



April 13<sup>th</sup>, 2021

Daniel Watson, Transportation Planner, Planning & Development  
Christel Lindgren, Planner, Planning & Development  
City of North Vancouver

Dear Daniel & Christel,

### **Re: St Andrews Safety Improvements — Design Feedback**

HUB Cycling is a charitable organization working on getting 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 provide our comments and concerns about St Andrews Avenue (between Keith Road and East 13<sup>th</sup>) and our recommendations for consideration in the future design. We are pleased to see that the City is exploring ways to provide a safer, more comfortable experience for all road users along this local street that is well-used by people walking and cycling. This route is also an essential connection to the Green Necklace, Lions Gate Hospital and other amenities, and therefore improving its safety would benefit all.

#### **Summary of Concerns with the Existing Route**

- Difficulties in crossing safely at nearby busy intersections, hindering the safety of the route as a whole for people cycling (e.g. St Andrews Avenue @ 17<sup>th</sup> & 19<sup>th</sup>).
- Despite the implementation of a 30km/hr speed limit, St Andrews' width and lack of existing traffic calming are conducive to higher vehicle driving speeds.
- Between Keith Road and East 13<sup>th</sup>, there are three traffic circles on St Andrews Avenue. Local street intersections with traffic circles have posed a higher injury risk to people cycling than intersections with stop sign control<sup>1</sup>.

#### **Recommendations/Considerations**

To reduce vehicle speeds and traffic volumes, and therefore improve safety for people cycling, we recommend that this portion of St Andrews Avenue be classed as a neighbourhood bikeway, as per BC's Active Transportation Design Guide (BCATDG). Examples of neighbourhood bikeways in Vancouver include the Ontario Greenway, Adanac and Chilco (see Appendix).

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<sup>1</sup> Teschke, K et al. (2018). Traffic circles – impact on motor vehicle, cyclist-MV, & pedestrian-MV crashes with injuries. *Canadian Association of Road Safety Professionals – 2018 Conference Proceedings*. <https://cyclingincities-spph.sites.olt.ubc.ca/files/2018/06/Traffic-Circles-CARSP-2018.pdf>

- A neighbourhood bikeway requires an observed speed limit of  $\leq 30$ km/hr and traffic volumes of less than 1000 vehicles per day. We understand that traffic levels on some sections of St Andrews Avenue would need to be reduced, possibly as described in *Level 3: Traffic Diversion of the BCATDG* (pg. D26).
- Vertical deflection measures, such as speed humps, are not recommended. However, if they must be used, pass-throughs for people cycling must be included. If needed, other alternative forms of traffic calming such as horizontal deflection measures should be considered instead.
- Ideally, we would like to see a park/plaza installation at St Andrews and 10<sup>th</sup>, similar to the park at St Andrews and 14<sup>th</sup>, however, with a proper bike path (like the one on Adanac at Union – see Appendix images). If this is not possible at this time, we are ok with retaining the three existing traffic circles along this route, despite evidence for increased risk for people cycling, as long as sufficient traffic diversion is added to reduce traffic volumes well below 1000 vehicles per day, especially below 10<sup>th</sup> Street where it currently exceeds it. Kudos to staff on the diversion at 13<sup>th</sup> successfully reducing traffic volumes nearby.
- As this route is currently relatively unknown and lightly used by people cycling, we recommend prominent way-finding signage at major connections such as Spirit Trail/Low Level Road, Keith, 4<sup>th</sup> and 13<sup>th</sup>.
- Recognizing that this is out of scope for the current project, we would like to re-emphasize our support for treatments at larger intersections along St Andrews Avenue to facilitate safe crossing for people cycling, notably at 17<sup>th</sup> & 19<sup>th</sup> (BCATDG, pg. G56).

With the addition of these measures, St Andrews Avenue can soon become a pleasant environment to cycle with less risk, noise and pollution from motor vehicle traffic. Further, putting the infrastructure in place for St Andrews Avenue to become a neighbourhood bikeway can also serve as a 'stepping stone' facility for people who are new to cycling and less experienced that may help increase their comfort level using on-street facilities.

The impacts that would come from the implementation of these recommendations align with the City's "Big Moves" as articulated in the City's *Safe Mobility Strategy* (July 2020), i.e. Design Safe Streets, Encourage Safe Speeds, Promote Safe Behaviour, and Be Evidence-Based & Accountable.

## Conclusion

St Andrews Avenue is an important route for people travelling throughout the City, and therefore we are very appreciative of your efforts to make this facility safer and more comfortable for people cycling. Thank you for this opportunity to comment at this stage, and we look forward to working with you on the next design phase.

Yours sincerely,

**Don Piercy**  
Chair  
HUB North Shore Committee

**Erika Rathje & Nadia Fourik**  
City of North Vancouver Liaisons  
HUB North Shore

## Appendix: Vancouver Neighbourhood Bikeways



Image left: Adanac Bikeway at Union

Image right: Adanac Bikeway

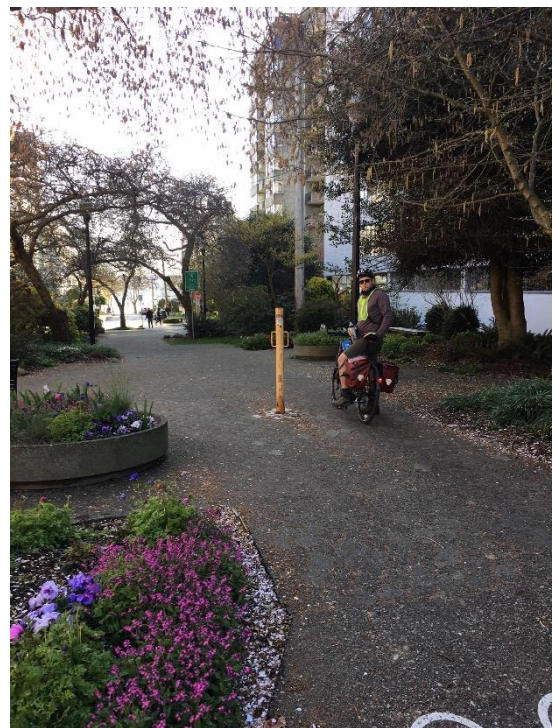
Source: Paul Krueger <https://www.flickr.com/photos/pwkrueger/albums/72157627220762911/with/6977318369/>



10<sup>th</sup> Avenue Bikeway Crossing Clark Drive

Source: Paul Krueger

<https://www.flickr.com/photos/pwkrueger/albums/72157627220762911/with/6977318369/>



Chilco near Comox

Source: Erika Rathje (HUB North Shore, CNV Liaison)



Comox-Helmcken Greenway

Source: Paul Krueger

<https://www.flickr.com/photos/pwkrueger/albums/72157627220762911/with/6977318369/>