



July 24, 2015

Jay Porter
Senior Project Manager
Ministry of Transportation and Infrastructure

Cc: Michael Braun, Senior District Development Technician, Ministry of Transportation and Infrastructure
Tegan Smith, Project Manager, External Projects, District of North Vancouver

Mountain Highway Interchange Cycling and Pedestrian Strategy

Dear Mr. Porter,

Thank you for providing the preliminary cycling and pedestrian functional design for the new Mountain Highway Interchange to HUB for review. We appreciate the cooperative relationship that has developed working with the Ministry on the Ironworkers Memorial Bridge sidewalk project and the Stanley Park Causeway and look forward to help make the interchange project a success.

We support the proposed trail underneath Mountain Highway that would provide a walking and cycling connection from the Salop Trail near the former Keith-Lynn school site to 8th Street and the Lynn Creek trail network. We also agree with the proposed wide multi-use path on the east side of Mountain Highway with concrete barriers to traffic, but not with the path's at-grade, uncontrolled ramp crossings. On balance, the proposed design is unlikely to encourage more people to cycle for the following reasons:

- At-grade, uncontrolled crossings on three highway ramps pose a significant risk to vulnerable users.
- The new interchange and widened roadways will likely increase vehicle volumes and speeds - two factors which make the proposed marked bike lanes southbound on Mountain Highway and on Keith Road unattractive and less safe for cycling.
- The lack of a protected cyclist facility at Keith Road and Mountain Highway makes this a dangerous intersection.
- The proposed trail from Lynn Creek to Mountain Highway north of Highway 1 appears unpaved and unlit in the plan, which makes it a marginal route for transportation purposes.

Research on cycling facilities and experience from cities across North America shows that unprotected, marked bike lanes on major roads do little to increase the number of trips by bike. Much of the population is excluded from cycling by such designs, especially children and seniors. We encourage the Ministry to use the latest evidence and best practices when designing the cycling facilities at the interchange.



We suggest the following improvements:

1. Install physically separated (protected) bike lanes northbound and southbound on Mountain Highway through the interchange
 - The southbound protected bike lane must be separated from any pedestrian paths due to high downhill cycling speeds.
 - Northbound we agree with the proposed wide multi-use path with concrete barriers to traffic, except for the proposed uncontrolled ramp crossings.
2. Include grade separation at highway ramps, i.e. an underpass or overpass, or eliminate the slip lanes in favour of fully signal controlled intersections for the safety of pedestrians and cyclists.
3. Build protected bike lanes on Keith Road. We have requested the same from the District of North Vancouver and will follow up with them.
4. Make the intersection of Mountain Highway and Keith Road a protected bike intersection (<http://www.protectedintersection.com>).
5. Pave and light the path from Lynn Creek to Mountain Highway north of Highway 1.
 - The route is shown as a trail on the Ministry's functional design map.
 - A paved and well lit route would serve as an alternate and shorter route for northbound cyclists coming from Lower Lynn and the Ironworkers Memorial Bridge.

Protected bike lanes on Mountain Highway and Keith Road, and a paved path from Lynn Creek would improve cycling access from all directions and would accommodate people of all ages and abilities. The largest District of North Vancouver town centres are planned for Lower Lynn and Lynn Valley. Safe and convenient cycling facilities are needed at the Mountain Highway Interchange to give current and future residents transportation options other than driving.

The Ministry is working hard to improve the movement of people and goods in BC. Active transportation is a growing focus in urban areas, including North Vancouver. The Mountain Highway Interchange project allows the Ministry to show leadership and be cost effective by building safe and convenient cycling and walking facilities at the same time as the improvements for driving.

Please let us know if you would like to discuss any of the suggestions.

Sincerely,

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