



June 4, 2015

Brian Bydwell
General Manager, Planning, Properties and Permits
District of North Vancouver

Cc: Tamsin Guppy, Community Planner, District of North Vancouver
Jessie Gresley-Jones, Community Planner, District of North Vancouver
Gavin Joyce, General Manager, Engineering, Parks & Facilities, District of North Vancouver
Steve Ono, Manager, Engineering and Deputy General Manager, District of North Vancouver
Erica Geddes, Transportation Section Manager, District of North Vancouver
Mayor and Council, District of North Vancouver,
Dr. Mark Lysyshyn, Medical Health Officer, Vancouver Coastal Health

Lower Capilano Public Realm Design Guidelines

Dear Mr. Bydwell,

HUB is a charitable organization that encourages cycling for all ages and abilities in Metro Vancouver to improve the quality of our communities and local economies, our health and the environment.

We are writing to provide feedback and suggest improvements for the proposed street designs and bike parking in Lower Capilano. A stated aim of the Official Community Plan (OCP) is to increase active transportation, including cycling, which has significant health, economic, social and transportation benefits.

1. The street design and cycling network display board presentations prepared for the open house are excellent. We would like to congratulate the District staff for the clear and concise presentation and hope this layout will also be used for Lower Lynn and Lynn Valley.
2. Overall we support the proposed street designs for Lower Capilano because it will allow residents of all ages and abilities (AAA) to cycle all streets in the village centre, except Curling Road (see 6. below).
3. We support the network connections with the proposed bike lane designs, which connect well with other North Shore neighbourhoods, and with Lions Gate Bridge and the City of Vancouver's AAA bike network.
4. Most collisions and injuries happen at intersections, and the guidelines do not show the design of the intersections. When the District progresses to the intersection design stage, we could offer bike lane design input.
5. We recommend widening the protected bike lanes to at least 2 metres by



taking for example, 10 to 20 centimetres from the planted areas. The proposed widths of the protected bike lanes are narrow and will make passing difficult and unsafe (Capilano Road 1.95 metres, Marine Drive 1.9 metres, McGuire Avenue 1.8 metres). Two metres is the desired minimum width for protected bike lanes in London UK and in the Netherlands for low-use bike routes¹.

6. Any objects such as sign posts, lamp posts, waste bins, tall shrubs or trees should have a shy distance of at least 0.5 metres from the protected bike lanes. Otherwise the objects are obstacles and restrict the usable width of the protected bike lanes.
7. The design for Curling Road should be improved by either a) narrowing the travel lanes to 3 metres, introducing traffic calming features, marking no centre line and marking single file sharrows on the road, or b) providing protected bike lanes as on McGuire Avenue. The proposed design for Curling Road puts cyclists in a dangerous position of riding in the door zone between parked cars and moving traffic.
8. We are intrigued by the bike lane design for Crossroads, where a concrete gutter delineates the bike lanes from the car travel lanes. We have not seen this design elsewhere in Metro Vancouver. For better delineation and visual narrowing of the road space, we recommend using a different paving pattern or colour pavers for the bike lanes than for the car travel lanes.
9. We are pleased that the wider (4 metres) greenway will reduce conflict between people walking and cycling. We still recommend to not mix walking and cycling in parks because of increased risk of collisions and injuries, and the negative impact on people walking and enjoying the green space. If the streets and intersections are built to AAA standards for cycling we do not expect that many people will bike the greenway.
10. The proposed bike rack design is good. The community centre bike parking should be sheltered, for example by building overhangs.

The HUB North Shore Committee looks forward to the implementation of the Capilano Village plan and to the detailed design of the streets and intersections, to which we would like to provide input.

Sincerely,

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¹ <http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/one-way-protected-cycle-tracks/#design>