

February 26, 2025

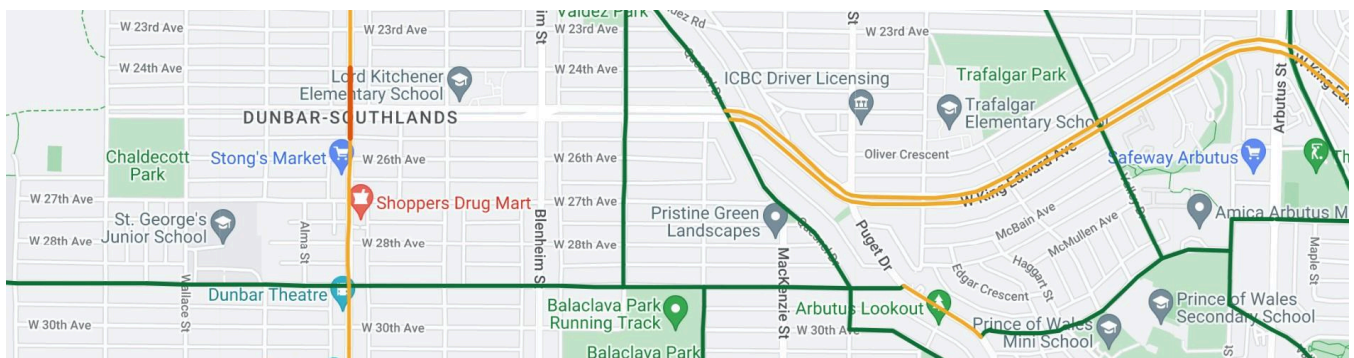
To: Paul Storer, Director of Transportation, CoV (by email)

cc: Lon LaClaire, General Manager of Engineering, CoV (by email)
Chris Darwent, Associate Director, Transportation Design Branch, CoV (by email)
Dr. Kay Teschke (by email)

Dear Paul,

We write to express our concerns over the planning and implementation of cycle lanes on West King Edward, between the Arbutus Greenway and Dunbar St.

This route has long been a significant gap in the network of safe and comfortable cycling routes in the City of Vancouver. Our HUB Cycling State of Cycling Benchmarking Study¹, which the City of Vancouver participated in, identified the unprotected painted lanes from Angus Dr to Quesnel Dr as being comfortable for few people. This was despite this being a very wide roadway with room for much better infrastructure. The nearest cycling route north of King Edward, covering the same east-west extent, is on 8th Ave, 17 blocks away. The 29th St Bikeway is 4 blocks to the south, which results in a reasonable grid spacing, but it is also discontinuous as a safe and comfortable route. Our Priority Gap Map can be viewed [here](#).



It is crucial to highlight that this route connects educational institutions and green spaces, such as St. George's Junior School, Prince of Wales Secondary, and Trafalgar Elementary. Additionally, the route provides access to multiple parks and recreational areas. Ensuring a safe and connected network is vital for the City of Vancouver's School Active Travel Program, which aims to encourage more children and their families to walk, bike, and roll to school.

¹ [The State of Cycling Benchmarking Report](#) 2016-2021, HUB Cycling

This initiative is a partnership between the City of Vancouver and the Vancouver School Board and is a direct outcome of the City's Transportation 2040 Plan, supporting our Climate Emergency Action Plan targets. A well-connected and safe network is essential for promoting active transportation and ensuring the safety of all users, especially children and their families.

This is not the first time that King Edward has been repaved without appropriate consideration of active transportation users. In 2016 road work was completed, and our HUB Cycling Local Committee noted the lack of consideration for people cycling. We completed an assessment ride, and asked that the City ensure that the next time King Edward was worked on, that measures were taken to improve conditions and safety. Our assessment ride report was submitted to the City, and is linked [here](#).

The plan to extend the King Edward active transportation lanes to Dunbar makes a lot of sense. Dunbar itself is rated as comfortable for few or very few, and also needs attention. Both of these routes suffer from outdated design practices that considered it reasonable to put people cycling in harm's way, immediately adjacent to vehicle traffic. Given our city's commitment to zero traffic fatalities, our prioritization of active and sustainable modes above private motor vehicles, and our goals for both mode shift and road space reallocation towards active modes, we should not only be improving King Edward, but also Dunbar.

The vehicle counts on King Edward, from CoV data, indicate between 600 and 900 vehicles per hour, far in excess of streets appropriate for people to cycle on next to vehicles without protection according to the City's own standards, and as a result, we will see very few people cycling here.² People will avoid cycling here due to both a perceived and real safety risk.³ With parked cars on one side and the potential for drivers opening their doors into the bike lane without due care or caution, and a high volume of speeding vehicles passing close on the other side, this will not feel safe or comfortable for very many people at all. The combination of high volume and speed correlates with higher risk of injury or death as documented by Dr. Teschke's research with the Cycling in Cities program, which showed a six times difference in risk of an injury requiring an emergency room visit for lanes adjacent to moving vehicles as compared with protected lanes.^{4,5} Dr. Teschke's letter with her concerns on this specific project is attached below.

The Province of BC has recently amended the Motor Vehicle Act to address the safety issues with people in vehicles overtaking people cycling. The new minimum overtaking distance (1 m on roads posted 50 km/hr or less, 1.5 m on roads posted over 50 km/hr) is a legal requirement. It appears that the proposed new painted lanes, with the buffer zone on the right of people cycling, and not between people cycling and moving vehicles, does nothing to

² [Transportation Design Guidelines: All Ages and Abilities Cycling Routes](#) (City of Vancouver, 2017)

³ [Route preferences among adults in the near market for cycling: Findings of the Cycling in Cities Study](#). Winters M, Teschke K. American Journal of Health Promotion, 2010;25:40-47

⁴ [Route Infrastructure and the Risk of Injuries to Bicyclists](#) Teschke K, Harris MA, Reynolds CCO, Winters M, Babul S, Chipman M, Cusimano MD, Brubacher J, Friedman SM, Hunte G, Monro M, Shen H, Vernich L, Cripton PA. American Journal of Public Health 2012;102:2336-2343

⁵ The safety of physically separated cycle tracks compared to marked cycle lanes and mixed traffic conditions in Amsterdam van Petegem JH, Schepers P, Wijhuizen GJ. . European Journal of Transport and Infrastructure Research 2021;21(3):19-37

support that requirement. It is very difficult to enforce the minimum overtaking distance when the design plans for including only a painted line.

The proposed paint scheme with a painted bike lane instead of a parking-protected bike lane will, instead of promoting the use of active transportation in the City of Vancouver, further reinforce the idea that cycling in Vancouver is an unsafe activity and work against the City's climate action and road safety goals.

There was an opportunity to address it. With significant streetwork taking place along King Edward, there was the potential to provide safe and comfortable infrastructure. The plan that was followed was not well communicated, and this, combined with the frustration of local residents over the extended construction phase, has resulted in the decision to reverse the inclusion of parking protected lanes, and people cycling being sent back to ride next to a high volume of motor vehicles. We reference Chris Darwent's letter of February 3rd to local residents, and a CoV summary of actions from January 6th, both attached below.

We urgently call on the City of Vancouver to stop all work on active transportation components of the West King Edward road project, and commence a robust public consultation process that includes all interested and affected parties, not just local residents concerned about street parking, and purporting to speak for those choosing to cycle.

Sincerely,

Jeff Leigh
Anthony Floyd
Co Chairs, Vancouver UBC Local Committee, HUB Cycling
vancouver@bikehub.ca

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 60,000 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.



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February 23, 2025

Lon LaClaire
General Manager
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lon.laclaire@vancouver.ca

Dear Lon:

Re: Unsafe bike lane configuration on King Edward Avenue

I am writing as a resident of the Dunbar community who rides a bike, but mainly as a bicycling safety researcher. I have been noting with interest the new paving and road markings on King Edward Avenue following the extensive engineering work. It looked as though the new bike lanes would be parking-protected, but I recently heard from Jeff Leigh of HUB Cycling, that this initial configuration is to be reversed so that the bike lanes would instead be unprotected and between parked and moving cars. **This is dismaying.**

As you and the transportation engineering staff at the City know, our Cycling in Cities Research (and that of others who have subsequently studied bike infrastructure safety) showed that protected bike lanes were the safest route type.^{1,2} Our research estimates that **the risk of injuries requiring an emergency department visit is about 6 times higher on painted bike lanes between parked and moving cars.**¹ Moreover, newspaper reports across North America, including in Metro Vancouver, highlight **the most serious risk they pose: fatalities.**^{3,4} The conflict between motor vehicle drivers opening doors and moving in and out of parking spaces make people on bikes vulnerable to being knocked or forced into the moving vehicle lane and hit, crushed, or rolled over.

Compared to downtown and the north end of the city, the Dunbar area has few welcoming bike routes. Neither the Dunbar bike lane (also between parked and moving cars) nor the SW Marine Drive bike lane fit the City's research-based definition of "all ages and abilities".⁵ The east-west residential street bikeways nearest King Edward (18th and 29th) feature some of

¹ Teschke K, Harris MA, Reynolds CCO, Winters M, Babul S, Chipman M, Cusimano MD, Brubacher J, Friedman SM, Hunte G, Monro M, Shen H, Vernich L, Crompton PA. Route infrastructure and the risk of injuries to bicyclists: A case-crossover study. *American Journal of Public Health* 2012;102:2336-2343

² van Petegem JH, Schepers P, Wijnhuizen GJ. The safety of physically separated cycle tracks compared to marked cycle lanes and mixed traffic conditions in Amsterdam. *European Journal of Transport and Infrastructure Research* 2021;21(3):19-37

³ <https://www.nsnews.com/local-news/north-vancouver-man-not-guilty-of-unsafe-door-opening-in-cyclist-death-3619980>

⁴ <https://www.hollywoodreporter.com/movies/movie-news/bob-george-producer-drake-doremus-films-1235623839/>

⁵ <https://vancouver.ca/files/cov/design-guidelines-for-all-ages-and-abilities-cycling-routes.pdf>

the steepest hills in the city. Although King Edward has a considerable hill, it is much more gradual. It would be the route of choice for many people riding bikes if a protected bike lane were provided.

Our research shows that most people (and women and parents with children in particular) are unlikely to use unsafe bike routes such as a painted bike lanes between parked and moving cars.⁶ I hope the safe choice will be put in place, so people in our neighbourhood will have the opportunity to choose to ride their bikes to get to school, to work, and to shop.

Yours sincerely



Kay Teschke, MPH, PhD⁷

Cc: Paul Storer
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⁶ Winters M, Teschke K. Route preferences among adults in the near market for cycling: Findings of the Cycling in Cities Study. *American Journal of Health Promotion*, 2010;25:40-47

⁷ In case it may be useful to know my background, I am professor emeritus of the School of Population and Public Health at the University of British Columbia, and led a program of research called "Cycling in Cities" that investigated factors that increase or decrease risks of cycling injuries. I have served as a cycling safety expert for international, provincial, and municipal agencies, as examples: the OECD International Transport Forum Roundtable on Cycling Safety; Public Health Ontario's bicycle helmet legislation synthesis; the BC Coroner Service child traffic death review; the BC Road Safety Strategy; and the BC Provincial Health Officer's report on road safety.



Engineering Services
Project Delivery Branch

IMPORTANT INFORMATION
Please have this translated

معلومات مهمة: البحث على الترجمة
重要资讯: 请找人為你翻譯
重要資訊: 請找人為你翻譯
اطلاعات مهم: لطفا درخواست کنید
که این اطلاعات را برای شما ترجمه کنند

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February 3, 2025

Dear Resident:

RE: Bike Lane Update - West King Edward Avenue from Quesnel Drive to Dunbar Street

We are writing to provide an update on the planned bike lane improvements in your neighbourhood. After reviewing feedback received from area residents, the City will adjust the design of the bike lane on West King Edward Avenue from Quesnel Drive to Dunbar Street to maintain parking next to the curb, as it was prior to construction (see Figure A on page 3).

The updated design will have a painted space between parked vehicles and the bike lane to leave space for opening vehicle doors. While most parking will be retained, some parking spaces near and within intersections will be removed to improve safety for people walking and cycling. Localized parking changes will also be made to accommodate improved bus stops (see Figure B on page 3).

While the previous design (with a parking-protected bike lane) supported an All Ages and Abilities (AAA) bike lane, current connectivity to other AAA routes is limited, reducing its benefit. The City will monitor safety and operations of the new bike lane to ensure safety of all road users and will consider future changes if needed.

Addressing concerns at the Collingwood Street crosswalk

In response to concerns raised by residents, the City will install a concrete pedestrian refuge on West King Edward Avenue at Collingwood Street, positioned between the bike lane and the motor vehicle lane. A concrete pedestrian refuge or island is a protected area in the middle of a crosswalk that gives people walking a safe place to pause while crossing busy or wide roads.

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This new feature will:

- Shorten the pedestrian crossing, reducing exposure to motor vehicle traffic
- Improve visibility for people using the crossing
- Prevent people driving eastbound on West King Edward Avenue from passing other vehicles at the intersection near the crosswalk

To accommodate a safe transition for people cycling approaching the pedestrian refuge, three on-street parking spaces will be removed on the south side of West King Edward Avenue, just west of Collingwood Street.

Current street parking status

Street parking on West King Edward Avenue, between Quesnel Drive and Dunbar Street, is now partially restored as part of an interim traffic management plan. Some remaining construction activity, including the installation of green rainwater infrastructure, will require temporary parking restrictions. Please continue to follow the posted signage for guidance.

What's next

Painting of the bike lane is expected to resume in spring 2025 when weather conditions allow.

Thank you to everyone who shared feedback on the parking-protected bike lane. To access the feedback summary, visit vancouver.ca/west-king-edward-bike-lane or scan the QR code on page 4. We appreciate your continued collaboration as we work to balance the needs of all users in the community. Should you have any further questions about the updated bike lane, please email staff at BikeUpgrades@vancouver.ca.

More information about the West King Edward Upgrades project is available:

- online at vancouver.ca/wkingedward
- by phone at 3-1-1
- by email at wkingedward@vancouver.ca

Kind regards,

Chris Darwent
Associate Director, Transportation
Transportation Design Branch
Engineering Services
City of Vancouver

On behalf of the West King Edward Upgrades project team

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Figure A: Updated Bike Lane Layout

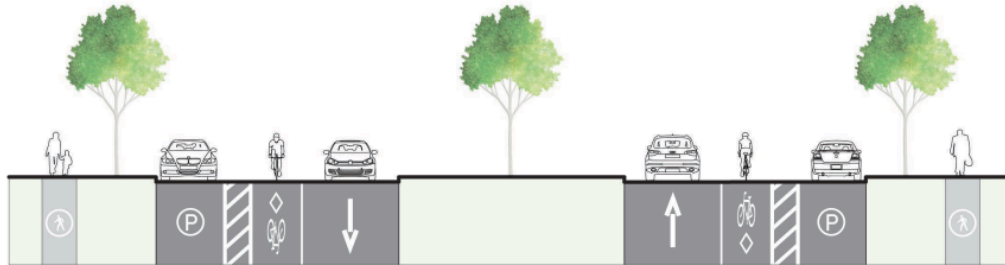


Figure B – Parking Map



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West King Edward Upgrades Bike Lane Update

Summary of What We Heard (January 6, 2025)

Between October – December 2024, the City of Vancouver gathered feedback from residents on the proposed parking-protected bike lane on West King Edward Avenue between Dunbar Street and Quesnel Drive. Below is a summary of key themes identified and how we are responding.

What We Heard	Response
Safety	
<p>Vehicle Passenger Safety: The proposed parking lane (next to the parking-protected bike lane) may not provide adequate space for passengers, including children and elderly individuals, to safely enter or exit vehicles near the motor vehicle lane.</p>	<ul style="list-style-type: none"> The updated painted bike lane design will allow on-street parking on West King Edward Avenue to be retained next to the curb, which supports direct access to the sidewalk for people exiting parked cars. The updated painted bike lane design will include a 0.9m painted buffer between the bike lane and parking lane to create enough space for people exiting parked cars.
<p>Cyclist and Driver Confusion: Variations in the bike lane layout compared to nearby sections may confuse both cyclists and drivers.</p>	<p>The updated painted bike lane design will be similar in layout to the existing painted bike lanes east of Quesnel Street.</p>
<p>Micro-Mobility Conflicts: Concerns about conflicts between micro-mobility users and vulnerable groups, such as seniors and people with disabilities, especially when crossing the bike lane.</p>	<p>On-street parking on West King Edward Avenue will remain next to the curb.</p>



<p>Crosswalk Safety: At the marked crosswalk at Collingwood St. and West King Edward Ave, the proposed right-turn lane could be misused as a bypass, posing risks for pedestrians and school children.</p>	<p>In response to concerns raised by residents, the City will install a concrete pedestrian refuge on West King Edward Ave at Collingwood Street, positioned between the bike lane and the motor vehicle lane, to improve safety for people walking. A concrete pedestrian refuge is a protected area in the middle of a crosswalk that gives pedestrians a safe place to pause while crossing busy or wide roads. This new feature will:</p> <ul style="list-style-type: none"> • shorten the pedestrian crossing, reducing exposure to motor vehicle traffic. • improve visibility for pedestrians at the crossing. • prevent eastbound drivers on West King Edward Ave from passing at the intersection near the crosswalk. <p>At Dunkirk Street and West King Edward Avenue, parking will be removed from the north side of the T-intersection to provide adequate sightlines for crossing pedestrians and be consistent with City bylaws and the provincial Motor Vehicle Act.</p>
<p>Parking Loss and Access</p>	
<p>Curbside Parking and Access: Desire to retain curbside parking near their homes, particularly to ensure accessibility for elderly individuals and those with mobility challenges. Residents noted that existing high parking demand, driven by multi-dwelling units, is expected to grow with ongoing development.</p>	<p>Street parking on West King Edward Avenue will remain next to the curb, except for localized impacts where street space is required to accommodate bus stops and intersection upgrades to improve safety for people cycling at Dunbar Street and Collingwood Street.</p>



Communications and Engagement	
<p>Short Notice and lack of engagement: The City started to implement the parking-protected bike lane without adequate notice or any prior engagement with the community.</p>	<p>We recognize that the notification and information about this installation should have been provided with more advanced notice to allow more opportunity for discussion and would like to apologize for any issues this may have caused.</p>
Support	
<p>Bike Lane Support: Expressed support for parking-protected bike lane and believes the plan adequately balances the needs of residents and commuters.</p>	<ul style="list-style-type: none"> • The updated painted bike lane will provide dedicated space for people cycling along West King Edward Avenue. • The City will monitor safety and operations for the new bike lane to ensure safety for all road users and will consider future changes, including redesign, if needed.

Thank you to everyone who shared feedback on the parking-protected bike lane. Should you have any further questions about the updated bike lane, please email staff at BikeUpgrades@vancouver.ca

More information about the West King Edward Upgrades project is available:

- online at vancouver.ca/wkingedward
- by phone at 3-1-1
- by email at wkingedward@vancouver.ca