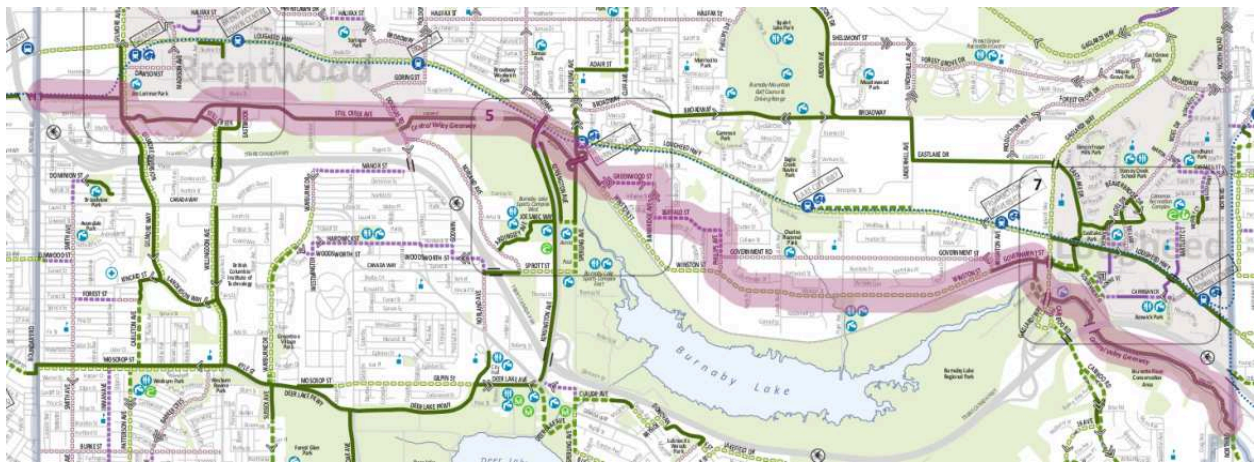


7 September 2024

Assessment of Burnaby's Central Valley Greenway

The Burnaby Local Committee of HUB Cycling conducted an assessment ride of Burnaby's section of the Central Valley Greenway (CVG) on Saturday, 10 August 2024.



The CVG is an important part of the bike network in Burnaby, as it is a vital east-west connection across the northern half of the city. The CVG continues into Vancouver and New Westminister on either end.

General Comments

The CVG is generally in decent condition. However, the Winston St. detour and construction zone, which will remain in place for the foreseeable future, are not suitable for all ages and abilities. This has eliminated the accessibility of the CVG as an AAA bike route for the past few years. The current construction zone involves sharing the road on Winston St along single lane alternating traffic (figure 1), which is very uncomfortable for all but the most confident people cycling. For future major construction projects that result in closure or detour of bike routes, the detour options should be the equivalent level of comfort as the bike route that is impacted. For Winston St., this could have involved, placing quick-build concrete curbs along Lougheed Hwy and Brighton St. to form a safe and comfortable detour option.



Figure 1: Sharing the lane on Winston St. Left: Single-lane alternating traffic along Winston St. This works for people driving, but is extremely uncomfortable for people cycling and potentially dangerous if followed by a person driving aggressively. Right: The construction site on Winston St. unnecessarily takes away all road space for people riding bikes and forces them to share a narrow lane with vehicles.

The section between Douglas Rd. and Sperling Ave. is slated to be paved soon and we are hopeful that the new design will include mode separation and clear signage to enhance safety and usability for people walking and biking along the shared path.

Furthermore, we identified opportunities for improvement, which are listed in the table below.




Table of specific opportunities for improvement





Table 1 presents the issues along the CVG. The rating in the rightmost Safety/Comfort level column reflects our Committee's perceived impact of the deficiency on meeting the "All Ages and Abilities" bike route requirement for a route to be "low stress", taking into account the following:




- High volumes of vehicle traffic and potential risk of being struck by a person driving a vehicle





- Ease of ability to navigate the bike route (e.g., absence of wayfinding or signs), a deficiency which may lead to confusion from other road users
- Characteristics of the bike path (e.g., narrowness of path, proximity to lamp post and/or bollards)
- Legality of cycling on a path (e.g., a person biking riding across a crosswalk without elephant's feet is illegal)





Table 1. Issues identified by the assessment team along the Central Valley Greenway (CVG). The information is mostly presented travelling in a west to east manner.





No.	Issue Description	Photo	Location	Priority
1	<p>Faded elephant's feet markings.</p> <p>Recommendation: Add a dedicated bicycle signal so people on bikes do not need to unnecessarily stop at the STOP sign when the WALK symbol is on. Green paint would be helpful at this busy intersection.</p>		Boundary Rd	<p>Medium ▾</p>
2	<p>No markings for shared pedestrian/bicycle use. Also, we recommend the use of stencils on the pavement to indicate bollards and reduce crash incidents. For example:</p> 		Under the SkyTrain between Gilmore Ave and Boundary Rd	<p>Low ▾</p>




3	Overgrown vegetation on both sides of the path resulting in narrower path and increased potential for conflicts		Under the SkyTrain between Gilmore Ave and Boundary Rd	Medium ▾
4	Broken pavement from plant roots		South of Home Depot	High ▾
5	Cycling wayfinding sign erroneously claims that Gilmore Bikeway ends (Gilmore MUP used to end at Still Creek but has since been extended northwards to Canada Way and beyond)		North-west corner of Still Creek Dr and Gilmore Ave	Low ▾
6	Curb cuts/dropdowns should be widened to allow more comfortable access to path		Still Creek Dr and Gilmore Ave.	Low ▾





<p>7</p>	<p>Pedestrian signal should show WALK signal automatically (instead of requiring the call button)</p>		<p>Still Creek Ave and Still Creek Dr</p>	<p>High ▾</p>
<p>8</p>	<p>Green paint should be added to indicate the conflict zone at the driveway</p>		<p>4451 Still Creek Dr Driveway into Destination Toyota dealership</p>	<p>Medium ▾</p>
<p>9</p>	<p>Narrow path further narrowed by overgrowth</p>		<p>Still Creek Dr near Willingdon Ave</p>	<p>Medium ▾</p>



10	<p>Pedestrian signal should show WALK signal automatically (instead of requiring the call button)</p>		<p>Still Creek Dr at the Eco Centre</p>	<p>Medium ▾</p>
11	<p>Curb cuts/dropdowns should be widened to allow more comfortable access to path.</p>		<p>Still Creek Dr at the Eco Centre</p>	<p>Low ▾</p>
12	<p>Water often pools along drain gutters and impedes cycle path</p>		<p>Still Creek Ave quick build protected bike lanes</p>	<p>High ▾</p>
13	<p>Hold line is far back: people on bikes cannot be seen by vehicles coming down Douglas Rd. southbound.</p> <p>Good implementation on Douglas Rd of the white painted X before the intersection and “Stop line here” that helps reinforce the “No Right Turn on Red” restriction from Douglas Rd onto Still Creek Dr.</p>		<p>Still Creek Ave eastbound at Douglas Rd</p>	<p>High ▾</p>





<p>14</p>	<p>Call button is hard to reach.</p> <p>In practice many people will not wait at a second light (east side southbound) just to cross a driveway. Infrastructure should accommodate it.</p>		<p>Still Creek on east side of Douglas Rd</p>	<p>Medium ▾</p>
<p>15</p>	<p>Path narrows significantly due to barriers around electric box</p>		<p>Still Creek on East side of Douglas Rd</p>	<p>High ▾</p>
<p>16</p>	<p>Many obstacles - telephone poles, fire hydrants, street lights</p>		<p>Still Creek on East side of Douglas Rd</p>	<p>High ▾</p>
<p>17</p>	<p>Add mode separation through pavement markings and signage after paving</p>		<p>Greenway between Douglas Rd and Sperling</p>	<p>Very High ▾</p>
<p>18</p>	<p>Missing shared path signage / markings.</p> <p>Missing wayfinding signs for CVG. Existing signs are faded and dirty.</p>		<p>West side of Winston St. overpass</p>	<p>Medium ▾</p>

19	Unclear right-of-way at T- Intersection. Add yield sign at bottom of overpass		West side of Winston St. overpass	Medium ▾
20	Overgrowth with thorny vegetation. Also blocking sightlines		West side of Winston St. overpass	Low ▾
21	Needs pavement markings and wayfinding signage to avoid conflicts		CVG / Lakes intersection at the overpass	High ▾
22	Narrow but bi-directional shared path		Winston St. south of the overpass	Medium ▾

<p>23</p>	<p>A fence could be added for protection from vehicles.</p> <p>Overgrowth with thorny vegetation.</p>		<p>Winston St south of the overpass</p>	<p>Low ▾</p>
<p>24</p>	<p>Confusing and unrealistic detour: People on bikes are directed to cross at the crossing and then to immediately turn left onto Greenwood St.</p>		<p>Winston St and Greenwood St</p>	<p>Medium ▾</p>
<p>25</p>	<p>No signage for construction detour, only further down after turning left</p>		<p>Bainbridge Ave and Buffalo St</p>	<p>Medium ▾</p>

26	No green paint where cycle lanes intersect with roads and driveways		All along Winston St.	Low ▾
27	No physical protection. This is a truck route and popular alternative route to Lougheed Hwy for people driving.		Winston St.	Very High ▾
28	Unclear signage/road markings to instruct people riding bikes to move up from painted bike lane to the MUP.		Winston St and Brighton Ave	Medium ▾
29	Low head clearance from overgrown foliage.		Along Winston St across from Costco	Low ▾

<p>30</p>	<p>Multiple sections of damaged fencing.</p>		<p>Along Winston St MUP across from Costco</p>	<p>Very High ▾</p>
<p>31</p>	<p>Narrow MUP further narrowed by obstacles (overgrown bush, pole, and electrical box). Missing shared path signage / markings.</p>		<p>Along Winston St across from Costco</p>	<p>Medium ▾</p>

32	Missing pavement markings (elephants feet) and signage.		Cariboo Rd and Cariboo PI	Medium ▾
33	Unclear signage on where to continue (CVG continues to the left). Small left arrow on existing signage, no pavement markings		Cariboo Rd and Cariboo PI	Low ▾
34	No protection or pavement markings		Cariboo PI.	Medium ▾
35	Bumpy curb dropdown		Cariboo PI. start of trail	Low ▾

36	Gate blocking eastbound traffic. A bollard instead of the gate would reduce conflict potential.		Cariboo Pl. start of trail	Low ▾
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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.