



February 20, 2017

Doug Rose
Section Manager, Parks Planning, Design and Development
District of North Vancouver
355 West Queens Road
North Vancouver BC V7N 4N5

Cc: Mayor and Council
Erica Geddes, Section Manager, Transportation

Cycling facilities in Seylynn Park

Dear Mr. Rose,

HUB Cycling is a charitable organization working to get more people cycling, more often. We believe that more cycling means healthier, happier, more connected communities.

We appreciate the opportunity to provide input into the detailed design of Seylynn Park. Members of the HUB North Shore Committee attended the open houses in 2013 and 2014 that led to the conceptual Seylynn and Bridgman Parks Master Plan adopted by council in 2015.

Recommendations:

1. The proposed bridge at Crown Street provides a more direct link between destinations than the Hunter Street Bridge and would be of greater benefit to active transportation in North Vancouver. The Crown Street Bridge would also result in less conflict between pedestrians and cyclists in Bridgman and Seylynn Parks and improve the comfort and enjoyment of park users. Personal safety is better near Crown Street than on the west side of Hunter Street, especially in the evening and at night. If both bridges are built, we recommend the Crown Street Bridge receives higher priority.
2. Separate cyclists and pedestrians on the Spirit Trail wherever feasible to avoid user conflict. Seylynn and Bridgman Parks will be very busy parks given their location in the District's largest town centre, in addition to the already high use by dog walkers, walkers and runners from North Vancouver and beyond.
3. Provide safe and convenient bike routes outside the parks to reduce the number of cyclists using park paths for transportation, such as the Crown Street Bridge with protected bike lanes along Crown and Mountain Highway.
4. If the Hunter Street Bridge is built, we recommend providing separate walking and cycling paths along the north side of Hunter Street from the bridge to Mountain Highway to reduce user conflict.



At the northwest corner of Hunter Street and Mountain Highway clearly demarcate pedestrian and cyclist areas to reduce user conflict and improve safety.

Provide a clear and safe transition between the path along Hunter Street and the bike lanes along Mountain Highway. The design needs to consider how to safely connect the two-way bike path across Mountain Highway, with eastbound cyclists travelling against the usual direction of traffic.

5. Install bike parking near the main park entrance to Seylynn Park for park visitors. Ensure the bike rack placement allows parking bikes with trailers and cargo bikes. The park design should permit the option to expand bike parking in the future as more people bike.

If you have any questions or comments about the above recommendations, please let us know. We would be happy to discuss these suggestions with you.

Sincerely,

Tony Valente
Chair, HUB North Shore
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Antje Wahl
Member, HUB North Shore