



Your **Cycling** Connection

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December 30, 2017

Dragana Mitic
Manager of Transportation, Planning Department
141 West 14th Street, North Vancouver, BC V7M 1H9

Cc: Mayor and Council, City of North Vancouver

RE: Street and Traffic Bylaw Amendments - Elephant's Feet Pavement Markings

Dear Dragana,

HUB Cycling is a charitable organization working to get more people cycling, more often. We believe that more cycling means healthier, happier, more connected communities.

HUB's North Shore committee would like to thank the City of North Vancouver staff and council for their leadership in addressing the requirements of the Motor Vehicle Act with regards to multi-use path crosswalks. The City is the first North Shore municipality to clarify the cycling use of multi-use path crosswalks with elephant's feet. We will encourage the other two North Shore municipalities and the Ministry of Transportation to do the same.



Figure 1: Multi-use path crosswalk with elephant's feet on Jones Ave at 16th St

Significance of bylaw amendment

The proposed bylaw amendment is critical because elephant's feet, the white squares that appear on either side of multi-use path crosswalks intended for use by people on bikes, are not defined or included in the Motor Vehicle Act. Without a bylaw or signs clarifying that people on bikes can ride without dismounting through elephant's feet marked crosswalks, riders could be subject to fines or held liable in the event of a collision. Installing signs at every intersection crossed by a multi-use path means cost increases for municipal projects.

The City has built many multi-use pathways with the purpose of allowing people to walk and bike (without dismounting) in elephant's feet marked crosswalks, so this change would formalize what is already the design intent of many built intersections.



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Improving safety

We know many in the community are concerned about having pedestrians and people on bikes share the same crosswalk. We share this concern and note that the bylaw requires people on bikes to yield to pedestrians and vehicles that will be unable to yield. We encourage the City to design intersection crossings that separate people on bikes from people walking (Figure 2). This will allow people walking and biking to be more vigilant of motor vehicle traffic as opposed to focusing on avoiding each other.



Figure 2: Stanley Park Causeway multi-use path with separate bike and pedestrian crosswalk. The same design has recently been installed by the District of North Vancouver near Superstore on Mount Seymour Parkway at Seymour Boulevard.



Figure 3: Central Valley Greenway multi-use path crossing on Great Northern Way at Glen Drive in Vancouver. The shared pedestrian and cyclist crosswalk is marked in green, in addition to elephant's feet.

A second improvement that would significantly improve safety for people on bikes is to mark multi-use path crosswalks in green, like the City of Vancouver has done with most of their multi-use crossings (Figure 3). The green colour is much more familiar to drivers than elephant's feet. Multi-use path crossings are particularly hazardous for people on bikes because drivers usually do not expect bikes coming the "wrong" way, as bikes travel both ways on multi-use paths.

HUB North Shore strongly supports the proposed bylaw amendment and we are keen to work with staff to provide education and safe intersection crossing designs to improve the safety of all road users. If you have any questions or comments, please contact the HUB Cycling North Shore Committee at northshore@bikehub.ca.

Sincerely,

Tony Valente
Chair, HUB Cycling North Shore Committee
northshore@bikehub.ca