



May 24, 2022

Ingrid Weisenbach, Transportation Planning
Shahrazad Honarmand, Project Delivery Office
District of North Vancouver

Dear Ingrid & Shahrazad,

Re: Kirkstone Park to Salop Trail – Design Feedback

HUB Cycling is a charitable organization working to get more people cycling more often. We make cycling better through education, action and events. More cycling means healthier, happier, more connected communities. We're leading the way in making cycling an attractive choice for everyone.

Thank you for the opportunity to provide our comments and concerns about the Kirkstone Park to Salop Trail section of the Lynn Valley Town Centre to Lynn Creek Town Centre Cycling Route. This is one of HUB North Shore's three top priority bike routes and we are very happy to see it moving forward.

Summary of comments

- **Kirkstone Park Multi-Use Path (MUP)**
 - In busy areas, MUPs can be uncomfortable for both people walking and on bikes. Separated paths are best, but if shared, the path should be at least 4 m wide with a painted line down the middle.
 - During winter months when days are shorter, additional lighting and trimmed bushes can make people feel safer after sunset when cycling through the park.
- **Rufus Drive**
 - The crossing at Kirkstone Rd should have crossing buttons or ground detectors for people on bikes and green cross-rides for the transition between the Rufus Dr and the MUP in Kirkstone Park.
- **Salop Trail MUP**
 - Concept #1 is steeper and more expensive than Concept #2.
 - Concept #2 has a lot of tight corners, so where possible, the path should be at least 4 m wide. This is our preferred solution.
 - Concept #3 of the Salop Trail section is too steep and will restrict access for people with different mobility needs and fitness levels.
 - While 8% slope is acceptable for some people for short distances, longer sections over 5% should incorporate rest stops.

Future Consideration – Alternate route to Lynn Valley east of Highway 1.

There is also a need for a route up to Lynn Valley on the east side of Highway 1, connecting to the Mountain Highway Interchange and Lower Lynn. The current designated bike route via Mountain Highway and Arborlynn Dr are too busy and steep. A route going up to Lynn Valley via Arborlynn Dr → Appin Rd → E 20th St → Viewlynn Dr → 27th St is quieter and resembles a local street bikeway. It would require protected bike lanes on the uphill block section of E 20th St, as well as safety considerations for the left turn from Arborlynn Dr to Appin Rd. Good wayfinding signage and markings would be essential as the route is winding and non-obvious.

This route would provide a safe, direct bike route for residents in Westlynn and provide cyclists with more direct access to areas east of Mountain Hwy.

The Kirkstone Park to Salop Trail sections together with the City's Casano-Loutet Overpass will create a safe and attractive active transportation option for people travelling between Lynn Valley Town Centre and Lynn Creek Town Centre, as well as a connection to the City of North Vancouver. Thank you for this opportunity to comment at this stage, and we look forward to working with you on the next design phase.

Yours sincerely,

Don Piercy
Chair
HUB North Shore Committee