



Your Cycling Connection

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March 10, 2018

Mayor and Council, District of West Vancouver

RE: Draft OCP Feedback

Dear Mayor and Council,

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 have reviewed section **2.4 Mobility and Circulation** which covers pages 35 through 38 of the Draft OCP. We are pleased with the attention being given to measures to improve and encourage active transportation, especially cycling. Nonetheless, we would like to suggest some opportunities for improvement.

1. Encouraging walking & cycling

- HUB has identified a number of gaps in the West Vancouver cycling network through its UnGapTheMap project. To emphasize the need to address these gaps, it is suggested in sub-section 2.4.1 to add the wording “*address the gaps*” in addition to “*completing the network*”. To reduce traffic congestion around schools and encourage more active transportation among students, HUB has a Bike to School program that features bike education and events for community schools. For this reason, we suggest that “*including schools*” be added to the last line of sub-section 2.4.1.
- In sub-section 2.4.2, to emphasize safety for cyclists, we would prefer to see the term “*protected bike lanes*” rather than “*dedicated bike lanes*”. The Transportation Association of Canada (TAC) defines a protected bike lane as: “*an exclusive on-road bikeway delineated by a vertical barrier element or equivalent separation from motor vehicle travel lanes*”. We also suggest adding to this sub-section: “*cycle highways*” which, at 5-20+ kilometres in length, are a desirable and very safe type of protected bike lanes adjacent to major transportation corridors. An example of a shorter-distance cycle highway is HUB North Shore's vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge.
- It was good to see “*wayfinding features*” mentioned in sub-section 2.4.6, but they are also needed along the cycling and pedestrian networks in addition to: “*in and around centres and key neighbourhood hubs*”.
- We feel that currently there are not enough bike racks in the commercial districts of West Vancouver. Additionally, the installation of secure parking facilities, lockers and showers at business locations would help encourage more people to cycle. Therefore, we suggest adding the following sub-section: “*2.4.7 Expand parking and related destination infrastructure for cyclists*”.

2. Supporting transit mobility and regional connections

- There are some excellent points in this section. We feel that along with the improvements to transit, whether it be bus, ferry, train, rapid transit or gondola, these forms of mass transit need to be able to accommodate people and their bicycles.

3. Enhancing road network accessibility, safety and efficiency

- We feel that protected bike lanes are key to making cycling safer and encouraging more people to take up cycling for transportation. Therefore, we suggest adding the words “*with protected bike lanes*” to each of the three bullets in sub-section 2.4.12.

4. Promoting sustainability and innovation

- We feel that all new developments should include sufficient secure bicycle parking facilities, not just for occupants but also for visitors, so suggest adding this provision to sub-section 2.4.23.

5. MAP 11 ACTIVE TRANSPORTATION

- Highway 1/99 is a significant route for cyclists through West Vancouver, including Exit 0 at Horseshoe Bay. Cypress Bowl Road and the lower elevation section of the Capilano Pacific Trail are other popular bike routes. Even though they do not belong to the District, we feel that they should somehow be marked on the map. On the District's 2012 Cycling Network Map, green is used to mark other jurisdiction routes. We are also wondering about the approximate location of the future Spirit Trail between 18th and 25th Streets along or close to Marine Drive. Can this be clarified?
- We are very pleased to see numerous future bike routes on the map and would suggest adding our proposed vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge. To be consistent with our recommended addition to the first bullet of sub-section 2.4.12, we would like to see a future bike route along the bottom section of Cypress Bowl Road connecting the proposed location of Cypress Village to Highway 1. We would also like to see the existing improved multi-use path along the lower elevation section of the Capilano Pacific Trail extended up to Keith Road to connect to the 3rd Street bike route, so suggest adding this improvement as a future bike route.
- We noted that that there is no future pedestrian/cycling connection shown on the map associated with the location of the Low Level Road to bypass the Lions Gate Bridge that is mentioned in sub-section 2.4.12 and shown as a proposed road on Map 12 Transportation Network. We suggest that a future pedestrian/cycling connection at this location be added to Map 11.

Yours truly,



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