BRITISH
COLUMBIA

May 1ˢᵗ, 2014

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

Dear Antje:

Re:Highway 1 cycling between Taylor Way and Capilano River Bridge

Thank you for your letter of December 19, 2013, outlining recommendations for improvements to the cycling specific infrastructure on Highway 1 between Taylor way and the Capilano river bridge. As the number of cyclists using our infrastructure continues to increase, we appreciate the efforts put forth to bring to our attention ways in which we may work together to make our roads safer and more user-friendly.

I have addressed your recommendations in point format so that they can be more easily referenced. While the funding for many of your recommendations is not readily available, we appreciate your input and we will consider these recommendations as we move forward with infrastructure improvement/expansion projects in the future.

South side of Highway 1

3rd Street access

1-4) The District of West Vancouver is moving forward with this proposal with support and permit approvals from the Ministry. I anticipate that this access point should be available to cyclists in the near future. At this stage, additions to our no-post barrier (Jersey barrier) infrastructure are not included in this project. We will consider adding no-post barrier in the future as funds become available.

Keith Road access

5) The Ministry of Transportation and Infrastructure (MoTI) does not typically build or maintain pedestrian/bike trails. It is recommended that cyclists travelling east bound and wanting to access the Woodcroft Bridge exit at 3rd street and Inglewood avenue.

North side of the Highway 1

6) At this time the MoTI doesn't have the funding for increases to our no-post barrier infrastructure. We will take these recommendations into consideration if barrier infrastructure improvements are being carried out in the future.

7&8) Highway 1 has a higher designated speed limit than municipal streets, and as such access/egress points must be limited to locations where proper access/egress infrastructure is in place. We recommend that cyclist use Capilano road, Taylor Way and Hadden drive as access/egress points on the North Side of the highway. On the south side, use Taylor Way, the 3rd street access (once it has been completed), and Capilano Road.

9&10) The mentioned post was installed to prevent vehicles from entering the fire lane behind the no-post barrier at this location. The cycling route at this location was intended to be on the highway shoulder, on the south side of the no post-barrier. The post was installed as far out of the way as possible with the goal of leaving the shoulder open for cycling traffic and vehicles that need to pull over. If barrier infrastructure improvements are being carried out in the future we will consider replacing this sign with no-post barrier to ensure that all traffic cannot enter the fire lane.

11) This is a fire access road that is maintained by the district of West Vancouver. Any improvements to this road would be the responsibility of the municipality.
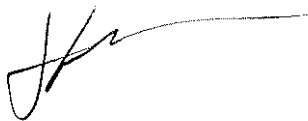
12) As per point #10, at this location the cycling route is intended to be on the highway shoulder on the south side of the no-post barrier. The paved lane behind the no-post barrier is a fire lane that is not maintained by the MoTI.

13) Currently the Ministry of Transportation and Infrastructure does not have the funding for a paving project at this location. However, we will investigate the possibility of moving the no-post barrier as close to the edge of the asphalt as possible to increase the width of the shoulder.

14) The signage at the Hadden Drive intersection with the Taylor Way exit could use some signing improvements. We are currently working on a design to clarify the cycling route and improve cyclist safety at this location.

Thank you again for taking the time to write.

Sincerely,

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