



May 9, 2014

Lisa Parker
Landscape Architect
City of North Vancouver

Wayne Turner
Landscape Design Technician
City of North Vancouver

Re: Green Necklace and the Jones Avenue AAA Bike Route

Dear Lisa and Wayne,

HUB is a charitable organization whose staff and more than 1,000 members work to make cycling better in Metro Vancouver through education, action and events.

The HUB North Shore committee has reviewed the conceptual design for the Green Necklace along Jones. We have a few comments to make regarding cycling facilities.

Bike Route Requirements for AAA Status

The recent All Ages and Abilities (AAA) cycling network, approved by City of North Vancouver council, includes the Jones corridor. When the Green Necklace project began, it may not have had AAA cycling status and may have been conceived as a parks project and not a transportation project. As a result, it is possible that designers did not consider AAA cycling facilities. The conceptual design does not conform to AAA status for the following reasons:

Proposed Pathway Width

The proposed 3-metre pathway is not wide enough for a multi-user path. We have learned this from experience. The 3-metre wide Spirit Trail through the park along Welch Street in the District of North Vancouver is a case in point. This segment of the multi-user path is not wide enough to accommodate all users safely and comfortably. Pedestrians do not feel safe and dog walkers often resort to walking on the grass instead of the path. The resident's association has reported collisions between cyclists and pedestrians, and cyclists have fallen trying to avoid pedestrians. Conflicts between walkers and cyclists have led HUB and the resident's association working together to request a new separated route for cyclists along Welch Street.

All cyclists but the very slowest of recreational cyclists move significantly faster than pedestrians. A 3-metre path can only be shared safely where there are few users. The minimum width to make cycling of *any sort* compatible with walking is 4 metres.

Roadway Treatment

The proposed Jones Avenue roadway treatment is not a AAA facility either. By narrowing the roadway and creating the new bump out at 16th Street, traffic will slow. However, because parking will remain on both sides, the usable roadway for both



cars and cyclists will be reduced as well. While some people on bikes will be comfortable with sharrows and “taking the lane”, the majority will not. Cyclists will experience more conflicts with moving vehicles or, if they ride closer to the parked cars to avoid the moving traffic, risk injury from people opening car doors into the roadway.

A direct parallel for this design can be experienced on upper Chesterfield Avenue from 15th Street up to 23rd Street. On this section of the bike route, the narrower roadway and parking on both sides makes cycling uncomfortable and dangerous.

Suggestions for Improvement

Since neither the pathway, not the road treatment are suitable AAA facilities, we suggest the following options or a combination of these along the Jones Avenue corridor:

Consolidate parking in the empty city land at Jones and 18th Street. This would allow parking removal along Jones Avenue – either from one side (west) or both. This would make space for separated facilities for both pedestrians and cyclists.

Divert through traffic from Jones Avenue. Introducing traffic diverters would reduce vehicle volumes and speed, making an on-street AAA facility possible. In this scenario, parking along Jones Avenue can be maintained as in the design.

Potential locations for diverters are at 16th Street and at 19th or 20th Street. Residents and park users can access their destination, but speeds would be reduced and vehicles would no longer choose that route for through travel.

The Adanac bike route in Vancouver is an example of a AAA route that maintains parking on both sides for most of its length. However, it is not a through route for motor vehicles.

Posted speeds should be further reduced from 40 km/h. The speed limit should be 30km/h for an on-street AAA bike route.

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.

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.

Yours Truly,



Heather Drugge
North Shore Committee

Antje Wahl
Chair, North Shore Committee

HUB: Your Cycling Connection
northshore@bikehub.ca

Cc: Darrell Mussatto, Mayor, City of North Vancouver
Linda Buchanan, Councillor, City of North Vancouver
Dragana Mitic, Transportation Manager, City of North Vancouver
Daniel Watson, Transportation Planner, City of North Vancouver
Doug Pope, City Engineer, City of North Vancouver