



To: Tegan Smith, Transportation Planner, District of North Vancouver  
Mayor and Council of the District of North Vancouver

Cc: Erica Geddes, Section Manager Transportation, District of North Vancouver  
Steve Ono, Manager Engineering Services, District of North Vancouver  
Brian Bydwell, Director Planning Permits and Bylaws, District of North Vancouver  
Patrick Livolsi, Regional Director, South Coast Regional Office, Ministry of  
Transportation and Infrastructure  
Jesse Morwood, Area Manager Roads, Ministry of Transportation and Infrastructure  
Kathleen Callow, Lands and Policy Planner, Squamish Nation  
Dragana Mitic, Assistant City Engineer Transportation, City of North Vancouver  
Teresa O'Reilly, Program Manager, Area Transit Plans, Translink

September 27, 2012

**RE: Cycling in Lower Lynn Town Centre Implementation Plan**

Dear Ms. Smith, dear Mayor and Council,

The HUB North Shore Committee would like to provide feedback to the Lower Lynn Town Centre implementation plan as presented at public meetings in July 2012.

HUB is a charitable organization whose members and supporters believe that using bikes to get around is something that should be accessible to all ages and cycling abilities. Through events, education and encouragement, we want to make cycling an attractive choice for everyone in Metro Vancouver.

The development of the Lower Lynn Town Centre provides an extraordinary opportunity to provide convenient and safe bike routes that will make cycling a viable transportation option for all ages and abilities. The cycling facilities will not only be of use to the current and future residents and businesses of Lower Lynn, but also to cyclists traveling east-west across the North Shore and for commuters to Vancouver and Burnaby.

We would like you to consider the following improvements to the cycling portion of the implementation plan for Lower Lynn Town Centre:

1. Plan cycling connections to surrounding neighbourhoods
2. Improve safety of proposed bike lanes on Mountain Highway
3. Provide a bike route on Keith Road
4. Complete bike lanes on Main Street

1. **Plan cycling connections to surrounding neighbourhoods:** The Lower Lynn Town Centre mobility map and the OCP show bike routes within the town centre and 5 & 10 minute walking radiuses, but no cycling radius or connections to the surrounding neighbourhoods. The planned bike routes within the Lower Lynn Town Centre are important, but since they cover such a small area, their main value is in connecting to nearby destinations and neighbourhoods. We suggest adding a 10 minute cycling radius to the map to help with planning the infrastructure needed to make cycling a viable and desirable option.

Residents from the surrounding neighbourhoods would be able to travel by bike to the shops and services in Lower Lynn Town Centre. The frequent transit network in Lower Lynn could also be accessed by bike from nearby low-density neighbourhoods, as an alternative option to the infrequent feeder bus service.

Attached please find a map with an approximate 10 minute cycling radius from the Town Centre. The following neighbourhoods and destinations are within a 10 minute bike ride to/from Lower Lynn:

- Keith-Lynn
- Lower West Lynn
- Lynnmour North
- Capilano University
- Riverside
- Maplewood Village Centre
- Second Narrows Bridge
- Moodyville (CNV)

We strongly urge you to include bike routes to these areas in the Lower Lynn Town Centre implementation plan to provide more transportation options for residents, which helps reduce congestion.

2. **Improve safety of proposed bike lanes on Mountain Highway:** The sketch of Mountain Highway shows a 1.8m bike lane next to parked cars in what will be a busy shopping area on an arterial road. This forces cyclists to ride in the door zone of the parked cars next to moving traffic, which is particularly dangerous in shopping areas where cars frequently park and pull out.

Instead, please consider other bike lane designs that do not put cyclists in the dangerous door zone, especially in the "High Street" area. A safer design would also encourage people to use their bikes to shop on Mountain Highway.

3. **Provide a bike route on Keith Road:** The mobility network map shows no bike route on Keith Road, and the proposed bike lanes on Mountain Highway appear to end in a trail network. An on-street continuation of the Mountain Highway bike lanes is needed for traveling from the town centre west and for access to businesses, shops and residences off Keith Road. The isolated path through the forest next to the highway and the very steep Brooksbank trail are no substitutes for cycling facilities on Keith Road.



4. **Complete bike lanes on Main Street:** Main Street is part of the low level route that most cyclists use to travel east-west on the North Shore. Main Street has partial bike lanes, but cyclists need to use the marked shared lane when going west, which is dangerous with the high traffic volume and the significant number of trucks on Main Street. The shared lane is also too narrow for trucks and buses to share with cyclists.

We would like to see plans for dedicated cycling facilities on all of Main Street as part of the Lower Lynn Town Centre implementation plan, which would allow cyclists to travel more safely on the low level route. Safe and convenient cycling facilities are also needed to connect from Main Street to Dollarton Highway, where the current design is extremely cumbersome (when using the pathway system) or dangerous (when using the road).

HUB looks forward to dedicated and safe bike routes in and around the Lower Lynn Town Centre. A good cycling infrastructure will not only make travel easier and safer for the cyclists already going through this area, but it will allow residents of all ages and abilities to get around by bike. Offering a range of transportation alternatives helps not only reduce congestion, but it also makes Lower Lynn Town Centre a more desirable place to live and work.

Sincerely,

Jay MacDonald  
Chair, HUB North Shore Committee  
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