



Your **Cycling** Connection

**Vancouver - UBC Committee  
List of Spot Improvement Suggestions  
April 23, 2014**

**Top Ten Areas of Concern (not ranked):**

**1. *Chilco Street***

- From the Stanley Park Causeway southbound there should be either signs for the route into downtown that avoids the S curve at the east side of Lost Lagoon (via fork leading to the two Causeway underpasses), or better lane marking, as cars speed and often drive in the bike lane through the S curve.
- Mark the narrow curb ramp from the underpass onto Chilco/Alberni. It would also be good to widen the spacing between the bollards at the curb.
- At Chilco and Lagoon Drive/Robson, reorient the stop signs to Lagoon Drive/Robson so Chilco has the right of way. It is very difficult to see cars coming from Lagoon when coming down Chilco northbound. It is also awkward to stop on the steep uphill when going south on Chilco.
- At Chilco at Comox, reorient the stop signs so Chilco has the right of way. There are very few cars on Comox, and the sightlines to Comox are not clear. Consider also adding green to the pavement, or crosswalk/bike. Delineate the cycle path within Chilco Park.
- At Beach Avenue, improve the crosswalk markings to cross Beach.

**2. *Approaches to the Ironworker's Memorial Bridge (IWMB)***

- At the intersection of Hastings and the Cassiar Connector there is a path on the NE corner from the Cassiar Connector leading to the IWMB on-ramp northbound, to the original Cassiar St. Remove at least two of the concrete barriers next to the path entrance from Cassiar at the north east end of the path. There should be a clear pavement marking at the path entrance so cars don't stop or park here.
- Along North Skeena St at the path to the Cassiar bikeway/IWMB: Add elephant feet to crosswalk, mark/sign crosswalk more clearly.
- Adanac between Rupert and Boundary: There is too much traffic on this section of Adanac. It is particularly bad going up the steep hill west of the highway overpass. Motor vehicles want to pass but they need to cross into the opposing lane and visibility is poor. East of Cassiar pavement quality is poor. Cyclists need

to either go through bad pavement or “take the lane” where the pavement is better and block drivers, which can lead to conflict.

**3. Pacific Street between Burrard Street and Richards Street**

- Eastbound on Pacific the painted bike lane ends after Hornby, and doesn't resume until Howe--this is a dangerous gap.
- Westbound on Pacific from Seymour to Burrard (the Seaside Bypass): the roadway narrows, the painted bike lane ends, and signage is poor. Additional risks are created by fast moving motor vehicle traffic using the cloverleaf onramps and offramps to the Granville Bridge.

**4. Kent Avenue from Boundary Road to Granville Street**

- There are many locations along the entire Kent Avenue route that require attention. The route alternates between using south Kent and north Kent; there are numerous rail crossings with old rails embedded in the pavement as a result. In places the pavement is damaged by tree roots and is dangerous.
- As the highest priority along Kent, there is no safe connection between Ontario and the Canada Line bridge and nearby Canada Line station. The pavement along Kent is damaged, the lanes are narrow, and there is heavy truck traffic. There are vehicles turning into and out of the transfer station along Kent. The route requires traffic calming.
- Heading south on Ontario towards Kent, the bike route ends at Ontario and 69th. The bike route should continue to Kent Ave with traffic calming features and clean up of potholes and debris.

**5. Alexander Street between Carrall and Columbia**

Make the one-way westbound block of Alexander between Carrall and Columbia two-way for bicycles by adding a separated counterflow lane.

**6. Beach Avenue at Thurlow Street:**

- Mark the crosswalk across Beach better and add green colour. This is an important connection for people walking and cycling to access the Burrard Bridge from the Seawall.
- Widen the narrow paved path from the Seawall to Beach Avenue.

**7. Hornby at Helmcken**

It's currently not clear or intuitive how one should go from one separated bike lane to the other; the small painted waiting island is not physically protected; the signs indicating that left and right turns are not allowed are not noticeable enough.

**8. Powell/Dundas, Semlin and Wall**

This intersection is difficult to cross; consider a push button with crossing lights.

## 9. ***Powell at Victoria***

Consider removal of on-street parking for one block to make room for a bicycle lane.

## 8. ***1st Avenue at Burrard Street***

- The east curb of Burrard does not match up with the new separated cycle path north of 1st Avenue.
- Recognizing that this area is still undergoing major improvements from the recent Burrard/Cornwall improvements, the intersection exposes cyclists to risks when turning, and from motor vehicles turning.

### Ten Other Areas of Concern (not ranked):

#### 11. ***Dunsmuir from Hornby to Burrard:***

The two way separated bike lane ends at Hornby. There are several major destinations at Burrard and Dunsmuir including the SkyTrain station, Royal Centre Mall and office buildings. This means that people cycling will, for safety, ride on the sidewalk, against the flow of motor vehicle traffic on the street, or the wrong way in the painted bike lane. The two way separated bike lane should continue from Hornby to Burrard.

#### 12. ***Expo Boulevard from Carrall to Abbott:***

The separated bike lane westbound ends at Carrall. There are major destinations at Abbott including the SkyTrain station, GM Place, Costco, and residential towers. New office space and rental towers are being built at GM Place. The separated bike lane should continue from Carrall to Abbott.

#### 13. ***Burrard from Drake to Burnaby:***

Burnaby St is a planned greenway, and is already used by many cyclists. However, currently the Burrard separated bike lane ends at Drake. With no simple way to cycle northbound for the half block between Drake and Burnaby, people typically cycle against the flow of traffic in the curb or bike lane or ride on the sidewalk. This could be resolved by extending the separated Burrard bike lane half a block north to Burnaby.

#### 14. ***Charleston - Moberly to Lamey's Mill:***

Charleston is part of the Seaside Bypass and the most direct and flat route in this part of the city. It is narrow and straight and is often used by speeding commuter traffic bypassing 6th. It is also a bus route. It has no sidewalk. The only pedestrian route is a difficult-to-access and find path, through trees on the top of a ridge. This path is not wheelchair accessible. As a result, many people walk and use wheelchairs in the traffic lanes, which is particularly dangerous at night due to insufficient lighting.

#### 15. ***The block bounded by 6th Ave, Moberly, Heather, and Ash:***

This is a significant missing link in the bike network. There currently is no simple direct connection from the Seaside Bypass west of Moberly to Heather. A connection along 6th would also greatly improve access to the Cambie Bridge, Olympic Village Station, Yukon, and Off-Broadway on 5th east of Cambie.

- Consider a two-way separated bike path on the north side of 6th between Moberly and Ash, due to the lack of space on the south side of 6th.
- Consider a path through the parking lot on the north side of the station.
- Bike/Pedestrian signal at Heather.

**16. 1st Avenue from Burrard to Fir:** This connects Burrard Bridge to Granville Island and the Seaside Greenway. It also connects to the York Bikeway. There is significant bicycle volume due to this link connecting multiple bicycle routes. This portion is not up to the same standard as the improved Burrard and Seawall bike routes. There appears to be room for a two-way separated path on the north side, parking on both sides and two lanes for traffic.

**17. Rupert at the Central Valley Greenway.**

- Improve the Central Valley Greenway (CVG) connection. Currently, the bus stop shares the sidewalk with the sidewalk with the bicycle route creating conflicts between cyclists and pedestrians. Also, there are obstacles including a trash receptacle on the bicycle route and tall shrubbery creates a blind corner for those turning on to the CVG.
- *Rupert - 14th Avenue to Central Valley Greenway.* The painted bike lanes on Rupert end at 14th and thus do not connect to the Central Valley Greenway. Due to the railway, no other north/south streets connect to the CVG. Ideally, cycle tracks would be built on both sides of Rupert from 14th to the CVG by reconfiguring the road. Rupert only has one lane of traffic in each direction south of 14th.

**18. Terminal Avenue from Clark Drive to Glen (Grandview Viaduct):** Cyclists use the sidewalks due to the high speed motor vehicle traffic. This is a similar situation to the Stanley Park Causeway. Widening the sidewalks would reduce the risk, ideally with a barrier between the sidewalks and the roadway.

**19. 6th Avenue from Clark to Glen:** Steep (13% grade). Westbound cyclists on the shared paths build up high speeds creating conflicts with people accessing VCC Clark station. The south path has alley crossings with poor visibility. There are also potential conflicts with vehicles turning right from Glen onto eastbound 6th. Bollards in the path are also a hazard especially to fast moving downhill cyclists. The roadway on 6th may be wide enough for a separated bike path on the north side. Jersey barriers could be used.

**20. Central Valley Greenway (Grandview Highway N) at Clark:** People walking and cycling are forced to cross two legs of the busy Clark 6th intersection to access the Central Valley Greenway and VCC Clark Station. This is both dangerous and inconvenient.

- At the left turn from Clark onto westbound 6th, without an advance green vehicles are turning across 3 lanes of oncoming traffic and may not notice pedestrians and cyclists crossing 6th.
- The two-way shared path on the east side of Clark has no barrier separating

people walking or biking from traffic and there is insufficient distance from the light poles in the middle of the path. Traffic on the east side adjacent to the path is heading downhill so stopping distances are longer increasing the risk and impact of cyclists getting hit should they fall or be knocked off the shared path.

- The intersection of N Grandview Hwy with the shared path on the bridge is awkward, with potential conflicts with motor vehicles.

The HUB Vancouver-UBC Committee compiled this list of spot improvement suggestions from previous group assessment rides, input from HUB Vancouver Committee members, input from the HUB Complete Bicycle Network working group, and input from the HUB North Shore Committee. Further details on these suggestions are available on request. We would be pleased to discuss this list of opportunities further, and thank you for your consideration of these potential improvements.

Sincerely,

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