

CONTEXT

The attractive scale, landscaping, variety of streets and extensive walking and hiking trails create a distinctive character to West Vancouver neighbourhoods. In areas with rugged topography, streets are narrow and meandering. They are typically irregular and end unpredictably to avoid creek crossings and other natural features. In the British Properties they are long and curving, following the contours of the sloping mountainside. In the central older areas a grid pattern of streets and lanes predominates, but it too is frequently discontinuous.

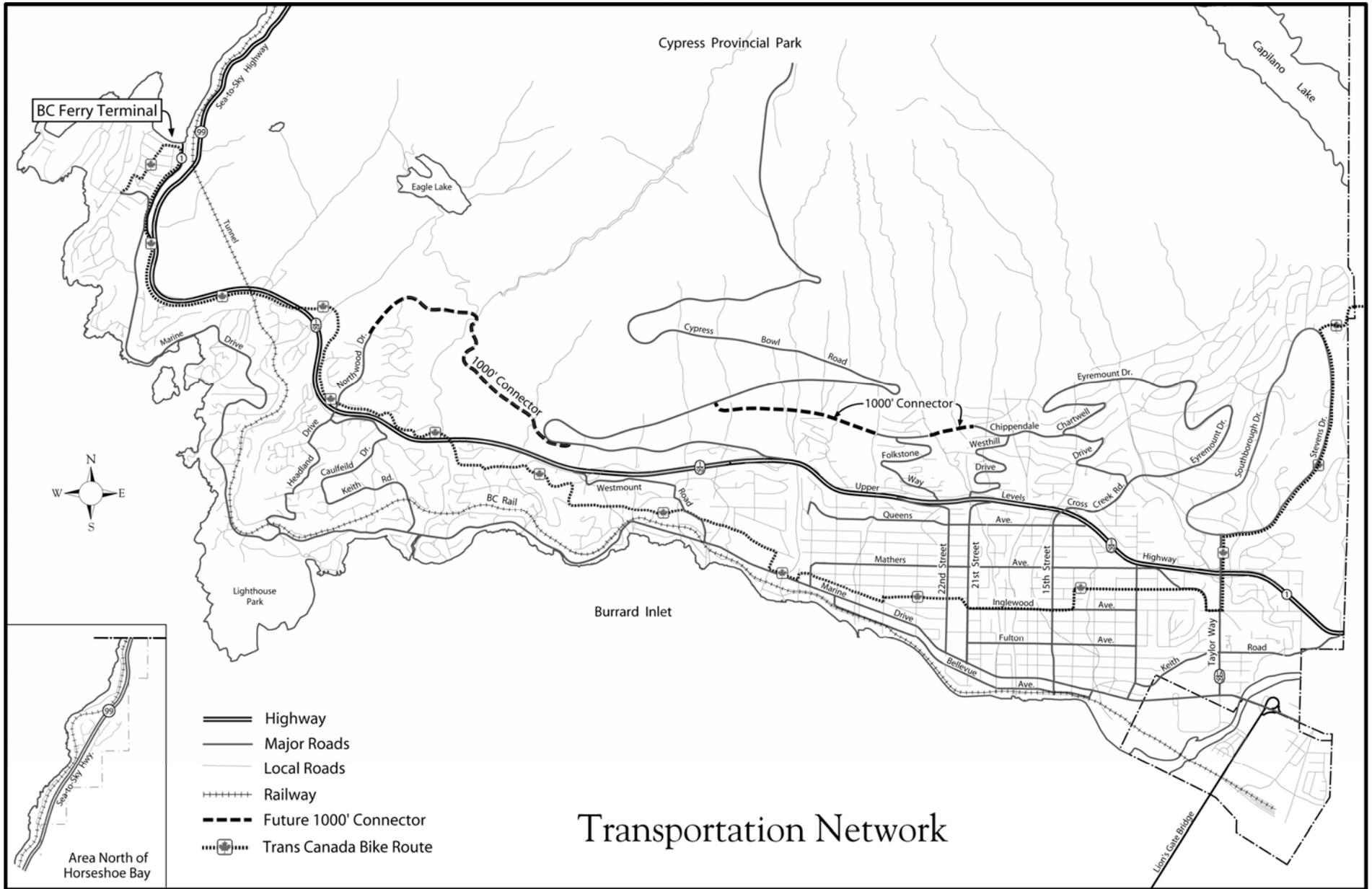
West Vancouver's transportation network is illustrated on the Transportation Network Map. Two major roads provide east to west connections: Marine Drive and the Upper Levels Highway. A third connecting route is being developed, generally following the "1000 foot" elevation and includes parts of Chippendale Road. The Upper Levels Highway serves as a major arterial for local, commuter and through traffic. Unfortunately it also creates a strong division between the lower and upper areas of the community. Its connections to the Lions Gate Bridge, BC Ferries Horseshoe Bay Terminal, Cypress Provincial Park, the Sea to Sky Highway (Highway 99 North), and east to Highway 1 generate substantial and increasing traffic volumes.

With the exception of the 1000' connector in the Upper Lands, no additional major roads are planned. Future

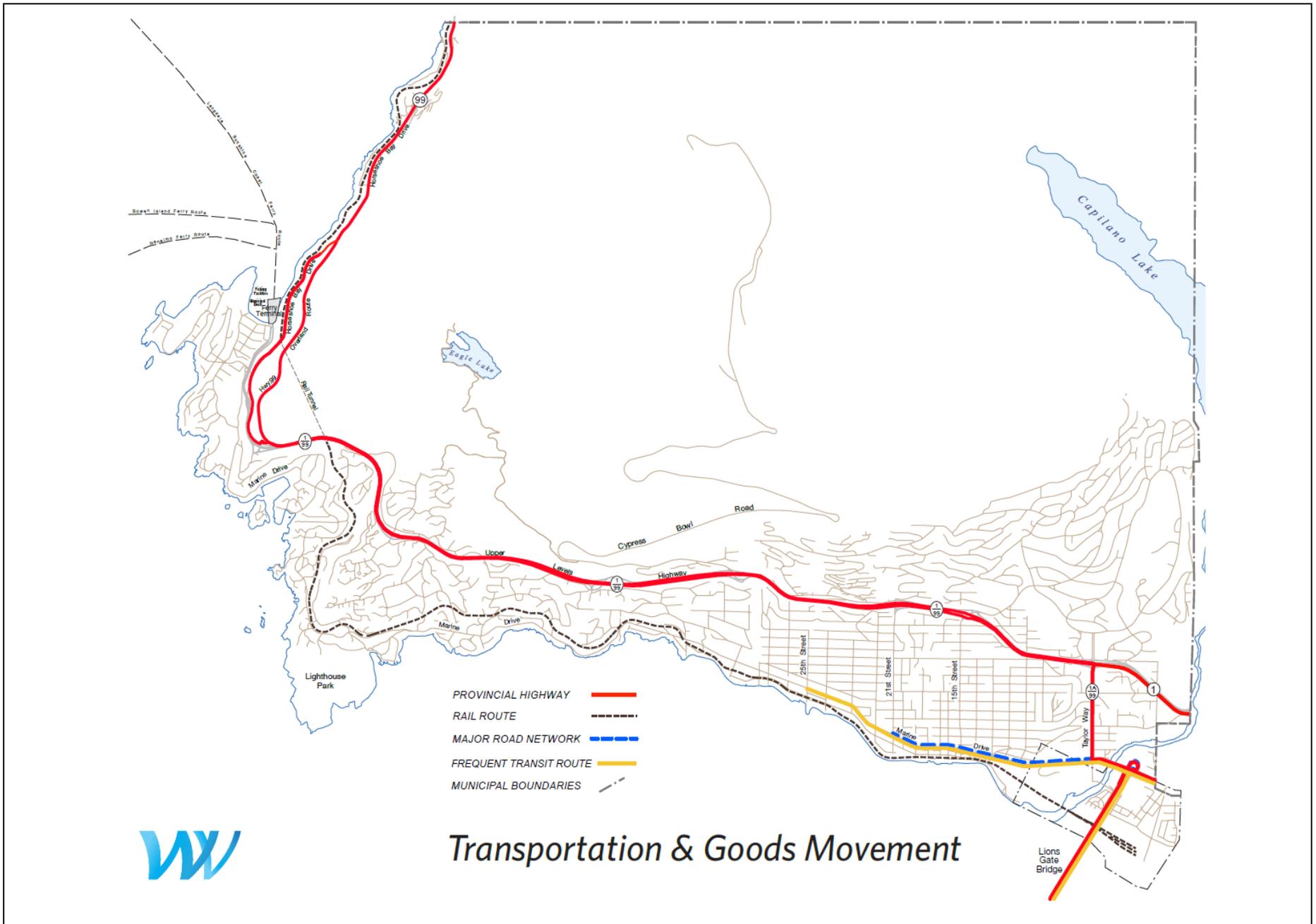
road development will be limited to new local streets in the Future neighbourhoods in the Upper Lands.

While the Blue Bus system is a valued and well-used transportation option, the community is still predominantly automobile dependent. Ongoing improvements to existing trails and the construction of new trails and connections enhance the primary recreational activities of walking, hiking and cycling.

As a means of reducing our dependence on automobiles, policies within this Plan support a more readily accessible transit system and the continued success of the Blue Bus system. They promote connections within the community and to other parts of the Greater Vancouver Regional District, pedestrian connections, and development of an improved cycling network. Implementation of effective transportation policies will lead to responsible and efficient land use decisions, avoid further impact on environmentally sensitive areas, and reduce vehicle trips. New infrastructure and development projects will consider topographical constraints in right of way construction. They will also apply innovative design principles, recognize aesthetic considerations, and build upon the predominance of narrow roads in our landscaped setting.



Transportation Network



The West Vancouver Road Policy encourages local character and more traditional landscaped streets.

OBJECTIVES

Transportation and mobility policies encourage sustainable choices, and are based on the following objectives:

- Reduce residents' dependency on private automobiles.
- Promote alternatives to private vehicles, including the enhancement of public transportation and walking and cycling networks.
- Endorse road safety standards,
- Minimize pavement widths and support landscaped boulevards based upon adopted policies for roads and boulevards.
- Coordinate transportation delivery solutions with neighbouring municipalities and other government agencies.
- Improve transportation accessibility for persons with disabilities.

POLICIES

Policy T 1

Coordinate and consult with provincial agencies, neighbouring municipalities and the Squamish Nation to enhance public safety and mobility.

- Pursue strategies with the Ministry of Transportation to improve safe traffic flow and mobility choices between the Upper Levels Highway and Lions Gate Bridge.
- Ensure that changes to the Sea to Sky corridor (Highway 99 North) are integrated to meet the needs of West Vancouver and that environmental and community benefits are realized.
- Reduce the impact of operations at BC Ferries Horseshoe Bay Terminal, especially in the community of Horseshoe Bay, including the eventual removal of the Vancouver Island route and implementation of measures such as mandatory reservation systems and improved traveller information systems.
- Work with BC Rail on matters of mutual interest including use of BC Rail lands for pedestrian and cycling connections, utility corridors and for possible commuter rail use.
- Pursue alternative routes for transporting explosives to reduce the potential hazard created by trucking them across the Municipality and shipping them through Horseshoe Bay.
- Coordinate and ensure consistency with transportation policies in the Liveable Region Strategic Plan if endorsed by Council.
- Pursue strategies for local North Shore transportation and mobility needs that bypass Lions Gate Bridge traffic, such as a lower level road connection from Park Royal eastward, as well as improved traffic and pedestrian circulation related to Park Royal and other Squamish Nation lands.
- Work to improve public transit and coordinate service improvements with other municipalities.

Policy T 2

Pursue comprehensive approaches to local transportation planning, including support of sustainability principles.

- Strive to reduce community greenhouse gas emissions resulting from vehicle trips through the development of policies and programs that:
 - encourage the use of alternative forms of transportation; and
 - provide increased transportation-related non-vehicular facilities and services throughout the community including the implementation of bus-only lanes, maintaining an updated cycling network master plan, maintaining and adding

separated and/or marked bicycle lanes, completing the Spirit Trail, maintaining signage, maps and way-finding to support walking and cycling, and developing streetscape guidelines such as the Ambleside Streetscape Standards that support the pedestrian realm and the use of transit. Involve TransLink and other agencies to identify priority areas for investments and/or improvements in cycling, transit and pedestrian infrastructure.

*See also
UPPER LANDS*

Policy T 3

Coordinate transportation infrastructure with local area planning to ensure that it contributes to and sustains neighbourhood character.

- Minimize the visual and environmental impacts of new roads.
- Minimize the amount of new road pavement and the number of creek crossings in the Upper Lands.
- Coordinate road improvements with area planning initiatives and new redevelopment proposals.
- Include consideration of walking and cycling networks as part of local area planning.
- Encourage neighbourhood-friendly driver behaviour by continuing to support performance-based local road design, such as narrow road travel lanes, non-continuous on-street parking,

separated pedestrian pathways and sidewalks on key pedestrian routes, boulevards with trees and landscaping, and traffic calming measures where warranted.

**Policy T 4**

Support efforts to improve transportation safety and accessibility.

- Work with the Ministry of Transportation and the Insurance Corporation of British Columbia to reduce accident rates in West Vancouver (for example, by improving intersections).
- Support development and implementation of cycling and road safety programs for schools and community centres.

- Maximize public accessibility and community connections through the appropriate design of streets, bus stops, trails, sidewalks crosswalks and public open space.
- Continue to use and update the West Vancouver Pedestrian Access Guidelines.

Policy T 5

Enhance and expand transportation options to reduce auto dependency and associated environmental impacts.

- Enhance North Shore transit service between major activity centres such as Marine Drive, Park Royal, Lonsdale Avenue, Lion's Gate Hospital, Capilano College and the BC Ferries Horseshoe Bay Terminal.
- Enhance transit service and connections between the North Shore communities and centres of activity south of Burrard Inlet, including downtown Vancouver.
- Ensure that the new road network in Future Neighbourhoods above the Upper Levels Highway is designed to accommodate bus service.
- Develop a comprehensive and accessible walking and cycling network.
- Investigate and implement appropriate traffic demand management and other techniques to reduce the impact of the private automobile and dependency on it.
- Examine options to supplement existing "Blue Bus" service with smaller buses to serve West Vancouver's neighbourhoods.
- Consider the establishment of an improved bike lane along Marine Drive and other possible routes in the community.
- Support transportation demand strategies including Bus Only Lanes along Marine Drive and Taylor Way, transit priority signals, and queue-jumper lanes for transit buses at the Lions Gate Bridge.
- Support traffic management through information sharing systems with the Ministry of Transportation and TransLink.