



January 6, 2017

Doug Pope, City Engineer,
City of North Vancouver

Dragana Mitic, Transportation Manager,
City of North Vancouver

Re: Green Necklace - Jones to Grand Boulevard

Dear Doug and Dragana,

The HUB North Shore committee has reviewed the Open House #1 Conceptual Plan for the Green Necklace: Jones Avenue to Grand Boulevard and supports the City of North Vancouver's ongoing commitment to building facilities that encourage cycling.

The Green Necklace is a tremendous public asset and we are supportive of greenways which connect community assets, such as parks, schools, libraries and community centres.

Where the Green Necklace overlaps with the bicycle master plan and the AAA network, we are interested in making sure that all users are accommodated including people cycling for transportation.

Jones to Lonsdale

We have only minor comments for the area between Jones and St. George's since the multi-use path does not overlap with the AAA network.

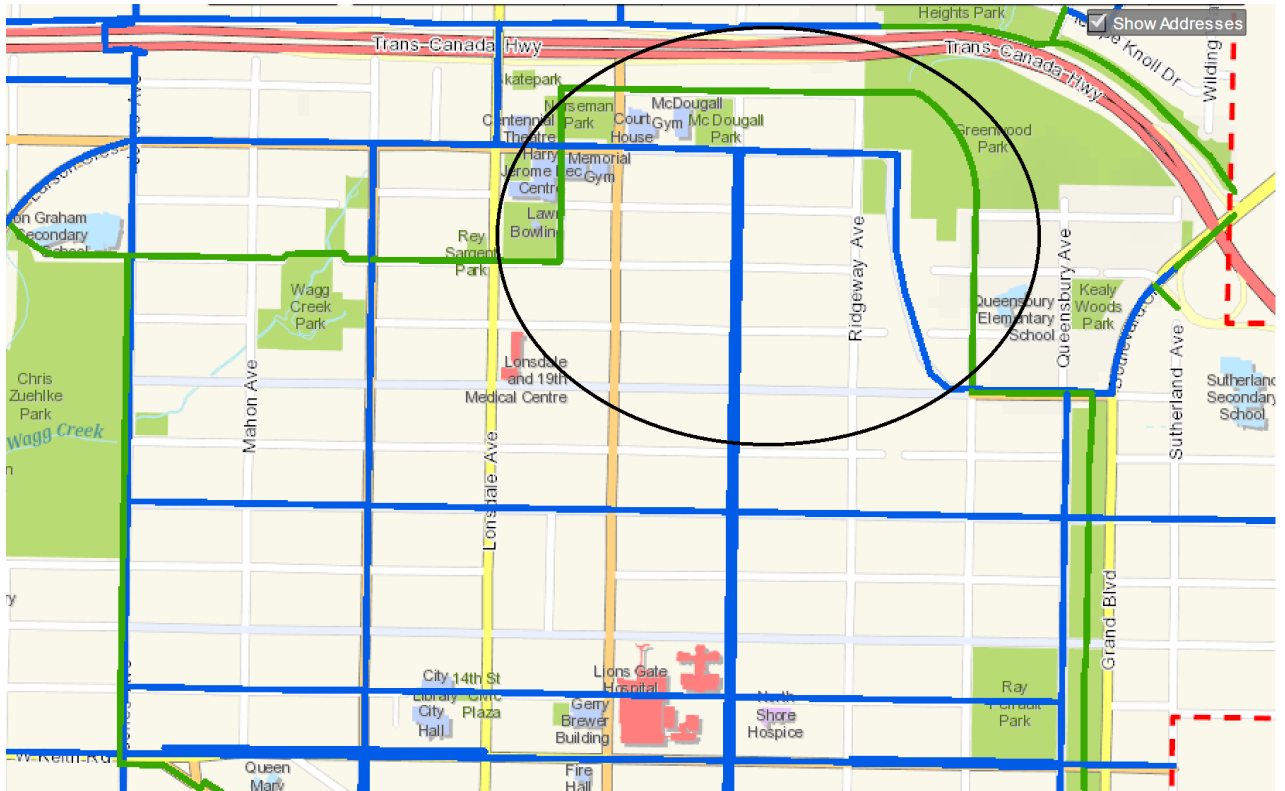
The trail over the bridge/hill from Wagg Creek to Chesterfield will need to be at least 4m wide and appropriately sloped for cyclists to get up and down safely and easily. The conceptual plan notes that in this area it will be difficult to provide universal access. We hope that a flyover structure might mitigate the slope in this area for both cyclists and people with mobility challenges.



Lonsdale to Grand Boulevard

In this area, we understood that the configuration might look a bit different from what has been presented in the conceptual plan. Here is the map we are familiar with regarding the mix of bike routes for the portion of the trail in the area of Harry Jerome eastward. This map (generated from City Map) shows separation of off-road and on-road bike routes.

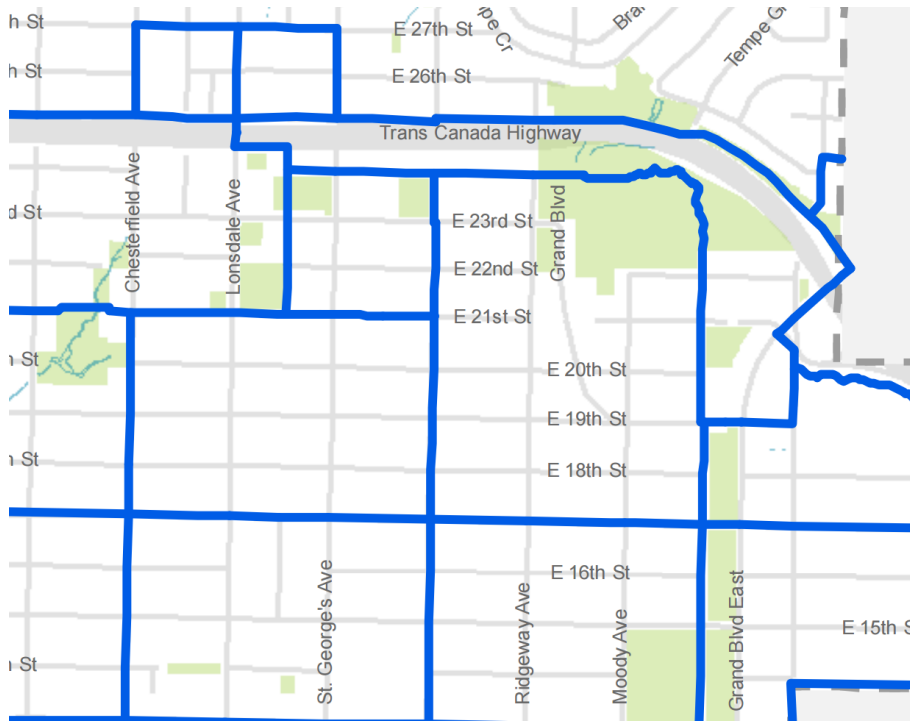
Map #1 Bicycle Network from City Map and approved Bicycle Master Plan





The following map is from the AAA network map posted on the City web site. In this depiction, the AAA route follows the off-road route above.

Map #2 AAA Bicycle Network from City Web Site



The current conceptual plan for the Green Necklace in this area (below) shows the Green Necklace follows the bike route marked in blue along 23rd in Map #1 from St. Georges east, rather than entering Greenwood park.

Map #3 from the Green Necklace boards





Then the path runs along 23rd/Grand Boulevard as in the map #4 below, rather than running through to Moody and down to Grand Boulevard.

Map #4 from the Green Necklace boards



HUB is concerned that there is a lack of clarity regarding which route will be AAA, and whether cycling facilities are the Green Necklace or run parallel to the greenway. The 3-metre-wide, multi-use Green Necklace is too narrow to accommodate all users safely and comfortably, including seniors and young children (walking or cycling), people with poor hearing or vision, and people who bike at faster speeds such as on downhill grades or when using ebikes. We are very concerned that proper safe cycling facilities cannot subsequently be incorporated into a street space made too tight by projects like the Green Necklace as has occurred on Jones Avenue and E Keith Road.

If the City is not sending the Green Necklace through Greenwood Park, we wonder if it is possible to create AAA bike facilities along the 23rd Street alignment in the future. As a result, where the Green Necklace overlaps with on-street bike routes in the bicycle master plan and/or the AAA bike network, we make the following recommendations:

1. If planners are contemplating an on-street bikeway alongside a multi-use pathway, we recommend bike lanes over sharrows as have been installed on Jones. On 23rd Street, which is a collector road, we strongly recommend protected bike lanes due to the higher traffic volumes and vehicle speeds. The marked bike lanes next to parked cars on E Keith are not AAA and unlikely to



attract new cyclists. Local studies show this infrastructure does not improve safety ([UBC Cycling in Cities](#)).

2. Bike facilities on both sides of the street are safer than a two-way facility on one side, except if intersections are controlled by signals that separate vehicle and bike movements.
3. We recommend that all curb bump-outs at intersections crossing bike lanes incorporate a pass through to maintain bike lane alignment, as has been installed at Chesterfield and 8th Street. All intersections should be clearly marked by “elephant’s feet” and green paint to indicate a crossing for bikes.
4. An alternative to protected bike lanes would be to widen the entire path where it overlaps the bicycle network to 4+ metres and divide it so that it is clear which portion of the path is for people walking and which is for people cycling, similar to the northbound Stanley Park Causeway path. People on bikes move significantly faster than pedestrians. Shared spaces between pedestrians and cyclists are particularly hazardous for all users on downhill grades. Larger width paths reduce the risk of conflict, however, whenever possible cycling and walking paths should be separated.

We suggest a meeting of HUB and you both early in the new year to discuss this area from a transportation point of view.

Yours Truly,

Tony Valente
Chair, North Shore Committee

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