

**From:** Jenn Moller <[jmoller@westvancouver.ca](mailto:jmoller@westvancouver.ca)>

**Sent:** January 31, 2021 3:20 PM

**To:** paulstott <[paulstott@shaw.ca](mailto:paulstott@shaw.ca)>

**Cc:** Isabel V. Gordon <[ivgordon@westvancouver.ca](mailto:ivgordon@westvancouver.ca)>; Vanessa Garrett <[vgarrett@westvancouver.ca](mailto:vgarrett@westvancouver.ca)>; Robert Bartlett <[rbartlett@westvancouver.ca](mailto:rbartlett@westvancouver.ca)>; Donna Powers <[dpowers@westvancouver.ca](mailto:dpowers@westvancouver.ca)>

**Subject:** RE: DWV 2021 Capital Budget

Mr. Stott:

Thank you for your email and interest in this matter.

I will try to address your email below by separating your comments into topic points and address individually:

I. Active Transportation – Council Priority

Under Council's Strategic Plan 2020 – 2021 "Mobility" is identified as one of the six of the priorities where I would suggest that the supporting objectives 4.1 – 4.3 all relate and are ancillary to Active Transportation and Cycling Infrastructure. Leading into our November meeting I had shared with you that unfortunately the landscape of the pandemic has created even more strain on our ability to manage and navigate the long list of competing priorities across the District but that staff would gladly receive any input on priorities HUB may have on network priorities and improvements and can certainly take this into consideration in our budget planning processes. I went on to comment that while there is much uncertainty on available budgets and available resourcing, Engineering is prioritizing it's commitments under different scenarios as it were, so for example, the strategic transportation plan is ready to award pending budget approval; the District is committed to participating in other regional and north shore initiatives including Transport 2050, Metro Vancouver's Regional Growth Strategy, NXSTPP and so on – all of which contemplate policy and support long term commitments to sustainable transportation choices which of course, include cycling networks. I would view this as well as our ongoing budgetary commitments as well as those requested to various active transportation and infrastructure illustrative of Staff and Councils commitment to implementation of this council priority.

II. Cycling Infrastructure Funding 2020/2021 & HUBs 2021 Program draft

I have enclosed a copy of HUBs program draft for reference with an accompanying commentary as to the status below

1. **Marine Drive eastbound protected bike lane** (Lions Gate northbound terminal to DWV municipal boundary) – this is a joint project with DNV, conceptual plans have been completed and dialogue between the two local governments is continuing. Improvements opposite this on the north side of Marine Drive are anticipated to be delivered through a combination of approved and future development activity.
2. **Welch St Bridge approaches.** This work is scheduled to commence shortly, with the District committed to contributing up to \$500k towards the improvements.
3. **Park Royal area bike network connections:** This work will be completed in phases and is largely anticipated to be delivered through development activity, the improvements along the eastern portion of Marine Drive and adjacent to 752 Marine Drive is an example of this.
4. **Strategic Transportation Plan** This work will proceed pending budget approval, the procurement process is completed and notice of intent to award to the successful proponent

is in place. 2021 Budget request is \$150k.

5. **Development of 'Slow Street' circuits in Ambleside and Dundarave.** This was a covid-19 initiative, these pilots are ongoing. Staff are currently reviewing some of the feedback received from residents in the area and users of the piloted area.
6. **Upper Levels Bikeway.** This work commenced prior to the 2020 calendar year and some preliminary conceptual plans were developed through a consultant, the work was paused due to potential alignment impacts and associated anticipated costs and funding needs.
7. **Horseshoe Bay:** This project is being completed in phases, with phase one which includes provision for cycling infrastructure on Royal Avenue nearly complete, Phase 2 design and coordinated planning is ongoing.
8. **Capilano Pacific Trail:** This work has been cancelled for the time being, it includes construction of a cycling trail on property owned by Metro Vancouver.
9. **Westmount Traffic Calming and Cycle Lanes -** The District will be completed during in summer 2021 in the Westmount area, the previous schedule for the works was deferred to allow for the Five Creeks Stormwater Flood Protection Project to finish in this location. This work formed part of the approved 2020 budget with a value of roughly \$250k.
10. **NXSTPP** – a budget request through the CAO's office under "regional initiatives" at a value of \$125k has been put forth
11. **Other infrastructure** –crosswalk improvements, traffic calming (speed boards) have also been proposed for inclusion in the Active Transportation infrastructure sub envelope at a value of \$115k

III. Strategic Transportation Plan – per my comments above, this work is pending budget approval. The consultants scope of work contemplates undertaking the technical work to accommodate a diverse group of stakeholder groups and specifically, a series of business and external stakeholder workshops.

IV. Ongoing dialogue and communications – I am happy to continue fulfilling the District's and Staff's commitment to an ongoing collaborative dialogue to further mobility and active transportation initiatives with HUB.

I hope this helps to address your comments and that you find this information helpful.

Happy to discuss further if you have any questions.

Kind regards,

Jenn