



October 21, 2023

**Mac Fitzgerald, Transportation Planning
Richard Burberry, Project Delivery Office
District of North Vancouver**

Re: Mountain Highway Safety Improvements

Dear Mac & Richard,

HUB Cycling is a charitable not-for-profit organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

We appreciate that the District of North Vancouver (DNV) has developed proposed road improvement designs for Mountain Highway and is now seeking input on the design options that were developed based on the key themes heard during the first engagement last spring, along with a technical assessment. [HUB Cycling submitted a letter dated May 16, 2023](#) during the initial consultation in spring providing suggestions to make the route safer for all users. This letter provides an update to our previous letter and specific recommendations relating to the routes and designs proposed.

Before getting into the detailed recommendations we must highlight our concern that the project scope excludes the block from Ross Road to Lynn Valley Highway, which is a striking opportunity missed and will leave a worrying Gap. This is a busy town-centre with connections to multiple schools used regularly by elementary and high-school children on foot, and rolling on bikes, kick-scooters and more. The opportunity - and more importantly the need - to improve both the one block section and the intersection with Lynn Valley Road is very high. We are very concerned about people on bikes reaching the end of a bike lane with no safe way to continue their journey, and the likely conflicts and crashes that will result.

North section – Ross Road to E 27th Street

We appreciate the improvement proposed from the existing painted bike lane that was highlighted as a concern in our previous letter but have the following comments and recommended revisions:

- HUB Cycling prefers to see a sidewalk plus a separate protected bike lane rather than a Multi-user path. Busy Multi-User Paths are not comfortable for people walking nor people on bikes - especially with the continued growth of ebikes expected into the future - this can be unsafe due to significant difference in user speeds.
- The mobility lanes should be protected where possible” plastic posts in the buffer on segments without driveways, and concrete barriers similar to the Upper Lynn Valley Rd where there are driveways.
- It is unclear how the northbound mobility lane will be integrated into the Ross Road intersection. People cycling must be protected from getting caught up in right turning traffic, as they are the way the road is now.

Whiteley Court to E 18th Street

As stated above HUB Cycling prefers mobility lanes separated from pedestrians and therefore prefers Option 1, which consists of new protected bike lanes on both sides of Mountain Highway with existing sidewalks. Additional recommendations are as follows:

- Given the length and gradient of this section, mobility lanes should be wide enough to allow passing, particularly northbound.
- Protection should be provided as described for the north section above.

East 18th Street to Arborlynn Drive

HUB Cycling is of the opinion that it is a false-choice and that both Option 1 and 2 should be implemented. Option 1 provides a substantial improvement in cycling infrastructure that supports those that are looking for a direct route that is less steep and are comfortable on busier roads. Narrowing the vehicle lanes will reduce incidences of speeding which has multiple benefits including safety for people walking, rolling and cycling. Additional recommendations are as follows:

- As above, mobility lanes should be protected from traffic, with concrete barriers on the corners due to the increased risk of collisions.
- Bike lanes should be wide enough to permit passing on the uphill north bound section.

- We recommend on the downhill section signage such as “Bikes may use full lane” or “Single file” on the down section to pre-empt people in cars thinking “bikes should be in the bike lanes” on a route when bikes will travel at traffic speed.

Option 2 involves minimal upgrades in infrastructure with the majority of the route on existing quiet roads with no improvements. This route is important for people less confident cycling, families etc who would not cycle on Mountain Highway. Additional recommendations as follows:

- Protected mobility lanes on both sides of Arborlynn with a separate sidewalk. Busy Multi-User Paths are not comfortable for people walking or on bikes and bi-directional bike paths on one side of bi-directional streets are not suitable when there are many driveways on the route - see British Columbia Active Transportation Design Guide (2019)¹ pg E11.
- Given the attraction of the Option 2 route that avoids Mountain Highway we recommend consideration be given to continuing this alternative route further north to East 27th to link into Lynn Valley Town Centre. This route would continue along Appin Road and Alderlynn Drive before a left run onto E20th Street, and along Viewlynn to E27th Street. This would provide an alternative, quiet neighbourhood bikeway all the way to Lynn Valley Town Centre requiring minimal improvements beyond wayfinding signage. A range of recommendations for these alternative neighbourhood routes, including parking and speed restrictions, were provided in our letter May 16, 2023, to reiterate the most essential points were a 30 km speed restriction along the entire route, an uphill protected route on 20th, and effective wayfinding signage.

Thank you for taking the time to solicit input on the improvements along this important corridor, and for taking the time to read and incorporate our input. We look forward to continuing to work with you as a key stakeholder interested in making our roads safer for all users, as well as more equitable, sustainable, and healthier.

Yours sincerely,

Duncan Wilcock, Stephen Lake, Stewart Wright
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https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14_bcatdg_compiled_digital.pdf