



November 24, 2014

Natasha Elliot
Traffic Engineer,
Engineering, Parks & Environment
City of North Vancouver
141 West 14th Street,
North Vancouver, BC V7M 1H9

Re: New AAA bike route and Traffic Circle at Keith and Chesterfield

Dear Natasha,

The HUB North Shore committee has reviewed the conceptual design for the new Chesterfield Ave AAA bike route. We support the protected lane on the east side and understand that in subsequent phases, the route on the West side may also be protected.

We are writing today to address the traffic circle at Keith and Chesterfield. We have written before about the pinch point at Keith and Chesterfield moving north where a median reduces the road width to a point where most cyclists would feel unsafe sharing the lane with motor vehicles. This pinch point eliminates any possibility of a AAA route on the roadbed as a continuation of the planned AAA north bound protected bike route.

Movement around the Traffic Circle

We understand from staff that in the new AAA design cyclists will be routed out of the protected bike lane onto the sidewalk on Chesterfield, across Keith on the zebra stripes to the east, to re-enter the protected bike lane north of Keith.

We are concerned that the width of the existing sidewalk and crosswalk will place pedestrians and cyclists in conflict. The sidewalk is not wide enough to permit cyclists to pass pedestrians safely. Similarly the zebra crossing is not wide enough to permit safe passing.

The geometric layout of the crosswalk and sidewalk is also not suited to cycling. The turning radius required to enter and exit the crosswalk via the sidewalk is too tight for cycling. Cyclists are more likely to fall or collide with pedestrians where tight turns are required.

Suggestions for Improvement

Since neither the sidewalk, nor the roadway are suitable as AAA facilities, we suggest the following options or combination thereof:

Increase the width of the sidewalk and Zebra-striped crosswalk



To remedy the situation, designers could widen sidewalks to 4 meters to reduce conflicts. The existing boulevard green space may suffice to make up the difference. Sign posts currently located in the boulevard green need to be moved since they would be an obstacle and hazard to cyclists. We also suggest that you treat any new addition to the sidewalk as roadway – using asphalt to indicate it is intended for cyclist use.



Existing south side cross walk and median at Keith and Chesterfield with east side crosswalk in the distance.

Eliminate the Median South of Keith

Keep cyclists on the roadbed and increase the size of the opening to the traffic circle by removing the median on Chesterfield south of Keith Road. This, in combination with a green lane, plus bike stencils and a share the road sign could improve accessibility and reduce the potential for vehicle/bike conflicts. The design would not be AAA, but by making the road safer, the number of cyclists sharing the sidewalk with pedestrians would be reduced.

Consider a Combination Fit for All

The AAA design for Chesterfield at Keith should incorporate both suggestions. Many faster cyclists who would take this route, will not detour around to take the sidewalk. A widened opening to the traffic circle and a green lane would help reduce potential vehicle/cycle conflicts. School kids riding to St. Mary's and other cyclists can opt to take the widened sidewalk route safely.

If you have any questions about the above recommendations and observations, please contact the HUB North Shore Committee. We would be happy to discuss these suggested improvements with you.



HUB believes that cycling creates healthier, happier and more connected communities and we appreciate your efforts towards improving cycling for all ages and abilities in the City of North Vancouver. Let's get the design for the Chesterfield AAA facility right.

Yours Truly,

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Cc: Dragana Mitic, Transportation Manager, City of North Vancouver
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