

Meeting with DWV Transportation and Engineering staff on 20 Feb 2018

On 20 February, Paul Stott and I met for over one hour with Vanessa Garrett, John Calimente and Norm Wong. Here are some notes from the meeting:

- **Skilift Road west of Folkstone Way:** We liked the raised bike lanes on both sides of the Skilift Road albeit a minimal 1.5m wide and suggested a guiding dashed line on the pavement for automobile traffic coming down Folkstone Way and turning right onto Skilift Road so that they could more precisely maneuver around where the two green-painted bike crossings pass through the three protective corners.
- **Spirit Trail parallel to Welch Street:** The District has been receiving complaints about cyclists riding too fast and the hazard this creates at non-signalized intersections. They wanted suggestions on how to slow down cyclists. We pointed out that existing bollards at the intersections do serve to slow down some cyclists and were pleased to hear that they weren't considering baffles like the ones installed just west of Pemberton Ave. We felt that the onus is on automobile drivers to watch for cyclists at the intersections and putting green paint in the crossings might help. We agreed to consult with others at North Shore HUB for suggestions.
- **Eagleridge Drive:** The plan to install two speed humps and a raised crosswalk on this relatively steep and curvy section of bike route seemed reasonable to us after learning they will also slow cyclists riding downhill which is the reason they would not install speed pillows. They are thinking of putting plastic bollards on a trial basis in the middle of the curved intersection at Falcon Road.
- **Wardance Bridge:** They are looking at options for the complex intersection just east of the bridge. John Calimente showed one option drawing of a bike traffic circle which we did not particularly like, so we suggested re-visiting the drawing prepared previous to the decision to widen the bridge sidewalk. This drawing showed a separate green crossing for cyclists just west of the crosswalk and suggested that these be raised crossings. The MOU between the District and Park Royal is still under preparation.
- **Royal Avenue at Horseshoe Bay:** We were satisfied with the plan for a two-way separated bike lane on the east side of Royal Avenue between Bruce and Chatham Streets. North of Chatham St. will be a shared laneway connecting to the Spirit Trail on Raleigh Street. South of Bruce Street will be a slow traffic zone for all vehicles with road pavers. For southbound cyclists coming up Royal Ave from Bay St. and want to cross to get on the two-way separated bike lanes, we suggested a gentle curved green-painted lane crossing Royal Ave. at the intersection connecting to the separated bike lane. A public open house is planned but no date has yet been set.
- **North side of Highway 1 between the Capilano Bridge and 3rd Street:** We were very pleased to see a preliminary drawing showing a two-way separated bike lane set well back from the highway to connect 3rd Street to the sidewalk on the north side of the Capilano Bridge. This proposal has not yet been cleared by MoTI.
- **Marine Drive - Park Royal:** There was no time to discuss any details of the two drawings of planned bicycle infrastructure. However, we did learn that the rationale for preparing these drawings was to try to take advantage of getting some space dedicated for cyclists during the planning stages for likely developments at the SW and NE corners of Taylor Way and Marine Drive.
- **Capilano Pacific Trail connection to Keith Road:** At the end of the meeting, John mentioned briefly that he was working on a plan to make the section of the Capilano Pacific Trail south of Keith Road (at 3rd Street) more suitable for cyclists.