

April 8, 2022

Paul Storer
Director of Transportation
City of Vancouver
(by email)

Re: Improved Pavement Markings on Local Street Bikeways

Dear Paul

We write to request that the City of Vancouver consider making significant improvements to the pavement markings currently utilized along Local Street Bikeways. According to the 2019 HUB Cycling State of Cycling report, approximately 60% of the cycling infrastructure in the City of Vancouver consists of shared lanes. With the removal of some of the major shared lanes along Main St and other high streets, these are predominantly local street bikeways. The current practice of white sharrows, and route signs on posts, does not provide sufficient notice to vehicle operators who may not expect people to be cycling on the road, or to people cycling who may not be familiar with the route. The use of green paint has provided great benefits in indicating conflict zones at driveways and intersections over recent years, and we propose that the use of this paint be extended to include the marking of local street bikeways. A simple marking, and potential locations, are shown in Figure 1

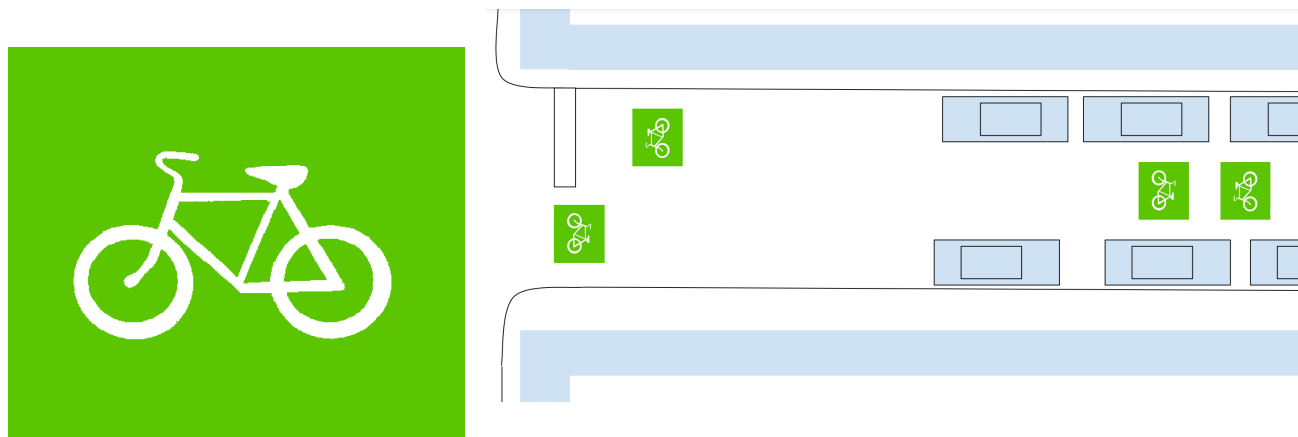


Figure 1 - Potential Local Street Bikeway pavement marking and suggested locations

Due to inadequate signage, vehicle operators often inadvertently turn onto residential street bikeways. There, vehicle operators can encounter slower moving riders and can exhibit poor driving behaviour. Very visible pavement markings using a colour background at the start, middle, and end of each cavity block will proclaim “bikes belong here” and establish the space as a shared space.

We note that similar pavement markings are already in use. At traffic circles along Seabreeze Walk in the West End, smaller versions of a similar marking but with sharrows are used. On Yukon St, a larger version is used with white sharrows to indicate lane positioning.

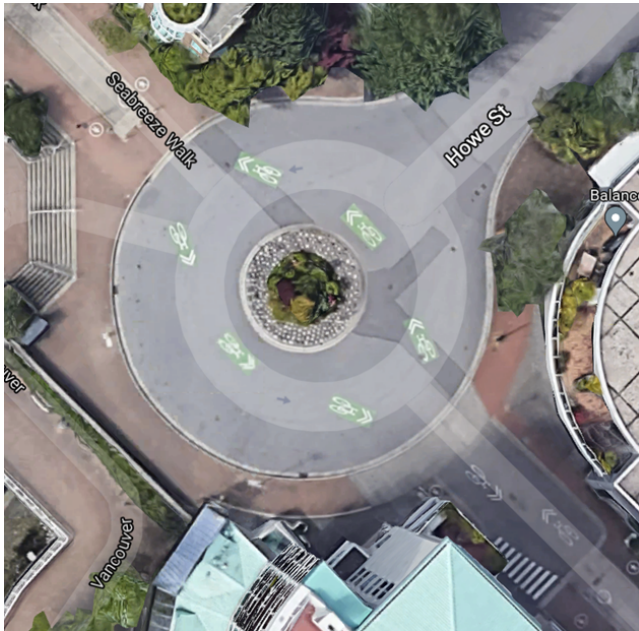


Figure 2 - Seabreeze Walk



Figure 3 - Yukon St near 10th Ave

Bikeway segments along West 3rd, 7- 8th, 10th, 14th, 29th and 49th Avenues can be narrow with a single lane of traffic and parked cars on either side. Many blocks have no sharrow markings. The Ridgeway Bikeway was slated for spot improvements that consisted largely of restored pavement markings, and the last 2018-2022 in the 2018-2022 Cycling Network Additions and Upgrades document lists many local street bikeways as being slated for improvements. All of these would appear to be candidates for improved pavement markings such as the ones shown above.

We request an opportunity to meet and discuss the potential here, and are available at your convenience.

Sincerely

Jeff Leigh
Chair, Vancouver UBC Local Committee, HUB Cycling
vancouver@bikehub.ca

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.