



Assessment Ride Notes Nanaimo Street

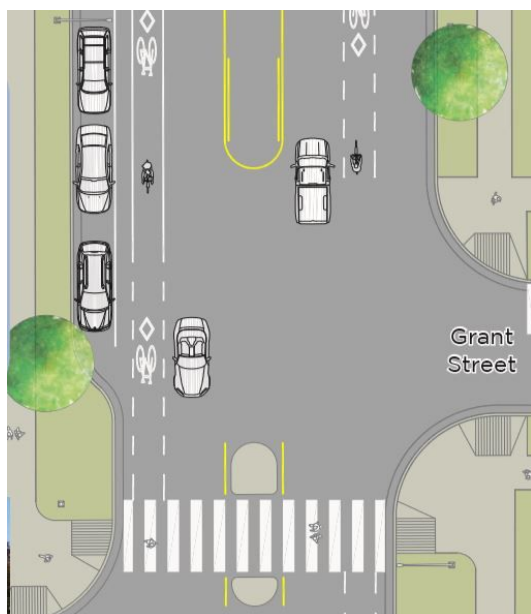
Ride held January 19, 2019
Vancouver UBC Local Committee, HUB Cycling

This document includes two sections:

- 1. General Principles**
- 2. Specific segments and locations to review**

General Principles

The purpose of this document is to request a higher quality design for the cycling infrastructure planned as part of upcoming Nanaimo Street upgrades. We ask that the City design and install parking protected bike lanes instead of the planned painted lanes.



The proposed painted bike lanes are located immediately next to vehicle traffic. This type of infrastructure is unlikely to have any impact on getting more people cycling, and we consider it unsafe on a busy street. In the same space allocation, the bike lanes could be positioned on the inside of the line of parked vehicles, with a cross-hatched buffer between the painted curb side bike lane and the parked vehicles.

Positioning the new bike lanes next to the curb also helps at the transitions to the new protected lanes located near 1st Ave, as this would eliminate the siamese crossing and position people on bikes more consistently relative to vehicles.

It is our understanding that the reason for the planned painted bike lanes in the “door zone” is because of the pavement quality near the curbs, as this pavement is not planned to be replaced concurrent with other street work.

What we discovered in our assessment ride is that all participants thought the surface near the curb was fine to ride on with only a few places needing minor attention. A parking protected bike lane on each side, such as exists on the north side of Union Street between Main and Gore would work well here. This design change would then require that all the curb extensions be designed to be bike permeable, similar to the new 1st and Quebec design.

We also encourage the City to plan for a later phase in the future, an extension of the protected bike lanes south to at least the Central Valley Greenway then even farther to John Hendry Park, the BC Parkway and Kingsway.

The sewer upgrade and road diet is a good opportunity to install relatively inexpensive All Ages and Abilities (AAA) cycling infrastructure. This route would be a backbone for cycling in the neighbourhood and a good connector for routes to the Hastings Street shopping area. It will also benefit people walking because of reduced noise related to the distance to vehicles.

We see it as a missed opportunity if cycling infrastructure that is now considered outdated is installed here. If the new lanes were designed to AAA standards many more people would use them and the effect could be transformative. Parking protected bike lanes have been shown elsewhere to be more popular and used and by a wider demographic than door zone bike lanes.

Specific Segments and Locations to Review

Pandora Street

We suggest that consideration be given to making Pandora one-way for cars on the west side to Garden Street. During the ride we observed a family with three small children on bikes crossing Nanaimo. This could be a good connection to the rest of the cycling network. There should be signage here indicating connections to Wall Street, the 2nd Narrows Bridge and Powell Street to Gastown.



Figure 2 - Nanaimo Street at Pandora

Franklin Street

A crossing flag was noticed on a pole which indicates concern over this being a dangerous place to cross. Planned improvements for pedestrian crossings will be welcome here.

Hastings Street

We support the design of the planned protected intersection however we

would like to see some protection islands to prevent right-hooks from drivers turning right onto Hastings. This could be similar to Dunsmuir and Seymour or as installed at 1st and Quebec. This could be accommodated by moving the crosswalks further north/south away from Hastings to give room for these protection islands.

Pender to Ferndale

The curb lane is asphalt part ways; the rest is concrete in good shape.

Ferndale to Adanac Street

This is a natural bog area with evidence of the street sinking. There are puddles showing bad drainage. The concrete has a few issues at Turner and would need some grinding.



Figure 3 - Nanaimo Street drainage issues at Ferndale



Figure 4 - Nanaimo Street curb lane at Turner

Adanac Street

As this is a current bike route, consideration should be given to additional traffic diversion on the west side. Consideration could be given to reconfiguring vehicle access to Templeton School that does not involve Adanac Street.

Venables to Napier

The asphalt is fine. The concrete needs a bit of grinding in spots.

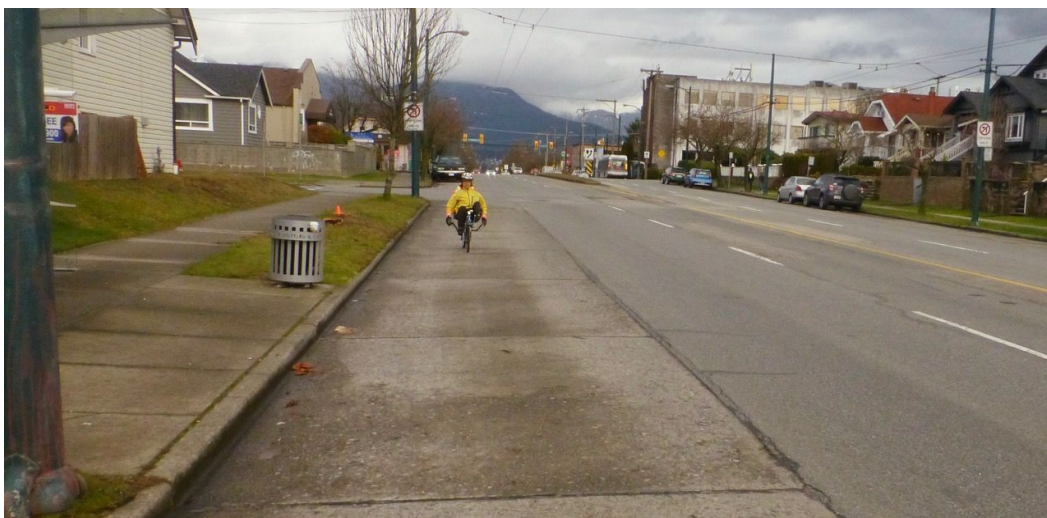


Figure 5 - Nanaimo Street near Venables

Napier to William

Overall good condition, but some grinding needed at the bus stop near William.

Charles Street

The current planned design for this intersection looks like it will create conflicts. When cycling westbound on Charles, a cyclist must cross to the other side of the street to access the two-way off street bike lane; however, crossing Charles at this location could put the cyclist head-on with a vehicle turning right onto Charles. We suggest extending this two-way bike lane east to at least the alley.

Charles Street east of Nanaimo is very wide. As part of a future bike way, a linear park along the lines of Gemenskap Park in Seattle could be considered.

Charles to Gravely

The surface is fine but needs a bit of grinding and patching. It also needs a bit of smoothing where it meets the asphalt.

Gravely has been identified as a future bike way so some traffic diversion and a crossing light is needed where it meets Nanaimo. Could also close the east side to motor vehicles.



Figure 6 - Nanaimo Street near Pandora

1st Avenue

This is a major crossing. It needs a protected intersection. Two corners have gas stations. The area is wide with lots of space to work with.

2nd Avenue to 6th Avenue

The project ends at 2nd Avenue but we would like to see a later phase continuing south with protected bike lanes.

This area is a bit rougher in both the concrete and the asphalt. Some patching needed. 6th Avenue is a bike route. There should be signage indicating this. Both sides on 6th should be considered for additional traffic diversion.

8th Avenue to Broadway

All businesses here have parking behind them, reducing the need for curb side parking. Three of the corners are likely to get redeveloped at some point in the future giving a good opportunity for a redesign including protected bike lanes.

10th Avenue

This is a way to connect to the Central Valley Greenway westbound. Make it a bike way and have wayfinding signs indicating the connection. There should be a way for eastbound cyclists to cross Nanaimo by bike to reach the east side here.

North Grandview Highway / Central Valley Greenway

This intersection is often blocked by motor vehicles stopping for the light at South Grandview Highway. Consider closing North Grandview Highway for motor vehicles on both sides of Nanaimo to the alleys. If this is not possible, the east side needs traffic diversion and should be made one-way for motor vehicles for a block.

We did not ride further south than Grandview Highway, but we encourage the development of further AAA cycling infrastructure on Nanaimo Street to make connections with John Hendry Park, the BC Parkway, Kingsway, etc.

More Information

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