

Horseshoe Bay Streetscape – Feedback and Responses

We have summarized the feedback received from residents to date in the question format below, followed by responses. More questions and responses will be added as they are received. If your question is not articulated correctly, kindly contact us.

1. What is the detailed construction schedule?

*While originally planned for spring 2018, due to concerns about the combined impact of other construction projects in Horseshoe Bay during the spring/summer season, the District has delayed plans to begin construction on Phase 1. The streetscape work is planned to begin in **early September**. Details of construction will be sent to neighbouring businesses and residents, closer to the start of construction. Individual businesses will be contacted to go over the construction plans.*

2. Why reduce the number of parking spaces on NW corner of Bruce Street to accommodate a sidewalk?

As the sidewalk on the north side of Bruce Street does not currently connect to the wider network, the sidewalk standard can be amended in this location. The existing number of parking spaces in this location will stay the same.

3. Why remove one parking space to accommodate the installation of the DC Fast Charger for electric vehicles, along with designating two parking spaces for electric vehicle use only?

The District, working with BC Hydro, would like to promote the use of electric vehicles in order to reduce greenhouse gas emissions produced by the private vehicles. The addition of a charging station for electric vehicles will also attract new visitors and business to Horseshoe Bay, especially those travelling the Sea to Sky Highway who need to stop to charge their vehicles. The District will look for opportunities to add additional parking spaces as part of the Phase 2 work.

4. How will the new streetscape – pavers and plantings – be maintained?

The current landscape reflects standards from 30 years ago. Knowledge and technology have greatly increased over this time period. More is known about how to plant trees that will have enough space to grow properly and receive water, how to install pavers so that stay securely in place over time, and what types of plants and shrubs can be planted in a way that is low maintenance.

5. Why remove existing cherry trees along the boulevard?

The removal of cherry trees is necessary to complete the streetscape work along Royal Avenue. The trees were not planted with enough room for the roots to grow, causing the roots to run close to the road surface that results in sidewalks heaving and creating trip hazards. These would continue to be issues if the trees were left in place. The District, as part of the streetscape work, will plant new trees in more

suitable locations with the proper amount of growing space to ensure that they will be healthy into the future.

6. Why improve only the north side of Bruce east of Royal Avenue? How about the south side?

The guidelines for the Horseshoe Bay Streetscape encompassed the commercial area of Horseshoe Bay, which includes the north side of Bruce Street but only a portion of the south side in front of the Horseshoe Bay Motel. The District will consider whether the south side of Bruce Street can be included as part of the Phase 2 construction work, planned to take place in 2019.

7. Can you remove the bulbouts along the north side of Bruce Street? They make the parking spaces hard to clean with the street sweeper.

As part of the Phase 2 work, the District will review the removal of these bulbouts to facilitate street cleaning and potentially add more parking spaces in the commercial district.

8. Could you provide more detail on the removal of overhead power lines, particularly on Bay Street?

The District is working with BC Hydro to determine the cost to put the hydro lines on Bay Street underground. This work will take place as part of Phase 3, likely in 2020, and would coincide with the redevelopment of Horseshoe Bay Park.

Spirit Trail Royal Avenue – Feedback and Responses

We have summarized the feedback received from residents to date in the question format below, followed by responses. More questions and responses will be added as they are received.

1. Why build Spirit Trail in Horseshoe Bay? Few cyclists will use it.

As part of the Strategic Transportation Plan, the District is working to improve infrastructure for walking, biking, and transit. The District has been extending the western portion of Spirit Trail since 2014, and the Royal Avenue portion represents the final section to connect to the commercial area of Horseshoe Bay. The Spirit Trail now runs 3.2 kilometres between Cranley Drive and the intersection of Chatham Street and Royal Avenue, providing a safe, separated walking and biking connection between Horseshoe Bay and Gleneagles Elementary School, Gleneagles Community Centre, Seaview Walk, and the Eagle Harbour neighbourhood. More broadly, the plan for the Spirit Trail is to connect the whole of the North Shore from Horseshoe Bay to Deep Cove. Initially, the trail will function as a neighbourhood connector between the Horseshoe Bay, Gleneagles, and Eagle Harbour neighbourhoods. Eventually it will allow those walking and biking to traverse all of West Vancouver and the North Shore.

2. Shouldn't the bike lanes be wider?

The District is following the TAC minimum standard for bike lanes. Also, wider lanes would mean greater impact to the boulevard.

3. Why was the option to route along Exit 0 down to the Ferry Terminal not pursued?

In the beginning, the District reviewed the option of routing Spirit Trail along Exit 0 and Highway 1, as this was the preference of residents. However, this alignment would have removed one vehicle lane on the highway, and the Ministry of Transportation and Infrastructure and BC Ferries could not support this option due to traffic delays that would result during ferry offloading.

4. Why not add one downhill bike lane and have the uphill lane on Nelson Avenue?

Options were reviewed for both Nelson Avenue and Royal Avenue. Routing along Nelson Avenue was considered, but due to the narrow width of the corridor, this alignment option would have required the use of over 300 metres of the parking lane, which would have resulted in a loss of about 40 parking spaces. As well, the route from Bruce Street and Royal Avenue to Royal Avenue and Chatham Street would be lengthier (600 metres) compared to the Royal Avenue/Raleigh Street option (300 metres). Not only would construction costs be higher, the longer route would also cause greater impact to more residents.

5. Why was there not more consultation on this project?

Since 2013, the District has conducted numerous stakeholder activities related to sections of Spirit Trail in the western portion of the District as follows:

- November 2013 – First open house on planning for Spirit Trail Zones 3 & 4 (Gleneagles and Horseshoe Bay)*
- June 2014 – Initial meeting with BC Ferries regarding potential Spirit Trail alignment on Highway 1*
- July 2014 – Meeting with Western Residents Association (WRA) and Horseshoe Bay Business Association (HBBA)*
- September 2014 – Second meeting with BC Ferries to review conceptual design for Spirit Trail alignment on Highway and into Horseshoe Bay terminal; concept eventually not supported due to potential traffic impacts pending completion of Master Plan for terminal redevelopment*
- October 2014 – Meeting with WRA and HBBA*
- May 2015 – Meeting with WRA and HBBA*
- Summer 2015 – Construction of Spirit Trail at Gleneagles Elementary*
- December 2015 – Open House – Spirit Trail to Horseshoe Bay via Exit 0/Raleigh Street/ Royal Avenue*
- Spring/Summer 2017 – Construction of Spirit Trail on Exit 0/Raleigh Street*
- April 2018 – Meeting with WRA and HBBA*

- *April 2018 – Public Information meeting Spirit Trail along Royal Avenue and Horseshoe Bay Streetscape including mailed notification letters sent to 263 households in Horseshoe Bay.*

6. Why reduce the number of parking spaces on Royal Avenue? Parking spaces are very important especially for visitors to Horseshoe Bay.

Options were reviewed for both Nelson Avenue and Royal Avenue. Routing along Nelson Avenue was considered, but due to the narrow width of the corridor, this alignment option would have required the use of over 300 metres of parking lane, which would have resulted in a loss of about 40 parking spaces. The Royal Avenue route resulted in the smallest reduction in parking spaces.

7. Can't the greenery and trees on District of West Vancouver property along the west side of Royal Avenue, and some of the dogwood trees on the east side of Royal Avenue be maintained?

The District has worked to create a design that would minimize tree loss, especially large trees on the west side of Royal Avenue and the grove of dogwood trees at the corner of Chatham St and Royal Ave. In order to maintain parking on Royal Avenue south of Douglas St, new parking pockets needed to be created on the west side of the street, which will result in the removal of some trees and greenery. As well, some of the dogwood trees will be removed from the east side of the street. The District will replant additional trees and shrubs and work with homeowners on the west side of Royal Avenue to re-landscape the areas impacted by construction.

8. Why build the Spirit Trail on such a steep road? Royal Avenue is too steep for cycling.

Unfortunately, there are no alignments that avoid short sections of steep trail due to the topography of Horseshoe Bay.

- *Royal Avenue varies from a grade of 2% to 9% between Bruce Street and Chatham Street, with a 13% section between Raleigh Street and Chatham Street.*
- *Nelson Avenue varies from 9% to 11% between Bay Street and the Nelson roundabout.*

9. Can buses turn properly at intersection of Royal and Bruce?

A CAD software, Autoturn was used to design the intersection to ensure that buses will be able to negotiate turns as they have in the past, especially at this important intersection.

10. Why not use paint instead of barrier curb to separate cyclists from vehicles?

A ¹research study conducted by UBC found that the safest routes for cycling were those with protected bike lanes on major streets, bike lanes on streets with no parked cars, and intersections with motor vehicle speeds below 30 km/h. Safety for

¹ Bicyclists' injuries and the cycling environment - <http://cyclingincities.spph.ubc.ca/injuries/the-bice-study/>

cyclists and motorists is the reason that separated bike lanes away from parked cars was chosen.

11. Drivers, cyclists, and motorcycles travel too quickly on Nelson, Royal, and Chatham already. Why not add speed humps to slow down traffic?

The District will investigate the possibility of adding speed hump(s) and traffic calming measures on Royal Avenue and Chatham Street.

12. Why not route the trail to Whytecliff Park rather than Horseshoe Bay?

The two-way bikeway is part of Spirit Trail, which is planned to run from Horseshoe Bay in the District of West Vancouver to Deep Cove in the District of North Vancouver. Marine Drive to Whytecliff Park is not part of the Spirit Trail route, but the District can review options for improving cycling facilities on Marine Drive in the future.

13. Why create a bike lane rather than a multi-use pathway that everyone can use?

Options were also reviewed for both a multi-use path, as well as separated bike lanes on Royal Avenue. A multi-use path can be perceived to be more dangerous for pedestrians, as there is potential for conflicts with cyclists riding downhill. As well, Royal Avenue already has a sidewalk on the east side for pedestrian use. That is why separated bike lanes alongside the existing sidewalk were chosen as the safest option.

14. Won't the construction have a big impact on residents and businesses? Why construct in the spring and summer? There is already a lot of construction work happening in Horseshoe Bay.

The District will work to minimize the impact of construction along Royal Avenue. One lane of traffic will be maintained through the construction period to minimize impact on residents and visitors.