

MoTI North Shore Cycling Gaps

Name	SCOPE / BOUNDARIES	Corridor study Priority	Description
Ironworkers Bridge south end	City of Vancouver		#VALUE!
Lower Lynn Connector	East Side of Hwy1 between Main-Dollarton and Keith/Seymour Pkwy interchanges	1	Upgrade the existing bike path parallel to highway between the two interchanges on the east side adding protection from highway traffic and widened to allow 2 way traffic. It will connect to the new off-street path system built with the new Interchanges, and provide an off-street connection between Capilano U/Mount Seymour parkway and Ironworkers Bridge.
HWY1 LV Rd Underpass	E21st to Morgan Road - East side.	1	Provide a Bikelane instead of requiring people to walk their bike on sidewalk. Connect with the existing bikelanes at each end of this segment. See Parsons' 2021-Mar Detailed design.
Lonsdale interchange	Lonsdale Ave across highway and ramps.	3	Provide bike lanes on Lonsdale Ave across highway and ramps.
Westview interchange	0.00		Provide bike lanes on Westview across highway and ramps. Provide a cross walk at the traffic lights on the south side to allow a direct connection from the separated path along the south side of highway to the west, with the ramp leading down to CNV's W 23rd bike route on the east side.
Westview Drive to Edgemont Blvd	North Side of Hwy1 between Westview and Edgemont	4	Build multi-use path along the north side of highway between the Westview shopping centre and Edgemont Blvd. Currently there is a well-used desire line that connects to short section of protected path along the highway. Extending this along the north shoulder of the highway to Lloyd Ave would provide a complete route from Westview to Taylor Way.
Hwy 1- Westview off-ramp	EB off-ramp to Westview		Need to complete the East-most section along the EB off-ramp at to Westview. Currently it peters out into a sidewalk and the off-ramp shoulder.
Hwy 1- Pemberton Heights	South side between Pemberton and Westview		Separated path on south side of Hwy between Pemberton and Westview has multiple deep catchment basins that a hazard and are often full of debris.
Phillip Ave pedestrian tunnel	Phillips Ave to Terrace Ave		Remove the baffle gates at each end of the Philip Ave tunnel (or at least reduce them to 1). They currently prevent access to bikes with trailers and other larger mobility devices. The path from the north entrance west to Capilano Road and north to Philip Ave should be repaved and widened.
EB Exit at Capilano Road	From Hwy 1 EB exit down to Capilano Road		At the east end of the bridge, where the off-ramp begins, there is a concrete drainage swale alongside the traffic lane, forcing cyclists to share the lane with motorists. The off-ramp needs a bike lane (or shoulder) all the way down to the signal at Capilano Road. Link to image Add a safe crossing at Keith Road. Since the Hwy is closed to cyclists east of this off-ramp, eastbound cyclist must to cross at Keith to get on DNV's W23rd bike route. This will also provide a safe connection between W23 and Capilano road. Extend the existing separated pathway on the south side of the highway between Pemberton and Westview, west to this interchange to provide a direct connection.
WB ramps at Capilano Road	Beside exit & entry on North Side of Hwy1	2	Repair paths along both sides of these ramps to the crossing at Capilano Road
Capilano Road under Hwy 1	between on/off ramp intersections	2	Add protected bikelanes on both sides of Capilano Rd. Currently there are pinch points that force cyclists into traffic lanes in both directions: Southbound: south of the overpass, before the light. Northbound: under the north end of the overpass. See Parsons' 2021-Mar Detailed design.
Hwy 1 Capilano River Bridge	Sidewalks on bridge	2	Make the sidewalks safe for people on bikes and improve the connecting ramps
Lions Gate Bridge Viaduct Lighting	Viaduct at north end of bridge.		Improve sidewalk lighting on viaduct at north end of bridge.

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Lions Gate Bridge hazard deflection	Safety improvements on bridge		Cover cable attachment points to reduce injury severity Improve/reduce bumps on bridge, especially northbound downhill Add rub rail to railings
Taylor Way Interchange	0.00	6	As east and westbound cyclists must use the on & off ramps for these stretches: An eastbound bike lane is needed through the signalized intersection at Taylor Way/Hwy 1 ramps, connecting the eastbound offramp with the eastbound onramp. Link to image . A westbound bike lane is needed on the westbound Taylor Way onramp between Taylor Way and Westcot Road (a reasonable shoulder exists W of Westcot). Link to Image .
Headland/Woodgreen Interchange	0.00		The WB shoulder disappears entirely just west of the interchange, and similarly the EB shoulder narrows and then disappears just east of the interchange. Shoulder bike lanes are needed here.
Eagleridge Dr overpass	From Horseshoe Bay on approach to Hwy 99 EB		Provide better signage (Paint on roadway shoulder) directing cyclists to path behind barrier and provide a wider entry. Link to image .
Hwy 1 Exit 1 WB	Counterflow bikelane on Ramp from Toll Plaza to Marine Dr/HS Bay Rd		Provide cyclist with access to the toll plaza from Marine Dr/HS Bay Rd would be appreciated and easily provided with a short counterflow bike lane. This could be done in concert with provision of a shoulder bike lane on the eastbound ramp to Hwy 99. Using the pedestrian ticket booths can be a significant hassle for a number of reasons, especially with a loaded bike.
Horseshoe Bay Dr on-ramp to Hwy 1 EB	0.00	5	Shorten the raised concrete island to avoid pinching the bike shoulder. Link to image .
Hwy 1 Exit 0 EB	EB Hwy1 a short distance E of Exit 0 the shoulder disappears	5	On EB Hwy1 a short distance east of Exit 0 the shoulder disappears entirely for a short distance. A shoulder bike lane is needed here. At minimum, some shoulder width could be created by shifting lane lines so as to utilize the existing clearance space to the left of the MV lanes. A higher railing is also needed atop the concrete barrier on the right hand side to prevent cyclists from potentially falling over. Link to image1 and image 2 .
Ferry terminal exit to Exit 0	Terminal exit to Marine Drive at Eagleridge Dr	5	Need protected bikelane on shoulder up to marine Dr exit (provides direct access to Spirit Trail) and also way-finding signage for Spirit trail & Hwy 1 shoulder WB plus Hwy99 NB, Link to image 1 and image2 .
Sea-to-Sky Highway	Multiple locations as per report.		Improve safety as per SFU cycling safety project http://www.sfu.ca/geog/stsbikesafe/index.html
New since Corridor study submission			
Access to Lions Gate Bridge from West Van	southside Marine Dr from Taylor Way to LG Bridge		Protected bike path EB along southside Marine Dr from Taylor Way to LG Bridge. Or is this DWV???