



January 27, 2016

Mayor and Council  
District of North Vancouver  
355 West Queens Road  
North Vancouver, BC V7N 4N5

### **Keith Road bike lanes**

Dear Mayor and Council,

The HUB North Shore Committee is glad to see the increased consideration of cycling infrastructure in North Vancouver. We recently attended the January 19th open house for the Mountain Highway Interchange Project organized by the Ministry of Transportation and Infrastructure, where cycling is being promoted as an integral part of the project.

It appears that the Ministry's planned cycling facilities on Keith Road will match those adopted by the District as part of the Keith Bridge project that is currently underway. Unfortunately, this design will not be an all ages & abilities (AAA) facility as the bike lanes will be quite narrow and not physically separated from the vehicle traffic, but only marked with paint.

### **Keith Road east of Lynnmouth Ave (Keith Bridge project)**

We ask that the District considers narrowing some of the travel lanes on Keith Road east of Lynnmouth Ave to provide at least buffered bike lanes. Although this would still not achieve AAA status it would offer a measure of protection to people cycling. Our letter dated Oct 1, 2014 (attached) includes several suggestions on how to achieve safer bike lanes on Keith Road through buffering and intersection design. We hope this minor modification to the lane striping is still possible with the project underway since the new roadway east and west of the bridge has not yet been built or permanently striped.

### **Keith Road between Lynnmouth Ave and Brooksbank Ave**

We hope the District will support protected bike lanes along Keith Road west of Lynnmouth, built by the Ministry as part of the interchange project. We understand District staff is working hard to ensure safe cycling facilities. Protected bike lanes along this new, widened road would encourage significantly more people to bike than the traditional marked bike lanes that have little impact on ridership on roads with heavy traffic.



### **Keith Road west of Brooksbank Ave**

West of Brooksbank Ave the plan proposes a marked minimum width (1.5m) bike lane up Keith hill. The grade, traffic speeds and increased traffic volume from the new interchange demand a physical separation at this location between people on bikes and vehicle traffic. If there is not enough space for a protected bike lane up the hill due to a new car lane and a median, we recommend a wide multi-use path up the hill rather than a narrow on-road bike lane. Instead of a 1.5m bike lane and a 1.8m sidewalk, a 3.3m path would serve both user groups. An additional 10cm could be gained for the path by reducing the width of the left uphill travel lane from 3.3m to 3.2m, matching the travel lane widths on the City side at this location. The path should be one-way for cycling (uphill only) for the safety of pedestrians and cyclists.

### **Off-street trails**

To grow cycling for transportation, residents need to be able to ride from their homes safely and directly to their destinations, in any season and at any time of day. The off-street trail improvements planned for the Lynn Creek area will be attractive for recreational cycling, but are not a substitute for AAA facilities along Keith Road.

### **Conclusion**

For all future infrastructure projects we encourage the District to incorporate AAA cycling facilities from the outset. This will avoid late modifications that are only partially effective. It will demonstrate that the District of North Vancouver is truly dedicated to promoting alternatives to driving and improving transportation for all.

The terrain in North Vancouver should not be considered an obstacle as cycling up Keith hill or to Lynn Valley is easy on increasingly popular ebikes, but only if safe infrastructure exists. This will improve the quality of life for all as it will reduce traffic congestion, have positive health benefits and improve livability in the local neighbourhood and Lynn Creek Town Centre. To make cycling for transportation possible in the future requires bold steps today to execute the vision laid out in the District's Transportation Plan and Official Community Plan.

Sincerely,

Antje Wahl  
Member, HUB North Shore Committee

Tony Valente  
Chair, HUB North Shore Committee

Cc: Jay Porter, Senior Project Manager, Ministry of Transportation and Infrastructure  
Douglas Pope, City Engineer, City of North Vancouver  
Ian Abercrombie, Keith-Lynn Community Association  
Brenda Barrick, Inter River Community Association