

E-mail Mar. 17, 2015

To: Mayor Read, Councilors Masse, Robson, Ms. Kelly Swift (staff liaison)

Re: Cycling on sidewalk by-law / meeting HUB with Mayor's Homelessness Task Force Mar. 17, 2015

Hi Mayor, Councilors and Ms. Swift,

Thank you once again for giving HUB the opportunity to provide input on the issues related to cycling on sidewalks.

As per Councilor Masse's request, please find below examples of designated bike streets in Vancouver where the speed limit is 30 km/h.

In general, the city of Vancouver drops the speed limit to 30 km/h on many designated bike routes not separated by traffic barriers. Examples include the Off-Broadway (7th Ave), Heather, Ontario and Cypress routes. Attached please find the screen shots of these routes where the bike signs and speed limit are visible.

We would also like to re-iterate HUB's positions and recommendations as discussed during our meeting.

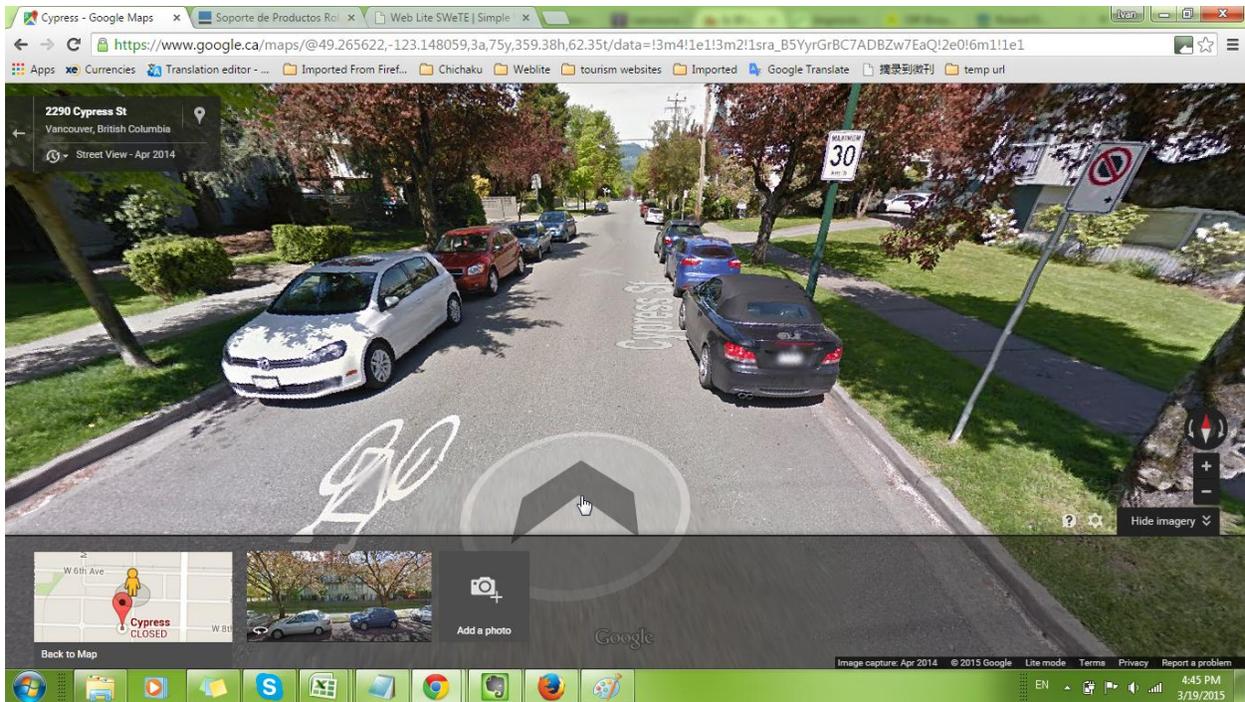
- **Principles.**
- HUB believes that cyclists should not ride on the sidewalk where the risk of collision with pedestrians, especially the elderly, is significant. At the same time, cyclists should be provided with safe, convenient infrastructure where they don't have to fear for their lives riding among heavy and fast traffic.
- **Long term goals.**
- In dense areas (such as MR downtown core as well as school zones) where traffic volumes are high and interactions among drivers, cyclists and pedestrians are complex, all three modes of traffic should be physically separated.
- **Vision for downtown core**
- inherent elements of a vibrant downtown center include pleasant streetscapes, engaging public spaces and a safe and relaxing environment for people to hang out, look around and shop. Heavy, fast and through auto traffic by definition does not bring more people to shop downtown but only destroys the public spaces.
- safe cycling infrastructure is not in itself an end goal but should be viewed as part of an overall safe and pleasant environment which attracts people to downtown.
- **Intermediate term solution recommendations**
- make 224th between Lougheed and Dewdney safe for all vulnerable users by dropping the speed limit down to 30 km/h and ensure this speed limit is enforced. At this speed, cyclists would feel safe enough to take the lane and cycle with the traffic, and there should be few reasons to continue to cycle on the sidewalk.
- look at ways to improve bike routes within downtown core (e.g. Selkirk and Brown Ave) to make cycling there safer, more pleasant, more convenient and faster.
- enforce the no-cycling-on-sidewalk bylaw within the downtown core (222nd to 227th).
- once the Haney Bypass is widened, through traffic has few reasons to drive through downtown. At that point, a road diet between 222nd and 228th and bike lanes can be introduced. Half measures along that stretch at this point would not be an efficient use of money.
- the Haney Bypass is used mainly by long distance commuters who would be happy with sufficiently wide shoulders. Money would be better spent improving cycling infrastructure to and within the downtown core.

Please do not hesitate to contact us if there is any question or need for clarifications.

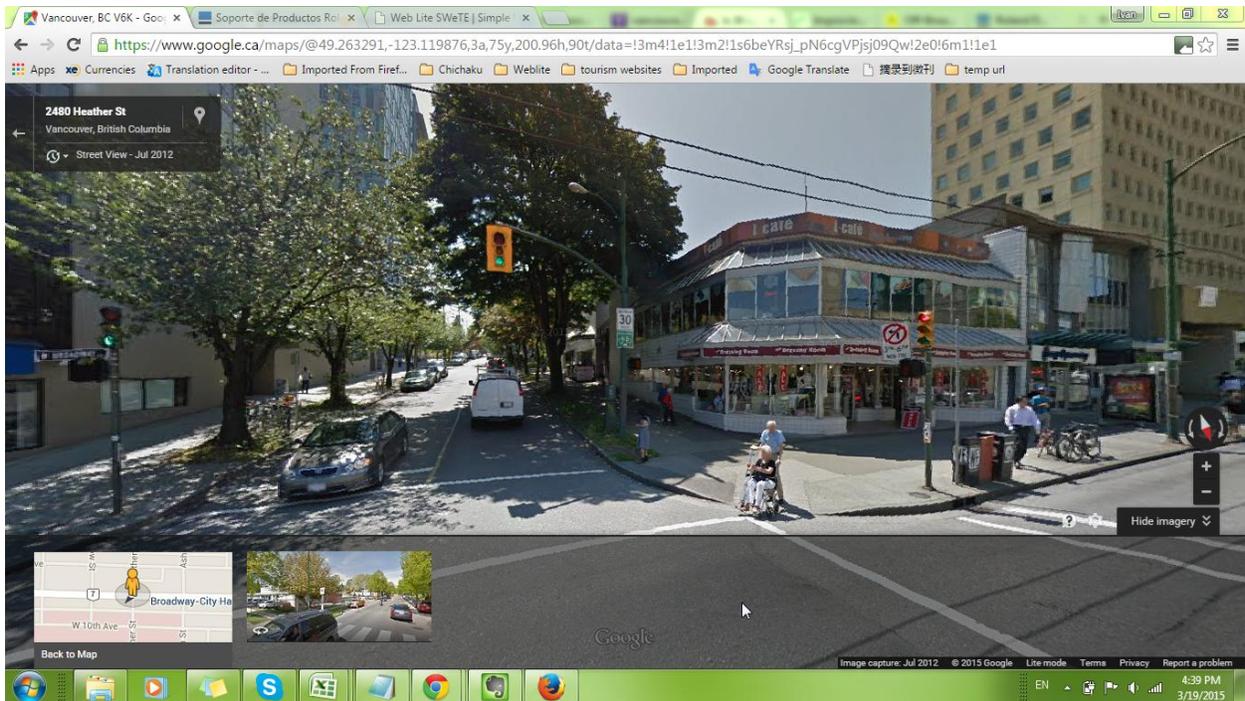
Regards,

Ivan Chow

Maple Ridge - Pitt Meadows HUB local chair



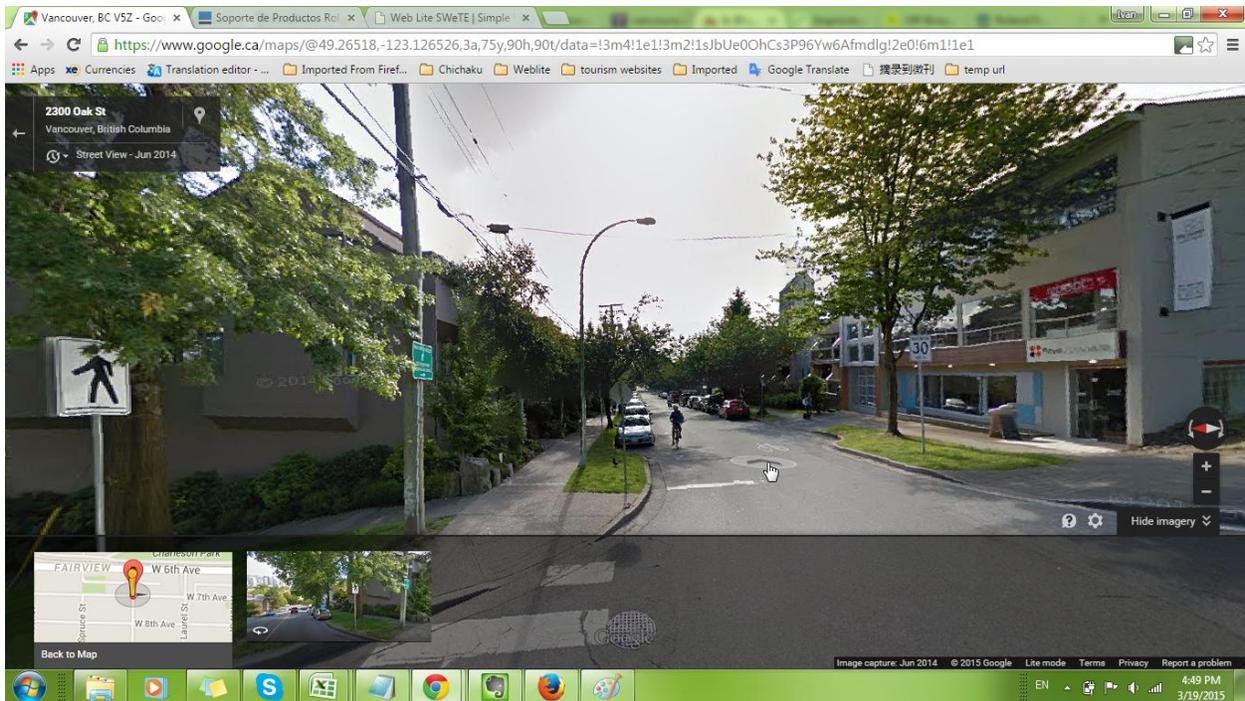
Cypress Street bike route



Heather bike route at Broadway



Ontario Street at W8th



W7th at Oak