



August 17, 2013

Mayor and Council, District of North Vancouver

Richard Walton, Mayor
Roger Bassam, Councillor
Robin Hicks, Councillor
Mike Little, Councillor
Doug MacKay-Dunn, Councillor
Lisa Muri, Councillor
Alan Nixon, Councillor

Cycling in Lynn Valley Town Centre Implementation Plan

Dear Mayor and Council,

HUB has been encouraging cycling infrastructure improvements for 15 years to improve the quality of our communities, our health, the environment and local economies. Because we do not have space to continually build new roads and parking facilities as our population grows, we need to ensure that cost and space-efficient transportation options like cycling are attractive and safe.

Our feedback below on the proposed improvements for cycling in Lynn Valley Town Centre is based on the fact that the goals of the District's Official Community Plan and the North Vancouver Bicycle Master Plan can only be achieved if the "average" person, including youth and seniors, are able to ride safely and comfortably to destinations throughout North Vancouver. To provide the highest return on investment and attract the most users, bike routes should provide convenient and efficient transportation while being suitable for all ages and abilities (AAA).

1. The proposed separated cycling facilities along 27th Street and the new High Street are excellent to provide safe and convenient access to shops and other bike routes for residents of all ages and abilities.
2. Design all other local streets in the Town Centre with traffic calming features to reduce traffic speed (narrow streets, short blocks, raised crosswalks, traffic circles, etc., see Figure 1 at the end of letter).
3. Consider making the new residential-only streets within the Town Centre car free or nearly car free, with underground parking access away from the street (see Figure 2). This would allow not only for AAA cycling, but children could play on the streets.
4. AAA separated cycling facilities should be planned for Lynn Valley Road, Mountain Highway and 29th Street, taking advantage of redevelopment wherever possible.
5. The intersections of the Town Centre's new bike routes with Lynn Valley Road and Mountain Highway need to be safe for all ages and abilities. The use of bike signals should be considered to separate car and bike movements (see Figure 3).



7. The following streets should be included in the bike network and be upgraded where necessary for AAA cycling: Ross Road, Fromme Road and Harold Road. They provide good access to the Town Centre on less busy streets.
8. Safe and convenient cycling access and covered bike parking at the proposed transit exchange would greatly increase the catchment area of the exchange. More people would find public transit a viable option whereas currently the connection from their homes to the Town Centre is underserved by transit and too far to walk. Figure 4 shows an example of covered outdoor bike parking at a transit exchange.
9. Provide bike racks in all commercial and residential areas, at parks and at playgrounds.

Lynn Valley has the potential to achieve a high bike mode share given its topography with relatively flat terrain in and around the Town Centre, its commercial activity and public spaces, and the relatively well-connected street network. The existing conditions discourage cycling because people are forced to ride in traffic to reach most destinations. This excludes a large proportion of the population from the option of choosing cycling for transportation, including youth and seniors.

We appreciate the opportunity to provide input to the plan for the Lynn Valley Town Centre. We look forward to discussing our above recommendations, before the detailed designs of the streets and the cycling facilities are prepared.

Sincerely,

Antje Wahl
Chair, North Shore Committee
HUB: Your Cycling Connection
northshore@bikehub.ca

Cc:

Steve Ono, Manager Engineering Services/Deputy General Manager Engineering, Parks & Facilities, District of North Vancouver
Erica Geddes, Transportation Section Manager, District of North Vancouver
Tegan Smith, Transportation Planner, District of North Vancouver
Annie Kim, Transportation Planner, District of North Vancouver
Brian Bydwell, General Manager Planning, Properties & Permits, District of North Vancouver
Karen Redek, Policy Planner, District of North Vancouver
Joanne Proft, Project Manager Infrastructure Planning, TransLink
Dragana Mitic, Manager Transportation, City of North Vancouver



Appendix

Figure 1 Traffic calmed street with raised intersection and mini traffic circle in Baltimore, MD



Source: National Association of City Transportation Officials

Figure 2 Car-free residential street (loading/unloading ok) in Vauban, Germany



Source: www.vauban.de



Figure 3 Bike signal on Hornby Street in Vancouver



Figure 4 Covered bike parking at transit in London, UK, with lighting and CCTV cameras



Source: Ealing Broadway Cycle Hub