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## HUB Submission re Pearson Dogwood Development Proposal

### Introduction

HUB is a charitable organization whose mission is to make cycling an attractive choice for everyone in Metro Vancouver.

The Pearson Dogwood proposed development plan is bordered by 3 major bike routes:

- Heather Street Greenway
- 59<sup>th</sup> Ave (North Arm) Greenway
- Cambie Street

HUB is pleased to see that some aspects of the design consider multi-modal roads and that the preliminary design shows improved cycling and pedestrian access across the site.

The development proposal has some provisions for cycling, namely mixed use paths, some protection of existing bike routes and the suggestion of separated cycling facilities on Heather Street. Given the substantial development fund arising from this rezoning and the vast increase in new residential units, a primary design goal should be to deliver a substantial **upgrade** to the surrounding neighbourhood cycling network, not just to protect the routes from the expected increase in vehicular traffic.

As the proponent for the development is Vancouver Coastal Health, we would expect that the proposal capitalizes on the location and that provisions for cycling both within and around the community would be a prime focus since the positive health effects of cycling are well known. By building safe and convenient bike routes, more people will cycle, thereby improving the overall health of the community.

### Suggestions for Improvement

- The proposal suggests that cycling and walking be combined on some paths. Given that there will be a fair number of seniors in the development, it would be wise to have separate walking and cycling paths to ensure that all users feel comfortable and motivated to choose active transportation.
- The proposal suggests that on the south side of 57th, there be a mixed use "urban trail". A better idea would be a separated bike path. If space is constrained, street parking could be eliminated or the trees and lamp poles could be put on islands in the parking lane

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- With regard to the other perimeter roads, separated bike lanes are only shown for Heather Street. However, traffic studies shows that the largest increase of vehicle use is predicted for 59<sup>th</sup> Ave which therefore requires a similar infrastructure upgrade. This development would provide a great opportunity to add separated cycling facilities on all the perimeter roads. By extending the off road path on Cambie from 58<sup>th</sup> Ave to 57<sup>th</sup> Ave and providing for a separated cycling path along 57<sup>th</sup> Ave, this would provide for a safe and convenient cycling route to Churchill Secondary School from points east of Cambie Street.
- On internal streets referred to as commercial collectors, the proposal calls for a “hybrid bike lane”. This type of facility is one of the most dangerous for cycling, given the narrow travel lane adjacent to parked cars. We strongly suggest adding a separated cycle lane so that people can safely and conveniently access the commercial area by bike. If space is limited, then active transportation should take priority over car parking.

### **Conclusion**

Developments like the Pearson Dogwood development are opportunities to improve the cycling network and to make provisions for cycling within the development. Cycling is the fastest growing mode of transportation in Metro Vancouver, and it provides a variety of community benefits including improved health, affordability, social connectivity and air quality. As this development is bordered by three existing bike routes, this is a huge opportunity to improve the cycling network on all the perimeter roads and to make this a model development in terms of cycling accessibility within the development.