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December 11, 2018

Paul Storer, Manager of Transportation Design
Kati Tamashiro, Senior Program Coordination Engineer
Engineering Services, City of Vancouver
(By Email)

Re: Upcoming Projects for Improved Cycling Connections

Dear Paul and Kati;

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 write today to follow up on several important projects that we discussed briefly in our November 14th meeting, and to request follow up discussions as your team begins work on these initiatives.

The Cassiar overpass on the Adanac bikeway

We have heard strong support for continued calming of this route following completion of the 1st Ave Fortis gas line construction work, and appreciation for the temporary vehicle diversions that were installed. They made a significant difference to the comfort and safety of people using this important bike route and we want to ensure that the route is not returned to the condition it was in prior to the recent construction. We understand from our meeting that local consultation is planned to decide on the way forward. Our position is that this route is not only a local street, but also an arterial bikeway, and upcoming consultation should include representatives of the cycling users of the route (who may not be local residents), in addition to neighbourhood residents. We understand that based on this consultation, the route may not continue to be closed to motor vehicles, but if that is the case it is important that protected lanes be installed for the safety and comfort of people on bikes along this route.

The Powell Corridor Bypass route from Clark to Semlin/Wall

We await the completion of the traffic signal work at MacLean. We would like to see the bypass route from Clark to Semlin completed as a matter of some urgency, as Powell St. continues to be very dangerous for people on bikes along that stretch. We are less concerned with the timing for the route onwards towards the PNE, and so request that if it is possible to complete the western portion sooner, the project be split into two phases, and the bypass route to Semlin be improved and signed as a local street bikeway, including reduction of vehicle speed limits to 30 km/hr. We also request review of the crossing at Semlin and Wall, to encourage people to use this bypass route when travelling west from Wall.

The North East False Creek Road Network

We are excited by the progress being made on the NE False Creek road network, but also aware that this work is being done by a separate project team, and we have not had contact since the early Great Streets workshops. We request that we be kept informed of issues as they arise during this design phase and are available to meet with the project team at their convenience to ensure that active transportation issues are fully considered during design.

Lanes in the West End crossing Bute St.

We have heard from our members about issues with conflicts with vehicles on lanes such as Stovold, in the West End, where the lanes cross Bute St. There are several locations where lanes cross Bute next to parklets, and these back lanes are not marked with stop signs. We request that you look at the issue and consider installing stop signs in the lanes, or use other markings to encourage vehicle operators to give way to people walking and cycling on Bute St. and crossing the lanes.



Stovold Lane at Bute St. showing conflict zone

We are available to discuss these issues at your convenience, or at a meeting we discussed setting for January. Thank you for your consideration of these issues.

Sincerely,

Jeff Leigh
Chair, Vancouver UBC Local Committee, HUB Cycling
Vancouver@bikehub.ca