

5 December 2013

Mayor and Council
District of West Vancouver
750 17th Street
West Vancouver, BC, V7V 3T3

1300 Block Marine Drive Redevelopment - Cycling Facilities

Dear Mayor and Council,

HUB is a charitable organization that encourages cycling for all ages and abilities in Metro Vancouver to improve the quality of our communities and local economies, our health and the environment. The HUB North Shore Committee is concerned about the lack of improved cycling facilities associated with the proposed 1300 block redevelopment as shown in the street-view renderings at the open house in November.

Ambleside Village in the Cycling Network Implementation Plan

Referring to Figure 1, it can be seen that each of the roads surrounding this proposed redevelopment has been designated part of the District's on-road bike network in the West Vancouver Cycling Network Implementation Plan (June 2012). Furthermore, the Spirit Trail and the designated Keith Road bike route connect directly to two of the surrounding bike routes on 13th Street and Marine Drive respectively.

Building cycling facilities as part of redevelopment is more cost-effective and can produce much higher-quality facilities than trying to fit in bike lanes after new curbs and sidewalks have been built. By creating safe bike routes into and through our community shopping districts, the District provides residents with more transportation options, reducing road congestion and parking demand. This redevelopment proposal provides an excellent opportunity to move towards making Ambleside a bike friendly business district.

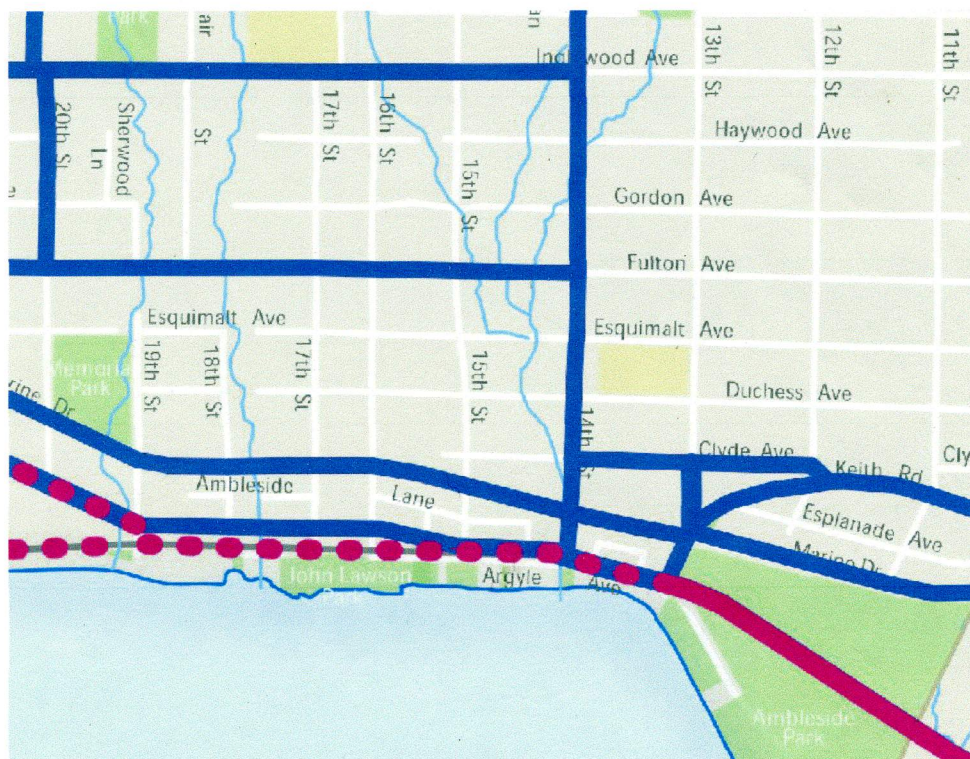
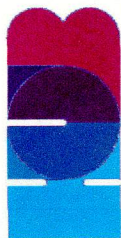


Figure 1. Designated Bike Routes (blue) in Ambleside

Source: West Vancouver Cycling Network Implementation Plan (June 2012)



Lack of Cycling Facilities Shown in the Drawing Book Renderings

In the illustrated street-view drawings, no bike lanes, bike racks or bike route signage could be seen. It was at least encouraging to see cyclists shown in the street-view drawing from Bellevue Avenue. However, having parallel parking on the south side of Bellevue Avenue, angle parking on the north side and the entrance/exit to the underground parking on this road is not a safe or acceptable configuration on a designated bike route.

Recommendations

To meet the goals of the West Vancouver Strategic Transportation Plan (2010) in a timely and fiscally prudent way, plans for the 1300 block redevelopment should include improved cycling facilities on all of the bordering bike routes identified in the West Vancouver Cycling Network Implementation Plan.

As a general policy, HUB North Shore Committee recommends that cycling facilities should be built and funded, wherever possible, by developers proposing projects fronting bike routes. In this case, HUB recommends bike lanes physically separated, if possible, from vehicle traffic on all four bike routes bordering the proposed redevelopment site. Our specific recommendations are as follows:

- Install two-way separated bike lanes on the north side of Bellevue Avenue from 13th to at least as far west as 14th Street and on the east side of 14th Street between Bellevue Avenue and Marine Drive by removing existing parallel parking.
- On 13th Street, there is enough unused parkland on the east side between Bellevue Avenue and Marine Drive to allow installation of two-way separated bike lanes. Additionally, these separated bike lanes on 13th Street could be extended south to connect to the Spirit Trail.
- Ideally, we would like to see bike lanes on Marine Drive as envisioned in the West Vancouver Strategic Transportation Plan, but recommend, at the very least, a narrow painted green lane in the middle of the curb lanes between 13th and 14th Streets. Bike lanes or single-file bicycle/automobile traffic lanes would provide cyclists traveling in this 1300 block of Marine Drive a safer connection between the designated bike routes on Keith Road, 13th and 14th Streets.

Recognizing that installing bike lanes will mean a reduction in the number of on-street parking spaces, the District could request, as a community amenity contribution, additional parking spaces underground.

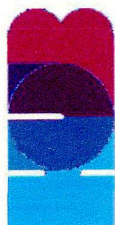
We look forward to a response to our comments and suggestions to create safe bike routes for those of all ages and abilities in Ambleside Village.

Sincerely,

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