

Priority Cycling Network Engagement

What We Heard Report

November 2020

Prepared by

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Executive summary

Background

At the District of North Vancouver (DNV), cycling is a key part of moving around the city. We have been working to build a safe and efficient cycling network for people of all ages and abilities across the District. Our network of off-street and on-street bike routes offers several opportunities for bike riding around the District, and, combined with networks in the City of North Vancouver and District of West Vancouver, allows cyclists to travel more easily across the North Shore. But we know there is still progress to be made to fill gaps in the network and make improvements to key locations.

In 2012, Council endorsed the North Vancouver Bicycle Master plan, which was developed through rigorous public consultation. The key component of this plan is a network of cycling routes. The route network incorporates a combination of on-street routes and pathways, which connect all major destinations, town and village centres, and all neighbourhoods within the District and City of North Vancouver. The cycling network also connects District residents to West Vancouver and across Burrard Inlet, and creates connections to regional transit services.

In 2017 and 2019, discussions with Council helped us identify priority routes, which will help us overcome major barriers to cycling and complete gaps in the network. Building on these efforts, we are working alongside our municipal partners to develop a North Shore wide cycling network that is safe, connected, and designed for people of all ages and abilities – and that draws on extensive public engagement to understand where residents would like to see improvements to the network.

Engagement overview

The District of North Vancouver launched an online engagement program from September 16 – October 4 to learn about residents' preferences on priority bike lanes. Through the online survey, we sought to find out how residents currently use bike lanes, the types of bike lanes they prefer, and how we can make cycling feel safer for everyone. Additionally, we sought to understand how residents think bike lanes should be built in the District.

What we heard

From September 16 – October 4, we received 1,808 survey responses. Of those responses, 1,673 were complete and 135 were incomplete.

A note about participation

The findings and emerging themes are reflective of those who elected to participate in the engagement process. Therefore, the findings and themes only represent the opinions of those who participated in the survey.

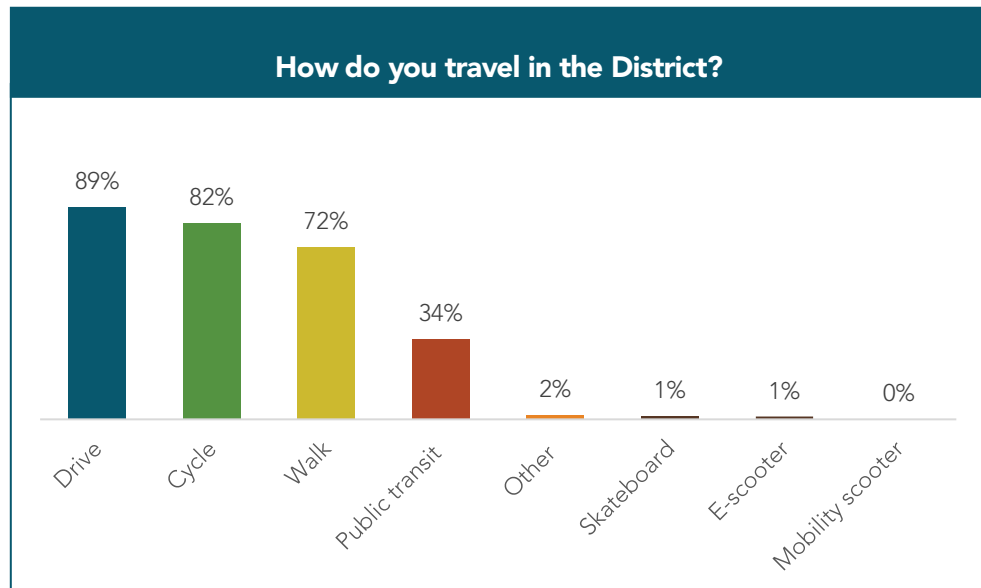
To ensure no spam or bot activity skewed the data, we reviewed responses for repeating IP addresses with the same responses (qualitative and quantitative answers). While there were multiple repeating IP addresses all survey responses were different. This is likely attributed to members of the same household completing the survey from the same IP address. Overall, no bot or spam activity could be identified.

Current cycling experience

The first part of the survey asked respondents about current cycling experience in the District of North Vancouver, featuring questions about how people travel, cycling frequency and reasons for cycling in the District.

Travel within the District

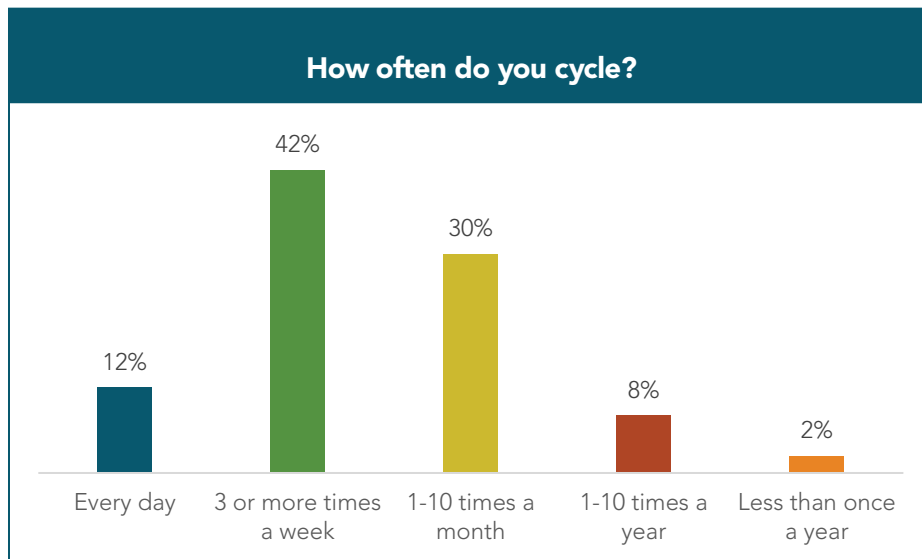
When asked how respondents travel in the District, as noted in the chart below, the majority answered that they drive, cycle and/or walk. It is important to note that in response to this question, respondents could choose more than one response. We find that in many cases, respondents are not exclusively drivers, cyclists, pedestrians or transit users. This data suggests that most respondents use a mix of



modes to travel across the District. As such, changes to the roads could impact respondents in many ways.

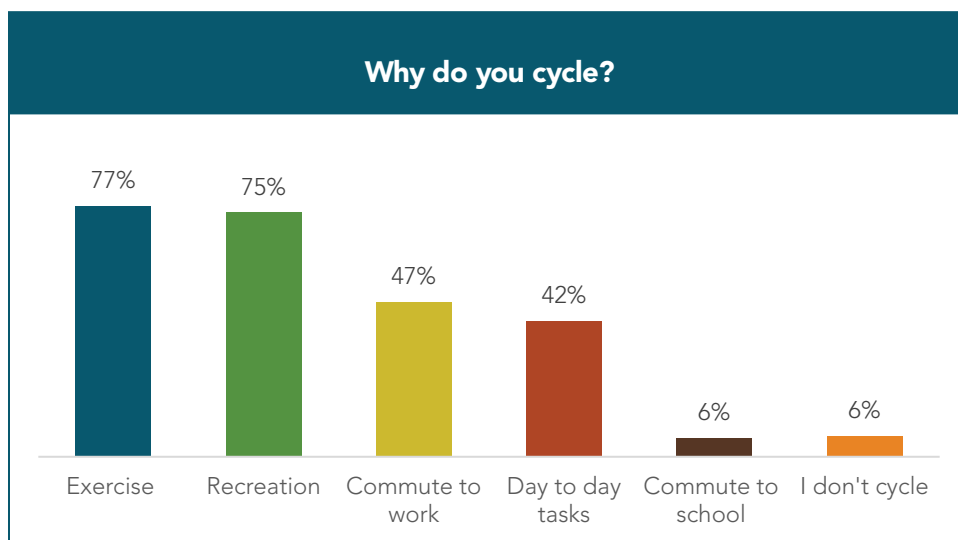
Cycling Frequency

Respondents were asked how often they cycle. The chart below documents the results, with 42% of survey respondents suggesting that they cycle more than three times a week, and 30% of respondents stating that they cycle between one to ten times a month. Only 12% of respondents said that they cycle daily.



Reasons to Cycle

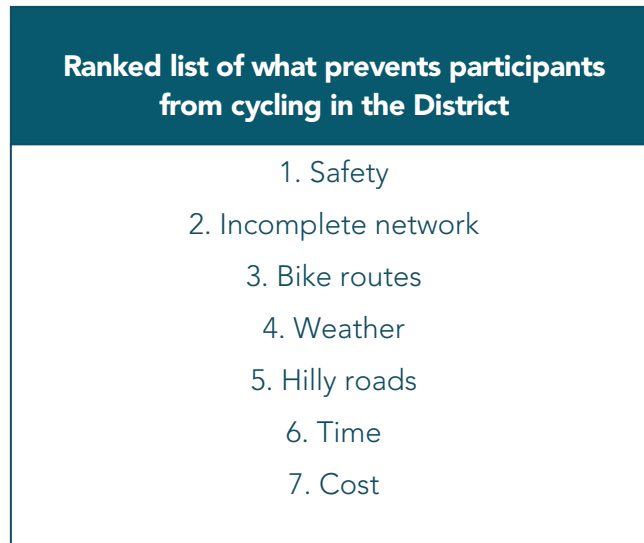
Exercise and recreation were listed as the top two reasons for cycling in the District, followed by commuting and day-to-day tasks. It is important to note that participants were able to select more than one answer in response to this question.



Reasons not to cycle in the District

Participants were also asked about what is preventing them from cycling in the District. Respondents had the option to rank barriers: bike routes, cost, hilly roads, incomplete network, safety, time and weather.

To analyze responses to this ranked question, we assigned a weighted value to each answer. Options that are ranked first are given a higher value, or “weight,” than items ranked second or third. The total score for each option reflects the “Weighted Ranking Score”.



As illustrated in the chart above, the top three reasons that respondents do not cycle in the District are: safety, incomplete network connections and the location of cycling routes. Cost is not a major factor in preventing participants from cycling in the District.

COVID-19 impacts on cycling

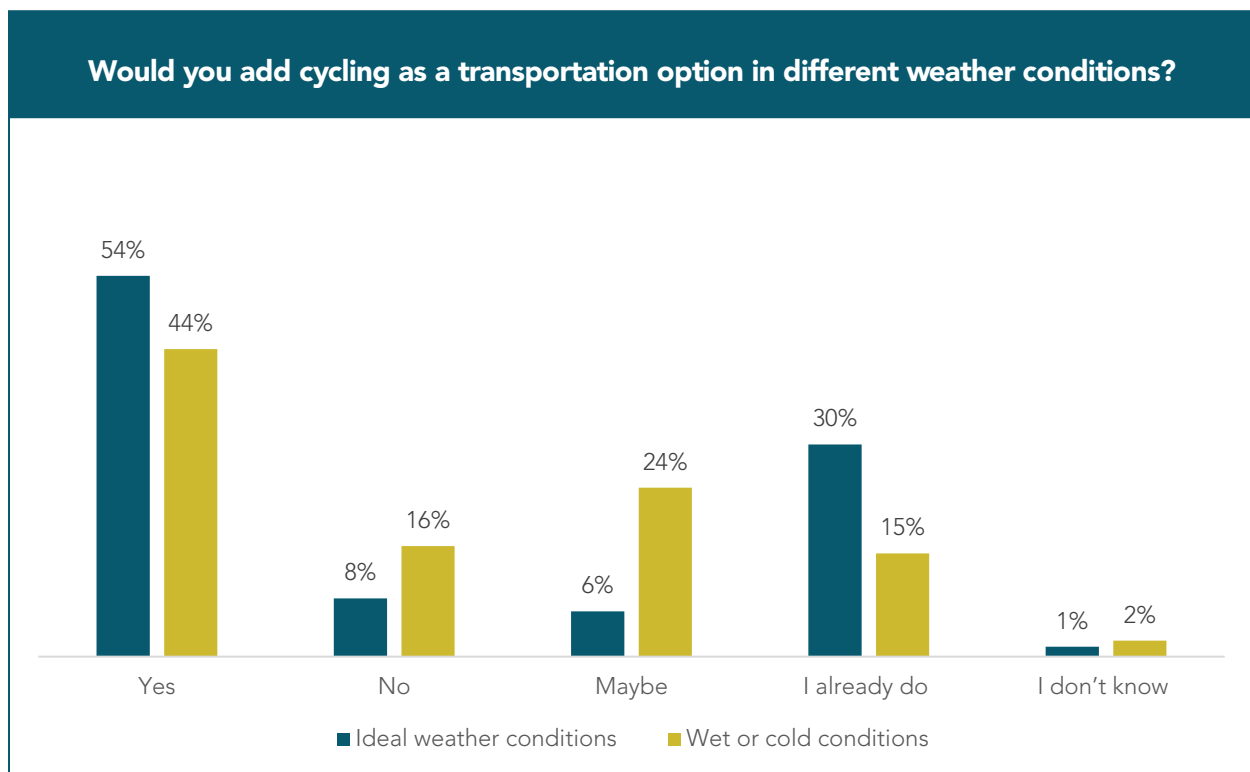
In this question, we sought to assess whether respondents cycle more or less due to the COVID-19 pandemic. In response to this statement, 45% of respondents said that in fact they ride bikes more, while 55% said that they do not ride bikes more due to the outbreak. That indicates a significant jump in the number of people cycling since the pandemic began.

Weather Conditions and cycling

In assessing the impact of weather conditions on cycling, we asked participants two questions:

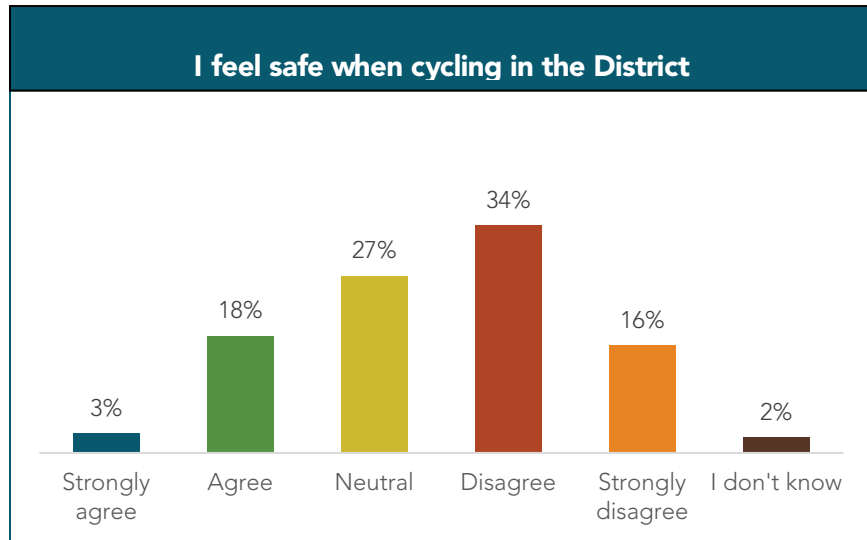
1. If we built new and safe bike lanes connecting you to popular destinations, would you add cycling as a transportation option in ideal weather conditions?
2. If we built new and safe bike lanes connecting you to popular destinations, would you add cycling as a transportation option in wet or cold weather conditions?

The chart on the following page indicates responses to these two questions.



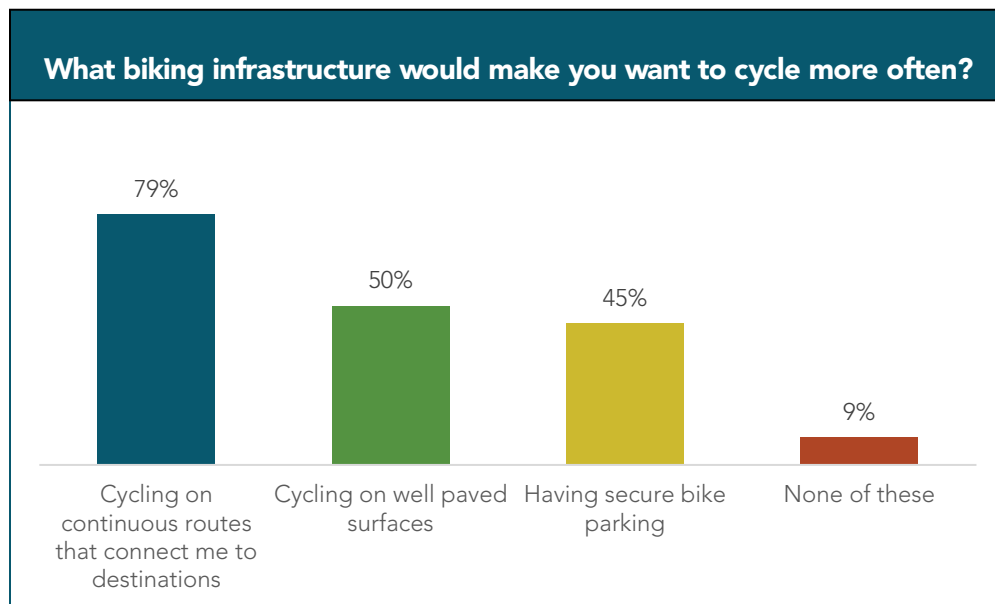
Cycling and safety

This section of the survey assessed whether respondents feel safe cycling in the District, as safety is considered an important value in assessing bike lanes to come. As the chart below suggests, the majority of respondents either don't feel safe (34%) or feel neutral (27%) on the question of safety. Nearly 20% of respondents feel safe cycling in the District.



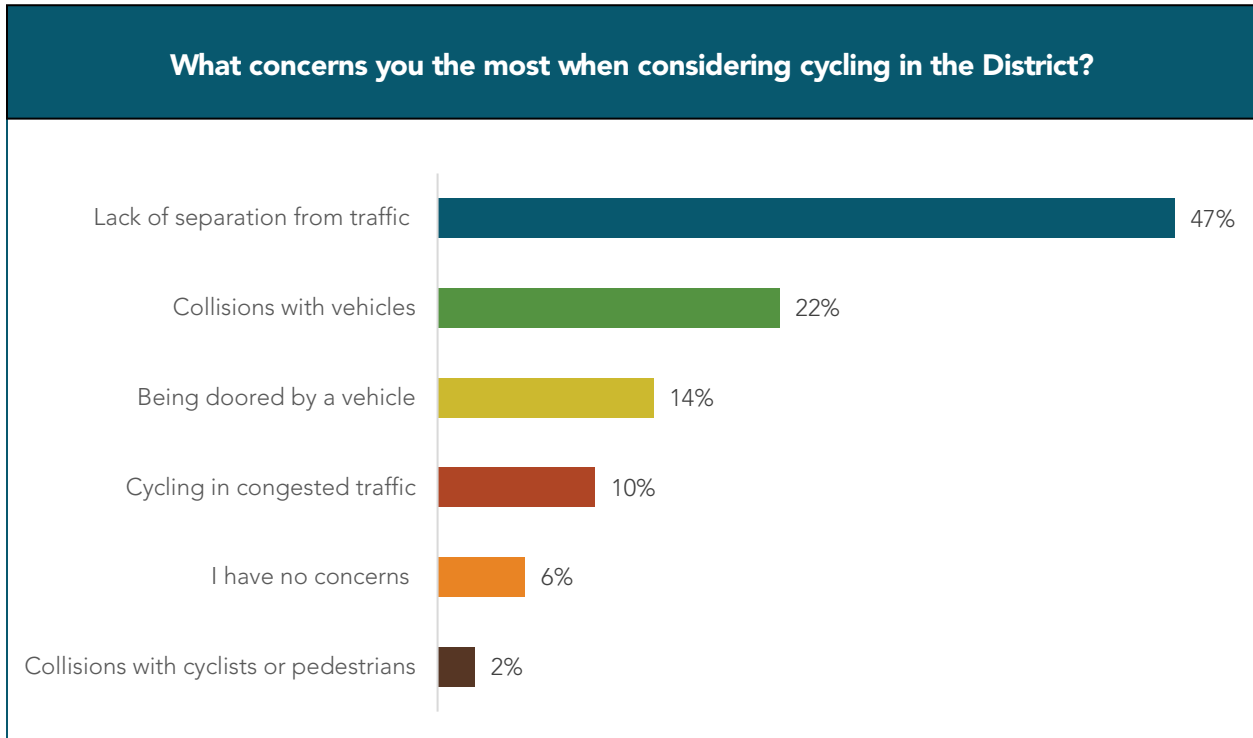
Safety and infrastructure

When asked what safety infrastructure would make people want to cycle more often, respondents predominantly cited the response 'cycling on continuous routes that connect me to destinations.' It is important to note that respondents were able to select more than one response to this question. Responses are reflected in the chart below.



Safety concerns

When asked to select their top concern around cycling in the District, the most popular response was the lack of separation from traffic at 47%, followed by collisions with vehicles at 22%. Lower level safety concerns included: being doored by a vehicle, cycling in congestion and collisions with cyclists or pedestrians. Only 6% of respondents stated that they have no concerns.



Open-ended question

In this section, survey participants were asked: *“What would make cycling a more comfortable and safe experience?”* A total of 1,674 responses were received. Comments were reviewed and coded into themes. Please note comments can fall into multiple themes.

Many of the comments were related to the types of bike lanes that could make cycling a more comfortable and safe experience. The chart below illustrates the top themes, a breakdown of the type of comments within that category and corresponding quotes.

Types of bike lanes		
Emerging theme and number of comments	Reoccurring comments within the theme	Quotes

Protected/separated bike lanes (physical barrier between bikes and cars) 529 comments	Comments mentioned: <ul style="list-style-type: none"> • Need for protected bike lanes (with drivers traveling at 60-80+ km/hr on major roads) • Danger of vehicles killing cyclists, especially along arterial routes and high traffic roads • Importance of separating lanes from parked cars and pedestrians • Need for more priority road space for cyclists • Not to put bike lanes in door zones • A painted lane is not enough to guarantee a safe barrier 	<i>"Separated bike lanes are important. I've had many near misses because, either due to congestion or double parking, motor vehicles enter the bike lane that has no physical separation from traffic lanes."</i>
Path or trail (off-road) 130 comments	Comments mentioned: <ul style="list-style-type: none"> • Need for separation from traffic • A desire to get bicycles off vehicle roads • A desire for routes away from busy roads 	<i>"I would prefer quiet side streets and trails. Even with barriers, I have zero desire to ride on busy main arterial routes."</i>
Dedicated bike lanes (may be painted line with no physical separation) 94 comments	Comments mentioned: <ul style="list-style-type: none"> • Need for continued improvement of quality and number of dedicated bike lanes • Desire for more dedicated bike lanes 	<i>"More dedicated bike lanes is really the only thing that would make cycling better for me on the north shore"</i>

Types of routes		
Emerging theme and number of comments	Reoccurring comments within the theme	Quotes
Interconnectivity/continuous routes 347 comments	Comments mentioned: <ul style="list-style-type: none"> • Importance of connected routes • Importance of bike lanes that don't suddenly end dangerously (e.g. on a hill) • Specific need for connections through the Rifle Range, through from Carnation to Riverside and across Capilano at Fullerton, particularly westbound • All Ages & Abilities (AAA) cycling network • Connecting the North Shore more efficiently 	<i>"Some of the biggest issues that I feel when biking in the District is the termination of bike lanes that often spits the cyclist out into an unsafe condition. The worst areas are those crossing and east of the Seymour River area."</i>

Specific route improvements 166 comments	Comments mentioned the following improvements: <ul style="list-style-type: none"> • Westbound cycling route on Main Street • Highway dividing the DNV • Seymour Parkway and Dollarton Highway • Riverside Drive • Ironworkers Bridge to Mt. Seymour • Crossing Highway 1 at Capilano Road • Connecting from Edgemont to Ambleside • Main Street at the North end of the Ironworkers Bridge • Parkgate to Second Narrows Bridge • Edgemont Village • Rideable switchback path at the stairs connecting Bridgeman trail to Arborlynn • Safe route to Lynn Valley 	<i>"Two particular areas of concern are Capilano Road from Marine Drive to Fullerton, and Main Street from the cross-walk coming off the Second Narrows Bridge to Park and Park and Tilford."</i>
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Safety		
Emerging theme and number of comments	Reoccurring comments within the theme	Quotes
Safety 325 comments	Comments mentioned: <ul style="list-style-type: none"> • Driver and cyclist education • Laws and enforcement (e.g. traffic speed) • Safety around construction sites • Safety infrastructure 	<i>"When I don't cycle in North Van it is *explicitly* because I cannot access my destination safely on existing infrastructure. I have too many friends who have been injured or killed cycling in town."</i>

Infrastructure, facilities and maintenance		
Emerging theme and number of comments	Reoccurring comments within the theme	Quotes
Infrastructure, facilities and maintenance	Comments mentioned: <ul style="list-style-type: none"> • Better signage 	<i>"Should have designated snow removal machines for the bike lanes."</i>

232 comments	<ul style="list-style-type: none"> • Infrastructure such as green boxes in major intersections • Parking for cyclists • More traffic lights for bikes • Maintenance such as plowing snow and cleaning leaves away from bike paths • Making sure painted lines aren't faded • Better road surfaces • Finishing road work and detours at construction sites 	<p><i>"Gravel surface would be fine to keep costs down."</i></p> <p><i>"The ability to lock up my bike if I want to go into Park Royal or Edgemont Village and know that when I come out, it will still be there – i.e. secure bike parking!"</i></p>
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Accessibility		
Emerging theme and number of comments	Reoccurring comments within the theme	Quotes
Accessibility 60 comments	Comments mentioned: <ul style="list-style-type: none"> • Safe cycling routes for all ages and abilities (i.e., AAA bike lanes) • Crosswalk buttons • Bike lanes that aren't too hilly • Dedicated bike lanes that support mobility for all riders • Consistent and legible bike lane design • Bike share availability (with e-bikes) 	<p><i>"... Secondly, accessible cross walk buttons are severely lacking. Most routes require the bike to get up on the sidewalk to press the crossing button which then puts you in a location where traffic doesn't see the bike as easily or respect the bike to be crossing."</i></p> <p><i>"More separated bike lanes. The Main St/Dollarton Hwy experience is scary/awful. I have kids and can't ride with them in these areas."</i></p>

Other themes which had fewer than 50 comments include education for all road users, anti-cycling sentiments, and openness to change in roadway design to accommodate cyclists (e.g. preference for no change, somewhat open to change, very open to change). Verbatim comments are included in the appendix.

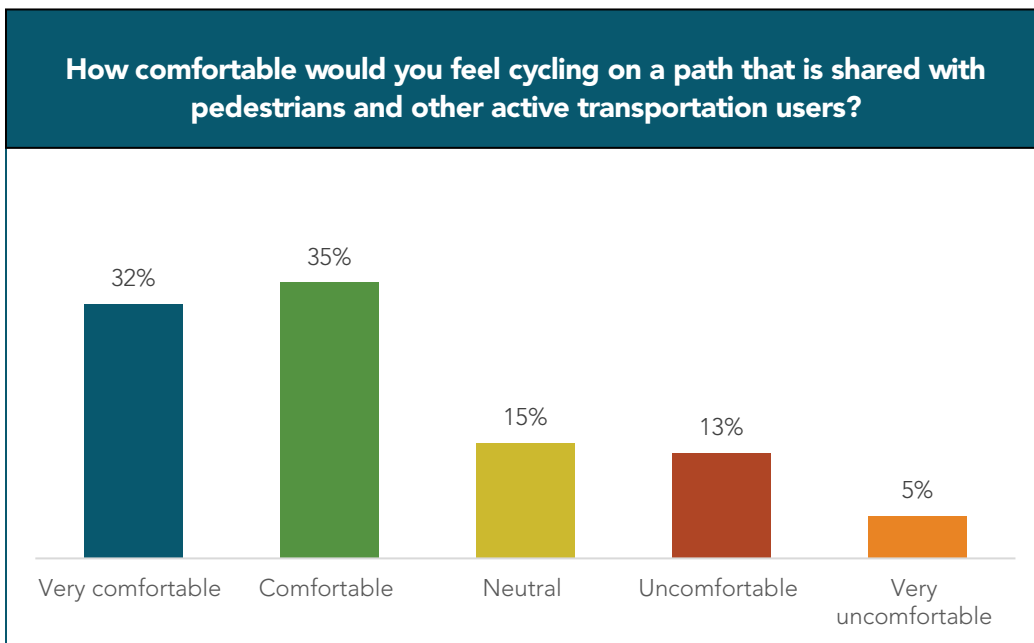
Types of cycling routes

There are many types of bike lanes that serve the different community members, from commuters to children and older populations. Bike lanes range from painted lines on roads to lanes that are fully separated from vehicular traffic using concrete curbs or landscaped medians. In this section, we sought to learn more about feelings on the different types of bike lanes.

Overwhelmingly, we heard that respondents are most comfortable riding on a path that is protected from pedestrians and vehicles.

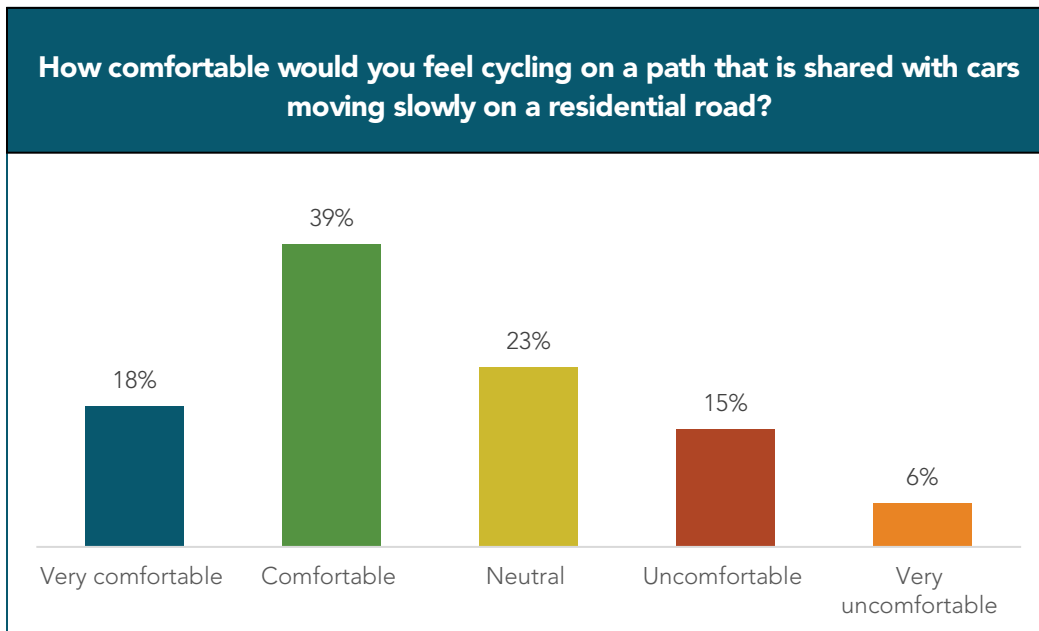
Shared path with pedestrians and other active transportation users

When asked about level of comfort regarding a bike path that is shared with pedestrians and other active transportation users, the majority of respondents (67%) felt comfortable or very comfortable sharing. The minority of survey respondents felt neutral or uncomfortable sharing bike paths with pedestrians and other active transportation users.



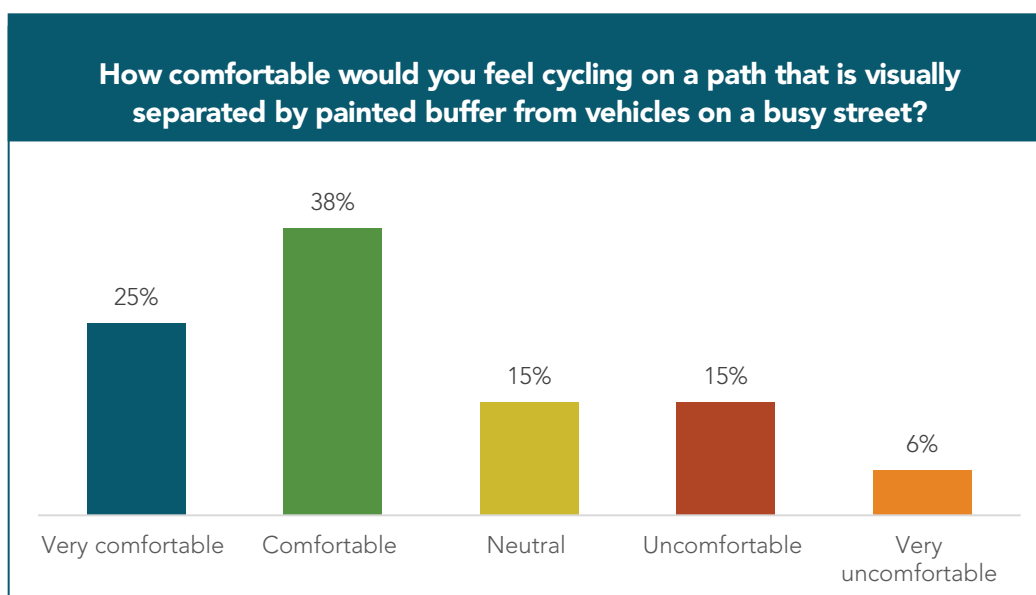
Shared path on residential road

When asked about sharing a bike path with cars on a slow-moving residential road, respondents were again overwhelmingly comfortable or neutral. Just over 20% of respondents felt uncomfortable sharing a bike path with slow moving cars on a residential road.



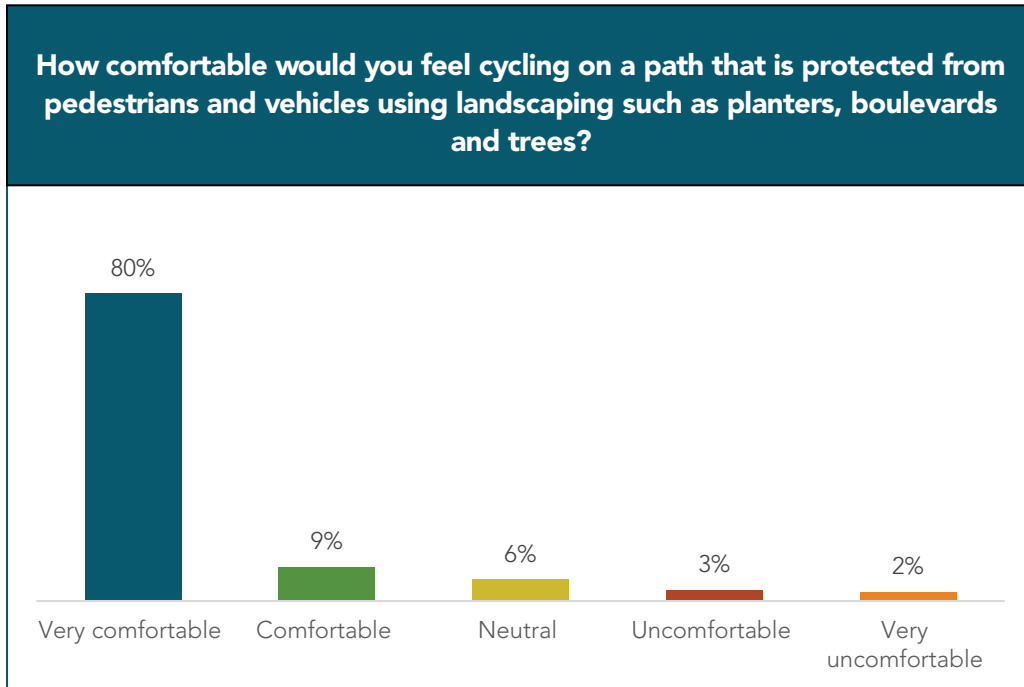
Path separated by painted buffer

When asked about level of comfort with a cycling path visually separated by painted buffer on a busy street, the majority of respondents again stated that they would feel comfortable or very comfortable (63%). An additional 15% felt neutral, and 21% felt uncomfortable or very uncomfortable with a cycling path visually separated by painted buffer on a busy street.



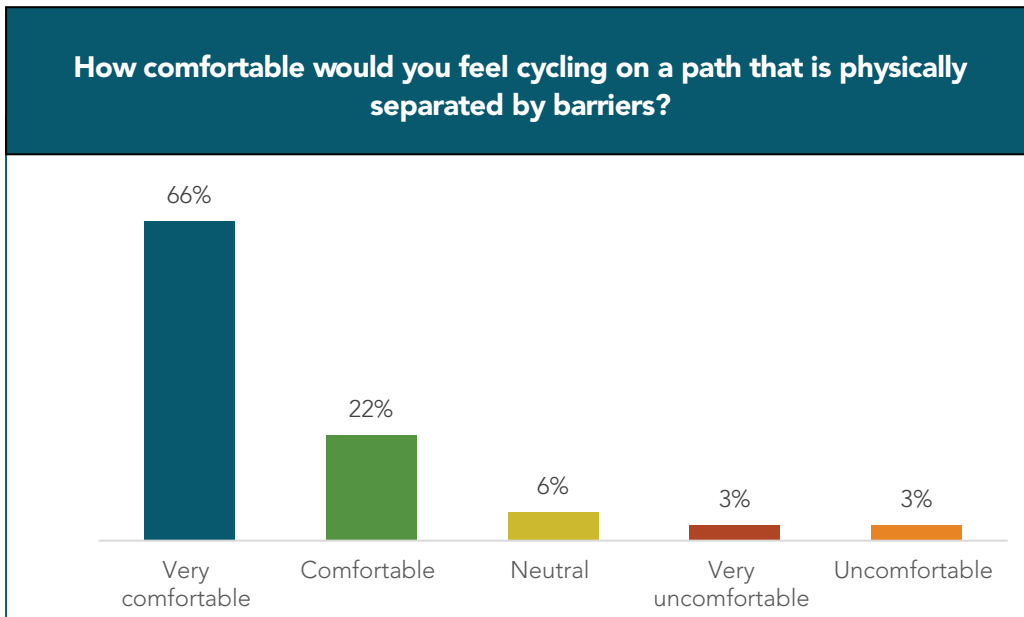
Protected bike lane

Most respondents were very comfortable with the idea of a path protected from pedestrians and vehicles using landscaping such as planters, boulevards and trees (89%).



Physically separated path

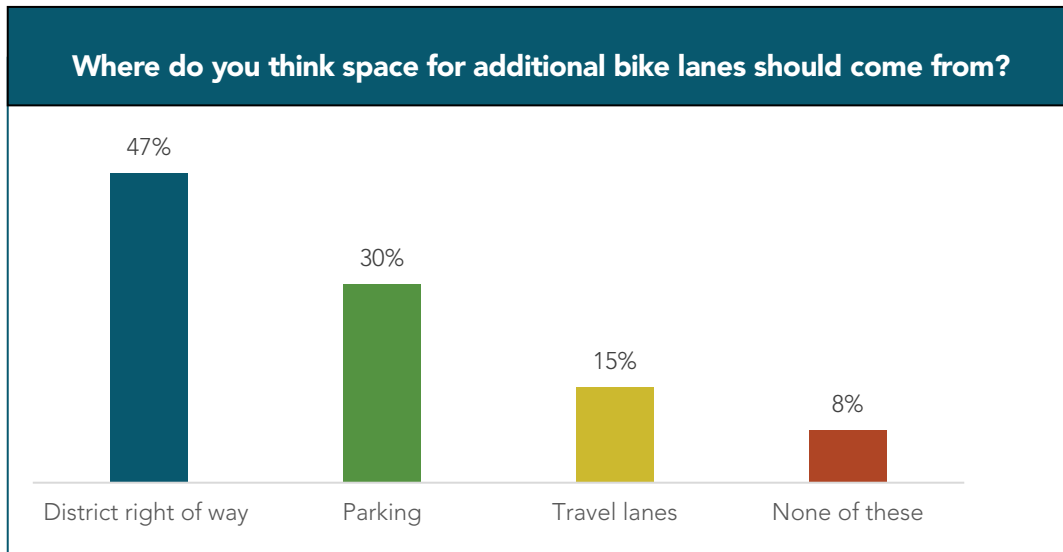
When asked about level of comfort with a cycling path physically separated by barriers, 88% of respondents were very comfortable or comfortable. A minority of respondents were neutral or uncomfortable with physically separated paths.



Bike lane trade-offs

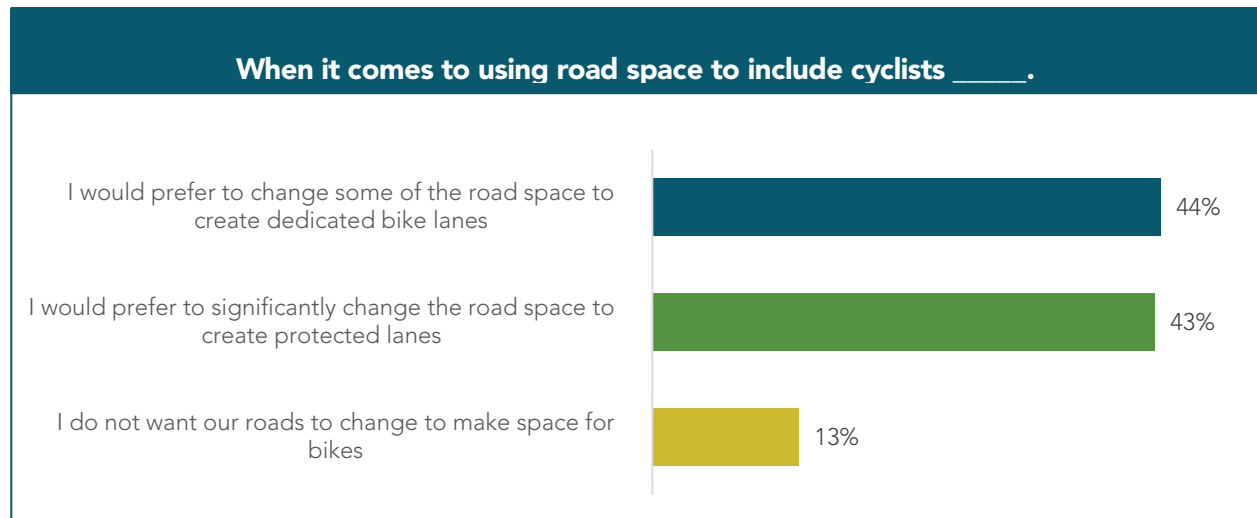
Bike lane space allocation

When asked about where space for additional bike lanes should come from, 47% of respondents stated their preference was reallocating space from the District-right-of-way. Another 30% of respondents think the space should come from parking.



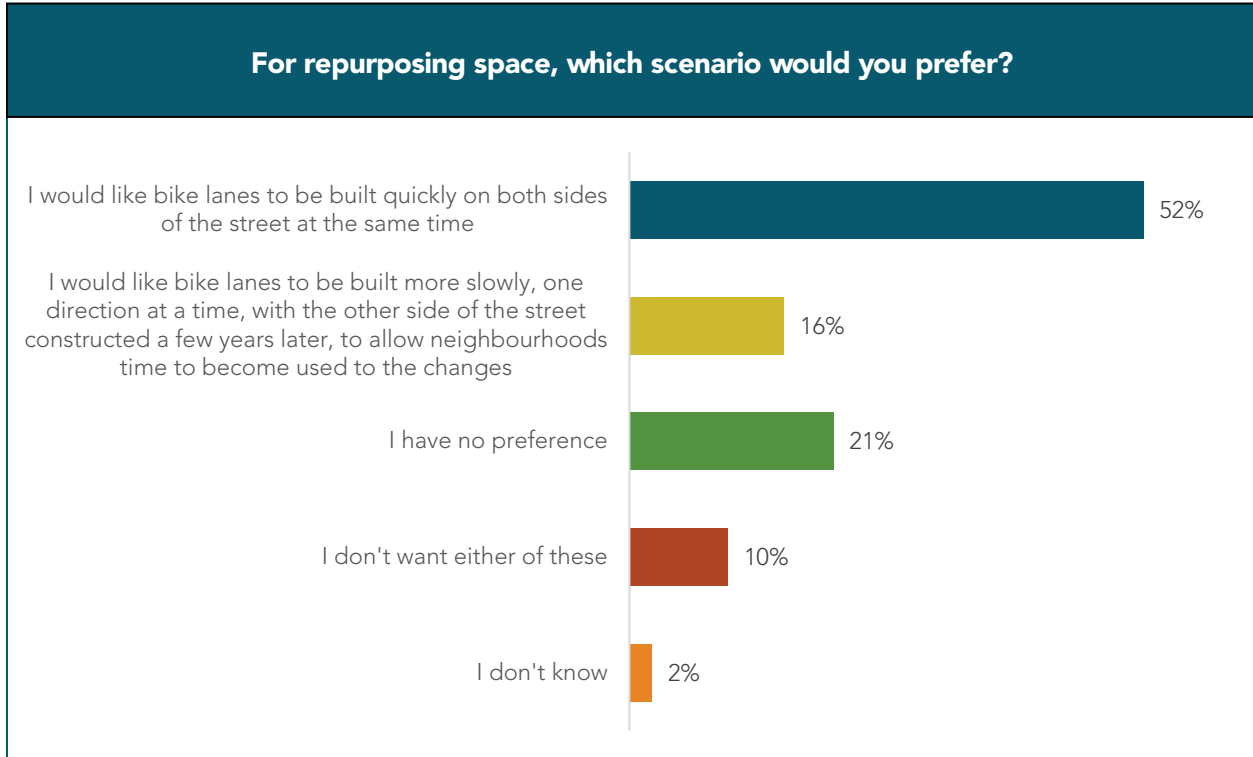
Sharing road space

When asked about using road space to include cyclists, 44% of respondents would prefer to change some of the road space to create dedicated bike lanes while another 43% would prefer to significantly change the road space to create protected lanes. A minority of respondents did not want any changes to the road to make space for bikes.



Repurposing road space and speed of change

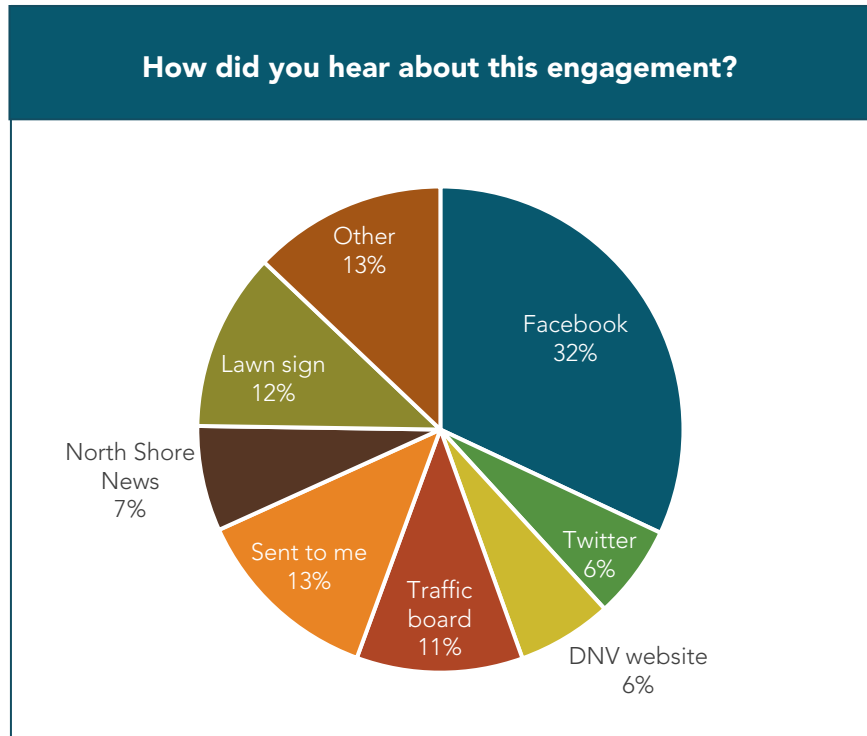
When asked about repurposing options, 52% of respondents state that they would like bike lanes to be built quickly on both sides of the street at the same time. Another 16% of respondents would prefer bikes lanes to be built more slowly, one direction at a time, with the other side of the street constructed a few years later, to allow neighbourhoods time to become used to the changes.



Communications and promotion reach

We received more than 1,800 responses to the online survey during the online engagement period (September 16 – October 4). Promotions for the engagement were distributed online (District of North Vancouver website), on social media (Facebook and Twitter), in the North Shore News, by lawn sign and on traffic boards.

In addition to measuring responses to the survey itself, there was activity on the DONV website, social media and in the media throughout the duration of the public engagement.

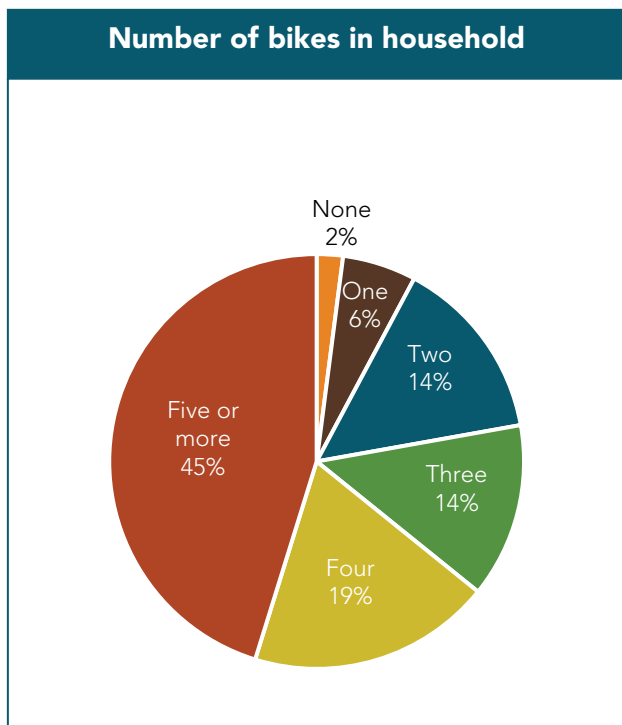
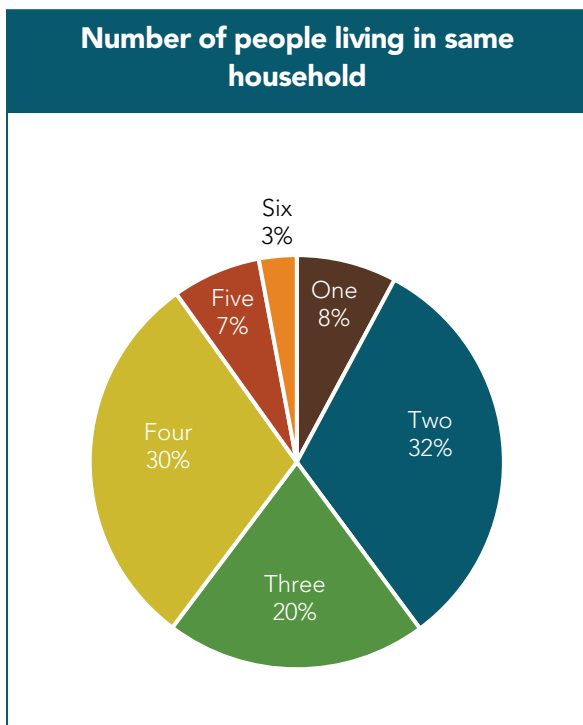
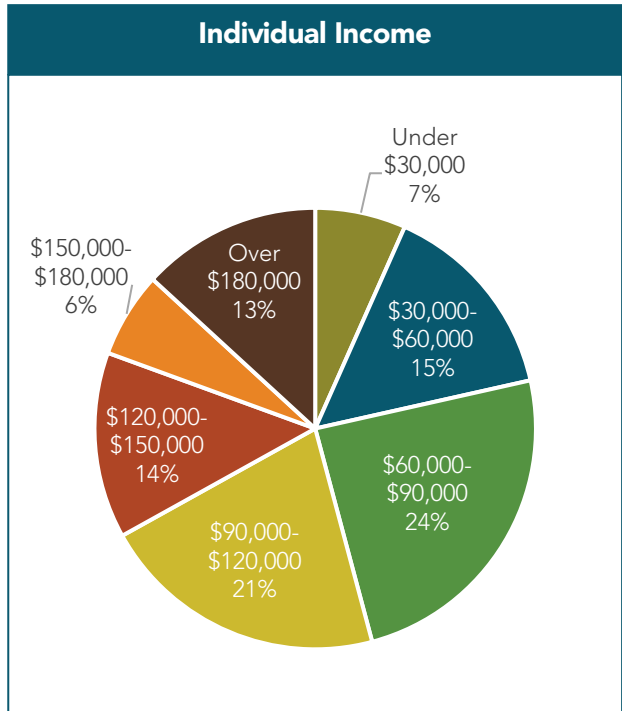
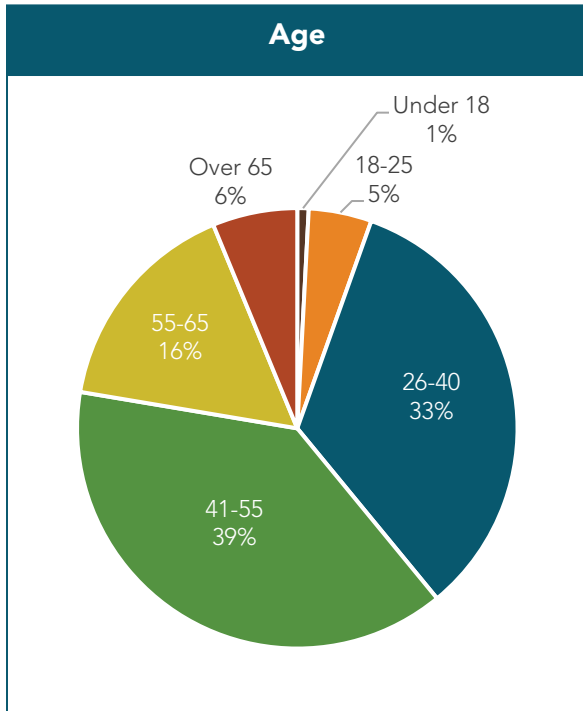


Website	Facebook	Twitter	Newspaper
DNV Cycles news post <ul style="list-style-type: none"> 364 unique page views 	<p>Paid ads:</p> <ul style="list-style-type: none"> Total reach: 36,895 people Total link clicks: 1,103 <p>Organic posts:</p> <ul style="list-style-type: none"> Total reach: 7,082 people Total link clicks: 159 	<ul style="list-style-type: none"> Total impressions: 10,490 Total engagements: 643 Total retweets: 53 Total likes: 45 Total link clicks: 190 	<ul style="list-style-type: none"> North Shore News
Improving our cycling network page <ul style="list-style-type: none"> 407 unique page views 			

Who we heard from

Demographics

Out of the 1,800 survey respondents, 41% identified as female and 55% identified as male. The remaining 4% preferred not to say. A further breakdown of the demographics of survey respondents can be found in the charts below.



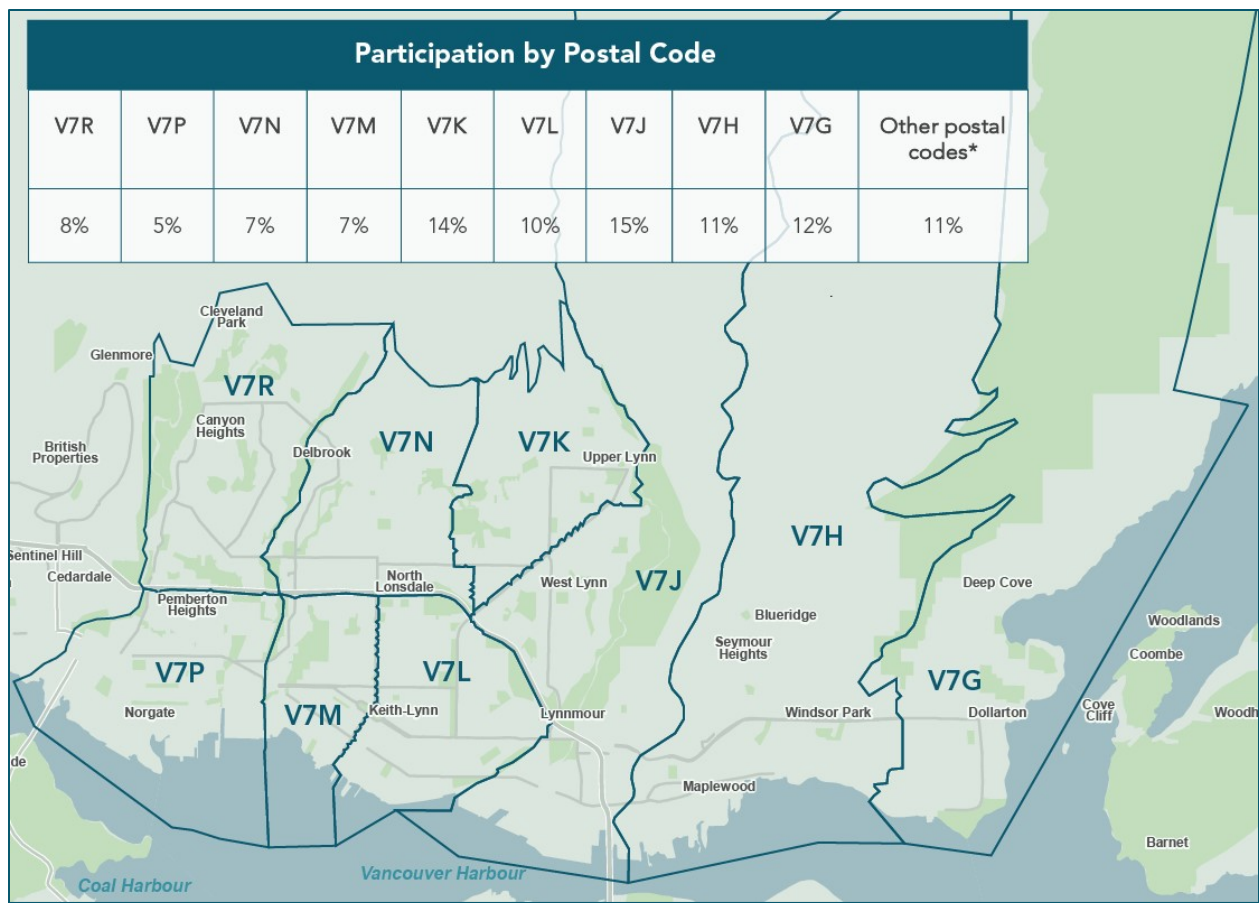
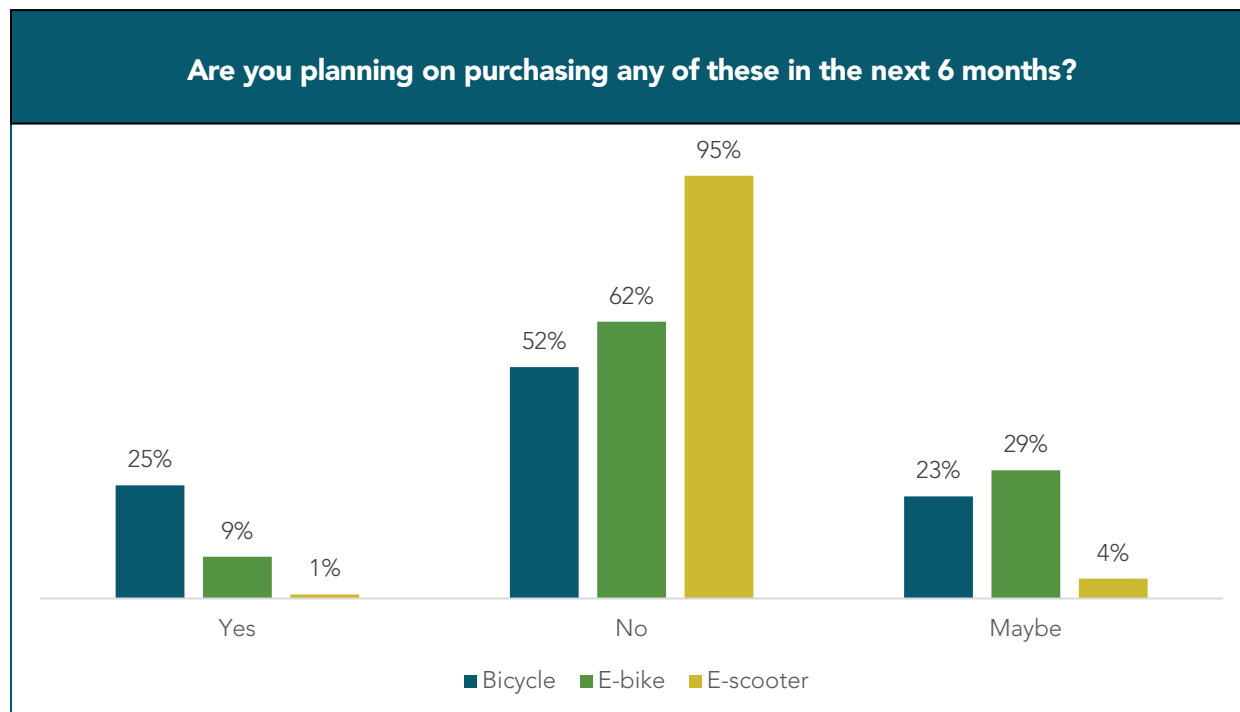


Image adapted from Canada Post

Please note 'Other' postal codes refer to those who entered a postal code outside of the North Shore. The majority of 'Other' postal codes belonged to residents of Vancouver and the District of West Vancouver.

In addition to basic demographic questions, participants were asked whether they were planning to purchase bikes, e-bikes or scooters in the next 6 months. Results were as follows:



Next steps

Following Council's direction, we have identified a number of the routes proposed in the Transportation Plan to complete on a priority basis. These priority routes will allow us to connect all of our town and village centres, key parks, and off-shore routes over bridges, overcome major barriers to cycling, and complete gaps in the network. Your feedback, as relayed in this report, will inform Council's decisions on how and where we build our priority bike lanes moving forward.

Over the coming years, we will be working on these improvements to build the backbone of our cycling network, with a view to completing the priorities by 2030. Our Official Community Plan (OCP) guides planning and decision making about the future of our community, and works together with more detailed strategic action and implementation plans, such as the Transportation Plan, Climate Change Adaptation Strategy, Open Space Strategic Plan, and many others. Engagement with District residents will continue to shape our cycling network.

Appendix A – Verbatim open text comments

I currently dont have a bike, but I live at the bottom of Lonsdale and if there was easily accesible bike shares like they have in Vancouver, I would bike more often. This is only if they were ebikes because I dont htink I could cycle up to work, only down from work

Protected bike lanes

Fixing the westbound cycling route on Main Street.

Dedicated bike lanes

More dedicated safe bike routes for all ages and abilities

Separated, interconnected bike lanes with parking towards the centerline from the protected bike lanes (i.e. From outside to centerline: Boulevard->Sidewalk->Protected Bike Lane->Parking Lane->Driving Lane)

Bicycles should have to be licensed the same as car drivers, commercial drivers and motorcyclists are, as well as pay insurance. I often see cyclists acting as if the rules of the road do not apply to them causing vehicles to stop short or make dangerous maneuvers. Cyclists travel too fast on the spirit trail as well as the sidewalk along 1st

Separate bike lanes, even just a painted line separating cars and bike. Bike lanes that don't suddenly end, then start up again later.

Connected routes. 95% of my commute is fantastic but the 5% feels like I am taking my life into my hands especially at 630am in December. The Highway dividing the DNV is the biggest problem because they do nothing to help and you are left running the gauntlet through their jurisdiction. Upcoming improvements will help but still most of the District is cut in half and won't be solved for a long time.

Before beginning working from home, I cycled to work in the City of North Vancouver nearly every day (in rain and sun, but not in frost) - the advantages over driving are numerous (save money, get exercise, don't waste time in traffic); the worst part is having to share the road in unprotected bike lanes with drivers going 60-80+ km/h on Seymour Parkway or Dollarton. I only feel safe once I cross into the City and bike lanes are completely separated.

Separation from traffic. Vehicles kill cyclists.

Some of the biggest issues that I feel when biking in the District is the termination of bike lanes that often spits the cyclist out into an unsafe condition. The worst areas are those crossing and east of the the Seymour River area. The Interchange area feels exceptionally sketchy, as well as Riverside Dr connecting Mt Seymour Pkwy and Dollarton Hwy, and Dollarton Hwy itself is quite dangerous feeling. Bike lanes next to parked vehicles also feel quite unsafe as I have been doored before.

Drivers being more aware of cyclists

Separated bike lanes.

Provide more direct shorty cuts for bikes.

More separated bike lanes

More dedicated bike lanes

I bike primarily in areas where I can be on a path (eg demonstration forest). I avoid bike lanes because they are usually not separated from traffic. I would use something like the spirit trail if that were completely isolated from traffic.

there is no easy connection from north bound Ironworkers Bridge to Mount Seymour Parkway. You need to go from the sidewalk (mandated bike route) across three lanes of traffic to make a left on Old Dollarton, wait at a light that doesn't seem sensitive enough to change for bikes and then ride a short section of Riverside that has almost zero shoulder.

Separation lanes from the cars

For the most part I find motorists fairly understanding and considerate of me when I cycle. However having recently been hit by a car that claims I swerved into him (which was not the case) I think better education in how motorists MUST give us three feet of clearance when overtaking.

Enforcing existing laws

Safe routes for crossing under highway 1 at Cap Road and connecting from Edgemont to Ambleside

Separated lanes

proper bike lanes, with dividers between the bike lane and the traffic. Being doored is my second concern but I was only allowed one answer

Cycling routes which are really just the co-use of a sidewalk with pedestrians are really not cycling routes. I generally shift to the road in these areas and this presents a whole new set of risks to me. Connections between major routes help me to get where I want to go without having to make excessive detours. Provide more support for the initiatives of bike to work week. Trim more frequently to keep fast growing weeds and brambles from encroaching on bike paths. Clean paths more often. I recently had to ride through an entire bag of medical biohazard waste strewn along the whole length of the second narrows south-bound bike lane. I felt very unsafe given the current Covid status. Ensure that signal button along bike routes are located so that bicyclists don't have to get off their bike to use them or go onto the sidewalk. Adding a second button is a good way to solve this. Designate an arterial route with special signage to guide riders from deep cove all the way to horseshoe bay by collaborating with West Vancouver and the City of NV. Support local artists by commissioning interactive artwork along major bike routes. Create a less circuitous route from the east to access the second narrows south bound by passing under the on-ramp. Provide signage indicating nearby parks and landmarks which are not visible from bike routes. When the routes get busy, there will be a conflict between commuters and recreational bikers. Wide lanes allow for safe passing. Space for bike lanes can come from every direction. Be creative with parking and anticipate less need when bike infrastructure is up and running. The district needs to take the lead. Dedicate rows in new developments and use district land to encourage growth of the trail network. Engage the biking community at events. United Strangers coffee shop on mt Seymour parkway is quickly becoming a hub for cyclists in the area.

Push the bike lane on capilano road up to paisley on The uphill side

Safe connections for recreational riders and cycle-commuters. The two are not mutually exclusive, but many of the current and proposed routes are targeted towards casual riders. Cycle-commuters are looking for safe and direct ways to their destinations and neighbouring cities and municipalities. From a commuter perspective: Green boxes in major intersections. I don't want to wait for two lights to make a left; currently, I merge with traffic to get to left turn

slip lanes; this is not always safe. Proactive bike lane/shoulder cleaning + mandating daily cleaning in construction areas. Flats are a pain, and road debris poses a significant threat to cyclists. Better enforcement of motor vehicle laws by the NVRCMP and putting an end to the victim-blaming safety programs. Recognizing that off-street bike lanes that run parallel to major roads (think Maplewood Village are) are not conducive to cycle-commuters and create a danger of left and right hooks for all path users.

More separation. Dedicated paths. Get bicycles off the vehicle roads. Squeezing bike lanes into existing roadways without major widening is dangerous and puts cars and bicycles closer, not safer in my books.

Proper and safe connections through busy intersections. Some major intersections (main street and dollarton at the second narrows, through the superstore area) are unavoidable and are EXTREMELY dangerous. Secondly, accessible cross walk buttons are severely lacking. Most routes require the bike to get up on the sidewalk to press the crossing button which then puts you in a location where traffic doesn't see the bike as easily or respect the bike to be crossing. Major routes frequently cross busy roads (example dollarton) using sidewalks which vehicles don't expect and put the cyclist too closely in the pathways of vehicles approaching intersections.

Cycling is not realistic for me. Usually I'm driving my kids around, and need to get places quickly. My kids can't ride a bike, and we usually have extra stuff to bring with us where ever we go. Most people out biking are riding for leisure in my Lynn Valley neighborhood. Not many people are commuting, or going shopping, or dropping their kids off at soccer or dance. Please DO NOT get rid of more parking on the street to make way for more bike lanes!!!

from Deep Cove heading west we need off-road paths for families and recreational bikers - there is no way to get west of Seymour River without riding portions on the main, busy roads. I would like to see connections made through the Rifle Range (between Strathhaven and McCartney Park) and through from Carnation to Riverside. Adding these connectors would create a continuous route off the parkway.

Fully separated bike lanes, painted lines do not protect the cyclist from drivers. Drivers do not pay enough attention to have bike lanes only separated by a painted line. Direct routes to destinations that are not multi use paths. Consistent bike lane design is important for Drivers as well as riders so they know where each others are going. Having bike lanes crossing traffic at existing crosswalks is dangerous, drivers have a poor habit of not stopping for red lights when turning right. In conjunction with all of this the province needs to step up fines for drivers, present fines are not a deterrent for drivers to obey the rules of the road which leads to many careless drivers running lights, not stopping at stop signs and basically ignoring cyclists as they know they will win in any collision.

Separated lanes along arterial streets

If the DNV would actually recognize that the District actually extends past Lynn Valley and invest in the cycling in those areas.

More separation from motorized vehicle traffic, and more continuous bike routes. Often bike routes lead to a pinch point where cyclists are forced to mix with cars (e.g. Lynn Valley road is in and out of separated bike lines, next to heavy vehicle traffic).

Complete the network especially around 2nd narrows bridgehead

Serious reconsidering of how the layout of some key corridors is done. Having parking on the right and passing traffic on the left just asks for you to be doored. I biked downtown Toronto for 5 years when I lived there and had few problems. Since I've moved to North Van, 3 people have been killed within a block of each of the places I've lived (on Keith Hill at Shavington, at 2nd and St Andrews, on Esplanade near Lonsdale). I've stopped road cycling completely and commuting along bike lane streets as well. I just ride side streets where I can control the flow of cars around me more easily.

My road bike is my primary mode of transportation and I go downtown and back home in Upper Delbrook 2-3 times a week (more pre-COVID) plus errands out and around NV. I've been doored several times when in bike lanes that run on the driver's side of the parked car (2 times on Lonsdale since the Open Street concept started). I've also had near misses with "big-rig" tractor trailers where the trailers veer into the bike lane. IMO, trailers should be banned next to sharrows or "paint-on" bike lanes, or the lanes should be removed (Low Road from LG bridge through to 2nd Narrows is awful for this). Protected lanes are a basic requirement but they need to be designed for - or at least accommodate - commuters and those who want to get to their destination in a timely fashion (slow us down with too many "roadblocks" and we get back in our cars). Where lanes have been built in NV (both city and district) they are geared towards families and little kids with things like speed bumps and S-barriers to slow bikes down. Look at the ones around Grand Boulevard, for instance, and the speed bumps that just went in on the approach to the LG bridge. I - like many commuters - then avoid these lanes because ramps and S-barriers are dangerous unless you are going REALLY slowly. One more thing - on the next page you ask about comfort with different types of bike line configurations - I ride all of them already and totally OK with that. But the point is that the answer will depend on the type, size and business of the road. Not much separation is needed on quiet streets, but physical separation is essential on (say) Esplanade. So, before choosing your preferred form of bike lane, it is probably worth figuring out who you are building them for - commuters? MAMILS? families out for a 15 min ride at the weekend?

routes away from major arterials and busy roads

I see a number of routes in the district and city of NV where marked paths for riding on main thoroughfares are available and then mysteriously disappear - maybe into a merged situation with cycling chevrons, ... maybe not. It's disconcerting for the rider and communicates mixed messages to drivers.

Separation from traffic

I have been noticing many bicyclists riding 2 abreast on the streets of North Van! Especially on the Dollarton Hwy

Separate bike lanes from car roads

Keep bikers away from cars. Cars are dangerous! The amount of close calls is staggering.

For cycling as transportation to work, routes need to flow. Connected bike routes, that are separate from cars, are essential. Think of it this way. If you wouldn't take a 5 year old child, (who you love more than anything in the world), for a ride along a "bike route" then it's probably a poorly designed route. The Spirit Trail between Pemberton and Capilano is excellent. It's wide, has good visibility, is very safe for a child to ride along. These make it a great commuter route where any rider can relax and enjoy pedaling and not worry about dying. But this is a very short section. If you head Eastbound on the death path...I mean "bike

path" across Pemberton, towards MacKay you are on the wrong side of traffic and cars are not looking for cyclist there. The Lloyd crossing is very dangerous as cars usually pull through the bike-path cross-walk before stopping so that they can see if there is any Westbound traffic. An Eastbound cyclist is at very high risk of collision. Keith Road has a bike-path that just ends on the hill. Hills are dangerous on non-separated paths. Cyclist going downhill often have cars misjudge their speed and pull out in front of the cyclist. The white bike at Keith & Shavington proves this. I was almost killed (literally) going down Keith at Brooksbank. The police charge the driver for failure to yield and ICBC paid out for years of therapy and costs. Cyclist going slow up the hill often have cars passing at 60-80km/h there too. A slow bike isn't as steady as a faster one and climbing a hill with a bike path that disappears part way up is not a place I'd take a low-confidence cyclist. A bike path along Dollarton is critical. I'm sure there are issues with land access through the reserve, but a committed council could find a solution. The speed cars travel along there, combined with the width of the shoulder creates a very dangerous cycling situation. The Parkway bikes lanes are better, but could be amazing if they were physically separated from the cars. Again, being passed at 80KM/h or more is dangerous. There is currently no reasonably safe way for a cyclist to cross Highway 1 (at any location) on a bike without taking risks related to riding in traffic. The cyclist crossing at Main Street at the North end of the Ironworkers' (East side) is terrifying. Even with the flashing lights, cars coming off Highway 1 Eastbound towards Dollarton, is basically like base jumping. You leap and hope it all works out. Having to switch sides of a road to stay on a bike path, ride against traffic, run out of bike lane and just be in traffic etc, are all challenges that make the shore a pretty [REDACTED] place to ride. Instead of relying on a survey, borrow a bike or e-bike and go ride the routes. Take a child with you. Then you'll very quickly find the glaring issues related to the District's current state of cycling routes.

Separated bike lanes in high congestion areas like along all of Main St to Lower Esplanade and Dollarton by Maplewood Village. That low route is a key bike thoroughfare connecting lower lonsdale to the ironworkers, yet it is still dangerous especially when traffic backs up and cars or motorcycles sneak into the east bound cycling lane to get around the traffic.

Being separated from both moving traffic and also from parked cars opening their doors into cyclists on the road; so I guess off the road cycling paths would be the safest option, but ideally not multi-use. If they have to be multi-use, then possibly having good separation between pedestrians and cyclists in that scenario as well.

The amount of construction that happens, disrupting existing bike lanes and routes, without an alternative (safe) consideration made or considered is appalling. I'm thinking specifically right now near Superstore connecting Maplewood to Lynnmour - it's dangerous and inconsiderate to tear up this existing bike corridor without a proper detour first being installed

The existing DNV bike lanes are poorly defined And maintained. Sometimes a faded cycling icon or faded skinny white line. How poor DNV bike lanes are is evident when you cross from DNV to CNV on Main St. CNV bike lanes are well marked with green painted and often bordered with wide white lines. These are very evidently bike lanes so motorists are more likely to respect them.

Continuous bike lanes that do not spontaneously spit you back into traffic. Shared pedestrian/ bike lanes are more of a hindrance than a help as they force you to ride far slower than you would in a lane-side bike lane. They also force you to cross intersections at the curb cut/ crosswalk where drivers are not expecting you to be.

Having more separated bike lanes away from pedestrians. A flashing light warning drivers of cyclists going straight when drivers are turning onto the highway going west (Lynn valley road) on ramp like there is in Stanley park would be amazing. When I commute to work that is the most dangerous part, despite there being green paint on the ground.

A network of All Ages - All Abilities separated bike lanes, where I don't need to be concerned about being doored by an inattentive motorist. As well, the District needs to recognize that a painted white line 36" away from the curb is not a bike lane it's a kill zone.

Separate bike paths or multi-use paths are ideal and make me feel most safe. I avoid biking to places where I would have to ride in the bike lane and usually will drive instead. Bike lanes do not make me feel safe, especially when it starts to get darker earlier in the day, like in winter, so having separate bike paths would make me feel much safer.

having a separated bike lane from cars.

I live on the North Shore (33 years) and I am attending a 4 year program at BCIT. I was excited to ride my bike to and from school for large portions of the year. I have had 2 close friends recently killed while cycling on the north shore through separate vehicle collisions. In addition, there have been 3-4 major construction projects that have occupied my route and the traffic has been managed poorly. I feel unsafe driving these routes, never mind cycling. Completed separated bike lanes would help me feel safer while cycling on the north shore. I understand many new projects include a bike lane but quite often that lane ends where the project did.

the above question What worries you the most when considering cycling in the district? People need to be able to have more than one answer. There is not enough separation from traffic on an entire route from A to B. its Dangerous cycling in congested traffic for the drivers as well as the cyclists. Cyclists often abuse the rules. Being doored by a vehicle is real. It is also a lot to expect all drivers to check their side mirrors upon exit, especially older drivers. as it is a newish concept. There needs to be cohesion for cycling routes where they join up seamlessly and there needs to be roads where cyclists don't go or separated lanes dividing both modes of transportation. Do not lessen roads for cars as cars are here to stay, contrary to what some council seem to think. With increased numbers of people the hope would be not an overall increase in number of cars if other good transportation options are available . A big if!!!! Do not do what Vancouver has done which is to stick bike lanes on every other road here and there and thus, piss everyone off. in Vancouver, there should have a couple of roads with excellent incoming and outgoing lanes for bikesnot every blasted road. Don't mess with main roads like Lonsdale (upper for district) or even main street. Build a paved cycling path or utilize parallel roads. Dollarton needs a seperated path but don't hinder or lessen the current roadway for cars. DO NOT DECREASE NUMBER OF PARKING SPACE OR OPTIONS!!!

Proper separated bike lanes that actually connect to each other and not just end randomly, not shared with pedestrians or vehicles

The district's cycling routes are more disjointed than the city and are often not as safe as the city. Eg. the Seymour Parkway bike lane is not separated despite very high vehicle speeds (higher posted limit). Dollarton highway has limited shoulders for riding and also has a high speed of vehicle traffic (despite speed limit signs). There are almost no bike routes through the district that take you fully from one section to another. Eg. Mtn hwy southbound from

Lynn Valley Road, the bike lane just ends after a block or two, and development along there has ruined the pavement within the bike lane to a bumpy mess.

Nothing will. It's too hilly in North Van and the weather is terrible six months a year. I've been Holland nine times. It's flat and cycling works there

separation from cars

Contiguous bike lanes. I see many bike lanes that just abruptly end, forcing the rider to suddenly merge with traffic. I think that is more dangerous than not having a bike lane at all.

Bike lanes that are completely separated from traffic. A painted bike lane on a major road (e.g. Dollarton or Mountain Hwy) is in no way sufficient for safety.

Separated bike lanes, with physical barriers between cars and bikes.

More direct routes to central destinations, with more separation from traffic. From my residence in Lynn Valley, cycling to my workplace (MEC - RIP) and/or the Second Narrows Bridge requires either a sketchy descent down Mountain Highway, at speeds of 40+km and with no separation from traffic, or a route down Lynn Valley Road that could add 10+ minutes to my commute. Even then, reaching the Bridge requires me to ride among traffic, as the bike routes do not connect. That alone is the specific reason why I do not commonly cycle into Burnaby, and I consider it safer to take the Spirit Trail to the Lions' Gate Bridge.

Separated bike lanes, better separation from traffic, more continuous bike routes, safe spots to lock bikes (like the Chadwick court bike lids!)

It would be helpful to have more traffic lights for bikes and more separation from traffic.

Separated bike routes either with pedestrians or bike only

divided lanes for biking off of the main road space

More separated bike lanes. The Main St/Dollarton Hwy experience is scary/awful. I have kids and can't ride with them in these areas. Also, better signage of bike routes would be much appreciated. It's not clear in many areas.

Continuous bikeways with physical barriers or complete separation from car lanes. Too many existing routes come to an abrupt end and leave you in potentially dangerous situations, e.g. coming off segregated lanes over Lions Gate Bridge from downtown and being dumped onto Marine Drive is extremely unpleasant.

Bike lanes separated from traffic; Bike lanes that connected all the way to my destination; Bike lanes that didn't cross highway on/off ramps; When I cycle to work in Vancouver the worst part is from home until I get on the iron workers. After that the bike lanes feel very safe. Separates or on traffic calms streets with low speed limits

Bike lanes separated from vehicle traffic, either by medians or a parking lane. Also bike routes/lanes that don't end when they are needed most (Lynn Valley Road).

Separated bike lanes are important. I've had many near misses because, either due to congestion or double parking, motor vehicles enter the bike lane that has no physical separation from traffic lanes.

Cars need to slow down, wider bike lanes, continuous routes, separate bike lanes and off road paths

Separation on busy roads or good alternatives (efficiency) to those roads. For instance, I bike down Keith coming home from work and up Mt Seymour Parkway (which has a lane, but especially on uphill section is nerve racking). Berkeley which is not a great ride. All especially

bad in winter darkness. Finishing all the road work :). Getting through lower Lynn past 5-6yrs has been a chore (latest closure is path on north side of Mt Seymour Parkway across from Superstore); Trail alternatives wherever possible. Currently use various parts of Bridgeman & City Spirit Trail going to work which are great, and behind Ron Andrews coming home. More of that!

More separate bike lanes or lanes with barriers

Protected bike lanes between the places I need to go.

I am very worried about bike theft. That prevents me from biking to some popular areas like lower Lonsdale

I am teaching my 5 and 7 year old to bike so I would really appreciate a fully connected set of bike routes as they are not safe on the road in traffic

Separated bike lanes from traffic and continuous bike lanes connecting the north shore. Pre-covid, I bike commuted to downtown Vancouver. By far, the most dangerous part of my commute was from Parkgate to/from the Second Narrows Bridge. during Covid, I don't even feel safe going between Parkgate and Park and Tilford areas. It's a mess on a bike and not safe. The Mt Seymour Parkway is NOT a safe bike route, even for experienced cyclists like me.

Better connection(s) to Second Narrows bridgehead that are NOT along Cotton/Main Street: (1) Bike facility between Second Narrows bridgehead to E Keith Road and (2) Bike facility on E Keith Road (steep and fast-moving traffic with large speed differential between bikes and vehicles travelling uphill).

More priority (road space) given to cyclists PLUS a dramatic change in driver attitudes towards cyclists and their safety needs

Offering more protection at intersections and driveways

DNV needs to install separated bike lanes to help people feel safer. It's the only way to get more people on bikes.

Separation from traffic is always the most important to making people feel safer on a bicycle. Dooring and low-speed right-hand turns are where most accidents happen with a vehicle. While a big ask, this should be a top priority when planning new cycle routes, especially on busy through-ways like Mountain Highway and it's various suburban intersections with drivers commuting home half-paying attention.

All cycling infrastructure must be fully separated and protected from vehicle traffic. No paint, no lanes in door zones! Implement protected Dutch style intersections wherever possible. Prohibition vehicles from turning right on red lights. Implement automated speed and red light enforcement throughout the District.

Crossing the interchanges near Highway 1 & Dollarton is inefficient and dangerous. Also, Separated paths to cycle with my kids on the Deep Cove end of the city would be nice. Right now there aren't many places to practice safe riding with them as there is no slow-traffic route in the area.

Separated, connected bike routes, without needing to ride on roads without separated bike paths

1. Separated, protected bike lanes - from traffic and parked cars 2. Slower vehicle speeds.

better lighting on bike routes. clear rules for bikes and cars to follow around intersections. education campaign for cars on how to drive when cyclists are on the road. secure bike parking is a big one for our family

Physical barriers from cars: paint on the road is wholly insufficient.

Fix the section of road from Dollarton near Maplewood F&ats/Bird Sanctuary and around the Ironworkers Bridge.

Being able to cycle with my kids. I currently commute to work 5 days/week all year long, but all my weekend and evening errands are in a car because the bike lanes are not safe at all for cycling with kids. A line of paint on a busy road does not constitute a safe bike lane.

Protected bike lanes that connect to places I need to travel (generally from Cates Park area to Vancouver or to other areas in North Van).

Fully seperated bike lanes that are connected to major hubs.

Share-ows must go. It isn't safe to truly share a lane with a car and in places wit traffic they must go. More seperated bike lanes. Better connections- actual cleaning and maintenance during adverse weather: ie - do NOT leave bike routes til last when plowing or cleaning leaves. We are the most exposed and this form should be encouraged over driving.

Too many popular cycling route in the district have little to no accommodation for cyclists. A painted stripe on the road does very little to improve safety (but I know it makes you look like youâ€™re doing something). AAA cycling infrastructure does not exist in the District and that is very disappointing.

Routes that are continuous and safe.

Secure separation of bike from cars on high traffic roads

Safer highway crossings (east of Jones). Lonsdale and new Mountain Highway are super sketchy.

More dedicated / seperated bike paths

Improvement on already existing bikelanes to be seperated from the traffic. Additional bike routes around highway areas to improve safety.

More seperated bike paths along major roads like Lynn Valley

More designated bike lanes with protection from traffic. For most people, dealing with traffic is a huge barrier to cycling more.

continued improvement of quality and number of bike dedicated lanes.

A connected and AAA bike network.

1. Clear and physically seperated lane for bike away from cars along Dollarton Hwy. 2. More bike paths similar to spirit trail that are for bike/pedestrians only.

Direct, protected bike lanes that can be travelled at convenient speeds to get to destinations in a timely manner. Building infrastructure that promotes slower travel of motor vehicles. Increased enforcement of existing speed limits. If the limit is 50kmh the ticket point should not be 80kmh as one RCMP officer told me.

Separate bike lanes would be perfect but even having better lane markings would help. Lynn Valley road through the village is really scary. Better once the road gets wider as it gets closer to the City. Also not having to ride on roads that also are a bus route. Sharing the road with buses is difficult

It is pretty good already. However, with the number of distracted drivers it is unsafe for Everyone on the road. Do we need separate lanes for bikes? I'm not sure. Bikes, I have always believed, ARE traffic. Speeds of cars is unchecked in BC, really, and everybody knows that. To see a car going the speed limit is rare, I know, I'm a driver too. To have cyclists with distracted, self righteous, speeding cars around us, I'm sad to say, untenable. So, something has to change. Photo radar? Yes, it works in Calgary. It is RARE to see speeders there, everyone is scared of the tickets. Here, there is NO fear of being pulled over for speeding. Separated bike lanes? I guess, but that doesn't help at intersections. I really believe enforcement of speed and distracted driving are needed more. But who am I to say? I guess a cyclist that has commuted to work for 40 years as part of traffic who was taken down by a distracted driver 3 years ago. I'm learning to ride again, but I'm scared.

Protected bike lanes, on direct routes to useful destinations. Slow traffic on non-arterials to 30km/h. Treat cars as guests, and cycling and walking as first priority. Design streets so people are incentivized to drive more calmly and safely. Enforcement is an ineffective strategy. Many examples exist in Dutch and Danish contexts. Bring them here, adapted for our needs.

I cycle a lot personally but am not comfortable with my children riding with me other than very short local trips (to the park). It would be nice to have safer infrastructure so they could join.

Separation from traffic and not having to cycle between parked cars and traffic.

separated bike lanes

Bike lanes that were more separated from traffic or shared a bus lane. The dollarton road shoulder is not wide enough for bikes. Mount Seymour parkway would ideally have the bike lane painted green at all intersections with safety pillons separating the bike line from traffic in low visibility areas like corners

having bike lanes like in Europe..

I love your Spirit Trail and connectivity of bike routes. If "destinations" such as the Quay, Edgemont Village, had secure bike storage, I would cycle to do errands as well as for recreation and exercise.

Physically separated bike lanes, exclusive bike routes, especially to our schools.

Barriers to separate the car traffic for safety and direct routes for faster commuting. I love the spirit trail for when I ride with my daughter but it not efficient. Having a safety barrier on the lower road and Main Street will greatly improve cycling for commuting.

Thank you.

enforcement of existing bylaws, i.e. drivers of cars not stopping at red lights or stop signs, speeding, driving while distracted, driving while angry, passing people on bikes without sufficient distance. - separated, connected cycling facilities on main arteries. - removal of metal barriers in existing bike lanes - Mandatory bike awareness training for all new drivers taking driving test, get all drivers on a bike for part of the test!

Separated bike lanes whenever possible

Separate bike lanes, especially because I cycle now with my toddler.

bike licenses teach some of these self entitled people how to do it right..

as many bike lanes as possible. Have to treat the bikes as scooters as some riders go way too fast and do not know the rules of biking on the streets making it dangerous to regular cyclists.

Separated lanes from traffic. No shared pathways.

I would like to see more separated and continuous bike lanes with better signage and improved traffic signal and safety devices. Similar to the city of Vancouver. I don't feel safe riding on busy roads

Continuous, well designed bike routes.

I regularly pedal from home (18th @ Lonsdale) to my daughter's school (Dollar Rd @ Fairway) to work (Main St @ Mtn Hwy) and then reverse. The Parkway is concerning (high traffic speeds and distracted drivers) and Dollarton Hwy is at times terrifying to the point that I will only use it when I'm in a hurry and never with my daughter (speeds, aggressive drivers, distracted drivers). I'd highly encourage a South-side off-Parkway route but recognize the expense of bridging various creeks. Would be happy to take Council or staff on a tour with my six year old: EMAIL ADDRESS

I support the cycling community but at my age, to combat climate change, I am more interested in electric/hydrogen or hybrid cars to get around.

A separate bike lane, one that does not share a direct lane with cars.

Having designated bike lanes/routes in DNV that are clearly marked and link up to a broader cycling infrastructure, such as Vancouver, West Van or City of North Van.

The separation between bike lane and traffic. A barrier or pylons of some type is nice.

Separating cyclists from vehicles with separate routes is preferable.

A route similar to the Wiggle in San Francisco that avoids hills. To be honest, I'm not very familiar with the routes so I'm sorry if it already exists

Separated bike lanes. More signage to help plan route while riding.

Separation from traffic and more bike routes

A safer experience when cycling with traffic. Car drivers do not respect distance from cyclists and act like they don't respect cyclists as valid road users.

Prioritize the bridge connections ... especially on both sides of the north end of 2nd Narrows (main street, dollarton zone). Better signage for education for pedestrians on shared use trails (i.e. take a side, don't walk in tandem, be aware of traffic instead of your smartphone, etc.) Better signage in construction zones and locals traffic only zones with meridians (i.e. cyclist TAKE THE LANE versus SHARE THE LANE signage). Some of the dedicated cycle routes are too root damaged (e.g. Dollarton sections, Welch Street sections) and as a result experienced cyclists take the road and accept more risk.

Not a fan of having the bike lanes on the inside of parked vehicles, it may save a driver-side car door accident, but most vehicle passengers are not in the habit of shoulder checking. In addition to this, being on the inside of the parked vehicles I feel incredibly vulnerable to cars not seeing me while making right turns, in addition to myself attempting to make a left at intersections.

The District needs to actually make the difficult and necessary decision to make cycling safer. There has been a plan in place for nearly a decade and has been so frustrating to see so little action. We need a network of physically protected bike lanes and Council to make tough decisions even if it means removing parking. This is more important than ever with COVID-19.

Something needs to be done on Dollarton. Nobody uses MSP. It's a death trap.

Separation from traffic, especially on Mount Seymour Parkway

More Separated bike routes

The major intersections and roadways are a challenge, for example Main Street near the second narrows bridge and crossing just about every road intersection on marine drive.

On street bike lanes are inconsistently connected or have unsafe crossings at major intersections, over bridges, where the bike lane narrows or disappears briefly. Drivers do not look for or prioritize bikes.

separated lanes

Protected cycling infrastructure on routes that go somewhere. Stop endless consulting and start building. Tear out the street parking. All of it. Every last space. Put protected cycling infrastructure on all major routes.

Stop making bike lanes. 90% of cyclists don't use them.

Educate vehicle drivers to cycling laws and basic rules (hand signals, etc). They don't understand the bike lane symbols on the road - even when it's in a marked bike lane. (Was yelled at last week for riding in the bike lane on the way up to Mt Seymour). Also, require transit bus drivers to check their mirrors before pulling out into the road via a bike lane. Almost hit by a bus today on Mt Seymour Parkway! Same thing happened to my partner last week. Education is key and understanding that there are different types of cyclists out there - fun family rides, casual/social rides and the fast/serious rides. Also, cyclists need to know and respect the rules of the road.

divided bike lanes or more defined non-divided lanes.

Segregated bike lanes, a joined up network so that bike lanes don't just disappear. More thought where motorists cross a cyclists path e.g. motorists turning to go on or off slip roads and crossing the cycle lane.

Continuous dedicated bike lanes. For example, the section of Lynn Valley Road on my commute is a mess, switching haphazardly from partly separated, to shared bike lane, to no bike lane at all. Needs to be consistent.

Having bike lanes that are well marked with reflecters that get drivers attention and don't swerve into cyclists

Actual infrastructure that meets the 'All Ages and Abilities' test. Routes that actually interface with other routes and don't just end in random parts of the street network.

Separated bike lanes and better connections between routes.

Secure bike storage options and protected bike lanes between town centres and major parks and attractions, such as Lynn Canyon.

Removing on street parking. Separated bike lanes.

Continue the good work. With added cycling infrastructure, education and enforcement are necessary.

I am a working parent who drops off 2 children to daycare and before school care and then goes to work. Daycares are not open early enough or late enough for me to commute by bike to work, I can barely make it when driving.

moreat separated and/or off road bike lanes would be gre

Dedicated bike lanes away from parked cars and traffic.

Having a bike lane that has a barrier between the traffic lane on high-traffic roads like Marine Dr. and on all roads within 1.5km of schools (ex. Sunset Dr). My greatest worry is that drivers won't see my kids cycling to school or the bike trailer that I tow behind me. We need to make it safe for all bike-commuters of all ages.

Less bike lanes where the painted lines demarking the lanes puts you in range of a door opening on a parked car to the right. Example: north side of Esplanade. Less bike lanes where the route takes you up onto the same level as the sidewalk and the only signal to pedestrians that they are crossing a bike lane is a narrow strip of textured pavement. Example: south side of Esplanade.

I fell fairly comfortable/safe cycling in the District. More bike lanes and better bike lanes (separated lanes are better than shared lanes) help me feel even safer, and may push me to bike more often in less than ideal weather. It would also encourage me to get my kids out on their bikes more often to explore the District.

Crack down on excessive speed and dangerous drivers, especially on the Mt Seymour Parkway where delivery trucks, garbage trucks, dump trucks and cars race at speeds that far exceed the already too high 60km. During CoVid it has been terrifying to watch families bike and every goddamn vehicle is going 20-30 km above the limit. Complaining to the District and police is futile

Keep your arrows and directional lines painted and visible. As a daily commuter year rd, now covid is here more people on bike paths that aren't use to using them and are all over the place. Smoother transitions from the road / road bike paths then onto the separate bike paths. I've had flats tires due to poor construction of the transition. It should be very smooth easy joint between both (I'm a tradesman & no it's possible). Lighting on paths for darker conditions, minimal blind corners. E bikers are moving faster and many older people are on them that fo t have the reaction speeds of younger people.

First of all, thank you SO much for all the bike lanes you have put in so far! We live in lynn valley and I cycle all the way from Mtn Highway and 14th to Marine/pemberton (daycare) and further to my work in downtown on pretty nice bike lanes. I love it and so do my 2 kids. Trusting that the network will further improve I bought an expensive cargo bike this spring commuting now a lot by bike with 2 kids. The spirit trail is fantastic and so are many other bike paths. Given the amount of cyclists going to deep cove there should be a proper bike lane along the shoreline towards deep cove. Same goes for cycling up to the end of the line coffee shop along lynn valley road. So many cyclists but no separated lane yet. Thanks for seeking feedback. Really grateful for every added bike lane. (The separated ones)

Designated bikes lanes, with separation/protection would be even better

Established cycling route allowing efficient cycling without a lot of lights, stop signs or speed bumps.

Slower speed limits on bike routes 30kph is ideal.

Separated bike lanes with plastic delineators. Separated bike lanes with concrete barriers. Painted bike lanes with rumble strips or singing lines. Wider bike lanes. Clear signage to cars that the bike owns the lane when there is not enough room for a bike lane. Conscious road design that prioritizes cyclists over vehicles on bike routes. Continuous routes.

Nothing. It isn't a feasible option. The expense of a bike to handle the roads in North Van, and properly outfitting it to support cargo necessary for work. Weather is also an issue, as is not properly dressing for my work, or needing a shower prior to changing. Bike lanes and

limited parking effects handicapped, elderly, and very young families who can't make this a priority. It's recreational.

My route is mainly along Dollarton, Riverside, main St, lower levels highway which are all mainly shoulders to ride on. If there was something physically separating me from the traffic and the tractor trailers.

If it was a separate lane from the road. I live in Lynn Valley and it's extremely unsafe to ride bikes on Mountain Hwy and Lynn Valley road.

Dedicated and separated bike lanes on Mount Seymour Parkway, Dollarton, Main St. and the overpass to Keith Road.

Safer call cling lanes and routes that aren't so hilly like 29th. No one rides that hill!

Having properly separated bike lanes that are raised and protected with barriers. Painted lines don't make me feel safe. I enjoyed biking in Hamburg, Germany where they have extra wide sidewalks with one half for pedestrians and the other half for bikes. The sidewalks were paved different coloured concrete to separate the lanes. These were in place anywhere a sidewalk was so you could bike anywhere in the city or surrounding neighborhoods and still feel safe. I would recommend we do something similar here anytime a new sidewalk is replaced.

maps of the designated bike routes/streets posted throughout the city throughout the cycling network, more separated bike lanes, maintenance of pre-existing bike routes (ie. repainting the routes regularly as they naturally tend to fade over time, fixing potholes on bike routes that would lead to cyclists swerving out of bike lanes), adding more cyclist crossing buttons to prevent cyclists from running red lights or coming onto sidewalks to press the pedestrian button, ensuring more secure bike parking throughout the city (and to prevent cyclist from locking up their bikes on benches/handrails and causing negative consequences to others), ensuring bike routes are well lit for night cyclists (to compliment cyclists' bike lights), consider handing out safety gear (reflective tape/stickers, etc) in the community at events.

Cycling without fear of being killed

Separate from traffic, dooring prevented by design

Cycling in the dark and rain is most concerning. Having dedicated bicycle traffic light and bike lane systems that are well separated from drivers would make me feel safer.

Proper paved off-road cycle routes like in other cities such as Calgary, and other countries like the UK.

Being separate from traffic - I can take side streets to get to work safely but it adds more time - I would take main roads if I felt safer

Safe, discontented bike lanes!

Better routes for bike lane. No one wanted a bike route over 29th because it's too big a hill. Stop spending so much adding bike lanes to main road, they no nice places to ride. Simply add signage to quieter side streets.

Barriers between cycle lanes and vehicle lanes. Restricted heavy vehicles to certain roads.

I have 3 kids: 9 yrs, 6 yrs and 1.5 yrs. We moved up here from downtown, where we used to cycle everywhere, in all kinds of weather. Since moving to DNV, I do not feel at all safe commuting by bike with the kids. The roads are narrow, often with cars parked on both sides, and I don't feel that motorists are really paying attention to the presence of cyclists. We were able to cycle in the downtown bike lanes with our kids riding on their own bikes from the

age of 3. Now, I'm even nervous about my 9 year old riding. I would love to be able to take the kids to and from school by bike, instead of driving, but it's a 3.5 km trip with a huge hill on the designated bike route (29th), and no safe alternatives. Please " we need more safe, dedicated, separated bike lanes!!

More bike lanes and more safe bike parking

I ride my bike from Edgewood Road, down Capilano Road, over the Lions Gate Bridge and into downtown at least once a week. There is not a dedicated Bike lane all the way down Capilano Road. Furthermore, coming back from downtown, the transition from the Lions Gate Bridge onto Marine Drive, to Capilano Road, is a nightmare. I feel I'm taking my life in my hands every time I do the trip. And, I really want to ride my bike to work more often, especially when social distancing is over.

Having fully separated and clearly marked (different colour) bikes lanes. I prefer the bike lanes which are either raised adjacent to the sidewalk or have barriers from traffic. I am concerned about being doored or hit by a vehicle which is pulling out from their parking spot without shoulder checking etc. Southbound Lynn Valley road feels very unsafe. If I felt confident biking down that road I would definitely use my bike more often. I am also not confident that drivers know what cyclists' hand signals mean. I think it could be valuable to invest in driver & cyclist education about safety.

I don't think anything would. Cyclists already don't obey the law on the road or with pedestrians, cars get impatient and drive irrationally. 29th is a disaster waiting to happen in the crest of the hill, either with bikers, or other cars. It's scary!!!

I prefer to cycle on quiet side streets. I don't feel safe on busy roads, even in bike lanes. People in cars are in too much of a rush and they don't realize their actions are life or death for a cyclist. And, Bike lanes on busy roads that suddenly end are the worst! A connector between Grand Boulevard and Lynn Valley at the highway on-ramp is desperately needed.

Continuous safe routes. For example if I want to cycle to work in Vancouver there is no safe route to the second narrows bridge. Once on the bridge I can connect with safe routes in Vancouver. But getting to the bridge is a problem.

Separated bike lanes and routes

More dedicated bike routes

I love bike lanes. Roger to work I cycle, but to be honest, I drive my car the Lions Gate Bridge and cycle across to Alma and 4th. My entire route is bike lanes within the City of Vancouver and I feel safer.

Dedicated and barricaded paths for bikes connecting all zones that are bike use only

Being off of main roads where you have to cross high exit lane. I don't want to have to dismount and walk as I wear bike shoes with cleats and this is difficult to do. Education of other drivers and cyclists on rules of the road and respect for others. Need for secure places to lock up bikes.

Separate bike routes are needed. We cycle less now because we have a 2 year old and don't feel safe cycling on the street and don't have the means to drive all of our bikes to a safe place to bike.

More separated bike lanes with a barrier or on raised surface

Separate bike lanes in heavily congested areas & hilly streets, and more routes connecting bike routes. Drivers often don't see cyclists especially during rush hour when people are hastily getting to work or exhausted and trying to get home, which is also when there are commuter cyclists too. The routes should be wide enough for faster cyclists to pass the slower ones. If this is not possible like on Mt Seymour Pkwy, there should be an alternate bike route on residential streets that connects back to the main interchanges. I also love the signs by Keith & Mtn Hwy that says right turn yield to cyclists, since it makes the drivers look twice before making a right turn. More of those please!

More bike lanes. Visibility of bike lanes, signage. Campaigns that emphasize bikes go cars. Basically anything that makes cars think more about bikes

Stronger enforcement against vehicles parking in bike lane for drop offs/pick ups (along esplanade, for example), separation of bike lanes from parked and moving vehicles, stronger penalties on drivers who door cyclists

Separated bike lanes

Cycling lanes that are raised and right next to the sidewalks. Not part of the road at all.

Consider cyclist during construction. Bikes are often forced to merge with cars while roads are under construction, and surrounding area is extremely unsafe for a cyclist, especially in choke points around highway and bridges.

Separation from cars on some bike lanes

Protected bike lanes and left hand turns for bikes. Reduce chance of being doored. Less stop lights.

E bike sharing

Separated bike lanes that don't have bollards, speed bumps, or other obstacles in the middle of them and that take a reasonable route. By reasonable route I mean one that's direct/fast and not any more hilly than necessary. Just because I'm on a bike doesn't mean I want my commute to take longer than necessary. I'll readily forgo a "bike route" that meanders (like south-bound bike route at north end of Lions Gate) for a regular road that's direct (Capilano to Marine, then bus lane to the bridge).

Wide bike lane markings

A northbound bike lane on Capilano Road from the Highway 1 eastbound on-ramp to Paisley Road and Ridgewood Road. Complete bike lanes on Ridgewood Road from Capilano to Highlands.

I'm an experienced cyclist. I can handle pretty much anything when riding. Anything except distracted people driving cars. I have been riding for years but I have never felt as unsafe as I do now. Sometimes it seems nobody is actually paying attention to what they are doing. I have close shaves almost every time I go it now. Bigger fines for having the phone when driving please.

I think your last question is a bit difficult to answer. The items listed are all applicable depending where you are cycling in the district (and city). Due to the disconnected routes, cyclists are dealing with all these issues at various points of a commute or ride. Aiming for a consistent approach would allow for more familiarity and comfort for cyclists, drivers and pedestrians. The current mish mash makes it confusing to all as to what can be expected (ie. Bike lanes stop and start, routes are not continuous, treatment at intersections is inconsistent,

etc.) and decreases safety (and therefore limits uptake and acceptance of cycling as a means of Day-to-day transportation.)

We need bike paths that connect communities - I live in Blueridge and it's mandatory that I cycle on the Seymour parkway to get anywhere - Keep me off of the busy roads - keep me separated from cars and trucks. And, keep my kids separate. I also believe we need a connected bike path to DeepCove - less cars.

Safe continuous routes in the district that aren't on main roads that currently have limited or incomplete bike routes. Lynn valley road is one of the main routes I use to access Lynn headwaters from the Lonsdale area and the bike routes are not currently safe

Connection points are infrequent and infrastructure ranges from decent to bizarre to completely non-existent. The connection points onto and off of the Iron Workers Bridge are very poor. Often waiting as 10 cars speed past to cross the on and off ramps after activating the pedestrian light. The connection from the Iron Workers to Lower Level / Spirit Trail is atrocious and extremely unsafe. Mixing in with traffic for several blocks before the bike lane begins is the most dangerous part of my daily bike commute that takes me through 5 municipalities, which is saying something. DNV needs fully separated infrastructure connecting the bridges through the city. This is the only way to facilitate more DNV residents and workers on the shore to get out of their cars and cycle. I currently do not feel safe bringing my children in a bike trailer throughout the district. There cannot be active transportation success until that is addressed and AAA infrastructure connects key areas of the shore to the rest of the region.

I like the green necklace and spirit trail and lower Seymour paved trail because it is completely separated from cars. I don't like riding down Mountain Highway onto Lynn Valley Road because cars are so close and so many parked doors. I don't want a painted line separating me from cars. I want a barrier or separate pathway. Especially when I'm riding with my young daughter. Hills aren't a problem. Safety is.

I'm a cyclist, I ride a lot but recently have shifted to mostly indoor training. Too many close calls (one last week with a bus driver, who proceeded to swear at me and flipped the bird at me). I have been involved in a hit and run collision - car always wins. My fractured spine and pelvis will never fully heal... so I feel I am a fairly good judge of good places to ride... the only reason I ride in NV is to get from my home elsewhere. My kids don't feel safe riding here, it's just too scary. Now with Stanley Park not an option for my kids to ride, our bikes have been relatively parked this summer. If NV had increased family friendly bike spots, we would be able to enjoy the outdoors on bikes so much more. Or for commuters/recreation riders, designated well-marked lanes that don't just end (think Cap Road). Ensure drivers are held accountable for neglecting cyclists rights and upholding cyclists to the rules of the road. If everybody road a bike on the road just once, they would forevermore be diligent drivers keeping others safe.

I am as much concerned about bike theft as I am about safety.

I was biking alone Main Street near the bridge between MEC and Canadian Tire at ~7am near the start of the pandemic (so traffic was very light). I went into the center of the lane as directed by the sign and the road markings. A driver came up to within 6 inches of my back tire and blared on the horn (keep in mind there was pretty much no traffic so they easily could have gone around). Time and time again drivers prove that they cannot share the road with cyclists. So we need to separate the road and make it safer and convenient for the most

vulnerable users. Drivers can sit in their air conditioned cars with sound systems for an extra 1 minute during their commute. It won't kill them.

I live in Lynn Valley (21st and Rufus) and bike to work in Burnaby via the 2nd narrows bridge. I cannot wait for a safe option to get me to the Lions Gate Bridge. Right now I ride up/down Mountain Hwy but it is so narrow at the 'œs' curve! I hope and pray a car doesn't hit me. Love the new construction of the bike route at the overpass of Mtn Hwy and Hwy #1 ! I really want to see the Rufus to Sutherland pedestrian bike bridge build so I can get to the 2nd narrows down Sutherland/Loutet/Sallop Trails or via residential roads (Gravel isn't quite so great with my road bike!). Something also had to be done on Lynn Valley Road on the way up to Five Corners/End of the line. We need a bike lane! Hoskins and Mtn Hwy are too steep. I take Lynn Valley Road up on my mountain bike to ride to Fromme (not enough marking on Fromme, minimal residential parking so I just ride up from. My home but it's so dangerous. Narrow street. Cars park on both sides. A bus route. Lots of people making their way tongue headwaters. I even ride my road bike up that route to get to the LSCR - the safest 20km out and back for road riders. I really appreciate all of the great trails built at Bridgeman park under Hwy #1. I can now walk both sides of the river from Arbourlynn right down to Harbourside dog park with my Dog - both sides of the river. So fun!

Cyclists should pay bike insurance, and follow motorists rules. No one ride bike when it's raining and snowing all the time.

Physically separated bike lanes. Separate bike traffic lights at major intersections.

Separate bike lanes.

More designated lanes.

More dedicated bike lanes

Fully separated bike lanes

More cyclists on the road. More bike racks on busses. Bike routes in sheltered areas ex. under trees. MORE BIKE THEFT PREVENTION!!! A proper bike path out to deep cove. Better drivers

not much, pretty comfortable

I used commute to work on bike, but I was run over by a car. For me a separated bike lane makes the most sense, to enable safe commuting. These lanes could also be used by families on the weekend, for leisure.

Continuity of routes

Vehicle traffic is always given priority. This MUST change. You have to make it less convenient to drive and more convenient to bike. Also, bike lanes should never be constructed having to go up and down curbs.

Separation from traffic -attached pylon markers(stanchions) at least

dedicated routes. no cars or parked cars

A tow rope to get up the biggest hills.

DO SOMETHING ABOUT LYNN VALLEY ROAD BETWEEN WILLIAM AND MOUNTAIN HWY!!!! It's pathetic and dangerous.

Separated bike lanes on main corridor routes.

More off road paths like spirit trail

More dedicated routes, separated from traffic and potential 'doorings'

I am not going to cycle. If you want to assist me in moving about my community, focus on providing adequate sidewalks. The DNV hasn't even ensured that there are sidewalks in our community.

Definitely the ability to securely leave my bike and shop along Lonsdale or have lunch at the Quay. Currently I need to drive those short distances because I can't risk having my expensive bike stolen, and I do not currently own a (relatively) inexpensive bike to ride for those trips. So I drive my car. I haven't had too many issues with the lane infrastructure in North Vancouver. I have been struck by a car taking a right hand turn into a parking lot, sending me flying into the intersection, but I can't think of anyway of altering the lane or route to prevent that from ever happening. Since accidents do happen, the moments that really frighten me are when I'm relying on drivers to be aware of cycling crossings. The cycling merge heading East on E 3rd Street onto Cotton Road is an example of this. As a driver I also find myself being extremely cautious there because the long grass on the island blocks the visibility of cyclists in the lane significantly.

Physically separated bike lanes. Paint isn't enough.

Proper connection between spirit trail and Dollarton/mount Seymour parkway.

I bring less experienced cyclists for rides in north Vancouver. I really like the Spirit Trail and low traffic flatish low traffic routes with destinations along the way (lunch, coffee, dinner). For me, I just need space. I prefer bike lanes or parallel routes that are fast and connected to get me where I need to go.

A separate and safe bike lane along Dollarton Hwy. And all the way to West Van. It is the only route that is flat enough for many of us to travel.

I think there needs to be more education and signage for drivers. Example yield to cyclists when turning right.

Consulting with home owners before removing parking for bike lanes. Having many situations for vehicles to temporarily stop on bike lanes is a serious problem for both cyclists and homeowners. Where possible share road and reduce speed limit with additional signage.

Making the cycling routes more connected to the City of N Van paths and creating properly separated lanes rather than just painted lines in busy streets.

Separating bikes and cars. The bike paths in the city of Vancouver are a good model to follow.

Marked bike lanes really help separate traffic on the road, as cars see those white lines and stay in their lane. Ones where there is a "share the road" with just a painted bike every few hundred meters I find cars are much closer to the cyclist. Also the cyclist stays in lane too. This adds the required safety for me and a driver and cyclist.

biking by myself I feel safe, but when biking with my kids, I want separated bike routes e.g. I don't like biking along Lynn Valley Road until I get to the highway overpass and I can get off the road. This is especially important for my wife as she does not feel safe on the road at all.

Speed limits on bike routes should be 30k/hr and road design should force vehicle drivers to drive no more than that speed. On main routes

separated bike paths are key.

Separated *transportation* routes for bikes. MUPs are not transportation routes for cycling and are not suitable. Speed bumps and bollards are unsafe for cyclists, particularly on MUPs, and are not compatible with transportation routes. If DNV wants people to cycle for transportation, it needs to build transportation routes: fast, direct, separated from motor

vehicle traffic (no MUPs! transportation cycling routes should not be shared with children, strollers, dogs, parents staring at their phones, packs of pedestrians side-by-side not paying attention)

Cars drive on on-road lined bike lanes, cars don't stop at stop signs, cars speeding, distracted driving. Pedestrians walking on bike only lanes, pedestrians not leaving space on shared lanes, pedestrians jaywalking. Cyclist not stopping at stop signs and red lights, cyclists using crosswalks, cyclists using sidewalks, cyclists using the road when bike lane is present. This is all constant, not an exception, so really the biggest concern is that the police does no enforcement of traffic law and often can be seen breaking traffic laws themselves.

The hills are challenging. I'm not sure there is much you can do about that, but paving roads, reducing sidewalk to pavement transitions and reducing speed bumps really help. I feel fine around cars. The District is so heavily populated with cars and intersections, people can't drive fast anyways, so reducing speed limits and improving barriers won't help cycling and will only increase frustrations with drivers. It's important to consider driver's needs in a cycling plan as well.

Wider shoulders, especially on Seymour and Cypress

Safer intersections and cycling routes that better connect the main destinations would make it safer.

more separation of bikes from cars (both moving and parked)

The scariest part of my commute to Gastown from Delbrook is in the DNV. Delbrook/Westview is a ridiculously wide, winding boulevard that invites fast driving all the way down the hill then narrows to four fixed lanes with no buffer between the road and the sidewalk--it's even scary to walk sometimes, especially trying to physically distance right now. Same for Deep Cove Road, Queens Road, etc. Bikes do NOT belong on arterials and trunk roads. To make things worse, there are random rules that say cyclists cannot ride down certain paths, only up. So there is no reasonable, safe way to get down the hill. I don't think you necessarily need to invest in expensive separated bike lane infrastructure on these busy roads, rather you need to invest in the little links between apparent dead ends in quiet neighbourhoods and make those shared use routes. Similarly utilize underused alley ways.

More continuous bike routes rather than ones that suddenly stop randomly. I would also like to see more involvement with West Vancouver in having routes that cross the entire North Shore.

Continuous and direct cycling routes. In particular a continuous route to get onto the second narrows bridge. I live in Lynn Valley and have tried a number of different routes to get to the second narrows bridge and none seem direct and well-separated from car traffic. A separated cycling route on either Mountain highway from Keith or on Brooksbank would make sense. Continuity is also an issue on existing bike routes, such as cycling under the Lynn Valley road and highway overpass. Heading northeast on this route feels quite unsafe as the bike lane ends where the highway off ramp begins and cyclists are forced to dismount and use the sidewalk. Other bike lane infrastructure seems to end randomly, such as the 29th street route at the top of 29th st. hill. Having streets dedicated to cycling and either closed to car traffic or traffic calmed, such as the west side of Grand Boulevard, is a welcome change and appears similar to the model that the City of Vancouver uses. This approach can lead to safe bike routes without the expenditures needed for separated lanes etc. and roads are already easy

to ride in comparison to some bike lanes (such as Grand Boulevard east) that involve many bumps, stops and unnecessary curves.

As an ebiker and a senior I bike for recreational purposes and errands and appointments. So, safer routes, even if not directly on the main paved roads are key as is secure bike parking at destination. Usually local mall or coffee shops, cafes, restaurants. Even if there was a fee, swipe card access, ie for fenced compound type areas at popular destinations and malls with monitoring. I am in Deep Cove and feel safer cutting thru the local parks and trails rather than using Dollarton Hwy or Mt Seymour Pkwy. Not only to avoid cars and trucks but road cyclists zipping along as fast as cars suddenly coming alongside in the bike lane (if there is one) to overtake. Generally, I feel weâ€™re on the right track with improvements and would be happy for that to continue.

More separated bike lanes please! Along major routes that have destinations (like Marine Dr) as opposed to just routes for commuters. Also, mixed-use paths are not ideal when they get too busy, so ideally separated from pedestrians as well! Basically do what the City of NV is doing!

Driving

Connect and expand existing networks, eliminate abrupt ends to cycle paths leading into traffic, add more separated bike paths, acknowledge that the "share the road" signs and the "sharrows" do little to increase cyclist safety

Extend Spirit trail Eastwards to Deep Cove.

Revise connection for Northbound bike access to Second Narrows Bridge

Separated cycling lanes would make for a far safer cycling experience on busy roads like Lynn Valley Road and Main Street, where there is signification truck traffic and higher vehicle speed. Slower speed limits on local roads would also help.

Less hills. Bike trails rather than off roads.

More separated bike paths

A connected network of separated, well-maintained bike lanes that provide safe, convenient access to all the North Shore has to offer.

Equitable separation of bicycle traffic from car traffic, meaning bike routes are not relegated to out-of-the-way and inconvenient backwater routes.

bike lanes completely separated from cars.

Building separated, off-street bike routes.

Increased pathways and bike routes along less vehicle traffic areas.

More off street bike route choices, I'd rather ride on paths and trails through parks like Princess Park when there's an option

more seperate lanes . mostly driver education- bikes belong on the road as well- not something to speed up, pass then turn right directly in front if bicycle. more advertising for the district to understand commuter cycling and road share. thank you

More bike lanes that connect, I would Like to take my kids with me more but lack of connecting bike lanes makes it harder

I would very much appreciate the opportunity to speak with a transportation planner over the phone. My name is NAME and I work in the DNV (Dollarton and Forester) and commute from Olympic Village in Vancouver. I am 27 years old in an entry-level job and often require cycling

to be my main form of transportation but also choose to use it as a mode of recreation on the North Shore in my free time. I feel that my experience as a young person who cycles frequently in the DNV would make me an invaluable stakeholder for this survey and going forward. I can be reached at EMAIL ADDRESS or on my cell at PHONE NUMBER.

Get rid of all shared paths for bikes and pedestrians as a path for transportation. They are safe for no one. The city needs to understand the difference between transportation and recreational infrastructure. I will recognize shared bike paths for recreation are not terrible, but, they are dangerous for people using bikes for transportation. Space on the road for bikes, preferably with physically separated bike lanes and not in the door zone will improve cycling as a choice. Better thought out intersections would make a huge difference that do not tell cyclists to dismount. Optical barriers between the bike lane and the car lanes are dangerous. Trees are nice, but should never obscure visibility at the approach to intersections.

Less on street parking

More separated bike lanes. Also, not mixed with pedestrians. Bikes only.

Proper routes and safer separate bike lines. I have been hit by cars and cars doors too many times

Lane widths that allow cyclists and trucks not to have to be sharing a lane that is too narrow. AND NO Parking on bike routes. If there is a parked car in the shoulder space Look in the Mirror: Signal left movement: Look in the mirror AND move left. AND do this before you get to the parked vehicle and still have safe space. I am legally as big as a car or truck. It has worked for 60 years.

Cycling lanes on my routes that are separated from vehicular traffic. Start removing the vehicle parking on major routes and install protected bike lanes.

Completely off arterial routes. All designated cycling routes on off street or non-arterial paths. Enforcement of road laws for all road users, including cyclists (eg. stop signs that 99% of road users don't obey and RCMP does not enforce)

Wider bike lanes, ideally with physical separation from traffic. Since COVID I have been working from home so have not been cycle-commuting all the way to work. I have, however, been towing my children in the chariot to daycare (with our ebike) a couple times a week. I live in Deep Cove and the daycare is by the bridge so my two "bike routes" are Mt Seymour Parkway or Dollarton - both relatively narrow roads for the speed cars go. Every time I weigh the potential of a collision and the dangers to our safety from the lack of bike lane with the benefits of me getting some fresh air (pre-smoke) and exercise, and the kids seeing the benefit of an active lifestyle - then I take a deep break, make sure we have lights and are visible to cars, then go as fast as I can to limit our exposure to vehicles.

More cycling awareness as a solution to smog and congestion - tout the solution as priority over those that don't make effort - prioritize the cyclist over the car and communicate that message and the why.

Get rid of the multi use paths and give cyclists their own lane.

Bike lane separated from traffic and consistency with the type and style of bike Lanes. Bike lanes that go for more than a couple blocks before they end.

The only time I feel unsafe is when I'm cycling along Marine Drive (which I acknowledge is my choice; I know there is an alternative route along the spirit trail) and consistently at Pemberton

people decide to turn right without signalling or shoulder-checking. It's a frequent occurrence at that intersection where I've experienced and witnesses near misses (and in one case saw a cyclist hit). Specifically while traveling Eastbound, by the McDonalds. Maybe some paint on the road or signage at that intersection, or other reminder to drivers to look for cyclists before turning right!! I think the increasing in bike lanes and infrastructure is great. Kudos.

Separated bike lanes

In the 11 years I've been commuting from Vancouver's West End to and from Capilano University, I've seen a dramatic increase in bicycle infrastructure; with most of the newer additions appearing well-designed and well-built. Some routes, such as the Seymour River Regional Greenway are in horrible condition, with hazardous cracks (from root growth beneath surface) and dangerous, thorny blackberry branches reaching well into the path. Typically that's the downfall of most bike routes: paper-thin paved surfaces that begin forming cracks and fissures within a few years, and unmitigated vegetation (thorny plants) crowding the way.

Better separation of cycling lanes or protected lanes. For example, Dollarton Highway is an existing cycling route but feels extremely unsafe. Connections and routes around the Ironworkers Bridge are confusing and challenging. Wayfinding in general on most cycling routes is difficult.

Better bike lanes.

Better connected bike lanes. More visible bike crossing lights at the new bike/bus lane at Marine Dr & Hamilton/16th streets. A diagonal bike lane across the intersection on the "Spirit trail" where it crosses Bewicke at W 2nd street (this is the most poorly designed crossing on this route!) Brightly painted bike lane markers on Dollarton from the business/industrial park ALL the way to Deep Cove (this is terrifying in the rain). A protected bike lane on the north side of Esplanade where the cyclist was door prized and killed last year - I'm thinking something like the routes on Denman or Hornby streets in Vancouver. An underpass under Main/Dollarton and the Iron Workers Memorial bridge/hwy 1 without 90 degree turns and is better lit. Significantly brighter lighting where the bike route passes under Marine Dr at the Capilano River to access Lions Gate Bridge. The ability to take my refundable containers to the Return-It site at the NVan waste transfer station by bicycle. I have been informed that bicycles are not allowed here: I don't have a car, how am I supposed to return my refundables??!? Bike racks in well-lit, highly visible, and covered locations (ex: under patios, eaves, or awnings) at businesses and community hubs.

Fully separated bike lane. Not just a painted line or cones. Drivers are insane here.

Move the bike lane from the spirit trail lower norgate to welch st.

Safe bike parking & wider roadways

Finishing the Spirit Trail to Parkgate and/or Deep Cove.

Separate paths for cycling. Lower profile sewer covers and road drains.

Get rid of the hills and be separated from cars.

When I am planning a route I prioritize finding one that is as level as possible. I avoid routes on which I have to cycle uphill only to coast downhill further along. Obviously given the geography of the North Shore some routes are unavoidably up and down. Still, I think some thought should be given to minimizing gradients, even if the result is more circuitous routes. In a similar vein, I avoid some routes that are fairly level, e.g. the Low Level Road/Esplanade

because I don't feel safe due to the volume and speed of traffic, as well as the lack of a physical barrier separating me from it.

Cyclists do not obey basic road use etiquette. Cyclists do not stop for red lights, stop signs, pedestrians or cars. Cyclists act like pedestrians when it suits them, and vehicles when it suits them. Cyclists should be licensed, require road safety certification, require liability insurance, and be held accountable when they violate road safety laws.

Bike pathways that are separated by grade, like on a wide sidewalk that is mixed use (pedestrian/bike). Bike pathways that are far enough away from parked cars to prevent being doored. Safe connections to go east-west that don't take you a far way out of your way; trying to go across the Ironworkers bridge area in N Van is pretty hairy right now. Bike lane or wider shoulders on roads like Dollarton Highway.

more separation from cars, eliminate scary underground tunnels to have to connect through (the one near Second Narrows off-ramp!) That tunnel has a turn in it, you could either crash with another bike or be mugged!!!

Sheltered and safe place to park my bike.

Fully connecting the spirit trail from Lonsdale to Deep Cove to cyclists have a safe path across North Van would be very well received!

To be separated from both traffic and pedestrians

It's mainly intersections and transitions. E.g. where Lynn Valley rd goes under the hwy, or trying to get on to old lilloet rd.

The current separated bike lane along Dollarton is very nice but the sightlines are limited by too much greenery near parking lot exits. Because of this I often find myself riding on the road instead. I really hope the bridge access routes will be improved with the new interchanges. Bike/pedestrian overpasses should be built instead of button activated lights at surface crossings which delay everyone in such a busy area.

Better thought out routes. 29th street is NOT a good use of budget, no one rides it. We use the path north of Hwy 1. Put a bike lane on Kirkstone and remove all the parking on *that* street. That route makes sense.

Honestly I don't commute because of vanity, not wanting to arrive at work sweaty and with helmet flattened hair. Also it's often dark and my preferred commute includes forested parks. I prefer recreational cycling adventures on and off road. Some bike lanes simply vanish without clear direction as to where a cyclist should go. I love the green paths as a cyclist and driver! Is there an app for North Shore bike paths?

I've been riding regularly for work/pleasure since I was in high school. I am pretty comfortable in congested traffic, and collisions aren't a major worry for me, but having high school aged kids of my own now, and ones that are extremely active and are on their bikes daily, I worry about their safety riding in traffic when there is little to no separation, and accidents such as being 'doored' can lead to serious injury or worse as has been seen recently in the City of North Van. If, as a community, we want more people to be on their bikes, staying healthy and enjoying the outdoors we need to ensure that everyone from young children through active seniors are safe on our streets. There are more cyclists than ever out there, and now would be a good time to ensure they can stay safe and healthy.

Fix and widen dollarton hwy. connect main st routes with more traffic separation. Consider better connection to Lynn Valley from east

Physical barriers between bike lane and car lane.

I think that it's time to upgrade the bike cycle rules. Please look at bike cycle rules in some of the European countries like Holland and Denmark. A biker should never be allowed to turn left in a car lane. They are much slower than cars. Growing up in Denmark we used to live on our bikes but here I would never bike in traffic only on side streets and separated bike lanes. Don't feel safe at all.

Please plan separated bike paths in all areas to make cycling safer. They can't be just sections painted on the side of a road. I've cycled in a few countries in Europe and some areas of Australia and always felt safe because of bike path separation from traffic. I don't cycle in Vancouver because I'm afraid of the reckless drivers who don't take any notice of the posted speed signs, or pay attention to cycle paths painted on the roads. I subscribe to a blog called Bicycle Dutch owned by Mark Wagenbuur, who advises cities on safe cycling. You might, perhaps, check him out.

A full separation between the vehicles and the cycles eg, fence or rail. On bike path but also on roads as cars may pass too close or confused drivers might drive in your lane creating an unsafe environment.

Having a well linked up system of marked bike lanes and paths for getting from East to West. With a couple of bike/pedestrian bridges built at both the ends of Crown St, over Lynn Creek and Hwy 1, An amazing safe route could be easily created across almost the entire north shore. The car centric rebuild of Main st. has in my mind made this very important to look at. Also some sort of flashing control lights for bike and pedestrian routes crossing Chesterfield and St Georges would increase safety for all users.

Cycling should remain on parks only & not on roads. Northshore isn't a small town with dry weather, so stop pushing people to bike & stop butchering our roads. CNV roads are particularly bad where some driving lanes abruptly turn into bike lanes.

Paving or adapting local gravel trails to be accessible for bikes (especially the trail via Arborlynn to Interviver park).

Better bike lanes in some areas - ever ride Dollarton down by Maplewood sanctuary?

Separation of traffic and separate bike lanes, which avoid having to have constant fear of getting hit by a car. As an example on the parts of Lynn Valley Road which have no bike lane cars were passing me multiple times with less than 10cm of distance, which is extremely dangerous. Marine Drive - which is marked as the bike lane towards Horseshoe Bay - also doesn't feel particularly confidence inspiring.

Continuous bike lanes (ex; bike lane ends going north on Capilano road). Bike lanes in major roads (ex: cycling in marine drive is scary, no bike lane but is listed as a cycling route without any other options)

Keep all bike routes off of Roads. The drivers in the GVA are the worst for cyclist awareness, and the cyclists are the worst in the country for cycling dangerously, as well.

Connecting the existing routes together would be a great start

Off-street bike paths! Fully separated bike infrastructure from motor vehicle traffic. Painting a line on a road where cars are travelling 60 km/hr+ next to you is not bike infrastructure. Nice wide bike lanes with enough room to pass other cyclists would be ideal, especially where there's a hill involved so that less confident cyclists can stop and rest if needed.

The North Shore is definitely improving all the time, in regards to cycle commuting... My one area of concern is the outdated approaches to and from the North end of the Ironworkers Memorial Bridge.

Truck routes should not also be bike routes. Busses block bike lanes regularly and run yellow/red lights. Delivery trucks park in bike lanes esp around Lonsdale.

Better separation from traffic

Fixing the mess that is the Main Street bike route. The maps call it a bike route, but it is terrible and should be considered a gap in the network. The route is a maze that is hard to find and consists of a variety of different types (sharrow, to painted shoulder, to separated path, to crossings over highway ramps). I do not feel safe on this route, especially after the recent road changes for the new rapid bus. Major issues: Westbound from Harbour Ave to Lynn Creek is a sharrow on a narrow lane. This feels narrower than it was before the recent road changes for the rapid bus. The left turn light at Main St and Harbour Ave (Westbound to connect between Barrow St and Main St), usually does not work. When it does work (usually from a car setting it off) the light is too short to complete a left turn on a bike. The route crosses two highway on and off ramps. The route crosses an active train track (when getting on and off Barrow St). The route is extremely hard to find, especially westbound. When travelling west along Dollarton Hwy, I usually get to Main Street and Mountain Hwy before realizing that I missed the (unsigned) turn off to the Barrow St bike lane.

Divided bike lanes and bike lanes that just don't end all of a sudden! Lynn Valley Road for example.

safe, separated, well connected bike paths including on major commercial streets like Lonsdale

Bike corridors or traffic calmed streets.

Separate bike lanes from traffic & increase fines for vehicles parking on bike paths

Separation from cars

Separated bike lanes are ideal. Next best is plastic dividers. Painted lines are not ok because you see cars, buses and trucks driving in them all the time. The biggest problem is you cannot cycle to any schools without sharing lanes with heavy traffic because the cycling "network" is so broken up as to make it unusable. Kids tend to ride on the sidewalk because they don't feel safe "sharing the road" with big SUVs etc.

Separation from vehicles especially on main roads and busy streets

There are many cycling routes with incomplete paving due to utility repairs. These should be a priority to complete. Bike routes also suffer during development. The development plan should account for maintaining the cycling routes around development as development will be ever present here.

Don't put bike lanes through parking lots... who put a bike lane through Lynn valley mall? 29th hill have you seen how horribly planned that was... are you asking for a vehicle collision; you have a ending lane, with a bus stop, and a lane that goes left only at the crest of a hill with no prior warning besides painted arrows... The required credentials for who ever is hired to make this needs to increase. Lives at put at risk by the horrible new designs with it being marginally better for cyclists in an area where it was already fine to ride. Very disappointed by you guys.

The network is disconnected, one part will be a safe separated path, few blocks down it will be a thin painted green on road section, then onto nothing with no clear indication what to do, and then back to safe separated path again. The district portion of Main St is specially bad at this, it gets incredibly dangerous in sections. Imagine if we built roads for cars like this. One part is paved and nice, the next part is gravel with boulder, and then there is a missing part with a cliff for a KM, then it gets nice again. What sane person would even consider that a route?

Need a safe route to cycle out of Lynn Valley that is not as hilly as 29th st.

Separated bike lanes

Please make the mountain highway route sooner rather than later. Such an important north-south connection as I live in Lynn Valley. I strongly feel this will also make mountain highway safer for my kids to cross the street to eastview elementary.

Wider cycling lanes, separated from cars. Paint doesn't stop a car from running a cyclist over.

I would feel more comfortable if (1) vehicle speed limits were adhered to along roads such as Mount Seymour Parkway and Dollarton Highway, (2) dump trucks with trailers were not permitted on roads such as Dollarton Hwy, (3) and we had cycling infrastructure like Rotterdam's - in particular for the stretch between the Second Narrows and Ambleside. Are there cycling infrastructure standards? (I.e., to align with specific types of road standards for different use-cases?). What does the District design to?

Separated bike/scooter lanes

Better connected bike routes.

I live in Upper Lonsdale, so going to most places is easy, however coming home is the biggest issue. The most gradual hill to my house is bike straight up Lonsdale, which is SO congested with several stop lights, so many cars, buses, and trucks at rush hour. There are very few gradual gradients to get home, so I rarely bike. Plus I have two young kids that I need to get places. I would love to take my bike to the rec centre, but I'm worried about secure lockable storage, as I know bike theft is a big problem. So I mostly just ride my bike for fitness / recreation.

More separate lanes that connect. E.g. down by MEC.

Number 1 concern is Main St to 2nd Narrows. Eastbound is scary between Harbour Ave & Mountain Hwy (the so-called bike route along Barrow is largely useless because trains periodically park on those tracks making it impossible to cross back to the bridge, plus the big industrial trucks that use narrow little Barrow St are scary to be around). Allowing the 2 right lanes to both feed onto the bridge (as it was before) would allow cars to use 2 lanes, meaning that a green bike lane could be painted in the right lane to allow cars & bikes to better share the right lane. Westbound is scary from Mountain Hwy to the Lynn Creek bridge - the right lane badly needs a green cycle lane painted in it, to help "educate" impatient drivers that cyclists use the right lane too! Those "share the road" signs are ignored (or worse!) by many drivers. I've had close calls recently, and it's not even winter yet. The 2nd Narrows is heavily used by cyclists, and the recent work by the Province to add a bus lane on Main, narrowing the existing lanes and removing space, has made cycling significantly worse along the Main / Cotton / E 3rd St corridor unfortunately. But the heavy cyclist traffic in this area accessing the bridge makes this area a clear priority (in my opinion). My second priority would be westbound (southbound) Lynn Valley Rd, from Institute Rd, through the Mtn Hwy

intersection, and along until Mollie Nye Way (I think) - that section of Lynn Valley Rd westbound which is currently missing a bike lane, and is also a commonly used cycling route.

Separated or protected bike lanes, for the complete route to my destination. Secondary items are no door zone, where possible on quieter and less polluted streets and better way finding signage.

A safe bike specific network that connects to Deep Cove where I live.

Bike routes that are NOT on busy traffic routes, even when separated.

Drastic change in auto driving culture. Drivers here are aggressive, reckless and have no regard for cyclists and pedestrians. Without education and strong dedicated police traffic enforcement, plus stiff driver licensing penalties for wreckless driving, urban cycling here will remain extremely hazardous.

Separate bike lanes, especially on Lynn Valley road

I have to travel to Richmond for work so distance, time, hills, and the difficulties involved with loading bikes on buses has affected my ability to commute by bike. I think greater continuity of bike lanes, and addressing dangers of traffic merging from highway on/off ramps along Main Street would help.

Contiguous bike lanes on non major routes. No good options on Main Street between 2nd narrows bridge and Brooksbank

I live nr Cap Rd and do not use the bike lane bc the cars go too fast and are often not paying attention. I ride with my toddler on the bike and often go towards West Van and the routes there are rough, in sketchy areas (feels unsafe), or too close to traffic like Cap Rd. I end up having to go on the sidewalk.

Bike lanes separate from the traffic, but not just next to the busy roads (like Mt. Seymour Parkway and Marine Drive), but actually a separate pathway like parts of the Spirit Trail or like Lochside Trail and Galloping Goose in Victoria. I have been waiting a VERY long time for a safe bike path from Deep Cove near Dollarton Hwy to the bridge and beyond. Why do we not have one??? And from a driver's perspective, with so many cyclists riding this route for training and fitness, it has become quite tricky to drive past them all and give them adequate space. I used to ride Dollarton all the time, but now feel very nervous along there despite being an experienced cyclist who is used to riding in traffic. Another very dangerous stretch is from Northwoods all the way to Rona and then again along Esplanade in the Lonsdale area.

Have dedicated paths through carbon friendly spaces, like through the power line right of ways, or parks or quiet neighbourhoods. I don't like breathing carbon monoxide when cycling or worrying about heavy traffic.

Having too many cyclists riding side-by-side interfering with traffic and other road users

Educating the drivers about cyclists and also enforcing the law against them. I have seen cars parked on bike lanes and have been almost hit by a cars specially when they want to turn or park their car. Other than this I think the city has done a very good job with the bike lanes.

I would like to see enforcement of my fellow riders following driving laws since we are part of the MVA. Motorists don't know how we are going to act and that adds risk to all bicycle riders.

Separated bike lane or rout along Mt Seymour Parkway. Im interested to learn more about the Spirit Trail expansion east.

Better connection between Mount Seymour Parkway and the Ironworkers bridge

This survey is not good. Biking infrastructure should not have to be a choice between the options above. We need separate bike lanes that bring cyclists along commuter routes where there may be congestion. These lanes should avoid being doored and minimize collisions with traffic. The network of bike ways in DNV is not continuous and often spits cyclists out into traffic with no waypoints.

More AAA routes separate from car traffic, and a well connected bike network

Safer ways to and off second narrows bridge. Better bike lane connection east and west continuously and separated or generous distance to vehicle traffic.

Protected bike paths along quiet residential streets away from main traffic arteries.

Having separate biking lanes in busy traffic areas. Aristide of routes available

Designated bike lanes with barriers from traffic. Almost been hit many times & scared to ride in bike lanes without physical barriers.

Improve bike lanes on Lynn valley road

I'd love to see more paths separated from traffic / streets completely- like greenways

License & insurance mandatory Enforce the traffic laws

Please do not Build additional cycle lanes in the district. Unless you were going to charge the cyclists for using them. It is not fair as other road users pay to use the road and Associates infrastructure when cyclists do not

Complete routes and proper separation from traffic.

Bike lanes on the Parkway are good. Ample space and delineation from vehicles. However, Dollarton is terrible. Painting a bicycle sign on an existing road does not make a safe bike lane. It is too narrow, and winding roads make for poor visibility for drivers. In its current condition, dollarton hwy should not be a bike route.

A barrier between vehicles and cyclists or separate pathways away from traffic.

Protected lanes, remove the speed bumps, bike priority at lights, less on street parking

Separated lanes on high vehicle traffic routes like Capilano Road during rush hour. Dedicated temporary cycling routes when construction is occurring. The bottom of Capilano road has been a mess and flaggers don't pay attention to / know how to handle cyclists vs. cars.

Since my MVA in 2018 my cycling in NV has been significantly reduced. I simply do not feel safe. I am working to gain back my sense of safety and look forward to getting back onto my bike. I prefer road riding...I use the trails minimally.

Separated lanes that fully connect key destinations. End of ride facilities including secure/covered bike storage, connections between hubs such as transit, prioritizing active transit including cycling over more vehicle lane. Better intersections that consider cycling and walking.

Finishing the bike lane on Dollarton so it is continuous instead of the stretch where there is no bike lane.

A bike path with minimal vehicle conflict and zero pedestrian conflicts. Well lit path to remain visible in harsh conditions and night time.

I think it's quite clear that cyclist safety is predicated upon having a network of safe, separated, continuous connections. Cycling in the DNV is dangerous and hazardous, due to the lack of these routes.

I live in Deep Cove and cycle the Dollarton Hwy. It has terrible sections for riding that are filled with potholes and a narrow shoulder. I have friends that won't ride it out of fear. In spite of this it could be a beautiful scenic route. The Parkway has no appeal for riding for me, it would entail climbing a long hill right at the beginning of my ride, and it ends up feeling boring. However, when I do ride heading into Deep Cove from the bridge, there are a lot of side streets and opportunities to ride just off the parkway. The street S of the Parkway, off Riverside is where I choose to begin, then wind through some newer townhouses and go behind Ron Andrews. Maybe this area could be explored for a nicer route.

Driver education around being adored and giving a wide berth when passing a cyclist. I find that driver etiquette has vastly improved and is good.

Bike lanes protected from traffic that connect major destinations and are direct and not circuitous

Bike theft is a huge issue even in broad daylight.

bike lanes away from parked cars - being doored is my number 1 concern by a mile!!

More separation from vehicles. Education for drivers and cyclists regarding laws.

Our roads were not and still are not designed for safe cycling. Separated bike lanes mean a solid concrete barrier, NOT a painted line that ends into nothing.

eliminate gaps between bike paths. example: when riding east on W Queens from Edgemont village, there is a bike lane that disappears near a crosswalk, then reappears, then disappears past the community center just as the hill becomes steep - then there is no bike lane at all to navigate the intersection at Queens/Westview, and again no bike lane past that. The Queens/29th route is the only efficient route between Lynn Valley and Edgemont but the bike lanes are not continuous and therefore not safe

Not enough demand for all the money spent on the bike lanes.

Connected, well thought out routes, safely off the major roads, without the route being a lot less direct, or too convoluted to find your way. The city of north van has excellent bike routes, follow their lead!

Bike routes that kids can ride on without traffic and without too much fast paced commuter bike traffic.

Cyclists should follow rules

We are not Danish, we don't need more bike lanes. Just better public transportation and a third bridge. Waste of time and money.

Moving the bike lane next to the curb and car parking next to that like on 13 St. adjacent to Lions Gate Hospital. That way if you do get doored you won't fall into traffic.

I live in Deep Cove, there are no good options to connect to the rest of the cycling network, we need a separated bike line from DC.

Dedicated bike lanes with separation from cars!

We need to really start investing in high quality, protected infrastructure. I recently saw that the City's council received a report about transportation on the North Shore, and assume that the District has also seen it as well. If we are going to start changing how people get around in the District, we need: Protected cycle lanes and paths on our arterial roads, and wide ones too. As an avid cyclist, there is a noticeable difference when I am in bike lanes in the City compared to the District. The City's are much wider, and if they are not protected, have decent buffers painted on the ground, whereas the bike lane on Mount Seymour Pkwy, for

example, is much more narrow and I do not feel safe in it. I must commend staff for their work on East 29th Street. While not all of it is protected, it is very safe for cyclists due to the wide bike lane. Very efficient for getting to Central Lonsdale from Lynn Valley. Better connections, particularly at all of the highway interchanges (Lynn Valley Rd and Lower Lynn are especially dangerous for getting around the eastern part of the North Shore). Protected lanes and high quality/secure end of trip facilities at all of our town centres (e.g. Lynn Valley, Edgemont Village, Maplewood, Deep Cove etc.)

Improved motorist behaviour, less honking, less yelling, and more awareness when making turns/opening doors. Better connected bike lanes in particular surrounding the main street/highway intersection and the fern street overpass areas. Cycling lanes in these areas exist but seem dangerous and not well connected (crossing highway on ramps w/bad signals, uncertainty of correct route around fern street)

Better routes in high traffic areas like Main Street/Ironworkers bridge area.

Crack down on drivers going through stop signs; I see it every day every where. Shocking

Continuity. Separation from vehicle lanes. Particularly important is design around intersections. In Nov in was lucky enough to walk (well, in an ambulance) away from a car collisions neat the Phibs exchange. Car drivers fault 100% but the lack of infrastructure doesnt help awareness of cyclist.

I frequently ride an e-bike from Lynnmour to Lions Gate Hospital area, and generally around town. The bike lanes often disappear with no signage indicating what bikes should do. One example is when you cross the second narrows and then head west towards Main street. I *think* the intention is for bikes to go through the little pedestrian tunnel, but there is no signage there. Also the tunnel often has a homeless person sleeping in it. When you turn left, it looks like there is a perfectly safe curbside bike lane heading west, but then you suddenly realize you are in the center of two merging lanes of fast-moving traffic. It's incredibly dangerous. There's another safety issue at the top of Keith road heading West, at the top of the hill near Sutherland. The road goes from two lanes to one, but then for no apparent reason the curb comes out to completely block the bike lane. I'm forced to either squeeze through a narrow lane, with cars coming up behind me who don't have good visibility due to it being right at the crest of the hill - or I can go up onto the sidewalk, which kind of seems to turn into a bike lane half a block down? But again, there's no signage or road markings. I have no idea what the intention is here. But when I take the sidewalk, I end up in an unsafe position at the intersection of Grand Blvd E and Keith, where I'm crossing a right turn lane. There are other examples, but these are the worst two that I encounter regularly - I appreciate that there are a lot of new bike lanes, but the spots where the bike lanes end, or the routes merge onto the road, are frequently not well thought out and create a hazard. Finally - the OFFICIAL bike routes should not have stairs. I know the mountain bikers etc are laughing at me, but it's not fun when you follow a mapped bike route and discover a staircase. Especially with a 50 pound e-bike.

More separated bike lines - this could avoid cycling in congested traffic, being doored, collisions with vehicles or pedestrians. More connections. There are some great glimmers of hope and bike friendly paths and but there is not a great connection from bridge to bridge, or to deep cove or horseshoe bay. Cycling is more than recreation to a lot of people - it is a method of transportation and so I would love to see all bike routes taken as seriously and thoughtfully as when designing a car route. Thank you

Having other cyclists obeying the rules of the roads. Too often have I seen cyclists disregarding the rules of the roads and compromised on the safety of others.

Driver interactions. Drivers don't pay attention (phones, distractedness), don't respect the fact that more cyclists = less vehicular traffic and, ironically, better driving conditions for those in cars, and don't understand how to drive with cyclists on the road. Yes, we need more bike lanes and interconnectedness, but we also need better driver education.

Have a well connected network of cycling trails/routes separated from traffic that gets me from Deep Cove to Horseshoe Bay and all round the North Shore. I cannot get from my home anywhere safely as Mountain Highway does not have a safe bike lane all the way along it. I am terrified of cycling in traffic, even if there is a bike lane unless the bike lane is well separated from traffic. Cars come way too close to bikes in the bike lane and they are travelling at speeds that often exceed the speed limits on the roads. The paving in bike lanes is often full of objects and potholes which can throw you off your bike into traffic. Bike lanes that run alongside parked cars are the most terrifying as people don't look for cyclists before opening their doors.

Clear, continuous pathways which make it safer for both the cyclist and drivers - who understand the clear boundaries and cyclists rights. Currently with a lack of knowledge by both cyclists and drivers, how the other behaves in traffic can be confusing/unsafe.

I am older and balance is not so good. I use to love to bike, but now I just don't feel safe. Driving and good safe parking would be more beneficial to me.

There are very narrow routes in DNV that have high traffic speeds (everyone exceeds the posted speeds in DNV) with very little separation at all. Truck traffic is commonplace along Main St and Dollarton and those sections are narrow. I have been in uncomfortable close-passing situations while cycling many times in these areas and it just feels so unsafe, the separated sections of Dollarton are great, but drivers tend not to check for cyclists when they drive in/out of driveways.

Separated lanes on busy roads like Capilano, Lynn Valley, Seymour Prkwy. Studies show painted lanes don't save lives and only appeal to experienced or persons who accept high risks.

A Network that is without significant gaps that appeals to all levels of riders and is safe. Reduced speeds on most roads but especially those that are shared with bikes and near schools or gathering places.

Remove all the hills in North Van and have sunny weather all year round

Both continuous routes and separation from traffic would be ideal to facilitate cycling.

More separated bike lanes.

Having more separated bike lanes or routes through the district and continuous routes would be amazing.

Obviously there are lots of hills here but climbing up them on a bike while sharing lanes with vehicle traffic feels very dangerous and is a significant reason I don't ride my bike for transportation more often.

Some of your interconnect are atrocious. Ex: old dollarton Rd and main st. As a daily commuter I feel extremely vulnerable. Bike lanes don't always need to be elevated, but they should exist and be continuous. Using a shared sidewalk is not appropriate.

Bike lanes separated from traffic by a physical barrier or a system like Victoria's Galloping Goose.

We are a family from Europe that used the bike as a transportation method back home (hence our experience with biking even with high traffic). There are a few terrible hazards on the north shore bike network: Bike lanes ending abruptly. Bike lanes for both directions on the same side of the road. Bike lanes should always "run" in the same direction as traffic (ie. Bikes lanes should always be on the right side of the road on the same direction of the vehicles) example: Welch str (west van, but there are some in north van as well). There should never be parking cars between the road and bike lanes. This makes the bikes hardly visible for right turning vehicles. Children in most danger in these situations. Example: East 13 str. Hard divisions (concrete or delinators) between the bike lane and the road lead to dirty bike lanes and hence flat tires. (all sort of debris gathers in the bike lanes) the idea is to make bikes More visible to the cars to avoid collisions and never put a bike in an unexpected position for the cars.

Having main streets with designated bike lanes, and the removal of street parking on these busy streets such as west queens.

Wider streets. In some areas I think the verge (the green space between the sidewalk and road) should be removed or narrowed to allow for dedicated bike lanes. If the bike lanes could be next to the sidewalk but still separated from traffic by a narrow verge or barrier, that would be ideal.

There are areas that are very scary for cyclists such as the narrow stretch of the Dollarton between Stongs and Tsleil Waututh. It would be nice to have more cycle paths that connect and are completely separate from vehicles. I'm too afraid to bike anywhere with my child in a chariot trailer because of cars.

Separation from traffic especially along Dollarton Hwy to Deep Cove which is a popular route which would ease parking congestion in Deep Cove

Better bike lanes coming off the Second Narrows bridge and riding towards North Vancouver/Lonsdale area.

Remove speedbumps on road adjacent to FN land. Appears to be placed because they aren't aware of how to use stop signs. Shows a lack of planning by pushing the responsibility onto the ROW traffic.

More separated bike lanes, especially at intersections

I am a confident cyclist, but I am concerned about being hit by a car. The closest calls are usually due to drivers who aren't thinking about or looking for cyclists, either 1) at intersections (pulling out into the lane in front of you or turning right without indicating/looking) 2) being doored. I think infrastructure plays a key role (I like separated bike lane. But neighborhood bikeways are good use of existing infrastructure). But driver education would help too.

Better connections from Second Narrows Bridge to North Van

I really don't like the section between Hwy1 and Queens Ave. on Westview Drive. I realize part of that section is in the City of N. Van. I think the sidewalk between westview mall and 28th on the east side which is very under used pedestrian wise be removed or used as a cycling lane and the section between 28th and queens. move the sidewalk 4 feet to the east to finish off the bike lane .Going south doesn't seem to be an issue .Also with the adjustments on the east side it leaves room to widen the sidewalk on the west side which is so close to traffic.

Limit cyclists on the road.

Safe, separated, high quality bike/e-bike & pedestrian access to all the north shore and safe links to the neighborhoods beyond. And seriously, stop basing it on an 8 year old projection which you admit you will not complete until 2030?! This is shameful. Are we supposed to be happy with this? 28 years before the bare minimum is completed? Statista suggest the e-bike market alone will be worth \$20.3 billion US in just 3 years, this "plan"™ needs a serious overhaul and a serious look at how we prioritize funding, not just wait for "new road projects"™ to piggyback. You profess to understand the link between a reduction of congestion and pollution, and the use of bikes or e-bikes for commuting or shorter daily journeys, yet your current system of "prioritizing"™ routes to enable these benefits will result in an 18 year wait. I think you can do better.

Concerned about lack of separation from traffic and being hit by a car or door. Really like protected bike lanes.

Dedicated lanes with a barrier between traffic like the spirit trail.

Separation especially where cars turn across bike lanes, e bikes that zoom so fast in bike lanes

Wider bike paths so I can travel safely towing my children

I dont want a bike lane and I really resent the district taking away parking. I'd rather have nice bike lanes through neighborhoods even if they are on streets in low traffic areas that connect to bike paths OFF the streets.

Having a separate lane that is a reasonable distance from cars, and good signage indicating where the bikes routes are.

I commute to and from downtown over the Lions Gate Bridge every day. Coming off the bridge it is incredibly dangerous along marine drive to Cap road and then up Cap road until the highway. That needs to be dealt with please!

More bike lanes with separation from traffic.

A bike lane going from second narrows up to the Seymour conservation area

Separated bike ways.

Spirit trail extension from second narrows to deep cove

Separate cars from bikes.

separate cyclists from cars better. people drive at least 70kph on mount seymour parkway and all we have is a little painted line that in a lot of places isn't even visible anymore. i've already been right hooked by a car. most people wouldn't dare cycle on that street.

Safe and efficient is most important to me. When I am commuting or riding for exercise, I want fast uninterrupted flow to my ride.

I own both road and mountain bikes and ride probably 5 times a week. I strongly feel there's a limit to how much should be spent on bike infrastructure. I also feel that bike lanes are not always the answer to improving the interaction between cyclists and road users.

An easy way to Cross the highway

Dedicated bike lanes

Separated and continuous network of routes around the district. Routes that run along and lead to places that I'd want to be (shops, services, etc) and aren't several blocks away.

More 'off street' shared/cycling paths like spirit trail. More secure and dry places to park my bike.

Safety from cars, separate bike lanes

Dedicated lanes

Roomy lanes, separated by a barrier from traffic, from Deep Cove that connect to the spirit trail.

Dedicated and separated bike routes

Dedicated lanes on congested routes.

Safe bike racks at key spots.

Connecting bike routes IE. 2nd narrows on and off from the Shore is brutal and dangerous. Please fix!!

The most important would be to redo painting marks on the ground and make it more signs. The debris / sand are a real danger, better cleaning is a must. A few spots need better pavement and 3 to 4 feet wide space for bikes to travel safely.

Better separation from traffic and not continuous concern of having bike stolen.

More designated bike lanes, a better bike lane across the Cap river highway bridge.

Better driver awareness and education of the co-existence of cyclists. I think if drivers considered cyclists as a constant and were aware of them and considered them, you would need far fewer bike lanes. There is plenty of room on the roads. The issue is the ignorance of many drivers.

Having logical bike lanes that don't end abruptly and dump you into fast moving traffic

Having bike lanes AWAY from the main arterial traffic routes where it is not only more safe and serene, but also better air quality.

The difficulty of making left turns on intersections with bike lanes is one of my annoyances. As opposed to cars, as a cyclist you have to wait for the light twice, and often the buttons for activating the lights are not set up for cyclist making left turns, requiring you to walk rightwards with your bike first to activate the light, and then turn around again to make the left turn.

Separated bike lanes with physical barriers (not mere bollards) on busy streets would not only make me feel safer but encourage my daughter to ride more often as well.

Bylaws for cyclists

1) I've 2x been hit by cars - once in sunlight in a bike-lane from behind, and 2nd by old driver (& I'm 73) in illegal passing maneuver. Dedicated bike lanes are the only answer in my opinion. Note: drag and drop selection option isn't working for me on Mac. Had to leave blank.

Warnings or indications of when a bike lane or bike path ends transitioning the rider back into the path of vehicles. Worst example for my commute: Eastbound Dollarton Highway at Capilano University. Separated bike path ends forcing bikes back onto Dollarton right before a bus stop. I have proceeded many times onto Dollarton only to have a bus pulling into the stop at the same time. Very hard to see the bus coming and very near miss occurred. Stopped riding for a while after this incident. Still nervous today even knowing the situation.

Some drivers are still not practicing a 1.5 meter distance when passing by cyclist. The roads are the model for everyone practices respect among others. Thanks for your concerns

Separated bike paths

Good network of safe bike paths

Better traffic management on busy but unavoidable routes. Lynn Valley road still feels dangerous southbound with cars often drifting into cycle lane and cutting across at the highway junction. Northbound the highway exit onto Lynn Valley road feels dangerous and creates anxiety.

Having continuous bike lanes: so weird to travel along a bike lane and it simply stops. Also - Covid 19 means I can't work at my office, so I don't commute much now, but in the future I will commute again. But my commute forces me to cross the TC1 highway at Kieth Road/Fern Street - this is freaking scary on a bike now. Will it improve in the future?

-Improve bike lane connection between Dollarton Hwy, 2nd Narrows Bridge and through to the Lower Road. Focus on dangerous gaps on Main Street, particularly Westbound.

More driver awareness and education and training.

Eliminate gaps in bike routes

Better, direct connection from Lonsdale area to Lionsgate bridge. The current bike route is convoluted, but Marine drive is unsafe. The current route, while lovely for families, is way too crowded to make for fast, efficient commuting.

I am a senior citizen - Only interested in cycling along the waterfront, flat, no auto traffic, etc. My very unrealistic set of wishes. Iâ€™d need to be In Amsterdam to feel happy about cycling...

As a road cyclist, designated lanes, quiet streets or other pathways that are not impeded by either walkers or slower, recreational cyclists. Also, clear signage on how to follow the route. Too often, designated bike paths end abruptly or switch from on- to off-road usage and it can be very unclear where to go.

1. Although great in many areas I would like more consistent definitive bikelanes. I get worried coming up capilano near TransCanada. Otherwise my commute downtown is great. Would be open to more options that don't significantly limit vehicle traffic.

When bike routes are made they should be reasonable for a commuter. An example where it is not is the new overpass at mountain highway the way it is signed it requires cyclists to leave the road and cross the sidewalk, Then recross the sidewalk to dismount and use a crosswalk. Most commuters will ignore this and continue through with the cars

Fixing areas of congestion (ie. Seymour River to Rona going West on Main Street); ability to hit less lights (a better flowing route to avoid Esplanade lights). I road ride at a good speed, so Spirit Trail is not safe for me to ride with the mixed use. As long as there is a good width cycle lane giving preference to bikes (like Adanac bike route) to go East<->West across North Van, then I'm happy. Don't think we need the expense of separated bike lanes for road riders. The separated lane would be good for Spirit Trail type use (ie. for the casual biker to get around).

I love cycling but what you did with 29th street as an example makes ZERO sense! It just pissed off many residents by taking their parking away on a hill road that hardly anyone is using! Did you know you could just come down Tempe Glen Dr , past the tennis court and fixed that unpaved road to connect to Lonsdale? saving taxpayers millions of dollars? I live in Tempe Glen and I have yet used the 29th street path you guys build, it is too difficult to climb and why should I ? when I can go down Tempe Glen with a flat path?

Exclusive bicycle lane with no vehicle access

Separation from vehicles. Change of attitude of drivers, many drivers are biased against cyclists and have no regard for the risk to cyclists.

We desperately need dedicated bike lanes that are separate from traffic, this supports mobility for all level of riders, not just those comfortable in traffic. One long term plan i think is worthy of consideration is a one way dollarton hwy with increased connectors to mt Seymour parkway, the saved lane becomes a two way bike path. Dollararton is heavily used and is very dangerous.

Separated bike lane on Dollarton Highway. It is becoming increasingly busy with trucks and other traffic and I don't feel safe.

Separated bike lines to main destinations like Downtown

Designated bike lanes separated from traffic.

More separated bike lanes in convenient locations to get from A to B, especially near bridges. Reasonable connection across Capilano at Fullerton, particularly westbound.

Improve the weather ;)

Dedicated bike lanes that separate bikes from car traffic along thoughtful routes to connect the North Shore efficiently.

keep me away from vehicle traffic and parked cars (being doored) some drivers don't understand and cut me off when I have the right of way, I appreciate seeing police issuing tickets. I do have HD Camera's front and back on my bike, as proof that I can share with police when things happen.

If vehicle drivers payed more attention to their speed and poor driving habits and looked out for cyclists on the roadways.

Separation from traffic and particularly buses - shared bike and bus lanes are terrifying. I also have a 6 year old son and would cycle more with him around the area if there was a safe option for the Dollarton/Seymour parkway areas.

The lack of separation from traffic and resulting issues are key. You simply cannot argue that cycling is safe in NV. I have at least one safety incident every time I ride. Drivers are often aggressive and disrespectful of cyclist considering us a "nuisance" rather than having a right to share the road. Combined with a lack of barriers between roads and bike lanes this makes fora highly volatile mix. We desperately need safe separation from traffic. One other comment. I think it would be helpful if you more often shared the total costs of building and maintaining roads for vehicles and compared with the total NV spend on bike infrastructure.

It is cycling at 4 way intersections where I have almost been hit that concerns me. I live in Edgemont village and people try to fly through there to get to Capilano Road

Dedicated bike lanes painted on roads. I see the utility of separated bike lanes in some areas, and for beginner users. However separated bike lanes can cause biker / vehicle tension as i belive they create the expectation that cyclists should not be on the roads and that they should only use seprated bike paths.

Bike lanes. Part of Dollarton needs work!!

more signage and road markers indicating space for cyclists. (for instance, love the new painted lane northwest bound on LV Rd from the highway to Molly Nye house...would love to see the painted spacing stripes continued through to Mtn Hwy. When streets have markings, it informs drivers that cyclists have a right to use the roads. Many drivers do not realize the rights of cyclists.

Separated lanes, traffic lights controlled by bikes

Well connected routes with less congested car traffic.

Roads designed with cyclists in mind - always having a (green) bike lane, particularly when road narrows or lanes merge (e.g. Lynn Valley Road - the bike lane starts halfway along it?! It feels nervewracking until the road 'permits' me to be there and the cars are made aware to look out for me)

Unsafe riding through constant construction areas.... almost been hit numerous times.

More connections on quiet suburban roads between schools, neighbourhoods and parks by cutting the speed limits and giving priority to pedestrians and cyclists. Make cycle training for more people. More assistance for schools to create safe travel plans for children to walk and cycle to school (walking buses, cycle paths) will help normalise cycling and walking for children to get to school and give them habits for later in life.

Separated or designated continuous bike lanes that are safer away from vehicles.

separated bike lanes, ideally by grade, but if not then at least a white line.

Bike only lanes/paths. Better routes going up hills and out to the parkway. Would especially like a rideable switchback path at the stairs connecting bridgeman trail to Arbourlynn (up from the orange pedestrian bridge. Too steep to push a bike presently. Especially a heavy ebike.

Separated bike routes that connect the existing "neighborhood connector" trails and gravel paths.

Better flow through in key areas such as westbound on Dollarton/main near phibbs exchange
Cyclists are generally forced to directly ride with and/or cross traffic.

Improved visibility. Intersections in NV and the district are often obstructed so that a driver or biker or pedestrian must be in danger before they can see whats coming.

Don't worry about making cycling better until you first address vehicle congestion. Priority should be to get existing vehicle traffic moving first.

More space to bike that is visually, or ideally physically, separated from cars. I would love to cycle to deep cove but the route is terrifying as it is now.

I live in Vancouver, the space between the bridge and mountain highway is not very safe

More dedicated paths or on quieter roads. More enforcement for bad cyclists and e-bikes.

I live in Lynn Valley and I'm terrified to bike on Lynn Valley road. I wish there was a safe route out/in to Lynn Valley.

Some sort of physical barrier when a cycle way is on the road, a single curbstone would probably suffice. Continuous routes would be great. Places that are wide enough should have clear separation for cyclists and pedestrians. The spirit trail at Norgate is a prime example. Designated cycling and walking directions on each side of lions gate bridge - the downs can be fast for cyclists and when a pedestrian is not facing the oncoming traffic, it is often a shock for them to be passed, fast or slow.

Having bike lanes on the Dolarton hwy.

I'm often cycling with kids so anything that keeps them safer - separation, priority at junctions, lights changing for cyclists, especially when turning left, connection to more places, less tight turns (some of the bike lanes by the highway exit / entrance south on Lynn Valley Road are very tight for a large bike wagon)

Bike lanes leading to major biking destinations. I live on upper Mountain Hwy and see a constant stream of cyclists riding up and down the hill on the side of the road, or in the middle of the road. They are all heading to or coming from the trails at the top of Mountain Hwy. At the very least all parking on the East side of Mountain should be removed permanently. Would also like to see something along Dempsey from Mountain to the Lynn Headwaters entrance (End of the Line) Another major cycling destination. Thanks

Separated bike lanes on more major routes, a good route from Lynn valley to the iron workers bridge and or to Seymour heights / Dollarton highway east of 2nd narrows. Separate bike lane on Main Street leading onto bridge deck. Left turn green boxes at some intersections.

Separation from traffic.

Better road surfaces

Proper bike lanes especially along Dollarton hwy

A separated bike lane on the Seymour Parkway (between Berkely and Riverside).

Bike lanes should NOT be on main arteries combined with vehicles! Pollution for riders and the general unsafe idea of mixing bikes and cars makes the risk too great for me. I LOVE to ride my bike more BUT there's no where to safely leave it at 99% of the places I need to go. (And I will not ride on a main road with the useless bike lanes we have). A young relative has a serious brain injury due to a driver not seeing her so a lifetime of panic attacks, unable to concentrate etc ended a great career she just was blossoming in. I ride for pleasure in my neighbourhood instead. Car traffic also needs to flow without worrying about whether that cyclist is going to notice their signal, see the manoeuvres that are about to happen. People need their vehicles on the job, dropping kids off & picking up from daycare, driving friends / relatives to medical appointments, groceries shopping on the way home from work etc.... people have places they NEED to be at particular times and that will NEVER go away. Trying to meld these modes of transportation on the same roads is a fools errand. What has been done on 29th Street is a ridiculous joke so I use The Wellington St bypass to get to Lonsdale. IN MY CAR. While I love to cycle, I have multiple reasons to need to drive. My fellow cyclists piss me off greatly. They ride on the road, in line with cars, when there's a "bike lane" a few feet away, they're on sidewalks, foot paths, weave in and out of traffic, don't stop at stop signs... .. they seem to be able to ride wherever and do whatever they want. Maybe to feel safe? (and pedestrians who won't walk on the pedestrian path but use bike paths instead?!) it's a bloody mess.

I have been road cycling for years and personally I think dedicated bike lanes are a dumb idea, look what happened with the cyclist downtown NVan last year. He was riding in the bike lane and foolishly thought he was immune to danger and to people opening car doors and he got sucked in under a truck. Do not give novice or beginner fragile cyclists false hope of safety with these silly bike lanes, or you will have more deaths on your hands. Invest money into education and teaching people how to take charge of their presence on the road. But these roads also need to have decent width for ignorant drivers not to get frustrated so they can pass easily and safely with plenty of room. If you want to make more bike lanes, make corridors that make sense and will be attractive even for cocky/experienced riders like myself because I don't use bike lanes. They are rarely along my route. I take charge, I ride almost as I drive if speed permits, and I occupy enough of a lane to let drivers not to pass me in safely. Sure if there was a bike lane to do that job for me, with plenty of room for me and cars to pass me, it would make even my life easier. But Don't just slap on "bike" sign on

the road and call it a "bike route" that's silly. Pure bike-only lane streets sound silly too, they'll get crammed with riders who will be in each other's way. Some kind of middle of road solution where you'd share roads with cars but some decent width separation, even like the ones in New York City could be attractive (where parked cars are moved away from the curb and bike lanes are stuck in between). Overall, a useful bike lane for me is a significant space between cars and sidewalk. They don't need to be all over the city. Make a few very useful key arteries and I would probably be convinced.

More bike lanes through parks away from busy roads

Driver education. Too many people in a hurry cutting off or not seeing cyclists, or just being jerks on purpose.

Cycling has had a rapid growth throughout the pandemic, now is a wonderful time to improve our cycling infrastructure and keep people cycling through the poorer weather and past the pandemic. Segregated and wider bike lanes are proven to be far more effective at encouraging cycling and improving safety (and perceived safety) than painted cycle paths, I feel like these would also encourage families with children to cycle more. Intersections and traffic signals redesigned to maximise safety for pedestrians and cyclists rather than traffic speed. This could be done by allowing pedestrians and cyclists shorter waiting times and helps cyclists in particular to avoid red lights. I also think increased routes towards the villages such as Edgemont and bigger parks like inter river and more access to better bike storage solutions at these locations would encourage people to cycle there and spend more time there. There by increasing foot traffic to local stores there in a similar way to that in the lower lonsdale area and breweries since the development of the spirit trail.

Separated bike lanes Why has it taken 7 years to produce yet another study and no bike lanes

Clearly marked bike lanes with enough room (not like Lynn valley rd) for cyclists. More routes like 29th pls. Simply follow best practices for building roads for all users, not just drivers. I want to ride my bike!

Nice pavement, space, signage.

These questions are very much dependant on the route. I am an experienced and confident year-round cyclist, able to navigate and create alternate routes through unofficial neighbourhood bikeways to avoid dangerous or unpleasant areas when I have time or am riding with my family. But, I am also a daily commuter, riding Lynn Valley Road from Lynn Valley Town Centre in to my job as a teacher in the City. Lynn Valley Road is a perfect example of a route with widely varying infrastructure with some glaring gaps in "safe" infrastructure. I do not feel safe riding with my daughter on this route, nor along Mountain Highway, despite these being the only official "bike routes" in our neighbourhood. The unofficial neighbourhood bikeways work fine for our family's needs, but not all families know how to navigate the side streets and neighbourhood connectors, and that is a big barrier to more families on bikes.

Reduced speed. Single file riders .slower car speed or AI pilot of cars. Bike lanes that end at congested points are a one trip only for me. I can wait ,I can avoid routes that are not compete. I fear other rides more than cars when it comes to dangerous manoeuvres. Some shared bike and walk areas are terrifying. The improvements being made make me very proud to live in this beautiful city. Thank you.

bike routes that make biking a priority (not just markings on the road, but a designated bike lane). clarity in road signage and circulation for all modes of transportation - more is not better if it's confusing and overwhelming

More designated bike paths

I'm a single parent and have 8 year old twins. We love biking, but we have to be extremely strategic when it comes to traveling on the roads. It would be great to not be so limited. It would also be great to have safer routes to get down to the spirit trail.

1) More extended shoulders with wide painted bike lanes allowing cyclists to ride in own lane and cars to pass easily. Like on the Seymour Parkway, that is well done. 2) "Sharing the road" like Dollarton is dangerous currently and impacts drivers and cyclists negatively. 3) No parked cars on side of bike lanes like lower Lonsdale currently. Dooring and cars pulling out without looking are dangerous and common. Major thorough routes should not allow parked cars on them. 4) Mixing pedestrian and faster commuter bike routes is the most dangerous of all. Bikes belong on the road safely with cars. Pedestrians represent a huge injury factor for all concerned when you move bikes off the road to a "mixed use" path on the sidewalks. Examples of this poor planning for commuter routes is on Main and Brooksbank across from MEC, up Forbes in City of NV and the Welch street separated lanes. A wider shoulder with a painted lane on each of these would be safer for all and cheap to install.

separate bike lanes with more than a painted line to protect me and my family , who all ride - everyday. from trucks and SUV's

More bike Lanes More green paint on the roads to indicate bike areas and crossings. Fines for those that park on bike lanes. More education in the community to be bike aware ...and better lock up areas for bicycles around town and schools.

Many bike lanes in the District end or direct bikes into unsafe crossings (ie Hwy 1 underpass on Lynn Valley Road travelling north into Lynn Valley). Bike lanes should also be placed on logical roads which form a straight & convenient travel on major corridors. Bike lanes that require weaving through many roads or detours instead of following a straight convenient line will get less use.

I've been commuting to downtown 10+ years. And I also enjoy mountain biking. I'm passionate about cycling. Now, my young kids and my wife are getting into cycling. It's an amazing experience to bike on local trails. But I have big time concerns biking with them on roads that are shared with cars. As Lynn valley gets more densified and traffic gets more congested. I don't feel safe biking with them on main roads like Lynn Valley road to their spots practice. I love reading the improvement plans but one major GAP is inadequate traffic laws that protect a cyclist when an accident happens. Drivers usually get away with a small fine but cyclists end up in a hospital...if they are lucky. I want to see stiffer penalties that help protect cyclists.

Specific biking trails.

Please improve connectivity from Edgemont Village down Fell to the Spirit Trail. If you look at the map there is a huge gap in connectivity in this area (south of Queens, west of Jones, east of Pemberton Heights). Also, please consider making Capilano Road safer with separated or at least co to you's bike lanes.

Wider bike lanes. For example, the bike lane on Lynn Valley Road is too narrow.

Separation between bike route/lanes and traffic. Especially on Seymour Parkway.

Separated commuter lanes. Intersection redesigns. Connected routes. No more gutter routes shared with traffic and buses anywhere along the main arterial routes.

More flow to the connectivity of bike routes

Please improve connectivity from Edgemont Village down Fell to the Spirit Trail. If you look at the map there is a huge gap in connectivity in this area (south of Queens, west of Jones, east of Pemberton Heights). Also, please consider making Capilano Road safer with separated bike lanes. (This is a repeat comment from my partners submission, I share the same thoughts)

More separated lanes and a better network

More off road lanes

Unfortunately, our cities are not design with bicycles in mind. Using existing road networks to accommodate rapid bus lanes, bicycle lanes, parking and ever increasing car traffic does not make me or my family feel safe on bicycles

Priority must be given to bike lanes without needing to go up and down curbs. Where there are two car lanes in the same direction, make one full lane the bike lane, e.g. on Lynn Valley Road. Painting a very narrow "bike lane" on the side of the road is only an excuse. That is NOT a bike lane.

Bike lanes separated from cars

Designated bike lanes. They don't need physical barriers separating from traffic but at least more space and lines delineated from cars

Separation from traffic

Protected bike lanes, Safer crossing, better connections, no breaks in connections, Slower speed limits on streets with unprotected lanes, better signage, safer way to lock bikes

Connected bike lanes. While I'm here, PLEASE consider building sidewalks in Canyon Heights area - so unsafe on roads like Ranger and Montroyal when walking from transit

More designated bike lanes, continuous routes with steady inclines up hills.

Most destinations (even those serviced by bike routes) have a sketchy part. I'd like to bike more with my kids but as long as there are areas where I don't feel they are safe I'll either a) not ride or b) drive to a recreational area and cycle there.

I would prefer quiet side streets and trails. Even with barriers, I have zero desire to ride on busy main arterial routes.

We're too old. We're pretty fit but can't cycle. Your survey does not make any provision for us to pass this info on to you. We are totally against cycling. There are not many cyclists on the North Shore roads and most are obviously recreational cyclists, not commuters, so it is totally unacceptable to spend as much money building infrastructure for recreational cycling. Bike lanes take up a lot of room on the road. Please please build bus lanes instead which could move a lot more people. Also for the cyclists there are, please educate them. They totally ignore traffic laws. In fact traffic laws should be updated.

more bike lanes (ie dollarton - having a sign that says bike route DOES not count as additional bike infrastructure in my mind), better connections that are safe for bikes (ie clear signage, more continuous bike lanes not stop signs everywhere), separated bike lanes when it actually makes sense. Clearer signage and better connections (ie around the bridges). More infrastructure - I feel like there are certain areas (the green necklace, marine drive) where it's

really easy to get around, but having just moved to the north shore in the last few months, anything farther north is difficult to get to.

Some cycling routes end. What does that mean? No longer a cycling route? For example in front of Lynn Valley Mall. They spent a lot of money upgrading Lynn Valley Road about 4 years ago, but never continued the cycling route in front of the mall where traffic is heaviest.

You need safe and comfortable cycle facilities from the bridges, especially Second Narrows. Main Street was just re-configured to support transit but you missed the opportunity to add cycle tracks and provide a seamless safe connection.

Separated bike lanes are always the way to go. Get people out of cars, get exercise and save the environment. Thanks for the initiative, looking forward to the results!!

Bike lanes that don't disappear. More separation from traffic.

If drivers would be more educated on bikes and being safe around bikes

Barriers when possible for very busy traffic routes

Having separated bike infrastructures secured with a physical barrier.

It was difficult to answer the previous question -- I am very worried about the lack of separation from traffic, worried about cycling in congested traffic (or with drivers who think bikes shouldn't be there), worried about getting doored, and worried about collisions with vehicles. I am not worried about other cyclists or pedestrians; I am not worried about the hills or the weather. Unless or until we are able to change the attitudes and behaviour of drivers, as a cyclist, I want to be separated from vehicles as much as possible. Also, it is very important to consider cycling for ALL ages and abilities. A bike route that works for a confident adult cyclist will not work for children or less confident adults.

Separation from traffic, especially raised paths and dividers. Painted zones at traffic lights. Continuous path with the CNV.

Changes in the Motor Vehicle Act that would make cycling rules more realistic and safe

Separated lane along Dollarton Hwy from Second Narrows to Deep Cove, providing bikes a safe lane, separated from cars. At present, riding on the shoulder, there is often not enough space, and it can feel very unsafe, particularly in rush hour traffic and in wet weather

Complete physical separation from car traffic.

Completion of bike route connections. Two particular areas of concern are Capilano Road from Marine Drive to Fullerton, and Main Street from the cross-walk coming off the Second Narrows Bridge to Park and Tilford.

Install a dedicated bike lane northbound on Mountain Hwy. Currently it is dangerous to ride on the road and the sidewalk is too narrow, and there are no alternative routes that lead directly into Lynn Valley.

Dedicated /separated from traffic bike lanes between Deep Cove and Brooksbank. Along Dollarton/Main St. Connecting to Spirit Trail.

Easier cycling access to 2nd Narrows Bridge.

Mountain Hwy bike lane separated from traffic

I cycle quite often from Grand Blvd area into Lynn Valley. Bike lane is terrible after you pass under highway. It ends on Lynn Valley Road which is busy. You need a safe paved continuous route right into Lynn Valley center. I prefer bike routes that are separated from traffic.

Dedicated/ separated bike lanes from deep cove to the spirit trail on Dollarton and Main Street Easier bike access to 2nd narrows bridge

Create separate, protected lanes anywhere that doesn't have one. Sharrows are not enough. Change stop signs to yields for cyclists.

More Bike Lanes separated from traffic and pedestrians.

I think there is a huge opportunity to improve bike infrastructure in the district. Linking the networks to avoid fragmentation and more designated bike lanes (clearly marked) is super ideal. Traffic is already bad enough living in the district and people want alternate modes of transportation that are also active.

More bike lanes and streets designated for cyclists

From upper lonsdale to the Spirit trail there are some really scary sections. Jones avenue needs to be paved and fewer speed bumps. There should be a link to the latest cycling routes on the North Shore Culture Compass. Then many more people would use the Compass - and be able to make better route plans. Are the Nice green painted areas non skid in the rain? They work well for traffic. I would really like stress free cycling! The Jones avenue bridge over freeway is not. The diagonal through road Running a couple of blocks from the bottom of Mosquito creek west To Mackay is dangerous. Thanks for doing a survey

Separated bike lanes that connect me from the spirit trail to Horseshoe Bay and to my home in Upper Lonsdale

A separated lane WB on Lynn Valley Road between Institute Road and Fromme Road. It's dangerously narrow there, so narrow that I sometimes ride on the sidewalk because it's safer than commuting with vehicle traffic. Everywhere else I ride is great.

Combination of Bette separation and educated drivers

a better alternative to Mount Seymour Pkwy

I don't cycle as there are too many hills. I don't use transit as it is too difficult to bring groceries, other packages etc home. I am fed up with the cost of implementing these changes for bikers. Please figure out how the bikers can pay for the new routes, barriers, pavement and building of these routes. Tax them.! Also, police the bikers as they break laws ; speeding, ride 2 or 3 abreast and won't move over, go through stop signs , speed onto roads as they exit trails , leave doors open when beginning or Starting trail rides...

Educating motorists in order to have them respect cyclists.

Separated bike lanes.

A way to avoid being doored into Valhalla and safe riding corridor to popular family destinations

Bike routes off of major roads so I don't have to ride in heavy traffic.

Nothing. I Don't cycle

Separated bike lanes that are wide

See above re: doored. The Esplanade is particularly nerve racking. Everywhere else is pretty good. Keep up the good work!

Separate bike lanes on high volume and/or high speed roads like Marine Dr west of Capilano and Capilano Roads. . Not lanes shared with pedestrians though.

More dedicated bike lanes is really the only thing that would make cycling better for me on the north shore

Need to consider secure bike parking.

Separate bike lanes from traffic is a must. I have almost been doored many times but managed to see door opening at last minute. Some drivers turning right ignore the bike to the right. Impatient drivers do not want to share the road. Older drivers are terrifying. Many times Ive managed to avoid a collision then realized that the older driver didnt even see me. Cycling should be safe for people of every age but I would never allow a child of mine to bike on the road.

More bike routes. Separated from traffic if possible, but lanes and signage are most important

Lifetime ban on driving for any collision with a bike. Get the idiots off the road!

Off the road bike paths and networks

The intersection where the spirit trail meets the path going south on McKay needs caution signs. Collisions are a matter of time. The Spirit trail is great. The continuous bike paths are great. More please.

Separated lanes, with some form of physical separation, similar to European implementation would make for a much safer and stress free riding experience. In my experience, the lack of feeling safe while riding is the single largest impediment to new or casual cyclists riding more often. Certainly my daughter and wife feel very uncomfortable riding around the district due to a lack of separated routes.

Better routefinding and signage. The City of Burnaby has done a great job with the Sea to River bike path.

Signage really seems to help; and the painted road messages with cycles and the share the road signs seem to make a big difference. As do the green painted sections near intersections. - so maybe doing more of that.

A dedicated overpass over the highway that will safely connect Lynn valley to grand boulevard. (The intersection under the highway at the south end of Lynn valley road is very dangerous.) Our family drives from Lynn valley and parks near grand boulevard, then cycles or scooters to work or school because crossing the highway is so dangerous.

Visual and physical separation of bike lanes from heavily trafficked roads.

More dedicated bike lanes and roads

Completing the pavement on Dollarton highway as it enters from the east to the First Nation properties, near the church. Unable to connect home to childcare safely with our small children on bikes. Thanks!

A dedicated cycling lane on mountain highway - traffic moves much too fast and there is no room for bikes, particularly noethbound

Separate bike lanes

I am a walker and I believe you should be considering us in this survey. Some folks are too old to cycle especially with the hills, but love to walk and are constantly being in fear due to entitled cyclists speeding by in both directions with little concern for walkers. We can't see behind us, and they whiz by far too close and often in groups of several bikes on pedestrian paths. Pedestrian paths must be separate from bike paths. I don't use some paths that I really used to enjoy out of fear of being knocked down due to cyclists speeding by and often on their cell phones. We need consideration for walkers, cyclists and vehicles. Not one over the others.

Bike lanes should be better separated from automobile traffic, possibly similar to what was done on the top section of 29th. That being said more logical thought to where bike lanes are also makes sense. As an example I have never once in my life thought riding over 29th was a good idea and have avoided it Unless there was no other option. Furthermore since itâ€™s construction I have not seen one cyclist use the section above William. That money could have been spent on making safer bike lanes in other places.

Separate lane from traffic. Maybe in the same level as the sidewalk so I donâ€™t get doored! The northbound off ramp from the Ironworkers bridge and through phibbs Exchange to Park and Tilford etc. Is TERRIBLE!

I donâ€™t cycle to shopping or do other business, because of the lack of safe parking for bikes. Thereâ€™s nothing worse when cycling in a bike lane, and when you get to a busy street, the lane just stops and you have to merge with traffic. Especially going along Main Street east toward the 2nd narrows. In Holland the drivers are taught to open their car doors with their right hands forcing them to check for cyclists, perhaps council could ask ICBC to implement an add campaign to promote bike awareness. Thank you for listening ðŸ’

The bike lane on marine drive is unsafe esp in wet weather or in the dark.

Separated bike lanes, and better managed intersections (cars tend to cut into intersections for visibility, without considering bikes or pedestrians)

Sepearation from cars

Physically separated cycling roads that are direct & not isolated from local amenities.

More healthy, best for the climate and nature, less traffic, less stress, and not to pricy.

More direct bike routes that can allow me to commute by bike and not take incredibly long and non-direct routes. Also more major street bike designated lanes such as marine drive and Lonsdale.

There are a few key spots that donâ€™t protect cyclists (no signage warning cars to look for cyclists). More police traffic stopping for illegal turns and aggressive lanes changes. With the pandemic and the limited police cars on the road, drivers are going faster and making less ideal turning decisions.

Separated bike lanes, respect from drivers, slower vehicle speed on high volume roads near recreation areas (Lynn Valley rd), vehicles not parking in bike lanes, safe access to Second Narrow bridge.

Connectings gaps in the network, like from Second Narrows to the Spirit Trail.

Separated bike lanes

Safer wider bike lanes

Dedicated bike lanes. We have a 4 year old and want to get her out on her bike to go places, but the inconsistent bike lanes is an impediment. Especially along Dollarton. Would love to bike to Deep Cove, for example. And get errands done along Main St (e.g. go to MEC, brew pub, bike shops), but the bike lane system there is all over the place and too close to cars.

Bike lanes that don't out me at risk. Bike lanes are poor in North van

Bike Lanes that are actually separated and consistent from cars. Marine Drive from Lions Gate to Deep Cove is a nightmare, some 'bike lane' sections just drop off!

Proper bike lanes separated from traffic on busy streets, example Capilano, the bike lane ends, leaving commuters and recreational bikers at high risk biking with cars on the road.

Have a raised safe lane on the sidewalk. Have your Engineers get out on their bikes and discover what it is like to be a biker in traffic. You can only be the best at what you understand from experiencing it as a cyclist does.

Continuous cycling routes

More bike lanes. There are plenty, but all of the disconnected sections make rides feel a lot less safe. Dollarton is the worst culprit. Also, more secure bike storage. I avoid riding my bike for errands because I'm worried about it getting stolen.

Install bike lanes on Capilano Road between Ridgewood and Hwy 1.

I'm an experienced cyclist and not scared of cars, but there are a few bad, dangerous spots for cycling in the District and I'd love to see those improved to get more people on bikes.

For all main routes to have clearly designated cycle paths, ideally off the road but otherwise with a solid line and colour block along the side of the road and without cars parallel parked on the other side. Main Street cycling is big concern for me, as is along Esplanade where the bike lane is between traffic and parked cars. I have been hit once by a parked car opening its door - road plan is high risk. At the very least there needs to be highly visible signage reminding drivers of parked vehicles to check for cyclists before opening their doors.

The lanes that exist are good, the danger I find is the gaps in bike lane infrastructure, which for me mostly includes Lynn Valley Road (which should be a separated bike lane - see Esplanade) and Main Street both directions (scary trucks and sudden end of bike lanes into traffic!). Potential for dooring is scary. I am a confident rider, but I now ride with my 9 month old on our e-bike. We'd love to ride across Second Narrows to Vancouver, or up to Lynn Valley for a hike, but just too risky. TRAFFIC CALMING. Sorry for the all-caps. But there should be no reason for above 50 km/hr on anything but HWY 1. 30 km/hr on side streets is plenty. This also reduces noise, which cars are easily the loudest all-day nuisance noise for most residential areas.

Providing more direct routes that are protected for cyclists, combined with lower speeds for GP traffic and trucks.

Having separation from traffic to make cyclists visible in traffic and from parked cars (to avoid being doored). Also having road safety tests in the province include awareness for cyclists and reminding new and existing drivers of how to share the road. Having safe cycling routes connected throughout the district to neighborhoods/shopping areas is also important and key to advancing environmental aspirations in the District.

On the spirit trail by the Lower Road and Lloyd, the lines across Lloyd do not match up to where bikes go off the sidewalk. This is an annoyance, but just one area that needs to be addressed.

more dedicated bike lanes

Have a bike map and be like VANCOUVER there bike lanes are great and there bike streets are safe too

Separate bike lanes

Please connect the bike lane along Lynn Valley Road from Grande Boulevard all the way up to Dempsey Road (End of the Line Store). Thanks!

Permanent, robust, completely separated bike lanes with 2 way traffic for cyclists

Wider lanes separating me from cars; when I'm cycling in some of the narrower lanes the car pass by me a little too close for comfort.

The main issue for me has been the countless construction sites that closes the bike path or narrows the street and there is no concern about cyclists. Also, service vehicles stop at the bike lane. On top of this any work done to the pavement, sidewalk, or any maintenance done have no plan for bicycles. They tend to throw cones without taking in account the cyclists. They just put a sign " bicycle lane close" , like if that was the solution. Where do the bikes are supposed to go?

Really for me it comes down to further expansion of purpose-built cycling infrastructure. Separated bike lanes and multi-use paths like the "green necklace" are awesome, but need to expand to service more neighbourhoods, commercial areas and arterial connecting routes. Bike infrastructure is/should be so much more than simply painting a bicycle icon on an existing street. Cyclists need separation from traffic wherever possible - by physical barriers ideally, to feel truly safe and at ease. The bottom of Capilano Road northbound from Marine Dr is ESPECIALLY problematic. This gap MUST be addressed as the road is busy with traffic and too narrow for bikes to share the lane. Similarly, the sidewalk is heavily used and disjointed and not a viable option for cyclists either. This is a matter of a 4 or 5 block gap that I find exceedingly dangerous - as a daily, all season bike commuter. Please build us a separated bike lane up Capilano - at least as far north as Edgemont!!

Designated bike routes on less busy streets (that are also less hilly where possible) that connects to common destinations; separated bike routes where possible; bike lanes through or adjacent to parks work well (ie the green necklace). Thanks for thinking about this!

On major route - like cap road - there are bike lanes part of the way. Then They merge with traffic in dangerous sections. Having a continuous route on main arteries is huge. It really is a pain going alternate routes as it significantly delays the time when commuting.

More / better wayfinding and signage

Main Street toward Iron workers is the worst. Very scary. Very busy and congested. This should be the priority for those needing to leave the north shore for commuting

No rain, no hills, bike lanes completely separate from traffic and parked cars, considerate motorists who are focussed on driving and have cyclist and pedestrian awareness

More separated bike lanes in high traffic areas, driver education and awareness of cyclists, bike lanes free of dangerous debris

If there was a separate secure bike lane on Dollarton, from Dollarton connecting to Mt Seymour. A dedicated bike path that kept you off the main arteries into Deep Cove and safe from traffic.

A safe bike lane is one in which I can tow my children behind me in a trailer, or ride with them in future years, without being afraid a distracted driver will drive right into us.

more bike lanes with the green paint designating it as a bike lane

Having separate bike lanes with a cement divider or similar between car traffic and the bike lanes. Better connected bike network. I biked the Spirit trail from Lonesdale to West Vancouver in the summer which was fantastic. That part of the Spirit trail is almost completely separated from car traffic. I would like to see this going East too from Lonesdale to Deep Cove. Not feeling safe when biking on roads next to cars is the big problem for me. I want to bike with my kids more but don't feel safe doing so on the current network where we live.

Physically separate from traffic bike lanes. Continuous bike routes that follow low grade natural terrain. Street bike routes not on busy vehicle streets but quieter parallel side streets.

Not utilizing the steepest roads as bike commuter routes. Avoid placing bike routes on roads with significant cross traffic.

More bike lanes.

Being safely separated from vehicles. Not having bike lanes abruptly end or narrow, putting the cyclist in the traffic lane. Keeping the cycle path free from debris, glass, stones, branches etc. Not allowing vehicle doors to swing into bike lane. Make grates safe and eliminate depressions and poor surfaces in the bike lane. Any pinch points at pedestrian crossings be made much safer than current designs. Presently it puts cyclists in clear danger, due to overtaking vehicles passing too closely at these points.

Separated bike lanes along entire arterials ie, Queens, Highlands, Edgemont Blvd., LynnValley Road, Mt Seymour Parkway, Capilano Rd., not two blocks here and there. Separated means a concrete curb or a raised path away from cars. Even the bollards that were removed from Lynn Valley road were better than nothing, but just barely. No more painted little bicycles on roads as they do not encourage women and kids to ride. The district needs to make it so safe to ride that we would see more kids and women riding. If the district is unwilling to move budget monies from road construction and maintenance and put into cycling infrastructure then they're just blowing smoke!

More secure bike storage so I dont have a 3rd bike stolen!! Better education on how to use the confusing bike intersections. And please connect your trails...Lynn Valley Road is great except for the part when you suddenly have no bike lane at all!

If no separation from traffic, then just more space in the road and/or more clearly marked bike lanes/routes. Bike routes that have been traffic calmed if no lanes markings.

Maintain the existing bike routes ... the safety (Visibility) of some areas could be improved but no response from District. Example is Philip and W 23rd Street - the corner private residence installed hedges on the boulevard that has completely blocked visibility. It is a known frustration for residents and accident waiting to happen. District has not responded to complaints. The District said itâ€™s on the list but not a priority to resolve.

Please fix the connection between second narrows bridge and Brooksbank! Itâ€™s a nightmare of traffic and broken glass.

Separated lanes. Direct routes that don't end abruptly.

I sometimes commute to work by bicycle along Main St. and Dollarton, and colleagues who pass by me in their cars keep asking me why I donâ€™t use what they think is a "bike lane". The reasons that I donâ€™t use the bike lane are many, but generally itâ€™s because the bike lane is a bike lane in name only. Keep in mind that if Iâ€™m going to ride my bike to work instead of drive my car, I want to be able to maintain 35km/h on my non-electric road bike, and do so safely. But if bikers have to use a crosswalk to stop two lanes of traffic, itâ€™s not a bike lane. Itâ€™s a dangerous way to anger car drivers who stop and cause them to risk getting rear ended by those who donâ€™t. If the bike lane is actually the same strip of real estate as the sidewalk, as it is over the rivers, under the Ironworkersâ€™ bridge, and along the western end of Dollarton, and it is not wide enough, causing bikers to have to slow right down to pass pedestrians safely, then it is not a bike lane. Itâ€™s a sidewalk. If I ride 35km/h on the sidewalk/bike lane, pedestrians are terrified; if I ride on the road, cars honk at me. If the bike lane is a sidewalk, such that bikers have to slow down to go up and down curb ramps every block, then it is not a bike lane. Itâ€™s a sidewalk. Try making car drivers go up and down curb ramps every block and see how they feel about it. If the bike lane disappears

intermittently, as it does along Main Street and at Maplewood Flats, then it is not a bike lane. If the bike lane circles the block for no apparent reason, as at Main and Mountain Hwy, then it's a really annoying bike lane. Try making car drivers circle a block on Main street and see how they feel about it. If the bike lane goes through a dank, scuzzy tunnel, that is also for pedestrians, and also not wide enough to pass by them safely at speed, then it's not a bike lane. If the road isn't wide enough for a bike lane, such that cars drive directly over the little bike painted on the road, as along all of Dollarton, then it is not a bike lane. It's a car lane. If the bus stop is in the bike lane, as along Main St., such that bikers have to use the left car lane to leapfrog the bus repeatedly, then it is not a bike lane. It's a bus stop. If garbage containers are routinely placed in the bike lane, as they are along the residential part of Dollarton, then it is not a bike lane. If giant, commercial trucks with 20 tonne aggregate trailers pass bikers within inches, then it is a terrifying and life threatening bike lane. Having thought about all that now, I think I will just go back to driving my car to work. The geographic and political challenges of road building between the two rivers and the bridgehead are extreme, and municipal councillors appear to be trying to make bike lanes; I just wonder how many have ever tried using them to commute. Bikes are not cars, and they are not pedestrians. Making bikes fight for space with cars and pedestrians causes fear and anger among all. An actual bike lane looks like what is along Keith Rd, between Grand Boulevard and St. Andrews. If you put those everywhere, I would guess that a lot of car drivers would start riding electric bikes.

We need safe and secure bike lock ups. I would not ride for errands only because I would not leave a bike locked up due to theft. We need bike valets at events and in major restaurant and shopping areas. More separation of bikes and cars

Separated paths from traffic so I and my children can safely get from Lynn Valley and Mountain Highway to major arteries eg Grand, Spirit, Second Narrows, Quay. Why not connect all the North Van parks with separate multi use trails. I think you should be able to walk/ride from Capilano to Deep Cove along the water as well as through the parks toward the north. One giant safe circle.

Bike passageways that are either on dedicated roads (i.e. Adanac in Vancouver) or are clearly defined paths on roadways (unlike the route along Dollarton).

There are some sections that are a bit scary as a cyclist that are primarily around HWY 1 off-ramps (some might be DNV rather than CNV?). In particular the network from riding westbound along Dollarton Highway can be confusing. The entire section that runs westbound under HWY1 is super confusing because you're suddenly dumped into a middle lane where you need to merge right and cross lanes of highway off-ramp traffic. This is OK sometimes, but there are many drivers who are not being careful, who may not see you depending on the weather conditions, or worse feel like they have right of way and purposely and dangerously don't make room for you. There is also NO clear signage for bikes, so the first time I rode through there I was really unclear what the "correct" way to go would be and only figured it out after seeing other cyclists do this. There are random pockets in the network where signage or road markings disappear for a bit and these are confusing. Even if lanes don't have the chance to be separated the full way it would be helpful for connector signage for cyclists. A lot of spaces that are "share the road" could have clearer instructions/signage for drivers so they don't try to pass cyclists in dangerous conditions. I think sometimes drivers do not realize that bikes are encouraged to be on specific roads in some areas and get impatient and try to pass in dangerous situations.

The district needs physically separated bike lanes connecting all communities throughout the district. For shared roads, lower speed limits on key routes would facilitate a safer experience. As well as enforcement of current speed limits.

1. Implement safety measures to deter bike thefts. I want to use my bike for errands but am afraid to leave it locked up as locks can be cut. 2. Leave parking alone (we need our family cars in these hilly suburbs!) and move bike lanes on to quieter streets where possible, not on main roads like the very dangerous Esplanade Ave. 3. Bike lanes aren't necessary in residential neighbourhood in the edge of the district, like canyon heights, Lynn Valley, Blueridge etc, especially if informal bike lanes are on quieter streets. 4. Please don't repeat the 29th street hill debacle. It came at a huge cost and is underused. The removal of parking on 29th has caused more congestion in surrounding streets and made it very difficult for service providers such as home support to access their clients. 5. When building bike lanes, consider the people living in the area and how they may use them. Don't build them for visitors from other areas.

Parts of the low road (dollarton highway) are very narrow with no separation between the cars and the cyclists. At some points of the highway, there is not even a sidewalk for to separate the pedestrians and the cyclists. I think having a shared pathway (pedestrians and cyclists), similar to the one near Northwoods, that connects Deep Cove to Second Narrows would make a huge difference safety-wise.

Cyclist obeying the rules, as well as drivers being more acceptive of cyclist...

On Dollarton Hwy, widen the road so there is room for bikes as well as cars. Don't create fully separated bike lanes, as near Stongs, rather just a little separation, like the 'cones' on Riverside between Old Dollarton & Seymour Parkway

When going downhill (between 30 and 50 km/h) i am passed by car who are really close. I do not mind when going uphill or when I am slower but from 30 km/h to 50 km/h this is quite fast for a cyclist, falling at this speed would be damaging. Cars also do not respect a safety distance when following a cyclist. if changing automobilist behaviour is not feasible a lane reserved for cyclist would be nice. On paths where there is enough space and where bike could go quite fast (i.e., going down or flat sections without too many intersection), these bike lane should be reserved to cyclist (i.e., no dogs/pedestrians).

Many bike lanes are built like walking alternatives not driving alternatives. The design for bike lanes needs to be safe and continuous, which is highlighted in this survey, but also needs to be simple directionally using same traffic flow design that any roadway and interchanges would have. Problem design example: up 29th from Lynn Valley starts with car separated on shoulder near between sidewalk + cars, then on to the road North Side. Then crossing to South Side halfway up the hill near Tempe Crescent. Another example of convoluted design is along Lynn Valley Rd to Grand Boulevard. The bike lane is up/down/around, not straight down boulevard, leading me to prefer to stay on the roadway. It's convoluted for any bike going more than 15 km/h. If I'm with my children and going slow (and in no hurry), the bike lanes are fine. Commuting or going to a workout, I'd rather stick to the roadway that's faster.

Connecting the routes together better, making Dollarton much safer. Better monitoring of speeding traffic on Seymour Parkway. Better crossings on Seymour Parkway for bikes and pedestrians at Plymouth (a major throughway). More separated bike lanes wherever possible. I have so many ideas and I want to advocate but I never would have found this site by

googling, so thank you for posting the signs along the bike route! Also better signage is definitely needed along many bike routes :)

Wider or separated bike lanes from vehicle lanes. Efficient / direct routes across the north shore.

Designated bike lanes with the appropriate bright green coloring with major destinations all being connected; and in high traffic areas (speed limits over 50km/hr) - a concrete divider (at least the height of a curb)

stop catering to bikes, no more bike lane no more bike infrastructure, stop all catering to bikes we have had enough!!!@!Q!

If I were to cycle, I would feel comfortable and safe on a dry day on flat land, like in Amsterdam. I don't think that the North Shore is suitable for the general population to ride (re: hills, weather, distances). It's a very exclusive club (narrow demographic) that can afford the time and have the fitness, stamina, and guts to do it. Losing car lanes to this exclusive club is a mistake because vehicles are so much more efficient than just a few years ago. Pollution is no longer a big concern but choking off traffic and creating more bottlenecks and headaches for drivers is a growing (raging) problem. Creating more bike lanes OFF regular car lanes is the way to go. Good luck.

GET OUT.

Why do you █████ spend money of these stupid bike lanes? Why get rid of █████ parking. You guys are █████ corrupt pieces of █████ you, and █████ cyclists. I go bike away from the city. Roads are okay as is, if onpy cyclists were less █████ Then yiu go amd █████ everything up for everyone elae just to pander to these █████. █████ you.

SPENDING THE MONEY ON CYCLISTS EDUCATION, THEY'RE A BUNCH OF NON-LAW ABIDING RIDERS THAT THINK THEY CAN DO WHATEVER THEY LIKE!!!!!! WITH TOTAL DISREGARD FOR THE LAW.

Biking should either be separated completely from cars, or immersed completely so the bike is another vehicle on the road. Travelling beside cars should not be an option

Sensible cycling route through the major intersections near Iron Workers bridge

Improve public transit not more cycling lanes. We have more cars than bike on the road per min. Pointless. Wasting our tax payer money.

A route from Edgemont through Pemberton to the ocean.

My two greatest issues are: 1. how busy many of the roads are that are expected to be cycled on. I am an experienced and confident cyclist and many routes are terrifying or just not properly considered 2. riding with my kids on the many unsafe streets or routes. our school is within walking distance, thank god and my other child's daycare is within a easy bike ride away. He is a competent rider, but he's only 4. I'd like for him to see cycling as a mode of transportation as well as recreation. We ride to daycare and home but it is not simple and certainly not as safe as I would like. I want more straightforward, separated, and low traffic options. The car is important, but we've built everything around this mode, which means now we have to jig all other modes around the car, rather than having started with mass transportation and bikes, and then considered how we wanted cars to fit in. Riding with kids in north vancouver is not safe or straightforward.

Having more defined cycling routes. The city of North Van has easy to follow routes like the spirit trail, green necklace etc. The district has a bunch of convoluted bike trails that spit you out in busy traffic!

More separate bike lanes for bikes. And in the places where bike lanes cross traffic make much better vehicle traffic control/signs/awareness or alternatives for bikes (eg biking up Lynn Valley road and crossing the off ramp from the highway. Also on/off ramps to hwy1 Main/Dollarton either direction between Hwy 1 and Old Dollarton. With reference specifically to that second mentioned area....keeping lanes clear of debris: I have stopped cycling to work as in the Maplewood area trying to get from the west to the North woods complex both Dollarton hwy and Seymour parkway is so dirty, sandy and heavy truck traffic blows so much dirt and debris it's gross and unsafe. It has been consistent for 2 years.

Having to stop as little as possible. So the flow of riding does stop and go all the time. It could be created for car as well where lights are actually timed so once you start at a green light, on main arteries, if you maintain a constant speed of 50 km/hr you go through the entire main artery without stopping. That would be enjoyable and control car speed.

Not having to ride in traffic to connect to bike lanes

I like cycling on side streets that are not major traffic routes.

Separated bike lanes. Marked bike lanes

Fully separated lanes. Not just MUP.

AAA dedicated separated bike lanes. I have small children that I don't feel comfortable having them ride to destinations.

Separation from traffic

Add a dedicated bikelane to the shoulder of the UpperLevels from Westview east to at least Lynn Valley.

Separate bike lanes

Complete bike networks instead of having bike lanes unexpectedly end and feed you into traffic.

Road user's awareness of cyclists and other road users.

Improved road surfaces and less areas in construction or disrepair

Divided bike lanes on *direct* routes from point A to point B. District roads - specially the main connecting roads with high traffic that get you from one bike lane to another may be poorly paved and have debris, they seem to be less often paved and less often swept on the sides causing opportunity for punctured tires and need to swerve to avoid objects in the roadway.

We live in dollarton and riding on the dollarton highway is dangerous. So many bikers use this route, and it's beautiful to ride by the water but it's haphazard and disjointed approach to a cycling path is just terrible. I understand the official bike path is the seymour parkway but it's the dollarton the gets all the use.

Separation from traffic. I am an experienced cyclist and have been hit twice by a car on Northshore Roads (driver at fault both times)

Separated bike lane on Mt Seymour Parkway

Educate all users, bikes and auto.

Bike/walk/run lanes are great. Especially when separate from auto traffic. Bike lanes on roads are a big plus as drivers are pretty conscientious on the north shore. Only major concern is when bikes/cars/trucks share the road and things are tight all round.

I like the increase in shared paths on the North Shore as well as the painted separate bike lanes on major roads.

A bike route separated from traffic. Not just a lane without a physical barrier. Bike routes that connect. I live east of Seymour and we're lacking good bike infrastructure.

Separated bike lanes

I live near Edgemont Village, work downtown and do errands on Marine Drive near Capilano Mall. The two biggest issues for me and my family are 1) the east side of Capilano Road, particularly the scary choke point under the Highway 1 overpass and 2) confusion about how to get to the new cycle lane, west of Capilano Mall on Hamilton when we come down McKay Road from Pemberton Heights and get to Marine drive. We can either cycle east in the wrong direction on the sidewalk to get to Hamilton or turn right, cross Marine at McKay and end up facing one way traffic coming at us. We do appreciate all the other improvements and love the waterfront route to Lonsdale Quay.

The bike lanes have improved but for the most part are quite archaic, especially along Dollarton Hwy where you are relegated to the sidewalk/bike path which has bollards and blind drive ways. Dollarton could easily accommodate a bike path, ideally a separated lane. The bike path to the 2nd Narrows from Main St is also poorly marked and sub optimal despite the improvements which seem to end just before the bridge

It would be wonderful to have separated bike lanes all the way across town. Realistically, lanes that do not just evaporate into nowhere such as along Lynn Valley Road after Molly Nye, is an absolute nightmare with large trucks pushing into the bike lanes and speeding drivers.

Being retired I like to enjoy my ride and prefer not to cycle on busy roads even with a cycle lane. Cyclists in lanes on arterial roads are threatened both by vehicles traveling next to them and by motorists opening doors of parked cars. This leads to a stressful journey. Multi use paths do have issues associated with other users but these are more manageable. From my work with Cycling Without Age North Shore I would welcome multi-use trails which can allow access from care homes to forest trails, childrens' playgrounds, waterfront activities, and dog parks.

Bike lights on busy routes in the same way buses have their own light at some intersections like at Taylor Way and Marine or Mackay and Marine It would give bikes right of way before cars.

In most cases I feel more comfortable in bike lanes shared with cars than on shared pedestrian and bike paths. Drivers and other cyclists on the road tend to be more predictable than pedestrians and cyclists on pathways away from cars. There are clearly defined rules of the road that apply to both cars and cyclists but on pathways rules are not clearly defined leading to potentially dangerous situations. Having secure places to leave my bike would allow me to use my bike as transportation. Currently I don't feel I can leave my bike where I can't see it even with a high quality lock.

Bike lanes completely separated from traffic by actual space and barriers, not painted lines. Spirit trail is a fabulous example. The new Main Street sections also. (Except where the paint starts next to the congestion)

Separated bike lanes, making it safe to ride with my kids, especially on: 1. uphill sections where cyclists are going much slower than cars (e.g. westbound on Seymour Parkway as you leave Deep Cove) 2. Busy roads like Main St near Park & Tilford, Dollarton Hwy, Seymour Parkway, Capilano Road

Preferably not to be cycling right next to traffic or have a barrier between me and car traffic. Cars are always my biggest concern. Continual lane ways would be amazing as well.

Continuous routes with separation from traffic. Use the spirit trail and green necklace as examples of what should/could be done. Lynn Valley Rd and Mtn Hwy need particular attention. Bike infra on both routes is insufficient and unsafe.

less back & shoulder pain

Build bike lanes away from traffic. Example: Grand Boulevard. Why should bikes ride right beside the busiest street in the neighbourhood when they could go down right in the center? I happily road a dirt trail down the center for years before the current system of paved trails and pedestrian only in the middle. 100 feet removed the noisy smelly trucks and busses is a huge thing.

painted bike lane up and down mountain hwy

Fix the car and traffic flow problem on the northshore. Provide MORE efficient transportation links like transit and increase taxes on 2 or more vehicles per household

Better protected or designated lanes that are continuous. Not having to "oetake the lane" as drivers are not always patient and new cyclists are not confident enough to do so.

Separation from traffic to ensure a safe ride.

More off road routes like Spirit Trail

Continuous bike lanes on the North Shore would be awesome!

I would like to see more connection between routes. There times when the connection just stops for example on Esplanade. I also spoke to Edison at the District office as our apartment building was offering to put a bike rack in front of our apartment near the sidewalk. Edison said there were no other bike racks along east 2nd avenue and there was not a plan to put bike racks so suggested we just place it on our property which we will do. If the City wants to encourage biking adding a secure bike rack in a variety of areas is a good investment. There are a lot of bikers along east 2nd because of the new development.

I have come back to this question to leave a comment after finishing the survey. I think you are asking the wrong questions when asking only about doing boy sides of a street or removing parking or doing one side at a time. I think you have already shoe-horned yourselves into a type of biking network that does not consider options like are seen in cycling nations (Denmark, Holland, Germany, and now downtown Vancouver) that is, bike roads that are mini-versions of car-roads. Both directions in one big lane separated completely from cars, that may or may not parallel car roads: less interaction with motor vehicles of all kinds and parked vehicles or stopped commercial vehicles and even with slower pedestrians, uses less space than 2 separate lanes on either side of a road and is waaaaaay more pleasant and less complicated than navigating lanes on either sides of each road. And, no one likes to cycle along the side of a highway off-ramp, etc. Try to create connections that use more creative routes to avoid loud smelly traffic if you want families to start to cycle to move around. Question above: the top 4 answers are basically the same thing, sharing space with moving or parked cars. Cars + bikes just can't safely mix, no matter the type of rider

and driver. Plus they move at such different rates (driving stop/start at speed, cycling steady slow speed). Same with mixing buses and cyclists, another terrible combo: both travel at same overall speed, but cyclists are at steady slow speed and buses stop and start, each is cutting the other off before and after every bus stop. For me and my family, being Physically separated From motor vehicles, preferably along a quieter, less stinky route (not 4- or 6- lane roads) is preferable and makes the difference between cycling and opting to drive for safety reasons,

better separation from traffic

There are many improvements that would make cycling more comfortable and safe for me in North Vancouver. A few to note: Take a supposedly biking-friendly route like Dollarton Hwy for example. On paper, this road is optimal for cycling, however there is no separation from traffic as cars constantly whiz past. What makes this more challenging is the debris left by moving trucks and construction (rocks, shattered glass, etc), not allowing cyclists to hug the sidewalk when riding. On numerous occasions I have had my bike tires punctured by debris left on the roads, and biking in this narrow gap is the only option due to the close proximity to traffic. There is also a significant barrier to new cyclists caused by the lack of continuous routes. In order to ride freely without interruption in North Van, one must have a very clear understanding of which lanes are open to cyclists and which are not. It takes away from the experience by having to stop and find where more bike paths are located to continue your route. In Central Vancouver, there are at least sections like Adanac and the Greenbelt that provide a continuous highway-style route for cyclists without interruption, there is no such routes on the North Shore. Further is the surplus of bike theft in North Vancouver. This of course, is ultimately external, but I feel it would certainly encourage more residents to invest in or ride their bike if they felt there were secure areas bikes can be left and monitored safely (say, if you are going to a doctors appointment or stopping at a coffee shop with a friend).

Actual bike lanes, not just painted road lines.

Dedicated cycling paths off the vehicle roads

At Edgemont village, cars often reverse into passing cyclists from angled parking stalls. They have a big blind spot when reversing. The crossing at Capilano Dam is mostly loose gravel, roots and rocks. There is a high risk of skidding or flatting. So I have to use the Hwy 1 crossing with is too narrow for pedestrians and cyclists.

Pilons or barriers from traffic. More marking. Cut hedges and branches from impeding bike paths.

Painted shoulder, nothing more complicated is necessary

Cycling would be safer if cyclists would slow down & treat pedestrians with respect.

Separated and connected bike lanes.

separated bike lanes like in Holland. That way cars, bikes, and pedestrians are all safe and non-conflicting

Enforce speed limits for drivers and punish drivers who injure or kill cyclists

Increased barriers from traffic and busses

Bike lanes separated by permanent physical barriers, continuous cycling routes, traffic lights for cyclists at highway crossings.

My husband and have been avid cyclist for many years. The most disturbing trend i have noticed is the lack of proper cycling etiquette. Weaving back and forth on roads, paths

sidewalks. E bikes at full speed on sidewalks and paths. No helmets. No regard for rules of the road.

If there was more space for cars to drive on the road so there was less traffic then things would be better for everyone. We need more lanes of vehicle traffic going to major areas and on and off ramps to and from the highway improved. Also teaching people how to drive properly would be great.

Eliminate all hills and separated bike lanes that allow for efficient commuting speeds

Physically Separated bikeways

The district pro "can do no wrong" cyclists. Many should not drive cars or not ride bikes. Car drivers are at least insured and Licensed but Nothing for bike riders. I have had at least three bikes rear ended me on Lonsdale with an ohhhh sorry. Didn't mean to do that ...Really. No it isn't. What happened to helmets? Sun out..helmets are off. The majority of the shore drives. The demographics lean towards an older population. Vancouver weather sucks most days...so why build a part time used trail. Lived and rode for a decade as a kid. No issues. Gotta around fine. No special lanes, or carbon fibre bike or spandex shorts. Remember the majority of the property tax based is paid by the car owning crowd, not basement dweller rental guys. The European model everyone refers to that we should follow is a cultural thing...not a structural thing. Clean up the homelessness and throw some Funds at landscaping. Get the jailbirds to do the work. The shore is the most expensive real estate and the city gardens and curbs are just not looked after.

Re: The exit off Iron Workers Memorial Bridge on to Dollarton is dangerous. Pedestrians & cyclists have to cross this off ramp to get on to Main Street. The ped crossing lights are situated too close to the crossing and should be up closer to TCH. This will alert the drivers and hopefully give them adequate time to slow right down before the crossing. Best if this exit for cyclists can be totally separated from vehicular traffic.

biking with little ones along busy routes like Lynn Valley Road or underneath Hwy1 is scary. not necessarily for my safety but the safety of the little ones with me.

My primary reason for NOT cycling to work and home is the lack of shower facilities at our work. I work up a sweat on the hills and can't face customers without a shower.

More dedicated bike paths; educate the public on bike culture through schools; encourage biking over driving specially for destinations within 30kms; safe bike parking and lower bike thefts

Cyclists that respect the rules properly and driver who respect the rules properly

Separate bike routes off main roadways. I really want to be able to start bringing my kids biking with me.

Separated bike lanes or clearly marked lanes. For example, Mount Seymour Parkway has a clear line to designate where bikes are and where cars are. I feel safe on MSP. Dollarton has the bike symbols but no lines. I don't feel safe on Dollarton. Also, as I drive Dollarton, I know that if bikes stay over the bike symbol, there is room for the bike and the car. But I often see bikes riding more in the car lane or side by side leaving no room for cars. This causes conflict and is dangerous for both. A clear line is a much better signal for both on where they belong on the road.

More designated bike routes not just having a bicycle decals painted on the street as a bike routes

Electric bikes are the worst. People who use them would not normally cycle, and so the power gives them a false sense of security and entitlement.

Remove cycles from the bike path in Norgate. It was once a good idea but now has gone awry. The route is used as a speedway by every a-hole on an electric bike, and walkers risk serious injury due to their carelessness. Also, attempting to confront these bad-behaviourists has resulted in physical threats to people who live in the area.

Quit building stupid cycling routes that won't get used. The 29th Street/ Fromme route is ridiculous, it's so steep no cyclists can use it. Some areas in the district just can't have bike lanes, they are too steep. And quit destroying our trails with mountain biking trails...leave some areas for wildlife.

There have been lots of improvements over the last while. The path along solar tin by Giant Bikes and Arcteryx could use some maintenance. Also I find cycling on the road safer there because cars don't stop before the path when pulling out onto the road. Having a bike lane all the way to deep cove on dollarton would be amazing and could help with the parking issues in DC

More dedicated cycle routes

While I appreciate your efforts to increase cycling as it is helpful for health and the environment (and I have been a staunch environmentalist for over 30 years), I think you need to consider the needs of people other than cyclists. Many people in the district are older and do not feel comfortable cycling due to health concerns (lack of energy, poor health, age-related loss of balance, etc.) And while it's true that cycling may improve their health, etc., not everyone's health can be significantly improved. The fact that concerns about health were not even mentioned in your survey suggests to me that you have not even considered this factor or this segment of the population. Additionally, using buses for everything is also not helpful for health-compromised people who would find carrying several bags of groceries on a bus very difficult. Please consider the needs of the entire population, not just those of the most vocal and fit, when you update your district plans.

separation from traffic

Have completely separate bike lanes from the car/truck traffic. If that is not possible, metal bollards that will enforce cars to stay out of the bike lane.

Additional separation from cars or at least a dedicated bikeway (like Adenac in Vancouver)

Properly designated bike lanes. Example: Dollarton at Phibbs Exchange in Main street and also between Ellis and Forester. I personally witnessed VERY close collision with Buses and Construction trucks in that section. Unfortunately, impossible to avoid that route when cycling between East of North Vancouver to Second Narrows or Lonsdale or West Vancouver. This IS a priority section to attend to !!...Thank You !...

The access from Cap road to the lions gate bridge was turned to gravel and blocked by construction on many days last year, leaving no option but being in heavy traffic. I would suggest to be more considerate to the effect on bike traffic when construction permits are being given.

Much better infrastructure connecting east of Seymour to the rest of North Vancouver. Specifically the area around the Iron Workers bridge.

Bike lanes like on Mt Seymour Parkway are ideal. They allow for safe speedy trips. Bike/pedestrian lanes like the ones along the industrial area of Dollarton Hwy are no good to

commute or ride on. You are constantly crossing driveways where vehicles jump out on you. The road should have been built a little wider to add the bike lane like the parkway.

Higher penalties for drivers, better driver education and more traffic enforcement on drivers not cyclists. In the 4 years I lived in GVR I was hit by 3 cars. I left GVR and feel much safer cycling in rural BC where bikes are treated like tractors.

Areas that have no separation and narrow roads make for the feeling of unsafe travel. The road by the bird sanctuary by the crab shack is one of the most dangerous areas. Narrow road and dirt and gravel from the truck storage area (or whatever business it is) is often an issue when westbound on dollarton near the maple wood mudflats.

my main concerns are my interactions as a cyclist with vehicles. on busy roads (i.e. Marine Dr, Lynn Valley Rd, the connector between 3rd and 1st-going west), it would be nice to have better separation from vehicles - especially trucks. Even the tall cones offer more protection (they provide better visual awareness to vehicle drivers) than just a line on the road. I like the routes that take side streets. Personally, I don't mind adding a few minutes to my commute if it means that it's a safer commute. I know this is not part of DNV or CNV, but the Lions Gate bridge is a concern too. The barriers separating cyclists from traffic are too low, they are below the centre of gravity of cyclists. If there is a significant cyclist crash, there is a reasonable likelihood that a cyclist could fall into the vehicle area of the bridge. If the additional green metal barriers that are along portions of the route could be extended along the whole span, it would virtually eliminate any possibility that a cyclist could fall into vehicular traffic. If this could be passed along to the appropriate agency, it would be greatly appreciated.

I don't like the routes that put me next to traffic in narrow lanes with no dividing lines. A good example is biking on marine drive in traffic hour. While smaller cars can pass me without leaving the lane, the bigger ones can not, and if they try to, it is a close squeeze. I also am forced to trust that the drivers are all paying close attention and not distracted, which make me uncomfortable. I think that type of lane is a last resort and I always avoid Marine drive at traffic hour now.

A physical barrier between bike lanes and traffic. A painted line is not good enough. Also cycling routes that run along quiet streets would be very helpful.

Dedicated bike paths not next to traffic or pedestrians, and if not possible, bike lanes with physical barriers if next to traffic. More bike paths interconnecting neighborhoods and destinations (beaches, parks, community centers, shopping centers). Secure bike parking or storage near amenities.

Connectivity is key across the north shore. Access to the bridges also needs to be improved. Iron Workers is particularly bad to access both north and southbound. During construction safe alternatives need to be available.

There really isn't anything you do because I don't feel in any more danger cycling than driving. One thing I'd recommend is to have bike paths on most major flat/slight incline roads to create a decent network as they are the most cycled and need them the most. I don't think we need bike lanes on big hills like 29th street or mountain highway as they're rarely cycled up. As most people who bike up to Fromme mountain do so by taking back roads as switchbacks, because the incline on mountain highway is too large.

More designated bikes lanes :)

Segregated cycling paths. Easier crossing over highway one to Lynn valley.

I feel it already is comfortable and safe. I do not see the use of bike lanes, removing parking, (which is already at a premium) when there are biking networks already in place.

Separation of walking, cycling and biking to give each group direct uninterrupted access Bike lane to raised paved trail along the side of the sidewalk ex. From the underside of the highway just south of the Lynn Valley Rd exit onto the highway to East 19th and Grand Blvd

Better routes that are separated from traffic. For instance rather than going up Mountain Highway the district should plan a route on side streets through Westlyn.

DOLLARTON HIGHWAY. I would like to have a bike route/lane/shoulder of any form connecting my neighbourhood (Ellis St.) to the nearest commercial centre (Northwoods), where there currently is no safe cycling option. The stretch of Dollarton Highway linking Ellis St. to Forester St. is essentially impassable by bicycle. It makes me angry every time I drive it and see cyclists and pedestrians valiantly trying to make a go of it. There is no bike lane, no sidewalk, and not even a shoulder at all in many places. We'd even be happy to just be able to walk or bike the 600m from our house to Maplewood Conservation, but with kids it's not safe and we end up driving. It's ridiculous. It is a travesty that the situation on Dollarton is allowed to persist, year after year, decade after decade. It is pure negligence on the part of the DNV. I contacted someone in the planning department a couple of years ago and was told that it is pending the Maplewood redevelopment. Seeing as how no progress is being made on that development, the DNV should make it an immediate priority to resolve the situation long before Maplewood gets off the ground. There are many other deficiencies in the DNV's cycling network, but Dollarton is ground zero. Also, please begin work on the DNV's portion of the Spirit trail. DWV and CNV have put in a great effort and made a great route. Unfortunately it ends at the DNV.

More bike lanes on busy arterial roads. There is lack of bike lanes that are safe for family cycling trips.

There are not many roads available in Upper Lynn Valley where I would feel comfortable to ride with my 7 yr old daughter on her bike. Many streets allow traffic to flow too fast to be compatible with cycling. Ebiking feels safer since I can almost go the speed of traffic. There are better alternatives to making mountain highway or lynn valley road as cycle routes north of the LV centre: consider side streets that run parallel to lynn valley road. They are not as busy and would be excellent to connect if they are well paved.

There are a few very dangerous spots that need much safer options to connect bike routes on and off high traffic roads. E.g. below the Highway 1 bridge traveling NorthEast on Lynn Valley Rd. Reducing the speed limit on Lynn Valley Rd would help immensely with safety - both directions. That of course goes for all side roads as well. There is a reason why most European cities rank much higher in safety for cyclist: the speed limit is 30 on most residential roads and 40 on main arteries if they are shared. Thanks for the survey and listening! Family of 4; 2 kids ages 4 and 6, both already active participants in traffic on their bikes.

Having moved from Vancouver in 2018, not being about to use bike is what I miss most. I'm really excited to see it's finally being made a priority. With e-bikes. Hills are no longer an excuse

Keep bikes separate from traffic

Continuous bike lanes and space for bikers to exist next to traffic. Many more traffic calmed areas around schools and recreation centres, not just the 200m before and after the main entrance but the entire area - definitely for very safe bike paths networks leading from all

directions to a school. Reducing speed on streets in residential areas!! This will solve major problems and safety perceptions for many, and protect drivers, pedestrians and bikers alike, without interference of traffic flow. A huge urgency is the area below the highway 1 in both directions, this needs much more thought and diligence, it poses a major risk for bikers at any age or skill level right now. At least put an automated flashlight on the bike path before one gets to the crossing (entrance and exit of highways) - like the ones in Stanley Park.

Don't put bike lanes on the side walk. Cars wont see the biker anymore. The new bike lanes near lonsdale and esplanade are extremely dangerous. Put bike lanes on all the streets with dotted lines like in Belgium/Netherlands. Create additional bike routes for kids/families (similar to Adanac street) to increase commuting. Add stop signs for side roads and eliminate traffic by creating no through roads on the bike friendly routes. Make pedestrian crossing automatically green when its green for cars and bikes. Often bikes cant cross safely because cars assume bikes wont cross on pedestrian red light although its green to cars (for cars and bikes on the road). Offer rebates for electrical bikes instead of electrical cars.

Trails or streets that I could use to avoid using Mountain Highway. I commuted daily by bike when living in Vancouver for 25 yrs. Iâ€™m in my 70â€™s now and healthy , so I want to cycle more again. The steep hills are difficult for me.

Separated roads from bikes

Construction sites is one of my biggest worries. Also lack of parking for bikes

Physical separation from vehicles

Culture in DNV to drive along side cyclists. As a former Vancouver resident thereâ€™s stark differences. Drivers here drive dangerously close to cyclists. I love cycling but fear getting killed in north van so itâ€™s just not worth it to bike as it stands now.

Lots and lots of driver education - PSA blitzes & ongoing communications, a lot more weight given to bike safety/the need to share the transportation space with bikes, increased visibility for cyclists (highly visible clothing & effective lighting being promoted more / made more affordable/accessible). Essentially, the biggest factor in making me feel safe on a bike is changing the culture so that drivers know and accept that cyclists belong. The flip side, however, is lots and lots of cyclist education - if drivers don't know whether a given cyclist is going to act like a car, a pedestrian, or an invincible, unstoppable object, then it's no wonder that drivers get upset with cyclists.

Pre-covid I commuted from Deep Cove to Seabus/downtown every non-monsoon day. Sharing the Dollarton Hwy lane requires a lot of trust, nerves of steel, when being passed by distracted drivers in their 70 kmh hurry. The worst is dump trucks passing in right hand curves dragging their trailer into the bike lane. Or amateur boat trailer towers completely unaware that their trailer is significantly wider than their vehicle. I'd like to do more cycling with my kids e. g. to Lonsdale, to promote connecting neighbourhoods by cycling , but I don't dare. This limits us to cycling in the Seymour area unless we drive. To get past the "shared" lanes.

Having separation from parked cars or at least have cars parked with a bike lane on the right side so if I am doored I do not get run over by the car tailgating me from behind. ei. Cyclist fatality on Esplanade Jan 27 2019 with no blame to driver for obstructing a bike lane causing a fatality. That driver should have been charged with manslaughter as their actions had a direct result in a death.

Better separation from cars and cycling specific lights. Get rid of the shared car/bike lanes (I was hit on one of those - they probably cause more harm than good). Also would be great to have proper cycling infrastructure connecting Deep Cove to the rest of the network.

Potholes are the real danger. Painted lane is perfect. No need for separation with a barrier. Cement barriers make cycling more dangerous.

I have cycled extensively in the Lower Mainland. Many of the cycling routes that are physically segregated from car traffic with barriers are often less safe than those routes where there is a designated lane, marked by lane markings but leave the ability for a cyclist to maneuver into the auto lane (when safe) as an option to avoid either other cyclists, pedestrians and dogs. I find the narrowly confined spaces of many designated cycling routes to be much more dangerous because it forces all cyclists, both slow and fast, into a very narrow space with few options for collision avoidance; this is especially the case with more ebikes on the road. My clear preference is for bike lanes that marked, to the side of the vehicle lane such as those on Capilano Road. These are segregated from pedestrians, leave considerable space for cars to pass safely and yet give cyclists an option to use the vehicle lane should this be needed to avoid an obstacle, another slow moving cyclist or allow a faster cyclist to overtake.

More designated bike lanes please connecting east to west and north to south. Where they exist (I.e spirit trail) it's great but more often than not, transport in the district is very car focused. Speed of cars, narrow lanes, lack of infrastructure, limited connectivity all hinder my cycling

Sensibly designed cycling infrastructure following well known and published best practices. Preserve sight lines for drivers so that I can be seen. Consider the spread of needs from children to high speed cyclists (eg ebikes).

Bike lanes

I cycle around my neighbourhood and on Fromme Mountain. There is no need to add more bike lanes as they make driving difficult and congest traffic. There are not enough cyclists to spend money on bike lanes when there are many other places my tax dollars could and should go. No more bike lanes. The carbon foot print cars make is far less than agriculture (cows, pigs, sheep etc). Change peoples meat eating habits and we have a significant solution to the environmental concerns we all share

More separated and/or clearly marked bike lanes.

Street lighting in fall and winter months. Separation between pedestrians, cyclists and motorists. More safety education for drivers and cyclists.

Fully connect arteries to get east west north south across north shore. The cycling lanes separated from traffic.

Set up more continuous routes that are away from streets, not just separated from cars

I travel on 15th street through norgate, and find that people drive way too quickly down it during off peak hours and aren't looking for cyclists. When the Lions Gate Bridge is backed up, a lot of traffic is diverted on to this street as people try to cut in line. Consider calming 15th street, making it one way or blocking it at McGowan?

Separated bike lanes - vehicles have no regard for cyclist safety and drive too close to cyclists when passing or make dangerous turns.

Separated bike lanes that permit cycling without having to stop or slow down frequently. If possible, surfaces that do not create excessive tire spray. Good connections to ironworkers and seabus.

Better bike lane westbound at Canadian Tire - currently a "share the lane" section. It would be suicide to take the lane in that stretch.

There is zero chance of me becoming a commuter cyclist while other cyclists don't obey the road rules, don't wear helmets and don't use proper hand signals. Also there is zero places to safely lock up bike anywhere on the lower mainland.

I live off Dollarton Hwy and the stretch between Forester and Ellis Rd (Maplewood Flats) is very unsafe. There is not even an adequate shoulder to ride on. This prevents me from riding more. Also, the connections around Main St/ Hwy 1/Cotton Rd (going west) make me nervous with all of the traffic. The route heading east is much improved lately.

Connected, separated (from both vehicle and pedestrian traffic) bike routes.

.Separated bike lanes, particularly on Dollarton Highway.

bike paths not connected to a road.

The Lynn Valley Road bike route should be segregated all the way from Grand Boulevard to Lynn Valley Centre. Many cyclists use this route in and out of Lynn Valley. I commute downtown from the Lynn Valley Centre area, and this is the single most dangerous section of my commute. Lynn Valley likely has more cyclists per capita than any area of Greater Vancouver - this dangerous route should be separated from traffic the entire way.

I would absolutely love to see more bike lanes and bike lanes that connect to more parts of the city. The bike lane from Lynn valley to the spirit trail is a gem and we need many more options like it.

Old Dollarton Highway is a very unsafe feeling area to ride as well as along riverside drive between Mt Seymour Parkway and Dollarton. These two area both hinder our family from going any further on bikes

More designated bike paths, separate from traffic

I admit that don't want to make a convoluted 2 or 3 stage crossing of an intersection just so I can turn left at an intersection. Having a better system for this would go a long way to make it safer WITHOUT adding delays to my journey. e.g. travelling west on 3rd St and turning left onto 2nd St (by the Oasis car wash), cyclists have to stop and waiting to cross, or switch to the southern bikepath/sidewalk and cross 2nd. Many cycle commuters make this turn and most will take the vehicle route.

As an adult, I feel OK about cycling in the district. My main concern is the lack of continuity of the bike routes. Lynn Valley Rd is a good example. Riding from Grand Blvd there is a bike lane (not sure why it's not separated anymore) and then when you get to 27th St it disappears and I have to merge into traffic in a congested area around LV Mall. I DO NOT feel safe riding in the DNV with my children. There need to be separated bike lanes (ideally with physical barriers). I would love to ride my kids to school even in the wet weather but it's just not safe. I'm reluctant to let them ride alone around Lynn Valley due to the lack of bike lanes. Sadly, we are not encouraging the next generation to choose active forms of transportation. There should be dedicated bike lanes in/around schools.

Physically separated bike routes. Consistent connections with routes from the City of North Vancouver with equal or better quality of infrastructure. Convenient, direct routes that I can

cycle on fast without worrying about getting hit or doored or getting my tire caught in a pothole. Slower vehicular traffic. Better sight lines at intersections and around curves (ie. not impeded by parked cars).

Connect the bike lanes. So often in the district they simply end.

Make it to easy navigate the bike network without having to use an app. Make it easy to enter and exit bike routes from adjoining streets and roads. Make the bike routes obvious and easy to spot from a distance. Get rid of sharrows along Marine Drive. Paint a line marking the bike "lane" so drivers can better position their cars on the roadway. Drivers do not always know how to deal with Sharrows. Ensure that bike routes are not subject to flooding in inclement weather. Improve the signage. Many are difficult to spot.

Mandatory safe lock up facilities. Moreover, covered by storage beside high use bus stops (they do this in Europe). This approach makes cycling part of everyday travel and reduces time issues (walking from home to the bus stop)

Dedicated lanes make it safer for cycles AND cars.

There are a number of pinch points that I encounter as I commute through the district. If these were removed or mitigated I would feel safer. A good example is the spot heading South on Capilano road, under highway 1, where the shoulder disappears for a short distance. There are other places, like Queens and Westview and Queens and Lonsdale that are not great for cycling through and where I feel pinched to the curb.

Cycling infrastructure between the City of North Van and the District should better connect Lynn Valley/Tempe Heights (or the northeast) with 25th E/W Street. This is among the most direct and *flattest* routes to go east-west across the District/City. The overpass at Jones also provides a key link for commuters taking the Lion's Gate Bridge (down Larson and along the Spirit Trail). However, this route is currently not well suited for cycling (and certainly not large numbers of cyclists). The wooded path that connects 25th E street with Tempe Heights is very narrow -- yet many cyclists use this as a key commuting route. For those cycling East along 25th, it also requires biking on the sidewalk to avoid the one-way traffic on 25th W street from Lonsdale to Jones. Improving the infrastructure along this corridor could really open up a key commuting route and make it safer/more accessible!

Lighting and separation from traffic

Proper bike paths separated from cars that actually get to your destination and not just end and disappear

Safe, separated routes through key areas. I am happy to meander on side streets, but there are some routes that require using a main road through chokepoints (returning back into Lynn Valley under the highway, managing the Mtn Hwy/LV intersection, Mountain Hwy itself... given the creeks that cut off areas from each other, we have to get out through the major roadways at some point and that can be daunting.) The bike lanes that have been put in in strategic places have made a huge difference to me and expanded my range a lot, meaning I can leave my car home more often (as an e-bike rider, the hills are no longer an issue, just the traffic safety).

Designated, separated CONTINUOUS bike lanes. More traffic light controls conveniently located for bikers ie on posts accessible to a cyclist. Sharrows are better than nothing but drivers seem to think they mean watch for bikes rather than share the road. While the mixed use bike paths are nice for families and children learning to ride, they are extremely dangerous for commuters and cyclists who are capable of riding at higher speeds.

Make a safe route from to Deep cove that separates bikes from cars. Right now it terribly dangerous from Brooksbank to Deep Cove! Secure bike areas would also be an asset as there is so much bike theft.

Build a separated bike lane up mountain hwy

Separated instead of shared lanes. Make more direct routes with better signage and less hilly routes

Better street lights, better paved area's, having space for all traffic. It's not a great feeling being on a bike next to a car on narrow or high traffic roads. Most of the time its fine but I have an Ebike and can traverse all the roads like bike paths. Areas around places like capilano road and the #1 are frustrating because all major traffic flows along rh highway but it isn't safe to ride next to it so it adds on a lot of additional distance.

Bike lane from Seymour to Main (Old Dollarton?) and then connect to Quay.

More bike connection, and bike lanes on less hilly areas

More separation from cars. Bike routes following least steep option

Having designated bike lanes throughout the district- Dollarton hwy from deep cove to phibbs exchange, Seymour parkway east of Parkgate, Main Street to cotton, Seymour road, river road

I commute regularly from Lower Lonsdale to East Vancouver. The least safe part of my route is West bound from Second Narrows Bridge to Lynn Creek. It's super sketchy! It would be nice to have something safe on that side of the road. Another idea for a more safe and comfortable experience is a station maybe with tools and air. Thank you!

Complete, separated networks that I could cycle with family and friends on, especially around Second Narrows/Main St./Mt. Seymour Parkway. A better way (protected, less steep) to get from and to the Lower Lynn area to Grand Blvd.

Well thought out bike routes that don't suddenly disappear. Routes/improvement that include a cyclists perspective. Many recent improvements (mtn highway for eg) have missed the mark and made things more dangerous for cyclists not safer

More obvious bike routes where you don't have to worry about taking out your phone to figure out if you're going the correct direction.

Need a dedicated bike lane down Lynn Valley road from Dempsey to town centre. The current road is not safe for biking.

Riding south on Lynn Valley Road is not safe for bicycles until you reach Williams Ave when the bike lane is wide and clearly marked. Even then it's nerve wracking with the aggressive drivers

Proper dedicated bike lanes off the road of vehicles. Too many distracted drivers. Consequences too great

Designated bike lanes or pathways and secure bike parking.

designated bike lanes, better bike education for cyclist and especially drivers - knowing the rules, improved wayfinding signage,

Would love to see an adaption of the European model where the lanes are provided for Pedestrians/cyclists/parked cars/ traffic (buses then cars). Or at least have a barrier between traffic and cyclist. Love the downtown corridor on Burrard st

More dedicated bike lanes/areas. More separation from traffic can make cycling in the rain more bearable.

hard dividers that actually stop cars from turning into me instead of just the "magic" paint that magically prevents cars from turning into me

Incomplete bike lane between lions gate bridge and ironworkers memorial. Extremely dangerous cycling in with traffic and having the constant fear of being car doored. Cycling route should be separated from car traffic and there should not be an opportunity to be car doored. Esplanade street by lonsdale quay is the worst. Cars parked in the bike lane, cars not checking when opening doors. Bike path is in a clear car dooring hazard zone the whole time.

Having cycling routes that are connected together, some areas seem incomplete and it's a hassle to get from one route to the next

Protected bike lanes that connect to each other

More protected bike lanes, wider bike lanes, and complete separation from traffic. Some of the bike lanes are too narrow and exposed to traffic.

Dedicated infrastructure that is separated from traffic and parked vehicles. I have already been doored by unsafe conditions leading to the incident, and this can be solved by proper separated bike areas.

Stopping bike theft. It needs to be treated the same as stealing a car.

A more complete network of separated cycling infrastructure that doesn't take me on wild detours to avoid inconveniencing a minority of motor vehicle users. Also some actual consideration of cyclists when doing road maintenance. For example, it's inexcusable that during the summer, with just under 100 people up at Seymour Conservation Reserve, there were *no* bike connections available between Iron Workers Memorial and Seymour Dam, and instead District of North Van directed cyclists coming from River Side to ride in traffic along Mt Seymour Parkway (leaving two car lanes, but no space for bikes), and left absolutely no route for cyclists returning from the conservation forest - forcing us to dismount and walk or ride in highway traffic. This might be a single instance, but something like this happens every single time I ride into North Vancouver, and it really makes me not want to travel up there.

My biggest concern cycling in the DNV is safe routes. I would be more comfortable if there were routes with cycling infrastructure that is physically separated from vehicle traffic. Painted lines on a road are not safe cycling infrastructure.

Better crossings at major intersection especially the highway. Bridges that don't force me into tight spaces with either cars or pedestrians

Dedicated bike lanes removed from car traffic.

Better education and awareness of cycling and cycle commuting generally. Priority for cycling infrastructure and assistance with funding and encouragement for end of trip facilities, etc.

Make those bike lanes outside the road not inside. Just a common sense. Like the one in 13th west and 29th. Its for everyone's safety

Largest concern is the fact that the district is building cycling infrastructure that slows cyclists down. The North shore has so few businesses, most people are cycling to leave the North shore or slowly riding around the quay area. When the district put in those horrendously steep speed bumps in on by FN land and put those joke bollards in along Lynn Valley road, there was a clear shift in what the purpose was. Most people who are moving to the North

shore nowadays are people who want to be closer to the outdoors, but they work off the North shore. They're cycle commuters if they're cycling, or road / MTN cyclists. We'd rather ride with traffic than ride over speed bumps that will damage our bikes. Maybe if Squamish nation actually stopped at stop signs we wouldn't need speed bumps.

Cycling in North Van is just not safe, we need more infrastructure and reeducate drivers to make this work for everyone. Considering how covid is going so far, cycling must be considered as a real option.

Throughout the bike routes there are small sections or intersections that seem to suddenly ignore cycling safety. All it takes is one bad intersection so its critical to ensure all routes are thorough and safe from beginning to end.

network of separated bike lanes connecting major destinations and access points

Separation between road and bike path/lane. Clear signage for pedestrians and cars to stay out of bike lane. Higher fines for dooring. Greater protection for cyclists in intersections (advanced greens). Street lighting. Pave roads smoothly and consistently.

Lynn Valley road is a major corridor and the only efficient way to get to and from the Lonsdale area. The current lack of any sort of cycle lanes from Mountain hwy to Mollie Nye House is a dangerous situation. In the morning rush, cars do not give any space and there is no shoulder, let alone a divided cycling lane. There aren't any reasonable options for avoiding LV road, and the current situation is likely to get a cyclist injured or killed.

Cycling in North Vancouver is just not safe, we need more exclusive lanes and reeducate drivers. Considering how covid situation is today, cycling have become more than choice a necessity.

Commuting from the Lions Gate to the Quay is a pain. There are many places where I don't feel safe. Specifically on Marine. There is a lane(ish) to Capilano, then a dangerous merge with traffic and no lane for many blocks. When the lane does come back, it's too close to parking and Ive almost been car-doored many times.

Bike lanes that done just stop part way through the route. Bike theft when at destination

A bike lane up Capilano Road. The area under the Highway underpass is the most dangerous spot on the North Shore. My wife was almost run over by a dump truck.

Separate bike lanes where the lane is adjacent to the sidewalk rather than parked cars. (Ie. the lane goes between the sidewalk and parked cars as opposed to along the driver side of parked cars.)

More separation between cyclists and cars.

Continuous bike lanes on roads on major bike commute routes, or on adjacent continuous connections. Please be aware that mixed use pedestrian/cycle routes are not appropriate for bicycles travelling at 25km/h or faster as I and most cyclists do

More protected bicycle lanes.

Continuous and dedicated bike lanes, especially along busy corridors, including Dollarton Highway and Mt. Seymour Parkway. Separated from traffic, especially on main roads like this would make the difference between not feeling safe and riding my bike to work many more times a month without question.

More bike lanes not just to popular destinations. More training for drivers

Not having cycling lends just end, randomly. Bottom of Keith Road (hill) to Mountain Highway is a good example: a nice bike lane on Keith, then you come around corner onto

Mountain Highway and get put onto bike lane on the road that just ends, almost immediately and drivers are not kind here! This is one example of many. Try going from Cotton Road to Dollarton (eastbound), you have to navigate crossing mountain highway (very industrial) , crossing a major roadway as drivers merging onto highway 1 (to second narrows) only to then get put on a shared pathway that is full of pedestrians (that are upset that you are cycling on the pathway vs having drivers upset you on the road) only to then have to cross highway 1 off-ramp (yikes!) and then get on a cycling path that crosses driveway after driveway as you go down Dollarton and then cycling lane just ends again... Just a couple of examples but I could go on and on. Here is one more! How about the Spirit Trail, it's all lovely as it brings you down behind Rona to Park and Tilford.... then what? No directions, no signage, no more bike lane, nothing. Poof, gone!

I had a concerning interaction today and have emailed council the following message: Hello Council, I have a grave concern with the construction and the pylons that have been put up to protect the workers. The way this is set-up is dangerous for cyclist as they have no room to cycle beside the traffic (this is a designated road with a cycling lane according to the District - <https://www.dnv.org/recreation-and-leisure/bike-routes-district-streets>). Of course, the workers need to be protected. The problem is that cyclists now are unsafe when using this designated cycling route. Today when riding there I rode just on the working side of the pylons and not the traffic lane side. There is an excessive amount of room on the working side (many meters between the pylons and the working equipment and workers), yet the right hand side traffic lane is excessively narrow and not safe for cyclists. So I made a decision to protect myself and ride just to the right hand side of the pylons. I was still many meters away from the work crew. However, a worker rudely accosted me and said, "These pylons are here to protect us and not you. Move to the traffic side". There is not really any safe alternate route for cyclists to get towards Capilano University from the Parkway. I can suggest a simple solution. Move the pylons about a meter to the right, widening the lane to allow cyclists safe passage while still allowing sufficient protection to the district work crew. The problem is that the pylons extend too far into the traffic lane | NAME | _email ADDRESS | _ mobile PHONE NUMBER

Cycling routes away from busy intersections. Priority lights for bikes. Less on street parking to reduce dooring. Good signage for routes. Routes that connect to places I want to go to. Separation from traffic. Free bike maps.

End of trip facilities (i.e. secure bike storage, change rooms, etc.) are lacking at most destinations. Bike lanes such as the ones on Lynn Valley road just east of the highway are ideal (i.e. clearly marked, no barriers, no parking). I STRONGLY oppose bike lanes that are on the right side of parked cars for several reasons: cyclists are forced "into" and "out of" traffic thereby making their movements unpredictable for drivers; passengers in a vehicle are not usually aware of cyclists passed on the right side of the parked vehicle; and it is difficult for the cyclist to re-enter the flow of traffic because their view of moving vehicles is obstructed by the parked cars (e.g. from the City of NV: heading east bound on 13th as you approach St. Andrews). PLEASE be mindful of trees/shrubs/fences that obscure sight-lines; this is a significant hazard for all road users. Driver education (i.e. giving riders 1.5 metres while passing). More traffic light controls at curb for greater cyclist access. Painted bike logos on shared roadways. More street sweeping please.

Driver education. Tail gating and close passes, especially those that happen while I'm close to or exceeding the speed limit of that road, are particularly aggravating.

There are too many bike lanes that start and then disappear or are completely non-existent. It doesn't feel safe to ride anywhere and we are often screamed at by drivers when we ride to school with the kids. As they go around cars that are parked the cars that are driving get very upset that they aren't biking fast enough.

A more direct and complete connection between Lions Gate and Second Narrows bridge, potentially with more separated bike lane.

better definition of cycling lanes, so they are actually separated from cars, and not allowing pedestrians to walk on them. I have hit pedestrians crossing blind without notice, and been verbally abused for cycling in a dedicated bike lane by pedestrians who believe I should yield to them.

Separation

bike lanes on busy routes

More separated bike lanes, less bike lanes in the door zone. Better connections to existing bike lanes

Safe cycling parking

Some of the lanes have traffic control measures that concern me, like sudden Bollards, or aggressive speed bumps. Some of the lanes are dangerous (car doors or similar). So I often actually ride on the road to avoid those lanes, and choose a bike route that is more direct, rather than one that includes bike lanes.

Pathways or roads like Adanac and Union Street in Vancouver. Which are Near but not on the direct main car routes

Separated (either by different height or by traffic islands is good) bike lanes (Marine drive between Capilano road and Capilano mall is NOT a good bike lane, in case you were wondering. I ride that at least two or three times a month and just end up taking the right lane over completely because it's unsafe to do otherwise) More traffic signals for bikes, like where Marine drive turns into 3rd Street. Also, possibly giving cyclists priority so that we can get through the intersections safely before all hell breaks loose. More of the crosswalk buttons for cyclists to push to turn the lights over. Wide bike lanes (sidewalk width is also not enough. I know this isn't your jurisdiction, it's just something you can easily check and find a better way for your own city, but some sections of Vancouver's seawall (around Kits Beach) and the Arbutus Greenway are very narrow. That makes it hard to pass safely. If you're going to put down more speed bumps, cut them on the bike side or down the middle so we can pass them by instead of going over them. And no sharp ones, those ones on the Spirit trail scrape the bottom of my bike. Those are the only ones around that do consistently scrape it like that. Fill your potholes quickly. I've seen some in the Lower Mainland that would swallow small children. Heated bike lanes, so snow and ice melts. Or giving cycling routes priority in snow clearing. You clearly realize there's some of us that are out there come hell or high water. For the love of God, make the bike lanes flat (my pedals scrape the ground along Lougheed Highway around Holdom like you would not BELIEVE, just because the bike lane is sloped there so the water can run off. Figure something else out for water run off.), even and with no ridges (I find it difficult to contend with a ridge down the centre or even offset, it pushes my bike to one side and I often end up riding to one side or the other just to avoid it.)

Taking bike routes off major car thoroughfares. Why put bike lane on esplanade with so much heavy traffic, when 2nd street follows the same path and goes to spirit trail? Why are you putting bikes so close to cars and trucks? In addition I would think the trade that could

happen could be marketed like wine country. More bikes on quiet streets that could support more quiet traffic to local businesses. Also have more bike lock up areas in those locations. Separate bikes from traffic as much as possible. The infrastructure is already there (existing road ways) & the cost to implement lower, less disruptive to vehicles and the positive environmental impact of having vehicles move freely would be a benefit to all concerned. Tripling fines for dooming does little if anything to do occurrences. People don't have eyes at the back of their heads. The reason this is escalating accidents are simply because the volume of cycling has been increased coupled with the forced mainly PARALLEL design of bike lanes. Non logical. There is more than enough evidence from Berlin and Holland to show bikes are best kept from cars and trucks. We are missing an opportunity to showcase to the world how we can improve our bike network upon their model.

Separated bike lanes and more visible bike lanes would make the experience more comfortable. The bike infrastructure near the second narrows bridge is extremely poor, any improvement would be beneficial.

bike lockers at lonsdale quay sea bus station

Separated bike lanes! Easy!

I'm finding that in areas in the District where there's a higher population of motorists who are also cyclists (road/mountain bikers), it feels safer because everyone seems to understand better the other road users' challenges on the road, so the road-sharing experience is better and more respectful of each other. This leads me to believe that the better the infrastructure for cycling more people are encouraged to take up cycling for more reasons (commute, exercise), this leads to more respectful road behaviours - a virtuous cycle! Pardon the unintentional pun. :) I am very encouraged to see the District committing to making these long-term plans to keep improving the conditions for cycling (including decreasing the speed limit where makes sense (like residential neighbourhoods).

I used the bike route (Main to Marine Drive) from Dollarton Highway to Lions Gate bridge on a regular basis, and the Dollarton Highway bike lane on a daily basis. I enjoy the separate bike lane on Dollarton but tend to jump on the road to get better visibility on certain sections. Overall, I feel safe riding in North Van and feel like the population is welcoming cyclists on the road.

Wider, on-road, one-way, dedicated cycling lanes. I won't ride on lanes shared with pedestrians (MUP- multi use pathways) except where there is no option such as major bridge crossings. I prefer to ride with other traffic. Bike lanes that double as sidewalks are also too dangerous because they are rarely well-lit and they put cyclists at risk of collisions with cars turning across them, especially at road intersections but also at entrances to homes and businesses. Although I no longer race, I spent many years cycling 20-30 hours per week for both commuting and training purposes.

Bike lanes separated by only a white line painted on asphalt is all I think we need more. Major projects, like the one done on 29th, are just too much and make car driver angry. Plus, it isn't practical and sometime safe to cross 29th just to go in the completely separated two-way bike lane on the South Side, then if I do not cross to use it, then drivers get angry. Please keep bike lanes simple, white paint that's it. Avoid taking over car lanes. Take resident parking if needed, street parking shouldn't be the priority in places like Lynn Valley Road. Residents have or should have enough space in their driveway.

Key creek crossings force me to ride with traffic, during rush hour. Crossings at Seymour River and Lynn Creek (as well as crossing Highway 1) are limited to high traffic roads that are very dangerous

Grade separation and Greenways

More separated bike lanes, for instance from Deep Cove to other parts of North Van. Neither Dollarton nor Mt. Seymour Parkway feel entirely safe to me.

Continuous bike lanes and being separated from traffic

Separated from traffic and peds

to have bike lanes that are consistent sizes. For example, on Capilano Road going north and south, the bike lane merges into traffic with no notice. This can be done at the very least. Ideally, there would be separated bike lanes or cyclist paths that go through quiet neighborhoods with little traffic.

Separated and dedicated bike lanes safely protected from turning automobiles. Bike lanes not shared with pedestrians. No objects such as bollards speed bumps that can cause accidents and injuries. Traffic regulations that put the onus on motorists to avoid cyclists and pedestrians. Reduce and enforce speed limits on all roads to maximum of 50km on arterial roads and 30km in residential streets. Create wider safer roads by restricting parking to one side of the street only.

I feel safe and comfortable with the infrastructure that is being implemented. Keep up the good work.

Drivers who pay attention to cyclists

Barriers separating bikes from cars on main roads like Marine drive.

Separated cycle paths are the ideal and should be provided on key routes. The more separation the better for air quality. You breath hard when cycling! Painting a line on the road is better than nothing, and we should be doing far more of these. They are inexpensive and help a lot. Having bike lanes just stop in the pinch points is worse than no bike lane at all. Capilano Road is lethal. Prioritising bikes, walking and transit over cars should be the basis of EVERY transportation investment.

Connecting cycling routes with the City of North Vancouver and avoiding high traffic zones. A cycle route up Seymour Parkway is crazy. I ride over 8,000km a year mostly for exercise, sometimes for commuting and also for errands. Seymour is nuts. Traffic passes you in close proximity with most vehicles travelling at 80km/hr. Even if they went 60 km/hr the lane is too narrow plus Seymour has too many steep hills. It just a poor choice for a cycle route. I always take people new to the district up Windridge, behind the townhouses and then either through the ice rink or along the gravel to the School trying to avoid as much of the high risk Seymour Parkway. Dollarton has a great cycle route that ends abruptly in 1km corridor of death where there is no shoulder, the road is rough and often filled with gravel with passing dump trucks. Dollarton is the better route to the 'Cove' just needs some improvements to make safer see what the City has done basically everywhere for reference. There are countless other examples of how the District's cycling infrastructure is terrible but I suspect I will run out of room.

A separate and connected bike network

More dedicated bike lanes

Separation from traffic; routes off main congested streets but not so far removed to add greater distances; more secure places to leave bike

removing parking from major cycle pathways such as LV Road beyond Mtn Highway. Also, putting up the barriers to delineate bike lane separation from car lanes. Having smooth biking surfaces (i.e. path along Tempe Heights, Hwy 1 out to 25th St) which is currently bumpy, gravelly and steep at the east end.

Way more routes that separate me from traffic. Whenever there is a new car/bus/sky train option, couple it with a safe dedicated bike path.. example... the Canada line bike bridge from south van to Richmond . Please connect routes in high traffic areas eg Main Street by second narrows bridge .

Separation from traffic with good transition thru intersections or crossings of busy roads. Do not like designated bike paths that are between parked cars and road. For example....13th Need better transition off iron workers (riding north on east side of bridge.) and connection to bike routes. Shared bike path like Spiret trail (Which is becoming very popular) are starting to get to busy with both cyclists and pedestrians....May have to consider more separation between the two users as Vancouver has had to do along false creek.

Room for a safe bike ride. A place to safely secure my bike on arrival and possibly lockers to put my gear in.

While North Vancouver has a number of quite backstreets that are good for cycling, in many places the major roads can be the most convenient to travel on. Hills and windy streets can make other routes inefficient and slow. The district has not done a good job of implementing cycling infrastructure that allows cyclists to use these roads. Where infrastructure does exist, this starts and stops. Often stopping at the border between the City and the District. Main street between Lynn Creek and the 2nd Narrows Bridge is a good example of this. There are few alternate routes in this area and cyclists are forced into busy traffic. The cycle route along 29th is an example of reasonably well implemented infrastructure. Though this does not connect to other useful bike routes on the west side.

Connect bike lanes and create bike only paths to cross rivers so that bikes can travel east-west without having to go through the main major road crossings

Smooth paved riding surfaces, continuity of bike lanes, improved separation from traffic on busy routes, secure bike parking.

respect from drivers

North Vancouver is generally not cycling friendly for one major reason - it is mountainous. So, cycling involves grinding up steep hills that the average cyclist is not capable of. I am a senior citizen in very good shape and cycle frequently on trails for fun and exercise. I am not in favour of spending lots of tax payer money on creating bike Lanes on steep stretches such as Mountain highway that will be used very infrequently by a select few. I highly recommend collecting data on bike use, making that data public, and making decisions on new bike lanes based on that data.

#1 = WIDER SIDEWALKS WITH SEPARATED BIKE LANES OR MULTI-USE PATHS. physical barriers (curbs, pylons, median) blocking vehicles from on-road bikes lanes when sidewalks/multi-use paths cannot be widened. planters/barriers/fences on wider sidewalks/multi-use paths separating bikes/peds from traffic.(eg. how Japan does it). Lower speed limits. Narrowing roads. Actually removing dangerous drivers from the roads and

ticketing dangerous cyclists too. Cycling on roads mixed in with traffic in North Van is both very dangerous and very uncomfortable for more casual cyclists.

Loving the separated bike trails. More please! I am sure there are plans for this, but I hate coming off the 2nd narrows bridge northbound and trying to get on the spirit trail, westbound. I don't know how to do it safely.

connect routes, better signage, separate bike lines from car lanes

I'm 65 yo and your survey does not ask about how age factors into my transportation choices. I used to cycle to work in my 20s so I am familiar with the safety concerns and infrastructure. I would only cycle now in parks such as the Demonstration Forest and only for pleasure/fitness. How have you factored in the future age demographics into your planning? My experience is that the younger demographic cannot afford to rent or buy on the north shore and this is likely the biking cohort. Our younger relatives are hence moving off the north shore. I hence do not support extensive and costly changes to the biking infrastructure. Minor changes are ok. The forecasts for 2030 in PEOPLE 2020 indicate the age 54-90 group will increase to 34% of the population. That's 1/3 of the residents who are unlikely to use biking. We require other transportation options developed such as a better road network to handle the projected growth in population of 30,000 by 2040. (Especially east of Seymour River.) and not to lose driving lanes to bike lanes.

At a minimum, marked or visually separated bike lanes in and out of hubs (ie. Deep cove). Higher fines for injuring cyclists. More e-bike regulation. Advance green lights at major intersections for bicycles.

in congested areas having a separated bike lane. Especially Westbound between Ironworkers Bridge to Lynn Creek.

separate bike lines

I am fine with cycling in traffic but would prefer calmer bike routes for kids and or cycling with kids; or safer - more separation- main roads ie Lynn Valley Road South side is not ideal for my kids who are school off of that road

Well connected separated bike routes. Currently too many partial bike routes. Safe and well chosen bike parking especially in village centres (e.g. where can you lock up your bike safely near Lynn Valley Shopping Centre) and shopping streets. In Japan and other countries they have bike racks which allow you to lock up your bike very securely. They have build in locking mechanisms.

1. Bike lanes (actually having them!) 2. Separated bike lanes where possible. And avoiding placing bike lanes on busy parking streets (this is scary for everyone). 3. Better connections on routes - if you're trying to commute or get places on bike lanes (which tend to prioritize leisure or popular destinations) often your bike lane will end, and you'll end up fighting for space in a road or intersection (sometimes at it's busiest point). These are the moments when I feel unsafe. 4. Greater attention to vehicle parking restriction on hills that parallel bike routes. This is a dangerous scenario on many bike routes: You are crossing perpendicular to a hill, where parked vehicles obscure the view of traffic coming down a hill. Even when inching forward, you may end up blocking traffic and confusing other drivers who aren't sure why you're approaching the intersection. In a car this matters less because you can move quickly - on a bike, this is when you're slowest. 5. Greater attention to bike lanes at points near highway intersections/on-ramps (eg. Lynn Valley Rd. I avoid this route as much as possible, even though it's really convenient). 6. Better and earlier signage for bike route re-routing (eg

around construction). All of those worries listed in the previous question are very valid concerns - it is hard to choose just one.

Bike lanes and routes are a great thing but they should not be built at the expense of travel lines for cars .

Separate bike lanes

More education for cyclists on road behaviour and better street lighting and road markings.

1. Have more dedicated bike lanes. 2. Make sure bike lanes are clear of debris, garbage etc. 3. Have pole dividers on bike lanes so that cars don't drive/veer into bike lanes (like Mosquito creek near Fell). People drive very fast down Mt Seymour Parkway towards Riverside drive and drive half way in the bike lane.

More routes off Lonsdale.

Nothing the district can supply. Time....and purpose. I work in home care. I can not get myself to my various shifts on time by biking, and I certainly cannot transport seniors on my bike. I bike for recreation.

There is no clear bike path up mountain Hwy or Arborlynn. The construction near the Hwy and superstore is extremely dangerous with no end in sight.

Please fix Capilano Rd. North bound under the highway is extremely dangerous as is the section between Woods and Ridgewood. I don't see any benefit to the Paisley option!

Connections between existing cycling routes (I.e. paved connection from Lynn Valley and Dempsey to the Rice Lake/Lower Seymour Conservation area; currently, there is only gravel road that is quite annoying to ride on on a road bike). Better lights on the street for visibility. Separation between traffic and bike lanes or painted cycling lanes, like on Lynn Valley and William. More controlled lights for cyclists.

I don't trust the drivers. I want to cycle in direct fast routes, not have to go out of the way for a bike path. Biking in winter when it is dark- would like better lighting and routes that are not isolated so that I don't get scared if I'm the only one on the path.

Overall I'm happy with bike lanes, there are a few spots that are a little sketchy at the moment. more separated bike lanes. The bike route continuing on Queens from Delbrook Community Center to Edgemont Villiage. More people enforcing cars to actually stop at stop signs; on a good day cars slow down(never stop) on a bad day, they speed up to blow the stop sign to get ahead of me. More bike parking - some places you only have a sign that can be unscrewed to lock your bike to. There is a nice, new bike parking that starts on the west side of cap road adjacent to the highway. It would be nice to have a nice path to connect to that from the district. Better routes getting off the second narrows bridge towards upper lonsdale - I get lost trying to find the best way so may be missing something.

Safer low road path to Deep Cove. Better connection northbound iron workers to main westbound. Better crossroad from eastbound 3rd going north at Esplanade junction (to connect with path on 4th).

Connected network in more places. More separation from traffic. Extension of bike lane along Capilano road from Hwy north to suspension bridge. More space than 2 bikes on bus racks.

Cycling on Marine drive is a disaster but the off marine options don't go where I want to go. The new spirit trail is nice for leisure but getting to mid/upper Lonsdale is a challenge. Coming off the Lions gate bridge to Marine Drive is Harrowing. I know West Van is

responsible for some of that and the Squamish band but it is relevant and leads to the comment above re 'fractured network' is an issue.

Wider paths to allow for more separation especially in areas with large vehicles and higher speeds.

I love riding the spirit trail. Is there a plan to connect it to deep cove? I prefer to cycle on quieter/less travelled streets & avoids busy streets

Clearly marked and separated bike lanes that are continuous.

Bike lanes that continue, not end suddenly like Capilano road north bound. So unsafe.

Lynn valley road - so much construction and a portion without a bike lane. This connects to the City but I don't feel safe taking my kids along that road and I don't know how else to get from grand blvd

Separated bike lanes are not great: false sense of security that does more to keep the drivers safe from needing to think about their responsibility of sharing the road. Separated lanes trap the cyclist: there is no room for manoeuvring to avoid obstacles and debris. Lynn Valley Road was very stressful with the posts - glad they are gone. The hill down Larsen to Fell with the posts on a downhill curve: I just take the lane even when I'm not turning left at the bottom of the hill. Multi-use pathways aren't really designed for cyclists doing other than a Sunday Stroll on their bike: other users of the MUPs don't necessarily travel in a predictable manner increasing the likelihood of a crash. Placing a bike lane between sidewalk and parked cars is dangerous on two fronts: 1) passengers are even less likely to check before opening doors and 2) row of parked cars hide the cyclist from cars in the travel lane which puts the cyclist in a dangerous position should a driver turn right into/onto the hidden cyclist. I've seen this dangerous situation in Richmond where the cyclists are directed to travel behind a bus stop and immediately thereafter there is a driveway to a popular shopping centre: drivers expect those on the sidewalk (i.e.: those not on the road) to travel at walking speed. Close calls. Remove the pinch points: places where there is a sidewalk bulge. I've seen some fantastic examples where there is a painted bike lane that ends into a curb. Reduce road jewelry and road furniture. I think there needs to be a shift in driver training and attitude. A cyclist not on a bike path is not an open invitation to drivers to use their vehicle to threaten or cause bodily harm.

The bottleneck coming east off the park royal/trailer park bridge over cap river need directions under lions gate Bridge meets land /meets ramp to bridge/meets people turning left from park royal to bike lanes under bridge/people going straight west off spirit trail bike lane

Dedicated bike lanes separated from traffic especially on uphill sections

I'd like separated bike lanes in the road. On existing routes with pedestrians many walk on the wrong side, dogs get in the way, it's unsafe and chaotic at times.

Some of my scariest experiences are when I am coming east on Marine Drive after work and cars coming west can't see because of the sun and turn left without seeing me. I have had a few near misses this way.

Continuous dedicated cycling lanes and routes. Driver awareness campaigns

OK, SERIOUSLY. It's RIDICULOUS to force westbound cyclists to access McKeen Avenue by going 1.2 km out of their way -- and over the Phillip Avenue bridge --each way!! -- instead of reopening the connection from Pemberton to McKeen. Seriously. It's a 2.4 km detour over a

Honestly it's pretty good. Some of your separated paths make very little sense as far as connecting people to places (I'm thinking of the newish green necklace up around 19th). I am also hoping the new construction at the overpass near the highway/Superstore includes a bike path but otherwise thanks for all the work you do!

Complete cycling routes, barrier between cyclist and autos

Continuous cycling routes with separation from traffic.

Main street is very dangerous bike route. Indicating with signage that bikes should take the lane offers no protection to cyclists as cars attempt to crowd you out and drive very close to you. This is very intimidating to new cyclists and leads to dangerous interactions between road users. When on a road a bike route should be physically separated or at minimum have a white line separation. A bike and chevron are not understood and ignored by drivers.

1. Safer bike route navigating around 2nd narrows bridge (on Dollarton and Main) particularly West bound. Including the current tunnel which is not safe... too narrow, no lighting, sharp turn. 2. Safer bike lane west bound on Main st between Lynn Ave and Brooksbank. 3. Valet bike storage near the Shipyards (work with NV city) and Park Royal (work with WV district). 4. Separated bike route all along Dollarton into Deep Cove. 5. Avoid use of pole barriers to control bike speed, they are going to cause an accident as they are very difficult to navigate through. Minimal use of speed bumps are better. 5. Remove the garbage on the side of the roads particularly by Iron Workers bridge. 6. Coordinate with businesses for safe storage of bikes. eg allow lock up of bikes visible to owner on restaurant patios. Cameras security for parking bike at large grocery stores and in highly visible area. 7. Better bike lane on both sides of Riverside between Mt Seymour Parkway and Dollarton.

Mt. Seymour highway before superstore is very dangerous. Cars are at 70km, plus narrow bike lanes plus curve road, very dangerous. Need separate cars from bikes

Please close the gaps in the existing bike network that leave you stranded/ exposed to traffic. When bike lanes are not connected to each other it almost renders them useless. If separated bike lanes are not a viable option they should at least be really well marked.

I do not cycle. I might but most local paths / roads are too hilly - my problem. This survey is one sided and does not yet reflect concerns I have as a person walking on pathways and side walks and being 'run' off the pathway by bikers. Safety for all is key and how do you (The District) provide safe separation of walkers and bikes.

Please consider moving the cycling path portion of the Spirit Trail from the Norgate Park green strip to a separated and designated section of Welch Street. The almost collisions between bikers and pedestrians is constant. Or can you regulate the speed of bicycles on that strip? Or enforce the "bell ringing" alert? There are many elderly or infirm people and young families who use that path daily for exercise and they are quite often afraid. Several have taken to walking on the streets, an unintended consequence of a shared pathway.

Thank you

I have been here for 60 years and never had an issue getting around. I look at what you have done on 29th and cringe every time. And now you only want to go half way up Lynn Valley Rd. This is a road that is plenty wide for all so why. There is an existing extensive trail network that gets me everywhere without using main roads. Cars are a fact and a necessity. EV and soon Hydrogen fuel cell vehicles need parking too. You are developing this once great place to gridlock and from what I hear you will see come next voting time.

Providing clearly marked/painted bike lanes, and slowing traffic in areas where this is not possible.

Connections to the bridges do not feel safe - no good route for commuters heading to Lions Gate Bridge other than the Spirit Trail, which is increasingly crowded. Connections to the Second Narrows also feel dangerous, particularly along Main Street.

Continuous bike routes. Many routes just end with no signage for drivers and no where to go. Eg) 13th eastbound past LGH. Eg) Grand to LV Rd to eastbound past Hwy 1.

Not unsafe crossings just for bikes when using a light or stop sign would be safer.

separated infrastructure, connected routes, trip-end facilities (e.g. covered bike parking)

Off road bike lanes or separated bike lanes with a defined cement divider. When I don't cycle in North Van it is *explicitly* because I cannot access my destination safely on existing infrastructure. I have too many friends who have been injured or killed cycling in town.

It would be great if there were more designated bike lanes that were protected. Often times biking on roads such as Mount Seymour where its uphill, cars are speeding to gain the speed, which can be scary as a cyclist in the lane next to them with no protection.

Some designated bike paths (e.g. from 3rd street to Dollarton highway), the path goes with both pedestrian and car roads. Although there's a clear designated bike path, sometimes it is unclear (for both cars and cyclists) what traffic to follow. For instance, some car drivers will expect cyclists to follow pedestrian rule (i.e. not cross the road when pedestrian signal is red although the direction of the car traffic is green) and make a right turn or left turn which I find the most dangerous. Depending on the traffic I follow pedestrian rule but mostly, I go by car traffic sign. I wish when the light is green for car driver, it should automatically be green for pedestrians if there are no people pressing the buttons. (OR add green bike sign like some parts of Dollarton highway has). Also, there is a cross walk for cyclists and pedestrians where the road splits between Dollarton and Iron Worker's bridge. Most of the time, the traffic will stop when cyclists press the buttons for blinking signal, some cars that had just turned right onto the road (or new to the area) do not see the blinking signal and keep driving. I find this part dangerous and maybe come up with a different route? Another dangerous part is a little island just off of 3rd street to main street (in front of RONA), where cyclists press blinking button till cars pass. Please cut down the grass there, I sometimes think the drivers don't see cyclists waiting in that little pocket of waiting area..

stop stealing parking spots and ruining high traffic corridors to create said bike lanes they should be on side streets and off the main roads

Bike lanes to schools should also be prioritized with kids encouraged to bike or scooter. Most schools do not have bike lanes surrounding them. A better bike network along easily accessible roads. Less convoluted routes. ie. Mountain Hwy: the bike route up mountain highway is out of the way, takes too much time to access during my commute, and is unbelievably steep. I end up biking up and down mountain highway to go to work because it is faster and I don't have the extra time... it would be great to have bike lanes on Mountain Highway! Better protection from traffic. ie. What the city has done along 15th near LGH - where the parked cars form one side of the bike lane and the sidewalk the other, instead of the cyclist being sandwiched in between moving cars and parked cars. It's brilliant and feels so safe! Better verges going up and down from bike paths. The new path from Lynn Valley Road down to Grand Boulevard is fantastic, but when you hit the verge at speed, it really bounces you around in an alarming way. A better way to get from Mt. Seymour Parkway to

Mountain Highway. The current route is a disaster - why is there not a bike lane separated on the side of the new highway?? But overall the DNV is moving in the right direction. Thank you for making our community more bike-friendly!

100% Separation from cars

Cars giving space to cyclists and not cutting them off in intersections. Or when cars cut off bikes when they have a stop sign

Regular clearing of leaves, glass and other debris on cycle routes.

Drivers being more aware of cyclists

Regular clearing of leaves and debris from the bike lanes on roads and sidewalks. There is broken glass on the bike lane going west up the hill From cotton to 3rd that has been on the bike lane for almost a month.

Couldn't decide on 'what worries me most when considering cycling in the District - Lack of separation from traffic, Cycling in congested traffic and Being doored were all at the top of the list.

Separation from traffic and parked cars. Better education for the public to reduce animosity towards cyclists

Better cycling routes across Highway 1, especially from lower Lynn to Capilano U

It doesn't make sense in NV. I see that 29TH wasn't even on the map. When you've spent money on Lynn valley road, stop there - it's flat and easy to connect to lonsdale. Don't waste money on more lanes. Instead invest in light rail

separated bike paths with an actual raised physical barrier from the moving vehicles and to avoid the bike path next to parked vehicles to prevent collisions with moving vehicles and doors of parked vehicles. It is all about the safety factor for me. I ride 5 days a work from Seymour Blvd to Vancouver General Hospital on a safe route and I want to ride in North Vancouver to explore the district and city but I really feel unsafe if you need to go outside of the Spirit Trail. I have an e-bike and so I can explore everywhere as hills are not a problem but I do not do this as I feel unsafe. The parking for bikes is limited and I need to have secure (cemented) bike locking stations to secure my bike to, there is a definite lack of places to lock up bikes. I really like the new, albeit short path from Rona to Brooksbank on Main street - it is away from traffic, this is how all bike paths should be in the ideal world. I love biking and was so excited to see an opportunity to add my 2 cents. I look forward to seeing improved bike paths in North Van!

Continuous bike routes that aren't out of the way. I don't want to add 10 minutes to my commute just because I'm cutting down on omissions from biking.

It's safe now

More dedicated bike trails only that one can be used to travel across and around the North shore

Separated lanes and places to park bike at destination.

Having cycling specific lanes and routes to lessen the need to battle with cars.

presently I cycle along marine drive to work. It is a designated bike route, however its just a slightly wider lane. I would love to have a better option. The spirit trail is great but it isn't an option for commuting

Barriers for bike lanes.

Less hills but that's not going to change!

separated bike lanes because drivers don't care and look for cyclists even though they are in the right or there are marking on the street and /or signs. Giving cyclists more rights than cars.

Having the bike route between parked cars and moving cars is foolish. The bike route should be next to the sidewalk, and cars should park between this and the moving vehicles. This way, the cyclists would not be getting bumped into moving traffic by people opening their doors such as what happened by the liquor store some time ago. Look at the bike path next to the art museum downtown. That is how it should be done. Moving cars, parked cars, bike route, sidewalk. That way cyclists would not be getting run over by fools getting out of their vehicles while juggling their coffee, cell phone, cigarettes and lord knows what else.

Separate bike lanes with at the minimum a line drawn on the road. Also, direct routes. It's nice sometimes to have a scenic route but at the same time when commuting we want to get there fast and don't want big detours on bike routes.

bike lanes on non-major roadways. I do not understand why bike lanes are put on busy streets.

Routes that are away from busy traffic. Ideally not on the road like on Main Street.

Bike lanes that are separated from the road

Exclusive bike lanes

Better direct bike lane connecting the lions gate bridge to edgemont village. The existing lane is discontinuous and not separated from traffic. There is no bike lane that is safe and direct particularly from the lions gate bridge on marine drive making the north bound turn onto cap road. The northbound bike lane on cap road is also discontinuous making it very dangerous with traffic.

Have more lanes designated for bike in the district. Lots of potential dooring to happen

Incomplete bike lanes are problematic, as are lanes that do not separate bikes from cars. However, the far bigger issue is that we need to DO SOMETHING ABOUT DISTRACTED DRIVERS. Something more than just a public safety campaign. Texting and driving is far too common.

Separated and safe bike lanes away from car / traffic

No gaps in bike lanes, eg. On Main Street by second narrows, have been hit by a car turning into Canadian tire. Better awareness from construction crews, for example on 3rd at moodyville where huge sections of tarmac on a commonly used high speed bikeway were cut out with hard edges and without signage! Regular maintenance on mountain roads, (this is usually pretty good, but I've hit potholes at high speed)

Cars not speeding. Separate from traffic bike lanes.

Dedicated bike lanes throughout major routes, not just part way. Having actual separation from traffic, for example

Riding up Capilano Road above the highway.

Completely dedicated lanes not on major routes. Stay away from the major roads! They are for cars not bikes! Teach bikers to use the alternate routes!

Dedicated bike pathways separated from roads

Dedicated bike paths, and connected routes. I would like to be able to tow my children in a bike chariot but simply not safe. Entire neighbourhoods such as Lynn Valley are inaccessible by bicycle due to traffic.

Smooth small pea gravel is much better than asphalt pavement on pathways that are near trees. Asphalt always gets uprooted and bumpy with toot growth, I prefer smooth pea gravel in parks

I would like to walk and have my kids walk more places, like essential trips to school. I believe pedestrian connections and safe routes to school should be a higher priority than bike lanes. But Denmark -although flatter- has working bike lanes and is a model. Please finish exit 21 first too. It's currently dangerous both directions but especially to be avoided eastbound with all the weaving in and out as drivers try to gain an edge at the long light, the short light, the shuffle section with no bus pull out, the blind corner light and then the grand finale of the Seymour-merge-white-knuckle experience. Use 23 get back on highway and exit at superstore...

Ensuring that bike lanes are wide enough and have enough separation from traffic (especially when biking with children). Having bike routes that don't require cyclists to navigate through high-traffic areas (highways).

Dedicated safe bike routes. Traffic is only getting worse on the North Shore. We have seen a bike boom since covid. Let's make the north shore bike friendly for commuters.

I cycle downtown and back across both bridges to Lynn Valley 5 days a week. I find the worst part coming off second narrows then going west on main. Looping back under the bridge seems like it would be ideal and avoid the worst crossings.

Separation from traffic

Most of the factors above are combined. Simply put the cyclists + car factor is concerning compared to other areas. In the last year I've had several very close calls, despite being very conservative in how I ride, because there is no separation from cars/busy roads/ odd connectivity which creates dangerous paths for cyclists (think Main/Cotton/3rd area which is mandatory for most people commuting given highways and river restrictions). Once the wet weather hits, the odds of traffic accidents skyrockets so a solution would be really ideal! Vancouver has some great options (Dunsmuir St) we could model, especially for such a bike-focused city!

The biggest danger apart from big transport trucks that ride into bike lanes are when vehicles turn right onto another street as I approach the same intersection from behind. There could be four vehicles in line at the light, the light turns green, and as I approach the same intersection, a vehicle turns right in front of me. This could be addressed with traffic signals for bike lanes.

All of the worries apply really. Main Street is the worst to cycle and inevitable. The crossings at the iron worker bridge are unsafe. Sharing the path with pedestrian is very annoying.

Separated bike lane especially on Dollarton Hwy.

During this temporary COVID-19 period, I am cycling less frequently. However, I used to cycle every day along Marine Drive. Very disappointing to cycle past sidewalks on new developments that are 10 feet wide but the road is just as skinny as everywhere else. Why was the opportunity not taken to provide a few extra inches for cyclists? A lot of the landscaping directly beside the road regularly grows into the roadway and creates a hazard for cyclists. Buses were the largest problem. They often fail to look before pulling out or they

pull into the curb when cyclists are beside them. Some cycle routes are ridiculous. How are you supposed to go from Park Royal to Marine Drive in North Vancouver heading East? I still haven't figured it out...

Not to have bike lanes that abruptly end and puts you in traffic. Having enough bike racks at popular destinations.

A separated bike lane from lower lonsdale to iron workers bridge. The option now is a little sketchy, you need to weave in and out of traffic for the last few blocks and for at least 5 blocks on the return route.

Increased separation from traffic and well-marked bike lanes which indicate very clearly to vehicles that it is not a shoulder, as opposed to a bike lane, would make cycling more comfortable.

Painted bike lanes with no cement barriers

Bike lanes or no bike lanes, the legislation needs to be updated to protect cyclists. Minimum distance rules need to exist for cars to pass cyclists. BC is behind on this. Need to shift drivers' mindsets so bikers are not bullied off the road. E-bikes riding in bike lanes results in speed variance at times with non-ebike riders. Passing invariably will occur. Riders will be pulling in and out of bike lanes to accommodate this. Setting speed limits in the bike lanes may accommodate and set expectations so that those wishing to ride 30-50km / hr should remain on the road. Those commuting at less than that speed should ride the bike lanes. How would one enforce this though?

Wider bike lanes with separation from traffic

Separated bike lanes, like the ones in Downtown Vancouver

Cycling on bike lanes that don't abruptly end or just simply merge into traffic ie going uphill on Capilano Road, Having bike lanes distanced from street parking to avoid having to ride too close to parked cars, Not having to share space with pedestrians who often walk with earbuds and can't hear a shout or bell as I pass them. Also - the ability to lock up my bike if I want to go into Park Royal or Edgemont Village and know that when I come out, it will still be there - ie secure bike parking!

It's not the paths it's the people. Being from Holland where they have proper bicycle paths and people are aware of cyclists is very different from here. Making paths and taking away on street parking is not the answer. People need to be bike aware and the district needs to accommodate both cyclists and vehicles. One side of the street parking and one side sidewalk and bike lane. The bike lanes don't need to be as ridiculously wide as some of them are. Look at 29th street what a disaster. Wait till it rains and it's dark and people can't make out the lines on the road that zigzag everyone and for what a few bikes?? Bike paths should also be trails in between residential areas.

Better trained drivers

More bike lanes along Lynn valley road

Driver awareness of bikes through separated lanes and enough space not to get doored

Separated bike lanes - I regularly bike past Lynn Valley Mall - there is no separated bike lane in some areas on this road, likewise on Mountain Highway.

Bike lane all the way along Lynn valley road and Ross road

I'm concerned about all the things listed and also crossing the highway on ramps at second narrows and near Capilano road/Seymour parkway were cars never stop when you're crossing.

A bike path from the Blueridge area to Parkgate would get me on my bike several additional times per week. Gravel surface would be fine to keep costs down. Extending the Spirit Trail to Deep Cove would be great.

Linking bike lanes together, not forcing bikes to get in and off of sidewalks to feel safe. Follow the same plan as the CNV - it is like night and day crossing between the city and the district, especially around the eastern side near Keith road and also main street. I find it frustrating and scary to bike from Seymour parkway to anything near Lonsdale and I am an experienced city biker. We need to do better, that recommendation is 8 years old. There are so many proven benefits to building better bike lanes - health, safety, less traffic - I really hope it can happen soon.

Clearly marked bike lanes If there is no separation from cars.

A separate bike lane on Dollarton hwy and other routes

A culture of motorists obeying traffic laws, being courteous of other types of transportation. Since age 10 cycling was my primary transportation. In 2013 a car driver failed to stop at a stop sign and accelerated into me. I was on a designated multi purpose people powered path. (Spirit Trail) That was 45+ years of cycling. I have not cycled since due to lingering brain injury and I've lost my nerve.

Better & more designated cycling routes that are safe. Support with bike friendly intersections, signs & transitions on high traffic roads. Better education about cyclists rights to the roads. Traffic routes that are designed to keep cyclists safe, make this a priority. Better cycling routes for kids to ride to school.

Stop making routes that end suddenly that spit you out into dangerous situations. Too many routes conflict with cars turning right. Too much road furniture (curbs, trees etc.) separating cyclists from the road, makes it so much more dangerous when you need to come back on the road.

I am a senior/pedestrian who walks my dog twice daily. My specific concern is the Spirit Trail parallel to Welch Street in North Vancouver, located between Capilano Road & Pemberton Avenue. It is frightening walking in a park where the walkway is shared/combined with cycle traffic. Most cyclists tend to speed, are often in large groups, come too close, don't respect pedestrians who are often with children or dogs or maybe limited mobility/hearing. Most weave in and out between pedestrians without reducing speed or ringing bell to let me know they are racing up behind me at a high rate of speed. In addition, there are not motorized boards, bikes, and scooters using this path, definitely traveling at more than 30 kph, silently racing up behind you. PLEASE, PLEASE, PLEASE, separate cyclists from pedestrians before someone is seriously hurt, especially in this area. It's a park for goodness sake.

more segregated bike lanes. even white painted lanes are better than nothing

Wider bike lanes that are regularly maintained would be helpful, but making them very obvious to drivers would be key. Yes I am a cyclist, but I am also a driver, and I will admit that it can be very hard to see bike lanes. Special consideration should be taken for drivers taking right hand turns but a cyclist continuing to go forward. A right-of-way bike sign would be a good reminder. Complete separate bike lanes are of course ideal but probably not realistic, so making sure that a smooth bike lane is available and visible on streets like Lonsdale (above

Highway 1) and Mont Royal. A continuous network from Lonsdale to say Grouse Mountain would be well used. Stopping on a hill is also tough for cyclists who use clip in pedals. A good example of a dangerous intersection is Mtn Highway and Dempsey. If a cyclist is coming from Dempsey (from Lynn Valley Rd) and trying to turn right on to Mtn Highway, it can be difficult to stop on the hill if a car is in the way.

More dedicated bike paths (that cars cannot access or occupy) that connect a network. More accessible ebike shares (like in SF and LA) that I can pick up and leave at various locations.

Separated and dedicated bike lanes, with north/south and East west connections. Fast charge locations and dedicated secure parking. Easier load on/off on public transportation for multiple bikes. Possible tow assist for major uphill ie Lonsdale

A separated lane

Having bike lanes that are separated by a physical barrier and ensuring that parking is not adjacent to the bike lane.

Dedicated, one way, paved or smooth Surface paths away from traffic. Secure bike parking locations with charging stations and amenities like washrooms and food and refreshment options. Well lighted if open at nighttime.

Dedicated bike lane from main/ Dollarton to Lynn valley

A physical barrier between cars and bicycles, wider sidewalks to accommodate bikes and pedestrians, bicycle only pathways.

Bike lanes that have physical separation from traffic of some sort. Painted lines aren't good enough.

More bike lanes. More dedicated bike lines.

Consistency in how cycle lanes are designed. Sometimes lanes are separated, sometimes inside of parked cars, etc. It is stressful for the cyclist to figure out what is going on. Revised colour of markings. All cycle paths should be marked in a "warning" colour of yellow/orange or red. Whether or not a cyclist has right-of-way, colouring an intersection crossing in green makes no sense. Caution needs to be exercised by all parties: cyclists, drivers, pedestrians.

designated bike lanes and clear directives to those lanes. For example, to get across the Second Narrows Bridge, I have absolutely no idea how to even get onto it as a cyclist. Whereas it is very clear how to get onto the Burrard Bridge.

Bike lanes and connector routes that avoid major thoroughfares for cars ... and please stop the practice of putting bike Lanes between the sidewalk and parked cars: that does nothing to add to the safety of cyclists, it only increases the likelihood that they will be pinched by a parked car opening its door sending them onto the sidewalk rather than giving them the freedom to deviate left into the lane itself ...

Couldn't prioritize your list using shift/tab key,..extremely annoying. Mostly, I find the bike 'routes' are completely UNSAFE....must separate bike lanes with barriers from car traffic. Weather, hills are often reasons for not cycling., but safety is my most urgent concern. Get co-ordinated with the City. of N. Van for route up Capilano Road to the village. The detour via Pemberton Heights is ridiculous.

Generally already great. Bike paths that start/ end out of nowhere can be frustrating.

separated bike lanes and more right for cyclists

Separated bike lanes on main roads. And/or bike routes along secondary roads.

If cyclists pay insurance and a license fee to be on the road. Also if they obeyed the laws just like cars such as stop signs and stop lights

I ride for pleasure and I ride to commute to work. Generally more separated bike lanes would make cycling safer and more enjoyable. One specific road that I frequently ride is Mt Seymour Parkway coming out of Deep Cove. There is space there for a bike lane. Sometimes the angle of the sun blinds drivers as they climb the hill. This is a very unsafe section of a very popular cycling route.

Separation from traffic, connected bike lanes to create continuous route (especially of interest is from Grand Blvd to Lynn Headwaters). More bike lanes in parks (like what exists in Grand Blvd). Enhanced bylaw enforcement of bike lanes: eg. delivery vans, couriers, and cars are parking across the new bike lane from Lynn Valley Rd to Fromme, on 29th Street.

Having entirely separate bike routes, or routes where cyclists have rights and are not abused by motorists. Dollarton Rd is bad- dedicated cycle paths there would make a big difference. Public education to change culture and driver attitudes toward cyclists. Many drivers seem to resent cyclists as road users. Being doored by a vehicle is another serious concern.

Separate bike lanes

Put bike lanes on all ages accessible routes.

Separate connected biking lanes like you see in other more bike-friendly cities. Not just a painted separation on the road with all safety risks involved. Think if we do this right on the North Shore we have such an improvement in terms of ridership and safety. More than happy to pay some extra taxes to get this done.

Separate bike lanes on bottleneck routes

Separate bike lanes

I prefer walking so don't cycle. Honestly, I don't feel that cycling can be made safe in the City. Reasonably safe, yes, but not safe enough for me. Plus, cycling for me would not be practical because when I go out, it isn't for the sole purpose of exercise or recreation, it is to do errands ... and enjoy myself along the way. That's why I walk. I don't need the stress of dodging and weaving and trying to avoid vehicles at high speed and being unable to enjoy the scenery long the way. Also no place to put your shopping on a bike! But I support those who want to as it does get a car off the road if people use bikes to commute :)

We live in Seymour area and don't like to have to bike over the highway interchange system

More separation from traffic - never needing to ride in traffic. Main Street is scary. I've been doored on Mt Seymour Pkwy. Cars drive in the bike lane on the Pkwy too. Riverside drive gets congested and driver's drive onto the shoulder.

Having a separate bike lane that has a barrier between the cars and the bikes.

Safer bike routes. City has done well. District not so much. Look at non arterial routes where possible to create safe, inexpensive routes that residents might appreciate due to traffic calming measures.

Large separated bike lanes

Separated lanes like they just made near Lynn Valley Centre or as has been created by Victoria park and Grand Boulevard. More logical pathways. For example, sometimes you have to cross kitty corner -- near Mahon, by the Alliance Church and also going up 29th. Going from Lynn Valley to the Green Necklace is easy, but coming back is not because the lane is not separated enough from traffic at the busiest area where cars are getting on and off

the highway and not looking for bikes. It would be better if it was similar to the other side of the road.

More bike lanes

The question before this did not say choose one answer OR choose several . The studies show clearly the safest way is when cyclist are in separate protected lanes. That prevents footing and collisions. I hate it when in the district the lane peters into nothing. Where is the cyclist to go. We live near Capilano Road and the dam. It is frightening to go down Capilano road from Edgemont to Marine Drive. There is no continuous space for bikes

I just have nit picky ones...Signage / painted symbols: stretch of Main Street between Harbour & Hwy 1 ramps feels a little hairy with no designated bike lane or even sharrows although i haven't checked out changes with summer 2020 road development; and I guess the sidewalk section going onto the Hwy / bridge to go south from Mtn Hwy is legal for biking on? Shift parking spot: new road development east of Chesterfield & 3rd Street on south side going east also feels a little hairy as the boulevard cinches traffic which comes very close to the start of parking that is signed so if possible, would shift the sign a bit east so that it's not so pinched.

Shared bike lanes (ie. turning sidewalks into wider paths for both modes) don't work for commuting or errands. Bike lanes must be continuous and efficient for people to use them. Circuitous routes are frustrating and it is already hard enough work cycling in North Van. We need both safe bike lanes and sidewalks. And there is plenty of space if some parking is sacrificed.

more consistent bike routes and more separated bike lanes

Full separation from vehicle traffic. Distracted driving is a huge problem with peoples minds on other things while driving in a rush.

Separation from traffic. Lynn valley road is a prime example of lack of connected bike routes. Coming back from downtown to Lynn Valley feel stressful on the last stretch of of Lynn Valley road, especially when intersecting with the entrance and exit to the highway.

Separated bike lanes are needed on commuter routes in the DNV. I reside in deep cove and there is a lot of bike traffic on dollarton as well as Seymour parkway. Given the density and planned multi-housing at Seymour village, Seymour estates, innovation district, and maple wood, It would be much safer and make bike commuting more accessible to a larger group to have separated bike lanes if doable and some traffic calming in areas.

Better separation from cars. More preventing cars using bikelanes as right hand turning lanes. Continuous bike lanes. Increased focus on road sharing in drivers licensing.

Separate bike lanes so I can take my kids with me in the trailer and on their bike. With the trailer I can't ride in the sidewalk but it is also difficult and dangerous for my 3 year old on the rode in certain locations and we are already using the bike roads

More trails, more bike paths, more multi-use paths

The interchange at second narrows has no continuous bike paths in either East or west side.

More separated bike lanes to connect and complete routes to more places. More safe places to lock bikes up.

Current bike paths such as on grand blvd are full of pedestrians who refuse to move and hazardous at crossings as cars don't consider you. Also - mixing pedestrians and four

traffic at crosswalks and corners is dangerous. Grand blvd and 19th... Paths beside car lanes are best with ample space to avoid cars. On both sides.

Cleaning the routes we already have (leaves etc) ...Also, laying some asphalt for a bike path along the Seymour exit off hwy 1 - that little stretch that connects the Main Street exit on to hwy 1 with the Seymour exit off hwy 1 - the bike sidewalk just ends - its currently therefore gravel along the side of the hwy - but an important connector to lilloett rd and from the 2nd narrows bridge bike way to Capilano U - easy fix - \$10000 of asphalt would make it continuous - go for the low hanging fruit!! Most everything else is great ...

Clearly marked continuous bike routes, separated from parked cars, using different space than cars and pedestrians. Also sufficient driver education and traffic enforcement so drivers share the road properly and treat cyclists as full road users, not obstacles or targets.

Separated bike lanes

If cyclists were insured so they learn the rules of the road. Other cyclists on the road driving up one way streets, speeding, flying through lights and stop signs, and biking on sidewalks nearly hitting pedestrians, will not be solved by adding bikelanes they won't use anyways half the time

Bike lanes must be separated from cars and pedestrians for commuters. A physical barrier is needed to prevent different user types to wonder into the reserved bike lane.

Dedicated bike lanes isolated from vehicular traffic.

I would feel more comfortable if the rules were enforced on cyclists. For example, as a pedestrian, I often find cyclists riding on the sidewalk. In case there are no other spaces to put this: your survey did not consider other reasons for not choosing to commute on bike. For example, commuting by bike also requires changing clothes and showering for some of us or that many of us work from home and walk to places.

The big issue for me is to have a secure bike parking. I cycle for exercise but I do not cycle for recreational purposes as I don't feel safe to park my bike

Separated bike lanes, on right side of any car parking and not shared with pedestrians.

A safe and separated bike lane in the major traffic routes especially around car parking.

Separated bike lanes to avoid risk of riding in traffic.

Maintain cycles routes including street cleaning and visibility. Gravel / on roads and overgrown hedges and shrubbery limiting width of cycle paths and restricting the views. Also residential hedges and corners (boulevard areas) should be maintained for visibility. So many overgrown hedges blocking views.

Bike lanes need to be separated. A white line and a bike symbol does not constitute a bike lane on busy arteries.

More consistent and continuous safe routes that are well marked and signed.

Cycle routes off main roads, example Vancouver. The 29th Street bike lane was a waste of money. Seldom used, too steep, should have been off main thoroughfare.

separate bike lanes are a must to get more people feeling safe

I think most drivers on the Shore are fairly cognisant and respectful of cyclists, however some are not. I appreciate separated bike lanes even just with plastic bollards especially in right-turn situations where drivers are just trying to 'squeeze in'. As a bike commuter and driver, I notice the south-bound Lynn Valley exit onto Lynn VAaley road east-bound does not do a

good job of slowing exiting vehicle traffic. As a cyclist travelling eastbound from Grand Blvd to Lynn Valley Road, this intersection is VERY intimidating for even for myself who has done years of MTB racing and decades of bike commuting. There needs to be better infrastructure continuity between CNV, MOTI, and DNV to create a safe yet efficient transition in the east-bound traffic lanes. Even as a driver, exiting from Hwy 1 south-bound, there are few traffic calming measures stopping me from continuing on to Lynn Valley Road east bound at near hwy speeds.

Separated cycling with my 9 year old daughter would happen more with a concrete water pathway from Deep Cove. I love the progress that has happened on the Spirit Trail. (I work in Delta so can't bike that far so commuting not my #1 concern)

More space to take the entire family

Drivers and cyclists alike need to be properly educated on the rules of the road, but then actually follow those rules as well.

Bike theft is bad

Safe and continuous bike routes.

Bike lanes separate from vehicles. Safe and secure bike parking in places like lower Lonsdale plus other main hubs

More complete bike paths and routes

bike only routes that are separated from traffic and driver side doors

Not in favor of changing current road infrastructure which is already insufficient for the amount of vehicle traffic to accommodate a small number of cyclists. North van is very challenging to cycle because of the hills and building bike lanes won't fix that. You are just making life harder for the majority.

More bike lanes. More nice drivers (they honk for no reasons, or don't want to share roads). More buttons to change rights for bikers specific (walkers give us a look too, you know).

We have great separated bike paths in many places, but more investment to connect them to outlying areas like Lynn Valley would be great. I would like to see a separate bike path from the top of Lynn Valley Road that would connect you to the new biking paths around the highway area, which then connect into the spirit trail

Continuous bike lanes instead of ones that abruptly end.

Dedicated, separated, well lit bike lanes of generous width that you would be happy for your child to ride on. Traffic speeds calmed and cyclists kept apart from huge semis/trucks

More dedicated lanes, well separated from traffic, yet on the streets and not on sidewalks. Increase number of physical partitions such as neon-like plastic poles and rubber-like "strips" (ex: Esplanade at Chesterfield).

I live in Seymour area. The big reason why I don't enjoy venturing far is because of the stretch of road near Phibbs Exchange on Main street going west. Please make a more visible cycle lane in this area.

In France cars are required by law to allow safe distance when passing a bike.. 1 m. Would be good, if there is oncoming traffic on a narrow road they have to wait until it is safe to pass... we need this law!

Physically separated bike lanes.

Expansion of bicycle network from Spirit Trail to Upper Lonsdale and from Second Narrows to Deep Cove

I would like to have a north-south route between Lynn Valley town centre and the Second Narrows Bridge, both directions, that doesn't put me as a cyclist into conflict with vehicles or pedestrians, and doesn't require me to dismount and walk at several locations, either because I can't make it up a curb because I don't have fat tires and can't jump or, due to actual signage telling me to dismount, or because I need to dismount in order to be more aware of my surroundings and able to pivot my torso to see a bigger angle and I need to use my bicycle as a shield to get hit first instead of me when crossing at an unsafe intersection (e.g. Mountain Highway and Keith where I often have left turners trying to take me out.) I have to get between Lynn Valley and the Second Narrows Bridge five times a week. There is no continuous north-south route to do this that doesn't involve a combination of: 1) sharing a lane with fast-moving traffic (Mountain Highway from Hwy1 exit to Arborlynn going uphill); 2) traffic light cameras that won't trigger for a cyclist (Lynnmouth); 3) having to dismount to transition from the street to a path due to high curbs that aren't cut, or aren't cut in a way to make riding on them easily possible without stopping first (Mountain Highway does this, Lynnmouth does this); 4) Having to stop and dismount to cross the street safely because the infrastructure puts vehicles into conflict with cyclists (Mountain and Keith does this; Main and Phibbs Exchange area does this though it is MoTI property); 5) cycling through gravel potholes in a crowded unmanaged back-alley parking lot (Orwell Street near Rupert) and through narrow paved and unpaved paths shared by pedestrians (Orwell); or 6) having to use the east Hwy 1 shoulder (MoTI property) in both north and south directions because the District doesn't have a safer north-south route in the same area. To cope with the daily stress that trying to cycle to and from the Second Narrows Bridge creates, I try to reduce my exposure to it. I used to take the bus some days when I was too sad or scared to cycle because of something that happened the day before; I would also drive across the bridge some days, just to avoid cycling in the District and the stress it causes. I also walk or run the same route, which is over 8km total. It is a manageable distance on a bike, and a bit much on foot, but walking or running feels a lot safer than biking, I guess because I'm already going substantially slower and can be that much more aware of the sounds and sights of traffic at all the problem spots. It's also easier navigating the sand, gravel, garbage, curbs, construction signage on the bike paths, shopping carts on the shared paths, out-of-the-way crossing buttons etc. on foot in running/trail shoes than it is while on a bike running gravel/road tires.

First of all, that last question should allow users to pick more than one option. Cycling in congested traffic, Lack of separation from traffic, and collisions with vehicles are pretty inter-related. One of the huge issues I see is having to bow to MoTI's will regarding the highway 1 area. Unfortunately the 2nd Narrows bridge is their jurisdiction, and it's also one of the most heavily used areas by people that live or work in the DNV and cycle commute between the North shore and Vancouver. Both of the current DNV "bike routes" to Highway 1 are completely terrible and put users at risk. If you are coming from the west, and you take Main st, the "bike route" is to divert right on Harbour, cross tracks, and get onto Barrow street. Which might as well be renamed Dumptruck street. The street is actually dirty from the heavy use of trucks. And you're supposed to take it across the intersection at Mountain highway (watch out for speeding Lynx employees ignoring that light), and to the next path entrance at Orwell, where you effectively have to left turn at a blind corner where more trucks are speeding out. It's insanity to think that this industrial street is somehow a safer option than

just staying on Main and mingling with relatively small vehicles for two blocks. If you're coming from the North, you can stay on Mountain highway and hammer down with the traffic towards Main, and make your case for lane assertion as you try to position yourself in the double left (could really use a bike box here).. OR, you take the 'quiet' route of Orwell, and feel like you are riding through a construction and trades back alley. There are blocks along this stretch that are getting parked in on a daily basis. Trades workers for the Lower Lynn developments are shoving their vehicles wherever they will fit every morning. Its actually difficult to walk or ride through here in the morning without someone attempting to share your personal space with their car. There are three key spots that are getting parked in.. and only one is an actual parkign lot. The first is between Fern and Hunter, The second is between Crown and Rupert , and the third is the ACTUAL parking lot where Orwell meets Hunter. This isn't even infrastructre, its a desire path crudely etched in over time, because people (walking and riding) have no other way to access this transit hub from the North. Obviously you have trouble dealing with MoTI, I get that.. but how about making actual improvements to the areas YOU own adjoining their land. Lets take the new Mountain highway exit for example.. It seems like a no brainer to put an on street lane up hill from the exit to Arborlynn. Don't give me the [REDACTED] of "oh there's not enough room on the street" you've given the downill lanes plenty of width. Hell, I would take a single sharrow at this point. Thats how low the bar is set! Edit after making it to the last page of the survey. Its not about making big changes to lots of km of bikeways. Some meters of bike lane are more valuable than others. How about a survey where people drop pins on a map where they DON'T feel safe.. and you take that heat map to decide where to put your money.

Bike route redesign around the low road under second narrows and at least a shoulder in Maple Wood flats stretch of Dollarton Hwy. Plus green paint in driveways and mirrors to encourage riders to utilize bike paths beside Dollarton including smoothing out root bumps!! More off road routes where more direct paths from Brooksbank to Deepcove along low road and Dollarton. If Aboriginal band is building where increase in traffic is results they need to be at the table to supporting commuters that live on leasehold plus support community around them.

bike lanes separated from traffic. A route that has bike lanes the whole way from Lynn Valley to 2nd narrows and lions gate.

Ha! More courteous drivers in the GVRD!!..but that's not likely to happen. There are certain sections of road in N. Van that could use some upgrades to improve my feeling of safety while biking - examples would be the Maplewood area near the bird sanctuary, Riverside drive between the low road and the parkway, heading west under the bridge on Main St. where you have traffic coming off the bridge coming onto Main...cyclists need to cross traffic to re-join the bike lane

My biggest concern has been that where there is construction (around Lynnmour and Main St especially) no safety measure for bikes are in place. Flaggers don't watch for bikes and sometimes aren't even present. Construction debris is piled in bike lanes. We have been traveling through construction for two years in our neighbourhood and it isn't any better. It's very difficult to get from Cap U to Second Narrows or Bridgman Park.

Separated bike lanes.

Visually separated bike lanes as well continuous bike lanes. Having bike lanes end abruptly is a concern cause it spits you out into traffic. Examples: Mtn Hwy northbound between 27th and 29th. Blvd Cres to Lynn Valley Rd under the highway

Separated bike lanes. Traffic is the biggest safety concern for me. I cycle from Deep Cove to LGH for work and the section along Dollarton and especially Main St (by McDonalds and Micheals) is super nerve wracking to ride. Once Iâ€™m on the Spirit trail behind Rona is smooth sailing.

1/We live by Cates. The Lower Dollarton has many bikers but has few bike lane options. May not be an option but fixing it would help. 2/Connecting from east of Seymour to the trail by Rona would be good and might be part of the road work underway. 3/Not specific to NVD, but I think if cars need DRLights, bike should have them too. It is hard to see bikes when riders are wearing dark clothes and coming fast (e-bikes) and a car is pulling out of an intersection or driver looking to open a door.

Increasing the space and visibility given to cyclists near moving traffic on major routes across the district.

Extend the bike route on Capilano road from Ridgewood road to the intersection immediately south of the highway overpass. Improve the cycling infrastructure on LynnValley Road. Build a bicycle /pedestrian overpass over the highway somewhere between Lonsdale and Lynn Valley Road

Dividers between the bike lanes and more continuous bike lanes

Licensing for cyclists and insurance mandatory. If they share the road, need to ensure they are competent to be there and insured

Having the bike lanes extend to next bike lane. Ie Capilano Rd and Marine Drive, Marine Dr by Fell, better Lions Gate access from North Van side of bridge perhaps all tge way up bus lane rather than under bridge by Capilano River.

You need better safer lanes. Getting doored by someone or hit by a car is my primary concern. Also you should have designated snow removal machines for the bike lanes.