



June 23, 2017

Jonas Moon,
Project Engineering Manager, Engineering, Parks and Environment
City of North Vancouver

Re: 2nd Avenue and Bewicke

Dear Jonas,

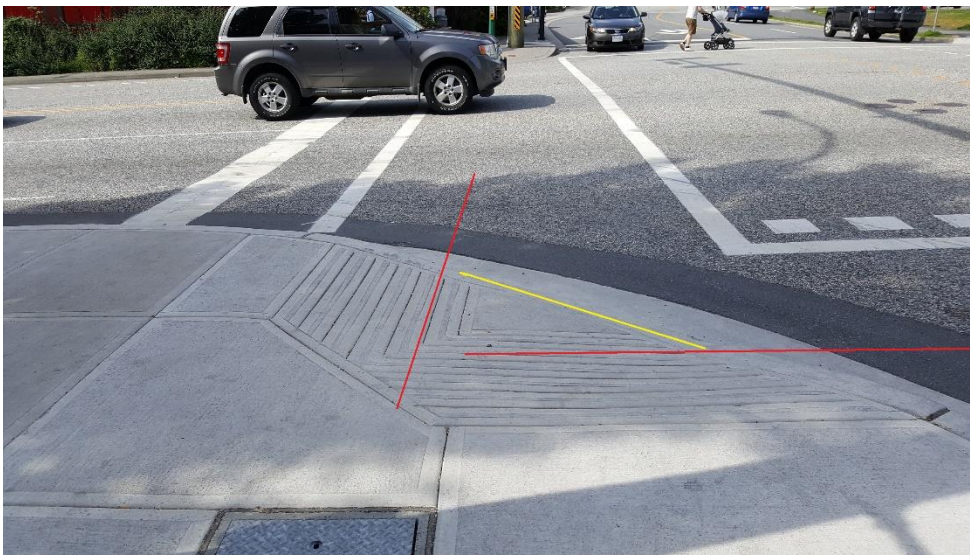
Thank-you for meeting with me at the corner of 2nd and Bewicke on the Spirit Trail and confirming the removal of parking and the rolled curb just south of 2nd Ave on Bewicke. The new curb will eliminate cars parking on the Bewicke Greenway at that location. Also thank-you for considering moving the no parking sign further away from the existing Hydro pole to reduce potential conflicts in that tight space.

We discussed the let down at this corner. I pointed out that it is not wide enough to admit for more than one user at a time, which could create potential conflicts between trail users. You suggested that the landing above the curb ramp needed to be a certain size to accommodate people with mobility challenges and therefore the existing ramp could not be altered.

I have been riding through that intersection daily now and there are a surprising number of users on the path, which is an indication of its success. Thanks to the City for building the facility.

As mentioned, the crossing area on the south east side is severely constrained by the narrow curb ramp, which forces people to cross single file no matter what form of transportation they are using and no matter which crossing they are attempting (south/north or west/east). The curb design and poor alignment with the path causes user conflict and increases the risk of falls and injuries, especially among older and young cyclists.

Letdown at 2nd Ave & Bewicke today





The letdown, pictured above, is oriented such that users on wheels from either side can access only 1.5 meters. In the photo above the red lines show where the curb elevates. The yellow line shows the useable width of the letdown for wheeled users. In effect, the curb ramp allows access to only half of the crossbike. When approaching the intersection from the south, turning right to move across the crossbike is almost impossible because only half of the sidewalk facing the direction of travel is available.

Crossbike on Bewicke Looking East



The curb ramp on the east side of the same intersection is 2 meters, making it much easier to access and it faces the direction of travel. The east side also incorporates double curb ramps - one facing west and one facing north and has less room for a landing than the west side. A similar double curb ramp design on the west side would improve access for all users.

Letdown at 2nd Ave & Bewicke May 2016



Here is an image from Google Streetview showing the old curb ramp at the same location. This design provides significantly more “usable”



ramp for the north south movement from a wheeled user perspective. When the new ramp was installed something changed.

HUB is requesting the City to widen the letdown at 2nd Ave and Bewicke and implement double curb ramps in conjunction with the project to rebuild the curb on Bewicke.

We also ask for a sign indicating that it is legal to ride across the intersection – unless there is a bylaw in the City that blanket covers all crossbikes. A sign makes it legal for people on bikes to use the crossbike from a Motor Vehicle Act perspective.

Directions for separation might also benefit all users and make the path safer by reducing conflict. This photo shows cars parked 2 deep on the trail – despite the “no stopping” sign. The new curb should eliminate parking.

We look forward to improvements in this corridor.

Yours Truly,

Heather Drugge
Member, North Shore Committee

cc; Dragana Mitic, Transportation Manager,
City of North Vancouver,
Doug Pope, City Engineer, City of North
Vancouver,
Hibby Jensen, Integrated Transportation
Committee,
Amy Amantea, North Shore Advisory Committee on Disability Issues

