



NW Marine Drive

## HUB Letter

### Northwest Marine Drive Cycling Conditions HUB Vancouver/UBC Committee

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Your Cycling Connection



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## NW Marine Drive

NW Marine Drive between Spanish Banks and Chancellor Boulevard is an important cycling route for commuting and recreational cycling alike. MOTI has been involved in discussions with the cycling community to upgrade the cycling infrastructure in this area, particularly on the uphill section, since at least 2006. Currently MOTI signage<sup>1</sup> forces cyclists to get off the road on the uphill section and share the sidewalk with pedestrians. There is not enough space<sup>2</sup> to cycle safely or even take a child trailer, let alone yield to pedestrians. On the part east of the Arcadia Beach parking lot, pedestrians with mobility challenges or child strollers are unable to navigate the narrow dirt path and are forced to walk on the road, blocking the narrow shoulder that cyclists often use.

During the recent [\\$595,000 road upgrade project](#)<sup>3</sup> no upgrades were made to cycling (or pedestrian) infrastructure, with the exception of improving overall road drainage. Moreover, raised reflectors were placed on the path where cyclists ride<sup>4</sup>, resulting in a substantial safety hazard: as cyclists reach increased speeds on the downhill section of the road, reflectors are sometimes obscured by debris, causing the potential for serious accidents.

We understand that the addition of reflectors to this section of NW Marine drive was a trial to determine their practicality. As reflectors create a serious hazard to cyclists, especially on roads with sub-standard shoulder width, we ask that MOTI remove the raised reflectors from the sides of the road. We further request that these type of reflectors not be used on any road which has sub-standard shoulder width.

We also urge that the sign that requires cyclists to leave the road be amended to allow cyclists to choose to take the road or the sidewalk. Cyclists should not be forced to use inadequate and unsafe infrastructure shared with pedestrians until the infrastructure has been upgraded to properly reflect the intended use. Conversely cyclists should not be forced to ride on the road on a steep uphill section with a concrete barrier between the road and the sidewalk and thus no option to get off the road and rest. The sign should inform cyclists and give them the legal right to choose either option (“Cyclists may use sidewalk”).

We are deeply concerned that this project only addressed the safety of motor vehicle operators

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<sup>1</sup> see Image 4 below

<sup>2</sup> see Images 3 and 4 below

<sup>3</sup> Transportation projects BC, Northwest Marine Drive - Asphalt Resurfacing  
<http://www.th.gov.bc.ca/tranprojectsbc/#view=details&id=12408>

<sup>4</sup> see Images 1 and 2 below



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without due consideration of cyclists and pedestrians. One of the benefits which is listed for the project is to [“Make travelling on this section of road more enjoyable for all users.”](#), however this project has failed to make any improvements for pedestrians and the situation for cyclists is now worse.

We hope that amendments can be made to this project to ensure it does provide the benefits which were specified and that future road and highway projects always consider the safety of all road users and especially the most vulnerable ones.



Image 1

Raised reflectors in cyclist's path near Spanish Bank



Image 2

Raised reflectors in cyclist's path near Spanish Bank



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Image 3

Cyclist choosing to stay on the road at the east end of the Arcadia Beach parking lot.



Image 4

The sign requiring cyclists to use the sidewalk and the substandard sidewalk at the east end of the Arcadia Beach parking lot.