

September 28, 2017

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

**Re: Wardance Bridge**

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.

This letter is a follow-up from our delegation presentation to you at the 24 July council meeting. We appreciated the positive comments from Councillors Soprovich and Cameron concerning our vision for a dedicated cycleway connecting the Spirit Trail at 13<sup>th</sup> and Argyle Avenue to the north end of the Lions Gate Bridge.

Councillor Cameron's recent experience cycling with his daughter and her friend crossing the Wardance Bridge was very pertinent to our concerns about the safety of cyclists crossing the bridge. Attached is a list of our concerns prioritized in order of our perceived degree of safety hazard facing cyclists crossing the bridge.

We are very pleased with the results of recent consultations with the District's Engineering and Transportation staff to develop proposals for some measures that could be taken to improve the safety of cyclists crossing the existing bridge. On September 7th, we were invited to meet with Director Raymond Fung and his staff to review and comment on their latest updated drawings of proposed safety improvements. By the end of the meeting, we had reached an agreement on a set of proposals that featured narrow green-painted lanes in the middle of the traffic lanes where cyclists could ride in single file with motorists and a separate green-painted crossing for eastbound cyclists adjacent to the existing crosswalk near the entrance to the RV park. We appreciate that these are proposals and that, before implementation, they must meet the approval of Park Royal, owners of the bridge.

Mr. Fung showed us a previous drawing of a planned separate crossing of the Capilano River on the north side of the Wardance Bridge. It would have provided a safe connection for cyclists and pedestrians using the Spirit Trail on either side of the river. In April of 2009, Park Royal offered to contribute \$500,000 towards building the new bridge and widening the sidewalk on the south side of the existing bridge. Mr. Fung explained the difficulties in trying to pursue this plan due to the jurisdictional complexities involved in obtaining the necessary permits to build the bridge. What eventually evolved was a plan by Park Royal to build a cantilevered extension off the



south side of the bridge for a 3.2 m wide multi-use pathway to connect the Spirit Trail on either side of the river. Unfortunately, the estimated cost of the extension was considerably more than the original contribution offered by Park Royal. Our understanding is that additional funding from government sources was not forthcoming due to the reluctance to use taxpayer money to improve a privately-owned structure. It was encouraging to hear Councillor Cameron say that he would be seeking the support of Council to bring a motion to have staff come back with a budget amendment to close the financial gap that would allow construction of a dedicated bike lane on the south side of the bridge. While this would be an improvement, it would not solve the major safety hazard of cyclists crossing the road on a blind curve after exiting from the bridge on the east side.

We much prefer the more eloquent and safer solution of a separate crossing on the north side of the bridge. Furthermore, a new crossing could be wider than an extension on the south side of the Wardance Bridge. This would allow for separation of cyclists from pedestrians and could accommodate an anticipated future increase in traffic associated with planned developments in the Marine Drive Local Area Plan. A new crossing would not be a privately-owned structure, so could facilitate obtaining funding from a variety of sources. For example, the contributions from Park Royal and the District could be supplemented by infrastructure funding from the federal and provincial governments and from TransLink. A new crossing could have a bold iconic design, which would attract cyclists from outside the District, leading to an increase in business and tourism in Ambleside, Dundarave and Park Royal. Attached are photos of two recently built pedestrian/cyclist bridges in New Zealand.

We realize that it would take some time and effort to obtain the necessary permits and funding to build a new crossing. Nonetheless, we feel that it would be the most prudent use of District resources. It would be the safest option for cyclists and pedestrians and serve to promote active modes of transportation.

Yours truly,



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Enclosures (2)



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### **HUB North Shore prioritized list of safety hazards facing cyclists crossing the Wardance Bridge.**

1. Eastbound cyclists exiting from the east side of the bridge must cross the roadway on a blind curve where westbound motorist approaching the curve from Bridge Road cannot see cyclists crossing and exiting the bridge until they enter the curve itself.
2. Most westbound cyclists who cross the bridge on the roadway proceed through the busy four-way stop intersection at Taylor Way, then must cross the perimeter road around Park Royal South to get back on the Spirit Trail. After exiting the bridge, some cyclists cross the roadway to get onto the Spirit Trail before reaching the four-way stop intersection which can be hazardous when there is heavy traffic and due to having to mount the sidewalk curb on the south side of the roadway.
3. The traffic lanes of the bridge roadway in both directions are for the most part less than 4.0 m wide which is narrower than the recommended Transport Association of Canada guidelines of 4.3 m for safe side-by-side motor vehicle/bicycle travel.
4. More than just a few cyclists, who are not comfortable riding with automobile traffic on the bridge roadway, ride their bicycles in either direction on the one narrow sidewalk on the south side of the bridge which puts them in conflict with pedestrians.
5. Some eastbound cyclists who are comfortable riding with traffic enter the roadway leading up to the bridge directly from the end of the Spirit Trail which can be hazardous due to dropping down from the curb and the uncontrolled entry into the traffic lane which motorists are not expecting.
6. Motorists exceeding the posted 20 km/hr speed limit.



Te Whitanga shared bridge in Auckland, New Zealand.



Te Rewa Rewa Bridge, New Plymouth, Taranaki, New Zealand