



November 20, 2014

To: John Calimente, Acting Assistant Manager, Roads & Transportation, District of West Vancouver

Jonas Hoke, Assistant Area Manager, Lower Mainland District, Ministry of Transportation and Infrastructure

Cc: Graeme Schimpf, Operations Manager North Shore, Howe Sound & Sunshine Coast, Ministry of Transportation and Infrastructure

Jesse Morwood, Area Manager, Lower Mainland District, Ministry of Transportation and Infrastructure

Raymond Fung, Director, Engineering and Transportation, District of West Vancouver

Capilano River to Taylor Way bike route

Dear John and dear Jonas:

Thank you for the Ministry's response in May 2014 to HUB's suggestions from December 2013 for improvements that would make cycling safer along Highway 1 in West Vancouver between the Capilano River bridge and Taylor Way.

We greatly appreciate the work done by the District of West Vancouver to provide highway access to cyclists coming from 3rd Street south of the highway, and the approval of the access by the Ministry.

We have reviewed the Ministry's responses to our suggestions for the north side of the highway. With a better understanding of the jurisdictional and technical reasons for the current layout of the bike route along the highway, we have revised our recommendations.

The goal of the recommended improvements is to provide a bi-directional cycling facility north of the highway between the Capilano River and Taylor Way, which physically separates cyclists from highway traffic. Physical separation is key to the safety of vulnerable road users on roads with fast moving traffic. The 2012 West Vancouver Cycling Network Implementation Plan designates an off-street bike route on the north side of the highway (Figure 1).

Our recommendations are divided into two sections (Figure 2):

- A. Capilano River to 3rd Street
- B. 3rd Street to Taylor Way

Most items are probably West Vancouver's jurisdiction. We include all recommendations for the proposed bike route in one letter since several items may require cooperation between the Ministry and West Vancouver.

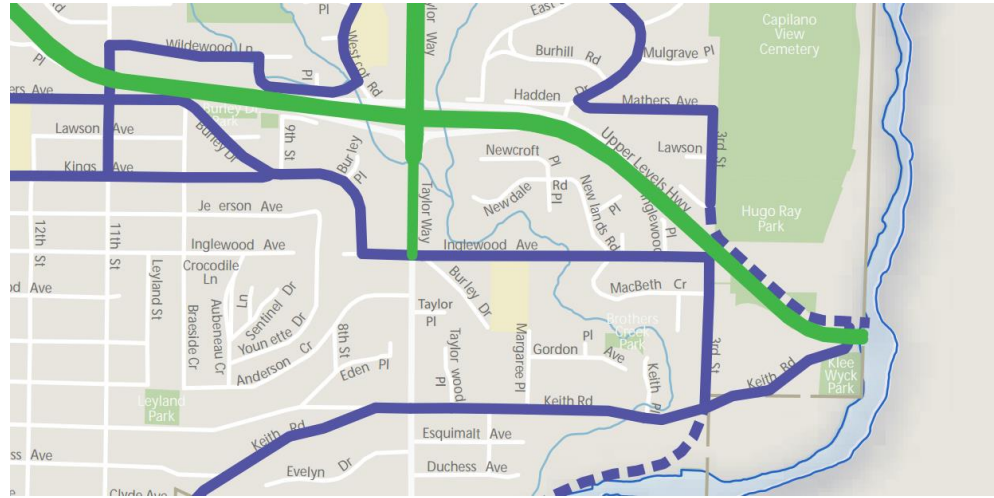


Figure 1: Capilano River to Taylor Way area in West Vancouver Cycling Network Map (2012); in blue: West Vancouver bike routes, in green: Provincial bike routes

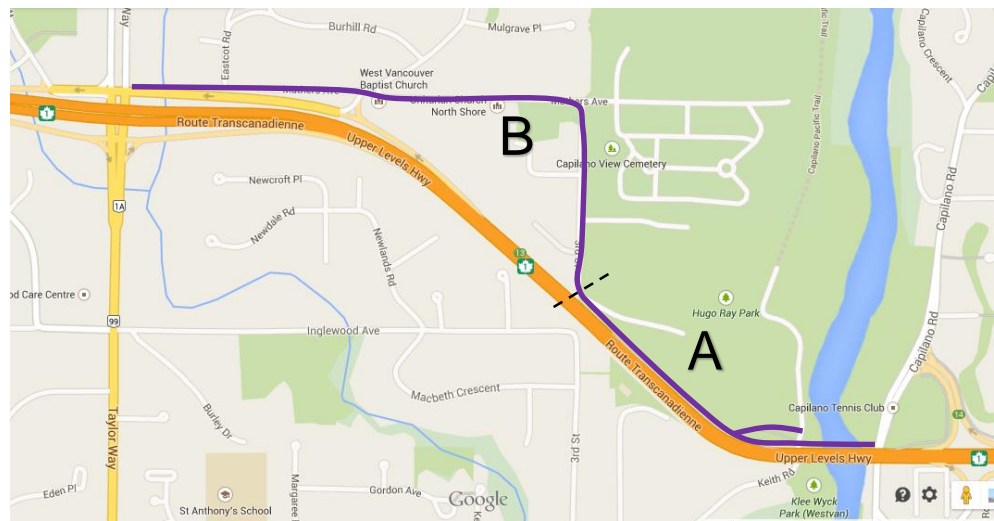


Figure 2: Proposed bi-directional bike route (purple) between the Capilano River and Taylor Way

A. Capilano River to 3rd Street

1. Remove “Cyclists Dismount” signs at the Capilano River bridge sidewalk and replace with “Cyclists Yield to Pedestrians” at both ends, and “Cyclists Yield to Oncoming Cyclists” at the western end of bridge. The “Cyclists Dismount” signs are unnecessary and impractical. If cyclists dismount and walk their bikes, there is no room for pedestrians or other cyclists to pass on the narrow bridge sidewalk. The “Cyclists Yield to Oncoming Cyclists” sign could be recycled from the Ironworkers Memorial Bridge when the signage there is no longer needed.
2. Move the bike route from the highway shoulder into the former fire lane behind the no-post barrier between the Capilano River bridge and 3rd Street.



3. Close the gap in the barriers between the Capilano River bridge and the no-post barriers west of the bridge (Figure 3). Remove the two signposts, in particular the post partially blocking cycling access to the proposed path behind the no-post barriers.



Figure 3: Looking east from proposed bike path to Capilano River bridge

4. Close the large gap in the no-post barriers further west, unless emergency vehicle access is required.
5. Build a two-way bike path behind no-post barriers west to 3rd Street where currently only a narrow space exists (Figures 4 and 5).



Figure 4: Looking west, east of 3rd Street. Proposed bike path would be to the right of no-post barrier.



Figure 5: Looking west, current space behind no-post barrier near 3rd Street

6. Retain a gap in the no-post barrier at or near 3rd Street to allow westbound highway users on bikes to proceed on the highway shoulder.
7. Formalize highway access from 3rd Street, if necessary for the changes listed above.
8. Pave a path on the former fire access road between Keith Road and the proposed bike path along the highway.
9. Provide wayfinding signage, including signs for cyclists approaching the route from Capilano Road in North Vancouver and from Keith Road and 3rd Street north in West Vancouver.

B. 3rd Street to Taylor Way

The West Vancouver Cycling Implementation Plan designates a bike route on 3rd Street, Mathers Avenue and turning northeast up Hadden Drive towards Stevens Drive in the British Properties (Figure 1). Extending the bike route further west on Mathers Avenue by approximately 300m towards Taylor Way would provide an additional important connection for the West Vancouver bike network. The highway shoulder alternative is considered high risk by many cyclists because of the narrow shoulder width and the lack of separation from highway traffic. We therefore recommend extending the 3rd Street/Mathers Avenue bike route to Taylor Way.

10. Mark bike stencils on 3rd Street and Mathers Avenue.
11. At the intersection of Hadden Drive and Taylor Way exit, put up cautionary signage and/or pavement markings for drivers entering and



exiting the Taylor Way exit. Some drivers turn into Hadden Drive from the Taylor Way exit at relatively high speeds, which is dangerous for cyclists crossing Hadden Drive due to poor sightlines (Figure 6).

Cautionary signs are also needed to make drivers entering the Taylor Way exit ramp aware of cyclists. The Ministry indicated in their response from May 2014 that cyclist safety would be improved at this location (for cyclists using the highway).



Figure 6: Looking west from Mathers Avenue to Hadden Drive, Taylor Way exit and the continuation of Mathers going west.

12. Mark bike stencils on Hadden Drive and Mathers Avenue west of Hadden Drive.
13. Mathers Avenue ends at a dirt path that connects to Eastcot Road. The path is fine for now at low pedestrian and cyclist use. In the future, consider widening the path and improving the surface.
14. Build a paved multi-use path on the north side of the Taylor Way exit between Eastcot Road and Taylor Way. Currently the shoulder edge/dirt path is used by pedestrians and cyclists (Figure 7).
15. Provide wayfinding signage for the route.



Figure 7: Shoulder edge and dirt path along Taylor Way exit to Taylor Way

If you have any questions or comments about the above recommendations and observations, please contact the HUB North Shore Committee. We would be happy to discuss these suggested improvements with you.

Sincerely,

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