



September 30, 2016

Transportation Committee
c/o Office of the City Clerk
4949 Canada Way
Burnaby, BC V5G 1M2

RE: Bicycle Facility Types for Burnaby's Cycle Network

Dear Councillor Johnston,

On behalf of the HUB Cycling Board of Directors, the HUB Burnaby Committee, HUB Cycling staff, and over 1800 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 Cycling works to improve cycling in Metro Vancouver through action, education and events. More cycling means healthier, happier, more connected communities.

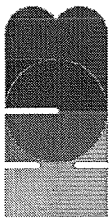
HUB recognises the important role that infrastructure has in creating comfortable, attractive, and safe streets for travel by bicycle. Our view is informed by research that supports bicycle facility type as a very strong determinant of cycling safety. Studies conducted in Metro Vancouver provide evidence for the high risk of collision on mixed-use paths, and recommends cyclists travel on separated facilities or in mixed conditions only where speed difference can be minimised through design.¹

HUB Burnaby supports the use of bicycle facilities that allow people of all ages and ability to safely and comfortably cycle in Burnaby. The best bicycle facility types to both encourage cycling and prevent injuries are cycle tracks alongside arterial roads, off-street cycle only paths, and local street bikeways that include motorised-traffic calming.^{1,2} We have outlined key features of these three facilities in Appendix I.

Cycle infrastructure projects which use these facility types are supported in principle by the committee. We hope the City will preferentially employ these facilities for future cycle infrastructure projects.

¹ Teschke, K, MA Harris, CCO Reynolds, M Winters, S Babul, M Chipman, et al., 'Route infrastructure and the risk of injuries to bicyclists: a case-crossover study.' in *American journal of public health*, 102, 2012, 2336-43.

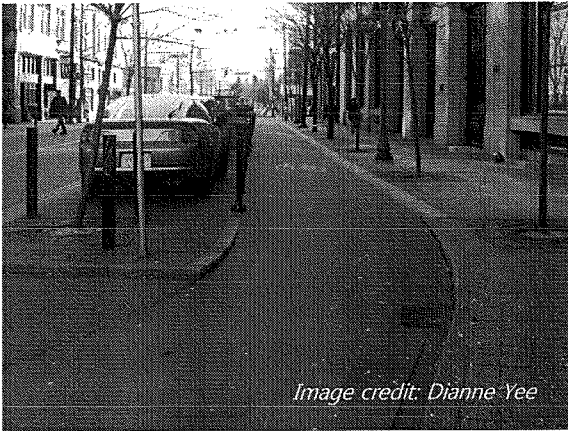

² Winters, M, S Babul, HJEHJ Becker, JR Brubacher, M Chipman, P Crompton, et al., 'Safe cycling: how do risk perceptions compare with observed risk?' in *Canadian Journal of Public Health*, 103, 2012, eS42-7.




Sincerely,


Cathy Griffin
 Acting Chair
 HUB Burnaby
burnaby@bikehub.ca

APPENDIX I: Bicycle Facility Types Supported by HUB Burnaby

 <p><i>Image credit: Dianne Yee</i></p>	<p>Cycle Track (Separated Bike Lane)</p> <ul style="list-style-type: none"> → On-Street (roads with higher volume and speed of motorised traffic) → Bicycle only → Separated from motorised and pedestrian traffic → Street level or raised (up to 7.5 cm and coupled with raised crossings) → Priority crossing of minor streets → Major Crossings: Grade separated, roundabouts with priority for cyclists, or protected intersections with Traffic Control System (TCS) 	<p>Local Example</p> <p>Carrall Street, Vancouver*</p>
 <p><i>Image credit: City of Vancouver</i></p>	<p>Cycle Path (Off-street path)</p> <ul style="list-style-type: none"> → Off-Street → Bicycle only → Paved, smooth surface → Located in green spaces or more than 10 m from roadway → Major Crossings: Grade separated, roundabouts with priority for cyclists, or protected intersections with TCS 	<p>Local Example</p> <p>Parts of the Seaside Greenway</p>



	<p>Cycle Street (Cycleway/Bikeway)</p> <ul style="list-style-type: none"> → On-Street (local residential streets) → Mixed bicycle and motorised traffic → Less than 1000 cars per day → Maximum speed of 30 km/h → Bicycle to car ratio of $\geq 2:1$ (target) → Priority crossing of minor streets → Major Crossings: Grade separated, roundabouts with priority for cyclists, or protected intersections with TCS 	<p>Local Example</p> <p>Frances-Union Bikeway*</p>
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*Note: Local examples are for illustrative purposes and may not have all desired elements.