



## PREPARED FOR:

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## **Background**

Mountain Highway between Lynn Valley Road and Arborlynn Drive is an important multi-modal arterial corridor for the District of North Vancouver (District), linking Lynn Valley Town Centre to Highway 1 and to Lynn Creek Town Centre.

The Mountain Highway Safety Improvements: Lynn Valley Road to Arborlynn Drive Project (**Mountain Highway Safety Improvements Project**) advances the District's goals to realize a walking, cycling, transit and driving network that will nurture healthier and safer communities, to enhance connections between town and village centres, and to mitigate the impacts of climate change.

In Spring 2023, the District completed a first round of engagement to raise awareness and understanding for the goals and plans of this project, learn from audiences about their knowledge and uses of the road space and route, and understand the range of needs and priorities on the road space, including safety concerns. Community input received in the spring, along with a technical review of existing conditions, helped inform designs to improve safety along this stretch of Mountain Highway.

The proposed design options support the District's goals of creating a safe and comfortable corridor for all users and realizing Council's priority to create a safe cycling route along Mountain Highway.

## **Project Scope**

Mountain Highway was identified by the District as a priority corridor for safety and mobility improvements. In 2022, the District undertook a technical review that documented existing conditions along Mountain Highway, including traffic operations, safety and collisions, transit performance and cycling use. The goal of the project is to create a street design that is safer and more comfortable for all, balancing the needs of all road users and the community.

The pavement on Mountain Highway is approaching the end of its life and requires rehabilitation over the next few years. This creates an opportunity to take a holistic approach to construction, renewing the pavement while at the same time completing corridor safety improvements where possible.

## **Engagement Objectives**

The objectives for the second round of public engagement for the **Mountain Highway Safety Improvements Project** were to:

- Raise awareness about findings and what was heard during the first round of engagement in Spring 2023.
- Build understanding with the public about the diversity of needs of users and residents.
- Build understanding for the rationale and the process to develop the options being considered.
- Share and confirm the guiding design principles that were developed following the first round of public engagement.
- Seek feedback on the options being considered to understand community priorities and identify a preferred option and design concept.



## **Engagement Activities**

## **Promotional Activities**

The District promoted the engagement using the following methods:

Method	Description	Dates
District of North Vancouver website	New page with project information and link to online survey	Webpage launched on October 3 <sup>rd</sup> , 2023
Online survey platform	ZenCity Engage survey	Survey was open from October 3 <sup>rd</sup> to October 24 <sup>th</sup> , 2023
Postcard mail out	Notification card with link to webpage and QR Code to online survey mailed to 3,683 District addresses in Mountain Hwy neighbourhoods	Delivery targeted for week of October 3 <sup>rd</sup> , 2023
Social media posts	Facebook and X (Twitter) organic posts and ads to promote the online survey and open house:  Total impressions (FB/Twitter): 11,444 Total engagements (FB/Twitter): 486 FB Post Reach: 5544 Twitter link clicks: 87	Posts on Oct 4, Oct 7, Oct 9, Oct 11, Oct 12, Oct 14, Oct 18, Oct 21, Oct 24
Project Information signs	Informational signs promoting the project were posted along the study corridor  4 large signs 24" x 36" 15 lawn signs 24" x 24"	Installed on October 4 <sup>th</sup> , 2023, and in place throughout the engagement period
Newspaper advertisements	Digital and print advertisements in the North Shore News - 2 x 1/3 page ads	Print ad ran October 4 and October 18, 2023 Digital ads ran from October 3 <sup>rd</sup> to October 24 <sup>th</sup> , 2023



#### Stakeholder Outreach

Emails with information on the background, goals, timeline and engagement opportunities for the **Mountain Highway Safety Improvements Project** were sent to the following stakeholders on October  $4^{th}$ , 2023:

- St Stephen's Catholic Parish
- Lynn Valley Life Blog
- Lynn Valley Community Association
- Lynn Valley Seniors Association
- North Shore Mountain Bike Association
- North Vancouver Outdoors Club
- HUB Cycling
- Mountains of Fun Daycare
- Bee Haven Childcare
- Lynn Valley Village
- Lynn Valley Bikes
- Apollo Home Appliance Repair
- North Vancouver Pet Hospital
- Heike's Hairlequin Hair Salon
- Zazou Salon and Academy Lynn Valley
- Eastview Elementary School

## **Participation**

#### Open House

A total of 42 people attended an in-person open house at the Karen Magnussen Community Recreation Centre, held on October 12<sup>th</sup> from 6PM to 8PM. Members of the project team were in attendance to provide an update on the project, review findings from the first round of engagement, share proposed design options for the corridor, and seek feedback from community members.

Participants were asked to review the recommended improvements and provide feedback to the project team. Feedback from participants is summarized below (see full feedback in Appendix 1) including:

- General support and appreciation for the technical work and engagement
- Some desire for more detail or additional information
- Ideas to improve safety and operations, including speed management, lighting, enforcement, and maintenance
- Desire for separation between pedestrians and cyclists
- Questions and concerns about expected changes to traffic operations
- Concerns about parking and loading



#### Pop-Up – Eastview Elementary, October 17<sup>th</sup>, 2023

Members of the project team were stationed outside Eastview Elementary from 2:30PM to 3:30PM on Tuesday, October 17<sup>th</sup>, 2023. Three District staff members and one consultant team member spoke directly with 63 caregivers and passersby to answer questions on proposed designs and provide information on the background, goals, and timelines for the Mountain Highway Safety Improvements Project. They also informed participants about ongoing opportunities to provide feedback on the project, directing them to the online survey and providing postcards with the project URL and QR code.

Several participants provided feedback on the intersection at Mountain Highway and E 18<sup>th</sup> Street, largely centred on the signal timing between the traffic light turning red and the walk signal turning on, as well as the length of the walking signal.

### Project Area Walkabout, October 20<sup>th</sup>, 2023

Two members of the project team walked through the project area on Friday, October 20<sup>th</sup>, 2023, from 12:30PM to 1:45PM to spark conversations within or adjacent to the study corridor. This included walking along Mountain Highway, Lynn Valley Road, Lynn Valley Centre, and Lynn Valley Village, ultimately speaking with 61 passersby including residents, users of the local area and visitors. The project team shared information on proposed designs and provided information on the background, goals, and timelines for the Mountain Highway Safety Improvements Project. They also directed participants to the online survey to provide feedback, providing postcards with the project URL and QR Code. Several postcards were also left at the Lynn Valley Library.





Sample of promotional material used to advertise the engagement for Mountain Highway Safety Improvements, October 2023 Engagement.



#### Online Survey

The online survey was open from October 3<sup>rd</sup> to October 24<sup>th</sup>, 2023, and a total of 504 surveys were completed (participants clicked through all questions to the end). All questions in the survey were optional. Most respondents answered all the questions, and everyone answered at least one question. All responses were considered as input in this report. This section summarizes the results of the online survey.

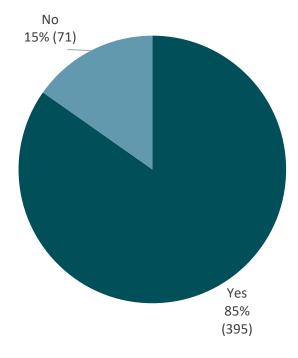
#### **Design Principles**

Based on feedback from the first round of engagement, the project team developed five design principles to help shape the options for consideration and to help prioritize areas for improvement. The design principles include:

- Improve Safety Improve safety of all road users.
- Enhance Eastview Elementary Connections Increase safety and comfort of students walking, rolling, and biking to Eastview Elementary.
- **Provide New Pedestrian Connections** Improve pedestrian comfort with new pedestrian signals and continuous sidewalks.
- Create a Continuous Cycling Corridor Explore both Mountain Highway and alternate routes to create a continuous cycling connection.
- Maintain Traffic Flow Minimize impacts to traffic flow for motorists and transit users.

#### 1. Do you agree with these design principles based on the feedback we heard? (N = 466)

The majority of respondents (85%, 395 people) indicated that they agree with the design principles.





Respondents were able to expand on their answers. In total, there were 273 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

#### **Project Scope and Priorities (186)**

- Prioritize safety for cyclists (46)
- General support for the design principles (41)
- Prioritize and implement pedestrian improvements (36)
- General support for prioritizing safety as a guiding principle (19)
- Prioritize safety for children and students, especially when travelling to and from school (13)
- Prioritize transit improvements / transit operations (11)
- Do not prioritize improvements for cars (10)
- General opposition for the design principles (10)

#### **Traffic Management (90)**

- Desire to maintain traffic flow (43)
- Reduce motor vehicle speeds (22)
- Support separating pedestrians, cyclists, and motor vehicles (8)
- Reduce Highway 1 intersection congestion (7)
- Significant congestion around the school during drop off and pick up times (5)
- Prevent drivers cutting through residential areas to avoid Mountain Highway congestion (3)
- Need more traffic enforcement (2)

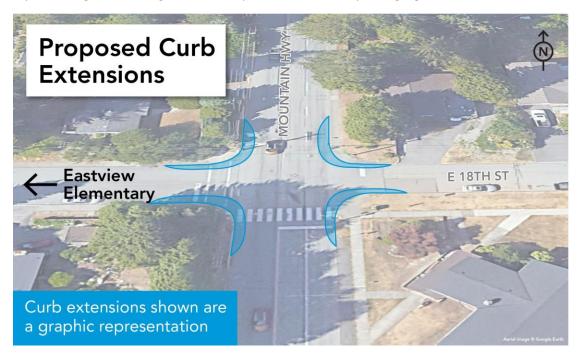
#### Cycling Improvements (65)

- Support alternative bike route off Mountain Highway (26)
- Do not support bike lanes on Mountain Highway (17)
- Do not support prioritizing cyclists (14)
- Support creating a continuous cycling corridor and creating more cycling connections (8)



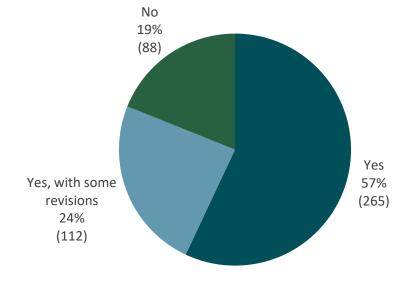
#### Intersection Improvements at E 18th Street

The intersection at Mountain Highway and E 18<sup>th</sup> Street is an important crossing location to access Eastview Elementary. An intersection redesign is proposed here, with curb extensions that narrow the roadway, reducing the crossing distance for pedestrians and improving sightlines for all road users.



#### 2. Do you support the recommended safety improvements? (N = 465)

Most respondents (57%, 265) indicated that they support the recommended safety improvements, with 24% (112) noting they support the recommendation with some revisions. 19% of respondents (88) do not support the recommended safety improvements.





Respondents were able to expand on their answers. In total, there were 213 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

#### **Intersection Improvements (76)**

- Curb extensions create more conflicts between cyclists and motor vehicles (24)
- General opposition for the proposed curb extensions (18)
- Concerned about vehicle lanes needing to merge where curbs are extended (17)
- Consider design of curb extensions (e.g., install bollards on curb extensions, increase size) (6)
- General support for the proposed curb extensions (8)
- Intersection should have a full traffic signal (3)

#### **Traffic Management and Parking (59)**

- Do not support the reallocation of motor vehicle lanes (50)
- Want less traffic calming on Mountain Highway (3)
- Support more traffic calming on local streets (2)
- Reduce parking on E 18<sup>th</sup> Street (2)
- Limit / restrict left turns onto 18<sup>th</sup> Street (2)

#### Pedestrian Improvements (43)

- Request crosswalks with Rectangular Rapid Flashing Beacons (RRFB) (19)
- Consider different design improvements (e.g., pedestrian overpass/underpass, raised crosswalks, pedestrian refuge/median) (12)
- Trim back vegetation from sidewalk (4)
- Improve/widen sidewalks along this portion of Mountain Highway (3)
- Improve signal timing for pedestrians to reduce waits after signal actuation (3)
- Implement advanced pedestrian signals (2)

#### Cycling Improvements (26)

- Need a protected intersection for cyclists (14)
- Need protected bike lanes on Mountain Highway (12)

#### Eastview Elementary (23)

- Implement and enforce 30km speed limit near Eastview Elementary (17)
- Should have a crossing guard during school hours (3)
- Implement more and improved drop off locations (3)

#### Other (4)

- Need more information to understand what is proposed (2)
- Need more driver education (2)



### **New Pedestrian Crossings**

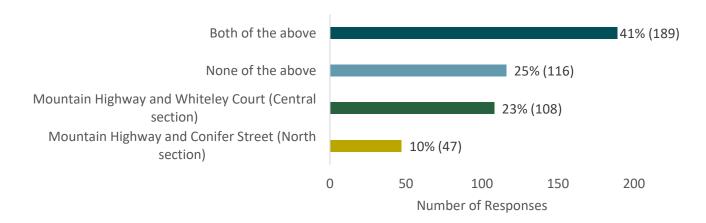
#### **Conifer Street and Whiteley Court**

Two new pedestrian signals on Mountain Highway are envisioned to improve connections for people walking between the town centre and surrounding residential areas. These new crossings will also help to manage traffic speed. The proposed locations include:

- Mountain Highway and Conifer Street (North section)
- Mountain Highway and Whiteley Court (Central section)



#### 3. Which proposed crossing location is a higher priority to you? (N = 460)

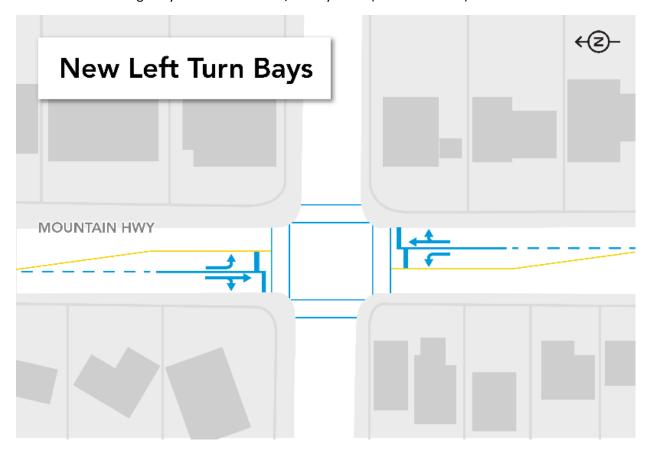




#### New Left turn Bays E 20th Street and E 24th Street

New left turn bays are recommended at the following locations:

- Mountain Highway and E 20th Street / Kirkstone Road (Central section)
- Mountain Highway and E 24th Street / Emery Place (Central section)



Respondents were asked to provide comments about the recommended left turn bays. In total, there were 184 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

#### **Project Scope and Priorities (99)**

- General support for the recommended left turn bays (76)
- General opposition for the recommended left turn bays (16)
- Would like left turn bays at other intersections along Mountain Highway (7)



#### **Traffic Management (35)**

- Left turn bays will result in more congestion (7)
- Unclear how left turn bays will reduce motor vehicle speeds (7)
- Do not support removing travel lane (7)
- An advanced left turn signal should be included (5)
- Left turn bays will encourage weaving around vehicles (4)
- Prefer two travel lanes in both directions (3)
- Should establish no right turns on red (2)

#### **Design Considerations (15)**

- Want to see protected bike lanes incorporated into the design (7)
- District should consider a roundabout (4)
- Concerned about visibility due to overgrown vegetation and lack of lighting (4)

#### Pedestrian Improvements (10)

 Additional pedestrian improvements are needed at these intersections to improve pedestrian experience (10)

#### Cycling Improvements (10)

Left turn bays reduce road space for cyclists (10)

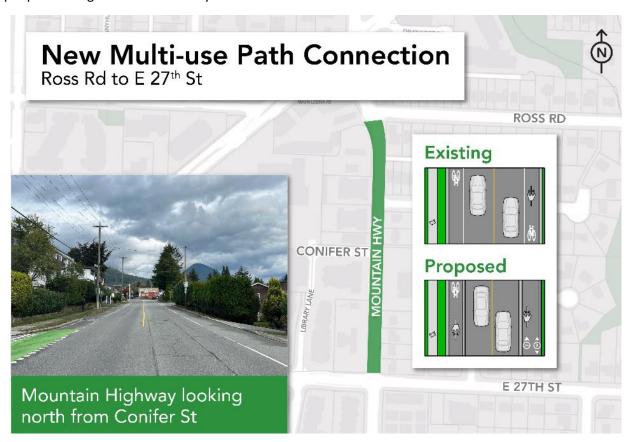
#### Other (10)

• Need more information to form an opinion (10)



## New Multi-use Path Connection Ross Road to E 27<sup>th</sup> Street

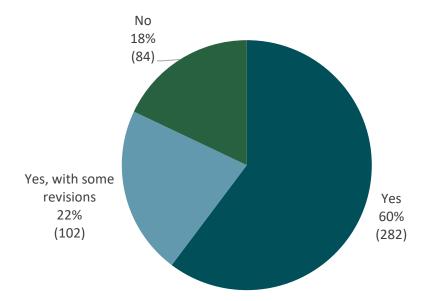
A new multi-use path is recommended to provide a new pedestrian connection on the east side of Mountain Highway between Ross Road and E 27th Street where there is currently no sidewalk connection. The multi-use path will replace the existing on-street painted bike lane and be shared by people walking and northbound cyclists.





## 4. Do you support the recommended new pedestrian connection / multi-use path? (N = 468)

**60% (282)** indicated that they **support** the recommended new pedestrian connection / multi-use path, with 22% (102) noting they support the recommendation with some revisions. **18% of respondents (84) do not support** the recommended pedestrian connection.



Respondents were able to expand on their answers. In total, there were 204 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

#### **Design Considerations (105)**

- General support but prefer to separate pedestrians and cyclists (65)
- General opposition due to lack of separation between pedestrians and cyclists (32)
- Concerned about visibility due to overgrown vegetation and lack of lighting (3)
- Make multi-use path wide (2)
- Extend the facility further (3)

#### **Project Scope and Priorities (52)**

- General support for the new multi-use path connection (19)
- Do not see a need for cycling connections on Mountain Highway (18)
- General opposition to the new multi-use path connection (11)
- Concerned about the proposed facility not connecting to other facilities (2)
- Consider an alternative route (2)

#### Cycling Improvements (31)

Cyclists and pedestrians need protection and separation from motor vehicles (31)



#### **Traffic Management (11)**

- Do not support removing travel lanes (7)
- Safety improvements at intersections would be beneficial (4)

### Adding Protection for Pedestrians and Cyclists

#### Whitely Court to E 18th Street

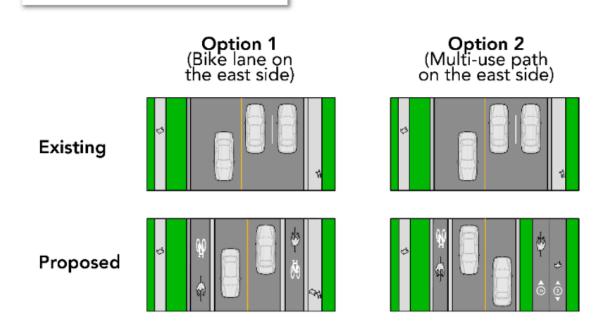
Two options are proposed that utilize the space created by the new dedicated left turn bays at E 20<sup>th</sup> Street/Kirkstone Road and E 24<sup>th</sup> Street/Emery Place.

Both options offer improved safety and comfort for pedestrians and cyclists and extend cycling connections south from where they currently end at E 24<sup>th</sup> Street. They also both offer separation for pedestrians and cyclists from vehicle traffic (Whiteley Court to E 18<sup>th</sup> Street):

- Option 1. New protected bike lanes on both sides of Mountain Highway with existing sidewalks
- **Option 2.** Multi-use path on the east side of the street, and a new protected bike lane on the west side with existing sidewalk

## **Proposed Options**

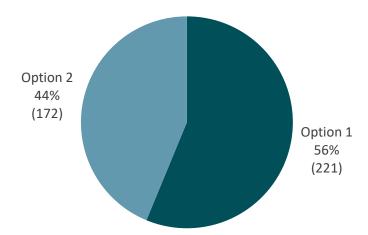
Whiteley Ct to E 18th St





#### 5. What is your preferred design option for this safety improvement? (N = 393)

**221 (56%) respondents** indicated they prefer design **Option 1**, which includes a **protected bike lane** on Mountain Highway. **172 (44%) respondents** selected **Option 2**, which includes an **alternate bike route** off of Mountain Highway.



Respondents were able to expand on their answers. In total, there were 209 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

#### **Project Scope and Priorities (160)**

- General opposition towards both options (87)
- General support for Option 1 (bike lane on east side) due to separation between pedestrians and cyclists (65)
- Concerned about safety for all users (5)
- General support for both options (3)

#### Cycling Improvements (21)

Cyclists and pedestrians need protection and separation from motor vehicles (21)

#### **Design Considerations (12)**

- Make multi-use path and sidewalks wide (5)
- Improvements should be consistent along the entire length of Mountain Highway (3)
- Option 2 (multi-use path on the east side) should be on the west side of Mountain Highway (2)
- Infrastructure and access should take into consideration those with mobility challenges (2)

#### **Traffic Management (2)**

• Consider improving transit through the corridor (2)



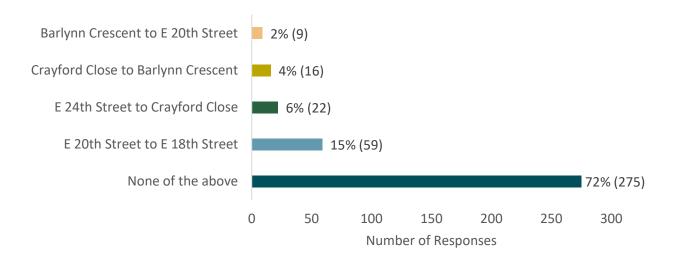
#### Other (5)

• Need more information to make a decision (5)

#### Parking on Mountain Highway

The changes proposed to the Central section will remove existing long-term parking. However, there are still opportunities to create short-term parking or loading spaces in select locations.

# 6. Please identify the location within the central section where short-term parking or loading is most needed. (N = 381)



Respondents were able to expand on their answers. In total, there were 187 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

#### Remove or relocate parking (92)

- Support removing parking; do not view parking as a priority (86)
- Encourage parking and loading on side streets and off arterial roadways (6)

#### Maintain parking (60)

- Need to maintain parking near Eastview Elementary (25)
- Parking is a priority (17)
- Need parking for delivery vehicles (11)
- Need to maintain some parking along Mountain Highway (5)
- Need parking for residents along Mountain Highway (2)

#### Other (2)

Do not support bike lanes (2)



### Options for Improved Cycling and Walking Connections

#### E 18th Street to Arborlynn Drive

We heard about a number of issues in the South section, such as southbound congestion from the Highway 1 interchange and the use of Arborlynn Drive to avoid this congestion, high motor vehicle speeds in both directions and steep grades and reduced comfort for cyclists sharing the road.

Two options for cycling in the South section (south of E 18th):

#### Option 1. Protected Bike Lanes on Mountain Highway (both sides)

- Requires removal of a northbound vehicle travel lane to accommodate bike lanes
- More direct and less steep (max ~10% grade)
- Reduces motor vehicle travel speeds
- Requires removal of parking on Mountain Highway between E 18th Street and E 15th Street

#### **Option 2. Parallel Cycling Route off Mountain Highway**

- Offers a parallel cycling route with a multi-use path and neighbourhood bikeway along E 18th Street, Alderlynn Drive, Appin Road and Arborlynn Drive
- Less direct and steeper (max ~14% grade)
- Does not require removal of vehicle travel lanes
- Requires removal of parking on Arborlynn Drive between Appin Road and Mountain Highway

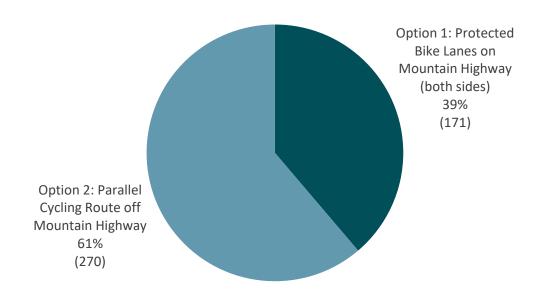




If a parallel cycling route is located off Mountain Highway, a future study could consider repurposing one of the northbound travel lanes for southbound travel to reduce congestion from the Highway 1 interchange. This would require participation by the Ministry of Transportation and Infrastructure and is not in scope for this project.

#### 7. Which cycling route do you prefer? (N = 441)

**270 (61%) respondents** indicated they prefer **Option 2**, which includes **a parallel cycling route** off of Mountain Highway. **171 (39%) respondents selected Option 1**, which includes **protected bike lanes** on Mountain Highway.



Respondents were able to expand on their answers. In total, there were 220 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

#### **Project Scope and Priorities (96)**

- General support for Option 2 (parallel cycling routes off Mountain Highway) (43)
- General opposition to both cycling route options (18)
- General support for both cycling route options (13)
- General support for Option 1 (protected bike lanes on Mountain Highway [both sides]) (11)
- Consider other alternative routes (5)
- General opposition towards Option 1 (protected bike lanes on Mountain Highway [both sides]) (4)
- General opposition towards Option 2 (parallel cycling routes off Mountain Highway) (2)



#### Cycling Improvements (70)

- E 18<sup>th</sup> is too step and too busy with vehicular traffic for cyclists (25)
- Prefer the most direct route when cycling (23)
- Cyclists and pedestrians need protection and separation from motor vehicles (12)
- Cycling route option selected should connect to Highway 1 multi-use path (8)
- Consideration given to improved crossings for cyclists on Mountain Highway (2)

#### **Traffic Management and Parking (65)**

- Do not support removing travel lanes on Mountain Highway (52)
- Do not support removing parking on Mountain Highway (4)
- Improve Highway 1 interchange (4)
- Protected bike lanes on Mountain Highway will reduce motor vehicle speeds (3)
- Implement a bus only lane on Mountain Highway (2)

#### **Design Considerations (5)**

- Mountain Highway is too steep (3)
- Wayfinding is important for Option 2 (parallel cycling route off Mountain Highway) (2)

#### Other (2)

• Need more information to make a decision (2)

#### Public Correspondence

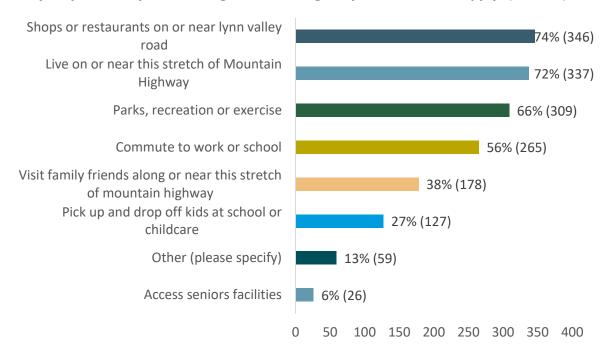
Email correspondence from community members was received by District staff. Key themes identified through this feedback include the following:

- Support for reducing the number of travel lanes.
- Desire for land use changes to support multi-family housing along the corridor.
- Desire for both on-street and the parallel route to be advanced south of E 18<sup>th</sup> Street to provide options for people with different levels of comfort riding on busy streets.
- Desire for traffic calming measures along the corridor including additional speed limit signage and planted median with street trees or shrubs.
- Desire for additional improvements at the intersection of Kirkstone Road and Mountain
   Highway to remove site line obstructions and enhance safety for pedestrians and cyclists.
- Include improvements to west-side sidewalks of Mountain Highway due to existing pedestrian, particularly student, use.
- Highlighted that physical protection is important for cycling facilities, making reference for separate protected bike lanes and sidewalk north of E 27<sup>th</sup> Street.
- Concerns with the lack of design recommendations from Lynn Valley Road to Ross Road.
- Concerns with noise pollution along the corridor.

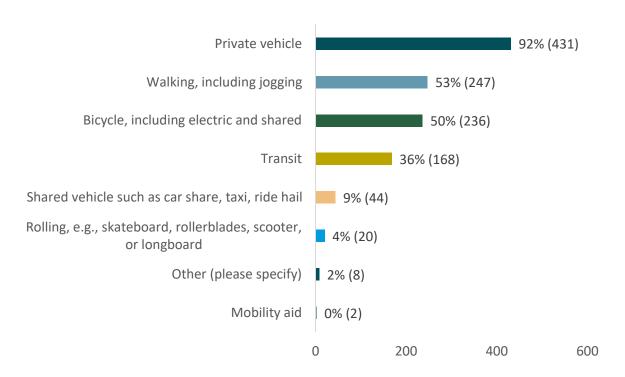


#### Your Destinations and Trips

#### 8. Why do you usually travel along Mountain Highway? Select all that apply. (N = 470)

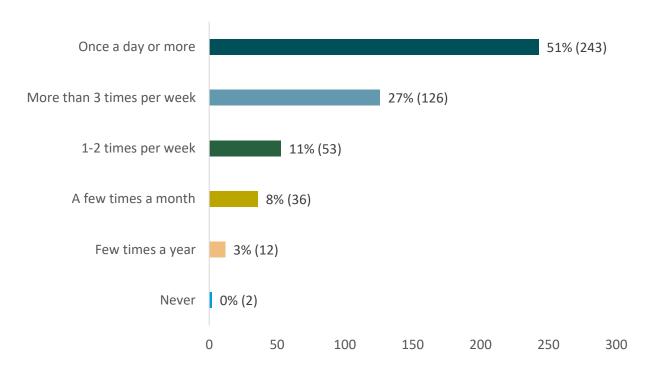


#### 9. How do you usually travel along Mountain Highway? Select all that apply (N = 469)



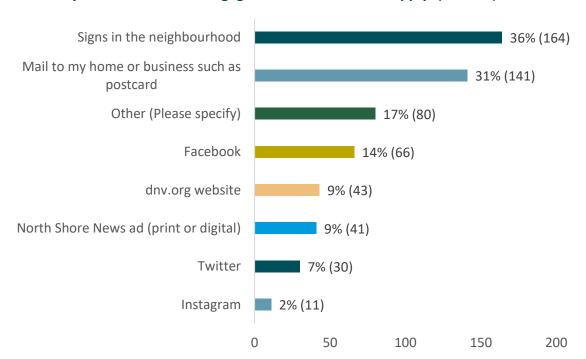


# 10. Which of the following best described how often you travel along Mountain Highway between Lynn Valley Road and Arborlynn Drive? (N = 472)



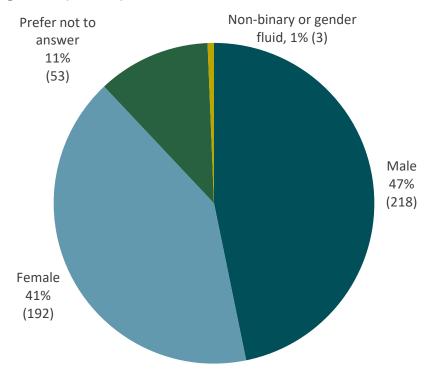
#### **About You**

#### 11. How did you hear about this engagement? Select all that apply. (N = 458)

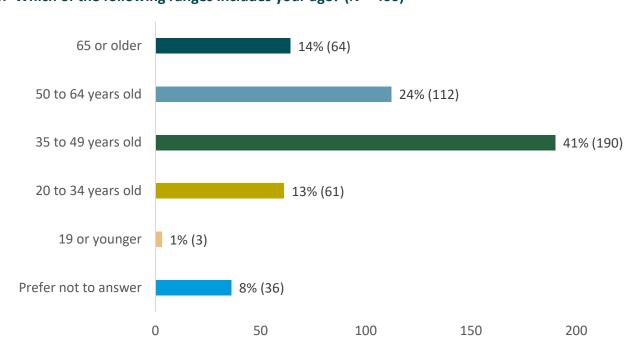




## 12. What is your gender? (N = 466)

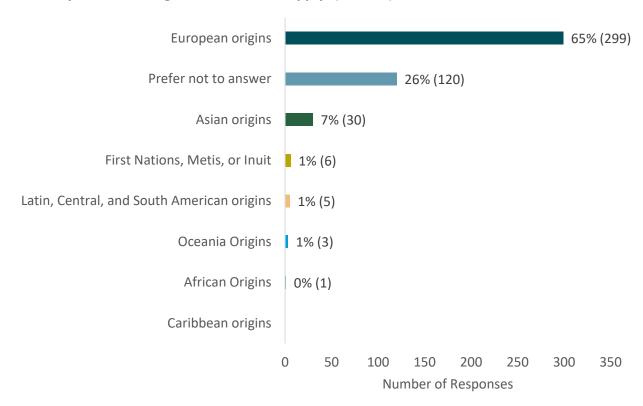


## 13. Which of the following ranges includes your age? (N = 466)

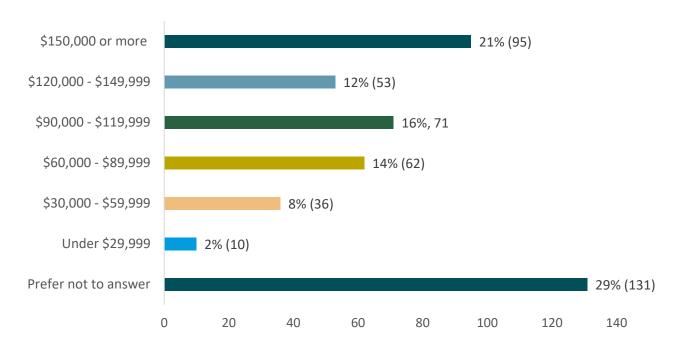




#### 14. What is your ethnic origin? Select all that apply. (N = 451)



#### 15. Which best describes your individual annual income? (N = 458)





## **Next Steps**

The engagement results and input from this engagement period will be used to select and identify a preferred option and design concept that balance the needs of all users whether they walk, roll, cycle, drive, or take transit. Once finalized, the results will be shared with the public and the preferred option will be shared with Council for consideration.

Thank you to everyone who participated in the engagement!



#### APPENDIX A – OPEN HOUSE COMMENT SUMMARY

This appendix summarizes input received from Open House attendees at Karen Magnussen Community Recreation Centre on October 12<sup>th</sup> from 6PM to 8PM.

#### Comments about the planning and engagement process

- Attendees were generally supportive of the project and expressed appreciation for the work the District is doing to improve safety along the Mountain Highway corridor.
- Frustration with the engagement process:
  - o The boards and survey felt misleading and was difficult to visualize the corridor.
  - Some residents did not receive post card mailouts until the day before the open house.
  - o Curious why the interchange study was not completed in advance of engagement.

#### New Multi-use Path between Ross Road and E 27th Street

- Concerned about conflicts between pedestrians and cyclists on multi-use paths and sidewalks.
- Concerned about the multi-use path's proximity to motor vehicles north of E 27<sup>th</sup> Street.

#### Intersection Improvements at E 18th Street / Eastview Elementary

- Concerned about how traffic flow will be impacted by curb extensions.
- Concerned about how curb extensions will impact all road users.
- Need to reduce speed limits south of E 18<sup>th</sup> Street.
- Concerned about congestion around Eastview Elementary during pick-up and drop-off.
- Need an improved pedestrian crossing at E 16<sup>th</sup> Street and Mountain Highway.

#### Left turn bays at E 20th Street and E 24th Street

- Curious why left turn bays had previously been removed from Mountain Highway.
- See a need for left turn bays at E 20<sup>th</sup> Street and Kirkstone Road.
- Concerned about left turn bays causing delays.

#### **Parking on Mountain Highway**

- Need for the loading spaces in the central section, specifically where steep grades exist.
- Lack of support for removing parking as some residents do not feel safe pulling out of their driveways onto Mountain Highway.

#### Options for Improved Cycling and Walking Connections between E 18th Street and Arborlynn Drive

- Many of the residents in the south section are seniors and the proposed cycling improvements will not benefit them.
- Some attendees noted they do not feel safe biking on Mountain Highway.
- Concerns about Option 2:
  - o Do not support the removal of parking from Arborlynn Drive.
  - o Concerned about conflicts between motor vehicles and cyclists.
  - Concerned about sightlines, precarious corners, wayfinding and navigation, and the steep grade climbing E 18<sup>th</sup> Street.
- Interested in exploring other alternate routes.



#### **General Comments**

- Concerned about recommended improvements encouraging more drivers to cut through residential areas.
- Need to trim back vegetation from sidewalks.
- Concerned about how traffic flow will be impacted by removing a travel lane.
- Crayford Close is not part of the Lynn Valley Town Centre, so sidewalks may not be installed through redevelopment.
- Concerned about drainage issues along Mountain Highway.
- The District should widen Mountain Highway.
- Need more traffic calming on E 20<sup>th</sup> Street.
- Concerned about limited visibility at E 20<sup>th</sup> Street and Mountain Highway.
- Signal timing at E 20<sup>th</sup> and Kirkstone Street is too long.
- Need more pedestrian lighting.
- There is a lack of enforcement for speed limits along Mountain Highway.
- Interest in renaming the corridor to something other than Mountain Highway.



#### APPENDIX B – VERBATIM SURVEY RESPONSES

Note: responses have not been edited for grammar.

Do you agree with these design principles based on the feedback we heard?

Agree with delivering improvements for all modes and safety for students

I appreciate that the School/student population is highlighted. Safety of kids walking to school is important to our family.

Separate lanes for pedestrians, cyclists and cars keep everyone safe am drpov traffic flow

You can't minimize impacts on traffic flow AND make things safer. Pick one.

Mountain Hwy can be better utilized and safer

You've prioritized cyclists needs over motorists, when motorists outnumber cyclists 500 to 1. You've also put safetly on the top of your list, when the number of accidents in that area is already virtually zero. Wasting tax dollars making a safe area safer isn't a good use of money

Cycling is a niche activity, of benefit primarily to the able-bodied and primarily as recreation.

Weather, distance, steep terrain, and fitness will forever prevent the widespread adoption of cycling for non-recreational transportation. Space along major routes should be for the efficient movement of motor vehicles, with cycling restricted to side streets and bicycle paths.

The design principles make sense. As a cyclist, I find Mountain Highway to be the most dangerous part of my whole commute from Lynn Valley center to Yaletown, so keen to see safety improvements.

This is just anti car rhetoric. We need to increase the flow of traffic, not make it worse. The city planners need to stop thinking about the 1% of bikers, and 99% of families who commute by car

Main concern for me is traffic flow, and street widening, replacing telephone poles, with buried telephone lines, to ease congestion in sections 1,2 & 3 would be great!

Mountain Hwy would benefit from the following - to alleviate traffic 2 lanes south (1 designated turn lane onto Hwy 1 Eastbound and 1 through lane to Keith Road) with signs at the north end of the S curve to inform drivers, 1 lane northbound will slow down the drivers racing up the hill. This would be beneficial from 18th Street south. 18th Street is already very congested from daycare/school parking so moving cyclists to 24th Street and down to Alderlynn would be alot safer than keeping them on Mountain Hwy. Single lane traffic with two way bike lane on eastside of mountain Hwy and parking on west side from 18th into Lynn Valley will slow drivers down. A railing on the east side of Mountain Hwy pedestrian walk will separate them from traffic.

No need to minimize impacts to motorists. Cycle and bus lanes should be a priority, slow things down for the drivers.

I agree about with all principles and I like that safety and comfort of vulnerable users is prioritized over cars

Narrow sidewalks and no space for bikes make Mtn Hwy feel very uncomfortable for all of except motorists

These principles clearly capture the key concerns.

This seems to imply that cyclists will be prioritized, I think cyclists should have an alternate route and not reduce space for other users. For example the district has far too many shared pathways in which dangerous cyclists speed and endanger pedestrians.

#5 should be #1

item 4. There was strong opposition to using Mountain Highway for cycling and keep lanes for vehicular traffic which will increase with all the new development planned for the upper Lynn Valley area



The school boundaries changed in recent years and the eastview travel patterns have shifted. The infrastructure needs an update.

As Mountain Hwy is classified as a Major Arterial Road, I would support an alternate road for a bike/rolling route, not on Mountain Hwy.

Do not agree with creating a continuous cycling corridor if it means putting more cyclists onto Appin Road. Cyclists speed down this street with no regard or care for residents driving out of the driveways. Also, traffic is circumventing Mountain Hwy & using Appin Road as a thorougfare. We have paid taxes in this neighbourhood and residents who live on these side streets need to be considered as well. There should be 2 lanes coming down Mtn highway and 1 lane going up. This would help reduce speeding and provide for a better flow during the rush hours.

#4. Alternate route exists for cyclists on Appin Road

Safety for people not inside cars is a priority, on or off (parallel to) mtn Hwy

I agree with most of this. That said, I would prefer much slower traffic, as that's safer.

I am in support of more pedestrian improvements along this arterial road.

Want a cycling route that kids are comfortable and safe on

Additional pedestrian crossing will prevent j-walking, and bike lanes with provide additional buffer for pedestrians, and encourage drivers to be more aware of speed.

There are many bike users now. A bike lane is long overdue

Safety for pedestrian and bicycles is very important

seems to balance all the needs of this important corridor

Easier, safer, mire ample pedestrian connections, is more important than drivers' perception of speed and convenience.

Yes. Walking > cycling/rolling > animal crossings > UFO passage > vehicle traffic.

Transit should take priority over vehicles

Mountain Hwy is a busy arterial road with a number of large commercial vehicles travelling it.

Residents on Mountain Hwy all have driveways onto this busy road as well. Exploring Mountain Hwy as a route for creating a continuous cycling connection should not be an option. It is too busy.

All sounds sensible.

I would say that transit is a key priority as Lynn Valley is a growing community and this opportunity to expand transit should not be lost.

Please prioritize transit with a designated bus-lane down Mtn Highway.

Traffic has become unbelievably awful on Mountain Highway since the new on-ramp opened (and before with construction) so we can't lose more traffic lanes for cyclists when they could use arborlynn and 20th. We need main thoroughfares. I'm currently stuck on appin as Mountain Highway is not moving and is backed up past 18th street at 9am. I'm trying to drop my and then go to work and I haven't moved in 5 minutes. When's was the last Time you did a car count on Mountain Highway?

Traffic flow changes are necessary

The main problem for me with Mtn Highway is that the traffic going south and then turning left (east) to enter hway backs up Mtn highway and cars very often block 1. Traffic from Arborlynn wishing to get to park and tilford or areas other than highway 2. Same problem on Mtn hway. I've seen traffic backed up from highway to lynn valley center

Mountain Hwy requires many improvements including: 1) Safer distance between pedestrians and motorists, better street lighting, a drop-off zone for parents of Eastview Elementary students, parallel bike route off Mountain Highway, etc

Please provide a pedestrian and cycling path from the Arborlynn pedestrian bridge to Viewlynn Drive



The design principles make an attempt to be all things to all users. This is likely impossible. In my opinion the "designers" have set a priority and use that as their guiding principle.

We feel people seeking to get ahead of traffic jams on the cut sneak through residential areas off Mountain Hwy and cause unwanted traffic flow (and sometimes jams) in front of children's parks and houses.

Cycling route should be in an alternate road. Other principles good

Cycling not on Mtn. Hwy.

Everything except maintain traffic flow. It is not possible to maintain traffic flow and improve safety for vulnerable road users, the "flowing" vehicles are the safety hazard and safety must be prioritized over flow and speed.

Congestion is its own problem- unnecessary trips, older residents complaining about having to share the same roads with more people, cars don't want to hit bikes, and every bike represents one less car on the road. Err on the side of safety.

We did the first survey, agree with all

Thank you for recognizing the feedback that has been given so far. I feel the concerns I brought up are reflected here.

Safety for non motor vehicle traffic is important along with traffic flow. The issue I find around school is the amount of traffic with dropping off/picking up kids. The drivers don't pay attention to those walking, biking, etc. they create congestion in that area.

No bike lane on Mountain Highway though.

heavy traffic area, very busy for students attending Eastview school suggest no bike lanes at all Ever time the bicycle lobby is involved, they get preferential treatment in spite of being a very small minority of Mountain Highway users.

Needs less congestion

Too many bike lanes in North Vancouver

I'm willing to lice with impacts to traffic flow - particularly motor vehicles - if there are improvements for walking, biking, and possibly transit

Improved safety and new cycling and pedestrian connections sound great. I am concerned that principle five will be prioritized and the existing car centric design will remain in place.

Cycling is never going to be as viable as in lower areas given steep grade - improve transit connections first

I do agree with the outlined design principles, however, there does not seem to be any resolution for drop-off / pick-up of students younger than those who can walk or cycle on their own to the school. Currently there is not enough 10 min drop-off parking for parents who are driving their younger kids (K to Grade 2) to school on their way to work. The school cul-de-sac (E 18th St) does not permit use of street parking and parents are continually issued parking tickets by the RCMP. This is as good of a time to consider addressing shortage of drop-off /pick-up parking similar to what other Elementary schools on the North Shore have. Thank you

But I have concerns the scope of the project is missing the crucial connection to existing bike / mobility infrastructure that runs along the highway

Cyclists and pedestrians will benefit from upgrading this outdated and dangerous corridor.

Safety for all users is paramount -Any best practice strategies to prevent speeding & slow traffic would be awesome

Those sound like lovely words, I hope they can be improved upon in reality.

. As someone who has only driven Mountain Highway, safety for pedestrians and cyclists should be far above maintaining traffic flow



I agree with the Design principles. I would add a 4b that prioritizes transit vehicles over private automobile, to improve the flow of people, not private vehicles, but I think the priority of 2,3, & 4 are correctly put first. A continuous cycling corridor gives people doing local trips an option to get where they need to go that isn't overridden by the people that want to access the highway.

Traffic at Hwy 1 interchange is bad, and there is also no comfortable cycling route

Please don't be afraid to be bold in privileging bicycle, pedestrian, and transit over single occupancy vehicle users.

Cyclists would never bother to use this road as it is graded steeply and connects to a motorway. Don't spend money on cycleways where it's pointless like this

You need to address how any traffic will divert to arborlynn if any slowing of traffic flow on Mountain Highway. Cyclists use arborlynn more than Mountain Highway so you will move the traffic to arborlynn.

Making mountain Hwy. continuous cycling route is absurd with the amount of cars using this 3 lane route. Surely arbourlynn is a better alternative

Freedom to move how we want is key.

Already have too many bike lanes…you guys create traffic traffic problems with your green agenda Traffic flow improvements is most important since transit is not a viable option on the North Shore Traffic speeds seem to be high and there are many other users along the corridor.

Not a nice street, I have sympathy for those who live along it.

I agree that traffic flow needs to be facilitated while supporting safe pedestrian access.

Address main issues but also realize they impact feeder routes and adjacent neighborhoods (could create more rat-running) which are already endangering pedestrians

There is no room for bike lanes on Mountain Highway. Cyclists should bike along Lynn Valley, to Grand Blvd down to Keith

the design principles are sound; there are a number of demands competing here. The balance is critical.

the impact of increasing development and densification in Lynn Valley is putting a huge burden on residents. The concept that we will use bicycles as the main mode of transportation is a pipe-dream, considering it's raining 8 months out of the year. We either have to put a moratorium on development or spread densification into other parts of the district than the Lynn Valley corridor Children must come first and their safety must always be the priority. All schools in the district need these measures ASAP! As a born and raised third generation Lynn Valley resident raising a fourth generation here the amount of traffic, traffic speeding and infractions, and congestion that is happening now is staggering. I witness close calls daily and driver's are getting extremely aggressive, ignoring rules, and disregarding pedestrians. It is the district's duty to implement extreme safety/slowing down traffic measures to protect children and pedestrians. It is a ticking time bomb.



There are major pedestrian safety issues beside Ross Road Elementary at Allan Road and Ross Road and beside Lynn Valley Elementary on Mountain Hwy. Why were safety measures put in place for Boundary Elementary and now Eastview Elementary, but not Ross Road and Lynn Valley?

Improvement on safety concerns for walking, biking is a musth

I support a bike lane, but I don't think mountain Hwy is a good rd for a bike lane - it's steep, busy and there are rd's nearby that would be better.

I believe traffic flow should be a higher priority on this list because traffic often backs up, sometimes past Kirkstone road, and a lot of drivers use side streets in an attempt to get down Mountain Highway quicker. This causes safety issues for residents, including children, because thoe drivers tend to drive fast down residential streets.

Although I agree with the design principles, I feel that they want to please everyone, which is impossible. Some principles will need to have priority over others.

totally agree with..Better traffic management is needed on Mountain Highway approaching the Highway 1 interchange, in order to reduce vehicle traffic congestion

I do have concerns if the principles are in order of priority and think that #5 should be a priority over #4 as there are far more vehicles than cyclists using this route.

Safety for cycling is our top priority and maintaining smooth, safe traffic flow is also important. Eastview Elementary student access is not a priority or necessary, sufficient as is.

The intersection @ 18th must please be improved for child safety going to/from school and car traffic speeds should be reduced in this area.

Please do not forget to slow traffic down. Not enough RCMP to control speed, make changes to roads, to slow traffic down

high speed is an issue

Lynn Valley Road improvements and 29th. street "improvements" have been a debacle and a traffic nightmare!!

Prioritize moving people safely, not cars fast.

How is it possible for Mountain Highway to be a cycling corridor?

I think this is an odd question. It has taken 40 years of me living here to finally see a transportation idea that encompasses what seems to me to be obvious goals. Maintain traffic flow and make it safer for walking and bicycling. Yup - who can argue with that? Why hasn't it been done yet? And yes, we need separation for all modes because we travel and different non-overlapping speeds.

I agree with the design principles outlined especially 1,2,3 and 4.

The goal should always be to improve traffic flow, for all users, not "maintain or minimize impacts". More efficient flow that is not causing constant stop-and-go every block due to traffic lights should be the goal. This would minimize noise, pollution, frustration, and travel times. There is ample room in the southern portion at the highway interchange (which was a complete waste of funds as it has caused more congestion and MVA's) to create a proper traffic circle (which should also have been done at E. Keith). More traffic circles in general would reduce congestion and accidents, and improve safety for all users. With regard to the cycling lanes, do not remove travel lanes to reduce road capacity/parking, but instead put these in between parking/sidewalks or simply start widening the sidewalks so they are shared for those users.

Need to slow people down and get cyclists of the very busy Mtn Hwy

Fully support focus on safety for vulnerable road users

we would love to have some cycling paths around lynn valley



I mostly agree. Except: I'm less concerned with traffic flow for personal vehicles compared to the speed and reliability of transit, and I think the cycling corridor has to be on Mtn Hwy since there is no intuitive linier alternate route.

Traffic jam is terrible when highway is backed up.

Traffic has been an issue on MTN Hwy for a number of years. Need double lanes for the entire corridor. Bike lane should not go on mountain Hwy.

We need children and their parents to feel safe walking, rolling and biking to school. Keeping children safe should be the #1 Priority.

we have a cycle corridor on Lynn Valley road. focus cyclists onto side streets and allow traffic to flow unimpeded over such a major arterial.

Enhance Eastview Elementary Connections - this needs to be addressed with many young children (mine included) using the narrow sidewalk to go to and from school, with the constant traffic & construction vehicles

I agree, safety is most important for all users. I think cyclists should be off Mountain Highway and have an alternate route to Lynn Valley Road.

There are lots of conflicting opinions about cars/trucks vs bikes/scooters/skateboards/pedestrians. I personally think that Mountain Highway should have 2 lanes both south & north especially in the South section, & dedicate a completely different path for cyclists via 20th & along Arborlynn Drive. And if 2 lanes both north & south aren't possible, then it would be best to convert 2 of them to go south instead of the way it is now.

It will be hard to please everyone especially with all the increase in people buying and moving into this area. My biggest concern is safety for our children walking to schools - Eastview, Ross Road and Argyle. Traffic is crazy and people driving seem to be so frustrated.

Agree. The delays going down Mountain Hwy to Hwy 1 are ridiculous esp when they are two ones northbound that are often underutilized. Sidewalk absolutely required on east side of Mountain between 27 and LV Road as can create risks for kids walking to Ross Road school. With densification coming w new developments, safety and traffic management need to happen or will become highly problematic

I agree with the emphasis on safety, particularly in the case of a protected cycling route

Off-road options for bikes and pedestrians need to put in place

There needs to be an emphasis on improved NorthSouth cycling routes.

Good to make safety changes for all users

More people would cycle from Keith/ lower Mountain Highway if there was a better safer route.

Traffic congestion down Mountain Highway towards Highway 1 is terrible and needs improvement

Parallel cycling routes to Mountain Highway would be best, that grind up from ArborLynn to 15th is a

challenge on a conventional bike, and going slow with lots of pedal pressure makes it hard to keep the bike straight so a route that was less steep would be safer and not much slower on a bike.

Placing traffic flow at the bottom of the list is flawed. All the polling has been around how to make Mtn Hwy more safe (agree with this) but if this were done at significant cost to traffic flow, consistent with placing this last in priority, the community would be in a complete uproar. Practically speaking, #5 probably belongs #2.

I agree With most things, i think the speeds are fine as most people stick to 50 and slow down during construction. Also sidewalks on upper part to Lynn valley are fine but not sure about on the curves or downhill.

Continuous cycling in a parallel route would be great



Mountain HWY is a narrow street compared to the number of motorists traveling through it. Although a safe bike lane can improve the safety of bikers, it will take more space from an already over packed road

Transit users and motorists in private vehicles should not be considered equally. Prioritize transit use and active transportation and secondarily minimize negative impacts on private motorist traffic flow Improve safety and comfort on Mountain Highway for all modes of travel.

I strongly support the creation of a protected bike lane along the Hwy.

Mountain Hwy is a feeder route to the freeway - Deep Cove ALL areas of North and West Vancouver - residents who live on or adjacent to Mountain Hwy require parking and deliveries - the residents on my culdesac are all over 40 - are elderly or with families - those who cycle , go to Kirkstone or Viewlynn Park to ride the local trails - rare to see cyclists on Mountain Hwy - mainly due to speed and with ALL the recent construction and sewer line replacement there is NO place to park

I didn't send feedback, but as a parent using Mountain Highway multiple times a day to walk to/from elementary school, parks, activities, shopping, I find these priorities relieving.

Safer cycling is the most important thing for me, and a protected bike lane would be a huge improvement. Without one, car use is much more necessary

If we have learned anything from this past year of construction on Mountain Highway, it's that one lane of traffic each way is very possible with minor delays.

Making alternative forms of transport safer (cycling, walking) will ease traffic congestion and make it safer for all

continuous bike path from the number one highway to Lynn Valley village is a must have

As a major traffic connection corridor, meeting the needs of all secondary users (cyclists/pedestrians) is a challenge but absolutely critical. Overall traffic speeds are an issue and speed reduction and management would be beneficial for both users and neighbourhoods. Traffic will be increasing with new developments so making this route safer for all users is essential. (note that I am an experienced and regular cyclist in addition to car user

5. traffic flow during rush hour currently backs up on side streets including our residential street. It takes 45+ minutes to cross over the Mountain Highway overpass to lower Mountain Highway during this period.

There are far better uses for public funds, that will better address safety etc (e.g. improving conditions in Lynn Canyon, which has far greater call outs and environmental issues). There is low pedestrian demand to walk the length of Mountain Hwy. Narrowing the road & funneling cyclists into a constrained strip will be especially dangerous on the bend by 14th St.

The traffic congestion on the southern section of Mtn Hwy needs improvement The interchange has made all traffic worse

What is rolling!

Design principles are appropriate for the issues along Mountain Hwy

I frequently walk around the area and all of these changes are badly needed. I particularly woul love for there to be a sidewalk on the east side of Mountain Hwy. between E 27th and Ross Rd.

Bicycle lanes need to be separated and protected where possible.

Mt Hwy is not safe for cyclists especially south bound, Eastview area problematic during student drop off & pick up, "s" curve to Arbourlynn see's unrealistic speeds

Safety should obviously be the Number 1 priority. Any changes made should reduce risks/rates of any type of collision or injury.

I think maintaining traffic flow should have a higher priority. If traffic backs up, motorists will divert to Arborlynn, which is primarily residential



They consider all corridor users.

Traffic flow is an issue for me

I think the concern of the community have been adequately stated.

No mention of how to improve transit in these design principles

maintaining traffic flow, partiuclarly before and around the Hwy 1 interchange is extremely important As an avid cyclist and a driver, I never take Mtn Hwy as a cycling route UP to Lynn Valley as I find vehicle exhaust fumes are significant as they drive north. Alternatively, I ride Arbor Lynn Road and E 20th to Viewlynn Rd because there is less motor vehicle traffic, less fumes, and due to incline/decline

and the Arborlynn-E20th intersection, vehicles must slow to safely make the turn. While I use Mtn Hwy to head south by bike, I never use it to go north for the previously mentioned reasons.

While all of the principles are alright, I am disappointed to see the lack of mention of prioritizing public transit and bus access along the corridor. Many workers, especially lower wage and marginalized staff, who commute from off of the North Shore have difficulty commuting along Mountain Highway via public transit because of the lack of prioritization of a more environmentally friendly transit option versus single-occupancy vehicles.

Only suggestion would be to prioritize traffic flow along with safety - the backup of traffic not only up Mountain Highway into Lynn Valley Centre, but along Arborlynn (sometimes backed up as far as the bottom of Hoskins) is a huge issue as well. As is the speed of traffic diverting along Arborlynn, up to either 20th street or up Hoskins which is a safety issue and huge concern for the neighbors in the Hoskins/Greenock area.

I walk, I drive, I cycle and acknowledge the need for a safer environment for cyclists and pedestrians. Human and vehicle traffic is going to increase significantly with the increase in population density.

Definitely safety is #1, as there are major safety issues along this road.

I agree, but it should be taken into consideration that we are an aging population with possible mobility issues. Not everyone can walk, roll or bike.

these address most of the challenges I am concerned about

Traffic flow within lynn valley and to highway 1 needs to be priority

Improve safety for all road users.

With ever increasing population growth in Lynn Valley and with the inevitable increase in all types of motor and E vehicle traffic we need more road capacity than less by stealing vehicle space from cars, trucks, and buses.

I'm concerned this might mean eliminating traffic lanes to allow for bicycle lanes & putting in curb flairs which will create more dangerous situations. Bikes are better served taking the safer Arborlynn route.

All efforts to support active transportation necessary

fully support separation of cars from cyclists and pedestrians PLUS separation of cyclists from pedestrians.

The merging to one lane of excessive speeding traffic moving north between 24th and St Stephens Pl is very dangerous and these motorist are constantly honking at each other. Speed needs to be calmed well before that point. Improved safety should include explicit goal of reducing excess speed. Safety of students walking north to Lynn Valley school and Argyle should be called out as well.

Build cycle route away from Mountain Hwy. Rufus, Cedarview from Kirkstone. More pedestrian signals not necessary.

Consider getting cyclists off Man Highway. Perhaps using Viewlynn, 20th, and some non-Mountain Hwy routes to get to the Arborlyyn connection



Speed is the essential concern. Cyclists have no business being on a major entrance and egress from Lynn valley.

On #5: Improve traffic flow, particularly with increased housing density and thus increased traffic. On #4: do not use Mountain Highway as a cycling route.

I agree with increasing safety for sidewalk users; however I do not support the greater importance placed on cyclist commute as compared to transit and vehicle commuters. I understand that the DNV is trying to encourage more environmentally friendly commuting, such as via bike, however this is not feasible for many LV residents. At the end of the day, many more residents require Mountain Hwy to have efficient traffic flow (bus and vehicle commuters both) than require bike lanes. Mtn Hwy is a main thoroughfare not only for those of us in central LV but also those needing to access upper LV. It is also a main bus route. We already have significant congestion on Mtn Hwy (central), particularly going south, and these changes will only serve to exacerbate the problem, particularly with more development in central LV and incoming residents in Mosaic's new development. This plan seems short-sighted and incredibly biased.

I live on private I live on Mtn Hwy routinely travel much in excess of speed limits. This has continued during the trunk sewer replacement project where motorists continue to travel at 50 km/h, or above, in spite of posted limits of 20Km/h. Many motorists will intimidate drivers doing the posted speed by tail gating, flashing headlights, honking horns and passing where it is not permitted.r the posted

Seems like you accurately based the design principles off the feedback.

The congestion at the lower level where through traffic is blocked by traffic waiting to get on to highway is a huge issue

I agree with the priorities identified.

Everything the Dnv touches fails.....

Leave it the way it is. Every time something is "improvedâ€②, it makes it worse--slowing traffic. definitely needto rethink the flow in the interchange. Can't get down Mountain Highway after 1 without taking forever

Yes although I'm unclear whether point 5 refers to the traffic congestion approaching Highway 1 and if improving/reducing congestion is part of the design plan.

We need a safer WIDER Mountain Highway Simply not enough space for the number of people, regardless of walk roll or drive. N Van is steep / rainy area. Although I ride a power assist bike I can only do so comfortabley for about 4 months as its too cold or wet or slushy. There is the odd die hard who rides all year but should we distrupt all the other members of community for this? When ever the road is one lane and a bus stops it is now zero lanes

I am a daily cyclist who uses Mountain Highway. I would love a continuous cycling corridor down towards the second narrows. I also find the congestion makes motorists speed and make less safe maneuvers when on shared streets with cyclists

Rather than doing this piecemeal - widen Mtn Hwy - so special lanes can be implemented

Other than some minor improvements to the Eastview Elementary school drop off area on east 18th teh other proposed improvements seem completely unnecessary. The DNV is a car friendly muni which is one of the reasons people i know choose to live in the DNV

Yes I generally agree however please note safety for children walking north along Mountain Highway to access Kirkstone Park, Viewlynn Park and Lynn Valley Town Centre is needed (as opposed only towards Eastview School)

speed, narrowness and congestion are all issues on Mountain Hwy



Can't argue with the principles, of course. The interesting question will be how tradeoffs between them will be handled.

High vehicle Speed is the biggest concern for me, 2nd biggest is continuous cycle route that provides climb less than 7% grade

Traffic flow is important but student safety must be prioritized with a school zone near eastview. There have been too many near misses with speeding traffic.

I'm not sure why one school is a priority. Safety should apply to all users. Don't agree with that distinction

Pedestrian signals and crossings should be powered, bright and flashing. Relatively inexpensive crossings made only with signs and paint are insufficient.

Great to keep the focus on safety

Traffic Speed is too high and alternate route for bikes would be better as Mountain Highway is too steep

I find it very difficult to get down Mountain Highway during key times - rush hour in am and pm, after school to get to activities etc

I agree with the selections however believe the utmost priority should be put on #5 including the #1highway interchange

There are no plan for Arborlynn Drive safety.

#1 to maintain traffic flow because it is busy enough as it is. I see Eastview elementary mentioned but lots of kids walk to Ross road elementary as well so the central and north sections of this project should consider them. Parallel cyclists path up aborlynn, 20th, and view lynn since its calm already should be considered.

I'm all for accessibility and safety for all users, pedestrians, cyclists and moto vehicles.

Safety and traffic congestion are my primary concerns. Southbound Mountain Highway is a daily inconvenience

Yes, with the caveatâ€"traffic enforcement is minimal to zero in DNV, and motorists know it. Without enforcement, the above Design Principles will be rendered useless. Point #6 should read:

"Enforcement - Continuous monitoring and enforcement of traffic rules, including signage and personnel on the ground to make sure that the public is aware."

Prioritize bus movement

My primary concern as a cyclist is safety from cars

Cycling along Mountain Highway is not common and, therefore, should be dropped as a consideration. The route takes 15,000 vehicles per day but I would expect less than 100:1 cyclists (i.e. 15000 cars versus 150 cyclists). There are ample options to cycle on less busy roadways and trails nearby. Trying to appease cyclists on what is overwhelmingly a main traffic corridor is a flawed civic planning aim. Keep cyclist on leas busy streets to avoid collisions and maximize safety for everyone.

The sidewalks are an issue. Also traffic and traffic speeds. I don't think a bike lane works on Mountain Highway but parallel with increased integration at the bottom on Mountain Highway

Main item would be improving traffic flow at intersection with highway entrance. NOt enough room for those wanting to turn left onto highway.

Improving safety for all road users (walkers, cyclists, vehicles) needs to be the top priority. Vehicles exceeding the speed limit and going around cars that are turning at intersection is the curren dangerous norm. At least if traffic is congested, it is going slowly.

Most importantly we need better traffic flow southbound. Further disruption to this will be a disaster for the residents of Lynn valley trying to (outside of the highway) get to Seymour parkway, park and Tilford



Generally agree with all. However, I think consideration of zoning is also needed. Single family homes with direct driveway access to Mountain Hwy do not seem appropriate

They are pretty basic and should suit most.

I agree that traffic flow towards Hwy 1 needs to be improved. I think bike lanes should be parallel to Mtn Hwy, not on it.

I don't see any improvement in point 2, still missing to re open 20th St and 24 St as well. Nightmare cross road for pedestrian, and household living at emery court... still lot more people to come to live in this area

Dangerous for eastview students. Need school zone and crossing guards at mountain 20/18th. 30km zone. Better flow at highway 1 intersection- far too often traffic is backed up or gridlocked.

Yep, I agree with the design principles

This nails it. We need a better and safer connection for everyone from Lynn Valley to Lynn Creek TC, and a bike route was identified for this previously. Great!

BUT, the speed limit must be emphasized, too many cars are doing way over the speed limit.

Those are definitely pertinent issues

Too tight an area to have pedestrian, cycling and road traffic. Alternate route for cycling needed. How many cyclists will travel north on Mountain Highway?

Agree, the principles are motherhood issues.

Too much money has been spent on bike lanes already. An example is Lynn Valley Rd. I drive that area at least 2x a day and have rarely seen any bikers using it. It is dangerous for traffic if a delivery vehicle, garbage truck and buses stop on that route as there is no where for cars to divert.

Mountain Hwy needs improvements. With so many new high rises and thousands of new residents moving here it is an extremely busy and dangerous stretch of road.

I do hope that pedestrian, particularly schoolchildren, & cyclists. There must be separation from the fast traffic

This section, has been under construction for the last six months. This survey as well as the previous survey are loaded with biased questions. The design principles based on the feedback do not truly reflect the feedback.

Biking north on mountain is deadly. Need separated bike lane.

Sounds great but what is the plan to slow traffic down!! Mt.highway is an accident waiting to happen.

It is important to support and encourage safe non-motorized transportation in light of the climate crisis, especially encouraging students that cycling is a safe viable mode of travel. It is especially important to support a culture change at an early age (students) to use their bikes and skates when possible.

As a frequent pedestrian along Mountain Hwy, it feels unsafe with fast traffic so near, especially on the East side. As a cyclist, it's incredibly intimidating. Traffic jams leaving Lynn Valley heading south on Mtn Hwy are terrible ever since all the traffic lights and re-routing due to new highway interchange. Change is needed.

Prioritize safety for most vulnerable by using design principles to slow traffic (instead of enforcement). If it is safe for children to walk and ride, then it is safer for everyone.

Mountain Highway is a 3 lane road when it should be 4, 2 up 2 down. Mountain Highway gets backed all the way to Eastview school when there is heavy traffic on the highway so again, noone wants to cycle on it. Cyclists don't want to go on it because of the flow of traffic. When I cycle I use Arborlynn as it is less busy. There already is a sidewalk that goes the length of it.

Please do not make lasting decisions when there are temporary problems occurring like major construction all along the Mountain Highway corridor. The changes you are proposing will very much



affect the neighbourhood and families in it. There are major construction projects - wait for these to finish before asking for our input and making decisions.

Agree that these are the key areas of focus

My priorities would be improving traffic congestion and having a protected cycling lane

I do not support a cycling corridor on mountain Hwy - I do not believe it is an efficient route for cyclists (ie. too steep! and too busy!) To add a bike lane that in my opinion would be seldom used and take away space for cars would be a terrible idea. It's already busy enough as is, and that would make the problem worse.

I agree with the safety around Eastview Elementary, however bicycle traffic north on Mountain Highway is virtually non-existent. The majority of bike traffic up the hill goes down Arborlynn and up 20th. If you want to improve safety you should look at putting a sidewalk from arborlynn and up 20th to Briarlynn to connect to the existing sidewalk. I walk this route and have to go around parked cars into the traffic lane until Viewlynn. With the sewer construction blocking 20th and 24th for months there has been an increase in volume on 20th from viewlynn to arborlynn yet no safety provisions addressed on that street and cars always speed up the hill with the corner being blind where it veers at Alderlynn, this is an area that needs to be addressed as there is more pedestrian and cycling traffic then on Mountain Highway.

### Makes sense

I agree with these design principals, though I'm not sure why they're presented in this order. I dont think theyre supposed to be in order? or are they? If the list were presented with bullet points, it would not seem like a ranking.

We agree with the design principles, but think that the cycling corridor should NOT be on Mountain Highway.

This looks well thought out and considerate for all route users whether needing a 'road' or not.

Highways are not for bikes

I agree with the first four, but I don't understand why motorists can't give a little.

Seem logical and consider multi user's perspectives

Congestion is a real issue but feels more an issue of the lack of coordination of the lights at the no 1. For cycling it is too busy so we need a new solution

I agree with points 1, 2, 3 and 5, but NOT 4! PLEASE DO NOT CREATE NEW CYCLING CORRIDOR on Mt. Hwy. This should be put on an alternate route!!

### Sounds accurate

I don't believe we should add bike lanes - will make vehicle traffic worse in Mtn Hwy and there are already alternate routes for us to bike. I would like to see more pedestrian crosswalks along Mtn. Hwy with lights flashing

Mountain Highway is not safe to bike currently and neither is Lynn valley road. Making getting around this area difficult and unsafe

Protection of vulnerable road users (pedestrians, cyclists) should be the key priority.

as long as alternate bike lanes are OFF Mountain Hghy

in addition, please have some concern for the residents along this section. We have to put up with the constant noise from speeders.

Priority #1 is improving safety. Cyclists lives shouldn't come at the convenience of traffic flow.

You cannot expect to improve walkability and cyclability and at the same time not have impacts on motorist traffic flow. If you're hoping to create a livable city that isn't car-dependent, you need to be willing to sacrifice motorist traffic flow, while prioritizing transit and walking/cycling infrastructure.



I would like to see a greater emphasis on protected bike lanes, but hopefully that will follow from 1 and 4.

I want to feel safe biking along Mountain Highway.

Improvements to cycling and pedestrian safety are definitely needed.

"Minimizing impacts to traffic flow" should be prioritized far lower than improved safety, pedestrian connections, and a continuous cycling corridor.

Active transport safety particularly at the Mountain Highway overpass needs to be re-evaluated.

I think a continuous cycling corridor is very much needed for my daily commute. However, I would also like to emphasize the need for better pedestrian infrastructure and walkability. The reason i do not agree is because of nr. 5. While i dont want cars to be impacted unnecessairily I dont think it should be a priority. I use a car but would much prefer to use other modes of transportation.

You don't address the high bus traffic on 27th Street between Valley Centre and Library Lane. The bus stop should be moved to Lynn Valley by the Library.

Safety should always be prioritized over traffic flow. Point 5 doesn't belong there in my opinion.

### l agree

The traffic going south on Mtn Hwy is often completely backed up due to the congestions to get onto Hwy 1. This is a real pain especially later in the afternoon.

Maintaining traffic flow should be a high priority. There are another 300+ condo units coming on stream at Parkside in the next 14 months.

Designate a continuous cycle route parallel Mountain Highway, protect the school zone and keep traffic moving on Mountain. Having completed the survey, there is no option to comment on the proposed new crosswalk signals. I don't think additional signals are needed. There are lights at Ross Road, 27th and 24th, which is where the bus stops are located and both offer easy access to the Town Centre. Adding crossing signals every couple of blocks or less, inhibits traffic flow and adds to exhaust emissions.

It sounds like the study concluded with several of the issues I see with this stretch of Mountain Highway.

I don't think we should prioritize vehicle flow, but otherwise yes, in the meantime cycling/walking connections to this part of North Van from the highway are craptastic unless you want a long detour Please ensure there is a separated bike path.

I would add that separate cycling and pedestrian infrastructure should be prioritized to ensure the safety of both groups.

What does continuous cycling mean? There are plenty of side streets for bikes already.

I am a cyclist but no way we should take space away on Mountain Highway. Will create just car pileups

Speed limit from Eastview elementary to northbound should be reduced and enforced with camera I suggest.

It should always be a goal to place an emphasis on efficient and safe transportation options for non-vehicular traffic.

I think arborlynn can be utilized for a bike path, Ali g with some residential streets to avoid clogging the S curve of Mtn Hwy

Please do not have a bi-directional bikeway on Mountain Highway. The 29th ave infrastructure is terrible and dangerous.

My and I have had 3 close calls to being struck by a car at Kirkstone and Mountain Hwy while using the cross walk and on a walk signal.

Reduce shortcuts through arborlynn



Continuous corridors are essential. No one builds roads that are not continuous, why are cycle routes not???

I disagree with integrating bicycle lanes on Mountain Hwy. There are low vehicle traffic alternatives on roads east and west of upper and middle sections and east of the south section. Mtn Hwy is already constrained. Sidewalks could also be improved as suggested

Intersection Improvements at E 18<sup>th</sup> Street – Please let us know what, if any, revisions you would like to see.

Concerned about traffic congestion if curb extensions require two lanes to merge into single lane. We suggest only have the curb extensions on the school side of Mountain Highway.

- 1) Implementing advanced pedestrian signals. Pedestrians start walking before the light turns green for cars to go through the intersection.
- 2) Levelled or raised street crossings improve the walking experience and increase user-friendliness for people who have difficulty walking or are in wheelchairs

Crosswalks on both sides of the intersection and sidewalks on both sides of 18th

Should be a crosswalk on the north side of the intersection too. Also needs flashing lights or a beg button.

These dont improve anything. There is no evidence these make the roads safer. Personally think they make it worse and create a bottleneck that can impede emergency vehicles.

I don't really understand what is being proposed. Is there going to be fewer lanes?

Curb extensions and so-called "traffic-calming" obstructions increase driver agitation, which increases the likelihood of drivers making bad decisions that cause accidents. If this intersection is so dangerous that a stop light and pedestrian crosswalk signal don't provide enough protection for pedestrians, then pedestrians and traffic should be kept separate by means of a pedestrian overpass.

Please incorporate safe bike lanes

Please ensure that the curbs don't push bikes out into the traffic.

You will cause more traffic because you take the ability to take right hand turns, or worse cause standstill traffic because of a left hand turner. These are all horrible ideas. These silly ideas will make traffic much worse!! Stop!!

As long as vehicle roadway lanes are not lessened, and possibly increased from 3 lanes to 4 lanes (outer lane being overnight parking).

This will be dangerous especially at night.

This improvement could lead to a potential conflict between cars and bicycles, as it forces bikes to take a lane.

The image makes it appear that the number of lanes will be reduced, you can't reduce the number of lanes it needs to be increased downhill.

This doesn't help people on bicycles, and forces them to move out into traffic.

Clear brush overhang on NW corner

Will signals be added? Drivers do not stop at this type of crosswalk as often as they should.

The peninsula should buldge only on 18th street.

It would be safer to have an overpass.

Use of chicane would be safer, as crowd pile up at the intersection and could be, by domino effect, pushed into traffic. (challenging to make them wheel chair (friendly)

addition of flashing crossing lights



I've been waiting to see renderings of these necessary updates since 2020. They look great.

Extend "no parking and no stopping" on 18th street EAST,

I'd prefer a Dutch style fully separated intersection.

I support the curb extension (curb bulge) at this intersection but with the pedestrian volume warrant count. It may warrant to replace the pedestrian signal to a full signal.

The curb extensions needed to be designed in conjunction with the new separated bike lanes

Ped crossing on the north approach, with flashing beacons or pedestrian signal. Why make kids cross
two roads if they only need to cross one? This is an elementary school, I remind you. The less
intimidating this intersection is to negotiate on foot, the more people will so so (and fewer drive their
kids).

Pedestrian activated crossings should be responsive, not have 30-60+ second delays after pressing the button. Add an advanced walk signal and make this standard throughout the District (like the CNV is doing).

A large school crossing light that flashes like at other school crossings on busy streets and traffic light that turns red with signage that says no right turn on red during school hours.

Not without a way of providing a southbound left @ 18th in a timely manner. This always stalls traffic at the end of a school day or most days. The parking and movement of vehicles at the end of a school day needs to be a consideration, providing a pick up, drop off closer to the elementary school or an alternate location. i.e. Cedarview lodge area

To ensure a dedicated bus lane Southbound on Mtn Highway.

How does that work with traffic. My walks to Eastview so I'd love it to feel safer, but not if it takes away a lane of traffic. We need drop off signs and a 30km zone, not bigger curbs. Parent will still not drop children off and have them walk across Mountain Highway if the drop off zone is on the east side of Mountain Highway without a crossing guard.

Curb extensions make sense on south side of the intersection. The crosswalk buttons being 30cm from the street edge has always bothered me. Also, cars parking too close to the intersection make it dangerous to turn left onto 18th given that the street isn't wide enough for two lanes + parked cars.

The sidewalks on the south side of Mountain Highway are narrow, overgrown and have no buffer to the street edge. The neighbour's fences are rotting between 15th and 18th east side. Very uncomfortable and unpleasant to walk that route.

## None needed

Improved safety and Enhance Eastview Elementary Connections are very important and desperately needed. Many parents in the Eastview school catchment are applying to Ross Road Elementary mainly because of the dangerous conditions for children along mountain Hwy. The 18th street intersection improvements may help however most children that I see are already on the west side of mountain Hwy as it's much safer than the east side because there's a safer distance between the motor traffic and the sidewalk.

The elimination of a NB curb lane will create weaving and safety concerns in this area.

Mountain Hwy has generally steep grades and provision should be made for large trucks to use the curb land up hill from Arborlynn to Lynn Valley road. Putting curb extensions at 18th will force traffic into a single lane and slow all traffic to the speed of the large trucks. In addition, the large truck will have to merge with faster traffic creating another hazard. Why not put large speed bumps at this location so traffic can maintain 40-50 km (similar to those on 15th street) and keep the two lanes going up hill?



Should be narrowed as much as possible given final lane configuration on Mountain Hwy. How will people pass through this narrowed section safely when they are riding a bike?

None

Devided bike lanes all the way to 18th so kids can ride to school and back

If the curb extensions takes a lane away from traffic on Mtn Hwy I don't agree. A pinch point on the main road is not going to help, on 18th St it looks ok. Flashing pedestrian activated crossing lights would be be a good warning for vehicles that someone is there.

Traffic is bad enough. Should not narrow roadway.

you cannot extend curb extensions into northbound lane very dangerous squeezing two lanes of high speed traffic

Keep three lanes.

Don't make the road to small. Need to push back a little.

If there are cycling lanes, they should be integrated into these curb extensions.

Had Eastview for Curb extensions aren't the issue here. Slowing traffic and better lighting / crossing markings would be helpful.

Improved cycle priority to the intersection

If one lane then no left turn

Consider introducing an additional controlled crosswalk on the north side of Mountain Hwy to allow safe crossing of pedestrian traffic coming form the north-east sidewalk towards the school and viceversa.

Consider how these extensions can support cycling

Protected cycling lanes are the only options for letting users fell safe when sharing the road with drivers.

This is a start but there HAS to be a school zone 16th to 20th Street on Mountain Highway for Eastview. Boundary school has one on William Ave and this is the SAME situation if not worse because of the volume and speed of drivers on Mountain Highway.

Integration with a safe cycling path

If bike route improved on mt. Highway, curb extensions need to accommodate cyclists as well.

Bollards, not just flexi posts, to protect the safety of pedestrians. Separated bike lanes

Raised crosswalk to ensure vehicles must slow down through this intersection that will serve so many children.

This will impede traffic flow

Traffic lights on all sides, the large cross walk on the north side, a large speedometer flashing of people are speeding / reminding people to go slow, or changing the speed to 30 km per hour during school hours.

SCHOOL ZONE!!!

Cut back the bushes impinging on the sidewalks.

Don't eliminate four lanes.

Red light camera

Eliminate curbs which will force merging where traffic volumes are already high.

creating more bottle necks for traffic causes traffic to move through residential side streets. We need to put a speed limit of 30km/h on all side streets and building bottle necks on these roads.

This is exactly what needs to be done and I am thrilled to see this. However, why was the road at Ross Road and Allan Road widened and the four way stop taken away? This has caused a very dangerous school crossing for the Ross Road Elementary students and it is absolutely wrong and the opposite of what is being proposed (because it is the safe and right design) for Eastview Elementary. Ross Road



has always been very dangerous and hazardous for speeding and car accidents between Allan road and Bushnell place, which is right where the elementary school is. There is a ridge there and it is difficult to see traffic and there is no signage indicating an Elementary school. The pedestrian light has done nothing to remedy this. You press the light and run for your life because drivers do not stop. And, now that the road has been widened at Allan and Ross drivers speed up even more (of course). Who on earth designed this for an Elementary school crossing? When will a four way stop be put back to help protect children and minimize the risk of them being hit by a car? Something needs to be done asap before the dark winter morning come. Please have someone come and and remedy this safety hazard. All it needs is the two stop signs put back to make it a four way stop. While work was being done on the sidewalks here, the four way stop sign worked very well and helped mitigate the safety issues, as it is supposed to. Residents and the school community were very upset and disappointed when the four way stop was removed. It seems like a backward idea to remove a safety measure beside a school. This is not a traffic corridor where traffic ever backs up and we do not appreciate the idea of moving backed up traffic through our quiet residential elementary school neighbourhood from 29th and Mountain Hwy, nor is it needed. Put children FIRST!

It seems to narrow the road and force and awkward merge of traffic which distracts drivers from pedestrians.

If this happens, the traffic needs to merge a lot further back.

Please also look at bus safety at this location. The bus stop heading into Lynn Valley is on a very narrow sidewalk and just inches from a very high speed traffic lane.

East 18th street gets used as a shortcut to lower Mountain Highway when traffic gets backed up; this is very unsafe as East 18th is a main access road to Eastview Elementary plus it is a Lynn Valley link route. Cars travel very fast down the hill.

There should be sidewalks or traffic calming such as speed bumps, speed limit signs, local traffic only signs.

This improvement is fine as long as you aren't adding the completely useless plastic yellow pillars on the outside of the curb. Though I have concerns that the extended curbs may also remove space for the proposed bike lanes.

These safety improvements eliminate one lane of traffic flow northbound. That would result in congestion and safety concerns as vehicles attempt to merge before this intersection.

Kid crossing signs as many children cross here to enter Eastview Elemenatary.

are curb extensions necessary on east side? It appears that any north bound traffic which currently has two lanes will have to funnel into a single lane at this point. Creating congestion?

Totally unnecessary cost and part of project, existing pedestrian components are more than safe and satisfactory for students.

There should also be flashing 30 km/h signs approaching the intersection from both directions to slow down traffic on Mountain Hwy. Even if signs are just flashing around school entry and departure times (for example 45 minutes at those 2 times of the day). Hopefully would reduce speeds BUT also improve general awareness of drivers that there are children crossing.

school zone speed limits should be enforced on Mountain Hwy and 18th due to the proximity of the school...

STOP reducing traffic lanes in the district!!! Traffic is a disaster and the majority of reductions in flow are DNV's fault at the source!

I think a better solution is driver education - perhaps better testing and more often driver evaluations If this is to be bicycling route I don't support this. If the safe cycling route is elsewhere they are fine. As soon as you put these curb extensions in you take away space for bicyclists and create more dangerous bicycling conditions.



how are cyclists supposed to navigate this? These curb extensions will simply push them further out into traffic.

This is not an improvement as is being touted, but is another added congestion point. If the goal is to get pedestrians across safely due to many accidents, consider a pedestrian overpass or underpass.

Curb extensions put cyclists into normal traffic lanes, give people on bikes somewhere safer to go

I do not support curb extensions. The traffic light could be adjusted to accommodate a longer crossing time and lights to indicate that the crosswalk is being used.

This should be a raised intersection, and the vehicle lanes should be narrowed on the entire length of the corridor. I know we're talking about pedestrian access here, but the example above implies there will be no space allocated for bikes. Protected bike lanes should be wide of the curb extensions so that turning vehicles are crossing the cycletrack at a right angle to improve visibility.

The curb extensions are dangerous. People who are not confident drivers avoid the barrier by entering the opposite lane causing a head on or slowing traffic down too much. These barriers are in effective and dangerous.

Why make the road smaller

When turning left from either southbound or northbound on Mtn Hwy, try to leave enough room for cars to be able to get around (ie. squeeze by) stopped vehicles who are waiting to turn. The kids & parents need a bit more room on the curb extensions but it would be good if traffic doesn't have to come to a complete standstill while waiting to get by people trying to turn left.

Slower speed for the school zone

Curb extensions are a poor choice and will not support design guideline #5 (maintaining traffic flow). They will create bottlenecks which will negatively impact both drivers and cyclists. This trade-off for a minor decrease in crossing distance makes no sense at all.

Should not lose a full lane to accommodate this given how much back up of traffic there often is.

pedestrian flashing light signal

Nice idea but how do you keep 3 driving lanes and also push out the sidewalks?

Curb extensions need a bike pass through, otherwise they just push a bike out into the driving lane, that is an issue on Fromme

This proposal restricts traffic flow and appears to cause cars to have to merge to a single lane at this location. I recommend placing traffic bollards on the corners to increase visibility and create a mechanical barrier to cars. At the same time, use lighted crosswalks and other forms of making the cross walk safer.

Ensure cyclists have a safe path where they don't need to blast in front of cars going 30km/hr faster than the cyclists like on 27th westbound at the Safeway

Curb extensions if not done correctly can interfere with riders on bicycles, forcing them into vehicle traffic lanes. I would like to see options to address this concern.

PEDESTRIAN CONTROLLED TRAFFIC LIGHT - LOWER SPEED TO 30KM - A CROSSING GUARD - NARROWING THE ROADWAYS IS RIDICULOUS

My husband and I bike commute on Mountain Highway because it is the fastest and most direct. The curb extensions will be great for kids, but they push cyclists dangerously into the road and into conflict with vehicles.

Keep the two lanes going up-hill.

As long as it's easy to navigate the curb extensions safely by bike.

Pedestrian controlled cross walk, perhaps slightly raised so that children are more visible.

I think that there are street lights but if not add as even on non school days this intersection is well used.



none; the images indicate changes that will hopefully reduce traffic speeds while increasing driver attention.

If there is a bike lane ensure the pedestrians have to cross the bike lanes and the vehicle lanes when they have the right of way. Do not build it like Esplanade in the City where the pedestrians have to cross the bike lane to activate the crossing signals.

Bike cross area onto 18th. Bike light at intersection.

Repaint the crossing lines once the road works have been finished. I regularly use this road & never see a build up of people that would demand this size of curbing. There is already a crossing and a traffic light to stop road traffic.

Reducing traffic to single lane at this point will further impede traffic flow at key times of day.

Get rid of curbs on the turns.

Crossing protection for students. Often they have a hard time to cross because traffic is so heavy. Narrowing Mt Hwy will not solve the problem of Vehicle dropping off students that park on Mt Hwy with parents & children swinging car doors open with no thought of south bound traffic. The entrance to Eastview School is what needs a new design to promote safe drop off and pick zones at the school.

I would support adding a pedestrian refuge in the centre of the road. By the appearance of the design graphic in the survey, it looks like there might only be space for one lane in each direction, which means there would be plenty of space for a pedestrian refuge. In any case, traffic speeds and driver inattention make me think that this critical location with a lot of use by minors would warrant additional protection measures such as a refuge.

A large number of drivers do not understand that the curb extension are there to limit the ability to get around left turners and such. I see drivers try to maneuver around and therefore actually drive over solid white lines and bike lanes. There is a lack of education on this. Also school zones and school crossing signage is woefully inadequate in BC in general, and therefore speed limits are ignored It looks like north bound traffic will form a single lane right at the top of tge hill will cars are accelerating. I don't think this offers good safety for drivers and may cause unnecessary congestion at crosswalk.

I have the impression that for most of northbound traffic on Mountain Hwy is going to be reduced to one lane and with the width of the travelling lanes narrowed. I do not feel that this is a good plan.

I think we can agree that improving safety by school is a major concern but I don't think narrowing the road is the right thing to do. Better traffic lights, street lighting and signage would help.

Cyclist need a clear way to pass through the curb extensions that are in a straight line in direction of flow (parallel to road) and at same level as crossing 18th (no humps/curbs to roll up/down).

Accommodation for improved cycling.

My concern is for cyclists and how they travel around curb extensions. If cyclists have a safe route and don't have to move out into vehicle traffic I am ok with the extensions.

Does this mean that the 2 lanes of northbound traffic have to merge into 1???

That would interupt the flow of traffic significantly. Not sure that would be good.

I agree that it should be made safer for students at Eastview, but this will impact northbound Mountain Hwy. traffic, causing great delays and possible safety issues from drivers turning left trying to get to the school.

longer pedestrian crossing time for slow walkers to get across safely

Forget the curb extensions. They will only push vehicles closer together creating a new hazard.

That forces traffic to merge causing a greater safety hazard & frustrating drivers into making poorer choices.



A flashing traffic light would be more useful plus painting larger/wider crosswalk stripes makes more sense.

Better lighting for winter time might also help.

Proper sidewalks also are needed.

Curb extensions only give the pedestrian a false sense of security.

Yes for improving pedestrian safety but it now looks looks like a traffic choke point.

Due to incline of road lights need to improved so that approaching traffic can see any flashing or red lights sooner. Speed of motorist need to be calmed well before intersection is reached.

Curb extensions cause auto accidents. Pedestrian overpass at Mt Olivet to Eastview school.

Narrowing the road makes no sense. Nobody other than teachers turn into Eastview and to cause cars to squeeze into one lane makes no sense particularly when busses stop in that area and will already back up traffic.

Why are you narrowing the road when you are trying to improve traffic flow.

Do not intrude curb extensions on the inside lane of the two lanes in the uphill direction.

They'll take years in any case

allow for protected cycle lanes north / south on mountain Hwy

This will result in significant delays, as parents/residents/school staff will be turning left going in both directions and there will be no room to pass. My child is at Eastview and walks most days. I do not support this change.

While I believe curb extensions provide safety for pedestrians, it is difficult to clearly understand what this will look like without any information given as to what will happen with the three existing lanes (2 northbound, 1 southbound. Curb extensions may not help mitigate other concerns raised, namely traffic flow on the southern section and especially at the Mtn Hwy/Hwy 1 interchange.

The southern section is frustrated by not enough room for traffic turning left at Hwy 1 heading east. This was an easily foreseeable design problem that was not appropriately dealt with during the construction process at the Mtn Hwy/Hwy 1 interchange.

Wider road

There needs to be more southbound options for people getting out of Lynn valley. Removing a lane will not improve this flow

Consider one lane in both directions with good cycling lanes in both directions. There should be a turning onto Hwy 1 east bound turning lane starting at or north of Arborlynn intersection because that is the only reason it back up. There is no reason to have two lanes going up Mountain Hwy, it never backs up in that direction.

You have zero idea what you are doing and everyone hates what you did to Lynn Valley Rd.....29th.....seylynn.....deep Cove..... etc. But you do not care

-- I'd prefer to see pedestrian crossing lights where the crosswalk is shown in the picture. This would do more than just blocking 1 lane of traffic and creating a choke point. We've seen this during construction and other attempts at the same curb extension with pylons.

Please stop doing this.

How will this impact on the 4 lanes of traffic? Will the lanes merge to allow this?

This is a marked crosswalk WITH lights. There is enough going on here with out drivers also having to be aware of concrete bumpouts. t IF there is the bump out on the northwest side it means that when one person wants to turn down 18th ALL traffic has to stop as there is not enough space to go around. The bumpout on the north east side does no good for anyone and just limits Mountain Highway to one lane AND makes people change lanes at a school zone. Please put more thought into your designs.



If these improvements cut out one lane of traffic, forcing the northbound lane to merge and then split again into two lanes, I think it will add to congestion and add to the number of cars surrounding the school

Curb extensions will stop the flow of traffic, as it will reduce the road to one lane. There is already a crosswalk with a traffic light. This should be sufficient for everyone to cross the road.

Extending the peninsulas into Mountain Highway will impede vehicle and bike (If route stays on Mtn Hwy) access). Take the area behind the sidewalk to make more room for pedestrians to wait. If necessary build fences to separate pedestrians from traffic and have very clear pedestrian crossings. Do not allow turns when pedestrian lights are activated. Only do peninsulas as an absolutely last resort!!

traffic during school times are already congested with limited parking options. reduction of traffic flow through would only increase safety issues. Taking away lanes of traffic that is only impacted for two times a day/five days a week and signficant school closure periods during summer/winter/spring seems again, unnecessary.

does the double lane northbound narrow to one lane at the intersection?...this would be dangerous We need a school zone. Other schools (eg Boundary) not right on a main road have had this installed. Traffic usually flies much fast on Mountain Highway yet our children get less protection. An improved crosswalk is good but it is not enough to properly protect our children.

I don't know how to answer this question without some modeling to understand the impacts it will have on traffic. I think it is irresponsible of you to ask questions like this where people are not able to give informed answers but will I stead respond with gut reactions.

Narrowing road bad option

I have \_\_\_\_\_, and I traverse this intersection regularly. There's no point in narrowing the road just for the crossing; a road width consistent with the rest of the central section along with a powered, bright, flashing crossing is sufficient to balance the needs of wheeled road users and pedestrians. The crossing would be easier to use if better marked and if the crosswalk button were more responsive in actually changing the traffic light.

Lower traffic speed in school area of Mountain Highway 15th to 20th (Kirkstone)

Add crossing on the North side of the intersection (currently cross markings only on the South side).

The southbound curb extensions should leave enough room for cyclists to get through without being forced to merge into the lane used by automobiles. Painted lane dividers should delineate how automobiles and bicycles are each expected to pass through the intersection. As for northbound, I don't see the need to make room for cyclists (most cyclists take Arborlynn instead). Therefore the extension could extend out an entire car lane. However, any extension on the northbound side would effectively remove a lane for vehicles. Unless parking will be allowed in that northbound lane, that seems like a waste of a lane and would break these curb extension guidelines:

https://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-extensions/#design\_guidelines

Curb extensions suck as a cyclist. They force me out into the main part of the road

yes - the students and families need to feel safe

No narrowing just traffic lights.

This is a major thoroughgoing thoroughfare and restricting automobile traffic is inappropriate

Less prominent extensions to not curb the flow of traffic as much. Add 4way stop.

It's odd to start the survey with this intersection-specific improvement without first laying out a vision for the corridor, or section of the corridor. Are we adding separated bike facilities on both sides? One



side? Road diet to 3-lanes with a turn lane? Road diet to 2-lanes? That context would help understand whether curb extensions make sense in this location.

It would be great to see a pedestrian contolled crosswalk at this intersection to further protect pedestrians.

This seems like only part of a solution.

Motorists will use aggressive, dangerous tactics to avoid traffic control measures. Without enforcement, infrastructure only goes so far.

Curb extensions force cyclists out into the path of cars and can be dangerous for cyclists. Can the extension be gradual to taper into the road?

People speed on Mountain Highway all the time and I can see someone hitting the curb extension and causing an accident. Mountain Highway where the road merges going north. Every day I hear car honking at each other because cars have not been able to merge because people are speeding and are jerks and purposely cut cars off. I can see the same thing happening here. I think traffic lights would be better. It would not only slow the traffic down but keep the kids safe.

No one will argue with improving pedestrian safety for kids going to the elementary school. But do not reduce the number of lanes or flow of traffic. Council has decided to heavily density Lynn Valley and are eager for the resulting property tax funding, but a core service has to be the east flow of vehicle traffic in the area. That shouldn't be negatively impacted to achieve other aims such as this.

These extensions would remove space from bike or traffic lanes.

are you going to add a crosswalk on both the north and south sides of the intersection? currently, it's only on the south side. do you need curb extensions for all 4 corners if there's no crosswalk? the east side should not have curb extensions ... this will cut down traffic flow into the valley if there is that much concern for the sake of a few feet put in an underpass

Eliminate left turns onto 18th Street from southbound Mountain Highway vehicles.

Slowing traffic by narrowing passage will cause more congestion.

Some consideration for school drop-offs and pick-ups should be considered. While curb extensions are useful for slowing traffic, this may not be sufficient for increasing safety during those periods.

Extensions into the traffic are not safe as you put pedestrians into traffic and you suddenly introduce an obstacle to drivers who are not paying attention.

It seems that the curb extensions on the east side would block one east lane of traffic moving north. Perhaps the curb extensions on the west side could be as described with the ones on the east side set back far enough to allow the traffic lanes to remain as two. Not good to have 2 lanes of traffic merge into one right before a crosswalk.

Faster lights for pedestrian

Unclear if this would reduce the 2 lanes northbound to 1 lane. If so, I'm not in support. Otherwise in support.

Crossing guards during school hours.

30km school zone

Make sure there are signs so motorists know that this is a school zone.

Will north bound traffic have to merge around curb extensions? How does this improve traffic flow?

The curb extensions unnecessarily impinge. I do not understand the need to pinch both sides north bound. Unless, I am missing something, forget the changes.

Curb extensions cause further traffic backups.

I think you need a pullout for the bus stop at 2688 Mountain Hwy. The busses stop there and bikes and cars are trying to go around the bus and it is an accident waiting to happen.



The issue still is , how will you prevent back-up of traffic along mtn highway

Needs to be a 30km an hour zone during school hours. Simplest thing to do. Could have already been done actually.

Pedestrian crossing for all sides

Whatever your staff can recommend for the school kids' safety should be part of Draft plan. Getting to and from school should not be scary. Lots of fast moving traffic on Mtn Highway!!

Love the use of design principles to slow traffic and improve safety for children. Add bollards to the curbs to stop wayward vehicles and further protect children.

Can you not see that the road will be bottle necked with curb extensions? Is there not a pedestrian controlled stop there? Add another control davit or reduce the time from pressing the button to the stop light coming on.

Trim back hedges on surrounding properties for better slightlines

I absolutely do not support this. To force northbound cars down to one lane, then back to two would cause significant traffic congestion. I think it would have the opposite effect than what is intended: I think interrupting traffic flow would be more dangerous to vehicles coming up the hill, which in turn could be potentially very dangerous to pedestrians on the sidewalk.

I agree with the curb extensions on the west side of the Mountain Highway on the single lane. This will prevent drivers from gong around a left hand turning vehicle in the single lane and avoid potential collisions with a vehicle turn into or out of the school. The east curd extensions will increase traffic creating a merge and as the east side of 18th does not serve as access to the school all these will do is increase congestion to North bound drivers have to merge into a single lane, open into two lanes after only to merge back into a single lane past 24th.

Curb extensions encroach into the roadway. This infers a reduction in lanes which will increase traffic congestion and frustrate drivers.

I definitely support curb bulges to reduce traffic speed and shorten crossings. It's unclear if this proposal will have room for bike lanes as well as a single vehicle lane in each direction. I would be in favor of a raised crossing for all vehicle and cycling traffic at the narrowing of the curb bulges.

The traffic behavior at this narrowing also depends on where the northbound lanes merge down to one. This might not work if traffic is 'racing' uphill to merge before the narrowing.

We agree, as long as the two northbound vehicle lanes remain. If they are reduced to one lane, it will create a pinch point, and increase the danger to pedestrians and motorists.

Please consider how cyclists would be impacted by this now common approach as it forces them into traffic lanes - surely signage at least.

Make them smaller

I thought there were going to be bike lanes on Mountain Highway but they aren't shown in the illustration. How do cyclists get past the curb extensions without having to go into traffic?

These bump outs will significantly impact vehicle flow thru

There should be more signage to indicate it's a school area, even if it's not made into a school zone. there should also be a delay in the walk light signal turning to walk, as some kids bolt out as soon as the walk light is on and if a car is running the red light, it could be dangerous. Make the curb extensions extend more south on Mountain Highway so cars slow down more, as it's too late if they only slow down right at the crosswalk (many kids stand on the edge and if fall over, there wouldn't be time for a car to stop)

Curb extension will further and are contrary to the traffic congestion concerns as they reduce lane traffic. This is similar to Keith Road and the Boulevard park. These are major roadways leading to the



highway and need to provide maximum traffic capabilities while also assessing pedestrian and cyclist safety. The need of one group shouldn't be at the cost of another as has been the case with all bike lane additions that take roads away and curb extension on major arteries. You will just push the mountain Hwy lower co festoon further up and not safe alternative in a high child pedestrian area.

Safety is important, but so long as keeping in line with reducing vehicle congestion! Two lanes in each direction for Mt. Hwy. must remain!

The half-lane design in the graphics will put cyclist (who can squeeze into the remaining half-lane) at risk from right turning vehicles. Infrastructure protecting cyclists from being sideswiped by turning vehicles akin to the intersection of Quebec St and 1st Ave in Vancouver would be ideal.

Ensure that there are still 3 lanes for vehicles--with the lights that is not too much for pedestrians to cross.--also Eastview should have a drop off zone within the property to keep the traffic moving, not stop on 18the east side to let kids off and congest traffic.

Make it a raised crossing, and/or include a median refuge.

This might be the plan, but if you're going to extend out curbs you need to make sure that bike lanes can follow through them. Making bikes swerve into a vehicle lane is a no go.

Protected bike lane

Cyclists needed to be safely accommodated. Curb extensions need a path that cut through for cyclists otherwise cyclists are forced out further on the road

They should protrude further into the street - ideally, about a car's width.

Curb extensions are great for pedestrian crossings. How will the extensions impact other active transportation along the corridor? At times, curb extensions can add road furniture into the cycling/rolling pathways.

You are reducing the number of vehicle lanes which will cause much more traffic congestion.

As drawn, you're squeezing traffic into a tighter space. If people are cycling on this road, they will now need to jockey for space or be run off the road. Provide additional bike lanes.

These curb extensions will further congest an already poor traffic situation.

If you build a kerb extension outbound on Mountain, then access to 18th street cut de sac should be for staff only, take away the turnaround at the end of the cul de sac by the school parking lot

I don't think there is space on this HIGHWAY for curb extensions without impacting traffic flow.

These curbs push cyclists directly into the flow of traffic, creating safety concerns. Alternatively, cyclists can be redirected onto the sidewalks but this creates potential for cyclist/pedestrian collisions, especially if the area is heavily used by children.

Don't see how this will increase traffic flow

Narrowing the roadway will congest the motor traffic even more. Right now, the curb width seems enough to me for the pedestrians.

Put in a protected separated bike lane.

Make a well marked cross walk but love the road wide.

Curb extensions create pinch points for cyclists and vehicles. This is dangerous for the cyclist.

Curb extensions into Mtn Hwy traffic lanes on east (uphill side) will impede traffic. The pipeline construction over the past year has caused problems with east lane closure. In addition the 18 st intersection has traffic control light now.



# New Left Turn Bays on E20th Street and E 24<sup>th</sup> Street – Do you have any comments to add?

Make sure the turn lanes are long enough for future turning movements into the town centre as it develops.

- 1) Forbid right turn on red light to avoid pedestrians or cyclists getting hit by a vehicle.
- 2) Implement advanced pedestrian walk signals. Pedestrians and cyclists then start crossing before vehicles can turn.
- 3) Implement flattened or levelled street curbing.
- 4) Implement the left turn bays. I love close by and it will increase safety at 20th and Mountain Hwy.

Agree. Especially for 20th/Kirkstone

make sure it's safe for the buses too

High vehicle speeds are not a concern. Cars at a full stop, stuck in traffic doesn't speed. Turning lanes to roads that aren't used only creates more traffic. Two lanes both ways, full length.

Keep the through-lanes straight. If the new left-turn lanes will force the through-lanes to bend around areas where street parking is allowed, eliminate the street parking.

Don't forget to incorporate safe bike lanes

Makes sense, much better than the other silly plans presented to cause more traffic.

Seems like a good idea to improve traffic flow. If the telephone poles are buried, this would allow more space at these locations. Also, the current left turn lane at whitely court is far too sharp (this section could use widening for sure), also, the bus stop across from whitely left turn lane could be bumped forward, to get rid of congestion with busses stopped.

These bays would be a fantastic addition at this intersection

Support this

Is the southbound bay really an improvement? Is there enough traffic turning left onto 20th to justify sending all southbound traffic into the single curb lane? This feels like an invitation for impatience by southbound drivers and more or less eliminates safe road sharing with cyclists at this intersection.

You can solve the problem by having two lanes in each direction.

This solution is inadequate. Particularly at 20th/Kirkstone crossing, there are too many close calls with left AND right rurning cars. Relocate the hydro pole on the NW corner 1-2 meters to the north and introduce pedestrian islands (similar to 18th street proposal). Improve signage and road markings and/or fund crossing guards during peak hours for kindergarden students crossing.

No Choice for that?

It is a good idea.

Personally I would rather this kind of space be used for dedicated cycling infrastructure, or bus lanes. Narrowing the road for that kind of infrastructure would seriously help reduce speeds.

I support the left turn lanes both of these locations with the rapid flashing beacons at Mountain Hwy/24 St.

How do these accommodate separated bike lanes?

This is good đŸ~Š

Yay!

I don't see how they help pedestrian safety, but ok. They don't make things worse and do get left turning vehicles out of the way.

The visibility south bound turning into 20th is terrible due to the grades in the area. A dedicated left turn signal (no turning unless green) should be reviewed here

What's the point with no arrows? You still can't see past the cars when turning.



I like it

Great idea. Mountain Highway doesn't need 3 lanes, it just needs turning bays to keep single lane flowing.

Great idea but removing a NB travel lane near the intersection will again create weaving and other safety concerns

No too sure how this change will reduce speeding?

How do left turn bays reduce speeding or minimize turning conflicts with pedestrians unless they are a protected/restricted left turn in the signal phase?

I prefer round abouts

Only good if no parked cars in right lane so that this change does not cause frequent lane changes.

no badly needed

I support these proposals

Longer crossings for pedestrians isn't amazing. Feel like we could live with a shared thru & LT lane here

These will help through - traffic flow as backups in this area cause road rage and unsafe driving.

Consider adjusting the traffic lights to allow for advance turn signals for a short duration.

Ok however bays should not jeopardize comfort of other modes like cycling

This is not going to solve anything and doesn't address the design principles. Accidents are still going to be notorious at these intersections as people speed past the left turn bays. It's going to lead to more congestion and more frustration and ultimately more collisions. East 20th in particular given it's proximity to Eastview elementary school has to have the same extended curbs and a 30km school zone. An advanced walk signal like used on Lonsdale is also key to 24th, 20th and 18th street.

Looks great!

This is a great idea!

Why not use a traffic circle?

I'd prefer to see any available space go to allowing bus connections to bypass the congestion from private vehicles, so that more people can be moved through this corridor, not priortizing private vehicle flow.

I would also like to see no right on red restrictions at these intersections as this will increase the safety of people on foot and on bikes. Right on red has been shown to increase the number of collisions with people on foot by 60% and people on bikes by 100%. https://www.tcat.ca/priority-highlight-ban-right-turns-on-red/

I don't see any room for cyclists here which is disappointing.

27th intersection also has issues. There are buses turning, additional traffic from Lynn valley centre, and a real issue trying to make a left hand turn out of the centre, in front of Safeway. With the traffic lights for the entrance to underground parking, within 100 metres, you cannot get onto to 27th from the other entrance. Traffic gets backed up and you have cars making both left hand and right turns.

This may cause issues with cyclists and speed on the through traffic

Can there be a boulevard added on Mountain Highway. Please also consider a left turn advance at Emery Court. There will be a lot of residents there over the next few years.

Yes!!

Turning left onto east 20th is totally blind due to the hill. This is the cause of many crashes and near crashes and screeching tires. A left turn signal is super important here.

Many many Kids cross the street here on the way to school. The sidewalk on southeast corner of the intersection is highly dangerous due to the bushes, speeding cars and placement of the signals.



We instruct kids to press the button and step waaaaaay back to avoid any crashing cars. Maybe beef up to protector bars in the sidelines and corner.

AnyChanges to Mountain Highway will push more traffic's down east 20th and Arborlynn. It's a major bike route especially now with electric bikes and families commuting on them. The increase in bike traffic is phenomenal!!

A continuation of a sidewalk is needed on the south side of the street extending from the existing sidewalk above. This would keep the cyclists free from pedestrian traffic as they make their way up the hill.

Uphill traffic should have priority if a bike lane on the north side of east 20th.

No left turns allowed at Kirkstone between 4-6PM

This is not needed as much as it is needed at Ross Road and Mountain Hwy and seems like a gross waste of money unless you get the condo developer to pay for it.

Excellent idea, better for traffic and pedestrians

Have you considered a roundabout? It slows traffic, but keeps it moving.

Sounds great

Thanks

Not sure these are needed.

These are pointless. Once the construction on Mountain Highway and Kirkstone / 20th is complete there is enough room for driver to get around someone turning left. You're essentially eliminating a northbound lane which could cause traffic to back up into 18th (Eastview).

Not sure if left-turn lanes for vehicles travelling southbound are necessary (not that many people going in that direction). It also appears in the illustration above that adding these lanes will remove a lane of traffic flow northbound, which is also undesirable, as it will increase congestion.

Left turn bays are not necessary northbound if there are 2 lanes of traffic.

slow down the speed on North Vancouver District streets, their are several municipalities in the province of BC doing this, one is the City of North Vancouver

You are reducing traffic flow.

Use this road space for better pedestrian and mobility infrastructure instead.

Sounds like a great idea

What about the cyclists? Wont this squish them even further to the curb?

Please have someone in engineering look into the statistics/benefits (either south of the border, or to any country in the rest of the world) with regard to safety and traffic flow of roundabouts/traffic circles. Carmel Indiana's engineering department website as an example:

https://www.carmel.in.gov/government/departments-services/engineering/roundabouts

Y

Where are the cyclists in this graphic?

Doesn't particularly help cyclists in this corridor

this seems like a good idea as long as light times are adequate for pedestrians and enough through traffic to get through without causing backups.

How about, left turn bays at Kirkstone / 20th, and from the northbound direction to Emery, but no vehicle access between Mtn Hwy and 24th. Modal filters (bollards and / or planters) block cars dead ending 24th at Mtn Hwy while allowing pedestrian and bike access. This will reduce and slow traffic on 24th, which will make the street safer and more comfortable for all users, while reducing conflicts, improving traffic flow and simplifying Mtn Hwy. Additionally it will encourage active transportation.

Makes sense



Agree - this will help with traffic flow

I agree that dedicated left turn lanes are needed on Mtn Hwy at 20th/Kirkstone, but I don't think that it is needed at 24th/Emery since those roads are only used for residential traffic.

Not that much traffic turning on 24th. Kirk stone should be first priority

Good idea

Much needed as Kirkstone is a major through way and shortcut to Hwy1

Drivers need to improve their manners... I prefer to jaywalk

good idea

Yes please sounds like a great idea

How will this address high vehicle speeds or collisions? This just makes it faster for through traffic to rip along without being slowed down by left turning cars. If there are three problems why is congestion the only one being addressed? This will also reduce width available for cyclists and incentivize fast right hand turns making it more dangerous to be cycling or walking across the intersection. Maybe with advanced bike and pedestrian signals and a late left only light option it would help but it doesn't really look to be solving the stated ptoblems

With turning lanes traffic flow will be smoother. Vehicles won't need to try to weave around them. The current 2nd uphill lane can be repurposed without seriously impacting traffic if busses are provided with a pull out.

Yes please!

Where are the cycling lanes? A lot of cyclists use Mountain Highway to commute.

I don't think there's enough traffic turning left to justify these new turning lanes.

This prioritizes vehicle traffic and creates less space for cyclists and pedestrians (compared to single lane traffic)

Having to wait a few moments for a vehicle or 10 to turn left doesn't bother me...

Doing this as the photo shows makes it less safe for cars wanting to turn right if bikes or people walking they will be urged or at least feel urged to turn faster as they are now blocking the only thru traffic lane. Cars already go around those turning left or turning right but one doesn't have an option to go around now...EVERYONE now has to wait...I can see more issues from those not liking to wait without an alternative option...

Looks good

none; highly recommended.

This will cause other issues... traffic will be encouraged to enter the residential side streets to get around the queueing traffic on Mountain Hwy & try to rejoin at Arborlynn Dr & Mountain Hwy (causing speeding and neighborhood issues in the residential streets)

Great idea long in coming

You need news road safely planners. It should not be done on a computer you should go to the sight for a few days and get the traffic flow.

I would like to see a left turn signal southbound Lynn Valley Rd at E 27th. Alot of traffic volume here and because of the angle of the intersection, it's difficult to turn east onto 27th.

It's not clear where a mulit-use pathway would fit?

Lighting needs to be improved on the side-street crossings so that drivers waiting to turn left onto Kirkstone/20th or Emery/24th have a better view of pedestrians travelling North-South. It gets dark early half the year, and it's dark during the daytime on major storm days.

There was no comment box on the previous survey item about pedestrian crossings, but I'd like to comment on the pedestrian crossing at Conifer St here, as the matter also concern left-turning



vehicles at Mountain Highway and Conifer St: I actually have difficulty crossing Conifer Street N-S, in the direction of Mountain Highway traffic, due to speeding and impatient left-turners trying to access mall parking. Sometimes visibility is the issue, but other times it is clear that the drivers are just impatient and valuing their time over my safety and my rights as a pedestrian. If the situation with left turners ignoring pedestrians using the Conifer St crosswalk becomes worse due to Mountain Highway reconfigurations, I would like the DNV to consider closing Conifer St to incoming Mountain Highway traffic, and making it a one-way-out street instead.

Can the Emery Place left turn bay be extended to include the Mountain Highway driveway entrance to Yorkwood Park? It is currently dangerous for northbound traffic turning left from Mountain Highway into the townhouse complex.

Only that drivers will become inpatient in the thorough lane if they have to wait on right turners, so they will move around to the left turn lane but go straight through

I support this. It's been a problem since we moved to this area in 1985.

Left hand turn bays on busy intersection are always a good idea. I still have the same concern that removing a northbound land and narrowing remaining travelling lanes is not in the best interest of traffic flow.

### Good ideas.

I don't see any room for cyclist in the design. There needs to be a safe & separated path on the roadway for cyclist to safely travel through intersections.

Great! Especially at Kirkstone. Turning left while southbound on Mountain Highway has a very dangerous blind spot as the oncoming northbound cars are on a slight downward slope. They are easily shadowed by northbound cars turning left.

### Agree.

I would like to see left turn lanes at these intersections

Left turn bays will improve the traffic flow.

I'm not in favour of losing any existing through lanes for left turn lanes

If these changed make the road wider or increase speed I don't support the change.

# No comments

Improves traffic flow.

Move bus stops to a section of the road where there are two lanes so busses don't stop all traffic when they stop. While you are at it a sidewalk is NEEDED on 24th from Viewlynn to Mountain Highway. MANY citizens use that one block street to access the bus stops on Mountain Highway and paths to Kirkstone Park. Walking is very difficult/dangerous on this block as there is two way traffic and parking on both sides of the road.

Good idea. There is going to be considerable traffic turning into 24th.

The drawing does not adequately show changes to the two uphill lanes; if the turning bays require narrowing the road from two to one lane before the bay, then I disagree with this proposal.

I dont really use any if these routes

If it is the only option to maintain traffic flow, then I support left turn bays; however I strongly believe that we require 2 lanes northbound from just south of Kirkstone to Lynn Valley, and 2 lanes southbound from just south of Kirkstone to the interchange. Note also - the bus bays do not appear very long given the amount of ppl that now currently live or will live west of Mtn Hwy at each of these cross streets. Due to significant development (24th) and 20th/Kirkstone being an alternate route with a busy part, significantly more than 2-3 cars will be trying to turn there so IF left-turning bays are the only option, I hope you will also be incorporating advanced turning for those going north on Mtn Hwy and turning left (West) onto 20th and 24th



These are very much needed and will make travel more safe for those of us who live in these areas. However, there will need to be other considerations made that include the traffic light cycles to be adjusted with shorter wait times for pedestrians and drivers coming from the side roads onto Mtn Hwy. Presently, the cycles at 20th/Kirkstone and 24/Emery Place are exceedingly long at all times of the day and night. We live on and have the Mosaic "Lynn" project that will bring a significant increase in local traffic to the area. Children walking to school and drivers exiting Emery Place will need a faster light cycle to help keep this traffic flowing. Also, the site lines and visibility on Emery Place at the intersection looking north on Mtn Hwy are very poor. Motorists making right turns off Emery Place onto Mtn Hwy are safest to wait for the light to turn green in their favour. There is little visibility due to overgrown foliage that grows out across the sidewalk. Recently, the visibility has been hampered further due to the poor placement of a portable toilet for the trunk line workers. Very dangerous driving conditions with majority of motorists on Mtn Hwy who ignore posted construction speed limits.

Good addition

Definitely think the mountain Hwy/Kirkstone turning lanes are required because Kirkstone is a major hub but not sure it's necessary at emery

Very good.

All stupid worthless ideas

Please do not do this.

veas we need

This limits Mountain Highway back to just one lane arg quit doing this. There just isnt the traffic to warrant this. Too much criss crossing and changing of lanes - let us drive in a straight line. This has been closed for last year+

There is no where to make a comment about the previous pages question so I will do so here: The image covers up the neighbourhood, so we cant see why on earth anyone would need to cross here? If going to Lynn Valley Mall they don't really need to cross until 27th

I note that the intersection of Mountain Highway and Lynn Valley Road where the south bound route of Mtn Hwy centre lane is straight ahead and turn left and the right hand lane is turn right only. Why is this intersection so different? There should be continuity of practise. It is confusing and if the diagram is good for lower down why not use it consistently. Will these new intersections have an advanced left turn light? They probably should.

This will only cause traffic congestion and more frustrated drivers on the road.

i live near and the left turns east are brutal so i recommend this option

Left turn bays are great. But how do they reduce speeding?

Not much of an issue now as the vehicle traffic turning left at these intersections is minimal

Why Emory? It's a dead end and not a through street. I have never noticed traffic waiting to turn there. Kirkstone for sure.

No required

I live which our family considers a dangerous intersection. On balance I favour left turn bays, but it's not a slam dunk. Left turn bays will improve the flow of traffic but compromise the ability to install separated bike lanes and safe sidewalks. The current configuration of two northbound lanes is untenable - it's impossible to travel southbound and turn left onto 20th without waiting for the end of the light, given speeding cars (coming up the outside northbound lane) that one can't see while sitting waiting to turn. If we end up with two lanes of car traffic on Mtn Hwy, an advance green may an alternative to a left turn bay... but traffic will still pile up behind those that miss the advance green.



Yes please, look great

Yes - agree with this - and change the lights on Mountain Highway lower down - too much congestion due to waiting for lights and those trying to get on highway when you just want to get to keith road

Ensure adequate throughput

Maybe only needed for 20th and not 24th.

Left-turn lanes are great, but without space, motorists in the straight-ahead/right-turn lanes will invade cycle lanes to keep moving.

Looks good

I like the idea.

The turning bays will ironically likely increase speeds on north and south bound traffic. Now, when someone turns at 20th, traffic is forced to slow as these vehicles effectively block traffic or people have to slow to get around them. Thus, I expect bigger turning bays will increase speeds, not reduce them.

I think the conifer street pedestrian crosswalk could be dangerous due to cars turning a corner and coming down mtn highway at fast speed and sound bound having corner and visibility issues there is a large hedge in the area too

A left turn lane at Kirkstone would be good.

more cutting down traffic flow into the heart of the valley not good

This will help with flow

Yes

What would happen to the northbound bus stop on Mountain Hwy at 24th. The current 2-lane situation allows for vehicle traffic to continue when buses stop.

They should be simple and not distracting.

Yes, left lane, especially at Kirkstone.

Please do this

Turn signal needed at lights.

Advanced crosswalk at 20th

Looks great!!

Why is there not a proposed left turn bay onto Ross Road going east, this is a much busier intersection. I live on and I sit waiting to turn while cars traveling north block the intersection, this happens daily. Also as a pedestrian you are taking your life in your hands trying to cross at this intersection. I have almost been hit by a car two times and have pulled a woman back onto the sidewalk so she would not get hit. I will not cross with my at this intersection, I go to the one at Lynn Valley and Mountain Hwy because I am so afraid she will get hurt. Please consider adding a left turn bay at this intersection.

This should be a high priority with better protected cross walks due to the blind corners of the vehicles.

Need to have left turn lights to avoid traffic coming straight through intersections.

Turning bays are a good idea. FYI I travel that route 2 or 4 x a day and there isn't any speeding. The roadwork has slowed traffic significantly and will continue to do so as the projects are never ending. This is a main traffic arterial so why do you feel the need to impede traffic even more? We need another route to Seymour as was discussed many years ago. Build a route and a bridge over Lynn Canyon.

Agree with the proposed changes



Kirkstone Road is a major artery through this area. The proposed left turn lane might be a good thing here. This plan does not reflect the current lights and turn offs. Thus once again does not provide a complete picture to make a decision.

Extremely concerned with all of this. Should be a NO RIGHT TURN on a red light added here. I've seen soooo many close calls. Pedestrians should also only be crossing when ALL traffic has stopped!!! Why have we not adopted the rules they have in Great Britain when it comes to pedestrians. 30km an hour zones from here and past the school.

Adding a left turn bay is not enough to protect students and other pedestrian safety. This is a high student and pedestrian area, especially on the west side of the intersection. Many Eastview students live in high density housing off Emery and Whiteley; there is a key bus stop at this intersection; Kirkstone Park is a key community destination; and Kirkstone road is earmarked as future safe bike route.

#1 There is high traffic during rush hours (commuter traffic cutting through kirkstone between highway exits 19 (Lynn Valley road) and 21 (Mountain Highway), especially when there's congestion on "the cutâ€② of Route 1. Please add expanded pedestrian island on the north west and south west corners of the intersection to enchance pedestrian visibility by drivers.

#2 there is a poorly located hydro pole on the northwest corner. It blocks the sight line of south bound cars (waiting to make a right turn to kirkstone) and pedestrian waiting crossing kirkstone (north to south crossing).

#### Ideas:

Explore relocating the pole 2 metres north of the corner.

Expand pedestrian island (as mentioned earlier)

Enhance signage / road marking to alert drivers of high pedestrians / student crossing. E.g. adding a cross walk or similar road markings

Fund crossing guards. Eastview students living in CNV could access crossing guard funding by DNV student can't. It's inequitable.

Yes, agree that both these left turn bays will assist with traffic flow. Please implement.

Will there be dedicated left arrows (either advanced or delayed) to further protect pedestrians?

Has there been a traffic analysis done for the right turns and trucks? The curbs are getting crushed and ruined because of heavy vehicles and your "engineers" who design these incorrectly as there is not sufficient space to turn for these vehicles.

Please do not make lasting decisions when there are temporary problems occurring like major construction all along the Mountain Highway corridor. The changes you are proposing will very much affect the neighbourhood and families in it. There are major construction projects - wait for these to finish before asking for our input and making decisions.

Yes! I would love a left turn lane at both of these intersections.

This plan appears to assume that a lane will be removed for a bike lane, as it shows single lane traffic in either direction for a portion of the road. I think eliminating a lane of traffic on Mountain Highway is a terrible idea, therefore there would not be space for a left turn bay at this intersection.



The left turn bays only make sense if northbound traffic goes to one lane. The road will need to be wide enough to allow for the turn bay so what is the theory behind making Northbound one lane if you need to have three total lanes at each intersection?

I would love be to see you block through traffic at mountain Hwy, traveling east in Kirkstone and continuing to east 20th. We end up having significant bridge traffic speeding in our neighborhood when the Hwy 1 east bound backs up past lynnvalley road

I have no issues with the new turn bays. A major spot for left turners right now is Conifer street. At present, northbound traffic filters around on the right in the painted bike lane. Its also an unlit intersection. If there is space in the design, I would support a third turn lane (or curbed turn bay/island) and lighting improvements at that intersection as well.

We agree with the left turn lane proposals, but don't see how the left turn lanes will decrease speeding. Increased enforcement of the speed limit by the RCMP are needed on Mountain Highway.

Will this mean that most of the N-S route will now be single lane? seems so if traffic isn't always going to be going from 2 lanes to 1 at intersections.

What happened to the 2 lanes?

Why are the bike lanes not shown?

Are these new left turn ways removing existing through traffic lanes! If so you are adding bottle neck again by reducing through traffic. Turn lane should be added not at cost of through traffic.

Please include left turn signal on light standard!

I think it will clog up traffic even more of you make one lane left turn only.

yes- good move as long as traffic lanes are NOT reduced

Ensure overhead signage is visible so road users understand turning bays, oftentimes drivers will not see road markings

Where is bike lane?

Please combine these new left-turn bays with left turn signals, so that drivers are not turning left on a green light for pedestrians and cyclists. This is a huge cause of pedestrian and cyclist injuries and deaths.

Make them bike friendly as well. Turning left when on my bike should not be a death wish.

Great plan.

Both of these left turn bays are critical to implement as soon as possible. Traffic on Emery has already increased with the new rental units on Emery.

The condos are schedule to complete in November 2024, only 13 months from now.

Some of these left turn lanes already exist... or used to exist. It is frustrating to see either a lack of long term planning or lack of vision. What a waste of resources it was to eliminate the turn lanes at 24th just a short time ago.

Just north of 24th st, northbound Mtn Hwy traffic in right lane merges left into single lane. Suggest changing to have northbound traffic in left lane merge right (assuming there is still a two lane section), so cars coming north-bound don't have to all merge into right lane in prior intersections to avoid left turn lane, only to have to jog back left past 24th.

looks good

Remove a lane of parking put in a protected separated bike lane.

That's a good idea

Left turn bay for Kirkstone, good idea.

This doesn't sufficiently address the close calls / almost accidents. To improve pedestrian visibility, I ask you explore relocating the hydro pole on the NW corner 1-2 m north, introducing a pedestrian



island, improve signage and road markings, and/or funding crossing guards as they do for student in CNV.

Not sure. It looks like you are considering moving to one lane from two lanes coming into town centre which I don't think is good

There is a Hydro pole that minimizes drivers ability to see pedestrians, especially short children while turning right onto Kirkstone while heading south. A crossing guard during 8-8:50am and 2:50-3:30pm at Kirkstone would really help.

New Multi-use Path Connection at Ross Road to E  $27^{th}$  Street – Please let us know what if any revisions you would like to see.

Walking connections are very important in this area. Appreciate the vertical separation from vehicles for cyclists as well. Seems like a reasonable short-term solution.

Why not reduce vehicle lane width further to slow down traffic and separate bikes and pedestrians? Corner of E 27th and Mountain Highway is super dangerous for cyclists - right hand turns onto southbound Mountain Highway frequently go right as light is turning or cut off cyclists. I don't feel comfortable letting my kids cycle by themselves to

because of the number of times I have almost been hit at this intersection while biking according to all the rules. Also it's hard to turn left onto Mountain Highway from this bike lane so you'd need to do a Copenhagen left I suppose, which doesn't seem well known in North Vancouver. I would like to see separation of bike and pedestrian infrastructure and narrowing traffic lanes would increase safety and reduce traffic speeds. Also, this bike lane needs to extend all the way to Lynn Valley Road where there is hood biking infrastructure eastward and really really bad & dangerous infrastructure westbound along Lynn Valley Road, otherwise you have a â€~gap' in bike lane at the most dangerous place - approaching the intersection.

1) Build an actual sidewalk there.

Keep the bike lane for cyclists.

2) A multi use path is better than no path.

Pedestrians like to feel separated from vehicles.

Pedestrians will feel unsafe being so close vehicles.

- 3) Placing concrete barriers or plastic bollards on the multi use path would make pedestrians and cyclists feel safer.
- 4) There may be conflict use between pedestrians and cyclists using the same multi use pathway

This will increase conflict between all road users. Cyclists & pedestrians will have conflicts which will spill into the road and create worse conflicts. This sidewalk should be upgraded once these homes get assembled and developed into townhomes as part of the negotiation for more density. In the interim pedestrians should be funneled to the west side of Mtn Hwy.

Not clear if that's a concrete barrier. It should be!

Will there be seperation between cars and the new path?

This area needs a sidewalk, where pedestrians will not have to be at risk from vehicles of \*any\* sort. Keep cyclists separate from pedestrians.

Definitely don't have cyclists and pedestrians sharing a path alongside a major roadway. Cyclists will be going fast, and it would be scary for pedestrians to have ebikes passing them at 30km/h plus.



Given that the bike lanes are rarely used, consider removing the items that are not used. I don't see enough pedestrian traffic to justify this. Traffic flow was much much better when this section had two lanes

Much needed

Cyclists and Pedestrians do not mix well, especially if there are small children as both pedestrians and cyclists feel entitled.

Please keep cycling directiosn consistent with vehicle directions. MUPs are not good when there any lots of intersections as drivers don't look for two way cycling traffic

This sounds like a significant improvement if the path is separated from traffic. A usable and continuous sidewalk AND a cycling lane on the east side would be even better, but this proposal is a great step.

Bikes should be on a different street. Shared pathways are dangerous as cyclists are dangerous and have zero regard for pedestrians.

This is a town centre, it should not have shared facilities.

This does not address the crumbline west sidewalk and curb. This needs to be replaced ASAP.

Would prefer separation between cyclists and pedestrians if at all possible.

Please, have the pedestrian have their own path, beside the bike lane. A line on the ground will do for separation.

a raised sidewalk for foot traffic next to street-level bike lane would be ideal. less conflict between walkers and bikes.

Sometimes it makes more sense to have both directions of bike traffic in one dedicated wider lane on one side of the road, on the passenger (not driver) side of cars. And pedestrians on a separate sidewalk. Fewer conflicts. Like Holland.

As long as the cycling lanes can be fully separated in the future.

I would recommend by adding a lack of a sidewalk along the eastside of Mountain Hwy from 27 St to Ross Road to keep a continuous sidewalk.

The bike lane needs to be separated by the low height curbs as is done on Forbes Ave in the City of North Vancouver

I support the dual direction path as long as it isn't a one-of. I think cycling infrastructure needs to be consistent and familiar across the district to ensure people know how to use it properly, and motorists are aware of this type of condition and won't be confused by it because they haven't seen it anywhere else before.

Putting pedestrians and bicycles in one path can be a bit dangerous

If it is the best that can be done with the space available, then I guess we can live with it until the District can acquire more right-of-way

Raise the new MUP like a sidewalk, separate from vehicle lane.

How does this connect to multi-use pathways to the north and south? The patchwork approach to these types of projects can be extremely frustrating.

Perhaps a Proposed facility is discontinuous confusing solution

There are some choke points caused by parked cars and hydro poles. I'd like to see those addressed before making lanes any skinnier.

Can't tell by diagram how pedestrians would be safe from traffic

Dedicated bike lanes and dedicated sidewalks

Yes but the hardcore cyclists will not use the multi path so make sure the vehicle lane is wide enough to accommodate the daily commuters that will not use the path. i.e. 4.3m?



Cyclist now proceed in a designated bike lane to somewhere near 29th street. The area between 29th street and Ross Rd. needs to be widened to facilitate a protected bike lane. Mixing cyclists with pedestrians in this region creates more hazards than it solves. Provide a protected bike lane only or widen the roadway sufficiently to allow for a pedestrian sidewalk and protected bike lane. With physical separation between the people driving and people walking and biking, this would be an acceptable interim condition until the ultimate configuration for the corridor is completed with future development

No mups please

Definitely do this

The multiuse path should be a sidewalk instead. Pedestrians can easily get run over by bikes beside them, and walking on the street vs sidewalk is not safe for children or people walking with dogs. I guarantee ppl on e-bikes etc will just use this multiuse path as a dangerous passing on the right lane. At bare minimum a curb or hump in the road (something that would present cyclists from ended up in the same area as pedestrians is needed)

Yes, pedestrians need a safe space to walk. The problem with multi use is bikes generally are a lot faster than people and people don't pay attention to bikes. The common problem with multi use I run into is people take over the whole path way and seem to forget that bikes need to get by them. Keep two lanes northbound.

Roads are too narrow! Need more room for cars.

Separate bike and pedestrian use on eastern side

the cycling lanes and multi use path should have barriers between them and the vehicle lanes Would love separated facilities on both sides

This will likely lead to conflicts between cyclists and pedestrians. Please do not dilute existing bike infrastructure.

If the lane isn't physically separated from the traffic, all it takes is one inattentive driver to take out a cyclist or pedestrian.

Please ensure that the width of the MUP is sufficient for mixed use.

Multi use paths create conflicts - the city of north van has had to learn this the hard way on green necklace and spirit trail. I recommend that you consider mup only as a last resort and even then indicate where to walk and cycle separately. There are too many electric devices that are too fast to mix with walkers

Conditionally to a wide shared pathway.

MAKE SURE THE BIKERS WILL ACTUALLY USE THEM. The major bike route that was put in for around 3rd from lonsdale to the boulevard is barely used by bikers. They all still ride on 3rd taking up driving space and creating hazards. Don't let that happen here with this continuous lane. Sidewalk is definitely needed but I'm concerned about potential conflict between fast moving cyclists (e-bikes) and pedestrians. I think cyclists and pedestrians should be kept separate Only if both cycling lanes protected, it's not clear from the drawings or description.

Add protection (buffer+ posts) between traffic lanes and bike/multi-user paths on both sides, Narrow the traffic lanes to slow traffic speeds and provide this buffer. On the East side, I'd prefer to see a sidewalk with a separate bike lane. MUPs are shown to cause conflicts with people walking and cycling - not nice for people on foot - especially with the continued growth of ebikes (a good thing!) but average speeds are much higher - especially a long a utility trip route like this.

The end of the bike lane before Ross road - dumping people on bikes into a right turn lane for cars must be fixed on this section.



It's not clear from the diagram if the new path will have physical separations from the car lanes. It's very important it's more than just paint and flexi-posts. Concrete and trees would be best. Encouraging slower traffic speeds benefits all users.

Cyclists and pedestrians don't mix. This proposal endangers pedestrians because most cyclists don't ride carefully and do t reduce speed when passing pedestrians

We need sidewalks on both sides and not more bike lanes

Not sure how to do it, but cyclists and pedestrians don't really mix well

Some separation between cyclists and pedestrians. I wouldn't walk with my kids on that side.

Physical barrier between the multi use path. As a cyclist, the green lane is great compared to other areas on mtn Hwy, but it still feels very exposed to speeding traffic. Even more so if walkers are on the path

Please have a designated sidewalk on both sides. Or a slight meridian on the an east side.

Trim bushes regularly. CLEARLY separate bike and pedestrian.

Clean up the alley near Pizza Hut as an alternative and safe route for pedestrians. To avoid congestion in the commercial section.

BetterTraffic sensor to allow left turn southbound off 24th and onto Mountain Highway.

Sidewalk on East side of Mountain Highway but not enough room to put in bike lanes. No bikes on Mountain Highway between Lynn Valley Road and Keith. Too dangerous due to downhill speed and narrow, twisty road. All cycling on Lynn Valley Rd

all multi paths being part of the street separated by a painted line should have rumble strips or pucks, which will make drivers aware of drifting into the bike lane or pedestrian path

If you are connecting this path and creating more pedestrian and cycling that will then also connect going down (east) onto Ross Road, then you must make the intersection at Ross Road and Allan Road safer. It is currently extremely dangerous because drivers now speed up tremendously due to it being at the bottom of the Ross Road hill and the street being widened and the four way stop taken away. The pedestrian light does absolutely nothing, drivers simply and continuously ignore the pedestrian lights flashing. I can not stress this enough, if you open up more pedestrian and cycling use here it will spill down the road to Ross and this will make the chances of a fatal accident here greater. Please put a four way stop back at Allan Road and Ross Road. Why make safety improvements some places and not others?

I think bike lanes should be kept off of major streets.

No need for bike lanes

There needs to be a left turn signal on Mountain Highway- turning on Ross road

Best not to decrease the width of the traffic lane too much...

I have concerns pedestrians will be hit by cyclists if shared, throwing them onto the road because this section is so narrow. Can it somehow be divided?

I'm concerned that moving to narrower laneways in an attempt to accommodate vehicles, pedestrians and cyclists will result in accidents.

ensure their is a safe passage for pedestrians

Pedestrian sidewalks + bike lanes ( on both sides)

Stop spending our hard earned tax dollars on this nonsense!!! there is an existing sidewalk on this length of Mountain Hwy.

Why do the multi use path have to be on Mountain Highway? Why not another north south route? Needs to be a separated path for pedestrians and bicyclists so there is no conflict between these two user groups. Multi use paths are a bad idea ...



I think an actual sidewalk for pedestrians and keep the cyclists etc separate. There are too many seniors and children in the area and when cyclists etc go passing by its intimidating and sometimes frightening. I think cyclists and scooter users especially the e bikes and e scooters should have to be licensed and take some kind of a knowledge test before they are allowed to operate in multi use areas and be aware that they are accountable for excessive speed or any irresponsible or aggressive behaviour. I think its an accident waiting to happen in a high traffic area. If we are all going to share and use the road and trail ways then any kind of transportation that has e attached to it should be licensed as they can go high speeds and do a lot of damage.

I have waked in that bike lane with a stroller as it was the only way to move from Ross Rd to 29th Street E. The existing path isn't nearly wide enough or separate enough to feel safe. The cars are too close and moving too fast. If the path was twice as wide and raised it would be manageable You are suggesting putting cyclists and walkers directly next to each other without any divider at all? That seems guaranteed to cause accidents. Cyclists/scooter riders are travelling at 25 km an hour (maybe more with ebikes). As a pedestrian and a rider (bike and scooter), I would ask you to please reconsider this option.

As redevelopment occurs along arterial routes (as you are planning to do), the archaic telephone poles and overhead utilities will be relocated underground. Once this occurs you will have all of the room you need to replace those boulevards with bike-lanes...without further impeding traffic flow, narrowing roads, or removing parking.

You need bollards to keep cars off the bike paths and bikes on the bike path

When I use a multi use path as a pedestrian I feel unsafe with bikes going past, I would prefer to be on a concrete sidewalk possible

This is better than the current condition. Please, for the love of Juniper, please make a real bike lane and a real sidewalk. Maybe you can make the vehicle lanes actually narrow enough that people don't speed all the time, maybe some telephone poles can be moves to the other side of the west sidewalk and the whole road can shift a meter to the west. I don't know, but where there's a will there's a way and isn't it your job to get creative sometimes?

Where does this bike path connect to at the bottom of mtn Hwy and Keith? Stop trying to squeeze bikes on these roads. Look at Lyn valley road east of mtn Hwy - bike lane is rarely used and is more dangerous for drivers with barriers, no barriers, lane separated, then no lane. Plus, the removal of left turn off Lynn valley to Allan is dumb.

keep bikes off this major arterial and onto the side streets. the number of cyclists is very low I do not agree. I think cyclists should be off of Mountain Highway and have an alternate route to Lynn Valley Road for their safety and ease for drivers.

Make separated bike lanes - multiuse pathways are dangerous, particularly with e-bikes like mine that go fast

Crucial or you force people to crisscross Mountain a few times.

I am a wheelchair user and hope this plan considers how to best support this type of mobility device

Put a barrier on the West side of the road too to keep cyclists protected from cars

Hmmm walking along side cyclists and scooters going fast.. I dunno about this. Have given up going to walk on Spirit Trail... run over many times

I like a bike lane near Lynn valley mall area. 27th and North. I am a cycling commuter. From arborlynn to 27 an alternate route should be created. Arborlynn and Appin for example. Also a bike friendly ramp in the Viewlynn park where it joins arborlynn. Bikers can't use the stairs. Lower Mountain Highway from highway 1 to arborlynn is treacherous, best option is riding the sidewalk. Mountain Highway the vehicles travel too fast to share with bikes.



The pedestrians on the right side will force bikes into the street! Keep the pedestrians on the sidewalk

As a pedestrian I'd be worried about this shared road/walking path, without a curb at a minimum I have no faith in driver's respecting the bike/walking lane if they don't have something to physically delineate that lane from cars.

Make cycling improvements connecting Ross Road via 29th trail/Crestlynn instead. The grades up Ross Road to Mountain Hwy discourage cycling.

Extend path to Lynn Valley Rd intersection

While my first preference is for a separate bike lane, a multi user path can work if made wide enough. An example is the pathway adjacent to the Seymour Parkway in the area of Superstore. I am thinking a 3 metre wide path to avoid pedestrians/ cyclists conflict.

Multi use paths do not work for speedier commuter cyclists. It will be great for kids and families going to school and to the mall, but this will be detrimental to cycling commuters.

This little stretch is ridiculously small, and has no connectivity to much of anything - especially above Ross rd and below 27th. So don't even bother with such a small plan that isn't continuous on both sides.

Protective barriers between vehicles and multi-use path

North bound there should be both a sidewalk and a bike lane...bikes and pedestrians should not have to share a lane...if anything bikes and cars should be sharing.

Bikes are vehicular traffic and should remain separate from people, dogs and strollers.

Just putting down signs isn't enough...the curb area does not belong to the properties...reclaim and add a sidewalk that should have been there when the area was first developed!

Shared pathways are not great. With more and more people switching to e-bikes that are capable of a decent speed and mixing that with pedestrians is far from ideal.

There is loads of bike lane space there already. Perhaps, at most, the lines get repainted where they are worn off

People need parking not more bike lanes. If I seen 5 bikes in the bike lanes you have now it's a big day. I feel a lot of seasoned bike rides on on the back roads. A lot of areas in North Van is too hilly. Look at how much use 29 the is getting.

Would be good if protected from motorists similar to Lynn Valley Road bike lane between HWY 1 and Kirkstone

This stretch needs dedicated walkway lanes with CONCRETE ROAD BARRIER to keep pedestrians safe from large vehicles such as Transit Bus/Trucks/Cars. Just painting it for multi-use is not going to make it safer for anyone. Too many elementary kids are in the neighbourhood, please incorporate concrete road barrier for this stretch.

Absolutely! I walk west on E 27th and if I want to go to the shops on the east side of Mountain Highway, I have to cross Mountain Hwy twice to have an available sidewalk.

I can't really tell the difference between and existing and proposed, however, bicycle lanes need to be separated by a barrier from traffic where possible.

I understand space is extremely limited here. As a pedestrian, I am generally not comfortable sharing the same path with cyclists, particularly cyclists on heavier bicycles; however, being able to accommodate both walkers and rollers here is better than the current design, which has no dedicated or separate space for pedestrians. My one big issue with the design that was presented at the Open House is that an elevation-separated path without a buffer or fence is a deadly "solution." I was scoffed by a consultant at the Open House when I described how people in my wider cycling community were killed on the Stanley Park Causeway and on the Burrard Street Bridge before those two pathways were given protective fencing



(https://www.cbc.ca/news/canada/british-columbia/passenger-describes-horror-of-b-c-bus-collision-with-cyclist-1.1321459).

The mechanisms of the injuries and deaths on these two shared cycling-pedestrian paths were similar and preventable: A cyclist and a pedestrian have a small run-in, and the cyclist swerves or is pushed and has their front wheel go off the elevated curb into the roadway. The cyclist is unable to recover their balance and falls unexpectedly into the road, and an oncoming truck or bus or van isn't able to react in time and the cyclist is run over as they lay in the road. Mountain Highway has buses and trucks and vans in this stretch regularly, and speeds of 50-60 are enough to kill a cyclist. I would strongly urge the planners to install a protective barrier or fence that would be sufficient to keep this type of fall into traffic from happening, whether the multi-use path is elevated or atgrade.

I just witnessed this, go north, drivers behind a left turners do not wait, they go around the vehicle, crossing the solid white line, driving in the bike lane. A painted line does nothing! Mixing pedestrians and cyclists is not a great idea anywhere - pedestrians should have the right of way, but cyclists don't seem to know or care.

I also support this.

The sidewalk on the west side of Mountain Hwy needs from Ross road to 27 th needs to upgraded and a crosswalk needs to be installed at Conifer.

The bikelane must be protected. I prefer a separate bike lane and pedestrian sidewalk than a MUP for safety reasons.

As an avid cyclist and a driver, drivers CONSTANTLY drive in the northbound bike land to get around vehicles making a left turn. Please seriously consider separating the north-bound bike lanes from the north-bound vehicle lane!

East side of this stretch of road really needs a pedestrian area.

Some type of separation or signage - pedestrians to be left, cyclists/rollers to the right - that type of thing.

the road is still very narrow there - has a separated multi-use path been considered?

Only if no vehicle lanes are removed

I do NOT support cyclists on the same path as pedestrians. There are a minority of cyclists that will not slow down or show any care around pedestrians, especially children and pets. As a side note, there is an expectation by cyclists that if they call out "on your left" for example from behind a pedestrian, that they will be heard. Hearing impaired people will not hear them. Some education would be nice.

Also, will there be occasional patrols by DNV staff to make sure cyclists obey the rules of the road?

There needs to be good separation between pedestrian and cyclist for safety

Eliminate cycle path. Sidewalk only. re-route cycle path to Crestlynn

The Conifer crosswalk is basically useless. A better one would be at 29th.

Im indifferent to these alternatives

i would say yes, but a proper sidewalk on the east side would be safer & include the protected bike lane for both directions

As long as no lanes are removed here. Alternately, if this results in reduction of lanes, I would support the proposed pedestrian-operated crossing at Conifer in place of this

Revision-Parks and recreation areas are good applications for multi use paths. However, this proposal combines bicycle traffic that will likely be heavily used by commuter bicyclists. That means potential for higher bicycle speeds (increasing numbers of electric bikes) where collisions between pedestrians and bicycle may be at greater risk. Without consideration of better



separation between bicycles and pedestrians I would say this is not a good application for a multiuse path.

There should be separation of bikes and pedestrians

The bike route isn't even finished yet. No need changing the old thing before its even finished.

Think the path shouldn't be shared with both bikes and pedestrians. Needs more of a separation to avoid collisions between bikes and pedestrians.

It's all bs.... nobody voted for you or these insane ideas

Do not believe this is important. The existing seems sufficient. I rarely see people using the lanes that do exist.

Please do not do this. It will make it even worse.

Something is necessary. I'd prefer a sidewalk, but I'm not fully clear on what a multiuse path looks like.

Once we move the bike traffic one street over this will be a much safer area for all and this wont be needed

In the example shown, the northbound cycling lane is on the side of the southbound traffic lane. With it being on the wrong side of the road and for shared use by pedestrians I don't think it will get much use from cyclists. I do support developing this over no changes to improve safe cycling though

Putting cyclists and pedestrians in the same lane will be chaotic and dangerous. Electric bikes are fast and quite silent, so pedestrians have no warning to jump out of the way. Leave it as is, or widen the road. This is piecemeal solution - widen the road, fix it properly.

Pedestrians and bikers in the same lane on a busy roadway?? A disaster. Widen the road however you can so that an east pedestrian sidewalk can be built. Strongly think that a bicycle route on Mountain Highway should not happen. Choose an alternate route for bikes!

Not sure why these changes are necessary at all? Did the DNV receive federal/provincial monies that it needs to spend? Please do not make it more difficult to get around. Since I've moved to Lynn Valley around 4 years ago the current "improvements" to the second narrows and construction for the last 14 months have made it difficult to get off the shore. Making any of these changes will exacerbate this. Please do not make the changes for the sake of making changes. The people in Lynn valley need a break.

Busy multi-use paths are dangerous and uncomfortable for both bikes and pedestrians when adjacent to busy roads. I'd very much prefer a sidewalk and a protected bike lane in the northbound direction.

Picture doesn't clearly indicate if multi use path will just be separated from traffic flow or if there will be physical barriers between traffic and multi use path. Would like to see physical barrier separation like rigid bollards (not flex posts)

I support new facilities for pedestrians and cyclists. However a multi use path is one of the most dangerous forms of transportation. There is research out of UBC proving this. Bikes need a safe place, so do pedestrians. Cyclists on this route are typically commuters and will not be a good fit with pedestrians. Please do better.

Good use

This is a suburban area. Who in their right mind is going to walk on a paved path shared with bikes when directly across the street is a proper sidewalk, separated from everything else? Install a properly separated sidewalk on the east side or just leave it be. Nobody walks or will walk on the east side of Mtn Hwy here.



I'm no expert, just this doesn't really seem very different. Its adding in a pedestrian section - something the sidewalk already does? Perhaps better to save the money for something else that will be overspent?

Although everyone wants biking to be a main choice of transportation, it really isn't. Bike lanes should not be on main arteries or up massive hills like 29th street. Even talking to avid bikers they don't use 29th hill bike lane or main arteries when they can avoid it due to high traffic speed or the obvious massive incline they must peddle up. We already have traffic issues with the increase of stacked housing and bike lanes that are rarely used add to traffic issues and put cyclists at risk of being hit

this looks great - safety is super sketchy right now

Ensure automobile throughput is maximized

Walking portion should be a raised sidewalk to separate pedestrians from cyclists who often take the whole lane and aren't always sharing the road.

Wouldn't be my ultimate preferred approach, but given the ROW of way constraints on the North section this seems like a reasonable approach.

I don't see an issue with the current setup. We have sidewalks for pedestrians and bike lanes. No need to narrow the roadways and further at this location.

Cyclists and other road users need more than painted lanes and symbols to protect from encroaching motor vehicles.

Concern about path being too narrow for shared use. What is the width? Need to help with safely passing bikes/people walking. Concern that bikes will use the multi-use path riding south anyways as other paths like this are 2-way

Pedestrians should have a separate sidewalk instead of a multi-use path going north.

There's nothing wrong with the existing setup. Living in the area we have no problem walking, taking to driving with the current configuration.

I don't like the idea of of a shared pathway.

would not have bikes and pedestrians on east side - bike only

there is a dedicated sidewalk on the west side ... use it

Build a proper sidewalk bikes and pedestrians should ideally not share paths just like cars and bikes should not.

As long as the car lanes are not impacted

We need to have the middle lane to be southbound during traffic congestion times and northbound other time of the day

Sufficient space is required for both pedestrians and cyclists and between cars. Lots of clear signage is needed.

Ideally not shared path

Cyclists should be discouraged from using Mountain Hwy as it is far too narrow.

It needs to be fully separated with barriers, not just the painted line.

Not needed

Barrier between cycling path and the road/parking. White sticks aren't sufficient. Bike path needs to be separate from pedestrian sidewalk as well

Fantastic idea!

Do not take away the 2nd lane of traffic

Trees should be cut way back! It is way to difficult to see as a driver.

Ensure there is continuous safe pedestrian walkway on eastern side; as a frequent Runner along these roadways - it's very difficult to move along the road.



I perch up on the curb, have my arms in the air due to over-grown greenery and try to get out of there as fast as possible.

Must be a protected path and not just a painted line like it is on Mt Seymour Parkway.

Bicycles are road vehicles and should stay on the side of the road with the same direction they are travelling, there is already a good sidewalk on the west side of Mountain Highway.

Again trim back hedging at Conifer, turn north off Conifer onto Mtn Hwy is limited by the hedges in front of the white apartments

I think if you're looking for a place to add a left turn bay for vehicles, this would be the place to do it (heading northbound on Mtn Hwy to turn left on conifer into the mall). We do not need more accommodations for multi-use paths - given the incredible increase in housing, therefore population, we need more road infrastructure to support inevitable vehicle traffic

There is no business on the east side of Mountain Highway until past Ross Rd and there is already plenty of areas to cross the road. Cyclists and pedestrians on the same path does not work hence the reason for bike paths in the first place to get them off sidewalks.

As an experienced vehicular cyclist I don't love MUPs as they typically add travel time and are inconvenient to use. If there is to be a MUP in this area of Mountain Highway, I would want it to be at road grade, with a tightly-spaced plastic delineator post buffer to the vehicle lane. This way a cyclist is free to use the MUP or the travel lane, being able to enter or exit the MUP where they need to. If northbound cyclists are separated all the way to Ross Road, then they will have to contend with right turning traffic at Mountain and Ross as they try to join the roadway in the jogged intersection area in front of the commercial centre at 3050 Mountain Highway.

Cyclists/rollers and pedestrians should be separated, for the safety of the pedestrians.

Full sidewalk on both sides of the street.

Why does the improvement end at Ross Road? One of the guiding principles stated right at the top was "create a continuous cycling corridor" and here you are introducing a discontinuity or gap right in a nasty place for cyclists. This section needs to connect to Lynn Valley Road--after all, the purpose of this project is to improve safety along Mountain Highway between Arborlynn Drive and Lynn Valley Road, not between Arborlynn and Ross Road.

I would also prefer to see a sidewalk plus a separate protected bike lane on the east side. Busy multi-user paths are not comfortable for people walking nor for people on bikes.

Include a sidewalk as well

it can be dangerous for cyclists to be sandwiched between pedestrians on their phone or walking in pairs, perhaps a barrier between cyclists and cars or cyclists and pedestrians could minimize this? Bicyclists often do not respect pedestrians, so this shared path will result in pedestrian/bicycle conflict. There needs to be a clear right of way for pedestrians or they or the bicyclists will be forced onto the roadway (or on to any barrier created between the path and roadway.

make sure the multiuse path and cycle path are protected from cars

Paint does not protect people; physical barriers do. Include physical barriers to separate the vehicle lanes from the cycle/multi-use paths.

The solution to a lack of pedestrian space isn't to smash cycling and pedestrian spaces together.

You have two established bike lanes, put some protection on them. Then WIDEN SIDEWALKS. There's significant grass that can be encroached on, and sufficient lane width for narrowing if need be.

Yes!



The shared path needs to be quite wide so that it can accommodate both cyclists and pedestrians comfortably. It would be best if pedestrians and cyclists can be separated from each other and from vehicle traffic.

Please narrow the vehicle lanes slightly in order to provide adequate space for pedestrians and cyclists to comfortably and safely share a MUP.

Multi use paths are a bad replacement for bike lanes. Best to keep these modes of transportation seperate.

Not sure what you mean about there being no sidewalk connection. There is a sidewalk there. Are you proposing removing it to install a bike lane which will be shared with pedestrians? If so, I don't think it is a good idea to combine these two user groups in one lane.

Cycling lanes in both directions should have a barrier to protect vulnerable road users. Paint is not infrastructure

Add dividers to protect bikes and other modes of transportation.

Cyclist should have access on 1 side of the road only or if you need to have both sides create a pavement space for pedestrians. Too often Cyclists do not respect pedestrians walking especially if the Cyclist "believes" they have the right of way because of the bike lane.

MUP are to keep cars away from vulnerable road users, but because pedestrians and cyclists travel at different speeds it is unsafe to mix both modes. the sidewalk should remain for pedestrian use along with a raised cycling path next to it.

Only if it means separating the bike lane with a physical barrier

That this new multi use path connects to a parallel cycling route via Crestlynn and Viewlynn down to Arborlynn

This is long overdue!

Why not have a side walk and a bike lane, this whole area has so much bike traffic it needs it, plus the pedestrian need space too

Multi-use cycling paths create pedestrian accidents, especially given the speed differential between north bound cyclists using eBikes to manage the steep grade and younger pedestrians accessing nearby schools and mall.

Don't think the current two bike lanes help. Make just one on the east side.

Will create massive car traffic

The existing design is better for all modes of trasportation. multi use paths are not safe for bikes or pedestrians. bikes are better to use the vehicle lane or dedicated bike lane. As a cyclist I would choose to use the vehicle lane in the proposed design.

Curb separations for the bike lanes make sense but putting bikes and pedestrians in the same relatively narrow path seems like it will create conflicts.

Separate pedestrians and cyclists. A MUP is not efficient nor safe. Your goal should be to encourage safe walking spaces, and a safe and efficient cycling route for transportation/commuting. A MUP does not achieve this.

Leave the bike path. Not safe to have pedestrians and bikes in the same path.

No MUPs. Especially no to a separated MUP.

MUP are problematic. Need bike paths and walkways.



## Adding Protection for Pedestrians and Cyclists at Whitley Court to E18th Street – Do you have any comments about the recommended safety improvements?

Walking improvements are needed in this section - that is why I chose option 2

Pedestrians and cyclists like to be separate. This minimizes the two crashing into each other if they use the same multi use path.

kids don't follow the painted line, it's better to protect the kids from the bikes

Neither

Both options are bad, because they take road space away from motor vehicles. (See earlier in my comments for my reasoning on this.)

Please ensure that the bike lane is a protected bike lane (i.e. concrete barriers). Also, mixing pedestrians and cyclists on a high speed bike corridor wouldn't be a great pedestrian experience.

Certainly possible to do a lot more, but it is a start.

Neither. Given the lack of usage and minimal use during winter, these options are not necessary I don't really support loosing any existing vehicle traffic lanes, however, if it improves safety and flow,

I'm all for it.

I think that a two way bike lane on the east side would allow for parking still on the west side.

A barrier between the bike lane and traffic would be amazing

No MUP

Bike lane should be physically separated from the traffic

Tough call. Both options have their pros and cons. Either is significantly better than the status quo, but am giving a slight preference to the option that separates pedestrians from cyclists from vehicles. The separation between traffic and other users in Option 2 is very welcome, but the City has a similar design on the north side of Keith between Grand Blvd and Ridgeway and neither pedestrians nor cyclists stick to their side of the multi-use path. And dogs seem to totally ignore the signs and painted markings.

This is a terrible solution.

protected bike lanes are needed along the entire length of Mountain Highway

This does not address the crumbling west sidewalk and curb. This needs to be replaced ASAP. Please also have the overgrowth regularly trimmed back or have the land owners do so.

No bike lane. Both options cancel any future possibility to have a bus lane. How will you manage to fit vehicular left turn? A middle lane might be needed for the freeway line up.

More buffer between moving cars and people on bike or foot is safer

Cyclists should be separated from vehicles and pedestrians.

Option 1 would be warranted in my opinion with parking restrictions along this corridor.

The bike lanes must be separated from traffic with low height curbs as used on Forbes Ave in the CNV separate bikes and pedestrians

I would definitely ride my bike more on the east side if there was dedicated lane.

Safer for all road users, especially in winter conditions.

Option 1 is just status quo+, we can do better.

Viewlynn is the best option for bike lanes

Still suggesting a dedicated bus lane Southbound.

I don't actually like either (and I ride a bike) as taking away another lane of traffic for bikes who could ride safely along Viewlynn is beyond frustrating. Bikes don't need to go on every street when congestion is already awful.



Alternative bike lanes/connections parallel off mountain Hwy is preferred.

Niether, you do not need a bike lane going down )SB) and I oppose the elimination of the two lanes NB. With all the development you have way higher traffic volumes in the area. Don't mess this up please.

Generally separation is better when there is a higher speed differential between road users, so the fully separated option is preferred. The combined MUP could be acceptable in the steeper uphill section between 18th and Kirkstone, as people riding bikes will generally be travelling slower, except on ebikes.

Keep bikes away from pedestrians

Safer if bicycles separate from pedestrians.

Same comments as pervious question. A bike lane with a line dividing right next to multiuse is going to be dangerous as inconsiderate bikers will just end up using both lanes and pass on the right putting pedestrians, ppl walking with pets, and children walking to school at risk. Option 1 is MUCH better with a while separate sidewalk and the bike path on the road. Concern: loosing ability to park on the east side of this street. Parking is an issue around Crawford close and where will there be street parking options (even if it's just 2-3 spots?)

Keep bikes and pedestrians seperate where possible.

We don't need more bike lanes.

do not like the bike idea in either option bikes should use viewlynn

Keep three lanes

Yes. Stop taking out roads to make for bike lane. Traffic is already too congested.

Have a physical barrier between the pedestrian lane and the bike lane to avoid collisions when E bikes overtake others

This design should be consistent with the north of 27th design for the east side

The multi use path could lead to more conflict between pedestrians and cyclists, so I believe the first option is best.

Separated facilities are preferred if they are all physically protected from motor vehicles

It is safer to separate cyclists from peds

Stop building MUPs the mix users ar different speeds. They are too dangerous.

I hope the district is looking at speed limit for cyclist & e bikes to enhance safety for pedestrians

Whichever provides more buffer between road and sidewalk

More green space the better so if you're going to bring the two lane into one then bring in the greenery.

We need wider cycling lanes for families and cargo bikes. Multi-use paths also end up making more conflicts between cyclists and pedestrians.

Ensure the bikelanes are protected from traffic, especially at the sharp corners The bikelanes should be wide enough to permit passing, especially uphill.

I think I prefer the increased separation from car traffic of option 2 but have concerns about the mixed used path as a bike user. I don't want to have pedestrians feel unsafe from passing bikes.

We have lots of walkers in the area, why do you always concentrate on bikes and not pedestrians

NO MORE BIKE LANES!!

Traffic should not be impeded until there are viable transit options on the north shore. Bike lanes don't replace transit as an alternative to cars.

Love the green boulevard! Feels very safe.

E bikes don't mix with pedestrians.



No bikes allowed on Mountain Highway just as no bikes allowed on Highway One. Too dangerous will any of the option block the traffic if a vehicle makes a left turn?

I think I prefer option 1 because having a bike lane on both sides hopefully is the safest option for all and will make the sidewalks even safer for children and children are the most important factors when considering any thing. I must add please design the absolute safest option that put children first. Children's safety should always trump any other factor, including traffic congestion. No one will be upset if a child's life is safe, and they had to wait in traffic a little longer for it.

Having a separate pedestrian sidewalk will give greater safety and comfort to users. Multi use paths can be a little intimidating for some users. Bikes can now move faster, rolling can move faster. I've been on many Multi use paths and sometimes they can get a little crazy, with bikers etc. Moving in and out of paths, safety for all should be the most important outcome.

I would not feel comfortable biking on Mountain Highway. Are there quieter side streets that could be used?

Non no need for bike lane in mountain Hwy put the bike lane on a pallarel street

don't like it

I prefer neither. I don't like the idea of removing a lane to accommodate a bike lane. There is enough room on the existing sidewalk to create a multi use path.

I very much disagree with the removal of one lane of traffic northbound. Cyclists do not use this route as there are better alternative.

I'm curious as to which of theses two designs would be more expensive to construct.

No option is preferred. Northbound Mountain Hwy requires 2 traffic lanes as there are regularly slow moving vehicles - buses, trucks, equipment, etc. that access Lynn Valley on this route. Also, have you considered bus pull-outs so they do not impact the flow of traffic when stopping to load/unload

concern with pedestrian safety

Very few people will use a bike lane on Mountain Hwy as there are more pleasant alternatives MORE WASTED DOLLARS!!

Multi-use paths are a great way to increase unwanted interactions between pedestrians and cyclists. Separate all modes.

I prefer neither - keep the bicycles off Mountain Highway

Multi use paths are a bad idea and should be dropped as a new infrastructure design.

Multi use ways need more thought and consideration because of e bikes and scooters.

No. No multiuse paths if there are no dividers between riders and walkers. That is an accident waiting to happen.

See previous comments as these proposals are narrow-minded, short-sighted, and indoctrinating at this point.

motor vehicle physical separation is critical for safety

Multi-use paths are dangerous for both cyclists and pedestrians, in particular in an area where kids are likely to run around. A protected bike lane will be much more convenient, also putting some extra distance between the sidewalk and the cars.

I think option 1 will ultimately better serve the community. Shared paths aren't good at handling both the high volume of users that we'll see around Eastview's bell times, and the higher travel speed of bikes traveling down hill.

Shouldn't remove 2 lanes to become 1

I prefer neither.

none keep bike lanes off Mountain Highway

Why taking a lane away for bikers, I live

and there is hardly any bikers



Neither option. Mtn Highway shouldn't be encouraging use by cyclists. I feel that the existing pedestrian sidewalks work for people walking. And by leaving one very wide southbound lane & two going north in this particular stretch, cyclists shouldn't have any issue navigating it. I have riden my mountain bike along here for years as well as driving my car & motorbike without any issues or complaints.

Separate cyclists from pedestrians

Your multi-use trail should NOT be on the East Side of mountain. It should be on the WEST side as this is where pedestrian traffic is located going to Eastview School, Lynn Valley Center, Karen Magnussen, the Kirkstone fields etc. You should have a multi-use path that goes right from Lynn Valley Center all the way to Eastview on the WEST side of Mountain and also goes down Kirkstone North Side to connect to the path by the Kirkstone Fields.... and eventually connect to the future pedestrian highway overpass.

Difference between the two is negligible. Loosing a lane of traffic is again not going to address design guideline #5. How will this help with traffic buildup for Hwy 1? Please learn from 29th, don't mess Mountain up as you did there.

Car traffic is bad and given the steep incline of Mountain should consider alternatives to encouraging cycling. If car traffic isn't addressed presents risks to other modes in any case

Please consider how these changes can best facilitate the use by wheelchair users

Intersection/driveway improvements need to be considered with this as well as garbage/recycling pickup disruptions

Improve safety of Northbound cyclists.

I'm not keen on multi use.

Neither! Bikers don't like riding on Mountain Highway. Create an alternate route using quieter side street and pathways. For example I hate riding Lynn valley road, prefer a side street that has slower vehicle traffic and not getting blasted by bus exhaust

Stop trying to put pedestrians and cyclists in a shared lane, it is not a good idea, the pedestrians will force bikes out into the road, making it more dangerous for cyclists

Neither option maintains traffic flow. Mountain Highway should not be a continuous cycling corridor (and I'm a frequent and serious cyclist). It would be better to encourage cycling along the routes that are not the primary feeder, like Arborlynn/Appin/20th/Viewlynn or Arborlynn / Hoskins

Neither! The car traffic is already congested on Mountain HWY. Please don't make it worse by narrowing down the road.

East side sidewalk should also be widened to allow slow cyclists such as children to be able to learn to ride where they are going

My preference is for a bike lane on both sides of Mountain Hwy.

NO BIKE LANES - WIDEN THE SIDEWALK

Please keep higher speed cyclists away from pedestrians. It is dangerous to mix them. Kids, dogs, etc walking can be very unpredictable and a danger to cyclists. And vice versa - fast cyclists on ebikes coming up behind slow moving pedestrians is a recipe for disaster.

Don't take away the 2nd up-hill driving lane.

Please consider physical barriers between vehicles and cyclists, not just painted lines for bike lanes.

Option 1 is safest for all...this is what should be down in the previous question...cars have a lane, bikes have a lane, people have a lane...safe for ALL

this is a priority access route for cyclists and thus bike speeds will be moderate to high. A multi-use path increases risks of impacts between users; a bike lane as opposed to multi-use lane is preferred.



I'm a cyclist - don't do either of these. They cause safety issues as street sweepers can no longer clean the bike lanes. Have a look at other locations, including Lynn Valley (where cyclists now ride down the vehicle lanes to avoid debris in the bike lanes). DNV says they have dedicated narrow sweepers, but they don't seem to be used

Losing a lane bad planning..

No

Neither option - based on what is seen on Lynn Valley with the new "protected" bike lane, it causes problems with bus service pick up and drop off and garbage pick up and home owners backing out onto the bike lane/main driving lane causes concern, we encourage a dedicated bike lane running parallel to Mt Hwy (but not on Mt Hwy)

I think a lot of older people, people with dogs, strollers etc. should be able to use the sidewalk without worrying about fast-moving cyclists or heavy e-bikes bearing down on them. I like the idea of MUPs for giving children safe spaces to ride, however children seem to regularly ride their bicycles on sidewalks in the District of North Vancouver, and no one seems to have a problem with it (I think I've seen the RCMP even encourage this in an old press release). I think it is safer for everyone to keep adult cyclists and pedestrians separated, and there is room here to do that.

Multiuse path would better serve users if it was on the west side of Mtn Hwy

So you're removing a lane of vehicle travel, not so good.

Both are reasonable ideas but in my opinion removing the double northbound lanes is a mistake. It is sometimes difficult to travel north if you are stuck behind a 210 bus slowing down to climb the hill or if caught behind a garbage collection truck making stops a houses up the hill. And, this doesn't even address delivery vehicles stopping in the road to make deliveries or for moving trucks which seem to stop and obstruct traffic while loading. Nor does the apparent narrowing of the lanes seem to be addressed knowing that trucks and SUV's are also getting wider.

Why do we have to take away another car lane? Is there no way to provide additional safety for bikers without removing all the driving lanes in Lynn Valley? Traffic is getting worse and worse with every "improvement†being made.

Parking for residents should not be ignored at least during off-peak hours and night.

I never ride on Mtn Hwy northbound due to traffic speeds and exhaust fumes from vehicles accelerating up the hill. IMO, separate bike and vehicle traffic as much as possible.

Again, the prioritization of cyclists and single-occupancy car users is disappointing. Option 1 would be viable if the cycling lane also gave priority access to buses as well

Option 2 has more separation from fast moving traffic on Mountain Hwy

Protected bike lanes add additional safety.

I don't believe is an appropriate cycling route, other options, on the east side should be prioritized

I like the idea of vehicle and bicycle separation but not if it means losing any vehicle lanes.

I am not in favour of eliminating any traffic lanes…..this area continues to grow with all the new construction only creating increased demand for vehicles to be able to move..we don't need further congestion. Bike lanes with stantions create a problem for buses & cleaning

Keep bikes - especially ebikes - seperate from pedestrians.

Again, I do not support having cyclists sharing a path with pedestrians. Please also consider that on garbage days, the garbage pick up often leaves bins on the sidewalks and impede pedestrians

I like how option 2 provides a barrier for cyclist from car traffic

Don't mix peds and bikes on the same path if you want to support and increase cycling for commuting and errands



Bike lanes re-route from Tree Lynn through Kirkstone to Mtn Hwy via Rufus Dr. Bikes and Vehicles don't mix.

Get bikes off Mountain Highway as much as possible.

Neither as the proposed is reducing the number of lanes of traffic. Again a major entrance and egress from Lynn Valley of which there are too few!

much needed bike lanes!!

Do not agree with either proposal as it reduces the number of traffic lanes from 3 to 2.

Nothing wrong with things as they are

separating cycling from pedestrians is better

NEITHER!!! This is going to make ridiculous Mountain Highway and Lynn Valley traffic even more ridiculous. I drove south on Mountain Hwy from 24th to Park &Tilford at 9:30 this morning and it was extremely congested from just north of 18th to the Mtn Hwy interchange EVEN THOUGH there was no highway traffic. This is a ridiculous and very one-sided plan which definitely appears to prioritize a very small percentage of commuters. Mountain Highway is a very busy main artery, for both personal and commercial vehicles and transit buses servicing into upper Lynn Valley. I can guarantee that the safest bus lanes will not motivate the vast majority of the people using this major road to switch from busing and driving to biking. This is a waste of taxpayer money and will only serve to increase congestion significantly. Again, it is a major bus route - what is going to happen when the buses stop to let people on and off - will there be bus bays or will there immediately become a long line of frustrated drivers lining up behind the buses? There are many alternatives to Mountain Hwy for the biking commuters. Removing vehicle lanes in favour of bike lanes is not the answer on Mountain Hwy, especially in consideration of the increase in population with all of the development. Again, it is short-sighted and prioritizes a very small population

My comments on this are the same as in the last item. Option 2 only with proper separation of pedestrian and bicyclists. Too many bicyclists have the same poor operator practice choices as motorists. It is also true that many pedestrians fail to take responsibility to walk safely without becoming a hazard to other pathway users.

I don't like either, there needs to be 2 lanes going each direction for cars. The traffic is horrendous at times, particularly southbound. Add bike lanes but remove those green strips and widen the road.

We are adding thousands of people to Lynn valley and decreasing the number of lanes for cats in my opinion is crazy

It's terrible....leave the roads alone

Please DO NOT limit Mountain Highway to one lane of traffic in any more places then its already limited. Not showing bus stop and how does this fit in with the other designs? turn lanes etc????

These would be fantastic! I'd prefer dedicated bike lanes on both side

Roadway reduced to one lane - including buses - traffic not flowing.

Option 1: sidewalk, bike lane, and one lane of traffic in each direction should be consistent for the whole route. If traffic is to remain two lanes, it should be in both directions and put bikes on a separate route.

Neither

It's a start, but the bike lanes need to extend all the way down the hill and not just abruptly end forcing cyclists into traffic

Option 2 is too generous...i never ride on Mountain Highway....always take Arborlynn

I'm concerned that changing Mtn HIGHWAY from two lanes down to one will increase traffic on the parallel residential streets. These residential streets have already seen an influx in dangerous high



sped traffic and now it will only increase. Do not make the south end of Appin Rd and Alderlynn a new route for cars or bikes.

As in the previous answer: Separate lanes for pedestrians and cyclists are more comfortable for both parties.

Recommend physical barrier to separate multi use from vehicle traffic.

Multi use paths are a hazard and the current sidewalks are not sufficeent. you need an option that i.proves safety and comfort for BOTH cyclists and pedestrians. The sidewalk on the west side of Mt highway approaching kirkstone heading south is narrow, irregular and dark. I run and I avoid that section at night as it is too hazardous.

Looks like these options are avoiding a proper separated sidewalk on the east side. Why not just mirror the west side? Can we put a grass median between the bike lane and the sidewalk on the east side? Do it right when we have the chance!

Bike lanes are NOT the answer

Do not support reducing automobile throughput

I would prefer neither, bike lane should be move to a different parallel street. Up aborlynn, 20th and then view lynn and then 2 7th.

Can we also prioritize proper roadway drainage. With the narrow sidewalks and high rates of speed, standing water on the road completely drenches pedestrians.

Keep it simple. Multi use path can be confusing.

Going to one lane northbound is going to create the same problem we have going south of 16th Street.

This shows the faux nature of this alleged community consultation. The turning bays will increase vehicle speed but are all a means to achieve bike paths, when the reality is that cars outnumber bikes 100:1. The focus on cycling is ideological but fails to meet the actual needs of community and are not supported by empirical data. This is ideology over actual need or data.

I think a bike lane in mtn highway is a waste of time. I hate cycling along this route and will deliberately choose to go the street route along viewlynn in traffic calmed 30ish areas i don't think this will fix the existing issues with mtn highway in addition, in order for a buckling to be effective it must continue the whole street not be in an out with the amount of buses trucks and cars on Mountain Highway. I avoid cycling on it at all costs. I don't think this will change things.

The issue I run into is the sidewalk on the west side of mountain Hwy is too narrow. Many of us parents use this route and there's not enough space for alternating foot traffic to pass each other; especially with strollers and umbrellas.

I think you need 2 vehicle lanes going south, 1 going north, and multi-use path/sidewalks for people. The traffic backed up Mountain Hwy due to the short left-turn lane onto the highway heading south/east is an unreasonable impact on traffic NOT turning onto the Hwy.

again you are taking away a travel lane into the valley ... no

No we need the traffic lanes

See previous comment. Bikes and Pedestrians do not mix and Pedestrians will be in more danger.

I don't agree with Bike lanes on Mtn Hwy

Bikes should be fully separate if possible

Combining cycling and pedestrians is not safe! Each need their own space to function well.

This is great, I've always thought we don't need two lanes northbound!

Having one lane will slow the traffic and keep everyone safe. People often go way too fast here.

Option 2 provides a barrier and better protection going north bound. It would be safer to have a barrier for the bikes going south bound as well.



How much traffic, pedestrian and cycling traffic will be needed in this area. Only one lane for north bound traffic. Keep the pedestrian and cycling to the West side of the road.

The parking/access issues have to be re-considered but with significant input from residents directly affected. Otherwise the parking/access problems will mirror those on LV Road from William to 29th.

Please improve the bumpy road, markings but not a bike lane.

You have presented these options as though left turn bays at Kirkstone Road and Whitley Court are already decided upon. Once again, why conduct these surveys when the decision is already made. I oppose both of these options.

As a cyclist in this neighbourhood for decades, trying to cycle up Mountain Highway has always felt like 'taking your life in your hands' and I would instead take Arborlynn and 20th street up to Viewlynn, then continuing North. Having protected bike lanes both North and South would be fabulous. Many in Lynn Valley could then walk or roll to Park and Tilford, or other stores in the area.

Please do not make lasting decisions when there are temporary problems occurring like major construction all along the Mountain Highway corridor. The changes you are proposing will very much affect the neighbourhood and families in it. There are major construction projects - wait for these to finish before asking for our input and making decisions.

Where's the option to select 'neither'?? DO NOT add a bike OR multi-use path on this stretch. Adding a northbound path is a waste of time and money! It may get used by 1 ambitious cyclist a year who wants to ride up Mountain Highway. Removing a lane of vehicle traffic will cause even worse traffic congestion than already exists. If you want to build towers and towers of new housing, you must have the adequate roadways for vehicle traffic to support it.

What are you going to do for left turns at the intersections? The road will need to be wide enough for turn bays or else every time a car makes a left turn it will stop traffic. If the turn bays are installed then what will happen with the back path/shared path?

As an experienced vehicular cyclist I don't love MUPs as they typically add travel time and are inconvenient to use. I would prefer North and South bike lanes in this area of Mountain Highway. I would want it to be at road grade, with a tightly-spaced plastic delineator post buffer to the vehicle lane. This way a cyclist is free to use the bike lane or the travel lane, being able to enter or exit the bike lane where they need to.

Bike lanes should NOT be on Mountain Highway. Any changes that reduce vehicle lanes will add to congestion.

I am wary of forcing rolling modes and foot modes together as many rolling modes are very fast now.

Don't do any of them.

Bike lanes need to be wide enough to allow passing.

How will this impact bottlenecks of south bound vehicles

bicycles (especially electric bikes) are not compatible with pedestrian paths.

Do not support any design that reduces car lanes and creates traffic bottlenecks which do not increase anyone group safety or address frustration. You are just going to creat traffic bottle necks in main area.

Removing driving lanes does not appear to reduce traffic congestion. Please consider alternate route for bikes on less busy street!

Neither. Traffic is already horrible.

Looking at these options, I would wonder how it works with the new turn lanes that are proposed, then figure out which would be the better option

if you go to option 2 and keep multi use Ped/bike on both sides you could maintain 3 traffic lanes.

option 2 looks better because it's protected from cars



Multi use paths next to the road put cyclists in danger as pedestrians can often be unpredictable

The more physical separation of cycling/walking paths the better.

Widen those sidewalks. People need paved walking space more than they need grass.

Looks good!

Good to keep bikes seperate from pedestrians.

Option 2 seems better for wheelchair users.

Use grass or some other physical barrier that protects pedestrians and bikes from the dangerous cars.

Don't really like either options but prefer keeping pedestrians away from cyclists

Multi-use paths increase potential for cyclist/pedestrian collisions.

Bikes and pedestrians should be separated.

I can't support either of these options... neither includes a cycle route parallel to Mountain Highway. There is already a well used cycle route along Viewlynn, where cyclist coexist happily with cars and pedestrians; it is a wide road and connects via 20th to Arborlynn where many years ago the trail down to the creek was designated a shared trail. I don't see how you can enhance pedestrian safety for kids going to Eastview, add curb extensions and keep traffic flowing optimally if you take away the road for a bike lane. Many committed cyclists shared their comments in round one of your survey and stated that they would not use Mountain Highway.

Protected bike lanes are better for cyclists and pedestrians.

Best to separate cyclists and pedestrians

None

paint lines are safer than curbs between bike lanes and car lanes in my experience. positioning your bike as far left as possible makes it easier for drivers entering from the right to see you

Separated bike lanes are preferred, but also, it's fantastic when they aren't crammed right beside busy traffic.

bike paths should be moved off of Mountain Hwy and into the side streets. For example, Arborlynn, Appin, Alderlynn, 20th, Viewlynn and Crestlynn

Neither because you are taking away a driving lane

Please don't have separated bike lane gutter ditches. Just space and markings.

MUPs are unsafe for active transportation

## Parking on Mountain Highway – do you have any comments about parking?

Remove parking on arterial roads

short term parking near Eastview school should be maintained for accessibility reasons for students and families doing drop off.

Delivery vehicles can also use the side streets too for deliveries on Mountain Highway

It's extremely hard to find parking close to eastview elementary for drop off and pick up and this needs to be safely incorporated

The district really needs to get better at dealing with illegally parked vehicles. Particularly delivery drivers.

It's ridiculous to allow parking on major transportation routes.

No on street parking on MTN Hwy

Parking is an extremely low priority for the area.

Remove the bikes for parking



24th to whitely could benefit from short term parking, and loading, considering all the residents coming to that area.

There needs to be short term parking for Eastview Elementary. There is no proper park and drop area for parents resulting in 18th Street being vary dangerous as it turns it into single lane traffic into a blind corner.

Streets are for the people, not the free storage of cars. If you're keeping street parking users should pay accordingly

Short-term parking seems most useful near Eastview Elementary.

It's an arterial road, parking should be elsewhere

Parking spaces should never override safety for vulnerable road users.

No Comment, no opinion

Parking is a waste of my tax dollars, and bad for businesses.

Most of the properties along this corridor have large off-street parking and on-street parking wouldn't be warranted.

Parking can be shifted to the side streets and private property, it shouldn't be using space on a major arterial

I think there should be no parking at all on Mountain Highway

Having places for short term parking is important so that delivery drivers don't end up blocking the cycling lane or multiuse path

There is no need for parking on mountain Hwy. The parking pockets are a waste of money and further subsidize driving.

No. All residences already have parking. Visitor parking is not hardcto find on side streets and laneways. Parking does not need to be part of this equation.

Provide nearby resident with instructions on how to use their garages and driveways for parking.

Parking along this section is currently allowed long term on the west side and non-peak hours on the east side. People live on this street with no lane access. They also have visitors or deliveries like everyone else. There needs to be somewhere to park along this section. Parking is a big priority to people who live on this corridor. It may seem to be a low priority only because there are more people commuting back and forth to work who think it's a low priority because they don't live alone Mountain Hwy

We need parking for Eastview parents. It's dangerous and there is so little parking now, it's become a nuisance for families and neighbours of Eastview. Please don't take away all of the parking for bike lanes when there are so many other options for bike lanes. Also we need parking on the south side of 18th. I see that's not an option but it's necessary.

Drop-off zone(s) for parents of Eastview students needed in close proximity to E 18th street

Parking should be eliminated from Mountain Hwy!!

Plenty of driveways in this section to provide parking.

Stop subsidizing parking

No comment.

Please consider at least 2-3 long term parking spaces somewhere on the east side of mtn highway. Residents have legal secondary suites etc and at least a. Few spots would be really appreciated.

If you're trying to maintain traffic flow, maintain safety for bikes/pedestrians skip the parking.

There needs to be parking space for residents.

no parking unfortunately

Primarily residential uses with off street parking is satisfactory.



There is plenty of parking on side streets, I don't think any parking is required.

Townhouse properties on Mountain Hwy and E 27th Street have ZERO loading/unloading parking on either of the two streets - move-in/out is impossible without having to either risk a parking ticket or park the moving truck blocks away. Has anyone thought about or considered this for solutioning??

Not on arterials

No parking on Mountain Highway, reduces sight lines for children walking to eastview elementary Not applicable to me.

Parking should not be a priority.

I don't support the use of public funds to pay for the storage of privately owned vehicles. Especially on arterials! Package pickup stops should be done on side streets, not arterials - and they deliveries should be walked or better - delivered by ebike to properties on Mtn Hwy. Any opportunity for the district to reduce parking helps reduce car usage, which improves traffic for us all. If Parking pockets are installed, I think the property owners adjacent to the parking pocket should pay for the added cost of the parking pocket, but I think they should NOT be installed.

Parking on mt. Highway should not be a priority, similar to Lynn valley rd.

I don't know where short term parking is needed mist

Remove all parking along the corridor.

Do not need parking

No opinion

Only needed for school children drop off to east view elementary

No parking should be allowed on the corridor

MANAGE parents who abuse drop off parking at Eastview elementary. Create parking/drop off are in a portion of the church parking lot that has flow or retool the cul de sac by the school and create strict drop off floor. Include the use of the upper parking lot in the solution and involve the SD44 in addressing parking needs for the school. It's a nightmare

No parking on Mountain Highway south of Lynn Valley Road anywhere for any reason.

Mountain Hwy is a main arterial road; no parking parking should be allowed unless there is a complete turnout from main thoroughfare.

I put none of the above because I do not know where the short term parking and loading is needed most and will leave that up to you.

Not sure

Parents of young children need places to park for school. Not everyone has the luxury of time and convenience to walk their littles to school.

Only recommending parking / loading here for occasional access to the mailbox on mtn Hwy and Barlynn (approx)

Need additional parking for school pick up / drop off.

I this school-access parking is the most important.

Parking is not required as most properties have dedicated spaces. Just short term drop off and pickup spots required for school/daycare.

No

Far too many cars parking everywhere due to an explosion of rental suites that drive population unsustainably.

Eliminating parking in front of taxpayers properties lowers the values of said properties (ask ignored 29th.St. taxpayers).

Parking does not belong on Mountain Highway



On street parking removes space for pedestrians paths and bicycle lanes. Please park vehicles off street; regardless of whether it is short or long term.

Other than the few houses that front onto Mountain, I cannot see any reason for parking on the road. At some point you have to make choices about what fits on that road - trying to squish every type of user into a small space is guaranteed to leave everyone unhappy

See previous comments.

Get rid of it

Private vehicle storage is an extremely inefficient use of public right of way.

There should be no parking on Mountain Highway in these sections

Parking options near Eastview elementary should be available, for school drop offs & picks ups, as there is limited space currently

I don't use parking in this area so don't have any comments

There should be no parking on Mountain Highway.

Leave Mountain Highway without parking. People who live on this street have driveways for car parking, or back laneways. And there are lots of streets where people can park if they need to.

Please do your homework. You killed all parking on the 'improved' section of 29th and that was a poor decision. Now parking is being added back at great expense.

There is ample parking on side streets but yes, short term loading/unloading etc required

I am not informed as to the need and won't offer any suggestions

Off main-road/arterial parking should be prioritized

Get rid of it. Why should residents pay to provide space for private vehicle storage.

I no longer drive. Take the bus I never notice parked cars except in the neighbourhood where I live. Gets congested here with apartment owners cars

Have changes in parking regulations on Emery Place & E 24th Street been considered in this improvemnet process?

Mountain Highway too busy for parking. Maybe after 8 pm until 7am

Short term parking should be located near dense areas as delivery trucks will stop in the middle of the road if they need to‹ might as well build it into the infrastructure at the get go.

Parking on arterials interferes with bus and bicycle travel and is costly to provide.

CRAYFORD CLOSE is a culdesac - only route off street is North or South on Mountain Hwy - with a townhouse complex. West of Mountain Hwy with few parking spaces available for residents and / or their guests; the Emery Pace complex and the new Mosaic project nearing completion in 2024 parking is at a premium in this area - residents on our street cannot often park due to bylaw infractions - parking by fire hydrant, too close to a driveway, and forget about any guests - as it is a culdesac, we have no sidewalks - no room to park in the turn-around at the end of the culdesac - and 2 fire hydrants - driveway parking available only

please put the parking lane close to the traffic and the bike lane close to the sidewalk, like the city has done on 15th.

I prioritize using any extra space for separating vehicles and non-vehicle users, in order to improve safety and comfort.

short term parking for families picking up and dropping off at the school only by the church that is across the street...not sure what the road number is...

Ideally would prefer if parking can be avoided but proximity to Eastview Elementary may be helpful.

I don't believe any parking should be available on Mountain Hwy - as it has become too busy a route Street parking is absolutely needed in this stretch of the road. It is a high priority for everyone who is living on Mountain Highway. Not sure who would say no to street parking, may be your question was



not framed correctly. Every single time someone comes to home: overnight guest, construction workers, delivery guy, post man, we need parking.

No

I don't park in this area. I do occasionally stop to move dead animals off the road, so it would be good to keep some places to pull over.

I don't have any need to park on Mountain Hwy, so no comments

A priority should be more drop off parking for Eadtview that is not connected to Mountain Highway. The congestion in the morning and after school is what needs to be resolved and I don't think this plan adequately addressed those issues

There doesn't appear to be room for on street parking.

I said none of the above because I am not sure

As stated parking should be a low priority for this critical transportation route.

Parking on Mountain Highway is rarely used and obstructs flow of traffic and causes issues for cyclist.

Permanent street parking is absolutely needed in this stretch of the road for residents use.

Street parking should not be prioritized in any planning. It is a danger to all road users to have cars parked on the street and streets should be for all road users. It is shameful that my taxpayer money continues to subsidize the on-street parking spaces of households with multiple cars, instead of having these spaces used for dedicated bus lanes or other pedestrian or cycling spaces.

i support no on street parking. Most houses seem to have driveways.

I would prefer to find alternatives to parking on Mountain Hwy

Parking on mountain Hwy just creates further issues.

Parking is not necessary on any of Mountain Hwy. from Lynn Valley Road south except for a few sporadic exceptions. It's not allowed currently.

I am not aware or have seen anyone parking on Mountain Hwy

Cyclists are customers too

Residences have driveways or lane parking. No Parking on Mtn Hwy.

With the increase in traffic due to the hundreds of new units off Emmery Place I have no idea where people will park. Someone smarter than me needs to come up with a solution because traffic and parking in that area is going to be chaos.

Where are the residents and guests supposed to park? Banning parking is not the answer.

Mountain Highway should not include long or short term parking.

Parking doesn't seem to be a real problem at the moment

possible drop off zone near the school and daycare

Priority for school drop-off

I think loading space is a more legitimate consideration than parking of any kind. Mtn Hwy is an important corridor to access the valley. If multi use pathways are being considered then let's not have it messed up and complicated by adding parking. We don't have parking on Lynn Valley Rd, the only other major corridor to the valley.

I don't have comment

Leave parking alone

Please no more bike lanes.

too much going on though this corridor. people will be changing lanes all over the place. this will create more chance of accidents

I don't have enough knowledge as to why people park, where (the truck that parks on Kirkstone right at the end of possible parking facing towards Mountian Highway is even more of a nuisence now that



the turn lane has been pushed back) Not much onstreet parking takes place on Mountain Highway but when it does it closes off a whole lane of traffic to the rest of the community

There aren't many businesses along Mountain Highway that would require parking. There is lots of parking around the lynn valley mall area and on side streets.

Cant have parking if you reduce the size of the road with bike lanes etc.

There should be no parking at all. Or 24/7 parking. Changing lanes because suddenly there is a parked car in your way is not always safe.

There is too much traffic to warrant any parking on Mtn Hwy. Remove all parking

there's too much competition for space on the highway as it is....parking is a wasteful luxury here

The parking should not take away from a lane of traffic or the flow of traffic

Never park on Mountain Highway

Parking on Mountain Highway is needed around the school or you will increase the already dangerous drop off area for eastview

People should store vehicles on their private property and not rely on public spaces. Parking should be the first casualty of modernized road design.

I live on and regularly experience residents housed on Mtn Hwy using street parking on 20th (in front of and around my house). I am OK with this. Due to its essential nature as a travel corridor, I don't think parking should be entertained or allowed on Mtn Hwy. I think parking capacity on the adjacent side streets should be sufficient for (single family home) residents housed on Mtn Hwy, with residents in larger developments left to the zoning therein.

I wouldn't use the area for parking. Doesn't mean someone else wouldn't need to.

It's an arterial road and has been for 100 years plus. Anyone who lives along has bought there knowing that. They can park on their own properties.

Should not be a priority on a major thoroughfare

Keeping long term parking is a high priority for me and the people I know.

Too many residents park on the roadways here in DNV, while their driveways remain empty. Charge for street parking, both short- and long-term

There's ample parking on side streets. With new developments parking should be ample and, if anything, increased. This is a major traffic artery and lane use should be used for flowing vehicle traffic, not parking.

Parking is for Eastview Elementary events

no parking at anytime on Mountain Hwy is the safest. drivers won't get surprised approaching a parked vehicle on a dark rainy night with dirty rear reflectors

there should be no parking on Mtn Hwy between 8am and 6pm weekdays ... major route into a town center ... whats wrong with you folks

Not sure where would be best

No parking on mtn highway Ridiculous - do any of you people live in this area? We need traffic for car to get in and out of Lynn valley

Parking has almost become redundant as having one road for traffic puts too many users in one street. If parking is used, it should be introduced wherever possible as traffic will be forced into a single lane and not continually changing from one to another.

There will be a future need for parking with all the 100s of units going in by E 24th

Some short term parking is needed!

There is no /limited parking for eastview- it is needed!!!!



Parking doesn't belong on Mountain Hwy. All of the residences have driveways and the road is an arterial, which's main purpose is to move people no matter how they choose to travel (driving, transit, walking or cycling).

For the side streets to avoid non residents to park, I would recommend resident only parking signs and permits.

Do not have an opinion on parking in this area.

Craftsman estates needs a small loading zone similar to Canyon Springs. Currently all parcel delivery drivers park in front of the Canyon Springs pullout and run across Mtn Hwy. There is also no spot to park on 27th. This is very unsafe

You have to consult with residents. While I have driven the route "thousands" of times in my 40+ years in LV, I am not tuned into resident's issues except for what I see on LV Road (above).

It is a main traffic arterial. Do not allow parking . Move the bus stops in so they don't stop traffic when buses are stopped.

I don't have comments on the short term parking

This is totally absurd. You cannot eliminate cars. By being under construction for the better part of the last year, with no end in sight, some folks are walking blocks away from their homes to park their vehicles.

Makes it difficult to come off side streets

18th to kirkstone to serve Eastview student drop offs

As Mountain Hwy is a major road, I feel parking should not be offered on this roadway (not even time-restricted) and instead have No parking whatsoever.

I don't know enough about this to comment.

When you allow major developments with reduced parking requirements most residents have atleast 2 vehicles in a single family home and very few use transit. Transit needs to be improved or there needs to be more parking requirements for developments so that the streets are not clogged with temporary parking.

Please do not make lasting decisions when there are temporary problems occurring like major construction all along the Mountain Highway corridor. The changes you are proposing will very much affect the neighbourhood and families in it. There are major construction projects - wait for these to finish before asking for our input and making decisions.

please provide a map. Survey respondents may not be able to picture these sections off the top of their head.

You already cannot park on Mountain Highway except for weekends on the northbound lane which I have always found to be an issue as cars don't always realize there is a parked car and merge at the last second which is unsafe.

With the amount of residential delivery services driving around, there should be dedicated loading pockets on each block, otherwise they'll just park in bike lanes or block driveways.

We feel that Barlynn Crescent to E 20th is a priority, due to the existing Canada Post mailbox.

It is a long redundant privilege to let car users block the way with stationary vehicles.

There should be no stopping or parking on this thorough fare. Current parking isn't used that often anyways

Not familiar with these needs, but stopping should be available at any post box.

Short term parking would be needed around East ire school and also around mail boxes

yes short term parking and loading in all Mid day ie 10-2:00 and evening after 7:30pm

we don't need any more parking -instead we should have better sidewalks and bike lanes



Prioritize cycling and walking infrastructure, especially if, as you note, all types of parking are low priority.

These sites are all single family residential with driveways and garages. Let people use their garages and drive ways for parking, instead of extending their storage space on the publics dime.

Parking is a poor use of space on an arterial road.

Parking should not be a priority for the city. If people want to own cars, they should ensure they have space on their own property to store them, not rely on the city to provide storage on public property.

No comment on short term parking.

Don't understand the needs in the area well enough to respond.

No preference

Short term parking/loading needs to be made available wherever possible.

not applicable to me as we don't park around there

There should be NO PARKING on Mountain Highway. It is already over-congested.

I am not qualified to comment as I don't live on Mountain Highway

It's a highway, long term parking should be minimized in favour of improving traffic flow.

Most people who park in Mountain Highway want to drop off/ pick up students to/ from Eastview elementary.

Mountain Highway is a people-moving route. On street parking significant detracts from this purpose and should not be permitted.

No parking on Moutain Hwy

Street parking near Eastview school and entrance to the field near 20th is important for student drop off since there is not space at the school for this

Parking in this section currently does not impact me. My response is n/a.

It's extremely difficult to park to drop off or pickup children at Eastview.

## Options for Improves Cycling and Walking Connections at E18th Street to Arborlynn Drive – Do you have any comments about the recommended safety improvements?

I would not be comfortable biking on Mountain Highway south of 18th unless full separation was provided. Option 2 feels safer.

Honestly, just do both. Arborlynn is a good route for getting to Lynn Valley, but Mountain Hwy should be safe too. Arborlynn, E 20th, Viewlynn is a good route for cyclists, but it could do with much better signage to make people aware of it. And ideally removing some on street parking.

The traffic to the highway going south is really bad. But having southbound cyclists turn left onto 18th is also bad. No ideal solution here by the looks

No parking at all on Mtn Hwy...it is a thoroughfare....

I'd probably prefer just getting off Mountain Highway and cycling through the neighborhood (when I return from work, I take arborlynn drive to kirkstone to viewlynn - it's a much more pleasant cycling experience). I'd prefer that this route be formalized (arborlynn to viewlynn), with separated bike lanes (probably concrete barriers aren't needed due to the lower volume of traffic). However, turning from Mountain Highway left onto 18th would have to be considered, to make it easy for cyclists to cross Mountain Highway.

For their safety, I am absolutely in favor of getting the bikes off that narrow area of mountain Hwy, and I am also hugely in favor of repurposing one of the northbound travel lanes for southbound travel to reduce congestion. Again burying the telephone poles in this area, especially south of Arborlynn



intersection, to widen lanes and ease bottlenecking, will be a huge improvement to traffic flow to Hwy 1

Off Mountain Hwy feels the more sensible option, even with the steeper grades. The S bend on Mountain Hwy is always going to be a safety challenge and removing a lane of traffic pushes north and southbound traffic closer together on a challenging section of road.

I cannot believe you are considering reducing the car lanes on Mountain Highway. The disastrous interchange improvements have resulted in many cars travelling through the neighbourhood. Every change you make worsens the situation. Also, stop trying to consider shared pathways, cyclists are a danger to pedestrians. Please increase enforcement against cyclists speeding and running red lights through crosswalks.

This is important to improve traffic flow; not reduce it further; reduce confrontation and danger between bikes and cars. Gives a nicer, calmer bike route with less exhaust fumes. And EMERGENCY TRAFFIC! PLEASE STOP WITH MAKING CHANGES THAT MAKE IT MORE DIFFICULT FOR EMERGENCY VEHICLES (police/fire/ambulance) TO GET THROUGH. You keep making changes that narrow the road. Not only is it more difficult for emergency vehicles to physically get through; you leave NO SPACE FOR VEHICLER TRAFFIC TO PULL OVER AND ALLOW AN UNIMPEDED PATH FOR THE EMERGENCY VEHICLES.

Option 2 also will allow to change the middle northbound lane of Mountain Highway to a southbound lane designated for the Eastbound entrance of the freeway line up!!!! This would allow regular southbound traffic and emergency vehicles to by pass the very frequent line up. Note that Arborlynn might need a block or two of such a lane. Or close the eastbound entrance to the freeway. ALSO the 2013 master bike plan was showing a route off Mtn. Hwy. but using Arbolynn Drive onto E. 20th St. onto Viewlynn Dr. and onto E. 27th St. to Lynn Valley Road!

Keep the bike route off of Mountain Hwy as it is a Major Arterial Road.

I would support option 2 and with additional Bike Route signage.

Make sure the bike lanes have safe transitions across and down Mountain Highway to the south side of Hwy 1, and connect to tje bike lanes there

I would rather have a bus lane southbound in this area to aid transit (removing the NB lane) and have the biking path be off mountain.

Please, please do option 2z Congestion on lower Mountain Highway is a nightmare as is. You don't even need to go up 18th, you could continue along Appin to 20th to Viewlynn and avoid Mountain Highway altogether! More people are moving here and there are way more cars than cyclists, please think of the future neighbourhood. All of these cars that I'm stuck in traffic with are not going to use a bike if there's a bike lane, that's a fantasy. Stop putting "modern†fixes on an old road system.

Option two reduces car fumes and noise

Very few ppl are going to want to bike up that steep curvy section of mtn highway. Maybe some ppl on e-bikes but PLEASE do not put a bike lane here at the expense of traffic flow that is already congested. There are some great options on a parallel route. And like is mentioned, leaving open an option to use a northbound lane for extra southbound is going to be essential.

If you're worried about traffic flow, taking a lane away from Mtn Hwy is the worst idea! I already bike that parallel route and yes it's steep but, I'd rather bike there than Mtn Hwy (north and south bound). We definitely need two lanes southbound. The amount of congestion is ridiculous. We do not need anymore bike lanes.

totally remove bikes off steep and curvy mountain Hwy and use eastern cycling route Keep three lanes



Any reduction in traffic flow by adding cycling lanes is pointless given transit is impossible to rely on when the highway is backed up (ie, every day). Get bikes off Mountain Highway and onto parallel streets so the buses can move!!

It would be a hardship to remove a vehicle lane northbound

PLEASE DO NOT REMOVE THAT SECOND LANE. That does not seem fair to driving. Mountain Hwy is a perfect connection route that takes traffic away from the highway and boulevard. Give the bike lanes to the residential area where it's so lovely there with tons of bikers already there. More families, more students, more parks, give them the dedicated lanes there.

This is a false dichotomy. Both should be implemented - and at the very least - 14th to 18th requires bike lanes. Thank you for inlcuding the alternate route in your plans - a neighbourhood bikeway is an excellent addition. The neighbourhood bikeway should also continue along Appin, up East 27th, and Viewlynn all the way to LVTC.

I bike every day and use arborlynn because it's easier grade. Nobody uses this section of Mountain Highway because too steep. Don't waste money on that section for us bikers. Should carry lane right to Hoskins because lots of upper Lynn e-bikes use Hoskins

The arbourlynn connection southbound to the ramp next to the Hwy should be addressed. Lots of people bike up and down the sidewalk to avoid the speeding traffic. It should be extended as a bike route to avoid crossing by the lights and circling to get down to cap u

implement 30km/h speed limit on all residential side streets, which will give cyclists and pedestrians plenty of protection

Cyclists do not use Mountain Hwy in this section, as Arborlynn Dr is a better alternative anyway. Implementing the parallel cycling route would be thus more aligned with cyclist preferences and would see more use.

The cycling path should go through Arborlynn Drive to East 20th instead. Then it can connect to Kirkstone Road. In Option 2, you are stuck at Mountain Hwy and 18th

However, the most dangerous/unsafe portion of this route is between the HWY1 offramp and Arborlynn Drive, NB. Cyclists travelling northbound are forced onto narrow pedestrian sidewalk or cornering a highspeed section of MTN HWY or onto road. Motorists DO NOT pay attention to cyclists decisions at this fast moving section.

You need to stop listening to taxpayer paid staff and taxpayer paid consultants regarding the proliferation of expensive bike lanes at the expense of traffic flow.

The single most talked about issue and reason for a diminishing lifestyle in the district is LACK of traffic flow this includes mostly DNV's own efforts to frustrate people out of their cars!! So much more could be done to improve and NOT stifle traffic flow.

I do not understand the need to remove parking if option 2 is selected

I would definitely like to see more time spent looking at bike routes that aren't on main roads. It is a lot more enjoyable to get around with kids or without kids if you aren't right beside busy traffic.



Parallel route for bikes off Mountain Hwy seems the safest for all and will create more limits for traffic which is sure to increase with the continued building of condos and high density housing.

Connect up the bike path to the south at highway 1. That short section between this plan and what was improved for highway 1 shouldn't be left out.

Keep bikes off of busy routes.

I like option 2 to get cyclists off Mountain Highway. However, I would also support the removal of two lanes going north and create dedicated left turn lanes off Mountain Highway. Because of the 2 lanes going north, drivers tend to try to pass slower vehicles while travelling up the hill and I have seen drivers passing cars going 80 or 90km an hour up Mountain Highway.

Option 2 is a great option and doesn't take away the traffic lane on Mountain Highway

Keeping the space for a future study to have an additional southbound lane is in my opinion of utmost priority. I am a biker and I bike from the town centre area to the second narrows bridge and always take the arbourlynn route and in its current state it's already a very safe and good alternative route to taking Mountain Highway. I absolutely do not think it's important to have a bike lane at that section on Mountain Highway if it means taking away the future option of adding an additional southbound lane to deal with the horrible congestion that occurs on a regular basis and makes it impossible to access anything east of that area or even just getting down to Park and Tilford.

Mountain needs to be and will always be a major vehicle traffic route, so getting cyclists away from it is the best option when considering all the design guidelines (including #5).

Mountain is a major thoroughfare for buses and cars that will only get heavier w densification that has been approved. Taking 40 mins to get down 2 km of Mountain in a regular basis is ridiculous. Would be better to use the extra northbound land as fully southbound or alternating at different times of day. It is not a heavy bike route as largely connects to highways so larger volume of traffic needs to be addressed first.

Two lanes south bound for vehicles & buses is the safest for most users.

Option 2 all day!! Also create a bike ramp in Bridgman park. Lines up well with existing trails but can't ride up curved stairs near arborlynn. Make it a paved shared path with a ramp.

That parallel route is better, although that is still quite steep and narrow on 18th with parking on both sides. It's hard to ride in a straight line when you're in the lowest gear and pushing hard to climb. A breeze on an e-bike. I often take that route but continue over to 20th to connect with Kirkstone.

I agree with the parallel route, but the comment in the text about repurposing the northbound lane for southbound will not work, IMO. The primary problem southbound is the southbound onramp and signal. This backs up everything up Mountain Highway. Making two lanes will have no impact. In our culture of driving, every one will run up the right lane and budge in tying up both lanes. You will have two tied up lanes up Mtn Hwy instead of one and less northbound flow due to one lane.

Mountain Hwy needs to be wider - removing a vehicle lane is crazy - it is a hill - I know people who take a bus from Keith Road with their bike on the front because the cycling is easier along Arborlynn Removing a vehicle lane on Mountain Highway seems an insane suggestion. Especially as we're about to have 1000 new neighbours on Emery.

Get bikes off this stretch of Mountain Highway. It's not a nice place to bike and would be better to move the bikes elsewhere to nicer places.

Separating vehicle routes and bike routes is preferable in my opinion. It is safer and more comfortable for both cyclists and drivers.

I honestly think both are needed...more bikes are traveling on the roads and Mountain Hwy is busy and needs a designated bike lane...

I don't travel by Arborlynn dr. normally but I have been detoured that way in the past and with the parked cars on the roads it was a single lane traffic following bikes...highly dangerous on the evening



in question...

If only one option I think Arborlynn Dr. as perhaps more bikes might take this route already as Mountain Highway isn't very pleasant for bike currently I am sure...especially with the construction. Bikes might already be going on the Arborlynn Dr route...

Less direct, but safer

I'm a cyclist. There is no need for either of these. Use the money for better purposes. If you must do one of these, option two would be less dangerous, but it's a waste of money. It takes longer to bike this route than to use Mountain Hwy - and there is already low traffic use, so no need.

Option #2 is a quiet, more pleasant ride and you don't sacrifice a northbound vehicle travel lane.

Repurpose one of the northbound lanes to southbound and traffic calm the areas east of Mtn Hwy to stop spillover traffic when Hwy is jammed. Which is pretty much every day.

Given the volume of traffic in this area, option 2 is a safer route.

I don't usually like the idea of pushing cycling facilities off onto side streets because it is "too inconvenient" to have cyclists on the main roads; however I think the necessity of keeping space on Mountain Highway available to fix the plug at the Mountain Highway interchange is a bigger issue affecting most Lynn Valley residents, and there are routes up Arborlynn to reach Lynn Valley Town Centre that are wider, quieter, and much more pleasant to use as a cyclist.

I think this section of Mountain Highway could be put to better use as part of a larger project to adjust the lane widths at the southern boundary of this project area, in order to stop the left-turning Highway 1 eastbound traffic (and the two terribly-timed traffic lights they have) from blocking all of the Mountain Highway southbound through-traffic all the way up the hill.

My only concern with having Arborlynn to Appin to Alderlynn to 18th at a preferred/designated bike route is that there is a 14% grade on a south-east facing road, and for a good portion of the year (fall-winter) these slopes can get very icy in the morning frost -- 20th gets like this. I don't know if this route gets as badly icy as 20th does in the morning, but it is a significant hazard (so warning signs, or maybe paving treatment can be done if this is the case on Alderlynn or 18th).

The MUP indicated on Arborlynn could be fine, but will be useless unless there is a way to connect cyclists heading down towards the Mountain Highway interchange to the east side -- I already see cyclists doing sketchy riding into oncoming traffic to access the east sidewalk to get down the the stepped Lynn Creek crossing MUP. I don't blame them for doing this, as the alternative is to do four crossings: 1) a light crossing to get over to the west side, 2) a zebra crossing to cross the westbound Hwy 1 onramp traffic, 3) a light crossing across Mountain Highway, and then 4) a zebra crossing for westbound Hwy 1 offramp traffic. The shortcut is understandably much more attractive to most users. I believe something is in the works to better connect the Lynn Creek MUP crossing directly to Arborlynn, but that might be a few years away; so something better needs to be put in, at least in the interim, to help cyclists who essentially want to stay on Arborlynn to get to the Lynn Creek crossing (they're going to do it anyhow).

Similarly, the MUP needs to work for cyclists coming up that Lynn Creek crossing -- otherwise, they will stay on the east side of Arborlynn on the road (as pretty much all do now), and then make a left turn onto Appin -- and that left turn can be sketchy depending on how fast all the traffic on Arborlynn is going. It is a wide opening to get onto Appin, and some cyclists and some vehicles take it wide, or cut the corner, and it's just not predictable and often traffic speeds are too fast in this section.



Removing the second north bound lane will be a disaster further south. It will only create a longer line of vehicles heading north from the Keith Rd intersection where there is already congestion and blocking of the intersection to get into Mtn Hwy.

But the parallel route is extremely steep. I can't see the removal of lanes on a main travelling route which by all appearances could do with more lanes. It is already more than difficult to leave the North Shore as it is without removing lanes. The sad fact is, our infrastructure has not been upgraded to keep up with the paces of a community which was never designed by our current walkable standards and is currently undergoing massive densification rapidly.

This stretch of Mountain Hwy is to busy for bikes and in my mind unsafe.

As mentioned previously, the south section is by far the worst section for cyclists; traffic speeds, limited visibility near E 14th, and exhaust fumes. I have ridden it a few times, ONLY on the sidewalk. Take the bike route off Mtn Hwy, please! As a driver I have noted that that a few sections of Arborlynn and other roads are mysteriously 30km/h MAX... I have no idea why, but this is ideal for cyclists as drivers rarely take this side route.

Option 2 should be reserved for protected bike lanes, while there is a great opportunity for Option 1 to be used to create a prioritized transit corridor with dedicated bus lanes

Removal of any traffic lanes on Mountain Highway would be disastrous in terms of traffic backlog. Significant backups with all current traffic lanes open and functioning is occurring on a daily basis for much of the morning commute and the majority of the afternoon every day of the week currently. The only option in my opinion is to look at expanding traffic lanes to relieve the congestion into/out of Lynn Valley.

I like the idea of 2 south bound lanes on Mtn Hwy to reduce vehicle congestion. I like the parallel cycling route except for the increased grade. Ebikes won't have as much trouble with the grade. One concern is that even with the parallel route some cyclists will still ride up Mtn Hwy. This will be more dangerous.

definitely prefer the parallel option!

Mountain Highway should NOT be a cycling route. I am saying this as a cyclist. Other options that are not major arteries need to be prioritized. Traffic is already a headache in the north shore in general, adding to that issue is a silly idea.

Remember that it's called Mountain Highway for a reason. It's a Highway! Let's not do anything to impair ever increasing traffic flow.

Option 2 should eliminate biking such a steep grade (with cleaner air)

2 lanes are needed northbound as trucks & slower vehicles need their own lane. Frustrating drivers who want to do the speed limit uphill is not fair. Also if there is an accident, especially with the existing curvature we will have major problems.

Option 2: E 18th too steep and does not separate bikes and vehicles. Dump trucks, etc. Continue bike route along Alderlynn to E 20th, then along Viewlynn to E 27th, then Crestlynn to Ross Rd.

Considering the ratio of cyclists to cars is about 1:100 it seems strange to me that you'd even consider reducing the number of lanes for cars. The steeper route does really matter because most cyclists are on e-bikes.

Do not reduce the number of lanes for cars. There are far more cars than cyclists and their needs should be considered first. Cyclists do not pay road taxes so keep them off the main thoroughfares.

I think that anyone attempting to cycle up Mountain Hwy is very fit, and it is very appropriate for them to Instead take OPTION 2 as an extra 5% grade should not be a problem in this day and age with electric bikes.



I believe that the few persons that cycle up mountain Hwy do Not warrant losing the second lane going north bound on Mountain Hwy.

## I HATE bike lanes

Definitely in favour of option 2, and highly recommend looking into feasibility of repurposing 1 of the northbound Mtn Hwy lanes from Arborlynn to shortly before 18th into a southbound Mtn Hwy lane Whichever plan is adopted, we need better southbound vehicle traffic flow from Arbourlynn Dr. to Hwy 1 and the extra southbound lane . This should have been foreseen at the Provincial level. It was an obvious design flaw before construction of the interchange began and we have had to deal with it ever since. The left turn lane for vehicles travelling south on Mtn Hwy between Arbourlynn and the Hwy interchange is far too short and backs up resulting in blocking the through traffic. An immediate possible improvement might be to adjust the traffic light cycle for these left turns to be either more frequent or for longer intervals.

Also, the light at Mtn Hwy/Brooksbank and Keith Rd could be adjusted. In my estimation, the traffic light favours Keith Rd travellers (the westbound Keith Road morning traffic has more light cycle time than needed i.m.h.o.) However, I would put forward that there may be more traffic coming down Mtn Hwy, which includes Lynn Valley commuters and large traffic volume exiting from Hwy 1 down the Cut.

Option 2 is a much better route, it is less steep and would be safer.

We cannot keep adding bike lanes and taking away car lanes. With terrible transit options most people require cars anyways, and traffic exciting Lynn valley can only go Mountain Highway or Lynn valley road. We already see congestion pushing cars onto 29th hill. Taking away lanes for cars is crazy. Add bike options away from the main artery

Bike routes should be off Mountain Hwy. Keep sidewalks for pedestrians on Mountain Highway and on the 28th St to Arborlynn Drive route as well. Pedestrians should have protected routes from Handicap Scooters, bicycles and all other things that roll. The electric things that are too quiet to hear should not be with pedestrians! Part of this problem is that regulations and rules for using these things are not clear or understood.

Option 2 is safer for cyclists, but requires improved infrastructure around the Arborlynn / Mountain Hwy intersection. There needs to be a way for southbound cyclists on Arborlynn to exit prior to the lights on Mtn Hwy and access the east sidewalk to then get onto the pathway that goes over the river and under the bridge. Similarly, merging onto Mtn Hwy southbound as a cyclist is too dangerous as cars will be turning right, to enter west-bound Hwy 1.

Another strategy to improve safety for pedestrians, motorists and cyclists is to reduce the number of driveways on Mountain Highway particularly north of Barlynn Crescent. Mountain Highway is the main north-south thoroughfare connecting growing population in Lynn Valley Town Centre to Highway #1, Second Narrows Bridge and other key transportation routes. The volume (and speed) of traffic has increased significantly in recent years and the 1950's single-family home typology along Mountain Highway, particularly near the Town Centre, is no longer appropriate. By amending land use designation in this area and consolidating parcels for future development, the DNV can improve public safety while also facilitating the delivery of family-oriented multi-family housing within walking distance to town centre amenities and public transit which is an important federal, provincial and regional planning objective.

the neighbourhood route is steeper but way less stressful

Removal of parking near Eastview School will create more dangerous situations when parents drop off kids in the cul-de-sac. You will also end up with more kids crossing at different locations, putting them in danger.



I think option 2 is perhaps safer? Less traffic from cars, and less busy.

Keep the second northbound uphill travel lane please!!

i think traffic is bad enough so to have a safer, more efficient option for bikes would be great

Improve automobile throughput and highway interchange

Option 2 but instead of 18th and back onto Mountain Highway, continue up alder lynn, then 20th, then view lynn (which is already traffic calmed) then to 27th and to Lynn town centre.

Do not remove driving lanes. This stretch is already too congested.

Again, the focus on cycling here is ideological and fails to maximize vehicle traffic which dwarfs the number of cyclists. This is planning ideology trying to focus on preferred modes of transport over empirical data that shows this is a major vehicle artery, not a cycling one. Let cyclists use Arborlynn which is much less travelled and has ample room for a separated bike lane.

I prefer option two. One thing that needs to be addressed is a smooth safe connection from the proposed bike lane that connects the multi use path that goes down to the creek as it stands right now you have to kind of dangerously cross traffic in order to get from the road to the multi use path. Or ride your bike on the sidewalk to get to it

A physically protected multi-use pathway would support improved safety for pedestrian traffic to/from Eastview School, transit stops on Arborlynn and Mountain Highway and InterRiver Park (Lynn Valley link).

Option 2 keeps cyclists off Mountain and therefore the best.

Getting rid of one lane of traffic is just going to make for more congestion. Most bikers already do alternate routes

Safer route to go through the neighborhood and give the possibility of improving access to Keith road for drivers when the highway is backed up.

A narrow corridor on Mountain Hwy does not need cyclists. How many cyclists use the west bound cycling route on 29th?

Option 2 is clearly the better solution.

Do not take away a vehicle lane! It is less steep along Arborlynn so go that way.

I think it ultimately is safer to have a parallel route, but the neighborhood infrastructure has to be properly set up; there cannot be parking in at least one side of the street. You can't just paint lines & residents must fully buy into the change

Overall, I would have preferred Option 1 protected bike lane on Mountain Hwy, due to more direct and less steep than alternative, However, I have chosen Option 2 Parallel Cycling route off Mountain Hwy - due to , possibility of repurposing one of the northbound travel lanes for southbound travel to reduce congestion from the Highway 1 interchange. As you noted this possible repurposing is ONLY available if Option 2 is chosen. Option 2 also has benefit of helping residents along that route enjoy a bike path with their kids, and go nowhere near that scary Mountain Highway. Plus this route ties into the elementary school, which is also good for kids' health and safety.

Ensure there is a connection from the highway bridge over Lynn Creek to Arborlynn for cyclists and pedestrians. Also ensure that pedestrians and cyclists can connect to the Option 2 path from the forest pathway along Arborlynn just north of Arborlynn Park (from Google Maps) 49.322555, - 123.031590).

Mountain Highway is a mess with only 3 lanes, along with it backing up most days due to the traffic. DO NOT MESS WITH MOUNTAIN HIGHWAY. It's too busy, and will only get busier if you remove lanes for bike traffic. If you're going to provide designated cycling routes, please keep them away from busy main routes and direct cyclists through quieter neighbourhoods like those proposed.



How much cycling traffic actually goes North on Mountain Highway? The only reason you will slow traffic northbound down is because removing one lane will cause congestion, which in turn will force more traffic through the residential area of Westlynn. How will you slow traffic down through those side streets if you are going to create more traffic on them, especially with all the young families. If you want to slow down vehicle traffic, what about the cycling traffic southbound on Mountain Highway? Has it been taken into consideration how fast cyclists go down the hill? If you have a bike lane southbound on Mountain Highway you will end up with some cyclists bombing down the hill will others ride their brakes, this will cause just as unsafe scenario as if the road was left as is, or the faster cyclists will just stay on the road which doesn't solve anything.

The usability of the MUP on the lower section of Arborlynn largely hinges upon how well things work at the Arborlynn and Mountain Highway intersection after the potential changes. (ie removing the vehicle northbound slip lane to Arborlynn). I support upper Appin as a bike route, as well as 18th, despite the grade. I would also like to see the connection to Viewlynn become more established cycling route.

Removing a northbound vehicle travel lane should NOT be an option. This would cause congestion behind slow moving vehicles, and would be a contributor to road rage. Bicycles should be off Mountain Highway, on an alternate route.

DNV keeps adding density and wants to further increase density but wants to remove traffic lanes in main road ways to accommodate a smaller use bike lane. Safety for bikes and predestrians is a major concern but should be addressed at the cost of causing further congestion by removing roadways. Not at a cost of removing parking on roads where you also want multi use residential. Some of the green grass breaks need to be better utilized by removing them and making bike or walkways. Increase density while reducing traffic lanes in a rainy environment where bike traffic is basically utilized for the majority only part of the year does not make any sense. It creates animosity in the populace which a governing body should not by doing as you are there to enhance. Creating bike lanes to be more green while increasing density at the cost of congestion is not a good long term plan.

What happens if Lynn Valley has a fire and has to be evacuated? You have reduced traffic north of Mountain Highway on Lynn Valley road creating a bottle neck at Mountain Hwy and now may have more congestion on upper Mountain Hwy.

What happens if fire, ambulance of police need to access houses like on 29th and bike lane dividers prevent service? Some dividers are extremely dangerous such as those on Lynn Valley north of Mountain Hwy.

Maybe Multiuse extensions of existing sidewalk without removing traffic lanes should be used and developed as an alternative.

Please keep bikes off Mt. Hwy. Does not serve anybody.

Would there be an option to leave parking on 1 side of the street (Appin to Arborlynn)

Propose the parallel route to continue further north. Branch at 18th is still required.

The District should have thought about the density caused by their approval of all the new development within a 4 block radius. Mountain Hwy has now become a major roadway and reducing the number of vehicle lanes to accommodate cyclists is not going to be effective. It will significantly increase congestion, create more friction between motorists and cyclist and will not provide a safe walking environment for pedestrians.

I think its already too congested on Mountain Hwy. Better to have the bike route off it.



Removing a traffic lane for cyclists with make traffic congestion worse. Option 2 will be much safer for cyclists and permit higher vehicle flow on Mountain Hwy.

A HIGHWAY is not a good place for a bike lane! Keep cyclists away from traffic and pollution for the safety of everyone.

They're both bad options. In option 1 there is no need for a bike lane in downhill direction on moutain Hwy as bikes can easily keep pace with cars. Going 50km/hr on a bike in a narrow lane squished to the right is very dangerous. Just put up a share the road sign. A bike lane going uphill on Mountain Highway would be nice as bike speed is much slower.

In option 2 multi use paths suck for bikes and pedesritrians

I would create both. Mountain Highway serves those commuting by bike. The Option 2 route serves more casual riders and families.

great idea! No bike lane needed on Mountain Hwy

Option 1 if no chance of dual southbound lane with MofTransport

Option 2 if there is a good chance of dual southbound car lane for improved traffic onto the bridge.

Full bike lane along arborlynn- make arbourlynn one way in morning and one way in evening