



October 22, 2017

Steve Ono
 Manager of Engineering Services
 District of North Vancouver

Re: All Road User Safety Eastbound at Marine Drive and Capilano Road

Dear Mayor and Councillors,

HUB Cycling is a charitable non-profit organization whose staff, board, regional advisory committee and ten local volunteer committees represent over 34,000 active contacts and 2,000 members. HUB Cycling works to improve cycling in Metro Vancouver through action, education and events because more cycling means healthier, happier, more connected communities.

We are writing to request that the District of North Vancouver consider the installation of a painted bike box in the “right-hand turn lane” on Marine Drive eastbound at the Capilano Road intersection. Restricting motor vehicles from executing a right-hand turn on a red light could also be considered.

The affected lane is a right-hand turn lane except for buses and cyclists. It is well-accepted safe cycling practice when approaching an intersection in a combined through/right-turn lane to “take the lane.” “Taking the lane” mitigates the risk of a “right hook” collision between the right-turning motorist and the through-riding cyclist.

A painted sharrow on the approach to this intersection properly indicates that cyclists should be positioned in the middle of the lane. However, it has been brought to our attention that cyclists who are positioned mid-lane and who are stopped to wait for the traffic lights experience conflict with right-turning motorists who feel that cyclists positioned in the middle of the lane are improperly and illegally “blocking the lane” by failing to stay as far to the right as possible. Several anecdotal accounts tell of motorists verbally abusing people on bikes and insisting they vacate the lane.

The installation of a painted bike box would more clearly signal to motorists that cyclists are properly positioned mid-lane, including while waiting for the traffic lights before proceeding eastbound through the intersection. Restricting right-turns on red would also serve to reduce such conflict between cyclists and motorists (and may also reduce conflicts between right-turning motorists and southbound traffic on Capilano Road).

There is a high volume of right-turning motorist traffic at this intersection. The de facto ‘slip lane’ which was historically used by many right-turning motorists who may have been “stuck” behind cyclists at the traffic lights was recently barricaded (further to the removal of the tourist information kiosk). As a result, the scenario in which a

motorist must wait behind a through-travelling cyclist at the Capilano Road traffic lights now occurs more frequently. The potential for conflict is commensurably high. A painted bike box is an economical solution to reducing this conflict.

Densification at Lions Gate Village will increase road usage by all users in this area and it is necessary to ensure the right infrastructure is in place to reduce conflict and ensure the safety of all users. HUB North Shore supports the District's efforts towards improving cycling for all ages and abilities in North Vancouver.

If you have any questions about the above concerns or recommendations, please contact us.

Thank you for considering this issue,



Tony Valente,
Chair, HUB North Shore
HUB: Your Cycling Connection
northshore@bikehub.ca

