

**Subject: [Fwd: Re: ]**

**Date:** Fri, 06 Aug 2004 13:54:28 -0700

**From:** Brian Platts <bplatts@shaw.ca>

**To:** Corrie Kost <kost@triumf.ca>

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**Subject: Re:**

**Date:** Fri, 06 Aug 2004 20:45:53 +0100 (BST)

**From:** Elizabeth James <cagebc@yahoo.com>

**To:** Ernie Crist <ernie\_crist@dnv.org>, "FONVCA (E-mail)" <fonvca@fonvca.org>, Cagebc@yahoo.com

6 August 2004

Dear Clr. Crist:

A good letter, with good information - thank you.

With respect to the ongoing upgrades to the general area between Capilano Road and Park Royal, I have some concerns of my own.

Capilano Road Services and, perhaps, other companies began work in the area in early July. Work crews stripped approximately 2/3 of the trees and shrubs from the bank adjacent to the Capilano RV Park. That flora, although not spectacular, shielded the RV park from noise, dust and, presumably, vehicle emissions. Well that's no more.

Following that work, a very functional bicycle route was cut and paved. It is now protected by a railing and is being used by both cyclists and pedestrians and the stairs up to the Bridge sidewalk were replaced. Some problems remain, however, and it's to be hoped they can be addressed before any cyclists come into contact with one of the many - usually large - vehicles that come and go from the RV Park entrance. In this regard, I spoke with one of the members of the cycling community who attended the last regular Council meeting.

Some history: Cyclists used to be required to dismount and walk their bikes down the old staircase to the road below, in order to travel through to Park Royal or, the other way, to North Vancouver. While many ignored the 'dismount' signs and tracked down alongside the stairs, the risk was their own. Now, the new cycle lane is clearly marked and many 'invincible' cyclists hurtle in one direction or another, seemingly oblivious to the fact that (a) many of the drivers at the entrance to the park are tourists who are neither familiar with their rented motor homes, the area, the direction they need to take, or Canadian rules of the road. [It's to my continual wonderment that some of these drivers have made it across the country! Germans in GO-West motorhomes, 'elderly' Albertans and wild Quebecers in VW's alike - they're all crazy!] and, (b) that, due the many hazards in the entrance to the Park, even the most careful of drivers must look in 6 dif! ferent directions at once. One can only hope to goodness that a cyclist, who was not to be seen on the first or second check, has not whizzed into the mix while one is working on the 5th or 6th check.

To explain: A cyclist can come at you from 3 different directions - from Park Royal, from Bridge Street and from the bridge-ramp cycle path. If one adds in the fact that they also short-cut through the Squamish land [which they're not supposed to do unless they're Squamish] and/or from the RV park itself, three is now up to five.

Next, drivers who drive down Bridge Street intending to go to P. Royal, often end up mindlessly following another vehicle into the RV Park. Discovering their mistake, they do a quick wheely in the Park entrance to get back on the westbound lanes. They're more concerned with their mistake than with looking out for cyclists, pedestrians or even other vehicles.

Next, the tourists! Often, they've just picked up a totally unfamiliar - and large - Class C motorhome from Go-West. Visibility on these vehicles is difficult at the best of times, especially when they're traveling in reverse. A black-topped cycle path and the people who might be using it is the last thing on the mind of these drivers....There are tourists and other vehicles all over the place in the busy season....little kids running to the swimming pool, ladies with armloads of laundry going to the laundromat ...well, you get the picture.

Several times already, I've just closed my eyes and covered my ears waiting for the crunch to happen. My prediction is that, if something isn't done to extend the protective railing cycle-path barrier - or if cyclists don't wake up to the dangers and slow down, someone is going to get hurt.

Talking of the 'slow down' concept.....As one comes around the curve from Bridge Street toward Park Royal, one is supposed to slow down. There is a pedestrian crossing just past the curve, tracking from the RV Park to the sidewalk ....which, of course, is on the other side. In fact, the curve is used mostly as one would use a curve on the Indy circuit - as a short piece of excitement and an acceleration point....from either direction.....even by some of the West Van Blue buses.

So, Clr. Crist, I'm with you. We are spending a fair chunk of change to go solve only part of the problem. Moreover, by so doing,

we encourage cyclists to believe they "own" that part of the universe, while drivers of vehicles of all types and sizes have not yet come to accept the concept of a solid white line - let alone a red "Yield" triangle!

Cheers....and have a good and careful weekend.

Liz

*Ernie Crist* <[ernie\\_crist@dnv.org](mailto:ernie_crist@dnv.org)> wrote:

A MESSAGE FROM ERNIE CRIST;

The District of North Vancouver is working on "Marine Drive Infrastructure Improvements west of Capilano Road". In a recent staff update report as part of the 2001 and 2002 Capital Budget process, Council approved construction of a sidewalk, cyclist access, and safety improvements on Marine Drive west of Capilano Road.

The report states that in order to facilitate the improvements and include a bicycle lane, the project also includes underground utilities, removing redundant structures ( poles, signs, etc.) providing a new road drainage system, providing new street lighting, and a new traffic signal pole. BA Blacktop has been awarded the contract and construction is set to start on August 9,2004 and is scheduled for completion on October 31, 2004. In order to limit the impact on traffic and to allow for a shorter construction period,! the majority of the construction will take place at night from Sunday to Thursday. Some tree removal will take place adjacent to the interchange to allow for the pathway linkages. This project is receiving funding (cost sharing) from Translink, Ministry of Transportation, District of West Vancouver and BC Hydro (beautification grant)

The plan to beautify the area has been in the works since 2000 when the District commissioned Hamilton and Associates to prepare a study of the Marine Drive and Capilano Area, namely Marine Drive & Capilano Road Transportation Study. This study considered safety improvements as well as future addition of a dedicated westbound bus lane on Marine Drive. Some safety improvements such as improved signage and pavement markings were undertaken in 2001 and 2002. In 2001, Council instructed staff to review the potential for the installation of a marked bike lane as part of the Marine Drive at Capilano Road Intersection Safety Improvement project! . A bike lane has been included in the project.

In 2003, the District hired Inter CAD Services for the detailed design of the improvements based on Hamilton's study, with the primary goal of providing safe pedestrian and cyclist access on westbound Marine Drive, west of Capilano Road.

The major funding participants are the District of North Vancouver, Translink 50/50 cost sharing as part of the major Road Network, and the Ministry of Transportation. The District of West Vancouver has provided funding for the extension of the sidewalk and a street light in front of Earls Restaurant within West Vancouver.

The term bicycle lanes may be misleading however, since they are not designated or separated but are merely painted lines on the side of roads. This method, in my opinion has proven to be largely a waste of taxpayers money in the past for two reasons. One is that a painted white line is not really a lane since cars can easily overdrive such lines. Furthermore,! the white paint is easily extinguished through weather related factors and can even be dangerous at night and in bad weather when it is difficult to see.

A similar program was attempted on Mount Seymour Parkway with considerable cost but has since been abandoned more or less. It is more than likely that the venture on Marine Drive will meet a similar fate. The real solution is to have designated bicycle lanes but despite efforts on my part it has not come to fruition anywhere in the District. The original Lynn Valley Community Plan envisioned designated bicycle lanes. The space was more than adequate but the lanes were abandoned in favor of allowing multi family homes along Lynn valley Road and Mountain High to be constructed closer to the Road.

The issue of designated bicycle lanes has also been raised in connection with the proposed twining of the Dollarton Bridge. But here too it appears that the proposal will not go anywhere even though it would provide an excellent opportunity to incorporate this into a much larger program. The appeal of designated bicycle lanes in Cities throughout the world including in Europe is spreading. In Canada one of the better examples is the City of Calgary where it has proven to make a substantial difference in reducing the use of automobile in City traffic. The motto is make roads safe for bicycles and the people will use them instead of cars.

Ernie Crist.

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