



January 5, 2017

Adolfo Majano  
Transportation Planning Engineer  
City of North Vancouver

Lisa Parker  
Section Manager Project Delivery  
City of North Vancouver

## Re: West Keith Road and 13<sup>th</sup> from Bewicke to Chesterfield

Dear Lisa and Adolfo,

Thank-you both for attending our November 10<sup>th</sup> meeting. We appreciate you taking the time to present and explain the latest designs for West Keith Road and 13<sup>th</sup> Street from Bewicke to Chesterfield.

This is a very important route in the bike network in North Vancouver. It is key for east-west travel on the North Shore, connecting Marine Drive to Central Lonsdale and beyond to the Grand Boulevard protected cycling paths which continue up to Lynn Valley and down to Moodyville. It also links elementary and high schools in the City of North Vancouver.

This route is currently characterized by high vehicle speeds, bus stops and parked vehicles. Despite its existing shortcomings, many people traveling on bicycles take this route for its directness. Below we provide comments on the current design for this area.

### South Side

The 1.8 m protected bike lane on the south side of West Keith Road is a major step forward for cycling in the City of North Vancouver, making the eastbound bike route accessible to people of all ages and abilities. The protected lane will encourage more people to choose cycling for transportation by providing separation from vehicles and pedestrians. We especially appreciate the design where buses stop at a pad between vehicle traffic and the bike lane. Separating bus stops from bike lanes is also an excellent step and is the right direction for future AAA routes on the North Shore.

Further east, where the bike lanes are reduced in width to 1.6 m, we recommend flexible post delineators in addition to the buffer to increase users' perception of safety and to reduce vehicles stopping or parking in the bike lane.

We also recommend that all intersections crossing the protected lane are painted green and include elephant's feet to indicate to drivers to look out for cyclists. Raised intersections would also be excellent reminders for drivers to slow down and yield to cyclists and pedestrians.

### North Side

HUB recommends providing a protected westbound bike lane on the north side of West Keith and 13<sup>th</sup> Street as soon as possible. HUB understands that currently there is no plan to make use of the 6.5 m boulevard on the north side of West Keith to make



improvements for people cycling due to the high costs involved, but that at some future date this may be revisited. A cheaper and less complex method of accessing room for protected bike lanes would be to reduce on-street vehicle parking.

The current design for the north side shows painted sharrows on a designated minor arterial. HUB recommends the use of sharrows on neighbourhood cycling routes only, and preferably those with limited through traffic – not on arterials where vehicle speeds are high. A recent study on the effectiveness of sharrows indicates they have little to no effect on injury rates or ridership.<sup>1</sup>

HUB recommends any pedestrian bump-outs adjacent to the sharrow-marked portion of the route include cut-throughs to ensure that cyclists are not forced into traffic lanes. The pinch points on the west side of Chesterfield at 8<sup>th</sup> and on Jones at 16<sup>th</sup> have made it clear that those areas could be made perceptually safer with cut-throughs such as the one on the east side of Chesterfield at 8<sup>th</sup>. Despite signs that indicate cars should follow single file, vehicles attempt to pass cyclists in these areas.

We recommend that all intersections crossing the north side route are painted green with elephant's feet, and or signed with Watch for Cyclists to alert drivers to faster moving yet still vulnerable road users.

### 13<sup>th</sup> and Chesterfield Intersection

HUB recommends the protected intersection design (Dutch design) at major intersections such as Chesterfield and 13<sup>th</sup>. We understand, however that due to space priorities and cost constraints this design may not be feasible. We hope the intersection will be upgraded to a protected intersection for users of all ages and abilities in future.

If you have any questions about the above recommendations and observations, please contact the HUB North Shore Committee. We would be happy to discuss these suggested improvements with you.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'Tony Valente', with a stylized flourish at the end.

Tony Valente  
Chair, HUB North Shore

HUB: Your Cycling Connection  
[northshore@bikehub.ca](mailto:northshore@bikehub.ca)

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<sup>1</sup> The Relative (In)Effectiveness of Bicycle Sharrows on Ridership and Safety Outcomes <https://trid.trb.org/view/1393928>



Cc: Dragana Mitic, Transportation Manager, City of North Vancouver  
Doug Pope, City Engineer, City of North Vancouver  
Darrell Mussatto, Mayor, City of North Vancouver  
Linda Buchanan, Councillor, City of North Vancouver  
Don Bell, Councillor  
Pam Bookham, Councillor,  
Craig Keating, Councillor,  
Holly Back, Councillor  
Rod Clark, Councillor