



November 28, 2013
District of North Vancouver
355 West Queens Road
North Vancouver, BC
V7N 4N5

Attention: Tegan Smith, Transportation Planner

Small fixes to improve cycling

Dear Tegan,

Over the last two months and at our recent HUB North Shore meeting, HUB members have put together a list of 'small fixes with big impact' in terms of making cycling easier and safer in the District of North Vancouver.

The list includes signage, roadway painting, curb drops and an 'other' category. All tolled we came up with 25 different small projects with lesser price tags.

You will note that several items on the list are in cooperation with either the City of North Vancouver or West Vancouver. We have submitted a similar list to the City of North Vancouver at their request and we will meet with West Vancouver engineering staff in December to discuss low hanging fruit opportunities on bike routes in their municipality.

We hope the attached list will help the District identify projects which will improve convenience and safety of people travelling by bike in the District. If you have any questions about the list or would like it ordered in a different way, please let me know.

Best regards,

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



District of North Vancouver

Signage

- 'Share the road single file' advisory signage to encourage bikes to take the lane on Mountain Highway between Harold Road and Frederick Road
- Wayfinding Lynn Valley Road bypass from Sutherland to Lynn Valley Town Centre/Mall via 21st St, Rufus, Kirkstone Park (with CNV)
- Wayfinding Philip Ave connection between Pemberton Heights and Edgemont
- Wayfinding West Van-North Van connection via Hwy 1 Capilano River bridge (with DWV)
- Wayfinding 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)
- Wayfinding West Van-North Van connection via Cleveland Dam (with DWV, Metro Vancouver)

Pavement markings

- 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?
- Bike sharrows on Montroyal and Highlands
- Bike sharrows in centre of lane on Mountain Highway between Harold Road and Frederick Road
- Bike sharrows on Edgemont Boulevard
- Improve car lane markings on Marine Drive at Garden Ave. Westbound traffic need to swing left to continue on Marine Drive, but many drivers do not see the markings and they often continue into bus/bike lane.
- Dollarton Highway: Mark all intersection crossings of multi-use path in green with elephant feet

Separators (to prevent vehicles from entering the bike lane e.g. plastic posts, concrete median/curb, painted buffer)

- Mount Seymour Parkway: more separation needed from vehicle traffic on 60km/h road. Highest priority is Snake Hill, both uphill and downhill bike lanes.

Curb drops

- 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
- Curb drops at each end of Forest Hills Drive to connect with the cycling paths
- Spirit Trail at Lloyd: widen curb drop to width of painted crosswalk. Existing curb creates bottleneck, conflict with pedestrians.
- Curb drop on Edgemont Boulevard to allow access to ramp to/from Hwy 1 path at southeast corner of highway overpass
- 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)



- On the southeast corner of the intersection of Harbour Ave and Main Street, build a curb drop to allow cyclists to go up onto the sidewalk for the block, or part of block, from Harbour to Mountain Hwy, to avoid a dangerously narrow section of Main Street

Other improvements

- Put a traffic diverter (no through street) somewhere along the 15th Street route. Cars increasingly use this as a through route - especially when there are backups on Marine Drive.
- Huge catch basin depressions along Marine Drive need fixing - between Capilano Road and Pemberton on the south side moving east
- Dollarton Highway: change signals along multi-use paths to automatic green for cyclists/pedestrians when cars have green
- Improve Pacific Capilano Trail on the west side of the Capilano River from the north side of the bridge to the Spirit Trail (with DWV)
- Replace parallel bar grates throughout the DNV
- 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.