

Burlington Cycling Advisory Committee

Memorandum to Council re: Maple Avenue Cycling Facilities

Members of Council, on behalf of the Burlington Cycling Advisory Committee, I'd like to offer some commentary with respect to this item on behalf of the Burlington Cycling Committee.

We would like to thank councillors Stolte, Kearns & Galbraith for bringing this item forward for approval by the Development & Infrastructure Committee.

The Committee supports the direction provided to enable Staff to consider all options to providing a protected cycling facility on Maple Ave which is connected to major destinations.

We had been advised by Dan Ozimovic, staff member liaison to the Cycling Advisory Committee, that the Transportation Department was unable to consider changes to Maple Avenue which might require the re-configuration of existing vehicular lanes, without direction from the City Manager, through Council. By approving this direction, the constraint will be removed, and Staff will be able to proceed with a complete analysis of the options that are available to create a safe street which increases the connectivity of all modes of travel in the city.

With its current configuration at 5 travel lanes, and an estimated 8,000 vehicles per day, Maple Ave can only be described as grossly overbuilt for its current or future automobile traffic needs. Considering the City's objective of reducing vehicular trips and improving modal split, we feel it is necessary to consider realignment of this facility, particularly for the southernmost portion of Maple Ave.

Based on the current draft of the Cycling Master Plan, Maple Ave. is identified as a 'spine route'. The facilities proposed for the Spine Network should be "designed to provide more comfort to a person using the facility, being more appropriate for all ages and abilities". The facility now under construction will be providing a combination of on-road bicycle lanes without protection, and "wide curb lanes" which mix people on bikes in the same space as traffic signed for 60kph. There are no readily available alternative routes which offer the level of connectivity of Maple Ave.

It is our opinion that the treatment now under construction does not come anywhere near the criteria for use by all ages and abilities and falls well short of what other cities in the region are doing with respect to "all ages and abilities" (AAA) cycling infrastructure. Therefore, we ask Council to approve this direction in order that planning for a facility which does meet this criterion may be undertaken without constraint on potential solutions. We believe that this will better align with Council's vision of achieving integrated city mobility and supportive of Council's Vision Zero commitment.

Thank You,
Chris Ariens
Co-Vice-Chair, Burlington Cycling Advisory Committee