



January 11, 2013

Mike Kemble, Planning Coordinator
District of West Vancouver
750 - 17 Street,
West Vancouver, BC
V7V 3T3

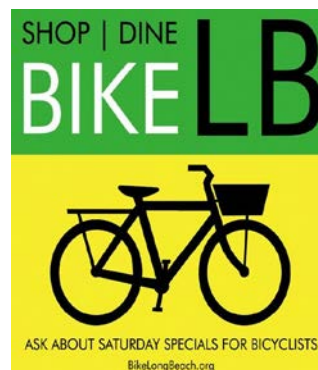
Dear Mr. Kemble,

Re: Ambleside Village Center Streetscape Standards

HUB is a charitable organization whose staff and close to 1,000 members work to make cycling better in Metro Vancouver through education, action and events. The HUB North Shore committee recently reviewed the District of West Vancouver's [Ambleside Village Centre Streetscape Standards Project](#) and we would like to provide input with regard to cycling and its conception in what we know to be very preliminary plans. Building good cycling infrastructure in Ambleside will help create a healthier and more economically viable community while reducing congestion on roads.

Make Ambleside a Bike Friendly Business District

HUB will be working to encourage Ambleside merchants in the area to create a Bike Friendly Business District from 18th Street through to 13th Street. This five block area is perfect for creating a business district that actively cultivates cyclists as shoppers, diners and service users. Numerous studies have shown that people who bike to shops tend to spend more than drivers because they spend more locally. Why Ambleside? One, it is relatively flat, so cycling is viable for many residents. Two, there is high density in the area, meaning that more people live in cycling and walking proximity of local businesses. Three, with good cycling infrastructure Ambleside can become a dining and shopping destination for the 80,000 downtown Vancouver residents. Ambleside is an easy bike ride away from downtown via the Seawall and the Spirit Trail. Successful Bike Friendly Business Districts exist in Long Beach, California, San Francisco, and Portland. [Click here to find out more >>](#)



Build a separated bike lane on Bellevue Avenue

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info@bikehub.ca
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Vancouver, BC
V5Z 4L6 Canada

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1-828 West 8th Ave.
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We note that there is one proposal in *Chapter Four, Design Standards* that incorporates a two-way separated bike path along the railroad tracks on Bellevue Avenue. We are very much in favor of a separated cycling facility in this very busy location. As the block between 13th Street and 14th Street develops, this area will no doubt become an even more popular destination for people walking and cycling along the Spirit Trail and through Ambleside Park to the business district. By separating pedestrian, automobile and cycling traffic, all forms of transportation have a clear path, reducing confusion and the potential for accidents.

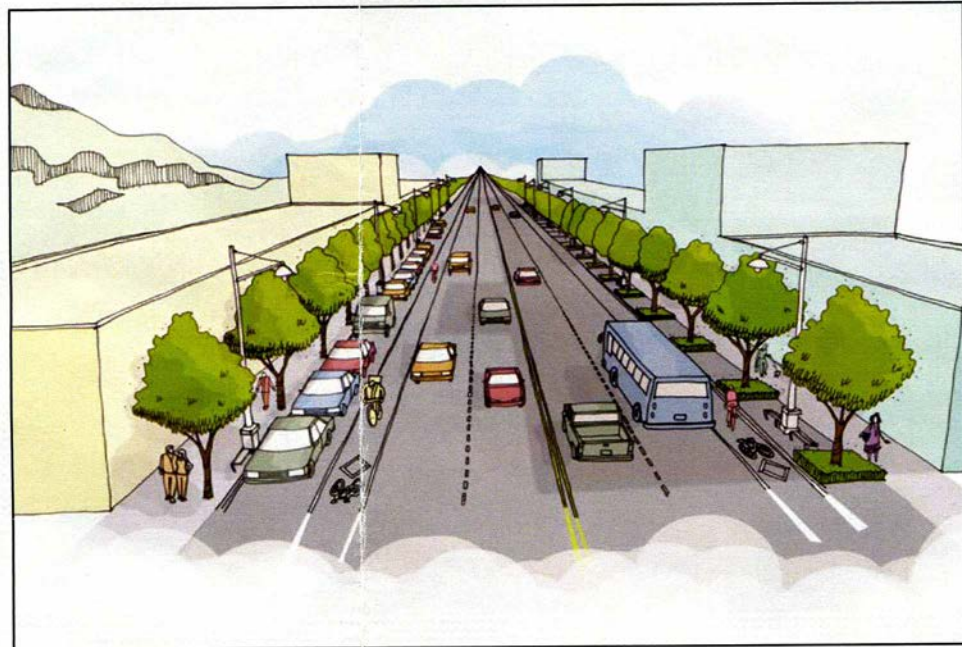
The loss of parking on Bellevue, may be of concern for some residents and businesses, however we note that public parking in the new Grosvenor development in that location should improve parking in that area. As the North Vancouver experience has shown, parking can be removed successfully on main streets if it is replaced by parking directly on new development lands. Removal of parking on Marine Drive in the District and City of North Vancouver has allowed for improved cycling infrastructure and parking is not an issue.

Add separated bike lanes on 13th Street and 14th Street to Marine Drive

HUB North Shore further notes there is room on 13th Street (between the current pavement and the tennis courts) to extend the separated cycling facility up to Marine Drive from Bellevue Avenue to provide a connection to Marine Drive and the Keith Road bike route. We also suggest extending a separated bike lane up 14th Street to Marine Drive connecting the new path with the planned 14th Street bike route.

Add bike lanes on Marine Drive

Members of the HUB North Shore committee participated in the creation of the strategic transportation plan and are surprised that there are no design standards for bike lanes on Marine Drive between 17th Street and 13th Street in the Ambleside Village Centre Streetscape Standards Project. We hope that the omission of this information is not indicative of the final design and believe the District would not want to repeat the mistake of omitting for bike lanes between 13th and Park Royal during the complete renovation of that segment of roadway. The image below -- showing bike lanes -- on Marine Drive comes directly from the District's Strategic Transportation Plan. To allow people of all ages and abilities to cycle on Marine Drive, the bike lanes should be separated from moving traffic by more than a painted line, for example by a barrier or by parked cars if the bike lanes are installed between the sidewalk and the parked cars.



Marine Drive Corridor Vision – Looking East, Dundarave to Ambleside (2-way)

Include comprehensive plan and standards for cycling infrastructure

While the [Ambleside Village Centre Streetscape Standards Project](#) sets out to present “a comprehensive set of proposed standards and concept designs for sidewalks, pedestrian crossings, street furniture, bike connections, and other open space elements within public street areas of the Ambleside Village Centre”, we find the details with regard to cycling connections almost non-existent, with the exception of the two-block section mentioned and the detail specification for bike racks. A comprehensive plan of the bike network and design standards for the cycling infrastructure should be added to the document.

Show people on bikes in conceptual images

Lastly, we would like to point out that in the more than 20 images in *Chapter Five, the Design Concepts* section of the Streetscape Standards, there is not one person shown with a bike. In the Introduction, there are two pictures of cyclists – both of whom are not riding. While we think the two way bike path on Bellevue a big step forward for West Vancouver, the lack of images of people on bikes in the section which illustrates what the space will look like perhaps misses the point that the Strategic Transportation Plan for West Vancouver endorses the idea of incorporating all forms of active transportation directly in the heart of Ambleside. How about some photos like these?



The District of West Vancouver has a solid long term vision for improving access to active transportation routes for all including young and old. As opportunities to implement this vision arise, the District is wise to seize them. A good bike network would support local businesses in Ambleside and contribute to the overall health and connectedness of the community. We look forward to working with the District as Ambleside area developments make it possible to implement positive changes for active transportation.

Sincerely,

Antje Wahl
Chair, HUB-North Shore Committee

Cc

- Michael Smith, Mayor, District of West Vancouver
- Trish Panz, Councillor
- Nora Gambioli, Councillor
- Michael Lewis, Councillor
- Craig Cameron, Councillor
- Bill Soprovich, Councillor
- Mary-Ann Booth, Councillor,
- Geri Boyle, Manager Community Planning, District of West Vancouver
- Ray Fung, Director, Engineering and Transportation, District of West Vancouver
- John McMahon, Manager, Roads and Utilities, District of West Vancouver
- Norm Wong, Transportation Engineer, District of West Vancouver
- Emily Willobee, Engineering Outreach Coordinator, District of West Vancouver