



January 28th, 2019

To the Mayor and Councillors, District of West Vancouver

Re: Marine Drive B-Line Proposals and Cycling

Dear Madam 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 gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

We are very supportive of TransLink's plan for a North Shore B-Line service and the many benefits that would accrue, including improved transportation for all ages and abilities (AAA) and a reduction in traffic congestion in this key corridor. Improved cycling infrastructure along and adjacent to the planned B-line route will complement the B-Line goals to reduce congestion and move more people efficiently.

Marine Drive in West Vancouver from the boundary with the District of North Vancouver to Horseshoe Bay is a designated bike route in your District's Bike Network Plan. It is also included in the TransLink Regional Transportation Advisory Committee's Interim Major Bike Network (MBN). Improvements to MBN routes are eligible for 75% funding from TransLink. In its present condition Marine Drive is unsafe for cycling in many respects although heavily used by people commuting on bikes and adult recreational cyclists. HUB greatly appreciates that District staff has recently added advisory road sharing markings over narrow sections of Marine Drive from 29th St to Gleneagles but people on bikes are currently unprotected throughout the length of the entire road.


We appreciate that TransLink and the District and City of North Vancouver recently hosted a meeting to explain the North Vancouver B-Line plans to representatives of HUB North Shore. It was encouraging to see that the planners have given careful thought to the facilities to be provided for people cycling. We have seen only TransLink's sketch plans for West Vancouver. We have learned that people riding bicycles will be allowed to ride in the proposed bus priority lanes, albeit unprotected. Cycling in the priority bus lanes could be an improvement for some cyclists, primarily those riders who already use the existing unprotected facilities. However, this is unlikely to encourage more people to cycle for transportation.

Where protected bike lanes cannot be accommodated on Marine Drive, we recommend providing safe cycling infrastructure on streets paralleling the B-Line as a priority for cycling infrastructure investments. In West Vancouver's case this would be Bellevue and Fulton Avenues, etc, as well as upgrading and completing the Spirit Trail. Appropriate design of cycling infrastructure on those parallel

streets could also usefully promote traffic calming. We look forward to a briefing by TransLink and the planners responsible for detailed B-Line planning in West Vancouver, including the connections to Lions Gate Bridge and the continuity with the North Vancouver components.

Lastly, in the event that the B-Line proposals are adopted, as we hope they will be, we recommend consideration be given by Council to encourage a further shift away from automobile mode by promoting the use of electric-assist bicycles (“e-bikes”) in accessing transit and businesses on Marine Drive, especially from the upper levels of West Vancouver. E-bikes would effectively ‘flatten’ West Vancouver and their use could be promoted by, among other things, providing for bike parking areas at B-Line stops and elsewhere both for e- bike rentals and privately owned bikes.

Yours Sincerely,



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