



September 25, 2017

Jay Porter
Senior Project Manager
Ministry of Transportation and Infrastructure

cc: Erin Moxon, Project Manager, District of North Vancouver
Liliana Vargas, Transportation Engineer, City of North Vancouver
Bowinn Ma, MLA for North Vancouver-Lonsdale
Jane Thornthwaite, MLA for North Vancouver-Seymour

RE: Lower Lynn Interchanges August 23, 2017 Meeting

Dear Jay,

Thank you for meeting with us every two months to provide an update on the plans for interchanges and ask for our input on the cycling facilities. This letter summarizes and documents the feedback on the interchange items discussed at our August 23, 2017 meeting, also to serve as a reference for the HUB North Shore Committee and our membership. The item number refers to the number in the spreadsheet you provided.

General

- A bike route is only as safe as its weakest point. Cycling facilities need to be continuous, safe and of consistent quality to allow more people to bike for transportation in North Vancouver.

Mountain Highway Interchange

Ramp crossings – safety enhancements westbound on/off ramps (item 3)

- We would like to know the criteria of the proposed safety assessment once the construction is complete. How will the highway ramp crossings be made safe for users of all ages and abilities without grade separation, signalization or advance flashers? The existing unsignalized ramp crossings at Main Street, Dollarton Highway and Lynn Valley Road are not safe for users of all ages and abilities.
- All crossings should be designed for cyclists to ride them, no dismounting required. Any crossings shared with pedestrians should have signs indicating that it is legal to ride across the intersection.

Protected intersection – Keith/Brooksbank/Mountain (item 5)

- We look forward to reviewing the design of the protected intersection when City and District have finalized it.



Keith Road westbound to Shavington (item 8)

- A protected bike lane or raised bike path is needed uphill on Keith Road because of the high traffic volume on Keith Road and the great speed differential between uphill cyclists and motor vehicles.
- A path with separate cycling and walking lanes should be built, instead of providing an extra 0.5 m clearance for the motor vehicle lane. Other 50 km/h streets in the District do not have a 0.5m clearance, nor do we agree with the Ministry's approach to compromise active transportation in order to provide extra space for motor vehicles.

Keith-Mount Seymour Parkway Interchange

Keith Road multi-use path (item 6)

- The proposed 4.5 m wide multi-use path should clearly separate pedestrians and cyclists. The cycling portion of the path should have a yellow centre line (for two-way cycling).

Mount Seymour Parkway along Superstore – cycling pinch point (item 7)

- The proposed path in front of Superstore needs to be at least 4 m wide to separate pedestrians and cyclists (unidirectional). A 4.5 m wide path would be better to allow bidirectional cycling between Fern Street and the path across the Seymour River Bridge.
- The Ministry's proposed 3 m wide shared path would lead to conflicts, collisions and injuries in this busy location, and cyclists riding in traffic on the roadway to avoid conflict with people walking to and from Superstore.

Keith/Seymour/Lillooet intersection review (item 10)

- We ask to consider a protected intersection design to significantly improve crossing safety and convenience for pedestrians and cyclists.
- The new design should include either the removal of the three small traffic islands in the intersection or at least make them significantly larger, with wider curb let downs to accommodate cyclists. The current design of the intersection islands with the free flow motor vehicle lanes two and from Lillooet Road are not suitable for cycling.
- The signal phasing should be adjusted to minimize the delay for pedestrians and cyclists crossing Mount Seymour Parkway.

Wayfinding – Lower Lynn improvements (item 2)

- We look forward to reviewing the next draft cycling wayfinding plan when it becomes available.

Yours Truly,

Tony Valente
Chair
HUB North Shore Committee
northshore@bikehub.ca

Giacomo Falorni
Member

Antje Wahl
Member