

TO: CITY MANAGER

DATE: 2002 09 04

FROM: DIRECTOR ENGINEERING

FILE: 55-01-01

SUBJECT: GILMORE AVENUE CYCLING CONCERNS

PURPOSE: To respond to a letter from Mr. Thang Vu regarding cycling concerns along Gilmore Avenue from Edinburgh Street to Canada Way.

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to a) Mr. Thang Vu at 4113 Trinity Street, Burnaby, BC, V5C 1N9; b) Bicycle Advisory Committee.

R E P O R T

1.0 INTRODUCTION

A letter dated 2002 August 19, was received by Council at its Regular Meeting of 2002 August 26 from Mr. Vu regarding Gilmore Avenue cycling concerns and Willingdon HOV lane regulations. The letter was referred to staff for response.

2.0 REVIEW

The following review responds to Mr. Vu's concerns in the sequence raised.

2.1 Request to Reduce Speed Limit on Gilmore Avenue North of Hastings to 40 km/h

This section of Gilmore is classified as a Local Collector in the City's Transportation Plan. It is intended to serve as an outlet for the Burnaby Heights neighbourhood area along with Boundary and Willingdon. Gilmore also provides through continuity as a Major Collector southward from Hastings to Discovery Park. Any selective speed reduction along Gilmore Avenue would tend to transfer traffic to adjacent local residential roads which would be contrary to the intent of the Plan's road hierarchy. However, it is noted that the Provincial Government is considering changes in legislation and regulation that would allow for the introduction of a reduced, 40 km/hour speed limit in urban residential areas on a comprehensive basis. Staff will review the progress of the Provincial initiative and its possible application in Burnaby.

2.2 Installation of Corner Curb Bulges at Gilmore and Dundas, and at Gilmore and Triumph

Installation of corner curb bulges at intersections is ideally provided as an integral component of a street finishing Local Improvement Program (LIP) initiated by adjacent residents, and cost shared between them and the City. In this instance the street intersections are finished to an urban standard and the retrofit could be a significant expense. The bulges could be installed at the intersections of Gilmore with Dundas and with Triumph without adversely affecting the current function of Gilmore as a Local Collector while providing a traffic calming benefit to local residents. As with other traffic calming installations, we would expect that the implementation would occur through a LIP promoted and supported by the immediate residents. It is noted that these intersections bracket the Gilmore Community School frontage and we will review the traffic safety concerns implicit in Mr. Vu's request with the school stakeholders.

2.3 Road Modifications of Gilmore Avenue Between Douglas and William, and Dawson and Still Creek

Gilmore Avenue from Douglas to William is currently at the interim road width standard. To have the road improved to the finished standard requires adjacent residents to apply for a roadworks Local Improvement Program. When the road is improved it will provide a wider shared use travel lane to accommodate cyclists.

The section of Gilmore Avenue from Dawson to Still Creek is currently under pre-load for road construction. When it is completed a wider shared use curb lane will be provided to accommodate cyclists. In its current active construction state, sweeping is provided as needed to improve riding conditions on the shoulders.

2.4 Railroad Crossing Improvement at Gilmore and Still Creek

When the road construction on Gilmore Avenue is nearer completion, the railway crossing will be widened and reconstructed by the Burlington Northern Railway. Replacing the railway crossing before final road construction is not recommended because of possible differential ground settlement that may be induced during road construction.

2.5 Road Configuration of Gilmore Between Lougheed and Dawson

This section of road has been built as part of the servicing agreement with the Rapid Transit Project Station Works. The curb lanes are constructed to a wider 4.3m shared use width, and there is also a separated 4.0m wide urban trail along the west side and a separated sidewalk on the east side.

2.6 Improve Traffic Signal Detection for Cyclists along Gilmore Avenue

The inductance detectors bedded in the pavement at the Gilmore Avenue intersections with Lougheed and Dawson/Henning were disturbed during Rapid Transit Project construction and were recently reinstated for vehicular and bicycle detection. Prior to the repair the signals were operating on a fixed time cycle.

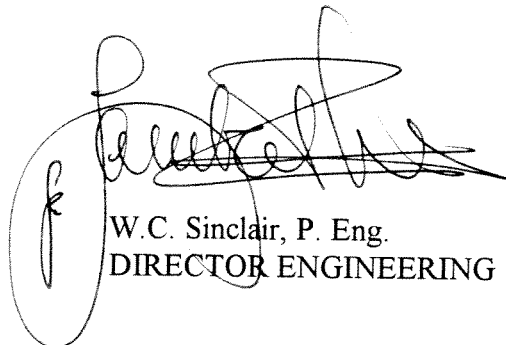
The traffic signals at Gilmore and Hastings, Gilmore and Canada Way and Gilmore and Still Creek were also recently checked as a result of Mr. Vu's inquiry and the detectors adjusted to ensure actuation by cyclists. Small stencils were applied to indicate the best location for bike activation.

2.7 Willingdon HOV Lane Requirements

The Willingdon HOV lanes from Moscrop to Canada Way are signed as designated bus, van-pool (6 or more) or bike permitted. Other vehicles are only allowed to enter this lane when accessing a driveway or making a right hand turn, such as at Sanderson Way. The signing accords with BC motor vehicle Act Regulations.

3.0 DISCUSSION AND CONCLUSION

We understand that Mr. Vu uses the Gilmore corridor to commute to BCIT by bicycle. The topography of the central valley, the freeway and BNR corridor all limit the number of north south routes available and for Mr. Vu there is at present no viable alternative to Gilmore Avenue. However, as noted, the most significant shortcomings of the route are being addressed. Others identified by Mr. Vu are contingent upon adjacent residents participating in the LIP process. Issues related to driver behaviour in general and with respect to cyclists in particular need comprehensive intervention through education and enforcement.



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