



December 16, 2015

Jessie Gresley-Jones
Sustainable Community Development Planner
District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Cc: Mayor and Council, District of North Vancouver,
Dr. Mark Lysyshyn, Medical Health Officer, Vancouver Coastal Health

Lynn Creek Town Centre Draft Public Realm Design Guidelines

Dear Mr. Gresley-Jones,

The HUB North Shore Committee would like to thank the District of North Vancouver for the excellent revisions to the proposed cycling infrastructure for the Lynn Creek Town Centre from the earlier draft design guidelines. The proposed design will help promote active transportation, the town centre economy and residents' health.

We support the protected bike lane designs for Mountain Highway and Crown Street, forming the main north-south and east-west bike routes and connecting from the heart of the town centre to other parts of North Vancouver and to Vancouver. A protected intersection design with bike-specific signals should be used at the major intersections.

We support the multi-use paths near Phibbs Exchange as cycling access routes to the bus exchange, but not as through-routes to other destinations because of high potential for conflict between people cycling, walking and moving between bus stops. A better through-route to the Ironworkers Memorial Bridge and to Maplewood would be Mountain Highway and Barrow Street/Extension (see recommendation 1a. below).

We support the design of the residential streets and the pedestrian green spine.

The proposed bike rack design is good (easy to detect, two points of contact between bike and rack, and usable by bikes with child seats and baskets).

In the design guidelines document photos, we were pleased not to see any bollards on pathways. Bollards are a safety hazard and we hope all multi-use and bike paths will be designed to deter entry by motor vehicles without the use of bollards.



Recommendations

1. At this stage of the plan the protected bike lanes on Mountain Highway appear not well connected to the north and south. To ensure all ages & abilities connectivity, we suggest that the upcoming highway interchanges work is leveraged for protected bike lanes linking Mountain Highway:
 - a. To the south extend the Mountain Highway protected bike lanes by one block across Main Street to Barrow Street, which will provide a safe and straightforward connection to the Ironworkers Memorial Bridge, especially if the Barrow bike route can be extended to the east underneath the bridge to connect to the Dollarton off-ramp sidewalk.
 - b. To the north build protected bike lanes as part of the new Mountain Interchange. The planned painted bike lanes built as part of the Keith Bridge project should be protected when the town centre is built out to avoid a gap in the bike network to Lynn Valley, Keith-Lynn and the City of North Vancouver's all ages & abilities bike network.
2. We recommend against providing many different types of cycling infrastructure designs that may be confusing to use. Jurisdictions that were successful in achieving a high cycling mode share use very few designs, typically one each for major streets, local streets and off-street. Research has shown that everybody tends to prefer the same type of cycling infrastructure, from regular bike commuters to people interested in cycling but concerned about traffic¹.
3. The community centre should be designed with a sheltered area for bike parking and an electric bike charging station.

Please do not hesitate to contact us if you would like to discuss any of the suggestions above.

Sincerely,

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¹ <http://cyclingincities-spph.sites.olt.ubc.ca/files/2011/10/EvaluatingBicycleFacilities.pdf>