



October 27, 2015

Mayor and Council, City of Vancouver
cc: Active Transportation Department

Dear Mayor and Council

Re: Planned Improvements to the South West Marine Drive Bikeway

We write today to express our support for improvements to South West Marine Drive, to improve bicycling infrastructure between Granville St and Camosun St. We are, however, disturbed that this opportunity for improved infrastructure will not help us meet our stated Transportation 2040 and Vision Zero goals with the current plans for unprotected bike paths along this very busy and high speed city road.

HUB Cycling submitted a proposal to the City of Vancouver Active Transportation Department regarding this route on August 16, 2015. ([Link Here](#)) We have done assessment rides, and studied this route over the past few years. We are pleased to see progress on this initiative, as the route is an important regional connector. The current painted bike lanes are in poor condition, and often end abruptly. Combining improvements with upcoming street work is a cost effective approach, and will reduce traffic impacts during construction.

That said, we are very concerned that the proposed improvements do not go far enough. Our City's goal is to improve active transportation mode share and road safety, in line with Transportation 2040 goals. We point specifically to Transportation 2040 Policy C1.1, which states that bicycle routes on busy and arterial streets should be separated wherever possible. This route was identified as a 2014 priority in Transportation 2040, for All Ages and Abilities (AAA) improvements. In addition, we point to Transportation 2040's stated goal of zero traffic-related fatalities. Repairing the pavement and restricting vehicles from parking in the current painted bicycle lanes will help. However, given the relatively high vehicle speeds, and the high traffic volume which includes heavy trucks and large transit vehicles, we are concerned that without physical separation we will not see the mode shift that is possible. This is not a physical space limitation, as the plans presented at the open house show sufficient space to install barriers. This is not about specific types of users, as all types of users have shown preference for safe infrastructure. This is about designing and constructing bicycle infrastructure most appropriate for both the current and future users, and aligned with Transportation 2040 goals.

In addition to physical separation we suggest that particular attention be paid to the design of key intersections. As pointed out in our proposal of August 16th, several streets intersect SW Marine at other than 90 degrees, including 49th Ave and Dunbar Street. The geometry of these intersections promotes high speed right hand turns on to and off of SW Marine when travelling westbound. Vehicles are regularly observed driving in the current bicycle lanes. These locations underscore the importance of physical separation and attention to detail in design on this street. Many present a high risk of crashes.



Our August 15th proposal is linked from this letter as a reference document. We would also be pleased to meet and discuss the above issues. We ask that you support making changes to SW Marine Drive that meet the Transportation 2040 objectives, which support safer cycling in Vancouver, and which will contribute further to our mode share targets.

Sincerely,

Jeff Leigh and Lisa Slakov
Co-Chairs, Vancouver UBC Local Committee
Hub Cycling