



September 10, 2014

District of North Vancouver
355 West Queens Road
North Vancouver, BC
V7N 4N5

Attention: Nicole Foth, Transportation Planner

'Low hanging fruit' list to improve cycling

Dear Nicole,

In response to your request to identify small fixes in the District we have updated last year's 'low hanging fruit' list (attached).

The improvements include wayfinding signage, other signage, roadway markings, curb drops and other improvements. In total we identified 39 projects with lesser price tags. Several wayfinding items on the list are in cooperation with either the City of North Vancouver or West Vancouver.

Thank you for asking HUB to provide input and we hope the attached list will help the District identify opportunities to improve convenience and safety of people travelling by bike.

If you have any questions about the items on the list, please let me know.

Sincerely,

Antje Wahl
Chair, North Shore Committee
HUB: Your Cycling Connection
northshore@bikehub.ca



'Low hanging fruit' cycling improvements in the District of North Vancouver

Wayfinding signage

General: use consistent TransLink wayfinding signage design across North Shore

1. Barrow Street route when path is built (sign to/from Ironworkers Memorial bridge and main destinations: Lower Lynn, Capilano University, Deep Cove, Lower Lonsdale, Central Lonsdale etc.)
2. Lynn Valley Road bypass from Sutherland to Lynn Valley Town Centre/Mall via 21st St, Rufus, Kirkstone Park (with CNV)
3. Philip Avenue connection between Pemberton Heights and Edgemont
4. West Van-North Van connection via Hwy 1 Capilano River bridge (with DWV)
5. West Van-North Van connection via Marine Dr Capilano River bridge: from Lower Cap/Capilano Rd to Park Royal/Ambleside via Lions Gate Bridge access paths and Spirit Trail (with DWV)
6. West Van-North Van connection via Cleveland Dam (with DWV)

Other signage

7. Mountain Highway: "Share the road single file" advisory signage on pavement and signposts to encourage cyclists to take the lane on Mountain Highway between Harold Road and Frederick Road
8. Westview Drive: "Share the road single file" advisory signage on pavement and sign posts on Westview just south of Queens to encourage cyclists to take the lane on both through and left turn lanes

Pavement markings

9. Lynn Valley Road: bike box to facilitate eastbound to northbound left-turn at Lynn Valley Road / William Avenue. This would allow a bypass of Lynn Valley Road pinch points and volume for Upper Lynn Valley trips. Signal in DNV or MoTI jurisdiction?
10. Mountain Highway: bike sharrows in centre of lane between Harold Road and Frederick Road to encourage cyclists to take the lane
11. Edgemont Boulevard: bike sharrows
12. West Queens Road: bike sharrows
13. Westview Drive just south of Queens Road: bike sharrows in centre of lane to encourage cyclists to take the lane for both through and left turn lanes
14. Montroyal and Highland Blvd: bike sharrows
15. 1st Street: realign buffered bike lane at Mackay Creek bridge during next repaving/restriping of 1st St. Bike lane should be more straight line across the bridge and buffered from vehicle traffic, not buffered from sidewalk curb.
16. Mount Seymour Parkway: mark in green westbound bike lane down Snake hill where drivers regularly drive in bike lane due to excessive speed and/or poor car handling
17. Marine Drive: improve car lane markings on Marine Drive at Garden Ave. Westbound traffic need to swing left to continue on Marine Drive, but many drivers don't see the markings and continue into bus/bike lane.

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Separators

18. Mount Seymour Parkway: more separation than paint is needed on 60km/h road where traffic often moves at 70km/h or faster. At the very least remove hazardous on-street parking westbound down the hill and install painted buffer with plastic posts or other separator.

Curb drops

General: build all curb let downs, including entrances to sidewalks and driveways flush with the road (or as close to flush as possible). This improves accessibility and safety for all wheeled users, whether on bikes, skateboards, scooters or in wheelchairs or strollers. Many curb drops are built too high.

19. Spirit Trail at Lloyd: widen curb drop to width of painted crosswalk. Existing curb is a serious hazard for cyclists and it creates conflict with pedestrians.
20. 23rd Street: remove the concrete block and let down the curb at the entrance to the trail in Pemberton heights that allows peds and cyclists to access the 23rd Street bike route and Philip tunnel under the highway
21. Capilano Road: curb drop at highway entrance from Capilano Road to Highway 1 westbound to get onto sidewalk to cross bridge over Capilano River
22. Edgemont Boulevard: curb drop on Edgemont Boulevard at ramp to/from Hwy 1 path at southeast corner of highway overpass
23. Forest Hills Drive: curb drops at each end of Forest Hills Drive to connect with the paths
24. Wayne Drive (near dead end) at trail head with Mosquito Creek trail crossing to connect to Forest Hills Drive
25. Edgewood Road, Cheviot Road: curb drop either end of MacKay Creek-crossing trail outside Handsworth school
26. Grousewood Drive, Cortez Road: curb drops for path connecting Grousewoods Dr and Cortez Rd
27. Cleveland Dam: curb drop just on the inside of the entrance to the Cleveland Dam (not the parking lot, but the road onto the top of the dam)
28. Mountain Highway/Main Street: on the southeast corner of the intersection of Mountain Highway and Main Street, curb drop to allow cyclists to go up onto the sidewalk to access the path under Highway 1 and the Ironworkers Memorial Bridge
29. Dollarton Highway: fix curb drop on the shared use path at Forester Street. Somebody did a poor job when this was built. People in wheelchairs would be not able to climb the curb 'drop' either.
30. Harold Road: curb drop at Harold Road west of Mountain Highway to allow access onto Hastings Creek crossing (links east and west Harold Road and allows bypass of Lynn Valley Road)
31. 29th Street: curb drops and crosswalk across 29th St under the hydro line just west of William Avenue
32. Tennyson Crescent: two curb drops to allow access to paths through Hunter Park



Other improvements

33. Throughout DNV: replace parallel bar grates
34. Marine Drive: huge catch basin depressions need to be fixed, between Capilano Road and Pemberton on the south side moving east
35. 15th Street: put a traffic diverter (no through street) somewhere along the 15th Street bike route west of Pemberton. Cars increasingly use this as a through route especially when there are backups on Marine Drive
36. Old Dollarton Road: pave a small section (~30 meters) of what is now a dirt track between Dollarton Highway and Old Dollarton Road. This allows westbound cyclists to avoid the Dollarton Highway area through Maplewood. This section is fairly heavily travelled now by cyclists and they have created a dirt path.
37. Old Dollarton Road: Widen path/sidewalk cutting across the corner from Old Dollarton Road to the shared use path on Dollarton Highway. This allows cyclists coming from Maplewood to get on the shared use path.
38. Mount Seymour Parkway bridge across Seymour River: install a direct path on the east side to the new under-bridge pathway. The direct route is fenced off and there already is a hole in the fence since this is where people want to go (not the long way around, especially not pedestrians).
39. Evergreen Avenue: replace the stairs with ramps on the Evergreen Ave yellow bridge over Mosquito Creek. Probably higher cost item but there are very few connections to get across Mosquito Creek. It would also improve accessibility for other users. Alternatively, adapt debris-torrent-arrestor downstream of bridge for bike use. The arrestor is currently fenced and gated so people don't use it to cross the creek. However, the basic structure is flat and with different fencing it could work for bikes.