

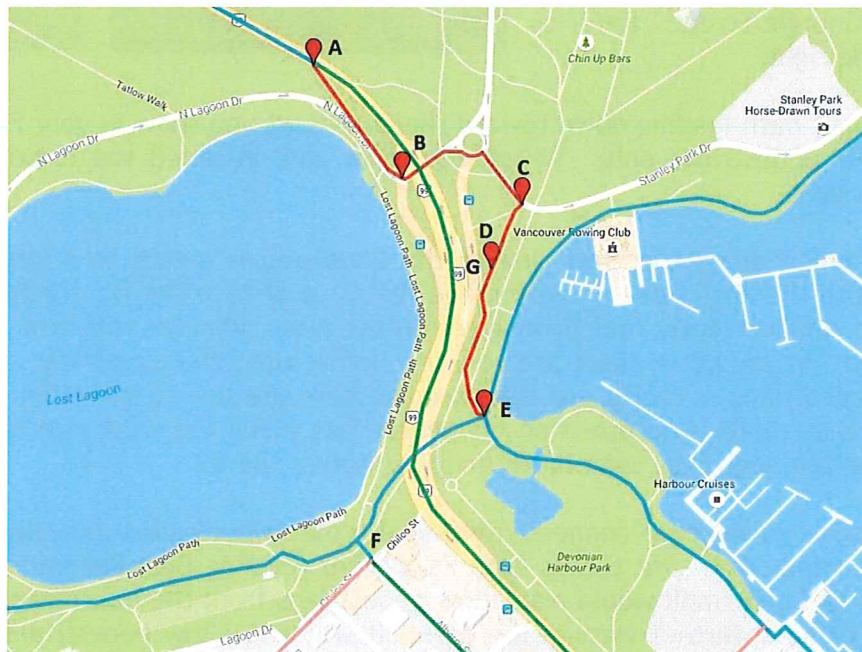
September 19, 2016

Jeff Leigh, Chair
Vancouver UBC Local Committee, HUB Cycling
1 - 828 West 8th Avenue
Vancouver, BC
V5Z 1E2

Dear Mr. Leigh,

Re: Bicycling Connectivity Improvements - Stanley Park Causeway South End

Thank you for writing to request connectivity improvements for the recently upgraded Stanley Park Causeway bicycling and pedestrian paths. The General Manager has asked me to reply on his behalf. I will refer to the letters you used on your Figure 1, below.



Discontinuity of both pedestrian and bicyclist connections was recognized as a problem in Stanley Park and it was objective of the Stanley Park Cycling Plan was to address those discontinuities. A number of wayfinding and connectivity improvements outlined in the Stanley Park Cycling Plan, including some in the vicinity of the Causeway, are in the final design stages. The consultants doing that work for the Park Board were provided the final plans from the Ministry of Transportation and Infrastructure (MoTI) when they were available as it was critical they fully understood what elevations and conditions to which they were connecting.

South End of the Causeway - West Side
(A)

The first issue you raised is the south end of the Causeway sidewalk, in particular concerns around the safety of the unprotected painted bike lane on the S-Curves. You noted a lack of time at the decision point where the sidewalk transitions into the painted bike lane.

When the Causeway was upgraded in 2000, the design was for all cyclists to continue along the S-Curves and either remain on Georgia Street or enter Stanley Park at the Chilco Street bicycle entrance from Georgia Street. Refer to the photos to the right.



The narrow asphalt path leading down toward the underpass you show in your Figures 6 and 7 was intended for pedestrians only. We do not know who installed the existing green sign above the ramp signs.

The signage installed along the west side of the Causeway is meant to strongly encourage pedestrians to use the east side. However, the reality is pedestrians do continue to use the west sidewalk or inadvertently find themselves on the west sidewalk with few options to get to the other side. As you know, there are very few points along the Causeway's two-kilometre length where pedestrians or cyclist are able to cross from one side to the other. I am sure you are also aware that there is no provision for pedestrians along the west side of the S-Curves beyond the ramp although they sometimes find themselves there.

The design proposal to improve connectivity into the park would allow bicycles to enter the park before the ramp with safe access onto Park Drive (Cycling Plan Recommendations 8b). The curb ramps and crosswalk would also allow pedestrians from the Causeway to head down to Lost Lagoon or head further west in the park. It will also allow pedestrians coming from Tatlow Trail wishing to head to the east side of the park via the underpass rather than heading down to Lost Lagoon to do so. Appropriate signage would be installed as part of the implementation. This connection will also facilitate Cycling Plan Recommendation 13c and/or 14b if two-way traffic is introduced onto North Lagoon Drive in the future, subject to a traffic study to determine feasibility and network impacts.

We agree that, ideally, the protected bicycle paths should be extended along the Causeway and through the S-Curves to ensure that the connection to bike paths in the east side of the park and the Chilco and Alberni Bikeways is safe and comfortable. We encouraged the MoTI during the design stages of the Causeway upgrades to look at this section as well. Now that

the Causeway upgrades are complete, we've enquired if they may be willing to address this section now, for the reasons you have raised. They replied that should we wish to further pursue other improvements to the pedestrian and cycling facilities, we should contact the Ministry's District Area Manager, Henry Lew. Perhaps HUB and the appropriate staff from Engineering could together approach Mr. Lew to see what may be possible.

T-Junction (B)

Assuming bicycles will be on the road, appropriate signage and markings will have to be designed. These could be Sharrows on the roadway.

There was a red box that Engineering installed some years ago that has been removed. If HUB may want it replaced with a green box, we would have to discuss that in light of challenging sight lines at that intersection.

Refer to the photo to the right.



Curb Cut (C)

We agree that a curb cut is needed here with appropriate wayfinding and shared path signage to allow the designation of this pathway to be a shared path between Points C and E. This also facilitates Cycling Plan Recommendations 1b and 1c to allow bikes to return to downtown from attractions along the Seawall and in the park.

We will have to look at the entire area to determine how judiciously to use stencilling.

Seawall Entrance Hub (E)

The park map, seating and wayfinding signage were located here due to its importance as major intersection of pedestrian and bicycling paths. Signage will have to be reviewed to reflect any further improvements.

The path between Points C and E are indicated as being two-way. There is a pedestrian path to the east between Point E and the underpass that is heavily used by cyclists heading towards the Causeway. We suggest that this pathway, due to it being so narrow, be marked as a shared path with one-way north only for cyclists. Refer to the photo to the right.



Please let me know if you have any questions on the foregoing.

Yours truly,



Alan Duncan
Environmental Planner
Research and Planning
Vancouver Board of Parks and Recreation

CC Henry Lew, District Area Manager, MoTI
Paul Storer, Manager of Transportation Design Branch