

Listserve #1: BCCC (British Columbia Cycling Coalition)

From: "Michael"  
To: <bccc-list@yahoogroups.com>  
Sent: Tuesday, June 10, 2003 5:38 PM  
Subject: Pender Street

> If anyone on this list has used the "floating  
> bikelanes" on Pender in Vancouver, and would like to  
> offer comments on them, Advocacy for Respect for  
> Cyclists (ARC) would like to hear from you. ARC is  
> grappling with a proposal to do something similar in  
> Toronto; i.e., create a "bikelane" that changes  
> position on the road during different times of the  
> day; i.e., is next to the curb during rush hours and  
> is next to parked cars at other times.  
>  
> Please respond to me or to this list. I will forward  
> your messages. Thank you.

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From: "Richard"  
To: <bccc-list@yahoogroups.com>  
Sent: Tuesday, June 10, 2003 7:38 PM  
Subject: Re: [BCCC-list] Pender Street

They are not really bike lanes. The city simply placed bike stencils on both the right and left sides of the curb lane which is pretty wide and placed signs that are too small to read from a moving vehicle at the side of the road explaining the situation.

They are confusing for both cyclists and motorists. They are often used by cars passing on the right to make right turns.

The consensus is they don't work very well and the city is planning on replacing them. The likely solution will be to allow 24 hour parking and to place the bike lanes next to the parked cars.

On most sections of Pender, there is the space to have bike lanes out of door range so hopefully this will work OK.

Richard  
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Subject: Re: [BCCC-list] Pender Street  
Date: Tue, 10 Jun 2003 23:19:26 -0700  
From: "Peter"  
To: <bccc-list@yahoogroups.com>

Richard,

I generally agree with your first paragraph. This type of arrangement (stencils on the road but no delineated bike lane) has been called a "hybrid bike lane" or a "floating bike lane".

The explanatory signs are too small to make out unless one stops to read them; however, the arrangement is fairly intuitive and I'm not sure much of an explanation is needed. These are simply wide curb

lanes that can be shared between bicycles and either parked or moving motor vehicles. During times when stopping isn't allowed cyclists travel close to the curb and motorists have plenty of room to pass without having to change lanes. During times when parked cars are present cyclists travel on the left side of the lane, outside of door swing range, without having to encroach on the adjacent lane.

In my opinion sufficiently wide curb lanes can substantially reduce friction between cyclists and motor vehicles and provide a flexible and comfortable cycling environment.

Peter

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Subject: Re: [BCCC-list] Pender Street

From: "Richard"

To: bccc-list@yahooogroups.com

Date: Friday 01:43:10 am

Peter

> The explanatory signs are too small to make out unless one stops to read  
> them; however, the arrangement is fairly intuitive and I'm not sure much of  
> an explanation is needed. These are simply wide curb lanes that can be

People are confused. Some even asked me if the whole 4.5 meters was for bikes only. Of course my answer was yes :)

> In my opinion sufficiently wide curb lanes can substantially reduce friction  
> between cyclists and motor vehicles and provide a flexible and comfortable  
> cycling environment.

It usually does seem to work OK.

Richard

Listserve #2: Better Environmentally Sound Transportation (BEST)

From: "Nancy"

Sent: Monday, June 09, 2003 10:54 AM

To: "Wallace"

Subject: "floating" bike lanes

Hi Wall,

Do you know the Pender bikelanes? Are you still on that BEST list? Could you perhaps ask people what they think of them?

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Subject: RE: "floating" bike lanes

Date: Mon, 9 Jun 2003 11:14:23 -0700

From: "Wallace"

To: "Nancy"

Hi Nancy... yes, I travel on Pender often. In my opinion the "bikelanes" are a farce and dangerous, particularly on the 6 or 8 blocks of heaviest traffic. It is just a wide curblane. During parking hours, you ride between the one lane of traffic and the parked cars with the usual risk of being doored

even though the lane is wider. During non-parking hours (i.e. rush hour) you share the wide lane with all manner of traffic (driving even faster because of the extra wide lane?) and usually encounter

a delivery truck or car illegally parked in the lane. It is the one designated "bikelane" through the downtown core, and it is bullshit. At one end, for about 4 (wow) blocks, there are actually designated bike lanes on each side of the street. But recently they built a new massive gate to Chinatown at the end of the street, with one of the bikelanes just ending abruptly, forcing bikes and

traffic through a narrow arch without warning. It is so stupid. You'll get a tour when you get here, and I'll pass your message on to the BEST listserv today. w.

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From: "Wallace"

To: Trans-Action <trans-action@communicopia.net>

Sent: Tuesday, June 10, 2003 7:20 AM

Subject: opinions on Pender Street

a Toronto neighbourhood business association is lobbying for elimination of the bike lanes on College Street in favour of 'floating bike lanes'. They point to the 'success' of this type of bike lane

in San Francisco and Vancouver... and by Vancouver they mean Pender Street. The apparent advantage to local businesses is a 'floating bike lane' allows for street parking during non-rush hour,

with cyclists alternately sharing the lane with moving or parked cars. Cycling activists in Toronto want to know what cyclists think of the Pender Street bike lanes... especially the stretch from Hamilton to Burrard where the bike lanes are like... floaters. Any other opinions?

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From: "Kevin"

Date: Tue Jun 10, 2003 8:44:42 AM US/Pacific

To: "Trans-Action" <trans-action@communicopia.net>

Subject: Re: opinions on Pender Street

Personally, I find the lanes to be hit and miss. I ride on it every day and sometimes it seems like a good way to go, other times it seems like a real hazard. It is one thing to have to contend with the buses (which is the case pretty much every where), but it is entirely another problem to put your life on the line with drivers who think that the markings on the road mean that it is an express lane for their personal use. I often see drivers get frustrated with the slow movement of traffic in the lane that they're supposed to use, and then turn into the bike lane and fly by all of the other vehicles. I have yet to see any enforcement against this behaviour, which is incredibly dangerous to us lowly cyclists who are puttering along (past all of the traffic) on our way to work.

Presumably enforcement is difficult since the cars are allowed to use the bike lane to turn down the cross streets.

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From: "Don"

Date: Tue Jun 10, 2003 12:20:19 PM US/Pacific

To: Trans-Action <trans-action@communicopia.net>

Subject: Re: opinions on Pender Street

The Pender Street shared lanes are the most dangerous, confusing, and dissapointing bike facilities I

have ever used. Who do we write to provide our input?

Don

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From: "Rita"

Date: Tue Jun 10, 2003 10:20:06 AM US/Pacific

To: "Trans-Action" <trans-action@communicopia.net>

Subject: Re: opinions on Pender Street

I ride Pender Street most days of the week and I would strongly urge your cycling activists to take

a strong position against eliminating dedicated bike facilities. Cycling the "bike lane" between Hamilton and Burrard is essentially like cycling any other slow moving street in the downtown core.

The only feature that I appreciate in that section is something I feel should be standard on ALL roads, and that is a marking which gives the cycling "through-traffic" some designated space at the intersection and allows right-hand turns for cars. This is good for people who are too timid to 'take the lane', but don't want to be knocked over by a car making a right-hand turn.

In addition these "floater lanes" don't provide the sense of security that the inexperienced (downtown) cyclists want and to my mind, encouraging new cyclists is one of the reasons for developing comprehensive, connected uncompromised cycling facilities. I would say these lanes are OK (in other words better than nada or zilch) but they are considered a sub-standard baby step by most cyclists I talk with.

I'd be happy to give you more details, just give me a ring or send me a line.

Best of luck,

Rita

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From: "Rosy"

My opinion about the bike lane on W Pender Street, is that I like it since there is a wider lane and a bicycle painted on the street which seems to give cyclists more respect. If cyclists had a separate lane painted that would be even better but if there is a space problem for cars, having the painted bike is certainly better than nothing.