

Subject: Planned Cycling Infrastructure Projects

10 November 2020

Dear Ms Moller,

Congratulations on your appointment as the new director of Engineering & Transportation Services. We will look forward to an opportunity in the not too distant future to meet with you to discuss some of the issues related to safe cycling infrastructure in the District as we did from time to time with your predecessor.

The two of us, are the designated West Vancouver Liaisons for the HUB North Shore Committee. HUB Cycling is a charitable not-for-profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB Cycling's mission is to get more people cycling more often.

We at HUB North Shore feel that one of the best ways that we can contribute to this mission is by working closely with the local municipalities in the planning and implementation of transportation infrastructure that will make it safer for people riding bicycles. We feel that safer cycling infrastructure will encourage more people to take up cycling, not just for recreation, but as an alternative mode of transportation that will contribute to reducing greenhouse gas emissions, alleviating traffic congestion and contributing to the health of our citizens. HUB North Shore's current goal is to focus on improving bicycle safety and access along three corridors. The one that involves West Van is the Marine-Marine corridor from Dundarave to the Iron Workers Memorial Bridge.

We have just learned about the departure from your department of the transportation planner, John Calimente. We have had a very good relationship with John on numerous cycling infrastructure projects, meeting with him usually a couple of times each year. Two of these projects, the separation of cyclists from pedestrians on the Spirit Trail in Ambleside and the Hugo Ray Connector were recipients of cycling infrastructure awards at HUB's annual awards ceremony in 2017 and 2020 respectively. The following is a prioritized list of projects that we have been consulting with John on that we have been told are being planned or considered but not yet implemented by the District:

1. **Marine Drive eastbound protected bike lane:** Lions Gate Bridge northbound terminal to DWV municipal boundary. We understand that this project, a top priority for HUB North Shore, would be carried out jointly with DNV which already has the funds available on its part.
2. **Welch St Bridge approaches:** With shared cost funding with the District, we understand that Park Royal plans to begin the widening the pathway on the south side of the bridge in early 2021. Important to the success of the widening are the access arrangements at each approach and exit, as well as the correct configuration of the vehicle lanes and sharrows. We understand that the District is responsible for the design of the approach at the east side of the bridge.
3. **Marine Drive, Taylor Way, Park Royal area bike network connections:** Consistent with Park Royal's existing (and forthcoming) mobility network plans and DWV bike network plans are the following:
 - Protected bike lanes along the perimeter of the Park Royal's Gateway Residences development adjacent to Marine Drive and Taylor Way.
 - Connection along Taylor Way from Park Royal's Gateway Residences development to the Spirit Trail and the Welch St Bridge western access.
 - Protected bike lanes on either side of Marine Drive between Taylor Way and the two bridges over the Capilano River
 - Safer connections for cyclists crossing the traffic signaled intersection at Marine Drive and Taylor Way.
 - An alternative bike path to the Ambleside Spirit Trail through Park Royal property to Pound Road and continuation on the south or north side of playing fields to 13th St.
 - A proposed route westbound from Taylor Way along Marine Drive to the next signaled intersection.
4. **Ambleside Spirit Trail:** Completion of the separated bike path from 13th to 18th Streets.

5. **Strategic Transportation Planning:** Consultation with HUB North Shore on updating and improving the District's bike network.
6. **Hwy 1/99 protected bikeway:** Haddon Drive to Westcot Rd together with improvements for active transportation at Taylor Way interchange terminals.
7. **Development of 'Slow Street' circuits in Ambleside and Dundarave:** Connecting elementary and secondary schools, parks and municipal buildings based on the experience of the 2020 Bellevue Slow Street pilot project:
 - Bellevue between 18th and 25th, - one or more diversions to motorized traffic to slow down through traffic.
 - Slow Street circuit #1 including Bellevue, 14th St, Mesquite, Haywood, and 25th St.
 - Slow Street Circuit #2 including Bellevue 13th St, Keith Rd, 12th St, Kings, Jefferson, and 25th St.
8. **Horseshoe Bay:** Bike lanes on Royal Avenue and Bay Street.
9. **Upper Levels Bikeway:** Bikeway from Westcot to Horseshoe Bay on the north side of Hwy 1/99, including item 6 above and coordination with DNV and MoTI on Hwy 1/99 Capilano Bridge improvements for cycling. This is an important connection between West and North Vancouver Districts.
10. **Capilano Pacific Trail:** Consult and monitor Metro Vancouver's plan to improve the Capilano Pacific Trail north of Clyde Avenue.
11. **Wayfinding Signage:** HUB North Shore input is required on John Calimente's plans for wayfinding signage north from Keith Road and east of Taylor Way.

To see the approximate location of most of these projects, please refer to the map on the following page.

Another cycling related project that we are interested in promoting is a Ciclovía or car-free day in Ambleside and/or Dundarave. In the spring, we were in consultation with the Ambleside Dundarave Business Improvement Association and the District, but it was agreed not to proceed with such an event this year during the COVID-19 pandemic. Hopefully, such an event can be considered once the pandemic is over. The proposal does not involve new infrastructure, so John Calimente was not involved in our discussions.

We would like to keep up-to-date on the status of implementation of these infrastructure projects and on any future cycling infrastructure plans, so would very much appreciate knowing who we might consult with in your department on these projects and related matters.

Yours sincerely,



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