

- **Wardance Bridge:**

1. Install a separate bicycle crossing just to the west of the existing bicycle/pedestrian crossing at the east exit from the bridge. Fill the crossing with green paint and embedded white bicycle symbols oriented in the direction toward the Lions Gate Bridge.
2. The three sharrows embedded in green-painted boxes that have very recently been repainted along the right edge of the eastbound traffic lane and the first two coming west across the bridge can be hazardous. I feel that the lanes here are too narrow (less than 4.0 m) and motor vehicle traffic too heavy to have cyclists and motorists traveling side-by-side across the bridge. Also, these newly painted sharrows contradict the signs at the east and west entrance to the bridge that indicate motorists and cyclists traveling single file across the bridge. Therefore, these sharrows should be removed and repainted in the middle of the traffic lanes.
3. I suggest leaving the four sharrows embedded in green-painted boxes that cross the exit ramp leading to the upper parking lot in Park Royal South. Also, leave the one further west in the westbound lane close to the four-way stop at Taylor Way and have it embedded in a painted bike lane. This bike lane would extend from the west end of the 4th sharrow across the exit ramp westward up to the four way stop at Taylor Way.
4. At a suitable distance east of the four-way stop intersection at Taylor Way, install a wayfinding sign for westbound cyclists wishing to get safely back on the Spirit Trail leading to Ambleside. It would need to have a curved arrow which would lead cyclists through the concrete pass-through by the stop sign at Taylor Way and back eastward towards the Capilano Pacific Trail. There would need to be another wayfinding sign at the Capilano Pacific Trail pointing south the Wardance Bridge underpass and towards the Spirit Trail leading to Ambleside.
5. Install cyclist crossing warning signs at both directional approaches to the pedestrian/cyclist crossing located just east of the bridge. Here is snapshot from the BC government Manual of Standard Traffic Signs and Pavement Markings:

W- 129 CYCLIST CROSSING SIGN



The W-129 CYCLIST CROSSING warns motorists of a bike route crossing a roadway.

Installation guideline: Condition B, Table 1, (Appendix).

6. For eastbound cyclists coming off of the Spirit Trail from Ambleside, install a let-down off of the sidewalk at the west entrance to the bridge with a sign to warn eastbound motorists that cyclists may be entering the eastbound lane across the bridge. It might be a good idea to also place a sharrow embedded in green-painted box in the middle of the eastbound traffic lane at the location where the letdown is installed.
7. I have noted many times cyclists riding or walking their bikes across the sidewalk on the south side of the bridge. In fact, for safety reasons, I ride my bike on the sidewalk myself when there are no pedestrians crossing the bridge. The sidewalk is too narrow to safely accommodate cyclists riding their bikes and pedestrians. Therefore, at a suitable distance before where the bridge railing starts at each end of the sidewalk, I suggest installing a cyclist dismount sign. Here is snapshot from the BC government Manual of Standard Traffic Signs and Pavement Markings:

R-153



(60X30)

R-153 CYCLISTS STOP AND DISMOUNT

The R-153 sign may be used where it is felt necessary to have cyclists dismount and walk their bicycles for their own safety or that of pedestrians.