

November 8, 2022

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

Cc: Amy Choh <amy.choh@burnaby.ca>, Po Sun <po.sun@burnaby.ca>

The Burnaby Local Committee of HUB Cycling has reviewed the three options for the [Lakefield Drive Active Transportation Project](#). While Option 3 is an improvement over existing infrastructure, we'd like to provide a few recommendations.

North Segment - the diverter is a great addition that will make riding the north segment safer. It will also provide some level of traffic calming that the Patullo Petition Group is looking for.

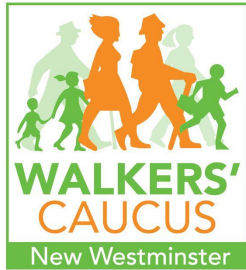
Central Segment - is the main segment of concern. Foremost, the infrastructure seems to come at the expense of trees. Given the climate crisis, we would rather the infrastructure come from the removal of parking spaces than trees. Second, the hill is at a grade between 11%-13%. This causes ascending bike riders to move slowly, while descending riders go very fast. Combining both directions increases the chance of collision and the speed differential increases the severity of any collision. Adding pedestrian traffic further increases the risks. To alleviate these risks, we recommend adding a separated pedestrian path. Depending on the width of the MUP, we also recommend creating physically separated bike paths, one on each side of the street.

South Segment - similar to the Central segment, we recommend that the infrastructure come from the removal of parking instead of the removal of trees. While this multi-use path (MUP) is acceptable for this section, we recommend separating pedestrians from people riding bikes. This aligns with our recommended configuration of the Central Segment. We also recommend that a raised crosswalk be added at Elwell to serve as a traffic calmer, which would also increase the visibility of people who are riding bikes while crossing over to Elwell.



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While there is no denying that Option 1 is the best option for people who ride bikes, we've heard the concerns of residents of the neighborhood in regards to losing a connection between Burris Street and Lakefield Drive. For that reason, Option 2 and Option 3 are good solutions that add improvements over the existing infrastructure.

While the separated bike lanes of Option 2 are preferable, Options 3's diverter at Reigate is a key addition. If these options could be merged, with the addition of separated pedestrian paths along the Robert Burnaby Park side, we would strongly recommend doing so.

Thank you,

Blake Standard
Co-Chair
HUB Cycling, Burnaby Local Committee
burnaby@bikehub.ca

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.