



Office of the City Clerk
Burnaby City Hall
4949 Canada Way
Burnaby, BC, V5G 1M2

October 19, 2021

Dear Councillor Johnston,

We would like to request a delegation at the November 24 Traffic and Safety Committee meeting. This is to present regarding cyclist safety concerns on the recently built Gilmore Diversion multi-use path as outlined below.

As Burnaby cyclists we appreciate completion of the multi-use path over the Gilmore overpass for those who don't want to cycle on the road with motor vehicles. However, there are sections in the infrastructure between Still Creek Drive and Dominion Street which leave cyclists unsafe and uncomfortable.

1. **Curb cuts at the south west, north west and north east corners of Still Creek Drive and Gilmore Avenue** are very much narrower than the width of the crosswalks which includes elephant's feet. This channels crosswalk users together making it more difficult for cyclists to cross especially when sharing the crossing with other cyclists and/or pedestrians. Furthermore, when visibility is lower, such as at night, a cyclist might not notice the narrower crosswalk and could run into the curb.



Crosswalk over Gilmore Ave at north end of Still Creek Ave. Arrows at elephant's feet indicate width of curb cut. Circles indicate width of a safe comfortable curb cut for cyclists.



Crosswalk over Still Creek on west side of Gilmore. Arrows at elephant's feet indicate width of curb cut. Circles indicate width of a safe comfortable curb cut for cyclists.

Potential Solution:

- Providing 180 degree curb cuts (i.e. a continuous curb cut for users heading north/south and east/west) would be safer and more comfortable.

2. **At this same intersection of Still Creek and Gilmore there is a significant hazard for south bound cyclists** using the MUP (multi-use path) due to vehicles eastbound on Still Creek turning right onto Gilmore. The tall fencing (opaque due to privacy slats and with large trucks often behind) plus vegetation comes right up to the sidewalk. This interferes with sight lines of drivers to approaching cyclists and sightlines of cyclists to vehicles. Most vehicles don't stop before the MUP but pull across it to the driving lane then look to the left for cars.



Cross walk over Still Creek on west side of Gilmore. For south bound cyclists, this fence and vegetation hamper the view to cars turning right onto Gilmore.



For drivers eastbound on Still Creek approaching to turn right on to Gilmore this fence and vegetation combined with through vehicles stopped at a red light hampers a right turning driver from seeing a cyclist approaching from the north. It is a fact of life that many drivers do not stop when turning right at red lights.

Potential Solutions:

- Apply green paint to the crosswalk to give a clear visual cue to indicate the priority of cyclists on the MUP. This is recommended in the BC Active Transportation (BCAT) Design Guide.
- Remove vegetation and privacy slats.

3. The intersection of Myrtle Street and Gilmore Avenue is very high risk for cyclists.

-Although a “yield to cyclists when turning right sign” (RB-37) is posted for southbound vehicles on Gilmore turning right onto Myrtle, cyclists have experienced near misses with vehicles in this turn.

-For vehicles eastbound on Myrtle turning right onto Gilmore, sight lines to southbound cyclists are obscured by tall fencing (opaque due to privacy slats).

-Additionally, a cyclist’s ability to see eastbound cars approaching the crosswalk is significantly restricted by this fencing. Vehicles regularly go past the stop sign onto the MUP and block the MUP while waiting for an opening in traffic.

-Finally, drivers’ sightlines to northbound cyclists are limited by shrubbery.



Intersection of Myrtle and Gilmore. Drivers heading east on Myrtle to turn right onto Gilmore have their sightlines to southbound cyclists obscured by tall fencing (opaque due to privacy slats)



Southbound cyclists approaching Myrtle have their view of eastbound drivers obscured by fencing. The crosswalk has “elephant’s feet” markings so a southbound cyclist (conventional or E-bike) could enter the intersection at some speed and appear “out of

nowhere” in front of a right turning vehicle which does not stop until well past the stop line. (which is not uncommon driver behaviour).



Drivers heading east on Myrtle to turn right onto Gilmore have their sight lines to north bound cyclists obscured by shrubbery. a southbound cyclist (conventional or E-bike) could enter the intersection at some speed and appear “out of nowhere” in front of a right turning vehicle which does not stop until well past the stop line. (which is not uncommon driver behaviour).

For north bound vehicles on Gilmore turning left onto Myrtle there is no “yield to cyclists when turning left sign” despite this being prescribed in the BCAT Design Guide. Drivers coming downhill are typically focused on finding a break in southbound car traffic rather than on cyclists approaching from the north and especially on those southbound from behind the driver.

Potential solutions:

- With regard to vehicles turning both left and right, apply green paint to the crosswalk to give a clear visual cue to indicate the priority of cyclists on the MUP.
- With regard to vehicles east bound on Myrtle turning right onto Gilmore, to increase drivers’ awareness of bidirectional cyclists, a contraflow bicycle lane crossing sign (WC-43) should be installed under the stop sign. Additionally, consider removing privacy slats from fencing and remove vegetation interfering with sight lines at north end of overpass.
- With regard to vehicles northbound on Gilmore turning left onto Myrtle, install a “yield to cyclists when turning left sign” (custom sign – City of Vancouver).
- Additionally, install flashing lights as used on Stanley Park causeway exit lanes. They are activated by approaching cyclists to alert drivers they must yield.

3. The intersection of Dominion and Gilmore is very high risk for cyclists.

Drivers east bound on Dominion who are turning right onto Gilmore are typically focused on finding a break in southbound traffic rather than on cyclists approaching from both directions. This has meant near misses with vehicles for cyclists here.

Potential solutions:

- Post a “yield to cyclists when turning right sign” (RB-37) to encourage drivers to yield to cyclists before making their turn.
- Also post a contraflow bicycle lane crossing sign (WC-43) under the stop sign.
- Apply green paint to the crosswalk to give a clear visual cue to indicate the Priority of cyclists on the MUP.

Signature (Debbie and Craig Reid)
Cathy Griffin

HUB Cycling is a charitable not for profit organization that has spent over 20 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 have close to 3,000 members and more than 40,000 direct supporters. HUB Cycling has 11 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.