



March 6, 2013

Ms. Tegan Smith  
Transportation Planner, District of North Vancouver  
SmithT@dnv.org

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### **Design of cycling facilities on Mountain Highway in Lower Lynn Town Centre**

Dear Ms. Smith,

Thank you for your detailed response from October 9, 2012 to our feedback about the Lower Lynn Town Centre implementation plan. Your email included the following note about cycling facilities along Lower Mountain Highway:

*The District is currently working through a corridor plan for Lower Mountain Highway. As shown in the Transportation Plan and Bicycle Master Plan, our intention is to provide bike lanes along Mountain Highway, although the design is still in progress. Your input will be considered as we work through potential road cross section options.*

The HUB North Shore Committee would like to contribute with this letter to the ongoing design process for Lower Mountain Highway.

**To provide the highest return on investment and attract the most users, bike routes in Lower Lynn should provide convenient and efficient transportation while being suitable for all ages and abilities.**

**Separated cycling facilities.** Rebuilding Mountain Highway in conjunction with the development of Lower Lynn Town Centre offers the exceptional opportunity to provide cycling facilities that are separated from car traffic. The District should consider street design options which provide a physical barrier between bikes and car traffic. The physical barrier could be a raised curb, planter boxes, parked cars, bollards, etc., designed to fit and enhance the streetscape in Lower Lynn. For example, a bike path at the level of the sidewalk and plaza would enhance the public space in the 'High Street' area.

**Cycling for all ages and abilities.** Painted bike lanes on major streets like Mountain Highway improve cycling safety compared to no cycling facilities at all. However, according to numerous research studies, most people are unlikely to ride a bike on streets with heavy traffic unless there is a physical separation. Retrofitting separated bike paths on existing arterials is often not easy due to budget or space constraints, but the complete makeover of Mountain Highway and the planned developments along its sides provide an exceptional opportunity to build separated cycling facilities.



**Convenient and efficient transportation.** The Lower Lynn transportation plan sees the planned Orwell greenway as an alternative route to Mountain Highway, presumably for people who do not want to be exposed to car traffic. We do not oppose the Orwell greenway, but for cycling transportation purposes it has serious drawbacks:

- Not convenient: The Orwell greenway would be away from the shops and services on Mountain Highway, making it much less convenient than a separated bike path on Mountain Highway itself.
- Not efficient: The shared Orwell greenway to Phibbs Exchange will likely be very busy with pedestrians once the town centre is fully built. Even today, with comparatively few people living in Lower Lynn and less bus service, the south end of Orwell Street next to Phibbs Exchange is busy with pedestrians during rush hour and cycling is often no faster than walking in this area.

North Vancouver is currently pursuing the strategy to build two types of cycling facilities (on road and multi-use paths) for two types of cyclists (dedicated commuters and recreational/slow riders). The resulting infrastructure may not be suitable for most people (including youth) to consider using a bike for transportation. The on-road facilities on arterials are not separated from car traffic, while the multi-use paths generally do not connect well to destinations like shops, schools, recreation centres and workplaces. In many instances the multi-use paths are also less direct, slower to ride and steeper than the alternative arterial roads.

Really there is need for only one kind of infrastructure to make cycling a feasible transportation option for most people in North Vancouver: safe and direct routes to destinations. The redesign of Mountain Highway is an opportunity to build cycling facilities that would attract more people to cycling for transportation by separating bike paths from busy traffic and pedestrians, while providing a convenient route to the shops and services in Lower Lynn.

We look forward to discussing these suggestions and the Mountain Highway designs under consideration.

Sincerely,

Antje Wahl

Chair, North Shore Committee  
HUB: Your Cycling Connection  
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Cc:

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