

October 16, 2024

To: Vancouver Fraser Port Authority
Cc: City of Burnaby Transportation

The Burnaby Local Committee of HUB Cycling recently attended the open house session on August 28, 2024 at the Christine Sinclair Community Centre, which was part of Phase Three of the Vancouver Fraser Port Authority's public engagement on the Holdom Overpass project. It was great to hear that the Central Valley Greenway will remain open for the duration of the construction period.

At the open house, we saw the concept design of the overpass and public space improvements; our group had a few concerns that we wanted to flag for the project team, and we hope that these concerns can be addressed in the final design:

1. At the south end of the overpass, we are concerned for the **safety of people walking and cycling crossing over the proposed slip lane from the overpass to Douglas Road.**



While we do not support slip lanes, we understand from the staff that this is an integral part of the design. However, we would like to see additional awareness devices for people driving such as:

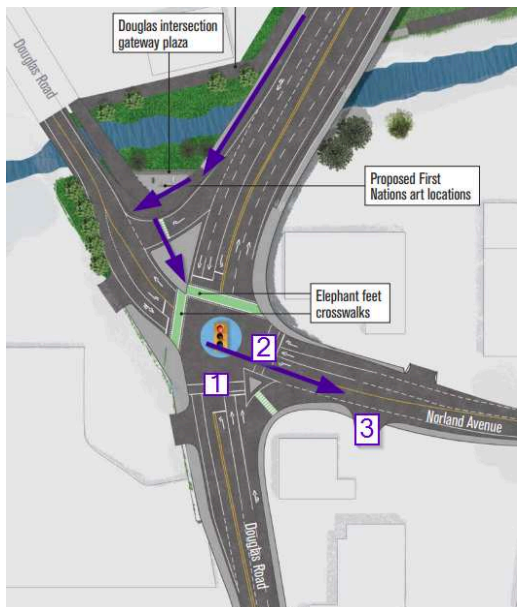
- rectangular rapid flashing beacons (RRFB) at the crossing
 - There are **automatic sensor-based** ones such as the one at the south end of the Lions Gate Bridge and near the Victoria International Airport which has a

sensor mounted on the top of the flashing beacons). As someone cycling, often it is a hard decision whether to stop to push the button (but lose the “gap” in traffic), or to try to bike across before someone in a vehicle arrives.



- speed reader boards on the overpass leading up to the end of the bridge
- yellow cautionary signs warning of a crosswalk ahead
- appropriate shared bike/pedestrian crossing signs and pavement markings

2. We are concerned about the provision for **people cycling southbound on the overpass to proceed eastbound along Norland Avenue.**



Norland Avenue is currently identified as an informal cycling route on the Burnaby Bicycle Map and is a crucial connector to the upcoming multi-use path on Sprott Ave. At the open house, one of the staff suggested using the crossings at the intersection to cycle across the intersection to get to Norland Ave. However, at location “1” in the diagram above, the crossing is not marked as a “crossbike” with green paint and elephant’s feet; therefore, cycling across would be illegal. It is also unclear to us whether the grey path at the southeast corner of the intersection would be a shared pathway; in “3” above, it is unclear whether there would be a smooth interface for people cycling to get back onto the pavement of Norland Avenue.

The provision of a bike box at the southwest corner of the intersection similar to the intersection of Broadway and Victoria Drive in Vancouver would greatly increase the convenience for people cycling to proceed along Norland Avenue.

3. In the same diagram as above, there is a bike crossing painted at the slip lane at the south-east corner of the intersection, however, the crossing at “1” and “2” are not marked as bike crossings. Both “1” and “2” should be marked as bike crossings with green paint and elephant’s feet.
4. We recommend **implementing “No Right Turn on Red” restrictions at Douglas Road and Norland Avenue, and at Holdom Avenue and Goring Street**, as these intersections will be along busy multi-use paths. People driving making right turns on reds would impede the crossings of these multi-use paths.
5. At the intersection of Lougheed Highway and Holdom Avenue, while we understand it is not part of the scope of this project, we would like to see the Vancouver Fraser Port Authority work with City of Burnaby staff so that the new multiuse-paths do not just end randomly mid-block, but instead have a smooth connectivity to the existing bike lanes on Lougheed Highway.
6. At the intersection of Douglas Road and Still Creek Avenue, while we understand it is not part of the scope of this project, we would like to see the Vancouver Fraser Port Authority work with City of Burnaby staff to ensure smooth connectivity at this intersection.

Thank you for your attention,

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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.