

July 15th, 2024

Paul Storer
Director of Transportation
City of Vancouver

cc: Mayor Sim, Councillor Bligh, Councillor Boyle, Councillor Carr, Councillor Dominato, Councillor Fry, Councillor Kirby-Yung, Councillor Klassen, Councillor Meiszner, Councillor Montague, Councillor Zhou, City of Vancouver Transportation Advisory Committee (TRAC)

RE: Urgent safety improvements needed on Clark Drive

Dear Mr. Storer,

I am writing on behalf of the HUB Cycling Vancouver-UBC Local Committee to urge you direct staff to implement changes to Clark Drive between Broadway and E12th Avenue. HUB Cycling is deeply concerned about recent crashes in this location including one last week when a woman on a bicycle sustained critical injuries when she was struck by a motorist at the 10th Avenue Bike Route crossing of Clark Drive, and another crash earlier this summer where a man on a bicycle was tragically killed after being struck by a motorist while he was crossing Clark Drive at E11th Avenue.

While ICBC crash statistics may indicate other intersections in the city have higher numbers of crashes, the figures for this area of Clark Drive do not account for the numerous near-misses that occur daily. Our members regularly report incidents of motorists not stopping for the light at the 10th Ave crossing, stopping in the intersection and blocking the bike route while facing a red light, and excessive speed by vehicles on Clark Drive. Some of our members report avoiding the area due to their concerns about safety at this crossing.

To address these issues and enhance safety for all road users, we request that you consider implementing the following measures:

1. Synchronize the stoplight at 10th Avenue with the stoplight at Broadway and Clark Drive, changing the stoplight at 10th Ave to timed operation, and thus eliminating the need for a push button activation. (“signal interconnection”)

This will have three immediate effects: it will eliminate the confusion reported by some north-bound drivers relating to successive stop lights at 10th Ave then Broadway, ensuring they see the same light for both intersections and, relatedly, it will eliminate north-bound motorists speeding through the 10th Ave intersection to avoid stopping. For south-bound traffic, it will reduce the speeds at which motorists approach a red light at the intersection because they will not have the run up from having crossed a green light at Broadway. The only motorists to approach this intersection facing a red light will have turned from Broadway and will have less room to reach dangerous speeds.

Secondly, it will train motorists to expect the light to change regularly, rather than at arbitrary times. Thirdly, it will provide predictability to those crossing Clark Drive and improve compliance with the lights.

2. Install red-light cameras at the E10th Ave and Clark Drive intersection that also function as speed cameras.

Multiple studies have shown that red-light cameras are effective at reducing the number of motorists who do not stop for red lights at intersections with the cameras installed, and speed cameras are effective at reducing the speed of motorists. In both recent crashes, speed appears to be responsible for the extreme injuries suffered by the people riding their bicycles. It is critical that the speed of vehicles in this stretch of Clark Drive is reduced using any means necessary while maintaining the flow of traffic on the important arterial road. We further request that cameras be investigated as a tool for enforcing existing laws regarding not stopping in an intersection. Continuous video monitoring of this intersection would eliminate the need for police to request video of the intersection from drivers in the event that there is another crash.

3. Reduce the speed limit in these two blocks of Clark Drive to 30 km/h

Again, motorists driving at excessive speed is the biggest factor relating to the severity of injuries of people walking, rolling, and on bicycles. The chance of surviving a collision with a motor vehicle traveling at 50 km/h is less than 20% but at 30 km/h the survivability is 90%. We would not be surprised to discover that many vehicles traveling along Clark Drive are exceeding 50 km/h. Reducing the speed limit along Clark Drive in this area would be a clear indication to motorists that this area is particularly deserving of attentive and cautious driving. Note that in the 300m distance covered by these two blocks, a vehicle traveling at 50 km/h requires 22 seconds while a vehicle traveling at 30 km/h requires 36 seconds. This 14 second difference seems trivial compared to the risk to people walking, rolling, and cycling associated with the 20 km/h speed difference.

4. Erect large and visible signs and road stencils to inform motorists about the bicycle crossing and highlight the high crash location.

The City has recently painted “Slow Your Roll” stencils on the Seawall, imploring people on bicycles to reduce their speed – particularly in areas where there is more interaction between people on bicycles and people walking and rolling. We urge you to take similar measures in this area where the consequences of speeding motorists are much, much more significant. “Slow down!” “Bicycles crossing” “High crash location” are all simple messages that can be passed to motorists using signs and stencils.

Thank you for your timely attention to this important matter. We look forward to your response and are available to discuss this further at your convenience.

Sincerely,

Jeff Leigh and Anthony Floyd
HUB Cycling Vancouver UBC Local Committee Co-Chairs
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About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 25 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has over 3,000 members and more than 50,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.