

LVTC – LCTC Cycling Route
Western Route
Kirkstone to Salop Trail

Engagement results

April 28 – May 24, 2022

Executive summary

The purpose of this engagement was to raise awareness about the District's vision for expanding the cycling network and routes and to listen and learn from audiences regarding their knowledge of this route, how it is used, and preferences for design options and considerations where available. The engagement program took place between April 28 and May 24, 2022.

Notification

The District promoted the engagement opportunities using the following methods:

- Project webpage on the District website
- Mailed letter to nearby residents
- Area signage at various locations along the proposed route
- Social media

Participation

A total of 147 online surveys were completed (participants who clicked through all the survey pages to the end). All questions in the survey were optional. Most respondents answered all the questions, and everyone answered at least one question. All responses were considered as input in this report.

Key findings and themes

Results for each question of the online survey can be found in the "What we heard" section of this report. The summary of key findings and themes is on the following pages.

Background

[Project overview](#)

The northern portion of this route begins at Kirkstone Park, with improvements to the existing gravel path and a cycling crossing at the intersection at Kirkstone Road and Rufus Drive.

The route continues as a shared neighbourhood bikeway along Rufus Drive before stopping at the City of North Vancouver border. The route begins again south of Highway One near Brooksbank Elementary, connecting through a shared neighbourhood bikeway on Brooksbank Avenue at Drayton Street and on Cloverley Street and ultimately ties into the multi-use path Salop Trail, ending near the trail's underpass at Mountain Highway interchange.

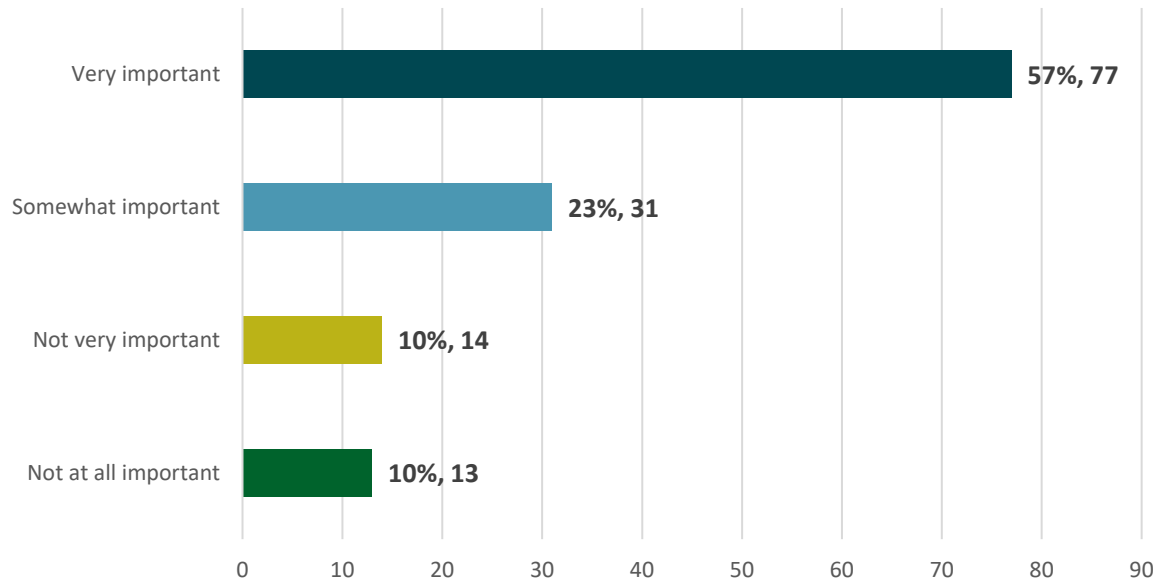
A critical, and currently missing, link of the route runs through the City of North Vancouver, which could ultimately include the proposed Casano-Loutet overpass over Highway One.

When future segments are completed through the City of North Vancouver and Brooksbank Elementary School, this project will deliver a continuous, safe, and comfortable cycling route from Lynn Valley to Lynn Creek.

What we heard

Online survey

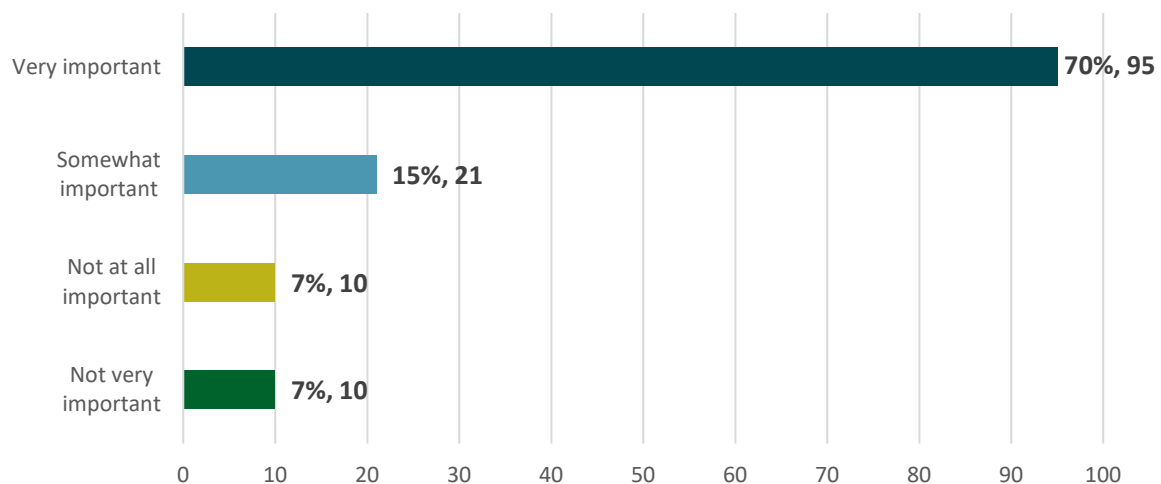
- 1. The purpose of this route is to connect town centres and expand the cycling network in the District. How important is this goal to you? (N = 135)**



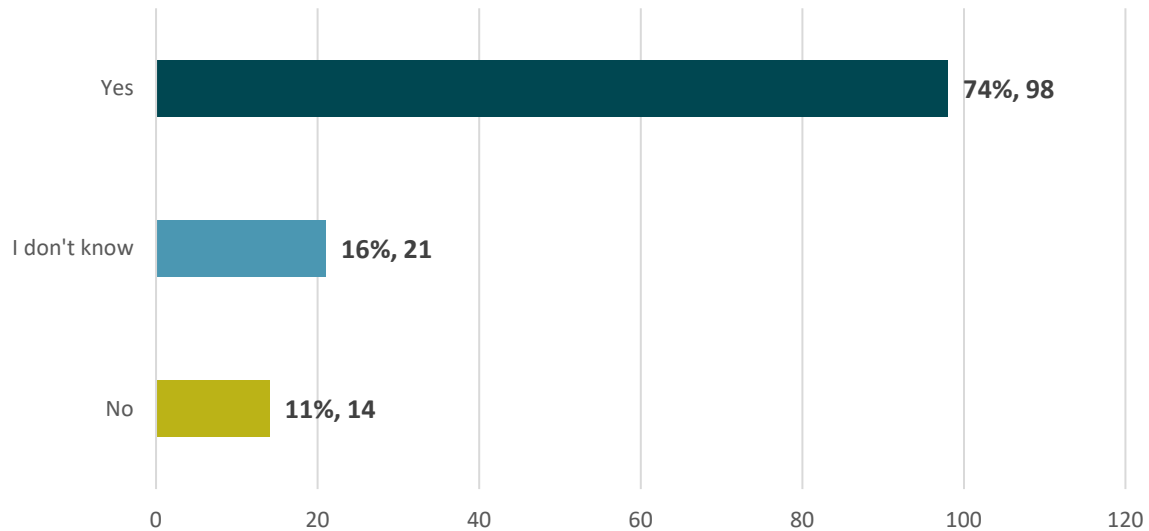
- 2. This route incorporates off-road multi-use paths and neighbourhood bikeways to:**

- Minimize interactions with vehicle traffic, and
- Maximize comfort and safety for all road users

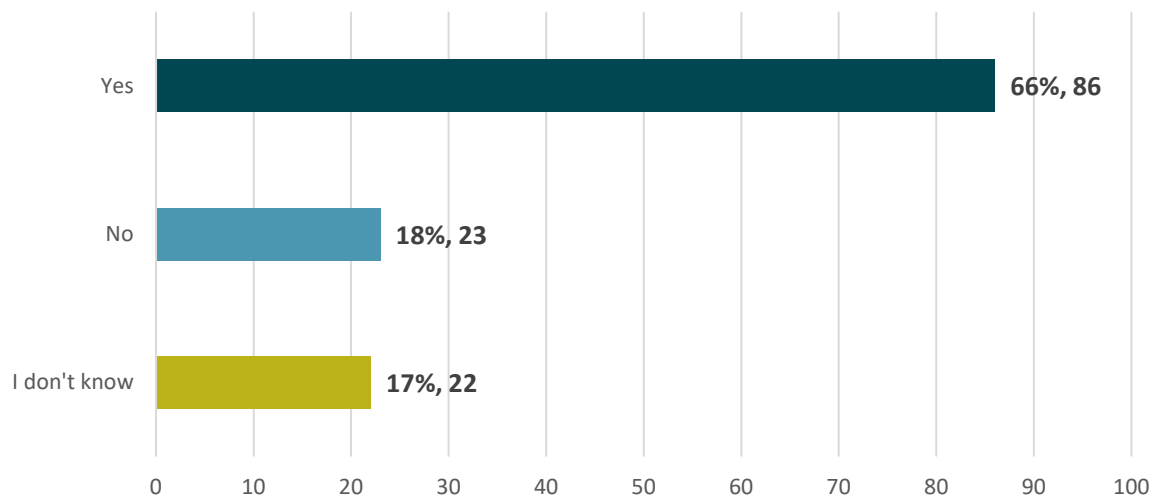
How important is this to you? (N = 136)



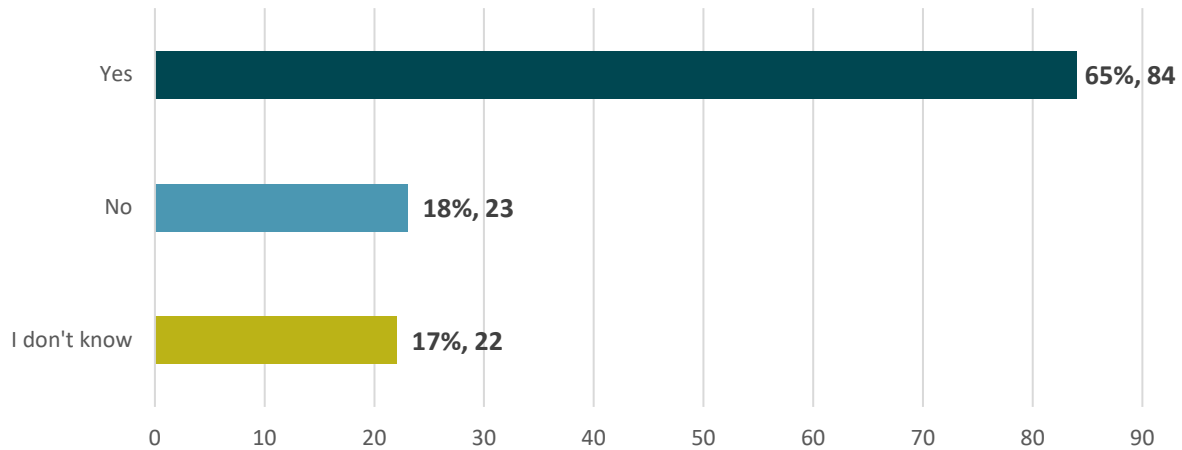
3. Do you like the plans for the Kirkstone Park segment of the route? (N = 133)



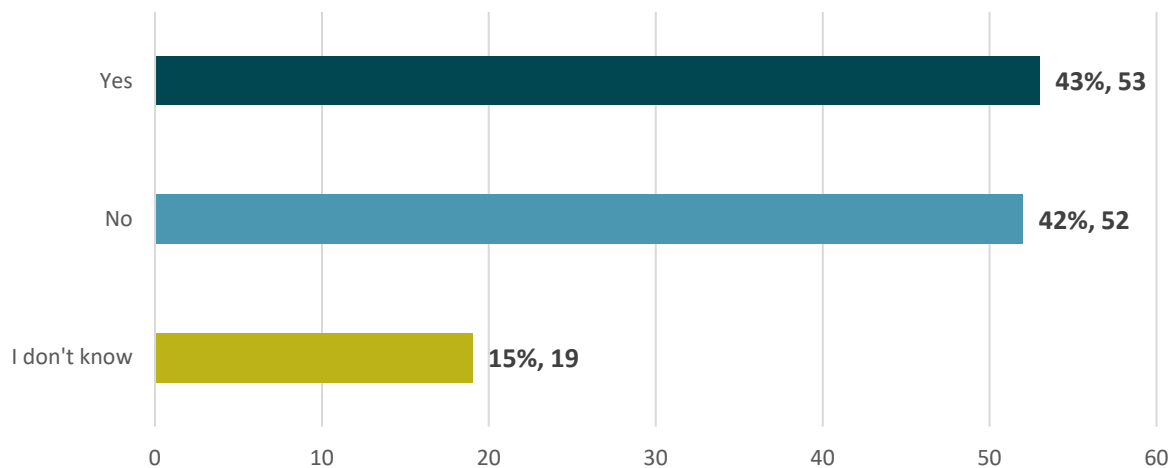
4. Do you like the plans for the Rufus Drive segment of the route? (N = 131)



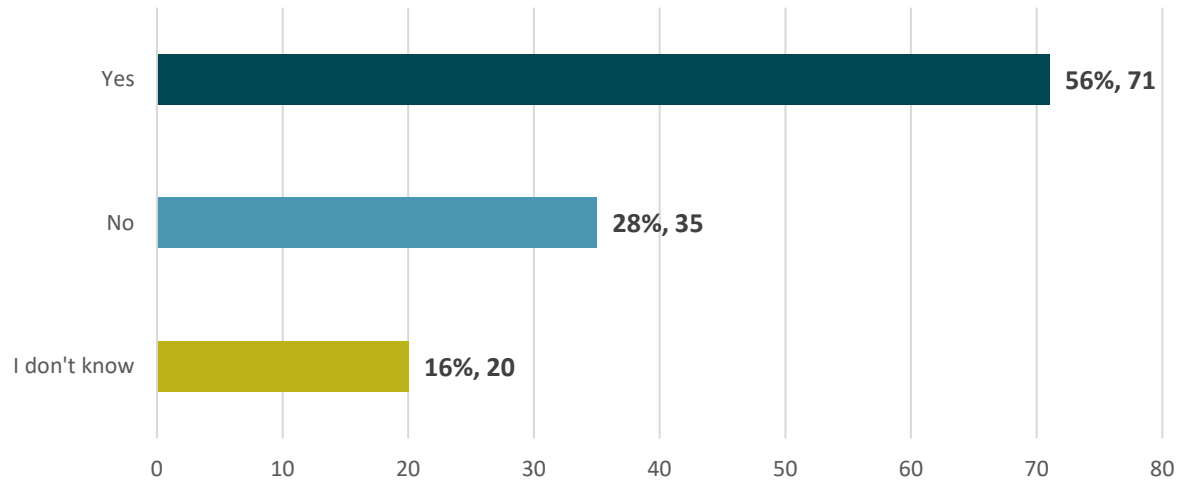
**5. Do you like the plans for the Brooksbank Avenue and Cloverley Street segment of the route?
(N = 129)**



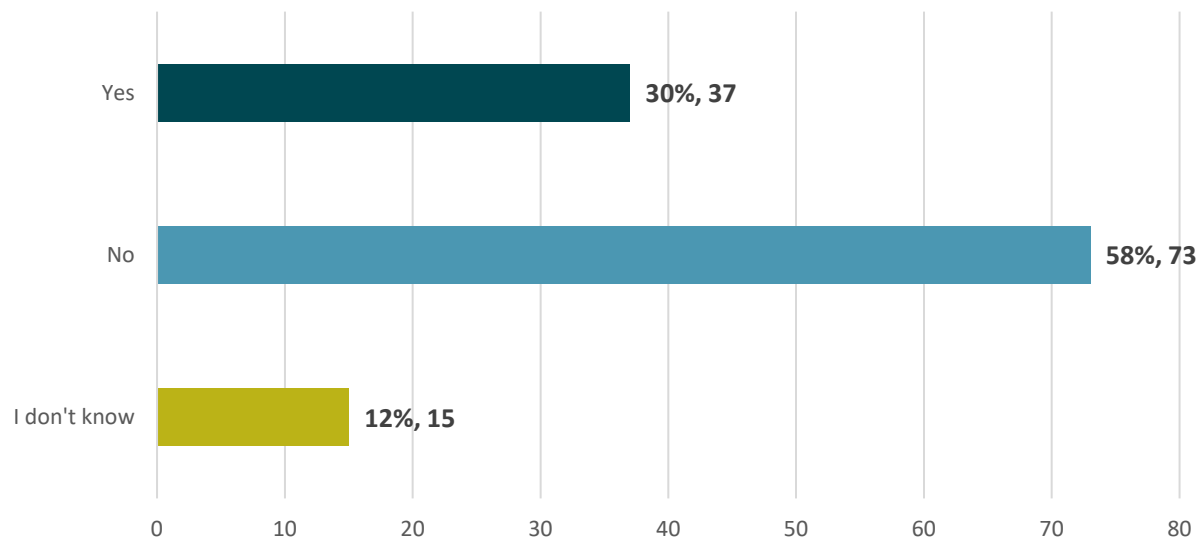
6. Do you like the Concept 1 plans for the Salop Trail segment of the route? (N = 124)



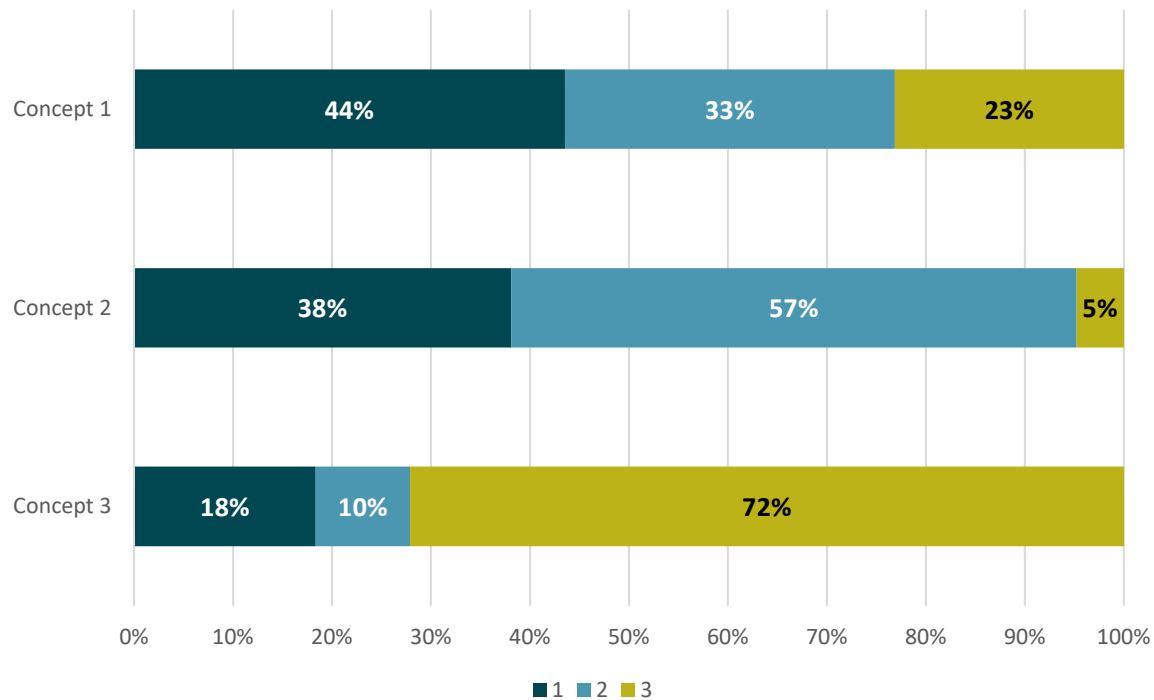
7. Do you like the Concept 2 plans for the Salop Trail segment of the route? (N = 126)



8. Do you like the Concept 3 plans for the Salop Trail segment of the route? (N = 125)



9. Please rank your preferences for the design of the Salop Trail segment of this route. (N = 147)

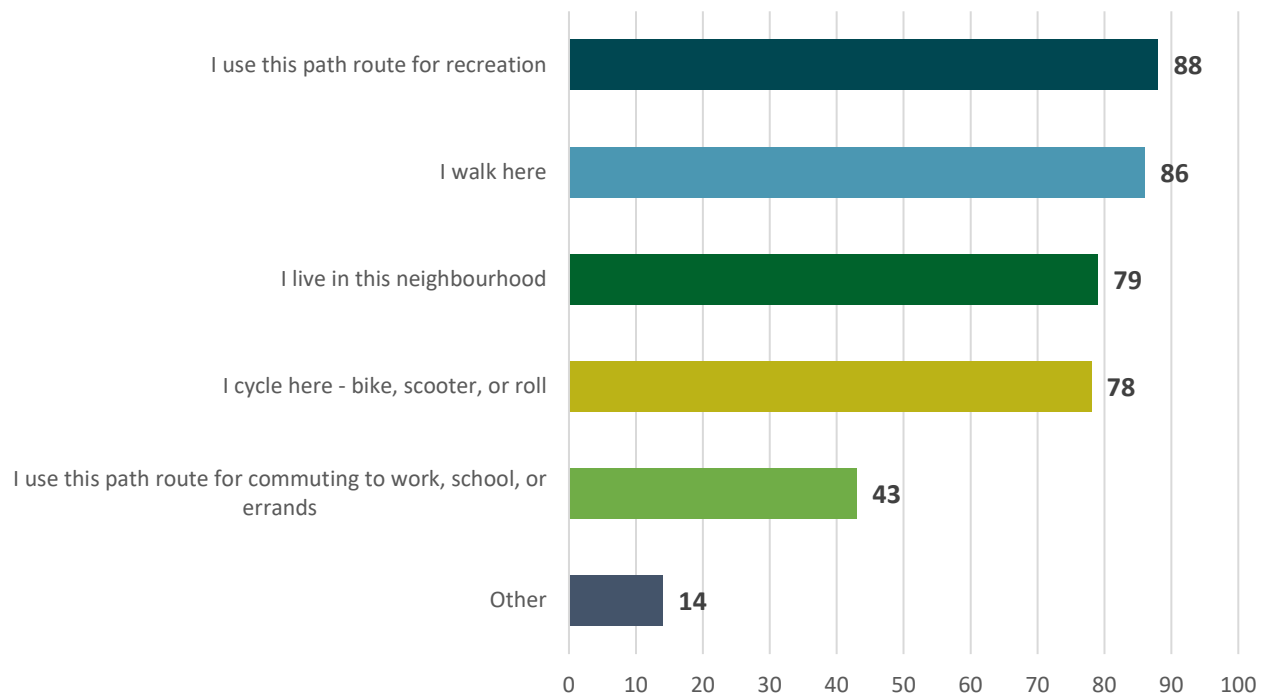


As a follow-up to this question, respondents had the opportunity to provide an optional open-ended response to share additional feedback on the concepts being presented as well as their preference for the design of the Salop Trail segment. The verbatim comments can be found in Appendix 1.

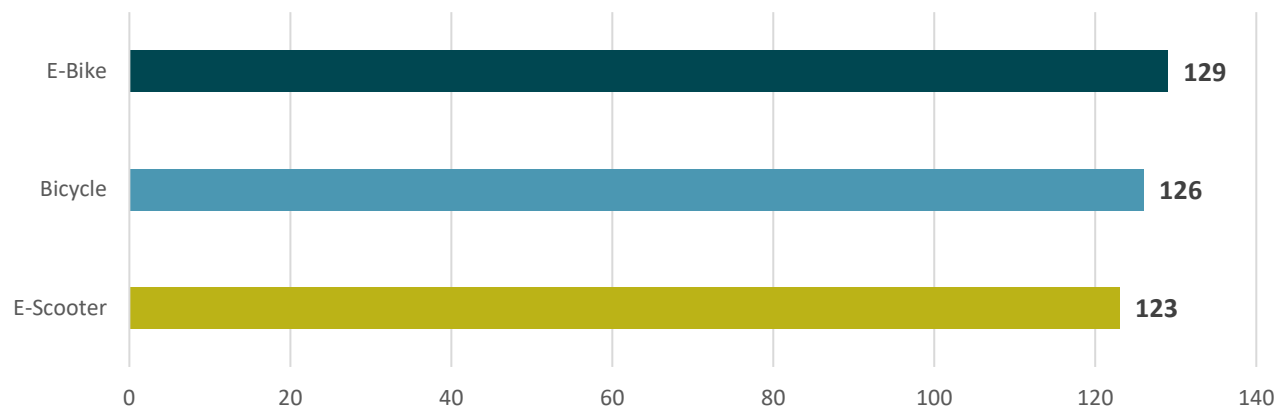
Understanding more about respondents

The District asks for specific demographic information to help determine if outreach efforts are reaching a balanced and diverse range of populations and to help the District identify if the survey results reflect perspectives from the entire community.

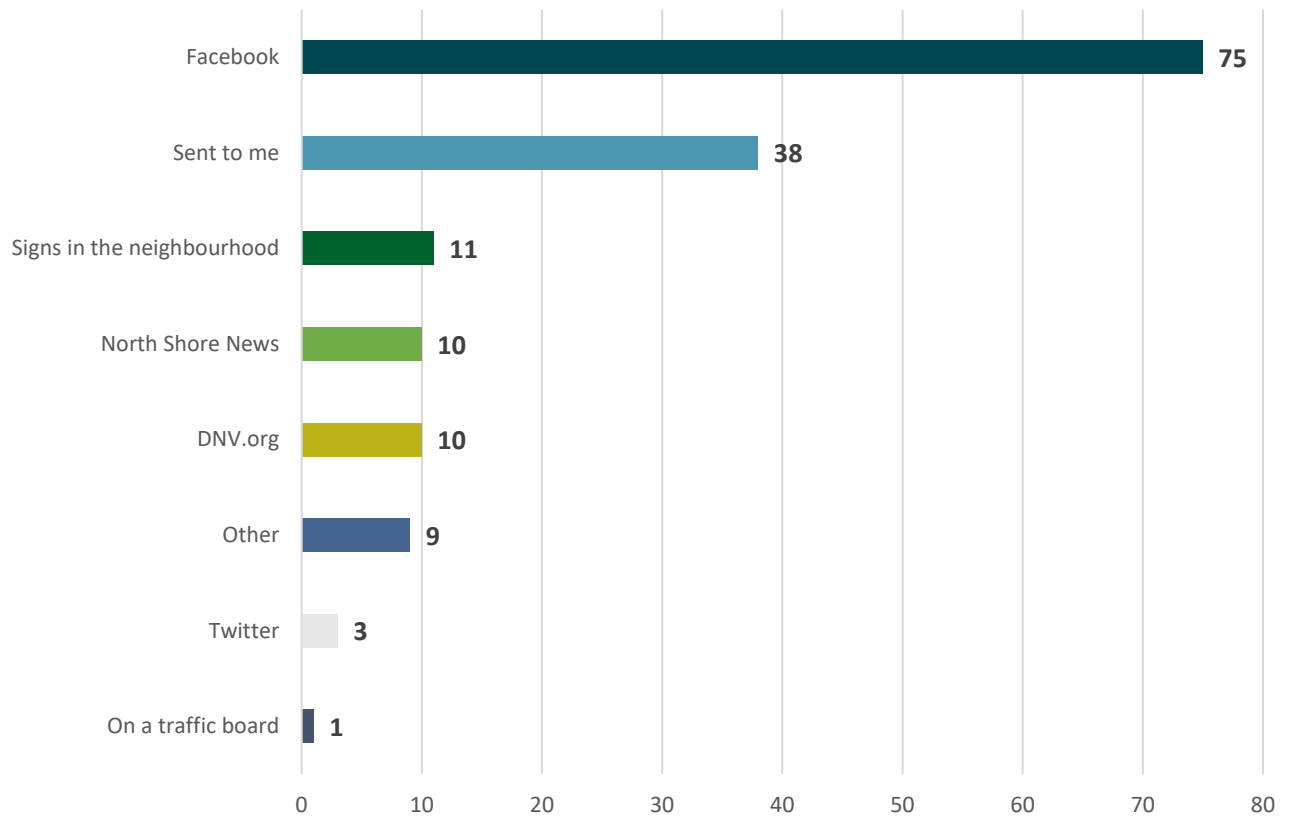
10. Tell us about your interest in this cycling route (check all that apply).



11. Are you planning to purchase any of these within the next 6 months?



12. How did you hear about this engagement?

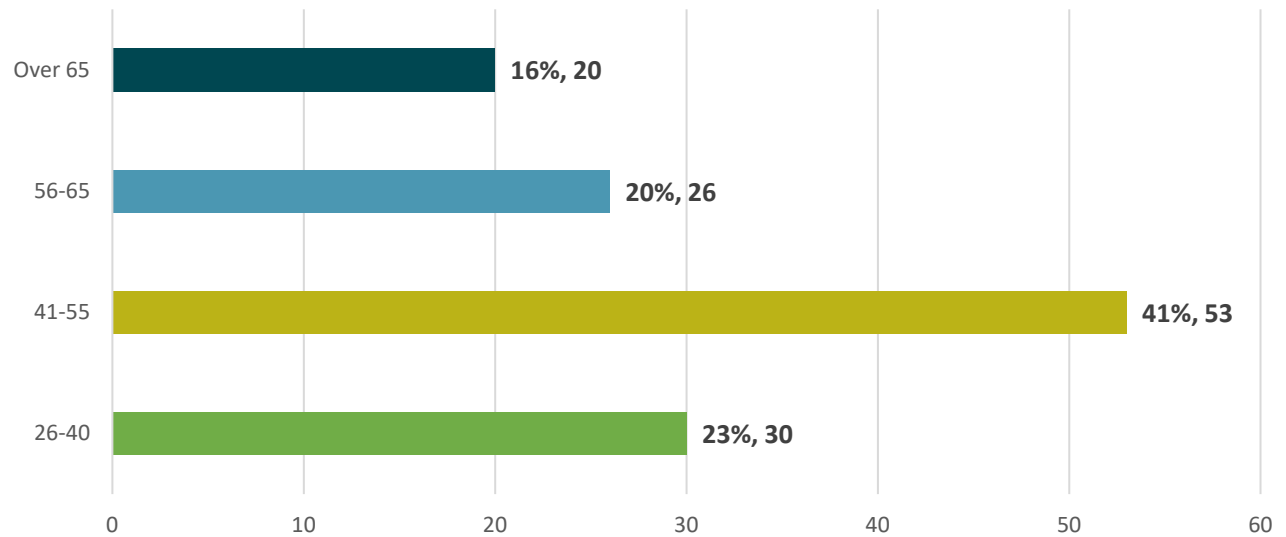


13. What is your 3-digit postal code? (n=125)

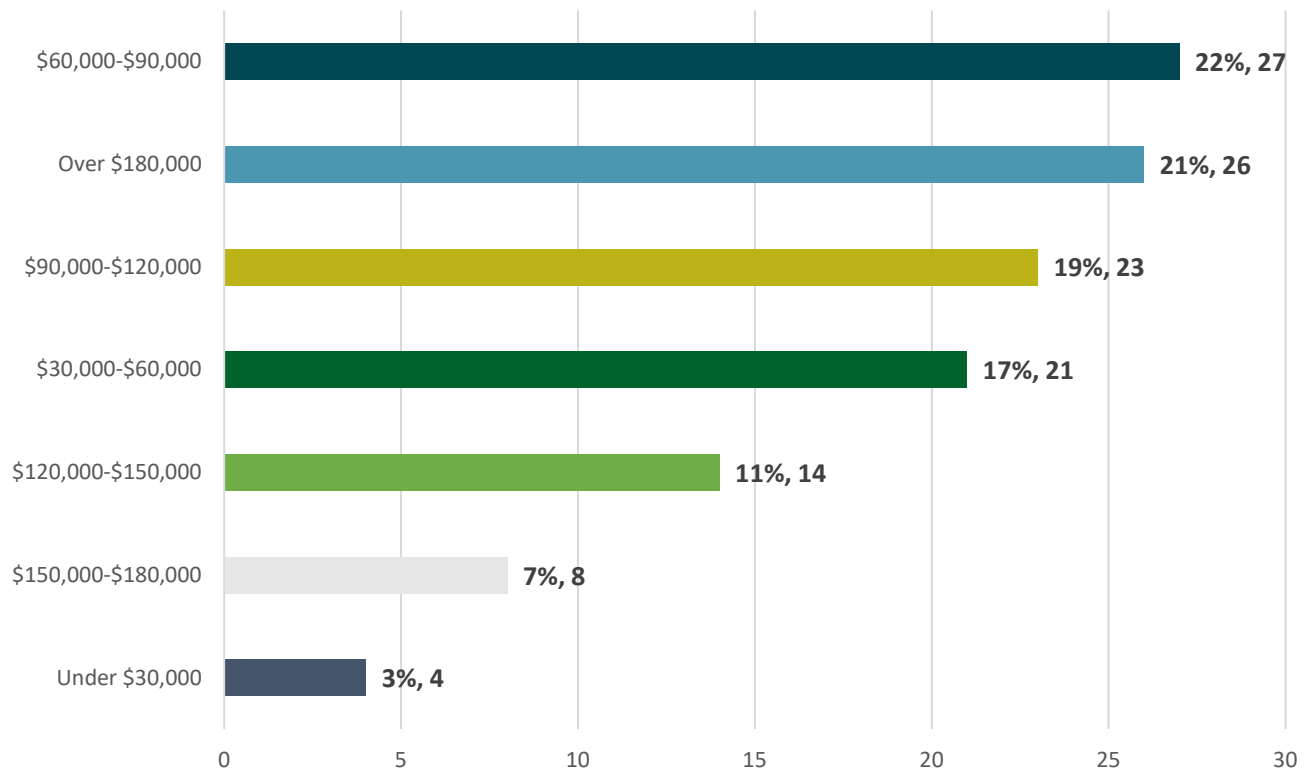
Approximately 85% of respondents provided their postal code.

Postal code	Submitted responses
V7J	50 (40%)
V7L	35 (28%)
V7K	29 (23.2%)
V7G	4 (3.2%)
V7M	2 (1.6%)
V7H	2 (1.6%)
B7J	1 (0.8%)
V7N	1 (0.8%)
V6G	1 (0.8%)

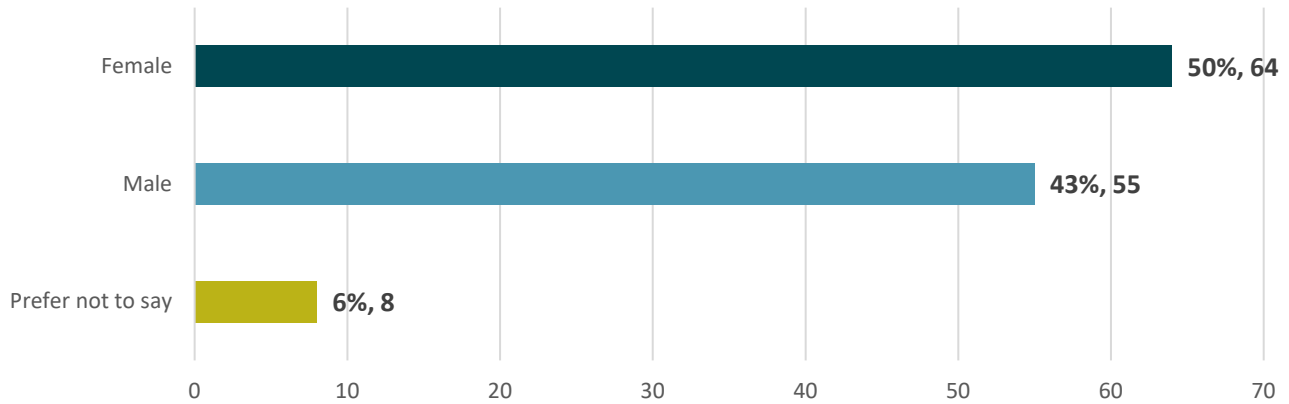
14. What is your age? (N = 129)



15. What best describes your individual annual income? (N = 123)



16. What gender do you identify with? (N = 127)



Next steps

District staff will present these results as part of a staff report to Mayor and Council for consideration.

Thank you to everyone who participated in this engagement.

Appendix - Verbatim comments

Project goals - do you have any comments to add?

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

<p>The aesthetically pedestrian/cycle path adjacent to Kirkstone Park along Kirkstone Road should be extended on the east side of Kirkstone Road going south from Kirkstone Place for about 100 metres where it could route along a pathway between the houses. I suggest that a pedestrian/cycle right of way be made from the south end of Kirkstone Place to the north end of Barlynn Crescent. This would provide access to cyclists and pedestrians from Kirkstone Park through to Mountain Hwy without having to navigate the busy section from Kirkstone Road to Mountain Hwy. The pedestrian crossing on Kirkstone Road could be moved south to the end of the new 100 metre section of path for crossing Kirkstone Road.</p>
<p>No more bicycle lanes in NV needed no wonder traffic is always backed up! Adding bike lanes that are barely used limiting parking what are you thinking</p>
<p>Good to see not using the Salop trail much, it is a nature trail best used by walkers viewing nature. Riding a bicycle you generally are going some where and not interested in flowers, berries, birds, trees or nature in general. With that in mind, why not take bicycles down Kirkstone Rd., cross Mountain Hwy. and get to Arborlynn. Then down Arborlynn until you get to the path which goes to the rusty bridge across Lynn Cr. That does a number of things--</p> <ul style="list-style-type: none"> - does not rely on CNV for Hwy 1 crossing - goes thru more DNV area east of Mountain Hwy. - utilizes the Rusty Bridge for bic crossing - from Rusty Bridge to Hwy 1 is a wide path easy to divide walk & bic. - goes straight into Lynn Cr. Town Center and then you can cross the new Bridgeman bridge to Park & Tilford.
<p>There are steep areas but it is the same elevation drop as the planned route. You can still use the -blue- Brooksbank Road as a collector bic path to Lynn Creek Town Center. Adderley St. may be better than Cloverley St. to get to Salop Trail because of steep hill and stop sign at bottom of Brooksbank. Going thru the Arborlynn area seems to be a better collector path for DNV. And, at least 1/2 of the path is not in a neighbourhood.</p>
<p>Not sure why this is a priority.</p>
<p>I disagree with the idea of making commuting bike paths in residential neighborhoods especially near schools. In the last year, We have seen an increase in adults with questionable behaviour often on bike commuting between town centres. They camp out on these bike paths, and in general reduce the safety for our kids. Adding a bike path not on via exiting roadways is only going further incentivize and invite trouble into these quiet neighborhoods and make it less safe for kids walking to school.</p>
<p>While reducing vehicle interaction is a good goal, we have seen no evidence that making bike paths through residential neighborhoods reduce impact to bikers.</p>
<p>How would this effect the Garbage collection and getting out of my driveway on Brooksbank.</p>
<p>I am concerned with how "paved" the trails will be. I would be very happy with natural small gravel trails. 30 years ago we started riding these neighborhoods just fine with our children on very simple trails. Natural is very important to me</p>
<p>I hope that this is not JUST a bikeway/cycling path. I'm all for trails, but they should be multi use (cycling/walking/wheelchair accessible) all the way. If I can't walk it, I'm not interested at all.</p>
<p>Really need to get that overpass started/completed otherwise the whole project is a waste of effort.</p>

Appendix - Verbatim comments

Could we please have lighted pathways?
This is a small piece of the puzzle to complete an integrated non-car mobility system. Safe routes for pedestrians and other non-motorized traffic is critical to livability.
A pedestrian and bike overpass across highway 1 would be amazing! I think it would really help kids walking from Eastview school area to Sutherland highschool.
It's a great idea but almost entirely useless without the bridge connection
Thank you for recognizing this as an important bike route. The roads and lack of safe bike lane options have made it difficult to access this important area which has many of our community amenities.
Another key route for cycling which could use improvements and would provide good access from the Lynnmour neighbourhood (nearer Capilano University) is to improve the trail through Inter River Park, over Lynn Creek and up to Arborlynn Dr. This could be a great route if the path was paved rather than steep with gravel and roots/rocks. This is the route I always took when going to Lynn Valley.
This is great that it is being prioritized, but if it is not being coordinated with CNV plans, it will end up being somewhat of a failure.
I understand DNV cannot speak for another municipality, there has to be a means for the two muni's to work on plans together and ensure they are coordinated and timed appropriately.
I love that the District is starting to prioritize this type of infrastructure. It would be ideal to find ways to ensure the CNV portion is completed concurrently
Please complete asap. I have been cycling on Keith and it's not fun...
Time was you could bike from Lynn Valley almost to Horseshoe Bay without going on any busy roads. These connections are treasures.
Why do you want to build over the highway and bring all these people through quiet neighborhoods, when you could make a better and less invasive and cost-effective route through Inter river park, up Arborlynn area and bring it out on Ross road then into Lynn Valley Village area. Or even better yet , build a trail to follow Hastings creek to Lynn valley, or even come up through Lynn Canyon Park safer for riders and pedestrians and less traffic in the neighborhoods . I am a cyclist as well, and with the surge of electric bikes, Hills are not an issue any more, and what a beautiful ride it will be riding in the forest. Let's at least have a couple options for routes.
Everything is about cyclists. What about pedestrians who often share the route? We seem to be short changed.
Cyclists feel safer when separated from cars. But we also like to take the shortest route possible, ie the rat run.
I LOVE this route idea as long as you are not removing any street parking along the way. But I LOVE the use of quiet side streets rather than main roads. The overpass would be amazing and I suspect it would be well used.
Keep bike paths away from the streets
Do off-road paths mean dirt trails like along Lynn Creek?
We need more safe cycling routes!
I am most likely to bike to work and as a general means of transportation if the paths are separated from cars and involve few crossings of major roads.
Please keep the path on paved roads only. The gravel roads would be best reserved for walking pedestrians to allow for more family and individual walks. Currently, with any shared walk/bike paths, the bikers seem to not alert any pedestrians with bells and/or bike quite quickly which makes for a stressful walk when out with kids/dogs for both the pedestrians and bikers. If the paths are reserved for paved roadways (and not trails) then both bikers and pedestrians can enjoy their outing without worry. Consider the seawall by Park Royal where the bike path and walking path are separate and well laid out compared to the section by Quay where it's shared and highly congested with both pedestrians and bikers and stressful for both types of travellers.

Appendix - Verbatim comments

As someone who doesn't own a car, I appreciate living in communities that invest heavily in providing safe routes for cyclists to travel in. It not only keeps us greener, but helps with daily commutes.

Mountain biking is also such an integral part of our community, I think it would be wise to invest heavily in bike lanes whenever possible.

People don't ride their bikes in Lynn Valley. It's too hilly. It's a destination cyclist location: meaning that people drive their cars to Lynn Valley with their bikes on the back and then they park it and ride in the trails. Stop trying to turn Lynn Valley into a biking community. Everyone who rides in Lynn Valley drives here first.

Please build this. [REDACTED] suggests [REDACTED] doesn't support it because building cycling routes on Mountain Highway does not align with the OCP goals of AAA facilities. This is a comical contradiction. How does *not* providing cycling routes on Mountain Hwy provide safe routes for AAA folks trying to move by bicycle on Mountain Highway more than providing cycling routes on Mountain Hwy provide safe routes for AAA folks trying to move by bicycle on Mountain Highway? You can see how difficult it is to read this position, because it is a fallacy. [REDACTED] should stay in [REDACTED] lane, and keep upholding racist single family neighbourhood character. Btw, not calling [REDACTED] racist, I'm calling the zoning, developed in racist times, to be influenced by racism.

Build this lane. Period. Thanks.

The existing path from Whitley Court into Kirkstone Park isn't wide enough to accommodate a lot of bikes and the existing foot traffic. It is currently a popular walking route. We want to keep some green space here too and the route not just be a paved path between two chain link fences. Maybe this project should wait the planning process for a the Mountain Village land. This might be a good idea then if we can get a wider path but I currently see very few bikes going on that route. Lynn Valley Road and Mountain Highway are much more direct routes to take. A better route for bike commuters is going up Mountain Highway, Arborlynn, Appin Road, Alderlynn Drive and 18th to Mountain Highway and Eastview School.

Minimizing interaction with vehicle traffic should not mean vehicles are not able to use existing roadways. I am reducing the importance of the expansion of the cycling network here because the existing efforts have been unfair to specific residents with little benefit and high cost. 29th street is questionable value to anyone.

This would be a wonderful route to add and a way to cycle to and from the centres with kids, is a lot safer and by avoiding a lot of the traffic. I currently commute from Lynn Valley to the centre each day and will have to cycle once my partner uses the car for work more regularly as office restrictions start to loosen. This route would be a lot safer to cycle to drop my kid off at daycare in the morning and night while cycling.

Please do go ahead with the plan to expand a safe cycling network in Lynn Valley.

For Pete's sake quit with the bike lanes already. You are taking away from cars that need to get home for their families. If you need to do this unnecessary thing, make only one lane and one sidewalk. Cars will never be obsolete, once you understand that the rest is easy. And about 10 people a week use our lanes anyway. We are not Europe.

How about the district invest in families and build a playground in kirkstone park. Residents have been asking for years and we keep getting shut down. You keep allowing construction of more and more condos but there is nothing for young kids to do in that park. We need a playground not a bike path

Having a 1/2 created path seems a waste of funds. Until the city is on board and it is a complete project the funds should be better directed elsewhere

Rufus Drive between Kirkstone And 21st is far too narrow to be adding anything to it. As it is now, with parking on either side it is basically single lane traffic through there. Also at the intersection of Rufus and 21st, which is a intersection you have vehicles constantly parked at the top of the intersection (is that even legal?) there should be a total parking restriction there as it dangerous situation for drivers and pedestrians alike. I feel like this path

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would just add to the mayhem through this area.
Off road pathways are preferred
How do I get across the highway? Is the city building the pedestrian bridge? This is a great idea. Also will need designated path as bikes would be riding beside a school.
This cannot come fast enough!
<p>RE: Cloverley Street/Salop Trail</p> <p>I am a resident with a vested interest in this project. Since the Mtn. Hwy./Salop trail exchange has been completed we are the go to street for pedestrians/dogs, cyclists, skateboarders, strollers and Lime bikes. We have a family that bring their little children to the cul-de-sac to play hockey, using the net they store tucked under the trees. We were part of a group of local residents petitioning the government to have Salop Road designated to trail status. We attended numerous meetings regarding the vegetation (trees) replanting to block pollution and noise from the new interchange. We need more trees planted. So I am on high alert when removal of trees is mentioned. Like most of us.</p> <p>I think we have embraced the many changes that have enhanced our neighbourhood. It is so exciting to see young families moving onto our street. Cloverley St. has a history of children learning to walk, skateboard, ride their bikes which eventually turns into young kids learning how to parallel park! Yikes, that may mean more cars. I feel that the street should be left as is; maybe designating it to multi-use-pedestrians which usually walk to the side, cars yielding to the oncoming car and cyclists that choose to go down the centre of the street. Seems to work so far, if it ain't broke why fix it, is applicable in this case. A calming bump could possibly aide in the traffic speed. Much needed when Google Map directs traffic towards Brooksbank from Grand Blvd. Something you should be aware of when the Iron Worker's Memorial Bridge is shut down. Many cars stuck on Brooksbank turn left onto Cloverley only to discover it is a dead end and speed back to merge into the traffic on the 1100 Block Cloverley St.. I wonder if your aware of that? Better signage and drawing of calming bumps may deter speeding cars and cyclists. Pemberton Heights has calming bumps (West 19th)and a lower speed 30K along Keith Road. I happily lower my speed and bump along twice a week in that community, not a problem. We have seven driveways on the (high)north side of the street, two on the (low) south side. Your bylaws state one cannot park within two meters of a driveway, no parking in the cul-de-sac. Most resident on the south side park on the street. I counted 18 cars parked on the south side and seven on the north side the other evening.</p> <p>I feel that the street should be left as is, monitoring it and surveying the residents at a much later date would be good governance. Signage stating connection to Salop Trail is all that is required and a picture of a calming bump for those that refuse to read the signs.</p> <p>Sincerely,</p> <p>[Redacted]</p> <p>Yes to this route, and first: viewlynn, via Appin & arborLynn to the new underpass. It's a great safe route, add wayfinding signage, bike priorities, and it works now. Up & down. No waiting for the overpass. Increase priority on arborLynn connection.</p> <p>And: a direct route down-only on mountain Hwy and connecting via the new bike underpasses. Separation on mtn Hwy. Directness is SO important. We don't ask car drivers to go the scenic route.</p> <p>Prioritize separate bikepaths; lines on a road where also cars can drive/park is not save as we all know.</p> <p>I like what the District did with the bike lane down on 15th St W South of Marine Drive with the cutouts through</p>

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the speed humps so that bikes can travel through the speed humps.

Bright LED lighting is essential to making people feel safe biking through Kirkstone Park and other quieter areas with bushes. Especially in the winter months when days are shorter.

Any cyclist routes should be for all; ages, abilities, as per OCP, and all cycling related studies and reports already done

I am concerned about the bike path going down Brooksbank Avenue and turning left onto Cloverley Street. Is this bike path going to impede residents parking? How much will we lose of Brooksbank Avenue to a bike lane? Do you know that a lot of seniors cannot bike? The City and District should concentrate on fixing all the potholes and [Redacted] roads around here first before trying to please a small group of people. I do not want this bike path through our neighbourhood.

I use a route through the Calverhill neighbourhood frequently to avoid most of the Keith Road hill. The new MUP should be about 3 M wide with a smooth asphalt surface. Switchbacks should be built at some locations to reduce extreme grades. The loose gravel of the current Sallop trail near Shavington does not allow for traction on the uphill. The multi use pathways at SFU provide a good template. Sallop trail is full of invasive species. English ivy is plentiful. I would be happy to assist with the pulling of it.

As a woman, cycling through Kirkstone park in the dusk or dark is a scary proposition. It is not very well lit and quite isolated, especially in the winter when it gets dark at 4pm. Could this be addressed?

I love the idea of having more off road bike paths though! Thank you!

I would still like to see a dedicated bike path up/down Mountain highway for commuters from the square to Keith Road - these paths will be great for people who have more time to wind their way and take their time, but for commuting to work you want fast and direct - it would be great it to be safe as well.

Our family uses bikes as primary transportation, with kids aged 1 and 3. There are many people in DNV including vocal council members who are against improving active transportation connections. It seems so shortsighted, not to mention with the cost of living being so high, active transportation and development of the town centres will reduce costs for families like ours by keeping us closer to home without needing to use a car.

So few cyclists, so many hills, so much rain on the North Shore..... So much money spent on this...!!

To get between these 2 locations now requires a convoluted route along LV Road, Sutherland, 13th St, Salop Trail, Keith and Mountain Hwy. I don't see why you aren't using all of Salop Trail instead of Brooksbank and Cloverly

Put speed bumps on cloverley st to slow bikers down .they are all ready going faster down cloverley then cars.

Will there be anything done to calm traffic, motor vehicles, along Rufus and kirkstone streets? As a resident of the area I have found cars drive well over the speed limit which is posted at 30km/hr. I cycle with my daughter on these streets and it's pretty irritating having a car fly by at 60 or 70km/hr when trying to teach her rules of the road etc.

This project would help to fill a very big gap.

I live on Whitchurch Street near Brooksbank.ave and I am a cyclist. We do need more protected areas for cycling especially in North Vancouver. A white line latex painted that washes out after a few months is not a protected bike lane, nether are plastic dividers . This has happened at the new interchange on Keith road and Main Stree/Brooksbank around MEC. I am concerned about the steepness of Brooksbank hill, from Drayton to Cloverly. Its going to be very difficult for some people to cycle up and down that hill. There are no sidewalks in this area, are you going to mix cyclist and walkers.. Childern and the walking to Brooksbank school are going to have to share the bike lane which could be risky on a steep hill. We get a lot of delivery trucks and vans as it is

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the new way of doing shopping in our neighbourhood, the problem is they park every place including cycling lanes which causes problems for walkers and cyclist.
This is a great project and more protection should be added between cars and bikes.
The goal is extremely important, but based on the current plan, I don't think it can be achieved - the route does not actually "connect" due to the CNV region being considered "out of scope"
The critical element in this project is the location of the crossing of the Upper Levels highway which in this area is CNV. I fail to see how DNV staff conducting surveys on this project minus consensus by CNV and the Highways ministry on the specific highway crossing point is critical. DNV should not spend significant time + resources on this until this element is decided.
Most of all - this project needs to be "all ages + abilities" and should NOT be primarily about satisfying either the road or mountain biking communities - if it isn't safe for parents with small children (which has been an issue elsewhere) DNV should NOT repeat NOT be a partner in this project. There are existing official bike trails in DNV that do NOT have 'all ages + abilities' as their prime mandate and this is dead wrong.
very important for commuting by bike and is a great idea and necessary for a growing community!
I think that this route is an excellent idea, a bit similar to the LV LINK route, utilizing existing roads and trails. The main problem with the whole thing is the impossibility of it working without the City of NV section. It is a waste time and thought before there is a safe route over Highway 1. If the City does not complete its section of the route the whole concept fails.
Has the City completed its component of the 29th Avenue and Tempe Crescent bike route? My understanding is that it has not, leaving the full concept incomplete even though DNV completed its responsibilities over throwing a lot of citizen concern.
The proposed route while inexpensive and relatively easy to implement is far too steep for the average user and seems to be set up for failure/low utilization.
So many hills Poor weather, except in Summer So much money & energy to accommodate so few cyclists..!!
I am in favour of a safe cycling network in the District. However, I am very much opposed to making the path in Kirkstone a paved, lighted multi use path. Because I am also a pedestrian. There is already a planned new road network for Lynn Valley and bikes should be using these routes with a designated bike lane. Similar to the new bikes lanes recently introduced by DNV on 29th, 27th and Lynn Valley Roads. As you say later on in your survey "Where traffic volumes and speeds are low, people on bicycles share road space with people in vehicles."
E bikes especially should be on roads and separate from pedestrians. According to the BC Motor Vehicle Act they do not need to be registered or insured. So there is no responsibility on the owner should they cause an accident to someone on a trail. They can just ride on. Not so easy to do on a road. Designated park land has already been removed from Kirkstone Park under the AAP to make way for a paved multi use path that forms part of the planned roadway network. So let's use that road network and not spoil more parkland.
Multi use pathways sound great in theory, but the reality is that they become unpleasant and sometimes dangerous for pedestrians. Ultimately they can become single use pathways for cyclists. I stopped using the multi use pathways along Lynn Creek off Arborlynn because I and my dog were bowled over on more than one occasion by a speeding cyclist and on numerous occasions I was yelled at by cyclists because I was in their way

Appendix - Verbatim comments

on what they called a "bike path". Similarly in Princess Park, cyclists hurtle down the steep slopes (off the trail) in front of walkers on the trail.

Referencing the proposed new paved and lit trail in Kirkstone, this is a popular and well used trail which will be negatively impacted by a paved and lit multi use path.

Seniors from Kiwanis and Sunrise use this path and they can be more vulnerable on the trails due to hearing and mobility issues.

Kids play in this park. Especially on the weekends, when there are soccer games happening on the fields. The proposed lit trail is just a few feet from the windows of the new Kiwanis building, which could be a nuisance for the new residents.

Kirkstone Park is a natural forested park. Please do not turn any more of it into a road by any other name.

an unfortunate number of trees have been along the trail for the highway construction, far more than the city admitted to before the project started, so it was a constant surprise to all residence in that area as the project progressed. Presumably, for an additional bike path, this would not be necessary, but there was mention of it being a possibility in your earlier documentation. Please more strongly consider the affect on the neighbourhood and the wildlife for this project.

A connected route with CNV, including a highway crossing, is crucial for this project to be successful.

Please don't take away street parking along the route as this is critical for accessing home supports for seniors. Also, why not get CNV on board first to build the highway over pass?

There are more families with kids moving into Lynn Valley than there have been for a long time. Old people in this neighbourhood don't want anything to change and are stuck in the past. Please continue to push for progressive changes, including bike lanes of all kinds, to improve the area for the current and future residents, not the boomers waiting to cash out, stuck in 1981

This directly runs past my house and influences my life and the life of my family a tremendous amount. What you do directly affects my property value and given how much the current Mountain Highway has negatively affected the value of my home, I'm extremely concerned about how much worse you're about to make my life.

The route is somewhat quiet now as there is minimal through traffic. Elevation change is the biggest detriment, can that be fixed?

Your map of the Salop Trail misrepresents what the survey crew and staff on-site meetings have said. The map shows no change in the straight downhill portion to be paved yet the crews have shown that the path will be altered to form a long S-curve which will be destructive of the green belt foliage. Thousands of trees were removed from this area adjoining Keith-Lynn Park creating a wind tunnel effect. Whatever tall trees are left will be removed as they are dieing. The proposed paved and 4-meter widened path will be dangerous in the fall and winter months from frost, ice and snow. At least the current navy-jack gravel path has some traction when frosty but becomes perilous when covered with over in ice and trammelled snow. More maintenance costs, more destruction of the ever-diminishing green belt, and imposition of yet more lighting. A waste of property taxpayers money! Very very few bikers use the path in the uphill direction (too steep) but a few intrepid mountain bikers zoom down the trail at speed. Brooksbank hill intersecting at Cloverley is too steep to go up, bikers usually walk uphill at this point and seem to prefer the lower gradient of Sutherland. Stop destroying the Calverhall neighbourhood.

What if the city of North Vancouver does not do their part?

I've lived on 3rd and Queensbury and now on Ross Road and Lynn valley road. This helps visit friends and makes

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it easier to access the sea bus, shops, restaurants etc. Makes biking safer and more livable
Agree providing you do not remove the parking for residents on CLOVERLEY street. If you were to do this there would be no place for people and guests to park. I don't believe that a bike lane on CLOVERLEY street would make any difference as cyclists will continue to fly down the street at a great rate of speed which they do already. In our opinion it would make much more sense to bring the bike land down Salop trail then no one would be inconvenienced. If you say your aim is to provide comfort for ALL road users then you will leave us with our parking !
I appreciate seeing continued enhancements to multi use trails and bike trails, as this is the way forward and will enable our community to stay healthy and be active, and not have to by car all the time. Many families are leisure cyclists only and have a big hesitations to take their children across their areas as they have safety concerns and are not used to varying trails and paths (I.e. a bit of trail, then back onto a busy road, over to another road etc etc). Especially with the growing population we have to take action now and ensure walking and biking is considered one of THE MOST convenient and quickest and safest ways to get around, in the short term and the long term future. Thank you for your investment into this, and please do it right from the start, as bike lanes come with lots of compromises to drivers and residents (parking, utilities, deliveries...)
We need better cycling infrastructure in North Vancouver.
Safety is paramount. I prefer off road routes as these are much safer for children - to be away from traffic.
As a longtime Cloverley St resident, the traffic calming measures along Cloverley and in particular the intersection of Cloverley and Brooksbank requires attention.
The speed in which cars enter that intersection and the lack of stopping at the Stop sign on Brooksbank will continue to create hazards for cyclists and pedestrians until it is remedied.
Regarding Brooksbank Ave going South, during rush hour their is a steady stream of vehicles driving quickly to snake their way down to enter Keith ahead of Traffic. This also poses an concern for cyclists and pedestrians.
Please feel free to reach out for any further information.
[Redacted]
The lower section of cloverly / brooksbank north should be avoided as it kicks up steeply and is not a desirable route. Proceed up the gravel path to Adderley then make the left turn along Adderley to brooksbank and turn right up brooksbank from there.
this is a very expensive and politically motivated project that will not be used by very many cyclists and will damage the naturalness of the Salop Trail section of the proposal.
So much money spent on Cycling infrastructure..... so few cyclists...!
Yes, when I say its not important I mean that I don't think I will be riding from the Lynn Valley town centre to the Lower Lynn town centre very frequently. What transpires is important to me though as I live on Rufus Drive where the proposed route would go. Currently there are quite a few cyclist that use Rufus and it appears to work fine. I think if the Casano overpass is put in then there will be more cyclist that travel this route to avoid Lynn Valley road and get to the other side of the hwy. I would be in favour of traffic calming measures such as speed bumps to control vehicle speed but I would not like to see a dedicated bike lane that is put in at the expense of parking. Nor would I like to see the sidewalk moved back to widen the street.
I live off of Brooksbank and when traffic gridlocks our neighbour hood becomes packed with cars looking for a way out of the snarl. We cannot even get home. With the bike path proposed down Brooksbank it would be a good opportunity to put in measures to prevent this traffic snarl as then we will have many cars with bicycles

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and a lot of impatience.

If you are planning on-road cycling paths, you must consider separated bike lines. Painted lines are not enough anymore. And, even on the quieter side streets, there should be more than just painted lines. If you're using part of the slalop trail, you must widen it to accommodate bikes, walkers, joggers & people with dogs. I walk on that trail daily & it's quite unnerving to have a bike come barrelling down the trail. Pedestrians need to be aware; it's too narrow a trail to accommodate all these forms of transport & has been appreciably busier. As well, I noticed that the concrete barriers have now been spaced wider apart which encourages higher speeds. As well, there is no signage for cyclists to slow down & be aware of pedestrians

Yes, when I say its not important I mean that I don't think I will be riding from the Lynn Valley town centre to the Lower Lynn town centre very frequently. What transpires is important to me though as I live on Rufus Drive where the proposed route would go. Currently there are quite a few cyclist that use Rufus and it appears to work fine. I think if the Casano overpass is put in then there will be more cyclists who travel this route to avoid Lynn Valley road and get to the other side of the hwy. I would be in favour of traffic calming measures such as speed bumps to control vehicle speed but I would not like to see a dedicated bike lane that is put in at the expense of parking. Nor would I like to see the sidewalk moved back to widen the street. In short, I think that if the City puts in the overpass then cycling through Kirkstone Park and on Rufus will increase and something should be done to slow down vehicle traffic in the area.

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Do you like the plans for the Kirkstone Park Segment? – Tell us more about your answer below.

I hope the new lighting takes into consideration that some of the newer LED street lights are very very bright in residential areas (right near houses)
Could some of the other pathways through Kirkstone Park be smoothly paved similar to the paving along Kirkstone Road instead of bumpy stones?
It skirts the Rec center for people to bic to.
N/A
Paved? Please stop paving the community. This is a beautiful forest that has so many wild animals in it. I walk here every day. This small spot of forest barely supports who walks through here now. Dogs are seldom on leash and I have to walk our dog very carefully. Do we need to put more population travel through here it will destroy it. Over populate.
I'm only interested if it includes a walking component.
Lighting is appreciated.
Please ensure due consideration is placed on sufficient width to accomodate the variety of users that this trail will be utilized by - bikes, strollers, wheelchairs, etc.
Ensure multi users are able to share when the path needs to be reduced.
Support for the idea of narrowing the path to save trees. Support the fencing for the stream. Support bike crossing only if the cyclists have to obey traffic rules.
Why do you want to put a cycling route where it is mostly pedestrians , the elderly in scooters, people walking dogs,
This whole plan is a bad idea. Isn't 3rd street a bike route already? Keith road is a bike route, the Boulevard is a designated bike route, and Lynn valley road has recently installed bike lanes that will take all these people to the centers that you are trying to link up. Please lets use the existing bike routes we already have installed.
Do you have pics? Rough draft?
I would be a bit concerned re safety of cycling through the park path at night, especially for women and children, even with the enhanced lighting but I would have to see it. I likely wouldn't use it at night anyway so it might be a moot point.
Please move bike paths to roads. The shared paths will be too busy. The City of Vancouver does a wonderful job of having the bike paths/roads run parallel to walking routes with fewer shared paths.
Minimized contact with traffic
I don't want more cyclists in Kirkstone Park.
Really seems well thought out by smart people. Thanks!
The current path between Whitley Court and Kirkstone Park is popular with walkers and not wide enough for many bikes and retaining some green space. We don't want paved paths through Kirkstone Park. Please don't add more pavement! It's okay now for a few kids, with their parents, but not as a commuter route.
These are not plans. They are topics. I would need to walk the proposed route with you're with proposed plans posted to compare the goals with potential reality. This is impossible to quantify. What signage and where? Will the lights help? What kind of fence?
The infrastructure is there and the improvements will make it more pedestrian friendly. Kirkstone park in particular is widely used daily and the improvements will help make it safer, especially during the darker winter nights.
Would be great to link the city centres.

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Cycle crossing at kirkstone is key, it's awkward and dangerous to cross right now. Not sure the fence is necessary.
I do not live in that area.
More bike routes are good. That said MUPs result in conflict unless riders are slow. Consider more than recreational use. Consider utility and legitimate transportation uses.
Lots of lighting is essential to make this path safe 24/7.
A painted line down the middle of the multiuse path would encourage people to walk and bike on one side so bikes can more easily pass slower people.
Make sure to protect the park biodiversity by fencing to contain the path
Kirkstone Park pathways have long needed an upgrade. Paving a section of the trail will make it more accessible to persons with mobility aids as well as bikes.
Please also develop the footpaths around the fields. This park is a heavily used walking route. Please add a trail circuit around the grass field (including skateboard side) and complete the walking route around the turf. We are currently scaling the wooded hill to get through that section last section.
Signage, walls and fencing should have anti graffiti coatings applied to them. Provide good visibility of the MUP where cars turning right cross it. The new bike lanes along lower Mountain Highway at the level of the sidewalks are too narrow and are not good for serious bike commuters. The bike lane along Lynn Valley Rd which is at the same level as the roadway works better.
Yes, please avoid tree removal where possible.
I don't live close to this segment I will leave it to locals to reply.
Already use it frequently to get safely out of Lynn Valley
Like tree protection and improved crossing. Path width seems potentially more wide than needed, but curious as to how cycling/pedestrian conflict will be avoided
Will make a great connection. Hopefully cyclists and other path users and park user will get along well with good design.
I dont know how safe are you going to make it.
I'm a regular pedestrian and cyclist here, and like the concept of separated areas for biking vs. walking. Lighting is also appreciated.
4 metres is far too wide for a paved path through a District park which is primarily about a playground for small children. 4m encourages dangerously high speeds
Want to preserve the natural feel of trees/
I like that it is a wide paved path and accommodates enough room for cyclists, but also kids scooting to school etc.
see earlier comments
Upgrading the existing lighting fixtures is definitely needed...
You mention stream...is this Keith Creek that is sooo in need of dredging and improving.
I'm still unlikely to use the trail at night due to safety concerns with wildlife, homeless people camped out in the park, vandals, etc. but I would possibly use it during daylight.
I like any and all cycling improvements! Kirkstone is a great underused park and a perfect spot of a no car "highway" for kids and families.
This is a quiet residential neighborhood blocked off by a park. No bike lane is needed. They can bike on the road as they are now. Any development will just cost the public space and money to maintain. You're making work where none is needed.

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But only if the forested natural pathways are kept for those walking, dog on leash walking etc.
Does signage and pavement markers mean taking away parking ? Please don't
Especially like the intersection updates!
Crossings need to be safer.
I don't know enough personally about this section to answer informatively. I live on Cloverley Street and can comment about that portion knowledgeably.
Not a local to this area.
I don't think the path needs to be paved or widened. It could use better lighting. How do you improve on a the intersection crossing? There is a light activated crosswalk already; I would not be in favour of a bike/ pedestrian activated traffic light. More should be done to slow down traffic though as, although it is a playground zone, many vehicles speed along Kirkstone. I don't see why a bike route makes the need for stream fencing any greater but there are a lot of dogs who go in the stream so you might put one up to guard against that.
As mentioned in the previous box, more actual barriers b/w the cycling route & cars should be added
In busy areas multi-user paths are uncomfortable for both people walking and on bikes. Separated paths are best, but if shared, the path should be 4+m wide with a line down the middle.
I don't think the path needs to be paved or widened. It could use better lighting. How do you improve on a the intersection crossing? There is a light activated crosswalk already; I would not be in favour of a bike/ pedestrian activated traffic light. More should be done to slow down traffic though as, although it is a playground zone, many vehicles speed along Kirkstone. I don't see why a bike route makes the need for stream fencing any greater but there are a lot of dogs who go in the stream so you might put one up to guard against that.

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Do you like the plans for the segment on Rufus Dr? Please tell us more about your answer below.

You might consider adding an alternative route to the proposed Casano-Loutet overpass along Cedar Village Crescent.
Pavement markings are generally of limited value - however, Rufus is not usually too busy a street. Traffic calming measures would definitely be more effective.
If a segment is on a roadway, make it SEPERATED, irrespective of traffic volumes.
Study after study indicates it is safer and means cyclists are more likely to utilize.
Going East on Kirkstone covers more DNV subdivisions and thus more DNV bicers.
Bike lanes invites vagrancy around the path, especially when it is in a neighborhood. It make it unsafe for our children. Often serious bike commuters don't like these parts since they have to watch out for children suddenly rushing on to the path, parked cars, etc. so, these paths are seldom used actively
NAA
I live on Rufus Drive and am wondering what type of pavement markings will be used. Will there be a dedicated bike lane painted? If so, will the existing road be wide enough to accommodate this in addition to the existing 2-way traffic and existing parking on both sides of the street? I have doubts. Are you planning to remove the existing sidewalk to widen the road? If so, will you be encroaching on properties to add a more set-back sidewalk? What will happen to street parking? Can't say I am too thrilled about potential drastic changes. I am fine with signage and traffic calming though. Some drivers rip through here, especially around the corners. Also fine that bikes already use this street often anyway; just worried that our parking and street width might have the potential to diminish, depending on the planned changes. Please consider the residents here. Thank you.
Please ensure due consideration is placed on sufficient width to accomodate the variety of users that this trail will be utilized by - bikes, strollers, wheelchairs, etc.
Make sure this is coordinated with CNV plans (path width, location and timing).
Don't support traffic calming. It makes drivers aggressive. Cyclists and walkers should defer to traffic.
I really do not like this idea, take the bike traffic to the east of Lynn valley Village and down the Arborlynn drive area, or down the Boulevard where there are already bike routes.
Why can't DNV and CNV work together?
Section past Loutet is fine. It's a wide road with low vehicle use.
What's the plan for cyclists to get through Brooksbank school? Again â€˜join-up' with SD44. There is an appetite fir safe â€˜bike-routes' to school and that includes transiting through the schoolyard.
I love cycling on this street as it is relatively quiet. Please don't remove any street parking as this is very important to residents, especially the elderly.
Cycling doesn't just end at the City boundary. Are plans integrated with City plans? Why not coordinate one survey?
As a resident of Rufus Drive I can confirm that this is not a street with low volume and speed. Rufus Drive is used a a thoroughfare for a heavy volume of vehicles at all times of day. Adding to this with bikes and pedestrians will increase the volume of people on this street on a daily basis leaving it less safe for children and others to enjoy what should be a traffic calmed neighbourhood.
Much preferred to allow segregation between bikers and pedestrians. Please do more of this.
Vehicles use Rufus as a shortcut and it's become much busier. having bikes on the shared roadway is not ideal.
Wouldn't mind more separation.

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As a bike commuter, I would never take Rufus since it is currently too difficult to get to from the south. As a parent with kids the section of Rufus from Kirkstone to Cedar Village would be nice to have a bike lane if you can convince the City to extend to Cedar Village.
Same.
It's concerning to have a route that has a big unknown with the city of nv. Can we get them onboard before starting and if not, plan a different route?
It would be ideal to keep off the roadways entirely but neighbourhood and side streets are the second best option.
See above comment
Can we coordinate with the city to make the pavement markings all along Rufus to when it becomes 16th? This would significantly increase safety.
I know the area. Could be considered for my street Cloverley
More bike routes are good. Slower traffic is good. Avoid speed bumps and use narrower streets.
Bike lanes need to be separated by permanent dividers in order to be safe.
Not a separate bike path
please paint some bike symbols in green boxes in the MIDDLE of the road so that drivers know the road is shared. Road narrowing through curb bulges would be nice. And speed humps would be nice to reduce speeds.
No cement cycling lanes, no removal of parking.
I use this as a cycling route. It feels safe as is until I get to William and the highway off ramp. William feels dodgy on my bike when I have to turn left on Lynn Valley Rd.
Please give bikes a path through the annoying speed bumps! When you are carrying a trailer with children or dogs, the speed bumps are not fun.
I don't live close to this segment I will leave it to locals to reply.
Like traffic calming - people sometimes drive aggressively near cyclists in this area. Maybe speed bumps with bike pass through a would be great for increasing bike comfort and reducing speeds. Is the road signed at 30 km/hr currently along Rufus? Would love to see that
Intersection of E.21st and Casano Drive needs a stop sign considered. There was once one there (one can see the mount holes). This intersection is likely the only uncontrolled intersection in the DNV.
It depends again how safe that you can make fro cyclist abd bikers. It needs to be a protected bike lane..
This is great but add more separation between vehicles and bikes.
I do like the plans, but I wonder if the CNV has a response for their schedule or scope of work where this segment dead-ends.
Rufus is a residential street and residents should not be driven off their own street
Not necessary
I would like to see it taken off the road and a wide multi-use path. This is more appropriate for kids commuting to school and still allows for bike commuters as well.
Cycling infrastructure should be physically separated from motor vehicle traffic if it is to appeal to a broad user base.
A separated bike lane would be preferable.
Rufus is a nice Dow's to ride on. Please don't remove parking. It's not necessary.
Protected lanes. They work. Put them in and make the street one way only.
You plan to build a bridge just for cyclists to cross over the highway? Talk about a waste of money when you can easily follow the trail around Sutherland High School to Lynn Valley Road.
I would never ride or walk here

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Yes please to traffic calming measures - I would expect speed limits all around - vehicle speed is the number one risk factor for deadly accidents and the risk thereof. No matter the signage, if there are cars speeding by even with 50km/h this is too dangerous and intimidating for the average cyclist and especially with children. Thank you for putting a huge priority on the speed limitations and means to ensure them.
If this segment is not going to have separated infrastructure, then it will require significant traffic calming to ensure cars are actually slowed down (speed limits without engineering changes to the actual road are insufficient).
I like the traffic calming and would like to see more of it.
I would be uncomfortable cycling this portion of the route with my child as it involves streets with traffic.
As above, re: Kirkstone Park
Not a local to this area.
Why is this going ahead without the City on board to do the area in their jurisdiction?
I am okay with signage, pavement markings and traffic calming measures where required. I would be against taking away street parking.
Traffic calming circles are a good idea
The crossing at Kirkstone Rd need to have crossing buttons/detectors for people on bikes and green cross-rides for the transition between MUP and Rufus
I am okay with signage, pavement markings and traffic calming measures where required. I would be against taking away street parking.

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Do you like the plans for the Brooksbank Avenue and Cloverley Street segment of the route – Tell us more about your answer below.

I live here and am wondering if the resting spots will impact the current homeowners' road allowance/boulevards. This would be a concern for me, as we are not expecting park type use in front of our house.
Pavement markings are generally of limited value - however, Brooksbank (at least in this area) is not usually too busy a street. Traffic calming measures would definitely be more effective.
Brooksbank Avenue is *incredibly* steep on the section proposed; even the fittest of cyclists sometimes struggle to ride this uphill. Not to mention how much speed can be gained when proceeding in the opposite direction, downhill. Children and families would likely have trouble navigating the descent. With all due respect, has the planning team actually ridden a bicycle up this street? I suggest you give it a try and reconsider your plans.
Need more specifics to know if I like the plans. There are two sections of Brooksbank that are very steep and not bicycle-friendly for most people. It could be particularly hazardous for young kids riding downhill and losing control. On the plus side, I'm guessing Brooksbank would lose some street parking, and that is good. There are far too many cars parking on the street, which makes walking difficult since there are no sidewalks. A longer but safer route south of Brooksbank school would be west on Drayton, south on Gladstone (there is a steep greenway section where the path could switch-back to make it easier to climb), east on Cloverley to join the proposed route.
Having commuters speed along so close to paths used by school children is a terrible idea
THERE IS NOT ENOUGH INFORMATION PROVIDED TO ANSWER. I AM EAGER TO KNOW HOW THESE PLANS WILL EFFECT MY ABILITY TO MOVE MY GARBAGE CANS AND GET IN/OUT OF MY DRIVEWAY.
I'm not sure about this one. I thought the Salop Trail went all the way up to Brooksbank School and Loutet Park? We have encountered bikes on that trail, so why the Brooksbank-Cloverley path?
Water bottle fill taps please.
Traffic calm is needed on Brooksbank anyway, cars travel down it way too fast for a school route without sidewalks
Please ensure due consideration is placed on sufficient width to accommodate the variety of users that this trail will be utilized by - bikes, strollers, wheelchairs, etc.
I like the idea of resting spots. Please ensure there is adequate room for faster cyclists to pass going up hill. If this is to be a commuter route it needs to prioritize faster, everyday cyclists not recreational ones.
Only concerned about high-traffic periods where Brooksbank is overtaken by drivers taking shortcuts
Same as above
I do not like any of this, with the introduction of electric bikes, hills are no longer an obstacle for many, use what we have for bike routes.
This is a quiet street. I've biked on it before and it's really lovely.
Not familiar with existing paths
Again, I think we should make the trade off of reduction of on street parking for increased safety.
I think this route is too steep for going up for conventional bikes. It might work for e-bikes. For going down a route down Mountain Highway is much more direct and enjoyable. For going up a route via Mountain Highway, Arborlynn, Appin Road, Alderlynn Drive to 18th or 20th is better on conventional bikes.
Same
Stop already with the bike lanes
Must be more important things to spend money on

Appendix - Verbatim comments

Same as above
The streets are far too narrow
Tough hill going up . Makes a ton of sense though. The road is already wide enough, just paint the road and move the cars
Resting spots? What do cyclists do now?
More bike routes are good. But why wait for the new overpass. Do viewlynn to appin to arbor Lynn first, via the new underpass above the highway. Great connection to seylynn!
Bike lanes need to be separated by permanent dividers in order to be safe.
Not a separate bike path
Will there be lighting included?
Depends on TCM measures
I don't cycle or run past Loutet/Brooksbank so no comment.
I do not want this in our neighbourhood. Bikers are going to be flying down Brooksbank Avenue interfering with traffic. I do not want Brooksbank Avenue made smaller with traffic calming roundabouts.
with the proviso that you don't remove any street parking or add bike lanes in the future.... As a local, I would prefer no traffic calming measures as it is a quiet area already.
Bypass city streets by using all of Salop Trail. I currently use that route.
We all ready have to much traffic cutting through our neighborhood when the iron workers bridge is backed up. Now adding speeding bikes down cloverley.most bikes I have seen are going at lot faster then the cars are going.they do not slow down .
I think a most favourable grades' route should also be posted with way-finding signs. Sections of. Gladstone Ave and Kennard Ave can be used. Also a route using Gladstone or Kennard would be efficient for those travelling to the Lonsdale TC.
No I dont because the hill is too steep
I do like the plan, but wonder how it will safely connect to the Rufus segment, or if the CNV considers this future plan on their roadmap in the next 5 years. I worry that the connection is otherwise not very viable.
What now exists is appropriate for the volume of bike traffic with a good margin for additional bike traffic.
I do NOT support 'traffic calming' measures in this area.
I would like to see it taken off the road and a wide muti-use path. This is more appropriate for kids commuting to school and still allows for bike commuters as well.
Too steep and no physical separation.
Not my neighbourhood, so I don't feel I can comment
Need signage to instruct bikers to give pedestrians fare warning that they are passing! This is truly needed if it to be a shared route.
i fully support traffic calming measures along the 1200 block of Cloverley, as cars are often seen dangerously ripping down this street, typically because they think it's a way to get to the highway faster when there's traffic along Keith. And then when they realize it's a deadend, they angrily rip back up even after than they went down. There are a lot of kids on this street, so things like wide-based speed bumps would be appreciated, both to slow down cars and a new stream of bike traffic.
As it is a narrow street with houses on either side, presumably, this will not remove parking on either side of the street, as this would not be well appreciated by any of the neighbours as parking is always a bit a trouble on this street.
Where possible, add switchbacks to a separated path where the grade is steep.

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Again, allow street parking. See comment above re seniors and access to services. These are quiet roads where cars and bikes can share. Maybe add a road hump or two.
Protected lanes. They work. Put them in and make the street one way only.
Again, you don't need to do anything. A sidewalk for kids to walk to school is far more important then a bike lane in a residential area. When home owners park on the street, it's already 1 lane. What do you plan to do now? Enough with the bike mandate already. It's one of the steeper hills in North Vancouver. I used live on 15th and bike from downtown. This is 100% the stupidest route to ever take as its the steepest. You never been on a bike before? Who is making these decisions? You should fire them.
Bikers find their own way downhill and rarely travel uphill. Residential parking takes up the space - do not even consider this folly.
I don't like the idea if you are planning to take way parking, there are not enough cyclists to warrant taking away parking and Brooksbank is incredibly steep so don't believe many cyclists will go up there and will instead go up Salop trail as they do now. The entire plan would make much more sense if you put a bike lane on Salop Trail from the top
Just like for the other portion of the route- Yes please to traffic calming measures - I would expect speed limits all around - vehicle speed is the number one risk factor for deadly accidents and the risk thereof. No matter the signage, if there are cars speeding by even with 50km/h this is too dangerous and intimidating for the average cyclist and especially with children. Thank you for putting a huge priority on the speed limitations and means to ensure them.
If this segment is not going to have separated infrastructure, then it will require significant traffic calming to ensure cars are actually slowed down (speed limits without engineering changes to the actual road are insufficient).
Curious what the rest spots would be like.
I would be uncomfortable cycling this portion of the route with my child as it involves streets with traffic.
This will impact us as we use Brooksbank Ave. frequently to reach our Cloverley St. residence. Therefore the specific details will affect us greatly.
As we use Brooksbank regularly it affects us greatly. Without knowing the specifics of the design we can't comment. Living on Cloverley St. any design will affect us greatly.
You need to connect not a Cloverley but Adderley
... if this does not include future loss of parking for bike lanes. If this means there will be roadside signs and perhaps bike icons painted on the roads specified ... but nothing more!
Quiet Streets no need for Traffic calming. Also..... NO bike lanes/loss of street parking in the future....!!!!
The route from Lynn Valley to Lynn creek is very steep in places. It will have limited use. The money could be better spent.
Sounds fine. Doesn't affect me as Rufus Drive segment does.
Will need to do more here as speeding occurs on this street now and gridlock happens when there is a rush hour traffic issue on Keith or the highway. Must prevent these cars from cutting through or it will not work.
I don't think just way-finding markings are enough. There s/b traffic calming measures for sure & you haven't provided enough details. The brooksbank road gets busy at certain times of the day and has been used as another route to Keith Rd when traffic is back up. Cars rarely stop at the stop sign at Brooksbank & Calverhall, so traffic calming circles or speed bumps should be considered
Sounds fine. Doesn't affect me as Rufus Drive segment does so I don't feel strongly about what is done. Plus I don't really know the area and the traffic issues there.

Appendix - Verbatim comments

Please tell us more about your answer about concept 1 above.

Even though I use an eBike, the grades in this area (for instance, on Keith Road) are very difficult. I would support the proposition that allowed for this easiest grade. This would also encourage more use.
not as good as option 2
Appears to be encroaching onto private property.
Grade is very steep, these accommodations will improve use and accessibility for my users
Too impactful. I understand the switch backs, I used to ride there all the time and it's a tough hill. Its just seems so invasive. Again, wildlife, it's a bear and coyote corridor especially when the overpass goes up.
Seems awfully expensive and invasive.
I like #1 the best but as cost control is always a concern #2 becomes a viable compromise.
Makes it easier to climb the hill.
environmental impact and cost
More accessible with a friendlier grade
Prefer to minimize environmental impact
There has already been too much impact on adjacent homes from highway construction
I support option 3
Same as my other answers, use what we have.
Would like to avoid tree removal if possible as they are so important to fighting climate change.
Too expensive and too much impact on residents and the environment.
I like it to have switchbacks making it easier to bike up. However option 2 below may be better for cost
Keep the Salop trail for pedestrians. Use existing roads (maybe connecting alleys) for bikes.
The residences there have been impacted enough over the past few years and if I lived there I'd be upset at yet more encroachment
I'm against tree removal when it is not for hazard reasons. We are a haven for green space and wildlife. The more we remove green space we remove, The more wildlife will come out from the forest, and will be euthanized. Lets not touch the trees wherever possible.
Looks well thought out
The trail is right beside Highway one and very noisy and steep. The rebuild to accommodate easier uphill travel might work better for some users.
Expensive
I'm not crazy about the idea of a higher cost option
Don't like the idea of extensive tree removal
Too much encroachment on private property. Trees should be left as is.
More bike routes are good, but that is a very very steep section. See my comments about viewlynn, appin,arborlynn.
Save and bike friendly option
I probably won't use this route. No comment.
It doesnt make sense to compromise the bike path by staying inside the row when the DNV owns the land outside it too.
Too windy. More and more people will be doing this on e-bikes.
PLEASE, PLEASE..... no more tree removals. I live towards the end of Cloverley Street and we have suffered from the Highway interchange construction, multiple phases of tree removals and much more noise.... This option would see the removal of a lovely maple tree at the end of Cloverley Street. This is the last tree that

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beautifully blocks our (direct) view of the interchange.....
Overkill vs concept 2
Work around the trees, and reduce retaining where possible
I prefer concept 2 the most
Like this option because it thinks long term with most favourable grades. The hills aren't going away anytime soon & the population is going up fast). Yes electric assist technology is also helping the less-strong deal with hills, too.
That looks ok
I appreciate the switchbacks for speed concerns and accessibility, but don't love the idea of the cost to implement, along with the considerable impact to vegetation and trees. Given rain, runoff patterns, etc, green space and soil cover are very important right now.
impacts existing area too much - there's no need to make every section of trail fully rideable if the terrain doesn't warrant it. In other words it is not catastrophic for steep sections to require dismounting and pushing the bike if it's not otherwise safe.
Don't impact residents please Don't remove anymore vegetation there's already so many issues from doing this Keep north van naturally beautiful- stop paving it
If too steep people won't use it
I like that it is getting paved and the switchbacks make for good climbing. However, maybe an adjacent path be installed so it can be split into one-way traffic—switchbacks for going up and a more direct, straight route next to it for descending.
Don't feel able to comment
Too expensive and complicated.
I'm sure the folks in the houses there will hate it, but I love it.
ABSOLUTELY NOT! This is the only safe route for children to get to and from Brooksbank Elementary. You now want to populate their route with speeding bikes, when every road in the city is already being taken over by bike routes? In the winter when it's cold, you're going to salt and maintain this everyday at a cost to whom? I walk my dog on that trail everyday. Can't when it's covered in salt. Still not safe and would still be too slippery for children. What about in the summer when it's 40 degrees out. More concrete to burn pet feet on. You think people will obey windy trails and not make their own, straight up the hill? You guys learn nothing from your previous bike lanes around town? I hate this idea so much I'm doing lose it.
Too much money. Bikes have gears for hills.
Stupid and wanton destruction of the area which is struggling to grow back from the destruction of the forest from the highway widening.
Don't want any trees removed, the less impact to residents is important.
This seems very extensive, and often enough, this many curves do not actually enhance safety on a bike. Also the impact on the surrounding nature as well as the residents is a huge downside to this. Getting the local residents on board is so important- and this most invasive solution will NOT do the trick. Complaints are guaranteed, benefit for users does not hold up to these downsides.
Switchbacks keep it safe.
I don't know how steep this portion of the trail is.
Not required
I live at 1274 Cloverley Street, one of the properties that will be directly impacted by the change in the Salop Trail portion. I DO NOT want any more trees affected or removed; we have already suffered the loss of any

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entire green space at the end of Cloverley as a result of the Brooksbank overpass and off ramp from Highway 1. This concept would mean that a large, mature maple tree would be removed at the end of Cloverley Street/top of Salop Trail segment. This tree is the ONLY remaining green that masks the new highway interchange. Without it, we have substantially greater noise and are looking out at a highway interchange. Please don't do this!

I live near the end of Cloverley Street, near the Salop Trail. We have had enough of Tree removals, upheaval, and more noise..... No more...

Also okay with #2 as it is less costly

The introduction of switch backs is a good design to mitigate speed . I don't like the idea of more tree removal as the trail's tree cover was decimated due to the highway construction and is barely growing back as it is and the residents along the trail have been adversely impacted.

Steeper and more expensive than #2

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Please tell us more about your answer about concept 2 below.

seems like the best option
Achieves similar objectives
This would be my choice of the 3. Still have great concerns about its use as a walking trail. Cyclists tend not to like to share paths with pedestrians unless they're designated for both.
I prefer this route to mitigate the steep grade
This seems to have better accessibility.
The entirety of the path isn't at a friendly grade and will exclude some users
Seems like a good compromise solution
The connection to the path needs to be widened to accommodate mixed use - many people have strollers, off-leash dogs (even if it's not meant to be this will happen) and cyclists coming up the steep grade need space to navigate. The gravel sections above are often ill-maintained, with deep ruts that are filled with loose gravel, which is difficult to use during darker winter months. Lighting is important as well.
I support option 3
Looks good. None of the trees removed are large or attractive. Please keep in mind that 90% of cyclists will continue to use Salop trail down from BB school. Currently the speed concerns are really between adderley and cloverly.
Please keep some budget for a people resurfacing of salop trail North of Cloverly as well as proper speed gates. The current cement medians have a minimal impact on reducing speed.
Less environmental impact.
I'm not convinced this path is the best choice for cycling. The current trail is well used by pedestrians.
It is quite steep to bike up this trail. Doing some switchbacks would definitely help
I would choose this one over the two because it looks as though it affects the neighbours and the land the least. It is hard to tell from the picture, but hopefully it makes the grade easier.
See above.
Minimizing impact on residents is critical
This seems better than 1. Why not use DNV lands? No need to stay in ROW (or, change the land designation if needed).
As a bike rider, I would rather get away from the steep route by the Highway. I would take Brooksbank and Cloverly to get to lower Salop Trail.
Still expensive
I like it more than the first concept because it has lower costs and achieves the same outcomes.
Seems like the best option to limit tight turns etc.. would like to have known the max slope, similar to what you said for concept 3
Both of these routes are more about waking than biking. Walking ok for the local residents, but I suspect any transport Lynn valley to seyllynn will be by ebike.
See viewlynn., appin, arborlynn route.
Compromise, option 1 is much better
Cheaper than concept 1. Less likely for opposition from residents.
I probably won't use this route. No comment.
Dont build handrails on downhill sections as these pathways dont look wide enough and the rails will inhibit

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movement. Dont bother to put in furniture as it will get covered in graffiti. DNV Planning and Council tends to go overboard in placating nimbie neighbours - dont let that stop proceeding with the good plans shown here. Fewer but longer switchbacks as in concept C are preferred.
Again, too windy.
See my comments above..... I realise this this a compromise solution and it is be 2nd preference. If this plan is chosen, please minimise the effect on trees and foliage. Also please keep the lighting out of our eyeline.
Previously I liked using the existing Salop Trail but realized the grade is too steep for multi use. This is a good compromise.
Less impact on trees but still mitigates the steep grades. This will be more kid friendly than concept 3
Slowing bikers down is the priority
Like also, since a little more direct. Down hill cyclist will likely find steep downhill roads on their own. However they could be posted as such with signs.
I prefer concept 1.
I believe Concept 2 is a fair balance of cost, vegetation, reduction in grade, while minimizing impacts to residents
Better than #1 but still - it is NOT reasonable to expect to have no sections that require pushing the bike through them. The whole point of the project is to provide access across (probably under) the Upper Levels highway - whether it can easily be ridden - and in my opinion this grade violates the All Ages + Abilities mandate - and therefore should not be pursued by DNV
This seems to take care of the speed concerns while having less impact on the environment and residents. Where safety is a concern, cost should not be.
It should be paved. If the rest of the trail is paved then it would be annoying and silly for this section to not be paved.
Don't feel able to comment
Probably better to keep the greenspace in the triangular district property
Seriously [Redacted] off with this. Your dotted "existing" trail is exactly the route people will take. Who the hells is going to divert like that? LOL What were you smoking when you thought of this?
I wouldn't ride here
Hand rails? Still too much money. Should be prudent with the public purse. Electric bikes and bikes with gears. The steepest part of the route is not here.
Ice, snow, frost will be a constant problem in the cold months with no timely crews to salt or effect snow removal. A really dumb idea.
Too many switchbacks, too intrusive. Cyclist come screaming down Salop trail now, don't know why they just can't continue without changing anything.
This seems like a perfect in-between solution with sufficient updates to the trail to make it safe and usable for various cyclist group and levels but also not impact nature and residents too much.
This seems like the best option given the advantages over Option 1.
Not sure I understand the crossings
This seems better than Concept 1, but I haven't actually experienced the Salop Trail so it's a theoretical opinion.
Not required
If you read my response to Number 1 Option, my comments are the same. However, IF this concept means that the mature maple tree at the end of Cloverley Street/top of Salop Trail segment will not be damaged and can remain in place, healthy and untouched, then this is a good compromise. Please keep lighting out the eyeline of locals.
Again..... no more disruption for locals....!

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Seems safe and not as expensive as #1

It's better than option 1 for the reasons discussed above. There must be adequate signage for speed limits for bikes and room for pedestrians and cyclists to coexist on the trail. With e-bikes, the speeds are quite dangerous. I don't understand why the DNV is not considering a separated bike lane up Keith rd to tie into the grand blvd trail as well. There are lots of cyclists who use Keith Re and it's very dangerous for them. The district has the room to make a separate lane on the north side of Keith

This design has lots of tight corners so where possible the path should be at least 4m wide.

I suspect that many walkers and some cyclist will want a more direct route in the upper switchbacks, and will likely create one in the landscaping so providing this alternative on the top 3rd, might be wise if the cost is not excessive.

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Please tell us more about your answer about concept 3 below.

The houses in this area have already been significantly impacted by highway improvements/construction. "We" have also lost several trees and cannot support the loss of more in this area. There many other important issues requiring funding.
17% grade is too difficult for most recreational cyclists
the easy way out but not practical for bikers if it's too steep. Steepness would be an impediment to widespread use.
I like this the best. strait line for the bikes, and out of the way for the rest.
Speed concern (I routinely run this route and would no longer feel safe) and also would make it very difficult /challenging for many potential users.
I do prefer a least invasive plan and I understand that this does not cover speed control and a big grade and less cost. 2 might be an option better suited. Big question will this bike route really get used? Has there been feasibility studies done or is this just a "good idea"
It's too steep in places and pedestrians can be in danger from cyclists who don't have a chance to slow down.
Too steep for the majority of us learning to bike.
Very steep grade not advisable at all.
Dangerous for all users due to possible high speeds of cyclists.
If grade is too steep it will not be used
This area is very steep, and quite narrow. If there is increased cycle traffic, in addition with foot traffic, uphill cyclists will face too many challenges with having to stop/restart. Speeding cyclists can cause dangerous collisions.
Less expensive, less invasive
I think the grade is too steep for many folks to cycle, especially children.
Good for pedestrians but not cyclists. Is there a better route for cycling that is along the road? Or is that City land so it wasn't considered????
It is too steep right now
If it is too steep, it will not be used by anyone except the most serious of cyclists. It will also be dangerous for walkers if cyclists are flying down quickly without speed checks.
Unless you have an e-bike this is not a reasonable commuting route
Terrible idea.
I can't see going up this route unless you have an e-bike. Going downhill here on bikes isn't going to work with walkers going up at the same time. Better to use a separated bike route on City property.
Start here.
This is the best option if we believe that everyone will be using e-bikes in the future. This is not as unlikely as it might seem right now.
Not uphill friendly
Least invasive. Bikes seem to manage the present trail. Minor improvement of course. No tree removal. We need more trees not less. The noise level has increased so not in favour of any foliage or trees removed. Many birds use the trees on both sides of the trail as sanctuary.
See viewlynn., appin, arborlynn route.
This looks to be a non serious alternative to me; not save and also not bike friendly
Too steep for casual cyclists.
I probably won't use this route. No comment.

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Leave it as is. I am not paying for something i won't use.
This is not a good solution. Following the path as it currently exists is way too steep. Dont go crazy with the switchbacks, only a few are needed. The vegetation here is of poor quality and mostly invasives and would be improved if it is torn out and replanted with native species.
I like that it is direct and uncomplicated.
My preference minimal impact locally. Also, since the slope of Brookbanks Avenue is GREATER than this plan for Salop trail, it doesn't increase the grade issue. Let's spend less, disrupt less and get it done faster...!!!
PS..... I very much object to you stating this is a "Not Preferred" option Do you want our opinion or not? This is a clear attempt to shape the outcome of the survey.....
Fine, albeit hard, for cyclists, but too steep to push a stroller or for less able-bodied users.
Too steep for kids to ride at 17% easily so won't be that well used
The folk need favourable grades.
I prefer concept 1.
I'm a competitive cyclist, and when I found myself on this route last week, I found the climb challenging. I would consider this climb a barrier to bike commuting for the majority of people (without an ebike)
I don't really like ANY of these routes though again I don't see any regard whatever for families with children and think this is exclusively aimed at regular riders while providing no safety at all for tykes and parents.
Preserves nature
More direct
Cost effective
Don't need this at all
I like this concept the most of it were paved! I like that it is the least expensive and would be totally sufficient if it were paved. If the rest of the trail is paved then it would be annoying and silly for this section to not be paved.
The hill is too steep for the majority of cyclists.
Don't feel able to comment
Speed is definitely an issue. Cyclists are very often whipping down this (gravel) path without much concern about pedestrians and young kids. Speaking from experience, before the highway was even started, I was once run into by a cyclist coming down while I was WALKING down the path next to the old school in this same area. Once it's paved, you can assume it'll only get faster and more dangerous.
Steep grades will limit adoption of route by some cyclists.
Way too steep. Come on! How can families use this trail?
what? no, that's just the status quo which is a problem.
At least it's straight but you guys are morons. Concept 1 and 2 should be thrown out.
Perfect and preferred. Best grade with lowest cost.
The least destructive but still, the "landing pads" are dubious - what for? People walking their bikes uphill already stop for breathers. It is also a very very popular dog-walking and pedestrian path connecting through to Bridgman Park. Bikers ignore prudent speeds downhill but the uphill journey forces most to walk except for the electrified scooters. Any paving idea is a waste of money because the constant requirement for the city salting crews to keep this sloped segment salted, sanded or shoveled. They can't even keep 1200-block Cloverley Street cleared of snow in a timely manner! The staff bias in the next ranking section is blunt - who says that Option 3 is "not preferred"? It screams prejudicial choice. There should be a fourth choice - "none of these Options- leave this alone and move on to more pressing issues"
It's much like it is now and would have less impact on the residents

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This would be a major obstacle for most cyclists and the many many times that they would avoid this route would prove this section of the trail to not get sufficient usage. This would be a fail for the overall project- why do all these amazing changes to the other sections to then leave this - very crucial - part out?! Not feasible to leave as is and expect usage and improvements.
Too steep. Safety first.
I like steep climbs but the switchbacks of Concept 1 and Concept 2 would be better for most users, and would make the Trail more accessible.
As our property is the adjacent one we will obviously be affected by any of the three Concepts. Concept 3 would affect the least. As the distance from Cloverley to the lane is such short it would seem the cost of Concept 1 and 2 is unjustified. As the grade does not hamper pedestrians and cyclists now I see no reason for any major changes.
As our property is the adjacent residential property Concept 3 affects us the least. As the distance from Cloverley to the lane is short, and currently does not hamper pedestrians and cyclists, it would seem unnecessarily costly to even consider Concepts 1 or 2.
Much preferred....speed gates control speed . little impact. I ride this route many times a month uphill and downhill on gravel. It is absolutely fine. Continue past Cloverley up to Adderley
The slope of Brooksbank Avenue, part of this cycle concept, is GREATER than the Salop Trail segment in this option, this is my preferred option. There is already a portion of this cycle route that has all the dangers you are concerned with here and it has already been approved as part of the plan. Save our money! Save our trees! Save our neighbourhood (it has already been heavily hit by the loss of trees and huge noise increase caused by the highway upgrades).
Why is this "not preferred" and by whom???? It is MY preferred option quick, easiest, least expensive and minimal local disruption. It's not okay to steer the survey with stating YOUR preferences !!!
Too steep. People won't use it.
I think I prefer the least impactful option 3
All downhill so not great mixing bikes and pedestrians
Sustained sections over 8% grade will be a huge deterrent to people wanting to cycle up this section.
I think I prefer the least impactful option 3

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Tell us about your interest in this cycling route – other, please specify:

I would cycle here if it was paved and shallower than the existing grade
PERSONAL CONCERNS AROUND ACCESSING MY DRIVEWAY
I will use this as a cyclist - because of the limited interaction with vehicles that currently prevents me from commuting by bike (under option 1/2 only)
I do not currently use these paths but as a new e-bike owner I am very excited to hear of improved bike paths to travel the north shore.
You will be bringing unnecessary traffic to otherwise quiet neighborhoods.
I would consider walking or cycling here.
I live here
I pay for its upkeep
I WOULD use this path to cycle to work and errands if it was better designed!
I would use this for commuting if it means getting off the busy roads.
I might use it in the future
I walk my dog off leash on this trail every day and will continue to do so. Take your bike lanes and [Redacted]!
I use this path for myself and my children to get to activities and programs and friends houses. Soon they will be cycling these areas on their own. At least I hope we will improve routes so I can let them.
I live in Lynn Valley and I'm interested in off-road bike routes for cycling with my child.