



May 1, 2016

Mayor and Council  
District of North Vancouver  
355 West Queens Road, North Vancouver BC V7N 4N5

### **Lynn Valley Road bike lane design**

Dear Mayor and Council,

HUB is a charitable organization working to get more people cycling, more often. Safe and accessible infrastructure plays an important role in getting more people on bikes.

We are writing to ask the District to consider the feasibility, costs and benefits of installing protected bike lanes on Lynn Valley Road. Narrowing or removal of the median should be considered, if it helps achieve the District's objectives for active transportation and the goal to reduce community greenhouse gas emissions 33% by 2030.

Another option are delineators for the bike lanes that would provide a greater degree of separation between motor vehicle traffic and people on bikes. Attached please find a description of one example of delineator that could be used on Lynn Valley Road.

Population growth in Lynn Valley Town Centre will increase transportation demand. Alternatives to driving should be given a high priority, and any alternatives must be convenient and safe. Mounting evidence indicates that protected lanes encourage people to make the switch from driving to cycling.

We understand that since the last open house on this project in April 2012 the District has been looking at adding 1.5 metre wide painted bike lanes on Lynn Valley Road between William Ave and Mollie Nye Way, and cycling facilities through the highway interchange to Boulevard Crescent in conjunction with the BOSA development in Lynn Valley. The bike lanes will be a welcome improvement over the current situation without any cycling facilities. We appreciate that the District was successful in securing a provincial grant to help implement the bike lanes.

Given the significant cost of installing painted bike lanes on Lynn Valley Road, the return on investment in terms of users of the new facility may be more favourable with protected bike lanes. While people currently riding Lynn Valley Road will no doubt be safer with painted bike lanes, the proposed lanes may not be effective in encouraging significantly more people to bike.



We ask the District to consider options for protected bike lanes on Lynn Valley Road, including the narrowing or removal of the median or using bike lane delineators. Protected bike lanes would likely lead to a significant increase in cycling when connected in the future to the town centre in the north and the City of North Vancouver's all ages & abilities bike network at Grand Boulevard in the south.

Sincerely,

Antje Wahl  
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Attachment: Cyclehoop Cycle Lane Delineators