



June 2, 2017

Mayor Michael Smith and Council
750 - 17th Street
West Vancouver BC V7V 3T3

Re: Marine Drive Local Area Plan and Design Guidelines – HUB North Shore Comments

Dear Mayor and Councillors,

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 gases, relieves traffic congestion and means healthier, happier and more connected communities.

We at HUB North Shore have reviewed the Marine Drive Local Area Plan and Design Guidelines dated April 2017 with particular interest in its specific section on transportation and noted that two of the measures listed relate to cycling as shown in the following excerpts:

- Contribute improvements to the Park Royal-Welch Street Bridge to complete the Spirit Trail.
- Strengthen bike network infrastructure to improve connectivity to surrounding bike routes, including those within adjacent jurisdictions.

We would like to make two recommendations which we feel will meet the objectives of these particular measures:

- 1) provision of a cycleway separating cyclists from automobiles and pedestrians, connecting the Spirit Trail and Lions Gate Bridge bike networks to the West Vancouver bike network at Ambleside; and
- 2) provision of a separate cycle and walkway bridge over the Capilano River.

Attached is a drawing of the proposed route of the cycleway with two photo inserts showing possible configurations along the route.

(a) Proposed Ambleside – Lions Gate Bridge Cycleway

We believe the proposed cycleway would bring considerable benefits to the safety of cyclists and pedestrians and to bike network connectivity. We note that to the west of the proposed cycleway, that the District, to its credit, has already separated cyclists from pedestrians on the Spirit Trail west of 13th Street. To the east, there is an existing



network of multi-use pathways at the north end of the Lions Gate Bridge and a planned bike lane on the north side of Marine Drive from Capilano Road to the existing network of multi-use pathways leading to the Lions Gate Bridge. Therefore, the proposed cycleway would in fact strengthen existing and proposed bike network infrastructure to improve connectivity to surrounding bike routes, including those within adjacent jurisdictions. More specifically, the cycleway would provide a safe connection for cyclists traveling between the following locations:

- Lions Gate Village which is currently under construction;
- Park Royal and the three proposed project developments within the Marine Drive Local Area Plan;
- The Grosvenor 13th and Marine Drive development;
- Ambleside and any future developments within the Ambleside Town Centre Local Area Plan;
- Possible future developments on Squamish Nation lands on either side of the railway tracks;
- North Vancouver via the Spirit Trail and Marine Drive; and
- Vancouver and Stanley Park via the Lions Gate Bridge.

Automobile traffic congestion and parking availability are two major concerns that have already been and will likely continue to be raised with regard to the above developments. The proposed cycleway would support people using bikes for transportation thereby reducing traffic congestion and the need for parking spaces.

Other users, including tourists, would be attracted by the uniqueness of this facility and especially by an innovatively designed bridge which could lead to an increase in local business activity in Ambleside and Park Royal. Currently, the lack of safe bike lanes on Marine Drive in West Vancouver and the increasing pedestrian traffic on the Spirit Trail are a safety concern for existing cyclists and deterrent to getting more people on bicycles.

(b) Proposed Capilano Bike and Pedestrian Bridge

We are particularly pleased that the first bullet point referred to above recognizes the need for an improved crossing of the Capilano River to help complete the regional Spirit Trail which is currently connected on either side of the river by the Park Royal – Welch Street Bridge. The HUB North Shore Committee has, for over six years, been expressing its concerns about the safety of cyclists crossing the bridge. The safety hazards are as follows:

- heavy daytime automobile, bicycle, and pedestrian traffic;
- traffic lanes that are too narrow to safely accommodate cars and bicycles side-by-side;
- only one sidewalk, which is not wide enough for cyclists pushing their bikes and pedestrians to comfortably pass each other;



- it is necessary for cyclists to cross the roadway on a blind curve at the east exit from the bridge; and
- a four-way stop at the Taylor Way intersection at the west exit from the bridge with no well-marked way to get back safely onto the Spirit Trail.

We understand that Park Royal has a plan, albeit not yet sufficiently funded, to cantilever a multi-use path off the south side of the bridge. While this arrangement would be an improvement, it would still leave cyclists and pedestrians having to cross the roadway on a blind curve at the east exit from the bridge. Therefore, this plan would not solve what we consider to be the most dangerous safety hazard.

We feel that a better solution would be a separate crossing of the Capilano River located just to the north of the existing bridge. The HUB North Shore vision is for a lightweight bridge that would become an integral part of a cycleway and walkway connecting Ambleside to the north end of the Lions Gate Bridge. In addition to eliminating the above mentioned hazards, a new bridge offers an opportunity to adopt a bold, iconic design that could significantly enhance the gateway to West Vancouver and Park Royal.

HUB North Shore recognizes that its vision for a cycleway in West Vancouver will require significant funding and negotiation between the District and a number of stakeholders such as CN Rail, Park Royal and the Squamish Nation. Nonetheless, we feel that this is an opportune time within District's OCP planning cycle to include an active transportation vision that will considerably strengthen the local and regional cycling network, as well as lead to reduced traffic congestion, reduced greenhouse gas emissions and the improved the health and safety of its citizens.

Yours truly,

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Attch: Proposed Route of an Ambleside - Lions Gate Bridge Cycleway