



July 19, 2021

City of North Vancouver
Brandon Green, Transportation Engineer
Justin Hall, Manager, Public Realm Infrastructure, Parks and Environment Department

Dear Brandon & Justin,

Re: Brooksbank Avenue – Repaving & Road Safety Improvements

HUB Cycling is a charitable organization working on getting more people cycling more often. We make cycling better through education, action and events. More cycling means healthier, happier, and more connected communities.

Thank you for the opportunity to review and provide our comments on the conceptual road reconfiguration of Brooksbank Avenue. We understand that the intent of this project is to improve the condition of the road surface, but we appreciate that repaving is also an opportune time to introduce road safety changes to improve the road for all road users, including people walking and cycling. We are glad to see that this project will include protected bicycle lanes between E Keith and Cotton Road.

Although the proposed cycling infrastructure is not the long-term solution for Brooksbank, it is likely to be in place for quite some time, likely until the Park and Tilford complex is redeveloped. Given this context, and the fact that it will provide the best North-South route between Keith and Main until nearby redevelopments are complete, we recommend the following:

- **Improving left turns along Brooksbank:** We recommend adding cross-ride markings (elephant feet), accessible crossing buttons (or better yet, automatic cyclist detection), and updating the signage at the existing two crosswalks at 3rd and 5th to indicate that people walking and cycling are allowed to cross here.
- **Improving left turn from Cotton onto Brooksbank:** In the short term, we recommend adding a two-stage crossing by adding elephant feet and green paint to the existing crosswalk on the West side of the intersection. If possible, we suggest making the pedestrian signal automatic. In the long term, we recommend making the intersection complete by adding a fourth crossing on the East side of Brooksbank, and protecting it.
- **Improving left turn from Brooksbank onto Cotton:** We recommend broken lines across the intersection that show the turn movement.
- **Bike lane widths:** Given the constraints of the roadway, we are OK with the proposed width of 1.9m plus 0.2m buffer.

- **Bike lane protection:** We are OK with the proposed double solid painted line with flexible delineators.
- **Wayfinding:** We strongly recommend wayfinding signage as part of this project. Wayfinding should be a key deliverable of every project as it adds visibility to the new routes, encourages people to use them, overcomes a ‘barrier to entry’ for infrequent cyclists, and indicates to motorists that they are driving along a cycling route and should use caution¹. The District of North Vancouver is installing quite a bit of wayfinding signage as part of the Ministry of Transportation and Infrastructure’s Lower Lynn projects – complementary signage should be included as part of this project, especially at the ends of Brooksbank. A helpful resource is Translink’s [‘Wayfinding Guidelines for Utility Cycling in Metro Vancouver’](#).

Brooksbank Avenue is an important route for people travelling throughout the City, and therefore we are appreciative of your efforts to make this facility safer and more comfortable for people cycling. Thank you for this opportunity to comment at this stage, and we look forward to working with you on the next design phase.

Yours sincerely,

Nadia Fourik & Erika Rathje
City of North Vancouver Liaisons
HUB North Shore Committee

Don Piercy
Chair
HUB North Shore Committee

¹ National Association of City Transportation Officials – [Urban Bikeway Design Guide](#).