CITY OF BURNABY

TRANSPORTATION COMMITTEE
(BICYCLE ADVISORY GROUP)

NOTICE OF OPEN MEETING

DATE: WEDNESDAY, 2013 MARCH 06
TIME: 6:00 P.M. (Dinner at 5:00 p.m. in Cafeteria)
PLACE: COUNCIL CHAMBER, BURNABY CITY HALL

AGENDA

1. MINUTES
   (a) Open Meeting of the Transportation Committee Held on 2013 February 13
   Pages 1 - 7

2. BICYCLE ADVISORY GROUP - REPORT
   (a) Report from Director Planning and Building Re: Cycling Promotions 2013
      Pages 8 - 13
   (b) New Business
   (c) Inquiries

3. TRANSPORTATION COMMITTEE - REPORT
   (a) Report from Acting Director Engineering Re: 4900 Block Woodsworth Street
      Pages 14 - 20

4. NEW BUSINESS

5. INQUIRIES

6. ADJOURNMENT
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, 2013 February 13 at 6:00 p.m.

PRESENT:  Councillor Sav Dhaliwal, In the Chair
Mr. Peter Cech, Citizens’ Representative
Ms. Maria Marano, Citizens’ Representative
Mr. Robert Tan, Citizens’ Representative

B.A.G.:  Mr. Mike Peel, Bicycle Advisory Group
Mr. Patrick Ryan, Bicycle Advisory Group
Mr. Chris Siggers, Bicycle Advisory Group

ABSENT:  Councillor Nick Volkow, Chair
Councillor Richard Chang, Member
Ms. Amber Keane, Citizens’ Representative

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
Ms. Eva Prior, Administrative Officer

The Chair called the Open meeting to order at 6:00 p.m.

1. MINUTES

(a) Minutes of the Transportation Committee
Open Meeting held on 2012 November 14

MOVED BY MS. MARANO:
SECONDED BY MR. TAN:

"THAT the minutes of the Transportation Committee meeting held on 2012 November 14 be adopted."

CARRIED UNANIMOUSLY
2. **DELEGATIONS**

The following wrote requesting an audience with the Transportation Committee:

(a) Nicholas Smith, Sustainable SFU  
Re: Get OnBoard BC Campaign  
Sustainable and Equitable Public Transit Funding in Metro Vancouver  
Speakers: Nicholas Smith and Tessica Troung

(b) Darcy Olson  
Re: Traffic and Transportation Issues  
Speaker: Darcy Olson

MOVED BY MR. TAN:  
SECONDED BY MR. CECH:  
"THAT the delegations be heard."  
CARRIED UNANIMOUSLY

(a) Mr. Nicholas Smith and Ms. Tessica Troung, Sustainable SFU, appeared before the Committee to share their 'Get OnBoard Transit Advocacy Campaign'.

Sustainable SFU is a student-run non-profit organization that has partnered with Get OnBoard BC to advocate for sustainable and equitable funding mechanisms for public transit in Metro Vancouver.

Get OnBoard BC is a coalition campaign of partners who all have a vested interest in regional public transportation. The current membership is apprised of approximately 20 varied organizations which include; City of Vancouver, City of Surrey, Local 111 of the Canadian Auto Workers and the Sustainable Transportation Coalition.

In conclusion the speakers requested that the City of Burnaby support the Get OnBoard Advocacy Campaign by publicly endorsing the campaign and its goals.

The Committee thanked the speakers for their dedication and advocacy.

Arising from discussion, the Committee introduced the following motion:

MOVED BY MS. MARANO:  
SECONDED BY MR. CECH:  
"THAT the comments of the delegation be **REFERRED** to staff for report."  
CARRIED UNANIMOUSLY
Mr. Darcy Olson, 4787 Brentlawn Drive, Burnaby, appeared before the Committee to discuss several issues of concern:

- Increasing flow of crude oil and the potential for an environmental disaster in Burrard Inlet;
- speed at which fully laden petroleum tanker trucks are travelling from the north foot of Willingdon Avenue to the Highway 1 entrance;
- audible signals at pedestrian crossings; and
- excessive litter at bus stops and bus shelters.

Mr. Olson advised the Committee that he has great concern regarding the dangers of fully laden petroleum tanker trucks travelling southbound on Willingdon Avenue from Hastings. The speaker suggested that a letter be sent to Chevron requesting that trucks voluntarily reduce their speed to 30 km/hr.

Mr. Olson’s second concern was in reference to the large amount of litter around bus stops and shelters, particularly on Willingdon Avenue.

The speaker also expressed concern with the proposed increase of oil tanker traffic into Burrard Inlet, enhancement of Kinder Morgan volumes of crude oil and the possibility of an environmental disaster in the Inlet. Mr. Olson requested that the City lobby all levels of government.

In conclusion, the speaker thanked the City’s first responders as well as community centre and public facilities employees.

The Committee made reference to Mr. Olson’s correspondence which was also received at the meeting of the Traffic Safety Committee on 2013 February 05, at which time a number of issues were addressed.

In response to Mr. Olson’s presentation, the Transportation Committee informed the speaker that Council has sent correspondence to Kinder Morgan, the Provincial Government and the Federal Government stating the City’s opposition to the Kinder Morgan expansion.

The Committee agreed that litter is a concern throughout the City. Several suggestions were made including an ‘Adopt a Street’ campaign, and contacting service groups or associations to assist with clean-up.

Staff undertook to contact Chevron Canada Ltd. to request that truck drivers voluntarily reduce their speeds to 30km/h when travelling with petroleum products.
3. **BICYCLE ADVISORY GROUP**

(a) **New Business**

**Chris Siggers**

Mr. Siggers advised the Committee that he had ridden on an urban trail (Green Timbers Greenway) to Golden Ears earlier in the week and noticed that approximately seven to eight kilometres of the urban trail along 96th Avenue in Surrey had been salted in anticipation of freezing weather. Mr. Siggers was pleased to see the level of commitment that the City of Surrey is taking in the maintenance of their urban trails.

Staff advised that sidewalks and urban trails are not currently salted in Burnaby.

Mr. Siggers updated the Committee that he received information from the City of Surrey that bike lanes across the new Port Mann Bridge are anticipated to be completed in September 2013.

Mr. Siggers informed the Committee that he was invited to speak at a meeting of the Burnaby HUB, formerly the Vancouver Area Cycling Coalition, to give an overview of his participation on the Transportation Committee's Bicycle Advisory Group. The HUB is interested in obtaining representation on the Bicycle Advisory Group.

**Patrick Ryan**

Mr. Ryan queried the status (requested a resolution regarding) of restructuring of the Bicycle Advisory Group (B.A.G.). Many members of the B.A.G. are approaching their 12th year on the Committee and Mr. Ryan suggested that new members would bring new perspective to the Committee. Mr. Ryan also queried the option of full voting rights for B.A.G. members.

The Committee acknowledged that this request has been raised in the past and that staff and Council are currently working on the restructuring of the B.A.G.

Mr. Ryan thanked staff for the removal of the large hump on Still Creek Drive at Still Creek Avenue.

Mr. Ryan advised the Committee that buildings along the Central Valley Greenway, between Gilmore and Boundary, are very heavily graffitied.

Staff undertook to advise the Graffiti Coordinator.

**Mike Peel**

Mr. Peel queried if the Highway 1 overpass on Gilmore along the Sea to River Bike Route will be replaced.
Staff advised that it will not be replaced as part of the Highway 1 Project. Staff are currently investigating and evaluating several options.

Mr. Peel expressed concern regarding the transition area between the bridge deck and the road on bridges over Still Creek along the Central Valley Greenway. Mr. Peel advised that cracking is occurring in the transition area.

Staff advised that due to the nature of the soil in the area, it is challenging to develop structures that will not subside.

Mr. Peel suggested that staff investigate the possibility of removing the front and side panels on bus shelters at BCIT. He has noticed that students are not using the shelters, but instead lining up on the sidewalk outside of the shelters.

Staff advised that they had investigated the possibility of removing the panels; however, due to the newly implemented bus shelter program this shelter will be replaced.

Mr. Peel thanked the City for the new shelters which have been installed.

The Committee requested that staff investigate widening the sidewalk in the area of the BCIT when replacing the shelters. At times, the crowding of students spills over onto Willingdon Avenue.

Staff undertook to investigate the most appropriate design options for the area.

(b) Inquiries

There were no inquiries brought before the Committee at this time.

4. TRANSPORTATION COMMITTEE – CORRESPONDENCE

MOVED BY MS. MARANO;
SECONDED BY MR. TAN;

"THAT the correspondence be received."

CARRIED UNANIMOUSLY

(a) Correspondence from Darcy Olson
   Re: Traffic and Transportation Issues

Correspondence was received from Mr. Darcy Olson regarding traffic and transportation issues he would like addressed in 2013. This item of correspondence was referred to the Traffic Safety Committee regarding inconsistency in audio signals at pedestrian crossings, petroleum tanker trucks speeding on Willingdon Avenue, and litter at bus stops.
Mr. Olson's concerns were raised and dealt with under the delegations portion of the meeting.

(b) Memorandum from Deputy City Clerk
Re: 4900 Block Woodsworth Street

A memorandum was received from the Deputy City Clerk regarding the Transportation Committee report on the 4900 Block of Woodsworth Street.

Council, at their meeting held on 2012 November 26, received the report and referred it back to the Committee for further review.

The Committee expressed concern regarding the possibility of 'rat running' along Woodsworth Street. The opening of Woodsworth Street would create a direct route from Wayburne Drive through to Canada Way, thereby increasing the traffic along this portion of Woodsworth Street.

Arising from discussion, the Committee introduced the following motion:

MOVED BY MS. MARANO:
SECONDED BY MR. TAN:

"THAT staff be requested to prepare an amended report which recommends public consultation on two options for the completion of Woodsworth Street, one would allow through traffic and one would not allow through traffic."

CARRIED UNANIMOUSLY

5. NEW BUSINESS

Peter Cech

Mr. Cech requested increased RCMP enforcement at the intersection at Gamma Avenue North and Cambridge Street. Mr. Cech advised motorists are not stopping at the stop signs thereby making conditions very dangerous for pedestrians. Mr. Cech also requested increased RCMP enforcement of the speed limits along Penzance Drive as well as Empire Drive.

Staff undertook to pass the request onto the RCMP, as well as providing Mr. Cech with a contact at the RCMP.

Maria Marano

Ms. Marano queried the feasibility of installing an advanced left turn signal westbound from Hastings onto Gamma Avenue southbound.

Staff advised that the advanced left turn signal eastbound from Hastings Street onto Gamma Avenue northbound was installed to assist bus traffic. Staff believe that implementing an
advanced signal to travel south onto Gamma from Hastings may encourage more traffic to the neighborhood south of Hastings Street.

Ms. Marano expressed concern regarding the construction on the Highway 1 overpass on Willingdon between Still Creek Avenue and Canada Way. Ms. Marano thanked staff for reinstalling the barrier between the southbound and northbound lanes at Still Creek Avenue and Willingdon.

Staff advised that construction is scheduled to be completed by the end of 2013.

Robert Tan

Mr. Tan thanked staff for replacing the Laurel Street sign at Douglas Road.

6. INQUIRIES

There were no inquiries brought before the Committee at this time.

7. ADJOURNMENT

MOVED BY MR. TAN
SECONDED BY MS. MARANO:

“THAT the Open meeting do now adjourn.”

CARRIED UNANIMOUSLY

The Open meeting adjourned at 7:50 p.m.

Ms. Eva Prior
ADMINISTRATIVE OFFICER

Councillor Dhaliwal
IN CHAIR
TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

FROM: DIRECTOR PLANNING AND BUILDING

DATE: 2013 March 01

FILE: PL 90400 – 02
Ref: Cycling Network Program General

SUBJECT: CYCLING PROMOTION

PURPOSE: To request funding in support of programs to promote cycling in 2013.

RECOMMENDATION:

1. THAT Council be requested to authorize the expenditure of $9,200 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 2012, this included $9,000 in funding allocated to:

- The Burnaby Bike Map, updated each year, $2,400;
- Bike to Work Week, by HUB (Formerly the Vancouver Area Cycling Coalition), $3,500;
- Bike to School Week, by HUB, $1,300; and
- Streetwise Cycling Skills Courses, by HUB, $1,800.

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 the proportion of trips made by cycling increases.
2.0 PROPOSED 2013 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

The Burnaby 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). Based on previous usage patterns, it is proposed to print 8,000 copies of the updated map at a cost of $2,400.

2.2 Bike to Work Week

The non-profit group HUB is proposing to continue their successful Bike to Work Week program, which includes week-long events in the spring and fall. Bike to Work Week is a fun, focused and successful program to encourage cycling to work that combines incentives, workplace camaraderie, healthy living and environmental responsibility. The Bike to Work Week event also has many components designed specifically to reduce the barriers that keep some people from cycling, such as workplace workshops on cycling safety, “bike fitness” and basic maintenance. 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 were nearly 7,000 registrants from over 1,830 workplaces. Within Burnaby, 134 workplaces participated – an increase of 11% over the previous year, with the number of teams participating increasing by 9% over 2011, thus avoiding the emission of 8 tonnes of greenhouse gases. Bike to Work Week events in 2013 will be held during the first week of June, to take advantage of the probability of good weather, and will be repeated on a smaller scale in November. 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 1.
- **Bike to Work Week Workshops**: workplace-specific workshops to promote Bike to Work Week in the workplace.
- **Prizes**: participants in Bike to Work Week are entered in daily and grand prize draws.
Last year, the City of Burnaby provided sponsorship of $3,500 for Bike to Work Week, in support of a minimum of three Commuter Stations. Seven commuter stations were actually held in Burnaby, and VACC and City staff were in attendance at each to promote cycling in Burnaby.

This year, the VACC is proposing a minimum of four Commuter Stations in Burnaby (two in June and two in November), in return for a City contribution of $5,000 plus in-kind promotion items (tents, tables, etc.). Staff, however, based on budget availability, would recommend that the City provide sponsorship of $3,500 plus tents and tables (subject to availability) for Bike to Work Week. 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.

2.3 Bike to School Week

HUB developed and provides a 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 the Bike to Work Week. Since its inauguration in 2010, over 5,100 students, staff and parents in over 40 schools within eight school districts across the Lower Mainland have participated in the program. Within Burnaby, the City has provided sponsorship for programming at elementary and secondary schools. Through its partnerships with the School District, HUB was able to leverage the funding provided by the City to include cycling instruction at four schools with 550 students in 22 classes participating at the elementary level in 2012.
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 participant schools, with resources, activities and prizes provided to promote and celebrate biking to school.
- On-line registration process and dedicated program website.
- Follow-up reports and surveys.

This year, HUB is focusing on providing a range of courses and celebrations, aimed at increasing participation in the Bike to School events in June, through increased support and promotion at selected schools. HUB is proposing 8 student training and 2 celebration events to be held at the elementary and secondary levels in Burnaby. The Ride the Road (focused on secondary students) and CycleSmart Elementary Bicycle Safety courses will provide focused educational opportunities aimed at teaching safe riding practises to a broad group of children. In order to be included in this program, HUB requests a contribution of $5,700 from the City of Burnaby. HUB will also be liaising with the School District to seek their in-kind and financial support for the event.

This program is an excellent opportunity to engage youth, and increase participation in this demographic through a fun and focused program. Building on the success of 2011 and 2012, the 2013 program is focused to reach a larger, more diverse audience of children. Based on budget availability, staff would recommend that the City offer $1,500 in support of this program in 2013.

Figure 2: CycleSmarts Elementary Bicycle Safety Course

2.4 Streetwise Cycling Courses

HUB also has an on-going program of training courses to provide would-be cyclists the skills to feel safe and comfortable in riding. These have been operating since 2006 in Burnaby, and elsewhere around the region. They are offered at no cost to primarily adult students, so that price is not a barrier to participation.
The course, combining classroom and on-road training, is taught by certified cycling trainers and is intended to build 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.
- Ride at night and in the rain.

The courses include a combination of in-class, parking lot, and on-road training. Specifically:

- Classroom: traffic theory, bike adjustments, cadence and gearing, helmet fit, traffic theory, lighting, reflectivity, riding in the rain, route planning, clothing and gear.
- Parking lot: bike inspection, bike-handling exercises.
- On-road: a 10- to 12-kilometre ride through traffic, with frequent stops for discussion.

Over 800 participants have taken part in these workshops over the past three years throughout Metro Vancouver. Results to date indicate that, among participants, the course doubles the number of people who ride to work.

For 2013, HUB is proposing a minimum of two courses held in Burnaby, in return for continuing City support consisting of $2,300, plus the use of community centres for the in-class instruction. Based on budget availability, staff would recommend that the City offer $1,800 and in-kind support for this program in 2013.

### 3.0 CONCLUSION

This report recommends the expenditure of $9,200 to promote cycling in Burnaby in 2013, as follows:

- Burnaby Bike Map, $2,400
- Bike to Work Week, $3,500
- Bike to School Week, $1,500
- Streetwise Cycling Courses, $1,800.

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.

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, such as the City, that support
cycling. It is recommended that Council be requested to authorize the expenditure of $9,200 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:je

cc: City Manager
    Acting Director Engineering
    Director Finance
    Director Parks, Recreation and Cultural Services
    Acting City Clerk
TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

FROM: ACTING DIRECTOR ENGINEERING

DATE: 2013 February 25

FILE: 37500 10
Road Allowances

SUBJECT: 4900 BLOCK WOODSWORTH ST

PURPOSE: To recommend that staff undertake a public consultation process with residents regarding the completion of the 4900 block Woodsworth St.

RECOMMENDATION:

1. THAT the Committee recommend to Council that staff undertake a public consultation process with the residents along the 4900 – 5100 block of Woodsworth St regarding the completion of the road, as outlined in this report.

REPORT

1.0 BACKGROUND

The 4900 block of Woodsworth is classified as a local street between Canada Way and Garden Grove Dr. The street is completed to a finished standard with an 11m wide pavement with curb and gutter, except in front of 4953 Woodsworth St where it is unopened and unimproved (see Figure 1).

The road network plan in the neighbourhood has been implemented over several years. This plan includes the completion of Woodsworth St. The portion of street in front of 4953 Woodsworth is the last unimproved segment. When 4962 Hardwick was subdivided in 2008, the necessary property was dedicated to complete the lane and road network in the neighbourhood (see Figure 2). The rear lane between 4962 Hardwick and 4953 Woodsworth was subsequently constructed and opened up for public access. However, the street fronting 4953 Woodsworth remained unopened, due to opposition from residents along the block. Their main concern was the potential traffic impacts the opening may cause. In light of this issue, the completion of the roadway was deferred. Through the City’s subdivision process, funding for the road construction was deposited with the City for the purpose of completing the roadway. In 2011, a single family house was constructed at 4953 Woodsworth St prompting the necessity to re-review the status of the roadway.
Currently, the unopened roadway fronting 4953 Woodsworth contains several remnant trees. The Parks Department has determined that the trees are of no significant value. An assessment by Environmental staff also did not identify any significant environmental consequences, should the site be cleared for completion of the roadway.

Council, at its regular meeting of 2012 November 26 referred the proposed opening of Woodsworth back to staff for further review. Subsequently, staff have reviewed two potential options for the completion of Woodsworth St and have recommended next steps for Committee and Council consideration.

2.0 OPEN ROAD CONFIGURATION

The completion of the 4900 block Woodsworth to a finished standard to match the rest of the block is consistent with Burnaby’s Transportation Plan. A completed street network helps to better distribute vehicular traffic and accommodate other non-motorized uses such as cyclists and pedestrians. The completion will also allow the Fire Department to access properties more quickly by:

- eliminating a dead-end road; and
- providing optimal access and use of the existing hydrants along the block.

In response to earlier concerns regarding traffic impacts, this concept would include speed humps (See Figure 3).

3.0 UNOPENED ROAD CONFIGURATION

In this concept, the road would remain closed in a modified form. These modifications would include construction of cul-de-sac bulbs with a connecting asphalt path, protected by removable bollards (see Figure 4). This configuration would allow fire truck access in emergency situations and provide continuous access for cyclist.

The proposed treatment will address potential concerns local residents may have with short-cutting traffic. The Fire Department will have better access than the current situation, but not as good as the Open Road Configuration. Traffic patterns in the rest of the neighbourhood would remain unchanged.

4.0 NEIGHBOURHOOD CONSULTATION

In recognition of the two options, public consultation and input is proposed. Specifically, a brochure and questionnaire would be mailed to property owners of the 4900-5100 block of Woodsworth St. Results would be reported back to Council, via the Transportation Committee, for a decision on which configuration to implement.
5.0 CONCLUSION

The necessary property and partial funding required to complete the final segment of Woodsworth St in front of 4953 Woodsworth has been in place since 2008. With the recent completion of a single family home on the property, the completion of the road at this time was recommended to improve accessibility and better meet fire access requirements. Because there are two potential options for completing the road, a mail-out survey to property owners of the 4900-5100 block is recommended to obtain their input. Results would be reported back to the Transportation Committee and Council with a recommendation on the preferred option.

B. C. Davis, P. Eng.
Acting Director Engineering

Copied to: City Manager
            Fire Chief - Shaun Redmond
            Director of Planning & Building
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Figure 3 - Open Road Configuration

Speed humps
Exact locations to be determined