



June 22<sup>nd</sup>, 2015

Dale Bracewell, City of Vancouver

Paul Storer, City of Vancouver

## **HUB Cycling Submission re Burrard and Pacific Intersection Improvements**

HUB Cycling is a charitable organization that works to make cycling better through education, events and collaboration. We are Metro Vancouver's leader in making cycling an attractive choice for everyone.

We would like to take this opportunity to provide input to the Public Consultation process relating to the Burrard Bridge and Burrard and Pacific Intersection Improvements.

Our comments are based on the display boards from the Open Houses, the detailed maps posted on line, and the presentation City staff (Paul Storer) made to HUB Cycling on June 16, 2015.

### **Background**

Burrard Bridge is an important cycling and pedestrian link in the Vancouver and regional cycling networks, with rapidly increasing cycling volumes. The current bicycle lanes have made the bridge much safer for crossing, and the recent improvements to the Burrard and Cornwall intersection provide significant improvements for all users in terms of connections at the south end.

We support the proposed and much needed improvements to the north end of Burrard Bridge as well as the re-allocation of the motor vehicle traffic lane to active transportation on the bridge itself.

### **Specific feedback**

- We consider it important to restore the east sidewalk to pedestrian use. There have been conflicts between pedestrians and cyclists on this cycling path, and it makes sense to separate pedestrians and people on bicycles given the differing travel speeds.
- The new cycling path on the east side (northbound) will be wider, improving safety for users and allowing overtaking on the ascent. This is a positive move.
- Extending cycling connections northward on Burrard, for both northbound and southbound cyclists, will be important for improved safety, and will likely



encourage greater use by all ages and abilities as it expands the network.

- The elimination of the motor vehicle slip lanes onto and off of Pacific will be a major step forward for collision reduction.
- We are very concerned about the lack of consideration of any bicycle traffic travelling eastbound on Pacific, at Burrard. Bicycle traffic has not been accommodated in the design presented. It is not reasonable to expect people to walk their bicycles across three pedestrian crosswalks simply to continue eastbound, and the two motor vehicle turn lanes onto the bridge will create a conflict zone as people on bikes look for a way to continue along Pacific and attempt to cross those turn lanes. Ideally, there would be a protected eastbound bicycle lane starting at Thurlow, between the vehicle through lane and the right turn lanes. If this cannot be accommodated due to the roadway width, we strongly urge you to include a bike box (painted green and signed) at the intersection, with access from the bicycle path where it turns right from Pacific on to the bridge. Signals should specifically address bicycles, within the planned signal phasing. Without some type of accommodation for eastbound cyclists on Pacific, we consider this design to be incomplete and potentially dangerous.
- The inclusion of a separated bicycle lane eastbound on Pacific, between Hornby and Howe, is a significant improvement and addresses a long-standing danger zone. We would like to see a similar protected lane on Pacific westbound in this same block. Realizing that new development is pending on the north side of Pacific, we understand the inclusion of a painted lane, but request that flexible plastic bollards be used to delineate this lane instead of paint only. While we understand the need to define and limit the scope of this project, the lack of any westbound access along Pacific from Yaletown to reach this new infrastructure is concerning. The westbound bicycle lane on Pacific currently ends at Seymour, leaving a gap between Seymour and Howe. This two-block gap will make it uncomfortable for many people who want cycling access to Burrard and the bridge from Yaletown. We realize that there may not be room to build separated lanes in this stretch, particularly until the on and off ramps to the Granville Bridge are addressed. However, lane markings, green paint, and signage would partially address this shortcoming.
- For people on bikes travelling both eastbound and westbound through the Burrard and Pacific intersection and not requiring access to the bridge, an alternate bypass route along Beach Ave should be signposted and promoted, particularly during the construction phase. For westbound traffic this could be at Homer or Richards; for eastbound traffic this could be at Broughton.



### **Additional feedback**

- While we understand that the detailed design has not yet been completed, we note that the new bicycle lanes on the bridge itself will include transitions both northbound and southbound that involve jogs and grade changes. These transitions will require design attention so as to mitigate the risks to users. The jogs should not be abrupt (as shown on the preliminary design drawings), and the ramps should be gradual.
- We hope that we will have an opportunity to see and comment on the proposed designs and locations of barriers between the bike lanes and motorized traffic lanes throughout the improvement zone.
- We understand the logic of coordinating these improvements with planned work to Burrard Street, involving water and sewer construction. We note that Burrard Street, from 1<sup>st</sup> to 16<sup>th</sup>, will be repaved, with sidewalks addressed. We understand that no bicycle infrastructure is currently being included in this major work to Burrard Street. When the plans are being made for Burrard Street work, we encourage you to consider all modes of transportation, including people on bicycles. It is a missed opportunity to rebuild a major street and put it back without any improvements to bicycle infrastructure.

### **Conclusion**

HUB Cycling supports the goal of increasing active transportation modes, while addressing the serious safety concerns for all modes at this intersection. We are confident that the proposed bridge and intersection design, with consideration of the above points, will be another major step forward in helping Vancouver achieve its goals.

HUB Cycling would be pleased to discuss any of our recommendations further. Please be in touch with Jeff Leigh at the HUB Vancouver UBC Committee at [vancouver@bikehub.ca](mailto:vancouver@bikehub.ca).

Thank you for the opportunity to engage in this process.

Jeff Leigh  
Co-Chair, Vancouver UBC Committee  
HUB Cycling

Lisa Slakov  
Co-Chair, Vancouver UBC Committee  
HUB Cycling