

18 March 2010

To whom it may concern:

The VACC would like to raise some concerns about the cycle track on Great Northern Way between Clark Drive and Prince Edward Street, particularly as they relate to the safety of cyclists using it.

We have heard of some cyclists on Great Northern Way experiencing very near misses with motor vehicles emerging from driveways and crossing this track, unaware of the presence of approaching cyclists. There is very little signage (or anything else) indicating to drivers that they are approaching a cycle track, and the sightlines for drivers to see cyclists are, in some cases, nonexistent.

We are aware that this track is considered a temporary facility as a bypass for the CVG, and we support the earliest possible completion of the Central Valley Greenway by building a bridge from the upper level on Grandview Highway to the lower level to continue through the False Creek Flats.

A recent inspection ride revealed the following problem areas on the north side:

\* VCC/Clark Drive Skytrain station at Keith Drive: no Stop sign.

\* Albion Fisheries, 1077 Gt Northern Way: could be a sightline problem with eastbound cyclists due to a fenced parking lot.

\* QLT/Discovery Park, 887 Gt Northern Way: the loading bay has a Stop sign, but the driveway to the parking lot does not (only a yellow diamond-shaped bike sign, which is currently turned sideways).

\* Unnamed street just west of Foley Street: no Stop sign, although there is a post where one could be mounted.

\* Centre for Digital Media, 577 Gt Northern Way: this location has two driveways, both with no Stop signs, and both have nearly nonexistent sightlines, due to hedges and big signs.

\* Great Northern Way Campus, 555 Gt Northern Way: pretty much the same as the Centre for Digital Media above.

On the south side of Great Northern Way, the cycle track is only two blocks long, from Glen Drive to Clark Drive. There is a standard Stop light at Glen Drive, and a push button activated stop light at Keith Drive, along with signed crosswalks. In the block between Keith and Clark, there are two driveways (one at the SPCA, and the other at a parking lot) with obscured sightlines for exiting drivers. Both of these driveways have no Stop signs. The pavement marking for the bike crossings on Clark Drive are almost entirely worn away.

This cycle track would benefit greatly from the addition of unambiguous signage telling drivers that they are approaching (sometimes blindly) a cycle track, and from the addition of traffic-calming measures, such as speed bumps running across the driveway exits at the fence line, and bike stencils or differently coloured pavement on the cycle track where it crosses driveways. These are design issues which need adjustment before any injury occurs.

We would also like some clarification about who has right of way in these locations. Is it the cyclist on the cycle track? Or is it a truck emerging from a driveway? And who is legally liable if a cyclist riding on the cycle track is struck by a motor vehicle entering or exiting one of these driveways?

Thank you for your attention to this matter.

Sincerely,

Lisa Slakov

Chair, VACC Vancouver/UBC Committee