike to School Week at another four Burnaby elementary schools. HUB is proposing a range of courses and celebrations, aimed at increasing participation in the Bike to School events in May, through increased support and promotion at selected schools. HUB will provide focused educational opportunities aimed at teaching safe riding practises to a broad group of children including in-class instruction and school ground instruction and practise, and providing practise bicycles to students who require them. In order to offer this program, HUB requests a contribution of \$2,945 from the City of Burnaby for the *Learn2Ride* course (\$2,195) and school outreach and resourcing (\$750). HUB will also be liaising with the School District to encourage registration and participation.

This is an excellent opportunity to engage youth, and increase participation in this demographic through a fun and focused program. Building on the success of previous years, the 2015 program is focused to reach a larger more diverse audience of children and will leverage the City's Recreational Community Programming to further target areas of need as identified by Program Coordinators. Staff would recommend that the City offer \$2,195 in support of this program in 2015.

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Figure 3: Elementary Bicycle Safety Course



2.4 Streetwise Cycling Courses

HUB also has an on-going program to provide potential cyclists the skills to feel safe and comfortable riding in traffic. These have been operating since 2006 in Burnaby, and elsewhere around the region. They are offered primarily to adults, and are provided at no cost to the students so that cost is not a barrier to participation.

The course combines classroom and on-road training, and is taught by certified cycling trainers. The course builds traffic cycling proficiency for those who want to cycle for transportation purposes. Students learn how to:

- Adjust their bikes properly and do their own bike safety check.
- Choose equipment and clothing.
- Manoeuvre their bikes effectively.
- Plan their routes.
- Ride comfortably and safely in heavy traffic.
- Ride at night and in the rain.

Workshops have been held throughout Metro Vancouver for the past four years, with results to date indicating that, among participants, the number of people who ride daily doubled.

In 2013, HUB in partnership with the Burnaby-based immigrant services provider MOSAIC delivered targeted programming to a new immigrant group who would otherwise have intrinsic barriers to cycling but would most likely benefit greatly from the instruction. Feedback from participants was that the program was well received. Delivery of the 2014 programming was deferred to spring 2015 to leverage the assistance of MOSAIC and Burnaby Family Life in providing the immigrant focused course at the new Burnaby Neighbourhood House with the on-street portion provided on the adjacent BC Parkway.

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Figure 4: Streetwise Course for Adults



The majority of newcomer participants had used bikes as an everyday mode of transport in their countries of origin; they readily pointed out cycling's health and environmental benefits. Lack of familiarity with [local] rules of the roads, cycling practices and routes meant that many gave up cycling upon their arrival to Canada. The HUB cycling programs helped newcomers regain confidence to ride again.
-Khim Tan, Senior Manager, MOSAIC

For 2015, HUB is proposing that one course be held in Burnaby, in return for continuing City support consisting of \$2,315, plus the use of community centres for the in-class instruction. Staff would recommend that the City offer \$1,750 and in-kind support for this program in 2015, reflecting a 3 percent budget increase over 2014.

3.0 CONCLUSION


This report recommends the expenditure of \$10,145 to promote cycling in Burnaby in 2015, as follows:

- Burnaby Bike Map, \$2,400;
- Bike to Work Week, \$3,800;
- Bike to School Week, \$2,195; and
- Streetwise Cycling Courses, \$1,750.

In keeping with our past bicycle promotion expenditures, it is recommended that this be funded through the Boards, Committees and Commissions Budget. The City Clerk has advised that sufficient funds are available for this purpose.

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The Burnaby Bike Map, Bike to Work Week, Bike to School Week, and Streetwise Cycling Courses are well-established means for encouraging greater travel by bicycle. They raise the profile of cycling in the community, and that of organizations like the City that support cycling. It is recommended that Council be requested to authorize the expenditure of \$10,145 from the Boards, Committees and Commissions budget for this year's cycling promotion program, as outlined in this report.



Lou Pelletier, Director
PLANNING AND BUILDING

LL:sla

Copied to: City Manager
Director Parks, Recreation and Cultural Services
City Clerk

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