



# Lynn Valley Road Active Transportation Project PHASE TWO

## *Community Feedback*

SPRING 2023 ENGAGEMENT REPORT



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# About this Report

This report provides a summary of the public engagement conducted by the District of North Vancouver (District) for the Lynn Valley Road Active Transportation (LVRAT) Project – Phase Two. The objective of LVRAT – Phase Two is to create a safer and more comfortable environment for those who live in the area, and for those who walk, bike, roll, drive, or take public transit. This engagement took place between May 16<sup>th</sup> and June 9<sup>th</sup>, 2023.

This report includes:

- A summary of the engagement activities, including a synopsis of promotional activities used to inform people about the engagement process and an overview of the engagement opportunities.
- A summary of the feedback and input received during the engagement.
- Next steps for this work.

This report was prepared by District staff with assistance from Urban Systems Ltd.

Note that the input received and presented here reflects the interests and opinions of people who chose to participate in the engagement process. Survey responses summarized and reflected here are from respondents who elected to take the survey and therefore do not reflect a random sample.

## Executive Summary

The LVRAT – Phase Two project focuses on potential improvements to Lynn Valley Road (LVR) from Dempsey Road to Peters Road. The purpose of this engagement was to seek feedback on design options that aim to improve the safety and mobility concerns discovered during initial outreach and subsequent analysis. Community members were able to participate in an in-person open house on May 25, 2023, and the online survey from May 16<sup>th</sup> to June 9<sup>th</sup>, 2023. The District promoted the public engagement using the following methods:

- District of North Vancouver website
- Social media posts
- Letter mail to home or businesses
- Print and/or digital news advertisement
- Community information signs

## Participation

A total of 667 surveys were completed (participants clicked through all questions to the end). All questions in the survey were optional. All participants answered at least one question. All responses were considered as input for this report.

The project team hosted an open house at Karen Magnussen Community Recreation Centre on May 25<sup>th</sup>, 2023, from 6:00PM to 8:00PM. This event was attended by 36 people. Engagement activities also included two pop-ups: at Upper Lynn Elementary on June 2, 2023, and at Kilmer Park on June 3, 2023.

## Key Findings and Themes

The summary of key findings and themes is below. Complete survey results, including numbers of respondents, are available in the “What We Heard” section of this report. Percentages are used in the Executive Summary to indicate the level of support and/or opposition. The input received reflects the responses and opinions of people who chose to participate in the online survey.

### Sidewalk Improvements

- **69% of respondents support** the new proposed sidewalk on the north side of Dempsey Road between Hoskins Road and Lynn Valley Road (LVR).
- **67% of respondents support** the new proposed sidewalk on the west side of LVR between Dempsey Road and Peters Road.
- **74% of respondents support** the new proposed sidewalk on Kilmer Road between LVR and the Kilmer Park access pathway.

Themes that emerged from the open-ended questions included concerns over the potential removal of on-street parking and the perceived lack of need for sidewalks on both sides of the street. There was agreement that sidewalks increase pedestrian safety, especially for children, and incentivize walking.

### Intersection Improvements

The following locations were identified as locations for potential intersection improvements: Dempsey Road and LVR, Kilmer Road and LVR, and Burrill Avenue and LVR.

- **55% of respondents support all** of the safety improvements at the identified intersections.
- **28% of respondents support some** of the safety improvements at the identified intersections.
- **17% of respondents do not support** the safety improvements at the identified intersections.

Themes that emerged from the open-ended questions included uncertainty around the definition and functionality of a raised intersection, as well as concerns over potential increased vehicular congestion. There were also comments about the desire for lower traffic speeds, increased visibility, and improved sightlines and support for flashing lights and crossing beacons.

### Bus Stop Improvements

Bus stop improvements were proposed at locations with the highest number of transit boardings. Amenities include new benches, bus shelters, garbage cans, signage, and maps.

- **76% of respondents support all** of the proposed bus stop amenity improvements.
- **17% of respondents support some** of the proposed bus stop amenity improvements.
- **7% of respondents do not support** the proposed bus stop amenity improvements.

Themes that emerged from the open-ended questions included strong support for bus shelters, benches, and garbage cans and the potential for these amenities to incentivize transit use. Respondents also requested that the District consider wildlife-proofing garbage cans, making bus stops accessible, and providing enough space for all modes to share the sidewalk.



## Cycling Improvements

Three cycling route options were proposed to provide safer cycling facilities on LVR. The cycling route options were:

- Option 1 (unidirectional cycling lanes on both sides of LVR)
- Option 2 (unidirectional cycling lanes on both sides of LVR between Peters Road and Kilmer Road, with a multi-use pathway through Kilmer Park)
- Option 3 (unidirectional cycling lane on one side of LVR, Dempsey Road and Hoskins Road, creating a one-way loop)

Participants were asked to rank the proposed cycling route options in order of preference with their first choice being their most preferred option and their third choice being their least preferred option.

- A similar number of participants selected **Option 1 and Option 2 as their first choice (37% and 36%, respectively)** between the proposed cycling route options. Fewer participants (27%) selected Option 3 as their first choice.
- As their **second choice, more participants preferred Option 2 (44%)** in comparison to Option 1 and Option 3 (31% and 25%, respectively).
- As their **third choice, more participants selected Option 3 (48%)** in comparison to Option 1 and Option 2 (31% and 20%, respectively).

Themes that emerged from the open-ended questions indicated that around 20% of respondents generally opposed modifying LVR to provide more protected cycling facilities. Concerns focused on the removal of on-street parking, particularly in the northern-most block of the study area. Many respondents expressed the desire to reduce traffic congestion, that cyclists prefer travelling on the most direct and straight route, and that the road is a shared space by many users.

## Dovercourt Intersection Improvements

Two options were presented for public input to make the intersection of LVR and Hoskins Road / Dovercourt Road safer.

- **51% of respondents supported Option One** (realign the intersection and improve the crossing).
- **49% of respondents supported Option Two** (restrict vehicle access to and from Dovercourt Road).

Themes that emerged from the open-ended questions were divided with some expressing the view that the intersection is hazardous while others stating that they had no concerns with the intersection. Other themes included the need for improvements to address speed, visibility, and sightlines.

## Next Steps

This report summarizes the feedback received through engagement. The feedback and results will be analyzed and integrated into the design of the preferred option. These results and the preferred option will then be presented to Council for consideration.

# Background

The stretch of Lynn Valley Road (LVR) from Dempsey Road to Mountain Highway has been identified as a crucial link to address a gap in the sidewalk and cycling network in the District of North Vancouver (District). It is an important connection for all road users, providing the most direct route to regional and local parks, as well as the wider community.

The Lynn Valley Road Active Transportation (LVRAT) Project (including Phase One, completed in January 2023, and the current Phase Two) is part of the District's aim to build a complete network of active transportation routes that connects town centres to key destinations and provides safe and comfortable travel options for everyone.

This project advances the District's goals of realizing a walking, cycling, transit, and driving network that will nurture healthier and safer communities, while mitigating the impacts of climate change. This is outlined in the Official Community Plan (OCP), Transportation Plan, Bicycle Master Plan, Pedestrian Master Plan, OCP Action Plan, and Council priorities and directions. This project also aligns with the District's greenhouse gas reduction goals towards becoming a more energy-efficient community, outlined in the Community Energy and Emissions Plan (CEEP).

## Project Overview

LVRAT – Phase Two is a corridor safety and mobility improvement project from Dempsey Road to Peters Road along LVR. The goal of this project is to develop a street design that is safer and more comfortable for people who live in the area, visitors, and for those who walk, bike, roll, drive, or take public transit. Due to the corridor's constraints including limited road space and a lack of direct alternate routes, there are challenges and trade-offs that need to be considered when providing safe and comfortable travel options.

In May 2022, the community was asked for their initial input on priorities, experiences, and concerns regarding LVR (Round one of engagement). The District then completed a technical analysis of existing conditions in Summer 2022 and developed design options to improve safety and mobility over Fall and Winter 2022/2023. Round two of public engagement occurred from May 2023 to June 2023. The priorities that emerged from residents focused on improving safety for walking and cycling, maintaining traffic flow, and addressing a high demand for parking.

The recommendations presented in this project include sidewalk improvements, improved connections to Kilmer Park, improved crossings and intersections, bus stop amenity improvements, and proposed cycling route options.



# Public Engagement

## Engagement Objectives

The purpose of this engagement was to seek feedback on design options that aim to improve the safety and mobility concerns discovered during the first round of public engagement (in May 2022) and subsequent analysis. The result of this engagement will help inform a road design that balances the needs of all road users and the local neighbourhood, taking into account the constraints of limited road space and a lack of direct alternate routes.

## Participation

Community members could participate in the District's online survey from May 16<sup>th</sup> to June 9<sup>th</sup>, 2023. An open house also took place during this time period on May 25<sup>th</sup> from 6:00PM to 8:00PM, where residents could speak with the project team to learn more about different design options, have questions, and share input. The project team also held two pop-up engagement sessions.

## Engagement Activities

### Online Survey

A total of 667 surveys were completed (participants clicked through all questions to the end). All questions in the survey were optional. All participants answered at least one question. All responses were considered as input for this report.

### Open House – Karen Magnussen Community Recreation Centre, May 25, 2023

A total of 36 people attended the in-person open house from 6:00PM to 8:00PM. Options and information were presented on boards. Members of the LVRAT – Phase Two project team attended to provide context about the information presented and to listen to feedback. The project team distributed post cards with a QR code for the project website and online survey. Printed survey copies were available for those who wished to complete the survey.

### Pop-Up – Upper Lynn Elementary and Lynn Valley Road, June 2, 2023

District staff conducted a walk-about of the Lynn Valley Area on Friday, June 2nd from 2:30PM to 4:00PM and spoke to caregivers and parents, as well as residents in the area. Project team members distributed post cards with a QR code for the project website and online survey.

### Pop-Up – Kilmer Park, June 3, 2023

The project team also set up a booth in Kilmer Park on Saturday, June 3<sup>rd</sup> from 2:00PM to 4:00PM where they spoke with residents and sports field users. Project team members distributed post cards with a QR code for the project website and online survey.

## Promotional Activities

The District promoted the public engagement using the following methods:

Method	Description	Dates
District of North Vancouver website	New page with project information and link to online survey	Updated May 16, 2023
Online survey platform	ZenCity survey	Live on May 16, 2023
Social media posts	Facebook and Twitter organic posts and ads to promote the online survey and open house	Posts on Facebook and Twitter/X: May 19, May 22, May 31, June 3, June 6, June 9  Total impressions (FB/Twitter): <b>8193</b> Total engagements (FB/Twitter): <b>345</b> FB Post Reach: <b>1947</b> Twitter link clicks: <b>282</b>
Letter mail to home or businesses	Postcards promoting the online survey and open house	Delivered week of May 16, 2023
Print and/or digital news advertisement	¼ page Print ad and digital ads	Print ad placed in May 18 edition Digital ads May 26 – June 9, 2023
Community information signs	Informational signs promoting the project were posted along the study corridor	Installed May 16, 2023



# What We Heard

The following sections summarize the results of the online survey, providing the results of responses to closed-ended questions and open-ended questions. Please see attached appendices for verbatim responses to open-ended questions.

## General Comments

1. Do you have any comments about your priorities as we seek to include safety improvements for all road users and the community?

In total, there were 322 responses. All responses were themed into four main priority items. Similar sentiments or ideas were grouped together into these main themes. The number of mentions is included in parentheses.

### Walking, Rolling, and/or Cycling (176)

- Consideration around active transportation improvements (149)
  - Against bike lanes (39)
  - Configure the street to prioritize space for those walking, rolling, and/or cycling (30)
  - Introduce separated and/or protected bike lanes (29)
  - Add or widen sidewalks on LVR (21)
  - Move cyclists to residential roads (12)
  - Improve cycling network and trail system (10)
  - Against sidewalks (6)
  - Against shared pathways between cyclists and pedestrians (2)
- Consideration around cycling activities (25)
  - Cycling is seasonal and use diminishes during winter (20)
  - Most cyclists drive in their bikes to access park facilities (9)
  - Non-vehicular modes of transportation are not viable for all users (11)
- Bike lanes should be properly cleared of snow and debris (2)

### Safety (161)

- Create a safe environment for all users (63)
  - Safety for people walking, rolling, and/or cycling (58)
  - Safety for children (5)
- Install traffic calming measures (e.g., speed humps, traffic lights, crosswalks) (28)
- Reduce traffic speeds (21)
- Concern over placement of concrete barriers (17)
- Improve visibility on LVR (16)
  - Improve sightlines turning onto LVR (10)
  - Add additional street lighting and signage (6)
- Increase enforcement (of both motor vehicles and cyclists) (6)
- Installation of traffic signals (6)
  - Do not install traffic signals at any intersection (3)
  - Install a traffic signal at LVR and Peters Road (3)
- Improve safety at Dempsey Road intersection (4)

## On-Street Parking (109)

- Removal of on-street parking (95)
  - Prevent loss of on-street parking (65)
  - On-street parking loss is not important (24)
  - Prevent loss of on-street parking at End of the Line Café (6)
- Reserve on-street parking for residents (owners/tenants) (7)
- Consideration around use of parking pockets (7)
  - Do not use parking pockets (5)
  - Use parking pockets (2)

## Vehicular Traffic (81)

- Reduce traffic congestion (37)
  - Cars idling (5)
- Prioritize bus and emergency vehicle access (23)
- Prioritize the roadway for motor vehicle travel (14)
- Minimize vehicular traffic on residential roads (7)

## Other Priorities (65)

- Prioritize needs of residents (23)
- Improve visual appearance of area (21)
  - Trimming of hedges and removal of signs (14)
  - Maintain "small village" feel (3)
  - Prevent noise and disruption (4)
- Protect natural feel of area (17)
  - Protect green spaces, forest, mature trees, and canopy (11)
  - Consider impact of pollution and climate change (6)
- Improve accessibility for persons with disabilities (4)

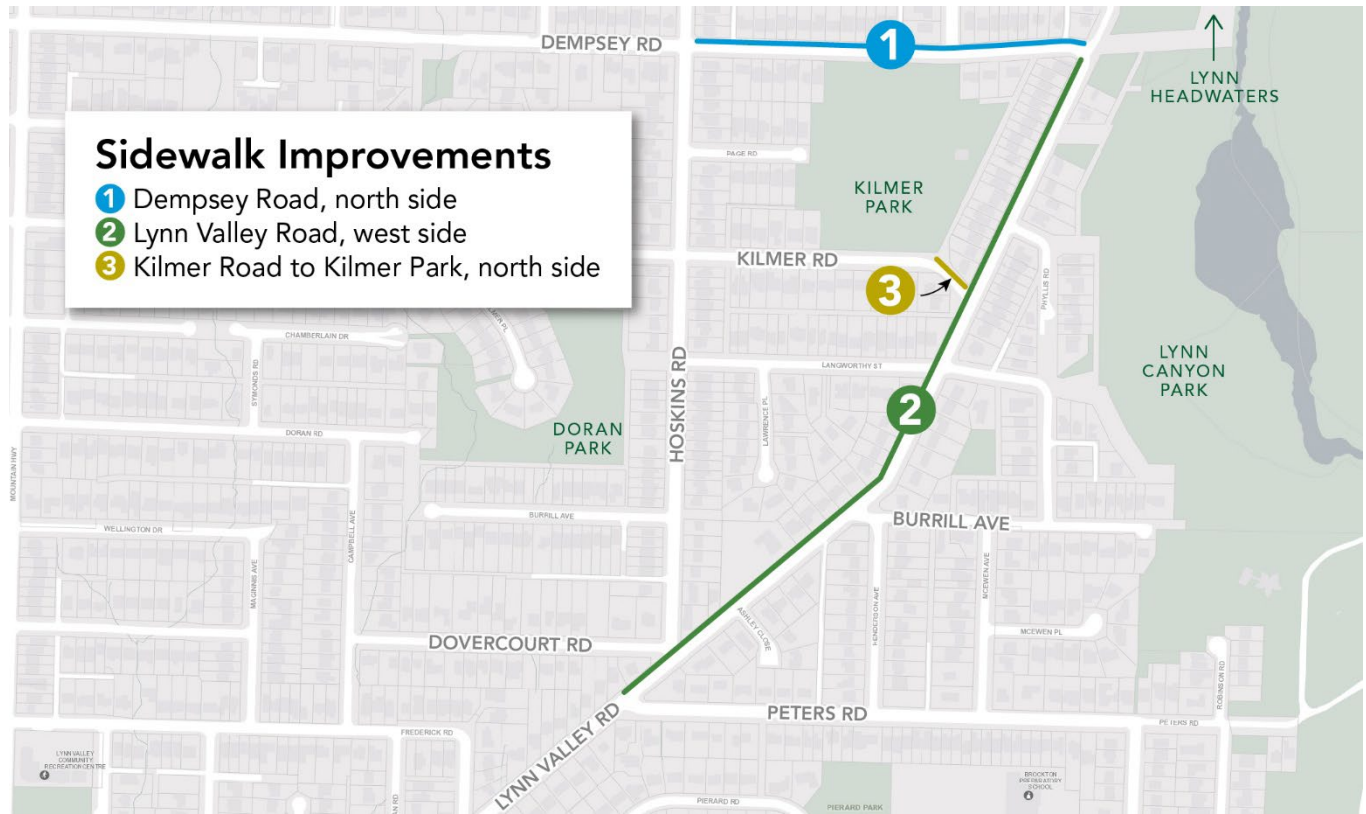
## Other (comments that did not explicitly address priorities for the project) (147)

- Against proposed project (131)
  - Against LVRAT – Phase One (52)
  - Against LVRAT – Phase Two (38)
  - Topography of LVR is not conducive to changes (39)
  - Perceived negative impact on property values (1)
  - Increased presence of visitors (1)
- Support proposed project (8)
- Concern that survey questions are leading (8)



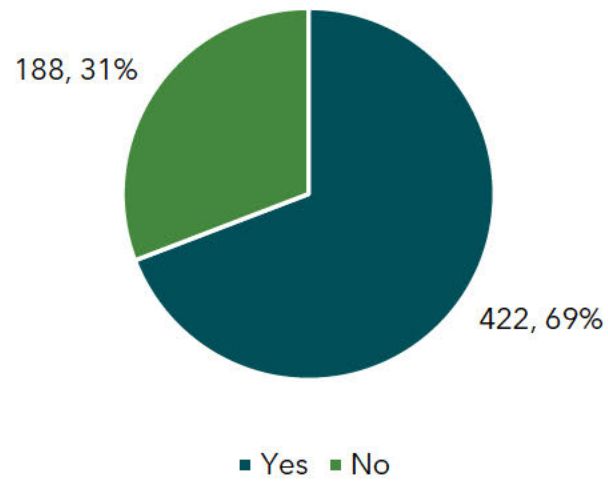
## Sidewalk Improvements

The online survey featured a map which depicted the locations of sidewalk improvements (Figure 1). The map highlighted proposed new sidewalks on the north side of Dempsey Road between Hoskins Road and LVR, the west side of LVR between Dempsey Road and Peters Road, and the north side of Kilmer Road between LVR and Kilmer Park. The support for each option was then assessed.

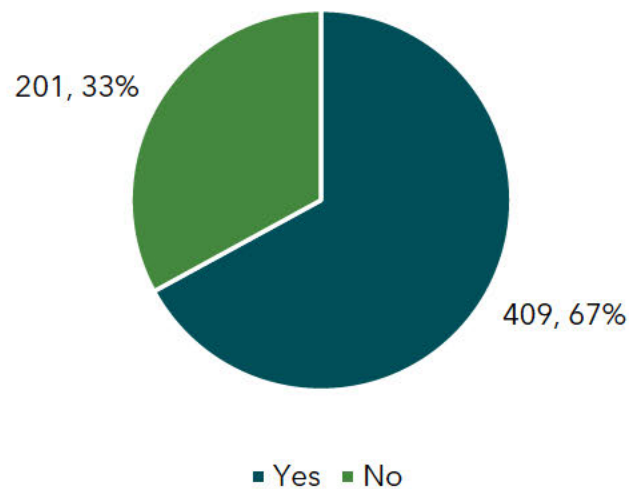


*Figure 1. Map of proposed new sidewalks (sidewalk improvements)*

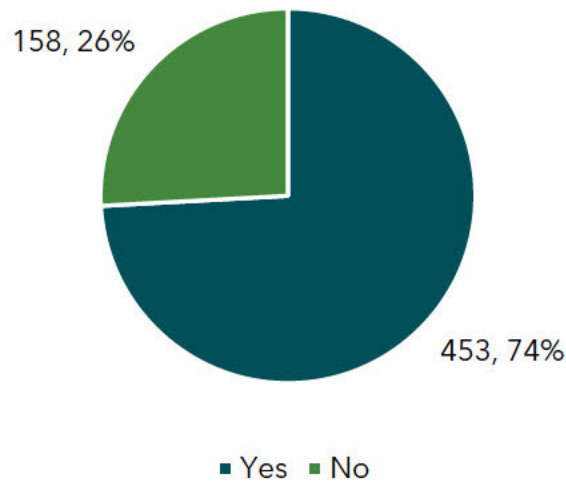
3. Do you support the new proposed sidewalk on the north side of Dempsey Road between Hoskins Road and Lynn Valley Road? (n = 610)



4. Do you support the new proposed sidewalk on the west side of Lynn Valley Road between Dempsey Road and Peters Road? (n = 610)



**5. Do you support the new proposed sidewalk on Kilmer Road? (n = 611)**



**6. Do you have any comments to add about the proposed new sidewalks?**

In total, there were 301 responses. All responses were themed based on comments directly related to the proposed sidewalk improvements, as well as the potential impact of the proposed sidewalk improvements. Similar sentiments or ideas were grouped together into these main themes. The number of mentions is included in parentheses.

**Proposed Sidewalk Improvements (133)**

- Sidewalk on the north side of Dempsey Road between Hoskins Road and LVR (28)
  - o Against proposed sidewalk improvements (24)
  - o Support proposed sidewalk improvements (4)
- Sidewalk on the west side of LVR between Dempsey Road and Peters Road (38)
  - o Against proposed sidewalk improvements (31)
  - o Support proposed sidewalk improvements (7)
- Sidewalk on Kilmer Road (34)
  - o Support proposed sidewalk improvements (25)
  - o Against proposed sidewalk improvements (9)
- Include additional improvements alongside proposed sidewalk improvements (33)
  - o Extend proposed Dempsey Road and Kilmer Road sidewalks until Hoskins Road/Mountain Highway (14)
  - o Add a crosswalk to intersection of LVR and Kilmer Road (11)
  - o Extend sidewalk on LVR north of Dempsey Road, towards Rice Lake Road (6)
  - o Add a crosswalk to intersection of LVR and Dovercourt Road (2)

**Safety (268)**

- Improvements are not needed as current sidewalks provide sufficient pedestrian access and safety (129)
- Improvements are needed to improve pedestrian access and safety (84)
  - o Lack of sidewalks is dangerous for pedestrians (69)

- Sidewalk improvements will improve safety for children (12)
- Sidewalk improvements will improve safety for seniors (3)
- Available curb-to-curb space is not large enough to accommodate proposed sidewalk improvements (20)
- Install other traffic calming measures (e.g., speed humps, traffic lights, crosswalks, improved street lighting) instead of sidewalk improvements (19)
- Sidewalk improvements will negatively impact traffic flow (15)
- Sidewalks should be properly cleared of snow and debris (1)

### On-Street Parking (35)

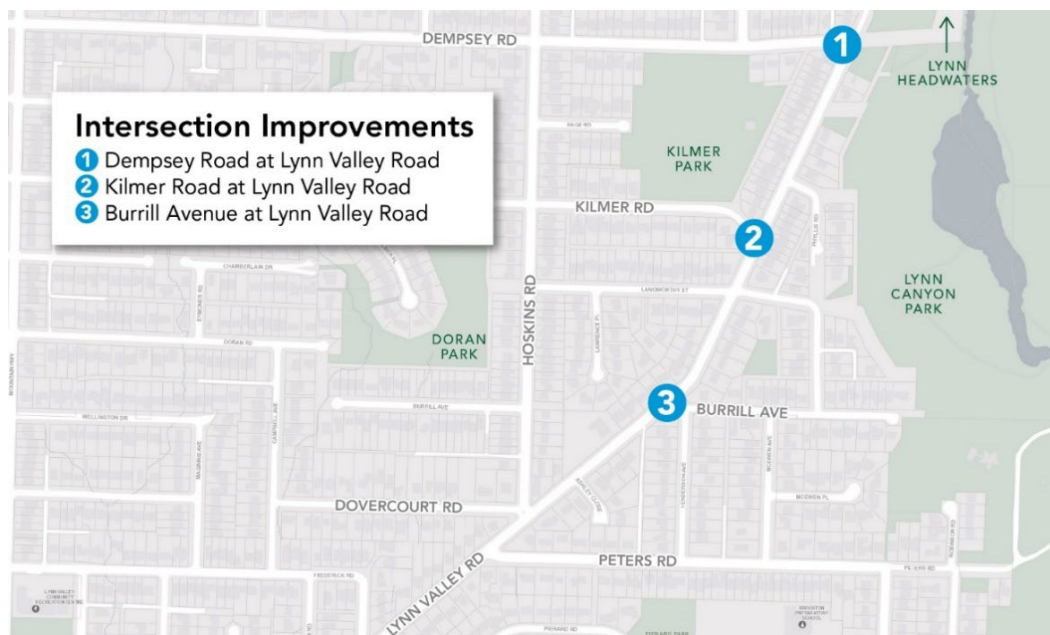
- Removal of on-street parking (34)
  - Prevent loss of on-street parking (31)
  - On-street parking loss is not important (3)
- Use opportunity to create loading zones (for both passenger pick-up/drop-off and deliveries) (1)

### Other (59)

- Project is a waste of money (29)
- Improvements will impact property frontage, driveways, and other features (e.g., trees) (18)
- Improve accessibility for persons with disabilities (11)
- Improvements will be beneficial for the current climate emergency (1)

## Intersection Improvements

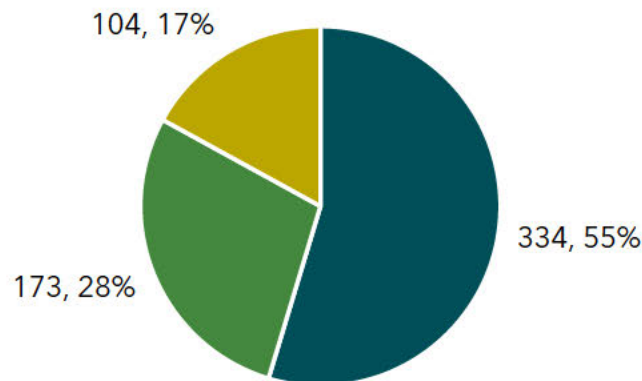
The online survey featured a map which depicted proposed locations of intersection safety improvements (Figure 2), including Dempsey Road at LVR, Kilmer Road at LVR, and Burrill Avenue at LVR. Intersection safety improvements included changes to curbs to shorten crossing distances and slow turning vehicles, marked crosswalks and curb ramps to cross LVR, flashing beacons at some crosswalks, and a raised intersection at LVR and Dempsey Road. The support for intersection safety improvements at each intersection was then assessed.



*Figure 2. Map of proposed locations of intersection improvements*



**7. Do you support the safety improvements at the above locations? (n = 611)**



- I support all of the proposed crossing and intersection improvements
- I support some of the proposed crossing and intersection improvements
- I do not support the proposed crossing and intersection improvements

**8. Do you have any comments to add about the proposed intersection and crossing improvements?**

In total, there were 242 responses. All responses were themed based on comments directly related to the proposed crossing and intersection improvements, as well as the potential impact of the proposed crossing and intersection improvements. Similar sentiments or ideas were grouped together into main themes. The number of mentions is included in parentheses.

**Proposed Crossing and Intersection Improvements (180)**

- Dempsey Road Intersection (76)
  - Against proposed crossing and intersection improvements (41)
  - Support proposed crossing and intersection improvements (38)
- Generally unsupportive of proposed crossing and intersection improvements (34)
- Generally supportive of proposed crossing and intersection improvements (23)
- Kilmer Road (21)
  - Support proposed crossing and intersection improvements (15)
  - Against proposed crossing and intersection improvements (6)
- Burrill Ave (26)
  - Against proposed crossing and intersection improvements (15)
  - Support proposed crossing and intersection improvements (11)

**Safety (146)**

- Crosswalks and curb extensions (44)
  - Curb extensions force cyclists into traffic and do not slow down traffic (26)
  - Introduce crosswalks and/or stoplights at more intersections on LVR (10)
  - Shorten crossing distances (8)

- Use of flashing lights and pedestrian controlled crosswalks (e.g., RRFBs, specialized crosswalks) (36)
  - o Will improve safety (25)
  - o Will create distractions (11)
- Traffic calming (23)
  - o Traffic calming should be introduced on nearby residential streets in addition to LVR (12)
  - o Traffic calming should be used to slow down cyclists (11)
- Reduce speed limit and improve visibility/sightlines (22)
- Intersection improvements will negatively impact traffic flow (12)
- Visibility (7)
  - o Improve street lighting (4)
  - o Improve signage and wayfinding (3)
- Add sidewalks (2)

### **On-Street Parking and Vehicular Traffic (37)**

- Removal of on-street parking (18)
  - o Prevent loss of on-street parking (8)
  - o Use parking restrictions as traffic calming to make roads safer (6)
  - o Remove parking near intersections (4)
- Changes will negatively effect buses and heavy vehicles (11)
- Prioritize the roadway for motor vehicle travel (8)

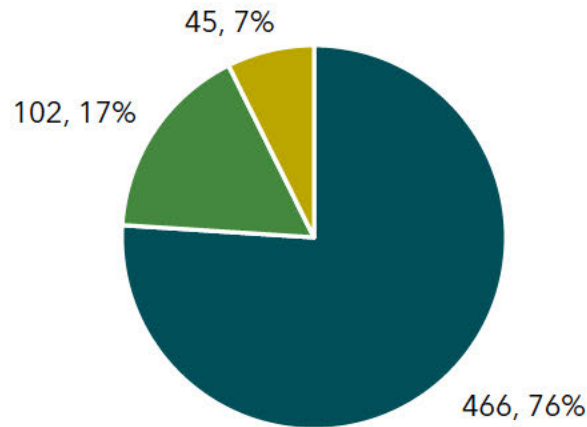
### **Other (42)**

- Proposal unclear (e.g., definition of a raised intersection) (26)
- Project is a waste of money (12)
- Improve accessibility for persons with disabilities (4)

## Bus Stop Improvements

Bus stop improvements were proposed throughout the study area. Improvements would be focused on locations with the highest number of boardings and potentially include amenities such as new benches, bus shelters, garbage cans, signage, and maps.

9. Do you support the proposed bus stop amenity improvements? (n = 613)



- I support all of the proposed bus stop amenity improvements
- I support some of the proposed bus stop amenity improvements
- I do not support the proposed bus stop amenity improvements

10. Do you have any comments about the proposed bus stop amenity improvements?

In total, there were 190 responses. All responses were themed based on comments directly related to the proposed bus stop amenity improvements, as well as the potential impact of the proposed bus stop amenity improvements. Similar sentiments or ideas were grouped together into main themes. The number of mentions is included in parentheses.

### Proposed Bus Stop Amenity Improvements (87)

- Generally supportive of proposed bus stop amenity improvements (51)
  - o Generally supportive (32)
  - o Amenities will help incentivize transit use (19)
- Generally unsupportive of proposed bus stop amenity improvements (36)
  - o Generally unsupportive (15)
  - o Prioritize other areas of the District first (17)
  - o Not enough transit use to justify amenities (4)

### Safety and Design (122)

- Design of bus stop (71)
  - o Include shelter (especially from weather) (40)
  - o Add benches (22)
  - o Include bus schedules (4)
  - o Do not include ads if bus stop is sheltered (3)

- Include public washrooms (2)
- Wayfinding (26)
  - Add wayfinding related to Lynn Valley / Lynn Valley Canyon to bus stops (17)
  - Do not add additional wayfinding at bus stops (9)
- Consider accessible bus stops and providing enough room for all modes to share the space (12)
- Add bus turnout/pullout (8)
- Improve street lighting (4)
- Design with no hostile architecture (1)

### **Cleanliness (80)**

- Use of garbage cans (76)
  - Generally supportive (30)
  - Garbage cans should be wildlife proof (e.g., bearproof) (15)
  - Garbage cans should be maintained and emptied regularly (15)
  - Include dog waste bins in addition to garbage cans (7)
  - Include recycling bins in addition to garbage cans (3)
  - Generally unsupportive (6)
- Concerns that improved bus stops will invite vandalism and loitering (4)

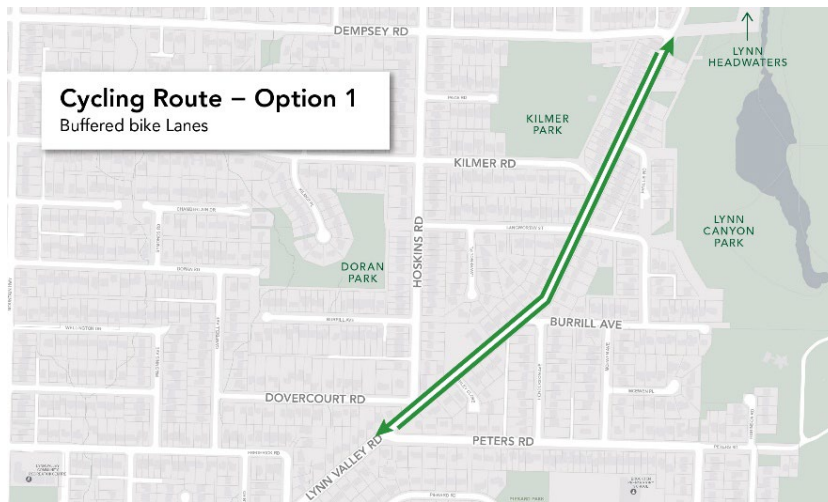
### **Other (13)**

- Proposal unclear (8)
- Project is a waste of money and TransLink should be paying for these improvements (5)

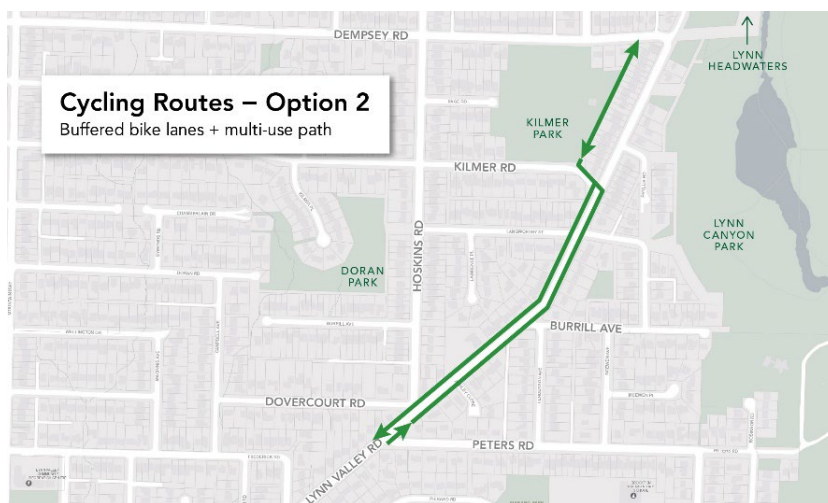


## Cycling Improvements

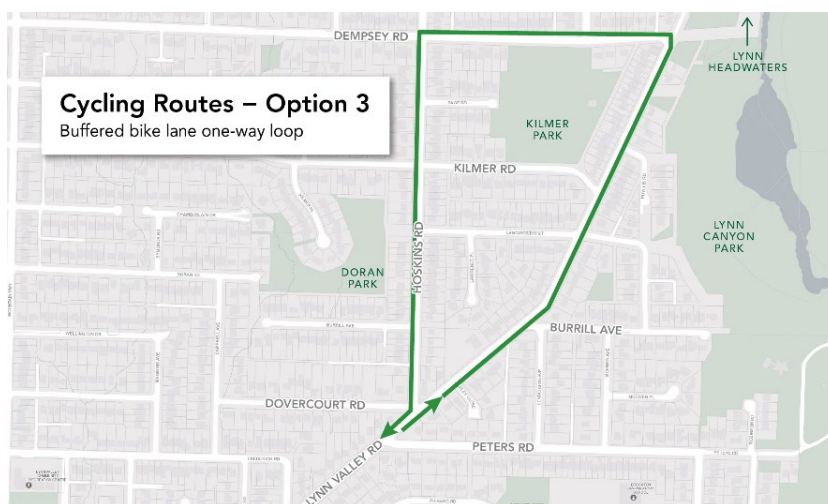
The online survey featured maps which depicted cycling route options (Figures 3 - 5). The map highlighted cycling route options which were determined based on a high-level engineering review. The support for each cycling route option was then assessed.



**Figure 3.** Map of 'Cycling Routes – Option 1': unidirectional cycling lanes on both sides of LVR



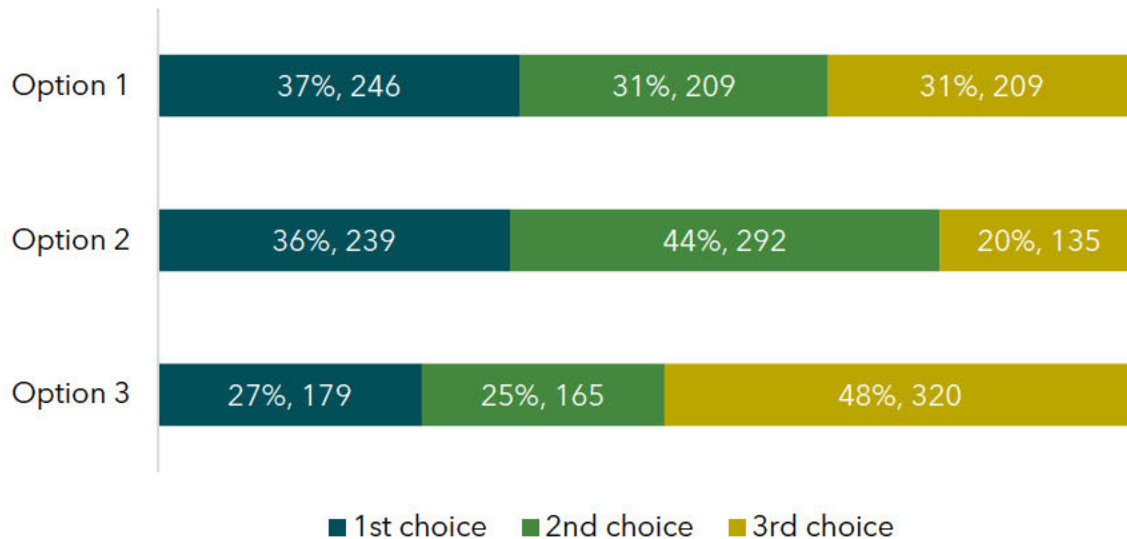
**Figure 4.** Map of 'Cycling Routes – Option 2': unidirectional cycling lanes on both sides of LVR with a multi-use pathway (MUP) through Kilmer Park



**Figure 5.** Map of 'Cycling Routes – Option 3': unidirectional cycling lane, one-way loop



**11. Please rank the three proposed cycling route options in order of preference with one being the most preferred and three being the least preferred option. (n = 666)**



*Option 1 (unidirectional cycling lanes on both sides of LVR)*

*Option 2 (unidirectional cycling lanes on both sides of LVR between Peters Road and Kilmer Road, with a multi-use pathway through Kilmer Park)*

*Option 3 (unidirectional cycling lane on one side of LVR, Dempsey Road and Hoskins Road, creating a one-way loop)*

**12. Do you have any comments to share about the proposed cycling route options?**

In total, there were 357 responses. All responses were themed based on comments directly related to the proposed cycling route options, as well as the potential impact of the proposed cycling route options. Similar sentiments or ideas were grouped together into main themes. The number of mentions is included in parentheses.

**Proposed Cycling Route Options (382)**

- Generally unsupportive of proposed cycling route options and/or project (97)
- Option 1: Unidirectional cycling lanes on both sides of LVR (89)
  - o Cyclists will choose the most direct/straight path (41)
  - o Support proposed cycling route option (40)
  - o Against proposed cycling route option (8)
- Option 2: Unidirectional cycling lanes on both sides of LVR with a multi-use pathway (MUP) through Kilmer Park (111)
  - o Support proposed cycling route option (37)
  - o Concerns over potential user conflicts (between pedestrians and cyclists) on MUP (28)
  - o Against proposed cycling route option (27)
  - o Concerns around safety of crossing LVR to access Kilmer (19)
- Option 3: Unidirectional cycling lane on one side of LVR, creating one-way loop (73)
  - o Against proposed cycling route option (49)
  - o Support proposed cycling route option (24)
- Generally supportive of proposed cycling route options and/or project (12)

## On-Street Parking and Vehicular Traffic (132)

- Removal of on-street parking (98)
  - o Prevent loss of on-street parking (70)
  - o Prevent loss of on-street parking at End of the Line Café (10)
  - o Consideration to how loss of parking impacts seniors and persons with disabilities (7)
  - o On-street parking loss is not important (6)
  - o Designate Lynn Valley as resident parking only (RPO) (5)
- Reduce vehicular traffic congestion (13)
- Changes will negatively effect buses and heavy vehicles (12)
- Prioritize the roadway for motor vehicle travel (9)

## Walking, Rolling, and/or Cycling (62)

- Design of proposed cycling route options (38)
  - o Opposition to the use of concrete barriers for protection (16)
  - o Do not install a southbound, downhill bike lane (9)
  - o Introduce separated and/or protected bike lanes (5)
  - o Install a one-sided, bidirectional bike lane (4)
  - o Design bike lanes for easy maintenance (2)
  - o Preference for painted bike lanes (2)
- Location of proposed cycling route options (15)
  - o Move cyclists to residential roads (8)
  - o Add signage and wayfinding to help cyclists navigate (5)
  - o Cyclists should be on arterial roads (2)
- Cyclists drive in their bikes rather than cycling up LVR (9)

## Safety (46)

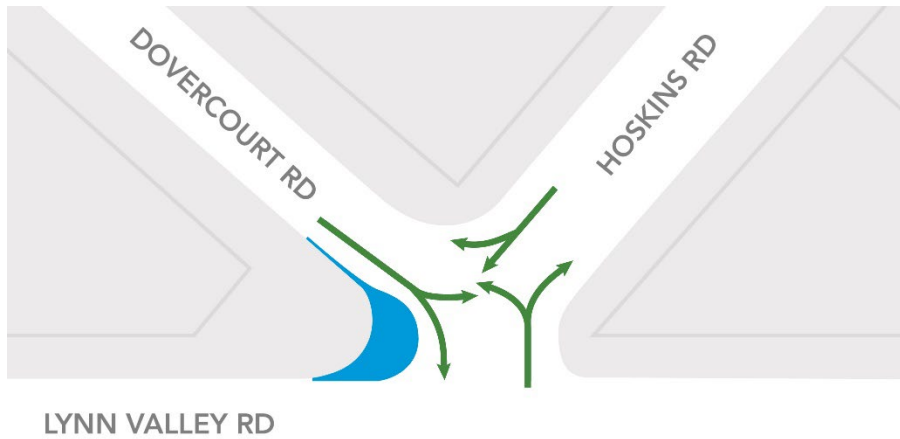
- The road is a shared space meant for all users to safely use (21)
- Concerns regarding traffic violations made by cyclists (9)
- On-street cycling facilities are dangerous (8)
- Install traffic calming measures (such as speed humps, traffic lights, and crosswalks) (8)

## Other (42)

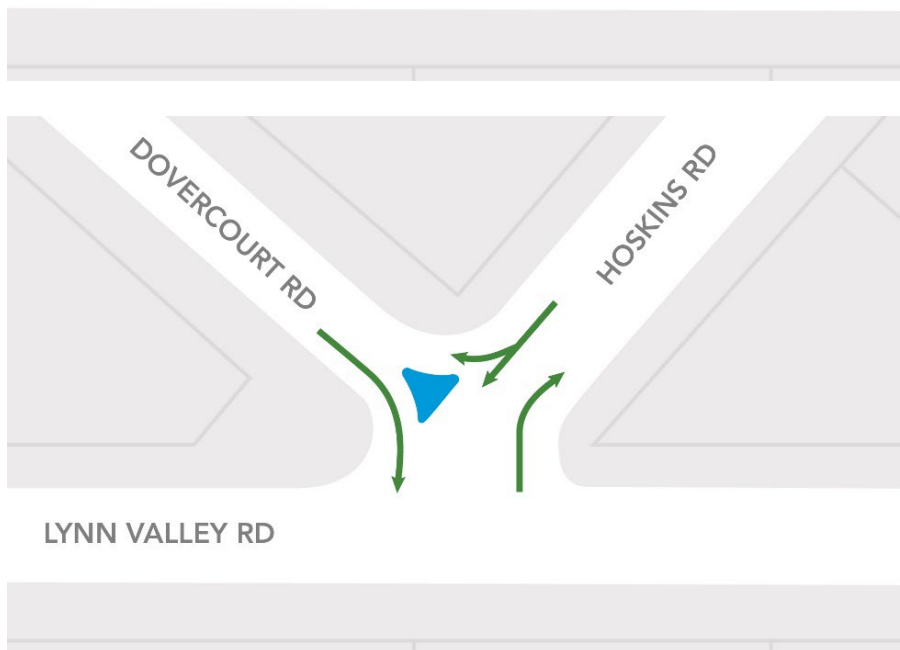
- Project is a waste of money (17)
- Concern that survey questions are leading (14)
- Prioritize needs of residents (5)
- Climate change concerns (6)
  - o Impacts of tree removal on Kilmer (5)
  - o Impacts of pollution and climate change if climate emergency isn't tackled (1)

## Dovercourt Intersection Improvements

The online survey featured a map which depicted potential changes to the LVR and Hoskins Road / Dovercourt Road intersection. (Figures 6 - 7). The support for each potential change was then assessed.

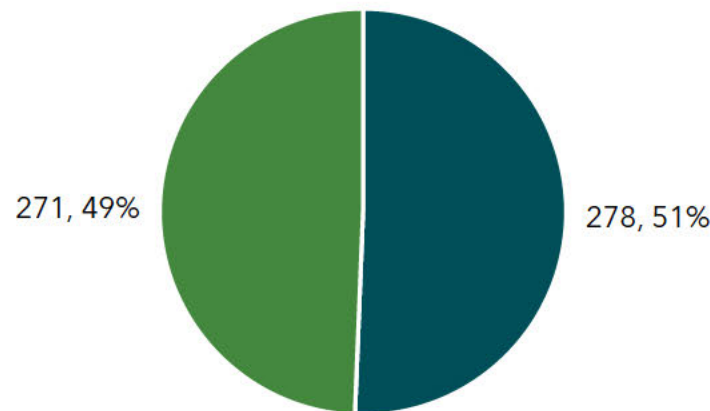


**Figure 6.** Map of potential changes to the intersection; Option 1 – realign the intersection and improve the crossings



**Figure 7.** Map of potential changes to the intersection; Option 2 – restrict vehicle access to and from Dovercourt Road

**13. Which option do you prefer to improve the safety of the intersection of Lynn Valley Road and Hoskins / Dovercourt? (n = 549)**



- Option 1: Realign the intersection and improve the crossing
- Option 2: Restrict vehicle access to and from Dovercourt Road

**14. Do you have any comments to share about the proposed options to improve the intersection?**

In total, there were 205 responses. All responses were themed. Similar sentiments or ideas were grouped together into main themes. The number of mentions is included in parentheses.

**Proposed intersection improvements (191)**

- Support or opposition for proposed intersection improvements (78)
  - Generally unsupportive (55)
  - Generally supportive (15)
  - No opinion (8)
- Option 1: Realign the intersection and improve the crossings (31)
  - Safest option (27)
  - Unsafe option (4)
- Option 2: Restrict vehicle access to and from Dovercourt Road (60)
  - Concern about congestion impacts on nearby streets (e.g., Campbell, Frederick, Allan) (34)
  - Safest option (26)
- Proposed alternative designs from the community (22)
  - Use a roundabout or traffic circle (11)
  - Add stop signs or traffic lights on LVR (5)
  - Make Dovercourt Road one-way (3)
  - Improve alignment of Dovercourt Road, Hoskins Road, and LVR (2)
  - Add left-turn bays on LVR to facilitate turning movements (1)

## **Safety (56)**

- Consider pedestrian and cyclist movements when making changes to intersection (23)
- Install traffic calming measures (e.g., speed humps, other speed mitigation measures) (15)
- Sightlines (10)
  - o Whatever solution chosen, sightlines should be taken into consideration (8)
  - o Do not remove large tree on south side of Dovercourt at intersection (2)
- Signage (8)
  - o Add more signage on how to proceed through intersection (5)
  - o Signage is a distraction (3)

## **On-Street Parking and Vehicular Traffic (18)**

- Increase enforcement of both motor vehicles and cyclists (6)
- Prioritize the roadway for motor vehicle travel (5)
- Vehicle turning movements will be impeded (4)
- Removal of on-street parking (3)
  - o Remove parking at intersection to make intersection safer (2)
  - o Prevent loss of on-street parking (1)

## **Other (24)**

- Project is a waste of money (10)
- Decision should be left to others (e.g., technical decision by staff or to the residents of Dovercourt Road) (10)
- Proposal unclear (4)

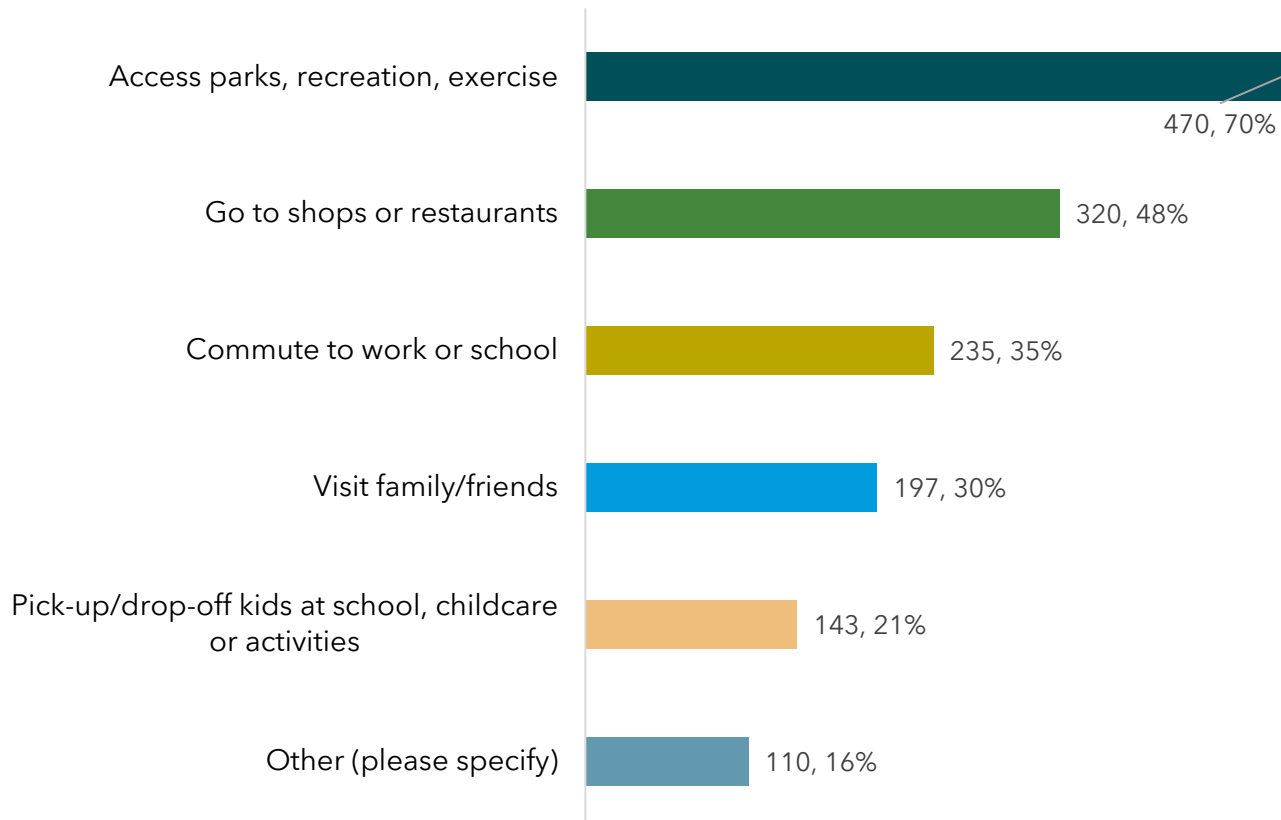


## Who We Heard From

Demographic information is collected to help determine if outreach efforts are reaching a balanced and diverse range of populations in the District, as we seek to understand the perspectives of everyone in our community.

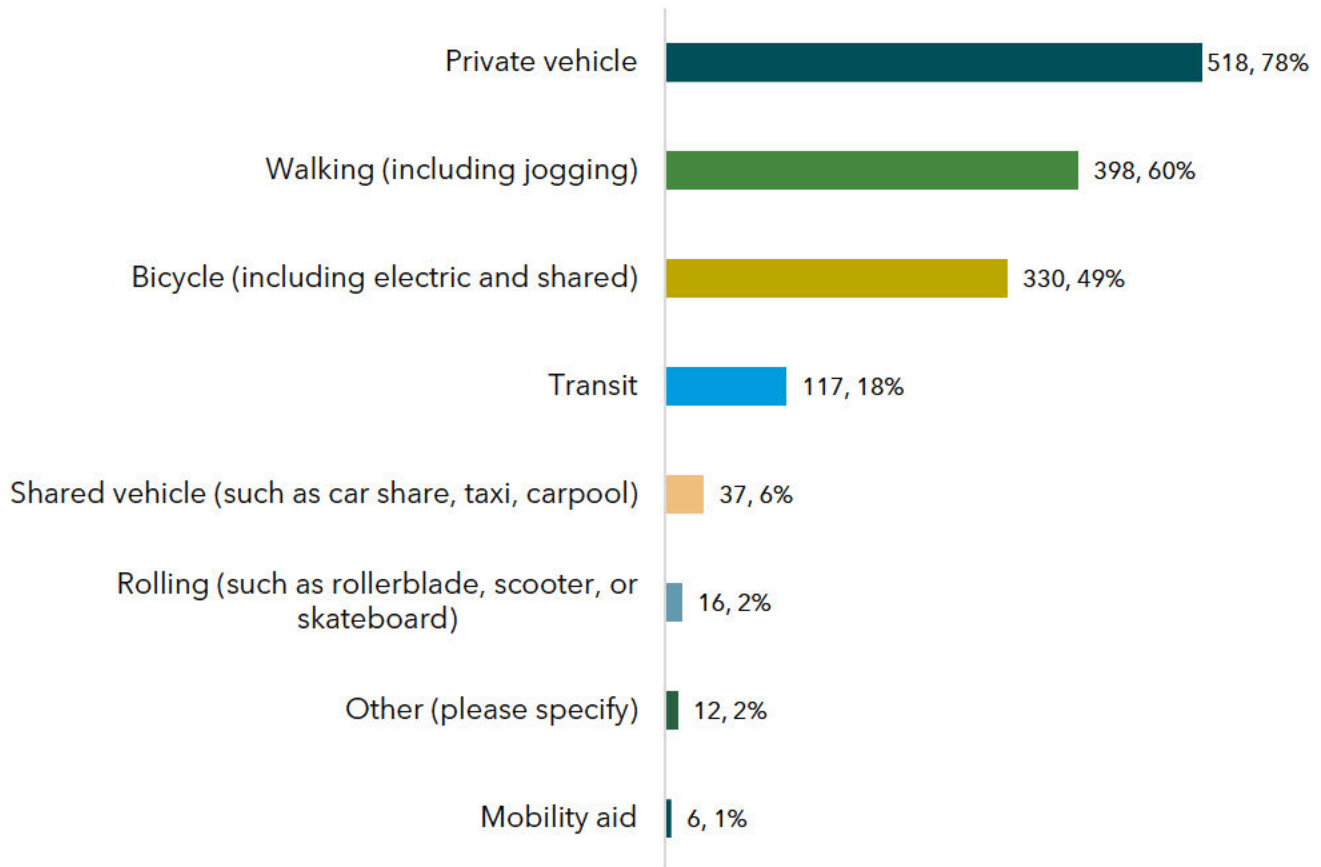
### Destinations and Trips

15. Why do you usually travel along Lynn Valley Road between Peters Road and Dempsey Road? Please select all that apply. \*



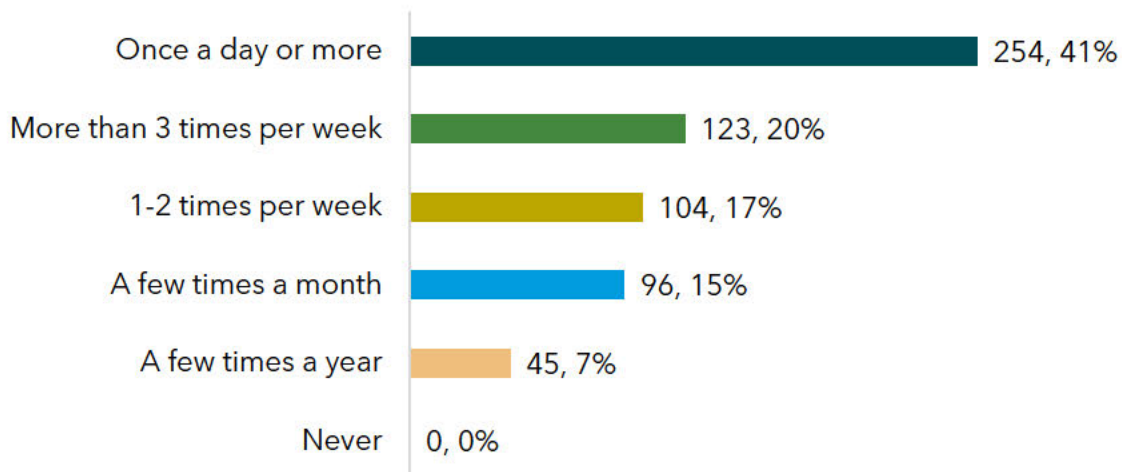
*\*Respondents were able to select more than one answer. Percentages reflect the proportion of respondents who selected each reason.*

**16. How do you typically travel along Lynn Valley Road between Peters Road and Dempsey Road? Please select all that apply. \***



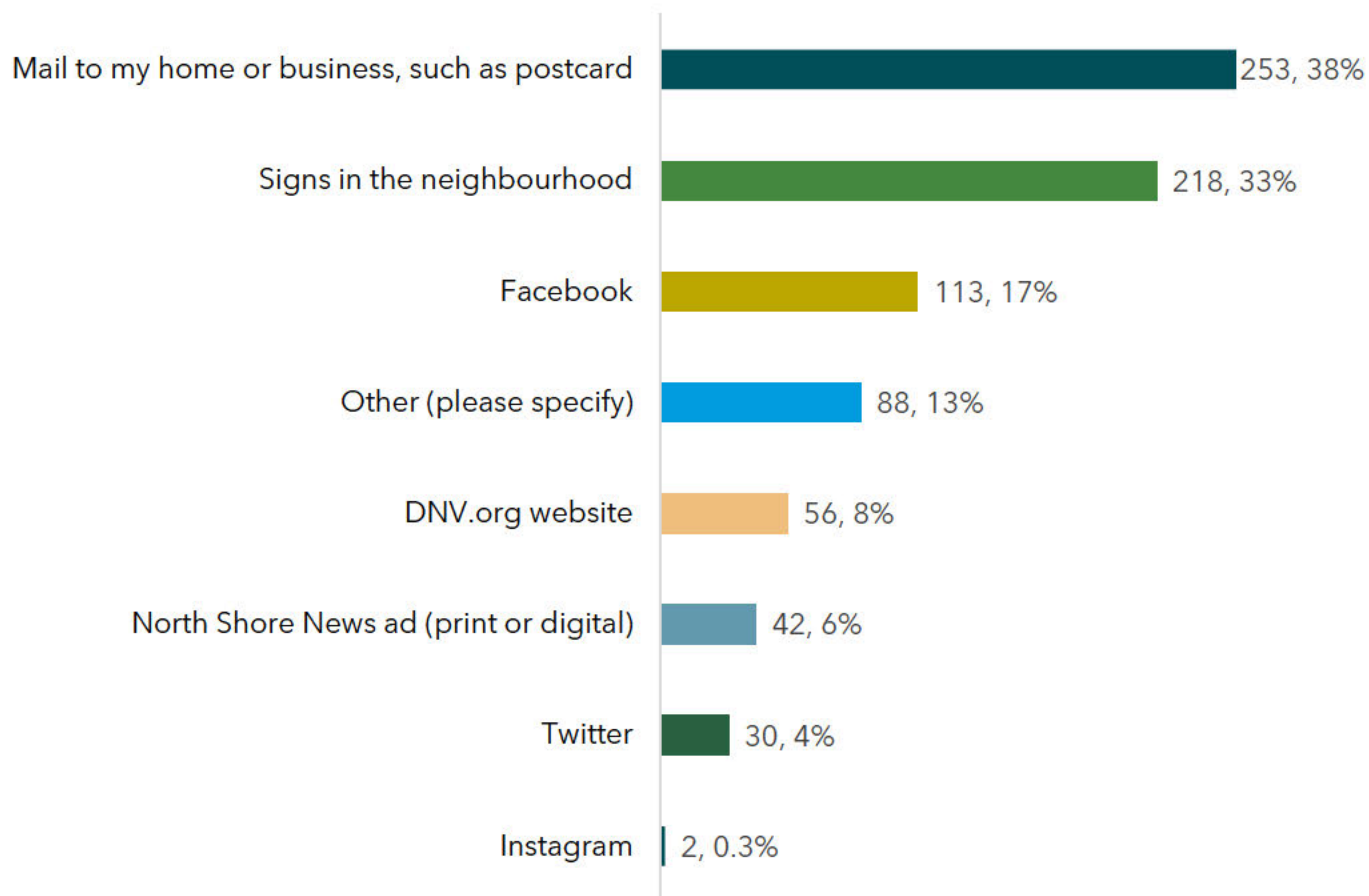
*\*Respondents were able to select more than one answer. Percentages reflect the proportion of respondents who selected each mode of travel.*

**17. How often do you travel along Lynn Valley Road between Peters Road and Dempsey Road? (n = 622)**



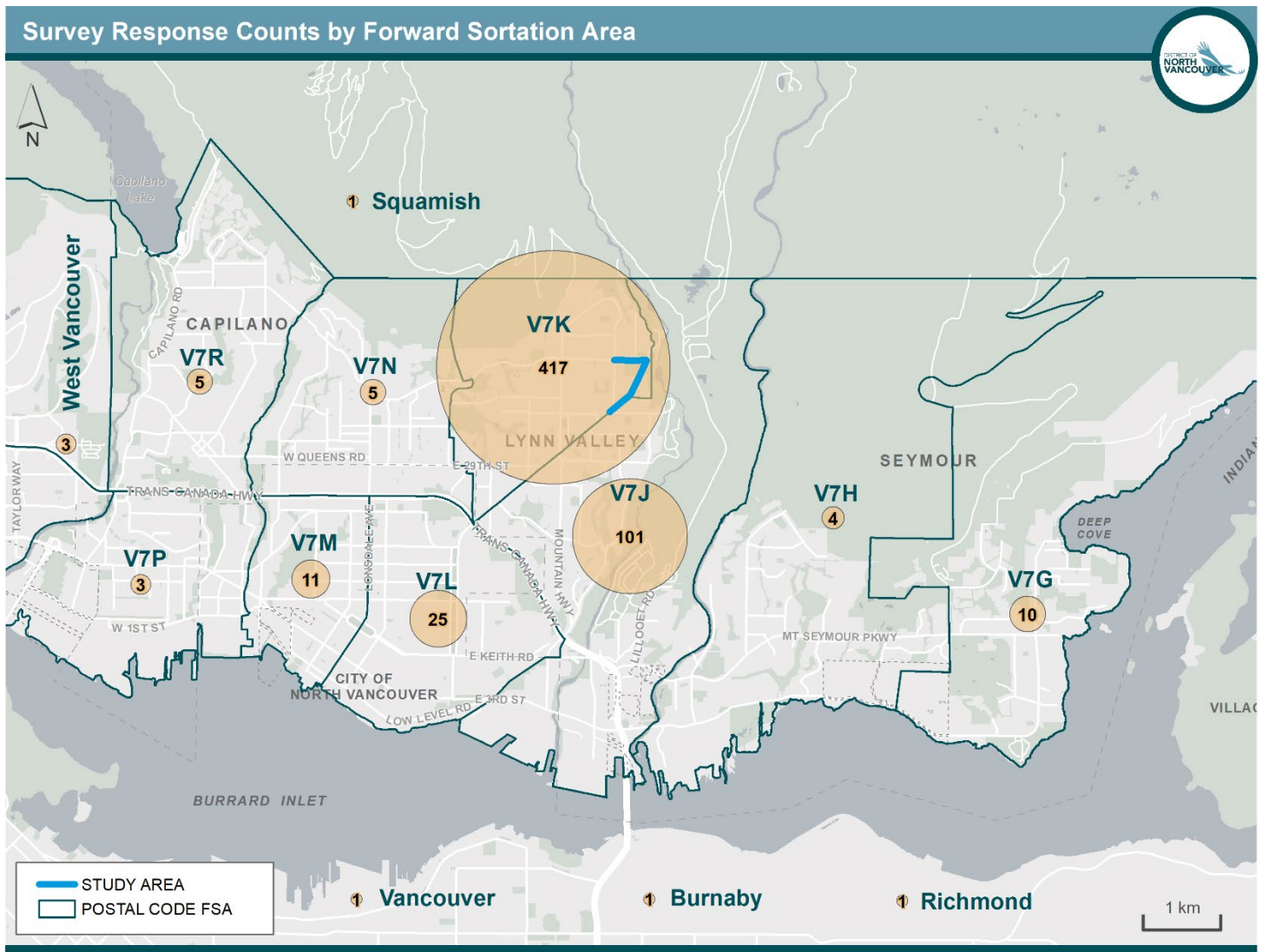
## Demographics

18. How did you hear about this engagement? Please select all that apply. \*

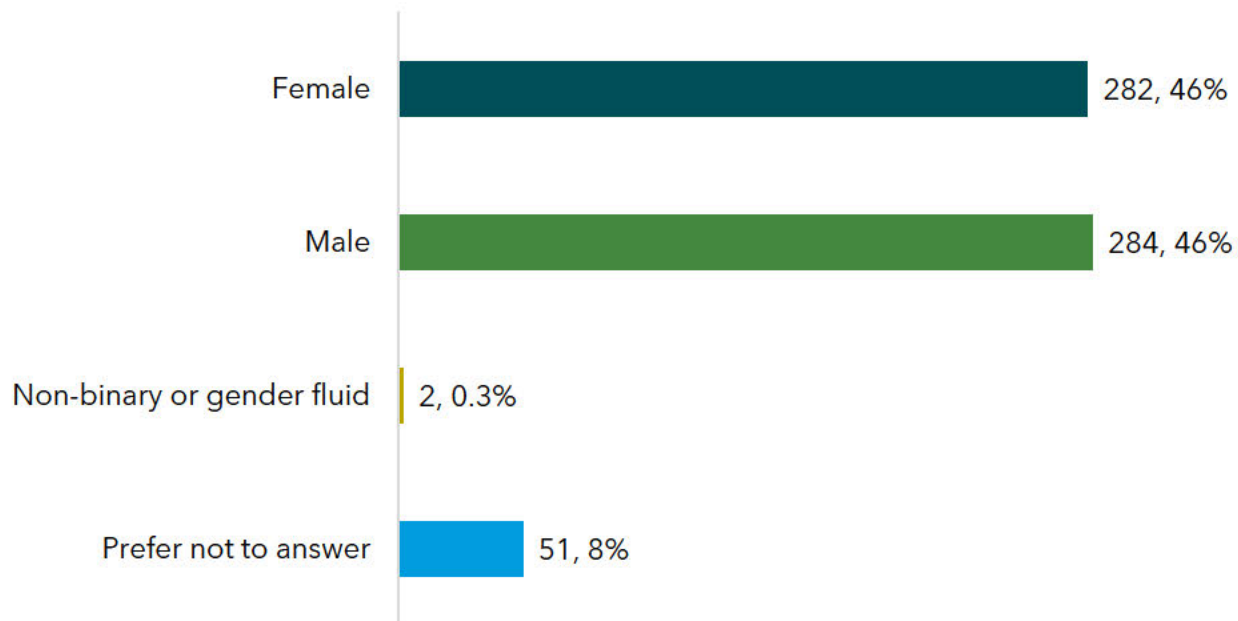


*\*Respondents were able to select more than one answer. Percentages reflect the proportion of respondents who selected each method of transmission.*

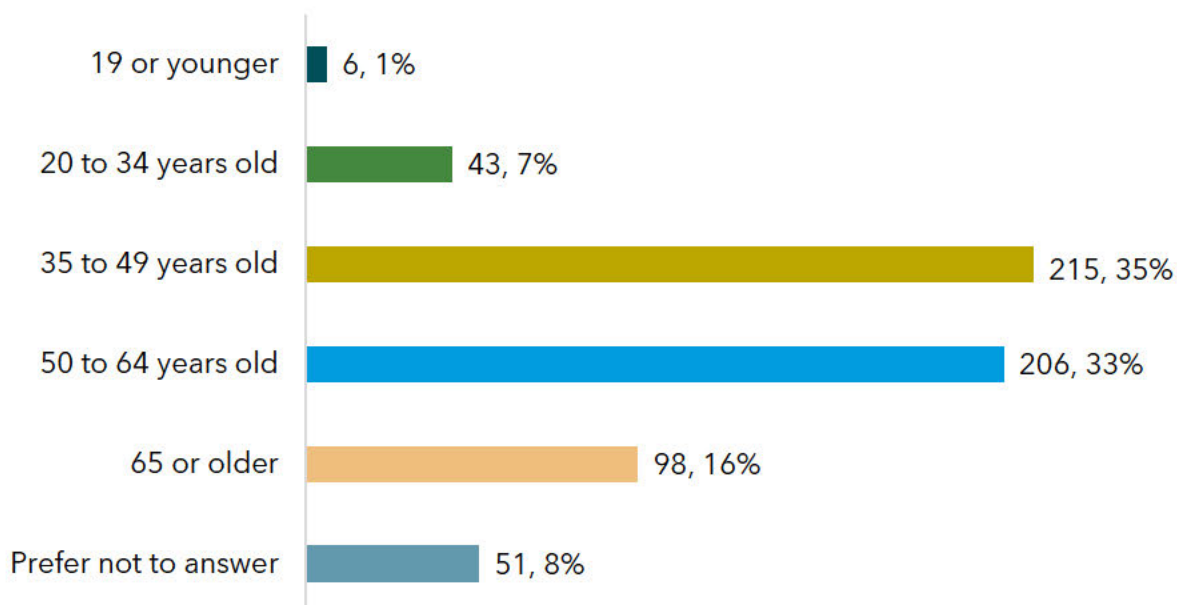
19. Please provide the first 3-digits of your postal code to help us understand who is responding to this survey. (n = 588)



**20. What is your gender? (n = 619)**



**21. Which of the following ranges includes your age? (n = 619)**

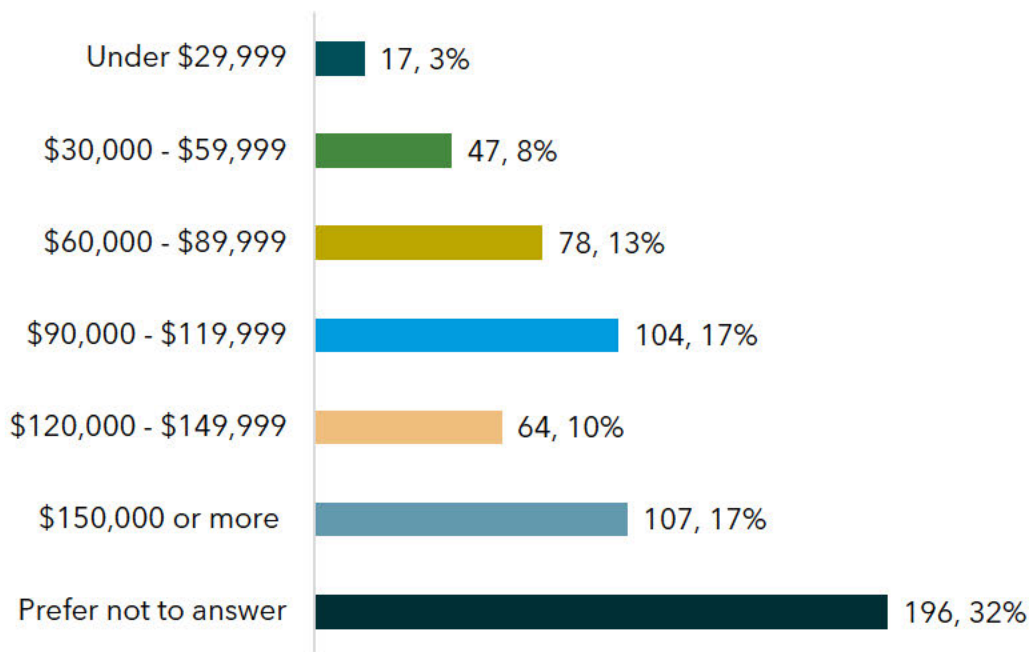




## 22. What is your ethnic origin? Please select all that apply.

Self Reported Ethnic Origin	# of Responses	% of Total
European	385	61.6%
Asian	42	6.7%
North American Indigenous (e.g., First Nations, Metis, or Inuit)	13	2.1%
Latin, Central, and South American	8	1.3%
African	3	0.5%
Oceania	3	0.5%
Caribbean	2	0.3%
Prefer not to answer	169	27.0%

## 23. Which best describes your individual annual income?



## Next Steps

This report summarizes the feedback received through engagement. The feedback and results will be analyzed and integrated into the design of the preferred option. These results and the preferred concept will then be shared and presented to Council for consideration.

*Thank you to everyone who participated in the public engagement!*

# Appendix A

## Verbatim Comments

Please note that personal information and inappropriate language has been redacted.

Q1. Do you have any comments about your priorities as we seek to include safety improvements for all road users and the community?
<p>This route needs separated bike lanes for safety reasons in both directions.</p> <p>My biggest concern is street parking. The 1600 block of Lynn Valley is home to the Royal Canadian Legion. Events held at the Legion (in particular events held in the existing parking lot) result in cars parked on both sides of the 1600 block and sometimes on the 3800 block. With the planned re-development of that lot there will be less parking and more residents.</p> <p>Kilmer Park is home to Lynn Valley Little League. On opening day there were nearly 30 cars parked on the 1600 and 3800 blocks overflowing from the 3900 and 4000 blocks which were filled to capacity. Although opening day is exceptional there are commonly 6-10 cars on the 3800 block and the 3900 block and Dempsey are full to capacity on any Saturday with baseball games.</p> <p>The 3900 block up to Dempsey is narrower and is regularly filled to capacity with residents and visitors to the parks even during the week.</p> <p>Removing street parking isn't just an impact to residents, it is an access issue to these neighbourhood venues. The Legion serves a clientele that includes many senior citizens for whom biking and other active transportation methods aren't an option. Packing 3 kids to Kilmer park with the corresponding sets of baseball gear similarly doesn't lend itself to bike or scooters.</p> <p>Finally, the parking pockets on lower Lynn Valley Rd aren't being well used. On the downhill side bikers commonly still ride in traffic, a situation that is even more dangerous now that the traffic portion of the road is narrower. The concrete barricades themselves appear to be causing a new source of danger. Although I haven't witnessed accidents myself, there is clear evidence that several of them have been struck.</p> <p>Although LVR is the most direct route, it seems to me to be the least conducive to bikes and scooters etc. There are plenty of quieter safer routes to the parks that would make far more sense.</p> <p>Parking, parking, parking. The eliminated parking along LV Rd is now forcing seniors to park blocks from their home, forcing customers of Maple Leaf nursery to park in a Commercial Zone, and forcing park and trail users to clog what were once quiet, residential streets. Please stop increasing density while simultaneously reducing road access. Not everyone wants to, or is able to cycle. Reducing reasonable traffic flow, that includes reduced parking does NOT make it safer; it makes it more challenging for everyone.</p> <p>Maintain existing parking</p> <p>My priorities are increasing safety for pedestrians. I am opposed to any shared pathways with cyclists and pedestrians as cyclists go too fast and do not care about the safety of others. If bike lanes are provided cyclists still use the road or sidewalk instead since they claim they have to pass other slow cyclists. There is zero enforcement of any bylaws in the district as it is people just do what they want. You could be writing hundreds of tickets a day just based on what I alone see.</p> <p>Please increase enforcement. Cyclists do not stop at red lights, they weave all over the place, they go too fast near pedestrians they don't stop for crosswalks. They are a menace to the neighbourhood.</p> <p>Having been driving Lynn Valley Road for over 40 year, I find the barriers which were installed to be more of a road hazard than before. Cars are able to navigate the rest DVN without those barriers. How does this make sense. I would think Mountain Highway or Delbrook Ave would be more of a priority.</p> <p>Priorities as I see them, in order:</p> <ul style="list-style-type: none"> <li>-maintaining traffic flow</li> <li>-maintaining adequate parking supply for local residents</li> <li>-maintaining safety for walking / sidewalk users</li> <li>-maintaining parking for the End of the Line Cafe</li> <li>-improving safety for cycling</li> </ul> <p>Parking is a requirement for the business The End of the Line to remain open.</p> <p>Speed bumps on all 30km/hr playground zones especially Peters Road, Kilmer Rd, Dempsey.</p> <p>Lynn valley road is already wide enough for all of these things. You don't need to waste money making it into another show like you did with the rest of Lynn valley road</p> <p>Parking should be maintained on upper LVR - it is already a popular space with limited parking, particularly in the spring and summer. Not considering parking would be short sighted and exacerbate already-challenging issues</p>



Lack of visibility for cars pulling out of side rds onto lynn valley rd is already an issue, there needs to be better site lines. Moving car parking off of lynn valley rd will cause increased parking issues for property owners living on side rds. Parking should be moved and increased towards Kilmer park.
Roads definitely need sidewalks that are wide enough for wheelchairs and strollers, without utility poles down the middle.
As a driver and cyclist, I find the northbound lane of Lynn Valley Road to be the number one priority for Safety of cyclists. I am all for removing parking on Upper Lynn Valley rd for bike lanes, BUT if you are going to do this you NEED to address the parking issues. It's already outrageously busy on any nice day, particularly since Covid. I have repeatedly flagged safety issues for residents [REDACTED]. At least 80% of the time or more we are unable to safely exit out street due to parked cars on Lynn Valley Rd. Drivers must drive literally into the middle of the road where vehicles come speeding up to see if it's clear to turn right or left. It's very dangerous, but clearly, DNV cares very little for residents of our street since not once has anyone contacted any of the residents who brought forward concerns. We have photo evidence of the issues. If you remove parking from LV road you will just move more people to [REDACTED] tiny dead-end street. People already flood our street parking on both sides of the entrance to our street making it unsafe for vehicles entering and exiting the street as well as for pedestrians and cyclists. We'd like to see some resident-only parking restrictions March to September until 6pm like streets in the area like Robinson Rd (Lynn Canyon), burrill etc.
Supportive of these initiatives and changes but would like to see bylaw officers ticketing cyclists that are using the motor vehicle lanes after all this time and effort and money spent making roads more inclusive and safer for cyclists. At the very least signage indicating cyclists must travel in the bike lanes would be nice to see.
Please keep in mind that LV Road north of Hoskins is the only safe way in or out of the neighbourhood during heavy snowfall, as Hoskins and Mtn Hwy are too steep. Please do not turn this stretch of road into a one way north street, as was previously proposed. Please also remember that our population is aging and we must consider the needs of seniors. Also, due to the popularity of the Headwaters trail, Rice Lake, and Kilmer Park, we need to maintain street parking in the area. Removing it for a bike lane will only push the cars onto neighbouring streets. Lastly. This stretch of LV Rd is already wide enough to accommodate cyclists and traffic. It is relatively quiet except when visitors come to the area on weeks a or during baseball games.
Lest remember that residents take priority over weekend recreational cyclists.
The completed project from Mountain Highway to Peters is in my opinion a disaster and a total waste of money. It is used by very few cyclists especially in the winter when there might be one cyclist per day
We don't need any improvements along this corridor. My concern is it's getting more difficult to get around by vehicle now. The so called improvements made to Lynn valley road last year area nightmare- road is too narrow now, medians too close and a useless stoplight that isn't even timed properly and crated more traffic and congestion
Sidewalks on both sides, speed bumps, better speed signage, permit parking (if no bike lane) AND crosswalks with lights. As well, better consequences for people who don't care about posted rules
I love what's been done so far and can't wait for it to continue all the way up!
Maintain the existing parking on this stretch, and maintain both directions of travel.
Most houses on Dempsey, Hoskins have tenants.
We need the parking on both sides. Enough bike lanes.
Why fixing something what worked before
Leave it alone!
I am a cyclist and there is plenty of room to ride on Lynn valley road and Dempsey without the need for a separate lane. As a renter, parking is very important to me. It is already extremely difficult to find parking once the weather warms up as many come to visit the local parks and mountain bike trails. A bike lane will leave renters with few options and we will most likely not be able to park by our homes. These plans will make the problem significantly worse
There is a large group of car users opposed to removing any parking and with overall change. Would like to see more community engagement or relations highlighting how these improvements can help with congestion, families, and overall wellbeing.
Can we please not use traffic lights - ridiculous one at Allan Road should have been a round about. Peters road is tragic in the summer months with tons of pedestrians and left turn onto LV Road. Another light would be again, silly please can we use round abouts? I do not like the bike lanes as a driver. I pretty much go down Mtn Hwy now and I see how much busier it is on Mtn Hwy so I'm not the only one. LV has become traffic congested. If I leave my residence in Upper Lynn Valley it takes me approx. 14 mins to accerss Highway 1. I can ride my bike faster than drive. That's due to the new lights and a light at every interesection.
All road users should obey the traffic laws. the burden of keeping everyone safe must be shared, not heaped upon the driver of vehicles.
Do not further restrict on street parking for residence
I would like parking spaces to be maintained as much as possible, while making it safer for people to cycle in the area.
Unlike phase 1, phase 2 is almost entirely in a residential area. It is ALSO on a major bus route and with the proposed narrowing of LV Road it will make it harder to navigate than ever. I work in the Lower Cap area and live North of



Coleman and now get to work via Dempsey-Braemar as traffic congestion on LV Road during both morning and evening rush hours are making it impossible.

I do not think Phase 2 is a prudent use of public funds nor do I think narrowing the road to provide better cycling access to Lynn Headwaters is warranted.

If DNV is trying to serve the needs of people living in the Upper Lynn Valley area this ill conceived plan is NOT it! Don't listen to special interest groups like HUB whose mandate is to attempt to get everyone out of their cars and onto cycles - this is just not practical with the terrain in this area. Furthermore if DNV ever wishes to have transit lanes in Lynn Valley, both phase 1 and phase 2 preclude this option FOREVER.

So on a scale of 1-10 I'd score Phase 2 at -20.

The concrete barriered cycle lanes so far have served to block cleaning and access to services and increasing traffic congestion.

Downhill cycle lane is pointless. Bikes don't even comply with the speed limits or stops.

27th cycle path is a waste

North of Peters will not serve and local benefit. Attracting more users that don't pay DNV taxes. Who gets to enjoy it?

North AND southbound vehicle lanes please.

Residents on this road are also important. Parking is always a problem. The sidewalks are fine as they are. Bike lanes are not vital. I ride this section of road often. Drivers of cars are courteous. Safety for bikes would be improved if bikes were required to have left side rear view mirrors.

We live in bear country and we should be seeking to protect the wildlife and forests that we all get to enjoy, both locals and tourists. When roads try to serve absolutely everyone they actually start to serve no one well. Lynn Valley Road is cluttered and chaotic with signs and concrete barriers. In the event of a catastrophic fire or such, how on earth are we all going to manage to move safely alongside the emergency workers. By adding so much chaos too, I don't see how we are protecting our forests and wildlife.

Providing ample parking specifically for residents

Why can't the DNV finish a project? Bike lanes are fragmented and typically not present in areas where they are most needed. Leave Peters to Dempsey and work on Lynn Valley Rd from Mollie Nye to Mountain Hwy. The section in front of LV mall is deadly. That is where money should be spent! Run a protected bike lane along the end of the parking lot behind the sidewalk and bus stops.

What about Grand Blvd going east?! Again it's deadly crossing the off ramp from Hwy 1. Do you expect people to get off their bikes, cross at the crosswalk, walk down the sidewalk under the overpass and then get back on their bikes. Seriously?!

There should be a bike activated light on LV Road at the entrance to Hwy 1 going west. Despite the green line people still don't see cyclists.

How about the section on Mtn Hwy from the offramp from Mt Seymour Hwy to Arbourlynn - again there is a section that is deadly - skinny sidewalk and no room on the road - are you expecting people to walk that section?!

Peters to Dempsey is a nice to have - get straight on the priorities and make LV safe for cyclists and others who want to get around without a car.

You're planning for increased density without infrastructure. As a longtime LV resident and cyclist I'm so disappointed with the lack of care and insight from the DNV.

I would give up our Blvd for sidewalks, and current sidewalks for bikes and keep street parking

safety, bikes, pedestrians

Sidewalk on Kilmer Road.

As a resident [REDACTED] we have been extremely frustrated at the inability to access parking for our homes. We cannot invite friends and family over to our homes due to our area being inundated with people using Lynn Headwaters and Seymour Conservation leaving no parking. The district has done nothing to support the tax paying residents of this area. Putting up 2 hour signs on one side but doing nothing to enforce this has been useless. Deep Cove suffered the same issues and those were addressed by having resident only parking.

Maintain safe sidewalks for pedestrians and those with mobility challenges. Having a good sidewalk on only one side of a road is acceptable. If most homeowners have adequate on-site parking, provision of on-street parking along the entire stretch on both sides is unnecessary. Bicycle lanes might improve safety but my observation is that they are little used. Perhaps less busy side streets could be designated as bicycle routes rather than tie up valuable main or secondary artery routes. Good access on the street for buses and emergency vehicles should take priority over bicycles.

I think it's ok to be directly adjacent to traffic as long as measures are in place to reduce speed. Some cars are flying up Lynn Valley Road and I would not dare taking [REDACTED] the street. I [REDACTED] bike on the sidewalk to be



safer. I know that this is not good practice. A total separation with traffic is also good but turns into a night mare at curbside collection days.
These bike lanes are barely used and not necessary
I frequently travel through the area on foot an the sidewalks are clearly not wide enough.
As a resident who lives here, needs to drive to my house, bikes when possible to work and walks the neighbourhoods [REDACTED]. Why can't one side of the road be used for cyclists and one side for pedestrians? Look at the Sydney Harbour Bridge.
The wonderful bike lane noted below I have seen in use a total of 5 times. Was it worth it? The road now feels narrow, more congested and unsafe.
Residents only parking went onto our street a couple of years ago and non residents park on it daily. Nothing changed, except that now you collect money from the residents so we can park.
So what problem are you trying to solve? We have not seen any car, bike or pedestrian accidents in the area. What are you trying to fix?
Continue to provide improvements that ensure safety of all users; the changes from Peters to Mtn Hwy have been effective in creating separation and it appears that more people are now cycling on this route. [REDACTED] I believe speed reduction is a priority.
Drivers are often speeding in this area which is adjacent to Kilmer park and high use pedestrian routes.
I would prefer to see flexible dividers between the car and bike lanes along Lynn Valley rd. Better speed enforcement and signage along Dempsey road between Lynn Valley road and Hoskins. Many drivers blow through the stop sign and cross walk located at the corner of Dempsey road and Lynn Valley road.
Improve the intersection of Hoskins, Dovercourt, Lynn Valley Rd and Peters. Very unsafe for traffic entering Lynn Valley Rd
The concrete no-post barriers that were installed during the first phase were a bad idea. They narrow the road, the barriers have been hit multiple times (from minor to major damage to both the barrier & vehicle striking them). They also became practically invisible when the snowplows covered them last winter. Please consider using the flexible plastic barriers, like the ones installed on LVR, from Mollie Nye to Morgan Road. You should be removing the barriers from phase 1 and replacing them with the flexible plastic ones.
Better vehicle lanes with less stopping for pedestrians.
Respectfully although I am an avid bike rider given our weather conditions the over-building of bike-lanes is an issue for me. For example, if Lynn Valley Road has to become a one way street because of the clamor for bike lanes this resolve is beyond ludicrous. Keep Lynn Valley a 2 way street for goodness sakes primarily based on North Vancouver weather ( most rain in Canada--real stat) rather than servicing perhaps a 2 month window for bikers.
The evidence of more collisions involving pedestrians and cyclists in this area is alarming. Our priority is really creating safer ways to cycle and walk in this part of Lynn Valley Road. (As an aside, cycling on the other side of Mountain Highway, to connect to the cycling routes on Grant Blvd, is particularly hazardous... what do cyclists do once they get to Lynn Valley Road and Mountain Hwy?). Anyway, cycling is number one for us, then better/safer walking. Parking is less of a priority (except for access for residents).
1. Driving lanes that are suitably wide for buses and emergency vehicles. Which means a lane in each direction. 2. On-street parking for both residents and visitors to the area 3. Cycling lane that is separated from vehicle traffic, while maintaining vehicle access to driveways. Not a bike lane on each side. 4. Sidewalks that can accommodate wheelchairs and mobility devices 5. Mature trees that contribute to a pleasant street environment
The parking on Lynn Valley Road at Kilmer and Langworthy creates a visibility problem for people exiting those streets to Lynn Valley Road. The main priority that I feel is not met is safety for cyclists. At the moment - the number of cyclists is large all year round and there is no safety from doors opening on parked cars or drivers that are impatient. I also feel the speed that people drive on this stretch is too fast and speed bumps would be helpful. I do like the parking pockets - they are important for couriers, mail delivery and guests of residents
Many cyclists don't bother with the bump outs , but stay on the road. Lynn Valley road east of Mount HWY does not need a bike lane. Loss of parking by Maple Leaf Garden Center. Upper Mountain HWY north of McNair drive needs a sidewalk before any more bike lanes. there are cars, bikes and pedestrian all on the road.
Safe cycling lanes that maintain existing traffic lanes.
I would love to have separated (not painted) bike lanes so I would feel comfortable [REDACTED] along this road [REDACTED] to Lynn Valley conservation trail. Now when I take them to get to the trail I have to DRIVE



them and their bikes because its not safe for them to be so close to cars. It clogs up parking in that area and I'm sure annoys the residents that people are using parking spots just to bike!
I like the new bike lanes. It makes me feel safer and I am more encouraged to ride my bike. I want to feel more comfortable as I move about my community.
The province is pushing for higher density and secondary suites and even carriage houses, yet you are continuing to reduce street parking.
[REDACTED]. i have seen the phase 1 completion and cannot see the cost/benefit for a corridor that has only limited car traffic/cycle traffic volume. There are a majority of days I don't see any cycle traffic at all [REDACTED]
[REDACTED] I am in favour of this approach on high traffic areas but fail to see the benefit for this stretch.
My understanding is that Lynn Valley Road is a key Evacuation Route in the event of emergency/earthquake. Therefore, modifying the road by narrowing it with cement blocks seems illogical as well as dangerous. I have seen many drivers nearly crash into these blocks that leave no room for error! The road is wide enough as it is without these dangerous and distracting cement barriers, for cyclists to safely ride up and down the street. I have been doing this for years! Why not consider reducing the speed limit to 30 for drivers once they have passed Peters Road?
1) Cycle lanes are not required along this section of Lynn Valley Road. 2) Existing roadside parking for cars should be maintained. 3) Existing bi-directional road lanes must be maintained, but a reduction in traffic speed would improve safety. 4) A couple of zebra crossings would improve safety (e.g. at intersection with Kilmer Road).
Improvement of cycling routes is not a priority.
Easier non vehicle transportation options that will accommodate increasing population growth/ density
Parking for visitors on front ify home
One way will force traffic onto other streets in the nabo hood
Not loose part of our property, not loose street parking. It's already chaos between Kilmer and Dempsey, we can not loose parking.
My main priority is for the changes not to impede the flow of vehicle traffic in both directions, as Lynn Valley road is the main access to and from Upper Lynn valley.
[REDACTED] on Lynn Valley road, I would definately not want shortening of driveways this would cause a lot of hard ships for the residents. I believe the plan through Kilmer park would be the safest for cyclists and less impact on the residents. I would only ask that privacy for the residents backing on to Kilmer have privacy taken into consideration.
A priority for me is bike safety, especially as children use the road to get around the neighbourhood. Consistently separated bike lanes are important -- not lanes that duck in and out of vehicle traffic and the sidewalk.
This design is dumb. It over complicates something doesn't need fixing. Pedestrians will walk straight and never obey pointless curves in the road.
1. Ungap the map = A connected network of routes to access all the places safely, quickly, and efficiently for people walking, and people on bikes - at least as connected a network - if not more so - than for people in cars.
2. While the concept of balance is important. The past 100 years of car-focused development and people walking and people riding bikes shunted to small sections of public-right-of-way demonstrates there is a lot of space to be returned to people walking, people on bikes, and transit - than is currently occupied by car & truck use. So true balance, will not hesitate to take space from car & truck use, as we are currently so out-of-balance.
In addition, these 4 priorities apply across the north shore for safe routes for walking, biking, and transit - and prioritizing moving people with these modes: 1. 30km/h blanket speed limit everywhere. (Faster speeds on some arterials.) 2. No right on red is default. 3. Traffic diversion in all residential streets - no through traffic except on arterials. 4. Mobility lanes on all arterials where speed is greater than 30km/h. 5. Painted lanes for buses that allow them to bypass traffic line-ups. Until buses are not stuck in the same traffic, they are not a better alternative to car use. I know different levels of government, etc - but these are what we need to work toward.
I am concerned about the loss of parking for residents in an already busy area
Infrastructure improvements are crucial and appreciated, but the lack of enforcement for driver behaviour " speeding, failing to stop at intersections and crosswalks, aggressive overtaking of cyclists, and jumping lights " will hamper infrastructure benefits. Indeed, many drivers use their vehicles to express their displeasure with infrastructure changes and take it out on other road users.



The needs to be more thought given to the environmental impacts of the decisions being made. A couple of examples: The addition on the bike lanes on Lynn Valley Road up to Allen Road and loss of lanes for other road vehicles at both the Lynn Valley/Mountain Highway, and Lynn Valley Road/Institute Road cause significant back ups during the school run hours. This leads to more vehicles idling, and more pollution.

The lights at Lynn Valley/Allan Road need to have more effective timing when there are no other vehicles on cross street or no pedestrians.. Follow the model of the ones at the LV Road/Mountain Highway junction which cycle much faster. Please end the obsession of adding more bike lanes to the main arteries..I am a regular bike rider myself, and would rather use the side streets which are freer from traffic, rather than be routed onto the main roads. It makes for a pleasanter and safer experience.

I have a comment about driving lanes being suitably wide for buses. Even on roads now that have not tried to merge and accommodate all the different priorities, buses are constantly going over the yellow line into oncoming traffic. They're just too wide it seems to properly fit. And in the context of some of the new changes already made to the lower portion of Lynn Valley Road, there is an issue where buses have enough room to pull over into the bus stops but there's "just" not enough room for a car to pass without going into oncoming traffic. It's close enough that people do go around and cross into the oncoming lane but that creates an unsafe situation then for oncoming traffic and bikes getting forced to squeezed over. I think there should either be room enough for the buses to pull over and be cleanly out of the way OR they should just block the road for the 30 seconds or less that it takes to onload / offload passengers and then continue.

with all the improvements you are planning to accommodate wheelchair access & cyclists as well as vehicle parking the actual road surface available to vehicles will be restricted and may cause even more traffic congestion etc. This will compromise our carbon footprint as cars may have to idle during busy times. Also, this area of Lynn Valley Road is quite steep, and well there may be some people cycling, most traffic is still vehicular. However, there doesn't seem to be much concern in accommodating drivers. Not all citizens can or want to cycle which seems to be your priority.

We actually don't care so much about bike lines. Stop reducing parking, stop making "loading zones" in front of houses on residential streets, it is beyond annoying.

Annoying people isn't the way to keep people voting in the same old politicians that just ignore their constituents.

Safety! I believe strongly in sharing our gorgeous parks with everyone! But when I walk my dog up rice lake rd I am faced with speeding cars going into Lynn headwaters park. I have been frightened many times by a car going 60 km one foot from me and my dog!No one including the im park parking monitoring goes 30km/h. It is very dangerous and puts public safety at risk when people are speeding in and out of the park in residential areas with pedestrians, lots of kids and dogs. A large truck almost went off the road at the first bend last week & needed emergency vehicles to unload & help. So education, traffic calming and respect for the neighborhood/ environment is a priority. We welcome visitors that safely navigate our narrow roads. Thank you for your planning for improving access to bikes & pedestrians.

Agree that Safety for people should be a higher priority than parking.

I would suggest that your priorities are all wrong. Cycling lanes are almost never used, seasonal use to a minor degree in good weather. Sidewalks are more than adequate on Lynn Valley Road, I walk them and have no complaints. They are safe. The steps that were taken to put in Cycling lanes between Peters and Mountain highway have done nothing but disrupt the lives of the people who live on that stretch of road. Delivery of goods and services has been disrupted and their ability to socialize with others who come to their homes has been impaired. You are most adversely impacting the residents of the area who are the tax payers and voters in North Vancouver. It pains me to see our tax dollars used so frivolously and in service of a vocal minority.

The parking pocket shown below is short term only and sometimes 1/2 a block from a home delivery location ( think home appliances).

As a frequent user of the stretch of Lynn Valley Road under discussion, I must say that, probably because of the incline, it is not used by cyclists often enough to warrant a separate bicycle lane. As you mentioned, there are many residents' cars parked on the road between Kilmer and Dempsey, so this is another issue that has to be addressed.

Cycling lane is a priority for me

As a vulnerable senior, I want to be able to cycle safely.

Priorities absolutely must first and foremost revolve around user safety for all modes, predominantly vulnerable road users (walking and cycling).

Clear articulations of the connections back to our climate impacts and the Community Energy Emissions Plan.

Access for all modes and all comfort levels is important as well. Being able to access business and destinations by safe walking and cycling routes is fundamental to a robust multi-modal transportation network. I want to feel safe bringing my child by bike to the important amenities in Lynn Valley.

Parking retention should be de-prioritized, particularly as parking on private property is typically under utilized.



My priority is safety for pedestrians.
Continue to have safe roads for vehicles, bikes and pedestrians with minimal impacts to residents.
As someone who both drives and cycles regularly I feel the need for separated bike lanes are greater. The current disconnected system of bike infrastructure is discouraging to many who want to ride but don't feel safe.
My main priority is safe routes in high traffic areas for cyclists and pedestrians
Safety of pedestrians and cyclists should be the priority. Parking availability second to that.
wider sidewalk access and parking
Prioritize sidewalks and separated bike lanes. DNV right of way lands should be used to their fullest ie back to property lines in order to accommodate additional space required in this tight traffic corridor.
Please consider vehicle obstruction at intersection/traffic lights.
When a left turn is occurring, the intermittent concrete barriers can prevent traffic from driving around causing needless traffic obstruction.
It would be very helpful for our family if there was a pedestrian cross walk (no lights needed) at Lynn Valley Road and Dovercourt. That intersection is so risky for kids and walking south on the east side of Lynn Valley Road to the current cross walk at Peters and then walking back up on the west side to Dovercourt is pretty inconvenient, especially for kids.
A pedestrian cross walk (no lights) would also be great at Kilmer for kids to cross after being at the park.
Separated bike lanes!
That as driveways are shortened due to the inclusion of sidewalks that the district will return to as is condition - ie paving stones etc and homeowners are not required to pay for driveway fixes
Traffic is already backing up on Lynn Valley road due to the light on Allen rd. I would like to see less back up.
I am in full support of extending the bike lane that currently stops at Peter's Rd. [REDACTED]
[REDACTED]
I have lived [REDACTED] in North Vancouver, I am a avid cyclist, hiker and walker. I am shocked and disappointed by my elected District council for wasting money on the new bike lanes along Lynn Valley road and even more so with the thoughts of continuing this. There is a beautiful network of trails and side roads all thru Lynn Valley and the District of North Vancouver which should be utilized for biking ,hiking and walking, for instance the Lynn Link trail. The safest way to keep all users safe is separation , and by putting bike lanes along high traffic street corridors you are not making things safer but more congested.
I would like to see improvements on the trail networks for all outdoor activities to keep all users safer, and signage for biking routes to avoid these high traffic areas. I road several days a week and have not used the bike lanes along Lynn Valley road as I feel it is still unsafe.
Wasted money!!
The concrete barriers on Lynn Valley Road have already been run into a considerable amount of times. The signs attached to them have been damaged too. The road is a lot more narrower now and is honestly quite scary to drive on when it is busy out. Improve the sidewalk, and get rid of the rarely-used bike lanes and concrete barriers.
Keeping the busyness to a minimum for residents.
Traffic flow is paramount. Bike lanes are used only for short periods during the year. Please do not narrow streets to make bike lanes. Concrete barriers are a hazard.
keep footpath size, it is big enough. This leaves enough space on the road for parking (residents and park users), cyclists and cars. There is enough space and I have walked, cycled and driven up this road many times. It is safe.
As moving up Lynn Valley the road is narrower and I don't believe there is enough room for separate cyclists and vehicles lanes. Removing off street parkings in addition to shortening driveways would definitely cause problems for properties along the road.
As a [REDACTED] runner on Lynn Valley Road in this area, I am surprised that running doesn't come into consideration here. As a runner, I am often forced onto the road in the current scenario where buses and cars create a hazard.
The District needs to prioritize the safe movement of active modes and create a street which forces reduced speeds for drivers. Street parking should be eliminated to provide comfortable, safe, protected space for those who walk, roll and ride bikes. Vehicles lane width needs to be reduced and traffic calming measures such as raised crosswalks (including mid block crossings), corner bulges, etc. need to be implemented, otherwise drivers will continue to street the street as a high speed corridor.
there is too much concern for maintaining on-street parking. The district should not be giving our land away for the storage of private vehicles on public land. That is the space that should be used for safe active transportation modes.
Active transportation aligned with net zero goals must be prioritized over private automobile storage on public roads.
"Free" parking to store private cars is proven to be a very costly policy choice based on actual academic literature on this topic
Safety and convenience for people when they are walking and rolling.
Safety is important but please don't make that the only priority.



Winter time ticket and tow the vehicles that are parked along roads as this is a policy for the North Vancouver District. It is amazing how few cars now park along Lynn Valley road since you put the bike lanes in...the side streets don't seem to be busier but Lynn Valley road at least where you have done improvements is no longer a parking lot. I feel safe driving beside the bike lane, I feel safe walking my dog on the sidewalks. I know a few in my neighbourhood don't like the seemingly smaller driving lanes but I feel safe [REDACTED]

I have to say the lights are frustrating...and periodically there is no movement from Maple Leaf gardens all the way to the lights as cars aren't supposed to turn right on a red. And when the light is green bikes and walkers have right away (as they should) but that leaves sometimes only one or two cars actually proceeding through the green light before it changes to red again.

No overnight parking on all streets would be even better!!!! Houses are supposed to supply adequate parking for the household including "suits" so all cars SHOULD fit onto the homeowners property leaving road available for safer travel, snow removal, visitor parking, and postal/delivery drop and go's.

The phase one changes were not well done. The concrete barriers are poorly placed and based on the number of times they have been damaged already more risk than safety tool. The road is just barely wide enough for two buses in opposite directions to pass each other. More often than not I see one veering into the cycling lane. The situation is worse with the tourist buses and other large vehicles.

As a resident [REDACTED] I want to point out that with the busy fields of Kilmer park and access points to the Headwaters and canyon parking is at a premium for residents and their visitors. Removing parking on Lynn Valley Road will cause problems. The pull outs on lower Lynn Valley will be inadequate.

I'm in support!

Well maintained sidewalks and roads are very important to me as I walk a lot and drive to and from my home to other locations in the area often. We occasionally ride bikes but usually the roads are wide enough.

Well lit areas are very important for safety reasons at night as well as in the winter months when it's mostly dark for many months. As everyone knows, pedestrians crossing roads are not always visible to the drivers especially when it's dark and raining and thus well lit streets would be very beneficial for everyone.

Also, what changed in the past few years is the number of residents living in this area, number of tourists visiting nearby parks in this area, and a lot more people are walking especially after covid.

Biking is very popular but most of the time I find people bring their bikes in cars closer to the trails and then start biking so separate bike lanes are not necessary as it's not very widely used. I think we need to invest in things that are more widely used and in demand for safety of majority of the population.

My priority is a separate bike lane. The section of Lynn Valley Road before Dempsey have park cars on both side and is not safe for cyclist.

Wasted taxpayer money on useless and unnecessary bike lanes that hardly anyone uses, and the concrete barriers create hazardous driving condition, a bus and a passenger car won't fit in the space between the barriers.

Existing single sidewalk on Lynn Valley Road above Hoskins is more than adequate for current and moderately increased future pedestrian traffic.

The bike lanes and all the new lights they have put in on then Valley Road has made Lynn Valley way more busy and we more city like the cute little forest community that it is. I drive up and down Lynn Valley Road [REDACTED] and I rarely see people using the bike lanes, actually, I see people using side streets, because the bike lanes on the main road are just too busy. When they say they surveyed the community I did not receive a survey. People do not ride their bikes into Lynne Valley to go for a bike ride. I know this because they all park on [REDACTED] upper Hoskins and unload their bikes, off their bike racks, and go up into the mountains. [REDACTED] in fact, when I talk to people I work with about the bike lanes the first thing everybody says is, people don't ride their bikes into Lynn Valley to go for a bike ride. I feel like the district has made Lynn Valley an eyesore going up Lynn Valley Road all you see is signs and stripes and pylons and they are forever working on it. It was a big waste of money and they should've actually hired somebody who knows what they're doing to design what's happening in Lynn Valley. Don't get me started on the atrocity of Mountain Hwy trying to get down if you're not going onto that backed up highway entrance. The designers have made more bottlenecks in Lynn Valley, and quite honestly have made an annoying traffic situation 10 times worse. The bike lanes were the worst thing to happen to Lynn Valley in a long time.

There is no safe access for emergency vehicles after the changes to Lynn Valley Rd from Mtn Hwy to Hoskins. Parking has been almost been taken away completely. I am always nervous when I drive that portion.

My priorities would be for the installation of a street light at the Lynn Valley and Peters road intersection. There is way to much traffic in the peak times for drivers to safely navigate that stretch. Also a priority is the extend the separated bike lanes up to Dempsey road

It's such a busy area - with so many pedestrians and bikers I believe that new sidewalks and bike lanes take priority over street parking. I walk along this street with my dog and my elderly parents [REDACTED] and it is always busy with bikers, they should have a designated lane with a proper intersection at the corner of Dempsey and Lynn Valley Road. That intersection is currently pretty dicey for pedestrians at peak times.



We also need a light on Lynn Valley Road at Peters Road. It is the main road to the suspension bridge, the private school (so many parents driving their kids there every morning), bus route, and with traffic going up Lynn Valley Road. There is currently a pedestrians controlled crosswalk there and it is not enough; as a pedestrian I have almost been hit by turning cars there on multiple occasions.
Safe, separate bike lanes are a priority for me. I think we need to reduce reliance on cars and focus on improving other transportation options, such as transit, sidewalks and bikes/wheels.
Making everyone safe. Should be more sidewalks, straight without curves have worked for many years.
There are very few cyclists using the bike lanes between Mountain Highway and Peter's. For instance yesterday was a beautiful sunny Saturday on the long week-end. I drove down Lynn Valley Road twice but so no cyclists. Instead there were many cars and a long line on LVR at Mountain Highway because there is now only one through lane instead of two. I suggest you do a traffic count throughout the year before you waste more money building bike lanes that won't be used. In bad weather no one bikes up LVR and in the two or three months of good summer weather most cyclists carry their bikes in their cars and use them when they get to the parks
On such a busy thoroughfare, the primary priority should be to public transit, emergency and heavy vehicles, automobiles and pedestrians. Parking and Garbage collection as a secondary priority for the residents of the street. Bicycles should be diverted to Ross Road or one of the quieter parallel roads where cyclists can also have a more pleasant experience.
<ol style="list-style-type: none"> <li>1. Driving lanes that are suitably wide for buses and emergency vehicles</li> <li>2. Sidewalks that can accommodate wheelchairs and mobility devices</li> <li>3. Mature Trees that contribute to a pleasant Street environment</li> <li>4. On-street parking for both residents and visitors to the area</li> </ol>
In this order
I believe that the need for on-street parking could be fulfilled off street. This is a residential area where people could develop parking on their properties. The district could help the owners find and develop parking on their properties. This would allow for less tradeoff to improve the safety of people bicycling. Just some feedback. I have actually been hit by the PASSENGER car door of a car. So although the picture below is safer with the bicyclist on the passenger side of the vehicle - it does not completely eliminate a bicyclist from being hit by a car door that opens. It is safer because there does not always have to be a passenger in the car, but there always has to be a driver.
<p>Agree with priorities of improving safety for cyclists and pedestrians. Have concerns about DNV parking policies. The elimination of parking on the lower part of Lynn Valley road was a difficult decision for those living in the area.</p> <p>Meanwhile the district has protected residential parking in many areas of Upper Lynn Valley. This policy seems at odds with the idea that district is willing to decrease the availability of street parking on Lynn Valley Road.</p> <p>Some easy fixes for increased safety would be more cross walks in Upper Lynn Valley, speed bumps on Dempsey road, and limits on parking close to crosswalks, for instance the cross walk at Dempsey and Nottingham.</p> <p>Problems noted with the already created bike lanes on Lynn Valley road are garbage day where the bike lane becomes an obstacle course with garbage cans blocking it all the way along. As well, many of the delivery companies such as Amazon and UPS frequently park in the bike lanes.</p>
Enforcement of parking regulations on Lynn Valley Road. Since the new bike lane was implemented, cars temporarily block the bike lane on a regular basis, forcing bikes into traffic.
RCMP enforcement of traffic laws for bike users. Bike users regularly fail to hold at traffic control devices, such as the new stop light at Allen.
Traffic flow is an issue at Lynn Valley Road and Mt. Hwy since only one lane now goes through that intersection westbound. When traffic is waiting for a pedestrian to cross, nothing moves and traffic backs up.
Parking regulations in the Peters Road stretch are poorly considered. No parking regulations on McEwen are not required.
Safer road for cycling
Parking along Lynn valley road closer to Dempsey road is very important. It should be a priority to not eliminate all parking along this area as many residents don't have access to driveways where they can park their vehicles.
I have noticed that busses can't or won't pull all the way over now due to the raised concrete dividers, causing traffic to come to a stand still.
Parking is not as essential when compared to proper access to bike lanes and wider sidewalks in my opinion.
Increased local and foreign tourist activity between Hoskins (@ Peters Road) and Dempsey requires more attention to safer roadway crossings and more parking availability and controls.



Cycle and walking lanes separated from each other and safe for all users. If there has to be parking, please make it wide enough that a door can open without entering the cycle lane
A SAFE CROSSWALK AT KLIMER AND LYNN VALLEY RD IS NEEDED. THIS PARK IS VERY BUSY WITH KIDS SPORTS AND FAMILIES ATTEMPTING TO CROSS THE ROAD. CARS ALSO TRAVEL FAR TOO FAST UP AND DOWN THIS STRETCH OF ROAD.
[REDACTED] I have previously written to DNV engineering requesting a crosswalk to allow pedestrian movement from within the neighbourhood to the east of Lynn Valley Rd and from the bus stops (all on the east side of the road) to safely access Kilmer Park. A second priority is that the current configuration of Lynn Valley Rd in this phase 2 segment enables too high of vehicle speeds which is a very big safety concern as we have witnessed dogs being hit and cyclists being hit by car doors while living here.
Priority should be to also reduce car speeds on all side streets that are not emergency or bus routes through reduced road speed limits and calming measures. The city is doing this well and it creates better active transportation options.
With the newly installed bike lanes on Lynn Valley road we find the roads for vehicle traffic have become dangerously narrow and pose an even greater danger to the cyclists, pedestrians and motorists! Planners have neglected to consider the movement of construction trucks, buses, garbage trucks and delivery trucks along this corridor in favour of installing bike lanes for the few bikers that actually use this route. And now you propose to continue this poorly thought out installation of more bike lanes in limited space. These roads were built for one lane traffic each way and that is all the space there is. You have compromised the safety of the residents of this neighbourhood that use these streets every day, several times a day.
Safety at the intersections when descending Lynn Valley Road from Dempsey. The collision analysis did not show the number of near-misses which occur at the roads that join onto Lynn Valley Road - almost everytime I use this route I have to emergency brake or manoeuvre to avoid drivers pulling onto the road dangerously. Commonly, pulling out in front of descending traffic without considering the extra stopping distance on a downhill, not stopping at the stop signs and just pulling out without looking, or stopping well past the line with the front end of their cars well into the road
Traffic flow down Lynn Valley Road, parallel parking spots on Lynn Valley road because the bike lane has reduced those. This causes overflow onto the side streets with people trying to access the canyon. This will be especially important near the End of the Line and Headwaters. This causes traffic congestion in the area.
Our priorities are not what you claim they are. We would like to have an actual vote or referendum on these topic because we do not want bike lanes to take away car roadways. The changes you have already made on Lynn Valley road are horrible and have increased vehicle traffic, made cars less safe for driving, the bike lanes are not used, and is not what the community who actually live here wants.
You ruined Lynn Valley Road and have made it more dangerous than safe. I'm a cyclist have been hit and have had numerous close calls due to the new bike lanes throughout Vancouver. The intersection at Allan and Lynn Valley is more dangerous now than it was before. No idea what is driving this unnecessary waste of money and increase to pedestrian, cyclist and automobile operator danger. No one currently on council will get vote from me next round. The picture below is an example of how out of touch you all are. Reduced parking and an obstacle course for cyclists.
I don't wish to have vehicle travel lanes removed to make room for bikes. I'm in favor of adding bike capacity, but not at the expense of travel lanes. There is already a lot of volume and with the additional developments going up in Lynn valley center, we need as much capacity as we can. That means leaving room for traffic to continue going through when a car is waiting to turn left, for example, instead of extending the curb out to block it.
Both short term and long term parking were lower priority concerns for most respondents, and the technical analysis showed that there was relatively high demand for parking on Lynn Valley Road between Kilmer Road and Dempsey Road.
This statement in your literature does not make sense. My question is, who are you aiming to please: the residents for whom street parking registers as a low priority or the non residents who flock to the area to make use of the outdoor space and desire more parking?
The addition of the stop light at Allan Road has significantly slowed the ability to get in and out of Lynn Valley and I have witnessed a number of close calls with children crossing the road at that intersection with frustrated drivers making a right or left without seeing them crossing. I do not believe these changes have made the roads safer as that intersection makes me nervous. Also Lynn Valley Road is now extremely narrow and busses and large vehicles often cross the centre line which oncoming traffic has to move to avoid. It does not feel safer at all.
Safe for everyone to get access to businesses and residences whilst minimizing the need for car use for getting to key recreational access points.
Full scale bike facility on main roads. Do not put bikes on side streets
Priority should be to accommodate the parking for seniors (the people that were born and raised here and have paid a lifetime in taxes). Bike lanes? This is Lynn Valley. It rains more than it doesn't. With existing lanes (along Lynn Valley Rd) we have only seen a handful of cyclists. Hardly worth a designated lane. I have personally witnessed cyclists disrespecting all road rules, including red lights, stop signs, and helmets!!!



If one of your concerns is climate change then you've failed in your set up of this corridor. Left turning vehicles restrict any vehicles behind them in proceeding due to the concrete barriers. Buses pulled over at their stops also prevent through traffic from proceeding and cause bicycles and vehicles to swerve out into oncoming traffic which could potentially cause serious injury or worse. The new traffic light by the Royal Bank at times is needlessly on red for Lynn Valley Road traffic. I have sat there a few times with no pedestrian or cross traffic in sight for 45-60 seconds burning fuel needlessly. Also the exit and egress for the Royal Bank should be removed from Lynn Valley Road as it causes chaos at times. I believe you should also look at the loss of an additional lane at the intersection of Mountain Hwy and Lynn Valley Road as that is causing massive backups at times.

In general, the principal should be that cars are treated as 'welcome guests' not 'guests of honour' and should be prioritized equally to all other forms of travel.

Speed - cars do not need to go faster than 30 km/hr. This speed has exponential benefits for lowering noise & increasing safety.

My priority is the wildlife in our area, this includes securing garbage and recycling at the park and bus stops.

We do not want any changes, we would love to reduce cars and people in our area.

sidewalks on both sides of all busy streets and crosswalks with manually operated signals

You state parking for visitors and residents. I sure hope this tiny 4 car slot below for both sides of the four block section is not your version of it. A number of homes above don't even have driveways for parking. As you know this has cost some alot to creat parking on there properties.

Parking on at least one side of the street is important. It is expensive to live in LV & likely many of the homes have suites & need a total of 4 spots. As parking was lost on East 29th St, people have started to park on what used to be front yard grass/gardens. This is sad, don't spread this necessity along Lynn Valley Rd. Keep maintaining vegetation along sidewalks, this is a problem throughout Lynn Valley & overgrowth forces pedestrians off sidewalks or they get wetter brushing the growth when it rains if they don't, sometimes the branches poking out cause scratches/rip clothing. Not sure if most cyclists will even use their lanes as I have seen many not in the one on East 29th.

I live right at the corner of Lynn Valley Road & Kilmer... and have been parking out front on the East side of LV Rd for almost 20 years now!

If you put in Bike Lanes there... and take out my street parking... where do you expect me to park then?

The way that corner at LV Rd & Kilmer is laid out... if there are bike lanes there... there wouldn't be any LV Rd street parking

available for me for Blocks & Blocks away!?!? Parking on Kilmer is only good for 2 hours... unless I am a permit holding resident 'living' on Kilmer...

which I am not! You can't expect me to park blocks & blocks away... carrying my groceries etc that far! Or go out... and move my car every 2 hours!!! So where then???

As a Senior... I usually don't need to drive daily... so I also need to still be able to park for at least a few days... to a week or so.

btw: In the Winter time... there are NO Cyclists to be seen right there at the corner for months on end!

So you are basically implying here... that the needs of 'The Few'... outweigh the needs of 'The Many'... re: Cyclists vs LV Road Residents!

This is totally unacceptable!!!

Safety of all road users should be the highest priority. People in cars are pretty safe, so this means pedestrians and cyclists. There's no way convenient parking should outweigh someone potentially being killed or injured.

It seems that the parks all have a decent amount of dedicated parking (and are accessible via transit), so roadside parking ought not to be needed.

The traffic congestion has greatly increased in the newly renovated areas of Lynn Valley road. Removal of the parking lanes and the installation of lights do not improve traffic flow. The newly installed lights should be constantly green on the Lynn Valley road unless a vehicle or pedestrian approaches the intersection - this is 100% possible as the intersection has cameras to activate the light for those vehicles or pedestrians crossing Lynn Valley road. As a resident of the area, having the light properly set up t maximally prioritize flow on Lynn Valley road with activation of the lights only when a vehicle or pedestrian approaches - would be a significant improvement to what is set up today. Cycling of the light when there is no one crossing Lynn Valley road is pointless and only aggravates an already congested corridor. Additionally, the left turn light from Lynn Valley to Mountain hwy is dangerously too short, and confusing when the turning light goes from being one to the light being red again. There has got to be a better solution as many times cars get stuck in the intersection, and don't know what to do with this non-standard and very confusing set up of the turn light. I recommend making the initial left turn period longer as currently only 1 -2 cars can turn in the initial left turn period. This is unacceptable given the volume of traffic turning from Lynn Valley road onto Mountain hwy.



Making it a one-way is a huge mistake.
I appreciate the focus on bikes, but often this is not thought out. For example, hardly any bikers use the 29th hill. It's too steep. And we've taken away so much parking and caused issues with traffic esp with school pick up.
To preserve the ability to drive in our community as we are slowly being bottle necked in.
No matter what you do it won't work if you don't stop the mass building going on in LV.
We need a safe, continuous, separated cycling route. Painted lines do not provide adequate safety.
No, think you have the priorities about right
Option 3 - A bike lane only on the east side of Lynn Valley road would be the best option for many reasons.
-There is already a sidewalk on that side
-Gives cyclists and pedestrians safe access to the areas including Kilmer park, the demonstration forest and rice lake road
-Most inexpensive option
-Residents and tenants of Lynn Valley road rely on having street parking for safety and mobility. Under option 3 they would still have parking along the west side of Lynn Valley road
-Least disruption to the residents in the area
-Keeps parking and vehicle access to the End of the Line corner store
Maintaining street parking for the tax paying residents and make the parking only available to residents.
How is DNV ensuring that in an emergency there will be the ability to move emergency vehicles, and to evacuate residents along the roads?
Better flow of traffic, stopping of reducing lanes for bikes, putting in. erroneous stop lights.
Please remove all street parking. Every last space.
Safety for all road users, especially cyclists and pedestrians. NOT parking / vehicle storage.
A number of Improvement in the last few years do not appear to have actually considered the reality of being a cyclist. For example at the bottom of the hill on third street where it meets up with the lower road has a small Zig Zag for Bikes to cross. The island is set up for some plants and grass. By late June these will be tall enough that it will block the cyclists view of oncoming traffic and the ability of the traffic to see cyclist. The design may look good on paper, but in practice it is just foolish. Bump-outs at cross-walks are also perhaps safe for Pedestrians, but have the effect of tossing cyclist out into traffic. It seems that the road designers have never ridden a bike.
Leave it alone. I've had enough of catering to cyclists on Lynn Valley road. They don't even use the existing lanes so why would you want to put in more !! Cyclists who ride in Lynn Valley don't ride their bikes up the road, They put their bikes on their cars, drive up the hill, park in front of my house and go for a ride. Just check out Braemar Rd on a nice day and have a look at all the cars parked on the road so bikers can use the bike trails. Enough is enough.
move the bike lanes to secondary roads.
I personally have no need for on-street parking on Lynn Valley Rd, but would benefit from a separated bike lane.
Safety for walkers, runners and cyclists is a priority.
But, I worry about the short term parkers that fill the surrounding streets that don't have bike lanes or restricted parking. The problem just gets moved.
Parking is the priority. I've lived [REDACTED] for the last [REDACTED] years and I can tell you that the biggest issue is proper parking. Removing all the parking between Mountain Highway and Dempsey for a bike lane is silly. Yes people bike up here, but not as much as they drive up here with their bikes on their cars and then park here and ride from here. This project is servicing a very small need for the bikes and is crippling those who live here to have any parking for friends, family, etc. when they visit. It is already abysmal at best on a sunny summer day to have any guests, or get into your driveway around everyone trying to find parking. You're exacerbating the issue, not fixing it.
Connecting bike lanes from the district to the City of North Van. Often when cycling on a nice separated bike lane traveling from the city to the district once you cross the line you can find yourself out in traffic with just a painted bike on the pavement to designate that you are traveling on a bike lane. Connect bike lanes in the district. Some just end and you are stranded in traffic with very little space for cars or bikes. Only option is the sidewalk which is not a good options for bikes or pedestrians.
Does the cost of the entire project (including subcontract costs) really justify the 'improvements' given there have been so few incidents over the timeframe 2007-2017 and the majority of the users are vehicular in nature?
Parking north of Dempsey on Evelyn Street is also high demand and serves Kilmer and the other local parks. Providing adequate parking for park visitors must be addressed or additional resident only street parking zones created.
Priority is i) the efficient movement of vehicle traffic along major routes, and ii) provision of on-street parking for residents and visitors.
I'd like to see parking outside the End of the Line store. It's a great addition to the Upper Lynn neighbourhood and I'd hate to see them shut down due to the loss of parking.
More trees to shade the sidewalks and streets to mitigate city heat.
Safe routes for cyclists to encourage people out of cars.
Safe and accessible bus stops ( with pull offs out of the traffic flow) to encourage people out of cars.



All the signs along Lynn Valley Rd make it an absolute eye sore. Completely ruined the once peaceful drive.
I think, that making parking worse and improving public transit and active transportation would be beneficial in the long term
Reduce parking, improve bike lanes and sidewalks. Where parking is necessary, consider using it to separate car lanes and bike lanes or sidewalks.
There are so many intersections where having landscaping removed for at least 30m from the intersection would be a huge benefit because hedges or fences make it almost impossible to see what is in the curb lane when you're a driver at an intersection until you have to pull out into the curb lane to see what's coming. It's worse when you're a tall driver and have the seat back further.
Safe cycling and active transportation
I am all for adding bike lanes to the roads however the phase 1 part of this project is not what I believe is required. Separating cars and bikes with a double line in most cases is sufficient and the numerous concrete barriers and signage cause more problems than necessary. Adding a bike lane designated with a double line and green paint at intersections allows for good traffic flow and safety for cyclist. Also, this allow for snow and debris clearing by the District on a regular basis without having to hand clear around barriers.
Also with regard to the parking pockets, as a driver I would prefer if the cars parked to the far right side and the cyclist stays in my view in the bike lane. Moving the cyclist off the road close to the sidewalk puts them at risk of a passenger door being opened and motorist loose site of them and then they pop back near you as the bike lane returns to the roadway.
I would challenge the original "trade off" that on-street parking needs to be maintained. The road is a public space maintained by the tax payers and on-street parking is the free storage of private vehicles on public space. By default this means that a few get to enjoy this utility at the cost of others.
STOP making bikers' needs more important than vehicles' needs. We don't want or need more bike oaths that clearly confuse/disrupt traffic. Lynn Valley will never be Amsterdam. Lynn Valley Road is far more dangerous to drive down since installing bike lanes.
My priority is definitely creating a safe corridor for cycling. Phase 1 has been a great improvement, and would really like to see it extend all the way up to Dempsey.
we should consider other measures than removing landscaping and parking spaces, like implementing 30km/h speed limit on that stretch of the road, rumble strips, maintaining sidewalks and road markings, using reflective paint. With a 30km/h speed limit bicycles could safely merge with the traffic. Try to route cyclist through side streets. On that note, the district should limit the speed to 30km/h or even 20km/h in all side streets, considering that district's employees expect that speed limit for safety when working on the road. We also have to consider the cost of these projects. Did anyone ever count the bicycles on the road in winter time? BTW, I am a cyclist myself
safe and secure and separated bike lanes
Safe streets tat slow down fast moving cars and traffic. Speed bumps and roundabouts to control traffic movement. The light at alan road has done nothing to reduce speed and increase safety . The concrete pylons are am mistake. They are a hazard for drivers and have been hit a number of times; the streets are narrow for drivers yet people still speed, tail behind , and drive around cars signalling for a left turn west bound from lynn valley road onto allen road. Very few cyclists use the road. As a resident I dont use the trail annd natural areas any more because there Re too many people, too much noise, too much trail etosion, too much garbage, and no peace.
Stop putting in bike lanes. Trim the trees around stop signs. Paint all the faded lines. Put a speed limit on Dempsey in both directions.
The new bike path heading southe on LVR goes into the sidewalk at a very narrow sidewalk section where the fall hazard for a bike and pedestrian to have to pass each other is significant. This is a bad bad idea. Make better ideas come to life
I would like to keep the road two way traffic for motor vehicles. I am a cyclist, by the way.
Priorities should take into account the overall network and continuity rather than just specific sections that just "ends" at project limits. Current approach is not consistent across the length of Lynn Valley road from HWY 1 to Dempsey resulting in a patchwork solution for a cycling network. Rather than spending some sections "deluxe" (Phase 1) and other areas untouched (Mollie Nye to Mountain Hwy), I believe dollars should be distributed to the improving the system and not just segments as cyclists often travel much longer than just one project section.
Road safety for all users must be prioritized. It does not matter how many people riding bicycles or walking are counted, each and every one is somebody's son, daughter, mother, father, brother, sister, friend, neighbour or colleague. The District should strive to provide AAA facilities using the absolute best practices from the BC Active Transportation Design Guide. Parking is not a priority when there are human lives at stake and most, if not all, homes have driveways.
This is a classic misplaced priority. What the District needs to do now is FIX THE WEST SIDE OF LYNN VALLEY ROAD BETWEEN THE UPPER LEVELS HIGHWAY AND THE MALL, WHICH IS PRESENTLY REALLY DANGEROUS FOR CYCLISTS. This should be a top priority over improving Lynn Valley Road's upper reaches. I suggest you get rid of the central



median, replacing it with some kind of minimal footprint barrier if necessary and use the additional space obtained to put a separated bike lane on Lynn Valley Road's west side.
slower speeds, crosswalk at Kilmer to access Kilmer Park, more enforcement
It's often difficult to see oncoming traffic when turning on to Lynn Valley rd from Burrill ave and Peters rd. It would be nice to have improved visibility, as well as some speed humps to discourage speeding.
I agree that pedestrians and cyclists should be prioritized. I think it's okay if people need to walk a few extra blocks to End of the Line to access the trails.
Follow this simple formula: Pedestrians > Cyclists > Vehicular Traffic > Trees > On-Street Parking > Private Driveways and landscaping located on District property.
Bike lanes should be physically separate from roads as in the Netherlands
Speed control is a priority. I would like to see speed bumps around Underwood and on the Headwater access road. Drivers rarely follow the 30kph or 20kph speed limits. I have seen a few near misses with speeding drivers on the Headwater access road.
Very concerned about additional traffic being directed on to Henderson and McEwen Avenues. [REDACTED] and so have to live with a very high volume of cars parking on both sides of the street. These vehicles come from basement and multifamily rentals throughout the area and the high volume of Lynn Canyon Park users. Foot traffic is particularly bad during the warmer seasons as Transit operators direct passengers to walk from Lynn Valley Road, down Burrill St. and McEwen Ave to the park. The result is often a one way street with a large number of pedestrians.
The aspect of putting bike lanes on a section of road that is totally uphill is a complete lack of knowledge to what has transpired on 29th hill.
Thousands of dollars, no street parking and not a bike to be found.
Improving transit is the focus (not) bike lanes
Bike routes and pedestrian/transit user access are my top priorities. This is motivated mostly by the climate emergency.
You need to put a sidewalk along Shakespeare - from Fromme Road to William due to heavy pedestrian traffic. It bridges between Argyle and Boundary elementary so there are lots of students that walk along it. There are also a very lot of other people who walk along there because it links to the powerline trail, Princess Park, as well as Hunter Park.
On one side of the road there is room, set back, already there which would mean it truly would not be a huge expense to put the sidewalk in and would make it less of a "dodge the cars experience" for pedestrians (children, adults and pets).
Why do we ONLY insist on placing bike lanes on narrow main arteries. Here is a safer suggestion. There are so many alleys that are adjacent to the road which takes riders away from the dangers of traffic. Should we not place marked bike lanes on these as there is no parking on alleys which gets rid of one risk of getting hit by opening car doors, or risking driver drift from all the drivers that can't seem to stay focused on driving without checking their cells, or fiddling about in their car while driving. Also there is also the risk of on main roads with large vehicles making right hands turns and having blind spots or cyclists not understanding the steering radius of large vehicles turning often needing two lanes to make the turn.
Parking is an absolute must - it's busy every day, from dawn until dusk.
I think it's a lot to change the road for bikes that only get used for a short span while we have good weather in Vancouver when overall the months that the bike lanes wouldn't get used are far more.
No bike lane on Lynn valley rd between peters and dempsey. Not enough parking for residents after Phyllis rd.
We need street parking
Use bollards and concrete to create REAL barriers that protect cyclists and persons walking and rolling from vehicle traffic. Paint is important, but drivers may not even realize they've crossed it, flex posts create edge friction for drivers, but provide no actual stopping power if a vehicle leaves the travel lane.
Vehicle congestion throughout District is terrible. Recent improvements (bike lanes in particular) have made things worse.
Pedestrian and cyclist (roller) safety appears missing. Planners seem to enjoy mixing cyclists and walkers together which is dangerous.
Safety Yes! But please talk to the emergency response people and get their input as well. There was no place for an Ambulance to get by as cars could not pull over! Please do not make your studies based on a few observations! Traffic on Lynn Valley road varies at different times of the day and year! I do not like having to wait 3 lights to get through an intersection and Lynn Valley Road and Mountain Hwy. is a mess! Maybe clean all that up before you start any new projects!
I think there were good intentions about the bike ways, but somehow it has gone wrong! Safety improvements did not happen!
Maintaining or increasing greenery would be good.



Increased street parking. Less bike lanes and vehicle displacement due to bike lanes.
Webpage with information did not include the 3 options in an easily found location.
The current cycle lanes that have been installed on Lynn Valley Road between Mtn. Hwy and Peters / Hoskins has already negatively impacted traffic flow. As the District continues to allow densification of the Lynn Valley area, to believe there will be less vehicle traffic is simply not logical. In regard the cycle lanes - the vehicle lanes are narrower and the cycle lane tapers directly into the sidewalk at the main intersection of Lynn Valley and Mtn Hwy - dangerous to both the cyclist and pedestrians - their have already been verbal incidents at this sector. Also as a result of this "modification", one entire traffic lane has been eliminated at the intersection so we now have traffic backing up to Lynn Valley Road beyond Church - this is not an improvement and drivers are becoming impatient which will impact safety. As a frequent user of Lynn Valley road, I have not noted any significant increase in the use of the new cycle lanes, but I have noted larger vehicles such as buses; transport vehicles; fire trucks travelling very close if not on the centre line so I fail to see how this provides significant safety improvements. In regard to the new traffic light at Allan Road and Lynn Valley Road - no left turn north on Allan however coming down Lynn Valley road a left turn south is permitted - ridiculous. All in all, I believe the monies could have been better invested into the community. Very disappointed, not to mention the masses of signage and curb blocks is an eyesore. I would be interested to see the true statistics on cycle and pedestrian accidents over the last 5 years on the stretch of road.
To maintain as much parking as possible for residents.
Parking is a key consideration. This project will remove parking from Lynn Valley Road, pushing visitors t Lynn Headwaters and the canyon to seek parking on small side streets where kids play soccer, scooter, etc. Visitors already have no problem blocking driveways and pathways to seek parking on busy weekends, this project will only make it worse. I strongly urge you to implement Resident Only Permit Parking on side streets along Lynn Valley Road. The residents north of Dempsey are protected from parkers, why should residents south of Dempsey be treated any differently?
To maintain parking on LVR so that visitors aren't taking up parking on side streets
Parking for residents is a priority over visitors.
In keeping with OCP commitments, all projects going forward should prioritize infrastructure in the following order: people walking (this includes people using mobility aids and wheelchairs) > people riding bikes or using other micro-mobility devices > transit > goods movement and service delivery (includes loading zones) > bike- and car-share, ride-hailing, and taxis > private vehicles.
I am very concerned that [REDACTED] neighbourhood is being designed to accommodate Jordan Back and his mountain biking friends. It would be nice if the actual residents needs and concerns were kept in mind. Are you aware that the North Shor News does not get delivered up here any more due to lack of delivery people, so how on earth do you expect residents to know about this or any survey. A lot of people up here are seniors and don't even have computers.
Ease of se for all including cars and emergency vehicles.
I agree with the priorities and described, walking and cycling safety needs the most improvement. As a local resident I would cycle to the end of the line cafe area more if there was a protected bike lane, which would alleviate parking somewhat.
I don't think we - the local residents - should be catering to people who are coming to Lynn Valley and using the area for only a few months per year. As many residents that have lived here 30 to 50 years - and as tax payers - our interests should be priority. Making changes to our roadway that we have to use on a daily basis to accomodate visitors for a few months a year does not sit well with most residents. I have personally lived in Lynn Valley [REDACTED] very happy years !
I do think that bikes, pedestrians and even car travel should have priority over parking. I realize we need to park cars somewhere but perhaps if space is limited people should make do with parking on side streets or in their driveways.
Ensure good connectivity with other bike lanes. The current lanes are great but end abruptly and create hazards for cyclists and pedestrians (e.g. avoid suddenly merging onto narrow sidewalk westbound when approaching the intersection with Mountain Highway; Commercial parking in front of Maple Leaf Greenhouse is frequently used for non-commercial parking, especially on weekends, and requires bikes to suddenly/briefly merge immediately after a traffic light
The most vulnerable road users should be considered first, as they will be MOST affected by less than favourable road conditions.
yes, many bikers going down the Lynn Valley Rd., they are using shortcuts Å thru Å roads turning left to Phyllis Rd (cul-de-sac) going down Å to Phyllis Å and Burrill ...or even more hazard left turn in Å Langworthy Å St. Å I've seen even in Burrill Ave.
[REDACTED] getting out of our cul-de-sac Å on weekends and all non-rainy days are very challenging , you can not see thru parked carsÅ ( very often not keeping distance 1.5 m from corner- why not paint the curbs, cheaper solutions for sure, or put mirrors.
Need to respect residents' need for personal/visitor parking.
I want safe and separated bike lanes that are out of traffic and away from moving cars.



Please do not replicate the terrible infrastructure installed for LVR Phase 1. The concrete barriers make the already safer straightaways safer while making the already less-safe intersections less safe by restricting cyclists from lane positioning appropriately and creating visual clutter distracting drivers and making it more difficult to make eye contact. It is now also effectively impossible for cyclists to pass one another, and the cycling lane width on the downhill side is too narrow for the high cycling speeds associated with the grade. Please remember that "AAA" -- if it really does mean all ages and abilities -- includes fit, competent cyclists and those with e-bikes, not just grannies and little children. Perceived risk and actual risk are important to distinguish. People may feel unsafe with car passing on a straightaway without a physical barrier, but side-swipes are extremely rare. Most collisions between cars and bikes happen at intersections, and the installation of the concrete barriers precisely as bikes approach intersections make intersections more dangerous than otherwise. Please engage people that actually ride for transportation in designing infrastructure. What has been installed is not transportation infrastructure and is unsuitable for transportation cycling. As with motor vehicle infrastructure, there is an important difference between arterial routes and 'local streets'. LVR is one of two arterial routes in and out of Lynn Valley (the other is Mtn Hwy). Arterial routes call for arterial infrastructure that facilitates fast, direct movement.

The lower Lynn Valley improvements have increased an idling car line up like never before. It is significantly worse than it was before - which was: fewer signs, bumps and unnecessary markings. People ride bikes for 2-4 months out of the year. The idling vehicle line up that is now the norm is painful and completely contrary to what is being promoted. So confusing! and the bike lanes remain empty apart from the random joy rider.

Keep mature trees is important to me along with bike and pedestrian safety

As seen on 29th, removal of parking severely restricts the ability of people to use delivery systems for food and other basic needs. Likewise, any constriction of traffic results in additional noise and hydrocarbon pollution and should be avoided. And, by all means, ensure that canopy is not affected.

Use the main street

Just keep the area safe for all forms of traffic and pedestrians.

Relieving congestion and parking frustration near End of the Line at Lynn Valley Road and Dempsey Road. Increased traffic to the area has resulted in unsafe conditions for pedestrians and frustration for drivers.

My priority is for safe cycling and walking given the very high recreational demand on the road. I appreciate the reality that people still use cars and therefore safe access is important. On-street parking and use of district land for private front yards are very low priorities and should not factor into the decision. These are public lands that should be used for the wider community.

You are pushing through changes that will adversely affect the lives of people who have lived on upper Lynn Valley Road for years. No one I know in the neighbourhood or in our family was ever questioned on this survey you refer to. You are using the results of this questionable survey in order to disrupt the lives of people who are now faced with life changing restrictions. Access to friends, essential deliveries, privacy, security, contractors of emergency repairs or upgrades, et cetera are all swept away by compromises must be made for the safety of pedestrians and cyclists. We are those pedestrians and cyclists too. The choices on this survey exclude other options such as speed limits or speed controlling road bumps. The residences on the proposed bike road will have extremely limited places to park! Where is your option for NO BIKE LANES. Seems you have set up your agenda by eliminating that option from the questionnaire.

Stop the insanity! Enough of changing bikes to usurp vehicle traffic. Nonsense. Placing bikes with traffic is ridiculous and you should all be fired for pursuing this myopic narrative of making bikes more important than transit, cars and pedestrians

I challenge every single person pursuing this ridiculous non paying transportation guiding public policy to lay attention at any stop sign in Lynn valley and simply observe of anyone stops at a stop sign?! And obeying street signs and traffic laws. Enough. You should all be voted out of office. This isn't whistler. Our taxes keep going up. Almost triple from just 15 years ago. Fat salaries, fat pensions and more traffic because some idiot ideology has taken over our council at DNV. Where is the Erie Christ that ensure some balance was always followed we have no say. A sign a week or two before more money will be spent on yet another pet project is crazy. I hope someone gets sued for 29th fiasco bike lanes, Lynn valley rd bike lanes and now more Dempsey. and get back to basics of providing services and for the get our taxes DOWN! Keep bike and cars separated and of the bikes want so much start by taxing the bikes first and keep their projects off our books and our taxes. Don't even get me started on the sidewalks that actually make a minivan go into traffic to make a turn all the while adding more trees that empire sire of traffic for cars down from upper Lynn. Granny was right. The world is going to in a hand basket. Council is driving the bus and needs to be redirected based on knowledge and not some crack pot idealists because they are the flavor of the day.

Cycling safety and wheelchair accessible considerations are my top priorities.

My priority is to not spend our valuable tax dollars on unnecessary projects, in areas like this that don't need it. DO NOT CHANGE THE TRAFFIC PATTERNS.



The right hand turn from Allan to LV road should be fixed or back to old when you can make a right turn. The new light disrupts traffic going to and from Ross Road elementary every day. The backup is unnecessary and would be fixed with the ability to turn right onto LV road
Maintaining parking availability around Kilmer Park is a priority of mine.
For expanded sidewalks and cycling, what will be the snow clearing requirements? Edge to edge? Whon is responsible for keeping bike lanes clean of debris?
Yes, [REDACTED] between Lynn Valley Rd. and Hoskins St. We have noticed a large increase in traffic â€œcutting throughâ€ to either street. Langworthy is a narrow street and has no sidewalks. The street has many young families with young children and with hikers and people using Kilmer Park take up most of the parking, that is allowed on both sides of the street. This makes for an extremely narrow street in which people have to move in between vehicles to allow cars to pass. This is certainly a safety issue as the street is a major thoroughfare for Argyle students using Doran Park as a shortcut to walk to and from school. Kilmer Road is not used as much because even though it is a wider street it speed limit is a slow 30 km/hr. I am concerned that diminishing parking due to the bicycle route on both sides of Lynn Valley Road will lead to more traffic and parking on our narrow street.
Don't make the road any narrower and don't add any additional lights or stop signs to lynn valley road. The increased traffic is loud and disruptive and makes bikers and pedestrians feel uncomfortable.
Cycling has in my view been over-prioritized in this area at the expense of transportation options that benefit those with lower mobility. Upper Lynn Valley in particular is an area that is populated with a fairly elderly population who require access to reliable bus service and parking. In contrast, many users of the bike lane in the area come to the area for recreational purposes. These individuals are not only more able-bodied, but are often of higher socioeconomic status than the road users who reside in the area. The prioritization of cycling over other methods of transportation therefore not only prioritizes those who are better abled, but more affluent, and utilize the roadway for recreation rather than transportation. Further resources are needed to prioritize bus lanes and to widen sidewalks for local road users.
Please protect parking for businesses and home owners. Remember that cars are road users too, do not make driving around more difficult in favour of bikes, especially when many cyclists do not even live in the District of North Vancouver, they are visitors here, using the trails.
As you mention, cycling lanes should be separated from vehicular traffic BUT SHOULD ALSO BE OUT OF THE SIDEWALK (as it is NOT for the southbound bike lane just before crossing Mountain Highway!!! I already mentioned it to the District which lately painted a warning sign on the ground. I guess we will need a pedestrian/biker collision to have a safer solution, which might involve engineer as it could require a suspended walkway along Draycott Park, to widen the path. In my opinion, PHASE 1 IS NOT FINISHED as long as this flaw is not corrected.
I believe the design of phase 1 works well.
Reducing any parking between Langworthy and Dempsey is NOT an option. Since the building bylaw changed a few years ago and new houses could only have single garages, residents and their tenants must park on the street in front of their houses. Most houses have a 1 or 2 bedroom suite. There is no room for visitors to park in the small driveways so street parking is the only option. There is competition for parking in this area from Kilmer Park (soccer days etc), and the regional park (especially weekends) such that visitors to residents are unable to park, and side streets are used by park goers.
Designated cross walks along Lynn Valley Road and Hoskins Road i.e. Lynn Valley Road & Kilmer, Hoskins & Kilmer
For the bike lanes, why put them on the main road? Why not up either peters or Westover, through to Phylus and Kilmar and through Kimar park?
I need to maintain parking in front of my house on LV Rd to accommodate my daughter with mobility difficulties, and therapists who frequent my home!! As well as elders who live in the home and who visit.
The block I live has a boulevard of green space that already belongs to the district, this boulevard could be made into a shared double-wide sidewalk for both pedestrians and cyclists riding uphill. This is seen in the Phase 1 parking pockets, and on the Spirit Trail in the City.
I am a cyclist but I do not really see the need for bicycle lanes on Lynn Valley Road. It is very easy for a cyclist to divert from a busy road like Lynn Valley Roads to quieter side streets.
Possibly the greatest feature of DNV is the abundant greenery. DNV has enacted legislation in the past to protect the beautiful natural environment that we all enjoy. The Phase 1 development along LVR uses concrete islands with yellow/black striped warning placards to demark the bike lanes. Surely a greener aesthetic could be employed! LVR now looks like a runway or ferry terminal, and what a shame it would be to imply this same approach in Phase 2. Surely the entrance to Headwaters Park should be as green and natural as the park itself! Back to the drawing board for your landscape designers, please!



<p>I think that losing street parking is just going to lower property values. It also just moves the park users into other neighbourhoods. The example for parking you have give here holds 5 card and has 30 min parking so virtually useless to residents. And there is only 2 pockets.</p> <p>- Maintain flow of traffic (the most important!!!)</p> <p>- Retain parking availability on Lynn Valley Road from Langworthy to Dempsey AND along Dempsey road</p> <p>People now come from all over Vancouver to visit Lynn Valley and the trails. The vast majority of these visitors come via car (#1) or bus (#2) - not bike! Yes there is an increase of bikes in the summer, however has anyone ever stood out between the months of October - April and counted bikes vs. cars? Phase 1 has already make Lynn Valley road alarmingly narrow. To access my home I need to drive up this road. Most days I don't see a single bike but that road is awfully congested now. Frustrated with the district that bike lanes for visitors seem to be the #1 priority here vs. considering what is best for the residents of this neighbourhood.</p> <p>Yes. I understand that bike lanes help keep cyclists safe, however, the parking space for residents is extremely limited and the district is not awarding residential parking permits. This is unacceptable as we, the residents, need to struggle to find daily parking. We live close to the Lynn canyon bridge and visitors take the parking on our street. I'd the parking on Lynn valley rd disappears, this will have a huge negative impact on our daily lives</p> <p>These "parking pockets" are extremely frustrating for cyclists and drivers. Cyclists need to go up onto the sidewalk level. A better design would be to make them stay at the same level as the road. Many cyclists just go straight down the road instead of using the ramps up and down from the sidewalk.</p> <p>I appreciate the improvements made to the lower part of LV Road between Peters and Mtn Hwy, and for me safe bike lanes are the big win.</p> <p>Safety for all users. Quality alternatives to driving.</p> <p>We do not have enough parking so do not take parking away on dempsey. The locals also need to be able to access Kilmer park with kids, baseball parents need to park and locals need to be allowed to park and pop into the local store at end of the line. The people who bike in the park come and park and have their bikes on bike racks. Where will they park? Seniors and people with small children need parking. It is still a fair walk into the demo forest for most people.</p> <p>Safety for bikers</p> <p>Separated bike lanes are a priority for safe family cycling access to Lynn Headwaters and nearby trails.</p> <p>For cyclists seeing and being seen are priorities. Many "bike lane" designs make this worse not better.</p> <p>Don't install bike lane "no -post" concrete barriers</p> <p>Speeding of vehicles; running stop signs/red lights of vehicles; vehicles turning right on red lights where prohibited.</p> <p>The Lynn Valley road bike lane project - I am a road cyclist. I ride about 100 KM a week.</p> <p>Overall this has not been a successful project. I think a model like Whistler with the walking/bike lane next to the road makes a lot more sense.</p> <ol style="list-style-type: none"> <li>1. The bike lane is not used much. We will see if that changes this summer</li> <li>2. Slow downs on Lynn Valley road. It sometimes takes 15 minutes to get to the highway during non-peak hour traffic with all the terrible synchronized lights.</li> <li>3. The traffic light on Alan has been added because people cannot get past because the road has been narrowed. It is not working right. It looks like it is being actively worked on to optimize.</li> </ol> <p>It's often hazardous turning left (south) onto Mountain Highway, off any of the streets - Kilmer, Dempsey etc....when there are cars parked on the east side of Mountain Hwy which block visibility when trying to turn. Please take this into account.</p> <p>We also need to consider the esthetic appeal of the safety improvements. Too many signs, confusing signs, not properly installed signs, graffiti/stickers on signs, paint that doesn't last all result in making the improvements look cluttered and ugly. For the millions we are spending, surely we can put a little effort into making it look nice ex. Planter boxes with shrubs or flowers to delineate bike lanes</p> <p>Please keep street parking for residents and visitors.</p> <p>My priorities are the safety and confort of all community residents not just the wellbeing of occasional visitors to the area.</p> <p>Signage for parked cars to watch for cyclists</p> <p>Address all sight lines</p> <p>Mandate that all boulevard/district owned right of ways are cleared of non-permitted trees and hedges and retaining walls etc.</p> <p>Trim and/or removal up to the required 4 feet from the inside of the curb, and further, if it is a level 1 infraction/safety/sight line issue.</p> <p>It is currently impossible for 2 people to walk on any given sidewalk in Upper Lynn Valley on Lynn Valley road and on Dempsey Road and many other roads, without encountering hedges, trees, landscaping materials and/or retaining walls that encroach onto the sidewalk and prevent the ability to remain on the sidewalk.</p>
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Now I'll have to step into a bike lane and get mowed over/hit by a cyclist, who has no regard for pedestrians or cycling at a safe speed. Cyclist should have to write and perform a road test, pay insurance to ride on the road, and cyclists should be subject to fees and regulations!!
The changes to Lynn Valley have not promoted much safety and have been a downgrade to the living experience in Lynn Valley. Going down Lynn Valley has never taken longer and this is due to the downgrades in capacity, removal of right hand turning lanes, and the horrendous decisions by the city planners.
slow traffic and make space for bikes separate from electric bikes/etc and separate from walkers. Yes half the bikes and cars in the area don't even live here!!
I am concerned that Lynn Valley Road is becoming over engineered and for a major response route is getting too narrow.  I fully support bike safety however think it would be a win win to make the IV rd bike lane seasonal in order that the community can still park on the road out of season. I have lived on the road at the intersection of Burrill and can confirm there is NO bike traffic during the winter bar a very occasional commuter  I would also ask that the lights down the road only stop traffic if there are pedestrians or cars waiting to enter Lynn Valley Road so that frustration with being stopped and no other users is diminished  Since we currently have a bus stop outside our house it would be appreciated if we can be consulted before adding in a bike lane as we have some ideas to increase safety
Thanks [REDACTED]
All the safety improvements have sucked and created a traffic backlog. I feel like the new parking pockets along Lynn Valley Road take away potential parking spots and make it difficult too I hope that phase two will include some traffic control at Dempsey and Lynn Valley Rd. including the part past the intersection to Rice Lake Rd. As it is many cars speed through as the stop sign is not fully exposed. This area is very popular entrance to Seymour Demonstration Forest. Pedestrian traffic is busy. Once the bike lanes are installed traffic speed will increase as it has below in Phase 1. Bike lanes and side walks are a priority for us. 2 people in our house commute regularly by bike and find the bike lanes valuable but we do NOT like the concrete dividers that have been placed from Mountain Hwy to Peters Rd. We find them very obtrusive for cars when driving and they do not make me feel safer as a biker. We are just waiting for a car to plow into one of them and hope it is not one of the 3 young drivers from our house. Painting the bike lane green would have been a better option than all the crazy concrete blocks! Hazards everywhere!!
Safe separated bike lanes from Dempsey to the highway on-ramps are necessary. Safe bike route for cyclists to reach End of the Line and access to the Lynn Headwaters Regional Park and Lynn Suspension Bridge.
There has been no evidence shared to support this project as being a safety priority over other local safety issues. For LVRAT Ph 1 I had multiple interactions with multiple project representatives - none were able to objectively substantiate safety issues (e.g. quantity of accidents). I [REDACTED] bike the road, and the only RTA I'm aware of is one black cat being killed by an early morning car in the dark (this project would make no difference to that). However, there is a very high frequency of emergency call-outs and injuries (a number of which resulting in fatalities) for people misbehaving in Lynn Canyon & a high degree of environmental impacts - it would be far better use of money to address issues such as those, than waste money on a project like this that seems to have no factual founding to show that it is anything more than a political agenda. Even the photo on page 1 of this survey is demonstrating a safety issue caused by the LVRAT Ph 1 project!
What I have noticed is that from interaction to iteration, the plan remains the same but the justification keeps changing to avoid criticism.  I don't think any of this was anticipated or prescribed in the OCP. The OCP talked of "connecting town centres" and there isn't one at Dempsey and LVR.
Use secondary roads for cyclists. The current mess on LV has created more cars idling at lights and increased congestion. 4way stops are better than red lights Preserving as much natural green space as possible Minimizing traffic / vehicles on residential roads
Maintain the small village feel of Lynn Valley! Maintain green spaces (less concrete for additional sidewalks, lane ways and roadways), protect current residents properties, privacy and peace from noise and disruption. Overdevelopment



and complication does not fit this community. I say this as an avid trail user, cyclist and local resident. Please take note of how decisions are being made regarding development in Edgemont (max building heights, sidewalks/bike lanes, roads & parking) maintaining the small visage feel is clearly a priority that has been honoured for residents.
Protected cycling lanes. Please place the parking for cars at the outside of the bike lane to provide further protection.
My priority for this road is it support local residents first. We often drive up to End of the Road to hike from there. Parking in this area is always busy so all the spots up there need to remain. Phase 1 removed 95% of street parking. I believe that the bike lanes should be on one side, bi-directional.
Divided bike lanes along Lynn Valley Road (pylons are fine) would make my bike commute feel significantly safer
Pedestrian safety is my #1 concern in this busy gateway to recreational areas.
Being a resident of LV for the past [REDACTED] a motorist, motor cycle rider, sometimes cyclist and daily walker, I feel qualified to comment.
To me, phase one is now signage pollution and a distraction to drivers. The pavement width between no post barriers is too narrow. Large vehicles passing each other, sometimes touch exterior mirrors. The cycle path on the west side where it intersects at Mountain Highway, is a collision course for cyclists and pedestrians.
The three way stop sign at Dempsey and L.V. Road, noted in the technical report, had 5 accidents. As an observation, vehicles rarely stop at the stop signs. Several times walking across the pedestrian crossing, vehicles have not stopped. Parking will become a premium as more people visit Lynn Headwaters, Kilmer park and mountain bikers searching for on street parking when Fromme Mtn lot is full - as usually the case on week-ends. I would suspect that most of these visitors and bikers are not residents of the District. In addition, there is substantial growth taking place within Lynn Valley i.e. the LV Mall,, the future development of the Old Legion site etc. From an observation, travel along the corridors of Mountain Hwy, south of LV Road to the Hwy 1,, LV Road to the Hwy 1 ingress, has, since the notable improvements of the 2nd Narrows interchanges at a cost of +/- \$850M have got progressively worse. Therefore with all these changes past and proposed, this area of LV will lose it's quality of life. Maybe speed bumps along Dempsey and a traffic light installed at the intersection of Dempsey and Mountain Hwy, plus enforcement of current traffic rules, might be money better spent.
The bike lane separators should be continuous, the areas where you have had to mark them with hazard signs on the end are really dangerous
In my opinion, safety for cyclists and pedestrians is indeed the highest priority.
More focus on bicycle and active transport methods. As well as lighting upgrades. I commute by bike/walk to the Seymour/cap filtration plant [REDACTED] and use this stretch of road every day. Visibility and protection from vehicles is my biggest concern.
Improving cycling safety is a priority of mine so that I can raise my children to use healthy, active, environmentally friendly ways to travel around our local neighbourhood.
My priority is safety of cyclists and pedestrians over availability of street parking. Safety should always be prioritized over parking spots.
Safety for children is my #1 priority.
I would say to not balance the needs of all uses. (Notice I say uses, not users). On street parking should be relocated entirely because it can easily exist close by in other ways.
Since there is very little retail on this section, the need to shop by bike is low, the cycle lane could be a separated two-way lane on one side. It would then act like a service road having nothing to do with the main road.
Some intersections could be closed to motor traffic or redesigned for better sight lines (this of course would likely be at the expense of convenience when driving. This is worth it.)
wide sidewalks and safe crosswalks!
Please work on, with Translink - more frequent and convenient bus service up Lynn Valley road to counteract the removal of parking.
ie. for folks wanting to get to top of Lynn Valley Road and walk into the forest,. we don't really want to cut down trees to make a parking lot so we need more transit! I use this road almost daily for my [REDACTED] run and have often cycled here as well.
We have lived in the Upper Lynn neighbourhood [REDACTED] We have biked, walked, hiked, bussed, and driven through the neighbourhood every day and it is just fine the way it is. Spend our money elsewhere to improve areas where there are real issues. The roads are safe for all area residents as they are. The real issue since Covid has been the ever-increasing demand for parking in the Upper Lynn area surrounding the neighbourhood gathering spot The End of The Line coffee shop. On most sunny days, and definitely every weekend from March to October, daytime street parking is at a premium and often our driveway is partially blocked by inconsiderate visitors to the area. When baseball season is on, things are even worse some days. Removing even one stall of parking will be a mistake. Instead, your parking technical advisors should be looking for areas to increase the number of parking stalls. Bike travel through Upper Lynn is also safe and works well as is. Most



weekenders bring their bikes on bikeracks. Area residents usually use Lynn Valley Road or Hoskins to get down to the village. The street cycle clubs use Dempsey and Lynn Valley Road and appear quite happy with the way things are. Others who like to challenge Mount Fromme trails usually ride up Mountain Hwy or Hoskins and Mcnair to get to where they are going. They will definitely not change their behaviour to use a new Lynn Valley Road bike lane.
We think the concrete blocks alongside the bicycle lanes are dangerous for car drivers especially in the winter.
These proposed improvements seem unnecessary as things seem to work well now as they are. The lower Lynn Valley Road recent improvements have caused more congestion and more cars idling at Mountain Hwy and at the new light at Allan Road. The removal of the right turn lane at Mtn Hwy causes cars to wait through several lights now, whereas before they would get through by the second green. At Allan Road, if someone is turning left the traffic cannot safely get by so often just the left turn vehicle is able to proceed while the traffic behind waits and idles through another light. The new concrete barriers with the yellow and black caution signs make driving this section of road feel uncomfortable, especially if there is an oncoming bus because the lane is too narrow now at those points. I've heard that there is discussion to remove/ redesign the 29th Street hill improvement that the neighborhood there was never in favor ofâ€¦perhaps council should learn from their mistakes.
I don't think the improvements on lower Lynn Valley Road have made things better, I think they are worse and I don't want the same thing to happen on upper Lynn Valley Road
There is not enough sidewalk near the intersection of Lynn Valley Road and Dempsey -- I find myself stepping out into the road to give space to families and dog-walkers, and while I do it safely, it would be nice if there was enough room on the sidewalk for the volume of sidewalk users in that area.
My priorities are that of a local resident who uses Lynn Valley Road to commute by bicycle, access upper Lynn Valley by car, and I occasionally walk it in the evenings.
Bike lane needs to be straight without weaves. Consistent width and surface are important for rider safety. Not concerned about removal of parking.
I support the improvement of safe active transportation infrastructure throughout DNV, and particularly along unavoidable arteries like Lynn Valley Road.
It seems to me that automobiles already have enough priority. Road uses - pedestrians and cyclists most certainly. General safety for all road users; configure for people walking and rolling.



# Appendix B

## Verbatim Comments

Please note that personal information and inappropriate language has been redacted.

Q5. Do you have any comments to add about the proposed sidewalks?
This would be a great improvement for pedestrian safety, especially for more vulnerable pedestrians (elderly and children).
The sidewalk on Kilmer should extend the entire block to add safe access to the park from across Hoskins
Side walk on the north side of Dempsey Road does not seem relevant unless you extend it all the way to mountain highway to provide sidewalks on both sides of the street. Maybe a pedestrian controlled cross walk on Dempsey Road at the Dempsey and Underwood Ave intersection.
Proposed sidewalk on west side of Lynn Valley Road should go between Dempsey Road and Kilmer Road only to connect to the new proposed sidewalk on Kilmer Road.
There is already a sidewalk on the east side of LV Rd between Dempsey and Peters. Can't people cross the road. This seems like a ridiculous waste of money.
I think sidewalk on Kilmer road should continue until Hoskins road. This part of Kilmer Road is heavily used from April to October for parking or driving through and safety of pedestrians is an issue.
Will any parking be compromised? If so not in favor of new sidewalk
Do not allow cyclists to use these sidewalks, pedestrians should be a priority.
Having sidewalks keep people off the roads
If there must be a tradeoff between installing a new sidewalk and maintaining street parking, please prioritize parking.
NO MOBILITY SCOOTERS OR STROLLERS ALLOWED
With crosswalks already in place on the Dempsey to Underhill section and a perfectly adequate sidewalk on the south side of Dempsey, there is very low priority for a new sidewalk on Dempsey.
Would be nice to add a cross walk at Lynn Valley and Kilmer
Sidewalks on the west side of Lynn Valley Rd between Peters and Dempsey are essential as people already walk on that side even though there is no sidewalk at present. It's not only dangerous but a hazard to car drivers.
Need to be wide enough to accommodate strollers and wheelchairs AND to allow them to pass each other without one having to go onto the road or the grass.
██████████ I am in full support of the sidewalk in front of my property. We see a lot of pedestrians walking on the road as an alternative to a sidewalk.
The west side of LVR makes sense as well as the north side of Kilmer east of Kilmer Park to LVR with a crosswalk at LVR.
I don't really think any of them are needed.
The sidewalk on the south side of Dempsey seems adequate to handle the foot traffic. I know because we have lived there for more than ██████ years.
The sidewalk on LV Road east side is not heavily used as it is very steep. I suspect putting one on the west side will also be underused. But it might separate the pedestrians a bit.
Kilmer is a quiet street but a sidewalk in the proposed location would make accessing Kilmer Park a bit safer.
I walk on Lynn Valley Road between Dempsey and Peters ██████████ I don't consider it at all unsafe. It is better than many other roads in that it at least has a sidewalk. Except on summer weekends most vehicles turn left onto Hoskins so the traffic on LVR is not that severe. Surely you are not going to make decisions based on visitors who don't pay taxes and who mostly drive up LVR on summer weekends.
As long as it doesn't impact my ability to park 2 cars in my driveway I am all for the sidewalks. However, if you put sidewalks in I want to see markings on the roads that prevent cars parking over my driveway ██████████
██████████ Sidewalks that are wide, with gentle slopes at the intersection, are most welcome.
Leave it the way it is and stop wasting our money.
Other than on Kilmer, there is a perfectly good sidewalk on these streets. Why spend money that is not needed? Kilmer is already a narrow road. I walk it ██████████ and there are few pedestrians. It only gets busy in the warmer weather. It sounds like these 'improvements' are being made for visitors more than locals.
Looks great
I strongly support improved pedestrian infrastructure throughout the District and, as a Lynn Valley resident who frequently visits Kilmer Park with my children for baseball and other activities, I strongly support all three of the proposed sidewalks. This is a critical investment in the safety and health of District residents.
Should paint either bike lanes or multiuse verbiage next to the sidewalk.
Make sure that on street parking is not affected



Sidewalks are excellent idea as long as no road space is removed.
Weekend and evening street parking is terrible for local residents. Do not add any further restrictions
I do not support this plan *IF* the proposal is to remove sidewalk on the E side of Lynn Valley Road between Dempsey and Peters
Lynn valley road sidewalk is fine as is.
There are pedestrian crosswalks at corners, people do not need to have sidewalks on both sides. This would be a waste of money
Current sidewalks are fine
Good Improvements
improved street lighting needed
Kilmer does not currently have a sidewalk on either side.
As there are at least sidewalks on one side of the proposed roads and none from mountain highway to Lynn valley road on Kilmer, priority should be the increasingly busy Kilmer road
The proposed sidewalks don't seem to offer any significant benefit. On the other hand TWO sidewalks are DESPERATELY needed at the end of Lynn Valley road past Dempsey, towards Rice Lake Rd. Cars, delivery trucks, garbage/recycling vehicles, joggers, cyclists, dogs, strollers ALL converge in a very narrow section. It's so dangerous, especially in the winter and when it's wet. People jump in front of cars to avoid others on the path, people walk on the road with headphones and earbuds on and can't hear traffic. PLEASE, PLEASE DO SOMETHING ABOUT THAT SMALL SECTION!!!
There is no space on Lynn Valley road!
If there is a good sidewalk on one side, we do not need a second one on the other side. The amount of pedestrian traffic in these areas does not justify the cost of the proposed changes.
Sidewalks good, bike lanes bad
New sidewalk needed on east side of Underwood between Dempsey and Coleman. At the very least right now, the path should be clear for people to walk along, unencumbered by residents' bushes, trees and even walls put on district property.
All major roads should have sidewalks on both sides. The existing sidewalks should also be wider towards popular spots.
Yes a side walk on both sides of the main road is an excellent idea. With young children this would also help keep them safe. As mentioned before you could have one side be for bikes and one for pedestrians on Lynn Valley Road.
There is no need for sidewalks on Kilmer it is a quiet street and I have never felt unsafe.
What about a proper sidewalk from Lynn Valley Rd to Rice Lake Road. The majority of pedestrians walk down the center of the road making it unsafe for bikes, cars and people. Usually they are walking 3 or 4 wide making it impossible for bikes, strollers and cars.
I don't support the new sidewalk on the west side of LV road as it will narrow the road significantly and make car bike interactions more likely. The current sidewalk on the east side is sufficient. I do support any kind of traffic calming and new speed restrictions in this area. I do support the new Kilmer sidewalk if a new cross walk is indicated on LV road (Painted).
There is a sidewalk already on the south side of Dempsey rd. This side walk is sufficient for the area. There is already a sidewalk on the east side of Lynn Valley rd. This sidewalk is also sufficient. There is no sidewalk on Kilmer road. This small stretch of sidewalk would require a marked cross walk from the east side sidewalk on Lynn Valley road to the proposed Kilmer side walk.
This road is already busy enough with local traffic in addition to visitors. Instead of adding more sidewalks which would reduce parking for multi-family houses and suites, consider adding additional safe crosswalks so folks can use the existing sidewalk.
I support these measures as long as Lynn Valley Road, Dempsey, etc. remain 2 lane streets.
Adding those sidewalks would be ENORMOUSLY helpful!! The Dempsey Road one will really help given how busy it is at the corner of Dempsey and Lynn Valley Road, but all of them would be awesome.
Of course we would all like broad sidewalks with lovely rest areas. But this is not reality. While I support the sidewalks mentioned, It really isn't that big a hardship, to get by with just sidewalks on 1 side. This is a lower priority for me.
Putting pavements on Lynn Valley Road and then adding a cycle lane will make the road narrow, especially during snow times. You don't mention if parking is still allowed on the East side of Lynn Road.
I never see the 3rd area, Kilmer Rd, as being that busy, but it does need to maintain its parking
I don't believe that we have room for sidewalks on both sides of the road on Lynn Valley Road from Dempsey to Peters. People need to cross the street and use the existing sidewalk
sidewalks are not yet needed there, but on upper mountain hwy north of McNair drive needs it
Great to see!



There is so much foot traffic that these are viable ideas. Especially if the Legion development goes ahead and we have more seniors/challenged individuals who use walking aids.
Definitely needed.
Well, I live on a street with no sidewalks at all, and everyone manages: walkers, dog-owners, bikers, vehicles. I think we have enough sidewalks, and I am sure we have had more than enough of road construction in any case. What works, works fine...
The sidewalks should not be too wide if there is also going to be a bike lane installed on the East side of the road. This would make LV road too narrow.
Please make crossing the road to Kilmer park easier and safer. Traffic needs to slow down too.
Is the gain of a sidewalk along the west side of Lynn Valley Road really worth the frontage disruption (boulevard land take) to all those properties?
Without a doubt, all of these sidewalks should be added.
There is not that much street parking on the west side of Lynn Valley Rd at this point, so I don't think that many people need a sidewalk there. The one in the east side works. There should be some pedestrian crosswalks, though to help people cross to the east side of Lynn Valley and its sidewalk.
Sidewalk access to Kilmer Park from the south is needed.
Come on!! Are people unable to go to the other side of the street to access that sidewalk???
A crosswalk across Lynn valley road to dovercourt would be useful for many of the students walking to school.
There are other busy roads in the District (e.g. Mountain Highway north of Dovercourt) that don't have sidewalks on both sides. These two would be an unnecessary expense.
Please consider making accessibility ramps for these sidewalks.
Existing sidewalk, Dempsey between Hoskins and Lynn Valley Road, is ample.
Stop installing stupid
Absolutely. This is a key destination for visitors to the north shore, and people are often walking all around the End of the line area. I have had trouble walking with my wife with crutches to the legion from Dovercourt & Hoskins. The lower section to access the legion is very welcome.
Kilmer is very narrow along this stretch and when cars park for soccer field pick up and drop off, it's tough for pedestrians to navigate safely
Wider sidewalks
Will these sidewalks take away space for parking for people going to Kilmer park (especially BASEBALL SEASON AND SUMMERTIME!) and End of the Line? I live in walking distance but am worried they will start parking on side streets, like mine, affecting everyone
In addition to adding these necessary and long-overdue sidewalks, DNV might also do something to limit the number of parked vehicles that crowd and prohibit the safe use of our streets. (██████████ at any given time has between 5 and 7 vehicles parked in front of their home ██████████)
With the exception of the Kilmer Park proposal, which currently has no sidewalk at all there is no need to have sidewalks on both sides of the road on either Dempsey or Lynn Valley Road. I use all three of these road regularly as a pedestrian, and I have never encountered any issue. Having sidewalks on both sides would be a huge waste of funds. With regard to Kilmer this section is so short it is also not worthwhile. Most parents taking their kids to the park, whether for sports or other leisure either use the parking lot, or can accommodate a short walk of about 30m without the need of the sidewalk
Make them accessories- enforce snow clearinghouse
It appears as though large trees would need to be torn down for the Kilmer sidewalk. I don't believe the benefit of this short segment would merit the tree removal
The more sidewalks you put in, the less room for vehicles and that will compromise the traffic flow. This part of Lynn Valley road is already congested.
Side walk fine, loading zones in front of houses HARD NO!
On both Dempsey and Lynn Valley Road there is already one sidewalk. Do not need another sidewalk on these streets.
I only support the sidewalk on Kilmer because currently there are no sidewalks there. The other two proposals are not required as there is adequate sidewalk space on the opposite side of the street. I live in this area and walk those streets regularly ████████. If people can't be bothered to walk across the road to get on a sidewalk, they don't use it very much.
With the scarcity of space on Lynn Valley Road, there is no point to proposal no. 2. And from my experience as a soccer coach using lower Kilmer Park as a practice field, proposal no. 3 is pointless. There is little foot or vehicular traffic on Kilmer Rd. at all times.
Long overdue.
We should be striving to achieve 100% sidewalk coverage of our streets
I believe there are other sidewalks that should be prioritized:
1. There desperately needs to be an upgraded sidewalk on Peters Road from Lynn Valley Road to Lynn Canyon Park. This is travelled by thousands of people during the summer months. It is broken and heaved by roots from old trees that



are dangerous with falling limbs and heaving roots. It is extremely dangerous to walk this sidewalk at night without a flashlight. Very narrow and I often have to walk on the road when groups of people (2 or more) are walking together.
2. There needs to be 2 sidewalk2 on Lynn Valley Road north of Dempsey to Rice Lake Road (both west and east). This is another spot with masses of pedestrians and cars all squeezed together. Inadequate sidewalk! Dangerous!
Extending the sidewalk on the east of Lynn Valley Road, North of Dempsey would be preferable.
Make them wide enough for all mobility users
Instead of adding brand new, upgraded sidewalks to roads with existing sidewalks, upgrading the currently existing sidewalks sounds more efficient to me.
The one on dempsey seems like overkill and not worth the costs. It's a slow street already and most people will be walking on the park side anyway.
prioritize parking for residents
South side of Dempsey sidewalk is all that is required however North side should be a dedicated protected bike lane with no parking. If parking is consider for North side then DNV right of way should be reclaimed on those North properties to accommodate a wider road allowing a bike lane.
They will be a great improvement
I feel badly for the house on the corner of Kilmer and Lynn Valley Road as that would be a lot of their property impacted by this, so hopefully it can be done in a way that they aren't too negatively impacted. However, this would make kids getting to and from the park safer for sure, especially if there was a pedestrian cross walk available there across Lynn Valley Road too.
That it's a homeowner I am not required to pay to have my driveway adjusted ( Ie [REDACTED] and would expect the edge that meets the new sidewalk would be finished properly and to match my existing driveway and not at my expense)
Many seniors need to walk and this area is very steep. I am seeing more seniors walking on Kilmer because they cannot make it up to Dempsey. I think this sidewalk on Kilmer will be good for seniors, strollers and kids going to baseball/park.
Stop wasting money , there is not the need!!
People can cross the road and utilize the existing sidewalks.
Not needed. It's just gonna cause more foot and vehicle traffic in an area that is already too small for the increased number of people coming to the area. This is gonna make it worse.
It's not clear what need the sidewalks are addressing.
Things are fine the way they are now. Anything you do will create problems for traffic.
Yes please put sidewalks where there are none
As a runner sidewalks in these areas would be a direct benefit.
Ensure the sidewalks are wide enough to accommodate wheelchair and mobility scooter users. Only allow level driveway crossings (no slopes which are difficult and unsafe for those with mobility issues). And don't allow residents to put garbage and recycling on the sidewalks (or bike lanes).
Long overdue
Money spent here is needed more in other areas. Too much of a find work project. Leave it alone.
It would be wonderful if you extended the sidewalk on the north side of Dempsey Road all the way to Mountain road....or at least to Nottingham...I have seen LOTS of children walk on that side of the road...
I would feel much safer with a sidewalk that extended on the west side of Lynn Valley Road!!! Especially at that corner of Lynn Valley, Hoskins, and Dovercourt!!!
The mini added sidewalk on Kilmer I can certainly see as being beneficialbut why not go all the way to Hoskins with it? That is a frustrating road especially in the winter... and it is highly used by walkers, bikes, cars, and delivery vehicles...
My first priority would be the west side of Lynn Valley Road. Crossing to the east can be tricky with the curvy in the road and the parked cars.
I have no issues with sidewalks though I am not convinced all of these are actually necessary
Existing sidewalks are adequate
This need for sidewalks should be a given.
The access to kilmer park from lynn valley road is often very used by locals who live east of lynn valley to access the park by foot, or using it to cut through on mountain bikes, etc.
A crosswalk/flashing crosswalk would highly improve the safety and usability accessing the park, since lynn valley road can often be busy, especially on weekends and holidayssince so many parks are nearby.
[REDACTED] Lynn Valley road between Peters and Dempsey often and I find the traffic is fairly good most of the time and don't feel the need for additional sidewalks on the west side. Current sidewalk is not that busy even on weekends and I don't feel the demand is there. Most tourists drive as close to the parks as possible and use parking lots, or take the transit so I find it's working fine for the current residents like myself.
However, it would be nice to have a flashing crosswalk light around Kilmer and Lynn Valley as I do see people crossing from time to time and the area can be dangerous when cars are coming down fairly fast from Dempsey area.



(1) People won't get off at the terminal of 210 and 227 to access the trails. The sidewalk on north side of Dempsey Road between Hoskins Road and Lynn Valley Road is not necessary. (2) There is no bus route on west side of Lynn Valley Road between Dempsey Road and Peters Road. I won't use that sidewalk to access Lynn Headwater and Baden Powell Trail.
The roads are going to be quite narrow if you put sidewalks, if you need to spend your budget do something else that actually help improving traffic like a new bridge out of north van
Sidewalk on east side of Lynn Valley Road is more than adequate for current and moderately increased future pedestrian traffic.
Waste of money, no need, but sidewalk on mountain hwy above McNair drive is needed now!
There is already a sidewalk on the south side of Dempsey. Why do we need the expense of another one on the north side? Perhaps if you spent some money on 30 kms speed zone signs on Dempsey by the park and painted the lines it would be safer for kids and pedestrians and stop speeding along Dempsey.
The sidewalk situation in Lynn Valley is fine. They do not need to be changed.
The sidewalk in n the other side seems to be enough.
They are needed for the greater good of the community, please don't cave in to the complaints of wealthy homeowners.
Great news! As a frequent dog walker in the area I would love the additional sidewalks.
Putting a sidewalk on north side of Dempsey will make road less wide. [REDACTED] idea.
no
I walk down Lynn Valley Road many times a week and don't feel unsafe. The side walk is sufficiently wide. Most cars turn up Hoskins or on one of the streets before that so the amount of cars is reduced after Hoskins.
There's a lack of sidewalks throughout the district and I welcome any new additions.
A new sidewalk on Dempsey is unnecessary and a waste of resources. Instead of focusing on new sidewalks, focus on fixing your existing poor work on the south side of Dempsey where the sidewalk is uneven and misaligned instead? Have you tried taking a stroller or wheelchair along that sidewalk. It's an awful experience.
Uncertain about the west side of Lynn Valley Rd. Alternatively, providing better, safe access to the sidewalk on the east side might be an option. My memory is that there are few places marked as crosswalks along this stretch of Lynn Valley Rd.
There should be sidewalks along all sections of road. If the district and society wanted to develop a good transportation system (everywhere) there would sidewalks everywhere for pedestrians (humans walking), there would be bike lanes everywhere for bicyclists (humans bicycling) and road for drivers (humans travelling in motorized vehicles). So I will always support sidewalks being developed on stretches of road. This explains my belief that we need to develop off street parking for those that believe they need to have on-street parking. I find it strange that people (the society I live in is willing to have the relatively inadequate transportation system that we currently live with. And that we are willing to have one, like the one we have, that has so many danger points.
The big issue on Dempsey is speed. Need speed bumps to slow traffic.
The sidewalk and roadway on Lynn Valley Road north of Dempsey to Rice Lake Road is already very congested. All of these improvements are great but will only increase the congestion. Can this be addressed?
No
Making sure parking is available for vehicles along this new sidewalks
The sidewalks on the opposite side are sufficient. They are rarely crowded
I would love to see the new sidewalks. Get rid of the parking and make room for sidewalks and bike lanes. This also encourages more people to take transit when there isn't parking available
I do not believe that all streets need sidewalks on both sides.
THE KILMER SIDEWALK WOULD FLOW BETTER BEING ON THE SOUTH SIDE, ELIMINATING A CROSSING AT A BUSY CORNER, AND INSTEAD ALLOWING FOR CROSSING FURTHER DOWN KILMER AND AWAY FROM THE CORNER. MUCH SAFER. ALSO THERE IS AN ACTIVE DRIVEWAY THAT THE KILMER SIDEWALK WOULD NEED TO CUT ACROSS IF BUILT ON THE NORTH SIDE.
There is already infrastructure for pedestrians on the east side of Lynn Valley Rd where all of the bus stops are located. This is the same for Dempsey Road. Pedestrian access to the park at Kilmer Road can be accomplished by pavement painting and bollards. I am concerned about the expansion of the overall width of pavement and concrete (hard surfacing) and the impact this will have on single family homes on these corridors and therefore do not support these sidewalk improvements.
While I agree that safe travel routes are needed if people could safely cross lynn valley rd and Dempsey them sidewalks on both sides of the road are redundant.
There isn't sufficient pedestrian traffic on Dempsey and Lynn Valley Roads to warrant sidewalks on both sides of this residential neighbourhood. We support the Kilmer Road sidewalk as there are none there. By installing additional sidewalks on Lynn Valley and Dempsey Roads, you will be narrowing the roads and compromise safety all around.



This area is deficient in sidewalks which causes pedestrians to walk in the road or cross more often to get to the side with the sidewalk, increasing interactions with cars
I do not want the road for vehicles decreased either in the driving lane or parking lane for any changes. Leave the car roads alone, I'd you add side walks. The removal of the road at the intersection where the library is to add a sidewalk has really made traffic worse and now what was once double lanes now is a single lane and all the cars can not get through in the morning.
I don't think the car traffic justifies the cost for these sidewalks and the traffic in the area should be calmed not accommodated.
There is already a sidewalk on the South side of Lynn Valley road. Let's not spend money on this for no reason, properties are already very close to the road, this will add foot traffic right in front of these properties and encroach on already tight yard and driveway space. Kilmer makes sense, a crosswalk across LVR would suffice. No stop sign, put in a crossing with a button to keep traffic flowing. Dempsey already has a sidewalk on the South side with plenty of capacity. Can you stop cranking up our property taxes and spending them on redundant projects please? We don't have bottomless pockets. Some of us are on fixed income.
As per your literature, the area of greatest concern is Lynn Valley road from Mountain Hwy to Dempsey road. There is a generous sidewalk on the south side of Dempsey from Mountain Hwy to Lynn Valley road. With north/south cross walk at Hoskins, Underwood and Lynn Valley road. What is the pedestrian/auto collision rate on this stretch of Dempsey? Why spend the money here? Same with the north side of Kilmer road? Maybe a crosswalk or controlled intersection but a sidewalk seems excessive.
I am supportive of these new sidewalks as it will make it safer for the children who walk to Kilmer Park for all the sporting events held there.
Need a crossing at Kilmer road to get access to the sidewalk. Haven't seen a need for the other sidewalks
Yes but maybe a 4-5m MUP is better
Not sure why you need sidewalks on both sides of the street. I walk this way often and see some foot traffic, existing sidewalk is very accommodating. The existing ones seem to work fine. 1/2 block on Kilmer Rd seems quite useless. But I realize it is to connect Lynn Valley rd to the park in the new plan.
We do not need sidewalks on both sides of the streets. They are empty as it is
Yes just don't take any of the existing roadway to build them
I see a lot of parents with kids on scooters and bikes on these sidewalks, so as much space and buffer as can be provided the better
more sidewalks ! example: on Kilmer Road WEST of Kilmer Park to Hoskins on the north side of the road and /or Mountain Highway East side of the road between Frederick and Dempsey
With sidewalks on the north side of Lynn Valley Rd. will there be parking there also? Or are they to fight for the lottery slots.
Put them on the district property/boulevards & keep the parking.
When the proposed sidewalks are created it appears that there will be a loss of on street parking, when parking is in high demand.
These are very much needed to help people safely moved about this area. So often pedestrians take to the road as opposed to crossing the street to use the opposite side's sidewalk. Please add these as soon as possible.
People should be smart enough to use existing sidewalks
New sidewalks are not necessary if we already have them 10 feet away on the other side of the street.
As long as two way traffic access is maintained
No
Unnecessary expense. The side walls are never that busy, consider widening existing sidewalk.
They are needed. This area has significant "tourists" with significant foot traffic. Across Dempsey is important as it links to the bus stand on Underwood.
Please install them. It is unsafe to be walking amongst the driver looking for parking.
If sidewalks are absent and can't readily be added to streets, then car access to those streets should be severely restricted.
Make sure room is left for Bikes. The climb up on Depsey is a favorite for Road cyclists, and the route down is a highspeed route for mountain bikers returning back from the bottom of Penzoil back to the Fromme Parking Lot.
Try to do them correctly the first time. I've seen all municipalities (and their contractors) make errors. Making concrete and trucking it is a huge contributor to GHGs. Such a shame when construction errors occur. ðŸ«
Have you actually been up here to see how many pedestrians actually use the existing sidealks?



With more bike traffic, it gets to be dangerous for pedestrians walking on the side of the road with no sidewalk, as there are parked cars to walk around. It's a busy area attracting more outdoor recreation. Sidewalks provide safety for pedestrians, bikers, as well as vehicle drivers.
there are sidewalks on the other side of the roads that can be used and are adjacent to the public areas of the parks
I think this is really needed.
The road is already too narrow, and it is really dangerous to add both side walk and bicycle lane to make it become much more narrow
Simply building a new sidewalk does not encourage more walking
I don't believe there are enough pedestrians enough of the time to warrant the expense.
Retain existing large trees wherever possible.
A lack of sidewalks in this area doesn't seem to be an issue.
What is wrong with the current sidewalks?
The questions don't seem to describe pros and cons. Better sidewalks seem like a no-brainer.
keep sidewalks safe/separate from bikes and bikes separate from cars pls.
Sidewalks need to be wide enough for proper accessibility of wheelchairs and strollers, etc
This no information about the sidewalks being proposed here, so it's hard to comment further beyond "sidewalks are good, we should have more of them". Like on Dollarton, where it's not possible to walk to Deep Cove that way because of the lack of sidewalks.
More sidewalks are needed.
Definitely need sidewalks on both sides of the road!
No
From what I see, all existing sidewalks are adequate for foot traffic.
I walk frequently on Kilmer Rd and, while the street is quite narrow, I rarely see issues with cars/pedestrians/cyclists - most are pretty courteous.
No need to incur the cost for the proposed sidewalks.
having a well maintained sidewalk on one side of the street is sufficient.
When are we going to tax these road clowns for all of their needs, it never ends, oh how about 29 st hill fiasco, how much did that cost?
Please leave things as they are. Leave this area of Lynn Valley road as a pedestrian and vehicle quiet zone
Based on easement, not road reduction
Please stop taking away people's gardens and adding sidewalks. Leave Dempsey street alone.
Fantastic! Thank you! This is a good use of my tax money, I love it.
The small Kilmer Rd section is not as important to me.
Please do not remove parking
Desperately needed!
Will make it much safer for pedestrians
should be done eventually but first fix Lynn Valley Road's dangerous lower part. Much more traffic there.
crosswalk at Kilmer
Many people cross the street on Lynn Valley rd between Peters rd and Dempsey. It may be helpful to add a crosswalk.
I am very excited about a new sidewalk on Lynn Valley Road from Peters to Dempsey!
Should not take the place of separated bike lanes
Concerned about the reduction in parking available to home owners on those streets. Obviously less off street parking means more on street parking.
As long as there is still the same available street parking
More great sidewalks, please!
do not overlook Shakespeare. Try sitting out there any day for an hour or two and see how many people are on this road, every day and how much the traffic and pedestrians are dodging each other.
Keep street parking
These sidewalk options will reduce walkers/rollers having to cross the Lynn Valley or Dempsey which is a great benefit given that cars in these areas are driving too fast and often doing U-turns. Also, I hope there will be lighting improvements as well.
The Kilmer Rd. sidewalk should stretch (at least) all the way between Hoskins and Lynn Valley Rd.. significant numbers of persons walk and roll west of Kilmer park on Kilmer Rd. and we should be encouraging active transportation wherever possible.
As long as a sidewalk is on one side of the road, not necessary to spend tax dollars on including a second one on the other side. The existing sidewalks are NOT congested.
Ensure they are not shared pathways (bikes and pedestrians). You created dangerous shared pathway in Phase 1 that is not compliant with requirements.



Where the sidewalks exist now are sufficient! People do not need sidewalks on both sides of the street. It's a waste of our tax money!
Sidewalk on Kilmer absolutely, I walk these streets [REDACTED] and extra sidewalks are not necessary on Lynn Valley or Dempsey!
What about parking
They aren't needed.
All of those sidewalks are completely unnecessary.
There are not enough people using the sidewalks now to warrant any more being built. You can count on one hand the number of people using the sidewalks. We use the sidewalk on Lynn Valley road to walk to the mall and never encounter very many people on the sidewalk. So having one on the other side seems a bit too much. You don't need to walk along Kilmer, you can use the park to cut through.
Sidewalk on north side of Dempsey doesn't appear to be needed. Might have missed the data that supported this though. Other options make sense and are needed.
If an additional sidewalk on Dempsey is proposed, then run the sidewalk on the north side all the way from Lynn Valley / Dempsey to Mtn Hwy / Dempsey. Dempsey is a major thoroughfare for children going to Upper Lynn Elementary and Argyle. It is also a main walking route to access transit on Mtn Hwy., Hoskins, and Underwood.
They will remove the parking options for residents.
The north side of Kilmer Road as indicated on the map desperately needs a sidewalk. Children walk this pathway to access Kilmer Park and it is incredibly unsafe currently.
If you put sidewalks on the other street then driveways of our homes get smaller and we can't provide parking for ourselves and tenants or guests. There is a sidewalk already on the east side people can use! It's not like we have a ton of pedestrians walking up or down LVR, it's cars that we have a lot of!
There is barely enough foot traffic on Lynn Valley road for the existing sidewalk. This would be a pointless cost, and imposition for no to negative impact.
Speaking as a [REDACTED] year + resident [REDACTED] I do not see a use since the main objective is Kilmer Park. The sidewalk on the north side seems to serve no purpose, our funds would be better spent on other improvements. There are also driveways which could pose safety issues for pedestrians as well as safety issues for kids running across the road.
Always prioritize people movement, safety, and comfort. Dismiss resident concerns about losing driveway space or landscaping, trees, shrubbery, etc. where those are on the public right-of-way. They're encroachments.
Its not needed
Yes to all! Especially on Lynn valley road. Right now it's difficult to manage safe crossings with no sidewalk there - especially getting to and from the Legion.
I think sidewalks on both sides of the road are needed.
While number 3 is important should the informal connection at the north east corner of the park to End of the Line also be upgraded?
My support for these sidewalks is subject to the existing parking for residents being retained on Dempsey and Lynn Valley Road.
The lack of sidewalks in DNV is frustrating. Having tried to get to the Legion via Lynn Valley Road I know how dangerous many parts of the community are to pedestrians, requiring crossing the road away from a crossing or walking on the side of the road on a road where drivers are in a big hurry.
between Dempsey Road and Peters Road -no bus route , sidewalk not needed.
These sidewalks are unnecessary and a waste of money
Unnecessary. There are a handful of people who actually use them. Building more sidewalks doesn't encourage walking, the rain deters most people for most of the year, nothing can change that. The current sidewalks are all user friendly, it isn't needed on both sides, cutting down a significant amount of vegetation and wasting so much taxpayer money! Spend it on children, indigenous rights and wellbeing.
As long as a well maintained pedestrian sidewalk is available on at least one side of the street, there is no way to justify the expense (and inconvenience during construction) of more sidewalks.
Kilmer is too narrow. I would prefer to see speed bumps installed on the sharp corner when you turn off of Lynn valley Rd onto Kilmer
As a senior walking there a lot this would be good.
Kilmer Road sidewalk should be extended to Hoskins Road, if not to Mountain Highway.
There is no need for sidewalks on both sides of the road. That is a waste of precious space. I ride along Kilmer Road frequently. There is very little traffic (cars, bikes and pedestrians). Therefore it seems OK to walk in the road. If the sidewalk can be created without narrowing the road then it makes sense but narrowing the road does not.
None of these sidewalks are needed.
They will make the neighbourhood much safer for pedestrians.



Stop spending money on these [REDACTED] initiatives
Ensure the sidewalks are accessible for wheelchairs.
What a waste of money. The sidewalks in place are totally sufficient.
Dempsey sidewalk allows pedestrians coming from north Dempsey to avoid the busy crossing at end of the line where there is often quite a bit of crossings / vehicle traffic and can be dangerous - this is a positive. Thanks.
I see more people using the sidewalks on Lynn Valley between Mountain Highway and Hoskins than I ever see cyclists. The bike lane was a waste of money since it is not being used. Why don't you do a survey in Dec/Jan and count the number of cars, bikes and people walking? Make the roads safe for those that actually use them and not the special interest bike lobby. This is North Van we have hills and we have old people. Do you really think us Seniors will be riding our bikes to pick up our groceries and prescriptions. Not a chance!
I agree with new sidewalk on Kilmer Road if it travels the entire length from Lynn Valley Rd to Hoskins.
I would agree with the new sidewalk proposal from Peters Rd to Dempsey if there is a barricade placed somewhere in the middle of Langworthy Street to allow for local traffic only and parking restrictions in the high hiking season.
There's no need for additional sidewalks where there are already sidewalks on one side. It will just get rid of parking.
Our roads simply are not wide enough to accommodate buses, cars, bike lanes, sidewalks.
If adopting the Hoskins Loop bike lane Option 3, the West side boulevard of Lynn Valley Road should be left alone!
There is already a sidewalk on the south side of Dempsey Rd between Lynn Valley and Hoskins with crosswalks at Lynn Valley Rd and Underwood. I'm not convinced an additional sidewalk on the north side is needed.
Kilmer Rd is relatively quiet. I'm not sure a sidewalk along the short stretch proposed would achieve much.
I can only support the new proposed sidewalks if they do NOT remove any street parking.
Why ask for support? It's District policy to install sidewalks
THERE ARE ALREADY SIDEWALKS ON THE OTHER SIDE OF THE ROAD
I'm fine with additional sidewalks as long as it doesn't affect and remove parking spaces
There is already a sidewalk along the east side of Lynn Valley Road from Peters to Dempsey. It seems a waste of money to build one on the west side.
I don't feel these are necessary. Unless new bike routes would eradicate the current sidewalks, there are existing sidewalks in these areas.
There are perfectly good sidewalks on the other side of the road way not put your bike lane on you proposed #2 sidewalks
Sidewalks are fine for the amount of foot traffic as they are. A sidewalk from Kilmer Park to LV Rd is a good idea because traffic both ways on LV Rd tend to make the turn on to Kilmer wide and with speed.
In all cases except #3 there is a perfectly satisfactory sidewalk on the other side of the road.
I would rather see the space that would be used for sidewalk be used for a bike lane.
There is no sidewalk on Kilmer, east or west of Hoskins. A sidewalk on the Kilmer Park side of Hoskins would be safer for all. I have tried to walk my dog on Kilmer and quite often have to dip between parked cars to let cars pass. This is especially apparent and dangerous when children are being dropped off at the park for practices or games.
Dempsey and Lynn Valley Roads already have sidewalks on one side and that is enough.
As long as the sidewalk on the east side of Lynn Valley Road remains
I do not think these extra sidewalks are necessary. There is already a sidewalk on the south side of Dempsey and the east side of Lynn Valley Road. What is the purpose of creating less roadscape and more sidewalk when one already exists? People need to take their safety into their own control and walk on sidewalks when available. Instead, could you consider a couple of pedestrian crosswalks and / or lowering the speed limit on Lynn Valley like it already is on Dempsey. And while I'm not against the new Kilmer sidewalk, it's such a short distance so is it really necessary?
A new sidewalk on Lynn Valley Road between Kilmer Road and Dempsey will do nothing more than take away existing parking on residential lots and usable (boulevard)) parking on many smaller lot driveways that has been permitted since the houses were built. Far too costly to be relocating relatively new power poles that would end up in the middle of the sidewalk. This Section of Lynn Valley Road and other close by roads should not have been made into a parking lot and a main artery for Lynn Headwaters Regional Park.
We walk our dog in the neighbourhood [REDACTED]
There are existing sidewalks in place on the south side of Kilmer and along Lynn Valley Road. I am not seeing an issue.
The little side walk makes sense. because people walking to the park/field need access.
Dovercourt is used as a cut through street and cars travel at an unsafe speed. Sidewalks would protect kids from being killed while walking this route to the elementary and high school.
Please keep street parking for residents and visitors.
There is no need for additional sidewalks on 2 of the areas noted, Lynn Valley rd and Dempsey. I have lived and paid property taxes in the district for several decades and don't see any need for wasteful improvements . Considering the



economic reality of the province and the country in general, this expense is not justified. There are sidewalks on Lynn Valley Road and Dempsey. The volume is not heavy enough to require sidewalks on both sides of the street
Sidewalks ought to be on both sides of each and every street in the district, not only on those in the current proposal. Partial pavement does not allow for complete participation by the community or greater public at large who like to drive themselves and their bicycles into the community.
We have lived in this neighborhood for many decades and have always looked out for the wellbeing of the neighborhood and the community at large. We understand that this is also the District's objective and we appreciate that. We [REDACTED] have the benefit of observing Dempsey morning, noon, and night everyday. Through this lens, we can say unequivocally that adding a sidewalk on the north side of Dempsey between Hoskins Road and Lynn Valley Road would be a waste of our taxpayer dollars. The sidewalk on the south side of Dempsey provides more than enough sidewalk space with ample separation from traffic and more than ample comfort for pedestrians. In fact, the south side sidewalk is so ample in space that it is underutilized in its current state. Therefore, it would make no sense to add an additional sidewalk on the north side of the street. Where we have been noticing an increasing issue however (especially more so in recent years) is the struggle faced by members of this community to find a spot to park in just so that they can enter their homes. With multiple families living in many of the houses along the street, residential parking has become an increasing challenge and decreasing the length of the driveways to accommodate a sidewalk would make the issue so much worse (as shorter driveways would accommodate fewer cars). A local resident in a neighborhood should never have to worry that they will have trouble getting into their own home after work due to a lack of parking; however, this is what is currently happening even without the proposed addition of a sidewalk that would shorten driveways.
Kilmer Road is a quiet street generally and I walk this route regularly - a sidewalk seems unnecessary.
The sidewalks on unnecessary. There is a perfectly good sidewalk on the other side. Only time people used the other side of the road was during a pandemic, which is a 100 year event. Given that there is ample lighting and capacity on one side of the road, not sure why another side is needed. I have never seen a time when there wasn't more than enough capacity, unless people were scared to go near each other like in a global pandemic.
keep electric bikes etc off
They've ruined Lynn Valley road already...
I think we have to be careful not to make major streets too narrow. It is ok to ask and facilitate pedestrians to cross to the other side to access a sidewalk versus having both sides with sidewalks. Where there are no sidewalks in place there should be on one side
Silly idea, it's not like people are overflowing on the current sidewalk.
[REDACTED] I walk around Kilmer park [REDACTED]
[REDACTED] What's there right now is perfectly fine. The new proposed north sidewalk of Dempsey wouldn't do much in my opinion, same with the west side of Lynn valley road. Maybe a cross walk to Kilmer road from the east sidewalk of Lynn valley road would be helpful.
Please add sidewalks on the portion of Lynn Valley Road between Dempsey and Rice Lake Rd. A raised sidewalk at the stop sign in front End of Line store is a very important piece of this plan.
If you wish to have both bike lanes and road wide enough for emergency vehicles, having sidewalk on both sides is luxurious. I am particularly concerned with the curve north of the Legion, at Burrill. It does not seem wide enough now, let alone with added bike lane. I would suggest using the right of way to widen the road, particularly at the curve.
I am neutral about the sidewalks in these locations. I do not live on these streets so imagine the people living there may have another opinion. I walk these streets and find it not a problem to have the sidewalk on one side only,
Made sidewalk wide enough to fit multiple people and strollers. Especially on stretches of road where there is currently no sidewalk.
This is a total waste of money. There are already sidewalks along LV Road and Dempsey Rd - there is never any issue of congestion or over-use of these sidewalks. The majority of the time they are unused and largely empty. When you walk the entire lengths of these, you may occasionally come across someone coming the other way, but there is plenty of space and it is a non-issue. Adding sidewalks will have a variety of negative impacts - including safety (e.g. constraining users into less space), socio-economic & environmental (e.g. wasteful diversion of vital funds away from real needs), community (e.g. further urbanizing the area will diminish the very feel of the community that DNV promotes on its website), etc
This site is literally "the end of the line" and if there is a sidewalk on one side of the street, I don't think we should be driving foot traffic to both sides; it's easy to cross the street and walk there safely.
If there is a sidewalk on one side, often not crowded, then that should suffice.
If there are sidewalks on one side of the road, it seems redundant to have additional sidewalks on the other side. I would vote to preserve the natural green spaces and trees.



New sidewalks in these locations are unnecessary given the current sidewalks that exist on the other side of the street. Putting in new sidewalks would require the removal of precious trees and plants, adding hot concrete and removing more green space from our community.
We always use Kilmer to walk. It has become more and more busy during the sports season. Sidewalks would be a good addition.
Not enough people use the existing sidewalks. If this was studied, you would see this. We go on all days, all times with our dog and can tel you first hand how few people use the sideways.
Only that a sidewalk needs to be installed on Mountain Hwy between 29th and Pizza Hut. It's shocking that there isn't one already. This is a high traffic area
Maybe the sidewalk proposed on Kilmer, should extent to Hoskins
I often walk along these roads to reach Kilmer park [REDACTED] Seeing more sidewalks there would be great.
Crossing should be illuminated similar to the crossing at Doran & Mtn hwy.
Need to consider all of the different users are protected and feel safe. Pedestrians, All ages and ability cyclists, experiences cyclists and e-bikes, Motorists.
Pedestrians, faster cyclists and motorists should all be separated for safety.
Look at Esplanade (CNV) for a well designed that street that includes separated car, bike, and pedestrian traffic. Please stop painting bikes on roads and calling at a bike lane.
Like the focus on people moving around the area not in a car - with the DNV recognizing the climate emergency, it's nice to see our community is encouraging other, more environmentally friendly ways of moving around.
The new sidewalks will make it safer for children.
would love to see sidewalks on Burrill one day to connect to the trail entrance at the end of the road
we want to encourage more walking, pedestrian traffic and having these new sidewalks makes progress on that goal.
The worst corner for crossing is at Langworthy and Lynn Valley Road because of the subtle corner and distance to cross, and yet your analysis doesn't even recommend this as a priority. I would suggest you send a group to walk through the neighbourhood (on a busy weekend) to actually see what happens in "real life" in the area, and not hypothetically through your consultants eyes. Improving sidewalks will lead to reducing street parking and will just push the parking issue off of Lynn Valley Road and Dempsey and further into the neighbouring residential streets, frustrating more area residents on busy weekend days.
There is a sidewalk on the south side of Lynn Valley road. A new sidewalk on the north side of Lynn Valley road would probably require a crosswalk between Peters and Dempsey.
Not required, works well as is
not required
Not needed
It would be good to include additional pedestrian crossings to connect the new sidewalks to the rest of the network across Lynn Valley Road, i.e. at some or all of the intersections with Kilmer, Langworthy, Burrill and Hoskins/Dovercourt.
Most houses along that stretch of Lynn Valley Road have driveways.. but some of the cars will be put out onto the street once the driveways are shorter. Just something to consider along with the parking metrics shown in the LVRAT-P2-Existing-Conditions-Report.pdf



# Appendix C

## Verbatim Comments

Please note that personal information and inappropriate language has been redacted.

<b>Q7. Do you have any comments to add about the proposed intersection and crossing improvements?</b>
At Kilmer Road and Lynn Valley Road intersection, move allowable street parking back further to reduce blind spot for drivers turning onto Lynn Valley Road, thus preventing drivers having to come out further into the intersection to see for oncoming cars.
Can't see why there is a need to raise the intersection at Dempsey and LV Road.
We need flashing lights at Lynn Valley rd to Dempsey rd as drivers regularly blow the stop sign.
Raised intersection seems unnecessary
I don't think raising the entire intersection at Lynn valley rd and Dempsey is necessary. Just more signage for drivers and making sure the crosswalks are painted regularly so they are easy to see.
Your details are lacking. What are you proposing specifically at each crossing? Like examples of what you are planning for each crossing.
I'm not sure how a raised intersection at LV Rd and Dempsey will make things safer. I have observed that cars and even buses speed down Dempsey despite the 30 km/hr signs in front of the park. How about installing some road humps to force traffic to slow down, like the City has done on 15th St near LGH?
I like the raised intersection at Lynn Valley Rd and Dempsey, this is a very busy area for pedestrians and a lot of people roll through those stop signs.
There are not a lot of people crossing LVR except at Dempsey where there are already two crosswalks
Add speed bumps. The curved changes won't slow traffic
This needs clearer explanation.
What would the changes to curbs look like?
What would a curb ramp look like?
What would a raised intersection look like?
No more flashing becomes, signsâ€¦ Lynn valley road turned into a night club and an accident is waiting to happen. Actually it already did I have seen the signed have been already hit ENOUGH
There is no issue at Dempsey and Lynn valley road. It gets busy, but there are clear stop signs and crosswalks. No need for anything else. The other 2 intersections do need some help.
More crossing lights please
I strongly support these critical safety improvements. There are far too many incidents between cars and pedestrians/cyclists. Improved crosswalk signaling and traffic calming infrastructure such as raised intersections and curb bulges are effective tools to improve pedestrian safety.
In addition to flashing lights, should add sound to accommodate those with impairments.
Raised intersection at Lynn Valley Road and Dempsey Road is a bad idea. this is a main street and we should not put up speed bumps which will affect cyclists and other road users.
I oppose the plan for LV Road + Dempsey - this is a bus route and I do not think this scheme achieves the need in that area.
It would also seem to hamper End of the Line both by restricting nearby parking and turning of buses on that corner
I consider the traffic situation at Kilmer + LV Road a NON-PROBLEM so not in need of tax dollars spent to deal with it
Has there been a problem here? Focus on problem intersections.
Extended curbs at intersections cut down on available parking, and make narrower areas for bikes and cars to pass. I have experienced this with riding my bike on fromme road. Pedestrians need to practice safety when crossing a road, not walk out without looking and their noses stuck in their i phones . right hand turners in suvs and delivery vans swing wide around theses extended curbs and come into oncoming traffic lanes.
There is very little information to fully understand what is being asked at each intersection. The improvements are sweeping and not specific.
Remove parking spaces immediately near the intersection. It is very difficult to make safe turns at times because of the high volume and blind spots created by parked vehicles
Shortening the curb at intersections is dangerous for cyclists
Care must be taken with shortening crossings so that bikers are not forced into traffic



A crossing improvement on Lynn Valley Rd and Dempsey would be very beneficial. The other sections hardly get that much foot traffic. A LOW speedbump at the stop sign, opposite End of the Line General Store might be worth considering
I believe these relatively minor changes will improve safety for all.
It is already a residential area with rules that apply for that. Don't over govern and turn the place into a confusing place to navigate which is more dangerous. North Van city likes to pat themselves on the back for the giant congested mess they have made of Lower Lonsdale. The district should not do the same mistake.
The problem is usually that the pedestrians aren't looking. To be honest most are not aware they are walking along a road (especially north of Dempsey). Cars are able to come to a stop, look and then wait while multiple groups cross, usually one after another.
As noted previously, I support a cross walk at Kilmer/LV road. Additionally, improvements at Dempsey/LV that will reduce individuals NOT stopping would be appreciated (drivers blow through the 3 way intersection continually). I would like to see 'speed' reduction features at Burrill
All curbs should have ramps for wheelchair access and for people with mobility issues. I'm not sure what a raised intersection is.
A sidewalk on the north side of Lynn Valley Rd at Hoskins is needed.
Important
This does not address the busy pedestrian and bike traffic in and out of the Lynn Headwaters park. No sidewalks present as of today .
I use all these intersections regularly and don't have any difficulty. If your improvements are anything like the traffic lights at Alan and Lynn Valley Road, the situation will only be worse
safe enough
Definitely needed.
I support Marked crosswalks and curb ramps to cross Lynn Valley Road Flashing beacons at some crosswalks Raised intersection at Lynn Valley Road and Dempsey Road
I do not support Changes to curbs to shorten crossing distances, and slow turning vehicles I feel this will negatively affect busses, cars, bikes and pedestrians
There is no problem so what is the need for a solution (extra costs plus disruptions plus noise plus environmental impacts)
I do NOT support flashing beacon lights at the intersection of LV road and Kilmer Road if a crosswalk is put in. It would make a significant difference if drivers were not permitted to park right up to the corner of Lynn Valley Road and Kilmer Road on the west side of Lynn Valley Road. During busy times it is very difficult to pull out of Kilmer Road onto LV road when cars are parked right up to the corner.
██████ at the intersection of Kilmer and Lynn valley road. A crosswalk is needed but hopefully not with big flashing lights.
The suggested "Raised intersection at Lynn Valley Road and Dempsey Road" seems pointless, and may not contribute to safety at all.
Yes, a minimum of a crosswalk should be present at all of these intersections. We also struggle to cross safely over Lynn Valley Rd at Langworthy.
The raised roadway at Dempsey intersection is not a safety improvement at all. Buses have to get around this corner.
I hope that there is a flashing pedestrian crossing at Lynn Valley and Kilmer as many crossings occur here.
anything that can be done to slow traffic down along this section of road would be welcome
Better street lighting!!!
Stop light at the intersection of Hoskins an Lynn Valley Road
A cross walk across Lynn valley road to dovercourt should be a priority.
I support the installation of a raised intersection at Lynn Valley and Dempsey Roads. Improving the other intersections would be an unnecessary expense.
Dempsey at Lynn Valley is key. No even the buses stop at stop sign going north. Many cars do not stop and many cars and trucks do Uturns.
I support all the improvements to the crossings. The raised intersection at LV Road and Dempsey is particularly worthwhile. Excellent proposal.
I suggest making the crossings level at grade as this will improve access for people walking and people with mobility



challenges, as well as help control traffic speed on this downhill stretch that often sees cars & trucks exceed the posted limit significantly.
Demsey and LVR is most important.
Again, just wondering whether parking will be removed in these areas? And are bike lanes going in all the way to Dempsey or is this just adding safety improvements?
Lynn Valley Road gets used as a racing straight-away. It is especially bad at night. Crossing and intersection improvements only go so far – what will DNV do to stop the people who ignore other signals/infrastructure already in place?
I would support a crossing at Kilmer, and potentially improvements at Dempsey. There is no value in the Burrill update, I [REDACTED] and the majority of foot traffic is from people using transit to go to the canyon. With no bus stop on the west side of the street it is better to keep pedestrians on the east. I would support a longer no-parking area on the east side of Lynn Valley road, south of Burrill, as visibility when coming from Burrill looking south is often blocked by trucks making pulling out by car or bike a challenge
end of the Line should be a round about - there should be more mid block crossings.
What do you intend by “Raised intersection at Lynn Valley Road and Dempsey Road”? An overpass?
What is a “raised ramp”?
The crosswalk by end of the line is sufficient. We do not need any more crosswalks.
Like the idea of raised crosswalks at LV Rd & Dempsey
The corner at Burrill and Lynn Valley road is a menace. I would suggest a parking restriction for cars south of Burrill Ave and Lynn Valley Road is all that is required. Currently drivers on Lynn Valley Road and Burrill cannot see one another due to the cars parked on the east side of Lynn Valley road.
This may be the case as well on Kilmer. I don't drive that way though and have never had any trouble crossing the road there on foot.
I'm unclear what a raised crossing might be at Dempsey?
The intersection at Dempsey and Lynn Valley Roads definitely could use some improvements, but what is a "raised" intersection and what is a "curb ramp"? The problem at this location stems from a convergence of activity, pedestrians, cyclists, cars and busses. Shortening the crossing distance is not the answer as the road is narrow at this point. Perhaps a crossing light might be a solution. I also believe pedestrian crossings (with lights) should be located at Burrill and Kilmer Roads.
I don't understand what is meant by "a raised intersection"
Vulnerable road user safety should be one of the top priorities of every single road improvement project.
Improving safety while still keeping parking in place is important. When people cannot park easily, illegal U turns often happen creating an even greater hazard.
Flashing beacons at all the sidewalks would be ideal.
Love the raised intersection!
I support these intersection improvements except for the changes to curbs to shorten crossing distance. Timed crosswalks would increase comfort for pedestrians crossing. And I disagree with the idea that cars should be slowed by curbs. I personally believe that vehicles should be slowed by perceived or actual increased foot traffic, not by the perceived or actual danger to their own vehicle.
The Kilmer Road - Lynn Valley Road is top priority. The angle that Kilmer Road enters Lynn Valley Road is problematic.
I support the idea of #1 but worry about a raised intersection and the ability for buses to manage across them...it would certainly slow traffic down on that corner
Why raise an intersection?
Surely there is a better use of funds for infrastructure.
I only support #1 at dempsey. drivers run all those stop signs.
If your going to have a shortened curb, do not put foliage on them. Foliage blocks the drivers view of dogs and toddlers about to cross.
How about spending money on our schools, it's disgusting what has transpired at two of our Senior Secondary schools sport fields, Argyle's and Handsworth. The people responsible for the mistakes at both of these important institutions should be fired. More important to me is the education of our youth in N.Van and I am a firm believer that sports plays a huge part in our children's learning and well being, more so than building bike lanes and sidewalks. Stop wasting tax payers money!!
Will cause more traffic. The traffic light at Alan and Lynn Valley Road already causes backups on busy days. A crosswalk is gonna cause the same issues with increased foot and vehicle traffic.
Make that whole area a no parking zone.
Changes to curbs to shorten crossing distances, and slow turning vehicles at Lynn Valley and Dempsey Road
In addition to these measure, consider placing raised crossing at each of these intersections to improve pedestrian safety and further encourage drivers to slow down when travelling through these mixing zones.



ensure no parking near intersections, to maintain safe sight lines. This is particularly important now that everyone seems to park SUVs with dark windows.
The extended curbs have made cycling more unsafe especially when a car and cyclist have to share the same space at the same time. Poor idea.
You haven't said what improvements are happening at each intersection...
If it is flashing lights at Burrill and Kilmer cool but not too many as that is just annoying for the people that live in the area...
Also flashing lights at Dempsey and Nottingham don't typically work (either on all the time, or not working at all) we don't need more "not working" flashing lights
I like the intersection at Lynn Valley and Dempsey...Drivers including BIKES just need to actually stop at the stop sign and not use it as a yield. I don't want a raised intersection and I think flashing lights would take away from the "nature" aspect of the area.
Shortening the distance is great but even when cars are going slow it is difficult to turn especially if cars are waiting for others to turn also... not everyone has smart cars or even small cars...with trucks, delivery vehicles, busses, and SUV's there still needs to be room to turn and space to turn into without bumping into another vehicle...Nottingham and Dempsey have this issue and parked cars on Nottingham don't help
I think there are other higher risk crossings on Lynn Valley road and nearby. I think these are not all necessary (e.g Burrill)
We need more raised intersections to inform drivers to reduce vehicle speeds.
A flashing beacon at Kilmer and Lynn Valley would be useful as that is halfpoint from Dempsey and Peters, and it seems there are more people crossing at Kilmer.
I think the current set up at Dempsey and Lynn Valley road work fine, I never see much delay when I'm driving or walking in that intersection area.
I don't think there's a need for another flashing beacon near Burrill as demand doesn't seem to be there much. I don't see people crossing the road in that area much at all but I know that there is a bus stop there on the east side so it may be useful for those getting off the bus and have to cross the road to get home.
It will also help slow the cars coming down from the Dempsey and Lynn Valley area.
Theres already a road crossing at Dempsey and Lyn Valley, however there could be a new crossing improvement at Kilmer and Lynn Valley as people do cross the road there, but few people actually cross Burrill and Lynn valley
Concern that impeding the flow of vehicular traffic contributes to increased vehicle emissions due to slowing, stopping, idling, accelerating required with pedestrian crossings, etc. You have already increased wait times at the Lynn Valley Road/Mountain Highway traffic lights by eliminating the right lanes both North and south bound on Lynn Valley Road. Oftentimes it now takes two sets of lights to get through the intersection. Cars idling are causing more of an environmental impact than the presumed reduced vehicular use of the active transport project.
Not needed!
The set up at Dempsey rd and Lynn valley rd is very good.
Flashing beacons are nice but many drivers still ignore the one further down Lynn Valley Rd at Harold. I'm often walking across the road, with lights flashing, and cars still drive through in front of me. Perhaps speed bumps to really slow cars on approach to cross walks?
Please improve Peters Road intersection, it is the main intersection to get to the suspension bridge parking. It is a dangerous intersection during peak times with so much increased traffic driving to the private Brockton school.
I agree with most of these options but think there needs to be a better intersection plan for Lynn Valley Road and Depsey Road. It is such a busy area at peak times, with pedestrians, bikers and cars all navigating the area. A raised intersection is not enough, as it is, cars/bikers do not stop at the stop signs. A light for vehicle traffic going into the canyon would be ideal.
no
Making flashing lights very vivid is safer than sidewalks jutting out to make crossings shorter, when on a corner could be a hazard in places unforeseen.
There are crosswalks at Dempey and LVR already. I don't see the need for the others. Are there pedestrian accidents to justify these changes ?
Why are you trying to make it harder for heavy vehicles that use Lynn Valley Road to move the equipment necessary to provide us with the services we need. Narrowing sidewalks and raised intersections make it a nightmare for vehicles in the snow when we lose power and BC Hydro needs to show up, or when filming and logistic trucks have to make it up to Upper Lynn locations.
I do not support any proposals that result in taking away road space for bicycles to travel and this is what creating curb bump outs do. I think you need to include a safe space for bicyclists to travel. Since I believe that you should eliminate on street parking there will be no need for developing a bump out with parking behind it. As I mentioned above you do need to consider the passenger car door opening and hitting a bicyclist. I do realize that there is a store at the corner of Dempsey and Lynn Valley which may make it impossible completely eliminate on-street parking on this short stretch



of road. Since you have not shown the design at this corner I can't comment on if your proposals to improve safety at this intersection is safe enough.
Flashing beacons have limited value when cars are traveling at speed and sight lines are made difficult by parked cars. The marked crosswalk and flashing beacon at Dempsey and Nottingham is an example of this. Many of the cars traveling on this stretch of Dempsey are well over the speed limit. Plus parked cars on the North side of Dempsey west of Nottingham block sight lines of those crossing from the North side of Dempsey. Careful consideration of visibility and speed control, such as speed bumps, will need to be part of any crossing improvements.
Based on the gong show created at Allan and Lynn Valley Rd I have little faith in your plans Raised crossing become invisible once the paint wears off. Keep costs down, start with signage!
The changing curbs to shorten crossing distances forces bikes into traffic. Could we please ensure that we explore the safety of this type of change for all road users?
I find pedestrian controlled intersections to be fairly dangerous. Particularly on a long straight road like LV Rd. Why not include a 4 way stop at Burrill? This would be so effective at slowing down driver that like to zoom down the corner
Curb bumps can master it harder to see cyclists
I support and look forward to these improvements for the safety of all users.
The intersection at harold and lynn valley road is dangerous. It is a major crossing for students of argyle and lynn valley elementary and we are almost hit there regularly. People do not stop for flashing lights at a crosswalk and a full light should be here. This would have been a priority over Allan.
Support only crossing beacons at intersections.
These need to be taken further to find a structural way to prevent cars from pulling out without stopping and looking. The angle that the side streets coincide with Lynn Valley Road may be a contributing factor, as they meet at an acute angle with the downhill. Forcing them to join at 90 degrees will lower the probability of drivers just continuing onto LVR at 50 kmh without stopping
It is difficult to see down Lynn Valley road when making a left turn from Burrill onto Lynn Valley Road heading west. Need to make visibility of oncoming traffic better, also ability to see buses. Bus stop could be moved north to make this intersection safer and improve visibility. Volumes of people get off at that bus stop (Lynn Valley Road at Burrill) in the summer and they end up in the road on Burrill to head to the canyon and this can be dangerous as cars turn.
Do not continue to make changes that impact vehicle traffic negatively. Leave the roads alone for the cars.
Generally drivers ignore these. Just sit at Dempsey and Lynn Valley. Drivers never stop unless a pedestrian is right in front of them. That Stop sign is treated as a suggestion.
PLEASE do not extend the sidewalks at crossings to slow traffic. Put up flashing lights instead. When a car is waiting to turn left everyone has to wait with those sidewalk extensions, even if no one is crossing on foot or waiting to cross. Flashing lights will slow/stop traffic when needed while keeping traffic flowing when the crosswalk isn't being used. Traffic in the neighbourhood is already increasing steadily, let's not make it worse on purpose. It won't make us take the bus, it'll just make us more frustrated.
Improved intersection at Dempsey is good.
Burrill and Kilmer are fine as is.
In terms of cost savings, I would not do a raised crosswalk at Dempsey and Lynn Valley Road. Have the painted Road throughout instead of the raised area.
Since any changes made to Lynn Valley Road will impact Hoskins, and it already has, I think you need to consider some sort of traffic calming at Hoskins and Kilmer Road .
Intersection at End of the Line needs a deep rethink for sure! The seating plaza outside of End of the Line is super popular, can we take more space from parking to make more sidewalk and seating space, and more buffer from cars as lots of kids running around there.
I support raised crosswalks and would advocate for speed bumps on lynn valley road to make it safer for all.
██████████ Lynn Valley Rd. for many years and have never had a crossing issue. If you are refering to the loss of the turning lane at LV and Mt HY. It has caused traffic to be backed up to Langworthy at one point. These seem to create choke points and add to the already bad conjection form to high a density.
I do not think the crossing distance at Lynn Valley Rd & Dempsey Rd should be shortened as that is a good route for delivery vehicles & they need all the room to make it safely around that corner.
I do not support a raised intersection for any of the proposed areas. This will very negatively affect already congested traffic flow.
I do absolutely support all the other proposed measures.
For the Lynn Valley / Dempsey road intersection, I find that it is often not vehicles who make this area dangerous but cyclists who DO NOT obey the traffic signs and run the stop signs. This is very dangerous for pedestrians as well as unpredictable for vehicles who are stopped and looking to enter the intersection. I would support added signage to remind cyclists of their duty to observe the stop signs for all people's safety.
Speed bumps to slow traffic



Do not change anything - this area is perfect the way it is
None
Drivers speed down Dempsey road. It's a long relatively flat road. Consider speed bumps there to slow traffic. With a park in Dempsey there should be speed bumps like at other parks (ex. Viewlynn)
As long as Lynn Valley Rd is not narrowed I'm fine. I'm curious as to which intersections get flashing crossings. Given rain, darkness & pedestrians propensity to wear black which makes them very hard to see, I'm in favour of flashing crossings.
I don't know what a raised intersection is. What I do see is people driving way too fast from this intersection all the way in to the park despite tons of people and dogs walking up from pipeline bridge. Speed control measures would be great to have.
The intersestion at Dempsey see a lot of Bikes.
Not sure a raised crossing is necessary.
unnecessary
Raised intersection at LVR/Dempsey seems too much. Excessive speed doesn't seem to be a problem.
The raised crosswalk is not necessary at Dempsey and Lynn Valley. Crossing lights are enough.
I cannot provide the above answer as I am not clear what is the actual proposed crossing and intersection will be
The foot traffic does not stop at Dempsey and Lynn Valley Road. In fact the vast majority of pedestrians and cyclists are people heading further down Lynn Valley Road, down Rice Lake Road and onto the bridge or onto Marion Road. I think it's shortsighted to not consider the whole areas as a whole when developing better traffic safety in this area.
I am in the area frequently and have not noticed safety issues. Drivers generally stop for pedestrians, and most of the congestion is caused by drivers looking for parking.
Go for it!
Only the crossing at Kilmer Rd seems necessary. Crosswalks already exist at Dempsey.
You want to slow vehicles ?
Nobody is speeding in this area.
The questions don't seem to describe pros and cons. Better intersections seem like a no brainer.
Love shortening crossing distance,
I'm not sure how effective a raised intersection is when the intersection is already a 3 way stop. If drivers are ignoring a 3 way stop then they need a swift kick.
I support crosswalks which include pedestrian operated flashing lights. These are a must at most crossings especially in foul weather and in the dark. I do not support sidewalk bump outs, while it shortens the distance for pedestrians and brings them into view it also restricts the road width which can be dangerous even at slow speeds. When a truck and bus pass at the same time etc. it puts more risk of contact to everyone.
Too many "improvements" are confusing and counter productive.
No
All three intersections can be tricky and for that reason I rarely cross at Kilmer or Burrill as a pedestrian. LVR north of Kilmer is quite narrow and is a real problem as drivers attempt u-turns or have weak parking skills, cyclists ride 2 or 3 abreast and pedestrians do not look for traffic. LVR at Dempsey can be a real problem as many cars fail to stop properly, look for pedestrians while cyclists fail to stop while inattentive pedestrians put themselves at risk because they cross without looking. You are, no doubt aware, of all of the above.
So how to fix aside from trying to cure "stupid"?
I support raised intersection and extended curbs at Dempsey and LVR. Maybe higher than normal speed bumps on LV/Dempsey and other close by streets may reduce traffic speed (drivers seem to have difficulty observing limits on Dempsey at Killmer Park and Underwood Ave). Pedestrian activated lights might work at Kilmer and Burrill but not for Dempsey (would be red all day on weekends). While a more radical step could convert LVR to one way north bound but that messes up the entire traffic flow in the neighbourhood - can't say I favour that approach without a lot of thought on this matter.
flashing beacons are not necessary. Proper marked crosswalks is enough. A 20 or 30km/h speed limit would definitely improve safety for pedestrians and cyclists
There is a full stop at Dempsey. Why on earth add a raised intersection? Over design. Waste of money.
Leave it alone. We do not need to change. It has not been an influx of people that has made it more dangerous. We do not need more sidewalks. Leave our neighbourhood alone.
██████████ still walk him to school because the xing at LVR and Peters is so dangerous. How about a light at this intersection. A ██████████ should be able to walk to school in Lynn Valley.
What is a raised intersection?
I do not like the curbs that jut into the roadway. As a cyclist, I would feel like I'm being forced into the car traffic. I support the other measures.
Thank you for doing this!



Love the idea of the raised intersection at Dempsey and Lynn Valley Rd. This would put all road users on a level playing field and encourages motorists to slow down and think twice as they enter the intersection.
First fix lower Lynn valley Road.
Changes to curbs to shorten crossing distances, and slow turning vehicles will make it unsafe for turning vehicles with increasing the chance of collusion with up coming traffic specially if there be parked cars that block the view of turning vehicle driver. Curbs will be another distraction for drivers which may take away their attention from actual road and crossing pedestrians.
Some things needs to be done at intersection #1 as cars regularly run the stop signs there. I see it everyday.
I'm happy when we put the safety of cyclists and pedestrians above the convenience of vehicles.
Many children walk to school and making it safer should encourage other families to consider this option. Walking and walking buses will reduce traffic around the schools.
Transit should be asked to direct passengers to exit buses at Lynn Valley Rd and Peters St and proceed up Peters Rd to the Park. Directing passenger to exit buses at Lynn Valley and Burrill and proceed to the Park via McEwen or Henderson creates a significant hazard to pedestrians on those streets.
They don't explain what a raised intersection means, and the general public won't understand
I would like to ensure that all crossings are level at grade to ensure access for all pedestrians including people with mobility challenges. This should help to control speed on this downhill where cars and trucks travel over the speed limit frequently.
Keep street parking
Will bikes be able to safely navigate the extended curbs while next to traffic?
Continuous raised sidewalks and bike lanes not only reduce the speed of turning vehicles, but also improve comfort and convenience for persons walking, rolling and cycling. Raised crossings should be implemented across every street that intersects Lynn Valley Rd..
Make sure changes to curbs and road design do not push cyclists out into traffic.. we need space
Sorry I don't understand what a raised intersection is!
Dempsey at Lynn Valley Road really does need better markings etc. crosswalks at the areas would be important!
The intersections were fine BEFORE you put in the bike lanes narrowing the road.
The intersection at Dempsey and Lynn Valley Road is congested at times, especially weekends in good weather, with hikers, bikers and cars. Other times it is calm and easily managed. However people jay walk, cars go through the stop signs and cyclists make their own rules. The corner store has to have access for everyone. It is a valued place.
Kilmer intersection does not appear to be needed? With the third most collisions along Lynn Valley Road, why is the Hoskins/Dovercourt intersection not proposed to be improved? Dovercourt should be a right-in-right out only. Cars turning left into Dovercourt create safety concerns as they stop to turn, meaning cars following them have to stop suddenly or swerve around. Cars "cutting through" along Dovercourt (esp school related traffic), create safety concerns turning left onto Hoskins, along with safety concerns as they exceed safe local road speeds along Dovercourt. Dovercourt Road is a defacto safe bike and pedestrian route for school aged kids as well as adults.
I do not see any problem with the crossing at the intersection of Dempsey and Lynn Valley Rd except to say that a street light is required on the pole just west of that intersection. When turning left off of Lynn Valley Rd. to head west on Dempsey on a dark winter's night in the rain, vision is limited. On occasion, pedestrians walking from the alley on the north side will cut across the street west of the crosswalk . The traffic turning left do not see these pedestrians until they have started their turn west. Many a time I have wished for a street light to back light any one who might be crossing at that point .
Lack of support as it is unclear as to the specific changes to each of the 3 locations.
This makes sense yes.
That's a smart and beneficial improvement and expense unlike the sidewalk proposals
at Hoskins and Dempsey. The amount of people that do not stop at that 4 way intersection is astounding. Now you want to add more traffic and make it one way. This is absolutely insane to me. The speeding down Hoskins and along Dempsey is already out of control and this will only add to it. Please please please DO NOT CHANGE IT. IF ANYTHING ADD SPEED BUMPS
I think the flashing beacons over a crosswalk would be enough to bring attention to drivers. Having a raised intersection or extending the curbs disrupts the majority of drivers who use the roadway.
When narrowing a roadway to make the crossing for pedestrians shorter please make sure you consider how cyclists will use the route - so often cyclists are squeezed out
I don't believe Burrill Ave needs the crosswalk
I'd also like to see a more clearly marked cross walk on Dempsey right by the entrance to Kilmer park. Lines need repainting, and flashing lights or a raised crosswalk would be safer here. Also, parking on the North side of Dempsey Road - especially during the summer - often makes it hard for people driving down Underwood and turning left onto



Dempsey. People park way too close to the Underwood intersection. It would be good to have some painted lines preventing parking so close to the intersection so people can see clearly.
ad 2 from Kilmer park crossing with Lynn Valley road should be an overpass (safe for children walking to and from activities in the park).
LVR/Dempsey is effectively a scramble intersection in practice. There are more pedestrians and cyclists than motor vehicles and drivers already behave appropriately and cede to the active/vulnerable users. What is proposed is a solution seeking a problem.
This is really torture watching all of the bumps getting added. When you look at other countries with larger populations, reducing road size and vehicle flow is not* the way to go. Should people be encouraged to walk- sure, yes! But look at where Lynn Valley is! People take the bus or drive to walk in the woods and then leave. Everyone else lives there already. There is going to be an idling vehicle line up in mornings from Dempsey all the way to Mountain Highway on Lynn Valley Road if these 'improvements' are made.
restricting the traffic flow is not a solution. Better indicators of pedestrian crossing points, and full stop lights (many drivers do not understand the flashing pedestrian lights). Also, a good move in the City of North Van was to put up signage explaining to pedestrians what the "do not walk" symbol means. Also, studies in Toronto indicated that accidents went down steeply when aggressive ticketing and fines were used to get people to understand the law (conversely, the fewer tickets, the steeper the climb in accidents was).
There is not enough specific information provided to make an assessment and answer the question.
Badly needed improvements, the traffic has increase a huge amount over the years.
Increased safety at Lynn Valley Road and Dempsey Road is very overdue. Glad this is being addressed!
There is a crosswalk/3 way stop at Lynn Valley Road and Dempsey Road already. There is NO crosswalk at Lynn Valley Road and Hoskins Road to help one cross Lynn Valley Road.
All that can be done to protect pedestrians and cyclists. These intersections are dangerous.
I support pedestrian-activated flashing beacons at crossings only where there is poor street lighting or where traffic is not expected to stop, For example, cars travelling on L.V. Rd. don't have to stop at Kilmer or Burrill, so flashing beacons there would improve safety.
I do not support raised intersections.
Speed bumps are required to force traffic to slow down. Consider the addition of more street lights for visibility on dark winter nights. Rain adds to this problem of seeing pedestrians.
Stop pet projects and filling our Lynn valley with more traffic! Isn't it enough you have ruined our peaceful community with traffic and densification? More taxed people and still ever increasing taxes. Enough already. This doesn't make sense. We are simply becoming part of Vancouver and all their problems. People are leaving in droves. Older gem are being taxed out of their homes. Council should be ashamed of their actions for the few.
These intersections have great visibility as-is, no improvement needed. We cross these intersections with our small children frequently with no issue. There are great sight lines. Especially no to any improvement that impedes traffic flow and adds to traffic issues. Only issue is excess speed of some cars heading up the hill after Peters. A couple speed bumps would be welcome.
Consider adding wayfinding signage for drivers, especially for those heading north into the headwaters, as often drivers are often confused and are not paying attention to pedestrians.
Forget the raised intersections! Shortening crossing distances makes more sense.
See comment on Allan Road intersection.
It's hard to comment without specifics. I walk across the intersection at Dempsey & LV Road [REDACTED] and have never felt like it is an unsafe intersection. I also drive through it frequently. It already has a three-way stop sign and well marked cross walks so there are no high-speed cars travelling through it.
Marked crosswalks with beacons are good. I don't like curb changes to shorten crossing distances.
I don't see the use of having a crosswalk on Kilmer Road and Lynn Valley Rd if you are not going to have a sidewalk that runs on Kilmer Rd between Lynn Valley and Hoskins Roads.
Narrower roads lead to more traffic that disrupt the area. These crossings are very safe at the moment and #3 is barely used by anyone.
The intersection of Burrill Avenue and Lynn Valley road has very poor line of sight when travelling westbound on Burrill and turning south onto Lynn Valley road. This may be an area where road calming on Lynn Valley road to cause road users to slow or stop would be helpful; perhaps a stop sign or traffic circle.
I support more marked crosswalks.
Curbs that extend into the road to shorten crossing distance can make the road more dangerous for bikes
Number one is OK as is, as my user's opinion.
I don't like Raised intersections.



I'm a resident near the Burrill intersection where there is a curve in Lynn Valley Road. I suggest the steepness of the road grade at this location needs to be carefully considered with proposed improvements. It may increase noise and create other issues if north travelling traffic backs up on that slope of Lynn Valley road, particularly in winter conditions. On the other hand, it would be a good thing if the traffic speed slows down. The traffic noise has increased considerably in the [REDACTED] we have lived here.
I support if they're warranted
Only Lynn and Dempsey has the required foot traffic, Burrill is a crosswalk to nowhere and Kilmer is not used now (unless you put the bike traffic up Phylus)
LV and Dempsey can be a dangerous intersection with pedestrians not looking for cars and just walking across without looking; and cars often just do a rolling stop even when people are at the intersection. Bikes also are to blame.
Can we please keep this intersection somewhat natural looking? I prefer no flashing lights and too many signs. Yes, speed bumps could be a solution for cars, but bikes and pedestrians also need to watch the intersection.
What is the idea at Burrill Ave?
I have lived in the neighbourhood for over [REDACTED] years. I am very familiar with all these intersections. I have never thought that any of them was so particularly dangerous that the expenditure required to correct them is necessary. Flashing beacons absolutely unnecessary. Also they would impinge on the lovely residential ambiance of the neighbourhood.
This would eliminate the need for the proposed sidewalk as it would be safer for people to cross over at different areas to access their parked cars.
I have never seen anyone cross at Burrill. I can see why people would cross at Kilmer so maybe a crosswalk here would be good. Dempsey and Lynn Valley Road already has a cross walk and stop sign doesn't it? Overall however I don't think this is necessary. I have lived in the neighbourhood for [REDACTED] years and have never seen any issues with any of these crossing points.
All three intersections can be problematic. Burrill because of wide turns and turns done with speed. Kilmer for the same reason. Dempsey because it is just a disaster. Do people not realize that if you stop at one stop sign and then execute a U-Turn that you have just blown through the other stop signs? There are a lot of pedestrians, bikes, dogs and traffic which is wonderful but drivers can be problematic.
This is all basic stuff, in place for decades in other jurisdictions.
The bump outs are hazardous.
Can improvements be made to sight lines? Often hedges and other landscaping obstruct views. Homeowners often plant on or fail to prune away from city owned easements.
Do not support raising the suggested intersections
I support crosswalks. I do NOT support the raised intersection at Lynn Valley and Dempsey.
Regular cross walks should be sufficient and may help to keep the speed of vehicles to a more reasonable limit.
I do not support any improvement that involves making corners more difficult for cars to turn. All over the district I see cars struggling to turn right because the curbs have been extended, pillar barriers have been installed and right hand turn lanes have been removed to make bike paths. There is just not enough space being left for cars. We can NOT let biking improvements supersede a vehicle road network that makes sense and allows cars to move freely. Road congestion (like the nightmare created heading West at Lynn Valley Rd and Mountain Hwy) results in more cars idling and longer trip duration which creates more green house gases.
Crossings are much needed as visitors to the parks usually drive fast, specially cyclists riding downhill and without lights or reflective clothing.
changes to curbs to shorten crossing distances, and slow turning vehicles - Transportation is critical to our economic and working families who need to commute. You have already created a traffic nightmare, how much slower do we need to go? Are people dying every day? Are there that many incidents?
1) Dempsey is crowded maybe two months a year during sunny days. Given that the majority of the time it is empty, what is the point? waste tax payers money? are the maintenance companies paying off North Vancouver councillors to have more contracts?
2) Kilmer Road is not an issue. The regular signage is fine. Having lived there for [REDACTED] years, i haven't seen an issue. It might get a couple more cars during baseball season, but again, majority of the time it's empty. Stop wasting tax money!
Raised intersection at Lynn Valley Road and Dempsey Road
3) Burrill Ave - maybe a speedbump so cyclists stop going down at full speed in the summer! Other than that no issue.
We had enough crossings, I've walked cycled and driven many years here now its worse than ever...



Please stop slowing down the flow of traffic. Lower Lynn valley has become really congested with no real value to residents
I think a crosswalk with lights to Kilmer road would be best, but anything else doesn't seem needed. Also parking along Dempsey and Lynn valley road is super important as the area attracts tourists, visitors, bikers etc. as you may already know
Glad to hear Dempsey and Lynn Valley Rd. will be dealt with. Seen many close call here. The portion north of Dempsey to Rice Lake Road needs help also. Cars speed along here all the time.
I do not find the curbs sticking out to shorten crossing distances are always done well. In some cases (like on Fromme Rd) they stick out so far that vehicles have trouble passing one another and if you have ever been in a vehicle with new drivers or older drivers, it feels like they create a difficult/small intersection that previously had very few problems. Are we sure that these are being put in place to improve the situation or do they just cause different problems?
Many of the responses to question #2 apply to this question also - including that this is a total waste of money. There is no evidence of road traffic accidents to support the need for such costs. As someone who lives in the neighborhood, I don't witness any number of people crossing the roads to need such costs and cause the knock-on impacts of such works. Avoiding adding the extra sidewalks on the other side of the road will reduce the need for this additional cost also. There is simply not sufficient usage to justify the expense.
Marked cross walks and pedestrian controlled flashing lights are fine but stop impeding the flow of traffic on lynn valley road. Blocking traffic only leads to impatient drivers who do stupid things and that makes it dangerous for everyone. I'm seeing more and more traffic on side streets as drivers are trying to avoid the "improvements" on Lynn valley road.
I am not satisfied with using DNV taxpayer funds to pay for improvements that drive more traffic to DNV parks rather than Metro ones - let them spend and build to drive traffic to their parks.
Why are we making it so easy? Why are WE subsidizing what other cities have failed to do for their own citizens?
The lights are too bright and pollute the night sky.
Dempsey @ LV road should be the priority. Tons of pedestrian traffic, and cars always roll through the intersection
There is a significant impact to surrounding areas from creating more complex/intervention at crossings with flashing g lights, stop lights etc. As a [REDACTED] resident, having experienced the negative impact the new traffic lights at Lynn Valley & Allen Rd I do not support further development of this nature along Lynn Valley Rd. Cars now enter Frederick Rd at the far east entrance and take Frederick road to avoid the lights at Allen. Traffic volume has increased on our road which is scary for the children and residents of this part of our community.
Please make sure that cyclists are not forced out into traffic when you shorten crossing areas (like what happened on Fromme). Fromme is great to cross but a nightmare to bike down.
Waste of \$
None
I'm presuming that the improvement at Burrell and Lynn Valley is to shorten the distance across Burrell and slow down cars turning off Lynn Valley Rd onto Burrell. I don't think it's a good place for a crosswalk with the turn in the road so close. Both bikes and cars take that section too fast to see and stop for a crosswalk.
Not sure what is proposed, but as stated before, the three way stop signage at Dempsey and LV Road, is hardly ever obeyed by motorists and cyclists alike. Maybe traffic lights might be a solution
I would change the speed limit in this area to 30 km/hr to slow traffic rather than see the space made more congested with narrower roads and curb changes
Please ensure upgrades to intersections to not make them unsafe for bikes. Raised sections of roads, for instance can be problematic for cyclists.
Raised crosswalks will provide additional protection at these intersections. Many vehicles still just roll through the stop signs at Dempsey&LVR, even when pedestrians crossing.
I support 1 and 2. I'm not convinced 3 is necessary and may unnecessarily increase cost and congestion.
Flashing beacons at all crosswalks, instead of only some.
Drivers often don't stop at pedestrian crosswalks, maybe speed bumps to slow them down - particularly upper Mountain Highway, also on Dempsey Road.
Ideally the Kilmer Road crossing of Lynn Valley Rd would be a pedestrian controlled stoplight. This is a high use area for families and small children. We know that drivers are more likely to miss or run through a crosswalk than a stoplight. Please increase the safety from a crosswalk to a pedestrian controlled stoplight.
I don't quite understand what is meant by "Raised intersection at Lynn Valley Road and Dempsey Road". so the walking section to cross the road, is literally higher, than the roadway for cars approaching the crosswalk ?
As mentioned previously, the worst cross street problem is at Langworthy, yet you do not mention it as a concern.
Not required and as noticed in lower Lynn Valley Road upgrade, these will undoubtedly take away some parking stalls and will cause more congestion such as at Allan Road

not required as will make things worse like lower Lynn Valley Road improvement
I support shortening the long diagonal crossing of Burrill. I also support adding a flashing crossing across Lynn Valley Road at Burrill. I don't see why Hoskins is not included in this proposal -- the diagonal crossing of Hoskins along Lynn Valley Road is too long, especially considering the speeds of approaching vehicles that are turning left onto Hoskins from Lynn Valley Road -- those drivers aren't necessarily looking for pedestrians, when they are primarily concerned with breaks in traffic.
I think there should be a flashing amber light at Burrill's crosswalk. Kilmer might benefit from one during peak sports times.
With the new bike lanes where are the residents can park their cars?
Put in dividers at the crosswalks. Narrow the roads to slow cars down. Flashing beacons at all crosswalks.



# Appendix D

## Verbatim Comments

Please note that personal information and inappropriate language has been redacted.

<b>Q9. Do you have any comments about the proposed bus stop amenity improvements?</b>
More adequate lighting would be nice as well
A pole with the bus number is all that is needed, please save our tax dollars.
I think all of the above are important and good improvements.
The bus stops are the responsibility of Translink not the DNV
Great need for shelter from the rain/sun to encourage use of buses.
If you're going to do this how about a public restroom to stop people from defalcating in the neighbourhood
Proper bus shelters would be helpful particularly as we live in a rain forest.
Garbage cans are good until they become overflowing. Need a clear maintenance plan for how often they will be emptied and maintained. A waste bin for dog waste in this area would also be useful.
If you consider garbage cans they need to be bear-proof, as we have a lot of bear issues in the upper part of Lynn Valley Rd. I don't really think any of the bus stops from Peters to Baird are that busy, with the exception of the bus stop at Burrill and Lynn Valley Rd. Lots of tourists get off at this stop. More signage indicating how to get to Lynn Canyon is needed. tons of tourists wander around lost all the time trying to find their way to the canyon after getting off the bus. They come down Phyllis and Burrill trying to find their way.
Can you leave space for buses to pull in and stop to her than bike lanes. It's dangerous when the bus stops to pick up passengers and blocks the bike lane. Same for delivery trucks
I only support these improvements if they are maintained, like making sure the garbage is emptied and that the container is bear proof. I worry about vandalism and people sleeping at these shelters if there is a bench available.
Once again during 9 months of the year there are not a lot of bus riders
This all sounds great
Bus stops are fine the way they are.
Please allow buses to pull to the curb, rather than building the curb out so the buses stop in the road, not allowing vehicles to pass. This just makes traffic worse.
Bus shelters are a given so please install them and stop disincentives to transit users
We live in a very rainy part of the Lower Mainland! All bus stops should have bus shelters and associated infrastructure such as benches, wayfinding signing and maps and garbage receptacles. This improves the comfort and experience of transit users. The proposals to introduce bus shelters and associated infrastructure along this portion of Lynn Valley Road is a good first step!
Garbage cans should be bear safe, not the small green cans attached to the bus stop pole.
Maps are great to support those not familiar with the area.
Since there are only 3 choices people do not have enough information to intelligently comment on this proposal.
I would have checked "none of the above" had this been an option.
4700 Hoskins 210 stop was a mud puddle until last year. Significant collection stop. No shelter. No seats. Start of 21 route next to timber ridge and townhomes. Behind higher in the District it gets no comforts yet worst weather.
Will the garbage cans be emptied regularly? Will seats block the sidewalk?
Better signage (and approx. distances) pointing to Rice Lake, Ecology Ctr, and Suspension Bridge would be a great help. We're constantly assisting tourists and visitors as to how to get around
Anything to encourage travel by transit is very welcome as is the inclusion of garbage cans which help to keep the locale clean and tidy.
Ensure the garbage and recycling cans are bear proof or have adequate pickup schedule
These should be standard inclusions for all bus stops in 2023.
Every bus stop should have adequate shelter from the elements. If boardings are low then maybe it's because the stop just sucks.
Can you also include signage so that tourists to the area can find the bus stops??
I would like careful consideration of bus stop amenities; some shelters are good but a design that creates shelter but does not encourage loitering would be ideal.
Seems like a Coast Mountain Bus Company Concern.
Please install large garbage cans at the two bus stops on LVR @ Peters. In summer those bus stops see hundreds of people everyday, garbage & even recycling cans are badly needed at this location.
Makes good sense for bus travelers.



All great ideas. If limited budgets, I'd prioritize the cycling stuff and sidewalks and intersections. But definitely an asset if possible.
The pavement in front of my property has garbage dumped daily along with dog droppings. I don't think this will improve with your proposals.
Larger, bear-proof garbage bins please
bus shelters with cameras to catch vandalism
More garbages are needed. Only some bus stops have a garbage and they are often full
wayfinding signs for people on bikes to popular biking trails
Better bus stop amenities would hopefully encourage more people to take transit when coming to the area and therefore, reduce the number of vehicles driving into our community.
The garbage cans will need to be bear and critter proof! There is a lot of wildlife action around Kilmer Park.
These bus stop improvements are also needed on upper Mountain Highway.
Again - no brainer. Yes, bus stop amenities should be improved to this standard!
I would suggest that the bus stop closest to Dempsey (on LV Rd) be moved half a block south so that it is immediately north of the intersection of Lynn Valley and Phyllis/Crawford. The parking there is so busy and close to the intersection that it makes it very difficult for residents to see if they come out of the side street. May as well clear this viewpoint by putting the buss top there and instead adding street parking where the current bus stop is.
Signage and maps will help visitors to the parks, other local trail connections and bike routes
Maps nneed to be clear and link together metro and district parks so confusion is avoided
Bus shelter at the east side of Lynn Valley at Peters road
Bus schedules provided at each stop
Only at Peters Road and Dempsey Road - the busiest bus stops.
My priorities would be benches and bus shelters, the garbage cans and maps are not so crucial. Especially as a number of people seem to be using the garbage cans for their dog waste :(
Hoskins bus stop by tennis courts needs a washroom, not sports potty. People are encourages to take transit to the canyon yet no washroom exists for bus patrons arriving or waiting for the bus.
I support all of the bus stop amenity improvements.
I believe good bus routes, and as frequent as possible buses during peak times - such as every 5 minutes - will support the best alternative access to this busy park for all metro vancouver. More bus traffic is the best chance for reducing car traffic on this route, improving safety for those living, walking, biking, _and driving_ on this route.
Pay attention to the safety and convenience of crossings to access the bus routes both on LV road and to Underwood Ave.
New Benches are important as are the much needed bus shelters
These are all good ideas. Signage, benches and maps are always useful. Shelters could be useful on main routes with sufficiently wide paths, garbage cans are an issue. Garbage cans should only be provided when they can be reliably emptied before overflowing. Otherwise they actually become a magnet for more garbage. If you cannot keep up with emptying it would be better to have none at all, as people will likely take their garbage with them.
Please add recycling containers as well as garbage cans.
Accessible- avoid bike conflicts
I would think the highest number of boardings would be the bus stop on Underwood. Perhaps a bench can be added.
Some of the ones put in in the previous phase are already breaking. E.g. the one south of Church Street on Lynn Valley. The yellow anti-slip mat seems to keep lifting and breaking. Hopefully that will be looked into to guide the use of similar things at other stops.
There are almost no bus stops between Peters and Dempsey on Lynn Valley road. One near Dempsey north bound and one at Burrill northbound. I take transit often and almost no one gets on the bus North bound. I'd check with transit. I believe the vast majority of traffic gets off at Peters and at Burrill for park access and mostly in the Summer months. Peters when heading home from the park. peters southbound already has a good shelter and bench.
These are long overdue. Fare information and schedules might be useful too.
Anything to improve transit use is good.
Quality of life improvements for transit users is important. I do feel that not explicitly calling out accessible stops is an unfortunate omission.
Covered and lit bus stops should be a priority.
Public transit should be encouraged instead of the alternatives being discouraged. Just please for the love of everything don't put those railings on the benches that you use to deter the homeless. It gives off a hostile appearance
It is about time that Lynn Valley Road gets covered/sheltered protection....we live in a rainforest. Benches and garbage cans for sure.
Garbage cans in our community are a true safety risk. Last year they were not emptied enough and thus were propped open or had litter at the base of them, drawing more bears into the area. This is a safety concern for all of us as local



residents, as the bears are already coming down this season and it's only May, so with more garbage available for them to eat, this endangers the bears and those in our community who end up at the wrong place at the wrong time with a bear.
Garbage cans must be bear proof
Garbage cans near the Lynn Canyon stops are always used and full.
There is a need for benches and Shelters, but maps? I think you would find people using there phones long before a map which would probably be covered in graffiti.
A lot of people use the bus stops more than the bike lanes. Make those a priority for the people in the community rather than those coming in who don't live here.
Garbage Cans and maps (lots of tourists and who are lost and looking for the bus stop to get downtown)
Bus shelters and benches are a must and should not be optional. They need to be designed to prevent transit users from being splashed by road spray of passing vehicles and prevent getting wet from driving rain. Design bus shelters for our wet climate.
a pleasant environment at bus stops fosters more use of transit which is good for everybody
Just keep in mind that ridership data is influenced by the lack of or unappealing bus stops that exist today. So investments like those proposed could lead to increased ridership and this should be encouraged
McEwen ave and would prefer the bus drivers to get people to take Peters to go to the suspension bridge. Our street takes the overflow of parking ( due to 4 hour allowed parking) and it makes our road so tight only one car can get by so the people walk in the middle of the road. Very congested. Peter's has sidewalks keeps people off the street.
As much as I like garbage cans...if you put them out they will be filled with dog poop bags...that or rodents, bears get into them and we have enough issues without adding more for those wonderful creatures...
I like benches more then shelters...either people have the proper rain gear or they have umbrellas all which negate the need of shelters...BUT I can see a handful of people liking the shelters especially when busses get stuck in traffic which does happen
Signage and maps...doesn't everyone have phones now that are connected...I have been left with a few bruises from the bus stop blue brail signs on the posts...looking around, talking, being pulled by my puppy who wants to meet a "friend" and wack...I hit one of those blue signs...IT HURTS...so I say no to such things.
I think bus stop garbages should have dog poo banned. Dog poo does not belong in that waste stream, and currently there are many bus garbage cans that can't be filled by transit users because they are full of dog poo.
Would be helpful for the tourists. Just drove past the Peters /Lynn Valley Rd. Bus stop an there was about 10 people sitting on the ground
Bus Shelters are long overdue
It would be nice to have specifics and how these impact persons on bikes and vice versa.
Please add some covered benches to areas higher up on lynn valley road. If you live east of lynn valley road, most often you will take the 228 going in the south direction, rather than getting on it earlier just to loop up around upper lynn valley and the underwood area. Making a covered/benched bus stop at the hoskins/langworthy bus stop, as well as the burrill/lynn bus stop would help people departing from lynn valley for those at lynn canyon, and local residents on langworthy/kilmer street. Benches and covers would be great anywhere however, mot just those two specific location - in my opinion though if any bus stops were to get them it would have to be those two.
Most of the people these days use apps to know exactly when the buses come and I think they work fine the way they are currently.
I don't support garbage cans. Saw lots of overfilled one in tourist area with garbage scattered around the ground.
Bus shelter
Pls do not allow bus stops to be part of the rd.
It would be nice if the garbage cans were the big bear proof ones, rather than the small ones that attach to a pole
Great!
benches are handy for pedestrians (old) also
I think there should be more bus shelters. It does rain here in North Van
I use the bus frequently. For most of the year there are not many passengers. Have you found out how many passengers use these stops throughout the year?
I agree that signage, maps and garbage cans (as long as these are frequently emptied without blocking traffic) are a good idea, but having just spent a whole bunch of our taxpayer money on new "wider" sidewalks it seems insane to now immediately turn around and propose to narrowing those sidewalks by adding bus shelters and benches? Or is it that you want to narrow the roads even further and remove what scant parking there is to accommodate these bus stop amenities? Either way I do not approve of this.
Bus shelters as long as they do not block the sidewalk for pedestrians and wheelchair users, do not impede motorists by sticking out onto the street, do not impede traffic by causing buses to stop in the middle of the street for pickup or drop-off and do not block views with large billboard advertising.



Sure - why not? Any improvements to encourage people to take transit are good. I don't take the bus as I bicycle everywhere whenever I can.
Bus stop improvements are great but we also need improved service.
Not a high priority.
Signs of the local trails, particularly how to get to each of the parks , at the bus stop and on the way would be critical with increasing tourism.
Benches or not, PLEASE provide some kind of overhead shelter for bus stops! Even some kind of fabric sail-type thing, just some way of staying out of the North Van weather!
100% in favour of all upgrades to transit in Lynn valley
More shelters will encouraged bus users
BUS STOPS ALONG THE NORTH END OF LYNN VALLEY RD ARE LESS BUSY, WHILE THE MAIN TERMINUS ON UNDERHILL IS QUITE BUSY AND COULD USE THE INFRASTRUCTURE.
Full support for bus stop improvements.
Make sure there is enough waiting area for bus users without them also blocking the flow of pedestrians on the sidewalk, this is common at the bus stop just above the Lynn Canyon parking
Better signage to direct tourists to the canyon, heading them toward Peters to enter the park and reminders that there is NO car access to the park from Burrill Ave. Our road becomes a raceway in the summer with people searching for the park entrance and circling around the cul-de-sac at very high speeds.
Needs to be combined with improvements to transit services so that buses become a viable alternative for tourist access.
Cover from rain
Ideally those digital signs that say how far away the next bus is
Garbage containers need to be regularly cleaned and bear-resistant.
We live in an area where weather conditions are poor 9 months of the year and shelters are a must. Not an ideal location for focus on yearly cycling.
Make sure the garbage cans are emptied regularly. I'm sure dog walkers will use them for dog waste.
I support all of the above for improvements to bus service. I am often very surprised as to why Lynn Valley road does not have bus shelters at all the busy stops. It rains for 8 months a year here. Please install more shelters!
Please do not change anything - this area is perfect the way it is. That's what makes it special. More signage and maps and garbage cans turns it into a busy tourist area
Anything to encourage Public Transit
Excellent to provide more transit supports for tourists and visitors. A good experience will encourage future use.
Yes to garbage cans (bear safe), signage and maps.
New branches, bus shelter , arbage can is good to have, but I don't think there is enough place for signage and maps to be put on.
Placing benches at bus stops does help transit use, by giving people somewhere comfortable to rest whilst waiting.
Garbage can usually get attacked by wildlife. Maps can be helpful at locations near parks where tourists typically visit.
Construct pull outs for the bus stops if possible.
I do like when the bus can pull over and not interfere with traffic
The questions don't seem to describe pros and cons. Better bus stops seem like a no-brainer.
I have noticed that on the new pocketed bus stops there is some sort of conflict between people getting on or off the bus and bikes.
Would be great to see a design where it doesn't exist
Benches at bus stops are amazing.
Excellent, shelters are great for our rainy days, garbage cans reduce waste thrown on the ground and maps help everyone.
██████ on the corner of Hoskins and Coleman and I'm constantly picking up garbage from the sidewalk and out of our hedge.
More bus shelters are urgently needed in a city where rain is frequent. One busy, critical bus stop that has zero protection from climate and zero benches is the corner of Mountain Highway and Lynn Valley Road -- At the monument circle ( bus going UP Mountain Highway. This bus stop should be your hoghest priority.
No
"New" benches implies that there are "old" ones somewhere. Not needed, in any event.
There should be adequate garbage cans - I think they are adequate now.
Signage and maps would be helpful.
Only at stops with notable ONBOARDINGS. Namely corner of Underwood Ave.
See previous.



shelters: artful design, incorporate neighbourhood identity, unique
The garbage cans need to be emptied more often and should be bear proof.
I like seeing all of the visitors to our neighbourhood using the bus, especially during the busy summer season. Please make it as comfortable and convenient as possible for people to take transit!
Garbage cans at bus stops are great, but only if they are regularly emptied.
Anything done to enhance bus transportation is a n excellent idea
Lynn Valley needs better transportation, less density and less bike lanes that constrain traffic flow
Buses should always have priority as they move the most people!
Bus shelters are great due to the quantity of rain we get every year.
Not necessary as few users board at these stops, most users are getting off.
The stop that has the most users boarding is Lynn Valley and Peters West bound and it already has a shelter.
More garbage cans to ensure less garbage on the street.
More garbage cans
Garbage cans are frequently emptied by animals. I don't support this as people should be taking their garbage with them. I would prefer signage along these lines instead (i.e. leave no trace).
More garbage = more wildlife attractants. Please be bear proof cans
Sign pollution is already on Lynn valley from mnt - Peters. Please keep the signs to a minimum. If bar codes or things people can search , were on signs that lead to info in many languages would be great. So so many visitors to the area .. the headwaters and canyon are must see spots , maps would be awesome.
I'm presuming the standard T sign , Braille, bus schedule or information sign as well. Ugh. Then bus zone signs and parking regulations aroundâ€¦ see.. sooo many signs...
Only need improvements at main intersection thoroughfares, not every bus stop!
Don't know much about itâ€¦don't remember seeing this at the meeting the other night???
Benches aren't needed. Garbage cans would be good. Posting time schedules would be good as well.
I generally support upgrades to bus stops, but hard to know, given no detail proposed.
The total lack of garbage containers at all bus stops has been a constant frustration and is an absolute necessity.
Yes absolutely
Most bus stops in the DNV are unacceptable - any upgrades that'd improve the comfort and dignity of transit riders are welcome and necessary.
Shelters for rain cover and sun cover would be very helpful, especially on Lynn valley road where there can be fewer trees. Garbage cans are a must.
I support benches, garbage cans signage & bus shelters. Large maps for a few users for a few months of year doesn't seem practical.
Bus service is infrequent - more benches are a must. BUT ideally benches also come with shelter from the rain and lighting so that bus drivers can easily see you while you wait - I've had buses drive past me because they didn't know I was there. Ideally benches and shelters are provided by government / DNV and not by an advertising agency despite the extra cost.
Advertising can be off putting to some users as ads may include images that are considered inappropriate in some or even all cultures.
maps??? all people have apps on the cellphone!
Great
Bus transit is the backbone of North Vancouver, particularly for the elderly who make up a significant proportion of the community.
Great
Maps and benches would be good.
The only place a bus shelter makes sense to me is at the Underwood and Evelyn 210/228 terminus/start, as the busses sit there for some time.
How about finding a way to reduce our taxes? Running an efficient development and planning out what we are doing with all our crime with the plethora of people in a valley. Signs are showing already. Dnv council is wrecking the district and our neighborhoods
I would like to see three stream receptacles for garbage and recycling like City of North Van and Burnaby.
It's a rainforest, bus shelters are a must.
Bus stop amenities clutter the area and make it look less natural. Keep Lynn Valley natural and not crowded with infrastructure.
YOU ARE NOT SHOWING what you are asking us about!!!!
NOTE: Transit took down their garbage bins at bus stops on Mountain Highway!!



If the East side/uphill side of LV rd has a double-wide sidewalk for shared use, bikes would not have to share the road with buses
Lynn Valley is a rain forest. There should be shelters. Benches as well. the rest is a luxury.
I am very happy to see benches, being a senior sometimes it is nice to be able to sit down. Shelters too are a nice addition for Rain Valley.
These items should be part of policy, not a survey question. In the future will all such changes to individual bus stops be put to survey? Decide what our values and priorities are then put policy in place to meet them.
██████████ and takes the bus from the underwood and dempsey spot. She stands in the cold and dark and rain and constantly hears from tourists how horrible our bus stops in lynn valley are
Proper lighting at all 228 bus stops in Upper Lynn Valley. Don't feel safe when taking transit at night.
I only support having garbage cans at the bus stops. People cannot use them if they are not there. I see people walking down the street and in many cases they are carrying items that are disposable and if a garbage can was available at each stop then they could be used.
Benches would be nice at some stops. I see locals using the ones that are there.
Most people have devices that have maps on them so maps and signage would not be needed as much.
I support garbage cans, bus shelters, and maybe some new benches at a stop where there is less bus frequency. Not really necessary where buses come every 10-15 minutes
Most improvements are not required.
Garbage cans only work if somebody is emptying them. Probably people can look after their own garbage .
These are worthwhile expenses as the weather in this area is rainier than the rest of the North Shore.
Will there be a shelter added at Underwood/Dempsey? This seems to be the location where it's most needed.
They could use shelters for when it rains...
Having lived with bus stop outside our house there is little garbage strewn about and there is no garbage can,,,,,,,,I suggest we leave as is so that we don't have the Same debacle as at the bus stops on peters by the suspension bridge which are not emptied enough in busy season and garbage everywhere
Wherever garbage cans are out in there should also be recycling options if we are really serious about being eco friendly in LV
The removal of pull away lanes for buses was a bad idea. I don't trust the city planners any more
Maybe a garbage can would be good as there is some litter but that could've also come from garbage day pick ups
improving transit is fabulous, hopefully it helps increase ridership
This question is clearly added as an afterthought - there are no details to show which stops are being proposed for improvements. There is no need to replace infrastructure at existing stops that is working fine. Depending on the stop, there may be some benefit of shelters, benches, garbage cans if there is space to do so - but this is a nice-to-have (not necessary) option. It is unlikely to make a substantial difference to bus ridership. The garbage cans are more likely to be of most use to local dog walkers, disposing of dog waste (which is not appealing for bus riders).
Are these amenities being matched by increased services from Translink? It's seems that what you are doing is turning LVR & Dempsey into a "regional destination" why aren't you asking the question: "do you (DNV residents) even WANT more and more people to come here?"
Every time we see this, you call it "livable" and we residents STOP GOING THERE, because it was livable and now it's not.
Improvements within the existing footprint of the established bus stops would be ok and support those taking transit.
Make sure to add the garbage cans. Lynn Valley has a bad litter problem.
The better the public transit, the fewer people will choose to drive to Lynn Valley. I fully support these amenity improvements.
Ensure that bus stops do not impair visibility for cars and bikes. Especially full sized ads on glass panels.
DNV needs more garbage cans...bus stop garbage cans help. Please also place garbage cans at all trailhead entrances like the one at Mountain View park. Well placed garbage cans greatly reduce the number of dog waste bags left on the trails.
bus shelters and garbage cans are always great additions! Maps are less needed with everyone's phones now
Yes bus stops should include shelters, maybe not at all, but at many of them - we get lots of rain during winter months. Garbage cans MUST be wildlife-resistant, similar to style recently installed at Viewlynn Park in Lynn Valley.
Bus system works fine as is. Our teenage kids use the bus all the time and are happy with the way things are. All tourists coming from the Lynn Creek Trails are able to find the bus without any problems.
Seems like a waste of money
Not required as they are fine now. I use the bus all the time



Garbage cans need to be bear-proof bins in locations like this that are in close proximity to the residential-forest interface. It would also be prudent to have signage at and around the garbage cans to explain to the visitors who don't live here why it is important not to leave food/diaper/dog waste garbage around (because it endangers bears).
Bus stops shouldn't obstruct or cause a deviation in bike lane. Awkward curves for bus stops make it dangerous for cyclist.
Are bus shelters dictated by the advertisers or citizen input?



# Appendix E

## Verbatim Comments

Please note that personal information and inappropriate language has been redacted.

Q11. Do you have any comments to share about the proposed cycling route options?
As a tax payer I would be curious as to which option would cost the most.
All 3 routes are a great improvement over the existing.
No one will use a pathway through Kilmer Park. As nice as this sounds, there is absolutely no doubt people will continue in a straight line.
Is anyone at Counsel listening to the residents of Lynn Valley? Or are you falling victim to the very small percentage of cyclists who seem to have your undivided attention and their hands in the public purse. It is SO frustrating to see my money wasted on bike infrastructure in a geographic locale that is NOT conducive to cycling. Have you not learned from the 29th St fiasco where consideration to remove bike lanes south of William is now , or at least was, on the docket for removal.
Street parking is in high demand. Do not support activities that remove these spots.
Bikes will still use the road and not the cycling lanes.
Cycling lanes should be prioritized on bus routes as little as possible, for safety and air quality reasons. The route through Kilmer Park separates bikes from cars and buses the most and is the best option. Downhill on Hoskins is a decent option for a bike lane as well. Please DO NOT put bike lanes on both sides of Lynn Valley Road north of Kilmer. Houses are so dense there, and the End of the Line needs customer parking. That specific area cannot afford to lose any more parking than the limited supply it currently has.
No reduction in parking between Peter Street and Dempsey or between Lynn Valley Road and Hoskins along Dempsey
I strongly believe that our local roads are not sufficiently wide to have bike lanes on both sides. The lower part of LV Road is a good case in point where a number of the signs have already fallen victim to collision with vehicles. Creative minds should be able to come up with one way routes for bikes. Make use of side streets for goodness sake. Removing all the on-street parking on both sides of the road is totally inconsiderate of the needs of the elderly, the disabled, deliveries etc. , who are already resident in the area, especially where rear access to the properties is almost non-existent. Lynn Valley Road is actually impacted by parking from the sports facilities at Kilmer Park and visitors to both Headwaters Park and Lynn Canyon as far down as the Legion and not just between Dempsey and Kilmer. The indication is that there will be no parking at all below Kilmer which is quite unacceptable. Where is everyone supposed to park? We already have made provision to park three vehicles on our property but frequently one vehicle needs to be moved to the road to allow another one to move on or off the property. What about visitors or tradespeople? During the summer months the local side streets have restricted parking so they cannot park there.
Where lots are large and there's ample driveway parking, I'm for removing street parking and adding bike lanes. It's difficult with narrow lots and multi-family houses (suites) to accommodate multiple vehicles.
How about no change
Parking between Kilmer and Dempsey is already an issue. Taking away the existing spaces will only cause more issues and force parking on sides rds where parking is already limited.
I strongly disagree with the need for a unidirectional southbound lane on LVR.
A northbound unidirectional lane is required on the east side of LVR. I have had several instances where northbound cyclists struggle to climb the hill and get around parked vehicles. However, southbound cyclists go at a good enough speed that it's not a problem and they can join the southbound cyclist only lane below Hoskins
I have downvoted the cycling lane through Kilmer park as it appears to go through the small bit of forest that is left (between the playground and houses). It would have been beneficial to mention the exact route through Kilmer park as if no forest/trees are impacted then I would rate this my first option. But if it's going where it appears to be on the map, I would rather see the park retain some natural play space for kids.
My husband is a cyclist and we agree all the options are not very good.
#3 is the worst idea ever should never be implemented. who is going to ride uphill to ride down hill? waste of time and money
#2 is going through green space and is also a terrible idea. A multiuse path to nowhere?
#1 since you are going to push this through in some form no matter what people say this is the only option that is mildly tolerable.
Please, I implore you to not take away any parking on Dempsey, or any of the streets around Kilmer Park or the End of the Line Store. This will not decrease car usage, it will just create more parking havoc on the streets. Right now it is chockablock full every sunny weekend, as well as during Little League and soccer season. These are locals and visitors using these streets for parking as there is not enough parking in the park or at the Headwaters. What about increasing



parking spaces in Kilmer Park and up the Headwaters trail? People are not going to stop visiting this area. Also, any removal of parking near End of the Line will negatively impact that small business. Lastly, we are hoping to get Evo to our neighbourhood and so there will need to be parking for their cars.
I drive Lynn Valley Rd. multiple times a day and see few cyclists except on summer weekends. There are a lot more cars driving in from other areas to use the parks, many with their bikes on the car and then parking and riding into the trails. I don't live on Lynn Valley Rd. so am not directly affected, but for residents to lose street parking when the bike lanes are hardly used doesn't seem fair or reasonable.
Option 2 is by far the best option
I do not support any option proposed
Whatever is decided I would like to see permit parking only in front of the houses affected and/or permit parking only on Dempsey.
Kilmer park is a major hub for the whole community during the spring and it would be great to be able to safely ride bikes to the park from all over Lynn Valley.
Having to cross a road twice to get somewhere I could keep biking straight it very inconvenient and cumbersome. I would like just keep biking up the road because it would be faster than cutting through Kilmer Park where it would likely be congested on the path if it went there.
Preferably no new bike lanes
When there is baseball games and kids sports games at Kilmer Park, Kilmer gets filled with cars parking and so does much of Hoskins road. The loop gets rid of the most parking so that's my least favourite option. But definitely improved bike lanes are going to be a great thing, so I think Lynn Valley road bike lane option 1 is the middle ground / best option.
I don't want to see any of these. Completely unnecessary as the road is plenty wide already for cyclists. They will negatively affect parking in the area which only affects locals, not visitors. This money could be better spent in areas that still require a bike route.
I think the multi-use pathway through Kilmer Park is a genius solution!
Pleased to see good variety of well thought out options as cycling and rolling down Hoskins suits more residents getting to school
Making the route as straight-forward as possible will ensure that it is actually used as intended.
Both Option 1 and Option 2 strike me as very good options, with Option 2 as a slightly better option in my opinion as the proposed MUP through Kilmer Park would produce a more pleasant riding experience (as compared to a street adjacent bike lane) and may also reduce the impacts on street parking along that portion of Lynn Valley Road. Option 3 seems like a very poor trade-off and in my opinion is far less desirable than either Option 1 or 2.
We need parking too.
DO NOT RESTRICT ON STREET PARKING !!!!
Non residential parking on weekends eliminates parking for local residents!
Please do not continue as you have in phases 1 which the cement dividers. They are a visual distraction and have been hit by vehicular traffic a number of times. There are so many signs now that it is difficult to navigate phase 1. Stick to the wide plastic markers as you have on the rest of Lynn Valley Road. also why no right turn on red? Doesn't all traffic have to stop on a red light? If you cant stop at a red light, you are moving way to fast. Get rid of No Right Turn on Red.
Weekend and evening parking for local residence is terrible. Do not restrict street parking.
Since I feel this whole proposal is a complete waste of scarce tax dollars I reject all 3 options.
That said if we're stuck with any of these I have the following to say: #1 I do NOT support bike lanes THROUGH public parks under any conditions unless there's a roadway already there. #2 eventually we may well need a transit area in this area AND I EMPHASIZE A TRANSIT LANE SERVES FAR MORE PEOPLE THAN A BIKE LANE and Option 1 makes that forever impossible to achieve.
Option 3 is still horrible but it's at least better than the other two.
Option 4. One way lane northbound uphill. Bikes are currently passing cars southbound.
Using a rear view mirror on my bike, I have no problem navigating this area as it is
I strongly oppose Option 3. This is a daft proposal as 1) avid cyclists and mountain bikers WILL NOT be funnelled into a bike lane. They will stick to the road and in most cases go straight down the middle. 2) the speed of cyclists going downhill on Hoskins (the road with the steepest incline when compared to Lynn Valley and Mountain Highway) is already very fast and often weaves in and out so that they can maximise jumps and speed. This a danger to cyclists, a danger to cars as there are blind spots on the hill, and also a danger to residents and walkers - backing out of driveways and walking with small children and dogs.



I do not agree with Option 1 or 2 either as it is unnecessary and more road clutter which increases the danger to all users. Furthermore no cost analysis has been provided which is basic when asking a group of people to fund a project, if indeed they want it.

I am a cyclist and my first choice is to leave as is, i.e. no change made to the road.

My second choice is to add a multi-directional bike lane to Lynn Valley but only on one side of the road and cyclists can use it to go up or down. If a bike lane was to be added on Lynn Valley Road (Phase 1), it should have been multi-directional and added on one side of the road. The phase 1 result is distracting and dangerous and an accident waiting to happen.

Option 3 is terrible. No one will do that and you will have bidirectional traffic where you don't want it. People are commuting and want the most direct route. That plan might work for tourists.

Don't support any bike lanes as they take away too many parking spaces. This will mean less visitors to the area as the bike lanes are underused compared to vehicle traffic.

Please just paint the bike lane; as an avid cyclist I avoid the buffered lanes whenever possible. So much debris that doesn't get cleared/washed away. The section of Lynn Valley Rd above Peters is sheer bliss. Everything below is a nightmare

Many cyclists are on the way to the headwaters or over the pipeline bridge to the Seymour trail way. Having these cyclists go through Kilmer park would be hard. I also worry about the crossing into Kilmer Park as you have to cross traffic which sometimes is fast coming up that bend.

These streets are consistently full of parked cars, removal of street parking is unfeasible.

There is nothing needed in the way of bike lanes on this rarely used road

Cars and bicycles do not mix. This is going to become more evident as the population grows. Bikes and cars should not be using the same roads. Why aren't you making bike paths away from car roads for the safety of residents?

A one way cycling loop is an insane idea. Do not do this. Why not combine options 1&2.

Talking to cyclists in the area the real safety concern is for Lynn Valley Road between Mountain Hwy until the bike lanes start.

But sure create bike lanes here where there is space to safely pass when needed. Would I take Lynn Valley Road with my kids (no). Will the bike lanes change that, probably not. I will take them down quieter streets and avoid all major roads.

The Loop makes more roads safer, not a bad idea but also not necessary. Who is this for? What are you trying to solve?

The real problem is congestion in the last 2 blocks before the headwaters. Parking on the street past Kilmer is not busy even on the busiest summer day, few choose to park that far away. So what are you trying to solve?

I am an avid cyclist (commuter and competitive cyclist). Although I support the fully separated lane from Peters to Mtn Hwy, I do not support the same system from Peters to Dempsey. I would prefer to see speed reduction along the route and then pavement indicators showing bike right-of-way and priority. LV from Peters to Dempsey is an essential two way corridor and as it is a climb/descent section, I doubt that most cyclists would use the alternate Kilmer route, or a one way route. Most cyclists returning will use LV road regardless. Again, I ride this route daily, (sometimes multiple times per day) and the key is speed reduction. Removal of parking on LV will have significant traffic impacts closer to Dempsey and may actually encourage higher speeds of drivers. Option 2 and 3 will be underutilized and costly as a function of user. I can attest that my self and all my cycling friends in the neighbourhood would not use the latter 2 options. Please also note that pull-outs are not ideal in an uphill section and forcing all cyclists into a narrow pathway also does not work very well on long uphill sections.

I actually don't support any of the options. A whole ton of money is spent on these bike lanes for a tiny portion of the population.

Removing any parking in this area is a huge mistake. Parking is already a disaster in the area (for both residents and visitors.) I understand that cycling is a concern for the District of North Vancouver. As a cyclist I've never had a concern riding along Lynn Valley road prior to the "upgrades."

Multi-family housing and suites is incredibly important for the "missing middle" - please don't make it more difficult to introduce affordable housing options in the name of recreational cycling. More commuter routes are needed in North Vancouver but the vast majority of cyclists on this route use it for recreational and not transportation purposes.

NO more concrete barriers please!!

Again, fair enough as long as 2 lanes are being utilized for year round traffic.

I think Option 3 (one-way loop) has the added benefit of adding a bike lane through part of Dempsey Road. It does help distribute the parking impact. The two way on Lynn Valley Road can work too. Both seem to be huge



improvements. I worry about a shared pathway through Kilmer Park for safety of kids/pedestrians with bikes especially when the park is busy (thinking of the Spirit Trail on a busy day). Dedicated bike lanes would be safest, especially with commuters in mind.

You absolutely do not need two bike lanes. The 2 bikes that use the 29th st. lanes don't need a lane each. Even the existing bike lanes on Lynn Valley Rd. are completely underutilized. Surely our biking community can learn to pass each other safely????

I'm not sure why you always state that it is the easiest and most direct route for cyclists. This route is not a route trafficked mainly by people getting exercise not commuters, so the shortest and easiest route is not relevant. Also, the vast majority of bikers arrive in their cars and go mountain biking.

Bikes are using Kilmer Park already so I think this would work well. The pathway would be used by so many different modes of transportation. Presently there are two gentleman who use mobility scooters who go through Kilmer Park. One has got stuck before in the sand and this would give him an excellent option. It would also allow strollers etc - love the idea of this laneway regardless of the outcome. Option 3 - people won't use it - they will still use Lynn Valley Road

NO MORE BIKE LANES WHERE THEY ARE NOT NEEDED!!!

Multi-use paths are not a longterm solution and are known to create conflict between walkers and people biking, concrete barriers or dividers would make the bike lanes most accessible for all ages and abilities. The more people who use active transportation to get to hiking/recreational areas the less parking will be an issue for residents.

Moving the bike routes off of Lynn Valley Road to Kilmer would ease some of the congestion that happens at the intersection of Dempsey and Lynn Valley Road.

i do not support the requirement for these proposed bike lanes. i don't agree that the volume or width of the roads warrant the need.

Why not just have a uni-directional bike road going north on LVR since 99% of bikes that ride south (downhill) ride at or higher than the speed limit. They won't use the downhill lane anyway since it won't accommodate the speeds these riders travel at.

VERY opposed to taking away Kilmer Park land for a bike road. This should be a non-starter. Especially since it will be mostly unused by those going north/south on LVR. This will also create a mess at the intersection of LVR and Dempsey. A very bad option.

Option 3 (the loop) is another option that will be very underutilized and have the greatest negative impact on residents.

Don't like any option. I bike these streets all the time. Lynn Valley Road for example is plenty wide enough for vehicles and bikes to share. Bikers can and should be used to biking in with traffic. No bike lane needed for good, alert bikers.

I think it is unreasonable to install another sidewalk on the west side of LV road AND a bike lane and presumably MORE CEMENT BARRIERS. The barriers are a nuisance and dangerous, especially when there is snow fall.

Pretty much everyone in the neighbourhood has a suite. Where will all of the cars park?

I refuse to respond to this question. No improvement to cycling routes is needed at all. But that option is not allowed, so this survey question is skewed towards the cycling lobby.

I don't like the idea of pushing bikes through Kilmer. In the summer, there are too many kids and sports to push bikes rushing past the play areas. Paths won't stay clear of people in the park. In winter, it's unreasonable to keep that bike path clear and safe for bikers. The loop takes too much parking when bikers will likely just ignore that path and use Lynn Valley Rd anyway. LV Rd both directions is the most logical.

No cycling improvements are required, just slow down the road traffic a bit for safety. I refuse to answer this question, because no cycling improvements are needed.

I think that you would be better to either forget the bike lane (north of Peters) OR just put a paved and raised bike lane on the west side of LV Rd that is two-way. There is little utilized parking on the west side of Lynn Valley Rd compared to how much parking is used on the east side. A two-way raised bike lane in the west side wouldn't disrupt parking so much but would provide a bike lane / sidewalk on that side. See the raised bike path /shared sidewalk in Burnaby between Willingdon and Royal Oak to get a sense of what this should look like.

I don't think there are that many bikers from Peters road to Dempsey to justify the expense  
The concrete dividers seem to me as dangerous specially when street lighting is deficient

Option 3

Option 2 is by far the best option, I am a resident of that black backing onto Kilmer park

I don't know how to rank these with your Tab..shift.. techi option. So here is my choice---1st #3 option, 2nd #2 option, 3rd #1 option. I want the least obstruction to the Lynn Valley rd.

Overall I am very angry that you are messing with the major route I use to get home and go anywhere when I go out..I live [REDACTED] Your options are a major annoyance. It seems that you are pandering after the tourists and ignoring the residents. Shame on you.

Preserving the in street parking is a priority.

I'm very grateful that you are trying to improve cycling options in the neighbourhood!



Let's not take the water park in Kilmer Park away from kids.
Adding cycling infrastructure should never come at the cost of other transportation methods.
I prefer the most obvious to the most people and most direct route, as it will result in the least confusion - even with wayfinding signage. If Option 2 allowed space for a bus lane that bypassed vehicle traffic, that would be a reasonable reason to go with Option 2. The steepness of the downhill on Hoskins would require: 1. Options for confident cyclists to exit and re-enter the protected lane. 2. Signage that says "Cyclist may use full lane" to reduce aggression from vehicle drivers thinking "a person on a bike should be in the bike lane"
Bike Lanes must be better protected than they currently are with just street cones. I would like to see concrete barriers
I think the best option would be bi-directional Hoskins - Kilmer - and then the proposed route through the park. The bi-directional bike lanes could be on the east side of Hoskins and north side of Kilmer which have no sidewalks. This would alleviate the need for changes to LV Road, and would put cyclists on a less busy route.
For people cycling to and from the End of the Line store, Kilmer Park, the Headwaters park or the Seymour Demonstration Forest, Option 1 makes the most sense. Road cyclists will most likely not ride on a multi-use path, especially if it is not paved and they will likely not ride down Hoskins but continue to ride down Lynn Valley Road as it is not as steep as Hoskins (lower grade) and Lynn Valley Road is the most direction option for cycling .
No resident owns on street parking - I am a resident and I resent subsidizing someone else parking - meter on street parking to control demand
Cyclists are going to continue to go up and down LV road whether there is a bike lane or not because it's the most direct route, so it's best to just accommodate that and build the bike lane extension all the way up / down on both sides. The uni-directional idea is not a good idea and I've not spoken with anyone that thinks it is.
Really like the idea of having a bike lane on Hoskins as this is a popular biking route. Might want to consider changing the direction of the uni-directional loop because many people use Hoskins to climb up to upper Lynn Valley and the mountain bike network because it is less steep than Mountain Highway
I don't believe that any of the options would improve cycling or traffic flow to be worth the expense. Option 1: Two bike lanes, one on each side of Lynn Valley Road is totally ridiculous given the restrictions they will cause on traffic and pedestrian flow. Option 2: Still puts 2 bike lanes on the busiest part of Lynn Valley Road. Option 3: Has not purpose except to give cyclists exercise, it goes nowhere.
None!! Stop endlessly annoying everyone with bike lines! How much does it cost to maintain/clear snow? How much increased friction and frustration? It's raining here most of the year, NO MORE BIKE LANES STOP WASTING MONEY!
I don't like any of the options. Honestly, there are not enough cyclists out there to warrant these changes. The cement dividers on Lynn Valley Road need to go. I don't see one divider on Mt. Seymour parkway - there is just bike lanes. Has made the driving lanes seem very narrow and the safety of driving has now been impacted. Surprised there has not been more collisions.
The Kilmer one is actually good, but cyclists often go very fast without regard to pedestrians, and I'd worry about them going way too fast through Kilmer park where a lot of kids play.
The last phase had cycling lanes separated by concrete dividers, which are ugly. Can we make the lane raised, instead? Or a different colour? Something else to differentiate it? If the lane was clearly marked with a colour change or a raised level, would cars actually drive onto it often? It seems like most places with cycling lanes use that method, and I don't know the stats on how safe it is, but if it is safe in those areas, it probably would be here too.
All three are reasonable, but Option 2 will require a safe crossing at Kilmer Rd. All will need good wayfinding signage.
I don't like the options and don't understand why we are even considering investing our tax dollars in something that costs a lot but benefits so few. If the attitude is "if you build it, they will come", I'd say have a look at the amount of rainfall in Lynn Valley and how many cyclists are actually out there taking advantage during the wet 9 months of the year. I guarantee it's not many.
I do not support any of the options. Let's use some common sense. There is little cycling traffic in North Vancouver compared with other Lower Mainland municipalities. This, of course, is due to geography. E-bikes may be in the future, but they tend to be quite pricey. The area under discussion is used mainly by cycling enthusiasts wanting to access the trails (myself included), but they are present mostly in the summer months. To construct dedicated bicycle lanes, which will see most use in our short summers and severely underused at all other times is not being very practical. A better idea perhaps would be to put in a temporary bike lane to and from the Lynn Valley Headwaters Park in the summertime and remove them when out of season.
Option 2 add crossing on Dempsey for west-bound cyclists
The destination/source of most cyclists on LVR is Rice Lake Road for access to Seymour Demonstration Forest. Staying on LVR is the preferred option for these people. Option 2 requires northbound cyclists to make a left turn across traffic on LVR, and southbound cyclists to make a left turn across traffic on Dempsey. This is very undesirable.



Option 1 is the only real option. It provides a direct connection, minimizes conflict points, is legible to all users, and gets everyone to the important destinations.
Options 2 and 3 are very poor. Option 2 introduces new crossing/conflict points for bikes which will need to be actively managed. Option 3 introduces a circuitous detour for bikes that many users will ultimately ignore.
Both options are not legible for new users or people from outside the area.
Neither should be considered.
Don't think any are necessary.
Removing parking can be problematic and cause other safety risks.
While I think the route through the park is the best option, I don't think any of these routes are worth spending the money on while the bike lane from Lynn Valley / Mtn Hwy to Lynn Valley to William needs major improvements (ie. it's non-existent and highly dangerous given the amount of traffic). The traffic on the above routes is so much lower than the main route along Lynn valley it pales in comparison in terms of risk.
Option 2 (Multi use path through Kilmer park) best option by a long-shot.
pls do not remove parking on the north side of Dempsey between between hoskins and lv rd as kilmer park users need lots of parking to facilitate teams and spectators and families with children
Option 3 is an excellent compromise
Using the park makes a lot of sense. Helping to protect End of the Line with parking available for their needs would be great for our community. The End of the Line is a very important part of this Lynn Valley Community.
Confusing
I like the multi use path, but lots of small kids play in that park area, so it needs to be safe for those toddlers.
None of the above, it is not required.
There is a much simpler and less expensive alternative, promote the bikers ,hikers and walkers to use the less congested side roads and trail networks . Make a simple app for the users to navigate a safe route to there desired destination . There are many routes that I safety utilize that keep me out of harms way that do not go near any of the routes you are suggesting , they are all unnecessary and wasteful, let's get our priorities right. And why am I asked my ethnicity, gender and age when the subject is bike lanes and side walks, I am quickly losing confidence in my community leaders, it should not matter how old I am the color of my skin or my gender, let's get the train back on the track.
I wish there was an option to select none of these. They barely get used and make the road more crowded than it already is. Pointless, please don't implement these.
Option 2 - uni's plus MUP - seems ridiculous. A bad combination of poor options.
We would rank it 0. Not sure it should be in list at all.
Whatever you do please don't make streets narrower for cars and don't sue concrete barricades to separate bike lanes from the rest of the street. they are dangerous and have already caused several accidents.
I don't think the professional cyclists coming off the demonstration forest trail will adhere to any changes, they will continue to speed down Lynn Valley Road southbound. They will ignore option 2 or 3
Option 2 only if the sidewalks are provided.
Although I think option 3 is the better plan, people won't research the route and you'll get plenty of cyclists going back down Lynn Valley rd instead of the loop. Look what happened with the City's grand blvd bike lanes. They ended up walking paths as no one seemed to figure it out. People are dumb. That's why I pick option 2. And a multiuse path through the park would be nice.
Option one is the only viable solution to be considered. Active modes shouldn't be asked to take detours to get to a destination. Multi-user paths are not safe infrastructure as there are often conflicts between those using bikes and pedestrians. Option one keeps all modes separate, reducing conflicts and chances for conflict. Option one will be an opportunity to create a complete street that is safer and more comfortable for all users and will provide the most direct route without forcing people travelling under their own power to take lengthy detours. If you want to create detours, use them for those driving in motorized, climate controlled vehicles.
None of the proposals are good. The existing bike lanes from Mountain Highway to Hoskins cause delays due to the poor traffic light timing at Allan road - green light for far too long for Allan Road traffic. No right turn on red is also not needed as cyclists should be stopped at the light anyway.
The design in general also has flaws
The islands cause buses to swing out widely and into the oncoming lanes making it dangerous for vehicle traffic coming in the opposite direction and it slows down the busses which will impact their schedule.
Winter maintenance appeared to be very difficult and expensive with special crews needed to manually clear snow and Bobcat loaders used to clear the bike lane. So much for lower carbon emissions. How many cyclist use the path during



the winter?
To extend the cycling infrastructure up Lynn Valley Road would compound the problems noted above.
Option 2 adds difficult/dangerous left turns for people on bikes. A left turn while coming uphill is particularly challenging. Options 2 and 3 appear to exist to allow residents on the west side of Lynn Valley Road to park their vehicles for free on distict land. They should be parking on their own private property and/or use their garages for their original intent for parking rather than for storage. Both will force people on bikes riding downhill at speed to ride in the door zone for parked vehicles, which has the potential to result in serious injury or death.
The idea of a loop is very flawed. It will feel like the DNV is telling people how and where they are supposed to cycle rather than reinforce that fact that roads must be shared with all types of users. All people, drivers, cyclists and pedestrians, simply want to get where they are going in most direct route,
Option 1 seems the safest and most convenient. It reduces the number of intersection crossings and conflicts. People riding bikes are at greater risk and more vulnerable at intersection, especially if having to wait for gaps in motor vehicle traffic to make left turns.
All 3 of these proposals will cause angst in one way or another. Lets not have another bike lane fiasco such as the 29th street hill....which virtually goes unused by all my biking friends. And I'm a cyclist!!!!
One way routes are challenging to navigate on a bike for people unfamiliar in an area and could result in unsure cyclist who may stop unexpectedly or otherwise to check for sure where they need to be going. As a cyclist this would confuse me and I highly discourage this option.
Option 2...are dogs now allowed to pass through Kilmer park as currently dogs aren't even allowed in the parking lot...we avoid Kilmer completely due to the NO DOGS ALLOWED anywhere in that area...but many people have their dogs while biking...so would the dog rule be changed...
Option 2...high possibility of crashes with kids and bikes...this is a waterpark, playground, soccer field, kids are RUNNING every which way with balls, kites, squirt guns, snowballs, toboggans, etc...
IF you choose option 2 Please pretty please consider 1) dogs in Kilmer park would have to be allowed at least on leash. (during baseball season, evenings, summer days, weekends, snow covered day, etc this would not be a GREAT idea...unless the whole park is with dogs on leash as it would be confusing otherwise... 2) all bikers should have to dismount so that children aren't getting hit...and yes I know of children on both busy and quiet days that have been rammed into by adults on bikes...and children that rammed into other children too...I saw the collisions....so it isn't just stories.
Due to bike/child accidents I will go with option 1 as first choice...I think households along this area will appreciate cars not parking 100% of the day and night in front of their homes. The section from Mountain to Hoskins (minus the street light) seems to be working really well...I think continuing it up is the right choice... BUT do think about dogs on leash in Kilmer and bike dismount areas around the playground and water park even if the bike route doesn't go this way... Parks are for children not to "pay attention" and run freely...hence the reason we don't want them playing on roads!
Option 3 with bikes entering Lynn Valley road at Hoskins will be a nightmare...Cars don't stop they yield...bikes don't even slow down much...bikes will still speed down Lynn valley road from Dempsey and cars will still be squished until after Hoskins.
Stop building bike lanes on busy roads. Ridiculously dangerous
As a frequent cyclist, I would continue to use the road in the option 2 and 3 scenarios. I think bike users deserve the most direct route options. I think it will lead to conflict if riders use the road, as they are allowed to do, as drivers take offence to cyclist on roads especially when there are poorly designed bike routes nearby.
Option 2 looks dangerous with bikes having to turn left onto Kilmer Road. I also question redirecting a lot of traffic by a splash park and busy baseball field.
None of these options is reasonable for riders, homeowners and End of the Line. Where are their customers supposed to park? No cyclist is going to willingly go the long way
I commute by bike to Vancouver 5 days a week 7-8 Months a year. I dislike the new bike lane on Lynn Valley Road. Among other things In the fall it is often covered in leaves and debris, people block the lane doing quick stops due to lack of parking. I do not believe bike lanes on upper Lynn Valley Rd are worth the trade off. If this has to happen option 2 is the least objectionable
Option one provides a direct route to Lynn Headwaters.



Having a bike crossing on Lynn Valley/Kilmer would be great, especially in the way such that it can be integrated with a pedestrian crosswalk. There is already a lot of vehicle traffic on upper Lynn Valley road going both ways, so minimizing road users in that area (especially on busy holidays) would help with smoothing out traffic flow

What I notice is that many of the bikers are usually not from within the neighbourhood who can just ride to upper Lynn Valley trails. Many of them come from further away and they drive as close to upper Lynn area as possible and then start riding their bikes.

Current bike lanes between Mt Highway and Peters Road seem to serve very little part of population from the area. And in the long winter months, it is literally empty everytime I drive by while we have increased cars all year around due to increasing population on the north shore and many, many more tourists visiting Lynn Canyon and Lynn Headwaters. For drivers like me who use Lynn Valley road to and from different parts of the neighbourhood, I'm finding the roads are quite narrower, busier and therefore traffic is slower. The new traffic light at Allen and Lynn Valley road also slows my commute down as sometimes I see no cars but the other traffic has the green light.

I used to enjoy being able to pull over for minor emergencies but I can no longer do that as there is no space to pull over due to bike lanes and the little pocket parking is always occupied.

Turning left from Peters road onto Lynn Valley road takes longer as there are many more cars on the road, especially with out of the area tourists.

Improved sidewalks are wider and friendlier to use for all people which is very good to see.

No one thinks the bike lanes are necessary as very few cyclist actually use those lanes, the bike lanes make the road narrow and make driving more dangerous, its totally unnecessary and wasteful, maybe you the city planner should stand there for a day and count how many cyclist actually ride up the road, is it worth trading the safety of car drivers for the very few cyclists?

While there's a good chance Option 2 will be successful, there will be those cyclists who ignore the detour through Kilmer Park and just continue up Lynn Valley Road as they always have in the past. Will there be a deterrent to doing this?

Stop with the bike lane madness. In front of the firehall on Lynn Valley road yes, but not east of Mountain hwy! Give your head a shake!

We do not need bike lanes on both sides of the road. If you spent any time on Lynn Valley road you would see exactly how much the existing bike lanes are used!!!! Never!!! Oh I stand corrected there were pedestrians using it the other day and a black bear strolling down Lynn Valley Road in the lane. And the complete mess at Mountain Hwy and LV Road is a nightmare. I sat through 4 lights waiting to go through the intersection as nobody could move after taking away the second lane at the corner. What Einstein designed the route, they obviously don't live in upper Lynn. We are never consulted on any of these changes so don't say the community was consulted

NO MORE BIKE LANES. ANY. AT ALL.

I don't wish for any of the above 3; prefer other (car) traffic calming measures mixed with unrestricted/undirected pedestrian and cycling routes.

Do not put a bike lane thru Kilmer Park. The park should be used by sports teams and families.

You can only go with Option 1, to do any of the other options goes against previous council comments about not being in the business of providing street parking. Not continuing with the two bike lanes on Lynn Valley road creates a segregation line of those that get street parking and those that don't.

Option one is the best. Because Phase One has been completed this way, if you alter the plan now it creates a separation of the community: valuing street parking in upper Lynn Valley higher than in Lower Lynn Valley. Why should residents by the canyon get preferential parking rights?

Option 2 with a multi-use path through Kilmer Park is not realistic. Nice idea, but there is no way cyclists are going to cross the road at Kilmer, go up the path, then cross back at Dempsey. Bikers will disregard this path and just continue up Lynn Valley Road.

Option 3 with a one-way loop is also unrealistic. Nice idea, but there is no way bikers are going to follow this route. They will just bike down Lynn Valley Road.

I have witnessed numerous bikers refuse to use the bike pull out lanes (at the parking pull outs) from Phase One, and they just continue along the road. If they refuse to use those pullouts, there is no way they'll follow the routes laid out in options 2 or 3.

██████████ Lynn Valley Road and Hoskins. Option 3 would be a nightmare - we already have people parking their cars half over our driveway when events are in Kilmer Park. This will make things a lot worse - we cannot even get resident parking permits for the two hour parking even though we are residents. It seems you think that Dempsey Road considerations are important for everyone except the people who live on Dempsey Road.

Cycling lanes are good but the new cycling lanes on Lynn Valley Rd look to be an accident waiting to happen.



<p>You say you heard from the community but i think that was biased by the high proportion of cyclists who responded</p> <p>Since you've already messed up the flow of traffic on Lynn Valley Road with no turning back, the best option is to continue with your terrible design and restrict the damage to Lynn Valley Road. Adding a crossover at Kilmer Park (Option 2) will only serve to make matters worse by creating a traffic backlog for motorists at that point. The one way loop is nice in theory but cyclists will just continue to use Lynn Valley Road anyways as it's the simplest, most direct route and no cyclist would want to loop around in the rain/bad weather to make their journey home longer and harder. I don't know how to rank the options. However the ONLY option that is useful is option 1.</p> <p>Option 2 involves multiuse paths. In the same way that bicyclists and drivers don't mix well, neither do bicyclists and pedestrians. Multi-use paths are an extremely poor design idea. They should not be used anymore. They work in low volume use areas and not for serious bicyclists, such as bicycle commuters and those who are strong bicyclists and travel fast and those on e-bikes.</p> <p>Option 3 is ridiculous. Why would anyone what to travel in a circle to get where they are going? You might tolerate this in a fast moving vehicle such as a car but you sure would not on a bicycle or walking.</p> <p>Cyclists rarely seem to cooperate with existing rules so options 2 and 3 seem unlikely to be used. My experience of having lived in Upper Lynn Valley for more than thirty years and having walked the area extensively is that increased parking for cyclists who choose to drive the area and unload their bikes to ride the trails is more of a priority. I honestly see the current bike lane on Lynn Valley rarely used.</p> <p>I do not support adding cycling route options. They are not necessary based on the current demand.</p> <p>Vancouver City bike trails utilize parks which makes rides more interesting.</p> <p>While options through Kilmer Park and down Hoskins are interesting, most if not all cyclists will ride up and down Lynn Valley Rd and not use these routes as they do now, continuing the existing road use conflicts.</p> <p>I think the most direct cycling path makes the most sense. That way you don't have to cross a busy road to keep going. As well when bike routes weave all around it's confusing to get where your going and people are more likely to keep using the road on the direct path</p> <p>Making sure that bike lanes do not impact the ability of residents to park close to their dwellings is important. Also, making sure cars do not park on the designated bike lanes is important. I have seen cars parking on the new bike lane along Lynn valley road to drop off groceries</p> <p>NO BIKE LANES! We all drive in Lynn Valley. Why would I bike to work in the rain?????</p> <p>Bike lanes are stupid</p> <p>Whatever you do, don't feed bikes onto the sidewalk like you did at Lynn Valley and Mountain - daily crashes. Don't base bike road usage on any data collected when the Lime bikes were everywhere - flawed data. Don't make drastic changes when bike traffic only exists for 2-3 most. Most don't ride when it is wet or cold. Consider residents who drive to work due to extremely poor transit</p> <p>Option 1 delivers people directly to The End of the Line (the heart of our community), the entrance to Lynn Headwaters Park, and the path down to the Demonstration Forest. I believe that creating a safe non-car option for coming up to our community will increase visits rather than reduce them, reducing the need for parking.</p> <p>Question: Has there been any consideration of putting an underground multilevel car park at Kilmer Park? Clearing cars off the roads in our area (especially on Little League days) would make all types of transportation in our neighbourhood safer.</p> <p>Option 3 seems fairly useless to be honest. This will just increase the awkwardness of bikers trying to go south on LV Rd. I predict lots of confusion and potentially dangerous situations with bikers attempting to travel against traffic down LV rd.</p> <p>The loop option is not good</p> <p>Survey is best for efficient cycling</p> <p>KILMER PARK IS FAR TO BUSY TO INTRODUCE A BIKE LANE THROUGH PLAYGROUNDS AND WOODED AREAS THAT ARE FREQUENTED BY FAMILIES.</p> <p>The uni-directional bike lane loop continues the work that has been done in Phase 1 while having h least impact on Lynn Valley Rd properties in Phase 2.</p> <p>I wholeheartedly oppose Uni-directional Bike Lanes with a multi-use pathway through Kilmer Park. Kilmer Park would benefit from a pedestrian only trail from the Kilmer access through to Dempsey, but not in any alignment that abuts the Lynn Valley Road west properties. It is also a very busy park with Little League in the spring, soccer year-round, and families that enjoy the wooded areas (which need to be cleared of wildfire fuel).</p> <p>Both options that don't go directly up lynn valley rd to the headwaters will lead to many bikes taking the main road straight up and down lynn valley rd regardless of the desire from the district. People will bypass anything that is not direct.</p> <p>This area is a designation for people to drive to with their bikes. Removing parking in an already overly vehicle-congested area is completely counterproductive.</p>
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Strong objection to # 3 as this street is strictly residential with young families and seniors walking along the streets. Installing a bike lane will narrow Dempsey and Hoskins Roads which will result in congestion, remove residents parking, impact deliveries, bus traffic, etc. Where would people put their garbage containers on garbage pick up days. The bikers at the best of times do not respect the rules of the road nor the neighbourhoods they bike through. They are not sufficient numbers of bikers to warrant expensive tax dollars completely revamp and disturb well established neighbourhoods.

Nobody will use option 2 - they will just continue riding on the road for the few seconds it takes to close the gap at the north end, the detour is not worth the extra effort, especially crossing the road on the uphill. Option 3 has some merit as the chance of a cyclist being hit by a car pulling out of Hoskins is eliminated. However, most cyclists can easily match car speeds on this decent and will clear hoskins in such a short amount of time that it may not get used (around 45 seconds from Dempsey)

If options 2 or 3 were built people would continue to just bike down the road cause it's much faster

Getting rid of all the parallel parking near the End of The Line/Headwaters/Rice Road is going to push the traffic onto the side streets. Many people take cars to visit the Canyon. Moving bikes through Kilmer park is a good option for this.

I strongly oppose the one way loop to include a bike lane on hoskins. This road is not wide enough and most cyclists would want a direct route and would stay on lynn valley road instead of going all the way around. This option also removes the most parking spaces.

This is not a fair question because we DO NOT want to add bike lanes that take away car street driving and parking lanes. Asking a question like this allowing you to take answers out of context. Stop adding bike lanes. We, the people who LIVE here, do not want these bike lanes, nor are they needed. Street car parking is needed everywhere and is important.

I do not support the current configuration of bike lanes.

Option 3 is the least disruptive to vehicle traffic so the least disruptive for our family. PLEASE do not transform an entire lane of traffic on either side to a bike lane, that is completely ludicrous. The amount of bike traffic is several orders of magnitude less than cars, it is unacceptable to have bikes take up as much room as cars on this road. Buffering is also unnecessary if the lanes are properly marked.

What are you going to do about the increase in vehicle traffic and parking that is going to occur on the side streets? Burril, Langworthy and Kilmer?

I'm unsure for option 2 what the junction will look like at Kilmer road. Not sure how that will be safe to turn left at? Haven't seen any good examples in the dnv of options to turn left for cyclists within the existing bike infrastructure. If that could be demonstrated, I'd consider it to be ranked higher

Put the bikes on the main road.

I choose none of these. This is costing a fortune for the few people that ride their bikes 3-4 months a year (and guaranteed not every day, with our weather). Our tax dollars could be spent in a much smarter way. Parking pockets? How does a senior walk to their home with a bag of groceries?!

Separated bike lane going uphill feels like priority, as it's easier to cruise downhill at car speed (if speeds are and should be reduced to 30kmhr especially)

For option 2 why can't cars park over on Kilmer? All these homes have garages, we shouldn't be prioritizing car parking. on Lynn Valley Road. I understand visitors park here, but there's gotta be a better solution than park visitors parking in residential areas when there are substantial parking lots in the park.

I really wouldn't to want to have to cross the street to access Kilmer

In principle "A bikeway is only as good as its weakest link" I don't think many will feel safe until it's a 100% 2-way bikeway

Option #3 would be best of the worst. Not sure who you talked to but I haven't found any support for this. Must be based on selective hearing or your version of what people want.

I doubt most cyclists will conform to options other than Option 1. I see so many disobey general rules of the road, ie not stopping at stop signs & red lights, riding on sidewalks where it's supposed to be pedestrians only.

They ALL take out my existing parking spot of almost 20 Years!!! :(

The one-way system for bikes should not be seriously considered. It's one thing to ask drivers to take a slightly longer route - this requires almost no effort and they remain sheltered from the elements, but asking cyclists to do so (especially with the gradients involved) is a non-starter. Keen cyclists will continue to use the main road lanes and no one else will bother.

Option 3 makes the most sense as cyclist going up Lynn Valley road move more slowly, and therefore it is safer for them to be segregated from traffic. For those choosing to descend Lynn Valley road, they move more at the speed and flow of traffic and there is a balance. I would propose that Option 3 minus the cycling lane on Hoskins makes sense as I would doubt that it would be used as much as it might seem. It is simply too far from the most natural path (ie. Down Lynn Valley road) for cyclist to bother using.

I am 100% against Option 2 as I believe that having cyclist turning across traffic at Kilmer road is a dangerous option. I



would instead suggest a more open bike path for downward access from the intersection of Dempsey and Lynn Valley road that would flow through Kilmer park, and back onto Lynn Valley road at Kilmer rd. I would not make this section "one-way" only, but make it a bigger bike lane that can accommodate flow both ways. This will give space for those that want to use it in both directions.
In order to support the End Of The Line coffee shop, which is a huge community draw, we should not give up parking to them, or access to their business. Option 3
The current bike lane from Mountain Highway to Peters is a disaster so no more bike lanes
People on bikes don't spend a lot of money. Too much roadway is being taken up for bikes. There are far more cars and the thought that you are going to get everyone on bikes is unrealistic
Do not change anything.
Do not put anything through Kilmer park!! No bike routes through a park that is used for children and sports!!!
I don't support any of the options.
The lanes need proper separation, not just painted lines.
A single bike lane on Lynn valley road (option3) should be more than enough given the amount of use the phase 1 bike lanes get. Very rarely see even 1 cyclist using them at a time. This also gives great access for cyclists to the demonstration forest and rice lake road. This option seems to be the safest (least amount of driveways affected) also would be the most cost effective and will retain the character of the neighbourhood, parking and enjoyability/access of the single family homes on these streets.
I like Option 1 as it preserves parking for customers of End of the Line and a separated bike lane down Hoskins will enhance cycling safety greatly on that route which is used by many Upper Lynn cyclists. Option 2 chosen over 3 as it retains parking for End of the Line/
This option would provide excellent bike access to and from the area while least impacting the existing parking and residents. Bike lanes on both sides of the street is not at all necessary, the bike lanes in phase 1 of Lynn Valley road and 29th road are barely used.
3 shouldn't be an option. Removes too many street parking spots. Greatest negative impact to area. The houses on Lynn valley road have driveways to utilize&€houses on Dempsey do not have driveways.
Option 1 is the most logical & Lynn Valley Rd is fairly wide. Am concerned about loss of parking & residents shouldn't be overly burdened by the bike lane. Opt 2 is ok, but I worry about how they cross LVR. I also think many will bypass this & continue up/down LVR. Opt 3 is unlikely to work with most people probably ignoring it. Also for Option 1, this is the flatest ride up. It is still 100% up/down but it has the least incline of pretty much every other route. We can't all afford e-bikes & this is the easiest on the tired, old legs.
Multi-use paths are only viable if they are very lightly used, and shouldn't really be considered. To make room for real AT infrastructure, remove all street parking, and build high-quality AT lanes.
As a experienced cyclist who has commented around north van and to vancouver for years I much prefer the on road bike routes with the painted line (and occasional plastic pollard) to the concrete barriers currently in place on LV road. These are expensive, do improve safety, decrease visibility for driver and cyclists and irritate drivers with no tangible benefit for cyclists. Please don't do this!! Follow the internationally recognized standards and listen to hub recommendations. They know what they are talking about.
Cyclists need to have protected lanes
Parking should be removed on the street. Very strong preference for option 1 with full protected bike lanes.
Option 2 and Option 3 will not get used as intended. Option 2 requires two extra road crossings going up. Option 3 is just nutty. Anyone going down the hill is just going to go straight now. I am baffled why anyone would think this is a realistic option.
I do not agree with any of the options. Leave it alone.
Option 3 is most difficult to enforce. Cyclists tend to ride the route of least resistance and some would still continue to go down lynn valley road alongside road traffic.
Option 4: no bike lane or any enhancements - stay at current structure
I believe it will be difficult to get full buy in for options 2 and 3. Then you have bikes everywhere and it becomes a fail.
A big downside to Option 2 is a left turn up hill, against downhill traffic. That's a real challenge for a lot of cyclists in a place that can have heavy traffic during the high season.
Stop getting rid of parking, people need their vehicles, wether gas or electric. Cyclists need to flow with traffic, not bike lanes everywhere with a false Sence of security.
The Kilmer park option seems best. We can use infrastructure that we already have, disrupt a min of properties along Lynn Valley rd.
The best will be option 3 , as it will not affect the existing resident elsewhere a lot , and it is just only additional bike lane in the present route. And Hoskin Road is much more width as compared with Lynn Valley Road and other option. Option 1, is also not good at all, as I think the Lynn Valley Road is busy and it is not width enough for any additional bike lane or parking pockets , it is already narrow for just normal traffic .And it will be become much dangerous for the



traffic.

Option 2 is the worst choice, firstly, it will effect lots of exciting resident near that path. Secondly, it is really a good short cut for pedestrian to get from the park or from the parking lots. Thirdly, it will be very dangerous since there is a parking lot, a children playground and a busy playground over there, lots of kids playing around there. It will be a very big effect to the existing quite area. Sure this will be the bad and stupid option.

Cyclist will use option 1, whichever route is chosen

1) the way you have displayed the ranking choice will obviously bias the survey towards option #1

2) removing parking on Lynn Valley Road = complete disaster.

You seem to be trying to solve a problem that doesn't exist. Some mountain bikes cut through Kilmer Park but all are respectful of kids. No biker or otherwise sane person would adhere to the "loop" option. Lynn Valley Rd and Dempsey is not a biking destination. No fix is necessary.

Parking should return during the rainy/winter months when bicycles are nowhere to be seen

If option 2 is chosen, I would be concerned about what the bike path through Kilmer park would look like. I.e., would it interfere with the small forest bordering Kilmer park on the east side? What about the playground and fields?

Option 2 and 3 are not comparable to option 1. If the goal is equality between different modes of transportation 2 and 3 are poor comparisons.

I think that option 2 and 3 would still result in bike traffic in both directions on Lynn Valley road.

Strongly dislike the third option for how indirect it is. Love option 2, seems most pleasant and quite direct and maintains a good amount of parking

Option 2 bad idea you have to cross traffic uphill on a bike to get to the bike lane in Kilmer. Option 3 is not useful if you want to ride south to Burrill and head east

Option 1 is best.

Option 2 is only so-so.

Option 3 does not seem safe or practical.

Option 3 offers cyclists the easiest hill to climb on the route and maintains as much parking as possible. The Dempsey to Hoskings return is still very efficient.

#1 makes the most sense and the others are only considered for parking reasons. Most residents have driveways already

Diverting bike traffic through a park to avoid roads seems like a nice idea, but once again, it's letting cars dominate and assume that bikes are used for getting to work, shopping, getting to parks. Y'know all the things that people do in cars. It's just that bikes are more efficient and better for everyone.

Assuming that bikes are just for recreation is a mistake and pigeon holes cyclists and makes decisions like - let's route through a park, an area where families are relaxing and playing and puts that cyclists into conflict again.

As a resident [REDACTED] (between Lynn Valley Rd and Hoskins Rd), I'd like to see the street parking on our block all become "2hr only except with permit"

Whichever option ends up being adopted will decrease the street parking in our neighbourhood, and having permitted parking for residents will alleviate some stress of looking for parking on the street for those with limited driveway space.

I don't support any of these bike lane plans. Pay more attention to what residents need when driving their vehicles, ie. ample parking.

The one way route looks good on a map, but it's a steep climb up to mountain highway at the end of Dempsey.

Cyclists will just choose the path of least resistance to Lynn Valley center, so will just use Lynn Valley road.

None of the suggestions/options are workable.

Forget item 1 buffered lanes - does not solve resident parking and causes the same problem as Peters to Mountain Hwy - resident parking messed up.. Waste of time and money. 29th Street is a classic example of bungled bike lanes and resident's parking. We do not need another bungle. Perhaps, the cycling lanes could be 2 way - I certainly do not see enough bicycle traffic from Mountain Hwy to Dempsey to justify the cost of separate bike lanes.

Forget item 2 - same as item 1 except we incur even more construction costs for a system do cyclists to ignore.

Forget item 3 - it might be the best of your 3 suggestions (that's not saying much).

I do not endorse any of your options.

routing traffic from Lynn Valley Road is probably the best solution. However, we should consider other measures than removing landscaping and parking spaces, by implementing 30km/h speed limit on that stretch of the road, rumble strips, maintaining sidewalks and road markings, using reflective paint. With a 30km/h speed limit bicycles could safely merge with the traffic. Try to route cyclist through side streets. On that note, the district should limit the speed to 30km/h or even 20km/h in all side streets, considering that district's employees expect that speed limit for safety when working on the road



Just leave it alone
I support none of these options and feel that the focus should be on traffic speed control. The sidewalk should be converted on one side to multiuse pathway. As a resident i see that there is minimal use of the newly installed bike paths installed on lynnvalley road. A lower vehicle traffic use road that runs parallel should be chosen such as frederick or westover. The concrete barriers are dangerous. Someone could crash and injure themselves on the concrete.its just a matter of time. Plastic posts or plastic barriers such as brooksbank or Chesterfield are less intrusive. You are making this quiet peaceful area look inner city. This better not be for the benefit of the Legion development proposal that Jordan Black supports
To emphasis the understanding that vehicle traffic remains both ways on Lynn Valley Rd in all 3 cases. Option1 becomes favorable if easement on west side of lynn Valley rd is used for bike lane, not side walk
I DO NOT SUPPORT ANY OF THE ABOVE
Diverting bike traffic through a park is ridiculous. It is inefficient for the cyclist and it i.troduces conflict since Kilmer Park is so heavily used.
As a cyclist, I am split evenly between option 1 and 2. If I am going to/from Fromme, I would go through Kilmer but if I'm going to/from the LSCR, I would stay on LV Rd. If I had young children I would prefer option 2.
Option 1&2 Hybrid: Northbound uni-directional up to Dempsey, Southbound using multi-use pathway through Kilmer Park to allow some parking to remain on west side of Lynn Valley Road north of Kilmer Road. Am concerned that Option 2 will actally have northbound cyclist cross LVR.
Option 2 will probably lead to conflicts with pedestrians and is not a good idea
The cycling routes should be the most direct. However, if a compromise is needed where parking occupancy is sometimes higher between Kilmer and Dempsey, then a multi-use path through the park would be suitable. It would also add a AAA connection for residents navigating through Lynn Valley.
as a cyclist I wouldn't cross LV Rd to use the Kilmer MUP to travel 1 block, i would stay on LV Rd.
option 3 has a danger of cyclists coming down fast from Hoskin road which and trying to turn into bike lane at Lynn Valley Road at Peters intersection. In rainy or snowy days, or if the cyclist is not controlling his/her speed this can result in loss of control and the upcoming traffic at Lynn Valley Road.
Option 2 is good only if at the entrance to multi use pathway, cyclists have a safe way to cross the street to not being hit by upcoming traffic; i.e. a cross bridge for cyclists or stop light, etc.
The amount of concrete barriers that have been placed on the bikes lanes to separate the lanes is ridiculous. The lanes are not wide enough to compensate for buses and trucks that are over the Center line. And what's with all the signage? It's too much.
If parking is to be removed, the surrounding area roads need to have restrictions for non-resident parking.
I would prioritize Option 1 along Lynn Valley Road, as the "most obvious" route choice.
Option 1 is the superior option.
Option 2 introduces new/unnecessary road user conflicts.
Option 3 will result in cyclist still riding south-bound down Lynn Valley road, except they won't be in a buffered bike lane.
The least amount of intrusive bike lane the better.
Put them on side streets and keep off main thoroughfares
Please make sure there is clear signage so cyclists can find this new infrastructure!
I would rather cycle along Peters to Henderson to Burrill to Langworthy. Lesser vehicle travelled roads are much more enjoyable. The extra time taken to go along those roads seem relatively negligible. I doubt I could be bothered to be riding on the main drag.
None of the proposals are necessary.
The current buffered lanes are enough and addresses the high car/pedestrian/bike traffic stretch from a safety perspective.
There is not enough parking for residents between Phyllis rd and Dempsey on Lynn valley road.
There is no vehicular access to the rear of these houses on the east side of the street. So parking out front is our only option! We need places to park our vehicles.
Preferably no bikes up Lynn Valley Road - as giving a bike lane is not going to reduce the traffic enough to make a difference. Street parking needs to be available for families, seniors, people with disabilities, etc.
Taking away people's street parking when they have no other option is horrible. I live on [REDACTED] and we like to have family over. It's already hard for my seniors and family with disabilities to find parking close by my house. Creating bike lanes that are really only going to be used from April - September is a waste of money and space that is desperately needed.
Not enough parking on northern section of Lynn valley rd for residents as is
A bike lane there would make the problem worse!
Option 3



Painted green bike lanes would also be welcome on Dempsey eastbound. I am always afraid of being doored when riding alongside vehicles parked along Kilmer Park
Phase 1 has resulted in new traffic backups. For example never before has there been backups on Lynn Valley Road from the Mnt Hwy intersection back to 29th. When leaving Lynn Valley mall drivers won't let you move to the left lane to turn left at the Mnt Hwy intersection with out basically bullying your vehicle into the lane. I'm concerned once the tourist arrive in full swing this will be a daily issue versus a Friday afternoon situation. Also if someone is turning left off Lynn Valley at Institute Road, Church etc., counter flow traffic is steady and so getting across is tough and the backup past Mnt Hwy, past the mall, is significant.
I believe Lynn valley rd residents and end of the line still need the parking between Kilmer and Dempsey. If kept could be resident ( permit ) and 15 min zones within store hours too? I feel for those with no driveways â€¦
Love the idea of multi use pathway that would connect to the sidewalks if implementedâ€¦through Kilmer is a great idea. Though the path that runs up the grassy knoll by the water park needs widening and parallel Kilmer park field up the parking lot? .. horrible connection. Those barriers are horrible then through the water park gate south. Ick. Heck maybe include a Multi use path along the whole stretch of 3 new sidewalks . ??I can only imagine the blvds to use.. and cost . not sure there's room..the ones that connect Lynn valley at Sutherland and more are great
The one way loop already exists to those who know the area and it's low volume
What are the options with bus, sidewalk and bike lanes that would connect the most users and make everyone happy ?â€¦ I prefer through the park the most :) Lynn valley at Dempsey is such a busy spot â€¦ it's smart to have a bike lane all the way and remove parking .. but pushing residents off streets isn't great. Problem just goes elsewhere
In order for a bike route to be attractive to riders of all ages and abilities it has to not only be safe, but also comfortable, AND convenient. Not to mention intuitive and easy to follow. Option 1 is direct, simple, and easy to follow.
I think a shared path along the east side of Kilmer park, (and a few dozen staple rack bike parking spaces throughout the park) and connecting to Lynn Valley Rd. at both Kilmer Rd., and Dempsey Rd. is a fantastic idea that should be implemented, but not at the expense of uni direction bike lanes on Lynn Valley Rd..
Past bike lane improvements have not been successful with the same result, more vehicle congestion. People are not giving up their vehicles!
Kilmer park option would require cyclists crossing Lynn Valley road twice and going through a busy children's park. I can see why safety was not considered one of your priorities. Sight lines are bad when pulling onto Hoskins from roads or driveways and cyclists gain speed on the steep hill... I suggest this is another dangerous option. Your own report shows how steep it is so I am puzzled why it is being suggested There was a tragic death in Kamloops recently with a cyclist exiting a controlled cycle lane at speed. Planners are Not taking into account the heavier and faster e-bikes that should not be on shared pathways with pedestrians
Only option 2!!! sorry doing this on an iPad and get your option chosen!
Should not be losing parking on the east side of Lynn valley road at all the west side has no one that parks on the road
Creating parking headaches and increased traffic congestion (increased vehicle emissions) to utilize additional bike lanes for 1/4 of the year is wrong.
Coming down hoskins is dangerous. Through kilmer will likely cause light pollution in the park for the lit bike path
Please stop wasting my tax dollars on bike lanes. People with families can't use them. It rains and snows here regularly. STOP WASTING OUR MONEY.
honestly, I don't see many cyclists on Lynn Valley rd. so realistically 1 cycling lane for both directions could be used. What I do see, is a healthy abundance of cyclists on the street I moved to last June - [REDACTED] It runs east west and [REDACTED] So many different types of cyclists (mountain, road, families etc) use this road from a crossover from Lonsdale. It's wonderful to see them, but it's also a very busy artery for cars, that go fast. You really need to look at this.
None of these options are needed and I hope the peoples who homes the district has completely devalued thanks to removing any parking in front of them should be compensated accordingly aka no property taxes as no one would ever want to own a home on a bike route!
The number of cyclist using the existing bike lanes on Lynn Valley Road is very small. I can usually count on one hand the number each time I go to the mall. I can't see extending the lanes.



Options 1 and 2 are the only viable options. Cyclists won't use Option 3 given extended return route down Hoskins. All 3 options require between intersection safety at Hoskins and Lynn Valley Road. (eliminate left turns into/out of Dovercourt to reduce intersection complexity).

Recommend that a waiting period of at least one year with our current, untouched model to monitor / validate the current bike lane usage. It has already been identified that the bike lane installed on 29th (yes, this is the City of North Van) was not well accepted by the community and is under utilized. What has been created so far seems to be negatively impacting movement through Lynn Valley corridor

Parking is quite challenging around this area. I have been turned down for a parking pass for the road, despite having lived here for ■■■ years. If the bike lanes will significantly impact our ability to park vehicles or have people visit, this will be a problem.

Kilmer pathway requires cyclists to criss Lynn Valley Road which seems like a bad option, and likely will impact Kilmer Park cutting large trees to make a trail along the wedge of the playground and behind field house. Not a good option.

With any of these options, it is IMPERATIVE that you make the small side streets Resident Only Permit Parking. Otherwise, the hordes of vehicles trying to park to access Lynn Headwaters and the canyon will jam up small residential side streets, where kids play soccer, basketball, catch, scooter, etc. These hordes of vehicles already have no problem blocking driveways, pathways, and sometimes park in residential driveways. Why is resident only parking only effectuated north of Dempsey Road? The intersection of Lynn Valley Road and Dempsey Road probably has the highest number of vehicles seeking parking in the Lynn Valley area - small residential side streets need to be protected.

If you take away parking on LVR you will create further chaos for visitors who will then park on side streets. There doesn't need to be another side walk and why wouldn't you route cyclists a different way through Kilmer if you could and keep existing parking? For homeowners who need parking on the street, what do you propose for them? You want us to rent our suites out to renters but we can't provide parking for them!! Idiots!

Option three is by far the safest. There have been numerous incidents of cyclists being hit by cars at Lynn Valley Rd. and Hoskins. As they are cycling west. So option 3, the loop, would alleviate the accident potential

Cyclists would be most beneficial if they stayed to one side near the park. Hoskins is quite steep and could be dangerous as well as confusing because of the looping of Hoskins. A vertical loop, especially through Kilmer is a very good idea. Removing residential parking on Dempsey would involve clearing of the back alley of snow (since we couldn't move our cars out for days the last few years and needed street parking.)

Option 1 is the only one that delivers as per OCP and transportation hierarchy listed in an earlier answer. Lanes need to continue from existing ones on LVR and need to provide the most direct route. People on bikes are increasingly using them for transportation (also a goal of the OCP) and don't want to be locked into slow, circuitous routes.

I DO NOT SUPPORT ANY OF THESE AT ALL. LEAVE IT ALONE. THE ENTIRE LYNN VALLEY IS ALREADY A NEW TRAFFIC NIGHTMARE. It has actually added about 10-12 minutes on my daily commute.

Option 1 and 2 are both great, option 3 I think will be detrimental to mountain bikers who use Hoskins as a climbing route to access the trails through Mountain View Park.

I can't get the keyboard to select - the option I prefer is 2 - to be the least disruptive to the current roadway & community.

As a cyclist who lives in this neighbourhood I will not be detouring through the park to get up the hill. It is just not worthwhile - however nice that route is to detour for one block. I have been cycling this block despite it being busy with parked cars for ■■■ years and am not going to stop now.

I might be willing to detour down Hoskins but only sometimes as usually when coming down the hill I am turning at Langworthy or Burrill to head into the neighbourhood on the south-east side of Lynn Valley Road so Hoskins doesn't help me.

My personal preference is to have separated bike paths where possible and avoid unnecessarily restricting parking in such a busy area as near End of the Line Cafe. However, my biggest concern with Option 2 is it seems likely to create several conflict points for cyclists crossing Lynn Valley Road, Kilmer, and turning left from Dempsey onto the bike lane. This Option only makes sense if those conflict points are carefully designed to allow for realistic ways (i.e. that will be respected by both cyclists and drivers) of making necessary turns/crossings with minimal conflict.

Absolutely cyclists will use the most direct route whether that's what's built or not. Therefore, I think it makes sense to build it properly so that it is most seamless for all road users instead of having some cyclist block traffic. Option 3 is not great at all. It doesn't go on roads that are AAA quality biking, and isn't necessarily safe. Signage on the downhill leg should read every 200 metres: "People on bikes may take the full lane"

I do not support any of these options. Please do not install a concrete corral on the downhill side of LVR that is unsuitable for cycling, does not allow lane positioning or passing and creates dangerous sharp sightlines at intersections and driveways (particularly at Hoskins and LVR) as well as adding visual clutter exactly where drivers and cyclists most need to visually communicate! The concrete barriers also narrow the motor vehicle lane and make it more dangerous and create animosity by drivers towards competent cyclists that refuse to use the terrible infrastructure that is unsuitable for riding downhill at speed. Similarly, the approach of Hoskins to LVR is extremely high



speed. A concrete chute is entirely inappropriate for transportation cycling on a sustained downhill grade. LVR is an arterial route and the infrastructure for cycling should be appropriate for an arterial route - fast and direct. If DNV wants to provide cycling infrastructure for people going for a 'sunday ride', do it on local streets, not LVR.

If you take parking away from the top part of Lynn Valley road, people won't just miraculously start riding their bikes to the forest from the city (which they are coming from). They will just park their cars on the nearest street to do so - resulting in more regulations and signs and upset on more residential streets. We aren't in the middle of a city, cycling to Lynn Valley even from some parts of Lynn Valley to the top of the road is strenuous, people are going to do it in the summer months and then not at all - but they will still drive year round - making the rest of the neighbourhood have to deal with that as well and a single lane of traffic to get out. not a great disaster response.

Minimize the expenditure on bike lanes. Outside of the sunny summer months they are typically under utilized. Maybe look to temporary removable lanes for the summer tourist season.

First, the District is wilfully misrepresenting the data. The data clearly shows that the TOP concern of residents is "flow of traffic," and is seen as "very important," but this is being downplayed to satisfy certain biases.

Second, there are no cost estimates provided - even by providing rough ranges. During a cost of living crisis, with property taxes rocketing ahead of population growth and inflation, it is disgraceful that residents are being asked to now pay for unwanted and unnecessary road furniture to clutter our built environment and impede "flow of traffic".

Third, why is no option for "none of the above" provided? This may in fact be the preferred option for residents, given the above, but the District again wants to downplay that reality.

Fourth, according to an independent poll, DNV is rated the "happiest" municipality in B.C. and the 8th happiest in Canada. It is troubling that DNV staff and council are apparently intent on squandering residents' happiness by making the expensive mistakes seen in "less happy" cities (like Vancouver) where the built environment with cluttered with infinite numbers of bollards, signs, obstacles and so forth.

Fifth, if road safety was truly a goal for DNV, why not properly paint the stop lines at stop streets (e.g. Kilmer Road!)? This would cost comparatively little. Many, many stop streets have no stop lines at all. It's so obvious and I just can't understand why DNV doesn't focus on doing the basic things well.

In the last election, my neighbours and I messaged around to share which DNV councillors had voted for the shambolic mess on Lynn Valley Road, and the earlier travesty on 29th, and voted AGAINST them. We will be doing the same at the next election. We are glad that Mayor Little is on the side of residents who live and the District.

As I'm a old senior, not a buke rider, I leave this question to them.

Option 2 seems to provide the best balance and a dedicated path through Kilmer park would be an additional benefit. Option 3 is only attractive to recreational cyclists and is only a solution for one user group. One way bike paths seem to lead to confusion for cyclists and drivers, e.g., cyclists don't know whether they can use it both ways or what to do if they want to travel the other way, often ending up in the road, where drivers are not expecting them and get frustrated. It also requires a much greater length of cycle path along two roads that don't really need it.

Our first choice is for no bike lanes. Slow down the traffic with speed bumps. People rely too much on parking for service vehicles, deliveries, visitors and renters. Where will they park if it is taken away? These cars are not going to just disappear because "compromises are required".

None of the options allow for stop!!!!!! Enough pandering to bikes. No more bile lanes. We already have roads and bikers should learn to use the less traveled on their own accord to reduce an already existing road ways available.

Option 3 is a truly terrible option. This would completely convolute and confuse the bike traffic path, force cyclists to take longer and indirect routes, and pile unnecessary bike traffic onto Dempsey and Hoskins. This option would confuse the cyclists and many would likely just bike in the street instead, totally defeating the purpose of this initiative. And for what!? The upper stretch of Lynn Valley road is already wide, direct, familiar and well used. Option 1 and 2 are both decent options that don't foolishly attempt to re-invent the wheel like option 3 does.

Option 2 would definitely cause a lot of potential issues between cyclists and children playing in and entering and exiting Kilmer Park - this is not acceptable for all users.

Stop with all this waste of money on bike lanes! You're pandering to the <1% of people that ride bikes and then this tiny minority won't even use the bike lanes when its raining, snowing, too cold, too hot! Do you actually expect bikes to go up these hills? Investing in bike racks on buses would make much more sense!

As a cyclist i find moving with the direction of vehicle traffic the safest and that is why I prefer Option 1.

I commute to work by bicycle (infrequently, these days) and I normally travel down Hoskins on the way to work, but because of the gentler grade I go northeast along Lynn Valley Road to Dempsey on the way home. A uni-directional lane on the west side of Hoskins is unnecessary since cyclists can safely ride down the middle of the vehicle lane at a



reasonable speed without impeding car traffic. The same could be said for a bike lane on the west side of Lynn Valley Road, but to a lesser extent as it is a busier road. A uni-directional cycling lane in the uphill direction on LV Road is valuable, as cyclists heading up hill travel much more slowly than traffic.

Option 2 is best as it preserves parking around Kilmer Park and Lynn Headwaters, however, I cycle through Kilmer park from time to time and don't know that an expensive bike path is necessary.

Bikers prefer being off a busy street like Lynn Valley Rd. Especially with it being a steep incline and buses, diesel trucks exhaust is noticeable with the higher revs. Will the path through Kilmer Park be illuminated? This will definitely cost more. I don't think the one way option will be used appropriately.

There is no need for bike lanes at all. Cars drive slow in this area and do not disrupt bikers. As a biker myself I have never felt unsafe in this area. The bike lanes from phase 1 have only increased traffic and made it more difficult for me as a biker to commute due to heavy traffic on the upper part of Lynn Valley Road.

I am not in support of any of these changes. Residents in this area of Lynn Valley tend to be of a higher age and of lower mobility than other road users. Accordingly, easy access to parking spaces, as well as buses, is important for these road users to attend necessary functions -- such as doctors appointments and attending grocery stores. In contrast, bike users in this area are even more likely than average bike users to be very able bodied, considering the incline of Lynn Valley road in this area. Moreover, many of the bike users in this area will be attending to use the trails, consequently, using the roadway for recreational rather than essential reasons. These users are also more likely to be affluent, attending (often by way of private vehicle) from away. Removing parking spaces therefore creates deleterious effects for local road users with mobility issues in favour of able-bodied road users often using the road for recreational purposes. It is not a proposal that is, in my view, in the best interests of the residents.

Option 1, Option 2, then 3. In that order.

1. I support the uphill uni-directional lane on east side.

2. Local riders are unlikely to use a downhill cycling lane, so Option 1 and 2 west side downhill lanes wouldn't be used regularly. Like 13th Street/West Keith road (downhill from Chesterfield) in North Vancouver, cyclists will 'take the lane' when they can go as fast as the vehicles.

3. Option 3 may be a good idea to provide an alternate route for families and non-locals who are gently exploring, and not commuting or on a ride to LSCR paved pathway.

RE: Parking

Option 1 would create a parking problem on my street - [REDACTED] - where we have street parking only. During covid, we often had to find parking down the street or on Burrill because park visitors would use the two spots outside our house. In summer, some of our neighbours still use orange cones to try to preserve their parking spot while they run errands. We will consider putting in a driveway if visitor parking on our street gets worse.

I have lived opposite Lynn Valley Road for [REDACTED] years and the bicycle ridership is WAY lower than you think it is. Adding new bike lanes will NOT increase ridership. This is dreamland. The area has a high demand for street parking for residents, tenants, visitors, Headwaters Park users, Kilmer Park users, Lynn Canyon Park trail users and even Lynn Valley Lodge overflow parking during event days. Parking pockets will be woefully insufficient.

Cyclists won't divert - they will use the most direct route to and from. Those riding to Mt Fromme will continue to use Mountain Hwy.

Where is the option for none of the above. This survey is for a predetermined output so that you can pretend that residents actually had an impact. Every bike enthusiast will fill it out and you can say "look we have overwhelming support for our plans"

This really stresses me out!

I don't like any of these options. Why take away all the parking?

I need to maintain parking in front of my house as my daughter has mobility issues, we have therapists and caregivers who come to the house. The driveway is not always an option for parking especially if an extra car is visiting!!!

There is room most of the way on LV Rd to create extra-wide sidewalk for a shared route at least on the uphill side. The boulevard space can be used for the shared sidewalk/bike route without affecting parking space. It also gets bikes off the road for busses. These shared paths work fine for the Spirit trail, Green necklace, and the whole Valley trail in Whistler.

The idea of going through Kilmer park€; I don't think people will use it, and it doesn't seem safe to have lots of bikes going through the park next to a kids playground, play field and water park. Maybe bikes can go up Hoskins to Dempsey



People still need to drive and leave their car somewhere in the area. Spring and Summer are busiest with baseball season at Kilmer park and more hikers coming to Lynn Canyon & Headwaters. Many people want to avoid pay parking or parking lots are full. If people can't park on Dempsey or LV rd, they will just park on the side streets, and the side streets already have parking restrictions so they'll just park where no restrictions.

It is difficult to answer this question without being told what effect a buffered bike lane would have on traffic coming down Hoskins road and turning onto Lynn Valley Road, either left or right. If by buffered the district means a concrete barrier which would prevent traffic from being able to enter Lynn Valley Road from Hoskins or Dovercourt then the result would be disastrous for Dovercourt Road. Literally hundreds of people every day use this road from sun up to sun down. They are not driving. They are reducing the carbon foot print. I am a cyclist but the effect on the environment would be negatively impacted if the proposed bike lanes impacted the traffic patterns on Dovercourt Road.

I don't know if that is what is intended so out of caution I will say a few words about Dovercourt Road. Having lived in Lynn Valley for over twenty years and having spent those years walking continuously through the streets and laneways and paths of this area I can confidently assert there is not a street like it in the valley for the frequency with which it is used by pedestrians, joggers, dog walkers, students, cyclists, skate boarders, old people with canes, families, children learning how to ride their bikes, and neighbours just visiting with each other. Many citizens on this street were born on the street or have lived on it for many years and most of the neighbours know each other. Many people who travel on the street in the manner described above live elsewhere. People feel safe on the street. Most people who use the street drive slowly and if someone is driving too fast they are politely but firmly told to slow down. It is truly a community of neighbours who care for each other and the environment. All of this would be destroyed if the consequence of the suggested bike lanes is divert busy traffic down Dovercourt.

OPTION 3 is BY FAR the best option. Option 1 a distant 2nd but will be dangerous with cars coming from feeder streets onto LVR as bikes speed down LVR.

These are all tough choices. I don't think we want to loose parking as there is so little of that in general. It has been my observation on Lynn Road between Mtn Hwy and Peters that the bikes are not necessarily travelling in bike lanes travelling in the same direction as traffic. It was a horrifying encounter for me when turning right from Hoskins on to L V Rd and after several checks for traffic and entering into my turn that I all of a sudden had a cyclist at my passenger door. I don't think you can assume people will obey a one way bike lane.

If parking on Lynn Valley rd and Burrill/Henderson disappeared, then we would struggle to find parking on Henderson street which is not only crowded during winter, in the summer months is impossible to find a spot. [REDACTED] on Henderson and Lynn Valley road. [REDACTED] where my mom lives. She currently parks on Lynn Valley rd. We only have space for two cars on our driveway [REDACTED] She is not being granted a residential parking pass so she cannot even park on Burrill street. It is unacceptable as local residents to not have parking near our own house, nor have preferential access to parking compared to visitors.

It seems that using Hoskins would also help out bike commuters going to work, etc.

A multi-use pathway through Kilmer Park is a very poor idea. The park is often crowded with very young children using the water park or the playground. Cyclists going through this area is asking for accidents to happen.

Do not remove parking on dempsey. The majority of bikers are driving to the demo forest with bikes on racks. We have enough parking issues surrounding the park as it is. If you want a commuter path for people to get over to mountain highway then designate Kilmer as a bike route like they do in Vancouver.

I don't like any of the proposed bike lane options. Many bikers drive into the area to go biking in the local trails.

Option 1 is extremely unsafe! The significant gradient of Lynn Valley road already makes bike riding downhill hazardous for homeowners and street users as bike riders always go downhill at extremely high speed. A bike lane will result in an increased disregard for speed limits with the perception of "bikes have the right of way". A vehicle backing up into the street will not be able to avoid a collision with a bike, specially around the curve where the visibility is non existent.

With regards to Option 2, the district office should take into consideration that most homes located between Kilmer and Peters/Hoskins do not have back lanes. They use the street parking to receive visitors and delivery or service providers. Removing the modest number of parking spaces in both sides of the street is punitive to residents. The district office should keep in mind that bike riders do not pay taxes or provide any revenue to the community. On the contrary, their trips are costly to local residents. The needs of residents should take priority over the needs of visitors.

I AM UNABLE TO RANK THE 3 OPTIONS ON MY MOBILE DEVICE.

PLEASE EDIT THE DEFAULT RANKING - MY PREFERENCES ARE PROVIDED BELOW:

#1 - Option 1: Uni-directional cycling lanes on both sides of Lynn Valley Road



#2 Option 2: Uni-directional Bike Lanes with a Multi-use Pathway through Kilmer Park
#3 least preferred: Option 3: Uni-directional Bike Lane One-way Loop
Cyclists will always take the shortest route. Nowhere in the proposals is grade mentioned. It's a factor. Painting bike lanes encourages cyclists to pass on the right. Never a safe option. Safest option for cyclists is to widen the roadway so there is space for all users.
Sorry but none of the proposed routes make sense. Many cyclists take it for granted that they own the road and if DEDICATED BIKE LANES are in place then their safety could be in jeopardy. I have come to the intersection of Lynn Valley Road and Hoskins Road (in either direction) and the cyclists coming down Lynn Valley Road seem to be coming at a great speed, and they would not be able to stop because they are going too fast. Most of the cyclists look as if they have been on the trails and are taking the smooth road for granted.
Don't use "no Post" concrete barriers. Too much real estate lost. Don't agree that the statement " we heard from the community that providing safety bike facilities is a high priority on Lynn Valley Road. I would like to receive proof of this statement.
Option 3 Uni-directional Bike Lane One-way loop is the only workable solution.
I do not want any cycling lanes. The cycling lanes on Lynn Valley Road are terrible.
Option 3 will be very dangerous with bikes merging at a very dangerous intersection at Dovercourt Rd and Lynn Valley Rd. Bikers would likely avoid the danger or the longer routing by continuing to ride south down Lynn Valley Road despite the changes.
1) Why is there no option to leave the street the way it is. You are taking away parking access to Rice Lake - a place where many of our older and senior community members visit on a weekly basis. It is unrealistic to expect them to bike. Please keep on street parking for this vital part of Lynn Valley, so that all of the community (not just those able to ride a bike) can use it. 2) Unilaterally taking away residents' street parking is horrible. I hope you are compensating those home owners who are losing their property value through no fault of their own.
Only option 1 is appropriate for this area. The volume of bike users is spread out in the area, thus creating safer conditions for everyone. Consideration must be given to : -consequences of weather conditions in Lynn Valley road (wet and slippery roads most of the year makes driving conditions dangerous for all drivers) -Disruption created by loss of parking an increase in drivers and noise is not endured only by Lynn Valley street residents - Increase in risk of accidents due to lack of visibility for residents in driveways and excessive speed of cyclists going downhill
I do not ever recall, as a long term tax paying citizen of this community, ever being asked my opinion on the importance of cycling in my community, I take extreme exception to the opening statement herein. I state for the record I am in complete disagreement with any of these proposals. I reject these and the current changes enacted in phase 1. There is and was more than enough room for all concerned to begin with. Nowhere was this a voting issue I had a say in, not until now.
I don't believe the bike lanes are needed for downhill portions, given most bikes are travelling closer to car speeds. I think the best option is actually option 1 but without including the downhill portion. If we must choose from these options, option 2 through Kilmer Park appears good for those who want to go more slowly/safely. This will help preserve the very much needed parking in these blocks. In construction, PLEASE do not include the concrete dividers that exist on lower portion of Lynn Valley Rd between Dempsey and Mtn Highway. In my opinion, these are a hazard for downhill cyclists trying to pull out to turn left, or pass each other. The flexible dividers that are used on other parts of Lynn Valley Rd and elsewhere appear much safer.
Option one needs to be implemented. separated lanes should *also* be on hoskins road.
Make the path through Kilmer Park happen. Please prepare the facilities at Kilmer Park for more bike traffic (ideas include: better washrooms, updated water park, bike storage, small business permit/bike valet). This will be a major thoroughfare, PREPARE APPROPRIATELY.
NONE! Bike LANES ARE NOT USED for 7 months of the year. During the summer (and only sunny days), they are sometimes used. STOP CAUSING TRAFFIC FOR THE MINORITY of bikers. Literally we have hundreds of cars for every 1 leisure biker. This area should be for those living, and not a cyclist who is just out for a stroll. I bike to Lynn canyon all the time, i have never thought, wow, I need a bike lane. How about you stop this madness and stop with the bike lanes
None of the above...
2, 1, 3
Can we have bi directional lanes on one side only with clear markings on the pavement?



I never see bikers using the bike lanes down Lynn valley. They all use the road because they are going so fast! They are not used, why would we add more? It would just make it harder for residents to see them. At least now the majority of bikers are going down in the middle of the road. I'm worried you will kill the one biker that decides to use this ridiculous proposed lanes
Along with [REDACTED] of Kilmer park, I also do bike frequently around the area in discussion. A path thru the park that doesn't interrupt the playground would probably be best and cause the least disturbance to the parking available in this area. I also feel like a bike lane down Hoskins wouldn't be super safe as it's quite steep and cars and bikes would be zipping down. Looking up Hoskins around langworthy street is almost blind too. So someone crossing from langworthy to Doran park or vice versa could be affected.
Have you considered lowering posted speed to 30 km/hr so cars and bikes can share the road and thus separate bike lanes not required?
I am concerned about the lack of space to accommodate two bike lanes on Lynn Valley Road, and the accompanying concrete pads that have been added with Phase 1
We bike to headwaters from Campbell Ave. on a regular basis and already automatically go in the loop (option 3) that is proposed. It's perfect! Gradual uphill and steeper downhill. The "option 1" is the worst since it takes away all the parking on Lynn Valley Rd for residents and guests.
Uni-directional is the best option as most cyclists will ride this route anyway because it is the most direct route. The one-way loop is more difficult as the stretch from Mountain Hwy to Dempsey is a considerable detour and also slightly uphill.
None of these should be undertaken. All three cause safety issues (e.g. constraining users into smaller spaces, narrow barricaded routes that fill up with debris that is dangerous to bikes, etc). All three are a waste of money - see earlier answers.
Stop with all this wasted money on bike lanes in North Van. We have hills. I'm a senior. Our population is aging. You're never going to get us on a bike with all these hills. Our transit system is a joke. You're dreaming if you think we're ever going to stop using our cars. I rarely see cyclists using the new bike lane that's been added in Lynn valley road already and that's in good weather. From Nov to Feb I didn't see a single cyclist. All this removal of parking is only going to make residential parking worse. We already have a nightmare with street parking due to the pay parking at headwaters park. I've lost count the number of times I've almost been t-boned coming out of Crawford rd onto Lynn valley because people illegally park so close to Crawford rd. We have a hard enough time parking in our own cul-de-sac on a sunny day. Now you'll only make things worse because you'll force all the hikers to park on all the side streets. You are not going to get hikers to walk, bike or transit to our trails so these changes only make the local residents suffer.
The one way loop is a non starter as a significant number of cyclists will inevitably ignore the directions
I DO NOT agree that cycling lanes should be installed on transit and commercial/arterial routes. When and wherever possible cycling routes should be OFF ROADWAY, or on side streets where absolutely required.
Under our OCP&Transportation plan cycling will never (in the foreseeable future) amount to 4% of daily trips in DNV and we don't need them every single place.
Meanwhile you have collectively completely ignored, nay, made things worse for the vast majority of DNV residents because you're taking away vehicular capacity in favour of lesser used modes. There never was room in the transportation plan to do this.
The 2018 Council was elected on a clear mandate to do two things: A) slow down and better manage development and B) improve traffic flow for the vast majority of users. On the latter topic, every single move has been the opposite of that.
Let me ask you: how much of each annual budget is dedicated to the roughly 75-80% of users who travel in vehicles? 0%? 1%?
How is that equitable?
Don't use data collected during the Lime bike trials-not valid. Many homes have secondary suites so they need street parking
I cannot rank on this page - it's glitching. So the ranking above is not accurate. My rankings are, in order: 1. Option 3 2. Option 2 - only if no tree removal in Kilmer park to create this bike lane option by using existing cleared space only! 3. Option 1 - this option is very disruptive to the local community!
Please provide the most direct route for cyclists so the route will actually get used! If it meanders too much cyclists will not use it.



You are taking away valuable Tax Payers parking in a busy parking area. Hiking, biking, Kilmer Park user...What are you thinking? Seems that this is being designed for parking ticket revenue. Not happy with any of these and I can't imagine the residences of the immediate area are either.

Option 3 is poor. Don't do that.

I think that moving the southbound cycling off of Lynn Valley Rd is the best option for cyclist safety because of the speed they gain from Kilmer south currently. I've seen the aftermath of several major cyclist/car collisions on that stretch..very tragic. The Hoskins descent is a straight line with less awkward intersections and potential for collisions. However, egress from Langworthy to Hoskins needs to have more parking restrictions in order to have line of sight to both north and southbound traffic. It's becoming challenging to pull out, with legally parked vehicles blocking sight lines on a more regular basis.

Option 3 will have the greatest impact for residents on Dempsey as Kilmer Park is heavily utilized.

Uni- directional cycling lanes on both sides of Lynn Valley road is the most direct route and best one in my opinion. Parking should be free in the Canyon and Headwaters parking lots to help compensate for loss of parking for visitors otherwise all the side streets will be plugged with parked cars. Parking is already a big problem during the summer months. and affect the whole of Lynn Valley road to Alan road. The path through Kilmer park is a bad idea as is the one way loop in my opinion.

You need to make sure there is adequate secure bike parking near Kilmer Park / End of the Line Cafe / Headwaters Please do not eliminate so much parking around Kilmer park. There is not enough during baseball season as it is. And a bike path through Kilmer would be dangerous for all the kids playing baseball there.

I use the multitude of available side roads when I bike. There is very little car traffic on them, directing cyclists off the main roads should be considered. There are hundreds of small children who use Kilmer park as part of the baseball League. Removing parking and cutting lanes through the park raises the safety risk of our most vulnerable citizens

Both options 1 and 2 seem viable.

To me, option 3 doesn't make any sense. Bikers will be very likely to bike on the road to avoid having to bike a longer distance to reach their destination. It doesn't seem to make sense to have a one -way loop for bikers in such a hilly neighbourhood as ours is.

Please ensure the route is cohesive with existing infrastructure and well labled. A patchwork cycling network is confusing and discourages new or inexperienced cyclists.

If option 2 is selected. Please ensure proper lighting and visibility through the park in the morning/evening.

Option 3: Uni-directional bike lane one way loop

Option 1 is the best choice, provides the most direct and safest route for cyclists. Option 2 adds an unnecessary and probably dangerous crossing of Lynn Valley Road at Kilmer considering that cars travel at speed downhill on Lynn Valley Road. The angle of the intersections also inhibits visibility. Many cyclists will continue to cycle up Lynn Valley Road even if this new MUP from option 2 is built, resulting in no improvements for that group of cyclists from Kilmer to Dempsey. Option 3 will not be used by many cyclists considering the route is indirect and convoluted.

Only Option 1 is violable in my option. cyclist are expending physical effort to get up the hill and will want to go the shortest route. When going down hill many cyclists will be able to travel at the speed limit and will not want to be diverted anymore than a motorist will want to be diverted.

Not a huge fan of the randomness of bike lane approaches along Lynn Valley Road. In some places there are painted bikes on the road with no separation between bikes and car traffic. In some places there are delineated white pylons attached to the asphalt, in some places there is absolutely nothing, and the new approach seems to use concrete 'buffers' from Mtn Hwy to the east... it's such a very inconsistent biking experience. Why not have one separated, preferably at sidewalk-level bikelane like the Green Necklace along Keith rd (between St. Georges and Grand Blvd +( in the CNV or even better mimic what the CNV has on Esplanade. There is an obvious linkage between the Green Necklace at 19th and GrandBoulevard to Lynn Valley Road it would be amazing to bike with my family from Lynn Valley and feel safe to connect with the Green Necklace. Please stop doing things half way.

Each option is good, but traffic drives too fast on Lynn Valley Road and Dempsey Road - speed bumps to control traffic speed makes things so much safer for cyclists.

putting crossings and forcing cyclists to cross the road on uphill routes completely destroys momentum and makes it too difficult to cycle, especially for us older cyclists

Option 3 - creates more cycling routes than the other two options and passes thru more or adjacent neighbourhoods - getting more kids & families out on their bikes. Also retains some parking on Lynn Valley rd. BEST choice.

Option 2 - like the pathway into Kilmer Park, would be used a lot I believe by kids and would be safe from traffic which is the main point. Retains road parking North of Kilmer which is useful. SECOND choice.

Option 1 - while this is simplest for cycling, it removes all the parking both sides of Lynn Valley Rd and can be difficult for neighbours who need this. This option does not connect with Kilmer Park which I consider a highlight of Option 2. LAST choice.

option 3 is the safest for bikes and traffic .



You need a fourth option, "4th, None of the Above"! Curious how your previous questions had a bullet to vote for none of the options, however this section does not let us do that here?! As mentioned previously, the roadways work for both cars and bikes as they currently are...do not mess them up. All Upper Lynn residents know how to get through the neighbourhood and down to the town center safely by either biking, walking, or driving. The majority of weekend riders bring their bikes on bikeracks, so what you should be trying to figure out is more parking stalls. Mount Fromme riders use Mountain Hwy or Hoskins and McNair, so not quite sure who you are planning these disruptive bike lanes for? Suggesting a paved bike path from Kilmer park to the End of the Line is a bad idea. The current path as is acts as one of the many subtle neighbourhood linkages and is used by many walkers, hikers, dogs and many, many kids. To suggest a "bike highway" is not really understanding how the neighbourhood works. Also, your subtle suggestion of a paved path without any supporting information is also suspect. Would this new path take away any desperately needed and used parking stalls in Kilmer Park? Will the new path zip by the water park and playground creating a dangerous situation for the kids that play there or will the path gouge out the forested area behind the clubhouse where all of our neighbourhood kids play hide and seek and get their first taste of exploring the "wilderness", in a safe manner with mom or dad not too far from sight?! This just seems like a very bad idea from the outset. As previously mentioned, perhaps a tour on a busy weekend to see how well this area functions as is would be in order before suggesting your options.

Option 3 is our first choice.

Option 2 is unacceptable.

Option 1 is unacceptable.

Has the DNV ever done a survey on the number of bikers using Lynn Valley road? We use the road daily and see few people on bikes.

I do not support any of the bike options. Pedestrian, bike and vehicle traffic all happily coexist in Upper Lynn Valley and no improvements are required

I don't think any bike lanes should be installed. I ride my bike to the LV Village often and I feel safer at the top of Lynn Valley Road than I do at the bottom with the new bike lanes. I really dislike the concrete barricades.

You don't mention in Option 2 that there would be the removal of possibly two dozen mature cedar trees that are in the right-of-way adjacent to Kilmer Park. I don't think trading off mature cedar trees in order to maintain street parking spaces is acceptable. I also can't picture how I would access the Kilmer Park path when cycling uphill along Lynn Valley Road -- either I'm cycling vehicularly, sitting blocking the remaining lane of vehicular traffic waiting for a clear window in downhill traffic to cross, or the DNV is putting in some kind of signalized intersection here for cyclists that cargo bikes and other long bikes can navigate. I don't see either option working out well.

Option 1 has the best grade for cycling uphill, and is the simplest in terms of intuitive direction-finding, but I fear travelling downhill along Lynn Valley Road under the power of gravity, and coming to the intersection with Hoskins where so many drivers don't seem to see cyclists, or see them and don't care and don't yield, or just don't signal and make surprise left turns onto Hoskins. Something would need to be done to fix Hoskins at Lynn Valley Road to prevent left-hooks.

I think Option 3 has the potential to work if directional signage and maps are placed at key intersections and enough cyclists learn about this alternate route. I already use it, as I think it is the safest option with the existing infrastructure.

I use option 1 multiple times a week already. Its the preferable route. I occasionally descend the hill on Hoskins as well, and it works too. My biggest concern with Option 1 is that some type of refuge and narrowing need to be implemented at Hoskins and Lynn Valley road. This intersection feels the least safe as a cyclist descending Lynn Valley Road.

Regarding Option 2, I don't see the point. If you are climbing Lynn Valley Road, by the time you're at Kilmer, the grade is already levelling off, and Dempsey is in sight. It seems like an unnecessary jog that would introduce more confusion, and put people at risk by making them leave and enter Lynn Valley road when they could just go straight.

Option 3 is fine.. but I don't know if a downhill bike lane is really needed on Hoskins.

Loop makes no sense. Bike travel needs to be as convenient and direct as car travel. Making it safe is priority, rather than find detours for cyclist.

Cycling uphill is the least safe feeling on these routes. I think it would be very good to have an uphill bike lane on Hoskins and on Lynn Valley Road. If the loop or the Kilmer MUP options are implemented, LVR will still see a lot of southbound bike traffic.

I would suggest option 1. One could also look at going up Lynn Valley Road and down as in option 2. (At end of survey, resondant wrote in a list order: Option 1; Option 2 Kilmer intersection; Option 3 Pass)



# Appendix F

## Verbatim Comments

Please note that personal information and inappropriate language has been redacted.

Q12. Do you have any comments to share about the proposed options to improve the intersection?
I think option 1 would provide the least negative impact for Dover court residence.
Restricting vehicle access to and from Dovercourt Road would be the best option, vehicles sometimes will try to attempt u-turns here to get back onto Lynn Valley Road to go back southbound because most have missed the turn to Lynn Canyon bridge. There is no way of predicting these u-turns as most locals are travelling northbound along Hoskins Road when they make this left turn.
This one seems like a no-brainer. Don't add a concrete median for people to hit when it is dark and rainy.
Nothing needs to change
I have lived here for [REDACTED] years and have often used this intersection with absolutely no problem. I agree it is not the best design in the world but of much greater importance is to provide a crossing on LV Road at Hoskins . Many, many pedestrians, including children going to and from school, walk the Dempsey/Hoskins/LV Road loop and need to cross LV Road right at Hoskins.
How about no change
Hoskins rd has many issues, frequently drivers blow the stop sign, needs a proper crossing and a flashing light. Then add turning into Dovercourt this just adds to the chaos of the intersection, it would be safer to block Dovercourt.
It's a very busy intersection, not sure which would be best. Lots of northbound traffic heading to upper Lynn areas
I have opted for option 2 as I am not in favour of removing the big tree that is on that corner - it does not impede sight lines and is an asset to the neighbourhood. If option 1 can be done with the tree staying, then I would vote for option 1. More details were needed to be able to answer this question taking these things into consideration.
Option 2 makes is not fair to residents of Dovercourt rd. They would have to drive way around to get off their street. Ask CNV how this kind of idea went over in Cloverley neighbourhood. Spent a bunch of money and had to pull it all out.
I have lived in the area for 20+ years and have never seen an accident there but yes, it's a bit of a tricky turn from Dovercourt.
Yeah stop waisting our tax payers money and get Argyle school a field.
What about that ?
I've had a couple of close calls at this intersection and I don't think that Option 1 really changes anything.
Signage that advises no exit from East end of dovercourt to Hoskins would reduce through traffic from Campbell
Option 2 seems like it would have the greatest impact on safety. However, this is an issue where the District should be guided by the expertise of its traffic engineers and not by a public opinion survey.
This intersection is a big hazzard. Just close it off and access from cambell
How do people living on dovercourt return home from Lynn valley road if a barrier is in place. They will instead perform u-turns on Hoskins creating an even greater safety issue.
Option 2 does not make any sense.
Dovercourt residence will make unsafe u-turns on Hoskins instead.
Note: the map on option 2 appears to have the triangle island jutting into traffic lanes on LV Road - I hope this is an error since if deliberate it is misguided. Something like what has been done at Hoskins and LV Road is reasonable and doable. I emphatically do NOT support narrowing of LV Road at that intersection in any option - in rush hour traffic that corner is already problematic.
It's a mess there. Diverging sends traffic into other trouble. I don't know what would fix it.
No matter how you change the roads you will still have poor drivers and bikers. Access to dovercourt from lynn valley road south travelling needs to be maintained.it is and alternate route for those travelling to mountain highway.
Option 2 would be extremely frustrating for some residents
Option 2
I worry that realigning the intersection will require busses to turn much wider, additionally, a bike lane on Lynn Valley Rd and/or Hoskins is going to restrict the flow of traffic and back things up when vehicles turn left onto Hoskins
I regularly walk along Dovercourt, cross Hoskins to the island and then walk across Lynn Valley Road. Improving the align,ment so that there is more separation between the intersections seems the more logical approach. Essentially



making the eastern end of Dovercourt a one-way section does not seem a reasonable solution for those living on that street.
I often use it for biking as it's still a nice cycle route from the centre to upper Hoskins. I don't like crossing traffic into Hoskins from Lynn valley rd if i have my child on the ebike. Option 2 would make this an impossible route. Option 1 is better and still keeps this as an cycle route Option to me.
Put in a roundabout
A roundabout would work well here.
Speed mitigation is key here; have you considered a traffic circle in this location. Traffic circles by their design reduce speeds while also requiring drivers to actively engage and make conscious decisions. A traffic circle at this position (and at Peters/LV) would have a significant impact on overall traffic speed in the area.
Option 2 would impact on people who park on north side of Dovercourt. These people would park on south side and cause parking gridlock.
Option 1 won't stop the accidents & Option 2 will piss off the Dovercourt & Campbell residents! Good Luck with that!
I am not sure about this one. Which would increase pedestrian safety most coming from the east side of Lynn Valley Rd onto Hoskins? That's the bit that would worry me.
Visibility from Hoskins of traffic coming down Lynn Valley road towards Hoskins is problematic. Removal of parking near the intersection would address this.
A formal left turn lane from Lynn Valley Rd. to Hoskins would also improve things.
That's a tough choice because there is lots of pedestrian traffic coming from Peters Rd (Lynn Canyon Park) to the bus stop. I'd make a larger triangular median than exists at present or a traffic circle
Does not need it
Also at the end of this , why can't I be Canadian?
What is your ethnic origin. Please select all that apply.
Option 2 will increase traffic on Allan - Frederick - Campbell or will result in u-turns on Hoskins.
Given this there are only two options - keep status quo or option 1.
Probably a better option is a simple cyclical roundabout (traffic circle)
Option 2 is much better as it allows for the continued flow of traffic. Option 1 could potentially cause back ups on LV road and a lot of driver frustration.
There is no need to restrict any traffic turns. This is not a high traffic zone, it is a neighbourhood with low traffic volumes, and very few cyclists / pedestrians. You are inventing a problem from nothing!
Tough call but agree it's a dangerous intersection. Because the 2nd option limits choices it seems that would make it the most safe. I imagine Dovercourt residents may not agree.
No major change is needed here, since traffic flow is low. This is not a priority.
It would be a real headache if you can't run left off Dovercourt onto Hoskins. It would create such long and circuitous routes up to Kilmer Park/Dempsey/ Upper Lynn Elementary, etc
Is Dover Court exit only a consideration
A stop sign!!!!
Putting in a proper crosswalk across Lynn valley road and across Hoskins would be ideal. As someone who walks through this intersection daily it would be helpful. Many drivers roll through this stop sign.
For the many motorists driving to Upper Lynn Valley, this is the best way to keep excess traffic off of upper Lynn Valley Road and Mountain Highway during the busy school pedestrian times.
Neither. You're going to <span style="background-color: black; color: black;">██████</span> the road
Option 1 creates a complicated intersection with many options and flows. It's a potentially high-speed pinch point for people in cars, on bikes, on the downhill. As most crashes and injuries occur at intersections, I strongly advise going with the simpler design of Option 2. This also will reduce car/truck traffic on Dovercourt, improving it as an alternative and local community route to Kilmer park. It is already the preferred route I take with my family from Lynn Valley Centre to Kilmer Park and End of the line.
This is an *abysmal* intersection. Dangerous in so many ways. Again: better infrastructure is one thing, but it will be all but useless without enforcement.
Whilst I do make use of Dovercourt as an alternative to LV road sometimes, this is a somewhat hazardous junction. I would support having no left turns onto Dovercourt. You should also consider the sightlines looking up LV Road from this junction, as it is difficult to see oncoming traffic coming down the hill.
For people wanting to go north onto Hoskins, without the ability to turn left off Lynn Valley Road they will be forced to drive up Lynn Valley Road to Langworthy, Kilmer or Dempsey so Option 2 will increase traffic on these streets . Option 1 safely allows for northbound traffic on Dovercourt.
I live very near here. Keep Dovercourt calm!



Any changes also need to continue to prevent people from cutting off the turn from LV Road to Hoskins when turning left (north). The median that is there now does a good job but the diagram above looks to move the median over enough where vehicles can now cut the left turn again. Maybe a second median for that would work?
We haven't experienced undue problems leaving the road as is.
STOP RESTRICTING VEHICLE ACCESS!! WE DO NOT WANT IT HERE!
It is a troublesome intersection for cars and pedestrians.
We have never encountered problems at this intersection.
Local traffic calming measures are good for reducing shortcutting.
I got hit by a car here, great to see this coming!
Increasing the utility of intersections doesn't include restricting their access. This is an under acknowledged intersection, restricting the usefulness for those whose use it is just dumb. Let's get it to look nice and good and friendly like the lower Lynn valley intersections.
Agree, this is a really dangerous intersection
I use Dovercourt from LV rd all the time.
If you want to close something - close that left turn from LV road to Ross rd (McDonalds). Cars get backed up turning left into LV mall and leave a space open for drivers to get to Ross road. Meanwhile there have been some near misses as the right lane has a green light and doesn't expect a car to appear in its lane. Not safe.
A perfect solution Council could have made before wasting 1.2 million dollars on Lynn Valley Rd. . Dovercourt could have been part of a great bike route especially if blocked off at Hoskins Rd . making it for local traffic only out to Campbell .
These are not needed. There is currently no issue with this intersection. Putting in a change for an issue that doesn't exist is meaningless and a waste of resources.
Option one. Anything that forces reduced speeds of drivers at intersections is ideal.
Which option is safer by a technical analysis? Not sure why you are asking laypeople to design intersections. . .
Many cyclists come down Lynn valley road and turn onto Dovercourt. Have you considered that aspect????? I'm one of them.
I HATE crossing at this intersection when walking my dog...I don't know where or when it is safe when there are cars coming and going...
Who has the right of way when coming down Hoskins...I would think I do but I have been honked at and cars have whipped in front of me many times turning into or out of Dovercourt. I leave space between me and the cars in front when turning right onto Lynn Valley from Hoskins so that cars can turn left into Dovercourt...but not all cars do. My son has said, and I have seen the post down, that cars turn on the left side of the post when turning from Lynn Valley road onto Hoskins...Late at night, new area etc...I don't know but to me it seems logical following the signs....but my son's friend turned incorrectly when driving him home. Luckily all ok...but yes definitely this intersection needs to be changed...
Additional comments...
1) Can we put speed humps/bumps along Dempsey between Mountain and Nottingham? This is not a bus route but it would CERTAINLY slow down some of the traffic.
2) can we put lights or at least signage and a cross walk on Hoskins at the entrance/exit to the Mountain View Park...it is right at a corner and cars, busses, bikes all zoom around...with electric cars you don't even really hear them when you have your hood up on rainy days...horrible area to cross worse I would think if one has children! there is a crosswalk at the other end by Ramsey on McNair but I think that was put in due to the bus stop...
3) can we put lights or at least signage and a cross walk on Hoskins at the bus stop/grass field/ stairs to Underwood area...LOADS of people cross there, lots of children coming and going from school...etc...
Side walk all the way along the north side of Hoskins/McNair would be optimal also!!!
I realize this isn't part of your current plan but perhaps we could squeeze it in at least 2 bumps between Mountain and Nottingham and two crosswalk one to Mountain View and one to underwood area both on curves on Hoskins Rd...
Neither. Leave it alone
Dovercourt residents are already restricted in terms of convenient access at the other end of the street. Making them access the street from Hoskins instead will be so inconvenient and force more traffic from main roads to side streets
Is a raised intersection planned here?
Restrict parking within 20 metres of all intersections, seen quite a few accidents in the area that's caused by driver view being blocked by parked cars at intersections while they try to turn
Leave this alone



Forget all the barriers!!!!!! We have completely lost the cosy community feel. Driving up LV Road we are bombarded with signs and barriers which is sensory overload
Leave the neighbourhood alone it's fine. We don't need any of this. The bike lanes aren't busy enough.
Leave it as is. The light at Lynn valley rd and Allan is not necessary. The push outs interfere with emergency vehicles. The short concrete blocks that separate bike lanes are very dangerous. They make it difficult to plow the road completely.
Option one seems like a minor bandaid. It doesn't really solve the problem, just slows it down. To accommodate all the bikers, cars and pedestrians, the best solution is option two
works OK now
I didn't know there had been a problem at that intersection, it seems to work as it is.
Speed humps should be added on the hills to slow people down. People go way to fast down Hoskins and Lynn Valley Road. Stop lights aren't the answers, the last one added add Allan Road should be removed. My top pick is: To make Dovercourt a one-way street heading W to E. This would allow for designated street parking, reduced traffic, the ability to add a sidewalk (many students walk down Dovercourt) and increased safety for all.
Dover court should never have connected to Hoskins in the first place. Restricting access to and from is likely the best option at this point in time.
The Dovercourt/Hoskins/Lynn Valley intersection is so poorly designed at this time that it creates confusion for drivers not from the area and results in so many near misses for accidents. Blocking off Dovercourt would be ideal.
This was a poorly built intersection from the get go - judging by looking at what exists there. I suspect that the major problem is people turning off of Lynn Valley and then wanting to turn onto Dovercourt. There is too many options too close together. The safer option appears to be option 2 so I would go with that one. I am not familiar with this intersection so these are just my ideas from looking at the design of the road.
Choose option 2 as cars stopping immediately after making a left turn onto Hoskins to then make a left turn onto Dover ours are a significant problem.
Most people travel from Dovercourt onto Hoskins to avoid the stupid light installed at Allan- could have been a 4way. I have lived here 10+ years and don't recall any accidents.
I suggest you do something to reduce the speed of bikes coming down Lynn Valley towards Hoskins
Both options still seem a little sketchy. I think with stop signs that are placed placed further back on Hoskins and Dovercourt, coupled with very clear markers on the road (white stop lines, arrows, lane markers) would be very useful
Why not a 3 way stop
We use this intersection twice daily on weekdays to walk to/from Brockton school. Making this intersection safe for pedestrians should be a priority.
Neither will be that effective - the hazard comes from traffic merging onto LVR at speed, not turning off. Preferably restrict traffic exiting from Hoskins to LVR instead. A better solution is to make Hoskins and Dovercourt merge before they get to LVR, then meet LVR in a single lane perpendicular to LVR. This will look like a "Y" shape in the orientation shown in the images above, rather than a counterclockwise rotated "K" shape. This will force merging traffic to slow before entering, even if they ignore the stop sign (as they commonly do)
This is a suburb not downtown Vancouver. We do not need all the traffic control that you are proposing here. Another unfair question. We don't want either option. Leave the road as it is. Stop removing car lanes, stop making it harder to drive in Lynn Valley. The changes you have already made on Lynn Valley road are terrible for drivers, stop trying to change more things.
Just leave it alone. Stop adding complexity to the road ways.
Realign and improve. Let's not make the residents of Dovecourt drive around the block a longer distance, burn more fuel and add to traffic elsewhere, to get home.
I don't really think either option addresses the problem. The issue I see is that drivers exiting Hoskins can't see left up Lynn Valley Road to see cyclists coming downhill. They have to come too far out into the road to see. Not sure what the data says about vehicle collisions and how either solution would fix that.
Would this intersection make sense for a traffic circle? I'm not sure it's the best solution for a high-volume intersection, but traffic circles work well in many neighborhood streets in CNV, COV, etc. See Keith and Chesterfield in CNV for a good high-traffic example with a dedicated bike lane
I am not sure of how to improve this but what I always see constantly is people running the stop sign at Hoskins.
People who live on this block/these blocks of Dovercourt should be given priority for their opinions as they will be affected most often.
Slow traffic with speed bumps
Do not change anything
Lean towards this option as I feel it provides the greatest enhancement to traffic safety,



This is just a bad intersection. I didn't go with opt 2 because I watched a very large truck come up LVR & reverse into Dovercourt. A median would prevent this so not sure how the truck would get in otherwise. I actually prefer Opt 2 but I just don't think people have thought through the implications of it. If I was truly to have my way, Dovercourt would be closed off completely.
Option 3 block off that end of dovercourt to vehicle traffic. In Vancouver they have used this type of strategy very successfully to create slower streets that are more community and pedestrian friendly.
I am not familiar with the intersestion.
Forget all the concrete barriers and signs. They are a distraction to drivers
Improve the visibility for drivers on dovercourt making a left turn onto Hoskins. Speed hump to slow traffic coming down Hoskins. Limit parking on west side of Hoskins to Dovercourt, to improve visibility.
Would option 1 also shorten the pedestrian crossing/make pedestrian route more visible?
If Option 3 were chosen for the bike route (unidirectional bike loop), then how would that impact either of these options? I would think Option 2 would work better with cycling infrastructure
I've had problems with cars turning from LVR to dover court when in my car, on my bike and also as a pedestrian. I think it should only be accessed from Hoskins
I do not use this intersection not sure what would be best?
it seemed to be more safe than option 1.
Leave the intersection unchanged
While the occasional driver may need to make a left turn from Dovercourt to Hoskins this cannot be a large enough issue to disallow turns altogether forcing drivers back to Mountain Hwy before finding a northbound access.
Asking the public to comment on traffic engineering design is nonsense. Which ever option is better from a safety perspective should be described, along with pros and cons of each.
I don't have a strong opinion about this, I think the best design for safety should be selected
restricting vehicle access makes intersections safer for all.
This will improve the safety of cars turning left to head north on Hoskins. It's a surprise when the car in front of you turns off Lynn Valley road then stops to make an immediate left.
Seems to be the safest choice
2 seems simpler and safer.
Agree- This is a bad corner I drive down every day.
drivers like to shortcut through Dovercourt Road. Cars are speeding down Dovercourt Road endanger pedestrians, cyclists and animals. I consider Option 2 as a great idea to improve safety. As mentioned before, please start implementing a 20 or 30km/h speed limit on all side streets.
Unnecessary
None. I want a roundabout
Exit from Dovecourt should be blocked. Exit via Allan for few residences will greatly improve safety.
Option1 is a waste of money.
I DO NOT SUPPORT ANY OF THE ABOVE
I prefer to maintain the option to turn on Dovercourt since that is how I get home.
Why not put a round about there?
Recommend simplifying the movements w/ Option 2.
Pick the option that is safest. I'm not a traffic expert so just taking a guess here.
There is suitable connectivity in the street network to reach Dovercourt going eastbound from Lynn Valley Road via Allan, Frederick and Campbell.
a well designed roundabout in this intersection may make more, sense since even the second option has the danger of vehicles crash to each other, as there is no set right of the way rules to follow at this intersection of three roads.
Option 2 would make it very challenging for residents of Dovercourt to get home.
Do not block off streets, but redesign this intersection
More pedestrian-focused infrastructure, please!
I travel this way often and have never had a problem.
Is the change necessary?
I have never had a problem with this intersection as everyone is always aware of the layout when I've travelled.
Not sure which option is best and I feel the regular users should have more import.
Putting things in the road that make it hard to snow plow, maintain, hard for emergency vehicles to get around and recycling trucks and more.. I'd rather not see. Realign the road is better so cyclists can still turn left to dovercourt



I actually prefer a modal filter that would eliminate all vehicle access between Dovercourt Rd., and Hoskins Rd., and Lynn Valley Rd. while allowing bikes scooters etc... to pass between bollards / planters.
Dovercourt can be accessed from other end for locals so just block off entirely at Hoskins and make it a dead end street. Should increase property values.
Option 2 will make people do unsafe turns on Hoskin to access Dovercourt
Terrible intersection! I see option as the only answer.
Or. Do neither.
100% option 2 is the best solution here. reduces intersection complexity and awkward movements into and out of Dovercourt road. Stops neighbourhood cutting for school traffic and improves safety for school kids and other active transportation users of Dovercourt.
Dovercourt is an active transportation route for school children and cyclists. There are also a number of neighbourhood children that play on this road. During Hoskins construction in 2021 traffic was rerouted down Dovercourt and the majority of cars travelled over 50km/hour. It was not safe for children to be on the road and numerous 30km/hr signs were posted- and then ignored. Cars already use this road as a cut-through, and already speed from Campbell to Hoskins, then turn left. A right-turn-only would reduce speeders down a pedestrian heavy street.
Option 1 meets all of the traffic improvement requirements.
Option 2 is not realistic for Dovercourt Road as there will be a significant increase in traffic. We as residents of Dovercourt Road can speak directly to this issue based on experience from the rerouting of traffic coming down Hoskins and being forced to right turn onto Dovercourt during the construction on Lynn Valley road. This was a harrowing and often dangerous experience. Dovercourt is a very family oriented, quiet street. It is used regularly by many pedestrians / children / cyclists / pedestrian with dogs for this very reason - it is a calm, quiet street with relatively low traffic where people feel safe. People often come to sit by the creek at our corner community garden and read a book or just enjoy the quiet. Our street is also a main thoroughfare for school children from Lynn Valley School and Argyle.
People driving up Lynn Valley Rd often turn North onto Hoskins at high speeds. Another benefit to Option 1 is that it would also increase the angle and force motorists to slow down to a more reasonable speed when making this turn from Lynn Valley Rd onto northbound Hoskins.
People will just illegally turn.
One way streets to limit traffic flow?
I DONT SUPPORT ANY OF THESE LEAVE IT ALONE PLEASE
I use this intersection several times per day and have no issue with it as is. For over 30 years I have never had any issues or problems here. If there must be changes I would support minimal changes.
Put a pedestrian crossing here instead of at burrill ave
I can't see any way to make Option 1 safe. It is a very dangerous intersection for both cars and bikes - I've personally seen far too many close calls here.
Cars have motors. They can get around. Cyclists are truly getting their butts in gear (pun intended) to get less traffic on the road - make it as safe as possible for them.
No opinion on this as I'm not very familiar with this intersection
Neither of these options are consequential. The issue with Hoskins and LVR is the sharp sightline.
rather than option 1 or 2, install a traffic control light for this intersection. This will also help safeguard cyclists who would have to stop to obey the traffic light and so not provoke collisions through unsafe riding habits.
I feel this is a much safer option than allowing left turns onto Dovercourt.
A crosswalk is needed to cross Lynn Valley Road to walk on the sidewalk up Lynn Valley Road.
Option 2 seems an unnecessary restriction, when the danger really seems to come from Lynn Valley/Hoskins.
Would it really resolve the issue?
Omg is this all that council can discuss while we have homelessness and rising taxes coupled with unsustainable over densification in the DNV?
Restricting vehicle traffic only encourages drivers to make dangerous U turns so they can get where they need to go.
The only problem I've ever noticed with this intersection is the poor visibility when turning right onto Lynn Valley Road from Hoskins. Cars travel at high-speed down Lynn Valley Road but there are shrubs at the corner so you can't see the cars that are heading southwest until you stick your nose out into LV Road. Perhaps when a sidewalk is added along the west side of LV Road, invisibility will be improved and accidents will decrease so no further changes needed?
The first option is way too dangerous for vehicles to turn left onto Hoskins Rd. from Dovercourt. In the [REDACTED] years of driving down Lynn Valley Rd, I have yet to see a car turn left onto Hoskins Road. With the new proposed bike lane, I



would just use signage to prevent any left turns onto Hoskins driving down Lynn Valley Rd. I would also block off the right hand turn when traveling down Hoskins onto Dovercourt to allow for better sight lines for drivers turning right from Dovercourt into Lynn Valley Rd.
Restricting vehicle access causes incentive to drive illegally
I think you should ask the residents affected by this intersection what they think, rather than relying on this survey. The right turn only restriction at Royal Bank has created a situation where traffic is diverted onto a quiet residential street or cars simply perform U turns.
YOUR DRAWINGS ARE NOT ACCURATE AS they DO NOT SHOW THE EXISTING ISLAND. Also the directional arrows are not suitably positioned on the rendering to reflect the real turning challenges. NO OPTION SUITABLE.
No preference
Please don't limit where people can drive! Option 1 is best.
I've never heard of any collision at this intersection!
The consequence of option 2 will be that motorists wanting to turn left from Lynn Valley Road onto Dovercourt Road will simply drive further up Hoskins to the intersection at Burrill Avenue and use it to turn around and then head back down to Dovercourt and turn right.
The danger at the intersection between the three streets in question is that drivers turning left on Dovercourt from Lynn Valley Road might be rear ended by motorists following them who are intent on proceeding up Hoskins. A clear sign posted at the point between Lynn Valley Road and Hoskins warning motorists to be aware of left turning traffic might be helpful.
The big issue is that cars treat the stop sign from Hoskins into Lynn Valley Road as a yield as opposed to a stop sign.
I agree that a change needs to be made. There are also a lot piles which create blind spots, hence not realizing there was a cyclists I mentioned in previous section.
When cycling I often use the Dovercourt back roads to get through to the Mtn Hwy area (and home again) so I can stay off LV Road. I am wondering if bikes would be able to turn from Dovercourt left up Hoskins - I am thinking not? In which case I would probably choose option 1, if only for my own sake! I would also choose whichever one is most accommodating of the residents of Dovercourt House and their safety.
Maybe you could include the intersection of Peters and Lynn Valley Road when looking at these options. It is close enough that it can become pretty congested.
This is an intersection for pedestrians and bikes too but no mention of that in the text or images above. What accommodations are there for ped crossing in this area ? There is a tiny crossing island currently in place but it's not clear what will happen to it in any of the proposal above. How can anyone give an opinion on these options without knowing the complete usage scenario?
Respectively, this question needs a thorough revision.
The second option would be worse than current, status quo
The cars coming up Lynn Valley Road and turning to Dovercourt Road sometimes have to wait because of traffic coming down Hoskins.
The other issue is cars coming up Lynn Valley Road making a U turn at the intersection because they have missed the Lynn Canyon sign. Signage for Lynn Canyon could be vastly improved.
As long as the beautiful tree is not impacted
This is unnecessary. I am happy the way it is currently.
Neither of these options is particularly helpful. Cars turning right from Dovercourt already face limited visibility seeing cars coming down Hoskins and cars coming down Hoskins travel fast so managing their speed would be more helpful than making the curb bigger and harder for drivers to navigate off Dovercourt Rd. Also by continuing to allow right hand turns from Hoskins onto Dovercourt you are continuing to put cyclists and pedestrians coming down Hoskins at risk. People who turn right off Hoskins onto Dovercourt use the street as a cut through so they speed and make the road unsafe for kids walking. We have written many letters over the years and done petitions to get this intersection improved. The safest and best option for this intersection is no left hand turn onto Dovercourt Rd from Lynn Valley Road AND no right hand turn onto Dovercourt from Hoskins.
I'm sorry, 30 + here, never seen or heard a one, I'm m in that intersection minimum twice a day. Can't believe it. Peters road? Yes, Dovercourt? No. Current set up works well. I can't say as I've seen/ encountered too many vehicles, if at all, turning left off of Lynn Valley Rd and directly / immediately left again onto Dovercourt, the locals know better, and those who aren't don't even know it's there.
I drive down Hoskins Rd to Lynn Valley Rd. daily. It seems unwise to make the intersection at Lynn Valley Rd any more narrow, as this intersection is already unusual to navigate.
I rarely have seen anyone turning left from Dovercourt to Hoskins Rd. so I think the impact of option 2 would be



minimal. Option 2 will give Dovercourt drivers an easier way to turn onto Hoskins Rd. as often there is a lot of traffic coming down Hoskins and they need to wait.
I prefer realignment and an acknowledgement that residents need to drive their kids to school and activities. Stop with restricting vehicles, we need a community for working families, not for the 1% of cyclists!
Leave it alone...
Personally as this is a route I take daily, an island would be best.
██████████ Campbell Ave and think that WAY too many cars would have to come up Campbell (which is a small side street) to access Dovercourt Rd. Option 2 seems like a ridiculous idea, decided by someone who doesn't live on Dovercourt or Campbell. Please come and observe and the intersection for a week and tell me how many issues you see with this corner. Really feels like we are trying to "fix" something that is not a problem.
Option 2 does not align with the Crash History Map (it eliminates two left turns, but the crash map shows that there were no crashes from these left turns). Option 1 is the better of the two options as it does not result in loss of turns (for bikes or cars)
Restricting access will only force folks to make a u-turn on Hoskins so they can get into Dover court.
When you say "a high amount of collisions", how many are we talking about here? I do NOT support the "restrict vehicle access" option; if a driver lives along Dovercourt, and they are going North to Kilmer Park, Upper Lynn School, etc; what is their option to get around Doran Park? Left turn onto LVR? (avoid at all costs); drive the opposite direction around Doran park (probably at 30kmh the whole way)? BAD OPTIONS. I predict people will drive THE WRONG WAY through your intended diversion, making things even worse than doing nothing at all.
Dovercourt is only busy because you put a red light in at Allen that people now avoid due to the increased congestion.
██████████ on Allan Road between Lynn Valley and a Frederick so I have felt the impact of the traffic changes on Lynn Valley Road first hand, specifically the new lights on Allan Road which has increased traffic flow along Allan Road, many of whom are speeding down our street. I am concerned that limited access to Dovercourt in the proposed second option would only increase traffic on Allan Road and Frederick. I hope that this is considered when proposing and taking action on these changes.
Realign only! By restricting left turns onto Dovercourt from Lynn Valley road motorists will route in other ways causing increased traffic and congestion and risk of accidents (Campbell, Frederick)
So you think it's better to have cars turn left onto Lynn Valley Rd instead of a left on Hoskins? Who came up with this stupid idea. Can we start over?
I think that it's a priority to close off entrance to Dovercourt from Lynn Valley Rd. as it's so unexpected for drivers southbound on Hoskins when a car suddenly cuts in front of them. I have been blindsided and almost hit there several times over the years.
A District planner's proposal from years back would have seen Dovercourt closed off into a cul de sac with no access to Hoskins but I expect this would be an inconvenience to Dovercourt residents. Also, I think Dovercourt is used by southbound locals off of Hoskins as a shortcut to the high school even though it doesn't even eliminate much driving.
The District has already restricted access to Dovercourt from LV Road at Allan. If you further restrict it from Hoskins, it will be extremely inconvenient for existing residents.
People will still try to turn left from Lynn valley road onto Hoskins then onto Dovercourt road even with a concrete median. I would suggest restricting access to Dovercourt with a broader median that would prevent left turns onto Dovercourt when travelling north on Hoskins
I think option 2 is likely to be an inconvenience only for the residents as I don't think this street is typically used as a cut through, is it?
This intersection currently is very dangerous for bikers.
Option 2 would increase safety too for cyclists going downhill.
Doesn't option 2 encourage unsafe u-turns?
Option 2 appears to offer the Safest choice, and possibly less obtrusive/time-consuming, as no re-alignment is required.
option 2 is safer for all .
Once again, you have not offered a 3rd option, leave it as is. I would say that restricting access to a road that residents have always had access to does not seem reasonable, and definitely does not consider the inconvenience to them. Your option one seems to be quite similar to what is there already, but just worse. Curious as to how many traffic accidents have been reported there because in my twenty years of living in the neighbourhood I don't know of any...which leads me to believe that things are working just fine as is and this is another "make work" project.
I don't support either option. Current roads work fine. I know because I use the road several times a day
It works the way it is. Leave it alone and save taxpayers some money



I don't think either Option 1 or Option 2 is complete without narrowing the pedestrian crossing distance across Hoskins at Lynn Valley Road. There is currently a small pedestrian refuge at this intersection, and it looks like it goes away with both Options. I would like to see the pedestrian refuge retained in some form (even if it is moved), and I would also like to see the north-east corner curb extended to reduce the width of the uphill Hoskins traffic lane. In my experience, left-turning vehicles from Lynn Valley Road onto Hoskins are the biggest safety hazard to pedestrians and cyclists at this intersection. What I think I'd prefer to see rather than Options 1 or 2 is the current pedestrian refuge-island extended uphill along Hoskins as a lane divider to simplify the Dovercourt junction (if that is necessary for motor vehicle collision safety) and the northeast curb extended to narrow the uphill lane and shorten the distance pedestrians cross between the northeast curb and the refuge island.

Neither?

Currently there is a small pedestrian refuge island that does a small amount of buffering to prevent Left turners (Lynn Valley Road to Hoskins) from shortening the corner apex even more. If the North West curb is bumped out to re-align Southbound Hoskins traffic at the stop sign, then it will create the possibility of head-on vehicular collisions.

I don't think Dovercourt is the issue here.

I think traffic turning left from Lynn Valley Road to Hoskins needs to be slowed, to make the newly proposed bike lanes safer. I also think Southbound Hoskins traffic should be slowed as well, but given clear area to approach Lynn Valley road to look for traffic.

As a daily cyclist who lives on Lynn Valley Road, this intersection is the least safe feeling of all except LVR @ Mountain Highway. Safety improvements for left turns off LVR, please!