



## Assessment of Adanac Cycle Route - East of Gore

November 1, 2013

City of Vancouver  
453 W 12<sup>th</sup> Ave  
Vancouver, British Columbia  
V5Y 1V4

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City of Vancouver staff,

The City of Vancouver's *Transportation 2040 Plan* established encouraging policies for the creation of an all ages and abilities (AAA) cycling network. The purpose of this letter is to recommend specific improvements to further that policy. On July 8<sup>th</sup>, 2013 the HUB Vancouver Committee undertook an assessment ride along Adanac bikeway from Gore Avenue to Boundary Road. The Committee identified cycling improvements that the City should make at (1) Vernon Drive; (2) Clark Drive (3) Victoria Drive; and (4) Renfrew Street; (5) Windemere Street and (6) Cassiar to Boundary. The improvements identified at the six areas are discussed below and are aimed at increasing safety, ridership and AAA access on the Adanac bikeway.

The most important improvements in terms of AAA access discussed in this letter are the improvements suggested at Renfrew Street and the Cassiar overpass. These two areas stray furthest from AAA design guidelines.

Overall the Adanac bikeway (east of Gore) is a critical cycling route in the City's cycling network. The improvements suggested in this letter will likely increase cycling mode share overall.

Thank you for your consideration of these route improvements. HUB believes that cycling creates healthier, happier and more connected communities and we appreciate your efforts towards improving cycling in Vancouver. If you have any questions about the above recommendations and observations, please contact the HUB Vancouver committee at [Vancouver@bikehub.ca](mailto:Vancouver@bikehub.ca). We would be happy to talk more.

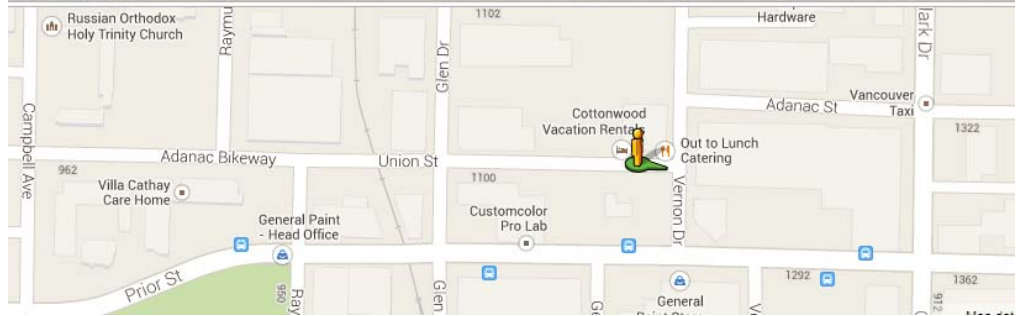
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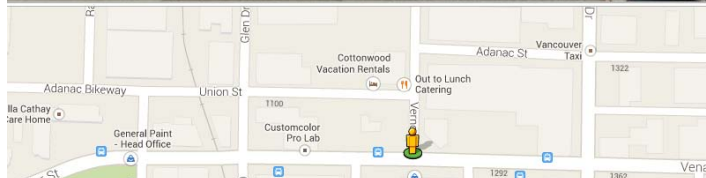


### Union Street and Vernon Drive

To encourage use of the Adanac bikeway we recommend reducing bicycle travel time by eliminating unnecessary stops. To this end, we recommend replacing the east-west stop signs on Union Street at Vernon Drive with yield signs. The eastbound stop sign is depicted below.



To improve cycling safety at this intersection, we recommend improved traffic calming. Cyclists have reported motorists travelling at high speeds north on Vernon Street. Motorists travelling north are not faced with a 30 km/h speed limit sign. We recommend a speed bump for north-bound motorists. We have depicted below the northbound view on Vernon Street:





### *Adanac Street and Clark Drive*

HUB is encouraged by the new island eastbound on Adanac Street and Clark Drive. However, the push-button light activation remains at the right curb. Requiring cyclists to move to the right curb to press a pedestrian button defeats the purpose of the island. It is particularly difficult for cyclists who need to turn left as they must cross traffic continuing straight on Adanac Street.

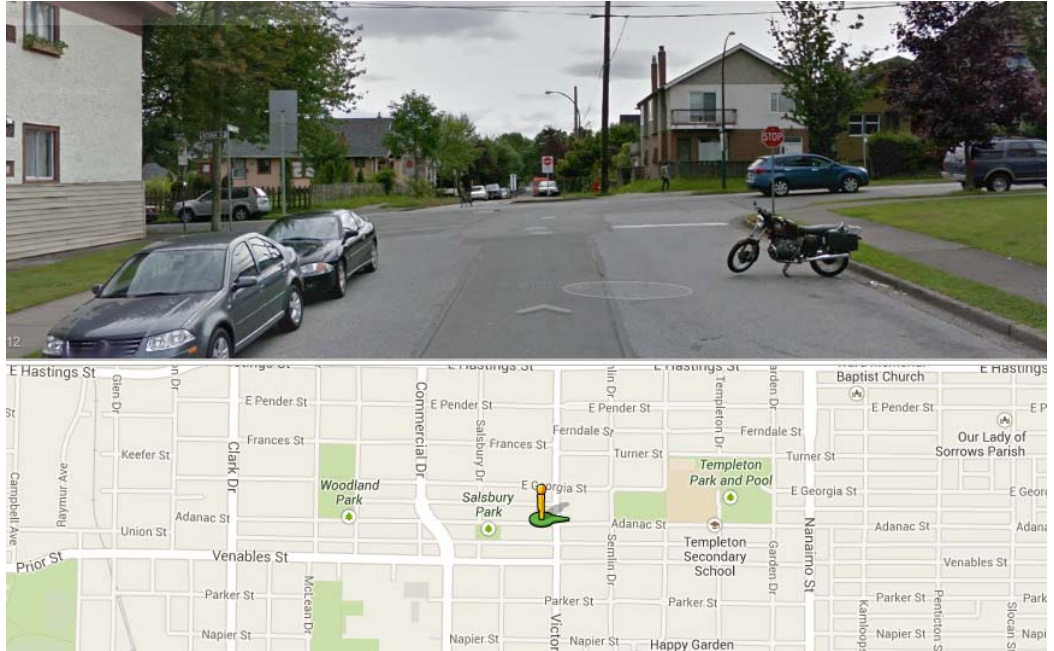
HUB recommends that the City install Bicycle-activated loop detectors at the island and on the west side of the intersection. Such detectors allow the presence of a bicycle to trigger a change in the traffic signal. This allows the cyclist to stay within the lane of travel and avoid manoeuvring to the side of the road to trigger a push button.

Most demand-actuated signals in the Capital Region District currently use loop detectors, which can be attuned to be sensitive enough to detect any type of metal, including steel and aluminum. The amount of metal in a bicycle's chainrings and bottom bracket is sufficient to trigger a properly-calibrated loop detector.

Current and future loops that are sensitive enough to detect bicycles should have pavement markings to instruct cyclists how to trip them, as well as signage.

### *Adanac Street and Victoria Drive*

The visibility at the intersection of Adanac Street and Victoria Drive is poor. For a cyclist stopped on Adanac Street facing eastbound (as depicted below), it is difficult to gage the traffic travelling south on Victoria Drive due to the parked cars. One solution is to remove the parking spaces that obstruct that perspective.



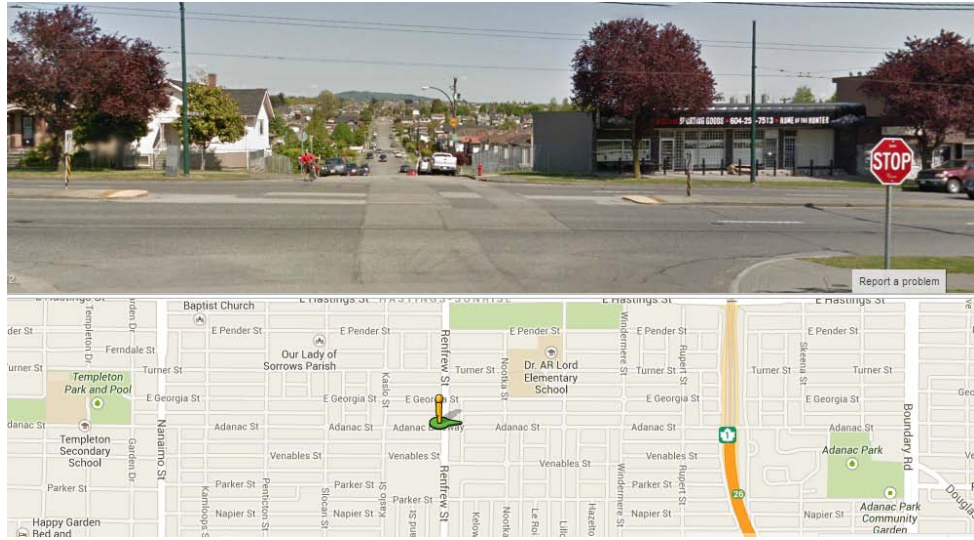
An additional improvement to this intersection would be the creation of a stoplight and a bicycle activated loop detector. This configuration would both improve the safety of crossing that intersection and eliminate unnecessary stops at the stop sign.

### *Adanac Street and Renfrew Street*

The intersection at Adanac Street and Renfrew Street is particularly dangerous for cyclists. It is not an AAA intersection. Cyclists must cross four lanes of high-speed traffic without the benefit of a stop sign for north-south traffic. In addition, the constant, high volume of traffic on Renfrew Street requires significant delay in the cyclist's trip.

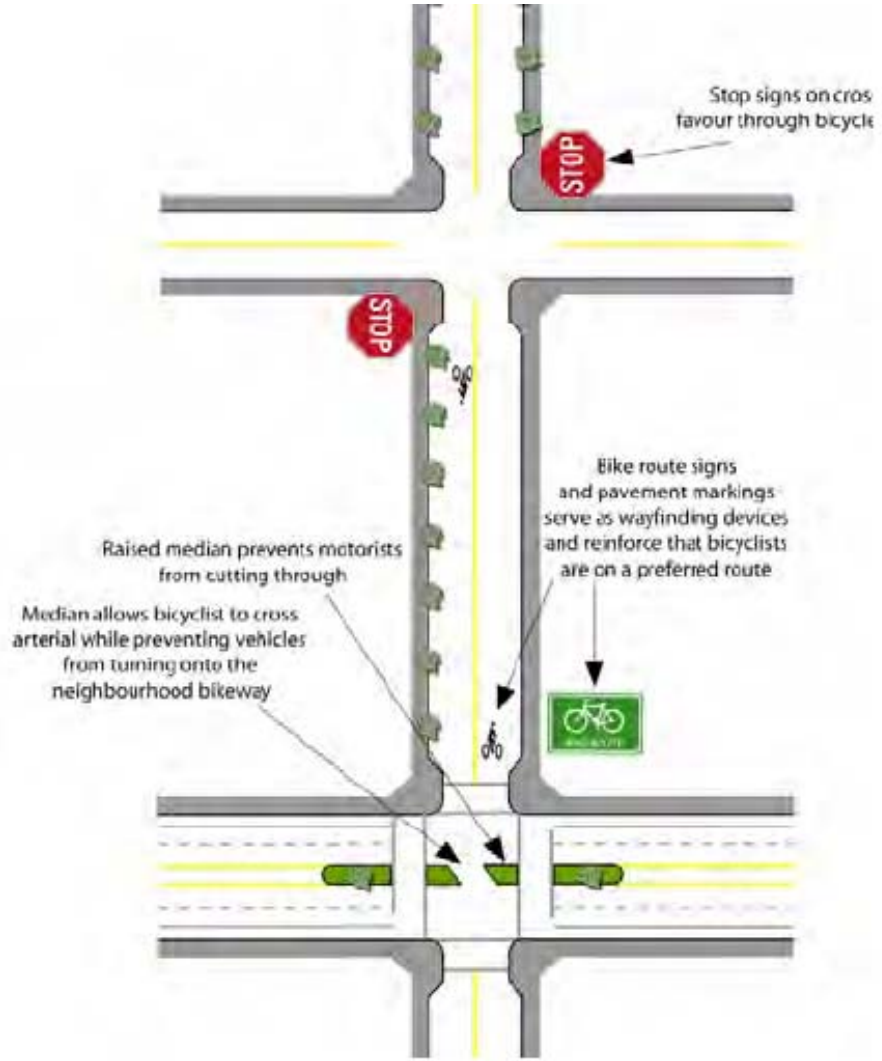
HUB recommends the installation of a stoplight and a bicycle activated loop detector. In the alternative, the refuge island should be more secure and wide enough to accommodate cyclists. A more effective refuge can be found at 8<sup>th</sup> Avenue and MacDonald Street.

The intersection at Adanac Street and Renfrew Street is depicted below.



The Capital Region District Pedestrian and Bicycle Guidelines provide the following guidance regarding neighbourhood bikeways and high volume intersections (pg 52):



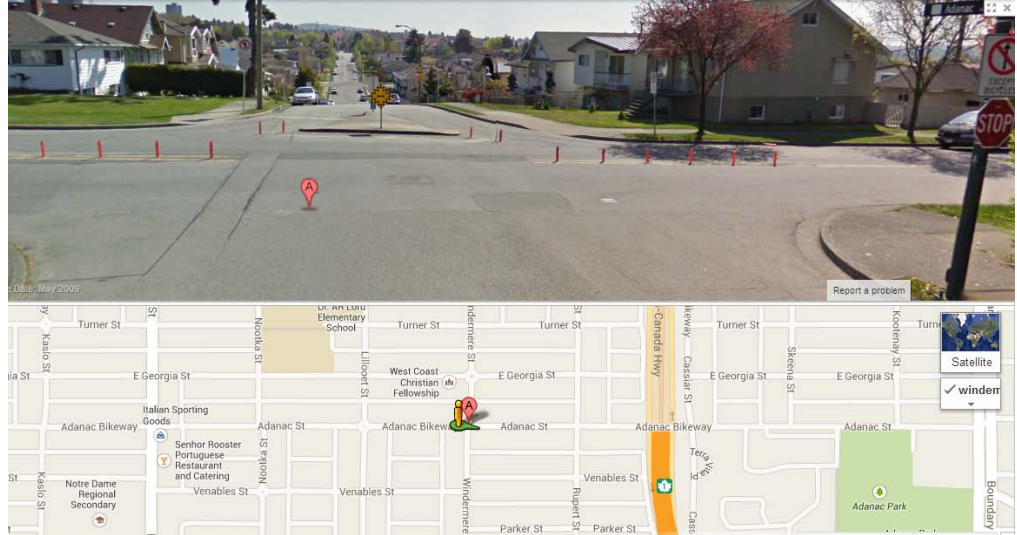


*Sample neighbourhood bikeway treatments.*



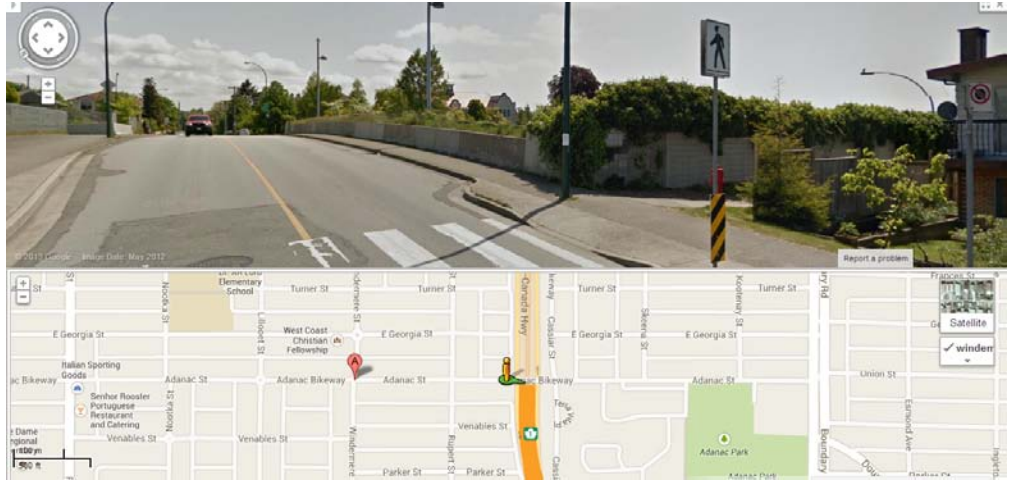
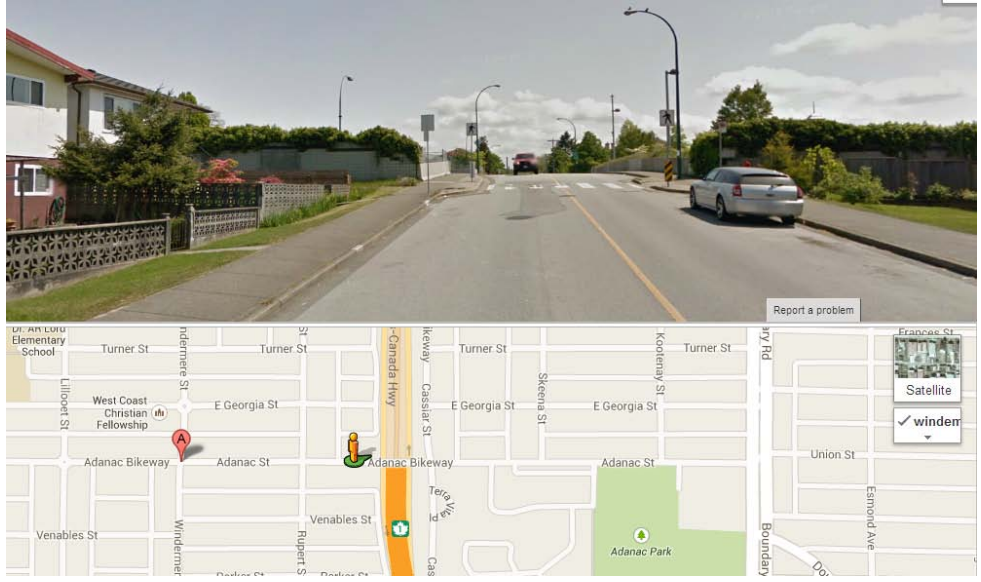
### *Windermere & Adanac:*

The flexible bollards at this intersection are confusing and do not conform to traffic markings used elsewhere in the City. We recommend the use of green paint and bike stencils to clearly identify cyclist zones.



### *Adanac Street & Cassiar Overpass to Boundary Street*

The Cassiar overpass is a dangerous area for cyclists and motorists. There is no marked bicycle lane or signs indicating to cars to share the road. Cyclists are going slower uphill eastbound and cars pass into oncoming traffic that is travelling over the hill to get around them. The parking and pedestrian bulges narrow the street forcing those cycling to "take the lane". Cyclists report that traffic speeds through the area to connect between Rupert and Boundary exceed 50 km/h.

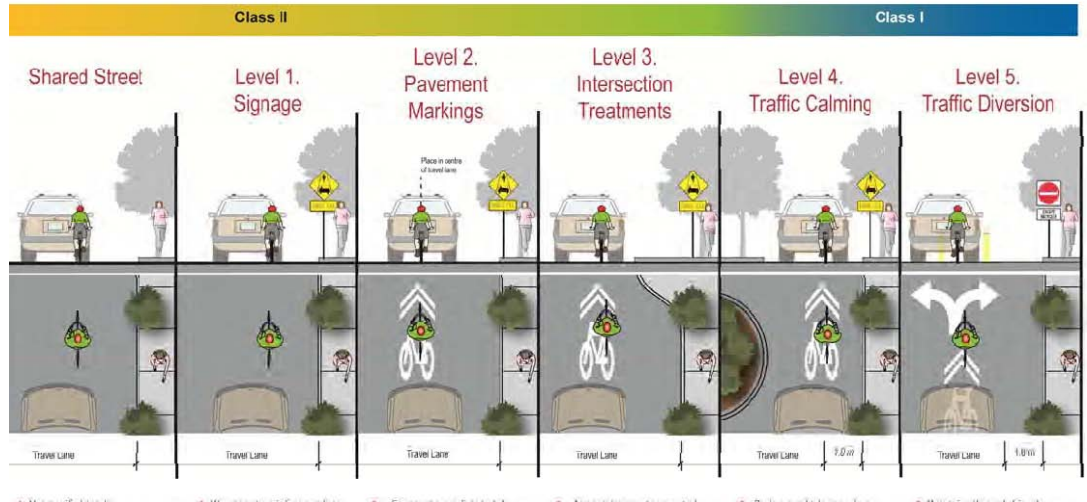


Using the spectrum of AAA facilities developed by the Capital Region District for neighbourhood bikeways and local streets, the overpass would classify below a “Level 1” (pg 23):

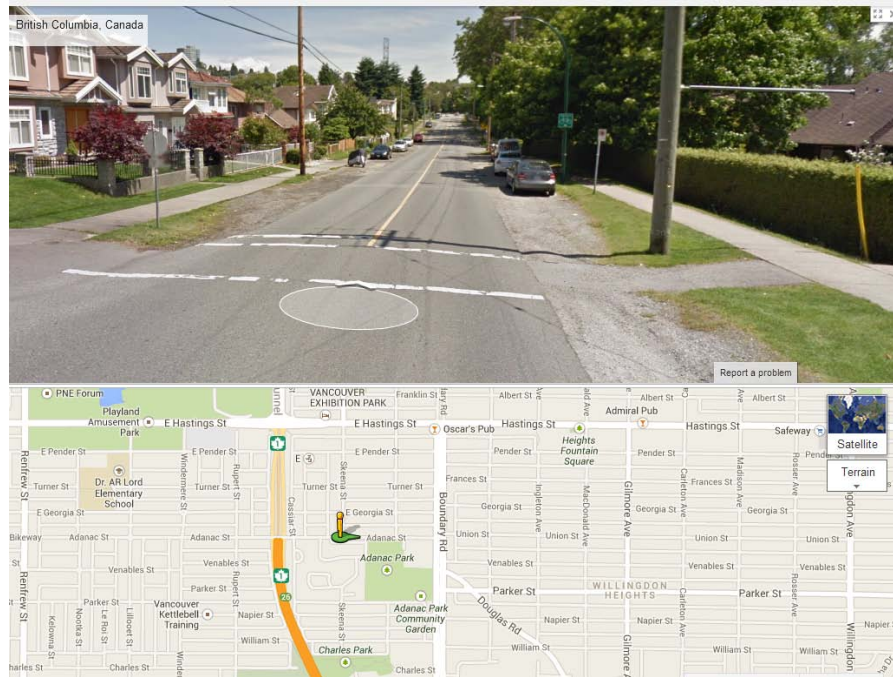




## Continuum of Bikeway Facilities on Local Streets (with or without curb & gutter)



Between the overpass and Boundary Road, the sides of Adanac Street become gravel. We recommend that the City pave the sides of Adanac Street to eliminate sliding, ruts and potholes. This is a busy street unlike further west which is traffic calmed. Paving the sides would increase space for cyclists who must still distance themselves a metre from the opening doors of parked cars.



Finally, the intersection at Adanac Street and Skeena Street contains a three-way stop. We recommend that the City remove the stop signs on Adanac because the vehicle and pedestrian traffic travelling from Skeena Street is very light.