

Info Package

Date:

PC

Dept.
Manager

GM/
Director

CAO

The District of North Vancouver INFORMATION REPORT TO COUNCIL

April 28, 2023

File: 16.8620.20/059.000.000

AUTHOR: Mac Fitzgerald, Transportation Planning

SUBJECT: Lynn Valley Rd Active Transportation Project, Ph. 2 - Public Engagement & Technical Analysis Reporting Out

REASON FOR REPORT:

To provide Council with an update for Phase 2 of the Lynn Valley Road Active Transportation project (LVRAT Phase 2), including:

- The results of the first public engagement, and
- Preliminary technical work.

SUMMARY:

LVRAT Phase 2 is a corridor safety and mobility improvement project along Lynn Valley Road from Peters Road to Dempsey Road. The project has two stages: a concept and a delivery stage (design and construction). The project is currently in the concept stage. (Phase 1 of the Lynn Valley Road Active Transportation, located on Lynn Valley Road between Mountain Highway and Peters Road, is now complete, with construction finished in winter 2022.)

The goal of the LVRAT Phase 2 project is to create a street design that is safer and more comfortable for people who live in the area, and for those who walk, cycle, roll, drive or take public transit, while balancing the needs of road users and the local community.

The first two phases of the concept stage focused on public engagement and technical analysis. Public and stakeholder engagement was conducted in May and June of 2022. Technical analysis of existing conditions was completed in fall 2022. This report provides a summary of the key findings of this work. Detailed reports summarizing the results of the technical analysis and engagement activities are attached.

Key findings include:

- 82% of survey respondents support the proposed project goal as noted above.
- 64% of survey respondents ranked the safety of all road issues as their first or second most important issue. The technical analysis found that intersections along this corridor have a higher ratio of motor vehicle collisions involving pedestrians and

cyclists than other locations in the District. 59% of survey respondents reported being concerned or very concerned about the possibility of colliding with a person cycling when thinking about driving along Lynn Valley Road.

- There are many locations within the project area where people walking and cycling are not separated from traffic, increasing risk and decreasing user comfort. 56% of survey respondents identified comfort for people walking or rolling as their first or second priority for improvement on the corridor.
- Parking was not a high priority for most survey respondents, although the technical analysis found low excess parking capacity in the north-eastern part of the study area. Short term parking was ranked the number one or two priority for 20% of survey respondents and long term parking was ranked the number one or two priority for 25% of survey respondents.
- A grade assessment of route options connecting the Lynn Valley Town Centre and Lynn Valley Headwaters found that a route along Lynn Valley Road had both the shortest distance and the lowest overall grade. A number of routes were assessed, including connections suggested through the survey. The assessment of grade profiles indicated that Lynn Valley Road is particularly suited for travel in the uphill direction when compared to other routes.

The technical assessment and results of the preliminary engagement are informing the development and evaluation of options.

BACKGROUND:

Lynn Valley Road is an arterial, whose primary purpose to moving people by walking, rolling, cycling or driving. The stretch of Lynn Valley Road from Mountain Highway to Dempsey Road is an important connection to regional and local parks as well as linking residents to the wider community. The arterial experiences significant pressure from different users and space is limited.

In November 2020, the Lynn Valley Road corridor project was divided to be delivered as two separate projects: Phase 1 (Mountain Highway to Peters Road, now complete) and Phase 2 (Peters Road to Dempsey Road). This phasing allowed the team additional time to develop options and engage with the public before selecting a preferred concept. Phase 2 was launched in spring 2022 with public engagement.

EXISTING POLICY:

The LVRAT Phase 2 project is supported by the Official Community Plan, Transportation Plan, Pedestrian Master Plan, North Vancouver Bicycle Master Plan, Lynn Headwaters Park Access and Parking Study and Community Energy and Emissions Plan.

Figure 1: Key Transportation Goals

1. Provide Transportation Options for All
2. Promote Physically-Active Transportation Alternatives
3. Reduce Transportation Demand
4. Create Places for People, Not Cars
5. Make the Lowest-Impact Transportation Choice, the First Choice
6. Make a Sustainable Transportation System Happen.

Source: Transportation Plan, page 15

ANALYSIS:

The concept stage of LVRAT Phase 2 began in spring 2022 with public engagement. The full report can be found in Attachment 1. Technical analysis focusing on existing conditions was conducted in summer 2022 The full report can be found in Attachment 2.

First Round of Public Engagement

This initial round of engagement ran from May 16 to June 6, 2022 and featured a range of both in-person and online opportunities to learn about the project and to provide input, such as an online engagement survey, an open house on May 26, and community pop-ups. These engagement opportunities were supported and promoted by a variety of communication tactics, including a project webpage, a postcard mailout to the neighbourhood, signs in the community, an ad in the North Shore News, and social media.

PUBLIC ENGAGEMENT SPECTRUM

Adapted and used with permission from the International Association for Public Participation (IAP2 Federation).

Inform	Listen & Learn	Consult	Involve	Collaborate	Empower
"We will keep you informed. We will provide information that is timely, accurate, balanced, objective, and easily understood. We will respond to questions for clarification and direct you to sources of additional information."	"We will listen to you and learn about your plans, views, and issues; and work to understand your concerns, expectations, and ideas."	"We will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions, and we will report back to you on how your input influenced the decision."	"We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed, and we will report back on how your input influenced the decision."	"We will look to you for advice and innovation in formulating solutions, and we will incorporate your recommendations into the decisions to the maximum extent possible."	"We will implement what you decide."

Public engagement was conducted at a "Consult" level on the Spectrum of Public Participation.

High level findings of the public engagement are:

- Most respondents (82%) support the goal of the project, which is to create a street design that is safer and more comfortable for people who live in the area, and for those who walk, cycle, roll, drive or take public transit, while balancing the needs of road users and the local community.
- Safety for all road users is important to many respondents, with 43% ranking it as their most important issue.¹ Safety was very important to both local residents and respondents from the surrounding area.
- Parking, both short- and long-term are a low priority for more than half of respondents. When provided a short list of five priorities, more than 50% of respondents identified parking as their fourth or fifth priority. Approximately 55% of local resident respondents ranked both short- term and long-term parking as a low or very low priority.
- Most respondents are concerned about high traffic speeds and high traffic volumes.
- Respondents are concerned about the possibility of collisions between vehicles and people who are walking and between vehicles and people on bicycles.
- Respondents are concerned about comfort, safety, and accessibility at intersections when thinking about walking, cycling, and / or driving.
- When thinking about walking, respondents were concerned about incomplete sidewalks.
- When thinking about cycling, respondents were concerned with being hit by the door of a parked vehicle.

Stakeholder outreach was conducted with TransLink, Coast Mountain Bus Corporation, Metro Vancouver Parks, School District 44, HUB, the North Shore Advisory Committee on Disability Issues, and the North Shore Safety Council.

The results of the both the public and stakeholder engagements are documented in the attached ***Lynn Valley Active Transportation Improvements Phase 2 – Spring 2022 Engagement Report***.

The results of the public engagement and existing conditions analysis will be provided to the public via the project webpage. The next public and stakeholder engagement opportunity for this project will focus on presenting – and seeking feedback on – corridor improvement options.

Technical Analysis

The technical work included analysis of conditions for all modes of travel. This work included review of the following existing conditions:

- Land use context,
- Road characteristics,
- Topography / grade,
- Transit service & facilities,
- Park use,
- Volume of users by mode,
- Travel speed,
- Safety,
- Intersection operations, and
- Motor vehicle parking.

¹ Number one ranked of a short list of five issues.

The results of the technical analysis are documented in the attached ***Lynn Valley Road Active Transportation Improvements Phase 2 – Existing Conditions Technical Report***. Key findings of the technical work include:

- Collisions along Lynn Valley Road have had a higher average percentage of motor vehicle collisions involving pedestrians and cyclists than the District as a whole. 25% of collisions at Hoskins / Dovercourt and Lynn Valley Road between 2007 and 2017 involved pedestrians and/or cyclists.
- Lack of separation between people walking and rolling with people cycling and driving due to the existing gaps in the sidewalk network and absence of boulevard space between the roadway create a sense of discomfort and safety concern for active transportation users on the existing corridor.
- Controlled crossings along the corridor are limited to Peters Road and Dempsey Road, which are 800 m apart.
- Intersections at Hoskins Road / Dovercourt Road, and Burrill Avenue / Henderson Avenue are complex due to the proximity of multiple intersections and the skew of the intersection with Lynn Valley Road. The intersection of Lynn Valley Road / Peters Road is also skewed. These three intersections have the highest collision frequencies in the study area.
- People walking are sometimes forced to walk on the roadway adjacent to occasionally high motor vehicle speeds.
- Compared to several alternative routes, Lynn Valley Road offers the most comfortable and desirable grade profile for active transportation users (pedestrians, cyclists, and other new mobility users).
- The lack of amenities (such as benches and shelters) at transit stops further limit transit passenger comfort and the accessibility of transit.
- There are a number of existing physical constraints that limit design options. These include road edge conditions characterized by incomplete sidewalks, steep lateral grades, closely spaced driveways, trees and wild growth, and utility poles. Off-street segments also feature trees and private use of public space.
- On-street parking usage is currently heavily concentrated near the park entrances on the north end of Lynn Valley Road. Parking demand often reaches maximum capacity on Dempsey Road, Kilmer Road, and Lynn Valley Road north of Kilmer Road during peak times.
- Elsewhere in the neighbourhood, there is more parking supply than demand. Some streets have less than 50% of spaces occupied during peak times. These streets include Lynn Valley Road south of Kilmer Road, Hoskins Road between Coleman Street and Lynn Valley Road, and the group of local roads east of Lynn Valley Road and north of Peters Road. The peak period parking survey found that 90 spaces were available on Hoskins Road during the highest demand time period.
- Peak period motor vehicle traffic operations along Lynn Valley Road and elsewhere in the neighbourhood are near optimal conditions. There is ample available roadway capacity under existing configuration and there is no need to develop additional motor vehicle travel lanes for capacity purposes.

SUBJECT: Lynn Valley Rd Active Transportation Project, Ph. 2 - Public Engagement & Technical Analysis Reporting Out

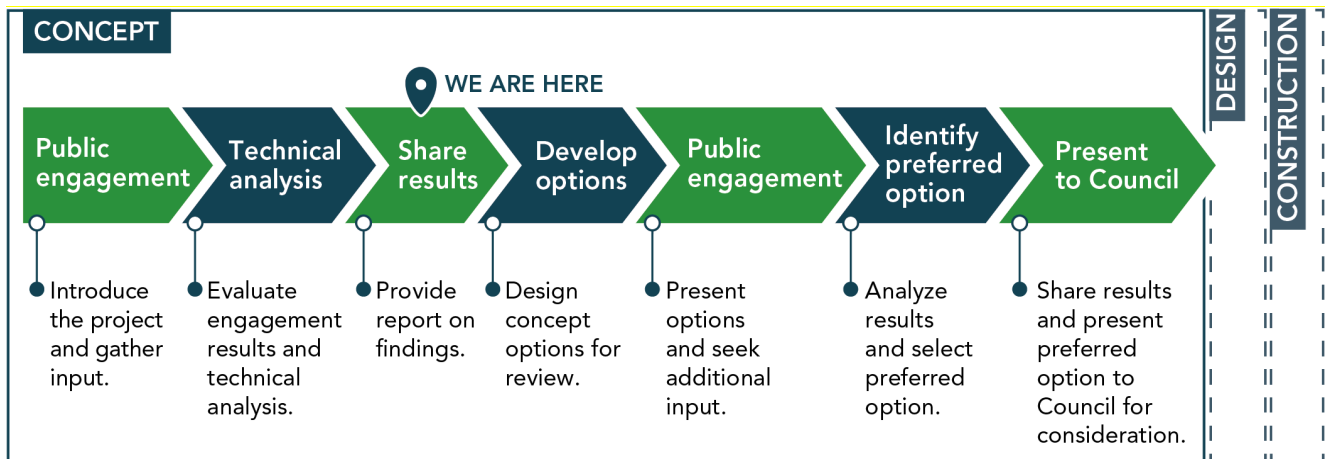
April 28, 2023

Page 6

Timing/Approval Process:

LVRAT Phase 2 project has two stages: a concept and a delivery stage (design and construction). The concept stage is expected to take approximately one year and will be complete once the preferred concept and engagement results are shared publicly. The team will bring a recommendation for a preferred concept to Council in 2023.

This project currently is concluding the engagement phase and technical analysis. The next step is to share results and develop options.



Financial Impacts:

The current high level total estimated costs (TEC) for LVRAT Phase 2 is \$1,830M. The TEC includes concept stage funding of \$180,000 as well as cost estimates for delivery of \$1,650M.

The funding request for the delivery stage will be revised and updated based on the outputs of the concept stage. The project is included in the current five year plan and funding will be prioritized following the Transportation workshop with Council.

Liability/Risk:

The project's key goal is to improve safety and connectivity for users along this corridor. Improvements delivered through the project will improve safety for active transportation users by providing separated facilities for walking, rolling and cycling, decreasing the risk of conflict with motor vehicle drivers.

Social Policy Implications:

The project's goal is to provide safe mobility for everyone travelling along or crossing this corridor. The current environment is challenging for people walking, rolling and cycling. We are striving to create a more equitable corridor, allowing people from differing abilities, backgrounds, and experiences to travel safely and comfortably by providing a complete sidewalk network, safer crossings, separated cycling facilities and accessible bus stops.

**SUBJECT: Lynn Valley Rd Active Transportation Project, Ph. 2 - Public
Engagement & Technical Analysis Reporting Out**

April 28, 2023

Page 7

Environmental Impact:

Emissions related to the transportation sector currently make up 52% of all emissions in DNV and passenger vehicles are responsible for 96% of transportation-related emissions. In December 2019, Council adopted the District's Community Energy and Emissions Plan, outlining key strategies to reduce greenhouse gas emissions in the transportation sector.

The strategies that will have the biggest impact on transportation emissions include reducing single-occupancy motor vehicle use by shifting to alternatives, such as walking, rolling, cycling and transit, and continuing to build complete communities. Sidewalks, cycling facilities and accessible bus stops are needed to support this shift and to encourage safe travel by active modes.

Increased active transportation supports offer additional health-related co-benefits including increased physical health from cycling and walking and reduced air pollution, which lower the risk of cardiovascular disease, stroke, and diabetes.

Conclusion:

This information updates Council on the progress to date on the LVRAT Phase 2 project. It provides a summary of the results of public engagement and technical analysis. The overall findings from this work will inform the options development in the next phase.

Respectfully submitted,



Mac Fitzgerald
Transportation Planning

Attachment 1: Lynn Valley Active Transportation Improvements Phase 2 – Spring 2022
Engagement Report

Attachment 2: Lynn Valley Road Active Transportation Improvements Phase 2 – Existing
Conditions Technical Report

SUBJECT: Lynn Valley Rd Active Transportation Project, Ph. 2 - Public Engagement & Technical Analysis Reporting Out

April 28, 2023

Page 8

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning	_____		
<input type="checkbox"/> Climate and Biodiversity	_____				



LYNN VALLEY ACTIVE
TRANSPORTATION
IMPROVEMENTS PHASE 2
SPRING 2022 ENGAGEMENT REPORT

February 28, 2023

URBAN
SYSTEMS

Suite 405, 9900 King George Blvd., Surrey, BC V3T 0K9 | T: 604-953-6500

CONTACT: Allison Clavelle, P.Eng.
E: alclavelle@urbansystems.ca



PREPARED FOR:

District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Suite 405, 9900 King George Blvd., Surrey, BC V3T 0K9 | T: 604-953-6500

File: 1333.0054.03

This report is prepared for the sole use of the District of North Vancouver. No representations of any kind are made by Urban Systems Ltd. or its employees to any party with whom Urban Systems Ltd. does not have a contract. © 2023 URBANSYSTEMS®.

About This Report

This report provides a summary of the community engagement conducted by the District of North Vancouver (District) and the input received. The purpose of this engagement was to inform the community and collect feedback on the Lynn Valley Road Active Transportation- Phase 2 project (LVRAT-Phase 2). The engagement took place between May 16 and June 6, 2022.

This report includes:

- A synopsis of promotional activities intended to provide the community with notice of the engagement process
- An overview of the engagement opportunities
- A summary of feedback received through the online survey and public correspondence

This report was prepared by Urban Systems on behalf of the District.

The views represented in the survey results reflect the priorities and concerns of those respondents who chose to participate in the engagement process only and may not be representative of the general public. Respondents elected to take the survey, and so their responses do not reflect a random sample.

While only the top themes have been included in this report, the District of North Vancouver has read and will consider all feedback. Survey responses include responses that were sent directly to the District of North Vancouver.

Executive Summary

Promotional Activities

The purpose of this engagement was to inform the community about the background, goals and timelines for the LVRAT-Phase 2 project and collect feedback on priorities, experiences, concerns and aspirations of the community and users of this stretch of Lynn Valley Road to inform the development of design options for the project. The engagement period was active between May 16 and June 6, 2022.

The engagement was promoted through the following activities:

- District of North Vancouver website
- Online survey platform
- Postcard mail out
- Social media posts
- Information Signs
- Newspaper advertisements – both digital and online

Participation

A total of 36 people attended an in-person Open House on May 26, 2022, at Karen Magnussen Community Recreation Centre. Two-hundred and thirty-six (236) people engaged with members of the project team at two pop-ups in the project area during the active engagement period. A total of 404 online surveys were completed.

Key Findings

High level findings from the online survey include:

- Most respondents (82%) support the goal of the project, which is to create a street design that is safer and more comfortable for people who live in the area, and for those who walk, cycle, roll, drive or take public transit, while balancing the needs of road users and the local community.
- Safety for all road users is important to many respondents, with 43% ranking it as their most important issue.¹
- Parking, both short- and long-term are a low priority for more than half of respondents. When provided a short list of five priorities, more than 50% of respondents identified parking as their fourth or fifth priority.
- Most respondents are concerned about high traffic speeds and high traffic volumes.
- Respondents are concerned about the possibility of collisions between vehicles and people who are walking and between vehicles and people on bicycles.
- Respondents are concerned about comfort, safety, and accessibility at intersections when thinking about walking, cycling, and / or driving.
- When thinking about walking, respondents were concerned about incomplete sidewalks.
- When thinking about cycling, respondents were concerned with being hit by the door of a parked vehicle.

¹ Number one ranked of a short list of five issues.

CONTENTS

About This Report	i
Executive Summary.....	i
Promotional Activities.....	i
Participation.....	i
Key Findings	ii
Background	1
Project Scope	1
Engagement Goal.....	1
Engagement Objectives	1
Engagement Activities.....	2
Promotional Activities.....	2
Stakeholder Outreach	3
Participation.....	3
Open House.....	3
Pop-Up – Kilmer Park, May 28, 2022	4
Project Area Walkabouts May 29, 2022, and June 03, 2022	5
Online Survey	5
Public Correspondence	18
Stakeholder Meetings.....	18
Next Steps	19

Background

Lynn Valley Road has been identified as a crucial link to address a gap in the sidewalk and cycling network in the District of North Vancouver (District), which will improve connections for the local community to regional and local parks and connect town and village centers. Feedback from the DNV Cycles public engagement in 2020 and a review of the corridor speeds and volumes determined that a separated biking facility is recommended for Lynn Valley Road to provide a safe and comfortable facility for a wide range of users of different ages and ability levels.

This is part of the District's goals to realize a walking, cycling, transit and driving network that will nurture healthier and safer communities, help mitigate the impacts of climate change, and take advantage of partner funding for improving infrastructure, as outlined in the Official Community Plan (OCP), Transportation Plan, Bicycle Master Plan, Pedestrian Master Plan, OCP Action Plan and Council Directions.

Project Scope

LVRAT- Phase 2 is a corridor safety and mobility improvement project from Peters Road to Dempsey Road along Lynn Valley Road in the Lynn Valley Area. During this engagement, the project team aimed to examine current resident and visitor experiences travelling along the corridor, as well as goals and aspirations for transportation. This information will be used to inform the development of transportation design options intended to complete comfortable multi-modal transportation connections transit between the Lynn Valley Town Centre and Lynn Headwaters Regional Park.

Engagement Goal

The goal for round one of the public engagement for **LVRAT- Phase 2** was:

To gather feedback to inform the creation of design options for LVAT Phase 2, such that options are based in the priorities, experiences, concerns and aspirations of the community and users of this stretch of Lynn Valley Road, along with constraints on available space and lack of alternatives.

Engagement Objectives

The engagement objectives for round one of the public engagement for **LVRAT- Phase 2** were:

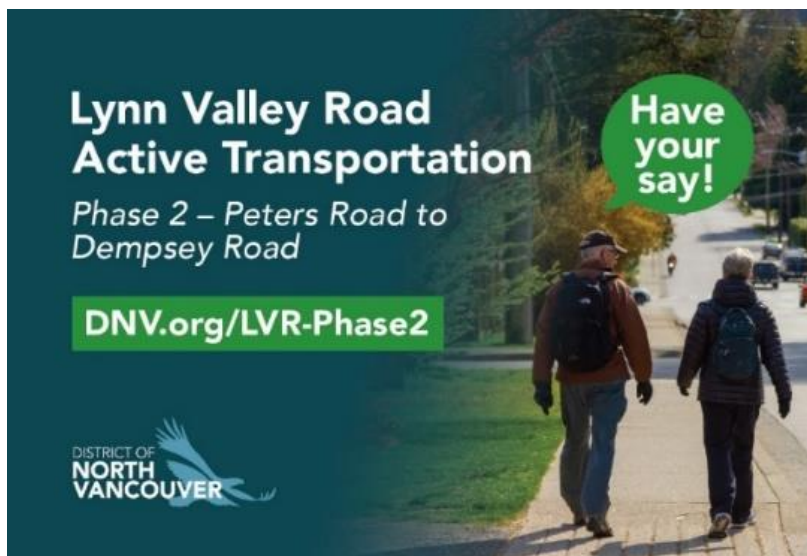
1. To raise awareness about the District's vision for expanding and connecting the active transportation network.
2. To raise awareness and understanding for the goals and plans for this project.
3. To learn from a broad range of diverse voices about their knowledge and uses of this road space and route.
4. To hear perspectives about the range of needs and priorities on the road space.
5. To clearly explain the role that community input will play in the design process and this project
6. To inform the development and evaluation of conceptual design options.

Engagement Activities

Promotional Activities

The District promoted the engagement using the following methods:

Method	Description	Dates
District of North Vancouver website	New page with project information and link to online survey	Webpage launched on May 16, 2022
Online survey platform	Civilspace survey	Survey open from May 16 – June 6, 2022
Postcard mail out	Notification card with link to webpage and QR Code to online survey mailed to 2982 District residents in the V7J and V7K postal code areas of Lynn Valley and the District	May 16, 2022
Social media posts	Facebook and Twitter organic posts and ads to promote the online survey and pop up at Kilmer Park	Posts on May 16, 20, 24, 26, 18, 31 and June 3
Project Information signs	Four 24" x 36" informational signs and Two 4' x 6' signs promoting the LVRAT-Phase 2 were posted in the project area.	Installed on May 16, 2022 and in place throughout the engagement period from may 16 to June 6
Newspaper advertisements	Digital and print advertisements in the North Shoe News	Print ad ran May 18, 2022 Digital ads were geo-targeted to V7K and V7J from May 16 to June 5, 2022



Sample of promotional material used to advertise the engagement for Lynn Valley Road Active Transportation Phase 2 June 2022 Engagement.

Stakeholder Outreach

Emails with information on the background, goals, timeline and engagement opportunities for the LVRAT- Phase 2 was sent to the following stakeholders on the following dates:

- TransLink May 18, 2022
- Coast Mountain Bus Corporation May 18, 2022
- Metro Vancouver Parks May 18, 2022
- School District 44 May 19, 2022
- North Shore Safety Council May 19, 2022

Participation

Open House

A total of 36 participants attended an in-person Open House at Karen Magnussen Community Recreation Centre, held on May 26th from 3:30 – 7:30 p.m. Members of the LVRAT- Phase 2 project team were in attendance to inform participants about the background, goals, and timeline for the project, as well as to inform of the opportunities to provide feedback, and how this feedback would influence LVRAT- Phase 2.

Project team members discussed the projects with members of the public using visual tools and maps on boards. Signage included the url and QR code to the project website and online survey. Printed survey copies were available for those who wished to complete the surveys in that format.



Pop-Up – Kilmer Park, May 28, 2022

A total of 108 people engaged with the project team at a pop-up in the project area, held on May 28, 2022, at Kilmer Park, from 11 a.m. – 2 p.m. Members of the LVRAT- Phase 2 project team were in attendance to inform participants about the background, goals, and timeline for the project, as well as to inform of the opportunities to provide feedback, and how this feedback could influence LVRAT- Phase 2.

A tent was set up on a flat area near the parking lot and baseball field to ensure maximum accessibility and to meet residents and users of the area where they were on a busy Saturday. The pop-up event was also advertised by social media on the District’s Facebook and Twitter accounts.

Four project team members were in attendance to provide information on the project, answer questions, and direct participants to the online survey to provide feedback, providing postcards with the project url and QR code. There were also printed copies of the survey questions to ensure those who did not wish to or were unable to use a computer had the opportunity to provide feedback.



Project Area Walkabouts May 29, 2022, and June 03, 2022

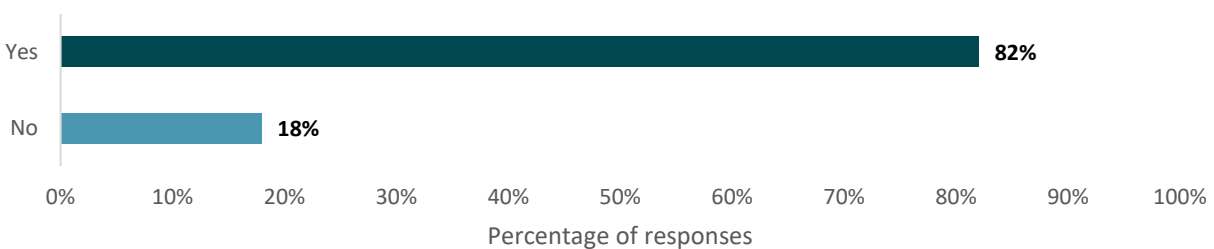
A total of 128 people engaged at a walkabout held in the project area on Sunday, May 29 from 1 p.m. to 3 p.m., 2022. Two members of the project team walked throughout the project area, to meet residents, users of the local area, and visitors where they were. The project team provided information about the project background, goals, timeline and opportunities to engagement, answered questions, and directed participants to the online survey to provide feedback, providing postcards with the project url and QR code.

Online Survey

A total of 404 surveys completed, clicking through all pages to the end. All questions in the survey were optional. Most answered all questions, and everyone answered at least one question. All responses were considered as input in this report. The online survey was open from May 16 – June 6, 2022. This section summarizes the results of the online survey.

1. The goal of the Lynn Valley Active Transportation Project Phase 2 is to create a street design that is safer and more comfortable for people who live in the area, and for those who walk, bike, roll, drive or take public transit, while balancing the needs of road users and the local community. Do you agree with this goal? (n=384)

Over 82% of respondents agreed with the project goal.



2. Do you have any comments about this project goal?

In total, there were 207 responses. All responses were themed. Similar sentiments or ideas were grouped together into main themes. Descriptions of the main themes that emerged are listed below.

Parking and Traffic (81 comments)

- Concerns over loss of parking (34) / Concerns over loss of parking for End of the Line Store (3)
- Prioritize efficient vehicle flow (22)
- Will cause increased congestion (10)
- Oppose one-way vehicle circulation (5)
- Current issues with parking (2-hour limits, influx of visitors, parking close to corners) (3)
- Consider one-way routes (2)

Safety (66 comments)

- Support increased safety for cyclists (15)
- More traffic calming needed (12)
- Support for user separation (11)
- Cyclists don't obey rules (6)
- Safer crossings needed (Peters Street and Lynn Valley Road, Lynn Valley Road and Kilmer Street, Lynn Valley Road and Allan Road) (6)
- Prioritize safety overall (6)
- Safety concerns on Hoskins Road (4)
- Support increased safety for pedestrians (4)
- Safety concerns at driveways (2)

Concerns with Project (62 comments)

- Not needed (not enough cyclists, routes are already safe) (39)
- Concerns over costs (10)
- Concerns with repeating mistakes on 29th Avenue (7)
- Oppose cycling separation (2)
- Concerns over steep grades (2)
- Concerns over narrow routes (2)

Project Priorities (48 comments)

- Prioritize residents over tourists (17)
- Prioritize sidewalks and pedestrians (12)
- Prioritize overall active transportation connectivity (10)
- Do not prioritize vehicles/parking (6)
- Other priorities are more important for Lynn Valley (3)

Comments on the Project Goal (16 comments)

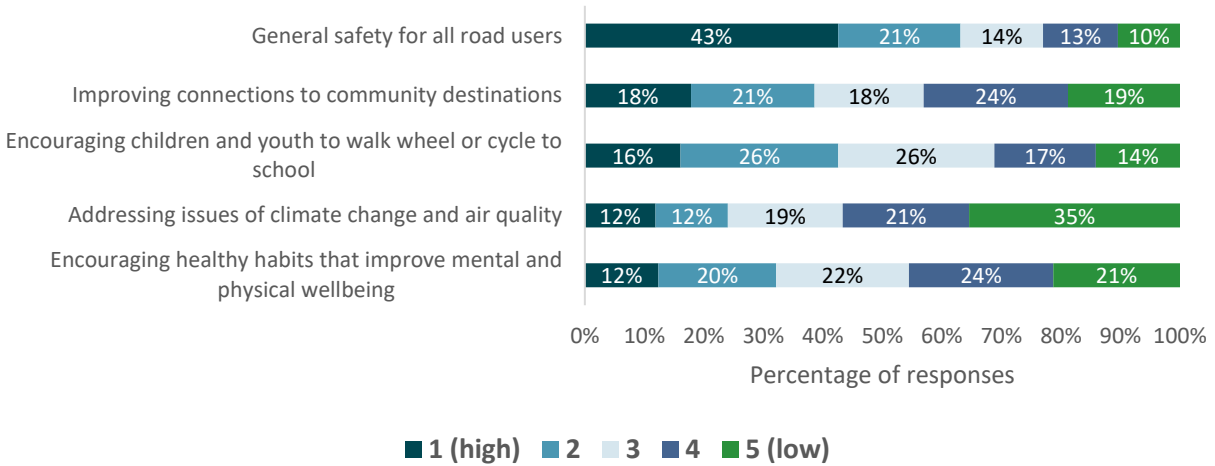
- Leading (8)
- Plans and goals are not clear (4)
- Goals are too broad and generic (4)

Other (49 comments)

- Neighbourhood issues from tourism and recreation (15)
- Other route suggestions (up to Hoskins Road, beyond Hoskins Road, near the mall, other side streets, Westover, Duval) (13)
- Better manage increased development (9)
- Make data driven decisions (more studies needed) (6)
- Important to balance all needs (6)

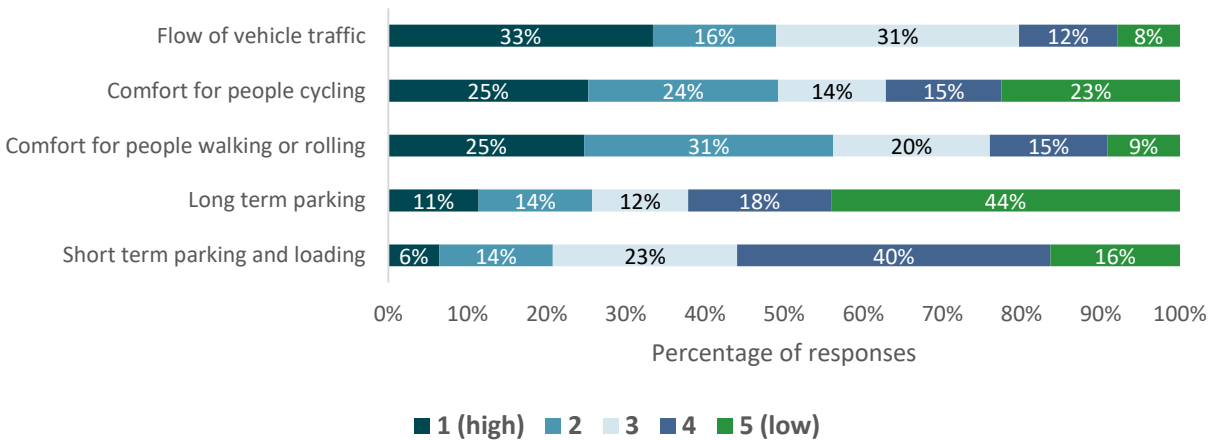
3. Please rank the following in order of importance to you, with 1 being the most important, and 5 being the least important (number 1 to 5). (n=404)

Respondents indicated their ranking as illustrated in the following chart, with 43% rating *General safety for all road users* as the most important.



4. When considering your priorities for improvements on this road, please rank the following in order of importance to you (number 1 to 5). (n=404)

Respondents indicated their ranking as illustrated in the following chart, with 33% rating *Flow of vehicle traffic* as the most important.



5. Did we miss anything? Please add your comments here.

In total, there were 139 responses. All responses were themed. Similar sentiments or ideas were grouped together into main themes. Descriptions of the main themes that emerged are listed below.

Safety (65 comments)

- More traffic calming needed (9)
- Route is safe already (9)
- Prioritize safety for children (8)
- Safety should be prioritized over comfort (8)
- Prioritize safety for pedestrians (7)
- Safer crossings needed (6)
- Cyclists don't obey rules (5)
- Prioritize safety for cyclists (5)
- Safety concerns on Hoskins Road (4)
- Separate users (4)

Parking and Traffic (51 comments)

- Prioritize efficient vehicle flow (15)
- Concerns over loss of parking (15)
- Will increase congestion on side streets (7)
- Oppose one-way circulation (6)
- Maintain parking for tourism/recreation (5)
- Permit parking for residents (3)

Concerns with Project (40 comments)

- Not needed (12)
- Concerns over costs (5)
- Negative effects to End of the Line Store (5)
- Desire for more data to justify (5)
- Weather does not support cycling facilities (4)
- General opposition (3)
- Concerns with repeating mistakes on 29th (3)
- Move people cycling to quiet routes (3)

Project Priorities (33 comments)

- Prioritize affected residents (11)
- Prioritize transit (7)
- Other priorities are more important (6)
- Prioritize overall active transportation connectivity (6)
- Do not prioritize vehicles (3)

Engagement (12 comments)

- Survey questions are biased (9)
- More community engagement needed (3)

Walkability (8 comments)

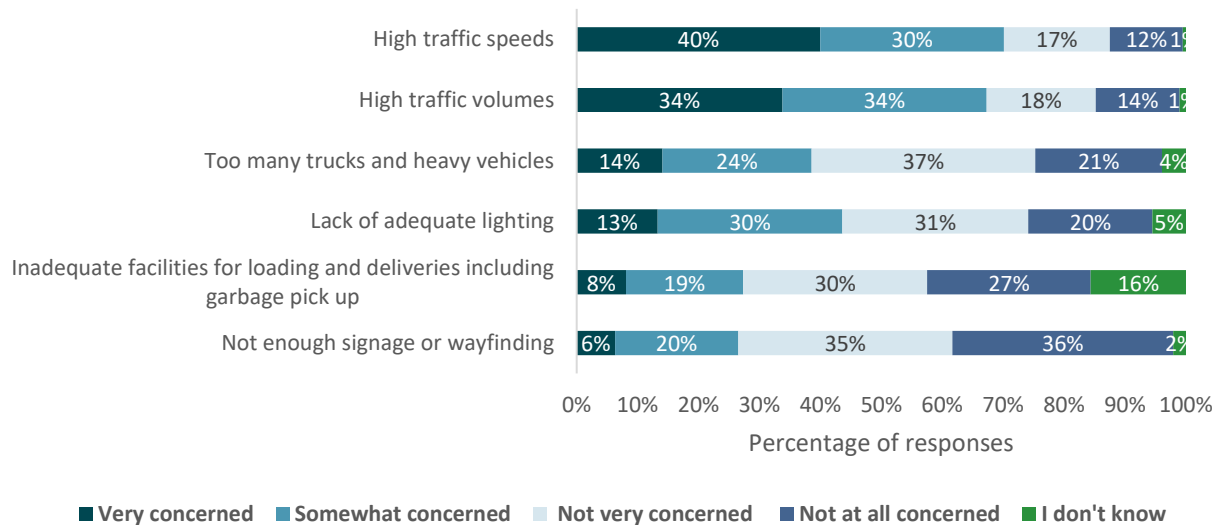
- Improve sidewalks (4)
- Invest In more walkable communities (4)

Other (7 comments)

- Children do not cycle to school (4)
- Neighbourhood issues from tourism and recreation (3)

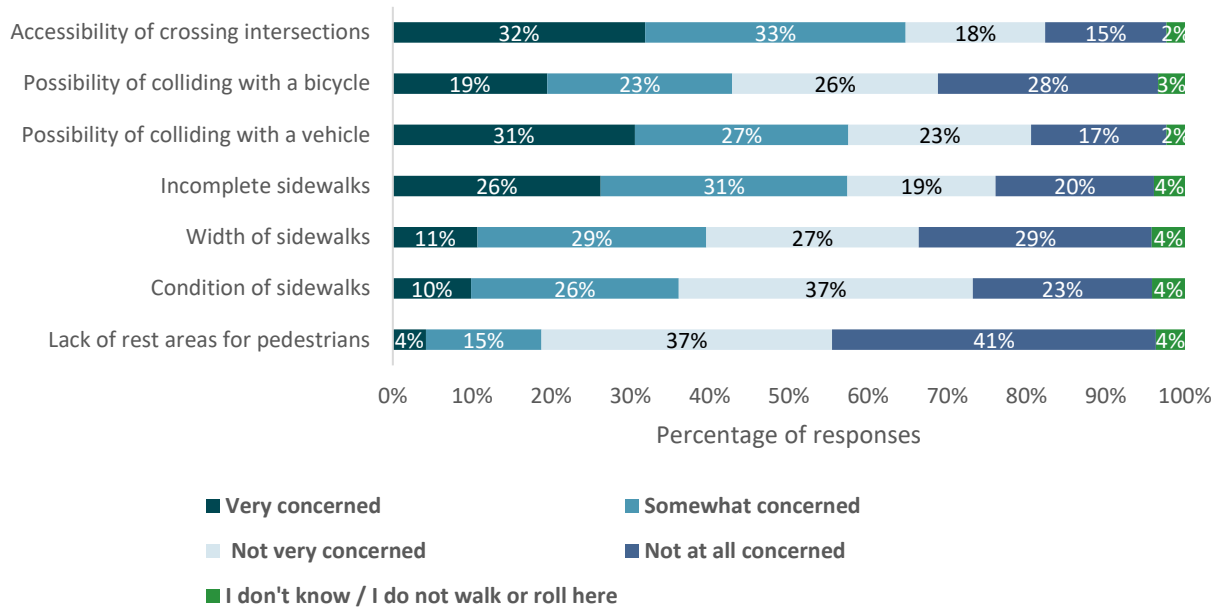
6. Please rate your level of concern for the following general transportation issues on Lynn Valley Road between Peters Road and Dempsey Road. (n=385)

Respondents indicated their ranking as illustrated in the following chart, with 40% rating *High traffic speeds* as the most concerning issue on Lynn Valley Road.



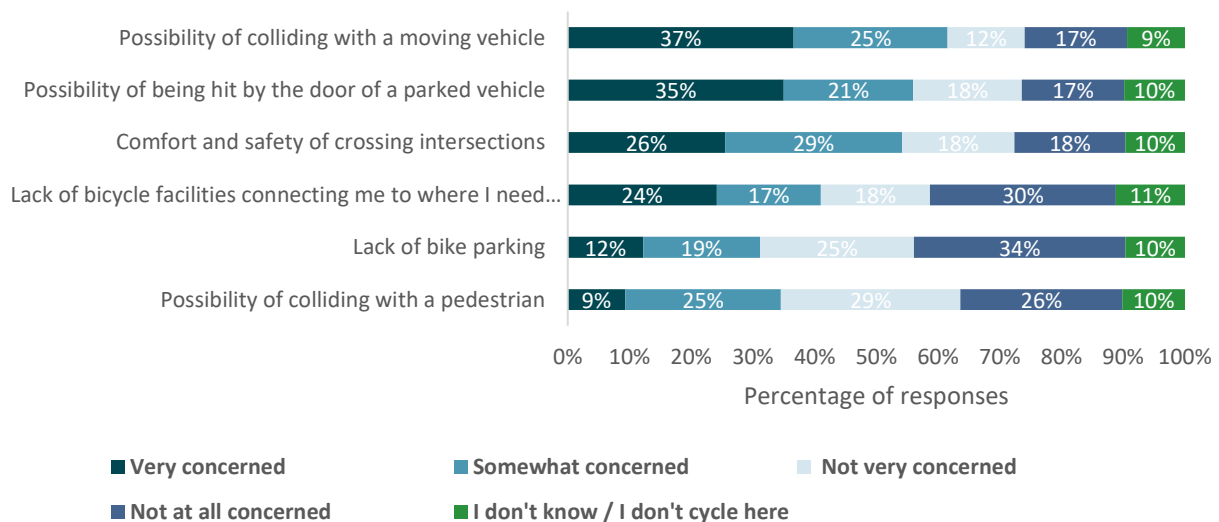
7. When it comes to walking and rolling on Lynn Valley Road between Peters Road and Dempsey Road, please rate your level of concern with the following. (n=386)

Respondents indicated their ranking as illustrated in the following chart, with 32% rating *Accessibility of crossing intersections* as the most concerning issue on Lynn Valley Road for walking and rolling.



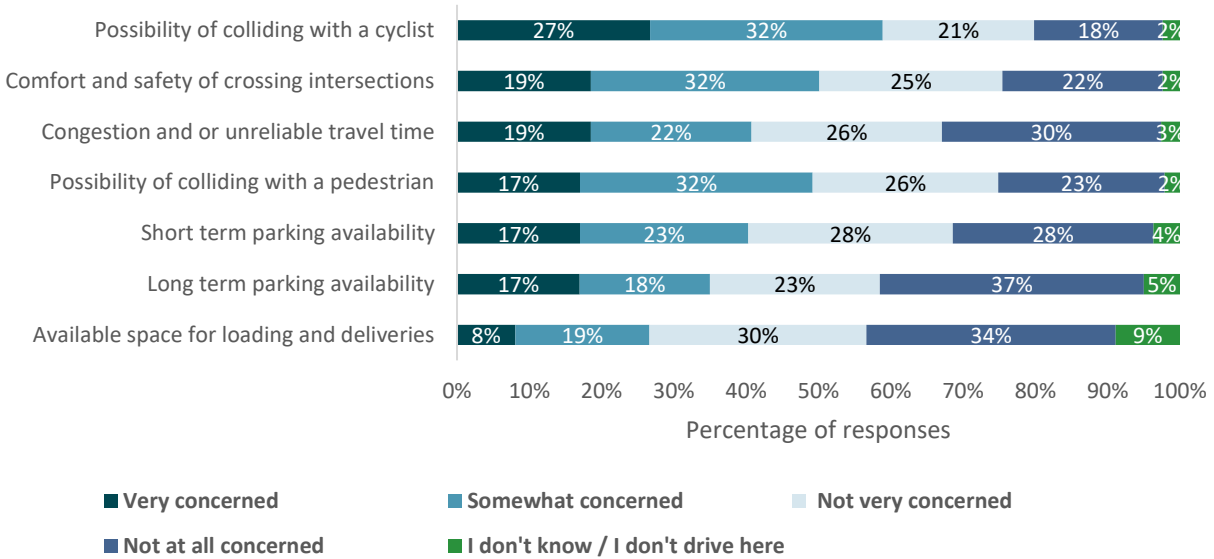
8. When it comes to cycling on Lynn Valley Road between Peters Road and Dempsey Road, please rate your level of concern with the following:

Respondents indicated their ranking as illustrated in the following chart, with 37% selecting *Possibility of colliding with a moving vehicle* as the most concerning issue cycling along Lynn Valley Road.



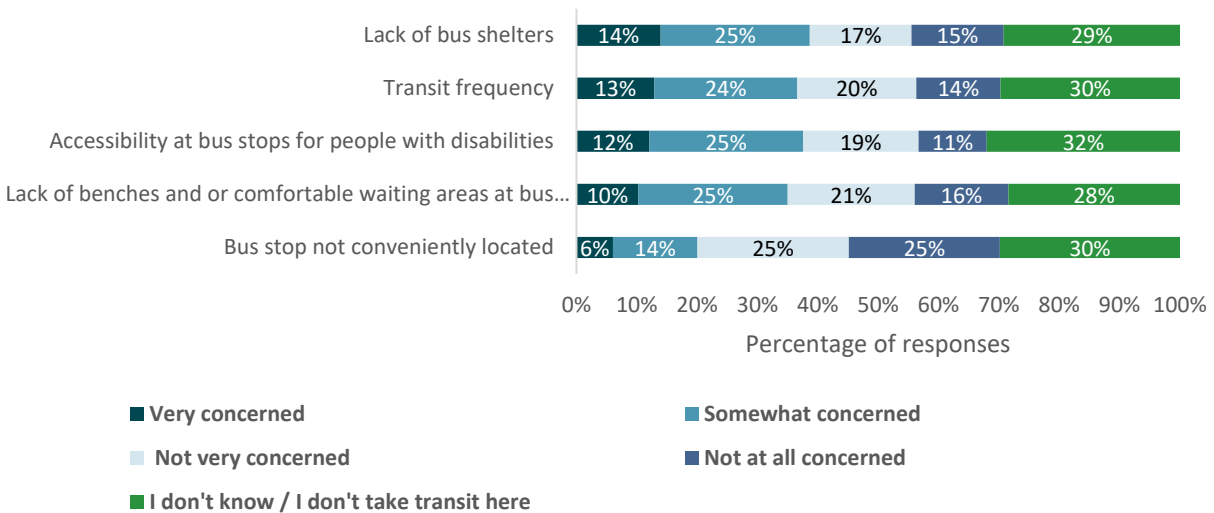
9. When it comes to travelling in a vehicle or driving on Lynn Valley Road between Peters Road and Dempsey Road, please rate your level of concern with the following. (n=383)

Respondents indicated their ranking as illustrated in the following chart, with 27% rating *Possibility of colliding with a cyclist* as the most concerning issue on Lynn Valley Road for drivers.



10. When it comes to taking transit on Lynn Valley Road between Peters Road and Dempsey Road, please rate your level of concern with the following. (n=381)

Respondents indicated their ranking as illustrated in the following chart, with 14% rating a *Lack of bus shelters* as the most concerning issue on Lynn Valley Road when it comes to taking transit.



11. Did we miss anything? Please tell us about it here.

In total, there were 87 responses. All responses were themed. Similar sentiments or ideas were grouped together into main themes. Descriptions of the main themes that emerged are listed below.

Safety (39 comments)

- Safer crossings needed (Lynn Valley Road at Draycott Road, Allan Road and Peters Road, Lynn Valley Road and Kilmer Road, Lynn Valley Road at Hoskins Road) (11)
- Unsafe intersections (Lynn Valley Road and Burrill, Lynn Valley Road and Hoskins Road) (10)
- More traffic calming needed (10)
- Safety concerns on Hoskins Road (6)
- Cyclists don't obey rules (2)

Concerns with Project (22 comments)

- Modes of travel are safe already (7)
- Not needed (7)
- Concerns over costs (4)
- Concerns with repeating mistakes on 29th (4)

Parking and Traffic (16 comments)

- Concerns over loss of parking (7)
- Oppose one way (3)
- Oppose pay parking (2)
- Maintain parking for tourism/recreation(2)
- Increase in congestion on the side streets (2)

Transit (11 comments)

- More bus connections needed (5)
- More covered bus stops needed (4)
- Some buses are often empty (2)

Neighbourhood Walkability (8 comments)

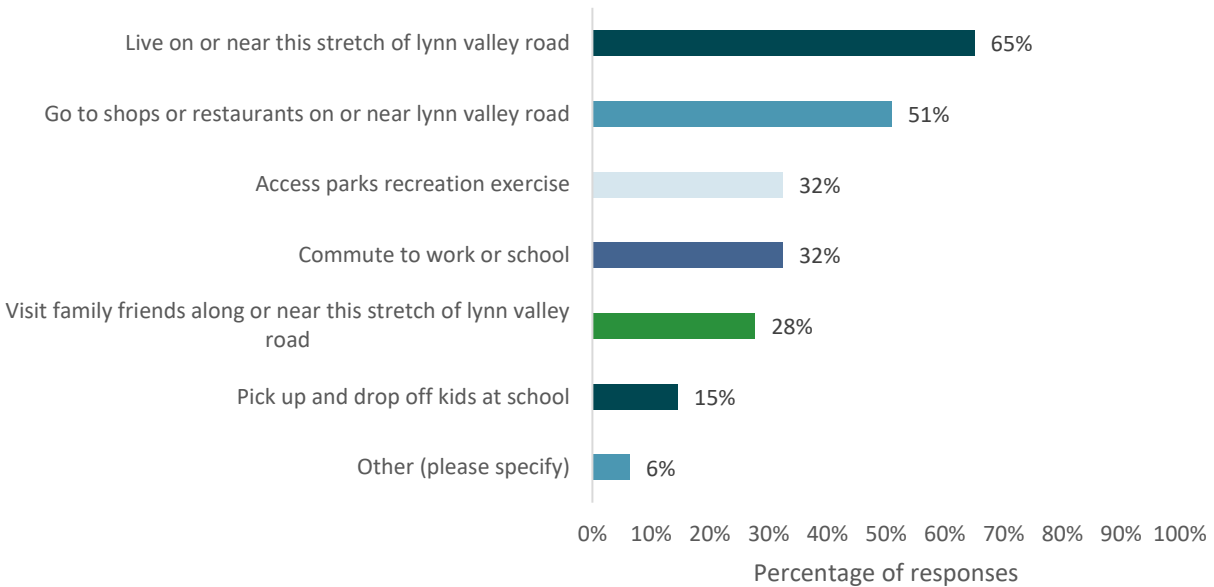
- More sidewalks (6)
- MUP on the sidewalk (2)

Other (14 comments)

- Survey questions are biased (5)
- Maintain overgrown greenery (3)
- Prioritize accessibility (2)
- Improve drainage (2)
- Prioritize noise reduction (2)

12. Why do you usually travel along Lynn Valley Road between Peters Road and Dempsey Road? Please select all that apply. (n=384)

The most common reason that respondents travel along Lynn Valley Road is because they live near this stretch of Lynn Valley Road.

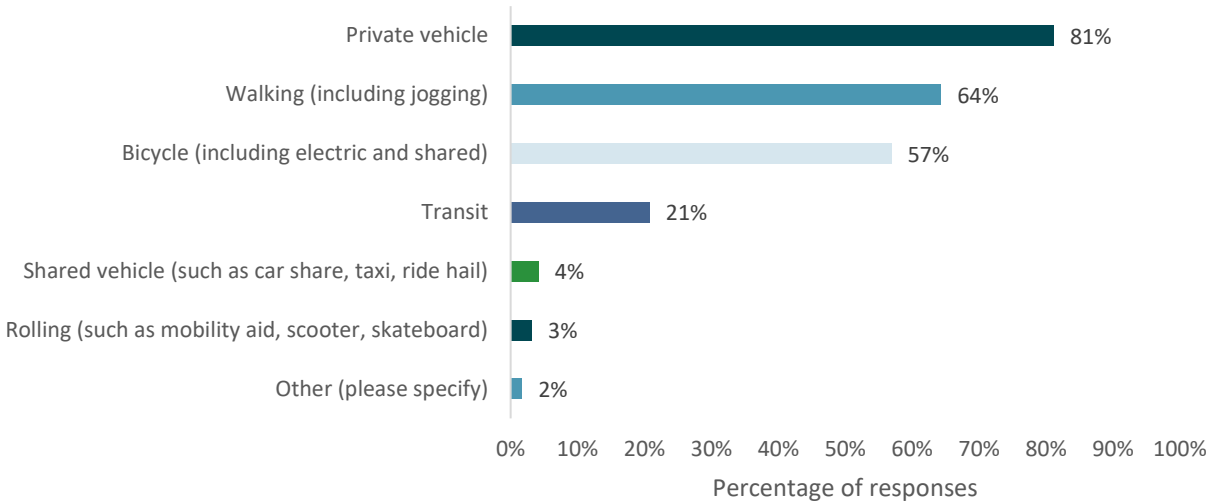


Twenty-six people chose “other”. The top themes are listed below.

- Cycle (6)
- Walk (3)
- Family (3)
- Drive (3)
- Medical services (3)
- Seymour demonstration forest (2)
- Running (2)

13. How do you typically travel along Lynn Valley Road between Peters Road and Dempsey Road? Please select all that apply. (n=390)

The most common mode of travel along Lynn Valley Road is a private vehicle.

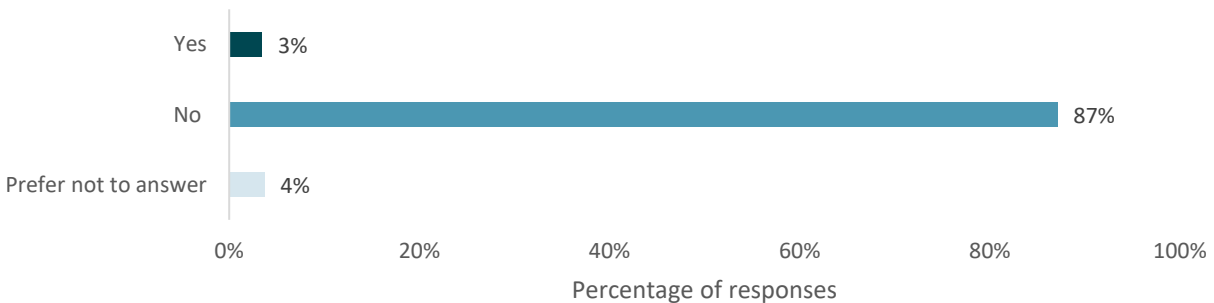


Seven (7) people chose “other”. The most common theme was:

- Pushing stroller (2)

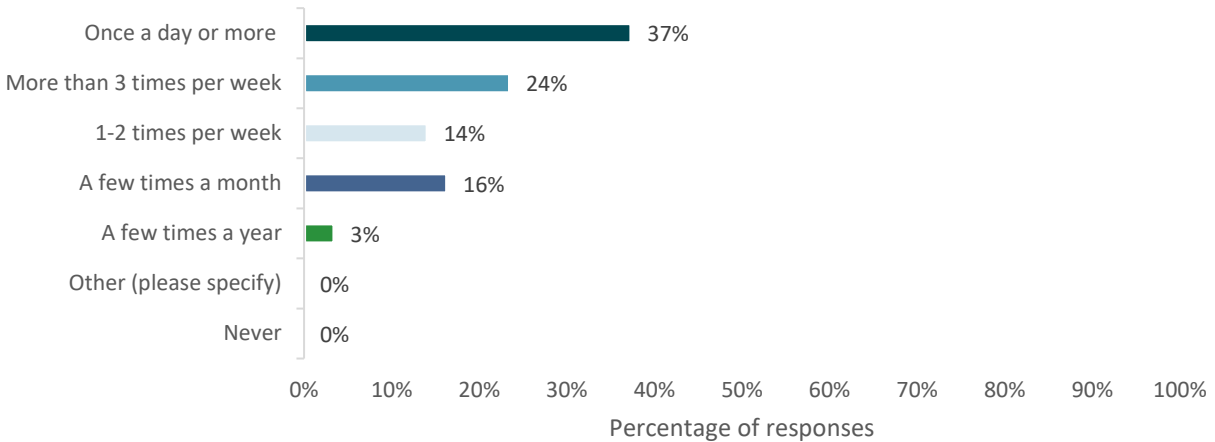
14. Do you use a mobility aid or have mobility challenges? (n=390)

Most (87%) of respondents do not use a mobility aid or have a mobility challenge.



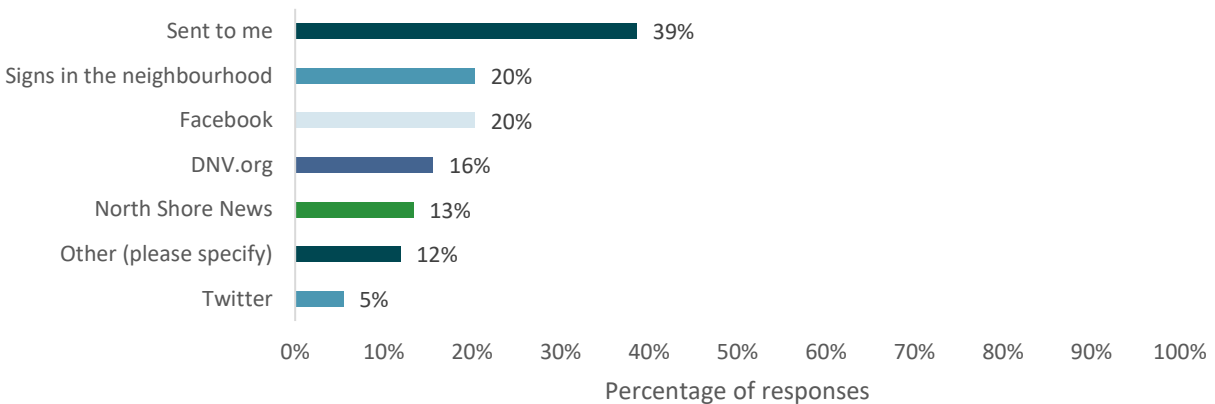
15. How often do you travel long Lynn Valley Road between Peters Road and Dempsey Road? (n=385)

The most common (37%) frequency of travel along Lynn Valley Road is once a day.



16. How did you hear about this engagement? Please select all that apply. (n=383)

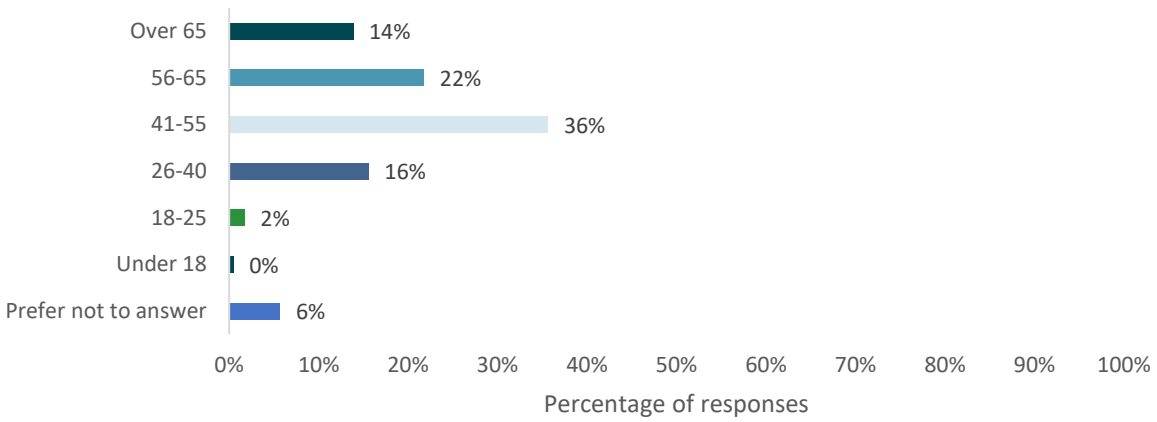
Respondents indicated that the survey was most often sent to them (39%).



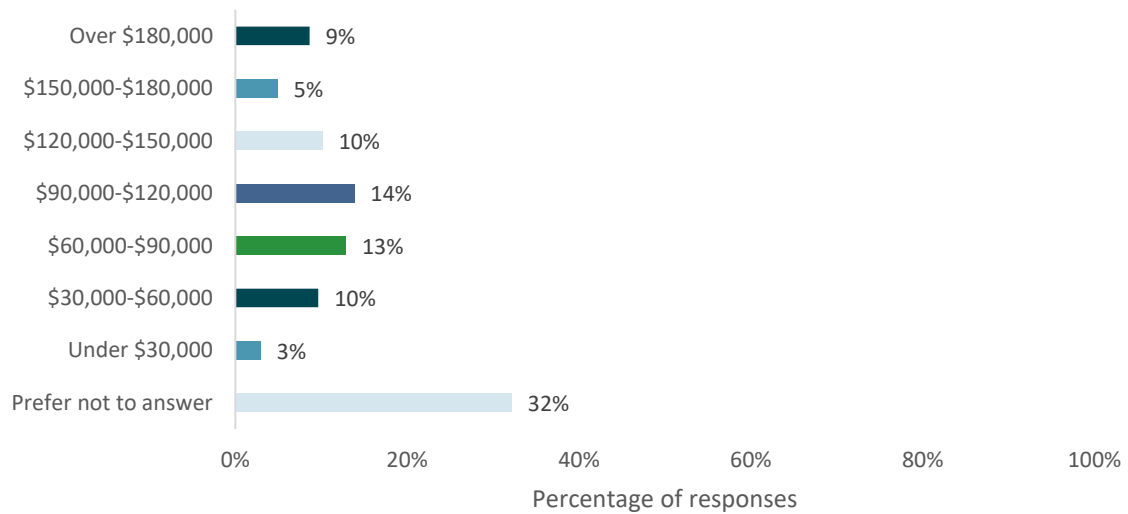
In total, 48 respondents chose “other”. The top comments are listed below.

- Mail (15)
- Word of mouth (9)
- Hub Cycling (8)
- School newsletter (3)
- Kilmer Park (3)
- Pamphlet (3)
- Other form of social media (2)

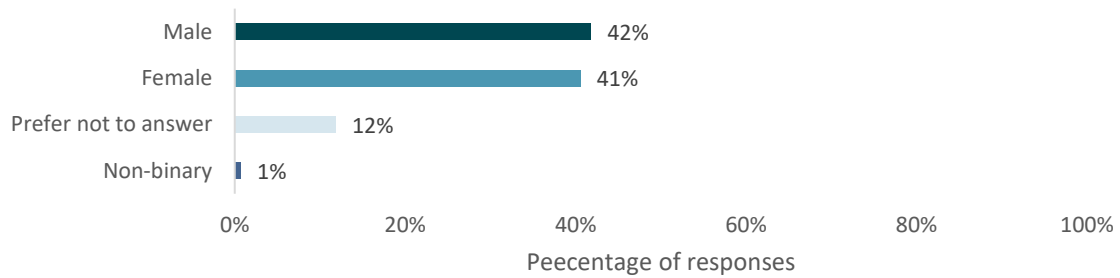
17. What is your age? (n=383)



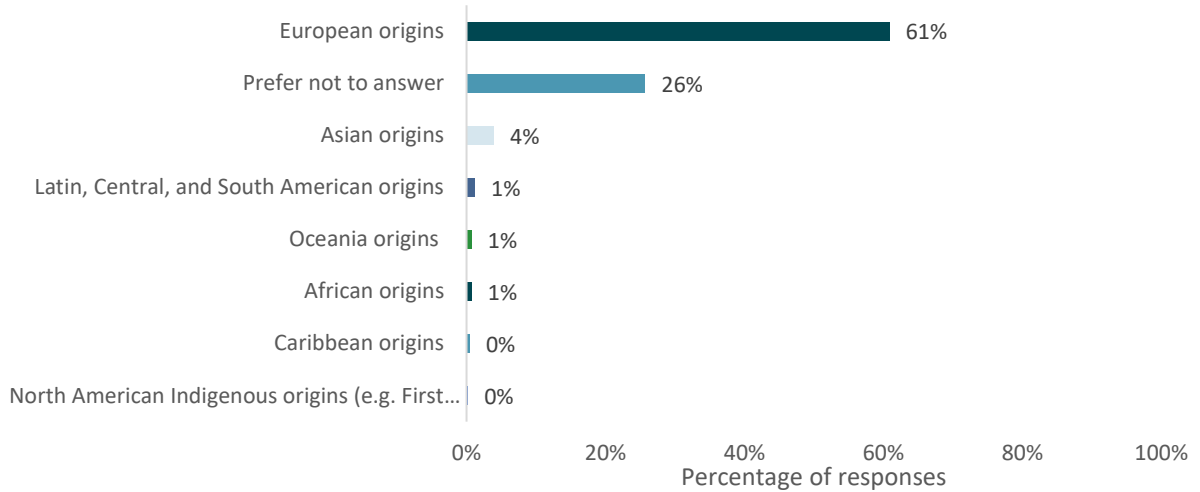
18. Which best describes your individual annual income? (n=385)



19. What gender do you identify with? (n=384)

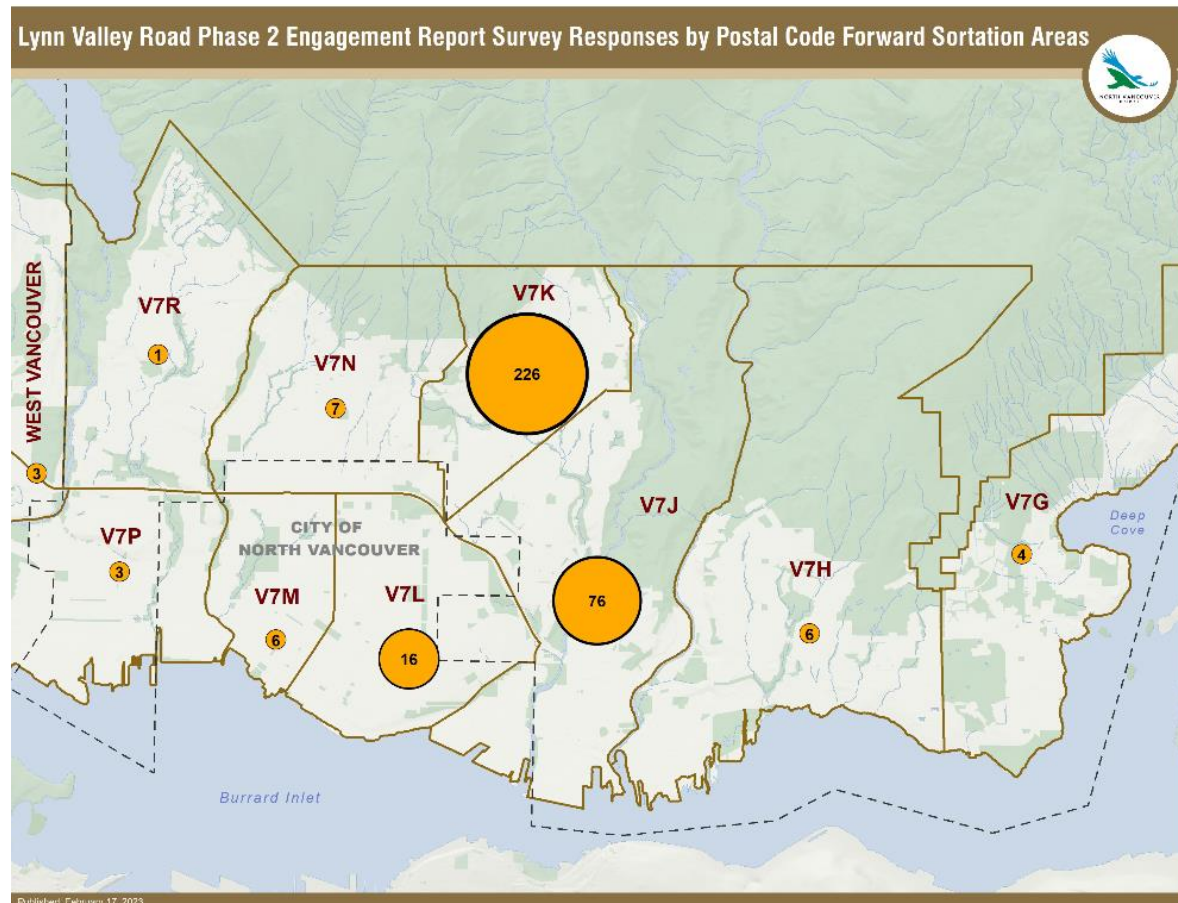


20. What is your ethnic origin? Select all that apply. (n=380)



21. What is your postal code? (n=365)

In total, 302 respondents (75%) were local residents (V7K and V7J postal codes), while 36 (9%) live elsewhere on North Shore and 24 (6%) live elsewhere.



Public Correspondence

Three community members contributed feedback via email or telephone.

Key themes included:

The Need for Safety Improvements including:

- A crosswalk at Lynn Valley Road and east end of Kilmer Road given the volume of children using that intersection
- Increased safety at intersection at Lynn Valley Road and Dempsey
- A larger stop sign at the top of Lynn Valley Road with tree limbs trimmed around it
- Raised crosswalks on all three crosswalks
- Speedbumps from Lynn Valley Road into Rice Lake Road

Parking Needs including:

- An increase in volume of parking (i.e., a parking lot), or way to distribute parking so that it is not all concentrated in upper Lynn Valley Road area, or possibly Residents Only parking on Upper Lynn Valley Road
- Lack of need for sidewalk on west side of Lynn Valley Road and preference for parking

Importance of direct, convenient routes and access to amenities for people cycling

Determinants of Safety for Cycling Lanes

- Information that safety is not determined by location, but achieved through facility design such as fully separated, barrier-protected bicycle lanes, with reference to Vancouver's bicycle lanes.

Health Issues and Cycling Lanes

Current articles were provided and referenced to counter rider "health and safety" argument against bicycle lanes on LVR – quoting studies that lanes separated by planters decrease cyclists' air pollution exposure, and that pollution is greater in the cabin of cars than cyclists' breathing zones.

Stakeholder Meetings

HUB Cycling

On June 2nd at 2:30 p.m., two members of the project team delivered a Power Point presentation covering the background, goals, timeline and opportunities to engage to members of Members of HUB Cycling. There was an opportunity for members to ask questions of the project team.



Next Steps

The input from participants on priorities, experiences, concerns, and aspirations for transportation along Lynn Valley Road will be used along with a technical review of existing conditions to inform the development of design options for LVRAT-Phase 2.

Thank you to everyone who participated in the engagement!

APPENDIX A – VERBATIM SURVEY RESPONSES

Following is a summary of verbatim responses provided to the open-ended questions in the online survey. A total of 404 surveys completed, clicking through all pages to the end. All questions in the survey were optional. Most answered all questions, and everyone answered at least one question. All responses were considered as input in this report. The online survey was open from May 16 – June 6, 2022. Any identifying information or offensive content has been removed.

Appendix A – Verbatim Survey Responses

Below are the verbatim responses from the online survey. Any identifying information or offensive content has been removed.

Do you have any comments about this project goal?
I bike here all the time and would love better and safer bike lanes.
Trying too hard to make everyone happy when the goal is simple, we need to move more people via active transport. It can only happen if communities build roads for all ages and abilities separated from cars.
I would ask if the overarching purpose of the goal is realistic in this community with this climate. I am an active cyclist who lives in the phase 2 area and do not really understand why there is such a focus on this problem in this area. Shouldn't we be more focused on climate focused solutions that involve the modes of transportation residents need, like electric vehicle programs?
It would be great if there was a protected bike lane at least heading from End of the Line towards mountain highway. It'd be great heading to end of the line but with so little parking it seems impossible.
The road from Lynn valley road to the pipeline Bridge is in terrible shape. It needs to be resurfaced as it's unsafe, especially when multiple walkers, bikers and dogs are using it throughout the day every day!
The question is obviously slanted to make it appear that anyone who chooses 'No' is against making improvements. The problem is that any improvements fail to address the catastrophic situation we are now facing with vehicle traffic in the area. The root cause to date is a result of unwise decisions made regarding runaway development. To improve the situation for those choosing to travel by foot or bicycle is a terrific idea. To do this by making improvements that make the vehicle traffic situation worse is a terrible idea. There is no doubt that transportation is evolving but to attempt to force overnight changes that cause further problems is simply poor planning. The things needing improving still center around the current most used transportation which is obviously motor vehicles.
The main problem is rapid densification in Lynn Valley despite the access arteries not being able to handle the population growth. This will lead to more traffic congestion and parking/pedestrian issues.
Both my partner and I are renters and have to use the street to park our vehicles. Unfortunately, we both work in places where we would be unable to bike or take transit, so our vehicles are necessary. My partner is due to have a medical procedure and the thought of them having to walk several blocks from her vehicle to our residence every day worries me. Please consider all the renters on Lynn Valley Road who have no where else to park besides on the street itself.
Thank you.
Not sure that comfortable is critical. What is critical is safety, as noted, and an efficient road and sidewalk plan that incorporates vehicle parking and bike lanes. The future for LV should not be to install a network of bike lanes at the expense of vehicle traffic which appears to be the aim of current council but to ensure harmony and balance between both. You've introduced pay parking at Lynn Canyon Park, forcing visitors onto our neighbourhood roads to park, but are now limiting street parking, while forcing residents to pay for the privilege of parking in front of our own homes; isn't that why we pay taxes? And at the same time, you want to develop the Legion 114 adding further density that contravenes the Strategic Community Plan for densification to remain in the core of LV mall. The neighbourhood is frustrated with the ongoing development and road restrictions. It's time to really listen to the community, not run surveys that are biased to councils' personal agendas.

Appendix A – Verbatim Survey Responses

Do you have any comments about this project goal?
Huge thank you for starting phase 1 this year. Long overdue. My wife and I ride Lynn Valley Road often. A few times a week and have many incidents with cars and pedestrians. Parked cars are the worst as cars pass you on the left. So, Thank you.
Seems more like several goals that need balance rather than a single goal
Please stop putting bike lanes on both side of the street. It is completely inappropriate. The lanes over 29th have made bus stops unsafe, cause delivery drivers to double park and mean that dropping off or taking seniors somewhere have to force them to walk longer distances. It is making out streets unsafe.
It is hard to turn into Lynn Valley Road because cars park too close to the corners.
Also there has been an uptick in people parking and blocking driveways especially during the weekends.
It's very unclear what is being proposed even though we've heard it is dedicated bike lanes from LV Centre to Dempsey. It is hard for people to weigh in on something without the specifics being laid out.
On a separate note, the tab/shift was very difficult to navigate. I almost gave up several times... suggest there is a much easier way to get feedback and rank items.
If you leave it alone, you've already met your goal. Anything else you do will create chaos.
Changing the current system would hurt the local business that has been there for years. Please simply enforce that cyclists follow the rules of the road (they often roll through the stop sign and act recklessly there).
The stated goal is unclear and ambiguous.
This is up a very steep hill and is not practical for the average cyclist. It will remove parking for seniors who have care givers coming to their homes. We do not want this project.
Part of the problem in this area is the traffic in the summer for people who want to park in Lynn Valley park. There should be a goal to make more of these visitors walk further and not park right next to where they want to go (e.g. the suspension bridge).
Having a continuous bike lane is important. Or having a designated route that connects Karen Magnussen, Lynn valley mall and the parks in the area.
Please do not take away street parking. Wide multi-use sidewalks using the district easement should be taken into consideration as should one way traffic as ways to preserve parking used by guests, care providers, contractors as well as residents.
Nice but many roads have already wide boulevard but overgrown hedges blocking them and also other areas have existing sidewalks much too narrow, mainly near a town center.
It is very broad and wonder if it is attainable.
The goal as written above is loaded with so many positive aspects that it seems designed to let the District immediately dismiss the opinions of anyone opposed to any particular aspect of it.
I've never experienced this stretch as being unsafe or uncomfortable, other than having to watch for cyclists that don't stop at the stop signs at Lynn Valley Rd. and Dempsey, or at Peters and Lynn Valley Rd.
Focus should be on residents who pay taxes, not tourists who bring nothing except volume to the area.
People's street parking in front of their homes shouldn't be a strong priority, streets are not owned by the homeowners.

Appendix A – Verbatim Survey Responses

Do you have any comments about this project goal?
<p>Bike Commuters take Lillooet rd. to the top, cross pipeline bridge and ride across Dempsey and on and on. District personnel needs to count the amount of people using this route -- it is wonderful for commuters, and they will not change.</p>
<p>The odd pedestrian or bike traffic from Lynn valley disperses before Peters and Hoskins and finds very nice routes through nice neighbourhoods. Ask the Kids at Argyle Secondary School, there are lots of back roads and Parks to meander to the mall or home.</p>
<p>So what and who is any of this for. It is raining here all the time; everyone rides the bus or connects parks. Is it for the tourist? The Suspension bridge work is fabulous and they don't go out of that are.</p>
<p>We need safer cycling routes.</p>
<p>It is far too vague – you're essentially saying you'll do everything for everyone. Written for cherry-picking responses.</p>
<p>The use of the word safe is a comparative one. Have there been any instances of accidents in this stretch in say, the last 10 years?</p>
<p>The goal should not prioritize the needs of cyclists over the needs of local home owners, motor vehicles and pedestrians. Please stop pandering to the cyclists' lobby groups.</p>
<p>It includes so much that I'm not sure how you'd ever evaluate whether it was accomplished or not.</p>
<p>In theory this sounds great, however, as a resident of Lynn Valley I have the massive increase of housing with little infrastructure placed to facilitate this - rather the District seems to be impeding effective traffic movement (e.g. the "curbing" of the corner at Ross Rd and Baird Rod, making it impossible for proper traffic flow and cars even BACKING UP onto Ross Rd causing many near misses.) If this is representative of the Active Transportation Project goals, I am deeply concerned at the direction it is hoping to go.</p>
<p>Need to allow two way traffic. Definitely need a crosswalk to be placed at Lynn valley Road and Kilmer road - to allow safe crossing into Kilmer park</p>
<p>please do NOT take away street parking on this road. Cyclists are fully able to use an alternate road with less traffic to move through the area</p>
<p>It would be pretty hard to disagree with this goal!</p>
<p>Please do not ignore the impact of 'non-resident' drivers in our road plans. The roads within the target area are used by more than just the local community due to the natural attractions we are fortunate enough to have in our backyard.</p>
<p>The street is wide enough to allow for both cars and bikes to get along. Sidewalks are sufficient. There's no need to spend money in this area. Higher priority should be given to the area between Kirkstone and Mtn Hwy.</p>
<p>I do not agree with the proposed changes to transportation in this area. The changes that are trying to be made fit a road that is larger in size. The Phase 2 area of Lynn Valley Road is way too small to fit a bike lane. It barely fits a bus already, and the inclusion of a bike lane will minimize the space for safe automotive transportation and transit. I understand that the District of North Vancouver is encouraging transport via bikes, transit, etc., but there is still a need for car transport for many people travelling for work or transporting people like family, mobility impaired, etc. Do not take away something that is till needed for something not all people find the most efficient option</p>
<p>Love it!</p>

Appendix A – Verbatim Survey Responses

Do you have any comments about this project goal?
<p>Since the property taxes for the District of North Vancouver are paid by the residents of the district, any improvements to the streets should cater to those residents. Visitors are always welcomed but their needs should not be shouldered by the residents of the North Vancouver district. Also, given the fact that in North Vancouver rains 80% of the time, roads should be improved for cars not bicycles. It would be criminal to take a 2 yr. old to daycare on a bike while it's raining!</p>
<p>Designated bike route would be nice and slow traffic. Also upper Dempsey Braemar traffic slow bumps or something. Anything to slow traffic.</p>
<p>This is great news that this area will be improved. I really think the sidewalk to Lynn Canyon needs a major overhaul as well. Way too many people using the decrepit narrow sidewalk and the ancient maples are a death waiting to happen. Branches fall off randomly and someone could be seriously injured or killed.</p>
<p>I believe the input and "needs" of people who live in the immediate neighbourhood should have priority over the "wants" of others.</p>
<p>This goal will make Hoskins Road busier which is a main road for many pedestrians and bike users traveling to and from Upper Lynn School. It will also make Hoskins have much more traffic even though it has many dangerous sight lines, many people using bicycles, and will do so while Hoskins still has minimal crosswalks and 50 km/hour speed limit. Having been a walker and bicyclist on Lynn valley road it already feels safe, other than the section near Highway 1.</p>
<p>Permit parking. for residents, including side street residents. The current 2-hour limit is not enforced as aggressively as it could/should be.</p>
<p>Cars parked street side that are so close to driveways making it difficult to see traffic and dangerous to pull in and out of a homeowner's driveway. Any marginal size curbs should be marked as no parking</p>
<p>I'm concerned about the lack of parking and the impact it will have on The End of The Line store.</p>
<p>I worry about the parking along the Lynn Valley Road being moved onto the other streets as parking is already a problem for all who live there People wishing to enter the parks i.e. Head waters or demonstration forest or the other trails in that area will park on all the other side streets and make it unbearable for those who live in the area.</p>
<p>Wrong order. Drivers should be last.</p>
<p>The people paying you wages In property taxes will have no where to park in front of there own house. The current road and sidewalks have no problems keeping up the pedestrians and bikers. You plan will cause more congestion on other streets like Hoskins. You are spending tax dollars when there is no current problem. Seems like poor tax spending.</p>
<p>Safety should be the priority</p>
<p>Waste of money Makes it harder for residents to park</p>
<p>Why not make all of Lynn valley road one way eastbound in order that you can accommodate pedestrian, cyclists, and vehicles including parking.</p>
<p>Hard to disagree with this incredible inclusive run on sentence.</p>
<p>Should include, provide direct, safe options to foster everyday cycling for errands, in preference to car use. Our cities are better for everyone p, including those who must drive when non-car options are better choices.</p>

Do you have any comments about this project goal?
<p>I encourage the district to refer to evidence based best practices from other communities and acknowledge and consider the contextual differences in this community. I encourage the District to consult with experts in the field to conduct the work and to determine the best decisions that meet the differing and conflicting needs and interests of those who use active transport, public transport, drive and home owners.</p>
<p>Before any changes are considered I first need to understand what the concerns are that have led to the proposed design changes.</p>
<p>The people who live in the area are also obviously road users, so the goal for both should be safety and comfort.</p>
<p>This street design does not make life more comfortable for those that live in the impacted area. They are taking away parking that some need and have no alternative. They are implementing a few spaces for business use that will likely be taken up by employees working nearby. This is a plan that does not appear to be well thought out at all. They say it will make it safer to kids to get to the nearby schools however, there are not even sidewalks on both sides of the streets that go directly to the schools. Westover or Duval would have been better choices connecting Allan. The streets are much less busy and actually go the schools they talk about. They should be actually focused on the safety of all. Enforcement of speed is non-existent. Sidewalks should be placed on both sides of Allan Road for the kids and either no left turns or a light needs to be put in at Allan. There is not the cycling traffic that they have stated in their projections and I believe they could have used much safer routes for families to ride if that was the ultimate goal. Once you get to Mountain highway there is no divider for cyclists and there is major traffic in the area. It does not make any sense. Its a bike lane from no where to no where.</p>
<p>Installing additional bike lanes N + E of Lynn Valley Road + Hoskins Road (more or less the dividing line between phase 1 and 2) works directly against public transit and the free flow of traffic when a bus is in the section from LV Road + Mt Hwy and LV Road + Dempsey. Essentially you can have good traffic flow for 2 of 3 of vehicle routes, public transit or bike lanes - trying to facilitate 3 means gridlock for the local community. There are LOTS of routes not involving collector roads and arterials in this area for commuting cyclists but this area is under stress due to the additional mountain bike traffic in the area. Gridlock is a bad thing and I see both phase 1 AND phase 2 of this proposal as a recipe for serious gridlock and very low transit of this area. As I read it this plan is open war on vehicles using both Mountain Highway and Lynn Valley Road particularly north of Dempsey where transit use is far less effective than it was 5 years ago.</p>
<p>Note: Object 2 on the list below DOES NOT and SHOULD NOT require use of LV Road</p>
<p>No</p>
<p>Please do it! Reduce traffic and make it safer for pedestrians and cyclists.</p>
<p>For the past several years, our nice street has become a parking lot for non residence visiting the Demo Forest and Lynn canyon. I have witnessed cars pulling out and hitting my neighbors cars and driving away. Dirty masks and other garbage being left on my and my neighbors yards. And people undressing on my boulevard after their trail rides. I would like to request that the parking on my street be allocated for residence only. It would certainly stop the disrespect that me and my neighbours are currently enduring.</p>

Appendix A – Verbatim Survey Responses

Do you have any comments about this project goal?
<p>Seems great the way it is!! No issues with any activities, all working fine! No need to spend money on unnecessary changes!</p>
<p>The District doesn't need to manipulate traffic in Lynn Valley to accommodate cyclists and pedestrians as everyone is moving as they desire already. The only thing the District needs to address is the increased traffic caused by increased density and the lack of road infrastructure to move the increased volume in and out of Lynn Valley effectively. The amount of vehicles lined up in traffic has made air quality worse, especially for homes along Lynn Valley Road.</p>
<p>I would love to see this stretch of road be slowed down to 30kmh. It is not a main artery anymore after Peters and Hoskins turn off. My kids in general comfortable on their bikes and versed in traffic rules but Lynn Valley Rd is not safe enough for them to use so we have to use alternative routes every time we travel that corridor. An easy way to slow traffic and accommodate parking and most vulnerable traffic participants is with traffic.</p>
<p>Would be great to see a separated bike lane so I could take my kid on it. Also, an actual bike lane not a shared multiuse path which always creates conflicts with users on different modes.</p>
<p>I see the need for increased parking in the area. How about a new lot at the bottom of Rice Lake road or a parkade on the Kilmer parking lot</p>
<p>I am concerned about the traffic going down Langworthy</p>
<p>Get rid of bike lanes, they cause accidents and are the problems thinking they don't need to abide by the laws of the road.</p>
<p>The goal is fine but the approach is poor. The DNV seems to be creating bike paths where it's easy rather than where they are needed. Lynn Valley Road from Peters to Dempsey is NOT an area that needs a cycling path. The focus should be the Lynn Valley Road/Hwy 1 overpass. This remains unsafe towards Grand Blvd - bike activated flashing lights should be added. Going the other way towards Lynn Valley Centre is a death trap. The section between Mollie Nye and Mountain Hwy is also dangerous and unprotected.</p>
<p>I think the whole idea for his project is terrible. Why are you taking parking away from residents. In doing this, it will make the side streets more congested with visitors coming to our area on weekends. I feel the people whose idea this was do not live in the area and they should observe weekends in person and not just street counters</p>
<p>People cycling are dying on this stretch of roadway. We need Vision Zero, not more traffic flow. Lives are more important than getting to destinations fast in a SOV.</p>
<p>This will leave tenants that don't have driveway parking without the ability to park close to their homes. This will be especially difficult for those with physical limitations.</p>
<p>Protecting the weaker participants in traffic, pedestrians, kids, cyclist is key. While maintaining some but not all street parking.</p>
<p>The road into the park after the end of the line store has become a highway. There are only 2 speed signs(20k) and people, including the parking attendants drive 50+ km which makes it unsafe for pedestrians walking into the park. Please add speed bumps & more signs. An increase in bikes is welcome but they need to respect speed limits/ e bikes as well. As a pedestrian walking my dog into the Lynn headwaters, I feel unsafe every day.</p>

Appendix A – Verbatim Survey Responses

Do you have any comments about this project goal?
I am very opposed to this change. Leave the road alone. We do not want Hoskins Road to have even more traffic on it. There is no reason remove car lanes in place of bike lanes. There is NO reason to make the section on Lynn Valley Road one way! Do not change the road. This will NOT encourage anyone to ride their bikes. We want bike paths that are NOT on the road. We want bike paths in areas where there is no road such as through parks and pieces of land. The questions in this survey should be asking if we want this change and we the people who live here DO NOT.
I believe that the roadway is safe as is.
It's fine just the way it is
The way this question is phrased, it's impossible not to agree with this. Biased phrasing. State what you are actually planning.
As long as the bike lane fanatics don't take over the narrative.
This project will only make this road far more busy - This area of Lynn Valley is already overrun with buses and visitors. I saw a gigantic tour bus from Alberta in Lynn Canyon Park idling the whole time, polluting the air with toxic fumes while a hoard of tourists hiked to the falls. It is my understanding big buses are not allowed, but obviously this rule is not enforced.
I don't mind using a side street for safety, but would love the DNV to work toward separated lanes and bikeways. There are choke points (re-entering LV from Grand Blvd, navigating Mtn Hwy/LV Rd approaches, etc. Currently I avoid using LV Rd and use side streets instead. I am (far more often) an auto user, but am happy to make accommodations for safer and more pleasant/enticing pedestrian and bike paths/lanes.
you need to be limiting the street parking along Lynn Valley Road some of it has to do with renters of suites (illegal or legal), as well as all the people that are visiting the parks and don't want to pay the parking fee. Not fair to the residents. also, the number of parents that drive their kids to school - ie Upper Lynn is nuts, and they do not obey what I would consider safe driving.
looking at the disaster created by the DNV on 29th Street, I do NOT want any more of my taxes spent on such projects. Spending millions of our money on projects which seems to be a pipe dream by district staff and council from the start. We have almost 8 months out of the year cold and rainy weather. Offer me a plan including a feasibility study from independent corporations. Did any of the city employees watch the bicycle lanes? Probably not! Turning residential side streets into 30km/h zones would absolutely help the cyclists and pedestrians. Please, don't make a mess out of Lynn Valley. By the way, I am a cyclist riding the North Shore all the time, including the BC Ride to Conquer Cancer
Love it!
Living near the ecology center and having young kids I feel it's very important to include new stop signs on the side streets as there are very few. Also 30kmhr speed limits on the smaller side roads, there is an abundance of traffic from people visiting and at times they don't pay attention or give any regard to the children playing in the area.
There should also be a pedestrian controlled crosswalk at the end of Kilmer for children to safely cross over to Kilmer Park. There are a lot of children on the east side of Lynn Valley road that are forced to jaywalk across Lynn Valley road to access the park and this is not safe. There are only two crosswalks on Lynn Valley Road east of mountain highway and there should be more.
I just use this route to go to our RBC bank and occasionally to the suspension park.
It would be great if it matched google maps

Do you have any comments about this project goal?
<p>I strongly urge you not to do this. Many residents park on the road, if you make it one way and put in a bike lane how far away will I need to go? It's hard on sunny days when bikers come in. Most bike in, having a bike lane instead of parking for residents is absurd.</p>
<p>It all depends on the measures taken to achieve the goal. Look at the destruction of grass and replacement with blacktop on Grand Boulevard for imaginary active transport goals.</p>
<p>priority should be safety and usability for those that are not in cars, that way it encourages people to move that way.</p>
<p>a vehicle lane to create a bike lane on Lynn valley road from Peters to Dempsey is just silly. Please listen to local residents who know best. People in Lynn valley like to get in their cars and visit other places. Do not make another 29th bike lane mistake.</p>
<p>It's fine as is. Create cycle paths elsewhere</p>
<p>Please review the need for speed reduction on the road to Lynn headwaters where the limit is 20 because of pedestrians & no sidewalk. People go 50 km including the impark parking monitor cars. It's very dangerous & has become a highway.</p>
<p>With electric bikes becoming more numerous, there needs to be a separation of traditional pedal bikes and the much faster electric bikes to avoid conflict and accidents.</p>
<p>I agree that we need safety on our streets, however, I don't agree that we need bike lanes going to the top of Lynn valley road that is causing street parking. My concern is, where is everyone going to park that goes to headwaters and the trails surrounding it. Parking is an issue for us because we are able to walk. There will no parking for our quaint little corner store? I don't believe that we need sidewalks on both side of Lynn valley road. There is not enough foot traffic for it, we walk and hike everyday so we are out there.</p>
<p>People's safety (walking and cycling) should be prioritized over the convenience of drivers of cars. Including "drive" in the list of users for whom the project is designed to accommodate really devalues the intent in my opinion. While there are certainly areas of the city where safety of drivers is a concern, this is not one of them. There is zero chance a driver will be hurt on this stretch of road, whereas a very good chance someone will be hurt on a bike or walking.</p>
<p>I think with rising gas prices and just an overall initiative to get people moving without the help of cars would help the people and the environment.</p>
<p>Please do NOT put any more of those fixed dividers between cyclists and cars. Simply paint green and provide good signage. The divided bike lanes fill up with debris and I get flat tires and will NOT ride in those areas any more</p>
<p>I am worried about the end of the Line store losing out on business due to lack of parking out front taken away by bike lanes. I am worried about cars using side streets to park to go into the trails (including my own cul-de-sac).</p>

Do you have any comments about this project goal?
<p>Parking has become an ongoing irritant, plus the unfathomable decision of introducing a 2 hour limit on sections of Lynn Valley rd. (but not side streets) has driven traffic into these side streets. The proposed bike lane will take up further parking and will be used mainly by cyclists from other areas and is not being installed for the convenience of residents. This will not make things more comfortable for residents.</p> <p>In our cull de sac, in summer we can get up to 50 cars entering and then leaving as is all parking has been taken.</p> <p>As far as using alternative transport, most cyclists in the area are there for exercise, there is no destination per se.</p> <p>The top of Lynn valley Rd now has PNE-type traffic problems. Cyclists often ride side by side, which I believe is illegal, but I have yet to see any enforcement of traffic By-laws on any cyclist ever.</p>
<p>Admirable and long overdue for such a family oriented neighbourhood with so many attractions for children to walk and bike to. Too long has the CDNV waited to put the interests of all over the uses of streets for car on-street parking.</p>
<p>Bike lanes are not designed with motor vehicle traffic in mind. They cause traffic congestion. What we need are not more bike lanes. Public education of proper operation of both cyclists and motor vehicle operations.</p>
<p>We need to reduce car use and bike lanes give people the safety they need to make the switch.</p>
<p>I only agree with this if there is actual balance and a reason to spend this money at this time. I don't see this as a top priority when there are many other issues to address</p>
<p>I'm concerned that any changes to accommodate non car users will take away much needed on street parking.</p>
<p>Love the idea of more accessible and safe cycling routes!</p>
<p>Every multi-lane road needs safe protected cycle lanes. Not just one or two sections of Lynn Valley road, every multi-lane road needs cycle lanes. Adding protected cycle lanes (paint is not protection) should be the new standard default, where ever & when ever, multi-lane roads are repaved.</p>
<p>The current plan for separated bike lanes from mtn hwy to Peters is good. I rode that regularly and even though I am a highly experienced rider I have had some close calls. The section from Peters to Dempsey is not as bad and there is adequate space. I would like to see traffic calming at LV Rd and Peters. To be honest, a traffic circle would have a huge impact on traffic speeds in the area while helping with merging from Peters onto LV</p>
<p>In terms of Phase 2, I would like to see clearer and additional communication to help transit users bound for Lynn Valley Canyon Park to understand that Peters Road is not the only foot access route into the Park. Better information on wayfinding for transit users could help to ease the overwhelming volume of foot traffic on Peters Road. At present, there is a sign at the corner of Peters Road and Lynn Valley Road orienting visitors to use Peters Road to access the park, but Peters Road is not the only access point. For transit users - who are not using bus 227 - there are at least two other footpaths into the park. Transit riders on the 210 or 228 can get off at Burrill Street and walk in on Burrill and down the path to the ecology centre. This route is easier because it does not involve the steep hill climb on the lower section of Peters and it's also a very scenic way to enter the park. Secondly, park users can exit the bus at Dempsey and enter the park by either the Baden Powell Trail or the pipeline bridge. Ideally, too, park users coming from the south side of the Second Narrows would have information about and direction to the Lillooet Road access to the park in order to remove a large segment of the park users from even entering our neighbourhood in order to access the park.</p>
<p>We live around Dempsey and Lynn Valley and it feels very safe and comfortable right now. No need for change in my opinion.</p>

Do you have any comments about this project goal?
<p>As a mission statement it might make sense. As a "goal", it is poorly written. It is vague with many competing clauses. A SMART goal should specific, measurable, achievable, realistic and time bound.</p>
<p>Recent years have brought very many visitors from areas outside of Lynn Valley which, in itself is not bad however, traffic has increase and parking in the Lynn Valley area has become a bit of a problem. Lynn Valley Road, since it is the subject here, has seen a dramatic increase in traffic for those going to Lynn Headwaters where partial pay parking has been introduced. I recommend alternative solutions where distant empty lots be provided for parking and free shuttle service be introduced for (off peak) weekend and 7 day summer dawn to dusk. Perhaps a lot be introduced into the area at the south east area currently adjacent to the Main Street offramp from the North end of the 2nd narrows with a short walk to the Phibbs Exchange.</p>
<p>Lynn Valley Rd is not only a major artery but also has residents who use the road and surrounding parking area for their use and the resident's needs must take priority over others</p>
<p>I fear that, much like many/most of the bike lane and traffic calming projects in North Vancouver (both city and district), the goal of creating a street design that is safer and more comfortable for people who live in the area is ignored and overshadowed by local governments wanting to create modern-looking but ill-conceived road systems. Examples: -the 29th Street bike lane -traffic calming measures along central Lonsdale and west of Grand Boulevard (I realize these are all in the CNV) -the proposed bike path between 29th Street hill along Queens Road What appears to be a good idea in concept ends in frustration for everyone, including those who use these paths (myself included!).</p>
<p>Of course everyone will agree to this statement "is to create a street design that is safer and more comfortable for people who live in the area". It is like asking if everyone would like to breath to everyday. I'd say the answer is going to be yes.</p>
<p>There is nothing wrong with this section of road right now so why waste the \$\$</p>
<p>This is a make work project for individuals who have nothing better to do than waste tax payers \$\$.</p>
<p>I use this street regularly and believe the current design works well. I believe the only improvement needed is a decrease to the speed limit or a few speed humps to slow traffic down. This will address any safety concerns for cyclists or visitors. Most people, especially children, will continue to drive to the area with their bikes and then set off cycling or mountain biking from there. They need to be able to drive there easily and find parking.</p>
<p>I feel that this should be done while preserving street parking. With small lots terre is little room for the residents and no place for friends or visitors to park. Cycling is not practical 9 months of the year and Lynn Valley road is wide enough for everybody. I feel you miss the main safety concern as down hill higher speed bikers are much more difficult to contend with, that should be your focus. This is a family orientated area so let the Hipsters have Squamish. Cars are changing to meet the needs though most cyclists use trucks to get there bikes to the hills.</p>
<p>The goal is incomplete. Safety and comfort are important, but so is getting around conveniently and in a reasonable and reliable amount of time, with a reasonable amount of effort -- for all modes!</p>
<p>While the goal itself is laudable, upper Lynn Valley Road is very safe as it is. It is very wide and well used with no significant safety problems. The proposed designs will take away on street parking, which will just push parking, congestion and traffic onto other nearby streets, making all the surrounding neighbourhood more congested, less usable and less safe.</p>

Do you have any comments about this project goal?
<p>I do not agree with the plan to make vehicle traffic one way between Peters and Dempsey. I live in this area. I drive, walk and ride a bicycle in this section of road. I usually turn south onto LV Rd from Burrill because it can often take too long to do so from Peters Rd. If people couldn't turn left from Burrill, the traffic at Peters would become even worse, requiring a traffic light.</p> <p>People living north of Langworthy would have to drive north to either Kilmer or Dempsey and then along to Hoskins in order to head south. That doesn't make a lot of sense, especially if we want to reduce gas consumption.</p> <p>Personally, as a cyclist, I don't think we need a special bike lane in this section of road at this time. There is enough space for cars and bikes. I ride my bike in both directions along this while section of road and don't feel unsafe. If bike lanes are desired, a better way to get them would be to remove parking on the west side (or east, I suppose). I would use just lines to designate lanes on each side of the road, rather than having physical barriers. This part of LV is not as busy as South of Peters and the lanes are quite wide.</p> <p>Please do not put both directions of bike lanes on the same side of the street.</p>
<p>I do not believe any transformations are required along this stretch of road to accomplish these goals as there are already sidewalks. I am concerned that adding amenities, etc. on our roadways may be more of a distraction for drivers, potentially making the roads less safe. It is simply not realistic for many people to cycle to their destinations, given the topography and distances. What was done on 29th Street was badly thought out. I have yet to see anyone cycling along that corridor.</p>
<p>no</p>
<p>The current situation seems fine to me. I am an avid cyclist and bike both roads every day. It is fine the way it is as there is little traffic. I think it will create a huge parking issue for people who live on these streets if bike lanes are put in as the parking spots will vanish. These are quiet streets with enough space so far.</p> <p>Peters Road has now often a traffic jam since the paved parking lot at the Ecology Center was created. Because of the pay parking, cars have to wait now and pile up on Peters Road. The traffic of visitors to the Ecology Center has become insane and paving it without building board walks in the forest has been a huge mistake! It creates erosion, people defecate in the forest</p> <p>So careful now with your next improvements</p>
<p>It is vital that this bike lane / Active transportation access goes all the way up to Dempsey, otherwise its a waste. This last section is sketchy to ride up at all times of the day!</p>
<p>It's about time ... better late than never.</p>
<p>Connectivity is very important. I'm concerned that you're missing an important section of Lynn Valley Road which includes a very busy and unsafe intersection - Allan Road at Lynn Valley Road. The existing "improved" 2-way stop is very dangerous for anyone crossing. Bikes headed Northbound on Allan are pinched off the road and there is no sidewalk. Due to the "new" angle of the cars at the intersection they don't look at in the crosswalk and are most of the time stopped in the middle of the crosswalk waiting to turn. Although this goal is excellent, it should prioritize connecting corridors rather than making individual segments which spit out active transportation user into unsafe conditions.</p>
<p>Its too broad and therefore unlikely to ever be achieved at any level. Every objective will be diluted to meet the lowest common denominator producing a project that will satisfy no one: including the people that have to pay for it. Better to say the goal is to have multi-modal transportation within this transportation corridor with maximum safety for the users of all modes.</p>
<p>Residents should be the top priority over visitors</p>

Appendix A – Verbatim Survey Responses

Do you have any comments about this project goal?
You currently do not have enough parking for the people going to Lynn Headwaters. By removing the on street parking, you will make it impossible for residents to park near their homes
Off- road cycle paths encouraged
Sounds like you're trying to find an excuse to overdevelop the area, in particular the legion plot. If you don't over develop the area, then no changes are needed.
A bike lane is not needed. Will lower value of homes affected by removing parking. Waste of taxpayer's money, A sidewalk on upper Mountain Hwy is needed to separate pedestrians from cars an bikes.
If it's fair to everyone (transportation wise) it should be good
It accommodates people outside of the LV area to access parks. How does it improve life for residents especially the future lack of parking?
Keeping in mind the resident's needs should come before tourist/visitor priority. We are the ones using these routes daily to get to work, run errands and also for pleasure.
As long as safer for the community doesn't inconvenience homeowners.
To achieve the Districts goals of increase use of Active transportation in this corridor, the route must provide a safe and desirable option for people to get to their destinations (Shop, school, work, recreation)
Please give priority to the residents of the area, especially the elderly and disabled, who will be most impacted by these changes. We need to accommodate them rather than the people who come to the area for recreational purposes.
I don't believe that there is anything wrong with that section of road and I drive it and walk it regularly.
The road infrastructure shouldn't make it "more comfortable" for people who drive. It already places cars at the top of the hierarchy of comfort. This is about leveling the playing field to make it better for everyone OTHER than car drivers. Also who are "road users"? This statement is just not very clear.
No more bike lanes. They are only usable during the summer months when it doesn't rain. Otherwise, the vast majority of people are not using them during the rainy periods.
I wish you would had a survey for phase 1. I would then have to take issue with your quote of 300 daily cyclists. I barely see 20 cyclists a day. Some day less than 10.
I would think Mountain Highway, Dellbrook Ave or Upper Lonsdale Street would be the first project for the District as they are very busy roads which fits the goal stated above. I don't see the need to change Lynn Valley road as it has worked very well for the years I have lived in the area.
I agree with the goal but would reword it. I would remove the word "drive" from "those who walk, bike, roll, drive or take public transit" and remove the "while balancing the needs of road users". Walking, biking, rolling, and public transit should take priority over driving.
be sure to illuminate the area properly, this is generally a dark corridor, made worse by LV's lack of sunshine, earlier darkness and large trees/vegetation obscuring things
I'm hoping this project does NOT impact the local residents by removing on street parking, the general flow of vehicle travel. As a long time resident (walker, driver and cyclist) I feel that the stretch of Lynn Valley road between Peters and Dempsey already provides safe travel for all modes of transportation.
The goal is unnecessary and should be targeted elsewhere, on more marginal roads where the need exists. Lynn Valley Road already has a very generous width and all cyclists I know are already satisfied with the safety/comfort riding between traffic and parked cars.

Do you have any comments about this project goal?
I live on Dempsey Road and I don't want to see anything changed. I want to be able to drive in both directions on Lynn Valley Road. Limiting vehicle traffic will definitely make other routes much more congested. I rely on my vehicle to move my family. Given the amount of rain in North Vancouver, I don't feel like a major investment in bike paths makes sense.
Anything that is done should not be at the expense of keeping traffic flowing properly. We have enough problems with congestion on the North Shore as it is.
I don't agree changing the entire structure of upper Lynn Valley Rd. that would impact so many people. Bikers have plenty of other streets to ride.
An easy way to make this goal true would be to find ways for people to park their vehicles not on the road. This is what creates the largest danger and the lack of space for people bicycling to be safe. Rolling is not a great way to get around but if people want to that is fine.
Parking along roads also creates problems for drivers. The parking driver impedes traffic while they do it. If you are coming from a cross street you have to pull onto the road (that is Lynn Valley) further than can be safe; particularly for bicyclists so they can see if another vehicle and ideally a bicycle is coming. Though they could nearly hit they bicyclist in the process.
not so far.
I live on this road and find that the speed is way too fast as drivers race up Lynn Valley road or down. I also find it near impossible for guests to park on the street when visiting us as there is hardly any parking on a nice day. I would like to have residents be given parking permit stickers. I would also like the side our house is on which is the west side of Lynn Valley to have max 2 hr parking unless by residential permit.
Create bike lanes on the north part of Lynn Valley Rd, side walks on the left side (facing north) and more pedestrians lane.
Please give priority consideration to those who live in the affected area rather than those who like to visit for recreation purposes.
Why is this section of Lynn Valley road considered 'unsafe' and 'uncomfortable'?
I don't believe it should be a balance. If someone did an actual study and looked at the actual use of this road they would find that a lot of the assumptions being used are completely false. The Statistics provided by self reporting are inherently flawed. It's not a reliable indicator of usage. The questions below only elicit idealized responses. I will answer yes to all but the truth is, it is meaningless data. The truth is on any given day, for 8 months of the year you might count 5 or 6 bike on upper Lynn Valley road. And many days, none at all. I question the logic of this effort. Lynn Valley is one of the rainiest areas in Canada. The stats speak for themselves. Traffic will be diverted down quiet side streets where children often play.
I could go on but I believe you'll read and discard the logical for the well intentioned but deeply flawed flavour of the month and forget about inconveniencing your tax payers.
We would like separated and safer bike lanes, especially for children to use.
Bike lanes are great!
Good idea. Right now a big concern is that you need to jaywalk a lot on Lynn valley road and Hoskins road because there is only sidewalk on one side and no crosswalks. Very dangerous because cars drive very fast on these roads. You need to jaywalk if you park on the wrong side of the road, or are trying to walk to one of the side streets like Kilmer. Would love to see some crosswalks and/or sidewalks on both sides.

Appendix A – Verbatim Survey Responses

Do you have any comments about this project goal?
There is currently a huge traffic problem on Lynn valley road and coupled with the increasing number of residential developments, will make this problem worse.
It's fine as it is.
no
Don't make traffic worse. Traffic lights only make things worse and increase road rage.
This section of the Lynn Valley road does not have a lot of traffic and functions very well as it is.
Where are the residents, Rental tenants and guests going to park? They will start parking on side streets that are already too clustered and will create more dangerous conditions on other routes.
If it's anything like the massive 29th street project, it'll be a waste of time and money and create a road that is less useable to those who use it, not more usable. I've yet to see anyone booking on 29t's new bike lane and I'm always driving it.
It is short sighted. Only looking at transit which is terrible on the shore. Biking and walking. Not all residents
I see the result of what pay parking has done over last year. It has made cars park on the street long term in our neighbourhood and drive very fast where our children are. The theory of these things are good, but the priority needs to be for the safety of people who live in the neighbourhoods, people who are recreating at Kilmer park etc. for activities. I've lived in another community that tried this unsuccessfully and it ended up being very underutilized and just pushed cars into not designated areas. People would then use those neighbourhoods as their public bathrooms since none available and there was that to contend with in addition to the added traffic.
This above vision is fine, provided that the starting point is the understanding that the current design is unbalanced and prioritizes vehicles.
The road and paths already feel safe
A good goal. For us, a safe bike route is key! With e-bikes cycling on the North Shore is much more accessible. But right now Lynn Valley Road is not safe, especially by the mall, but also in this section you are working on now (Peters to Dempsey).
The wording of the goal is general enough to provide something for everyone. My concern is basing a goal and future action on a situation that you would like to see and not looking close enough at the situation as it is. A number of things that must be considered (and maybe they are later in the survey): -the amount of construction, renovation, landscaping services, maintenance of utilities, etc. in the area which result in large vehicles and equipment taking up space on the roadway -the number of secondary suites in the area resulting in extra vehicles -the number of courier and delivery vehicles -the actual number of cyclists (particularly in poorer weather). Don't just base plans on what the traffic looks like on a sunny weekend
Having the least impact on my property, i.e. not widening the sidewalk
With property taxes going up substantially it is obscene to pursue further unnecessary projects which cost more money. What are you thinking. Plus any further alterations to the roads pushes traffic and parking onto neighbouring streets compromising safety for kids dogs and seniors. It isn't broke so don't fix it.
No
No but I'm not aware of any problems as is. Already seems to meet the goal.

Do you have any comments about this project goal?
<p>The section of Lynn Valley Road beyond Hoskins is constricted much more than the "Phase 1" area (e.g. LV Road + Mt Hwy to LV Road + Peters/Hoskins)</p>
<p>I do NOT support the elimination of parking in this area which is almost entirely (except for the Legion and End of the Line) a single family residential area</p>
<p>Your improvements seek to only help those who ride their bike and walk that are local to the area. By removing parking for the hundreds of weekend warriors that arrive with their bikes strapped on their cars, to walk in the canyon you are forcing them to park in residential areas.</p>
<p>It is very important to invest in more pedestrian-priority town centres and transport connections to support safer walking and cycling for residents of all ages. Lynn Valley Road connects Lynn Valley Centre and a number of neighbourhoods to the Lynn Canyon Park, and should be made safer for walking and cycling all along the route. As housing density is massively expanded at the Lynn Valley Centre and Lynn Valley Mall (a good thing as we need more affordable housing and more housing for essential workers and families on the North Shore), more space for people to move safely around the neighbourhood will be required. This is particularly important for vulnerable walkers, the elderly and young children.</p>
<p>Some separation between vehicle access and non-motorised would be welcomed.</p>
<p>Getting the balance right is a challenge. A key, I believe, is to use less commonly used roads for non-car transport. For example, I'm a cyclist and will never cycle over 29th hill. Why would I? I cycle around it, using the Tempe subdivision, accessed from 27th via a short trail. It save time, energy and sweat. The LV road plan looks good, however.</p>
<p>Speed reducing systems as people are always speeding in that area. More pedestrian-activated crosswalks. More local only parking.</p>
<p>The goal is very narrow and looks only at this one road (Lynn Valley Road) and only one outcome (a street design). Being more encompassing of the entire area and outcomes is needed.</p>
<p>it is better has a separate bike line on the road</p>
<p>why the main street, se side streets</p>
<p>While there is a lot of traffic generated from outside the local community on weekends along this segment of Lynn Valley Road (LVR), I use Lynn Valley Road enough at other times of the week to see that it is used very heavily by the local community. On the sidewalk, which is currently continuous on only one side of the road, I encounter workers walking down to Lynn Valley Centre, children walking along it to and from Upper Lynn Elementary, and other local residents jogging and/or walking dogs. It can be pretty heavy sidewalk traffic sometimes, and I end up stepping into the road (facing traffic) to pass people quite often. I bike up Lynn Valley Road not just to access recreational cycling trails, but also for commuting -- I sometimes like to extend my commute by 3-4km by looping around on Pipeline bridge and using Lillooet Road, as a greener, quieter alternative than taking Mountain Highway down to connect to the Lynnmour area. All of this is just to say, I feel like I've heard a lot of "local opposition" to doing anything that would take away street parking on LVR, and yet I see on weekday evenings a lot of empty driveways and some local residents (myself included) squeezed off the one and only sidewalk into traffic because there are so many local residents out walking and jogging. Meanwhile, traffic on the road is typically pretty light and also often over the speed limit. I hope this project can re-balance some of the use of this space to increase or enhance the sidewalk space.</p>
<p>Please do not reconsider making any part of this a one-way road. This is not something that will serve anyone well.</p>

Do you have any comments about this project goal?
<p>As a Person who lives in Lynn Valley, I agree with the need of bicycle lanes in the Lynn Valley core possibly up to Peters from that point the road is on an uphill grade and the cyclists are going slow so I see no need for a bike lane. On the way down Lynn Valley to Peters bikes are traveling very fast and the intersection at Hoskins is an accident waiting to happen, a lot of cars do not stop at the stop sign when turning right onto Lynn Valley Rd and it's just a matter of time before some one is hit. If you put the bike lane going up Hoskins, there are trails to access at Langworthy and Hoskins, Kilmer Park is easily accessed and Upper Lynn School at Coleman, but I don't see a need for it as it's going uphill as well and the bikes are going slow. To sum up the off-road network of trails are the best and safest for cyclist and are already set in place. Why spend the districts much needed money on this project when you can put it to use in other areas such as emergency preparedness, wind and rainstorm problems, summer heat problems, wildfires, winter road clearing, etc. the list is very long as to where this money could be put to better use.</p>
<p>No matter what I say it will go ahead. The decision is already made.</p>
<p>The issues that will affect local residents far outweighs the benefits to random bikers and walkers. This isn't a park. This is our neighbourhood. And we pay heavily for it. What about residential parking? Not all homes have sufficient parking in driveways and often use the street. Where will they park? Parking is already an issue - and now you're proposing to reduce it further for some cyclists? And our taxes increase. There are more residents needing the use of a vehicle to commute and live, than the volume of bikers to justify this undertaking. I strongly vote NO for this solution. I'm all for walking and cycling. We have the demonstration forest for that. We have sidewalks for walkers. Cyclists have many options as there are several trails to get them anywhere. Vehicles have one option only. I for one will be upset if I now have traffic issues getting up LV Rd because we now only have one lane with maybe one cyclist and several cars. And what about when we get snow, because we do. And if there is only one way up LV Road. Now there is double the traffic on Hoskins and LV Road. Do you live in the neighbourhood? All of them matter but you don't drastically change the traffic of a neighbourhood for it, especially when all of these already exist.</p>
<p>I like this space exactly the way it is. I ride, drive walk and use public transit. All 4 work for me with no concerns.</p>
<p>Increased traffic congestion, loss of street parking. And overall inconveniencing those who live within the proposed development in terms of driving home or away from their house.</p>
<p>I think the roads should be used for cars. I do not want to see more bike lanes at great cost that get little use. Let alone rollers or walkers on the existing roads.</p>
<p>This is a bad proposal to alleviate traffic/ parking/ walking and biking concerns. It is totally unnecessary and a total waste of a great deal of money that could be put to better use elsewhere in the district. The inconvenience to the neighbourhood residents and the destruction of quiet enjoyment of the residents is mean spirited and foolish. It is a further example of the fiasco, the total waste of time and money that the restructuring of 29th did.</p>
<p>A new hazard and inconvenience to local residents. Although residents pay property taxes they have to deal with speeding bikes (some of them hard to see them while crossing the street) and reduced parking for residents and their visitors . I would like to see statistics on bike accidents and fatalities in the area. We live in a very wet neighbourhood with enormous amount of precipitation that create a hazardous condition for biking.</p>
<p>please be sure to consider minimizing traffic noise as part of the design goal to make it more 'comfortable' for people who live along this section of LV Road.</p>
<p>This should be a very high priority. I have seen a sharp increase in the number of cyclists on LV Road in recent years especially e-bikes, which travel both uphill and downhill at rapid speeds.</p>

Do you have any comments about this project goal?
<p>To be more complete, is the choice of route also about improving route and mobility options to popular outdoor/tourist areas in the district? This needs to be more transparent.</p>
<p>The upper Lynn Valley is a magnet for people wanting to enjoy the outdoor activities. Unfortunately, for many, getting there involves driving and then finding a place to park the vehicle. As in shopping malls, drivers expect parking lots, but one cannot solve this dilemma by creating more parking without destroying the natural environment. The DNV has allowed development that is car dependent. We now need to encourage more people to use alternative modes of transportation, at least for the final parts of the journey. We need to encourage mall owners to provide parking for those shopping there and choosing an active form of mobility to get from the Lynn Valley Town Centre to the busy parks. A friendly Lynn Valley Road will attract those who want to explore on bikes. It will reduce parking demand in the parks. Locals will appreciate the people on bikes more when they realize it results in less car traffic and congestion.</p>
<p>The loss of parking once a bike lane is created. Parking is at a premium, with activities at Kilmer Park and people wanting to hike in the canyon. The residents (taxpayers) have a hard enough time as it is finding parking. If Lynn Valley Rd and Hoskins Rd turn into a one way, traffic will increase. I don't see how this creates a safer transportation route.</p>
<p>This Vision only talks about the local area and community but completely misses that this provides access to an important District-wide and regional destination including a Regional Park. The Vision needs to consider these regional travel needs.</p>
<p>A flashing yellow or stop light at Peters Road and Lynn Valley Road intersection to replace the pedestrian signal would be a lot more effective to slow vehicles down. Some vehicles take this less than 90deg. right turn corner too fast causing dangerous situations for pedestrians and the vehicles trying to exit the driveways close to the corner.</p>
<p>I've been a cyclist for recreational and commuting purposes; I appreciate the efforts over the past while to make more cycling routes. For safety, cycling should be separated from traffic with cement blocks for example, to allow families, young kids to enjoy the route also. I've also been a commuter via bus to downtown and appreciate the express 210 bus. We really need the talked-about express bus from North Shore to a SkyTrain connection.</p>

Did we miss anything? (regarding ranked list of priorities for improvement)
<p>The DNV staff need to understand that the vast majority of residents in this area are young families. Families with young children mostly cannot commute on bikes. Also, Vancouver's yearly climate does not lend itself to the majority of residents using walking and biking as a common mode of transportation for 6 to 9 months of the year. Are we just inventing problems to solve? Has anyone looked at the accident data for this transit corridor to see if change is even needed? Shouldn't we be more focused on climate focused solutions that involve the modes of transportation residents need, like electric vehicle programs?</p>
<p>Rather than comfort for cycles, safety is the critical component and should be highlighted in this and future surveys or goals, mission statements. Too many cyclists have been injured and killed by vehicles. People driving vehicles should always be reminded bike improvements are for human safety</p>

Did we miss anything? (regarding ranked list of priorities for improvement)
<p>If the flow of vehicle traffic is poor all of us are negatively affected. The situation makes it difficult for anyone walking, riding a bike or using public transit not just the people riding in cars. If decisions are made based on relatively small special interest groups we all suffer. Certainly all groups deserve to be served by the system but there is the widely held belief that vehicle users go to the end of the list. I am unconvinced that this is not true. If anyone thinks I am overstating the problem, I would suggest they haven't experienced the Lynn Valley /Mountain Highway traffic nightmares over the last 5 years. I am disappointed in the lack of realistic foresight in regards to planning.</p>
<p>Please consider conducting observational studies. Council noted that children ride their bikes to school as their rationale for removing parking along LV Rd and therefore require bike lanes to ensure safety. I can tell you, unequivocally, that kids are not riding their bikes but rather walking or being driven to school. And yes, I understand the if you build it sentiment but LV is rainy, hilly and not particularly conducive to small children riding their bikes, particularly if you continue to add condos and community kitchens in residential areas.</p>
<p>Cost control. Sustainability. Project serves to attract more visitors by consuming residential streets. DNV attitude reads like - we can do whatever we want with the streets and you have to accept our mandate.</p>
<p>Please, please don't take away more parking spaces. There is an aging population in LV. And bike lanes make accessing housing less accessible. Also, I drive over 29th hill twice a day. I have seen 2 cyclists ride over it. So please be smarter with this. And please, consider the residents, their guests, the elderly, people who are physically disabled and the bus users. Bike lanes on both sides of the road aren't necessary. And frankly, the bike lanes on 29th were a foolish waste. Please ensure anything you put in on LV road is more thoughtful.</p>
<p>Taking out parking near End of the Line convenience store (and major entrance to Lynn Canyon) will be a nightmare for people that NEED to drive there as it is not close enough to walk or cycle or they have small children or dogs. Cyclists already travel extremely fast southbound on LV road. Kilmer, Langworthy and esp. Hoskins vehicle traffic is often unprepared for fast cyclists with no ability to slow or stop if necessary.</p>
<p>Maintaining safe vehicle traffic is critical to year round success on these main arteries. Why do we not channel bikes and walkers to secondary lines?</p>
<p>We do not want this project. We will vote you out as you do not listen to the taxpayers.</p>
<p>I feel as though phrasing the above as "comfort" for vulnerable road users is really downplaying the issue here. Also you can just strip all the parking.</p>
<p>In both sections, some of the options are important to me, while other options are not. It's not a matter of ranking.</p>
<p>Residential permit parking!!!!</p>
<p>I'm not sure what you mean by long term and short term parking. How long is short term? Less than 2 hours or less than a day?</p>
<p>I think you need to ask Commuters, students. We like more parks and connection from park to park -- That is why people live here and pay the big tax bill.</p>
<p>I don't want to lose parking in LV Road in front of my house</p>
<p>Please consider our community gathering place, the End of the Line store, and do not impose parking restrictions that would negatively impact it.</p>
<p>There is absolutely no need for a separated cycling lane on Lynn Valley Road (in either Phase 1 or in Phase 2). The volume of cyclists and pedestrians does not justify it. A simple solution (and cheaper), for Phase 1 and for Phase 2, would be to slightly widen the existing sidewalks to allow dual use by cyclists and pedestrians.</p>

Did we miss anything? (regarding ranked list of priorities for improvement)
Reminders of road safety - many pedestrians and cyclists seem to forget that road usage is for the vehicles and are walking in the middle of the road, or not stopping at stop signs. While many favour the increased number of bike paths, etc there seems to be a marked decline in recognition of the rules of the road are applicable to all who are using it.
Please keep two way traffic flowing. More crosswalks needed.
When I say "comfort" for people cycling, I mean their safety. I often see people riding their bikes on the sidewalk because they do not feel safe riding on the road where bike lanes do not exist.
The End of the Line general store is a community hub. If this road is one way northbound it will destroy the locals visiting for morning coffee and get-togethers. I have stood here today and only southbound traffic went past in over 30 minutes. Its a lifeline for us Upper Lynn locals.
Again, whenever these projects are considered, some thought should be given to reduce space for vehicle traffic. When there are two lanes, it's always an option reducing this to one, using the second lane for transportation alternatives. Use Lynn Valley Rd from Mountain Hwy to Hwy 1 as an example. Use one lane for bikes, both manual and powered, and buses, only one lane for vehicle traffic. Make it more uncomfortable for vehicle traffic is the only way to actually reduce it.
Bike
Children are safer in cars with their parents than walking or cycling to school. Adding biking lanes will not make the streets safer from predators and criminals. Last, residents have the right to use the space in front of their homes to park their vehicles or receive guests. They pay taxes for those benefits. Lately, all the cycling lanes added to the streets in North Vancouver have not provided any improvements (hardly anybody use them) and are just impediments to safe traffic flow. The changes made to 29th street, between Lynn Valley and Lonsdale are a nightmare. The residents of those properties now have to deal with daily bottlenecks and noise while nobody is riding a bike through the hill.
Generally slowing traffic speeds
More buses. It can take an hour to get from Lonsdale quay to upper Lynn Valley. Too long a commute. We lost direct bus to the quay 228 and to upper Lonsdale 229. Fewer buses than before. Commute is much longer and bus times do not line up with buses at Lynn valley mall area. Also a safe place to park electric bikes at Lynn valley mall. Too expensive to leave in the open with just a lock.
The sidewalk and drainage from the Lynn Valley Road and Dempsey intersection (by End of the Line) to Rice Lake Road needs improvement on both sides. Pedestrians get drenched when cars go through puddles that collect. Also need a proper sidewalk on BOTH sides- not just a cheap gravel narrow one on the east side.
Not just the single road should be thought of. The streets branching off LVR are affected just as much with this project (especially Dempsey and Kilmer) as overflow from the area into our residential streets creates problems. Such as : no room for residents to park as visitors take over, increased traffic, high speed driving. There should be a safe place to turn around at the top of LVR so traffic doesn't redirect into quieter neighborhoods.
As a frequent walker and bicycle user, this is not a section of road that has ever felt of concern. There are many other areas (such as nearer the Highway of Lynn Valley Road) that could use improvement for the safety of active transit and that should take precedence.
Many cyclists use Hoskins as a less steep way to get up to Dempsey. Could consider making this a designated bike route rather than creating a bike route straight up Lynn Valley road.

Appendix A – Verbatim Survey Responses

Did we miss anything? (regarding ranked list of priorities for improvement)
Road traffic has increased exponentially over the past ten years. Motorists ignore many of the road signs. (i.e.. Drive faster than the speed limit. Ignore the Stop Signs at Dempsey Road and Lynn Valley Road.) Must decrease speed in the area. Please consider speed bumps.
I'm very concerned about safety for my children walking and biking through Lynn Valley. I'm also very concerned about the short and long term parking of non-locals coming to use the trails and canyon. It feels like the area cannot support this amount of tourism with locals needing to transport themselves about and with tenants in many homes, the street parking has become a real challenge.
The road is safe for all users as it is currently configured. There is no need to make the road worse and waist tax dollars
Missed the mark on planning this and wasting money on how much this survey is costing
I took this to mean: short term == parking for canyon tourism, long term == resident
Quieter. Areas where parents feel comfortable letting kids roam
I encourage the District to continue open communication and transparency in the planning and implementation of this work, particularly with those residents most closely impacted by the changes and work done along this route.
I am very concerned about how this project will impact the flow of traffic up and down Lynn Valley Road. I would like to see an overview of the demographics that live in this neighbourhood to demonstrate the strong case for this significant change. This project will not increase the number of locals riding their bike to work. It has the potential to cause distributive traffic delays and further frustrate residents in the area.
Considerations for other routes. Dempsey is the cycling destination (although most seem to drive their SUV or truck to the trails) yet this is not a cycling route. Way more cycling traffic on this route that ultimately ends at the same destination.
I would have split the question on 'vehicle traffic' into transit and resident traffic. This is NOT about providing speedways to Lynn Headwaters and Lynn Canyon both of which have their main access routes in this area
I live near upper Lynn Valley Road No need for improvements
Comfort for pedestrians. Sidewalks are narrow and pressed up against fast moving traffic
I will be furious if you make Lynn Valley road one way. Upper Underwood Ave is a good distance from amenities and Lynn Valley road is a great help in getting to and from my destinations quickly. It has been an important thoroughfare for many decades for us locals. Stop putting transient biker's priorities above local resident's priorities.
Not many bike riders use this road and it is already a nuisance to get to the mall. The west entrance is narrower due to a plant section and bike lane which no bicyclist uses.
Improve traffic flow and increase flow! Can you time the lights so it's not red red red. It's already a bottleneck. Do not take away 2 lanes per direction.
More attention should be paid to connecting existing cycling routes rather than adding bits and pieces across the district. People don't use a partial route as much as they would a complete route. The priority doesn't seem to be completing a project and connecting rather than appearing to be doing something that looks like considering "healthy communities". I'm VERY disappointed in the DNV's approach. Make a commitment to a project and complete it. These bits and pieces are not encouraging alternative to cars and for those who do use them it's definitely not making it safer.
This stretch of road is not a main artery as traffic splits at Peters and Hoskins. Lower speed limit will serve everyone.
Thank you for your consideration & care for our community

Did we miss anything? (regarding ranked list of priorities for improvement)
<p>Do not make these changes. We the people living here do not want this change in our community. You will make Hoskins road more unsafe. You will make changes the people do NOT want. Listen to the people who live here and do not change Lynn Valley road at all. We do need to want more bike lanes on the car roads. Spend your money fixing the bad road problem you caused on mounting highway by causing long jams because the turning lane gets backed up and blocks through cars from passing. Spend your money making another lane on the bridge or widening the highway.</p> <p>I live here and there are NO bikers using this road like you seem to think there is. Nor do I want to ride my bike beside cars, I want to ride it on bike paths dedicated to bikes in parks or in land openings that are only for bikes. I would never let my children ride their bikes on a road with the bike path beside the cars on the same road. You are not listening to the people who live here. We do NOT want bike lanes. My neighbors agree they do not want this either.</p>
<p>Safety from unenforced/unmitigated speeding</p>
<p>This is busy mixed zone, and ideally, traffic should have the priority on roadways. Cycling and walking could and should be diverted to Kilmer park where a proper large walk way and bike lane would drastically reduce people on the main roadway and improve overall safety for all.</p>
<p>Please prioritise safety over convenience. The safety of vulnerable road users (cyclists and pedestrians) should easily overrule any slight decrease in convenience for drivers. We should absolutely not prioritise the storage of private vehicles, we have limited road space and it should be used to allow people to travel safely, by whatever mode they choose.</p>
<p>Lynn Valley Road in general needs some big upgrades to the pedestrian experience - start by adding lights to all of the signalled crosswalks. They are not safe on a road this busy and with such high vehicle speeds.</p>
<p>It's unclear what the plan is. Please make it more specific and transparent.</p>
<p>A crosswalk at Kilmer and Lynn Valley Road is needed. Many people cross LV Road at that intersection.</p>
<p>Safety for children is paramount.</p>
<p>there is a huge problem at Allan & Lynn valley, as well as Draycot & Lynn valley. you may want to close off Draycot, and have the cul-de-sac come out onto ross road. Maybe close off institute road on to Lynn valley and have everyone flow to Frederick to come on via mtn. hwy? or out to Frederick and then onto Lynn valley that way</p>
<p>It's also very Important to support transit to other communities.</p>
<p>This is a horrible idea for anyone who lives in this area.</p> <p>I have already spoken to my neighbours and have started a petition to fight this if you choose to move further.</p> <p>Interrupting residents lives for bikers who drive into the neighbourhood anyways is not right.</p>
<p>Creating a sense of community by providing less oppressive space.</p> <p>There seems to be too much emphasis on concrete and structured design removing the randomness inherent in a slowly developing community</p>
<p>accessibility standards being met in all considerations/planning stages.</p>
<p>Lynn Valley library and shopping center is main business area, I don't believe a lot of people walk more than a 3 block distance and as far as bikes to go to shopping or libraire due to risk of bike thefts Although this survey suggests children walk or ride from home to school, society is no longer safe as it had been in the 1960's or 70's, too many acts of violence/ crime and therefore parents drive the children to school</p>

Did we miss anything? (regarding ranked list of priorities for improvement)
<p>Covered bike parking More dog poop bins Have bike lanes up LV Rd and if you MUST have vehicle parking, make it outside the bike lane.</p>
<p>Parking is the main issue clogging up this area during busy times. The jammed up streets with people circling looking for spots is part of the safety concern with increased traffic. If people knew where to go to park this would be reduced. For example, if Kilmer had a parkade that doubled or tripled the number of spots then people wouldn't be jamming up the streets.</p>
<p>speed of vehicles (and some bikes) on Lynn Valley Rd can be excessive. Seems like there is demand for Lynn Valley Rd crossing at Langworthy. A stop sign / or crossing light would improve safety and slow down vehicles.</p> <p>I've heard that a previous plan had Dempsey - crossing over the river to Blue Ridge area. what happened with that?</p>
<p>It's great to improve cyclist and pedestrian safety, but please remember that we need to keep traffic flowing. If Lynn Valley road funnelled down to a single lane, in both directions, that would be catastrophic</p>
<p>People who live on Lynn Valley road will lose access to street parking. Most families have 2 vehicles, many houses have a suite with another vehicle and putting bikes lanes in would take away street parking for these vehicles not to mention any visitors to their house!</p>
<p>You ask us to rank our preferences while you conveniently ignore the fact that the problems are not about local , but outside traffic. I am constantly cleaning up dog excreta, food and candy wrappers, and asking people not to obstruct my driveway Ranking the above makes no sense to me. I would say 80% of the cyclists bring their bikes by car to ride the trails. Not sure how this will benefit climate change.</p>
<p>Cycling must occur in lanes that children of Gr4 ages and above could use safely with care and skill on their own. This is what will change the nature of the active transportation in Lynn Valley. Should take bus stops into account also to avoid conflicts. Please give the residents who need to use the streets actively the same privileges as those who live and park there. Cars are insured and people are not.</p>
<p>This is a busy route and main artery. Obstructing any traffic flow and decreasing parking will be counterproductive to the stated goals and merely add to the burden of side streets. Increasing traffic where children live and play is a dangerous and potentially fatal mistake</p>
<p>3 lane roads with 1 lane in each direction & 1 center left-turn lane, have been shown to be safer than 4 lane roads & have better traffic flows compared to 4 lane roads.</p> <p>Safe protected cycle lanes & well designed protected intersections have been shown to make transportation safer for ALL road users.</p> <p>Doing the 1st, makes space for the 2nd, & multiplies the safety improvements. Please do what is needed to make this the new standard.</p>
<p>I would love to see a general speed decrease along the entire length of Peters and traffic calming along restricted parking for residents. I would like to see some safety and calming systems at both Peters and LV and Hoskins and LV</p>
<p>Wayfinding and signage information to insure that outsiders with little local knowledge understand their options - NOT JUST PETERS ROAD - for accessing amenities like Lynn Canyon Park</p>
<p>Please do not make any part of Lynn Valley road a one way street and take away street parking on Lynn Valley. We cannot have the overflow parking from visitors in front of our house. We also do not want the additional traffic on our street. Thank you.</p>

Did we miss anything? (regarding ranked list of priorities for improvement)
By deprioritizing parking on the main road people will park on side streets causing more traffic on side streets where there are no side walks and will make it less safe for my children.
Extended hours for free shuttle service from Phibbs Exchange and adjacent free parking.
I am an occasional road cyclist. If the proposed changes involve removal of ANY parking on Lynn Valley Road between Langworthy St and Dempsey Road, please note that I oppose this project. The houses along Lynn Valley Road rely on street parking to meet the vehicle parking needs of homeowners and renters. Forcing Lynn Valley Road residents to park on side streets because of a bike lane that sees maybe one bike every five minutes is not fair to Lynn Valley Road residents or the neighbouring community. Further, many residents feel that these opportunities for public engagement are pointless.
leave it as it is now. That is my number 1 priority. Why is this even being done ? I think our taxes are high enough now. Why spend \$\$ on this project ?
DNV should remove the ban on public parking above Coleman to reduce the pressure on parking spots below Coleman in the upper Lynn area generally.
You could also consider seasonal bike routes which are more suited here. I still feel putting bike routes on main traffic routes is a bad idea. With the over building it can only get worse.
You missed the boat entirely with this question. Why is "flow" only important for "vehicle traffic"?!?! Transportation systems are for people and goods to get from one place to another, flow is critical for all modes. Further, I do not know what "comfort" means here but I suspect it is being used to mean "perception of safety" in which case I disagree that it is important at all -- actual safety is important, perceived safety is not (actual safety based on research -- there is research as to cycle path and pedestrian infrastructure design and associated relative safety of different choices; for example, municipalities' failure to consider this research and refusal to allocate reasonable funding to active transportation has resulted in a proliferation of unsafe and un-flowing "multi-use paths" that are cheap and allow municipalities to say they are addressing safety when they are not, MUPs address perception of safety only and do so only to the uneducated about infrastructure).
The existing sidewalks are already good on that stretch of road. Our residential areas have unfortunately not been designed with foot traffic in mind. Installing bike paths will not change this. A better solution would be to allow more mixed residential and commercial zoning, i.e. have more corner stores and other small businesses in residential areas so people don't have to walk as far for small errands. Also, children and youth should already walk to school in many cases. Parents should already be encouraging this, as the existing sidewalks are adequate for safety. Changing the roadways is not necessary.
The community doesn't want more traffic, more people in Lynn Valley. We feel ignored and despite consultations which stated concern, all projects went ahead. You need to consider where will people park if there are suddenly bike lanes?
Please don't create bottlenecks by taking a good wide road and putting in disproportionately large bike lanes in.
Residents along this stretch should be parking in their driveways

Did we miss anything? (regarding ranked list of priorities for improvement)
<p>Completely missing is "Congestion". This was identified by voters of Council before the last 2-3 municipal elections as being the number one item that the voters wanted the DNV.org to attack. Its absence is a complete insult to the Council (and by extension the voters). These in any case are not items for prioritization - they are merely as list of the basic criteria that must be met by any design - there is not priority to them. All designs must meet them. Comfort is required for all modes. Both long term and short term parking is required for all designs appropriate to the need for parking which is defined by the capacity of the corridor and not by some sort of prioritization. All of the list has to be met.</p>
<p>Parking for residents only</p>
<p>This is biased in favour of a bike lane. Waste of money. Not needed. Sidewalk for upper Mountain Hwy is needed today.</p>
<p>Rolling should be included with the bikers not the walkers. Wheels with wheels!</p>
<p>Maintaining on street parking for residents and their visitors is important, but seems to be missing from these lists</p>
<p>Many Upper Lynn residents have been living here 20+ years and do not want to see any huge changes in our traffic flow. It is important to keep both directions of traffic on all our roads - no one way lanes please.</p>
<p>Your ranking system does not work properly. Please make your instructions more clear and the selection time slower. On Kilmer Road along the south side of Kilmer Park I have two suggestions: 1) the fire hydrant is back from the curb and hard for people parking to notice. I have suggested to the parking warden to recommend painting the curb yellow, but he said it was not his responsibility; it was up to the fire department; 2) There is no need any longer to have two hour parking on the south side of Kilmer Road by the park. You started this years ago during the maintenance on the Head Waters Road. Many users of the park need to park there all day during baseball and soccer tournaments. At other times there is ample parking available for residents.</p>
<p>Too much emphasis is being put on bicycle lanes. If people want to cycle up here they put their bikes on cars racks and ride the trails .</p>
<p>I don't feel it is our elected officials responsibility to push a more active agenda at the people who live in the area.</p>
<p>Please remember that this road is on a strep grill in an area where it rains 200 days per year. Improving transit would benefit more people than putting in bike lanes.</p>
<p>The road is just not wide enough for two bike lanes. How are the people living on this road going to feel when you just take away their on street parking. How are going to see to it that cyclists will actually stop when coming to intersections. The most dangerous part of phase 1 and 2 is that cyclists now have a high speed run down hill and will not stop.</p>
<p>Kids will not walk or ride to school as Parents as too scared. Cars are the only way to get around until a proper Transit system is in place and a new funding model as the gasoline tax is what funds the transit system.</p>
<p>More frequent public transportation available.</p>
<p>There is no issue with this stretch of road.</p>

Appendix A – Verbatim Survey Responses

Did we miss anything? (regarding ranked list of priorities for improvement)
As a parent I regularly ride share with other parents, picking up each other's kids outside their homes at the roadside. Your plan of an exclusive bike lane with a laughable number of roadside parking spots will largely eliminate this option and make picking up children a much less safe experience. I have to stress that Lynn Valley Road already has ample width for bikes and other such transport to operate safely.
I think encouraging electric vehicles is a more realistic investment than trying to get an ageing population in bicycles in the rain.
Please leave upper Lynn Valley Road alone.
Long term parking should not even be a consideration. Please encourage people to park on their own properties not on public streets - where the safety (forget about comfort) is critical for people biking and walking. Flow of vehicle traffic is also of importance because people drive more safely when they do not get pissed off or angry. Short term parking for loading is okay.
We suggest moving the northbound cycle route to Hoskins from Lynn Valley road. The reasons are to separate buses from cyclists and reduce congestion at the top of Lynn Valley road.
Definitions for "short term" and "long term" parking would be helpful. My assumption is that short term = 2 h, or in non-peak hours; long term = for residents.
get your residents of Lynn valley road resident parking stickers.
Availability of street parking and access is very important to residents on the affected road and adjacent roads, especially seniors and businesses. I am referring to needs such as Handidart access, home care, labourer services, deliveries, customers, visiting family, gatherings, etc. Please keep this in mind and find a way to preserve street parking along with the bike lanes. There will be much more support for the project that way. Keep in mind that there is a business on the route (End of the Line store) who relies on street parking for their customers. Consider also that removal of parking in LV Road will just push it on to adjacent roads like Dempsey which is a very popular biking and walking route in front of Kilmer Park.
In your second list of priorities or improvements you mention "comfort" for people cycling. We would strongly support safety for people cycling. Many bike lanes in Lynn Valley abruptly terminate with the requirement to merge with vehicle traffic that tends to be moving rapidly and does not share space. We need a complete and connected network of safe bike lanes or routes.
comfort for people walking or rolling comes 1st, since the area is a nature loving paradise.
Don't mix bikes and side walk. A bike path should be designed to have an average speed of at less 30 km, with minimal stops. Don't make it slower for bikes and faster for cars.
The road is fine as it is!
Bike parking
By taking away parking on Lynn valley road you will be adding more people parking on the side streets which are already crowded
Safety for biking and cars! Number one priority for us.
"Encouraging children and youth" is in large part encouraging parents to allow these modes of transportation.
No
Again. Seems pretty good. Street is wide. Easy to walk. Room for bikes.

Did we miss anything? (regarding ranked list of priorities for improvement)
<p>50 years ago when North Vancouver's elementary schools were sited and built the expectation was that children would walk or ride bikes to their schools. I was one of those children (at that time we were in Blueridge). This needs to be preserved as much as possible and is a key reason why many of DNV's elementary schools are built on cul-de-sacs.</p> <p>At the same time traffic congestion has gotten MUCH worse - particularly with the elimination of second lanes and turn lanes. I have changed my commute from Mt Hwy / Lynn Valley Road to Upper Levels to Mountain Hwy / Dempsey-Braemar / Lonsdale / Upper Levels as the area of LV Road from Hoskins to the Upper Levels is now routinely clogged in both morning and evening rush hours.</p> <p>I consider BOTH phase 1 and phase 2 directly aimed at eliminating motor vehicles and simply do not see existing bike lanes in Lynn Valley being even 25% as well used as they would need to be to justify expanding the bike lane network</p>
<p>None of these goals can be considered without other requirements being addressed. Ex. Great to encourage student to walk or bike to school but difficult when both parents are working and there is no before and after school care available near the school.</p>
<p>Comfort for those that live and pay taxes in the district. Ability to exit side roads without fear of bikers speeding past, cars parking for hours and taking up all residential parking.</p>
<p>There is more than enough parking. Planning for active travel infrastructure and pedestrian space should consider the long-term plans to increase residential density. Many of these new residents will not own a private car and so making it safer and easier to walk and cycle is an important part of the area's future.</p>
<p>A separate and safe bike lane is a given, but it should extend all the way to Lynn Valley Town Center, not only from Peters to Dempsey.</p>
<p>If we can increase the use of active transport, we will, by default, help with air quality and go some small way to addressing climate change. Improving the flow of traffic for those unable to get out of their cars will as well. But we must make it easier, more pleasant and more culturally acceptable to do short journeys on foot or by cycling.</p>
<p>Transit is not noted</p>
<p>Very biased survey, should be able to rank 0 to 10 instead of having to "rank" This to get the results you want</p>

Did we miss anything? (regarding ranked list of priorities for improvement)

I have made extra trips on foot and on bike up and down Lynn Valley Road (LVR) in recent weeks, and was reminded of several things:

1. I don't bike downhill on Lynn Valley Road as a rule. It is super sketchy because of the speeds that traffic behind me is going, and because of the angled intersection with Hoskins, which acts as a local collector street. I tried biking down Lynn Valley Road last week even though I swore it off, just so I could refresh my mind about it for this survey, and by the time I got to Hoskins Road, I had a conflict with a driver who was coming up Lynn Valley Road and turning left onto Hoskins without signalling. While I was trying to recover from that conflict, drivers behind me were zooming past impatiently and drivers turning right off Hoskins were also acting impatient for me to get out of their way. I hate that intersection, and I will continue now to avoid it in this downhill LVR direction. Whatever is done as part of this project, the Hoskins intersection needs better control -- a shorter crossing for pedestrians, maybe a re-alignment to not make it such a skew -- and anything to slow speeding drivers down, and force them to make better choices that won't lead to near-left-hooks of cyclists. (Peters Rd also has this skew, which I've found makes it a tiny bit sketchy sometimes for walkers vs. right-turning vehicles coming fast off LVR).
2. When I bike uphill on Lynn Valley Road past Peters, I don't always like the proximity of vehicles passing me, but in general I don't feel unsafe. I could see how it feels unsafe to someone biking with kids or with a trailer with kids.
3. When I walk up or down Lynn Valley Road on weekday evenings, I see vehicles here and there parked on the road outside homes, but I also see a lot of empty driveways, and a number of homes that don't have driveways on LVR (their driveways are presumably around back off a side street). I don't see a case for why, as a whole, this group of residents needs or deserves street parking, and reducing available parking spaces might even calm the area in terms of weekend traffic.
4. There isn't enough room on the sidewalk on the south side of Lynn Valley Road between Peters and Dempsey, and there isn't a continuous sidewalk along the north side. I jog downhill on the sidewalk side only, so that I'm always facing traffic and can step off in between parked cars when there are too many other people/kids/dogs on the sidewalk for me to otherwise pass safely. I don't like passing on the road as much in the dark or in the rain, so it would be good to have a wider sidewalk. Putting in a sidewalk on the north side could also potentially help by spreading sidewalk traffic across both sides of the road.
5. I love that the End of The Line General Store (EOTL) continues to exist, and I think the DNV needs to be supportive of this small business that is itself very supportive of North Vancouver artists and makers. The DNV should recognize that EOTL gets a lot of traffic on the weekend from people outside the community (meeting up after a hike at Headwaters for example) and cars are involved. I think whatever changes are done to Lynn Valley Road need to support this local business, and should probably include keeping the right amount and duration of short-term parking for patrons of the store. It would be nice to know what EOTL would like to see out of any road and parking reconfigurations, and for the DNV to take that seriously into account.
6. I was thinking, if there isn't enough room on LVR to accommodate cycling lanes, a wider sidewalk, street parking, etc. and everything everyone wants, is it worthwhile adding a cycling "loop" and keeping parking on one side of the street? The loop I already do, because I'm terrified to bike downhill on LVR past the Hoskins intersection (see point #1 above), is that I bike up LVR to Dempsey to access the Pipeline Bridge, and when I'm coming back I take Dempsey to Hoskins, and either turn right onto LVR, or turn right onto Dover court and loop around to access LVR at Allan via quieter streets. There might be some modifications to be done to Hoskins and/or Dempsey to make this "loop" AAA-rated for cycling, but it isn't a huge detour and I already find it fairly comfortable. There is one bus route that uses this LVR-Dempsey-Hoskins loop, so I don't know if that complicates things, but having this same loop for bikes would spread out the impact of reducing or removing street parking. Instead of potentially removing parking from both sides of LVR to accommodate bike lanes on both sides, this loop would allow one side to keep street parking (and the same might be done to Dempsey and/or Hoskins, as needed), so that it spreads out the impact to a wider area and lessens the impact to any one particular street. Unfortunately, I don't think the loop would work in reverse, as Hoskins is a bit steeper in sections than LVR -- and cyclists are going to want to take the most gradual uphill, which I'm guessing is the old streetcar grade along LVR.

Did we miss anything? (regarding ranked list of priorities for improvement)
<p>There is no issue for people walking - I really don't understand this as there is a perfectly good sidewalk the whole way, it is a non-issue. The crosswalks at End of the Line seem to work well. The crosswalk at Peters (across LV Rd) is ok - that whole intersection could possibly use a traffic light to make it safer for all and for cars turning left out of Peters onto LV Rd. This stretch of road in question is not super busy or dangerous (especially compared to the rest of LV Rd), and I would hate to see much needed residential parking removed for barely used bike lanes.</p>
<p>I don't know how to use above choices??</p> <p>People cycle where they please.</p> <p>On 29th Street East bound 2 cyclists were racing in the car lane. Cycling lane was empty</p>
<p>Yes. A lot.</p> <p>The issues that will affect local residents far outweighs the benefits to random bikers and walkers. This isn't a park. This is our neighbourhood. And we pay heavily for it. What about residential parking? Not all homes have sufficient parking in driveways and often use the street. Where will they park? Parking is already an issue - Canyon and Dempsey and now you're proposing to reduce it further for some cyclists? And our taxes increase. There are more residents needing the use of a vehicle to commute and live, than the volume of bikers to justify this undertaking. I strongly vote NO for this solution. I'm all for walking and cycling. We have the demonstration forest for that, so many trails for that. We have sidewalks for walkers. Cyclists have many options as there are several trails to get them anywhere. Vehicles have one option only. I for one will be upset if I now have traffic issues getting up LV Rd because we now only have one lane with maybe one cyclist and several cars. And what about when we get snow, because we do. And if there is only one way up LV Road???</p> <p>Seriously. Now there will be double the traffic on Hoskins and LV Road. Residents will love that. Not. Do you live in the neighbourhood? All of them matter but you don't drastically change the traffic of this neighbourhood for these issues, when all of the infrastructure to promote a healthy lifestyle already exists.</p>
<p>Reduce speed limit. From Dempsey to Hoskins drivers are speeding up the hill or flying down. The blind spot at the legion, coming down, can be lethal.</p>
<p>This survey is designed in a very biased manner. I believe we should quit wasting money on attempting to do away with cars by reducing the road space for cars and their usage. I see very little bike usage for all the taxpayer dollars wasted to date on closing portions of roads to build separated bike lanes at great cost. Meanwhile the number of vehicles continue to climb while the capacity of roads to carry these vehicles is reduced, resulting in greater congestion and more pollution in this area. Enough already.</p>
<p>Consideration of the neighbourhood.</p>
<p>Weather conditions, statistics related to bike accidents, quality of life of residents</p>
<p>#NAME?</p>
<p>"Comfort" = Safety</p>
<p>We need to consider the safety of the vulnerable road users who are also trying to reach those destinations. The car should have lower priority. People drive too fast these days to even notice pedestrians. We have to protect the vulnerable road users, families with children, and improve their comfort level in a motor vehicle environment. it's important for young children to have access to nature without fear of being hit by a car or truck.</p>

Did we miss anything? (regarding ranked list of priorities for improvement)
<p>This is a critical regional corridor that provides access to a major Regional Park. People come here from across the District and the region. Because of these distances, as well as topography, walking and rolling may not be practical options for many. In addition, parking is at a premium on this stretch, especially on weekends and in summer, particularly for those not heading into the Headwaters and accessing Pipeline Bridge, Rice Lake, Thirty Foot, etc. I'm sure residents are also concerned about parking as they don't have lane access. Have you done a parking usage survey? Providing a design that maintains the demand and need for parking will be the most critical part of this design, and I think people will be very upset if the design doesn't adequately accommodate this.</p>
<p>A flashing yellow or stop light at Peters Road and Lynn Valley Road intersection to replace the pedestrian signal would be a lot more effective to slow vehicles down. Some vehicles take this less than 90deg. right turn corner too fast causing dangerous situations for pedestrians and the vehicles trying to exit the driveways close to the corner.</p>
<p>your choice re: 'walking or rolling' seems similar to 'people cycling' = as I consider 'rolling' to include 'cycling'. You missed 'safety of people walking or rolling' - but that may be implied in the use of word 'comfort'.</p>

Did we miss anything? (regarding concerns)
<p>I don't use transit because my travel destinations take too long and are often a long distance away.</p>
<p>Peters to Dempsey is only a few short blocks, with adequate sidewalks and bus stops. Why are you focussing your efforts, and my tax dollars, on such an insignificant part of North Vans infrastructure? Let's invest in fixing our roads (potholes are everywhere), replacing aging water mains, and partnering to provide more frequent or innovative public transportation options. Or maybe use the money to provide residents with free parking permits! We don't need more bike lanes. The bike lanes along 29th and Grand Boulevard are rarely used. And yes, I speak from experience as I drive those routes daily; both to commute back and forth to work and for personal use. And if you close Peters to Dempsey to north bound vehicle traffic you'll be forcing residents to either drive further (due to the inability to turn left onto LV Rd.) or forcing traffic on to smaller residential streets. These options are neither safe for residents or good for the environment.</p>
<p>Bus shelters at higher elevations should be a priority. In particular collector pick up (not drop) stops. We stand in snow and sleet all winter. Lower elevations have many many shelters while none exist in higher neighbourhoods.</p>
<p>Cyclists rip down the middle of Lynn Valley Road, it's dangerous! Yet they are very considerate Going up Lynn Valley Road. I wonder why tax payers \$\$ is being spent on a hobby? The majority of people riding that road are Going to ride in the canyon and are Not commuters. Is it appropriate to impact so many people for a recreational activity? Please Consider all groups not just one.</p>
<p>Don't ruin Lynn Valley Road like you've ruined 29th street or Mountain Highway with poorly implemented bike routes.</p>
<p>We do not need to spend money on this project.</p>
<p>This area was designed for cars and easy car access. When I drive a car I am fine with being inconvenienced if it makes it safer for people walking or biking. We need to invert the road "hierarchy", not just here but in all areas close to parks on the north shore.</p>
<p>Very concerned about street parking that will be removed as a result of the project. There is not enough parking as it is.</p>

Did we miss anything? (regarding concerns)
<p>To properly make sense of the responses, the survey needs to ask how respondents use this route. For example, I do not ride a bicycle here, nor park here, and so of course I am "Not at all concerned" about "Possibility of being hit by the door of a parked vehicle". Also, before devising plans for new transportation infrastructure, the District should at least ensure that the existing infrastructure is adequately maintained. For that, I'll cite the example of sidewalks covered in snow compressed into ice in front of houses, with more snow piled in deep banks along the roadside by plows, which forces pedestrians to walk *in the traffic lanes* because that is the only place where we can walk without slipping and falling.</p>
<p>I Bike, walk and ride the bus and find things just fine. The bus gets packed now, everyone takes it. Also, See what commuters do; see that they are coming up Lillooet rd.</p>
<p>I do not want to lose parking in front of my house! have an elderly parent, elderly guests, and someone in my family with mobility issues. home care workers visit, and friends visiting we need to be able to park our car in front of our house anytime. We have room on our block for a wide sidewalk that can be shared with pedestrians and bikes. Similar to NV city - East Keith Rd (green necklace route).</p>
<p>There is absolutely no need for a separated cycling lane on Lynn Valley Road (in either Phase 1 or in Phase 2). The volume of cyclists and pedestrians does not justify it. A simple solution (and cheaper), for Phase 1 and for Phase 2, would be to slightly widen the existing sidewalks to allow dual use by cyclists and pedestrians.</p>
<p>As a Lynn Valley resident, it is disconcerting that to use parking at some of the DNV facilities is now a fee - and for a maximum amount of time. Generally, for me to access these locations I walk to them, and don't take my vehicle, but when I want to go on longer hikes/trails, it requires me to take my vehicle. This makes it frustrating as I already pay significant property taxes and then there is a time limit that does not necessarily take into consideration if you are doing a longer hike.</p>
<p>A personal pet peeve is that cyclists do not know/obey the rules of the road, specifically the requirement that they stop at stop signs and red lights. This makes the roads more dangerous for them and for drivers. This is an issue at the bottom of Hoskins Road Turing right onto Lynn Valley Road -- in my experience cyclists seldom stop at the stop sign and this is dangerous for drivers heading SW on Lynn Valley Road.</p>
<p>Thank you for putting in better crosswalk signage/lights at Peters Road and Lynn Valley Road!</p>
<p>One consideration would be a district-wide implementation of a 30 km/hour speed limit. There's no need for any body to drive any faster to get from A to B. This would make the difference between the speed of bikes and cars minimal. Also, implement a minimum distance of 5 feet for a car to pass a bike. Many cars pass way too close.</p>
<p>More buses. It can take an hour to get from Lonsdale quay to upper Lynn Valley. Too long a commute. We lost direct bus to the quay 228 and to upper Lonsdale 229. Fewer buses than before. Commute is much longer and bus times do not line up with buses at Lynn valley mall area.</p>
<p>Also a safe place to park electric bikes at Lynn valley mall. Too expensive to leave in the open with just a lock.</p>
<p>As a frequent walker in this area I am very concerned about crossing from Kilmer or Langworthy to the sidewalk on Lynn Valley Road. Is it possible to have side walks on BOTH sides of Lynn Valley Road?</p>
<p>Bus stops on Peters Road near Lynn Canyon should be moved INTO the park. It's horrible for neighborhood with noise, garbage, smoking, drinking, and congestion. Plus the/a bus should go right up into Lynn Headwaters.</p>

Did we miss anything? (regarding concerns)
<p>Having travelled this road frequently as a walker, biker, and car user this section of road has not concerned me as a user as it is wide, has sidewalks, and crosswalks. 30 km on this section would be useful though.</p>
<p>The speed of people traveling on Lynn Valley road is awful. For those with e-bikes, lock up options are poor throughout Lynn valley. The intersection at LV RD and Burrill and also at Hoskins and LV Rd are atrocious for cars and especially cyclists/rollers and pedestrians. I hope we don't get a one-way up LV Rd as that would be terribly annoying for those who would have to go north instead of south to get out from their homes. I am concerned about people parking on LV Rd and into nearby streets instead of in the lots (due to fees and limitation on times) which limits our own parking and our tenants' parking. Thank you.</p>
<p>It seems that most buses that go by are almost empty. Has anyone taken into consideration of the waste if these buses are not being used. Maybe more small buses are appropriate.</p>
<p>The incomplete sidewalk thing (north side) is a pretty big barrier to this being an accessible route for people (walking, rolling) to get from one end of the project to the other (i.e. EOL to LVC). Currently there aren't that many people walking the whole way, but improving sidewalks on the North side would make it safer for those who are headed South-West, so they don't have to cross LV road to get further down.</p>
<p>Not sure if I'll have a text box later in the survey, so I'll type it here.</p>
<p>When cycling uphill North-East I dont find the traffic to be a problem, even when they are larger vehicles. this side of the road feels like there is plenty of space for street parking, as well as a bike lane on street, as well as a vehicle heading the same direction. For some reason, going downhill South-West feels a bit tighter, and once you pass Langworthy you have to start checking behind you to see if you can see vehicles approaching from behind. This must be taken into consideration, as by the time you get to Legion while approaching the double stop intersection of Hoskins/Dovercourt said car could be upon you, and you have to worry about right hooks, left hooks, and sketchy passes all at one spot. Then the bonus left turner from Peters can be an issue if you've made it past Hoskins. I've taken to asserting myself in the entire lane headed South-West from the legion onwards, to stop from being pulled out into.</p>
<p>I think something should be done traffic wise to encourage Northbound left turners to stop and wait before darting into Hoskins, whether that be a narrowed turn bay or a rejigging of the intersection.</p>
<p>I'm not concerned about long term parking. The residents who live here have driveways, and the ones that don't have them out front have lane access where they can park.</p>
<p>Since there are obviously NO parallel routes here, this arterial should be brought up to an accessible active transportation standard, whatever that may be (I'm picturing painted bike lanes, two sidewalks, and appropriate pedestrian friendly crossings and intersection treatments.)</p>
<p>Parking for visitors from outside of Lynn Valley who travel to Lynn Valley Parks (particularly Lynn Canyon Park and Headwaters Park)</p>
<p>Noise of vehicles driving fast. Large pick up trucks. Aggressive driving.</p>

Did we miss anything? (regarding concerns)
<p>Balancing the need for environmental supports for active transportation, such as bike lanes must be considered along with the reality of a high volume of people driving and parking. While it is a walkable community, the reality of this area is that many people commute and drive their children to and from activities and schools. I would encourage a balance of infrastructure for walking/biking/driving. For example, Lower Lonsdale has encouraged active transportation and it's great for people who live and can walk there but it is a terrible place to drive and park to go to shops, community centres or facilities in the area. There is very limited parking. Another example, is that there is limited delivery parking along Lynn Valley Road between Mollie Nye Way and 27th St. near the townhouses there. Many, many times drivers have had near accidents changing lanes to go around delivery trucks. Please don't let that happen on this section of Lynn Valley Road. The slope in the road means that drivers and bikers won't be able to slow down, change lanes or stop quickly to go around delivery trucks parked on a short term basis. Also, pedestrian crossing the road between Peters and Dempsey have no cross walks and there have been near accidents due to cars moving quickly. Even when there are cross walks with lights, as at Peters, often times cars do not stop for pedestrians. I encourage better speed enforcement and signage along this corridor.</p>
<p>Essentially what I see (based about 85% driving, 15% transit) is a general "scofflaw" attitude by cycling that "they own the road" and routinely commit traffic violations like failure to stop at stop signs or ignore safety signage. I have had NUMEROUS situations where I had the right of way (absolutely no doubt on this point) where I have had to slam on brakes on account of a cyclist doing something dangerous, illegal or in complete disregard for their own safety or others on the road. (capitalized for emphasis) I routinely slow or stop for pedestrians but am tired with cyclists who cut in illegally without signalling and are never ever ever held to account by dnv or rcmp</p>
<p>Not everyone keeps there hedges trimmed and they encroach on the sidewalk. Parked cars are a menace for cyclists! Trying to turn left on Hoskins from going up Lynn Valley Road as a cyclist is very dangerous. Cars don't share the road.</p>
<p>Poorly lit crosswalks make it difficult to see pedestrians</p>
<p>Everything is just fine--so leave things alone please.</p>
<p>Pedestrians need to be educated better. There are many who ignore the walk signals and cross when the red hand is showing. Many run onto street and do not use the crosswalks. Bicyclists often use the sidewalks and crosswalks illegally and bikers ride 2 or 3 abreast putting themselves in danger. The bikers are often the ones causing problems, not the motorist. They speed, ignore stop signs and red lights.</p>
<p>We ride and walk here mostly. We own a car but try not using it in Lynn Valley at all. My kids are not safe taking that stretch of road by themselves.</p>
<p>We do not want this change. We do not want or Need more bike lanes on Lynn Valley road. Visit this site you will see the voters living here do not want it, and there are next to no bikes. Families do not want to ride bike paths on the road, we bike in the parks and trail systems. There is no need for temporary parking you proposed because if you watch the neighborhood you will see there is Not one courier that will park at the end of the block, they stop anywhere and block driveways and then leave immediately. There is no need to lock up short term parking spots. You will force to much traffic onto Hoskins road and that is not fair, and it's not safe, and we do not want that. We also do not want a one way street for cars. We pay taxes for roads to drive on. We expect those roads to stay as roads to drive on, not to be removed for bikes. Do not make any changes to the road. Do not remove the car lanes. Do not make the street one way.</p>
<p>Leading questions in this survey with no context of the overall plan. The analytics should NOT be used to draw conclusions.</p>

Did we miss anything? (regarding concerns)
<p>Since it rains so much on the North Shore, waiting for a bus without a shelter or even seats is a miserable, wet experience. The top priority needs to be providing more sheltered seated bus spaces for waiting passengers. Providing more lanes for bikes is a bad, foolish idea and should be far down your list of priorities.</p>
<p>Access to Kilmer Park is VERY dangerous for children. Safety improvements have to be made. It's only a matter of time before a child is killed by a vehicle. There is no safe way to cross Lynn Valley Road to get to Kilmer Park. At minimum, there should be a crosswalk with lights. Ideally, there should a pedestrian-controlled stoplight.</p>
<p>Also, the intersections of Burrill/McEwen/Phyllis/Langworthy are very dangerous. There are NO stop signs. Unbelievable! Lots of children live and play in the area. Lots of drivers cut through the area, or park here to access the canyon trails. ALL of these intersections should have four-way stop signs, 30 km/hr speed limit, and the foliage should be cut back to enhance viability.</p>
<p>I hope you consider the input, and not just pushing through the project as previously done</p>
<p>Some of the issues with the sidewalks pertain to hedges and bushes not being trimmed back to allow for the full width of the walk to be used.</p>
<p>This is a very inconsiderate idea for residents.</p>
<p>This stretch of road only has 2 business - the legion and the corner store. They have their own loading zones, otherwise not an issue. I walk this area, side walks are OK, crossing Lynn Valley has not been an issue. The extent of parking on the road is mainly those who live on this stretch of road or people visiting them. Bus stops and shelters. There are very few shelters in the District of NV. This stretch of road is approaching the end of the route so few people getting off or on. Parked cars are probably those who live there, I suspect there is less risk of cyclist being doored compared to the roads near Lynn Valley and mountain hwy intersection where there is a high turn over in vehicle parking. As a cyclist, I do watch vehicles on all roads I travel to prevent being doored</p>
<p>I walk or bike here. Short term parking for vehicles, say 2hr max, would help the congestion around End of the Line. Park and Ride for day hikers elsewhere?? Bus stops seem much improved recently on this route. Flashing lights on cross walks at Peters Rd valuable.</p>
<p>Please, please, please pave the sidewalk at the end of Lynn Valley Road and Rice Lake Road. It took years to finally put some gravel there, but nothing was done to widen the path or improve the drainage on the road. Huge puddles form in the rain and walkers get splashed as cars pass, so people walk on the road. This is a SUPER busy corridor.</p>
<p>Bus shelters should be on all bus stops - just a roof for sun/rain which doesn't impact the view too much for residents nor obstruct the sidewalk. Nothing fancy but a basic all weather cover.</p>
<p>There are no significant issues now.</p>
<p>More frequent 228 service would be good.</p>
<p>The section between Peters and Dempsey is generally good with the exception of high vehicle speeds and vehicles enter at Hoskins. The section from Mtn Hwy to Peters is a much greater concern and generally unsafe for cyclists</p>
<p>I'm not sure the big buses are required above the Lynn valley centre. I don't see high volumes except for park users. If feasible it might make sense to implement more community buses like the 227. DO NOT BRING BACK THE BIG BUSES TO THE 227 ROUTE</p>

Appendix A – Verbatim Survey Responses

Did we miss anything? (regarding concerns)
Sidewalk on the west side of Lynn Valley road between Hoskins and Dempsey would be nice, but not at the expense of removing street parking.
Putting a pedestrian crossing at the end of Kilmer would be good
Bus frequency is good. Bus shelters are required. This is Lynn Valley, it rains 7 X 24. If people with disabilities are having issues at the bus stops and rolling off and onto sidewalks in this stretch of road then that needs to be addressed
The Stop Sign at LVR and Dempsey needs additional protection. MANY people (men and women) just fly right through it. Needs a speed bump and flashing lights. There are way too many people around there to let this go as it is. Potential serious accident/death will happen. I personally witnessed this happen many times and stopped drivers after.
The problem is the flooding of the parking lot at the Ecology Center. This is since it got paved and pay parking was installed. It leaves to a traffic jam because people wait at the machine to pay. Another huge problem and waste of public money is district personal who uses mechanical blowing machines to blow leaves from a paved parking lot. There was no such issue when it wasn't paved as nobody needed to blow leaves around . Now it's noisy, irrigation is poor because of paving, trees were lost and not replaced, so there is more noise. Dogs are at high risk now as people defecate in the forest. There is a lot of unnecessary signage in the forest / waste of taxpayer's money. Priority number 1 should be the construction of board walks to prevent further erosion and education of the public concerning littering and defecating in the forest, May be people can take a dog poo bag with them...
The intersection in front of end of the line coffee shop is very dangerous. I have nearly be hit by a car (while crossing on foot). I have also seen a number of other near misses.
Polling for these is irrelevant to gauge some sort of priority is an insult. All of them are relevant concerns for any legitimate design: called the design parameters. They must all be met without trade off. Portraying that there is come choice in the matter for any professional engineering designer is a lie. In order to meet the ethics of the profession there is no choice. The only people who would mark these with difference concerns are the special interest groups intent on getting more support for their own special interest.
I can't believe how biased these questions are. Enough with bike lanes already. 29th street bike lane was a huge waste of money.
Traffic
Certain intersections are problematic. Allan Road and LV Road should have a light. Hoskins and LV Road should have a crosswalk. Cars and pedestrians have to be very careful!
Concerned about maintaining resident parking and parking for their visitors. Seasonal solutions could be considered: weekends and especially summer weekends are extremely busy in the area, but off peak hours and winter days - not so much.
Yes, thank you. I have serious concerns about speeders on Kilmer Road by the park. Could you please recommend how I may instigate the process of putting in speed bumps by the park. I appreciate if you are able to direct me to the proper DNV office.
I feel that the bicycles do not really need to use Lynn Valley Road between peters and Dempsey there are so many roads that are not as busy that they could be on and be much safer if that's the issue not to mention many trails that they could be on as well
Transit in and out of the neighbourhood Needs to be improved, esp on weekends and evenings. Maybe try a minibus.
Sidewalk is needed on West side of Lynn Valley Road north of Hoskins

Appendix A – Verbatim Survey Responses

Did we miss anything? (regarding concerns)
<p>Everyday people make choices based on risk. Do not try and take the risk out of live by regulating people.</p>
<p>I have never been concerned with safety or lack of any facilities. I have seen people navigate their way through this community in all sorts of safe ways without any impact on each other. I travel upper Lynn Valley Rd. regularly and have seen cars and bikes and pedestrians travel in safety and respect for each other. The idea of changing the entire structure of upper Lynn Valley Rd. to accommodate the few seasonal bikers is completely unnecessary and too impactful on residents who live there. I will not vote for any District Council who supports this.</p>
<p>Some of my opinions are based on what needs to be in a general sense - for example increased transit frequency will get people out of their cars.</p>
<p>The Lynn Valley road intersection with Hoskins is very dangerous for all concerned. Vehicles entering from Hoskins rarely stop at the stop sign.</p>
<p>I feel the road is wide enough to accommodate both drivers, cyclists, and street parking. Nurses and other services need the street parking to access our patients. It is almost impossible to access the homes on 29th Street since that bike lane was built. Also, there are some very steep driveways along the route which makes it difficult to park in them and so they use the street. We are hoping for Evo or another ride share in the area who will need street parking as well. I generally cycle on side roads as they are quieter but due to the ample width of LV road and the usually light traffic, I don't feel that we need separated bike lanes. The road only become busy on weekends with visitors to the area and on evenings when LV Little league is busy with games at Kilmer Park. In both cases most people need to drive there rather than bike as many come from out of the neighborhood or have equipment to haul. Perhaps some road humps could be installed to slow down the traffic if that is identified as a safety issue for cyclists.</p>
<p>I take the bus regularly and I do not understand why you need a bus shelter. If it rains I bring an umbrella.</p>
<p>Good idea. Right now a big concern is that you need to jaywalk a lot on Lynn valley road and Hoskins road because there is only sidewalk on one side and no crosswalks. Very dangerous because cars drive very fast on these roads. You need to jaywalk if you park on the wrong side of the road, or are trying to walk to one of the side streets like Kilmer. Would love to see some crosswalks and/or sidewalks on both sides.</p>
<p>Good questions.</p>
<p>Problem issues in his area are negligible. I bike walk and drive and experience no problems in the identified area. At most we could use a crosswalk and pedestrian light around langworthy. Other than that Stop spending money unnecessarily.</p>
<p>NO</p>

Did we miss anything? (regarding concerns)
<p>The intersection of Lynn Valley Road and Kilmer is dangerous for pedestrians, cyclists and cars. It is 'T' intersection with a weird angle that is very wide at the eastern mouth of Kilmer. Cars park on Lynn Valley Road right up to the intersection requiring pedestrians, cyclists and cars to proceed very far out from the stop sign into the right of way to even be able to see if it is safe to cross. For pedestrians, this is particularly scary because you are out in the middle of the pavement. There is also a high volume of people walking on the only sidewalk on the east side of Lynn Valley Rd that need to cross here to access Kilmer Park, anyone coming from the bus stop and especially soccer and little league users that are young families. The sense of danger (and real danger!) is compounded by the high speeds at which cars travel on Lynn Valley Road. This intersection needs to be redesigned to calm traffic on Lynn Valley Road and provide a safe crossing for pedestrians. Perhaps like the one at Peters Road with pedestrian activated lights and a crosswalk.</p>
<p>Your definition of short term parking as compared to long term parking is not clear. Conflicts between residents and people coming in from elsewhere is the concern.</p>
<p>I want you to know how dangerous the intersection of Hoskins/Lynn Valley Road and Dovercourt road is. Its needs to be taken into consideration during this planning.</p> <p>I do not agree with taking away any parking on Lynn Valley Road. I feel it is unfair to the people that live there. I think the district needs to look at alternate streets to create biking lanes. Streets that are convenient, but used less by cars would make more sense.</p> <p>Stop trying to cram bikes and bike lanes at the expense of the tax payers! I am not happy about all the money that gets spent on trying to accommodate bike riders. I am happy to hear that there will be changes to the intersection of Lynn Valley Road and Alan.</p> <p>The area of Dempsey and Lynn Valley needs to be addressed. On weekends it is extremely dangerous. There is lots of space available in Kilmer Park that could be used to create a bike path or pedestrian walk ways. The forest spaces in the park is seldom used!</p>
<p>I hoping there is a separate bike line on road. It will be more safer , there will be more people take bike go shopping , school .</p>
<p>It feels a bit squished at bus stop sections of sidewalk when there are a bunch of people waiting for a bus; it would be nice to have wider sidewalks, at the very least around bus stops.</p> <p>I was also thinking it would be very, very nice, if any changes are being made to sidewalks, to try out the split-sidewalk at driveways, which is where part of the sidewalk stays raised (enough width to accommodate mobility devices -- a flat driveway crossing that is at least three feet wide with a side slope of less than 2 percent). Supposedly this is a design that is more respectful of pedestrians and more accessible to wheelchair users, as it doesn't force walking or rolling on a sideways incline at every driveway (which, honestly, is annoying along parts of LVR between Peters and Dempsey, as it seems there are more driveways than sidewalks in some stretches).</p>
<p>Too much construction.</p> <p>There comes a time when THE MUNICIPALITY HAS TO SAY!!</p> <p>NO MORE ROOM AT THIS INN...</p>
<p>Some of these questions were a bit odd. Not sure if I interpreted them correctly.</p>
<p>Generally the residents are great with cyclists and pedestrians.</p> <p>It's the non resident speeding and not knowing the area, looking to get a parking spot. Or u turning anywhere for a parking spot. If we can reduce non residents driving on the weekends in this area, that would be effective in safer roads.</p>

Did we miss anything? (regarding concerns)
Expecting children to cycle to school in hazardous weather condition and exposing them to accidents or to be victims of criminal activity is irresponsible. Expecting that residents don't have a social life and visits of friends or relatives due to the lack of parking in the area.
wayfinding signs would be helpful at the bus stops
Pedestrian Concern - Walking NE on south side of LV Road at Draycott, Allan and Peters - Crossing wide (angled) intersections is hazardous as vehicles often make right turns to these roads at rapid speed and do not see/yield to pedestrians. I walk this routes several times a week throughout the year and wear a reflective sash after dark. I have had several close calls even though I shoulder check before stepping into an intersection. Cyclist Concern - NE bound - Same as pedestrian concern - NE bound vehicles overtaking and turning right at Draycott, Allan and Peters. SW bound cycling - hazard of vehicles entering LV Road to travel SW at Legion, Hoskins, Peters and Allan. Cyclists are travelling near/at/above speed limit on this stretch of road and the safest place to be for visibility and to avoid getting "doored" is centred in the SW bound lane where you are then vulnerable to vehicles that see you, but either do not care or fail to grasp your speed. They pull out, taking your lane and cause potential crash.
Does Translink do any marketing of their services to the Lynn Valley parks encouraging people to use the bus to get people to do these destinations conveniently, especially on weekends. Sometimes taking the whole family there by bus becomes more expensive than driving and frequency of bus service on weekends may be lacking?
My transit route is more along Mountain highway from 27th area heading south. I appreciate having bus shelters - many rainy days, and benches for sitting if tired or for placing bags. Seating is important when you want to help Seniors feel comfortable taking transit, while waiting for the bus.

Why do you usually travel along Lynn Valley Road between Peters road and Dempsey Road?
My chiropractor is there
Lynn Valley Road is the only real way East west. All other routes are just as dangerous and more intersections. The big downside to Lynn Valley Road is the speed of traffic and parked cars.
Avoid road work on Hoskins Rd.
Go to Kilmer Park and into Seymour Demonstration Forest
Medical facilities
Grocery shopping, medical and dental appointments, picking up grandkids
Drive and cycle. It's fine as is however better bus shelters for those who use transit should be installed. Do not make this one way or mess around with as you did 29th.
Use this area as part of walking route, also a portion to ride bicycle on
Cycling route
Section we travel daily to access Rice Lake Rd
Cycle on route to Seymour Demonstration Forest
I normally always walk this section of Lynn Valley Road
Cycle for recreation/fitness
Go to my bank
walk a loop with child in stroller using sidewalk
Cycle route

Appendix A – Verbatim Survey Responses

Why do you usually travel along Lynn Valley Road between Peters road and Dempsey Road?
Pick up children in car- use roadside parking to do this safely. Entering and backing out of driveways (if there is available space) is impractical and unsafe both for car and pedestrians/cyclists. .
Visiting patients at their homes.
this stretch of LVR is most convenient route to get to get from my home to anywhere outside of Lynn Valley beyond LVR and Mountain Highway
walk my dog along this route...vehicle traffic is VERY fast and there is LOTS of it..
I would commute to work by bike if it were safer from where we live at the top of Lynn Valley Rd.
Just out for a jog. Going downhill on LVR is part of several jogging loops I enjoy doing.
Walking the dog. And traveling that route to get home in a vehicle when traffic is too heavy on other routes AND in snowy winter conditions much safer and gradual hill.
Part of my walking route
this has been part of my early morning running route for decades. Not much traffic in early mornings; there is sometimes no sidewalk on (west?) side of Lynn Valley road, so I'm running on edge of road facing traffic.

How do you usually travel along Lynn Valley Road between Peters road and Dempsey road?
I would go all the time on my ebike but currently too scary to ride my bike from seymour area to lynn Valley
Pushing stroller
Stroller
Rollerblade
motorcycle

How did you hear about this engagement?
Hub
HUB emails as I am a HUB member
School PAC newsletter
Neighbour
HUB
link from other social media
Mail
HUB
Flyer in mailbox
Card in our mailbox
owners of End of the Line
specifically Councillor Betty Forbes on Facebook
Booth at Kilmer park
Hub cycling newsletter
Card in the Mail
Group message from neighbors
Ross road newsletter
Tent at Kilmer park
Mail post card
Hub Cycling

Appendix A – Verbatim Survey Responses

How did you hear about this engagement?
Postcard in mail
Hub cycling
notice delivered to my mailbox.
School newsletter
Was given a pamphlet outside Starbucks with QR code
Card came in the mail
mailout
School email had a link
Approached by a person from DNV
Sent to me via HUB (North Shore)
Card in the mail
handed a flyer to me
A council member kindly alerted us
People walking neighborhood with flyers
notice came in the mail
Mailbox flyer
I don't remember, it came up on today's to-do list
talking with people in the neighbourhood
Card delivered to our house from DNV
Postcard in the mail
Friend
At LVLL games on Saturday, May 28th
Handed card near Lynn Valley Ctr
card in my mailbox
postcard in home mailbox
Council meeting
Outreach in Kilmer Park



LYNN VALLEY ROAD ACTIVE
TRANSPORTATION
IMPROVEMENTS PHASE 2

EXISTING CONDITIONS
TECHNICAL REPORT

April 19, 2023

URBAN
S Y S T E M S

Suite 405, 9900 King George Blvd., Surrey, BC V3T 0K9 | T: 604-953-6500

CONTACT: Allison Clavelle, P.Eng.
E: alclavelle@urbansystems.ca

PREPARED FOR:

District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

PREPARED BY:

Urban Systems Ltd.

Suite 405, 9900 King George Blvd., Surrey, BC V3T 0K9 | T: 604-953-6500

This is a copy of the signed and sealed final report that has been delivered to the District of North Vancouver.

Fujiou Lu, EIT

Allison Clavelle, P.Eng.
Engineer of Record

File: 1333.0054.03

This report is prepared for the sole use of the District of North Vancouver]. No representations of any kind are made by Urban Systems Ltd. or its employees to any party with whom Urban Systems Ltd. does not have a contract. © 2023 URBANSYSTEMS®.

CONTENTS

1.0 INTRODUCTION	1
2.0 BACKGROUND	1
2.1 PROJECT DESCRIPTION	1
2.2 STUDY PROCESS	3
3.0 EXISTING CONTEXT	4
3.1 LAND USE CONTEXT AND DESTINATIONS	4
3.2 NETWORK CHARACTERISTICS	6
3.2.1 ROAD CHARACTERISTICS	8
3.2.2 GRADE REVIEW	9
3.2.3 TRANSIT SERVICE & FACILITIES	11
3.3 TRAVEL PATTERNS	13
3.3.1 MODE SHARE	13
3.3.2 PARK USE DATA	14
3.3.3 CORRIDOR AND INTERSECTION VOLUMES	17
3.3.4 TRANSIT DATA	19
3.4 SAFETY & INTERSECTION OPERATIONS	21
3.4.1 SPEED	21
3.4.2 HISTORICAL COLLISIONS	23
3.4.3 INTERSECTION TRAFFIC OPERATIONS	24
3.5 PARKING	25
4.0 OPPORTUNITIES & CHALLENGES	27
5.0 CONCLUSION AND NEXT STEPS	28

APPENDICES

APPENDIX A: GRADE PROFILES

APPENDIX B: BUS STOP PHOTOGRAPHS

APPENDIX C: COLLISION MAPS

APPENDIX D: PARKING UTILIZATION DAILY PROFILES

TABLES

Table 1: Grade Review Summary	10
Table 2: District of North Vancouver Mode Share (2011 and 2017 TransLink Trip Diary).....	13
Table 3: District of North Vancouver Mode Share (2019 and 2021 North Shore Travel Survey)	13
Table 4: Table X: Zone 2 (DNV Central) Mode Share (2019 and 2021 North Shore Travel Survey) 14	
Table 5: Existing Overall Intersection Level of Service Summary.....	24
Table 6: On-Street Parking Capacity Summary (May 2021).....	26

FIGURES

Figure 1: Lynn Valley Active Transportation Project Policy Guidance.....	2
Figure 2: Lynn Valley Road Active Transportation Improvements Project Extents	2
Figure 3: LVRAT Project Phase 2 Timeline.....	3
Figure 4: Key Destinations.....	5
Figure 5: Road Classification	7
Figure 6: Grade Review Route Options.....	10
Figure 7: Bus Routes and Stop Locations (TransLink Interactive System Map).....	12
Figure 8: Zone 2 (DNV Central) Boundaries (2019 and 2021 North Shore Travel Survey)	14
Figure 9: Cycling Access Ratings Map (Alternative Transportation Study Part I: Access Inventory) 15	
Figure 10: Transit Access Ratings Map (Alternative Transportation Study Part I: Access Inventory) 16	
Figure 11: Peak Hour Corridor Motorized Vehicle Volumes (May 2021).....	18
Figure 12: Peak Hour Corridor Bicycle Volumes (May 2021 Intersection Counts).....	18
Figure 13: Average Daily Boardings (Fall 2021)	19
Figure 14: Average Daily Alightings (Fall 2021).....	20
Figure 15: Corridor 85 th Percentile Speeds (May 2021).....	22
Figure 16: Number of Collisions by Location (2007-2017)	23
Figure 17: On-street Parking Utilization Index Map.....	26

1.0 INTRODUCTION

The District of North Vancouver (District) is working to build a complete network of active transportation routes that connect Town Centres to key destinations and provide safe and comfortable travel options for all people. As the District works to plan and design these connections, there is an important opportunity to review the existing transportation network operations, characteristics, opportunities, and challenges around and between key destinations.

The District is currently undertaking the Lynn Valley Road Active Transportation Improvements Phase 2 (Peters Road to Dempsey Road) (LVRAT2). The goal of this project is to create a street design that is safer and more comfortable for people who live in the area, and for those who walk, bike, roll, drive or take public transit.

Lynn Valley Road between Peters Road and Dempsey Roads serves local residents and businesses, as well as visitors to destination parks. The District has heard many concerns from residents and road users about this stretch of road as it is today, including inadequate comfort and safety for people who walk, roll, or take transit as well as parking pressures. LVRAT2 will consider public input, along with technical analysis of existing conditions to develop future options to connect Lynn Valley to the Lynn Valley Headwaters and to improve safety and comfort for people travelling by all modes in this area of the District.

This report describes the technical analysis of existing conditions that will inform options development.

2.0 BACKGROUND

This section provides background information about the project, historic studies and policy, and summarizes the study process.

2.1 PROJECT DESCRIPTION

The Lynn Valley neighbourhood is located north of Highway 1, east of Lonsdale, and west of Lynn Creek within the District of North Vancouver. The neighbourhood includes Lynn Valley Town Centre which is one of five town and village centres identified in the Official Community Plan (OCP). The Lynn Valley neighbourhood also features natural areas and both local and regional parks.

As identified in **Figure 1**, there are a number of existing policy documents and directions that inform transportation planning and options development in the Lynn Valley Area. The Lynn Valley Road Active Transportation Improvements project is aligned with the District of North Vancouver's goals to realize a walking, rolling, cycling, transit, and driving network that will nurture healthier and safer communities, help mitigate the impacts of climate change, and makes use of partner funding for improving infrastructure, as outlined in the policy documents identified in **Figure 1**. This connection is identified as one of Council's priority routes and is listed as a priority action in Council's approved OCP Action Plan.

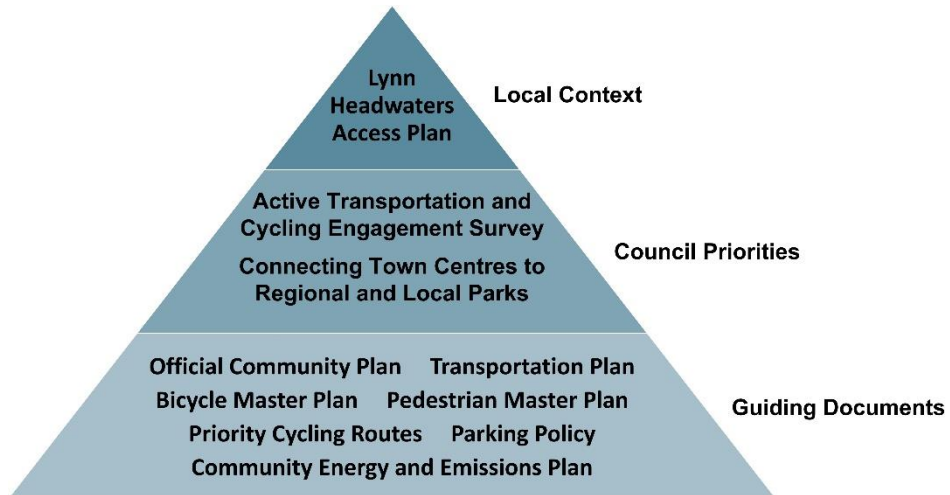


Figure 1: Lynn Valley Active Transportation Project Policy Guidance

Lynn Valley Road is a three-kilometre-long major travel route located in the District. This corridor connects the Trans Canada Highway to a number of key local and regional destinations, including Lynn Valley Town Centre, Lynn Canyon Park, and Lynn Headwaters Regional Park. LVRAT project will create comfortable multi-modal (multiple travel modes including walking, rolling, cycling, taking transit, and driving) connections along – or parallel to – Lynn Valley Road. As shown in **Figure 2**, Phase 1 of the LVRAT project focused on improvements between Mountain Highway and Peters Road, while Phase 2 will create more comfortable multi-modal connections between Peters Road and Dempsey Road. This report establishes the existing conditions for the Phase 2 connection.



Figure 2: Lynn Valley Road Active Transportation Improvements Project Extents

2.2 STUDY PROCESS

LVRAT Phase 2 is a corridor improvement project to create more comfortable multi-modal connections between Peters Road and Dempsey Road along or parallel to Lynn Valley Road. The current study focuses on options development and evaluation, beginning with an existing conditions assessment that includes public and stakeholder engagement, as well as technical work. The timeline for the overall project is illustrated in **Figure 3**. This study will result in a preferred option to be presented to Council in 2023. Once a preferred option has been selected, it will be moved into design and construction.

This report describes the results of the technical analysis of existing conditions completed in Summer 2022. A parallel report (**Lynn Valley Road Active Transportation Project Phase 2 Spring 2022 Engagement Report**) has been submitted under separate cover. The findings summarized in these two reports will guide the design of concept options.

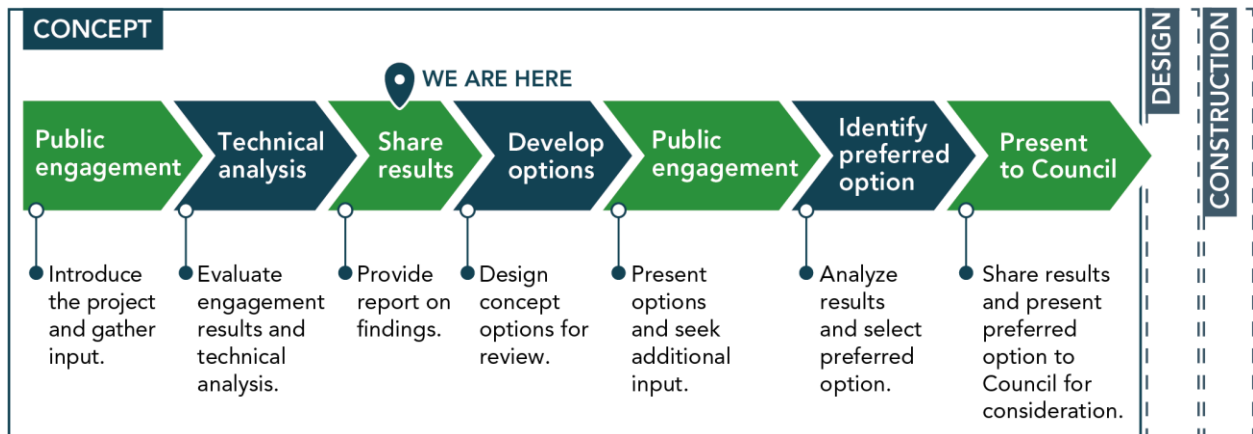


Figure 3: LVRAT Project Phase 2 Timeline

3.0 EXISTING CONTEXT

This chapter summarizes the analysis and review of existing conditions along Lynn Valley Road (between Peters Road and Dempsey Road) and its adjacent network. The analysis reviews the study area and corridor from multiple lenses of transportation, including adjacent land use, physical road elements, travel patterns, safety, and traffic operations. The findings from this review will be used to inform the design of conceptual options that will best address the existing challenges and enhance opportunities.

3.1 LAND USE CONTEXT AND DESTINATIONS

The Lynn Valley Road corridor provides an important connection between the Trans Canada Highway and a number of key destinations on the north side of the District, including Lynn Valley Shopping Centre, Lynn Canyon Park, Lynn Headwaters Regional Park. Adjacent land uses surrounding Lynn Valley Road largely consist of single-family detached residential. The Lynn Valley Town Centre, at the intersection of Lynn Valley Road with Mountain Highway, is an important local commercial hub for the neighbourhood, as identified in **Figure 4**. Lynn Valley is one five connected town and village centres identified in the ***Official Community Plan***

As population and development continue to increase, so does the desire and need for better integration between living, working, and recreation. Visits to parks in the Metro Vancouver region have increased 34% since 2019¹ and District staff have noted increased volumes of visitors to parks in the Lynn Valley neighborhood. Parking demand around Lynn Canyon Park and Lynn Headwaters Regional Park has also been observed to increase over the past two years. The role and function of Lynn Valley Road, as well as its convenient access to local and regional destinations, present a unique opportunity to support more local travel and better connections to recreation destinations.

¹ In 2021 16.3 million people visited regional parks, a 37% increase from 2019. ***Alternative Transportation Study Part II: Access to Regional Parks Report*** (Metro Vancouver, 2022)



Figure 4: Key Destinations

3.2 NETWORK CHARACTERISTICS

This section provides a description of the road network characteristics along and near Lynn Valley Road from Peters Road to Dempsey Road, including physical characteristics, active transportation facilities, and transit connections.

Adjacent to the North Shore mountains, the topography of the study area is characterized by a significant slope up towards the north. The average grade of incline along Lynn Valley Road is approximately 5% between Peters Road and Dempsey Road. On-street parking can be typically found on both side of the road, while a lack of separated bike facilities means that people who are cycling often share the road with vehicles. Mobility and accessibility for people walking in the area are also limited by gaps in the sidewalk network as sidewalks are typically only provided on one side of the road. The area is served by a few regional bus routes, operated by TransLink, that connect passengers to and from Lonsdale Quay and downtown Vancouver.

Lynn Valley Road is designated as a major arterial road under the District of North Vancouver's road classification (2013 Roadway Classification Review²). The corridor is oriented in a diagonal direction (southwest to northeast) and is served by a network of east-west and north-south roads that connect to Lynn Valley Road. This network of nearby roads is made up of minor arterials (Mountain Highway and Dempsey Road), collectors (Peters Road, Hoskins Road, Underwood Avenue and others), and multiple local roads, such as Kilmer Road and Evelyn Street. The road classification map of the study area is provided in **Figure 5**.

² <https://www.dnv.org/sites/default/files/edocs/road-classification-strategy.pdf>

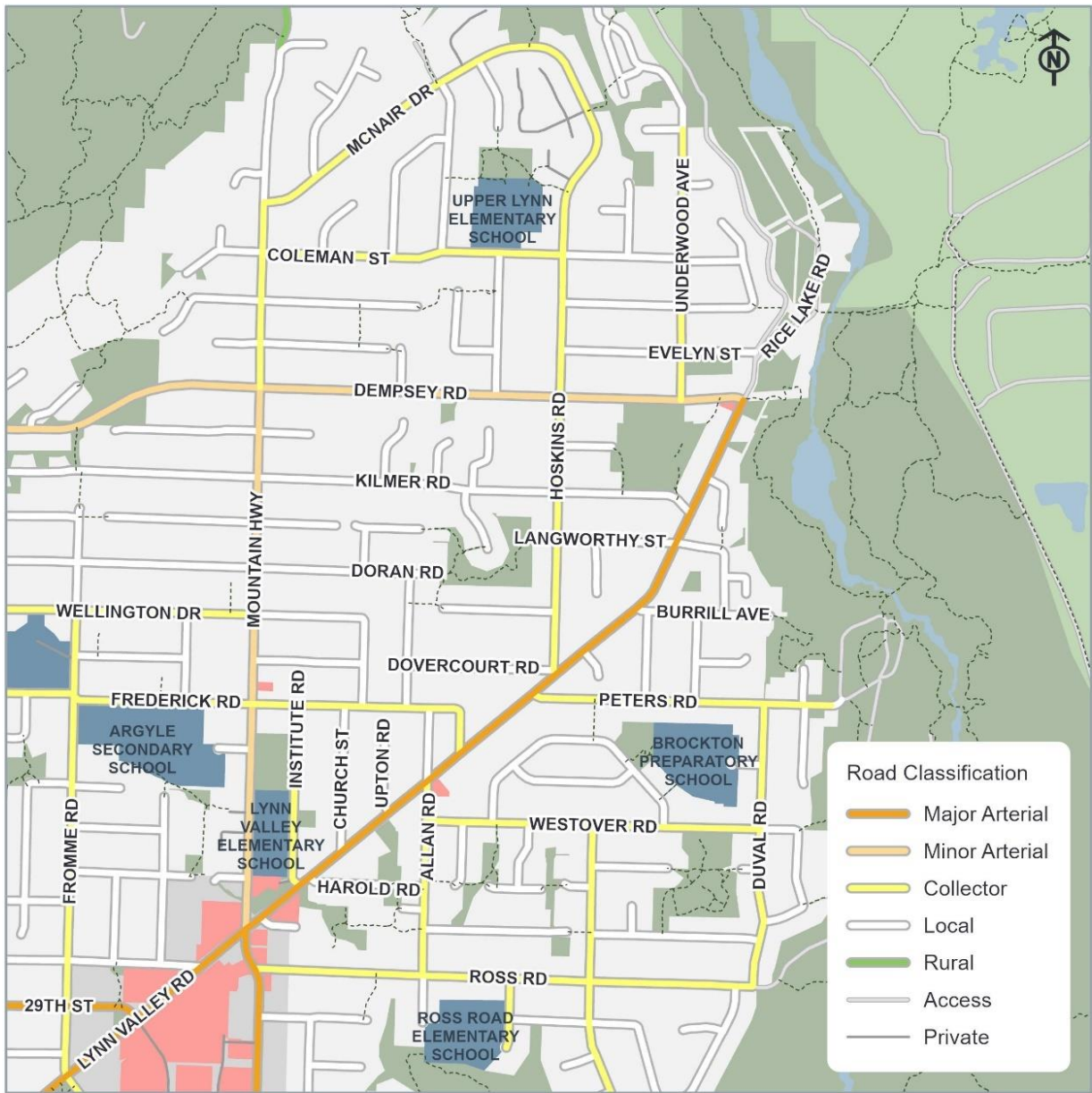


Figure 5: Road Classification

3.2.1 ROAD CHARACTERISTICS

This section provides a short description of arterial and collector roadway characteristics in the study area.

Lynn Valley Road

Lynn Valley Road between Peters Road and Dempsey Road is a two-lane major arterial road with on-street parking on both sides. The general slope of this section is about 2% to 7% and the curb-to-curb width is approximately 11.2 metres. Despite its classification as an arterial, Lynn Valley Road provides direct access to multiple single-family driveways along this segment, with varying roadside conditions consisting of steep lateral grades, closely spaced driveways, landscaping and planting, trees and wild growth, and utility poles. Sidewalks are currently provided on both sides of the road south of Hoskins Road and only on the east side north of this point. There is currently no separation between the sidewalk and roadway, and no dedicated cycling facilities along the segment.³ All of the intersections along the segment are stop-controlled with Lynn Valley Road given the right-of-way, with the exception of the intersection at Dempsey Road, which operates with an all-way stop control. Marked pedestrian crosswalks are provided at Peters Road and at Dempsey Road (the extents of the study corridor), with no marked crosswalks in between.

Mountain Highway.

Mountain Highway is a north-south two-lane minor arterial road with on-street parking on both sides. The slope along this corridor is in the range between 2% to 8%. The cross-section of Mountain Highway generally includes sidewalks on both sides with boulevards separating the west sidewalk from the roadway. However, some gaps in the sidewalk are present on the east side north of Dovercourt Road. Bus stops and power poles are also present on both sides.

Dempsey Road

Dempsey Road is an east-west two-lane minor arterial road with on-street parking on both sides. It connects to Lynn Valley Road at the east end and has a generally flat slope. There is a continuous sidewalk provided on the south side of the road, but only a few scattered sections of sidewalk are present on the north side. There are also power poles located along the north side of the road. Near Kilmer Park, Dempsey Road is signed with a posted speed limit of 30 km/h between Lynn Valley Road and Hoskins Road.

Hoskins Road

Hoskins Road is a north-south two-lane collector road with on-street parking on both sides. The average slope of the road is approximately 6%. Sidewalks with boulevard are only provided on the west side of the road, with power poles situated in the boulevard space. In the study area, Hoskins Road serves as a parallel route to Lynn Valley Road and provides access to multiple local roads as well as driveways to single-family homes. Intersections along Hoskins Road consist of two-way and all-way stop controlled operations, with priority generally given to Hoskins Road, with the exception of the intersection with Lynn Valley Road.

³ Construction of bike lanes south of Peters Road is underway.

Peters Road

Peters Road is an east-west two-lane collector road with on-street parking on both sides. It has a generally flat grade and connects to Lynn Valley Road on the west end and serves as the access to the Lynn Canyon Park parking lot on the east end. Peters Road features a sidewalk on the south side of the road and has a high density of single-family driveways on both sides. Power poles and bus stops are also present on both sides of the road. All of the intersections along Peters Road are two-way stop controlled and a marked crosswalk is installed at the intersection with Duval Road. The posted speed limit is reduced to 30 km/h east of Duval Road near the park entrance.

Underwood Avenue

Underwood Avenue is a north-south two-lane collector road with on-street parking on both sides. This road extends north of Dempsey Road and provides access to local roads and driveways. Sidewalks are provided on both sides of the road south of Ralph Street, and only on the west side north of this point. Power poles are present along the west side and a northbound bus stop exists on the east side just north of Evelyn Street. Underwood Avenue is currently signed with a posted speed limit of 30 km/h.

3.2.2 GRADE REVIEW

Slope and distance are important factors in determining the comfort and accessibility of walking and cycling infrastructure. As part of this work, the distance and grades along six potential routes between Lynn Valley Town Centre and Lynn Valley Headwaters were compared to understand where investments in active transportation are likely to result in the most accessible and comfortable connections.

The six route options are mapped in **Figure 6** and a summary of their distance and grades are shown in **Table 1**. The elevation profile of each route option is provided in **Appendix A**. As shown, the options range from making use of existing transportation right-of-way to utilizing a combination of transportation right-of-way and off-street trails. Based on the review of route distances and grade profiles, it was observed that the Lynn Valley Road alignment is universally the most direct (shortest distance) and contains the least amount of grade variations (most gradual grade profile). The Kilmer Park section of the Allan Road / Campbell Avenue, Doran Park / Kilmer Road, Kilmer Park route has the potential for a similar grade to Lynn Valley Road in that section; however, this area currently has a mix of treed and undeveloped area, as well as private use of the public space.

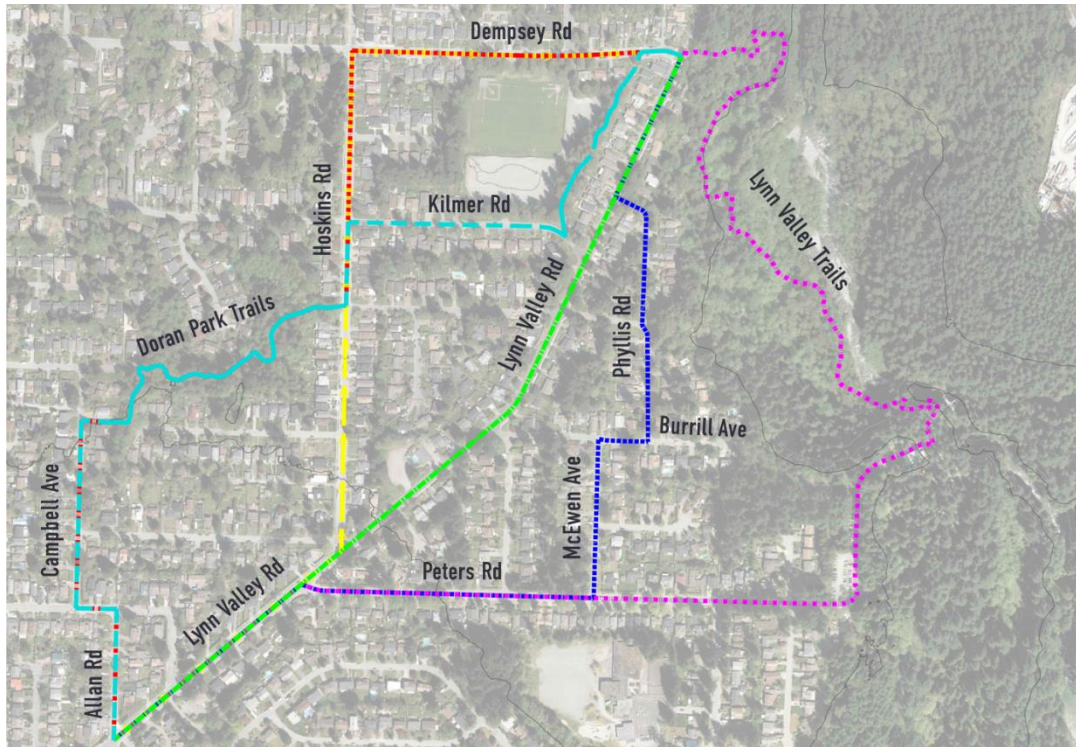


Figure 6: Grade Review Route Options

Table 1: Grade Review Summary

Route Description	Map Colour	Approximate Distance	Grade Variation (South to North)
Lynn Valley Road	Green	1,100 metres	2% to 7%
Allan Road/Campbell Avenue, Doran Park, Hoskins Road, Dempsey Road	Red	1,700 metres	-10% to 15%
Lynn Valley Road, Hoskins Road, Dempsey Road	Yellow	1,400 metres	1% to 11%
Lynn Valley Road, McEwen Avenue/Phyllis Road, Lynn Valley Road	Blue	1,500 metres	-3% to 18%
Lynn Valley Road, Peters Road, Baden Powell Trail	Purple	2,300 metres	-67% to 34%
Allan Road/Campbell Avenue, Doran Park/Kilmer Road, Kilmer Park	Cyan	1,600 metres	-10% to 15%

3.2.3 TRANSIT SERVICE & FACILITIES

Lynn Valley is served by a three bus routes, operated by TransLink, that connect passengers to and from Lonsdale Quay and downtown Vancouver. Currently, the following three transit routes provide service to the study area:

- **Route 209/210** (Upper Lynn Valley / Burrard Station)
 - This route connects Downtown Vancouver with the Upper Lynn area using the Ironworkers Memorial Bridge. It serves the Upper Lynn area via Mountain Highway and follows a clockwise loop at the terminal stations using Hoskins Road, Dempsey Road, Underwood Avenue and Coleman Street.
 - This route operates seven days a week with a frequency of one bus every 15 minutes during the weekday morning and afternoon peak periods, and about one bus every 30 minutes during the weekday off peaks and weekends. This frequency is consistent throughout the year.
- **Route 228** (Lynn Valley / Lonsdale Quay)
 - This route serves the Lynn area via Lynn Valley Road and performs a clockwise loop at the terminal stations via northbound Lynn Valley Road, then using Dempsey Road, Underwood Avenue, Coleman Street, and finally travels southbound Hoskins Road until it meets Lynn Valley Road again.
 - This is the only bus route that runs along the study segment of Lynn Valley Road.
 - This route operates seven days a week with a frequency of one bus every 15 minutes during the weekday morning and afternoon peak periods, and about one bus every 30 minutes during the weekday off peaks and weekends. This frequency is consistent throughout the year.

Bus stop amenities increase the comfort and accessibility of transit for people of all ages and abilities. Common bus stop amenities include bus stop signage, accessible landing pads, sidewalk connections, shelters, waste receptacles, route information, and lighting. Bus stops in the study area offer limited amenities for passenger comfort. For all three routes above, the terminus station is located at northbound underwood Ave @ Evelyn St (Stop 53989). Given the one-way routing of bus services, bus stops are only located on the east side of Lynn Valley Road and the west side of Hoskins Road. The following three bus stops are of note as they are situated directly along the study segment of Lynn Valley Road (See **Appendix B** for photographs of each bus stop).

- Stop 54186 – Northbound Lynn Valley Road @ Burrill Avenue
 - Amenities at this bus stop include of a bus stop sign installed directly within the pedestrian through zone of the sidewalk.
- Stop 54187 – Northbound Lynn Valley Road @ Langworthy Street
 - Amenities at this bus stop only consist of a bus stop sign installed in the grass boulevard on the backside of the sidewalk.
- Stop 54188 – Northbound Lynn Valley Road @ Dempsey Road
 - Amenities at this bus stop consist of a bus stop sign installed directly within the pedestrian through zone of the sidewalk, and a passenger waiting area designated by a concrete pad beside the sidewalk.

For all three bus routes described above, the terminus station is located at northbound Underwood Avenue @ Evelyn Street (Stop 53989). Amenities at this stop include a bus stop sign installed directly on the sidewalk, a passenger waiting area designated by an enlarged area of concrete sidewalk, and a waste receptacle.

The bus routes and stop locations are summarized in **Figure 7**.

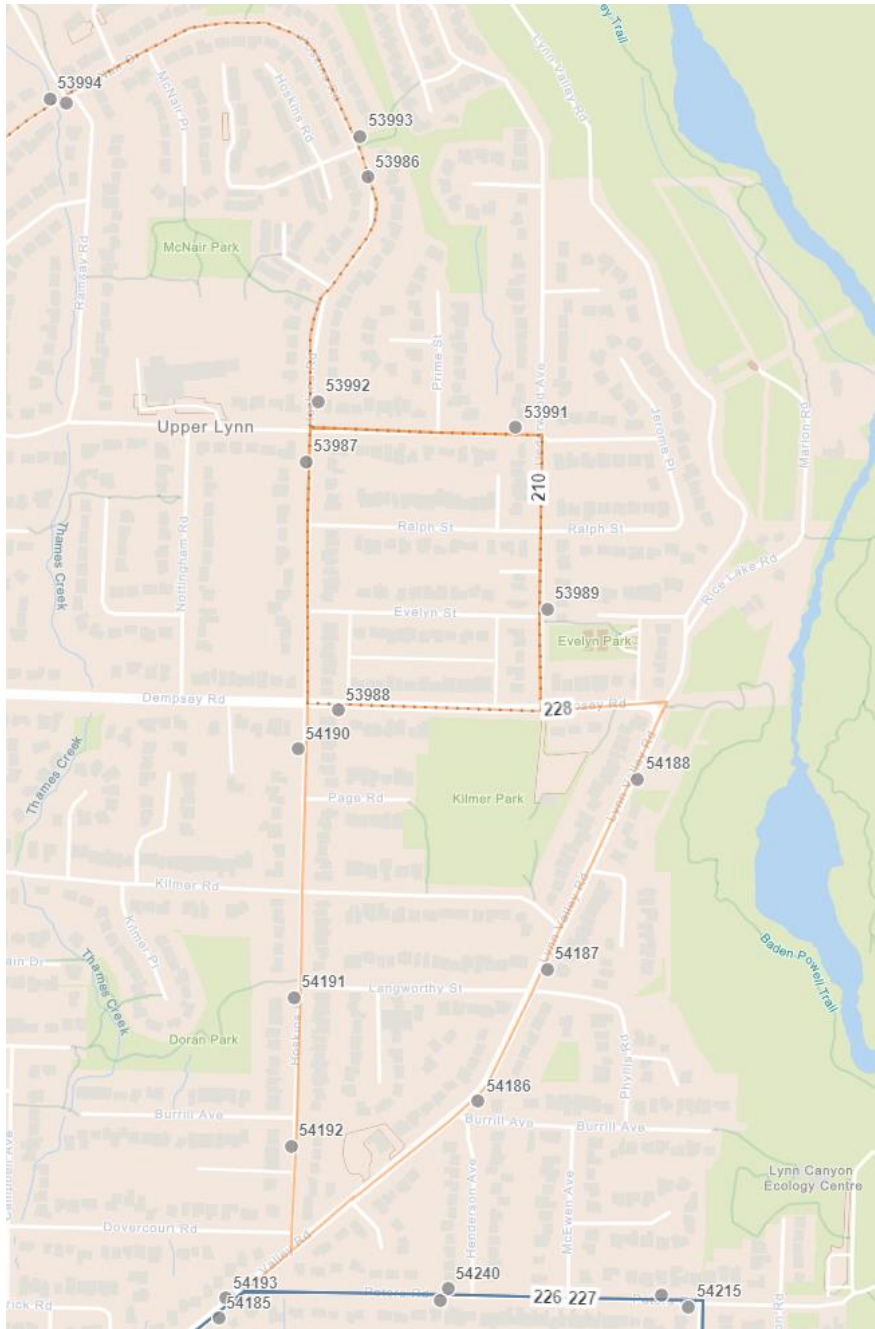


Figure 7: Bus Routes and Stop Locations (TransLink Interactive System Map)

3.3 TRAVEL PATTERNS

This section reviews the existing travel patterns in Lynn Valley from several aspects of transportation, including park visits, traffic volumes, and transit use.

3.3.1 MODE SHARE

TransLink Local Trip Diary

According to TransLink’s Local Trip Diary Data, the District of North Vancouver observed an auto mode share of approximately 80% (driver and passenger combined) in 2011 and 2017. As shown in **Table 2**, the total share of sustainable trips (i.e., transit, walking and cycling) by District residents increased by 2.4% over this time period, including an increase in cycling trips.

Table 2: District of North Vancouver Mode Share (2011 and 2017 TransLink Trip Diary)

Mode Share	2011	2017
Auto Driver	65.5%	62.5%
Auto Passenger	16.4%	17.1%
Transit	9.0%	7.2%
Walk	7.8%	11.2%
Bicycle	0.7%	1.5%
Total Sustainable (Transit, Walk, Bike)	17.5%	19.9%

North Shore Travel Survey

An upward trend in total sustainable mode share and bicycle mode share appeared to continue during the 2019 North Shore Travel Survey (NSTS). However, as shown in **Table 3**, this trend reversed during the 2021 NSTS, reflecting a continued influence of the COVID-19 pandemic on travel patterns.

Table 3: District of North Vancouver Mode Share (2019 and 2021 North Shore Travel Survey)

Mode Share	2019	2021
Auto Driver	69.4%	71.6%
Auto Passenger	6.8%	7.8%
Transit	8.0%	5.7%
Walk	12.7%	12.9%
Bicycle	2.5%	1.6%
Total Sustainable (Transit, Walk, Bike)	23.2%	20.1%

Mode share data is also measured by sub-municipal zones in the NSTS. **Figure 8** depicts the boundaries of Zone 2 (DNV Central), which encompasses the study area for this project. Notably, total sustainable mode share for Zone 2 actually increased between 2019 and 2021. **Table 4** also shows that cycling and walking mode shares in Zone 2 appear to be higher than the District as a whole.

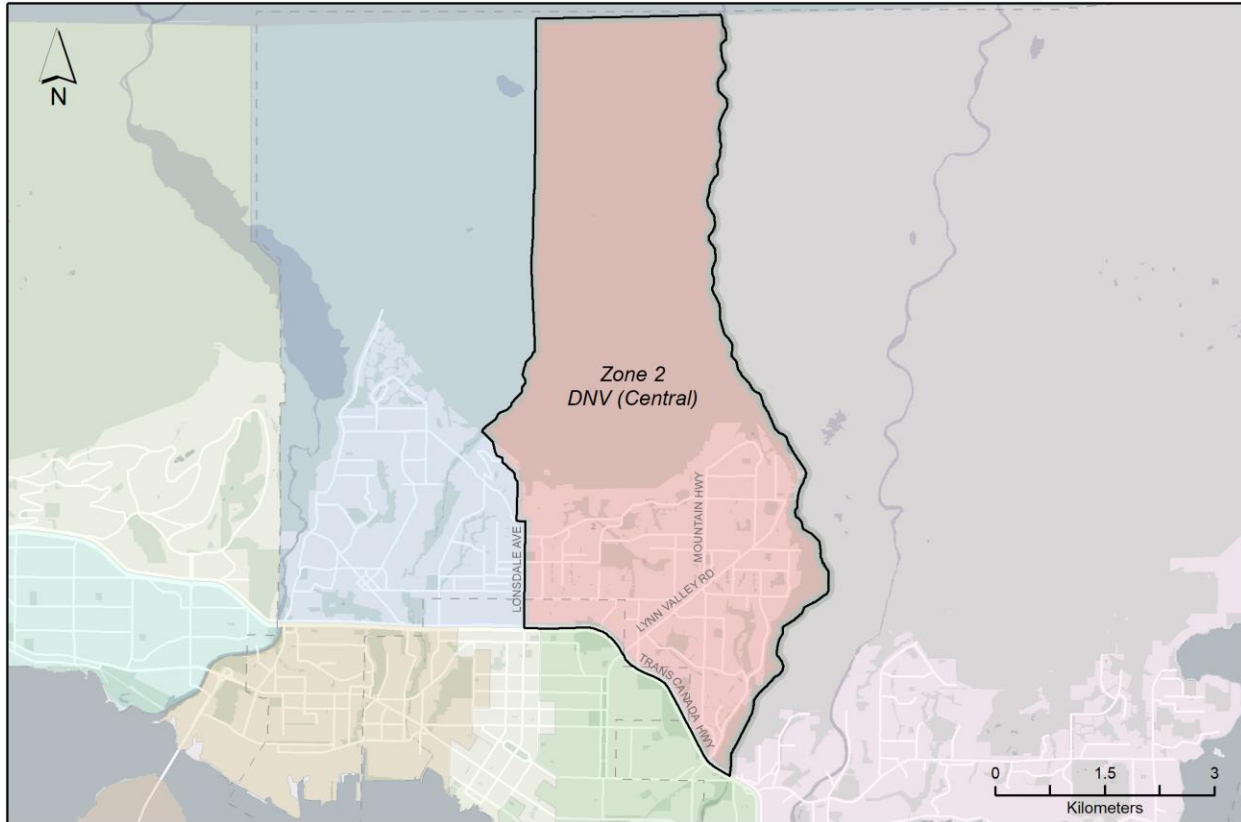


Figure 8: Zone 2 (DNV Central) Boundaries (2019 and 2021 North Shore Travel Survey)

Table 4: Zone 2 (DNV Central) Mode Share (2019 and 2021 North Shore Travel Survey)

Mode Share	2019	2021
Auto Driver	66.2%	67.1%
Auto Passenger	10.4%	6.8%
Transit	6.7%	9.6%
Walk	13.3%	14.1%
Bicycle	2.9%	2.2%
Total Sustainable (Transit, Walk, Bike)	22.9%	25.9%

3.3.2 PARK USE DATA

The destination park situated near this project’s study area is Lynn Headwaters Regional Park, which received 406,800 visits in 2021 alone. District staff have observed park use at Lynn Headwaters Regional Park increase since 2019 and some residents have reported increased parking impacts. The months of May through August represents the peak period of park visits, making up almost half of the total annual visits.

In 2021, Metro Vancouver completed a two-part study on assessing the accessibility of each regional park, titled *Alternative Transportation Study Part I: Access Inventory and Alternative Transportation Study Part II: Access to Regional Parks*. The study found that while the present distribution of regional parks reflects an outdated system plan developed in the 1960s (when automobile parking capacity was provided for a regional population of approximately one million), the region’s population has since

grown to 2.7 million and is projected to reach 3.8 million by 2050. Moreover, visits to regional parks typically increase at double the population growth rate. The study also stated that transportation planning efforts have significantly improved alternate transportation options across the region and in the present day, around 25% of regional park visitors arrive via sustainable transportation options (such as cycling, walking, and transit).

The study also referenced mode share surveys previously completed in 2013 and 2019 by Metro Vancouver. Somewhat contrary to the general trend, the study observed that between 2013 and 2019, visitor travel to Lynn Headwaters Regional Park showed some level of reduction in transit and cycling mode share (13% to 1% and 11% to 3%, respectively), supplemented by a notable increase in walking mode share (10% to 14%). However, an important caveat to this data is that in 2013, the respondents to the survey were permitted to select multiple transportation modes in order to capture multimodal trips, whereas the 2019 survey only allowed on mode choice selection. Therefore, the transit and cycling trips in 2019 were likely under-represented in comparison. **Figure 9** and **Figure 10** show the region-wide cycling and transit access ratings for each park. As displayed, Lynn Headwaters Regional Park is currently identified with above average accessibility by both bike and transit, with further opportunities for improvement.

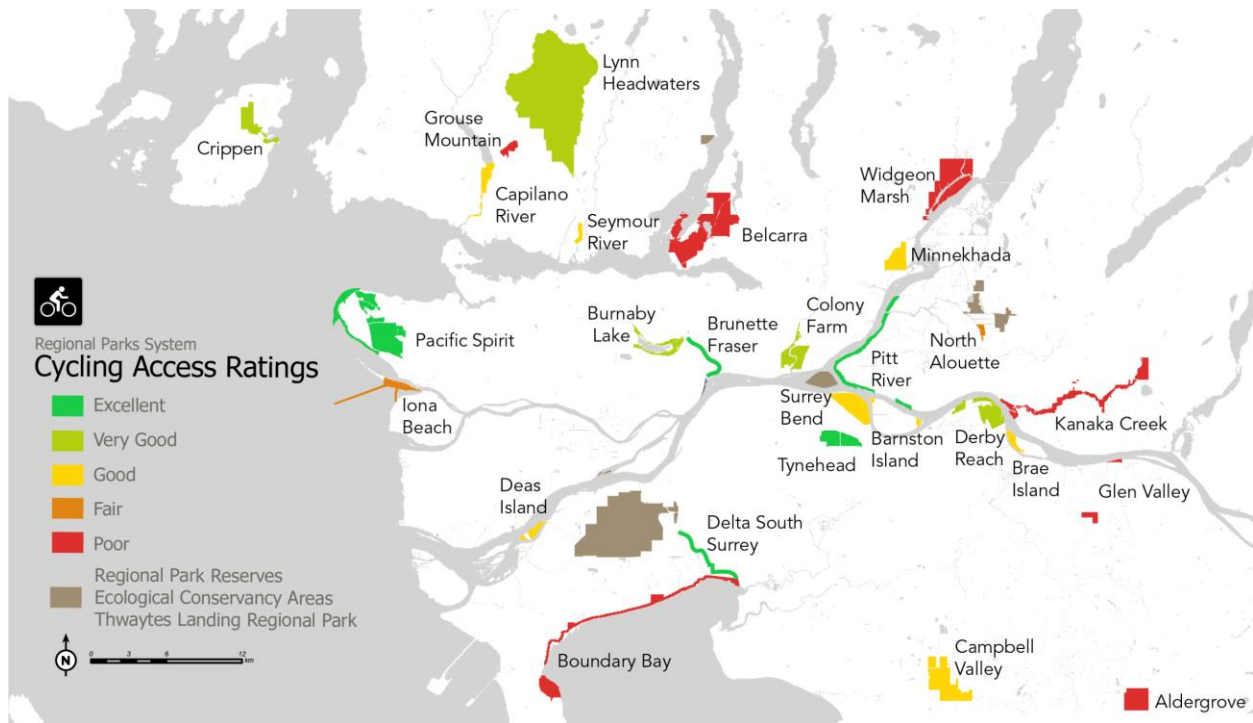


Figure 9: Cycling Access Ratings Map (Alternative Transportation Study Part I: Access Inventory)

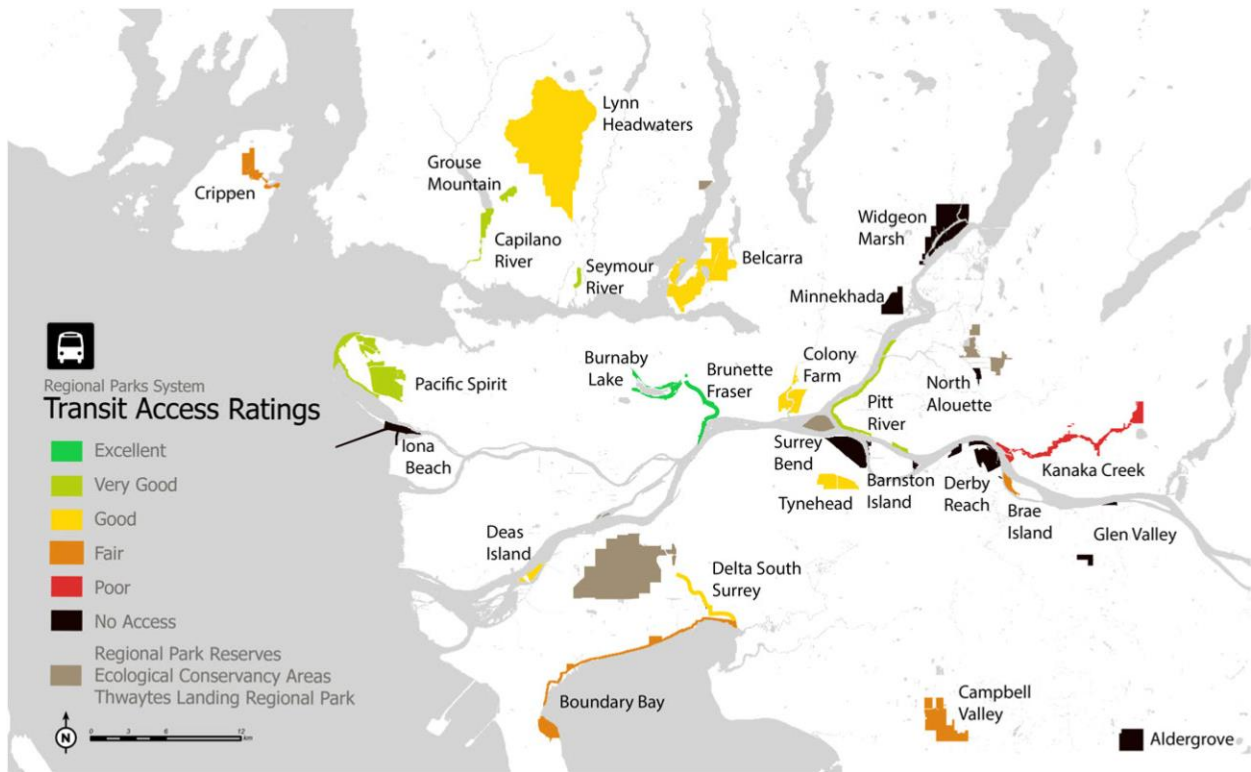


Figure 10: Transit Access Ratings Map (Alternative Transportation Study Part I: Access Inventory)

3.3.3 CORRIDOR AND INTERSECTION VOLUMES

Traffic volume data collected in May 2021 were reviewed to understand the magnitude of existing vehicle volumes in the study area. During this period, the Phase 2 segment of Lynn Valley Road (north of Peters Road) saw bidirectional peak hour volumes of 350 to 400 vehicles per hour, or about 3,000 to 4,000 vehicles per day. This is equivalent to traffic magnitudes typically observed on low volume collector roads in the region (and much lower than that of typical arterial roads). Additionally, it was observed that traffic volumes on other roads in the nearby network are also well below capacity, with existing demands generally amounting to less than 40% of full road capacities. Peak hour two-way traffic volumes along key routes are summarized in **Figure 11**.

The data also contained bicycle volumes at several intersections that provided a high-level understanding of cycling activity. It was observed that there is a notable proportion of cyclist traffic at the north end of the Lynn Valley Road corridor, near the park entrances. Specifically,

- Bike volumes represent up to 20% to 25% of total peak hour traffic at the intersection of Lynn Valley Road and Dempsey Road.
- Bike volumes represent up to 15% to 20% of total peak hour traffic at Dempsey Road and Underwood Avenue.
- Bike volumes represent up to 10% to 15% of total peak hour traffic at Lynn Valley Road and Kilmer Road
- People cycling are generally observed accessing the area using Lynn Valley Road to/from the south and Dempsey Road to/from the west.

The corridor bicycle volumes are summarized in **Figure 12**.

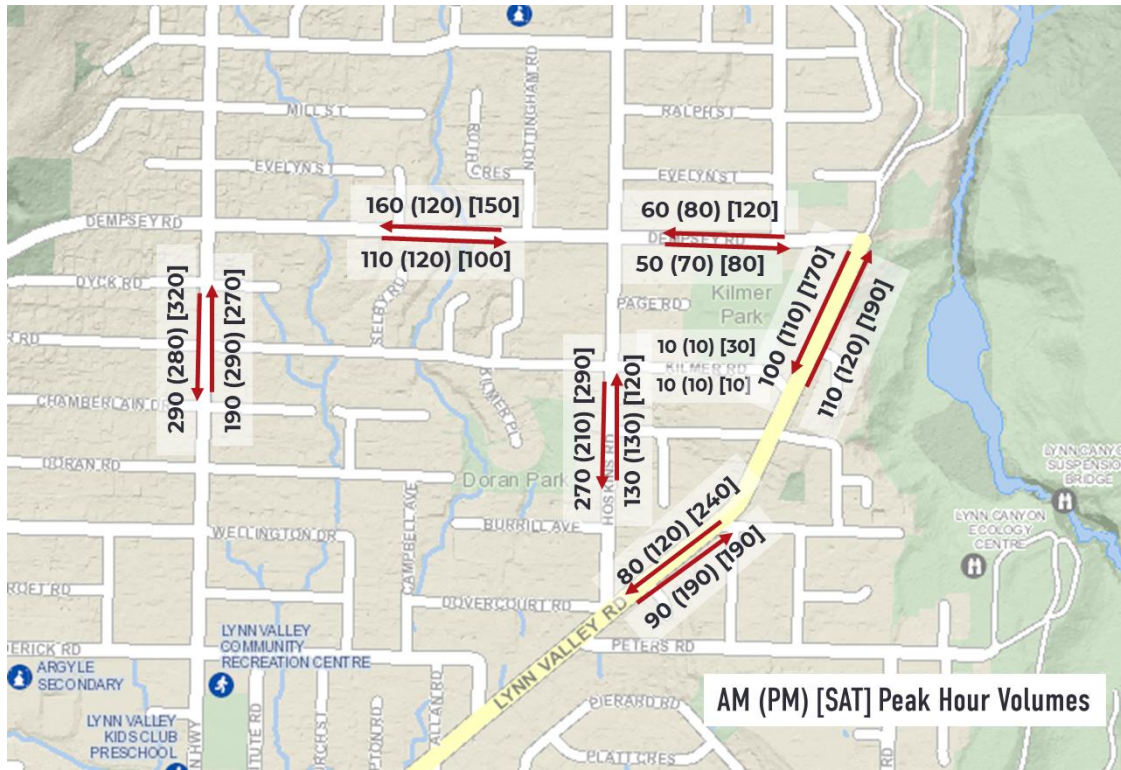


Figure 11: Peak Hour Corridor Motorized Vehicle Volumes (May 2021)

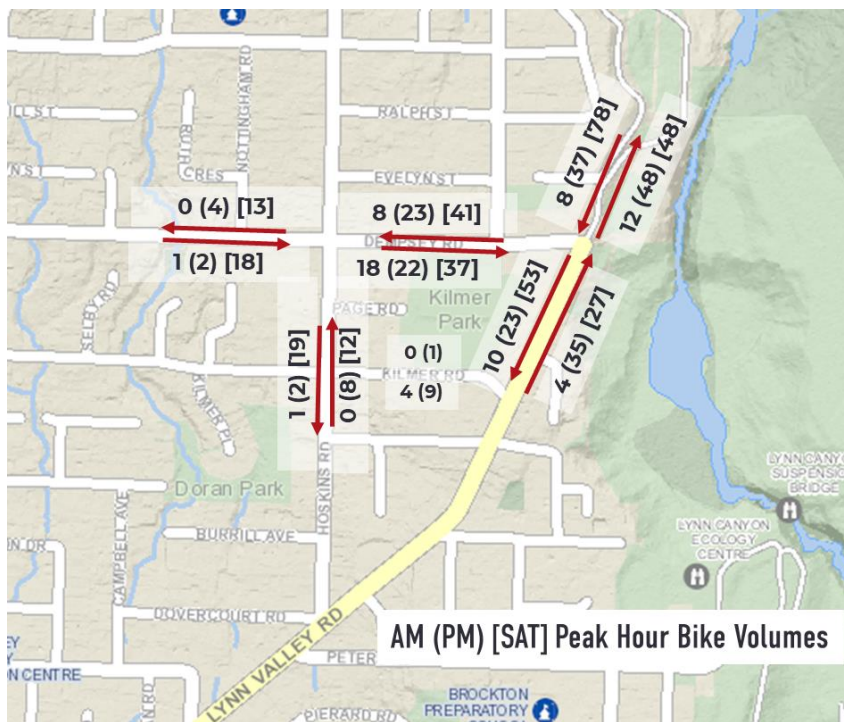


Figure 12: Peak Hour Corridor Bicycle Volumes (May 2021 Intersection Counts)

3.3.4 TRANSIT DATA

TransLink’s Fall 2021 transit data was reviewed for the stops near the study corridor to understand people’s travel patterns by transit. Note that it was assumed that this data represents a baseline of transit use and similar data in the summer season would likely show higher ridership given the volume of regional visitors to destination parks in addition to daily commuters.

The highest boarding and alighting activities by far were observed at northbound Underwood Avenue @ Evelyn Street (Stop 53989), which is the terminus stop for all three routes. This stop saw about 230 daily buses on weekdays and about 170 daily buses on Saturdays, with over 500 average daily boardings and alightings. Given that the bus stops along northbound Lynn Valley Road were primarily used for alightings, averaging about 25 alightings per stop per day and minimal boardings. **Figure 13** and **Figure 14** summarizes the level of bus boarding and alighting activity at each bus stop, respectively.

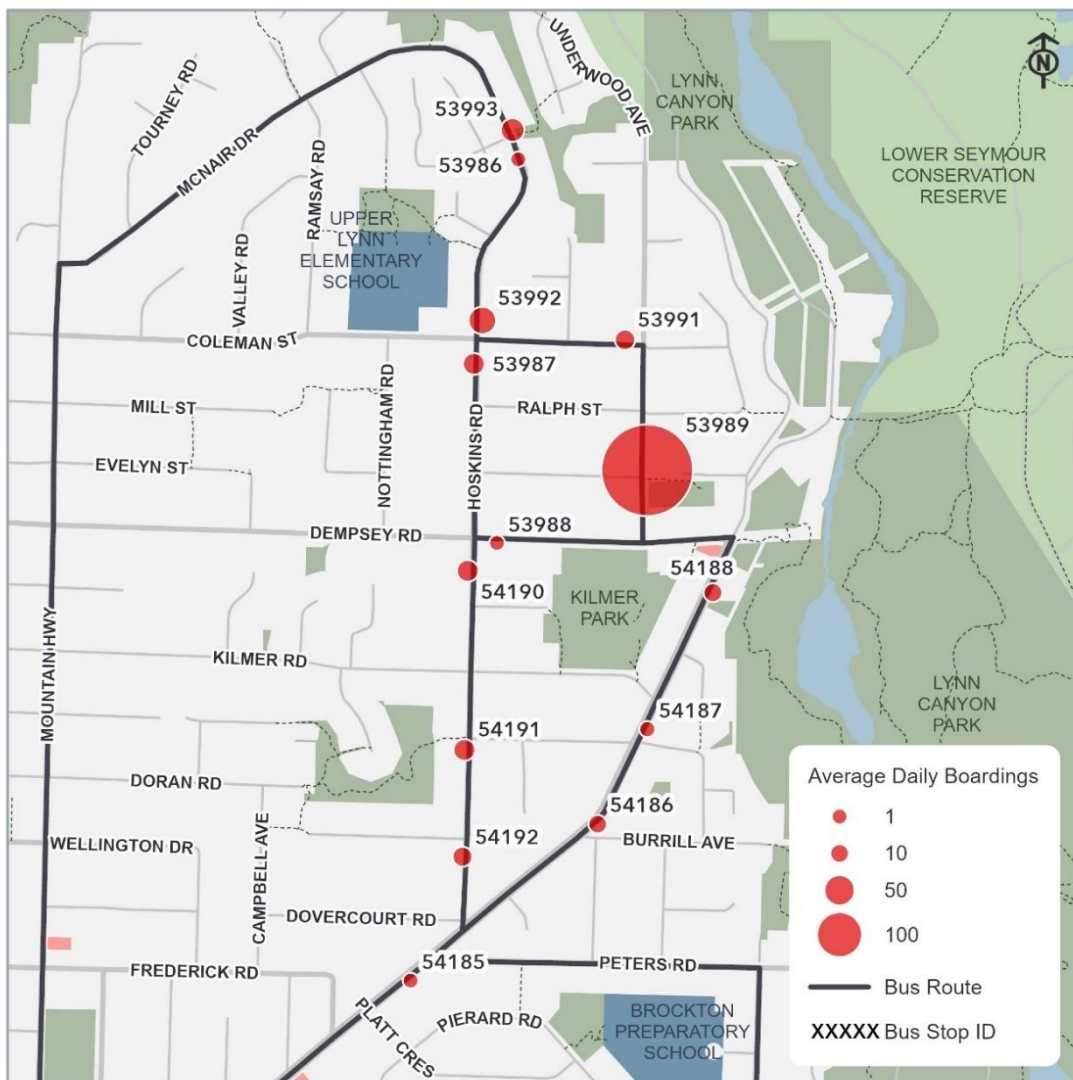


Figure 13: Average Daily Boardings (Fall 2021)

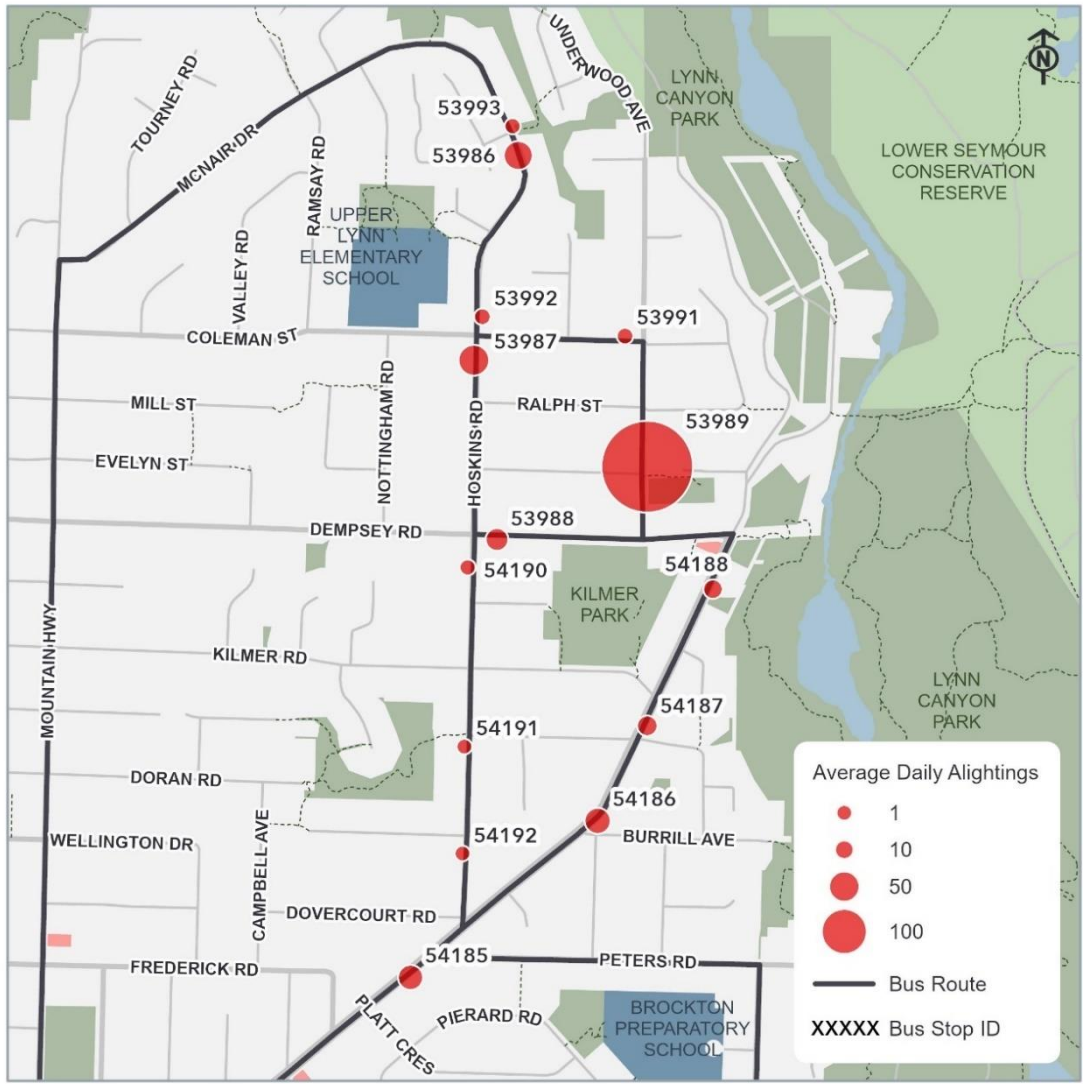


Figure 14: Average Daily Alightings (Fall 2021)

3.4 SAFETY & INTERSECTION OPERATIONS

This section summarizes the findings from the safety and operational review of Lynn Valley Road and the adjacent network. Overall, intersections and roadways in the study area are observed to be operating with optimal level of service and well under their maximum capacity. Vehicles in the area are generally operating at or slightly above posted speeds, with some locations exhibiting more frequencies of speeding, notably along sections of steeper downhill slopes. A review of historical collision data collected between 2007 and 2017 indicated that the most collision-prone locations along the Lynn Valley Road study corridor include intersections with Peters Road, Dovercourt Road, Burrill Avenue, and Dempsey Road.

3.4.1 SPEED

24-hour vehicle speed data was collected at several mid-block locations using tube counters for a one-week period in May 2021. The speed data was analyzed to measure the average speed and 85th percentile speed of vehicles travelling in the study area. The 85th percentile speed represents the speed at which 85 percent of vehicles are operating at or below, and is typically used to compare to the posted speed limit to identify speeding issues. A review of the speed data showed that 85th percentile vehicle speeds along Lynn Valley Road and Kilmer Road were generally observed to be at or less than the posted speed limit (as shown in **Figure 15**). Slightly higher speeds were observed along Mountain Highway, Dempsey Road, and Hoskins Road, where 85th percentile speeds typically ranged between 50km/h to 60km/h. Speeds were higher in the downhill directions. Additionally, 85 percentile speeds of over 40km/h were recorded along the 30km/h zone on Dempsey Road near Kilmer Park. The data suggests that vehicle speeds in the area are generally at or slightly above posted speeds, with some locations exhibiting more frequencies of speeding, notably along sections of downhill slopes.

Vehicle speeds along Lynn Valley Road were reviewed in more detail. The data revealed that although the 85th percentile speeds indicated that majority of the traffic are operating at or below 50km/h (posted speed limit), there is still a portion of traffic that recorded speeds of up to 70km/h in the uphill direction, and up to 80km/h in the downhill direction. Specifically, about 10% of vehicles were observed to be within 10km/h above the speed limit (or 60km/h), and about 1 to 2% (or 50 vehicles per day) were travelling above 60km/h. The data suggests that speeding is generally not a significant issue along Lynn Valley Road, however there are still regular occurrences of excessive speeds on a daily basis. The majority of the high speeds occur during morning and afternoon peaks as well as late night hours.

The severity of collisions between motor vehicles and people walking, cycling, or using other forms of active transportation is highly correlated with the operating speed of the motor vehicle involved in the collision. As noted in the **BC Active Transportation Design Guide**, the probability of survival of a person walking who is involved in a pedestrian-motor vehicle collision is more than 90% at 30 km/h and less than 15% at 50 km/h. The safety and comfort of active transportation users can be improved by greater separation from motor vehicles travelling more than 30 km/h.

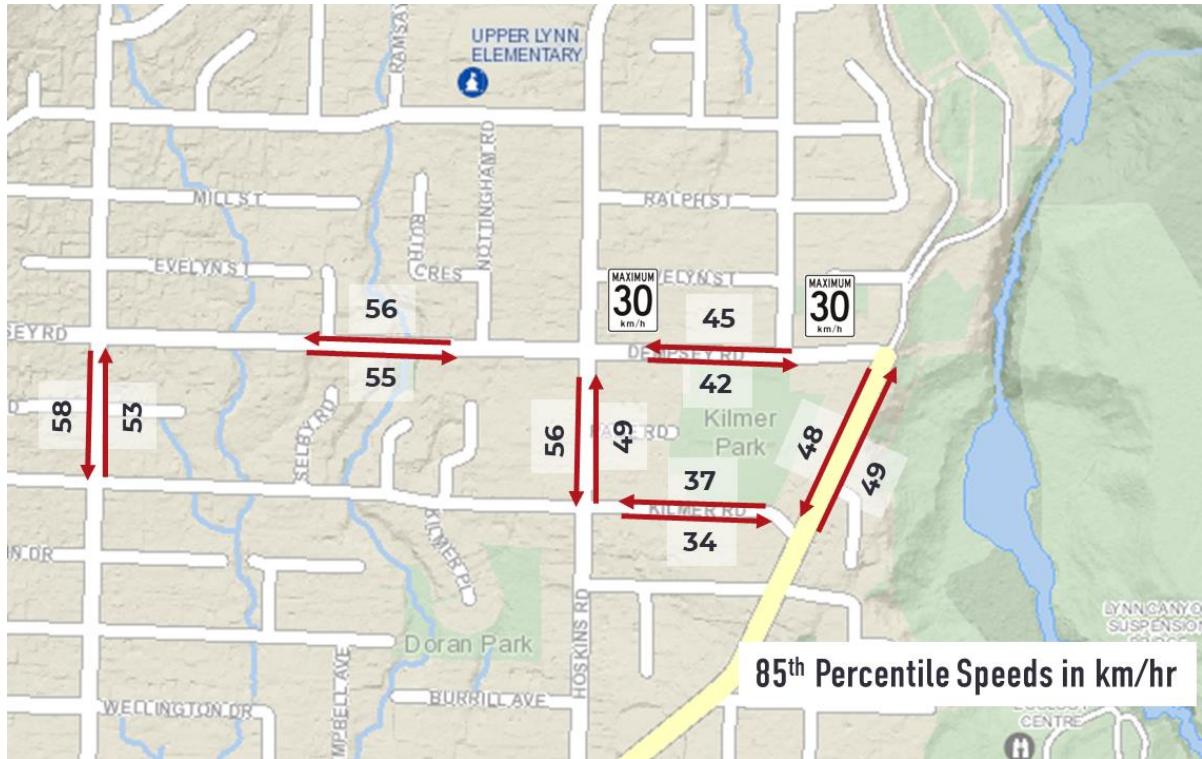


Figure 15: Corridor 85th Percentile Speeds (May 2021)

3.4.2 HISTORICAL COLLISIONS

Historical collision data collected between 2007 and 2017 from the District of North Vancouver was reviewed for the upper Lynn Valley Road corridor. A total of 101 collisions were recorded during this period, consisting of 64 property damage only incidents and 37 injury incidents. Seven of the collisions involved people walking and six of them involved people on bicycles, together making up about 35% of injury incidents. This proportion is significantly higher than the average across the North Shore municipalities, where collisions involving people walking and cycling make up only about 8% of overall injury incidents (Source: ICBC Online 2017-2021 Crash Data).

Figure 16 shows the breakdown of these collisions by location of intersections (red circles) and mid-block sections (blue lines). As shown, the most collision prone locations along the Lynn Valley Road study corridor include the following intersections:

- Lynn Valley Road at Peters Road
- Lynn Valley Road at Dovercourt Road
- Lynn Valley Road at Burrill Avenue
- Lynn Valley Road at Dempsey Road

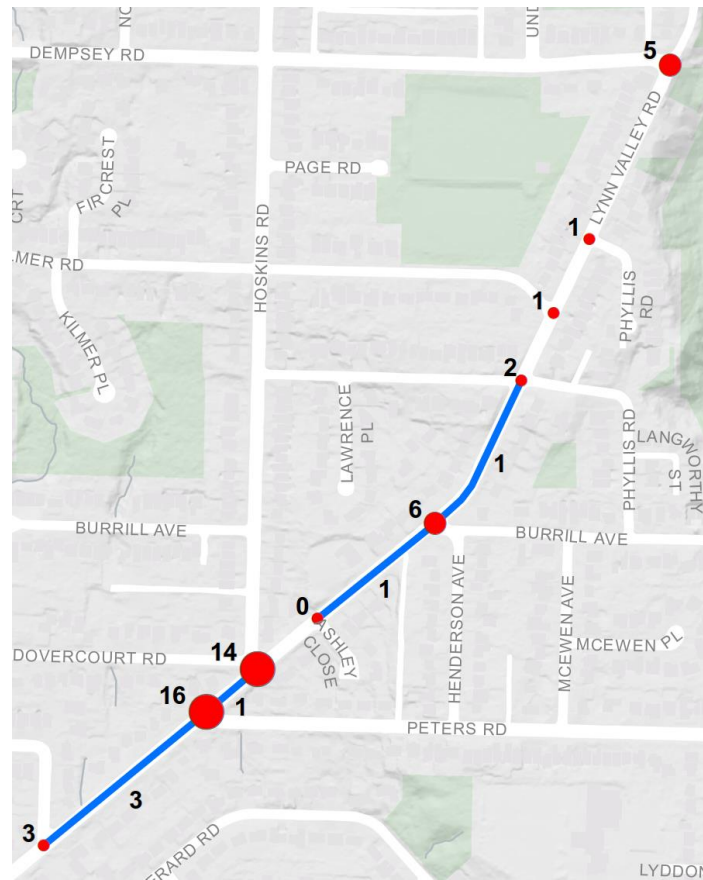


Figure 16: Number of Collisions by Location (2007-2017)

In terms of breakdown by collision types, the more frequent occurring vehicle incidents at collision-prone intersections include rear-ends, sideswipes, and head-on collisions. Visual collision type maps at key intersections are included in **Appendix C**.

3.4.3 INTERSECTION TRAFFIC OPERATIONS

Traffic operations at key intersections in the Upper Lynn Valley area were analyzed using Synchro, an industry recognized traffic analysis tool. Synchro is usually used to determine traffic conditions based on volumes, intersection geometry, and traffic control type. The analysis results can be reported in terms of several Measures of Effectiveness (MOE) such as Volume to Capacity (V/C) Ratio, average delay, level of service (LOS) and 95th percentile queues. The overall performance of an intersection is typically measured by the delays experienced by vehicles for each individual movement and collectively, also referred to as the level of service (LOS). The LOS is defined by a letter grade and can range between LOS A (best) to LOS F (worst). LOS A through C generally indicates that the intersection experiences very few delays during the peak hour whereas LOS F suggests the delays are significant. Overall intersection operation of LOS D or better and minor movement operation of LOS E or better are generally considered an acceptable threshold, while operations outside of these thresholds may require improvement.

Overall LOS at key intersections are summarized in **Table 5**. The results of the analysis showed minimal delay for motor vehicles on and near Lynn Valley Road in the existing day, with overall LOS of A (average delay of less than 10 seconds per vehicle) at all intersections. Additionally, individual movements at each intersection were observed to operate at LOS C or better.

Table 5: Existing Overall Intersection Level of Service Summary

Intersection	Weekday Morning Peak LOS	Weekday Afternoon Peak LOS	Weekend Peak LOS
Lynn Valley Rd @ Dempsey Rd	A	A	A
Lynn Valley Rd @ Kilmer Rd	A	A	A
Dempsey Rd @ Underwood Ave	A	A	A
Dempsey Rd @ Hoskins Rd	A	A	A
Dempsey Rd @ Mountain Hwy	A	A	-*
Hoskins Rd @ Kilmer Rd	A	A	-*
Lynn Valley Rd @ Peters Rd	A	A	-*
Lynn Valley Rd @ Hoskins Rd/Dovercourt Rd	A	A	-*

*Weekend intersection volumes not available

3.5 PARKING

On-street parking is generally provided on both sides of the street along most of the roads in the study area, including Lynn Valley Road, Dempsey Road, and Hoskins Road. Additionally, there are a number of off-street parking options in the vicinity, including parking lots at Kilmer Park, Evelyn Park, as well as a series of four lots near the entrance to Lynn Headwaters Regional Park. Annual parking occupancy data has been collected for the area over the past few years (2018 to 2022). This data was reviewed and analyzed as part of this study. Parking activities are observed to consistently increase as development and park visitations continue to grow year by year. Parking data from May 2021 are summarized in this section as they contain the highest level of parking occupancy among the data collected to date.

In general, parking density was observed to correlate with the distance from park entrances. Highest visitor parking activities were observed along Dempsey Road, Lynn Valley Road (north of Kilmer Road), Kilmer Road, and local streets north of Dempsey Road. Alternatively, minimal visitor parking usage was observed on Lynn Valley Road south of Kilmer Road, on Hoskins Road, and in adjacent local streets to the east. **Figure 17** presents a colour coded map of the on-street parking occupancy during peak times, with **Table 6** summarizing the baseline and peak time excess capacity in each numbered zone. Baseline condition represents typical parking utilization consisting of overnight parking by local residents, while peak utilization represents parking conditions during peak periods of park visitors.

Specific to the study corridor between Peters Road and Dempsey Road, it was observed that Lynn Valley Road contains two distinct segments of on-street parking utilization patterns. The section north of Kilmer Road regularly experiences constrained parking conditions and sees significant parking usage by park visitors during peak seasons and periods. Peak times typically include late morning and afternoon during weekdays and midday during weekends. On the contrary, the section south of Kilmer Road experiences low visitor parking demands throughout the day and consistently ample excess supply available. Daily profile of parking utilization along Lynn Valley Road of are included in **Appendix D**.



Figure 17: On-street Parking Utilization Index Map

Table 6: On-Street Parking Capacity Summary (May 2021)

#	LOCATION	TOTAL CAPACITY (SPACES)	BASELINE* EXCESS CAPACITY (SPACES)	PEAK** EXCESS CAPACITY (SPACES)
1	Dempsey Rd	70	40	0
2	Lynn Valley Rd north of Kilmer Rd	35	10	0
3	Kilmer Rd	30	25	5
4	Evelyn Park	20	10	0
5	North of Dempsey Rd	135	90	60
6	Langworthy St and Lawrence Pl	55	30	25
7	Peters Rd	75	50	30
8	Hoskins Rd	150	95	90
9	Lynn Valley Rd south of Kilmer Rd	70	65	45
10	North of Burrill Ave	60	40	40
11	South of Burrill Ave (incl. Burrill Ave)	140	100	95

*Baseline scenario represents residential parking use only (during overnight hours with no visitor parking use)

**Peak scenario represents daytime hours (7AM to 7PM) with the highest observed parking usage

4.0 OPPORTUNITIES & CHALLENGES

Lynn Valley Road between Peters Road and Dempsey Road is a multi-modal corridor serving many different modes of travel, including driving, cycling, walking, and taking transit. There is a valuable opportunity to enhance the existing space and provide a more comfortable and safe experience for all road users. The review of existing data highlighted some existing challenges associated with how people are travelling along this corridor today, as well as opportunities to utilize the existing public space more effectively.

Based on the review of existing conditions, a number of existing challenges and future opportunities have been identified as part of this project. A summary of the findings and takeaways to consider during option development are as follows:

- The continued growth of the Town Centre and recreational visitors to regional and local parks provides an opportunity to improve existing transportation connections for all road users.
- Compared to several alternative routes, Lynn Valley Road offers the most comfortable and desirable grade profile for active transportation users (people walking, cycling, and using other new mobility tools). The assessment of grade profiles indicated that Lynn Valley Road is particularly suited for travel in the uphill direction when compared to other routes.
- There is a lack of separation between people walking, people cycling, and vehicles due to the existing gaps in the sidewalk network, the absence of boulevard space between pedestrian facilities and the roadway, and the absence of dedicated cycling facilities. People are sometimes forced to walk on the roadway adjacent to occasionally high vehicle speeds. There is an opportunity to enhance the active transportation facilities in the and, where feasible, implement physical separation between vehicles and other road users.
- Historic collisions at some intersections along Lynn Valley Road have a higher than average percentage of incidents involving people walking and cycling, when compared to the District as a whole. There is opportunity to integrate safety treatments with future design options to address existing hotspots and collision-prone intersections on Lynn Valley Road, notably at Peters Road, Dovercourt Road and Dempsey Road. Safety improvements may include treatments such as geometric modifications and more formal pedestrian crossing opportunities.
- There is a lack of amenities (such as benches and shelters) at transit stops, which may limit transit passenger comfort and the accessibility of transit. There is an opportunity as part of this study to enhance the existing bus stops and improve the comfort, accessibility, and attractiveness of taking transit.
- The physical constraints of the existing road cross-section may limit the feasibility of some potential improvement options and lead to challenging design considerations and trade-offs. These constraints include road edge conditions characterized by incomplete sidewalks, steep lateral grades, closely spaced driveways, trees and wild growth, and utility poles. Off-street segments also feature trees and unauthorized use of public space by private residents.
- On-street parking usage is currently heavily concentrated near the park entrances on the north end of Lynn Valley Road. Parking demand often reaches maximum capacity on Dempsey Road, Kilmer Road, and Lynn Valley Road north of Kilmer Road during peak times. On the contrary, it was also observed that there is underutilized capacity elsewhere in neighbourhood. For example, locations such as Lynn Valley Road south of Kilmer Road, local street east of Lynn Valley Road, and Hoskins Road currently sees less than 50% parking utilization during peak times. As such, this creates an opportunity to develop design options that better distributes

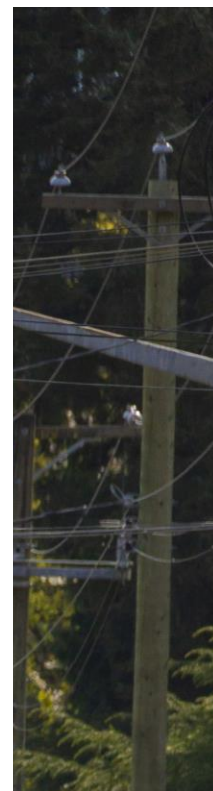
existing parking pressures and more effectively utilize the overall road space in the neighbourhood.

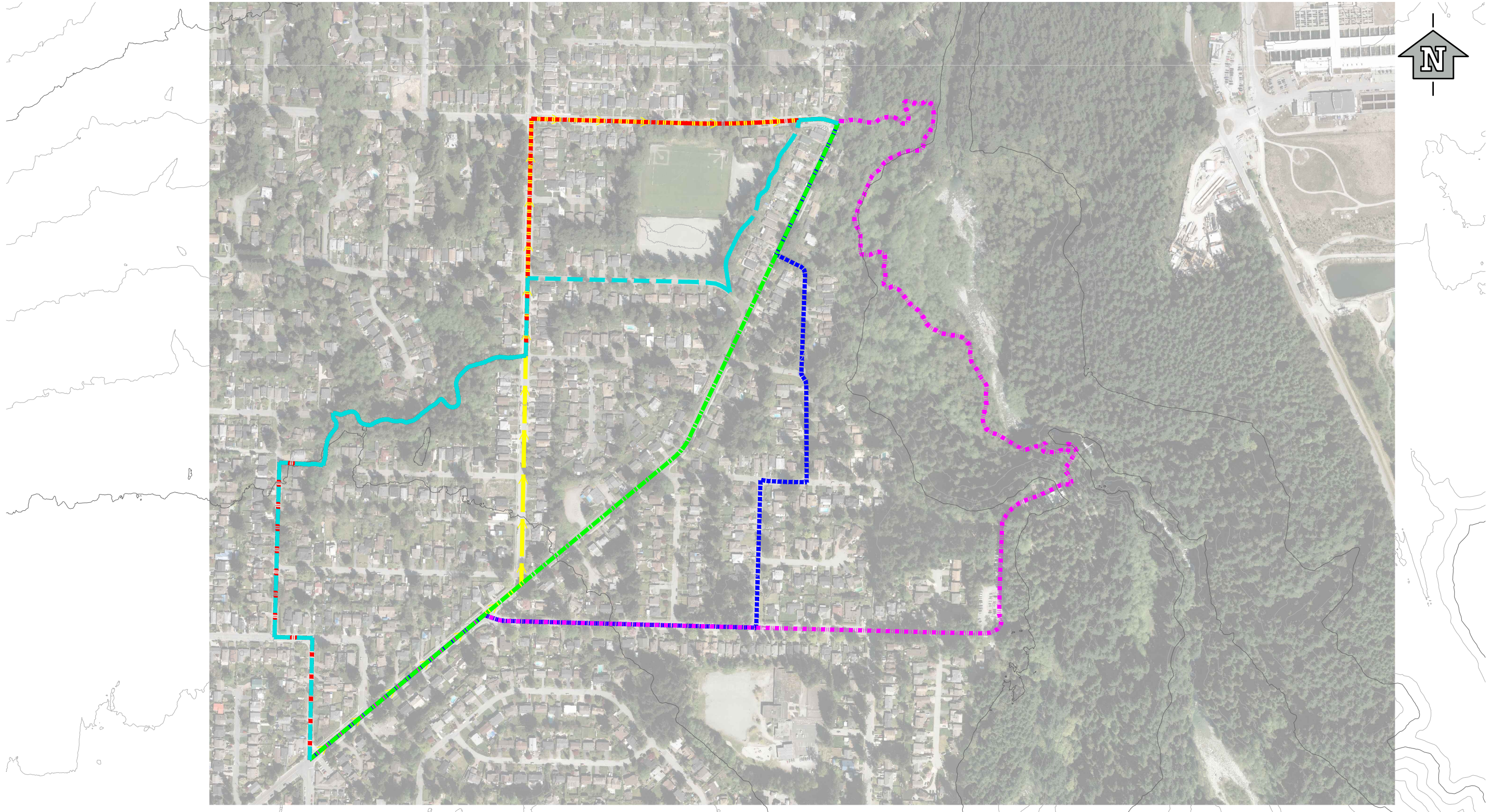
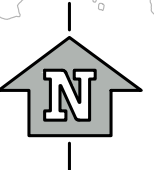
- Peak period traffic operations along Lynn Valley Road and elsewhere in the neighbourhood are near optimal conditions. There is ample available roadway capacity under existing configuration and there is no need to develop additional vehicle travel lanes for capacity purposes.

5.0 CONCLUSION AND NEXT STEPS

The findings from the technical review of existing conditions on Lynn Valley Road will be used along with input from public and stakeholder engagement to inform the development of design options for LVRAT-Phase 2.

APPENDIX A:
GRADE PROFILES
ROUTE OPTIONS REVIEW





C:\Users\dkang\AppData\Local\Temp\AcP\Publish_26416\1333005401-AL_I_ROUTES.dwg, C01, 2022/06/29 03:24 pm dkang

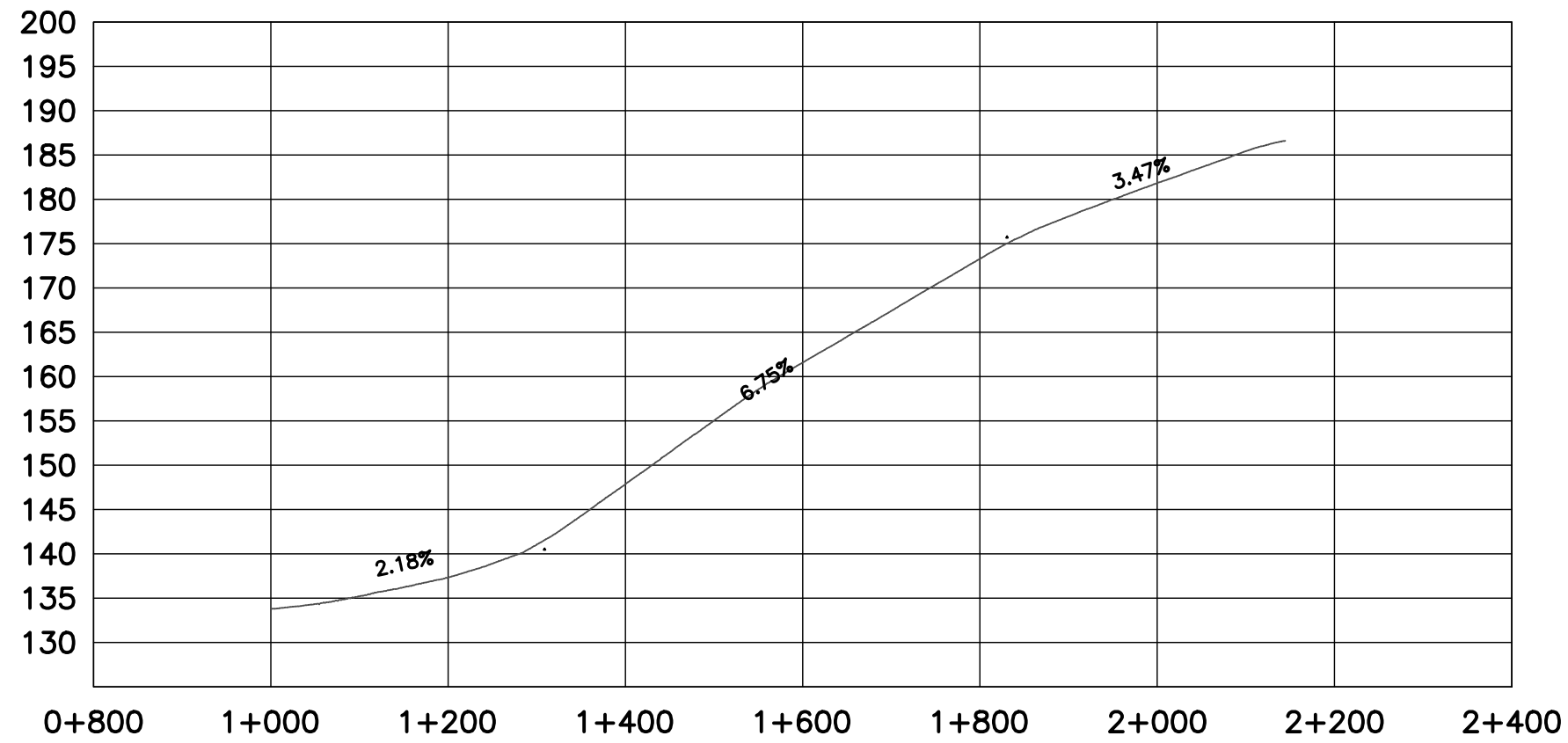


ISSUED FOR DISCUSSION
June 29, 2022
urbansystems.ca



Client/Project	DISTRICT OF NORTH VANCOUVER LVR
Revision Date	2022-06-29
Figure	1
Title	C01

OPTION 1: LYNN VALLEY ROAD



C:\Users\dkang\AppData\Local\Temp\AcPublish_26416\1333005401-ALI_ROUTING.dwg, C02, 2022/06/29 03:24 pm dkang

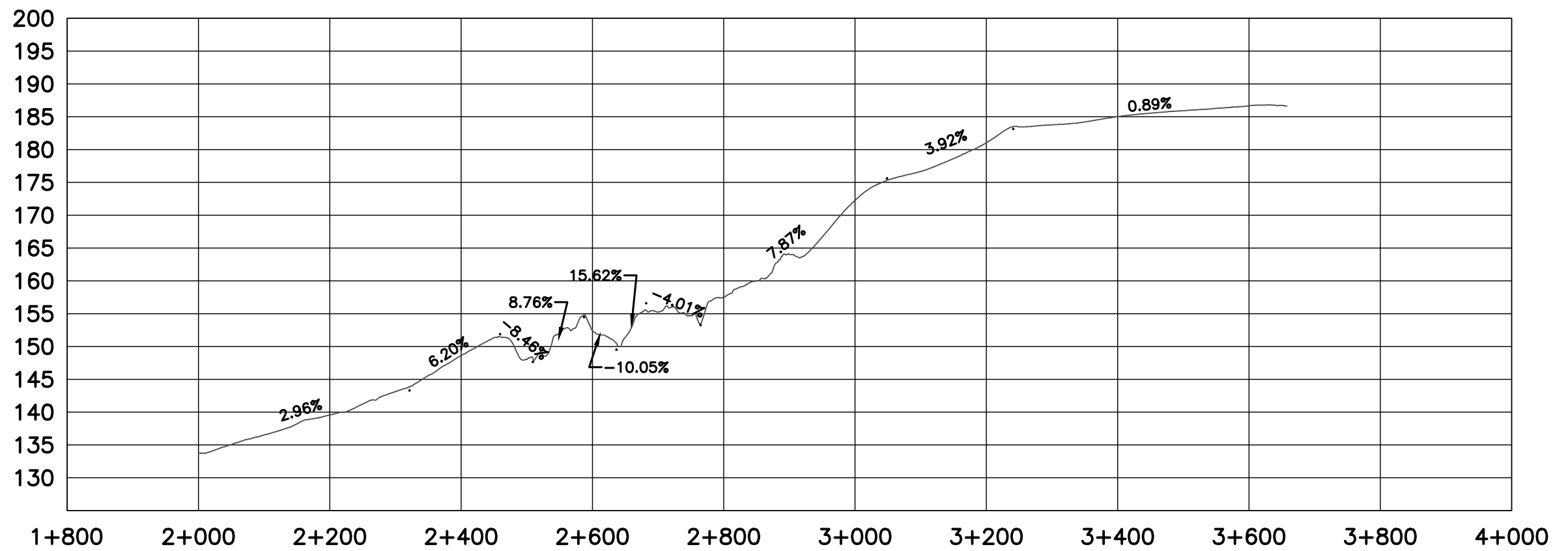


ISSUED FOR DISCUSSION
June 29, 2022
urbansystems.ca



Client/Project	
DISTRICT OF NORTH VANCOUVER	
LVR	
Revision Date	Figure
2022-06-29	2
Title	
1333.0054.01	

OPTION 2: DORAN PARK



C:\Users\dkang\AppData\Local\Temp\AcPublish_26416\1333005401-ALI_ROUTING.dwg, C03, 2022/06/29 03:24 pm dkang

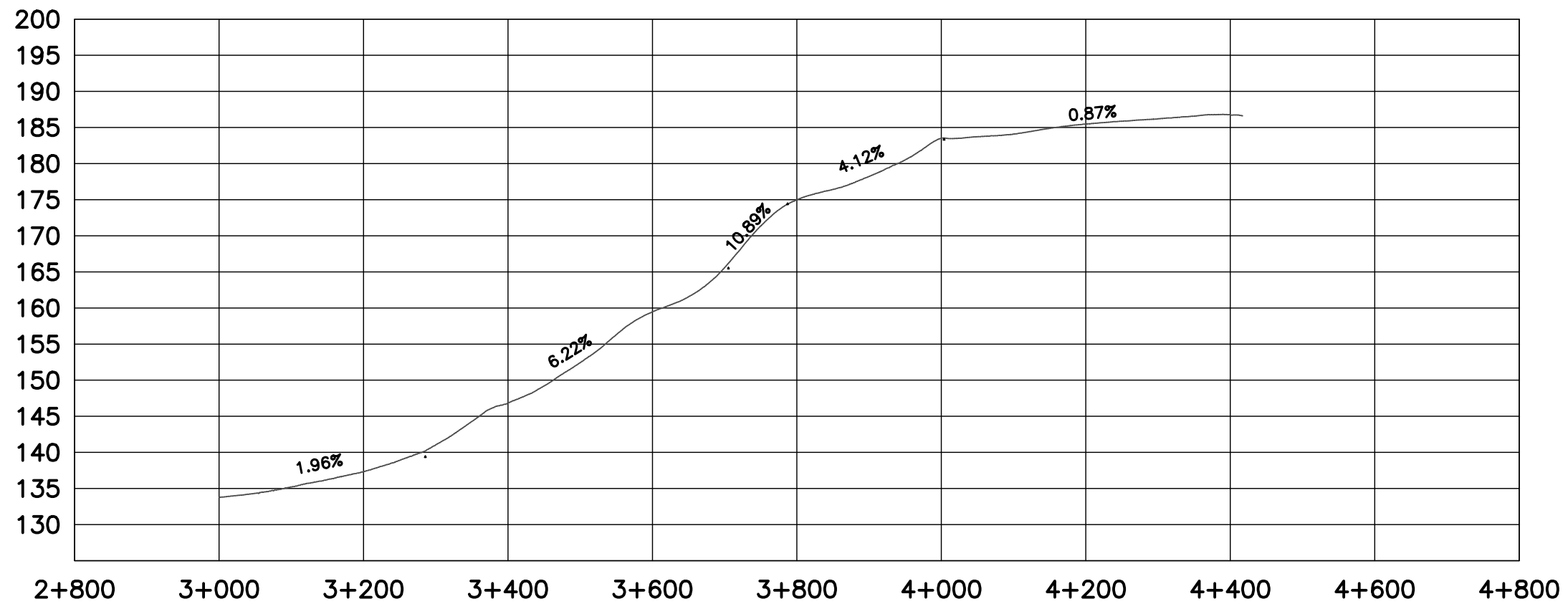


ISSUED FOR DISCUSSION
June 29, 2022
urbansystems.ca



Client/Project	
DISTRICT OF NORTH VANCOUVER	
LVR	
Revision Date	Figure
2022-06-29	3
Title	
1333.0054.01	

OPTION 3: HOSKINS ROAD



C:\Users\dkang\AppData\Local\Temp\Ac\Publish_26416\1333005401-AL_I_ROUTES.dwg, C04, 2022/06/29 03:24 pm dkang

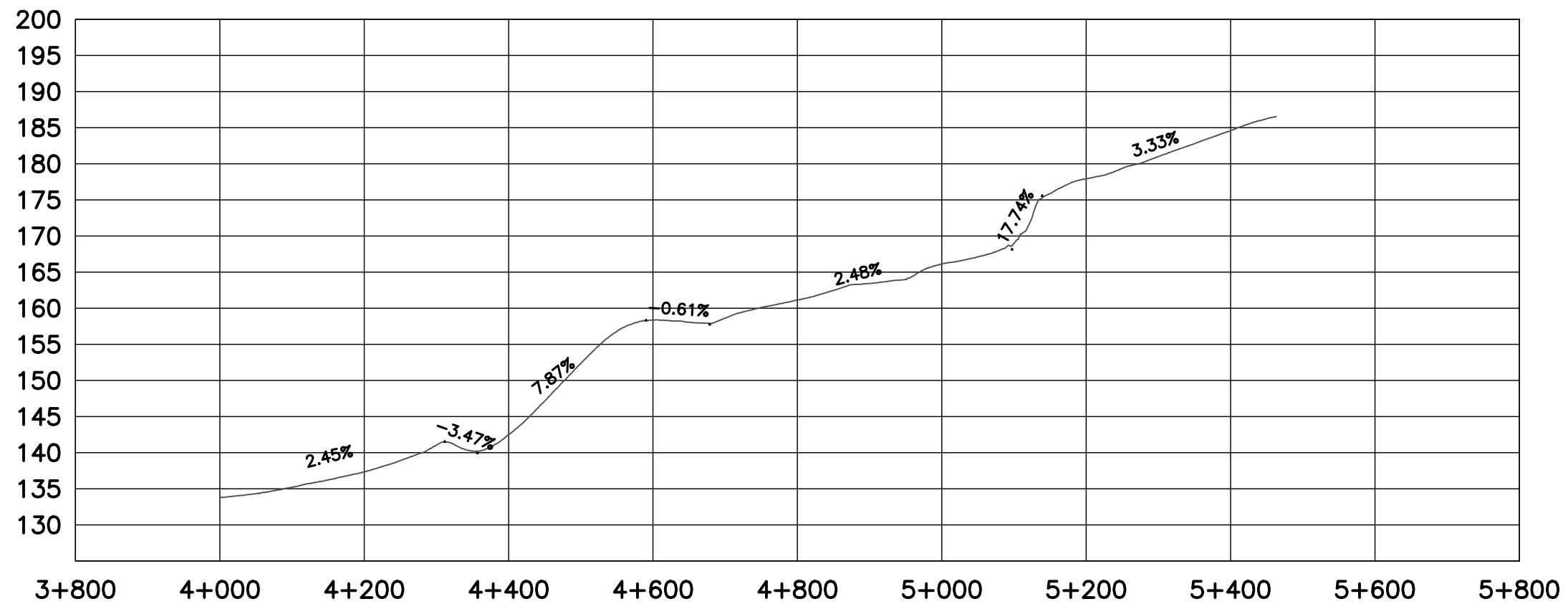


ISSUED FOR DISCUSSION
June 29, 2022
urbansystems.ca



Client/Project	
DISTRICT OF NORTH VANCOUVER	
LVR	
Revision Date	Figure
2022-06-29	4
1333.0054.01	
Title	

OPTION 4: MCEWEN AVENUE



C:\Users\dkang\AppData\Local\Temp\AcP\Publish_26416\1333005401-ALI_ROUTING.dwg, C05, 2022/06/29 03:25 pm, dkang

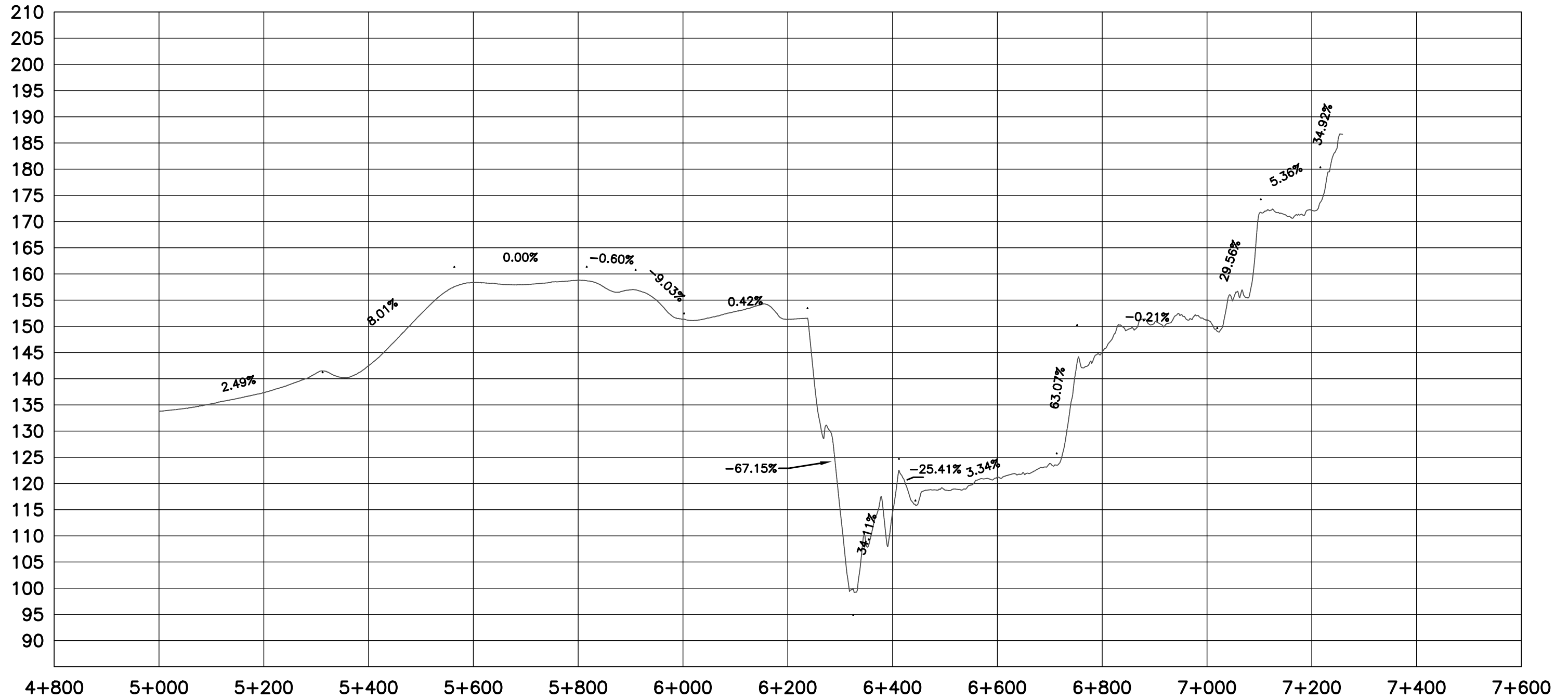


ISSUED FOR DISCUSSION
June 29, 2022
urbansystems.ca



Client/Project	DISTRICT OF NORTH VANCOUVER LVR
Revision Date	2022-06-29
Figure	5
Title	1333.0054.01

OPTION 5: BADEN POWELL TRAIL



C:\Users\dkang\AppData\Local\Temp\Apur_Publish_264161\333005401-ALI_ROUTING.dwg, C06, 2022/06/29 03:25 pm, dkang

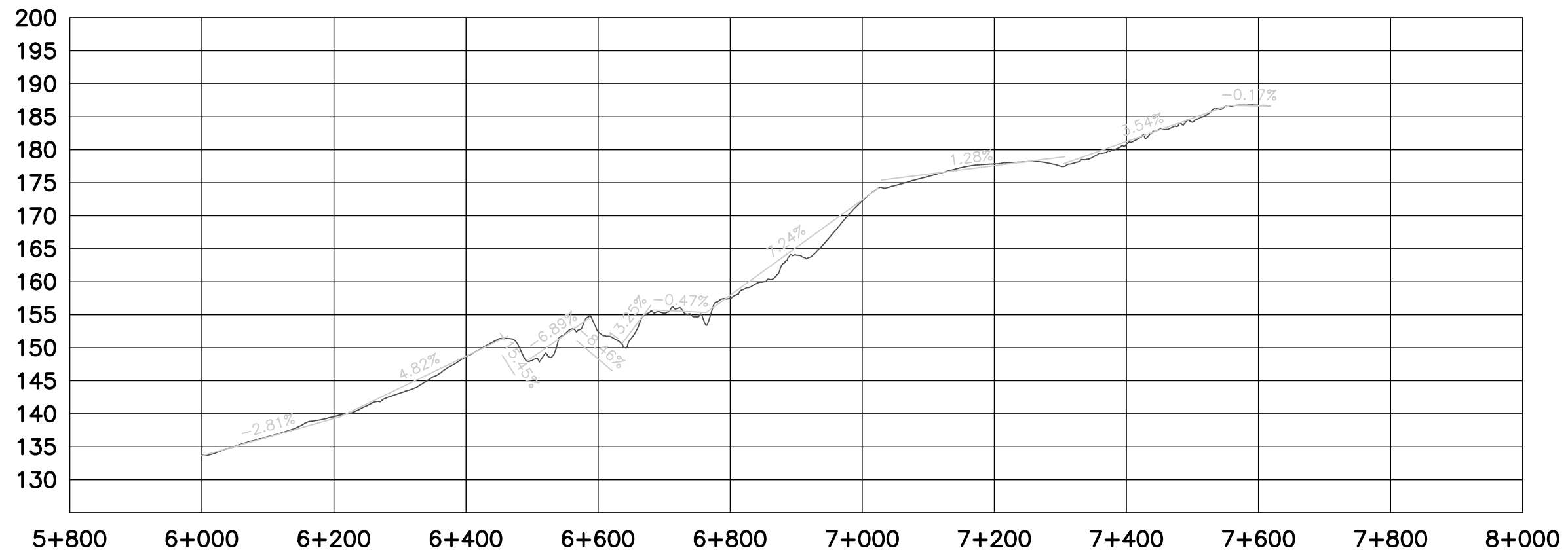


ISSUED FOR DISCUSSION
June 29, 2022
urbansystems.ca



Client/Project	DISTRICT OF NORTH VANCOUVER LVR
Revision Date	2022-06-29
Figure	6
Title	1333.0054.01

OPTION 6: KILMER PARK



C:\Users\dkang\AppData\Local\Temp\AcPublish_26416\1333005401-ALI_ROUTING.dwg, C07, 2022/06/29 03:25 pm, dkang

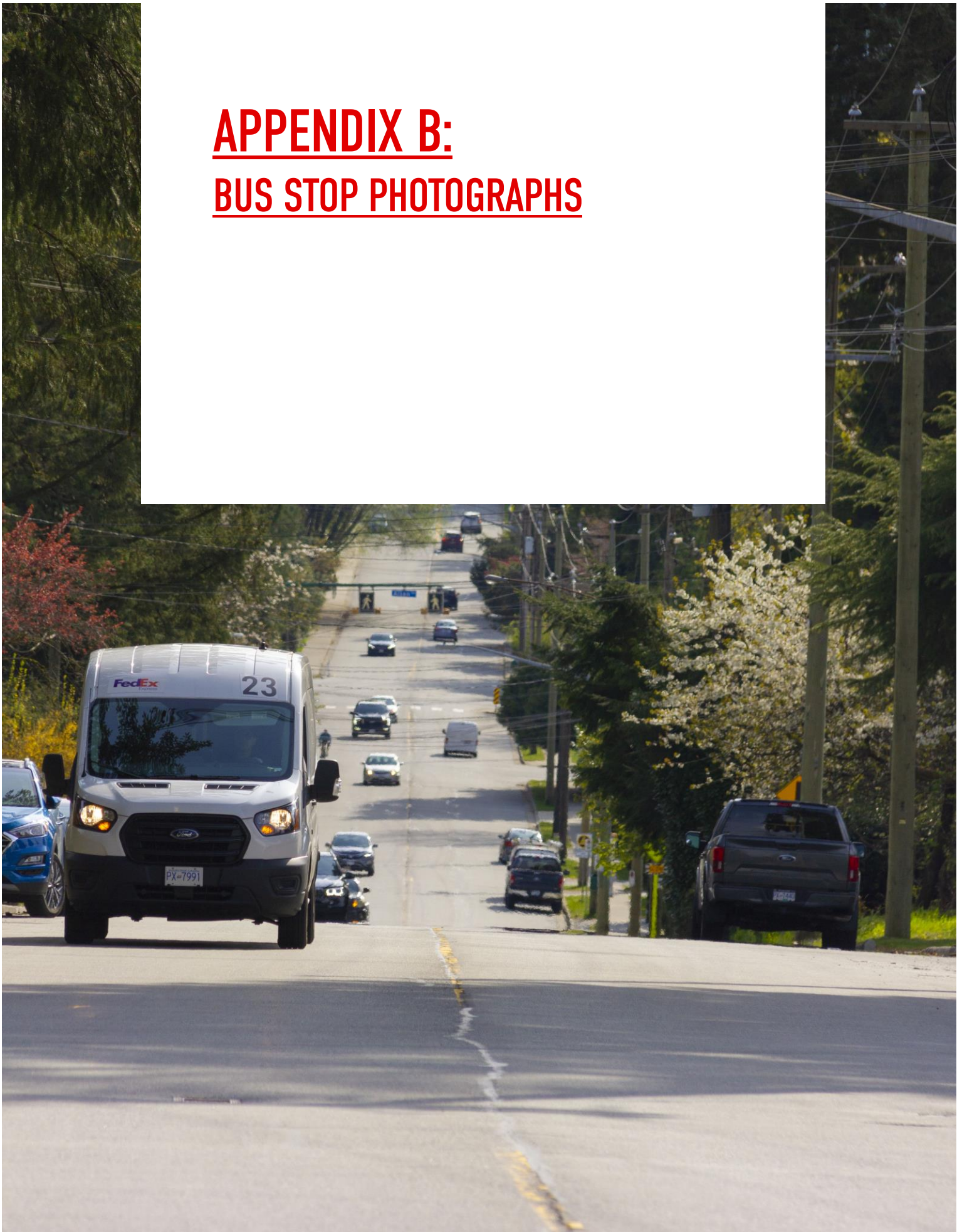


ISSUED FOR DISCUSSION
June 29, 2022
urbansystems.ca



Client/Project	DISTRICT OF NORTH VANCOUVER LVR
Revision Date	2022-06-29
Figure	7
Title	1333.0054.01

APPENDIX B:
BUS STOP PHOTOGRAPHS





Stop 54186: Northbound Lynn Valley Rd @ Burrill Ave



Stop 54187: Northbound Lynn Valley Rd @ Langworthy St



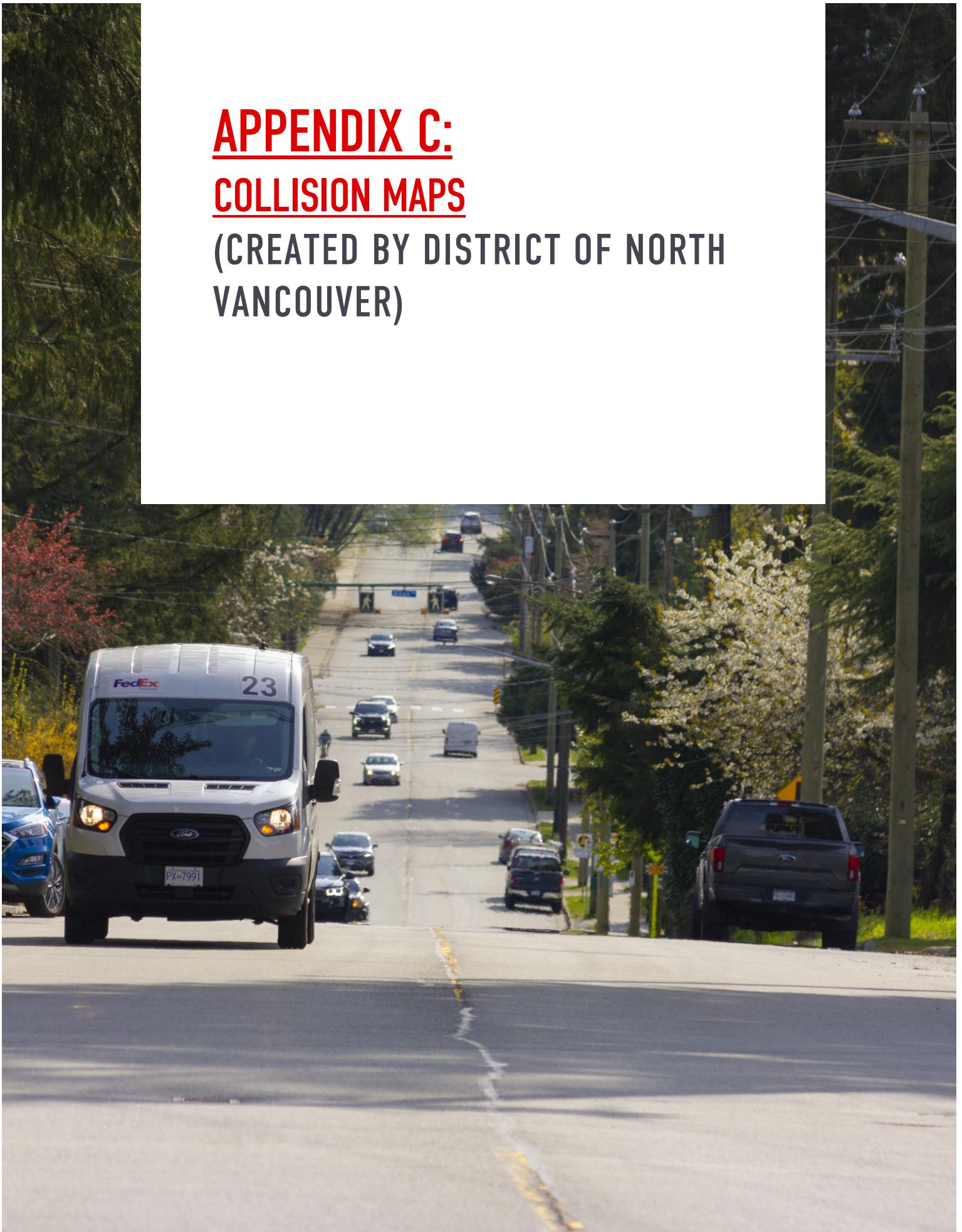
Stop 54188: Northbound Lynn Valley Rd @ Dempsey Rd



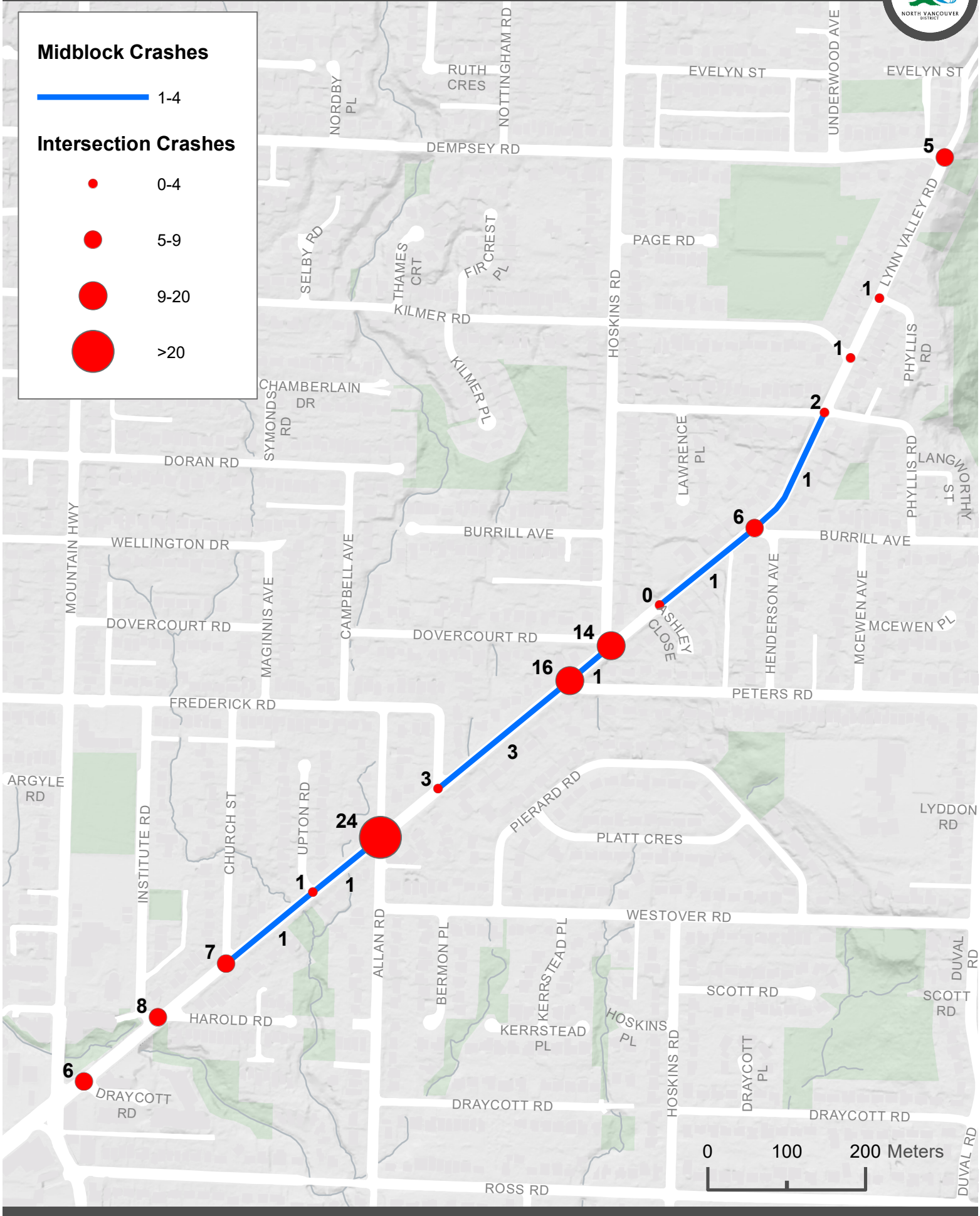
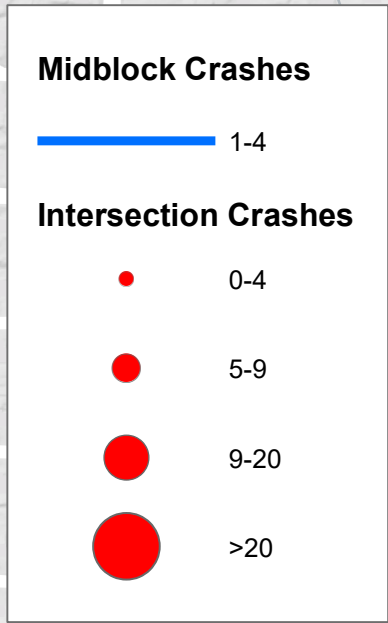
Stop 53989: Northbound Underwood Ave @ Evelyn St

APPENDIX C: COLLISION MAPS

(CREATED BY DISTRICT OF NORTH
VANCOUVER)



Number of Crashes Along Lynn Valley Road (2007-2017)



Legend

Rear-end collisions →→

Head on collisions →↖

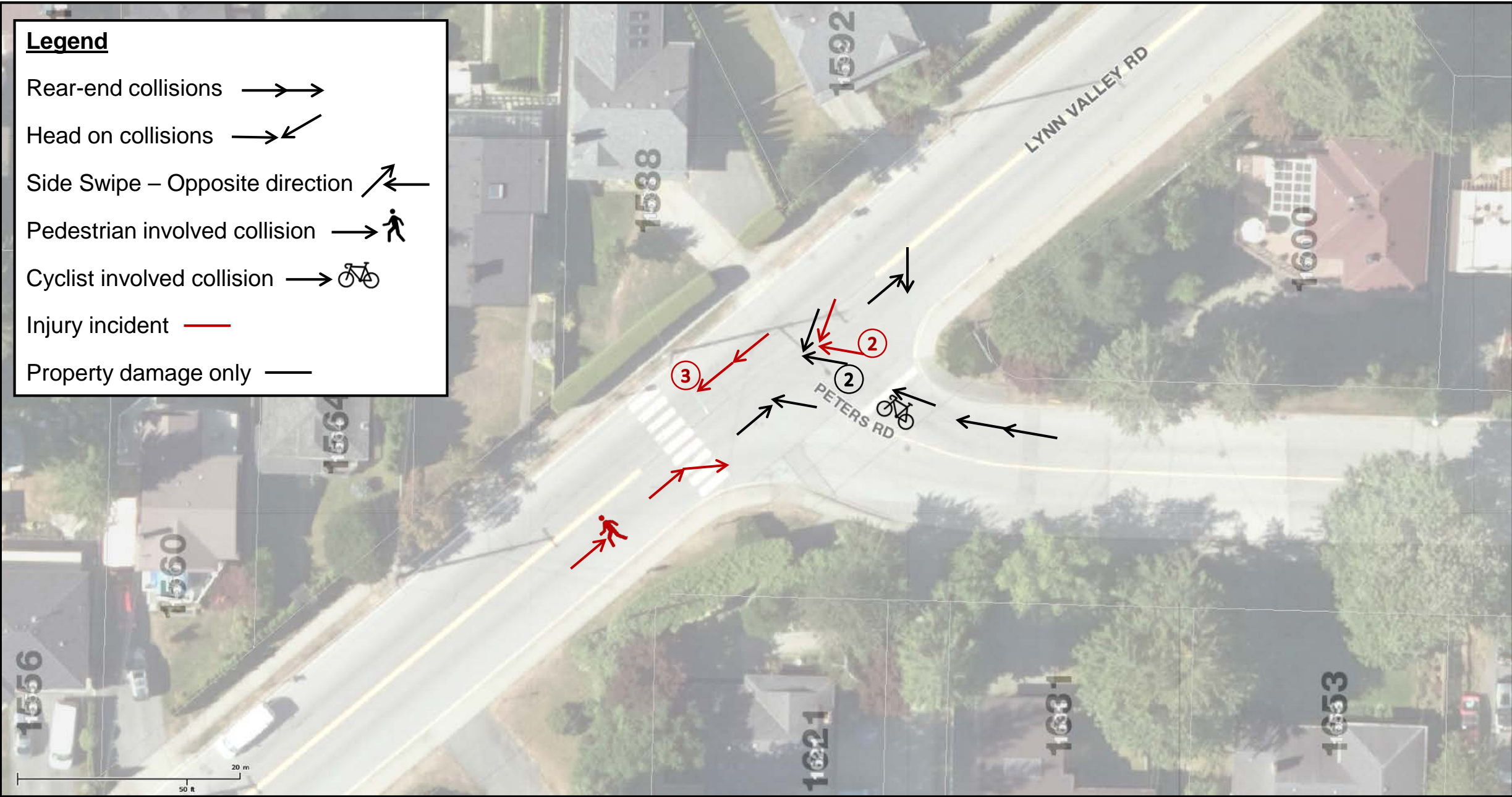
Side Swipe – Opposite direction ↗←

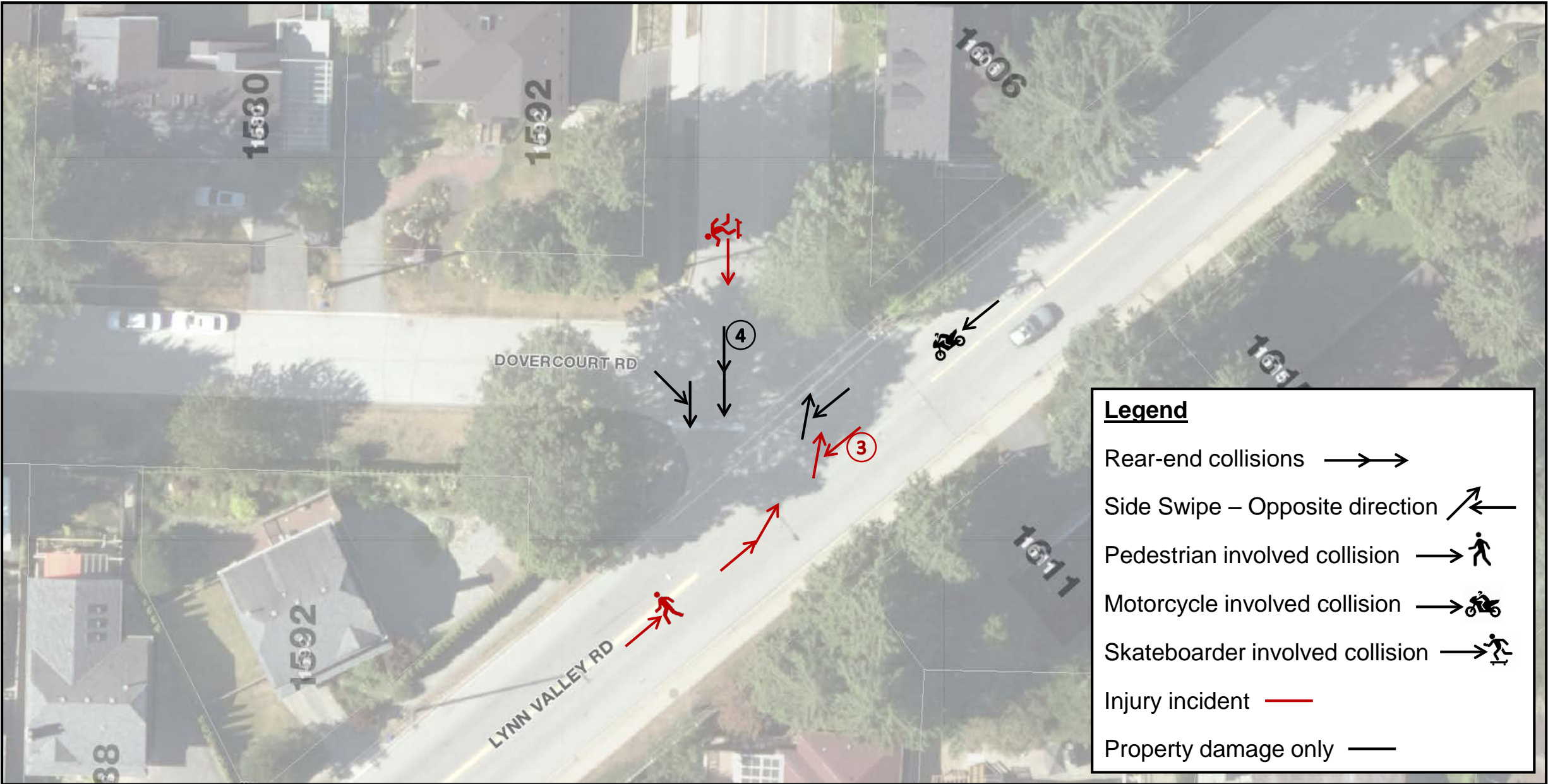
Pedestrian involved collision →🚶

Cyclist involved collision →🚲

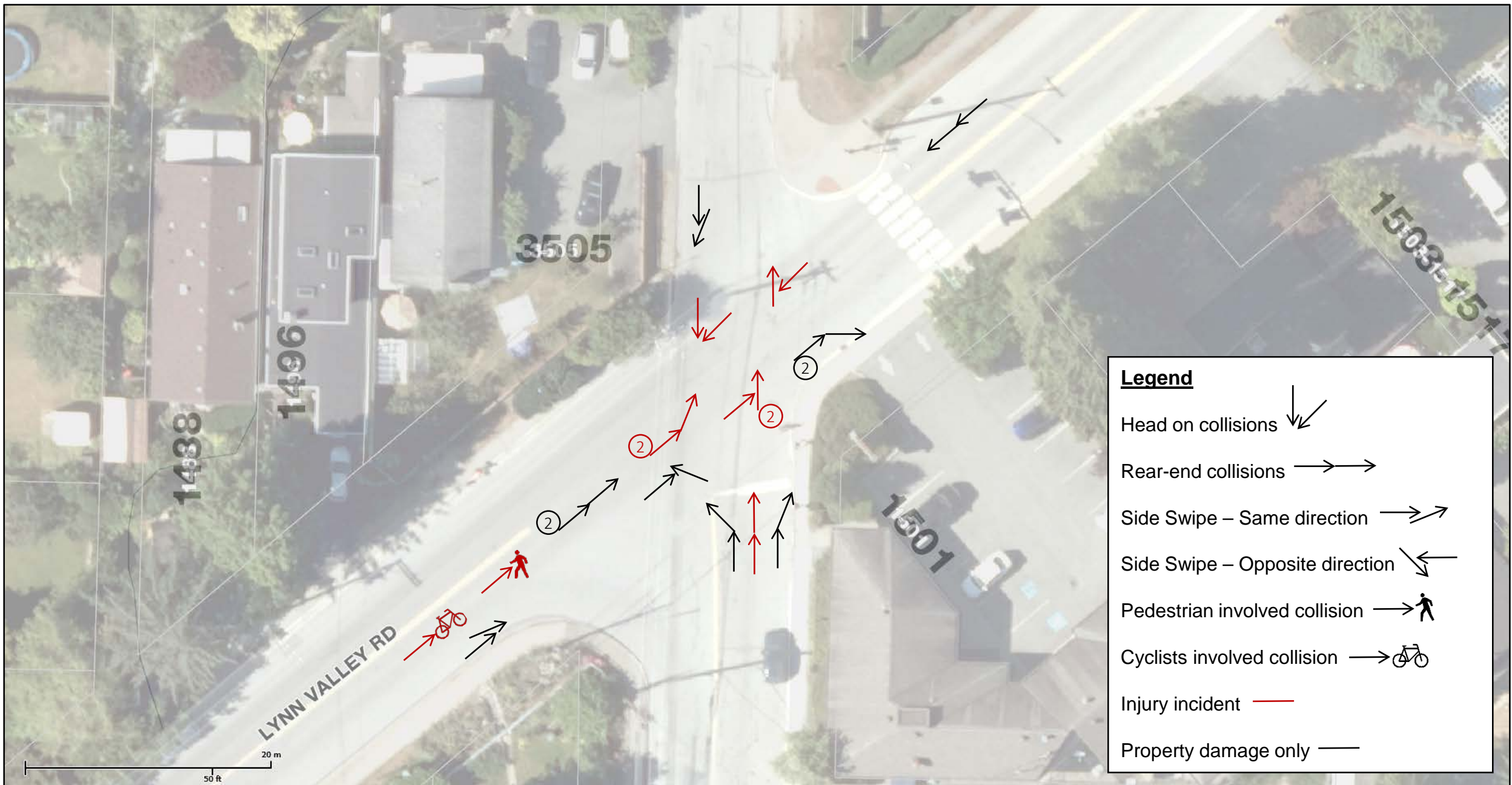
Injury incident —

Property damage only —





Legend	
Rear-end collisions	→→
Side Swipe - Opposite direction	↗↖
Pedestrian involved collision	→🚶
Motorcycle involved collision	→🏍️
Skateboarder involved collision	→🛹
Injury incident	— (red)
Property damage only	— (black)



APPENDIX D: PARKING UTILIZATION DAILY PROFILES

