



July 22, 2015

Adolfo Majano
Transportation Planning Engineer
City of North Vancouver
141 West 14th Street
North Vancouver, BC

Re: West Keith Road / West 13th Street Marine Drive to Chesterfield Avenue Cycling Facilities Concept Design

Dear Adolfo,

HUB is a charitable organization whose staff and more than 1,500 members work to make cycling better in Metro Vancouver through education, action and events.

The HUB North Shore committee has reviewed the concepts presented at the West Keith Road / West 13th Street Cycling Facilities Open House, on June 24, 2015.

This route is part of the new AAA network, and should meet an acceptable mutually agreed definition of AAA. We have the following feedback for your consideration.

Comments for Segment 1 – Marine Drive to Jones Ave

Concept A1, A2, B1 & D1 – ON BOULEVARD - We are unclear how people riding bicycles would access the paths on the central boulevard. People will need to cross the two lanes of vehicle traffic to get to or from the path. In addition, transitions to other cycle facilities at Jones Avenue and especially Marine Drive would likely be complex. Bike facilities that require stopping and starting every block cannot be considered AAA (All Ages and Abilities).

Concept C1, D1 & D2 - These designs do not provide an AAA cycle path downhill (westbound).

Recommendations for Segment 1 – Marine Drive to Jones Ave

HUB recommends separated, off-road bike paths for eastbound and westbound movements to provide AAA cycling facilities in both directions. The cycle paths should be buffered from both moving traffic and the “door zone” of parked vehicles.

HUB's first preference would be for cycle facilities as described in Concept B1 Eastbound (uphill) with the addition of a curb or elevation difference between the bike lane and sidewalk to encourage separation and reduce conflict, similar to what has been used on the Stanley Park seawall. The Westbound (downhill) side should have similar facilities. This facility would



consist of a 1.8m one-way bike lane, 1.5m sideway, 2.4m parking lane, 4.2m traffic lane, 3.2m traffic lane.

HUB's alternative would be for cycle facilities as described in Concept C1 Eastbound (uphill) with the 0.90m buffer modified to be a raised area of pavement, or at least a curb to provide more physical separation. The Westbound (downhill) side should have a similar facility. This facility would consist of a 1.6m sidewalk for pedestrians, 1.8m one-way bike lane, 0.9m raised buffer, 2.4m parking lane, 3.3m traffic lane, 3.2m traffic lane. This would require an extra 1.6m from the grass on the north side, similar to the amount proposed in Concept B1 on the south side.

Comments for Segment 2 – Mahon Ave to Chesterfield Ave

Concept 1 – No Buffering - We feel that the lack of a buffer does not provide a AAA facility for this section.

Recommendations for Segment 2 – Mahon Ave to Chesterfield Ave

HUB recommends that separated, off-road bike paths be provided for eastbound and westbound traffic to provide AAA cycling facilities in both directions. The cycle paths should be buffered from both moving traffic and the “door zone” of parked vehicles.

HUB recommends that the cycle facilities for this section be as described in Concept 2, with the 0.70m buffer modified to be a raised area of pavement, or at least a curb to provide more physical separation. Concept 2 is similar to the facility just built on the south side of 13th Street between St Andrews and St Georges. Unfortunately, vehicles park in this buffer zone due to the lack of curb.

If the City decides that parking is required on the north side (westbound) of this segment HUB recommend that westbound cycle lane be located between the sidewalk and the parking lane with a 0.7 buffer zone on the parking side (removing the 1.6m boulevard). This facility (from north to south) would consist of a 1.5m sidewalk, 1.5m one-way bike lane, 0.7m raised buffer, 2.4m parking lane, 3.3m westbound traffic lane, Two 3.2m eastbound traffic lanes, 0.7m raised buffer, 1.5m one-way bike lane, 1.35m boulevard and a 1.6m sidewalk.

Cross Streets

Cross streets are not addressed in the proposal, but HUB recommends that the bike lanes be painted green where they cross side-streets as vehicular traffic will need to stop back from the traffic lanes on Keith, and need to take into account both vehicular and cycle traffic before entering these intersections. Also, parking should not be permitted on Keith directly adjacent



to these intersections to improve sight-lines for oncoming vehicles and cyclists to prevent collisions. This no parking zone should be at least a couple of car lengths to the east of the intersection for WB Keith and the same to the west for EB Keith.

HUB members felt that the AAA network section on Jones at the Green Necklace fell far short of what we would like to see in a AAA bicycle facility. The West Keith / 13th portion of the AAA network provides the city with the opportunity to create AAA facilities. We remain available to work together with you to make this possible.

Yours Truly,

Tony Valente
Chair, North Shore Committee

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Cc: Darrell Mussatto, Mayor, City of North Vancouver
Dragana Mitic, Transportation Manager, City of North Vancouver
Daniel Watson, Transportation Planner, City of North Vancouver
Doug Pope, City Engineer, City of North Vancouver