

September 07, 2022

To: City of Burnaby Transportation Department <transportation@burnaby.ca>

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The HUB Cycling, Burnaby Local Committee understands that the Lakefield Drive Project will not continue as previously planned and is going through a redesign. While we do not know what changes are being considered, we urge you to incorporate certain modifications to improve safety for people who ride bikes or use other types of active or electric transportation.

Burnaby's Local Committee has had numerous conversations with residents of the Lakefield Drive area. The most widespread concerns and criticisms can be summarized as follows:

- A number of residents of the area do not want to lose the ability to travel on Lakefield/4th to Burris.
- Another group of residents are concerned about the “rat racers” speeding down Lakefield and 4th. This group is in favor of the improved bikeway as it will calm traffic and make the existing bikeway safer for people who cycle. In addition, the area will be made safer for people walking to and from Robert Burnaby Park.
- Concern if this section of bikeway is worthy of such improvements and the cost associated with them.

As far as our Local Committee is concerned, the previous design was great as it put active transportation user's safety at the forefront. The park areas were a nice addition, providing a spot to rest to those who may desire to do so during Lakefield's challenging climb.

Lakefield Drive and 4th form a section of the Midtown bikeway. [Transport 2050: Regional Cycling Network](#) has identified the Midtown bikeway as a part of the Major Bikeway Network. In its current state, Midtown is missing features that will prevent it from meeting that goal. Midtown's advanced nature, remote location, and insufficient wayfinding contribute to its low ridership. According to the [2019 State of Cycling In Metro Vancouver](#), Midtown has an average comfort level for few people. Contributing factors to this rating include:

- The Midtown bikeway is in much need of improvement when it comes to wayfinding. Coming from Canada Way, there is a single sign labeling the route. While there is one additional sign later on in the route, two signs are insufficient for wayfinding through the numerous turns and direction changes effectively.
- The current bikeway is not separated from traffic, causing people cycling to share the road with motor vehicles at all times.



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- Traffic on Lakefield and 4th can be quite busy during rush hours as people driving try to avoid Canada Way.
 - Other connecting streets have bollards preventing vehicular access to Canada Way resulting in vehicles needing to travel along on Lakefield and 4th for the full length.
 - In the ~1.5 kilometers between Edmonds and Burris there are 4 intersections (Edmonds, Elwell, Imperial, and Burris) with traffic signals along Canada Way, causing the need for the bollard roads.
- The elevation gain of Lakefield Drive can present a challenge for some people who ride bikes. The climb is quite steep and may deter some riders.
- The connecting bikeway, Elwell, has no signage, is barricaded with concrete barriers, and does not have an entryway from the street. This causes people who are riding bikes to ride on the sidewalk for several meters, dismount, or miss this turn entirely.

Given that Lakefield is currently identified as a component of the Major Bikeway Network in Transportation 2050, HUB Cycling's Burnaby Local Committee recommends the following:

- Improve wayfinding along Midtown as soon as possible and regardless of the final design of the Lakefield and 4th improvements.
- Create separated infrastructure for people cycling, people walking, and other vehicles. Multi-Use Paths are appealing, but are not as safe as separating people walking from people who ride or roll. The descent on Lakefield Drive makes the need for separation imperative as high speeds can be attained while rolling down hill.
- Lakefield's climb is challenging, causing human powered vehicles to move slowly. Separating people cycling from motor vehicle traffic will increase safety as riders ascend.
- Keep the small parks from the previous design, as this will allow places of rest.
- In order to better connect Midtown and Elwell, add a sloped egress at the sidewalk, replace concrete barriers with bollards, and add signage.
- Improve Elwell bikeway visibility and functionality at Canada Way and Elwell. This includes adding buttons that can be activated by active transportation users at lights, adding elephant's feet and green paint at crossings for people cycling, and accounting for the offset of Elwell Street as it crosses Canada Way.
- Investigate methods to calm and reduce traffic on Lakefield and 4th.

Thank you,

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About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 23 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.