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November 29, 2017

City of Vancouver
Transportation Engineering and Planning
By email: georgiagatewaywest@vancouver.ca

Re: Proposed Complete Street Improvements – Georgia Gateway West

Dear Sir/Madam;

HUB Cycling is a charitable organization that works to make cycling better through education, events and collaboration. We are Metro Vancouver's leader in making cycling an attractive choice for everyone. We are writing with comments on the proposed Complete Street Improvements for the Georgia Gateway West.

Overview

HUB Cycling representatives attended the Open House event that City staff held on November 18, 2017 regarding the Georgia Gateway West project, and reviewed the display boards.¹ We appreciate the effort that is being put into early planning for this project. We also support the move to create a more Complete Street on Georgia. We do have suggestions as this project moves forward.

Context

HUB Cycling has created a Gap Priority List for routes within the City of Vancouver, and throughout Metro Vancouver. We itemize gaps in the existing cycling network, and evaluate them in terms of how much improvements to these routes would impact our goal of getting more people riding, more often. We have a current priority gap listed that we call the Pender Corridor, which we have defined as running from the end of the Dunsmuir protected lane at Hornby, west to the connections to the Stanley Park Causeway. We are not specifically selecting any one street for resolving this gap, and so refer to the corridor in general. For the stretch from Nicola to the Causeway, Georgia is the obvious link, and so improvements here would go a long way towards resolving this current gap. This gap is particularly important to HUB Cycling because of the regional connectivity provided to people travelling to and from the North Shore on the recently improved Causeway bike lanes, whether they are travelling between the North Shore and downtown Vancouver, or farther.

¹ Georgia Gateway West Complete Street Project display boards: <http://vancouver.ca/files/cov/georgia-gateway-open-house-presentation-boards-2017-11-15.pdf>



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Recommendations

- 1) Given the number of motor vehicles using this route, there must be protected bike lanes included as part of the scope, with vulnerable user protection included in key intersections along the route. These bike lanes should be offset from the traffic lanes with a buffer to reduce exposure to vehicle fumes and noise.
- 2) The current seawall path along this stretch is narrow and congested. It requires improvement to current design standards. However, as we have seen with other seawall path projects such as in False Creek, an important step forward is to provide an alternate route for faster riders, leaving the seawall path for those riding at a more leisurely pace. We recommend that regular connections be provided between the two parallel routes, so that people on bikes can take advantage of the new protected bike route on Georgia, no matter their destination along the length of the project. Those connections should be at Stanley Park, Chilco, Denman, Cardero, and Nicola.
- 3) The proposed scope of this project to Nicola leaves a critical gap in the connection to the Stanley Park Causeway bike paths. Connections are required to both southbound and northbound Causeway paths, with a crossover between the two utilizing one or both existing tunnels/overpasses to achieve grade separation. That crossover and the Chilco tunnel will provide a connection to both Chilco and to Lagoon Drive along the south side of Lost Lagoon for people riding westbound on Georgia. We understand that west of Chilco is Park Board and MoTI jurisdiction, but all that matters to future users is that the connection is a good and safe one.
- 4) At the east end of the project, it makes sense to us to improve Georgia Street as far as Nicola. What we are looking for is a plan to connect through to Dunsmuir at Hornby, and to Water Street in Gastown. Whether that connection involves Melville, Pender, or Hastings, it makes sense to consider alternatives to Georgia along that stretch, given the elevation changes seen on Georgia. We understand that that may be a separate project. However, a preferred route should be selected early so that connections to it are designed in to this project, extending to Nicola.
- 5) Given the expected number of busy transit stops along this route, we recommend paying attention to the pedestrian access to those transit stops, often crossing bike lanes and involving queues, to minimize conflict and the potential for injury.

Thank you for the opportunity to provide our input at this early stage of this project. We would be pleased to meet and discuss the above at your convenience.

Sincerely,

Jeff Leigh
Chair, Vancouver UBC Local Committee
HUB Cycling
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