

DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

9.

COUNCIL REPORT

Date:	March 1, 2024
From:	Sean O’Sullivan, Senior Manager, Roads & Transportation
Subject:	Marine Drive Bike Lane 25th to 26th Street
File:	1700.09

RECOMMENDATION

THAT

1. the proposed construction of a westbound bike lane on Marine Drive between 25th and 26th Streets be approved;
2. parking on the south side of Marine Drive between 25th and 26th Streets be limited to a maximum of 2 hours between 9 am and 5 pm, except with resident permit;
3. a loading zone be created on the south side of Marine Drive between 25th and 26th Streets;
4. staff monitor the parking utilization over the summer and consider reducing the parking time limits on part or all of the block if necessary.

1.0 Purpose

The purpose of this report is to provide Council with an update subsequent to engagement with the residents of the 2500 block Marine Drive regarding installation of a bike lane along this segment of District highway.

Following deferral of the construction of the bike lane, staff have conducted further investigation and identified mitigative measures to address the resident raised concerns.

2.0 Legislation/Bylaw/Policy

Council adopted the District’s Corporate Energy and Emissions Plan in October 2016, which includes a series of actions to guide Green House Gas reduction through reducing auto dependency and increasing opportunities for transit and active travel.

The policy context for transportation planning is provided by the District’s Official Community Plan (OCP) Bylaw No. 4985, 2018 and the District’s Strategic Transportation Plan, 2010.

Regional Context

Translink’s Transport 2050 is the 30 year regional transportation strategy for Metro Vancouver. Transport 2050 includes a proposed Major Bikeway Network of approximately 850 kilometres, which builds on existing regional cycling networks, and connects urban centres and major destinations. A connection through West Vancouver connecting to Horseshoe Bay is envisioned as part of that network.

3.0 Council Strategic Objective(s)/Official Community Plan

Council Strategic Plan

This report aligns with Council’s Strategic Objective to:

- 4.3 Diversify, expand, and improve the safety and appeal of active transportation options through infrastructure upgrades and traffic management solutions.

As part of Council’s approved Strategic Plan 2024 – 2025, Objective 4.1 includes a deliverable to enhance active transportation safety through additional bike lanes.

Official Community Plan

The Official Community Plan (OCP) Section 2.4 outlines a need to use existing [road] networks more efficiently and provide a range of safe and accessible transportation options within our community and across the region. The OCP seeks to enhance road network safety for all users.

Section 2.4 regarding “Mobility and Circulation” supports policies that encourage walking, cycling, and accessible transportation options within our community and across the region.

4.0 Financial Implications

The estimated cost to eradicate the existing pavement markings and paint the new lanes line, install new signs, mark the bus zone, and install recessed pavement reflectors is between \$10,000 and \$15,000; as part of the original project budget, there is remaining approved budget available to complete these works.

5.0 Background

A 2.2 m wide westbound (WB) bike lane is being proposed along the north side of Marine Drive between 25th and 26th Streets (230 m). The bike lane will start just west of the bus stop by 25th Street and connect to the existing WB bike lane that starts at 26th Street and ends at 31st Street (1.3 km).

Marine Drive has about a 5.5% uphill grade from 25th to 26th Street which slows cyclists and can result in driver frustration when they can not pass a cyclist. That can increase the collision risk for both cyclists and drivers.

In addition, there is no sidewalk along the north side of Marine Drive and the District has received requests to construct a sidewalk to allow residents to walk to Dundarave or to the crosswalk at 26th Street.

Currently parking is permitted on both sides of Marine Drive. To construct the bike lane, the parking on the north side of Marine Drive must be permanently removed. This directly affects six single family residences on the north side of Marine Drive.

5.1 Previous Decisions

Council, at its **May 15, 2023**, regular meeting, passed the following resolution:

THAT the report dated May 2, 2023, titled 2500 – 3100 Block Marine Drive Bike Lane be received for information.

*Note: Report attached as **Appendix A**.*

Council, at its **June 5, 2023**, regular meeting, passed the following resolution:

THAT staff defer the imminent construction of the bike lane on the 25th block of Marine Drive until proper engagement with the community has been undertaken.

The Community Engagement Committee, at its September 13, 2023, regular meeting, endorsed the following:

THAT staff conduct public engagement that is limited to the residents of both sides of the 2500 block of Marine Drive and do so in a manner that staff feel is appropriate.

5.2 History

Eastbound (EB) and WB bike lanes were constructed between 26th and 31st Streets in June 2023. In addition, the centre line was enhanced by changing it from a single line to a double line and by installing recessed pavement reflectors between the centre lines.

The District received five complaints about the impact the removal of on street parking, between 26th and 31st Streets, would have on resident parking and on parking for service and delivery vehicles, but it appears that residents have adapted to the new bike lanes and the District has not received any complaints from residents or cyclists about the bike lanes since last summer. Balancing the early complaints, the District has

received many positive comments about the bike lanes and the center line enhancements.

The original planned design included installation of a WB bike lane between 25th and 26th Street to separate cyclists from vehicle traffic climbing up the hill to 26th Street. Prior to construction, the District heard concerns about the impact that the removal of parking on the north side would have on the parking availability on the south side and Council asked staff to delay installing the bike lane until further engagement could be completed.

6.0 Analysis

6.1 Discussion

Last summer, after being notified about the planned WB bike lane between 25th and 26th Streets, three residents on the south side of Marine Drive expressed concerns about the removal of parking on the north side of Marine Drive, the three concerns were:

1. loss of parking for residents
2. loss of parking for visitors
3. loss of parking for deliveries

Driveway Accesses on Marine Drive between 25th and 26th Streets	
North Side	
In No Parking Zone	<ul style="list-style-type: none">• 1 business• 2 duplexes
In Parking Zone	<ul style="list-style-type: none">• 6 single family residences
South Side	
In No Parking Zone	<ul style="list-style-type: none">• 1 business
In Parking Zone	<ul style="list-style-type: none">• 3 duplexes - 1 of the 3 duplexes has a steep driveway• 6 single family residences - 3 of the 6 residences have steep driveways.

Pursuant to the direction provided by the Community Engagement Committee, and after reviewing the concerns, staff wrote to the residents on Marine Drive to propose the following changes to parking on the south side of Marine Drive to minimise the effects of the loss of parking on the north side of Marine Drive, **Appendix B:**

1. implement 2 hour time limit parking from 9 am to 5 pm – this would discourage long term parking by employees of area businesses during the day but would not affect resident evening and overnight on street parking;
2. create a loading zone – this would ensure there is parking available for deliveries.

The District received responses from three residents expressing concerns about the proposed WB bike lane (two from the south side of Marine Drive and one from the north side) and one response from a resident living on the north side of Marine Drive expressing support for the bike lane. To further address the concerns, in addition to limiting parking to 2 hours and to creating a loading zone, staff are also now proposing to:

- exempt residents from the 2 hour time limit using the existing resident permit system, which will allow residents to park on Marine Drive as long as needed.

Staff completed several parking counts last summer and observed that parking demand is higher on the south side of Marine Drive than on the north side and most vehicles park near 25th Street. The greatest parking demand was during the mid day and early afternoon. During peak periods, parking on the south side was occasionally almost fully utilized. However, it was rarely observed that there was not sufficient space to accommodate the north side and south side parked vehicles all on the south side. Counts in the evenings and on Sundays found there were many available parking spots indicating that during weekday peak periods, some of the parked vehicles were employees or customers of local businesses. By implementing the 2 hour parking time limit, some of the employees and customers will look for parking in other areas and decrease the parking demand creating space for local residents and deliveries.

Because the greatest parking demand is on the south side, close to 25th Street, there may be times that residents can't park in front of their homes but, most of the time, there will be available parking spaces elsewhere along the block. If parking availability becomes a problem after the bike lane is introduced, staff will look at reducing the parking time limit on part or the full block.

There was one resident on the north side of Marine Drive that supported the WB bike lane. They felt the wide bike lane would also provide an option to walk to Dundarave or to the 26th Street crosswalk and without parked vehicles, it would improve their sight lines when exiting from their driveway.

Staff have consulted with local bike riders, who are also members of HUB, and they have expressed their support for the creation of the WB bike lane between 25th and 26th Streets. They mentioned that because of the grade, the bus stop, and Marine Drive merging from two lanes to one lane,

that this section of Marine Drive can be more stressful to ride on. They also mentioned that since the creation of the bike lanes between 26th and 31st Streets, they have changed their bike route to ride along Marine Drive because it is now more comfortable and convenient than alternative routes.

Constructing a robust bike network in the District is a long term project. Last year bike lanes were constructed along Marine Drive and between 31st Street and Westmount Road. In 2025, the Marine Drive/31st Street intersection is planned to be upgraded to a full signal to better accommodate vehicles, cyclists, and pedestrians. In future years improvements along the Bellevue bike route and Marine Drive west of 31st Street can be pursued. As the bike network develops and electric assist bikes become more widely used, more people will choose to use bicycles as an alternative to some vehicle trips or for recreation. Cyclists see the WB bike lane along Marine Drive between 25th and 26th Street as an important link in the developing bike network.

6.2 Climate Change & Sustainability

Emissions related to on road commuting currently make up 39% of all community greenhouse gas emissions in the District. Encouraging mode shift to non auto oriented travel can help to reduce emissions associated with commutes within the District and to other areas of the North Shore.

6.3 Public Engagement and Outreach

Residents of the 2500 block of Marine Drive have received two letters informing them of the project and have attended one regular Council meeting to articulate their three key concerns. In the second letter, staff acknowledge the concerns and proposed two mitigation measures (parking time limits and creation of a loading zone) to address the concerns.

After receiving responses to the second letter, staff have developed a further mitigation measure, proposing to allow residents to apply for a resident permit to exempt them from the daytime 2 hour time limit. If the WB bike lane is approved, staff will send all residents another letter to inform them of all three mitigation measures and a commitment to monitor parking over the summer and if needed reduce the parking time limits on part or all of the block if needed.

7.0 Options

7.1 Recommended Option

THAT

1. the proposed construction of a WB bike lane on Marine Drive between 25th and 26th Streets be approved;

2. parking on the south side of Marine Drive between 25th and 26th Streets be limited to a maximum of 2 hours from 9 am to 5 pm, except with permit;
3. a loading zone be created on the south side of Marine Drive between 25th and 26th Streets;
4. staff monitor the parking utilization over the summer and consider reducing the parking time limits on part or all of the block if necessary.

The recommended option is a step in the long term program to develop a bicycle network in the District. This is considered an important piece of the developing network. The proposed mitigation measures are expected to minimize the impacts from the loss of parking on the north side of Marine Drive.

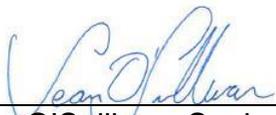
7.2 Considered Options

Council may request additional information or provide alternate direction (to be specified).

8.0 Conclusion

The purpose of this report was to provide further information regarding the construction of a WB bike lane on Marine Drive between 25th and 26th Streets, and to consider feedback from the community which included both support and raised concerns. This section of bike lane is an important piece of the developing bike network, the mitigation measures proposed will address the concerns that some residents have raised about the loss of parking on the north side of Marine Drive.

Author:

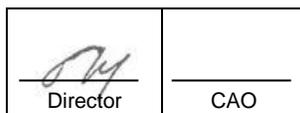

Sean O'Sullivan, Senior Manager, Roads & Transportation

Appendices:

Appendix A: Council Report - 2500 – 3100 Block Marine Drive Bike Lane
Appendix B: January 31, 2024 Letter to Residents of the 2500 Block Marine Drive

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COUNCIL AGENDA

Date: _____ Item: _____



DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Date:	May 2, 2023
From:	Jenn Moller, Director of Engineering & Transportation Services
Subject:	2500 – 3100 Block Marine Drive Bike Lane
File:	1700.09

RECOMMENDATION

THAT the report regarding the 2500 – 3100 Block Marine Drive Bike Lane be received for information.

1.0 Purpose

The purpose of this report is to provide Council with an update on the 2500 – 3100 Block Marine Drive Bike Lane project planning and implementation.

2.0 Legislation/Bylaw/Policy

Council adopted the District's Corporate Energy and Emissions Plan (Corporate EEP) in October 2016, which includes a series of actions to guide Green House Gas reduction in through reducing auto dependency and increasing opportunities for transit and active travel.

The policy context for transportation planning is provided by the District's Official Community Plan (OCP) Bylaw No. 4985, 2018 and the District's Strategic Transportation Plan, 2010.

Regional Context

Translink's Transport 2050 is the Regional Transportation Strategy for Metro Vancouver. Transport 2050 is the region's roadmap for the next 30 years. It identifies projects, services, and policies with the objective to make transportation better for everyone. Transport 2050 includes a proposed Major Bikeway Network of approximately 850 kilometres, which builds on existing regional cycling networks, and connects urban centres and major destinations. A connection through West Vancouver connecting to Horseshoe Bay is envisioned as part of that network.

3.0 Council Strategic Objective(s)/Official Community Plan

Council Strategic Plan

This report aligns with Council's Strategic Objective to:

- 4.0 Improve mobility and reduce congestion for people and goods.
- 4.3 Diversify, expand, and improve the safety and appeal of active transportation options.

As part of **Council’s approved Strategic Plan, 2021 – 2022**, there is an action to implement dedicated cycling infrastructure.

Official Community Plan

The Official Community Plan (OCP) Section 2.4 outlines a need to use existing [road] networks more efficiently and provide a range of safe and accessible transportation options within our community and across the region. The OCP seeks to enhance road network safety for all users.

Section 2.4 regarding “Mobility and Circulation” supports policies that encourage walking, cycling, and accessible transportation options within our community and across the region.

4.0 Background

The section of roadway between 25th Street and 31st Street along Marine Drive is roughly 1600 metres long with parking on either side. The eastbound and westbound travel lanes vary in width from approximately 5.7 m at the east end to approximately 4.6 m at the west end. This section of Marine Drive is an existing bike route identified by limited sharrow road markings and signage. Parking is permitted on both sides of the road for most of this section of Marine Drive. There are bus stops along the corridor at all the intersections except for 28th Street.

The 2500 – 3100 Block Marine Drive Bike Lane project is an important step forward in developing a major bike route for safe cycling access to and from Horseshoe Bay and beyond.

4.1 Previous Decisions

Not applicable.

4.2 History

In 2022, staff began investigating options to provide all ages and abilities bike lanes along Marine Drive between 25th Street and 31st Street to connect to the northbound bike lane on 31st Street and Westmount Road (construction underway).

A detailed survey of Marine Drive found that the existing roadway is not wide enough to accommodate protected eastbound and westbound bike lanes and the cost to widen the roadway would be very high.

With consideration to the skills and abilities of existing riders along this section of Marine Drive, vehicle speeds and volumes, and collision data, as well as the potential to attract new riders to the route, it was concluded

that, at this time, the most reasonable option would be to fit the best possible cycling lanes within the existing road width with minor roadway reconstruction at two locations. HUB North Shore Cycling has provided valuable input to staff as part of the design process.

Also forming part of this project, to be carried out in a subsequent phase, pedestrian safety and transit bus stop improvements at 29th Street are planned for implementation.

In 2024 the intent is to upgrade the Marine Drive/31st Street intersection to convert the existing pedestrian signal to a full traffic signal and to provide eastbound and westbound bicycles lanes on Marine Drive through the intersection. Work on the new civil and electrical design is currently underway. Once completed, the 2500 – 3100 block Marine Drive Bike Lane and Marine Drive and 31st Street intersection improvements will provide connection through the Westmount Bike Lane to the future Cypress Village lands as well as western connectivity to Horseshoe Bay through the Almondel and Eagleridge neighbourhoods.



5.0 Analysis

5.1 Discussion

Retrofitting existing roadways to add or improve active transportation facilities can be a challenge that often involves working within constrained conditions. Also of consideration, there are minimum design criteria (such as travel lane widths for specific roadway classifications), that need to be met for each transportation mode to function safely and efficiently.

As part of development, planning, and analysis for the 2500 – 3100 Block Marine Drive bike facility, BC Active Transportation Design Guidelines have been followed. Design, analysis, and retrofit strategies considered included: cost, maintenance, land use context, vehicle speeds and volumes, reduction of lane width, removal of on street parking, and roadway widening.

The project limits are roughly 1.6 km in length, and generally includes a uni-directional eastbound and westbound buffered curbside cycling facility separating the vehicle lane from the bike lane. At strategic locations such as approaches to intersections or potential conflict points, intermittent vertical flexible delineator posts will be installed to increase driver awareness of the bike lanes; intersection crossings will include green traffic markings. Vehicular travel lanes will be narrowed with edge lines painted to create consistent 3.5 m laning; east west travel lanes will be separated by a double yellow centre line with recessed pavement reflectors.

On street parking will largely be prohibited on both the north and south side of Marine Drive between 26th Street to 31st Street and on the north side of the street between 25th and 26th Street. On street utilization was recorded on a random sampling basis on five occasions over the course of the last 10 months, three on a weekday and two on a Sunday. Between 26th Street and 31st Street, typically two or fewer vehicles were observed parked per block except near the West Vancouver Presbyterian Church located at 28th Street, where up to 11 vehicles were observed. Staff observed that while there were vehicles parked on Marine Drive, there were parking spots available in the Church parking lot. Between 25th Street and 26th Street, which is the first block west of Dundarave Village, up to 16 parked vehicles were observed. Parking will still be permitted on the south side of Marine Drive between 25th and 26th Streets and will provide up to 15 parking spaces.

Parking along a bike route can present a safety concern because cyclists must move into the vehicle lane to go around a parked vehicle or because of the risk of a vehicle door opening and hitting the door or suddenly pulling into the vehicle lane.

Implementation of the 2500 – 3100 block Marine Drive bike lane is planned for early summer 2023.

The pedestrian safety and transit bus stop improvements to the 29th Street intersection will include the following and are anticipated to be implemented this fall, with design currently underway:

- sidewalk improvements between the two bus stops and the 29th Street intersection
- upgrades to the letdowns on the west side of the intersection

- installation of rapid flashing beacons
- bus shelter replacement.

5.2 Sustainability

Emissions related to on road commuting currently make up 39% of all community greenhouse gas emissions in the District. Encouraging mode shift to non auto oriented travel can help to reduce emissions associated with commutes within the District and to other areas of the North Shore.

5.3 Public Engagement and Outreach

Staff from Community Relations & Communications will develop and execute a communications strategy to ensure residents and visitors are informed of the construction works and new bike facility and pedestrian safety and transit bus stop improvements the project will provide for.

6.0 Financial Implications

In 2022, Council approved District funding of \$75,000 towards this project, in addition to receiving a \$112,500 Translink Bicycle Infrastructure Cost Share grant. Through the design process carried out in 2022, detailed cost estimates were developed, a Class B construction cost for this project indicated a construction cost of roughly \$300,000; the additional funding required for the project has been approved as part of the phase one 2023 Transportation Infrastructure Capital program. Funding for the pedestrian safety and transit bus stop improvements at 29th Street will be funded by a grant of \$69,850, received through the Transit Related Road Infrastructure Program (TRRIP).

2500 – 3100 Block Marine Drive Bike Lane	
Class B Construction Cost	\$300,000
Design	\$ 55,000
Funding Sources:	
External:	
Translink Bicycle Infrastructure Cost Share Grant	\$112,500
Internal:	
2022 Council Approved	\$ 75,000
2023 Transportation Infrastructure Capital Program	\$167,500
Pedestrian Safety Enhancements	
Funding Sources:	
External:	
TRRIP Grant	\$69,850
<ul style="list-style-type: none"> • sidewalk and let down improvements • rapid flashing beacons • bus shelter replacement 	

7.0 Options

7.1 Recommended Option

THAT the report regarding the 2500 – 3100 Block Marine Drive Bike Lane be received for information.

8.0 Conclusion

This report provides an update on the design and implementation of the 2500 – 3100 Block Marine Drive Bike Lane project as an important step forward in developing a major bike route for safe cycling access to and from Horseshoe Bay and beyond.

Author:



Jenn Moller, Director of Engineering & Transportation Services



ENGINEERING & TRANSPORTATION
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This is an important notice. Please have someone translate.

这是一份重要的市政通知，请找人帮您翻译。 | 이것은 시청에서 보내는 중요한 통지입니다. 다른 사람에게 번역을 부탁하여 읽으십시오.
این یک اطلاعیه مهم شهری است. لطفاً از کسی بخواهید که آنرا ترجمه کند.

January 31, 2024

Dear Resident,

The purpose of this letter is to update you on the westbound bike lane on the north side of Marine Drive between 25th Street and 26th Street, and the proposed options to mitigate the loss of parking on the north side of Marine Drive. To accommodate the bike lane and ensure it's effectiveness, it is necessary to prohibit on-street parking on the north side between 25th and 26th Street.

Based on direction received at the June 5, 2023 Council meeting, and from feedback received from residents, staff identified three key concerns:

1. Loss of parking for residents
2. Loss of parking for visitors
3. Loss of parking for deliveries

To better understand parking demand, in the summer of 2023, staff monitored parking utilization on the north and south sides of Marine Drive, between 25th Street and 26th Street. It was observed that outside the lunch time peak period (approximately 11 a.m. to 2 p.m.) there is sufficient parking on the south side of the 2600 block of Marine Drive to accommodate the current parking demand.

To manage parking demand during peak periods, the District is proposing to:

- Install a loading zone in front of 2508 Marine Drive to ensure space for deliveries.
- Implement a two-hour parking time limit, between 9 a.m. and 5 p.m., Monday to Friday, on the south side of Marine Drive between 25th Street and 26th Street.

Please see the images below for the locations of the proposed changes.

If you have any additional ideas and/or comments for consideration, please send them to engineeringdept@westvancouver.ca before **Monday, February 12, 2024**.

Project updates will be provided as soon as they are available at westvancouver.ca/bikeMarine.

Sincerely,

The Engineering Department

