



Your **Cycling** Connection

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Mayor and Council, District of West Vancouver

## **RE: Draft OCP Feedback**

Dear Mayor and Council,

HUB Cycling is a charitable organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

We have reviewed section **2.4 Mobility and Transportation** which covers pages 35 though 38 of the Draft OCP. We are pleased with the attention been given to measures to improve and encourage active transportation, especially cycling. Nonetheless, we would like to make a few suggested improvements.

### **1. Encouraging walking & cycling**

- HUB has identified a number of gaps in the West Vancouver cycling network through its UnGapTheMap project. To give more emphasis to the need to address these gaps it is suggested in section 2.4.1 to add the wording “*address the gaps*” in addition to completing the network. To reduce traffic congestion around schools and encourage more active transportation among students, HUB has a Bike to School program that features bike education and events for community schools. For this reason, we would suggest that “*including schools*” be added to the last sentence of section 2.4.1.
- In section 2.4.2 to emphasize safety for cyclists, we would prefer to see the term “*protected bike lanes*” rather than “*dedicated bike lanes*” and to add “*cycling highways*” which are a desirable and very safe type of protected bike lanes adjacent to major transportation corridors. An example is HUB North Shore's vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge.
- It was good to see “*wayfinding features*” mentioned in section 2.4.6 but they are also needed along the cycling and pedestrian networks in addition to key neighbourhood hubs.
- We feel that currently there not enough bike racks in the commercial districts of West Vancouver. Additionally, the installation of secure parking facilities, lockers and showers at business locations would help encourage more people to cycle. Therefore, we suggest adding the following bullet point: “*2.4.7 Expand parking and related destination infrastructure for cyclists*”

## 2. Supporting transit mobility and regional connections

- There are some excellent points in this section. We feel that along with the improvements to transit, whether it be bus, ferry, rapid transit or gondola, these forms of mass transit need to be able to accommodate cyclists with their bicycles.

## 3. Enhancing road network accessibility, safety and efficiency

- We feel that protected bike lanes are key to making cycling safer and encouraging more people to take up cycling. Therefore, we suggest adding the words “with protected bike lanes” to each of the three bullets in section 2.4.12.

## 4. Promoting sustainability and innovation

- We feel that all new developments should include sufficient secure bicycle parking facilities so suggest adding this provision to section 2.4.23.

## 5. Map 11 Active Transportation

- Highway 1 is significant route for cyclists through West Vancouver, including Exit 0 at Horseshoe Bay, so this should be indicated on the map.
- We are very pleased to see numerous future bike routes on the map and would suggest adding our proposal for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge added. We would also like to see the existing multi-use path along the lower section of the Capilano Pacific Trail extended up to Keith Road to connect to the 3<sup>rd</sup> Street bike route.

Yours truly,



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