



Your Cycling Connection

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June 27, 2024

To the City of Burnaby Planning and Development Department

Re: EDMONDS TOWN CENTRE, ROYAL OAK URBAN VILLAGE, AND CASCADE HEIGHTS URBAN VILLAGE COMMUNITY PLANS

Thank you for the invitation to provide input on the Community Plans through the Phase 2 consultation process.

We have concerns regarding the implementation strategy for this new cycling network. Our understanding is that the cycling infrastructure outlined in the OCP process will be developed incrementally, parcel by parcel, by developers as properties undergo redevelopment—similar to the current approach in Town Centers. This method has led to fragmented, incomplete, and even sometimes unsafe cycling infrastructure within Town Centers, a problem that could be exacerbated by the broad geographic scope of these plans. Given the lesser development pressure on individual lots covered by these plans compared to those in town centers, we anticipate a prolonged period before these neighborhoods see a fully realized cycling network.

We propose that each OCP include a provisional “quick build” network. This would consist of a series of protected cycle paths that are built shortly after the OCP is adopted to swiftly provide community members with viable cycling options. Some examples of this approach include the ongoing development of the [Edmonds Town Center Cycling Network](#) and bike lane implementations on streets like Still Creek Dr. in Burnaby and Agnes St. in New Westminster.

Additionally, we are concerned by the decision to exclude dedicated cycle lanes from main commercial streets, opting instead for parallel routes and greenways in the Royal Oak (Royal Oak Ave.), Cascade Heights (Sunset St.) and Edmonds (Edmonds St.) plans. High Streets are key trip generators and popular destinations; restricting bike access to these areas could represent a missed opportunity. Numerous recent studies, such as one conducted in New York City (NYC Department of Transportation, 2012), have demonstrated that enhancing bike infrastructure on commercial streets can significantly boost business revenues.¹

¹ NYC Department of Transportation. (2012). *The Economic Benefits of Sustainable Streets*. Retrieved from [<https://a860-gpp.nyc.gov/downloads/bg257f68r?locale=en>].

Given the lack of detail on the built form of the cycling infrastructure proposed in the OCPs, we would like to make several specific recommendations:

1. Protected intersections should be a standard feature throughout the new cycling networks. These intersections provide safer crossings for people who ride bikes, especially where high traffic volumes are present.
2. The implementation of No Right Turn on Red (NRTOR) regulations at intersections could significantly reduce conflicts between people walking and cycling and vehicles, thus improving safety. Having a consistent NRTOR implementation in Town Centres and Urban Villages also helps with driver compliance as they know when they enter this “zone”, NRTOR is in effect (like on the island of Montreal).
3. The widespread introduction of advanced walk/bike signals at intersections, allowing people who walk and ride bikes a head start over vehicular traffic. This approach has been shown to increase visibility and reduce collisions. Moreover, the inclusion of bicycle-specific traffic signals with separate protected signal phasing for bicycles would further prioritize cycling, ensuring that people cycling are integrated into the traffic system safely and efficiently.

In conclusion, while we support the city’s direction towards enhancing cycling infrastructure, we strongly advocate for these additional measures to ensure that the cycling network is both comprehensive and safe from the outset. This proactive approach will help avoid the piecemeal development seen in town centers and accelerate the realization of a fully connected and efficient cycling network across the city.

Overall, we commend the City of Burnaby for its initiative to establish comprehensive cycling networks within the Royal Oak, Edmonds, and Cascade Heights official community plans. It is encouraging to see the city prioritize active transportation to accommodate growing demand. The proposed green streets and dedicated cycling network represent significant advancements.

Thank you for recognizing us as a key stakeholder in this process. We appreciate the opportunity to engage further and would be grateful for a chance to meet and discuss these proposals in more detail. We look forward to continuing to work together to make Burnaby a more healthy, walkable and bike-friendly city.

Sincerely,

Arseni Borisovs

Co-Chair, Burnaby Local Committee

About HUB:

HUB Cycling (HUB) is a charitable not-for-profit organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.