



Spirit Trail & Horseshoe Bay Streetscape

August 13, 2018, 3:27 PM

Contents

i.	Summary of responses	2
ii.	Survey questions	4
iii.	Individual responses	5

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Summary Of Responses

As of August 13, 2018, 3:27 PM, this forum had:	Topic Start	Topic End
Attendees: 254	May 2, 2018, 3:18 PM	May 22, 2018, 2:54 PM
Responses: 124		
Hours of Public Comment: 6.2		

QUESTION 1

1. What do you like about the revitalization plans for the Horseshoe Bay Streetscape?

Answered	100
Skipped	24

QUESTION 2

2. Are there any details of the Horseshoe Bay Streetscape plan that you would like to change (e.g. lighting, paver design, benches, etc.)?

Answered	92
Skipped	32

QUESTION 3

3. What do you like about the plan for Spirit Trail Royal Avenue?

Answered	90
Skipped	34

QUESTION 4

4. Spirit Trail Royal Avenue will have a new, two-way bikeway on the east side of Royal Avenue running along the existing sidewalk. Based on your review of the designs, are there any design modifications you would like to make (e.g. traffic calming devices, signage, intersection treatment, etc.)?

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Answered	95
Skipped	29

QUESTION 5

5. Please provide any additional comments

Answered	78
Skipped	46

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Survey Questions

QUESTION 1

1. What do you like about the revitalization plans for the Horseshoe Bay Streetscape?

QUESTION 2

2. Are there any details of the Horseshoe Bay Streetscape plan that you would like to change (e.g. lighting, paver design, benches, etc.)?

QUESTION 3

3. What do you like about the plan for Spirit Trail Royal Avenue?

QUESTION 4

4. Spirit Trail Royal Avenue will have a new, two-way bikeway on the east side of Royal Avenue running along the existing sidewalk. Based on your review of the designs, are there any design modifications you would like to make (e.g. traffic calming devices, signage, intersection treatment, etc.)?

QUESTION 5

5. Please provide any additional comments

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Individual Responses

Angus Beaty

inside West Vancouver
May 7, 2018, 1:11 PM

Question 1

The design looks modern and will bring some new life into the Horseshoe Bay community.

Question 2

I love the fact that people on bikes are separated from people walking on this road-side section of the Spirit Trail. The sidewalk and raised cycle track look great.

Question 3

I'm assuming that Bruce Street is 'the end' of the Spirit Trail (as in, there won't be any additional connections at this end of the trail).

This doesn't make sense to me, particularly for bikes. Instead of having a direct connection with Horseshoe Bay Park, with Sewell's Marina, or with the Ferry Terminal Building, the protected bike path ends 2 blocks away and just spills into the street, mixing with cars.

It seems very strange that the trail, as a protected, safe route for all ages and abilities, 'complete' with this obvious gap.

A comparable scenario is on the Spirit Trail near Lonsdale Quay. Here, the Trail travels east/west along Carrie Cates Court, but also has an extension down Chesterfield Ave and Chadwick Court to connect directly with the Seabus. The trail connection allows people biking to ride all the way to the terminal entrance, without having to ride with traffic.

One would think that there would be a similar intent at this end of the Spirit Trail, with such key destinations at its end. Perhaps it is not too late to add this into the design?

Question 4

No response

Name not available

May 8, 2018, 12:07 PM

Question 1

Very excited to see it happen- it's long overdue

Question 2

I would like it to continue all along Bay Street to Nelson

Question 3

I like the proposal as it will keep existing Dogwood trees down Royal and slow traffic as it turns around from Chatham to Royal

Question 4

I worry about kids on skateboards or bikes riding down the hill from Raleigh on Royal and being hit by a vehicle as it turns down Royal from Chatham

Question 5

Thank you John Calimente for a job well done!

Name not shown

inside West Vancouver
May 8, 2018, 1:57 PM

Question 1

I would rather not see the "revitalization plans" take place, quite frankly. I think it will cause a lot of unnecessary upset to residents and visitors alike (noise, dust, disruption of traffic). However, there are some things that should be taken care of to avoid accidents (see question 2.) and speed modifications (see question 4.). Why are you planning to make these changes during peak tourist season?

Question 2

The pedestrian pavement on the south commercial side of Bay Street desperately needs repaving because the tree roots have caused the pavers to buckle. I have witnessed at least two people fall on this path by tripping over the pavers. It's dangerous.

Question 3

This is the ending of the Spirit Trail and what I like most about it are the lovely dogwoods running alongside the avenue. I also like the fact that the road is quite broad. From the drawings online, it's not entirely clear what changes will be made, except of course for the bikeway. I worry about the disruption to my neighbours and to the community in general.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 4

I don't believe we need a dedicated bikeway at the moment; there are not that many cyclists. What is very important is to enforce cars to SLOW DOWN as they descend Royal Avenue into the village. It's so easy for speed to creep up coming downhill and so very dangerous to travel at more than the designated speed of 30km/hr. With this in mind, some speed bumps should be put in at intervals.

Question 5

I think it's imperative that all modifications (with the exception of the dangerous sidewalks and the addition of speedbumps) be postponed until we can determine how the new Westbank condos and their residents are going to affect Horseshoe Bay. We can't have a real idea of their impact until they are actually living here.

Name not shown

inside West Vancouver
May 8, 2018, 5:02 PM

Question 1

While revitalization will be a good thing for Horseshoe Bay, I feel that we need to wait until the development at the bottom of the hill is complete; see how it all looks once the dust has settled. My sense is that some more community input would also be helpful. Traffic calming...Yes, (Blue bus clocked 80 going down Royal the other day).

Question 2

No response

Question 3

I do not feel that a 2 way bike lane is necessary especially coming down a steep hill for the amount of use that it would get. I live on this street. the cyclists that use this thoroughfare are serious road cyclists. They will always use the road. The families that you think will cycle down using the bike path then will have to cycle up it again! It is not for the faint of heart. Have you cycled up that hill? I have. only once or twice. And I have lived here for 20 years. I feel that this is a waste of taxpayers money that could be better spent elsewhere in H'Shoe Bay. Not to mention that short term parking will be removed from that side. it currently holds 8-9 cars....The cost of moving it to the other side for the sake of 4 spots again seems such a waste and a loss of short term parking. It is long term parking that we need in H'shoe Bay. There is lots of short term parking on side streets.

Question 4

Yes, Hold off for now....As an earlier surveyor commented, you have the

spirit trail coming down and stopping at Bruce Street. As with other parts of the Spirit Trail, sometimes some flexibility is required. for example : Not to pave the Seaview Walk which users had to fight for. What happens to the bus stop at Argyle and Royal? Why can't the bike lane be smaller to go with a walking lane and keep the parking on the E side?...Who knows how busy Royal is going to get once the new development is completed. Is there an option for it to go in E at Argyle and along the flat and rejoin by the ferry parkade. Yes, smaller..but more manageable? Lots of questions to ask! In short, it is not a trail, but a very busy thoroughfare for Horseshoe Bay

Question 5

Please could we have some more consultation.
Thank you for providing a platform for feedback. We look forward to some more consultation soon.

Name not available

May 9, 2018, 7:40 PM

Question 1

Misleading question! As a resident who is aware of the already congested area and parking issues, I fail to see how adding bike lanes and removing parking areas will in any way this issue.
To be blunt these changes are essentially to accomodate the 154 condos/townhouses development that is underway on the Danny Sewell land..(the plan changed considerably from the initial presentation by the developers for a great downsizing opportunity for locals!!!). This development was not fairly presented to local residents and West Vancouverites in general. We feel that the approval of West Van council was given before any local input was considered.,it felt like a done deal.. Those of us who reside in the area appreciate the quaintness that has always been part of Horseshoe Bay's charm.
The official community plan calls for Horseshoe Bay to remain a seaside village, your proposed changes are making it into another Yaletown.

Question 2

The proposed plan is making an attempt to accomodate the rush of traffic and congestion that will be unavoidable with the new development in place. Pavers, benches etc are simply window dressing ... with the proposed changes to streets the increased congestion in the area will reduce the accessibility to residents and visitors alike.

Question 3

Don't have enough info to comment.

Question 4

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

While I appreciate that bike riders need to be safe and secure it is a lot to imagine bike lanes in the already congested area. Residents of the Bay area will obviously be impacted the most by the new changes but we are anticipating lots of issues in the upper part of Horseshow Bay (Wellington Avenue etc) as we already have problems with day parkers and hikers illegally parking on the streets.

Question 5

As you are probably aware local residents have grave concerns especially with our West Van Council's willingness to change a long standing community plan to accomodate what will be a half empty, 50% off shore owned complex in an already congested area.

Name not shown

inside West Vancouver
May 10, 2018, 1:22 PM

Question 1

Improvements along Royal Avenue create a welcoming invitation to the commercial heart of the Bay. I am in support of the Spirit Trail throughout WV.

Question 2

Maintaining the same character and standard of improvement, particularly as it relates to sidewalks and lighting, up past Argyle should be considered. I am not a fan of the gravel pathways, these create dust and the potential for noise. The District needs to consider the impact on housing privacy on the west side Royal Ave, it does not appear this this has been adequately addressed.

Question 3

I support the Spirit Trail but to be clear, this is a cycling centric design and pedestrian activity will be as has been in the past with the exception of a gravel pathway on the west side of Royal. I believe pedestrian improvements and finishes should be extended to Chatham.

Question 4

I'm not an avid cyclist so will leave it to others to comment on this.

Question 5

As one comes around the corner at Chatham onto Royal the experience of Horseshoe Bay is front and center. Extending the same quality of finishes to this point makes sense with perhaps some more subdued lighting. Old sidewalks and new gravel paths deter from this experience.

Name not available

May 10, 2018, 5:54 PM

Question 1

No response

Question 2

More garbage cans, better lighting, more welcoming on Bruce street so the businesses there can be found and getting more foot traffic.

Question 3

No response

Question 4

No response

Question 5

It's hard being a business on Bruce street and getting foot traffic. If something that can be done to help us. That would be wonderful.

Name not shown

inside West Vancouver
May 11, 2018, 7:28 AM

Question 1

No response

Question 2

No response

Question 3

Reducing parking in Horseshoe Bay is not a good idea.

Question 4

This design creates a hazard where the buses turn from Royal onto Bruce, they will be crossing two bike lanes. Has a risk assessment been performed on this plan?

Question 5

Not a fan of the engineering firm you have engaged.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Name not available

May 11, 2018, 1:34 PM

Question 1

The idea that revitalization is necessary is a good one.

Question 2

More benches. Better connection to park and improved park, particularly seaside walkway. Vehicular traffic must also be allowed to flow.

Question 3

Royal Avenue idea good, but what about Bruce Street? Route along Chatham.

Question 4

Desist with traffic calming devices. Make sure vehicular traffic can flow easily.

Question 5

No response

Helen Weiser

inside West Vancouver

May 14, 2018, 4:03 PM

Question 1

Not a lot

Question 2

N/A

Question 3

Nothing

Question 4

Do not put in a bike lane at all.

Question 5

I strongly feel that it is totally unnecessary to remove the healthy dogwood trees on the east side of Royal for a bike lane. If a rider comes down the Spirit Trail to Chatham Street and they are not

capable of riding 4 blocks downhill alongside traffic they should not be on a bicycle! The same goes for a cyclist travelling uphill on Royal..if you want to put in a cyclist operated light so they can cross Chatham then do it. You are going to a lot of trouble for very few people. The rest of us are happy walking on the existing sidewalk on the east side and enjoy walking beside trees. Yes, I am a cyclist. I have lived in Horseshoe Bay for 34 years. Your lack of community involvement is evident in your lack of appreciation of the village's atmosphere and character.

Name not shown

inside West Vancouver

May 14, 2018, 4:26 PM

Question 1

Nothing

Question 2

No response

Question 3

Nothing. I think it is very unnecessary. Cyclist do not use the spirit trail. Cyclist love to meet at either roundabout and then use the road to go down the hill. I use the spirit trail frequently and have never seen a cyclist on it or anyone else walking on it. Not only do I feel it is unnecessary I feel as though you are not taking the residents into consideration. There is so much construction, noise and disruption going on at the moment. You want to remove parking which there is already a massive shortage of and the beautiful dog wood trees for a trail that will not be used.

Question 4

Yes a two way bike lane is unnecessary on Royal Ave. Yes we def need traffic calming. Speed bumps would be a far wiser move. The bus as well as cars use royal as a race track.

Question 5

No response

Name not available

May 14, 2018, 4:43 PM

Question 1

Doesn't seem necessary

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 2

No response

Question 3

Why cut down the Dogwoods and remove about 8-10 parking spots when parking has become a major issue lately?

Question 4

Just don't do it

Question 5

Please don't do it
And
I am a avid cyclist

Patricia Young

inside West Vancouver

May 14, 2018, 4:48 PM

Question 1

Nicely done, but not thought through re bike lanes, when the real need is for PARKING.

Question 2

I hope Bay Street sidewalks are soon repaved, at least from Trolls and particularly past the doctor offices, with attention to handicap curbs and road irregularities. I live in Horseshoe Bay, am on a walker and can not walk or even move the wheels on my walker on these pavers so broken up by tree roots. I hope you would consider giving more thought to handicap traffic rather than bike lanes, which I agree with others, has not been coordinated on the plan. I never see any cyclists in the Bay. Also, why not do these improvements at the end of the tourist season. Traffic is hectic from May to September without the additional blockages of additional construction.

Question 3

I like that Royal Avenue will be wider and landscaped on the West side. The existing curbs and dogwood trees on the East side are gorgeous as is. Why chew up all that expensive landscaping just to gain another two feet. I agree there should be speed bumps to slow traffic down on Royal.

Question 4

I see no reason to have bike lanes on our tiny narrow streets. There's

barely room for the buses and motorcycles, let alone the residents. The steep hills will be a safety hazard with speeding cyclists whether or not there are bike lanes. And two way traffic on side by side bike lanes? Accident waiting to happen. In my opinion, bike lanes are a waste of money better spent elsewhere.

Question 5

Suggest that West Vancouver consider construction of a substantial parkade, in ground, with three or more levels of pay to park. I can not park in front of my house on Argyle for most of the year because people park there for the weekend regardless of signage that permitted parking is for 3 hours. Last week, I saw three tickets on car parked across the street. I suggest signage that posts the fines for overparking. I am only thankful that Argyle is a dead end street. I lived here before the closure and am so thankful for the modification as Argyle was also a speedway with road rage drivers speeding and double parking. I would hate to see that open street happen again.

Name not available

May 14, 2018, 5:04 PM

Question 1

Looks good. Practical.

Question 2

I didn't see a dog area. I hope there is one! People who go on the ferries need one. Like the one in Nanaimo would be good.

Question 3

I don't like it at all. I think it's perfect the way it is. I live at the top of Royal and watch it every day. It flows well now, so it shouldn't be changed.

Question 4

Just be don't change it!

Question 5

No response

Name not shown

inside West Vancouver

May 14, 2018, 5:16 PM

Question 1

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Overall I think the plans are positive & are much needed.

Question 2

I don't think the cherry trees should be removed. They should be maintained & managed to mitigate issues. They are lovely & attract visitors as part of the quintessential Vancouver experience.

Question 3

I believe there are certain requirements to making the attractive to users and I believe the plan meets that. No issue with most of the plan. Just question the logic of the bike lane.

Question 4

I question the bike lane. People don't come to Horseshoe Bay for a leisurely ride in a bike lane. They use that hill to cool off after more extreme cycling. Why take away the landscaping across the street for the sake of 4 parking spots. You would be better served to address the speeding down Royal of cars, buses & bikes. I hope these changes aren't happening just to attract visitors.

Question 5

The bike lane seems to be in the works to attract visitors. Which is fine, certainly for the businesses. It also needs to be attractive to those of us who live there. Dealing with speeding of all vehicles including bikes & buses would benefit the community. I'm in favour of speed bumps or whatever will do that.
With street scape improvements what is the maintenance plan. There are lots of improvements that could be made to maintenance & I hope that is taken into account.

Name not available

May 14, 2018, 6:12 PM

Question 1

Nice idea but cutting down trees and removing parking doesn't seem like the right approach.

Question 2

The bike lanes are taking trees and parking.
Finding parking to go to the doctor or the coffee shop is already difficult enough in tourist season.

Question 3

No response

Question 4

No response

Question 5

No response

Lisa frost

inside West Vancouver
May 14, 2018, 7:27 PM

Question 1

I can't interpret much from the drawing. I see no useful descriptions or details.

Question 2

Do not add any more street lights.

Question 3

Surely, there is a better use for this money.

Question 4

I ride a bike, but I see no need for a bikeway. So please do not build it.

Question 5

Do not remove trees. If anything, add more.

Mary Elliott

inside West Vancouver
May 14, 2018, 8:27 PM

Question 1

I like it. But please take care not to make it even harder for our visitors to park their vehicles. The visitor parking situation in Horseshoe Bay is extremely challenging at present.

Question 2

No response

Question 3

Not much, and I'm a cyclist.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 4

Please do not remove the dogwoods to create a 2-way bike lane, it's completely unnecessary. Even one lane is overkill, as riders will simply continue to use Nelson. Removing even more parking in Horseshoe Bay will increase stress and frustration in our already Parking-challenged community.

Question 5

No response

Name not available

May 14, 2018, 9:43 PM

Question 1

Looks good - long overdue!

Question 2

Ideally the hydro poles along Bay street would be removed / relocated (underground - or in the alley behind the shops) to enhance the outstanding view. I couldn't tell if this was psrt of the plan.

Question 3

Bike lanes

Question 4

Looks good.

Question 5

No response

Name not available

May 14, 2018, 10:05 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

Please do not put in a 2-way bikeway. I would love to see hard numbers on how much this would actually be used before choosing to make a change like this.

Parking is a huge issue in Horseshoe Bay in my experience. Please take this into consideration before making changes that may make the problem worse.

Question 5

Please do not take down healthy flowering trees.

Also please make efforts to complete the Spirit Trail all the way to the Ferry terminal, it doesn't make sense to stop short.

Name not available

May 15, 2018, 11:11 AM

Question 1

I like the plan for electric car plug-in and the lighting and surrounding on the ground for existing trees.

Question 2

No response

Question 3

Not much at all.

Question 4

I do not see the need for two bike lanes. I live on Argyle Ave. I do not see many bicycles using Royal Ave for the most part and the road is plenty wide enough to share as it exists now. We do not need bike lanes. And I am very very opposed to the removal of any dogwood trees. The dogwoods are a BC Provincial Flower and should be retained for their symbolism if nothing else. Is there a study of the number of bicycles that travel up/down Royal Ave over a stretch of time? If not then this project should be halted until this data is collected and taken into consideration.

Question 5

Losing parking spaces in the Bay is a terrible thing to do. This past Saturday and Sunday was filled with people driving around looking for parking and By-Law officers were ticketing cars like crazy. We need every parking space that we can get in HS Bay. And I think I saw all of 4 bicycles going up/down to the Bay. It is my observation that most cyclists travel

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

to Whytecliff Park and not HS Bay.

Name not available

May 15, 2018, 12:08 PM

Question 1

I like to idea of an update, Horseshoe Bay is need of one.

Question 2

The bicycle lanes are a terrible idea. In and of themselves as well as because they will necessitate the loss of even more parking in an already problem area.

Question 3

Nothing

Question 4

The bike lane will be damaging to Horseshoe Bay businesses. We do not have a huge number of cyclists, they mostly head to Wytecliffe park. Taking away parking for the odd cyclist is ridiculous. Look at the Burrard bridge, that was a joke and you are proposing to do that same thing in our community.

Question 5

No response

Jose Rabasso

inside West Vancouver

May 15, 2018, 12:09 PM

Question 1

if you want meaningful answers ask meaningful questions.

During the high season is impossible to find parking in the bay, transient people that takes the ferries park and leave the cars taking the spaces so the people who live in this community can't park here. not improvement in this front whatsoever. maybe neighbours that live in close proximity to the bay should have a pass that will allow them exclusiveness to specific parking spots allocated just to residents, and an efficient ticketing system should be in place to deal with that.

Question 2

is there any improvement done to the park? are we going to have a farmers market in that useless park, used most by ferry transit... so we pay the taxes and they use the spaces? that will get you reelected... not good listening skills guys.

Question 3

I like the barrier from transit lanes to bike lanes.

Question 4

even though we don't have that much biking done in royal avenue, i feel ok about having two bike lanes here.

Now most biking turning point is Whitecliff Park, and the amount of bike traffic is staggering and increasing every year, no bike lanes here...i understand the problem of physical space... also we have a motor bike noise problem that should be dealt with sound triggered cameras so people can be ticketed etc...

Question 5

i have a question, probably a little off topic. Is this the only place in westvancouver that biking has two lanes? biking in marine drive is becoming a problem, i don't know how no one has not died yet, there are some mayor chocking points that should be dealt with, maybe with 1 line time stops and a dedicated biking lane. Marine drive going to Whitecliff park people is speeding and traffic has increased quite a bit (groups of speeding motorcycles mainly) , noise pollution has also increased a lot. probably some traffic calming solutions should we put in place. and noise pollution people should be ticketed.

This should be interactive so you can answer some of our questions online, why is this a one way communication, tech is here to be used for our benefit, lets use it properly.

Name not available

May 15, 2018, 12:35 PM

Question 1

More lighting, landscaping definitely needed. Because so few bikes actually go down Royal (I live on Raleigh Street- just above Royal) I don't see the point of the two lane bike lane. Waste of money.

Question 2

2 lane bike lane on Royal.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 3

No response

Question 4

No response

Question 5

No response

Name not available

May 15, 2018, 12:53 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

Do not remove the trees, especially the doghouse!. We do not need a bike path on Royal Ave.

Question 5

No response

Name not available

May 15, 2018, 6:59 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

I live near this area and there are not ebough bikers going up and down to justify this bike lane.

Question 5

The dogwood trees are the beauty of this street and should be left intact. All of them!

Name not shown

inside West Vancouver

May 16, 2018, 8:23 AM

Question 1

I like that the District is developing a destination community. I believe that using Deep Cove as a model to follow Lower Mainland residents will be encouraged to come to visit at times other than when taking a ferry.

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

No response

Bruce Ballingall

inside West Vancouver

May 16, 2018, 12:29 PM

Question 1

Nothing. We (the taxpayers of Horseshoe Bay paid for those dogwood trees and now we will pay to have them removed. Those trees enhance the beauty of The Bay and you want to turn Royal into a concrete jungle for cyclists who do not live in Horseshoe Bay and will only use the bike lane sporadically for a few months while we residents put up with the naked scape forever. Very backward thinking by West Vancouver staff.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 2

Save the dogwoods.

Question 3

Nothing. It should not be called a trail because it isn't. It is just another bike lane to be abused by random cyclists. Royal is a short downhill with a reduced speed limit. It is already safe for cyclists.

Question 4

Why not put the bike lane on the west uphill side of Royal. It would be safer and slow the cycle traffic more than the east lane and that would negate the need to destroy the streetscape.

Question 5

The so called Spirit Trail on Raleigh is highly under used. I have seen maybe 3 cyclist use it this season. I live on the trail and am home more than not.

Name not shown

inside West Vancouver

May 16, 2018, 8:20 PM

Question 1

Nothing. Why eliminate parking when there isn't enough free parking already. Why do we, as Horseshoe Bay residents have to PAY \$\$\$ to park our cars on the street?!!! This will only make less free parking. I "maybe" see 5 or 6 cyclists (*not the racers) come into Horseshoe Bay on the weekends and RARELY during the week. This is when I'm out 3x dog walking. Why are we accommodating something that doesn't exist?!!! We are going to end up like Deep Cove with tiny streets and little access for emergency vehicles.

Question 2

More garbage cans and more pick-up of the garbage during the week.
Turn the fountain back on!!!
Add flowers in the flower beds on the streets.
Water the flowers!!!

Question 3

Nothing. Stop it with this Spirit Trail garbage.
We have a new exclusive community being built at Sewell's and you want to cut up streets and sidewalks into curvy, unpredictable paths?!! NO. It's ugly and unnecessary.
Why eliminate parking when there isn't enough free parking already. Why

do we, as Horseshoe Bay residents have to PAY \$\$\$ to park our cars on the street?!!! This will only make less free parking. I "maybe" see 5 or 6 cyclists (*not the racers) come into Horseshoe Bay on the weekends and RARELY during the week. This is when I'm out 3x dog walking. Why are we accommodating something that doesn't exist?!!! We are going to end up like Deep Cove with tiny streets and little access for emergency vehicles.

Question 4

Don't do it. Stupid idea. Why do we have more and more construction. The Sewell's construction is terrible and got passed and now this? No wonder no one wants to buy in Horseshoe Bay.

Question 5

These changes are ridiculous. Make changes to assist the pedestrian. There are rarely any cyclists that come into Royal avenue. They get on the ferry by way of the ferry line-up, or get off and ride up the highway. No one cycles into Horseshoe Bay unless they are the racers on Saturday mornings...and even then, they go up to Whytecliff Park.

Name not shown

inside West Vancouver

May 16, 2018, 8:30 PM

Question 1

Do not like the street widening and tree removal.

Question 2

Maintain streets at present width. Do not remove any trees.

Question 3

Nothing.

Question 4

Bike lanes not needed. Lanes wide enough to accommodate bikes. Traffic calming measures if necessary but please no separate bike lanes. This coming from someone who cycles these streets on a regular basis.

Question 5

No response

Name not available

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

May 16, 2018, 8:44 PM

Question 1

I like everything except the traffic pattern on Bay Street

Question 2

I live on Bay Street. In the summer the street is more like a walking path for all the tourists and ferry passengers. I'm really concerned about the traffic and the safety of the people in the park. I would like to suggest that Bay Street either become a walking cobblestone area without traffic and that the traffic be redirected at Trolls and down Bruce street and access to the Westbank development is then two way at the right of the end of Bruce street or that Bay Street is only accessible by local residents going to the new Westbank development.

Question 3

I love that it incorporates a bikeway.

Question 4

I like the design

Question 5

No response

Name not available

May 16, 2018, 10:21 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

No response

Name not shown

inside West Vancouver

May 16, 2018, 11:21 PM

Question 1

No response

Question 2

Why does the electric vehicle charging station have to be installed on the pavement and take up parking space? It's an eye sore.

Question 3

No response

Question 4

There are not enough bikers using Royal Ave to justify the loss of parking spaces, trees and gardens on the west side. This is waste of money and premature. This project should be postponed until the residential construction project is complete and it can be seen what the impact the increase in cars and bikes has on the community. If a bike lane is found to be needed at that time, could there just be a single bike lane painted onto the east side and move the centre line slightly to the west, leaving the existing parking, trees and gardens as is?

Question 5

No response

Name not available

May 17, 2018, 6:53 AM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

No response

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 5

No response

Name not available

May 17, 2018, 7:39 AM

Question 1

Don't care as I will never use a trail in Horseshoe Bay

Question 2

Waste of time & money building a trail in H / B

Question 3

Nothing

Question 4

A trail in Horseshoe Bay is a waste

Question 5

Build a bridge over Cap River

Name not available

May 17, 2018, 9:14 AM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

No response

Name not shown

outside West Vancouver

May 17, 2018, 10:37 AM

Question 1

It is good to see that there is space for pedestrians and cyclists in Horseshoe Bay

Question 2

More street trees please. Add trees to the North side of Bay street and all the way down Royal for a comfortable and safe street for all users.

Question 3

It is nice that you are planning to retain one existing tree.

Question 4

No response

Question 5

More street trees please. Trees can help separate users, provide shade, beauty, help with storm water retention.

Name not shown

inside West Vancouver

May 17, 2018, 2:05 PM

Question 1

Revitalizing Horseshoe Bay will improve the area visually and economically by attracting suitable small businesses.

Question 2

I'm not entirely clear on each detail. It is important to maintain the charm of this seaside community.

Question 3

Good walking trails are important.

Question 4

Just very, very clear signage.

Question 5

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

It's important to expand the trail to at least the Ansell Point area. To walk along the old highway, ocean and amidst trees would be spectacular. Moreover, Ansell Pt and Seascapes are disconnected yet very close to Horseshoe Bay. Extending the trail just a bit more will make it more access to Horseshoe Bay and better transit for those living in these areas.

Name not shown

inside West Vancouver
May 17, 2018, 4:16 PM

Question 1

Anything that helps the tired streets of the bay has to be a good thing. It's difficult to tell from those PDF files exactly what will be changed but just fixing all the broken curbs and paving stones will be a good start.

Question 2

The one glaring omission is any traffic calming devices. The both royal avenue and Bruce street can be like race tracks with crazy bus drivers and ferry pickup and drop off people careening around.

There needs to be speed bumps on both streets or some kind of chicane to slow the traffic and get people to understand they are no longer on the highway and are in a residential area where people and especially kids will be crossing the streets.

Question 3

I use the trail when exiting the bay on my bike. At the moment it is very dangerous as you have to cross royal at the corner where there is limited visibility to oncoming traffic.

The trail is a much better way to get out of the bay rather than heading up royal to nelson and then negotiating two roundabouts with often lost and confused drivers.

Question 4

The bike lane is essential for safety if you want to connect the trail to the centre of the bay.

Question 5

No response

Name not available

May 17, 2018, 4:26 PM

Question 1

Difficulty to know how far this plan goes in addressing the parking issue for merchants and the park, and also the plans for revitalization of the park and park facilities, eg washrooms, tables. Some planting, sidewalk and curbing is the only thing shown on the plans received. What about increased traffic flow from buses, bikes and cars from the development of 150 new residences? why are you limiting access and egress to just Royal Avenue? So far your limited revitalization plan will improve Horseshoe Bay but there is much more to be done.

Question 2

From that shown, it is hard to determine paver design, lighting or anything other than planting, sidewalk, bike lanes and curbing. Definitely need benches, better but subdued improved lighting, etc as outlined above.

Question 3

From the plans sent, can not determine what you are actually going to do. Can you send a clearer vision please.

Question 4

After all you plans for 2-way bikeway, added sidewalks and planting curbing, will there be room for 2-way traffic for cars and buses??? Royal Avenue used for every type of vehicle and as well as walkers will be very cramped.

Question 5

Plans as written and shown on-line inadequate to properly provide meaningful feedback which is, I hope, what you want! Or have you made up your mind and really don't want feedback from the residents of this Western part of West Vancouver.?

Name not shown

inside West Vancouver
May 17, 2018, 4:41 PM

Question 1

Not much

Question 2

More parking

Question 3

Nothing

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 4

No bike lane

Question 5

Please don't put a bike lane in

Name not available

May 17, 2018, 5:10 PM

Question 1

No to bike lane.

Question 2

No to bike lane.

Question 3

No to bike lane.

Question 4

No to bike lane.

Question 5

No to bike lane.

Name not available

May 17, 2018, 5:50 PM

Question 1

A very welcome and timely initiative, given the major condo development underway.

Question 2

I have never understood, with such a dramatic, world-beating view from Bay street out over the water, why the Hydro wiring was not put underground years ago. Now is certainly the time to do it. Traffic still speeds into and out of the Bay. Street calming in the form of road bumps (or humps) would slow everyone down to 30km per hour!!. With the new condo development (150 units?) traffic and speed will become an even greater issue, as will parking. This plan does not address these key points.

Question 3

OK.

Question 4

No response

Question 5

We have lived on Hycroft Road since 1969 and frequently "use" the Bay for access to restaurants and stores. Our grandchildren love the water front park, as grubby and run down as it is. It seriously needs improvement if only to make the play equipment safe. We have been disappointed over the years that Horseshoe Bay has not modernized (it is surprisingly seedy and run down in places) and become the Sausalito of West Van. Perhaps this is the beginning. Ideally, Bay St. should be pedestrian access only, but that would mean a total redesign of the Bay.

Len Rhodes

inside West Vancouver

May 17, 2018, 10:52 PM

Question 1

I think that the Spirit Trail that has been completed to the corner of Chatham and Royal is perfect. To redo Royal Avenue from it's existing state would be a HUGE waste of taxpayer's money. There is no need to extend it from where it ends now. And to destroy the Beautiful Dogwoods be a crime. How could You ever think of drstroying them! You obviously don't live here!

Question 2

Leave it alone!

Question 3

I am absolutely against it!

Question 4

Do not proceed with this plan. It is absolutely unnecessary!

Question 5

No response

Name not shown

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

inside West Vancouver
May 18, 2018, 7:17 AM

Question 1

No response

Question 2

No response

Question 3

The only thing that alleviates the excessive noise from speeding motorcycles and other vehicles is the greenery. And now you are going to remove it. Why not put the spirit trail down the east side of Royal where there is already plenty of open space. Or better, install it beside the highway where a trail already exists away from motor vehicle traffic. A few less parking spaces will have zero impact compared to the WV community plan to allow the population within the village to triple within a few years.

Question 4

Put prominent speed signage on Royal and make it clear to bus drivers that the speed limit also applies to them. Any form of police enforcement of speed laws would have a noticeable impact. Zero enforcement of speed limits has made the ferry exit lanes, Royal Ave and Nelson Ave into race tracks with the accompanying excessive noise.

Question 5

Re Nelson Ave : See no. 3 and 4 above , plus more signage is a must . There are 2 speed limit signs early on , and then almost every vehicle hits the gas and rarely is below 70 km/hr.
Bus drivers clearly feel that no speed laws apply to them.

Name not available

May 18, 2018, 3:43 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

I fail to understand the reasoning behind spending money on trails when you cannot find the money ,time or interest in the upkeep of our existing trails! Can anyone explain this please. Jim Wilson

Name not shown

inside West Vancouver
May 18, 2018, 3:47 PM

Question 1

From the plans shown I am not able to give an opinion

Question 2

Provisions for Handicapped and elderly

Question 3

As above from the plan enclosed I could not see improvement - all about cyclists and nothing for handicapped and elderly

Question 4

Forget bycles it is us older residents who are paying for everything, not the cyclists

Question 5

The majority of the tax payers in West Vancouver are over 65 and many are handicapped - thru our diligent work and saving we are just about able to reside in West Vancouver! You are taxing us out of our homes and not providing services, other than the library - is impossible for me as an 80 year old 50 year resident of West Vancouver to enjoy my retirement - what if I want to go to Trolls - where do I park my car to enable me to walk less than 100 yards to the restaurant!??

Name not available

May 18, 2018, 4:23 PM

Question 1

No response

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

No response

Name not available

May 18, 2018, 4:29 PM

Question 1

I like the proposal to update the sidewalks, but I think the trees do not need to be removed, and the bike lane is unnecessary. Many of the visitors are pedestrians waiting for a ferry, and I think more emphasis on walking areas/trails would make this better plan.

Question 2

There needs to be some traffic calming measures in place, and the bike lane does not make sense if it depends on removing resident parking.

Question 3

I like the proposal to update the sidewalks/lighting/benches. The trees should be left along, they add charm and character to the village.

Question 4

Traffic calming should be added, and resident parking should not be removed. I don't think the bike lane makes sense and the money could be used elsewhere.

Question 5

Traffic calming should be the top priority. Speeding cars and bikers are a big issue that could be resolved through putting in some traffic calming features. There needs to be parking in the area for residents. We don't need bike lanes to replace the parking as it would be the only area with a dedicated bike path in west van and it leads nowhere, it doesn't seem like it benefits families, residents or even visiting tourists.

Name not shown

inside West Vancouver
May 18, 2018, 4:36 PM

Question 1

Looks nice - just wondering if it will reduce ability of cars to navigate area.

Question 2

No response

Question 3

The Spirit Trail in general is a wonderful initiative.

Question 4

I am sure the experts are better at that than I am. I would just like to see foliage that requires less maintenance and can survive a drought - otherwise it's money wasted.

Question 5

Let's not forget about the pets - perhaps some doggy bag stations please?

Name not shown

inside West Vancouver
May 18, 2018, 4:53 PM

Question 1

Looks good. Will provide better walkways and bike lane

Question 2

No

Question 3

Dedicated lanes, clear path

Question 4

No

Question 5

No response

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Name not available
May 18, 2018, 5:13 PM

Question 1

Looks more like 2020 should look. As opposed to 1950.

Question 2

What is planned is y better than what is there now.

Question 3

As a bicycle rider it is a big improvement. Needs more connecting trails if possible.

Question 4

No response

Question 5

No response

Name not shown
inside West Vancouver
May 18, 2018, 7:57 PM

Question 1

nothing

Question 2

leave more street parking we already don't have enough

Question 3

nothing

Question 4

there should only be one bike lane why take up limited space ?

Question 5

This plan sucks horseshoe bay is just fine how it is

Name not shown

inside West Vancouver
May 18, 2018, 8:14 PM

Question 1

I like that the district is trying to the improve the bay area but... and it's a huge but, first please improve the signage on the new traffic circles! So many near accidents just because the signs painted on the road are worn out.

Next, having been opposed to the large condo development, I'm very skeptical about further efforts to "revitalize" the bay. Due to the timelines if these improvements and the recent condo construction project, it does very much feel like you are pandering to the infiltration of wealth. Just sharing my interpretation.

In answer: I don't like the ideas and I don't feel you have asked residents AT ALL. I only learned through a grapevine of friends implying you didn't get around very much to houses. I have a multitude of flyers for real estate in my box every day but nothing from the district. Perhaps I need to get more involved.

Question 2

Yes, I DO NOT LIKE THE TWO LANE BIKE CONCEPT. IT'S CONFUSING SINCE WE'VE BEEN TEACHING EVERYONE THE RULES OF THE ROAD: Ride on the right!!!!

Bad idea. If you can't move one over to the other side then simply have one lane. That will suffice. There's isn't that much traffic. And by the way, when I ride my bike up the road, I WILL USE THE RIGHT SIDE.

with all the tourists from out of town in the bay, it's a nightmare already to ride. I'll follow conventions that have been in place. Terrible

Question 3

Terrible terrible terrible. See above please

Question 4

Please please, just enforce the speed limits. People drive at 50 k all over Horseshoe Bay. We need more ticketing to demonstrate that it's a living neighborhood!

Question 5

Please consider making West Vancouver a more dog friendly district

Name not shown
inside West Vancouver
May 18, 2018, 9:51 PM

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

I am writing this response on May 18th after reading responses to date.

I am a senior approaching 80 and my cycling days are over. It appears clear from responses to date that cyclists (once again?) and residents and those living in the Horseshoe Bay area and others just wishing to visit via automobile do not feel changes to the road system et cetera will safely or efficiently or environmentally benefit the Horseshoe Bay neighbourhood or the ability for the public to visit this lovely corner of West Vancouver. It is also obvious that there is at present some real concerns, which we share, as to the unknown effects on the area from the new Sewell Housing Project and any impending changes to the Ferry Terminal. For all of those reasons we believe that work should be shelved at least for the time being! To get there most of us will drive, and when we get there we will want to park and/or walk as will the residents of the area!

However, as a taxpayer for over 30 years my main purpose for responding to this survey is to voice my strong opposition to any further expenditure for The Spirit Trail until all residents are provided with full transparent details of the District commitment to this major costly project and to have same appropriately recorded in the Five Year Financial Plan.

In this connection we note this survey again only deals with one portion of the 19 km route through the District, and the matter of cost is not even selected for comment - which we note unfortunately seems usual in District surveys. As a taxpayer, the last I heard The Spirit Trail has been under construction since 2007 and when fully complete will be 35 km in length on the North Shore. The portions through First Nations Land and the District to Horseshoe Bay which will be 19 km in length or 54 percent of the total length is presently only 7 km or 37 percent complete leaving 12 km or 63 percent to finish in the District. Of the 7 km currently complete 3 km of that is over First Nations Land from Whonnock Street in the east to Pound Road in the west and the remaining 4 km complete over District Land was put in place at a total cost of \$6,372,008 or \$910,287

per km of which the District paid \$2,720,790 or 42.70% including the District's 50% contribution via CAC's for the upgrade of the Wardance Bridge with the remainder coming from grants from the Province of BC and Translink and \$700,000 from Park Royal Shopping Centre again for the Upgrade of the Wardance Bridge over the Capilano River leased to them by First Nations. The District has acknowledged it has no financial plan as to a cost to complete or even a completion date or the ongoing availability of additional grants. Our Mayor questions if the Trail will even be completed due to the geography of the District which will make it difficult for construction to meet the needs of all intended users.

So I whole heartedly side with those who oppose the construction of this portion of The Spirit Trail until all the financial and other issues are transparently resolved and conveyed appropriately to residents!

Name not shown

inside West Vancouver

May 19, 2018, 6:35 AM

Question 1

Good to increase safety but very upset about the removal of vegetation

Question 2

Keep the trees

Question 3

No response

Question 4

Why two way?

Question 5

No response

Peter Scholefield

inside West Vancouver

May 19, 2018, 9:21 AM

Question 1

Curb bulb-outs at intersections to slow traffic which makes it safer for pedestrians crossing.

Question 2

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

1. Need a marked two-way connection for cyclists to Sewell's Landing, possibly through the park, and to the BC ferry terminal - at the very least, some wayfinding signage.
2. Raise east-west crosswalks at Bay, Little Bay and Bruce Streets to slow vehicle traffic.
3. A four-way stop sign intersection at Bruce Street and a 20 km/hr speed limit on Royal Ave would make it safer for cyclists and pedestrians.
4. Just before the green east-west bike crossing at Bruce Street, add a green-painted bike box and a sign pointing to the Spirit Trail for southbound cyclists and the crossing should have a bicycle stencil and arrow pointing east painted on the pavement.
5. For cyclists and pedestrians coming down the Spirit Trail into Horseshoe Bay Village, add wayfinding signage at Bruce Street, directing them to Horseshoe Bay Park, the BC Ferry terminal and Sewell's Landing.

Question 3

Protected two-way bikeway for cyclists and green paint in the section at Chatham Street .

Question 4

1. Add green paint to the two-way bikeway at all intersections, not just at Chatham Street.
2. Paint north-south pedestrian crosswalks at Argyle Ave and Douglas St.
3. Raise the green-painted bike crossing at Chatham Street.
4. Elephant's feet are not needed in the Spirit Trail crosswalk at Chatham St because cyclists will and should be crossing in the green-painted crossing.
5. At Chatham Street, add a 15 km/hr speed limit sign for cyclists riding northward downhill and for southbound cyclists, a wayfinding sign pointing to Hwy 1/99 and Marine Drive via the Spirit Trail.

Question 5

For cyclists leaving Horseshoe Bay Village, I would like to see wayfinding signage giving cyclists the option of riding to the Spirit Trail, Marine Drive and Hwy 1/99 via Exit 0 from the Horseshoe Bay ferry terminal.

Name not shown

inside West Vancouver
May 19, 2018, 11:09 AM

Question 1

It's fine as long as it fits into our budget and we have considered the spending in our annual budget

Question 2

I don't want it to hook up to the Sea View Trail.

Question 3

It's fine to be along the existing roadway but I don't want engineering trying to argue it should hook up to Sea View

Question 4

The cycle path should be for casual cyclists not the current racing pack that use the current cycle route through West Vancouver. The Spirit trail should be for all citizens to enjoy

Question 5

Make the Spirit Trail a pleasant place for jo blow and family to walk on as well as sensible bikers

Name not shown

inside West Vancouver
May 19, 2018, 2:55 PM

Question 1

As a resident of HSB, I feel that the sidewalks need to be replaced as they have been a hazard for years. I know a number of people who have fallen because the paving stones are not even. I have been a resident of HSB for 27 years and totally against the District removing perfectly healthy Dogwood trees so that two bike lanes can be installed and we lose parking spots. If the District checks we have a problem with not enough parking in the bay, we do not need more removed.

Question 2

The plan for the business section of HSB looks good. Interesting that you are only bringing the bike lanes to the corner of Bruce and Royal. I understand they will not go to Bay Street because it takes away more parking spots!!!!

Question 3

NOTHING.

Question 4

TOTALLY disagree with removing perfectly healthy Dogwood trees for bike lanes. And reduce the parking spots that we are already short of.

Question 5

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

TOTALLY disagree with removing the Dogwood Trees for bike lanes and removing parking spots. The biker riders that ride out to this area come west bound along Marine Drive to the roundabout at the Gleneagles School and then continue on Marine Drive going east.

Name not shown
inside West Vancouver
May 19, 2018, 4:02 PM

Question 1

Not much

Question 2

The pavers on the sidewalks definitely need to be changed. They are very dangerous to walk on.

Question 3

Not necessary

Question 4

We don't need bike lanes as there are so few bicyclists, except the racer bikes which usually go to Whytecliff. We need street parking.

Question 5

No response

Name not shown
inside West Vancouver
May 19, 2018, 4:58 PM

Question 1

Looks good but why do it now ?? why not wait til a) summer and tourist mass season is over and b) the building at the end of the street is finished

Maybe good ideas - but bad timing.

Question 2

to my mind not enough detail given to formulate a response to such a question . Make it people friendly and a haven for tourists - and provide more parking ... for cars - not bicycles.

Question 3

looks funky and an improvement .

Question 4

Has there been a survey as to how many bikes use this stretch of road on a daily basis ... too much impetus is being put on bikes and bike lanes which remains empty far far too often.. whilst the traffic (in this venue mainly tourist) is pushed into smaller and smaller areas of roadway causing more and more stress and frustration ...

Question 5

No response

Name not shown
inside West Vancouver
May 19, 2018, 5:57 PM

Question 1

Pavers need to be replaced - uneven.

Question 2

No response

Question 3

Not necessary - ending at entrance to Horseshoe Bay is enough.

Question 4

No need for a bike lane - so few bikes descend on Royal; and having 2-way side by side awaits a disaster. Bicyclists heading north are usually travelling at least 55 km/hr, maybe faster; bicyclists heading south, uphill a good 5 km/hr - doesn't make sense from a safety point. Where's the additional parking that's going to be required when 200-300 new residences are created in Horseshoe Bay? Residents will get permits to park on the street and businesses will be frustrated that clients will have less parking opportunities. More parking is need not less!

Question 5

Not on topic but while development of Horseshoe Bay is being considered. The boat launch ramp needs to be modernized so boats can be launched no matter what the tide height. In addition a boat launch should be municipally run not by Sewels.

Name not shown

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

inside West Vancouver
May 19, 2018, 11:17 PM

Question 1

I am not impressed at all and find it to be a weak, misguided project with an emphasis on satisfying commercial and developers interests at the expense of residents. I question why this work is not being done in conjunction with proposed ferry terminal renovations. My understanding is the ferry renovation is planning on development similar to the YVR model which is inward focused rather than focused on Horseshoe Bay. Also, I note (as another survey respondent did) that the district does NO direct mailings to the area residents to ACTIVELY seek input and seems to rely on a small clique that runs a very non-representative Western Residents Association which claims to have a membership but let's not forget there are no member dues (a sign that there would be very few people willing to pay for membership with such a weak representative group). As such people are very weakly associated with the WRA, a group which has been run by a handful of insiders for many years.

Question 2

As many responses read: parking. The District seems to be forgetting this is not downtown Vancouver and people drive to get here. There are few viable transportation options and that will be the case for decades to come. When people get here they swarm the neighbourhood looking for parking, making it unsafe for residents and visitors alike. Residents pay for parking passes on the street and receive no regular and consistent traffic enforcement by the District. The number of cars that go unticketed (much less towed) after parking for hours beyond the limit (and often overnight) is proof of this. The District is woefully inadequate in its response to resident concerns. There really should be a review of senior staff and their ability to manage the demands of their positions. Taxes with service is fine - with minimal services it is not. A major overarching concern is that the District has proceeded with the electric vehicle charging station on the plans before consultation is completed which indicates the plan is a fait accompli and demonstrative of a lack of respect for area residents and democratic processes.

Question 3

Nothing. Despite the District initiating a tree bylaw to preserve trees in West Vancouver, it is destroying dogwood trees on Royal Avenue that have slowly matured and come into their own. The bike lanes are unnecessary on a street that represents the major entrance into the Bay. This is NOT resident friendly. An appropriate spot for a bike lane might be the Keith Road sidewalk area along the back of the Bay which would see the lane end at the ferry terminal. Enhancing this area for pedestrians and cyclists would distribute this traffic away from an already too busy thoroughfare.

Question 4

This question says "Royal Avenue WILL have a new, two-way bikeway" thereby establishing that this survey is little more than window dressing for a decision process that has been made without serious attempts to get resident feedback. Hopefully upcoming civic elections can help remedy some of the problems with council and how it runs the District. From my read of the comments from other survey responses, I find it difficult to believe a responsive council would proceed with this initiative.

Question 5

Council and District staff need to be much more proactive in responding to residents (and most importantly people who live here, not just run a business here). Streetscape improvements are needed but there remains a disconnect between residents and this plan. The disconnect with the Spirit Trail and bike lanes (and tree destruction) on Royal Avenue is remarkable.

Name not available

May 20, 2018, 9:07 AM

Question 1

"What about Nelson Street". No body put any thought there for completing the design... nor safety for the locals that live there. Its mayhem to get into your driveway due to traffic and part cars doing sunny days especially the summer!

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

No response

Terri Wellman

inside West Vancouver
May 20, 2018, 9:26 AM

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 1

Nothing....I think it is unnecessary spending of taxpayers money on an area that has recently been revitalized.

Question 2

A less concrete focussed renovation. Some thing more in keeping with our community. for example, a gathering place down at the park that is not concrete where we could hold Farmers markets and eat outside with an upgraded water feature to sit by and walk through.

Question 3

Totally unnecessary and a complete waste of our money. I have not seen anyone using the new section that was added on Chatham....more concrete and ugly lighting totally not in keeping with our community.I feel you need wait until the new Development is completed and the Ferry Terminal has come forward with their revitalization plans before you start ripping up our roads and putting in more concrete. Summer is the worst time to start a project like this.

Question 4

Hold off for now. Please don't do it to our community. We are bombarded 24 7 by motor cycles and busses, not to mention the noise of blasting and trucking out of rock for the new development.... And that is a 2 year project.

Question 5

No response

Name not available

May 20, 2018, 1:22 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

No response

Name not shown

inside West Vancouver
May 20, 2018, 3:30 PM

Question 1

Why not wait for the New condo project to be done and the ferry terminal to put forth their plans. It should all be coordinated. Use some of the Development Cost charges from the condo and get a contribution form BC Ferries to do a proper job

Question 2

Anything that eliminates temporary on street parking for Horseshoe Bay is problematic. The bike lanes are really unnecessary in a 30kph speed zone. Cyclists riding here are avid riders and will ride the middle of the road in any event.

Question 3

not a lot.

Question 4

Completely unnecessary and a waste of money. It will not be used by the type off rider that frequents Horseshoe Bay. You need a bike lane exiting the ferry terminal.

Question 5

Why is this being done in isolation form the other two major projects underway in HS Bay?

Name not available

May 20, 2018, 4:07 PM

Question 1

Everything

Question 2

No

Question 3

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Makes it safer

Question 4

Nope looks good!

Question 5

No response

Tenzin Johnson

inside West Vancouver

May 20, 2018, 8:24 PM

Question 1

The retention of the large cedar tree halfway up Royal Ave. The addition any of new trees where they aren't right now. New, extended brick sidewalks.

Question 2

The planned tree removal is absolutely horrible and disgusting, as well as removal of any native species. Dogwood trees are protected by law in the Province of British Columbia from any trimming/pruning, transplanting or removal, and court action can be taken to prevent their removal. I strongly urge the district to repair or replace any existing sewage/water main issues before laying new brick and asphalt. The residents of horseshoe bay require the existing parking along Royal Avenue to be retained as well, as it is in constant use due to space requirements and limitations inherent with the villages primarily duplex and sublet oriented layout.

Question 3

Not a whole lot, just new brick sidewalks and some nice benches. I'd like to see more as opposed to less vegetation, that is why we find this place beautiful.

Question 4

The planned tree removal is truly disgusting, and the idea of a bike lane in a 30 km/hr zone is ridiculous wrapped in redundant. The native vegetation along the boulevard, salal is much enjoyed by the locals and needed by important pollinating insects such as honey and bumblebees alike. Again, all dogwood trees are protected by law in the Province of British Columbia from any trimming/pruning, transplanting or removal, and court action can and will be taken to prevent their removal. And again, I strongly urge the district to repair or replace any existing sewage/water main issues before laying new brick and asphalt, rather than chucking valuable limited tax dollars at something we will be tearing up next year.

The residents of horseshoe bay require the existing parking along Royal Avenue to be retained as well, as it is in constant use by many residents due to space requirements and limitations inherent with the villages primarily duplex home and sublet oriented layout.

Question 5

I have lived here my whole life and have a deep connection with the community, business and people of The Village of Horseshoe Bay alike, best regards.

Name not available

May 20, 2018, 9:21 PM

Question 1

Any improvement in the Bay is long overdue....esp for pedestrians. Way more people walk in the Bay than bike. More benches please. Fix sidewalks.

Question 2

Bright lighting is harmful to circadian rhythms of people, animals and birds. Lighting should be soft and not harsh. See the science on this.

Question 3

Keep as many trees as possible.....and add more! Any trees removed MUST be replacedfor a healthy environment, clean air, shade etc. Keep the dogwoods!!!!!! Add benches.

Question 4

This is overkill. How are you going to prevent bikes from speeding downhill and hitting someone or something?

Question 5

Do not do this in the summer!! Wait until the fall or early spring. Why not wait and make the condo builders pay for it?

Peter Stary

outside West Vancouver

May 20, 2018, 10:08 PM

Question 1

The sketches don't show enough detail to be able to tell. Representative cross sections and renderings are needed.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 2

Can't tell.

Question 3

Very little. 2-way bike lanes on one side of a 2-way road is a very bad idea. This design needlessly introduces unexpected conflicts.

Question 4

Replace the 2-way bikeway with normal, directional bike lanes - one on each side of the street. Spirit Trail end point should be the park and ferry terminal, not Bruce St.

Question 5

Do more research on accommodating walking and cycling and come back with a better design. Here's a start:
<http://www.copenhagenize.com/2014/06/explaining-bi-directional-cycle-track.html>

Name not shown

inside West Vancouver
May 20, 2018, 11:39 PM

Question 1

I think it is ridiculous you are ripping up Royal to put a bike lane in. There are few bikes coming down that street. I hope you are not taking away parking, as there is so little of it here.

Question 2

No response

Question 3

As above, I find it a complete waste of money ripping up Royal Ave., which looks very nice as is, to put in bike lanes. The street has little traffic, and the few bikes that come down it in the summer have plenty of room to do so.

Question 4

There does not need to be traffic calming. There needs to be more parking.

Question 5

What needs to happen is to fix up the grotty, bumpy sidewalks in the Bay.

Also, the steps leading down to the beach in the doggie area are crumbling and look crummy. There needs to be a permanent person assigned to The Bay in the summer to pick up garbage every day. There needs to be a garbage can on Bruce St. near the Flour Bakery.

Name not shown

inside West Vancouver
May 20, 2018, 11:54 PM

Question 1

I really like the design in terms of the new pavers for the sidewalks, more new benches all over the place, and the new light posts, signage, and landscaping.

Question 2

I do not like the bump-outs of the sidewalks so far into the intersections. I don't think traffic needs to be calmed in this area any more than what has been achieved with the recent addition of the 4-way stop at Bruce and Royal, and would like to see the extra and easier-to-pull-into parallel parking spots remain in the main part of the bay without them. Also think the removal of the row of perpendicular parking spots on the Northwest corner of Bruce & Royal is foolish. The farthest one west of Royal could stand to be removed and redone with a curb surrounding some new landscaping (such as a new tree) to complete the overall landscape design flow of the area, then just leave the rest. Also, I think uplighting on the new trees in addition to street lamps is unnecessary and wasteful of energy.

Finally, if you really want to improve the character of the Horseshoe Bay streetscape, upgrade the surround of the propeller fountain please! It is the focus of the entire area as you approach from all directions, yet the coating on the inside is in dire need of an upgrade beyond the decaying old blue paint, it's hardly ever filled up with water and running these days, and the benches surrounding it could definitely use a revamp to be in line with the new benches and landscaping to be installed all over the bay elsewhere.

Question 3

I do not like the plan as it is. I do not think there is enough bike traffic coming off of the spirit trail to justify this. There are untold thousands of road bikers that ride Marine Drive all the way to across West Van out to Horseshoe Bay around very narrow and visually obstructed stretches of the road, doing so at considerable risk to themselves and to unsuspecting drivers, and the notion that three blocks of dedicated bike lines in an area where the streets are currently nice and wide will somehow improve cyclist well-being is absolutely absurd. I agree that the spirit trail should be advertised and well marked as beginning at the end of Chatham Street,

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

but that cyclists should share the road to get there. I would be more than happy to see big, bright signage indicating as such on lampposts and maps around the bay. Also, if a bike lane really is necessary, I really do not see why a dedicated bike lane could not be conceived of and constructed on the far East side of the bay where there is currently a gravel path and an underdeveloped dirt one that is currently earmarked as pedestrian only.

Question 4

Do not build the bike lanes down Royal. I have spent my whole life in Horseshoe Bay and everyone I grew up with in the area that has seen this plan thinks it is cramping up the space unnecessarily. Royal is very wide and can accommodate sharing the road between cars and cyclists safely and easily. Also, you are planning on destroying sidewalk infrastructure that is less than 15 years old. That is not effective use of taxpayer money! You are also planning on destroying the newer Dogwood trees that have just in the last couple years reached maturity and are now a sight to behold when in bloom in the spring.

Question 5

The miniature island in the middle of the intersection between Chatham and Royal is ridiculous. It impedes smooth traffic flow off and onto Chatham, and is a hazard to people as they come around the corner down the road that is being narrowed to its absolute limit. What happens if a cyclist is sharing the road coming down Chatham (coming down from Whytecliff Park) and is taking the corner onto Royal at the same time as two passing cars? They could panic and crash into it very easily. Also, why is a sidewalk necessary on the west side of Royal? Again, not much pedestrian traffic that absolutely needs to be on that side of the street, and then that western sidewalk just disappears for the block between Argyle and Chatham? Just leave the existing newer concrete curbs and the vegetation that allows the homeowners privacy on that side of the street, and save the money for more useful/visible upgrades down in the centre of the Bay. On that note, I would like to reiterate what a shame it would be to cut down the Dogwoods that currently line Royal.

Name not shown

inside West Vancouver
May 21, 2018, 5:08 AM

Question 1

Nothing, please don't.

Question 2

By doing this you reduce most of the parking in the area, and are these changes really necessary? Can't the money in the municipality be spent in

other places which will actually improve our lives rather than making things look esthetically pleasing? Isn't the beauty of horseshoebay in its rich history? Don't change it please. There is no need. When's there's a need the public will let you know, until then please spend our tax dollars in better places

Question 3

Nothing. Please stop.

Question 4

Are bike lanes really necessary?

Question 5

Why? Just why?

Name not available

May 21, 2018, 7:00 AM

Question 1

The plans look very nice, and are badly needed.

Question 2

Having both bike lanes on one side of the road will lead to confusion. I understand it is on one side to allow parking on the other, but I hope signage is sufficient to keep cyclists and pedestrians safe. Also, others have commented that the bike lanes do not continue to the ferry. That is where they are most needed if the point is to encourage more cyclists on the ferry.

There is one small patch of gravel pathway on Royal at Argyle. Gravel is a problem for strollers, people in chairs and walkers, and children on sidewalk bikes.

Question 3

No response

Question 4

No response

Question 5

No response

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Name not available
May 21, 2018, 8:04 AM

Question 1
more practical

Question 2
no

Question 3
No response

Question 4
If you can get the cyclists to respect the pedestrians, and to obey the traffic sign, you are on to a good thing!!!!

Question 5
No response

Name not available
May 21, 2018, 8:18 AM

Question 1
Nothing it's dumb and pointless wasting money on yet more bike lanes in a place they are not needed

Question 2
No response

Question 3
See question 1

Question 4
No response

Question 5
Waste of tax payers money.

Name not shown

outside West Vancouver
May 21, 2018, 8:30 AM

Question 1
I think it's unnecessary. The bike traffic isn't huge in that area and has never been an issue and especially for 3 blocks it seems a waste of resources to build.

Question 2
Not doing it would be a great idea.

Question 3
N/a

Question 4
No response

Question 5
No response

Name not shown
inside West Vancouver
May 21, 2018, 10:01 AM

Question 1
Enhances the walkability and cycling options in Horseshoe Bay. Increases the attractiveness of the Bay and this will generate more interest by ferry goers who will spend money in the Bay. Also makes it more fun for local residents to visit area for a few hours to shop or dine.

Question 2
No response

Question 3
the seperation of cyclist from pedestrians enhances everyone's enjoyment of the trail The two way bikeway also increases safety.

Question 4
No response

Question 5

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

No response

Peter Ferri

inside West Vancouver
May 21, 2018, 11:10 AM

Question 1

I like the fact that they are repaving some of the streets because they are old and beat up.

Question 2

'Revitalizing' the sidewalks by reducing parking and closing alley ways will make getting around horseshoe bay much more complicated. I work in Horseshoe bay and the amount of times people ask how to get around is unbelievable. Some simple signage and repairs on the existing roads and sidewalks would improve the flow of traffic and pedestrians without wasting millions of our tax dollars. Parking has always been a struggle and by reducing it, you effectively reduce the amount of potential new customers that visit horseshoe Bay which would not 'strengthen economic activity and create a vibrant area where local businesses can compete with other retail centres.' Horseshoe bay is already beautifully vibrant, it doesn't need to be turned into a concrete jungle, it just needs some simple upkeep.

Question 3

Crosswalks more noticeable.

Question 4

The bike lane down Royal is absolutely unnecessary. I bike down that hill all the time and that is the part where I am LEAST concerned about getting hit/having enough room. As a cyclist you can EASILY hit 30km/h on a downhill. You should have the spirit trail uphill path on the highway where the ferry exits up to exit 0 and designate a safe bike lane WHERE THERE IS ROOM to do so. Maybe even on Nelson Avenue, because that's where most of us cyclists ride anyways. The parking situation is the same on Royal. Don't take away precious parking from the residents to make sidewalks. There already is a beautiful sidewalk.

Question 5

The community JUST put in beautiful dogwood trees on Royal too, did you even canvas the area for opinions?

Dale Allardyce

inside West Vancouver

May 21, 2018, 12:30 PM

Question 1

I like the idea of repaving to remove imperfections in the roadway, but question the need to create bike lanes. The roadway is not busy enough to warrant and redesigning to incorporate 4 blocks of bike lanes is a waste of money. When you think about it, removing greenery and trees to add pavement is contrary to environmental protection and the atmosphere of the village. I live here and don't like removing CO2 converting trees to accommodate paving and widening of a street that has a 30 kmh limit. If there were conflicts regularly between cars and bikes, I would advocate for separation for safety. Here in the village it isn't an issue. I cycle and live in the bay and have never had a conflict.

Question 2

Don't widen the street. Pave the existing gravel parking and leave the roadway as is. I am not interested in paying for improvements via my taxes.

Question 3

The concept of updating the design is nice, but not well thought out.

Question 4

Don't install bike lanes. The roadway is simply shared and vehicles should recognize and abide by that. Improve signage for 'share roadway'. Don't change Royal to accommodate a non-existent issue.

Question 5

If de-conflicting potential vehicle / bike issues is intended, then add a bike/pedestrian crossing diagonally at the south end of Royal where the trail begins. People need to slow down at that curve anyway so this would not be an unsafe measure. Sight lines would allow it.

Name not shown

outside West Vancouver
May 21, 2018, 12:54 PM

Question 1

More bikes are better in any case

Question 2

No chain link fence - it's so brutal looking

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 3

No response

Question 4

Just have some care and delicacy in the design - it doesn't have to be all concrete and chain link

Question 5

If you're going to do this - do it right... and that might mean not saving money using cheap materials.

Name not available

May 21, 2018, 1:55 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

Don't add a bike lane... I drive this area every day for a living and I only see about 10-12 bikers on the road at the very most every week... don't waste our tax money to appease this INSANELY tiny group of people. S an insane and ridiculous idea. But I know you'll go through with it anyways since our input is just a formality...

Question 5

this city has completely lost the respect of its people, the ones making these decisions at the end of the day are barely affected by them as they have more \$ then the rest of us and love cushy lives unaffected by the dumbass decisions they so carelessly make to appease a tiny fraction of very loud community members. Grow a spine and think logically.. for the love of god.

Name not available

May 21, 2018, 2:41 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

No response

Name not available

May 21, 2018, 3:30 PM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

No response

Question 5

No response

Name not shown

inside West Vancouver
May 21, 2018, 5:30 PM

Question 1

No response

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 2

Not necessary to make these changes especially if it requires the removal of dogwood trees on Royal Ave.

Question 3

No response

Question 4

No response

Question 5

No response

Name not shown

inside West Vancouver

May 21, 2018, 7:32 PM

Question 1

I am delighted that the paving is going to be replaced on Royal and Bruce. The current situation is dangerous for elderly people.

Question 2

The details on the plans are difficult to make out. Where were the open houses to explain these plans? Definitely need traffic calming. More parking, not less.

Question 3

I do not like the plan for Royal Avenue.

Question 4

Please leave the trees alone, they are part of the attraction when entering Horseshoe Bay. I see no sense in spending huge amounts of our money on widening Royal Avenue for a few cyclists. We definitely need traffic calming.

Question 5

Why are we being given such a short window of time to respond to these plans? Where were the open houses that would explain them? Most residents are likely completely unaware of these major changes. We need parking, not bike lanes!

Name not available

May 21, 2018, 7:40 PM

Question 1

Yes it is a very good idea.

Question 2

More lighting is better.

Question 3

The bikeway is excellent.

Question 4

No as it is.

Question 5

No other comments.

Name not shown

inside West Vancouver

May 21, 2018, 9:37 PM

Question 1

I like the overall look however we are losing several much needed parking stalls. Horseshoe Bay already has too little parking and with the Sewell project and increased visibility of horseshoe bay we actually to increase our parking.

Question 2

It might be too late but the electric car chargers that BC Hydro just installed on Bruce (corner of Royal) are taking three much needed parking stalls. It should have been placed near the ferry terminal. Again very poorly conceived.

Question 3

I like the idea of the Spirit Trail ending in Horseshoe Bay, but too much of our sidewalk is being taken away and once again parking which is already scarce is being affected.

Question 4

No response

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 5

In summary, horseshoe bay will benefit from a revamp and beautification. Having said that, glow of traffic and parking has not been properly addressed. I have a business in the bay and parking is getting worse every year. The Sewells project will aggravate the situation.

Name not available

May 21, 2018, 9:50 PM

Question 1

I like that you're finally doing something. Horseshoe Bay is one of the best communities on the planet here's a chance to make it look like it. It's like Canada's Monterey.

Question 2

Honestly...most of it.

Question 3

That it's happening at all. The bike bath is a great idea

Question 4

No response

Question 5

No response

Name not available

May 21, 2018, 10:22 PM

Question 1

Modernization, Horseshoe Bay is long overdue for an upgrade when you consider the tourism and ferry customers it supports and how this affects our community and our image.

Question 2

1. Little Bay Lane - supports the majority of commercial deliveries in Horseshoe Bay, as well as garbage trucks, recycling trucks, taxi cabs during the summer and other service vehicles. If you narrow the lane at all, how do these vehicles maneuver through the lane, how will they pass each other, there is barely room as it is for two large vehicles to pass each other. There is also access to parking lots involved through the lane and an underground parkade for Galleries on the Bay as well as garbage

enclosures to consider.

1a. Benches in the lane - we are against this for a couple reasons - firstly the garbage enclosures down the lane - they tend to smell all year long but much worse during the summer - who in the world would want to sit in the stench and who would sit there with all the commercial vehicles going through constantly. Secondly - as residents, with all the noise in the Bay, all the noise from the lane, and all the ferry noise, we don't need people sitting in the lane on benches making even more noise. We especially worry it would encourage late night patrons from the Pub to hang around having loud, boisterous late night conversations - they already do this, we don't want to encourage it further.

1b. We would like to see commercial delivery trucks only allowed at the end of the lane where the commercial businesses are located and have them NOT be allowed to park at the residential end of the lane (the end closest to Royal) where they sit with their diesel refrigeration units running non-stop for 30-45 minutes most times on a daily basis.

2. When Galleries on the Bay was constructed, all of the now existing shrubs and trees to the edge of the curb on both Bay Street and Royal Ave were deemed the responsibility of the Galleries, our gardeners planted, maintain and replace them and they are included in our irrigation system. Someone from your end needs to make sure they take due care and attention if all of this is going to be redone. You cannot go ahead with this without consulting us first as it directly impacts our irrigation - we need to figure out what sections of the system will need to be removed, etc.

3. The plan seems to indicate that existing parking along the bottom two blocks of Royal and along Bay Street are going to be removed. We, as well as several other residents and business owners do not want ANY parking stalls removed from anywhere in Horseshoe Bay. We don't have enough parking as it is and this would be unwise.

Question 3

We understand the importance of the Spirit Trail and support it, BUT not at the expense of our community. Extending the trail by a couple of blocks just for the sake of extending it would be detrimental to a community like ours - we require more parking, not less. The majority of our tourists and families do not bicycle to our destination, they drive because of our location and that will not change by extending the trail a couple of blocks - few families with children and the elderly are going to cycle the highway or Marine Drive to visit here.

Question 4

We have nothing against bike lanes BUT, again, the plans indicate that parking all the way down Royal to Bruce will be sacrificed. We are a destination community lodged between two mountains with nowhere to expand - there is nowhere to create more parking so we are adamant about retaining every stall we have. We have major parking issues in this community, worse in the summer months. We just had the May long weekend and with the lack of existing parking, we had traffic lines, people

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

parking so as to block private driveways, excessive honking and shouting matches over stalls and even people using themselves as human pilons to block stalls to save them for their vehicle. Another example of our lack of parking can be seen in the emergency pullouts along Horseshoe Bay Drive (the old Sea-to-Sky hwy). People are so desperate for parking they are illegally parking in the pullouts all along the road which is also extremely dangerous.

Please don't remove any of our parking. We have enough to deal with in calling by-law on these issues that exist - if you remove parking it will create many more issues.

Cyclists very seldom stop at the four way stop at Royal and Bruce and adding bike lanes will not change this, it could even make it worse.

To reiterate, we don't feel that sacrificing all of the parking for such a short bike lane is necessary or feasible.

We would like to see the trees along that stretch remain as they are. People feel very strongly about this as they are our Provincial flower.

Question 5

We would like to thank you for this opportunity to provide important and necessary feedback and leave our names and numbers as you definitely need to contact us regarding the above mentioned irrigation issue:
Connor Payne, Strata President, Galleries on the Bay - 778-772-9761,
email: coneshb@gmail.com
Carrie Christianson, 604-922-6043

Name not shown

inside West Vancouver
May 21, 2018, 10:44 PM

Question 1

I don't find them necessary and neither do I like them.

Question 2

save the dogwood trees

Question 3

I do not support the bike lane plans for the 3 block radius of Royal Street. I am a local to horseshoe bay and I am aware that there are many residents who are unsupportive of these unnecessary modifications to horseshoe bay

Question 4

As a local I stand with many residents in Horseshoe Bay as not supporting this development.

Question 5

To conclude, I wish the city of West Vancouver to keep the plans of Horseshoe Bay to be reflective of the residents who call it Home. Thank you,
KM

Name not shown

inside West Vancouver
May 22, 2018, 8:50 AM

Question 1

I like that some of the WV revenues are being spent in Horseshoe Bay. I appreciate the traffic calming initiative in the lower part of Royal.

Question 2

I could not find pictures of these items.

Question 3

I do support the current design. The vegetation on the corner of Argyle and Royal/ Argyle and Douglas would be removed. This vegetation provides a sound barrier for the remainder of the street. The owners of these properties have provided an attractive garden for the neighbors to enjoy. This garden will be removed, large tree left standing, and trail installed very close to their houses. This benefits the cyclists, who are few in number, and has a major negative impact on the neighbours and neighbourhood.

Question 4

The dogwood trees are loved by most Horseshoe Bay residents. Please do not remove the dogwood trees.

Question 5

I do not believe that Royal is the best location for the Spirit Trail. I suggest using Nelson and the existing designated parking spaces. Another advantage to this would be to assist in the traffic calming of Nelson --- a major speedway for cars and buses.

Name not shown

inside West Vancouver
May 22, 2018, 8:51 AM

Question 1

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Agree with efforts to rejuvenate the commercial area and make it more pedestrian oriented and bike friendly. Applaud efforts to create programming and public space.

Question 2

Be sure to include lots of places to sit and enjoy the enhanced area.

Question 3

No response

Question 4

No response

Question 5

I know that this is not in the control of the the municipality, but I would like to comment that care sharing is a part of a sustainable transportation and development.

Agree that traffic calming, bike lanes, pedestrian paths should be instituted to assist in getting people to not to drive everywhere and not to expect parking in lieu of amenities for pedestrian and cyclists.

Name not available

May 22, 2018, 9:48 AM

Question 1

No response

Question 2

No response

Question 3

No response

Question 4

We lose parking spaces along here then, and parking is a priority. The car traffic already moves slowly along Bay due to the busy shops, motorbikes, pedestrians. Cyclists can use the street. Even if there are bike lanes, the cyclists will still likely use the street.

Question 5

No response

Name not available

May 22, 2018, 9:51 AM

Question 1

Cohesive design

Question 2

Perhaps more greenery

Question 3

Space for cyclists

Question 4

No response

Question 5

No response

Name not available

May 22, 2018, 9:55 AM

Question 1

Improve sidewalks, add trees, benches.

Question 2

Bright lighting is a hazard.....hard on people, animals, birds.....see the science on this .

Question 3

Do NOT remove dogwoods !! Keep Royal the way it is !! It is ok for a spirit trail already.

Question 4

Bike Lane NOT needed !! Not with my tax \$.

Question 5

Current plan is premature and overkill. Bay needs character, beautification and improvements for pedestrians. Also signage and safety features.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Name not available

May 22, 2018, 10:00 AM

Question 1

Can not wait it is going to be awesome

Question 2

Burry the power lines

Question 3

Great

Question 4

Great

Question 5

I am so happy that HS Bay is finally getting a face lift

Name not shown

inside West Vancouver

May 22, 2018, 10:02 AM

Question 1

Adding light features is the only thing that will actually benefit the local residents of the Bay.

Question 2

The cherry trees should be left. They are beautiful and loved by locals.

I agree with the other commenter that the project should be delayed until the large development at the waterfront is finished.

Question 3

Nothing.

Question 4

Horseshoe Bay strives to be a quiet and peaceful community and the widening of Royal into an even wider bit of tarmac doesn't fit with that at all. Plus the lose of many trees along Royal seems so unnecessary and ill-conceived for a bike lane that will not be well used (cyclists will mostly just use the street).

Royal needs to have traffic calming of some kind (probably speed humps). It is common to see people going down royal at speeds well above 60 kph.

Question 5

I feel that the local residents of Horseshoe Bay should have been given the opportunities to be much more involved in the conception and proposal of this project.

Name not shown

outside West Vancouver

May 22, 2018, 10:03 AM

Question 1

I agreed that the pavement needs to be replaced/updated
I understand the desire for bike lanes, however parking is already at a premium in the area and the amount of bike use seems to be very infrequent (have worked in the area for 15 years)

Question 2

The removal of dogwood trees that line the streets, the fact that the sidewalks will be reconfigured when they were only put in about 10 years ago (I think)

The PDF plan is not user-friendly to read or understand, no cost is attached to this project online

Increased seating for people enjoying the area

Question 3

I agreed that the pavement needs to be replaced/updated
I understand the desire for bike lanes, however parking is already at a premium in the area and the amount of bike use seems to be very infrequent (have worked in the area for 15 years)

Question 4

I do not understand why this will take up such a large portion of the roadway, bikers are not a huge portion of people visiting, nor are they the ones likely to spend their dollars in the community, wondering how businesses were consulted and how much this project costs

Question 5

No response

Susan Williams

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

inside West Vancouver
May 22, 2018, 10:24 AM

Question 1

Cleaning up the lower end of Royal (shopping area)

Question 2

I wish something more could be done for the park, because it looks unkempt most of the time. I would like to see less tarmac and pavement this does nothing to add to the Village theme and appeal. Please remember that whatever is finally decided, the District has a responsibility to maintain n a regular and consistent basis

Question 3

Nothing; respectfully it is ill-conceived i.e. impractical and unlikely to meet the needs of residents and visitor's

Question 4

I would like to see the bike lanes removed. These are not necessary down Royal Avenue. I would like District staff and Council members to come out to The Bay and watch the traffic, bike and pedestrian flow, and I am sure you will realise the plan needs to be revisited. The bike lanes should run down parallel with the ferry terminal. The plan as it stands is simply going to add more tarmac down the middle of the Bay and it is going to look ugly and detract from the use and beauty of the area. We need a Village theme and appeal

Question 5

I implore Council to cancel the current plan and revisit with more stakeholders at the table.

Name not available

May 22, 2018, 10:55 AM

Question 1

I'm just truly confused by it. I feel very little has been done with the participation of the people who live in the village. I'm all for rejuvenation but also wonder how the parking issues will be addressed. My understanding is at the end we will have 2 less spots...not more.

Question 2

I'm all for the extra lighting the pavers and benches are lovely. I don't see the need to take away dogwoods and/or cherry trees. The dogwoods

were put in at great expense not many years ago and are finally matured...seems very sad to remove. Will they be transplanted?

Question 3

Don't like it. This is truly the only way into Horseshoe Bay and it is already congested on weekends. I can't believe that the community would be all for this.

Question 4

I honestly think this is only going to cause more congestion in the community due to narrower roads. Do we have stats to support the bike lanes?

Question 5

No response

Name not shown

inside West Vancouver
May 22, 2018, 11:19 AM

Question 1

No response

Question 2

The diagram doesn't show what the symbols mean. And it's very vague I would have liked to have seen more 3D visual images. The mapping does not describe in detail or have the use of symbols for what the markings represent.

I do not like that your company would move the parking to the west side of royal. Already with the ferry traffick we do not have enough parking space. It is a real issue currently way before the new residence will be moving in. It leads to tourists parking in existing residence driveway without consent.

I am a biker, so at first I was exited to hear about adding in bike lanes, but not at the extent of parking. We need to keep the parking on the east and west. We need to add even more parking in an area that would not disrupt the natural and small town feel of the villiage which is why so many people love this area and are probably moving here. Parking is a huge issue already that already effects us. I can't imagine the parking issues with the new residents and tourist traffick in the summer. This plan with added parking still doesn't have enough. We need to keep our existing parking and create more parking somewhere else.

It seems like there will be minor encroachments that I do not agree with. That side of the street are all local Buisnesses that will suffer from it and

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

should not have to give up their rights and privileges. The local businesses add to horseshoe bays atmosphere of being a villiage instead of a highway stop. Especially if it is for a matter of taking away much needed parking on the east side. Regardless if that is why, people love and move to horseshoe bay because of its rustic small town atmosphere. And heritage feel. There are so many other reasons why I do not like moving the parking.

If people like bike lanes maybe change the plan to another street such as Nelson.

Question 3

There is not enough information about what it would look like and what you would do to comment on the plan about the spirit trail.

Question 4

More parking. Keep the parking. We have a parking issue already. Causing the ferry traffick tourists to park in current residence driveways without consent.

I am a biker and at first I was excited about the bike lanes. With the speed limit on royal avenue it is safe for bikers.

Question 5

Parking is a huge concern already, the adjustments would only minimally solve the issues of parking with our current state of parking conflict.

Name not shown

inside West Vancouver

May 22, 2018, 11:37 AM

Question 1

I like the trees and street softening.

I like the drawing of Royal Ave looking north where the sidewalk on the northwest corner ends and the parking on the northwest side of Bruce is maintained (the drawing shows a sidewalk to nowhere).

Question 2

Removal of parking spaces? - It seems you have taken many away and not provided other options. Density is increasing and there will be nowhere for residents to park. I can't tell from the drawings if we are net zero on parking spaces or plus or minus.

Question 3

Not much but I know it is best is could be. Cyclists will come down Nelson,

not through Chatham.

- few cyclists will use it

- there are issues of pedestrian interaction on Chatham & Royal & for buses turning on Bruce & Royal. Stop signs visible from middle of road?

Question 4

My concern is whether it will be used from Chatham up as it is so steep an incline. Too bad not near ferry.

Question 5

Thank you for doing this open house. If you could be willing to meet with the HBBA please let me know.

Name not available

May 22, 2018, 11:40 AM

Question 1

Clean up the retail area on Bay and Bruce Streets. The area is not well maintained.

Question 2

No response

Question 3

No response

Question 4

I do not agree with installing a bike lane. There are not enough people riding bikes in this are to warrant removing trees and landscaping.this is a residential community and

Question 5

No response

Name not shown

inside West Vancouver

May 22, 2018, 11:44 AM

Question 1

Excellent. I can tell that alot of thought and consultation with planning, transportation and landscape architects has been done to bring this to

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

the community. Last upgrades of the park 1987.

Question 2

Would like to know what is happening at the intersection of Bay and Nelson.

- Changes to the "triangle"
- Utilities - current two [intelligible]
- Will the utilities be underground?
- Will the current sidewalk on the south side of Bay Street and east of Nelson be affected? Thank you.

Question 3

Excellent. Support continuation of the Spirit Trail. Mile 0: Signage and safe, convenient parking for bikes. Enhance the significance of being at the start of the cross Canada trail.

Question 4

Enhance that the start and end of the trail is Horseshoe Bay.

- Not necessary Royal and Bruce
- Rather Horseshoe Bay or Horseshoe Bay Park

Question 5

Support bringing the Bay into 2020 and doing the upgrades to traffic, pedestrian, street trees/landscaping and safety.

- Please do not extend the signage of [intelligible] Bay between Royal and Keith to Royal and [intelligible]

Name not shown

inside West Vancouver

May 22, 2018, 11:46 AM

Question 1

It all looks good except removing the parking and trees down the right side of Royal.

Question 2

The bike lane leaving the Bay should be up Nelson. There is no need for a bike lane down Royal because it's down hill all the way and bikes easily go as fast as the cars.

Question 3

See front.

Question 4

See front.

Question 5

This plan I suggest will save the Dogwoods down the right side of Royal.

Name not shown

inside West Vancouver

May 22, 2018, 11:50 AM

Question 1

The business area is worn and needing repair.

Question 2

Several years ago plans were presented for a re-vitalization of the Bay. They included a boardwalk out over the waters edge and other enhancements which really promoted the area as an attractive destination as well as a ferry terminal. What we got was a modest clean up. This looks like another modest clean up. A critical issue is daily maintenance - the park area is often covered in litter while bins overflow.

Question 3

Aside from the existing sidewalk - nothing. I like it just as it is. However the upkeep of the planted areas is poor and the maintenance of the existing gravel parking areas needs regular attention.

Question 4

Waste of money. A bi-directional bike path on a steep hill is dangerous and cyclists will continue to use the road. The whole of Horseshoe Bay and Gleneagles area is a 30KM zone.

I have lived in the Bay for over 25 years and have never witnessed any problems with the cyclists. Buses should set an example of keeping to the speed limit. If signs don't slow down the traffic then install speed bumps - they work.

Question 5

We have one major development in construction stage which will continue to bring a large volume of traffic to the Bay for the next few years. Upcoming is the re-construction of the ferry terminal buildings. Any serious changes to the Bay should be coordinated. Horseshoe Bay is one of the few attractive destinations on the water in West Vancouver. Lets not rush into expensive changes just to spend the money. If we are not careful we will lose one of the few "villages" left for residents, businesses and visitors to enjoy.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Name not shown

inside West Vancouver
May 22, 2018, 11:51 AM

Question 1

All of this for the occasional bike is overdone and ill-prepared. Already we have a very narrow street (Royal) with buses, all the cement trucks for construction and now 2 bike lanes. This is an accident waiting to happen. In losing parking spaces we make a precious amenity almost lost forever.

Question 2

Consult with those of us who live here before you design. The push for a Spirit Trail (that only goes to Cranley & then goes nowhere) is shortsighted.

There have been too many close accidents already in a shared laneway (Raleigh) between bikes, skateboards & cars.

Question 3

Streetscape plans ok.

Question 4

Take out the failing dogwoods if we need a bike lane. One bike lane not 2. There are very, very few bicyclists and surely they can be accommodated with one lane.

Question 5

Parking is at a premium already - please consider the loss of parking. For the next 3 years we will have ongoing construction with 100+ cement trucks a day coming into the Bay. This timing along with your proposed construction and all of the disruptions will create chaos. All for a bike lane to Cranley?

Name not available

May 22, 2018, 11:55 AM

Question 1

Clean up the retail area along Bay and Bruce streets. This area is not well maintained by the District of West Vancouver.

Question 2

Don't remove the cherry trees. Plan around these trees to accommodate any issues with them eg root control.

Question 3

No response

Question 4

I absolutely disagree with a bike lane being installed. There are not enough bikers using Royal Ave and those that do speed down the hill often faster than cars. These bikers will likely keep using the road and not restrict themselves to a bike lane, because for them speed is the issue, not having a lane to share which might control their speed. Most of the bikers coming down Royal are dangerous. Installing several speed bumps down Royal and Nelson from the roundabout would be a much safer option.

Question 5

First and foremost this is a residential community. Improve the retail areas, but I don't agree with the planned removal of trees and shrubs on municipal property on the corner of Royal/Argyle and Royal/Douglas just to get 4 more parking spots and to install a wide sidewalk. Clean up the area, yes, but leave the character of Horseshoe Bay intact. We live here because it is not a large concrete city.

Name not shown

inside West Vancouver
May 22, 2018, 11:56 AM

Question 1

No response

Question 2

No response

Question 3

I do not like the bike lanes. Everything else looks ok.

Question 4

I would prefer the existing portion of the Spirit Trail between Marine Drive & Argyle where not multipurpose. Cyclists blast down this trail with complete disregard to walkers & dogs. My on-leash dog has already been hit by a cyclist. It is dangerous!

Question 5

What will be done to address speeding cyclists in the new bike lane. Cyclists already speed down Royal Ave, putting dogs & children at risk.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

They do not obey the road rules. This needs to be addressed before adding more potential hazards!

Name not shown

inside West Vancouver
May 22, 2018, 11:58 AM

Question 1

The large area being revitalized.

Question 2

Both side of Bruce Street should be improved and north & southside should look the same.

Question 3

No response

Question 4

No response

Question 5

I prefer not to see any bus station (stop) in this revitalization area.

Name not shown

inside West Vancouver
May 22, 2018, 12:06 PM

Question 1

Do we really need it?
Improve roads/sidewalks already there.

Question 2

Bike lanes should go to Whytecliff Park.
Why are you doing this in prime time for shops to make their livelihood?

Question 3

Route to Whytecliff park instead!

Question 4

Route to Whytecliff.

Question 5

We need parking for visitors.
Motorcoach parking
Motorbike designated parking
RVs etc.

Name not shown

inside West Vancouver
May 22, 2018, 12:08 PM

Question 1

Speed calming - of both cars and bicycles on Royal.
New sidewalks

Question 2

No bike lane up Royal Ave.
Retain parking.

Question 3

No response

Question 4

Nothing.

Question 5

No bike lanes.

Name not shown

inside West Vancouver
May 22, 2018, 12:13 PM

Question 1

1. Continuation of Spirit Trail bike lanes.
2. Burying of telephone lines (fantastic)
3. Paving in village, trees.

I really like the whole concept as the village needs to be improved.

Question 2

1. Bruce St - remove "dividers" on North of St in front of flour bakery - difficult to clean streets (needs to be done manually) as street cleaner cannot get into tight spaces.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

2. More fast chargers to Bruce Street by BC Ferries - in present plan - taking away more parking spots.

Question 3

- safe
-visually very appealing
-no power lines!!

Question 4

No

Question 5

I love the plan.
Parking issues in bay - no parking!!

Name not shown

inside West Vancouver
May 22, 2018, 12:15 PM

Question 1

Much of the area looks tired and well used. It is time for a face lift.

Question 2

For the cost do we really need to add or replace any parking on Royal. Six or seven spaces for how much and where could the money be better spent. There is lots of shortterm parking in the Bay it is longterm parking that is the issue.

Question 3

No response

Question 4

No response

Question 5

No response

Name not shown

inside West Vancouver
May 22, 2018, 12:23 PM

Question 1

Disagree with removing the cherry trees on Bay St. Cherry trees are staple in the lower mainland and a [intelligible] of attraction.

Question 2

Install 3 speed bumps from the roundabout on Nelson along Chatham to Royal along the entire part of Royal to Douglas or wherever the hill levels out. Cars consistently speed from the roundabout to Bruce and bike riders have been seen racing along Royal. There are young children living in this area and elderly dog walkers it's difficult to get out of the way given the speed of the cars & esp. bikes.

Question 3

Speed bumps to be installed. Horseshoe Bay is a family-oriented community with a distinct character. Don't change this community into an urban community. There is a reason we live here!

Question 4

The commercial area of H. Bay is not well maintained. Recommend any upgrades be done with that in mind i.e., [intelligible] maintenance required. The residents of H. Bay should not be inconvenienced by losing the greenery or [intelligible] property. The plan shows that a neighbour on corner will lose much of their established trees or shrubs to make way for a sidewalk & parking - don't agree with this.

Question 5

No response

Name not shown

inside West Vancouver
May 22, 2018, 2:24 PM

Question 1

-Wider walkways for pedestrian traffic
-Traffic calming along west side of Royal at Royal & Bruce.
-EV stations at Bruce & Royal, although it may have been better to put those stations (and their smaller vehicles) at Bruce & Keith - see #3, below.

Question 2

1. 2-way bike lane seems a bit dangerous
2. bike lanes were being put on Royal because the HBBA wanted cyclists to come & spend money in the Bay. However, it seems that Mile "0" is at the park, next to the Ferry Terminal and it seems safer to have the bikes

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

go along Keith & up/down the hill. Cyclists will ALWAYS come off the road and go into the village if there are good bakeries and coffee shops for them to visit. The intersection of Keith & Bruce: traffic going East on Bruce & trying to turn left onto Keith has to nose out way past the stop sign to see if it's safe to go. The angled parking often has large trucks & cars parked there. Traffic coming down into the Bay has trouble turning left onto Bruce.

Question 3

I'm glad that there is an attempt to encourage cycling within & to the Bay.

Question 4

I'm concerned that 2-way bike traffic, if not wide enough, is dangerous for the cyclists. How many parking spots have been removed? As a resident who pays to park in front of my own home, I alternately feel sorry for & "grapple" with tourists looking for parking (some come for coffee, others take the ferry to Nanaimo & leave their vehicles for days).

Question 5

I hope that the rest of Horseshoe Bay will eventually be included in "phase 4" and up. Horseshoe Bay proper is only 2 blocks wide and 6 streets in length—it would be lovely to have the full area looking cohesive.

Name not shown

inside West Vancouver

May 22, 2018, 2:25 PM

Question 1

No response

Question 2

Bruce Street should both side be improved not only north side.

Question 3

No response

Question 4

No response

Question 5

No response

Name not shown

inside West Vancouver

May 22, 2018, 2:30 PM

Question 1

I feel there is potential to this plan & the commercial area from Bruce to Bay St will look refreshed and welcoming. My question is where will people park and Horseshoe Bay becomes more of a destination. In the summer there is already an issue with people finding parking for a few hours.

Question 2

I think adding trees to the commercial area is a good idea. I would not remove the cherry trees (at least retain some). Those trees are part of the Vancouver experience.

Question 3

I like the idea of having a side walk added to the west side of Royal - however, not at the expense of the landscaping on my neighbours' properties. Bike lanes are generally a good idea, when appropriate for the use. Most cyclists who come to H. Bay are not taking leisurely rides. These people are serious cyclists and I question if they would use the bike lanes.

Question 4

I would add speed bumps along Royal & Nelson (from the round about on Nelson to Chatham & Royal). This would slow down cars, bikes and buses who have no regard for the 30 km speed limit.

Question 5

I also have questions about ongoing maintenance. Currently the city/district could be beautifying Royal with regular maintenance, planting flowers & garbage pick up. I don't see that happening. How will this be addressed with a refurbished H. Bay?

Name not shown

inside West Vancouver

May 22, 2018, 2:32 PM

Question 1

No response

Question 2

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Pavers, really? How long before they heave and become a mess.
Parking shortage. Will the trees in front of "Galleries on the Bay" on Bay St interfere with the view.
Outdoor patios-->noise levels increase.

Question 3

No response

Question 4

I don't think the bike lanes should be going both directions on Royal. Cyclists will come down Royal but they will not go back up because the grade is too steep and Nelson is the preferred route for going up the hill out of the Bay. The bike lane going up Royal is a waste of space! The route could go up Nelson to Raleigh and then along Raleigh to join the new Spirit Trail there.

Question 5

No response

Name not shown

inside West Vancouver
May 22, 2018, 2:38 PM

Question 1

Not the pavers.
Wind the bike path up Nelson.

Question 2

Between Bruce & Royal: Bruce is the out for the trucks from the condo project. What are you going to do about it? It will effect the pavers. Also, you did the "beautify" down Royal and it is disgraceful, plants dying, weeds, and dog excrement bags! You can't look after that for Horseshoe Bay what about this now! The parking is as usual—a problem!

Question 3

I don't like it. Why is it even in the Village. It should be on the way to Whytecliff.

Question 4

Yes - Timing, Place as well the grade for cycling is steeper up Royal: should be down Royal & up Nelson or better—beside the ferry road.

Question 5

Have you consider the effect on small businesses on Royal Street. DO NOT OD THIS IN THE SUMMER!!
We have had a bad, rainy winter, noisy trucks, blasting & now this. So I prefer Horseshoe Bay the way it is now—improve what you have.

Name not shown

inside West Vancouver
May 22, 2018, 2:41 PM

Question 1

Concerned about traffic up & down Royal especially motorcycles that roar up & down & park outside Starbucks. They take over street parking. They sit outside Starbucks smoking, etc. Parking area should be loading zone 5–10 minutes.

Question 2

Do we really need up and down bike lanes?

Question 3

No response

Question 4

I would suggest speed bumps on Royal. As bus, car and bikes exceed speed monitor on Royal (even skateboarders, many without helmets).

Question 5

Traffic calming areas need to be created. Resident parking in front of home should be free - not by permit.

Name not shown

inside West Vancouver
May 22, 2018, 2:49 PM

Question 1

No response

Question 2

No response

Question 3

Status quo ex ante is sufficient as is.

Spirit Trail & Horseshoe Bay Streetscape

Share your input about the planned Spirit Trail along Royal Avenue and the Horseshoe Bay Streetscape to help to form the final design of both projects.

Question 4

1. Eliminate the "proposed barrier curb" separating bike lanes from car lanes—use paint (luminescent) instead. Reduces car-car interactions for traffic entering Royal from side-streets & lanes.
2. Add pedestrian-controlled cross-walk signals at Argyle, Douglas & Bruce—reduces bicycle-pedestrian interactions & accidents when peds x-ing Royal.
3. Install traffic control signals (signage) to inform bicycle riders that peds have right of way.
4. Install traffic control signals (signage) instructing bicyclists to observe the 30kmh speed limit on Royal.

Question 5

Bicycles pose an exceptional hazard to pedestrians crossing Royal Ave. Many of us residents walk dogs early in the morning & late at night and during the day in all types of weather. Bicyclists travelling North on Royal, travel at rates of speed that exceed the posted speed limit (30 kmh) often showing no headlight illumination, and, without any audible noise. These riders pose a special hazard to pedestrians & their household pets when crossing Royal Avenue. Human nature being what it is, the thrill of sense of speed, the "power" that a bike rider feels over pedestrians, etc., & the expected increase in riders when the Spirit Trail opens, makes this section perilous.