



August 05, 2017

Cormac Linehan
Project Manager, Core Project Management

Liliana Vargas
Transportation Engineer, City of North Vancouver

Tyler Thompson
Project Engineer, District of North Vancouver

Re: Lynn Valley Road - Highway 1 Underpass

Dear Cormac,

Thank you for coming to meet with HUB North Shore and for your follow up letter March 30, 2017.

Through this letter we again would like to reiterate our concerns for the safety of people on bikes heading south down Lynn Valley Road and intersecting with right-turning motor vehicles to the westbound Highway 1 onramp and to Sutherland Avenue. We are concerned the design of the intersections presents too much burden on drivers noticing people on bikes who may be difficult to see because of high traffic speeds, angle of crossing and indistinct (to drivers) bike crossings. We are concerned that the design will contribute to collisions at the intersections, that cyclists will be injured or worse, and that people will be deterred from cycling.

Below please find our recommendations and for reference your related earlier responses from March 30, 2017.

2. Make the bike crossing at Sutherland Ave unambiguous and easily recognizable to drivers. For example mark the bike crossing in green in addition to elephant feet. – Your response: The southbound crossing at 21st St has been marked in green with a dashed line as this is an unusual crossing where on off-street bicycle facility becomes on-street, and as such, the green paint is continued through the intersection. At the crossing at Sutherland, elephant feet have been added but adding green paint may leave the cyclist with the impression that they have the right of way. This is not the case as cyclists have to ensure that a vehicle has stopped before they make the crossing.



6. Install additional warning to drivers or a signal at the free flow highway on-ramp slip lane crossing. An additional warning could be LED flashers that trigger automatically when cyclists approach and by push button for pedestrians (as on the Stanley Park causeway). – Your response: This is not included. The current design has a dedicated on-street bike lane. There is green paint and there will be signage to advise drivers of the cyclists crossing the roadway. The Stanley Park example is an off-street bike lane crossing a ramp. This intersection will be monitored by the District. The intersection is also being pre-ducted where construction is taking place for possible future signalization

We also ask for signs indicating that it is legal to ride across the crosswalks marked with “elephant’s feet” or that the City and District introduce a bylaw that blanket covers all crosswalks with elephant’s feet. Paragraph 183(2)(b) of the Motor Vehicle Act prohibits riding on a crosswalk unless authorized by bylaw or directed by a sign.

The HUB North Shore committee supports the District’s and City’s efforts towards improving cycling for all ages and abilities in North Vancouver. If you have any questions about the above concerns or recommendations, please contact us.

Yours Truly,

Tony Valente
Chair, North Shore Committee

HUB: Your Cycling Connection
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