

November 17, 2016

Mayor and Council
c/o Office of the City Clerk
4949 Canada Way
Burnaby, BC

RE: Willingdon Avenue Cycle Road Design Standard

Dear Mayor and Council,

Whereas:

- The Brentwood Town Centre (BTC) is being redeveloped to provide for a significantly greater concentration of residents and employment;
- Transport 2040, the regional transportation plan, includes the following goals which are pertinent to the BTC redevelopment:
 - The majority of jobs and housing in the region are located along the Frequent Transit Network (frequent, reliable services on designated corridors throughout the day, every day)
 - Travelling in the region is safe, secure, and accessible for everyone
 - Most trips are by transit, walking and cycling;
- Transport 2040 articulates the following strategies aimed at achieving these goals:
 - Make early investments that encourage development of communities designed for transit, cycling, and walking
 - Optimize the use of the region's transportation assets and keep them in good repair
 - Build and operate a safe, secure, and accessible transportation system;
- The Brentwood Master Plan acknowledges the lack of public facilities in the immediate area and points to the existing facilities in the Burnaby Heights neighbourhood to supply this need;
- In response to local concerns about significant increases in motor vehicle traffic generated by BTC redevelopment Burnaby staff have stated that it is expected that many new residents will not use cars but will instead use transit, walk and cycle;
- Burnaby's Town Centre Standards call for separated bike paths along arterial streets, and in the case of Willingdon Av these bike paths (or cycle tracks as they are often known) are planned to extend to the southern edge of the proposed Willingdon Greenway at Brentlawn Drive;
- Willingdon Av provides a direct connection between BTC and primary destinations to the north (Alpha Secondary School, Confederation Park and Community Centre, Eileen Daily Pool, McGill Library and the Burnaby Heights shopping area) and to the south (recently upgraded crossing of Hwy 1, BCIT and the surrounding high tech office/industrial parks and Metrotown Town Centre among others);
- Willingdon Av provides a direct connection between BTC and the Francis-Union Bikeway, which serves important destinations including SFU and Downtown Vancouver;
- Burnaby's newly adopted Environmental Sustainability Strategy (ESS) includes the following goal:
 - **5.2** Make walking and cycling easier, safer and more comfortable;

- In order to achieve ESS goal 5.2 the document suggests that Burnaby “investigate opportunities to expand and improve pedestrian and cycling routes and infrastructure (routes, separated paths, bike facilities), especially north-south connections”;
- Bearing in mind the significant constraint posed by Hwy 1 and the important destinations enumerated above, Willingdon Av is arguably the most important north-south connection in Burnaby;
- The Burnaby Transportation Plan (BTP), adopted in 1995, acknowledges the importance of Willingdon Av as a bicycle route and designates Willingdon Av as a Cycle Road;
- The BTP defines a Cycle Road as “a road which accommodates cycling through the provision of wider curb lanes and appropriate signage” and notes that it functions to provide “access to town centres and other employment areas”;
- An update to the BTP entitled “5 Year Burnaby Transportation Program 2004-2008” refers to a project on Willingdon Av between Brentlawn Dr and Pender St that was planned to have been constructed in 2005/2006 and includes in the plan “to complete the planned Urban Trail along Willingdon and to provide increased width in the curb lane for cyclists” (i.e. cycle road standard);
- Burnaby is proceeding with the development of the Willingdon Greenway at a cost of approximately 8 million dollars for design and construction;
- The Greenway is currently planned to include landscaping, public art and a pathway to be shared between people walking and people cycling (i.e. an urban trail);
- Burnaby Parks staff have characterized the planned Greenway as for local recreational use and have stated that it is not intended to be an active transportation facility;
- Cycling on a shared use path has been shown to be relatively hazardous compared to cycling on other facilities, particularly where there is a high frequency of intersections and more than a small number of users;
- The citizens of Burnaby who cycle, or would like to cycle, have been waiting for more than 20 years for a safe, appropriate cycling facility on Willingdon Av as identified in the 1995 BTP and reconfirmed, both in particular and in principle, by more recent planning documents;

I respectfully ask that Burnaby City Council direct staff to upgrade Willingdon Av between Brentlawn Dr and Hastings St to the designated Cycle Road standard, or in the alternative to provide a safe facility such as bicycle lanes or cycle tracks (now used in Canada but not contemplated during the course of the 1995 Burnaby Transportation Plan process), in conjunction with the currently planned construction.

Sincerely,

Peter Stary

4025 Georgia St
Burnaby, BC
V5C 2T3

pstary@telus.net
778-979-1954 (mobile)