

Subject: [Fwd: Lynn Valley Bike Lane]
Date: Tue, 22 Jan 2002 12:07:54 -0800
From: Brian Platts <brian_platts@telus.net>
To: Corrie Kost <kost@triumf.ca>

Subject: RE: Lynn Valley Bike Lane
Date: Tue, 22 Jan 2002 11:40:06 -0800
From: John Fair <jfair@shaw.ca>
To: Ernie Crist <CristE@district.north-van.bc.ca>
CC: davesadler@telus.net, fonvca@fonvca.org

Hi Ernie,

I fully agree with your thoughts about Lynn Valley bike lanes and the predominance of cars. The same thing happened on Main Street at the Canadian tire development. There, they put in a grass boulevard instead of a bike lane. Their argument was it wasn't going to help to have a bike lane for two blocks. However, you and I both know that it will be like pulling teeth to ever get the curbs removed and a bike lane put in now.

I get very frustrated and I think most other JBAC members feel the same way. JBAC is an advisory committee and we always advise council what we think they should do. Beyond that, we are usually not consulted until after the fact. If, you as a member of council, can not get staff and the rest of council to build more bike lanes, what more can we do?

John Fair

At 10:36 AM 1/22/2002, you wrote:

David:

You may be mistaken about what I said. What I'm stating below will clarify the point.

What was promised in the Lynn Valley Community Plan were dedicated (separate) bicycle lanes. What the people of Lynn Valley got is an 18" wider road to accommodate bicycles which the bicycles have to share with cars. The handles of a bicycle alone are 24". This is the mentality of the people in charge of the redevelopment of the Lynn Valley Core. 18" wide Bicycle lanes, which are part of the road and have to be shared with cars, are an invitation for accidents, but the promoters are selling it as bicycle lanes without blinking an eye.

Because of the large setback of the old houses, there was enough room not only for truly designated (separate) bicycle lanes but also for tree lined boulevards and sidewalks not only on Lynn Valley Road but also on Mountain Highway. Instead, the new homes on both streets have been brought forward to maximize the development potential. Also sacrificed were the wide boulevard as shown in the original plan.

Instead of a Pedestrian Oriented Center, the people of Lynn Valley got a regional car mall complete with more noise, more pollution, more traffic and more parking problems. The fundamental flaw of the Lynn Valley "Pedestrian Oriented Town Center" is that it is NOT a pedestrian oriented town center but a car oriented town center. Clearly the people who are still selling this as a Pedestrian Oriented Town Center do not or pretend not to know the difference.

The whole pedestrian concept, which the bureaucrats and their apologists of various hues and cries are still peddling, has turned out to be a hoax. It is a developer oriented scheme to maximize profits at the expense of the public. It is NOT Lynn Valley driven but developer driven. That is to say it is NOT based on the needs of the people of Lynn Valley, as was the case in Edgemont Village for example, but on the needs of the developers.

To mislead the public, the people have been given a few crumbs in the form of "benefits" accruing to the community. What they should have received is a community center and other community facilities in exchange for higher density. Unfortunately many people have partaken of the snake oil and found it to taste all right since most of them have never seen truly pedestrian oriented developments which are becoming more and more the vogue throughout the developed world.

Ernie Crist

-----Original Message-----

From: Dave Sadler [<mailto:davesadler@telus.net>]

Sent: Tuesday, January 22, 2002 12:15 AM

To: Mayor and Council - DNV

Cc: Richard Zerr; torryi@district.north-van.bc.ca; FONVCA

Subject: Lynn Valley Bike Lane

Dear Mayor & Council:

I feel Councillor Crist's notion to designate bike lanes in Lynn Valley with a painted stripe was a good idea. All too often drivers forget that cyclists have road rights, thinking instead that they should be riding on the sidewalk.

Cyclists should not be forced to ride in the gutter faced with the hazards of stones, litter or storm grates. Rather they are entitled to a slice of the roadway.

Regulation lane markings painted on the road would remind drivers of cyclist rights as well as giving guidance & perspective to vehicles in passing bicyclists safely.

Yours truly, Dave Sadler