

Active Transport In West Vancouver

1. Climate Change Resilience and a Low Carbon Economy remain necessarily high priorities in today's political agenda, along with Affordable Housing. Transportation has a key role to play in all their solutions. Issues within the transportation sector several are – peak hour congestion, road safety, low transit ridership, and lack of active transport (AT) infrastructure
2. DWV Council has for many years emphasized the role of AT as part of its strategy to address Transportation issues in the District and North Shore. AT has an even broader potential impact in efficiently reducing:
 - a. **GHG emissions and air pollution** through:
 - i. reducing peak hour congestion
 - ii. reducing single occupancy vehicle trips for commuting, shopping, school runs, etc; 60% of trips by automobile (80% using fossil fuel).
 - b. **Health Services costs** through improved safety, improved fitness and obesity reduction (\$10 billion in health costs Canada-wide, accidents cost \$1 billion/year in BC); and
 - c. **Public finance shortfalls** through lower transport infrastructure costs, and potentially increased revenues from cycling tourism.
3. The issues the strategy aims to address are common to all North Shore municipalities and First Nations, and warrant a collaborative approach together with TransLink and MoTI. Collaboration commenced in 2018 with the North Shore Integrated Transportation Planning Project and continues in its next stage **North Shore Connects** (NSC). The goal of the NSC program is to reduce congestion, strengthen regional connections and support livable communities. The current NSC priorities are arterial network components, specifically:
 - a. **Burrard Rapid Transit** service from Park Royal to Metrotown (supported by the Mayors' Council)
 - b. **Lower-Level Road** improvement from West 1st to Park Royal
 - c. **Upper Levels Corridor** Improvement (with MoTI) from Lynn Valley to HSB
4. **Improved mobility means seamlessly linking homes with destinations**; achieved increasingly through integrated multi-modal transportation options. For example, newly densified neighbourhoods having limited car parking could be located within convenient walking or cycling distance from a transit route which would connect to regional rapid transit at exchange hubs. Legacy, low density neighbourhoods would benefit from low-cost, 'last mile' transportation options (either shared or owned) such as ebikes or regular bikes, or micro-mobility devices to reach transit stops or rapid transit hubs, where the bikes or scooters could be *securely parked*.
5. **Improved mobility using AT requires a safe and comfortable route on which to travel.** The 2023 North Shore Traffic Survey revealed that 42% of WV households own at least one adult bicycle of which 3800 (18%) are e-bikes. The survey also found that 28% of respondents would like to cycle more. Other surveys reveal on-road safety concerns reduce participation. *West Vancouver does not currently have a safe and comfortable network for AT users.* The OCP Map 11 designates major routes for bikes and pedestrians, mostly routes shared with motor vehicles, which should now be revisited to better align with the NSC Mobility goals, and form a foundation for a network utility and safety improvement investment plan.
6. **The Metro 2050 Regional Development Plan sets the framework for accommodating regional population and employment growth.** The Metro strategy aims to make better use of existing streets and roads by increasing the proportion of trips by AT combined with more convenient transit service. The 2050 Plan identifies major bike route corridors and proposes a 10-year list of investment priorities including \$70 million allocated to AT projects, with \$30 million

available for 2022-24. Within West Vancouver the 2050 Plan identifies an upper-level arterial adjoining Highway 1 accessed from Taylor Way and Capilano Road and providing a link to Horseshoe Bay and Highway 99 to Squamish and beyond. That route however bypasses many of the destination facilities that generate local travel demand.

7. **HUB North Shore advocates for a bike arterial network on the North Shore** consistent with the Major Bike Network envisaged by TransLink, including:
 - a. **the Marine to Main (M2M) arterial route between Dundarave Village and the boundary with DNV** to continue through both DNV and CNV to terminate at Phibbs Exchange. The M2M route parallels the largely recreational Spirit Trail MUP and would provide quick, safe access to the major bridgeheads and the main rapid transit hubs, as well as important commercial areas. A cornerstone of the 2050 Plan is a rapid transit system link to a terminus possibly located at Park Royal North. Direct access for AT to that terminus would be essential **but the M2M route is only partly complete within West Van and the Squamish Nation lands, and significant gaps and deficiencies remain**¹. *Completion of the Ambleside and Taylor Way LAPs, and an agreement with Park Royal and the Squamish Nation are needed to help define a feasible route, safe from sea level rise.*
 - b. **defined, safe connections between residential neighbourhoods and the M2M Arterial as well as facilities like schools, civic centres and shops.** The 2018 OCP defines a bike network developed prior to e-assist technology availability that is unseparated from motor vehicles and shared with them – a less than safe arrangement on busy streets. A hierarchy of safe streets for AT is required, ideally consisting of:
 - i. 30km/h zones in residential neighbourhoods,
 - ii. bike lanes on connector/distributor routes, and
 - iii. separated ‘backbone’ arterial routes.
8. The BC Active Transport Design Guide sets the standard for safe AT infrastructure including shared and protected bike lanes. West Vancouver’s legacy street standards such as private landscaping on rights of way and open drainage ditches present challenges in adapting to segregated lanes. Moreover the practice of on-street parking requires stricter control.
9. **An update and revision of the 2010 Strategic Transportation Plan is urgently needed to guide future AT investments,** as envisioned in Council’s strategy for 2024-25. The 2010 Plan covered a period up to 2025 during which time there have been significant changes to the context of the Plan.

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¹ Recent widening of the Welch St Bridge removed a major bottleneck and traffic calming measures along Bellevue Ave have been implemented, while an eastbound connection from the Lions Gate Bridge to the boundary is planned for 2025