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5 May 2023

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

**Subject: Planned Bike Lanes on Marine Drive between 26<sup>th</sup> and 31<sup>st</sup> Streets**

Dear Mayor Sager and Councillors,

HUB Cycling is a charitable not-for-profit 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 appreciated the cycling and safety improvements the District has implemented over the last few years. People on bicycles began using the new Hugo Ray Connector in October of 2019, and in the same month in 2021, the widened multi-use path on the Welch Street Bridge over the Capilano River. HUB presented the District with infrastructure improvement awards for both of these projects at their annual award ceremonies in 2020 and 2022, respectively.

We are now looking forward to the planned implementation of bike lanes on both sides of Marine Drive between 26<sup>th</sup> and 31<sup>st</sup> Streets. Filling the 'gap' in the Spirit Trail between Dundarave and Eagle Harbour is a particular problem of longstanding. The planned project could be a very important step forward in developing a major bike route for safe cycling access to and from Horseshoe Bay and beyond as illustrated on the attached sketch.

The bike lanes will connect nicely with the bike lanes currently under construction between 31<sup>st</sup>/Marine Drive and the intersection of Westmount Road with Southridge Place. Having both projects completed will give people cycling a safe route option between Marine Drive and Horseshoe Bay and there could eventually be a connection into Cypress Village. Furthermore, people could find the new Marine Drive bike lanes safer than riding on the very narrow designated Slow Streets on Proctor Avenue and Park Lane between 31<sup>st</sup> and 29<sup>th</sup> Streets. Having fewer people cycling on this section of roadway will make it safer for people walking and using other mobility assistance devices like wheelchairs who currently share it with people driving cars, trucks and bicycles. Also, safety-conscious people cycling on the Marine Drive bike lanes will be able to connect via 27<sup>th</sup> Street with the Bellevue Avenue designated Slow Street to and from Ambleside and the Spirit Trail. Better still would be a further provision of protected bike lanes between 26<sup>th</sup> and 25<sup>th</sup> Streets to facilitate access to the Dundarave commercial area and another connection to Bellevue Ave.

We were very pleased that the District's transportation staff invited our comments on the proposal by sharing the preliminary engineering drawings for the project. As a potential major bike route, we believe the appropriate design standards to serve users of all ages and abilities (AAA) deserve due consideration. We responded by pointing out that while the narrow, painted bike lanes and painted buffer between the traffic and bike lanes provide some measure of safety, they do not meet the recommended standard of the BC Active Transportation Design Guide for protected bike lanes. The Guide states that protected bicycle lanes *"should be considered the preferred design treatment where motor vehicle speeds are posted at 50 km/h and motor vehicle volumes are greater than 4,000 vehicles per day."* The Guide also states that the absolute minimum bike lane width of 1.5 metres should only be used for short distances (under 100 metres). The design that we reviewed had bike lane widths of 1.5 metres between 26<sup>th</sup> and 30<sup>th</sup> Streets and only 1.2 metres between 30<sup>th</sup> and 31<sup>st</sup> Streets and no protective painted buffer between 30<sup>th</sup> and 31<sup>st</sup> Streets.

Despite these design shortcomings, we feel that the bike lanes could be made safer for people cycling and more noticeable to people driving, by installing flexible posts as shown in the following photo of Lynn Valley Road just north of Highway 1 in the District of North Vancouver:



The section of Marine Drive between 25<sup>th</sup> and 31<sup>st</sup> Streets is on one of the busiest bike routes on the North Shore, used primarily by people for recreational and sports, riding to and from Horseshoe Bay. It is also one of the longest straight sections which means automobiles travelling at higher speeds than on the curvier sections of Marine Drive further west. Therefore, it is important to have bike lanes here to make it safer for all people on bikes and those using other mobility devices. This would include disabled people who prefer smooth bike lane surfaces to rougher sidewalks.

We note that many residents perceive active transport modes as unsafe, and that there is a dearth of protected bike lanes in the District with only two blocks on the Spirit Trail in Ambleside and one more block leading up to Taylor Way on the south side of Marine Drive which protect people on cycles from collisions with people driving and walking. We believe that this project presents an opportunity to significantly increase the amount of protected bike lanes in our community and to further the District's important stated aim of bringing about a modal shift in reducing congestion and vehicle emissions. Nonetheless, we feel that the implementation of these painted bike lanes as planned is a positive step toward safer cycling infrastructure in West Vancouver and hope they can be made even safer and more functional in the future.

Yours sincerely,



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HUB North Shore Committee, West Vancouver Liaisons

Cc: Jenn Moller, Director of Engineering & Transportation Services, District of West Vancouver



