



April 15, 2020

Justin Hall, Manager, Public Realm Infrastructure, Parks and Environment Department
Edison Ting, Planner, Public Realm Infrastructure
City of North Vancouver

Dear Justin and Edison,

Re: 1st Street Mobility Corridor Upgrades, Preliminary Design Feedback

HUB Cycling is a charitable organization working to get more people cycling more often. We make cycling better through education, action and events. More cycling means healthier, happier, more connected communities. We're leading the way in making cycling an attractive choice for everyone.

Thank you for the opportunity to review and comment on the planned 1st Street mobility corridor. We are pleased to see that the city is planning protected bike lanes for this segment of the low-level bike route. This route is well travelled by people cycling to and from the Lions Gate Bridge and to the Districts of North and West Vancouver. The current bike lanes—on the designated truck route and in the door zone of the parked cars—are dangerous and do not encourage more people to cycle for transportation.

The proposed improvements along 1st Street and 2nd Street, including protecting people on bicycles from car and truck traffic, will go a long way toward getting more people cycling, more often. We know that the District of North Vancouver has plans to implement a protected corridor along their segment of 1st Street as well, which makes this project part of the longest protected bikeway on the North Shore.

Please note that we are using the term “bike” lanes instead of “mobility” lanes to avoid confusion among our members and the public. We understand that the new lanes will accommodate bikes, e-bikes, scooters, skateboards and other micro-mobility devices.

Feedback Summary

- Street space reallocation is much appreciated
- Bike lane widths look good
- Consolidate mid-block accesses (driveways)
- Minimize vehicle left turns where possible
- Mark advance stop bars/bike boxes for bike lanes at intersections
- Improve connections with multi-use paths
- Discuss bike lane barrier options with HUB North Shore

Street space reallocation is much appreciated

We are very pleased to see wide, protected bike lanes on both sides of 1st Street and 2nd Street. This arterial road is a truck route and has high traffic volumes. Protected bike lanes along this vital corridor signal a step-change in thinking and will prompt more people to bike.

To gain the space necessary to create protected bike lanes on both sides of 1st Street, the design proposes to remove parking on the south side and maintain some parking on the north side. On 2nd Street a westbound travel lane is reallocated. This reallocation of space represents a massive step toward improving safety and promoting active transportation. We congratulate and thank the city for proposing this step.

Bike lane widths look good

Considering the significant speed differentials among people cycling, wheeling, scooting, skateboarding and e-biking, passing is critical to the viability of the facility. To accommodate passing, lane widths should be 2.4m minimum. It looks from the initial design that lanes will be mostly 2.4m for the majority of the corridor. This width is much appreciated. One section east of Fell on the north side looks to be narrower. Could this area be widened?

Consolidate mid-block accesses (driveways)

The bike lanes are unprotected at driveways providing mid-block vehicle access. The driveways increase injury risk to bike lane users from vehicles entering and exiting, including serious injury from large delivery trucks that frequently access the businesses. The risk is increased at locations with poor sightlines. Designs should protect or provide safe interactions between separated bike lane users and conflicting turning movements. A setback stop line and stop sign can reduce vehicle speeds entering the bike lane. As well, a “turning vehicles yield to bikes” and green bike lanes can alert turning vehicles to the presence of the protected bike lane.

We recommend consolidating or relocating driveways to minimize the number of conflict points along the corridor and to improve protection. The south side of 1st Street, in particular, has numerous driveways that leave a significant portion of the bike lane unprotected.

We appreciate the proposed closure of the wide driveway on 2nd Street at the Oasis Car Wash to protect the bike lane along the north side of 2nd Street.

Minimize left turns

We recommend minimizing left turns crossing the bike lanes and parking removal to improve sightlines where left turns are maintained. The design retains the center left-turn vehicle lane. In our experience, people driving don't always take into consideration both oncoming vehicle traffic as well as people crossing in the bike lanes. The risk of left-turning vehicles hitting people in the bike lanes will likely be even higher when the bike lanes are protected and moved further away from vehicle lanes – especially on the north side where parked cars may obscure fast-moving bikes from sight. Adequate parking removal to improve sightlines at driveway entrances is important on the north side. Perhaps it also makes sense to limit vehicles to right turns only at the Donaghy and Hanes intersections?

Mark advance stop bars/bike boxes for bike lanes at intersections

The design indicates bike boxes at the Fell Street and Bewicke Avenue intersections in the south and north directions. We recommend advance stop bars or bike boxes in all directions for these

intersections. Advance stop bars increase visibility and safety by putting people on bikes ahead of cars when the signal turns from red to green. Bike boxes would additionally allow direct left turns.

At Hanes and Donaghy, we recommend raised crosswalks in addition to advanced stop signs and green paint, to alert people driving they are making a transition across a bike lane and to reduce speeds.

Improve connections with multi-use paths at Mackay and Bewicke

It is currently difficult and unclear how to connect between paths and on-street bike lanes at the Mackay and Bewicke intersections. To ensure easy and safe access to the bike network for everyone, these connections require clear delineation.

Discuss south side barrier options

The preliminary design shows a slim, low concrete median with posts on the south side. We are wondering if other options exist to provide more robust protection from vehicles if they stray into the bike lanes? The form of protection for both north and south sides is a topic for potential further exploration and discussion with the design consultants before the detailed design phase.

Conclusion

The 1st Street corridor is an essential route for people cycling to and from the Lions Gate bridge and beyond to North and West Vancouver Districts. We are very appreciative of your efforts to make this facility a safer, vastly more attractive improvement over the existing lanes.

Thank you for this opportunity to comment on the preliminary design. We look forward to working with you on the next design phase.

Yours sincerely,

Don Piercy,
Chair, HUB North Shore Committee

Erika Rathje, Heather Drugge
HUB North Shore
City of North Vancouver Liaisons

cc.,
Karyn Magnusson, Deputy Director, Engineering, Parks and Environment Department
Doug Pope, Director, Engineering, Parks and Environment Department
Mayor and Council