



Liberal Jonathan Wilkinson

NORTH VANCOUVER

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“Cure for the Cut”: Let’s do it right

Last week Justin Trudeau made specific mention of the need for a comprehensive approach to addressing the congestion issue on Highway #1 in North Vancouver. In listing off some examples of the kind of local transportation infrastructure needs a Liberal government would address if elected October 19th, he cited the 55 year old Lynn Creek Bridge

The Liberal Party of Canada has committed to nearly double federal infrastructure investment to \$125 billion – from the current \$65 billion – over the next decade. This plan will enable us to kick start our economy and to renew aging infrastructure at a time when the cost of borrowing is at historic lows.

The significance of Mr. Trudeau’s Lynn Creek Bridge mention is that it illustrates how a Liberal government intends to reach out to municipal government to inform where the greatest returns on infrastructure investment can be made.

Taxing our patience

Congestion on the approaches to the Second Narrows Bridge continues to impact our environment, our economy and our patience.

North Vancouver’s current Member of Parliament deserves credit for helping to bring federal cost-sharing dollars to a provincial/District plan to fix some of the interchange problems that contribute to the traffic jams. The problem, however, is that the current plan does not go far enough. It will not be the “Cure for the Cut” as his election material claims.

North Vancouver District planners and Mayor Richard Walton contend, for example, that significant widening of the four-lane Lynn Creek Bridge

(the “Orange Bridge”) is a key ingredient of the “Cure for the Cut.”

Without this investment, the backups southbound down Mountain Highway will likely remain. A widened “Orange Bridge” would enable an eastbound entry ramp onto Highway 1.

It would also assist the District with its plans to build a new east-west local road on the north side of the new Orange Bridge Deck to connect Mount Seymour Parkway directly with Upper Mountain Highway.

However replacement of the Orange Bridge is not in the current plan and is not even scheduled for consideration for at least ten years. Not great news if you are frequently stuck crawling down Mountain Highway.

Let’s do it right

If we’re truly committed to a “Cure for the Cut” then let’s do the job right the first time rather than piecemeal over the next 20 years.

But I think we all know the solution is more than additional roadway.

We need leadership that fosters a broader discussion on transportation – including enhanced support for public transit - that doesn’t turn away from the tough questions.

As your Member of Parliament for North Vancouver, I will be a leader in driving that discussion forward.

Jonathan Wilkinson is North Vancouver’s Liberal candidate in the upcoming Federal election. He is a Rhodes Scholar, former clean-tech CEO and North Shore soccer coach.

Authorized by the official agent for Jonathan Wilkinson.

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