



June 10, 2016

City of Vancouver, Active Transportation

**Re: Improvements to the Knight Street/SE Marine Drive Intersection**

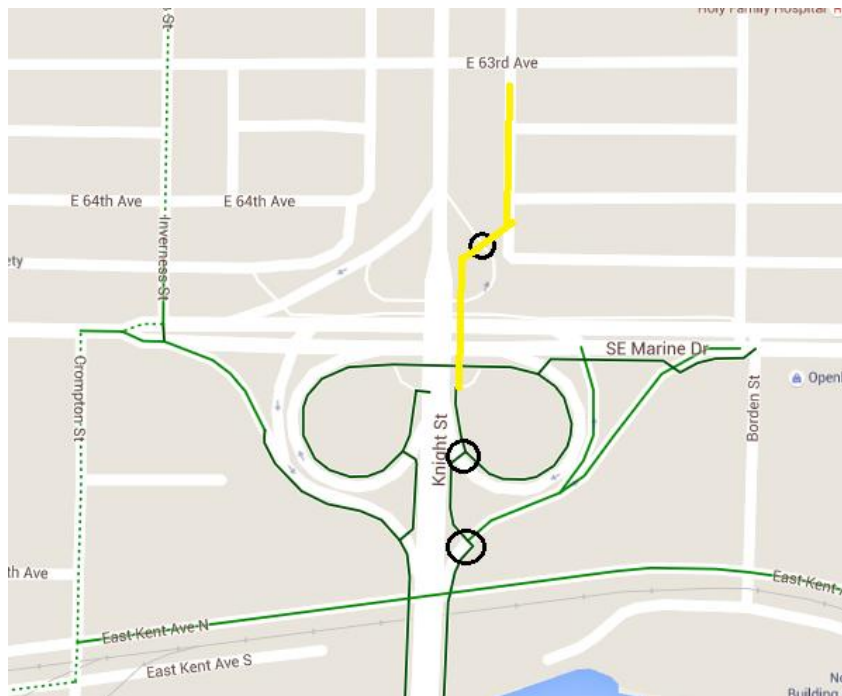
HUB Cycling is a charitable organization that works to make cycling better through education, events and collaboration. We are Metro Vancouver's leader in making cycling an attractive choice for everyone.

The Knight Street Bridge is a major gap in the regional cycling network. We are pleased that the City of Vancouver is planning upgrades to this intersection which promise to create safer cycling access to/from the bridge.

The proposed improvements for cycling and walking access are very welcome and will certainly improve safety for those cycling and walking. Unfortunately, for those travelling northbound across the Knight Street Bridge with destinations north of Marine Drive, the proposed safety improvements are only available by dropping down to Marine Drive and then climbing back up the hill. For those people who wish to preserve their elevation there are no safety improvements and safety will actually be diminished.

What people riding bikes resort to doing when heading northbound is to make a crossing of the exit ramp (a very hazardous crossing) and then proceed northward on the path, cross the bus ramp and then drop down to a lane which is near the top of the northbound bus ramp. Note that there are no dropdowns or crosswalk markings at this location.

The following map outlines the safety hazards:



@wearehub  
@wearehub  
info@bikehub.ca  
bikehub.ca

1-828 West 8th Ave.  
Vancouver, BC  
V5Z 1E2 Canada  
604.558.2002



The yellow route represents the 'desire line' path while the green route is from Google Maps. The city proposal does nothing to address the first unsafe ramp crossing and makes the second ramp crossing worse by effectively doubling the traffic on the ramp. We recommend that these crossings – especially the first one – be made safer by way of flashing lights and other safety measures

More generally, all the sidewalks and paths associated with bridge access are unusually narrow and there is no indication that cycling is allowed on these paths. This should be rectified by widening all the paths and sidewalks on city property and by indicating that cycling is allowed on these paths and sidewalks. Road crossings should be marked by use of elephant feet and signage indicating that those on bikes may ride in the crosswalk.

Given that walking and cycling rank highest in the City of Vancouver's transportation priority hierarchy, we encourage the City of Vancouver to take this opportunity to make cycling and walking access to the Knight Street Bridge as safe and convenient as possible.

We would be very pleased to meet with City representatives to discuss ideas for improvements.

Regards,

Jeff Leigh  
Chair, HUB Vancouver/UBC Local Committee  
[Vancouver@bikehub.ca](mailto:Vancouver@bikehub.ca)

cc: Active Transportation Policy Council