

September 14, 2024

Chris Darwent  
Manager, Transportation Design, CoV (by email)

Re: Street Modifications on 16th Ave at Wallace St (Lord Byng School)

Dear Chris

Following the serious crash injuring a person crossing 16th Ave to Lord Byng School on January 30 2024, we were asked to meet with parent representatives to discuss potential improvements to calm and slow traffic. We were recently contacted again, to review the improvements that have been made on 16th. Our comments and suggestions follow.

Firstly, we commend the City for the modifications to close the centre boulevard area to vehicle traffic, normalizing the intersection at Wallace. The offset intersection, shown in Figure 1 below, previously had traffic moving in two directions on both sides of the centre island (red arrows), and was a major issue. Closing the boulevard to vehicles crossing 16th was one of our recommendations, and it is a great step forward. That said, we think the implementation could be further improved with some adjustments.



Figure 1 - 16th Ave at Wallace, showing the offset intersection and centre island

## Gaps in the Gravity Barriers

The concrete gravity barriers closing the boulevard have too many openings for people walking and cycling to cross. There is an unmarked crosswalk at the eastern end (Figure 2). There is a marked crosswalk at the western end (Figure 3). There are also openings at the corners on the western end, shown in Figure 3, which can encourage people walking to cross diagonally. There are four openings for people on bikes to cross (Figures 2 and 4), two of which are marked, but we observed people moving by all modes using these openings, and crossing diagonally as well as directly across. This results in four places for people crossing 16th Ave to encounter westbound vehicle traffic, and only one is marked as a crosswalk. We recommend that only two crossings be created for people on bikes, and the other openings in the middle section be closed. The two crossing points for people on bikes should have elephant feet and green paint. The bike crossings should be adjacent to the pedestrian crossings, and not aligned with the centrelines of Wallace either north or south of 16th.



Figure 2 - Unmarked crossing at the eastern end of the gravity barriers on 16th Ave at Wallace





Figure 3 - Marked crossing at the western end of the gravity barriers on 16th Ave at Wallace



Figure 4 - Openings have been left in the gravity barriers for people cycling to cross, but these are marked at only two points; they are aligned with the centrelines of Wallace St. north and south; and they allow diagonal crossings.



Lack of accommodation for people cycling on 16th Ave

The gravity barriers used to narrow the roadway to a single lane in each direction will work to slow vehicle traffic. However, they have been set up without sufficient space (or pavement markings) for people on bikes to continue closer to the curbs. This requires people on bikes to merge with vehicle traffic at two different points, at a point where vehicles are already merging from two lanes to one.



Figure 5 - Gravity Barriers on 16th Ave westbound at Wallace have no accommodation for people cycling



Figure 6 - Gravity Barriers on 16th Ave eastbound at Wallace have no accommodation for people cycling



The protected bike lane should be continued west of Wallace

The protected bike lane that could be created on 16th Ave westbound immediately before Wallace could be continued on the west side of Wallace, through the vehicle no stopping zone, shown in Figure 6. There is a transit stop, then a no stopping zone, and then a drop off and pick up zone. People driving have been observed stopping at other than the designated drop off and pick up zone. A continuation of the protected lane westbound through the no stopping zone would help with this situation.



Figure 7 - In front of the school is a no stopping zone after the transit stop Gravity barriers on 16th Ave could be continued through this zone to create a protected lane

### Lack of Bullnose Sections

The gravity barriers have been installed without bullnose sections on the leading edges in many cases. Metal attachment hooks have been left protruding, and can cause injuries. Bullnose sections have been used in many places on the trailing edges, which are less critical. The leading edges should also be painted yellow, as has been done on many other similar installations by the CoV.



Figure 8 - Gravity Barriers do not have bullnose sections on the leading edges

We commend the City for taking action to improve this intersection. We do recommend that the above issues be addressed, and look forward to your response. We understand that a signal light with flashing LEDs is planned for this intersection, suggesting that further work is planned. Should the final design already address the issues we have raised, then the problem is that a partially completed project has been left without suitable traffic control in the interim, and this should be addressed immediately.

Sincerely,

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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 4,000 members and more than 65,000 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](http://bikehub.ca).