
From: C REID [REDACTED]
Sent: November-10-19 9:33 PM
To: Mayor
Cc: Libsekal, Leah; Ramsey, Stuart; Engineering
Subject: Broadway Upgrade Project

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Mayor and Council
c/o Office of the City Clerk
4949 Canada Way
Burnaby BC V5G 1M2

12 November 2019

Dear Mayor and Council,

We are writing with regard to the Broadway Upgrade Project (from Bainbridge Avenue to Underhill Avenue). We will be attending the public information session but also wanted to share our thoughts in writing.

As Burnaby taxpayers who use cycling as our main mode of transportation, we want to see cycling infrastructure that is AAA (for all ages and abilities) and allows us to cycle throughout Burnaby. We also recognize the importance of sidewalks so citizens can safely walk to school, to stores, to public transit and for recreation.

We are in favour of building sidewalks for pedestrians. However, we do not support the building of multi-use paths (MUPs) because they present many safety concerns:

- Huge speed differentials between cyclists and pedestrians; these are increasing with the exponential rise in electronic assist bike users.

While one might perceive the speed/mass differential between a car and cyclist to be significantly greater than that between a cyclist and pedestrian this is not actually the case.

The kinetic energy of a 1500kg car going 50km/hr compared to a cyclist going 30km/hr is around 44:1 in favour of the car.

The kinetic energy of the same cyclist compared to a pedestrian walking 5km/hr is around 48:1 in favour of the cyclist.

- Walkers of today are often head down using their cell phone and/or connected with ear buds decreasing their awareness of cyclists.

Copied to:

City Manager
Dir. Corporate Services
Dir. Engineering
Dir. Planning and Building

Referred to:

Traffic Safety Committee (2020.01.23 - TBC)

- MUPs intersect driveways, lane ways and cross streets, all high risk zones for collision with motor vehicles. It is challenging for drivers to watch bidirectionally for fast moving cyclists while also having to check for cars and pedestrians in most of these situations.

In addition to these safety concerns, the proposed segment of MUP does not provide one of the connections it purports to. Specifically, it would not connect to the northbound section of the Lakes Bikeway at Cliff and Broadway nor would it connect to the southbound section of this bikeway at Sperling and Broadway. Rather, it would dump cyclists onto Broadway where they'd be squeezed between travelling and parked cars.

Is discontinuation of the MUP at Bainsbridge because the corridor width from there to Cliff narrows considerably? If such narrowing is not an issue then separated cycling lanes (cycle tracks) on both sides of Broadway from Cliff to Underhill would safely connect part of the Lakes route to the BMUT. The 17.3m average width shown in your public info session invitation would allow this if sidewalks were narrowed to 1.2m and the NACTO (National Association of City Transportation Officials) Urban Bikeway Design Guide was followed.

Sincerely,

Craig and Debbie Reid



cc leah.libsekal@burnaby.ca
stuart.ramsey@burnaby.ca
engineering@burnaby.ca