



July 4, 2014

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Ministry of Transportation and Infrastructure
By email: Brian.Atkins@gov.bc.ca

Cc: Erin Moxon, Senior Project Manager, Ministry of Transportation and Infrastructure
Patrick Livolsi, Regional Director South Coast Region, Ministry of Transportation and Infrastructure
Vancouver Board of Parks and Recreation
Malcolm Bromley, General Manager, Vancouver Board of Parks and Recreation
Dale Bracewell, Manager, Active Transportation, City of Vancouver
Active Transportation Policy Council, City of Vancouver
Richard Campbell, President, British Columbia Cycling Coalition

Stanley Park Causeway Cycling and Walking Safety Improvements

Dear Mr. Atkins,

HUB is very pleased that the Ministry of Transportation and Infrastructure (MoTI) is moving forward with the planning of safety improvements to the pedestrian and cycling paths along the Stanley Park Causeway. We thank you for sharing the preliminary designs with us on June 18th. We would like to take this opportunity to provide feedback on several aspects of that design proposal.

1) HUB has concerns with the wire rope fence design. The fence design should consider potential injuries to cyclists due to falls, possibly with a larger diameter covering on the top cable. The zone at handlebar height should be designed to not catch handlebars. On high speed downhill sections, the exposed posts are particularly hazardous both in the potential to cause crashes and secondary impacts after a fall or collision with a pedestrian, other cyclist or hazard. An impact with a fence post could cause serious or fatal injuries. A fence design with a smooth surface (fabric, plastic, metal, etc.) protecting cyclists from the posts, would prevent or greatly reduce the risk. An alternative solution would be a concrete barrier with an additional top section.



- 2) On the west side, we understand that the permeable zone alongside the path, required for drainage, is planned to be gravel. We request that the use of an alternate material be investigated, so that if a cyclist does inadvertently cross into that area there is less likely to be a crash. One potential solution would be a structured grid with grass.
- 3) Reflective markers on the lamp posts (eg chevrons) should not be wider than the obstruction, so as not to reduce the travel width any more than necessary.
- 4) While we appreciate the cost and effort involved in moving lamp posts that are in the pathway, we ask that doing so be considered at least on the narrower path on the west side. The risk of cyclists colliding with lamp posts appears highest on the southbound downhill section immediately after the Park Drive exit, where the grade is greater and bicycle speeds are higher.
- 5) While we appreciate the challenge in creating sufficient width on the west side, we note that cyclists are likely to pass other cyclists (as they do today) because of the significant length of the causeway and great variations in cycling speed. There are no planned passing zones between Lions Gate Bridge and the end of the causeway at Lost Lagoon. We ask that the feasibility of repurposing one or more of the existing pullouts as bicycle passing lanes be investigated.
- 6) We have concerns about the joint that will be created in the west side path surface due to the widening, if the existing surface is not also replaced. This seam has the potential to catch tires and cause accidents, particularly given the limited width of the path and the higher speeds due to the downhill grade on this side. We ask that either the entire sidewalk is rebuilt so that there are no joints running in the direction of travel or that if the existing sidewalk is widened, that it is covered with a skim coat to produce a smooth surface across the entire sidewalk width.
- 7) For the planned east side path (northbound bicycles, two way pedestrians) we do not have a consensus position on how the path should be allocated, whether by mode or by direction. We recommend that MoTI undertake a larger process to determine best practices for shared or adjoining paths that can be consistently implemented around the region and the province. Whatever is decided, the final decision should be consistent with the treatment on the bridge itself, to avoid confusion by path users. It should also be applied consistently to the Ironworkers Memorial Bridge and its approaches.



8) Crossings at the on and off ramps to Park Drive should be designed with 'jug handles' so as to create a perpendicular crossing of the roadway to the greatest extent possible.

Motor vehicle traffic exiting to Park Drive should be slowed, especially at the southbound Park Drive exit south of the bridge. Possibilities include rumble strips, pavement markings to slow drivers, and a raised crosswalk/bike path crossing for better visibility of cyclists.

9) Signage will be critical to encourage the greatest possible compliance with the intended direction of travel, and use of the correct pathway. This includes way finding signs for pedestrians and cyclists, and arrow markings on the path surface to indicate one way bicycle travel.

10) Connections to Bridle Path Trail that accommodate bicycles should be considered in the design, for both access to and exit from the causeway paths. Not all cyclists will travel the complete length of the causeway.

11) Improving the ability of pedestrians and bicyclists to cross over at each end of the causeway, and at the Bridle Path Trail bridge, will help to ensure users are travelling the intended direction and that they have more choices to take alternative trails in the park.

We hope that our feedback will be helpful in the design process for safer pedestrian and cycling paths along the Stanley Park Causeway and we look forward to working with MoTI and Vancouver Board of Parks and Recreation to continue to improve the design.

Sincerely,

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