# Welcome to the Mountain Highway Interchange Public Information Session

## Purpose of this Information Session

- Present an updated project design for the Mountain Highway Interchange, incorporating input received through public consultation in 2016

- Provide information about future phases of the Lower Lynn Improvements

- Seek feedback regarding the project and how you would like to stay informed as the Mountain Highway Interchange moves into construction

*Mountain Highway Interchange and new E. Keith Road/Brooksbank Avenue/Mountain Highway intersection (illustrated at completion in 2018).*

**The Province of B.C. is investing $76.7 million, the Government of Canada is investing $66.6 million and the District of North Vancouver is investing $54.7 million for a total of $198 million to improve access to and from Highway 1 in the Lower Lynn area of North Vancouver. The Mountain Highway Interchange will be the first of four phases of improvements delivered to the area.**

# Highway 1 – Lower Lynn Improvements
# Mountain Highway Interchange

## Improvements are needed to improve safety and reduce congestion

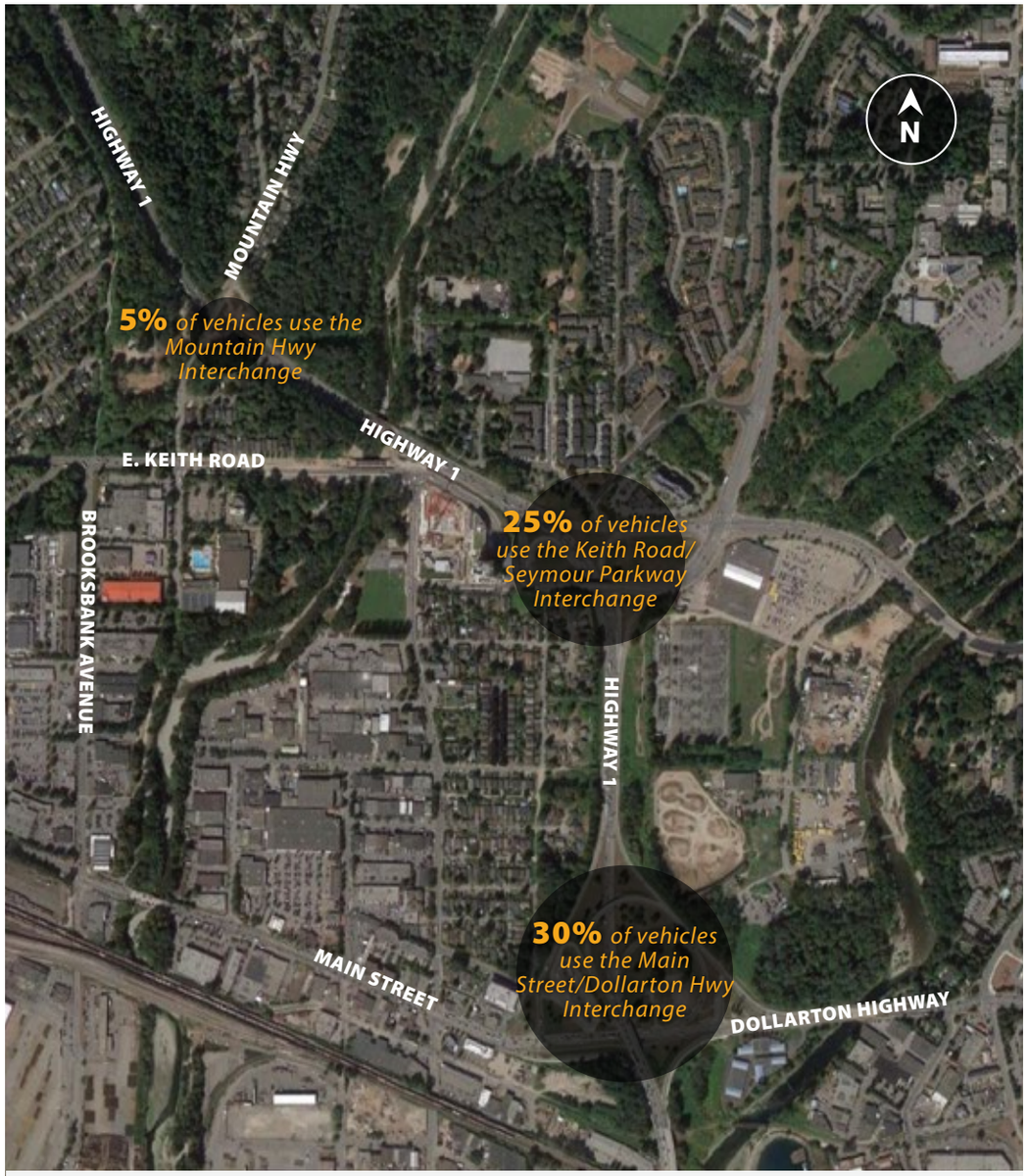
- The three Lower Lynn Interchanges have a higher collision rate and incident severity than the provincial average

- Traffic counts at the north end of the Ironworkers Memorial Bridge show the average weekday traffic volume is 120,000 vehicles/day (total of both directions)

- Lower Lynn Interchanges serve approximately 60% of all vehicles entering and exiting the North Shore from the Ironworkers Memorial Bridge

- Inefficiencies at key points are hampering the flow of traffic on Highway 1 and the surrounding municipal roadway network

**The need for improvements was identified as priority in B.C. on the Move: A Ten-Year Transportation Plan**




*Traffic volumes during morning and afternoon peak hours.*

# Additional Capacity and Highway Access

- During consultation last year, we heard a request for more capacity over Lynn Creek, more capacity on Highway 1, and direct Highway 1 access for southbound Mountain Highway traffic via a left-turn onto the eastbound on-ramp

- To address these issues, we recently announced a new phase of improvements, Phase 4 - Lynn Creek Connectivity Improvements.

Phase 4 includes:

- Two additional Highway 1 lanes from Mount Seymour Parkway to Mountain Highway, including a new two-lane bridge over Lynn Creek, north of the existing Lynn Creek Bridge
- An eastbound on-ramp from Mountain Highway to the east of the existing Lynn Creek Bridge, including a new two lane bridge over Lynn Creek, south of the Lynn Creek Bridge
- Southbound Mountain Highway direct access to Highway 1 via a left-turn onto Highway 1 eastbound (to be constructed in Phase 4 by 2020)

# Highway 1 – Lower Lynn Improvements
# Mountain Highway Interchange

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## Highway 1 – Lower Lynn Improvements
## Project Overview

# Highway 1 – Lower Lynn Improvements
# Safety and Mobility Benefits

- Reduced travel times
- Improved traffic flow during peak times
- Improved municipal connectivity
- Improved pedestrian, cycling and transit facilities
- Reduced collisions – expected reduction of 20–35%
  - Longer merge distances
  - Increased sight lines
  - Better traffic distribution between interchanges
  - Separation of local traffic from Highway 1 traffic
- Widened shoulders will allow for safe pull-off in case of an incident without impacting travel lanes
- An additional access onto and off of Highway 1 at the new Mountain Highway Interchange will reduce congestion at the Keith Road/Seymour Parkway and Main Street/Dollarton Highway interchanges
- Improved fish and wildlife habitat in the area through environmental rejuvenation and drainage enhancements
- Improvements to Main Street/Dollarton Highway Interchange will benefit transit users and support future upgrades to Phibbs Exchange

# Mountain Highway Interchange Project Overview

- Two new on-and off-ramps
  - Designed to accommodate future eastbound on-ramp onto Highway 1 (as part of Phase 4)
- A new five-lane Mountain Highway overpass with traffic signals at both ends
- A new intersection at E. Keith Road/ Brooksbank Avenue/Mountain Highway
- Realignment of Mountain Highway to improve north/south municipal connectivity
- Improvements and expansion of pedestrian and cycling facilities and local trails
- Revegetation and drainage enhancements

The Mountain Highway Interchange Project is currently out for tender with anticipated closing of mid to late March.

*Mountain Highway Interchange and new E. Keith Road/Brooksbank Avenue/Mountain Highway intersection (illustrated at completion in 2018).*

# Mountain Highway Interchange Pedestrian and Cycling Improvements

## What We Heard

- Cyclists require safer routes with greater separation from vehicles and pedestrians, and more efficient connections
- Pedestrian paths should be designed for safety and efficiency

## What We Are Doing

- Expansion and improvements to cyclist and pedestrian facilities including approximately 1km of roadway bike paths, 500m of sidewalk, and 400m of 3m-wide multi-use path
- A new intersection at E. Keith Road/Brooksbank Avenue/Mountain Highway which better separate pedestrians, cyclists, and vehicles
- Installation of a pedestrian and cycling underpass beneath Mountain Highway connecting the Salop Trail and Lynn Creek Trail
- In support of the District of North Vancouver and City of North Vancouver's overall cycling strategy, one westbound lane on E. Keith Road will be converted to a cycling lane

# Mountain Highway Interchange
# Pedestrian and Cycling Improvements

*New intersection at E. Keith Road/Brooksbank Avenue/Mountain Highway (looking north)*

*Cycling and pedestrian facilities on the new Mountain Highway overpass (looking north)*

# Shavington Street Access

## What We Heard

- Concerns over changes in turning capabilities to and from Shavington Street

## What We Are Doing

- North side of E. Keith Road:
  - Residents will have all left and right access to and from Shavington Street
- South side of E. Keith Road:
  - Residents will be restricted to right-in, right-out movements to and from Shavington Street
  - Residents will have full access to and from Cloverley Street

*New Shavington Street design*

# Highway 1 – Lower Lynn Improvements
# Mountain Highway Interchange

## Environmental Mitigation

### What We Heard

- Concern about the impact on the environment associated with increased traffic, construction and road widening
- Minimize impact to vegetation and habitat

### What We Are Doing

- Minimize project footprint
- Revegetation plan to plant native tree and shrubs in the riparian area of Keith Creek
- Installation of fish-passable culverts
- Drainage improvements to improve the water quality for Keith Creek
- Invasive knotweed management throughout the project footprint
- Reduced congestion will help reduce idling-related emissions
- *Overall project results in an estimated greenhouse gas reduction of 1.9 billion tonnes over the next 25 years*

# Highway 1 – Lower Lynn Improvements
# Mountain Highway Interchange

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## Visual and Noise Mitigation

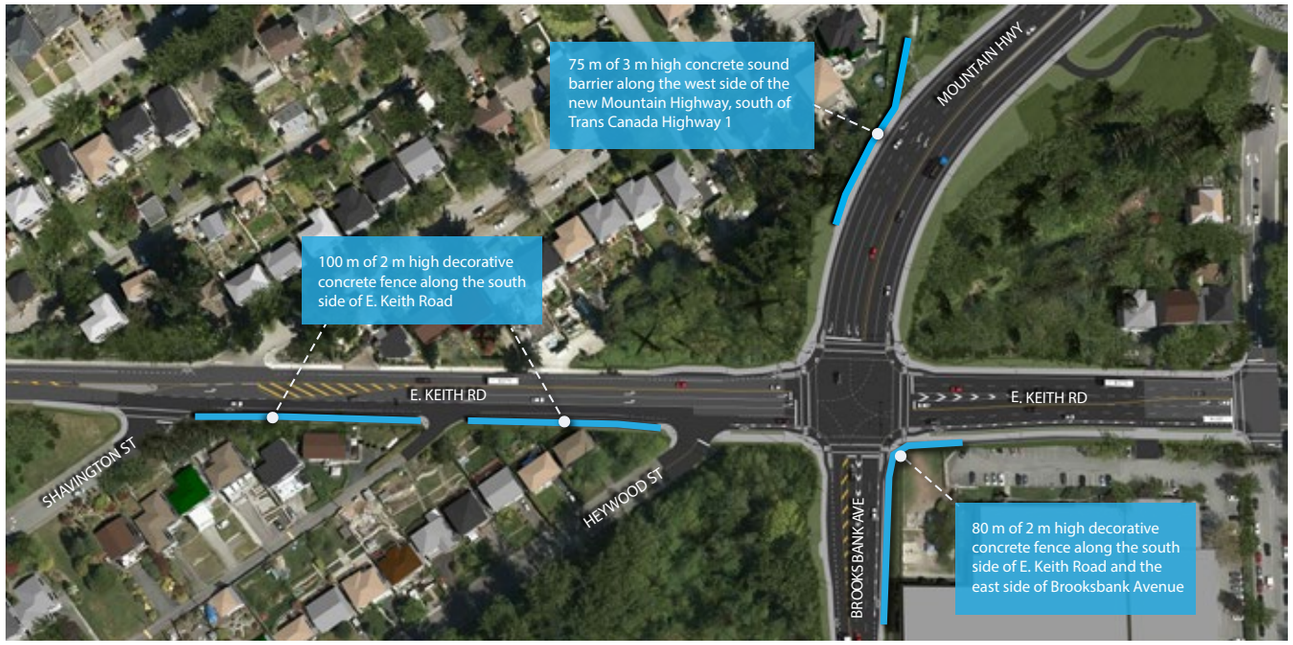
### What We Heard

- Concern of increased noise, increased traffic on residential streets, and greater visual impacts
- Need for sound/visual barriers to protect residents from increased noise as a result of closer traffic and construction activities
- Use of vegetation as barriers as appropriate

### What We Are Doing

- 75m of 3m-high concrete sound barrier along the west side of the new Mountain Highway, south of Highway 1 as recommended in a noise assessment
- 100m of 2m-high decorative concrete fence along south side of E. Keith Road to provide screening from traffic
- 80m of 2m-high decorative concrete fence along east side of Brooksbank Avenue and south side of E. Keith Road

*Rendering of concrete sound barrier along Mountain Highway*



# Highway 1 – Lower Lynn Improvements
# Mountain Highway Interchange

## Next Steps

### Mountain Highway Interchange Construction

Construction scheduled to start in 2017 **(completed by fall 2018)**

Existing Mountain Highway Interchange will remain open to traffic until new overpass is completed

During construction, the Ministry of Transportation and Infrastructure will work to minimize impacts to residents, commuters, and the public by:

- Providing public notification including roadside message boards, advertisements in local papers, and website and social media updates
- Working outside of peak hours to limit impacts on commuters

## Looking Ahead

### Lower Lynn Improvements Consultation

Continued engagement with key stakeholders, residents and First Nations

Further engagement anticipated for mid-2017 regarding:

**Phase 2** – Keith Road/Seymour Parkway Interchange

**Phase 3** – Main Street/Dollarton Highway Interchange

**Phase 4** – Lynn Creek Connectivity Improvements

# Highway 1 – Lower Lynn Improvements
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## We Want To Hear From You

### Provide us your feedback by:

- Completing a feedback form
- Filling out the online feedback form at **gov.bc.ca/lowerlynninterchanges** by March 11, 2017
- Sending an email to **lowerlynn@gov.bc.ca** by March 11, 2017

**Thank you for coming!**