



Your Cycling Connection

bikehub.ca



7 October 2021

Jim Bailey, Director Planning Dept
District of West Vancouver
(by email)

Dear Mr Bailey;

Re: Upper Lands Planning, Survey #2

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. The North Shore Committee of HUB Cycling is grateful to have this opportunity to contribute its views in this memorandum on the proposed West Vancouver Upper Lands Planning and, in particular, its Active Transportation component at an early stage of development. HUB regards this process as an important opportunity to 'build it right' from the outset.

The priority given to facilitating active transportation modes in the land use planning and the associated road and pathway networks within the Cypress Village Planning Area is to be applauded as a desirable and feasible measure in reducing air pollution and traffic congestion, as well as improving public health. The increasing popularity of electric pedal-assist bikes make the hilly terrain of the Upper Lands no obstacle to bike usage. Following below are some observations and recommendations aimed at improving the utility and safety of the networks serving people walking and riding bikes.

Internal Network: we agree in general with the principles adopted in the design of the active transportation facilities and are pleased to note that end of trip parking has not been overlooked. Such parking facilities must include adequate attention to security. However, we are concerned that the active transport network relies on shared use of space in roads, streets and multi-use pathways (MUPs). MUPs and shared roadways are fine in lightly used areas, such as the outer residential portions, but separated bike facilities should be provided on arterial routes (such as Eagle Lake Road) and in the village area ("Central portions that will contain 2/3 of the housing"). Busy MUPs, such as some sections of Spirit Trail, create conflict and discourage active transportation. Active transport facilities should conform to the normative (not minimum acceptable) recommendations of the BC Province Active Transportation Design Guidelines (ATDG).

External linkages: while recognizing the transportation network aims to facilitate movement within a largely self-contained community it will be important for residents and service workers to connect with the broader West Vancouver and North Shore communities and amenities extant below Hwy 1. To do so safely and conveniently by means of active transportation modes would amplify the benefits derived from the facilities internal to the Upper Lands site and help reduce the burdens on the external networks imposed by traffic generated by this relatively large community.

The section of Cypress Bowl Road between exit #7 to Hwy 1 and the first switchback would provide a key connection to the District's cycling infrastructure with the addition of a path through to Skilift Place/Road (avoiding use of the highway shoulder). Cypress Bowl Road currently has high levels of vehicular traffic and is a popular recreational route so, with the addition of Upper Lands traffic, separated facilities will be required for this section as per ATDG. HUB is also concerned at the potential hazards created by proposed intersection of Eagle Lake and Cypress Bowl roads. (N.B. HUB also has shared its recommendations to MoTI for cycling safety improvements to Cypress Bowl Road).

Connections across Hwy 1 to DWV's cycling infrastructure on the south side of the highway is highly desirable. The "Westmount Connector" should include separated bike and pedestrian paths as a continuation of the planned protected bike facilities on Westmount Road. Another option worth considering would be a crossing of Hwy 1 to connect Cypress Village to Almond Rd, which is also part of the Cycling Network.

We trust these general comments will prove useful to the planning process going forward but, from the perspective of the active transport user in achieving a satisfactory level of service, we believe 'the devil lies in the details'. We therefore look forward to further opportunities to review and comment on the evolving plans.

In view of her interest in the District transportation sector we are copying this memorandum to Jenn Moller, Director Engineering Dept.

Yours sincerely;

Don Piercy – Chairperson, HUB Cycling North Shore Committee
Peter Scholefield, Mike Cormack, Paul Stott – HUB Cycling North Shore Committee,
West Vancouver Liaisons

cc: jmoller@westvancouver.ca