



November 29, 2023

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## Improving and Expanding The Green Colour Treatment in Burnaby

The Burnaby Local Committee of HUB Cycling is writing in regards to the lack of green paint indicating conflict zones in facilities where people riding bikes and people driving share space. Green paint is a highly visible and easily distinguished road marking that clearly communicates to people driving cars to be more aware in order to avoid collisions with people who ride bikes, walk, and use other forms of personal and active transportation.



Figure 1: Still Creek Avenue bike facilities are a good example of the green colour treatment.

The addition of conflict paint is shown to increase driver awareness and increase the safety and comfort of people riding bikes, as well as people walking and using other modalities of personal travel. Two examples include:

- “Significantly more motorists yielded to bicyclists after the blue pavement had been installed (92 percent in the after period versus 72 percent in the before period.”

Hunter, W.W. et al. (2000). [Evaluation of Blue Bike-Lane Treatment in Portland, Oregon\\*](#). Transportation Research Record, 1705, 107-115.

- “A higher percentage of motorists yielded to bicycles in the after period (86.7% before versus 98.5% after). A chi-square test revealed the differences to be statistically significant at the 5% significance level ( $p < 0.001$ ).”

William W. Hunter, W., Srinivasan, R., Martell, C. (2008). [Evaluation of a Green Bike Lane Weaving Area in St. Petersburg, Florida\\*](#). University of North Carolina Highway Safety Research Center.

## Implementation of Green Colour Treatment in Conflict Zones in Burnaby

Currently the adoption of the green colour treatment in the City of Burnaby is limited to facilities where people riding bikes have exclusive use. However the use of green conflict paint is low even in facilities that meet the criterion. Below are some examples of facilities where people riding bikes have exclusive use along with a description of their green colour treatment.

- **Still Creek** - is a good example of the green colour treatment (figure 1).
- **Lougheed Highway** - while some areas have the green colour treatment, application is inconsistent. Leaving many intersections unmarked (figure 2).
- **Kingsway (Edmonds St to Britton St)** - the approximately 100m long, recently installed facilities are a good example of the green colour treatment.
- **Gaglardi Way** - no green colour treatment.
- **Burnaby Mountain Parkway** - green colour treatment at Gaglardi Way intersection.
- **Oakland Street** - no green colour treatment.
- **Cariboo Road** - no green colour treatment.
- **Winston Street** - no green colour treatment.
- **Marine Way** - no green colour treatment.
- **Barnet Highway** - no green colour treatment.
- **Numerous developer-constructed bike facilities** - dependent on the developer, but mostly no green colour treatment.

A large majority of Burnaby’s more than 330 kilometres of bike network is made up of multi-use paths and shared road facilities. This means that the opportunities to benefit from the substantial safety benefits that green colour treatment offers are small if only exclusive bike facilities are considered.

## Recommendations

We urge the City of Burnaby to increase and improve the consistency of the application of the green colour treatment in conflict zones to all crossings along facilities where people riding bikes have exclusive use.

We strongly urge the City of Burnaby to extend the use of the green colour treatment to facilities such as multi-use paths that may be shared with people walking.

The 2019 BC Active Transportation Design Guide states that, “For multi-use pathways, green conflict zone pavement markings should be reserved for conflict points with motorists, including driveways and intersections where the bicycle and pedestrian facilities have been separated.” However, several of Burnaby’s neighboring municipalities have adapted and, in our opinion, improved the use of the green colour treatment.

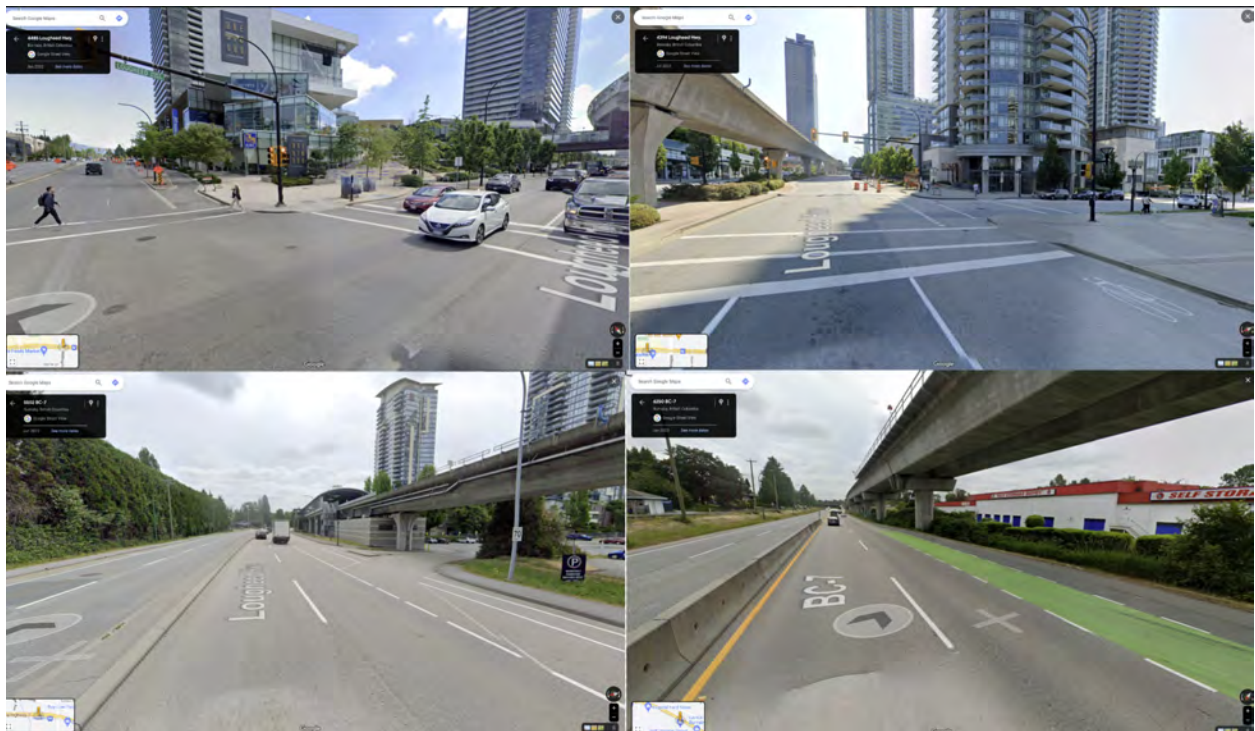


Figure 2: Developer constructed and municipal owned bike facilities along Lougheed Highway display the inconsistent application of the green colour treatment.

The City of Vancouver’s [Transportation Design Guidelines: All Ages and Abilities Cycling Routes](#)\* defines the use of green conflict paint at road and driveway crossings as, “Green coloured treatment\* and elephants feet at street crossings.” This definition has allowed Vancouver to use the green colour treatment along facilities where people riding bikes do not have exclusive use, such as MUP’s.

\*Where bikes have or sometimes have right-of-way over cross traffic



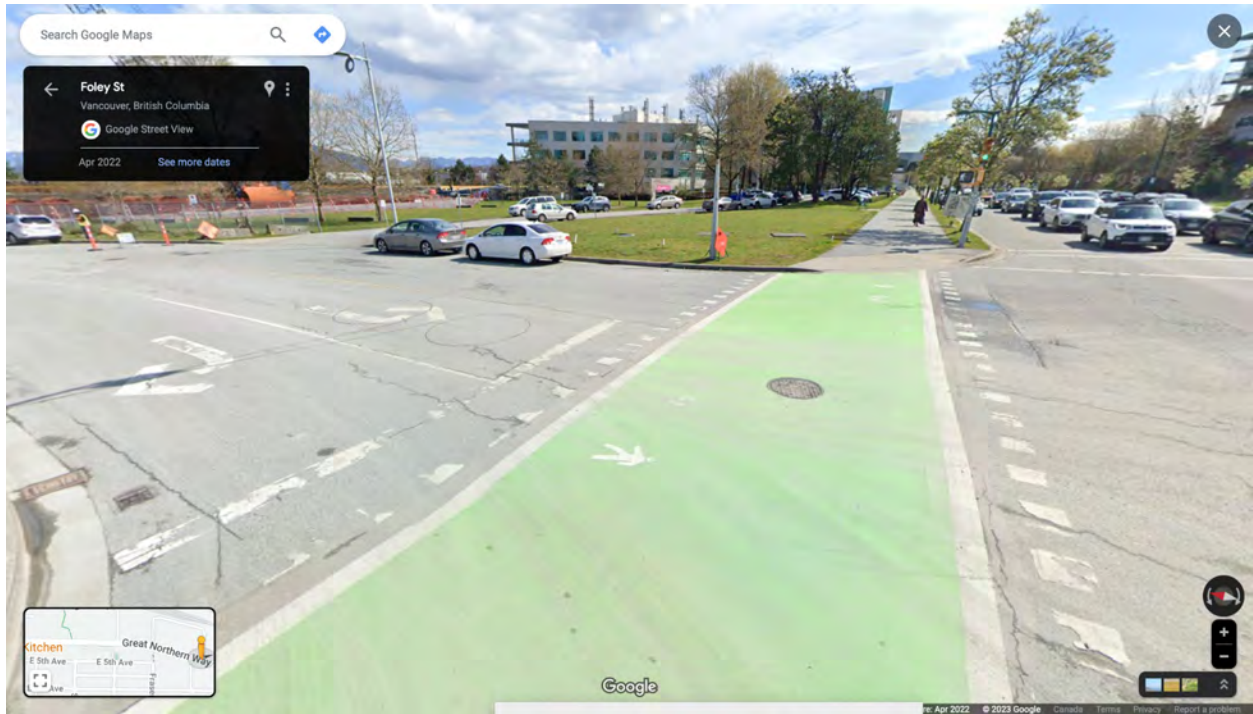


Figure 3: example of the green colour treatment along a MUP from the City of Vancouver along Vancouver's portion of the Central Valley Greenway.

We understand that the City of Burnaby has hesitations around adding green conflict paint to multi-use pathways, crosswalks, and areas where people riding bikes do not have exclusive use of the facilities. We strongly urge the City of Burnaby to align with neighbouring municipalities such as Vancouver (figure 3), Richmond (figure 4), New Westminster, and Coquitlam. Adopting and integrating the same safe and equitable best practice of using the green colour treatment where people riding bikes have exclusive and shared use, at road and driveway crossings, will undoubtedly be an improvement to the safety of all users.

Most multi-use paths in Burnaby are treated as all ages and abilities. Improving the visibility and safety of multi-use path crossings should be a priority to protect people of all ages and abilities riding bikes, walking and rolling.



Figure 4: an example of green colour treatment along a MUP Railway in from the City of Richmond.

By expanding and integrating the use of the green colour treatment, Burnaby would align itself with regional best practices. This would help people driving, people riding bikes, people walking, and people using other modalities of personal transportation better navigate conflict zones, leading to safer outcomes for all. The benefits would seem to far outweigh the cost and implementation of the green colour treatment.

Thank you for your attention,

Blake Standard

Co-Chair

HUB Cycling, Burnaby Local Committee

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### About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent 25 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](http://bikehub.ca).