



March 31st, 2025

**Mayor & Councillors
District of North Vancouver**

Re: Mountain Highway changes - Not a safety improvement project

Dear Mayor and Councillors,

We are writing to express our opposition and disappointment with the plans for Mountain Highway central section. As currently drawn they make this corridor much more dangerous for people on bikes, and have only the most minimal improvements for people on foot or using wheelchairs.

This corridor was documented in DNV staff's own report in Nov 2024 to be the 2nd highest number of crashes with people on foot, people on bikes, and people in cars. When people on bikes ride downhill on Mtn Hwy with the vehicle lanes added - people on bikes will be forced to merge into traffic lanes multiple times - requiring multiple shoulder checks, when attention should be on the intersection - where a person on a bike should be watching for left and right turning vehicles. This definitely increased the chances of conflict and collision. The existing unallocated space on the downhill route allowed straight passage through - with attention ahead, instead of requiring it both ahead and behind.

The plans as drawn are now a motor vehicle improvement project, and we see very little in this drawing for people on foot. There has been nothing done to reduce vehicle speeds - if anything the added turn lanes will increase vehicle speeds and therefore danger for all road users. We recognize the larger corners may marginally improve pedestrian safety, however adding the turning lanes and requiring people on bikes to merge, dramatically worsens the design for people on bikes.

Mount Seymour parkway is an example of the DNV making progress to create safe viable alternatives to driving. The nearby short-section on Lynn Valley Road east of Mtn Hwy is also progress. A connected network of safe bike routes is required for the mode shift to progress - a bridge half-way across the river is not a useful bridge. The plan as currently shown on Mtn Hwy make the route less safe for bikes, and these added turn lanes should not move forward without more options for safe travel for people on bikes on this route.

The DNV spent years and countless hours on public engagement and design to bring the street to a modern standard. Taxpayers' expense and input would be much better served if the plan was revised to create space for people on bikes to travel safely downhill through East 18th as well as at Kirkstone. This is counter to the design brief that you gave to staff - but it is the only way to make these sections safe for people on bikes to travel this route. We predict increased crashes between people driving vehicles and people walking or on bikes if this design moves forward - just like the crash involving a young boy on his bike and a person driving a vehicle at this intersection the week before the hearing in Nov 2024.

Yours sincerely,

Duncan Wilcock, Stephen Lake, Stewart Wright, and Micheal Goodman
District of North Vancouver Liaisons,
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