



April 12, 2016

Councillor Dan Johnston
Chair, Transportation Committee
City of Burnaby
Burnaby City Hall
4949 Canada Way
Burnaby, BC V5G 1M2

RE: Town Centre Design Standards

Dear Councillor Johnston,

On behalf of the HUB Cycling Board of Directors, the HUB Burnaby Committee, HUB Cycling staff, and 1600 HUB individual and organization members from across Metro Vancouver, thank you for the opportunity to contribute to the City of Burnaby's Transportation Committee.

HUB works to improve cycling in Metro Vancouver through action, education, and events. More cycling means healthier, happier, more connected communities. The long-term growth of cycling – including policies, plans, and investments in dedicated cycling infrastructure — requires the development and implementation of design standards that adhere to recognized best practice in all ages and abilities (AAA) cycling facility design.

The City of Burnaby has developed design standards for the public realm to be implemented in the City's four Town Centres (Brentwood, Metrotown, Lougheed, and Edmonds). These standards include the provision of cycling zones. The inclusion of space for cycling on town centre streets is an important first step to increasing the safety of people travelling by bicycle. As an increasing number of areas are being redeveloped and we have the opportunity to experience the new street design, HUB Burnaby would like to recommend changes to the design of the cycling zones that would further improve the safety and comfort for people cycling.

Recognising that intersections are collision hot-spots, intersection design is of highest concern to HUB Burnaby. To support improved intersection safety, we recommend the City adopt raised crossings and protected intersections in the City's Town Centre Design Standards.

Raised Crossings

Where raised cycle tracks are used, HUB Burnaby recommends that the vertical separation of the cycle track be maintained through the crossing. An elevation of 7.5 cm would allow the cycle track to maintain a consistent vertical separation along street segments and at crossings. Where the cycle track



must drop at intersections, we recommend a slope not exceeding 10%.

Protected Intersections

The second recommended design change is the addition of protected intersections (Figure 1). The City of Burnaby has a unique opportunity to create protected intersections along Town Centre streets by using the right of way from adjacent land parcels. The current design standards do not continue the protection of the cycle track at intersections. The lack of protection exposes cyclists to unsafe interactions with motorised traffic and makes turning movements extremely difficult, uncomfortable, and unsafe. Protected intersections will create safe and comfortable spaces for right-turns and two-stage left turns. We also ask that the City review the signal timing at these intersections to facilitate a continuous two-stage left turn for people cycling.



Figure 1. Example of a North American road adapted to include a protected intersection. *Image credit bicycledutch.wordpress.com*

HUB Burnaby has expressed concern over building out the City's cycle network through the rezoning process, citing the isolated nature of new infrastructure and the long time horizon. New rezonings that fail to include cycling facilities will cause decades of additional delay to the creation of a continuous and cohesive cycle network. HUB Burnaby supports an implementation strategy for new cycle infrastructure projects such that each project connects at least two existing bicycle facilities.

We hope that these recommendations can be incorporated into the City of Burnaby's Town Centre Design Standards (*Public Realm Design Standards for Town Centre Streets* [PL 37500-01; 2015 January 14]), in support of our shared goal of more cycling, safer cycling, and more socially inclusive cycling in Burnaby.



We look forward to the opportunity to collaborate with the City's transportation planning and engineering teams to fully realise Burnaby's investments in our cycling network.

Sincerely,

Dennis Hansen
Chair
HUB Burnaby
burnaby@bikehub.ca

CC:

Derek Corrigan, Mayor, City of Burnaby
Councillor Sav Dhaliwal
Councillor Anna Kang
Councillor Colleen Jordan
Councillor Paul McDonell
Councillor Nick Volkow
Councillor James Wang
Ian Wasson, Urban Planner, City of Burnaby
Stuart Ramsey, Manager of Transportation, City of Burnaby
Leah Libsekal, Transportation Planner, City of Burnaby
HUB Regional Advisory Committee
Erin O'Melinn, Executive Director, HUB Cycling