



**MOUNTAIN HIGHWAY SAFETY**  
**IMPROVEMENTS: LYNN**  
**VALLEY ROAD to ARBORLYNN**  
**DRIVE**

**SPRING 2023 ENGAGEMENT REPORT**

September 27, 2023

**URBAN**  
S Y S T E M S

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# CONTENTS

Background .....	1
Project Scope .....	1
Engagement Objectives .....	1
Engagement Activities.....	2
Promotional Activities.....	2
Stakeholder Outreach .....	3
Participation.....	3
Open House.....	3
Online Survey .....	5
Public Correspondence .....	18
Next Steps .....	19

## Background

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

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

Mountain Highway between Lynn Valley Road and Arborlynn Drive carries approximately 15,000 motor vehicles per day and has previously been identified as a Council priority cycling route. Using ICBC collision data between 2011 and 2020, the District's Road Safety Program found that Mountain Highway has a high prevalence of collisions compared to other District corridors. Speeding along Mountain Highway likely contributes to an increased severity of collisions.

## Project Scope

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

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

## Engagement Objectives

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

1. To raise awareness and understanding for the goals and plans for this project.
2. To learn from audiences about their knowledge and uses of this road space and route, as well as the range of needs and priorities on the road space, including safety concerns.
3. To raise awareness about the District's vision for providing active transportation connections between town and village centres and the importance of this corridor in achieving this vision.
4. To increase awareness and understanding of the challenges and limitations through a discussion of road spaces and alternative routes.
5. To inform the development and evaluation of conceptual design options.

## Engagement Activities

### *Promotional Activities*

The District promoted the engagement using the following methods:

Method	Description	Dates
District of North Vancouver website	New page with project information and link to online survey	Webpage launched on April 24, 2023
Online survey platform	ZenCity Engage survey	Survey was open from April 24 – May 14, 2023
Postcard mail out	Notification card with link to webpage and QR Code to online survey mailed to 3,683 District addresses in Mountain Hwy neighbourhoods	Delivery targeted for week of April 24, 2023
Social media posts	Facebook and X (Twitter) organic posts and ads to promote the online survey and open house X (Twitter) engagements = 260 with 97 clicks to the survey Facebook engagements = 551 with 178 clicks to the survey	Posts on April 24, 30, and May 3, 6, 9, 12, and 14
Project Information signs	Informational signs promoting the project were posted along the study corridor 4 large signs 24" x 36" 15 lawn signs 24" x 24"	Installed on April 24 and in place throughout the engagement period
Newspaper advertisements	Digital and print advertisements in the North Shore News 2 x 1/3 page ads	Print ad ran April 26 and Digital ads ran from April 24 – May 14, 2023

## Stakeholder Outreach

Emails with information on the background, goals, timeline and engagement opportunities for the **Mountain Highway Safety Improvements Project** was sent to the following stakeholders on April 26<sup>th</sup> and May 2<sup>nd</sup>:

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

## Participation

### *Open House*

A total of 38 people attended an in-person Open House at Karen Magnussen Community Recreation Centre, held on May 4<sup>th</sup> from 6 p.m. - 8 p.m. Members of the project team were in attendance to inform participants about the background, goals, and timeline for the project, as well as to inform of the opportunities to provide feedback, and how this feedback would influence overall project outcomes.

Participants were asked to suggest safety improvements along Mountain Highway, using stickers, post-it notes, or markers to identify on a map where improvements are needed. Potential improvements observed by participants are summarized below:

- Sidewalk improvements between 14th and 15th streets
- Sidewalk improvements between Ross Rd and 27th St, along with continuous bike lanes
- Bus shelters between Ross and 27th
- A dog park could be created on 27th St, east of Mountain Highway
- Wider sidewalks at the intersection of Arborlynn Drive and Mountain Hwy
- A roundabout could be created at the intersection of Arborlynn Drive and Mountain Hwy
- Two lanes going south on Mountain Hwy instead of north
- A need to connect to multi-use path south of Arborlynn Drive on the east side of Mountain Hwy

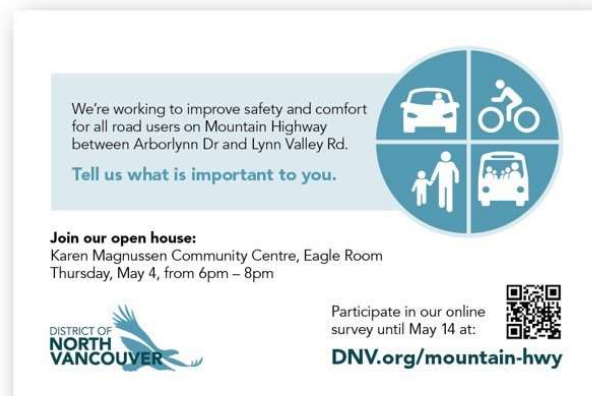
### *Pop-Up – Eastview Elementary, May 9, 2023*

Members of the project team were stationed outside Eastview Elementary from 2:30 p.m. to 3:30 p.m. on Tuesday, May 9, 2023, to coincide with school pick-up. Two District staff members spoke directly with parents and passersby to answer questions and provide information on the background, goals, and timeline for the Mountain Highway Safety Improvements project. They also informed participants about ongoing opportunities to provide feedback on the project, directing them to the online survey and providing postcards with the project URL and QR code.

### *Project Area Walkabout, May 12, 2023*

Two members of the project team walked through the project area on Friday, May 12, 2023 from 2:30 p.m. to 4:00 p.m. to meet residents, users of the local area, and visitors where they were and spark conversations within or adjacent to the study corridor. This included walking along Mountain Highway, as well as along Lynn Valley Road and East 27<sup>th</sup> Street in the Lynn Valley Town Centre. The project team shared information about the project background, goals, timeline and opportunities for engagement, answered questions, and directed participants to the online survey to provide feedback, providing postcards with the project URL and QR code.

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

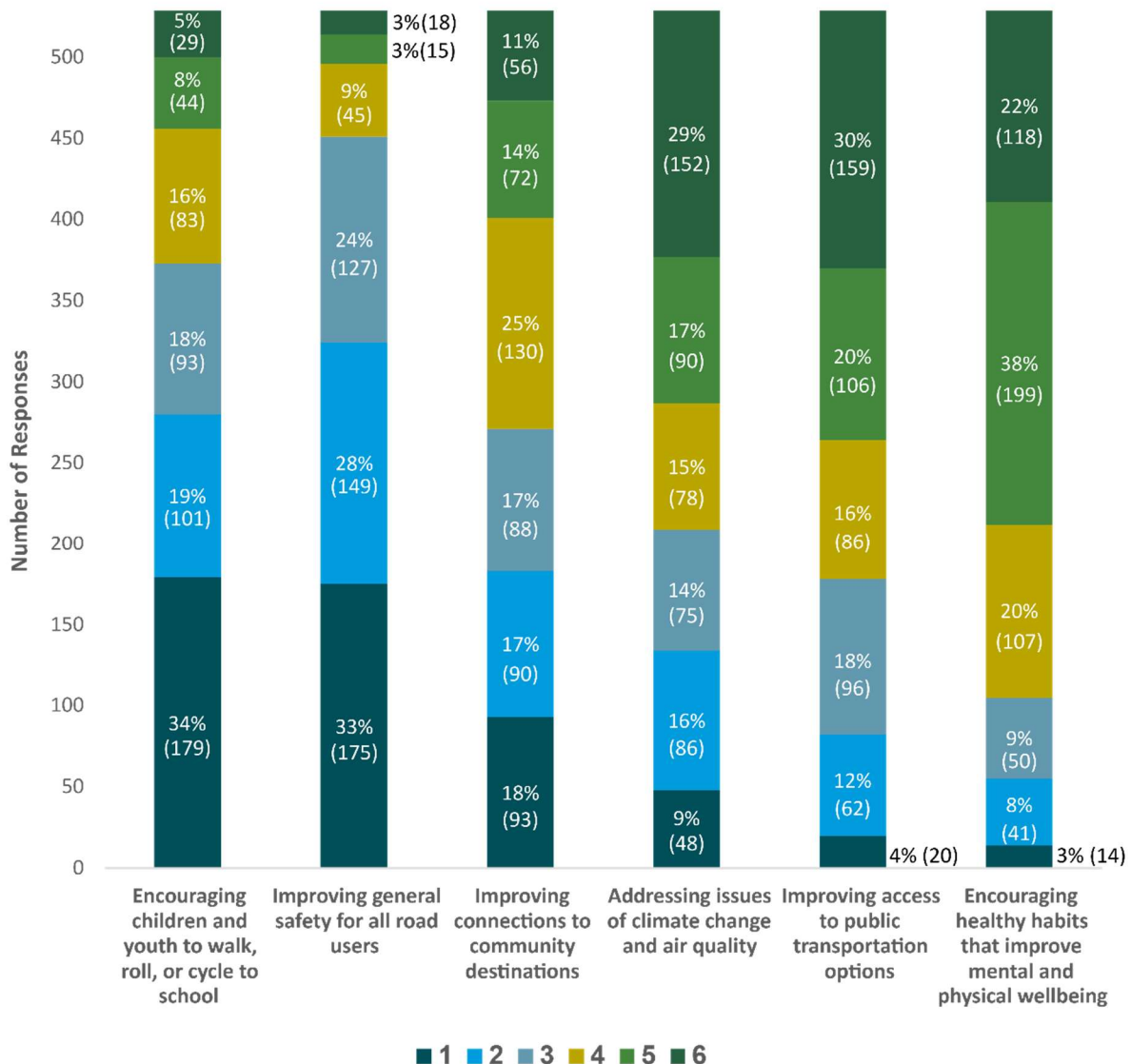


## Online Survey

The online survey was open from April 24 to May 14, 2023, and a total of 529 surveys were completed (participants clicked through all questions to the end). All questions in the survey were optional. Most respondents answered all the questions, and everyone answered at least one question. All responses were considered as input in this report. This section summarizes the results of the online survey.

### 1. Please rank the following in order of importance to you, with 1 being the most important, and 6 being the least important (number 1 to 6) (N = 529).

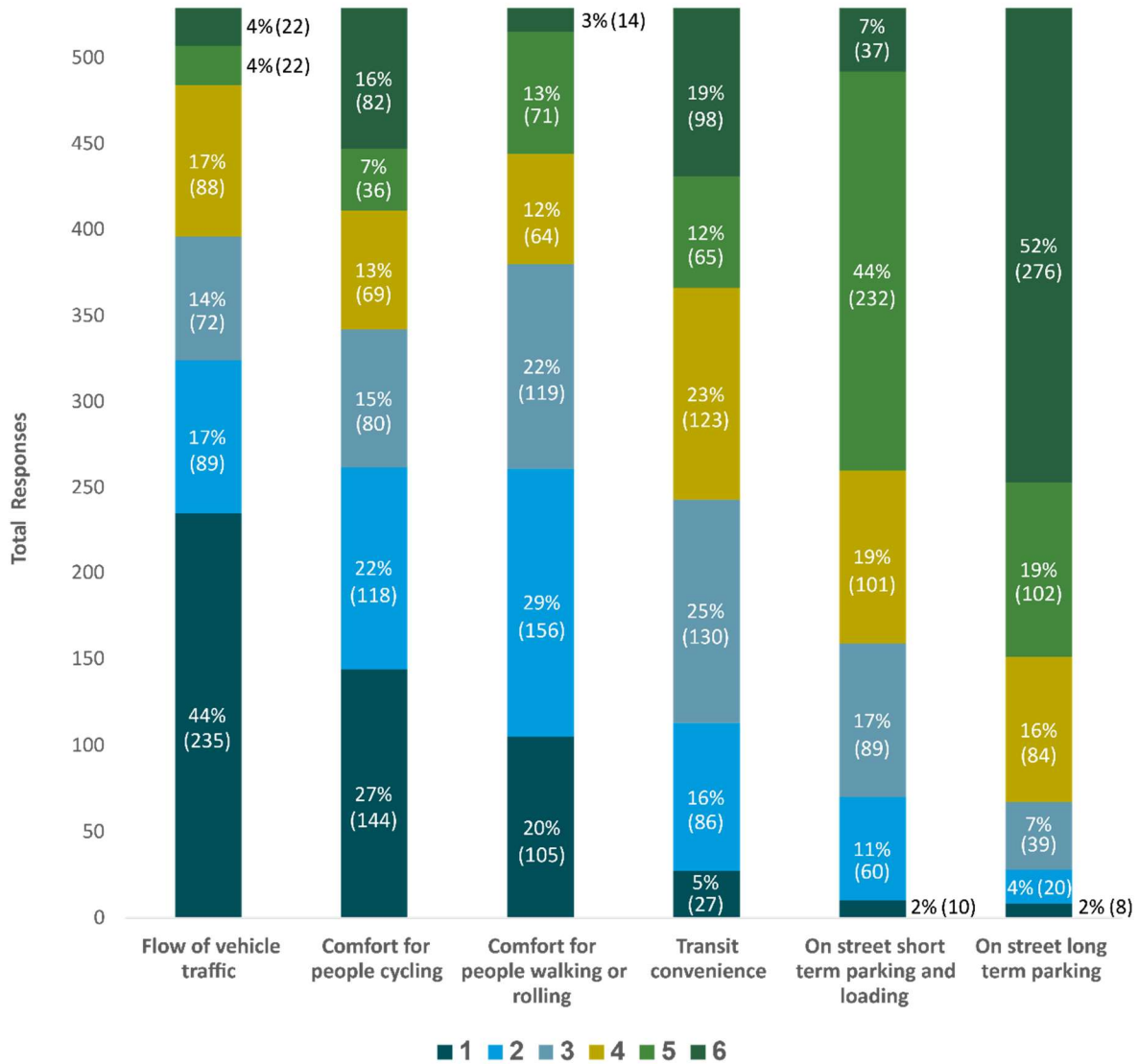
Respondents indicated their ranking as illustrated in the following chart, with 34% rating *Encouraging children and youth to walk, roll or cycle to school* as the most important, followed by *improving general safety for all road users* (33%).





**2. When considering your priorities for improvements on this road, please rank the following in order of importance to you (number 1 to 6). (N = 529)**

Respondents indicated their ranking as illustrated in the following chart, with 44% rating *Flow of vehicle traffic* as the most important.



### **3. What is important to you – Did we miss anything?**

In total, there were 164 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

#### **Safety Improvements (72)**

- Lower traffic speeds (28)
- Need for safe sidewalks (12)
- Safety for people walking, rolling, cycling (10)
- Safe intersections and crossings (7)
- Support for protected bike lanes (7)
- Safety for children is a priority (2)
- Prioritize pedestrian safety (2)
- Widen road (2)
- Limit truck traffic (2)

#### **Project Scope and Priorities (60)**

- Find alternative route for bike lanes, not Mountain Hwy (17)
- Prioritize car traffic (13)
- Expand scope to Eastview Elementary (10)
- Do not repeat Lynn Valley Rd mistakes (6)
- Do not prioritize cars (3)
- Support bus lanes (3)
- Improve visual appearance of the area (2)
- Reduce noise (2)
- Change road name away from Mountain Highway (2)
- Road is too steep (2)

#### **Traffic Management and Parking (48)**

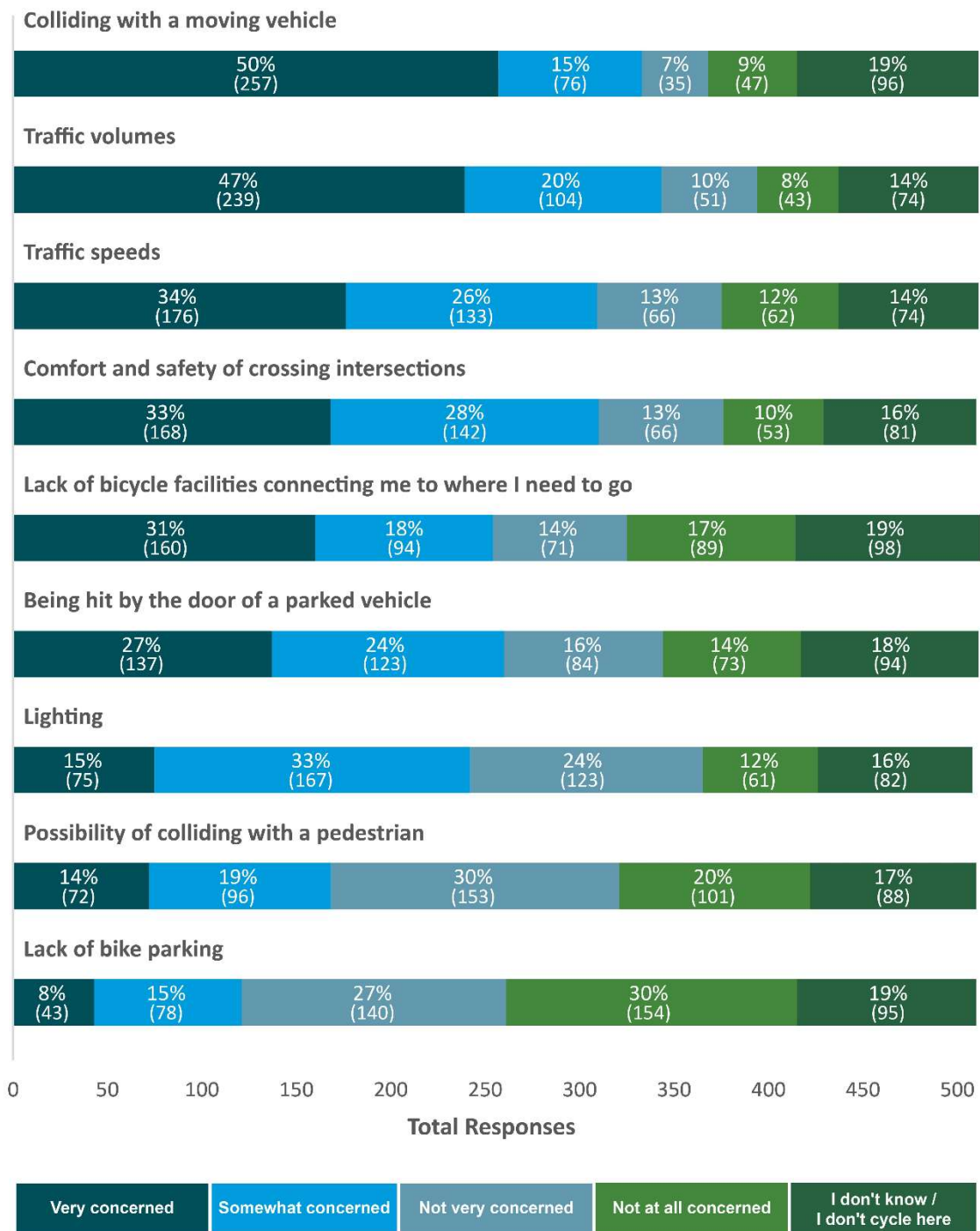
- Reduce traffic congestion (21)
- Oppose bike lanes (6)
- Support less parking (6)
- Concerns over loss of parking (6)
- 2 lanes needed (4)
- Mountain Highway is quite narrow (3)
- Resolve Highway 1 backup (2)

#### **Other (12)**

- Survey is leading (3)
- Dislike the ranking system (3)
- Not enough information/ambiguous options (2)
- General opposition (2)
- Waste of money (2)

**4. When it comes to cycling on Mountain Highway between Lynn Valley Road and Arborlynn Drive, please rate your level of concern with the following. (N = 512)**

Respondents indicated their ranking as illustrated in the following chart, with 50% rating *Colliding with a moving vehicle* as the most concerning issue on Mountain Highway when it comes to cycling, followed by *Traffic volumes* (47%).



## 5. Cycling – Did we miss anything?

In total, there were 162 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

### Safety (113)

- Current road conditions are dangerous (28)
- High traffic speeds are a hazard (19)
- Support for protected bike lanes (17)
- Road is too steep for active transportation (14)
- Road is too narrow (11)
- Better sidewalks (4)
- Safety improvements needed around Eastview Elementary (4)
- Need network of continuous routes (4)
- There are many cyclist crashes (3)
- Poor lighting (3)
- Drivers are aggressive (2)
- Survey wording does not reflect that drivers are at fault for collisions, not vehicles (2)
- Cyclists do not follow the rules (2)

### Project Prioritization (47)

- Parallel bike route preferable to bike lanes on Mountain Hwy (30)
- General opposition (6)
- Not all residents cycle, do not focus on cyclists (4)
- Do not repeat mistakes on Lynn Valley Rd (3)
- Need fewer car lanes (2)
- Prioritize cars (2)

### Parking and Traffic (4)

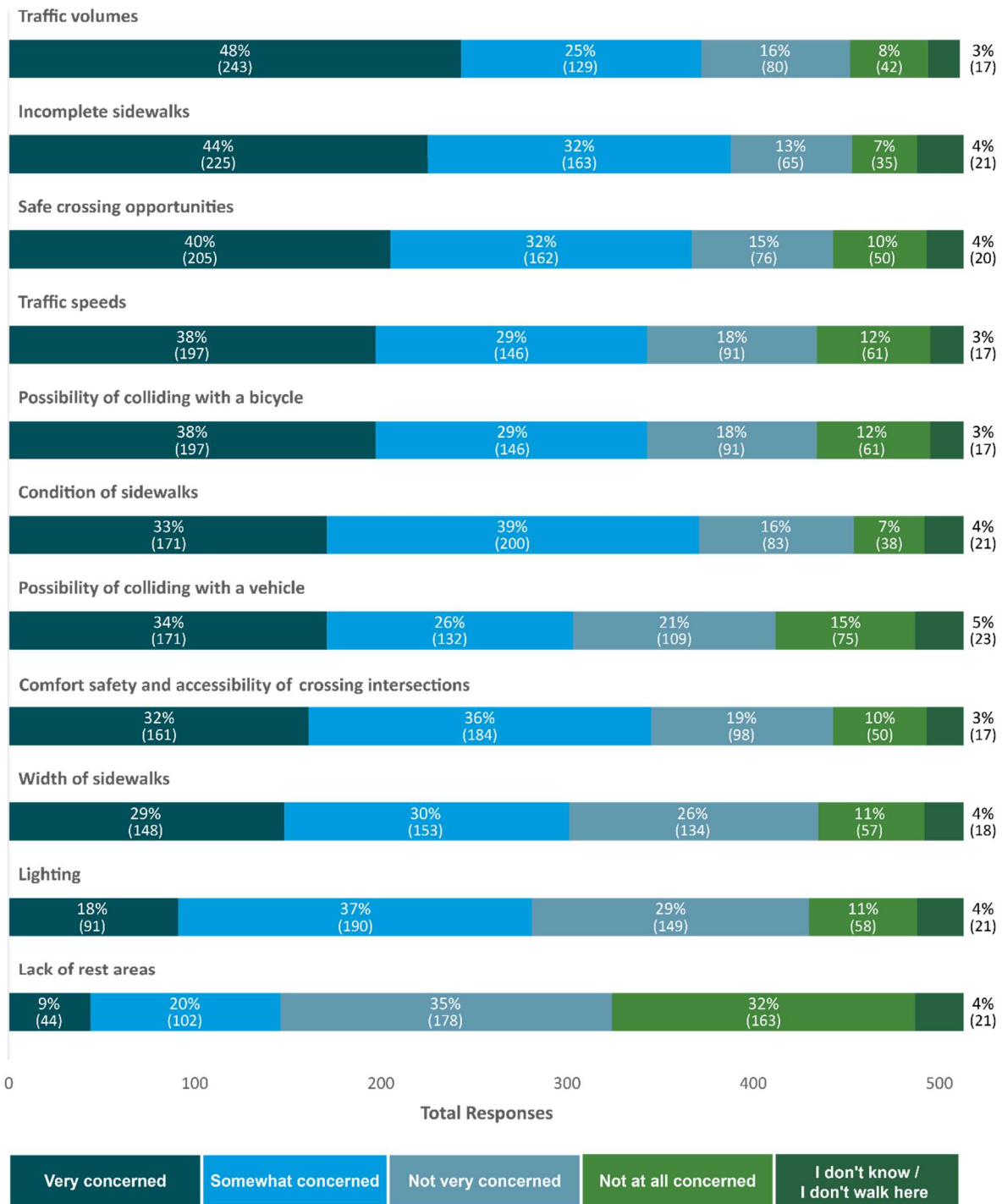
- Oppose on-street parking (2)
- Concern for loss of parking (2)

### Other (2)

- Survey questions are leading (2)

## 6. When it comes to walking and rolling on Mountain Highway between Lynn Valley Road and Arborlynn Drive, please rate your level of concern with the following. (N = 513)

Respondents indicated their ranking as illustrated in the following chart, with 48% rating *Traffic volumes* as the most concerning issue on Mountain Highway for walking and rolling.



## **7. Walking and rolling – Did we miss anything?**

In total, there were 123 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

### **Safety Improvements (98)**

- Better/wider sidewalks needed (23)
- Safe intersections/crossings needed (18)
- High traffic speeds are a hazard (15)
- Missing sidewalks (15)
- Improvements needed around Eastview Elementary (9)
- Buffer needed between sidewalks and traffic (6)
- Separate pedestrians/cyclists from each other to reduce conflicts (6)
- Drainage issues (2)
- Sidewalks are not accessible (2)
- Garbage day concerns and space on the sidewalks (2)

### **Project Priorities (17)**

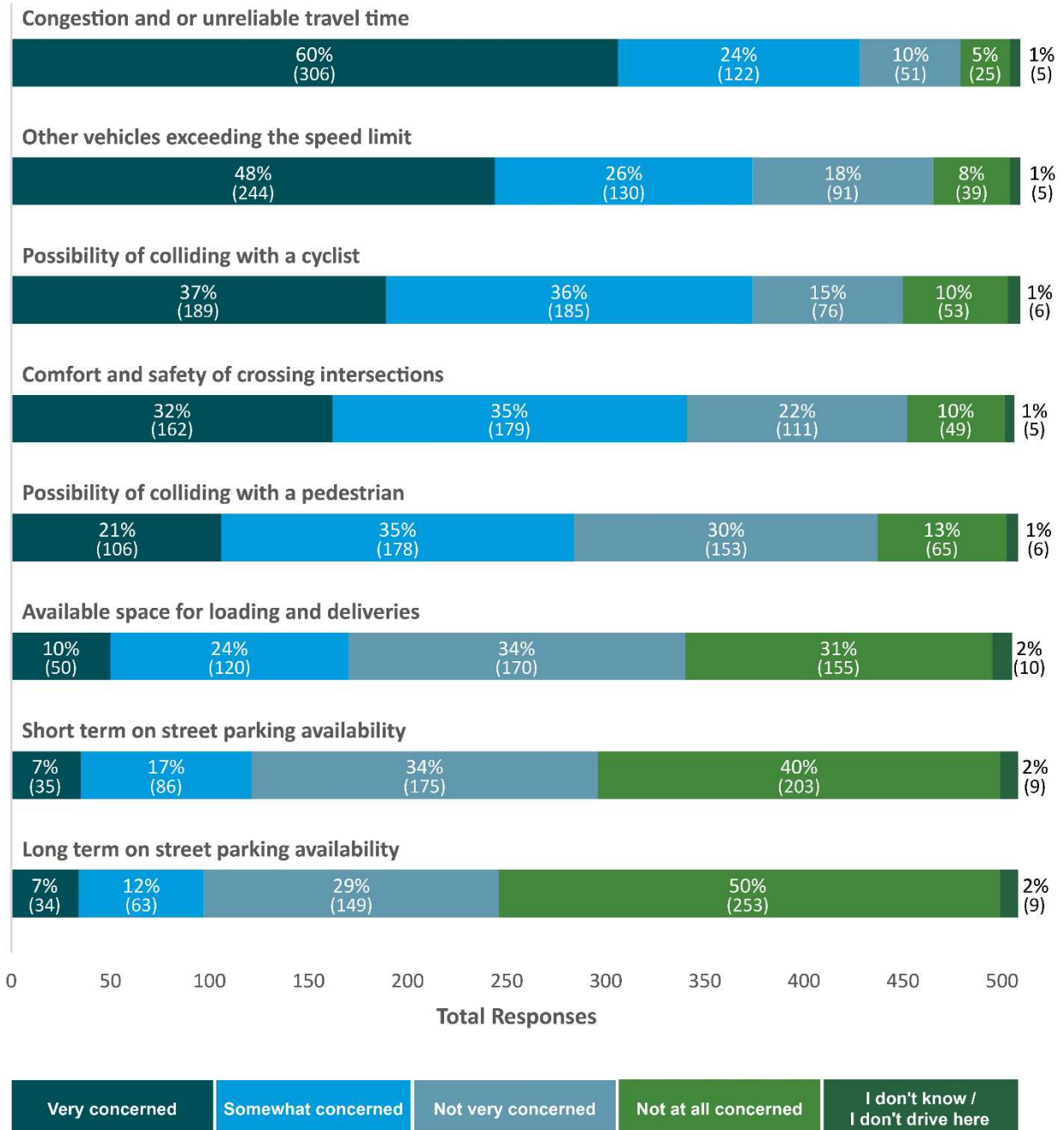
- Other corridors are a priority (7)
- Landscaping/placemaking (2)
- Covered bus stops (2)
- Prioritize pedestrians over cyclists (2)
- Better lighting (2)

### **Other (9)**

- People do not follow traffic rules (7)
- Construction blocks sidewalks (2)
- Survey methodology concerns (2)

**8. When it comes to travelling in a vehicle or driving on Mountain Highway between Lynn Valley Road and Arborlynn Drive, please rate your level of concern with the following. (N = 520)**

Respondents indicated their ranking as illustrated in the following chart, with 60% rating *Congestion and/or unreliable travel time* as the most concerning issue on Mountain Highway for drivers.



## 9. Driving or travelling in a vehicle – Did we miss anything?

In total, there were 133 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

### Traffic Management (72)

- Reduce congestion (24)
- Reduce impacts of traffic from Highway 1 (14)
- Need additional traffic lanes (9)
- Do not build bike lanes (4)
- Prioritize car traffic (4)
- Do not narrow road (3)
- Do not prioritize car traffic (3)
- Traffic lights causing backup (2)
- Improvements needed at Kirkstone intersection (2)
- Conflict with cyclists (2)
- Conflict with loading vehicles (2)
- Development makes traffic worse (2)

### Safety Improvements (47)

- High speeds (22)
- Improvements at Eastview Elementary (8)
- Dangerous road design (5)
- Expand pedestrian/cycling infrastructure (4)
- Paint lines not visible (3)
- Safe access to driveways (3)
- Road is very narrow (2)

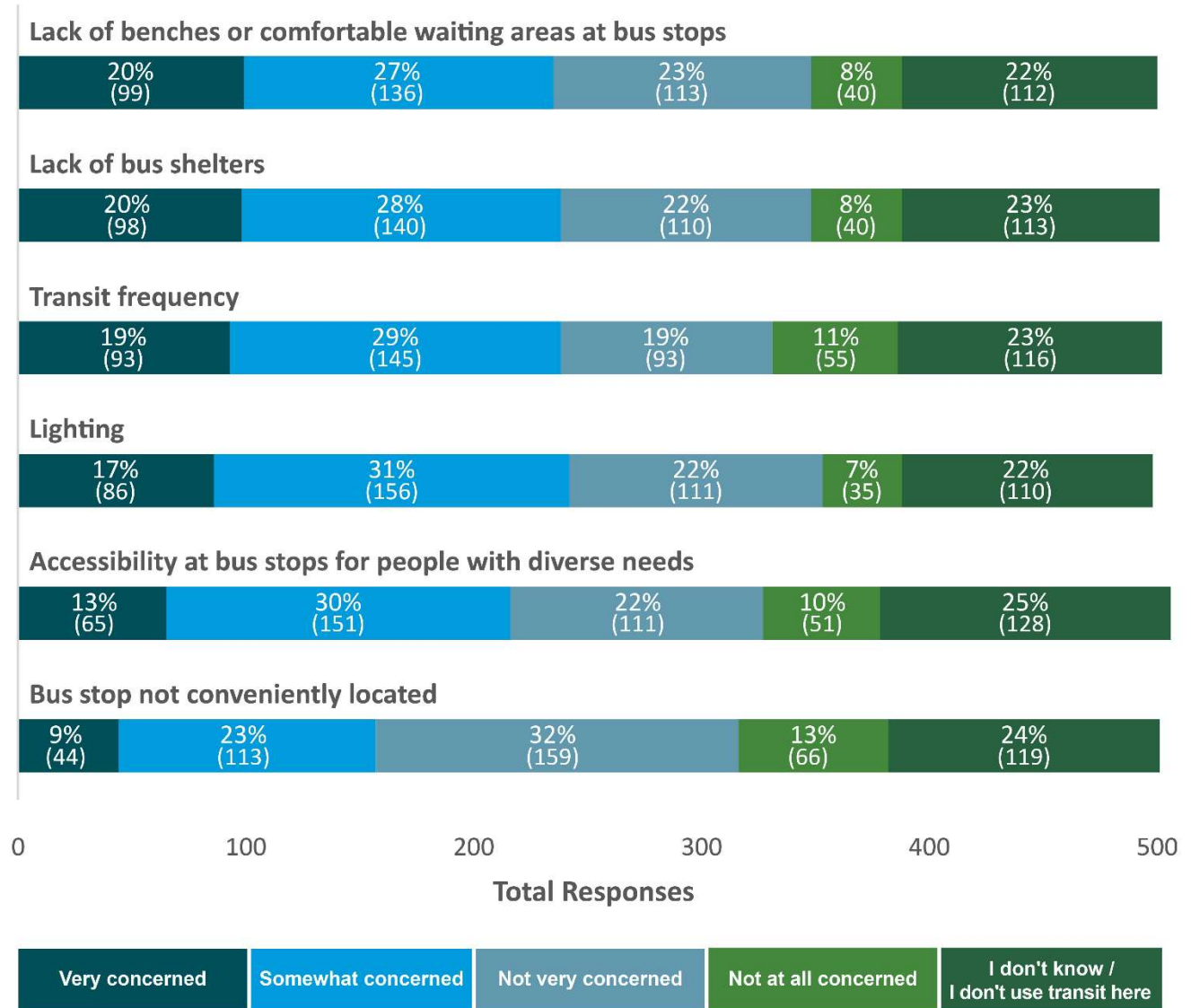
### Parking (14)

- Opposed to on-street parking (9)
- Need parking for deliveries (5)



**10. When it comes to taking transit on Mountain Highway between Lynn Valley Road and Arborlynn Drive, please rate your level of concern with the following. (N = 506)**

Respondents indicated their ranking as illustrated in the following chart, with 20% rating a *Lack of benches or comfortable waiting areas at bus stops* and *Lack of bus shelters* as the most concerning issue on Mountain Highway when it comes to taking transit.



## **11. Taking transit – Did we miss anything?**

In total, there were 68 responses which have been grouped into themes based on similar sentiments or ideas. Descriptions of the main themes that emerged are listed below.

### **Transit Stop Improvements (26)**

- Better bus stops (11)
- Poor lighting (5)
- Unsafe intersections and crossings (5)
- More frequent bus stops (3)
- Stops not accessible during construction (2)

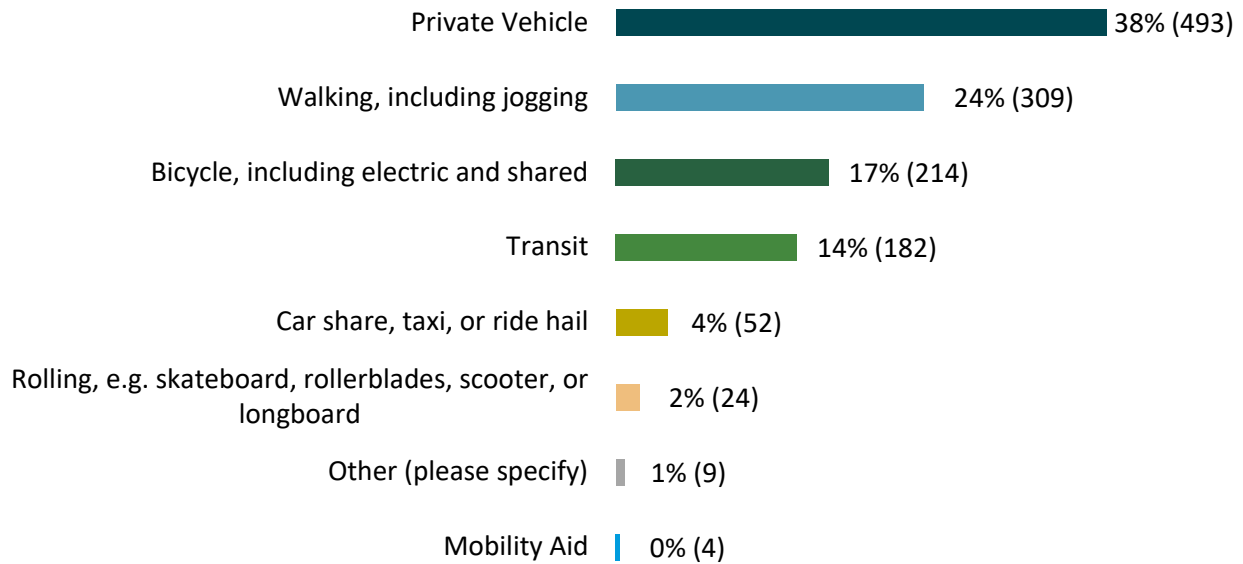
### **Transit Service (23)**

- More bus routes (10)
- More frequent service (7)
- Unreliable service (2)
- Need for Rapid Transit/Skytrain (2)
- Transit along Mountain Hwy is already good (2)

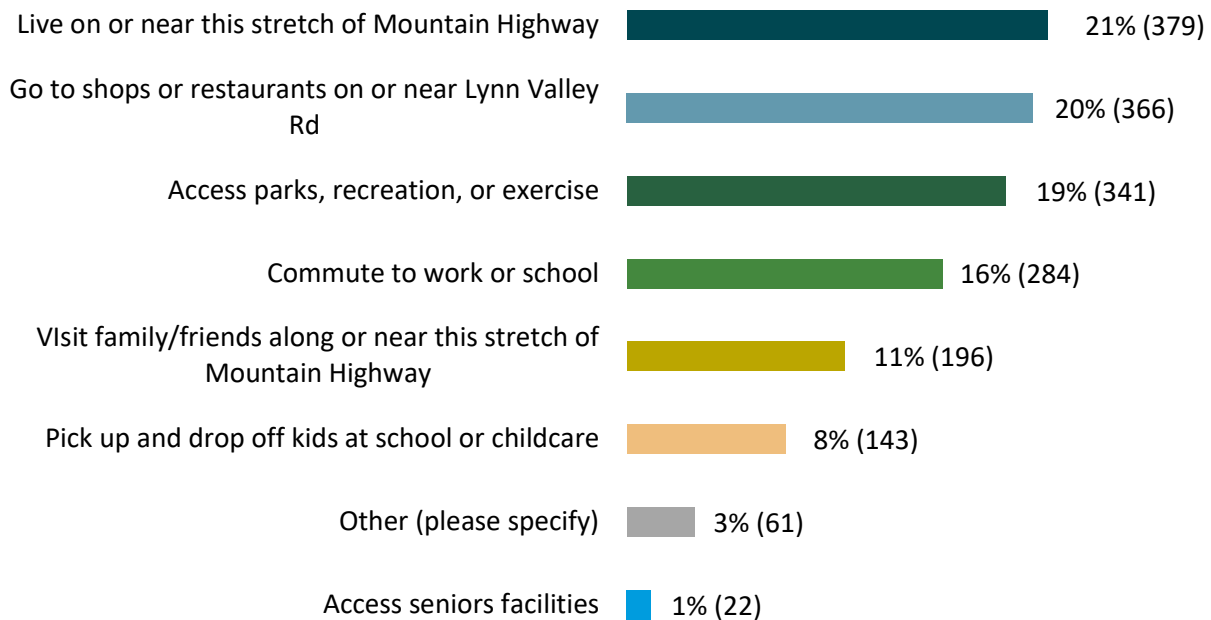
### **Transit Priority (19)**

- Support bus lanes (10)
- Buses are stuck in traffic (7)
- Keep bikes away from buses (2)

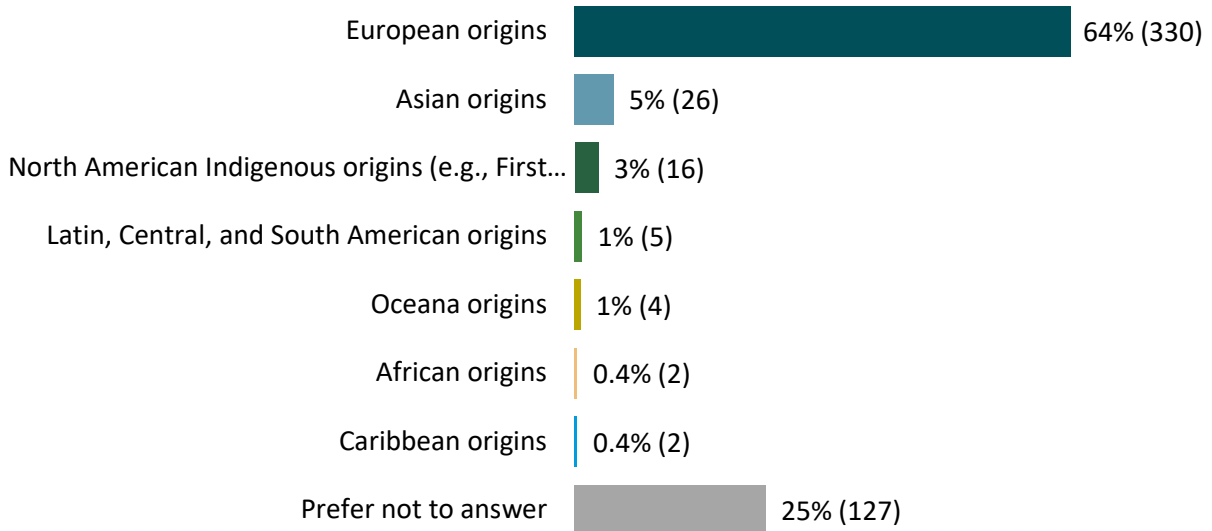
**12. How do you usually travel along Mountain Highway? Select all that apply.**



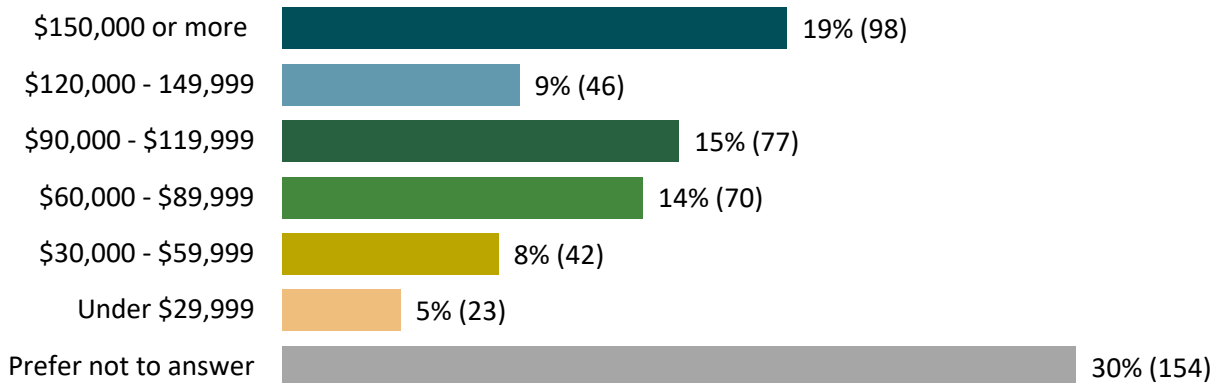
**13. Why do you usually travel along Mountain Highway? Select all that apply.**



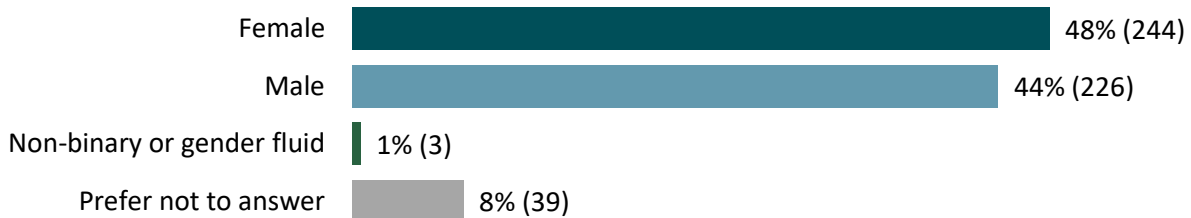
#### 14. What is your ethnic origin? (N = 512)



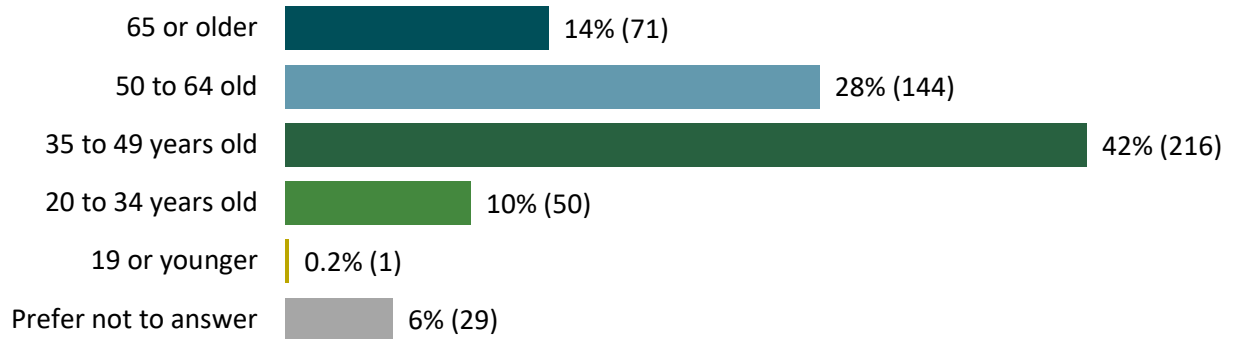
#### 15. What best describes your individual annual income? (N = 510)



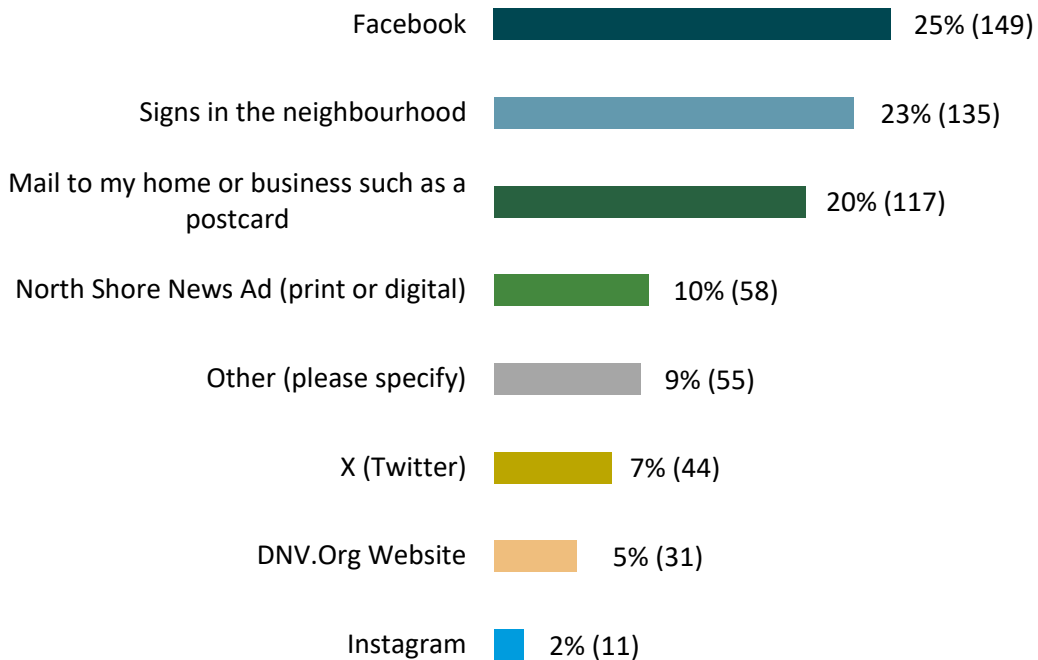
#### 16. What is your gender? (N = 512)



**17. What is your age? (N = 512)**



**18. How did you hear about this survey? Select all that apply.**



## *Public Correspondence*

A total of four (4) community members contributed feedback via email or telephone during the engagement period.

Key themes included:

**1. Traffic flow and lane configuration**

Feedback: Suggestions to improve traffic flow, including adjusting lane configurations such as having two lanes southbound and one lane northbound, as well as swapping the lane structure between the Highway 1 off-ramp and Arborlynn Drive.

**2. Intersection improvements**

Feedback: Recommendations for specific intersection improvements, such as replacing the current 3-way, light-controlled intersection at Arborlynn Drive with a roundabout, and enhancing pavement signage and road markings at various intersections.

**3. Pedestrian and cyclist safety**

Feedback: Concerns about pedestrian and cyclist safety, including the need for better protection for pedestrians, repainting zebra crossings, and addressing encroaching hedges and shrubs on sidewalks. There were mixed opinions on implementing a dedicated bike path on Mountain Highway, with some suggesting alternative routes.

**4. Speeding and safety concerns**

Feedback: The issue of speeding vehicles on Mountain Highway was highlighted as a significant concern, with calls for measures to control vehicle speed and improve safety.

**5. Naming and rebranding**

Feedback: A suggestion to consider renaming Mountain Highway to "Mountain Way" to better reflect its current usage as a multi-use community connector road, emphasizing a change in mindset regarding speed expectations.

## **Next Steps**

The input from participants on priorities, experiences, concerns, and aspirations for safety improvements along Mountain Highway between Arborlynn Drive and Lynn Valley Road will be used along with a technical review of existing conditions to inform the development of design options for Mountain Highway.

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

## APPENDIX A – VERBATIM SURVEY RESPONSES

### *General – Did we miss anything?*

#1 priority should be safety. Do not repeat the design of concrete barriers and signage that is on Lynn Valley road - it is an abomination, unsafe, confusing, and looks half-finished.

Any new mobility lanes on Mtn Hwy should:

- have clear mutual sight lines for all boulevard users. (There have been multiple incidents since they were installed (several vehicle-barrier collisions, plus at least one pedestrian hit))
- do not design concrete infrastructure that forces drivers to make wide turns such that their vehicles are forced into oncoming traffic
- share proper design options (accurate renderings, not arbitrary ones) with community in a format that is accessible
- provide a proper process where *\*the community\** gets to an opportunity to review and get answers to questions from the planning design team
- allow the community to propose sensible adjustments to the design.

*\*Flow\** of people cycling. I am terrified of what DNV will do with Mountain Hwy given the horrible cycling "improvements" on Lynn Valley Rd, and I'm a long-time hard-core commuter cyclist with a long background in cycling advocacy. The concrete corrals are largely unnecessary and of incredibly poor design. Please, please, please get input from people that actually cycle before implementing so-called "improvements". Mountain Hwy is already a disaster between 2:30 and 6:00pm every day.

1. Please extend this to include the safety of children attending Eastview Elementary just below Arborlyn Drive.

2. Recessed public transit stops. I've stood on Mountain Highway with a class of 30 taking public transit and it is terrifying how close the curb is to the traffic and how fast the vehicles are travelling. One wrong move and someone will get hurt.

2 lanes needed down mountain highway

A mitigation plan for slowing traffic down would not go amiss. It is rare when people go at or below the speed limit on Mountain Highway.

A well developed network of continuous, protected lanes for bikes, scooters, wheelchairs, etc. are very important for people to feel confident that they can get where they need to go without needing a car. When I bike, it is frustrating and scary when a lane abruptly ends and I am suddenly in the middle of a bunch of fast-moving SUVs and trucks that behave dangerously around me.

Arborlynn and Hoskins are being used as bypass shortcut for those between Hwy1 and upper Lynn valley. Putting in a light at Allan Road and Lynn Valley Road has created more traffic on collector roads. About 50 cyclists - including me - travel this corridor with cars in excess of 70KM flying by. Decide what you want Arborlynn used for?

Additional road noise and access given increased residential density and development in the area.

Anything to discourage the car culture improves livability.

Appearance of the area can be improved

Arborlynn area etc is less traffic and ideal for biking. Crammign a bike lane onto Mtn Hwy and losing a lane of traffic is bonkers.

I cycle & drive.

<p>Arborlynn Drive is home to majority families with youth who are walking / cycling to school, traffic as it stands is way too heavy and fast on this street making it unsafe for families who want to walk and ride. Having a bike lane that slows traffic and prohibits cars from speeding along Arborlynn is important</p>
<p>As a resident of a townhouse on Lynn Valley Road, please learn from your past mistakes. On street parking was removed after move in and there is no short-term parking for people loading/offloading groceries, home furnishings, or moving, or for contractor parking. This is an ongoing challenge for what is now about 125 homeowners (River Rock Phases 1&amp;2, Dakota). Don't suggest parking on the driveway - it is unsafe and comes with other issues. Removing parking also results with cars parking in adjacent neighbourhoods. This may seem trivial, but you are welcome to try getting items out of your car asap while cars/trucks/buses are speeding by and bikers are being put in unsafe situations by having to go around. Safety comes first for everyone, and on Lynn Valley Road this isn't happening at all - learn from this for Mtn Hwy and do better.</p>
<p>At grade bike lanes; as per Brooksbank Avenue and Lynn Valley Road. A segregated bike way down one side of the road is dangerous and inefficient for cyclists. Not a lot of room on the Mountain Highway corridor. A 1.5 meter bike lane in each direction is most likely the most efficient use of space. Bike lanes at the RIGHT side of right turn lanes are just a bad idea. Through cyclists belong in the through lane. Mixing cyclists freely with pedestrians/dogs is also bad.</p>
<p>Background: exit 21 adversely impacted east of Seymour residents. Mountain highway and riverside are only or key north south connectors for us, and each have challenges including speed reduced, and backed up intermingled with highway traffic.</p>
<p>Boulevard aesthetic and lighting. Ex. More greenery, road boulevards, wider sidewalks.</p>
<p>Wider sidewalks, more division between the speeding cars and those cycling or walking.</p>
<p>Can you improve the signage for 16th street off Mountain Highway? There is no street sign that you can see when travelling north We've had visitors frequently completely over shoot.</p>
<p>There is a road sign, but it's behind a huge hedge. Not quite sure why it hasn't been moved or the hedge cut.</p>
<p>Cars are going too fast and are not obeying 50 km/h limit</p>
<p>Comfort and convenience are somewhat vague in the above priorities. I prioritize safety for pedestrians. It's never going to be comfortable hiking uphill next to cars.</p>
<p>Controlling vehicle speed is paramount. I often ride my bicycle on portions of Mountain Hwy and at times it is scary due to the excessive speed of some vehicles.</p>
<p>Currently, there is nothing wrong with the cycling situation on Mountain Hwy. I am a cyclist myself and consider the road as safe when going downhill and uphill using Hoskins. There is no need to spend millions for gold-plating that road.</p>
<p>Dedicated bike lanes are needed for the full stretch of Mountain Highway.</p>
<p>Definitely the road needs a solution for the heavy traffic and the safety of walkers.</p>
<p>Dislike the ranking system above. Asking people if they care about climate change in 2023, really? Climate change isn't an opinion, it's a global emergency. reducing pollution to align with science shouldn't be up for debate.</p>
<p>Do not do a bike lane change like Lynn Valley Rd north bound crossing hwy entrance and exit. I don't have a better solution but I am very nervous there, dismount my bike and walk. Or I use other side of road and travel the wrong way in bike lane - I feel safer on west side.</p>
<p>Do not even think of putting a bike lane on mountain highway. Cyclists have other routes they can use, traffic is bad enough.</p>
<p>Do NOT make it easier for polluting vehicles (commuter, delivery, service) to break speed limits and endanger transit buses, pedestrians, cyclists and other motorists. Enforce speed limits and stop the red-light offenders. Prioritize bus / HOV / cycling lanes over single occupant cars/trucks. Do NOT widen Mountain Highway and</p>



<p>feeder roads to create more car/truck lanes and cars-per-hour capacity. For the record, I drive a small, sub-compact 4-door gasoline car; I have been limiting my car use in favour of Transit/Walking whenever possible.</p>
<p>Don't consider on-street parking. All those people have driveways. And don't sweat traffic. The 15 minutes a day it's slow will pass, every time.</p>
<p>Eastview School zone please at 18th.</p>
<p>Ensure that there are two lanes for vehicles throughout this corridor. Add additional left turn lanes at main intersections.</p>
<p>Use another road as a bike corridor.</p>
<p>Ensure there are no jut outs on Mountain Hwy, have the bus stops off to the side of the road so cars and bikers don't get stuck behind them</p>
<p>Flow of traffic in this Arborlynn to LV needs to be the priority as a major artery. Bike lanes already exist in a safer area up Grand Blvd that accesses LV very well. An additional bike lane is not necessary in this area. The sidewalks promote safe walking and healthy lifestyle choices.</p>
<p>For this road I think the emphasis should be on giving priority to transit vehicles to improve their on time performance and encourage people to use transit wherever possible. This will be a salient point if the lanes for the Rapid Bus get built to and on the North Shore.</p>
<p>Found ranking a little frustrating: ie. children walking or cycling to school is beneficial for mental and physical health</p>
<p>garbage disposal and ♻️ • dog disposal station ♻️™ ♻️ »</p>
<p>Get rid of plants for high rise and low rise, developments! Mountain Highway is too narrow and with all the development happening in Lynn Valley, traffic is already backed up halfway up Mountain Highway in the mornings and evenings. Buses can't even get through.</p>
<p>Get the pedestrians and bikers on safer side routes and encourage the cars and transit to use mtn hw (which is what it's for!) there is so much traffic why are we trying to add parking and bike routes? We need the ability to offer better flow in and out of the village. A bike lane should be in the arbor Lynn area which is more residential and should be recommended for pedestrians</p>
<p>Great that you're working on this, but Dollarton Highway is an atrocity compared to Mtn. Highway. I use both corridors and without a doubt the Dollarton situation is far more urgent.</p>
<p>Greater development density, on this actively used thoroughfare, should be a priority to improve transit use and create a more walkable community.</p>
<p>highlighting and developing alternate routes on side streets for cycling, walking and rolling rather than Mountain Highway which is traffic / transit primary as it is the ONLY way to get in and out of much of Lynn Valley</p>
<p>Hopefully you have randomized the order people start with - otherwise your survey will be biased.</p>
<p>I don't think the children need to be encouraged to walk to school, it's the parents that need to feel comfortable having their children walk to school safely.</p>
<p>I don't think we should have any parking on Mountain Hwy. It impedes flow, and can be dangerous on dark rainy nights when you suddenly come upon a dark parked car. Also 14th should be blocked off so no one can turn onto or off of as that's a blind corner. Highly dangerous.</p>
<p>I have three specific concerns: The first is a need to reduce traffic speeds on Mountain Highway. Very few vehicles actually obey the 50 km/h speed limit. Most are travelling from 60 to even as much as 80 km/h, and there is VERY little enforcement. This is completely unsafe on an undivided roadway. It doesn't help that it is called a "Highway". In the absence of adequate enforcement, steps must be taken to forcefully reduce speeds by the use of design features. My second concern is that even after having spent millions of dollars on rebuilding the Mountain Hwy/Hwy #1 interchange, southbound traffic still backs up terribly on Mountain Hwy at rush hour. That is because the left turn lane onto Hwy #1 East is too short, thus blocking traffic trying to continue south on Mountain Hwy. My third concern is that adequately sized bus bays need to be built to</p>

ensure that non-bus traffic is not impeded by buses that are loading and unloading. On another note, I most emphatically do not wish to see any more bicycle lanes on Mountain Hwy. The ones that are there now are rarely used and are only causing traffic flow problems.

I live in arborlynn drive and here are my concerns:

1. There are no parking/loading spaces close to my house! This limits any deliveries to my house having people over at my house. I have an old mother and she has to park very far away and would have to walk really far distance in a busy street with no sidewalks and in hills to get to my house.
2. The street has no side walks, or crosswalks. It's been several times when I was about to get hit but cars that didn't pay any attentions to the pedestrians.
3. No enforcement on house maintenance! Our neighbour has Airbnb their place. Each week we have different groups of people coming in partying disturbing our sleep and leave with a mess of garbage. The garbage gets transferred to the street and attracts many different animals especially bears that get through our house.

I think a cross walk from in front of 29th street and mountain highway going across to the side wall would be great. Every morning I see multiple children, elders and others try and cross and come in close contact with vehicles. I too have had many close calls because of how quick cars take the corner of mountain highway when approaching that street.

I think there is an important difference between; increasing the comfort of pedestrians on the main roads by restricting the flow of traffic and unintentionally creating less efficient paths for vital industries and, providing paths off of main roads that are safer and cleaner for pedestrians to use where one can safely travel be it on foot or bicycle to stores/services/school/work/transit hubs.

I think there are plans with good intentions i.e. improvements for pedestrians that make no sense where you are forced through all sorts of bends and turns because the path intersects many large roads.

I was born and raised in Lynn valley and I have lived here for most of my 45 years on the planet. I used to live on mountain hwy near kikstone and I would never walk or ride my bike on this street because drivers use it as a literal highway speeding at at least 70km's to easily 90km's. I witnessed countless accidents and many more near misses in my only one year living there. I witnessed school children walking on the sidewalk while drivers would speed past. Now more than ever we can not trust drivers to do the right thing, especially since we have opened this community up to so many outsiders. Thank you for finally doing something about this travesty. You may also want to seriously consider changing the name of mountain highway to mountain road because so many people are not from here and they truly believe it is a highway to speed on.

I would replace the word 'comfort' with 'safety'. Too often pedestrians, in particular, are not as safe as they should be along major corridors.

Implement a truck prohibition so vehicles greater than 10000 kg gvw cannot travel north or south on mountain hwy

Implementing a school zone at Eastview.

Improve connection along the Mountain Highway corridor to the MoTi Highway 1 by increasing the number of travel lanes due to the increase of the number of highrise developments.

I know there are 15.0 metres road allowance constraints along the Mountain Highway corridor.

In general I place the highest priority on cycling and walking. Just for Mountain Highway though, I am deeply concerned about the flow of traffic. The North Shore is very bottle-necked. Access from "upper" North Vancouver to the lower parts, to the Real Canadian Superstore, to the Iron Workers Memorial Bridge, and the various shops (Canadian Tire, Rona, ...) require vehicle traffic. Much as I would love to, I can't load two weeks worth of groceries from Superstore unto my bike and then haul it up to Lynn Valley.

In some places the growth of plants from peoples property hinders walking on the sidewalk. Also, many sidewalks are too narrow.
Intersection at MTN Hwy and Arborlyn backs up for vehicles going down MTN Hwy due to vehicles trying to get onto the highway (headed east). The left turn lane needs to be longer to avoid all the backups at the intersection and aggressive drivers trying to get past.
is there really anything wrong with the current traffic flow, other than reworking the sidewalks?
It is also a utility corridor that serves the community and those workers' safety needs to be considered. That would be #1 as Safety comes First.
It is incredibly important to the future of our city to prioritize cycling, walking, rolling and public transportation. There will be no change in how people move around the city unless they are encouraged to by the city providing SAFE and well planned roads. Cars should not be priority on the road. They are dangerous, not sustainable and cause traffic. Pedestrian focused transportation is beneficial to all. It reduces CO2 emissions, improves mental health and fitness, and most of all, creates a safe city.
I work on the corner of Mountain highway and Lynn Valley road and I believe this is the most infuriating intersection second to Mountain highway and Ross road. Both intersections prioritise car traffic. Cars go at least 60 km per hour around blind corners. Both intersections take at least 2 min for the walk signal. This encourages pedestrians to walk when traffic is present. I have seen countless close calls and a handful of incidents, whether or not they are crossing legally. Something needs to be done. Priority should go to cyclists, walkers and public transportation.
It's a wildlife corridor and squirrels and skunks are getting killed here all the time. Personally, I've moved multiple dead and almost-dead animals from the roadway to prevent accidents, to prevent crows from getting hit while trying to eat the carcasses, and out of respect for the animal. The speeds on this corridor are too fast.
Keeping traffic on the main arteries and out of residential areas with kids
Kids walking or rolling to Eastview has to be the top priority
Lighting for pedestrian traffic. Road lane reflectors especially if curves are added to the vehicle flow.
Look at CNV and Esplanade as an example. DNV has to stop painting bikes on asphalt and calling it a bike. Lynn Valley Rd is a joke - some paint here, some pylons there, a few medians do not a safe and consistent experience make.
Make sure Bicycle lanes are marked painted and not invisible to the traffic
Make the improvements ASAP, widen the sidewalks, since this is an arterial include fully protected bike lanes. Use a true visionzero approach - where you design the streets so that a small mistake by any road user doesn't have massive consequences for one or many people. Slow the top speed on this street if you have to.
Making the corner of mountain and kirkstone safer for pedestrians in the crosswalk. People turning onto kirkstone often almost hit kids walking to and from school
More focus on motor vehicle infrastructure especially with the extensive development in North Vancouver. Less focus on cycling. We already have enough bike lanes. We need cars to be able to move.
Most of the student at Eastview Elementary school walk on Mountain hwy. Please create a school zone around Eastview area on Mountain HWY. Thank you.
Mountain highway has an extremely fast flow of traffic. I as an adult don't even feel safe waking on the sidewalks with people speeding past at 60+ km. The cross walks are not even safe. I live near Eastview School

and sadly my kids will never be able to walk there alone because of the speed of cars going by and the lack of space on the small sidewalk on the East side of the road

Mountain Highway is a major arterial route, essential for car commuters to/from Lynn Valley, and so vehicular traffic should be prioritized accordingly.

Mountain highway needs a better flow during peak hours going south, especially as you get to Arbourlynn and want to get onto highway 1. Mountain highway should have a lane that can reverse flow depending on density of traffic like Lion's gate . I've never seen traffic issues going north, just south and I've live on this road at highway 1 for 5 years.

Mountain highway should not be a principle cycling route. Arbourlynn / Appin should be that route

Mountain Hwy is a major ingress / egress route for major disasters. I personally think it would be detrimental to community safety to reduce the access to single lane (I assume that is what you are getting at with the way some of the questions are asked). Sure access for cycling and walking and transit is important but restricting vehicle access to accommodate this is unacceptable. Getting out of Lynn Valley southbound on Mountain Hwy at times now is a nightmare if there is any kind of incident farther south and currently with the construction traffic is slow either direction.

Mountain Hwy is narrow in many places especially between 15th and Lynn Valley Road. When there are parked cars, there is little room to cycle. I don't think this road should be used as a cycling destination as there are safer routes along Rufus then through Kirkstone park or east of Mountain Hwy on Viewlynn for part of the way. The worst part is the s-curve between Arbourlynn and 16th. I've had several near misses as cars cross the yellow line.

No bike lanes please. Most people already avoid busy roads when biking up and down in the area. There are nicer, more scenic and gradual routes up and down that people should use. Main routes like Mtn Hwy are for vehicles and shouldn't try to please all.

NO DEDICATED BIKE LANES!!!! This is the main way out of Lynn Valley and needs to be used for vehicles/transport!! this connects to the freeway where bikes aren't used!! Improve traffic control NOT add a bike lane.

Also just because someone values the environment, climate change and safety DOES NOT mean that they support yet another Bike lane. Cyclists don't even use that road.

No more bike lanes. Keep bikes off the major arterial on the side streets

Not causing traffic jams because the focus is on other alternative methods of transportation which aren't used up a super steep hill when majority of people either drive a car or take public transit

Not sure that it really needs money spent to improve it  
Good chance that it will be worse afterwards

On arterial roads top priority has to be keeping traffic moving. I live at the top of Mt Hwy and feel forced to use Dempsey-Braemar to exit Lynn Valley as Lynn Valley Road between Mt Hwy and the Upper Levels is a "dogs breakfast" with Mountain Highway S of LV Road equally bad PARTICULARLY due to last year's roadwork in the stretch between 21st and 27th which in my books is a complete disgrace.

Question what does 'walking or rolling' mean? Walking is obvious but are we talking scaters? Motorized scooters have no place on sidewalks particularly electric scooters which are silent and not heard by pedestrians when approaching them from behind

One big issue is the short lane for people trying to get on the freeway from Mountain Highway. If you are trying to get to Keith road it is not possible and it gets backed up.

On-street long term parking should be a non-priority. Why should my tax pay for someone to store their vehicle longer than the time it takes them to visit a shop or restaurant?

Our address is [REDACTED] mountain highway and we have not felt safe driving in and out of our property. Drivers are aggressive and always speeding. We would like to see lights and speed bumps as well as cameras for speeding. Our neighbours feel the same way. I have called and voiced my concerns many times and there has never been any improvements. There is no barrier between the road and our property and we think the district should provide some sort of wall or fence. Thank you.

Sara

Parking on a main arterial road taking away space for traffic flow should not be permitted. If the district wants to increase density traffic flow needs to be increased and maximized.

Particularly hoping a short term parking spot in front of 2688 Mountain Hwy can be created. This location is a 40 unit townhouse complex and there is currently no parking available for deliveries, quick pick ups, etc.

People walking and riding bikes should not be on Mountain Hwy. A big part of the traffic is delivery trucks. Bikes and walkers should be on other streets.

Plan and allow for a designated school drop-off/pick-up parking by Eastview Elementary School (18th Street) along Mountain Hwy as the school cul-de-sac on 18th Street is not permissible. Similar to other school in North Vancouver parents who drop off small kids at school on their way to work do not have any allowance for this.

Please add a dedicated bus lane down (south-bound) mountain highway, to encourage people to take public transit as rush hour volumes are abysmal.

Please create a safe school access area for Eastview elementary school at 18 th and mountain hwy. it is scary how fast people drive on mountain hwy

Please do not encourage rolling on roads especially skateboards because safety issues. Skateboards are difficult to control

Please do not ignore the high number of heavy-duty commercial, construction, transportation, trades, delivery and service vehicles in this corridor. Your survey seems to be focusing only on private individuals who walk, push strollers, drive cars, take the bus, ride a bicycle, and operate wheelchairs or scooters. Stores in the LV Town Centre require daily deliveries by semi-trucks that labour up Mountain Highway or along Lynn Valley Road to their respective loading docks. Until the final build-out of multi-unit-residential buildings is complete, locals must also endure the noise and pollution of cement mixers, dump trucks and other heavy construction equipment on the same intersecting streets. One of our massive traffic problems in the LV Town Centre residential area is the dearth of dedicated (and enforced) parking spaces for short-term drop-off and pickup of residents, especially seniors who require assistance. The proliferation of mail-order delivery of packages and fast food has exacerbated the pollution and noise from vehicles who double-park and block roads because their increasing numbers were not anticipated when the street plan was originally designed.

Please do NOT put in another bike lane if that will limit vehicle traffic. Mountain Highway backs up southbound almost daily as it is, and will only get worse. The pipe dream of having people commute by bicycle is a joke, as evidenced by the lack of use on 29th Street, That bike lane was a waste of taxpayers' money.

Please give cars the lowest priority on roads. We don't need more car storage on our streets - people with garages should need street parking.

Please include concrete dividers for bike lanes to separate from traffic. Paint and plastic delineates is not enough. Keep the bike lane separate from pedestrians and pave the bike lane with road grade asphalt concrete. bike grade asphalt is not as smooth and doesn't last as long, especially with tree roots.

Please make a school zone around Eastview Elementary. There have been so many near misses because of speeding drivers.

Please no more bike lanes. What was done on upper Lynn valley has caused traffic congestion and safety hazards. Too much signage has caused blocked views of the intersection. And more chance of collisions with thinner lanes.

Please not another nightmare like Lynn Valley Road with loss of a turn lane at Mon Hwy, priority light for side road causing vehicular congestion and idling. Dangerous for cyclists trying to get around busses moving into cycling lane to pick up passengers. We really don't need anything more to impede vehicles moving in LV.
Please sign the Viewlynn, Arbourlynn. Appin route to Mountain for bikes and put a curb cut on the path from Ross to the cul de sac so bikes can stay off Mountain.
Protected sidewalks for pedestrians and cyclists with controlled traffic flow
Reduce driving speed. Reduce traffic volume. Limit big truck or big vehicle, no big nose motor vehicle. Reduce the traffic noise and improve air quality
Reduce traffic congestion at intersections
Reduce traffic speed
Remember the seniors for getting around. They cannot cycle. They can drive or take transit or walk.
remove the bike lane on mountain hwy south of Ross road and install a sidewalk as people walk in the bike lane as there is no sidewalk.
Pedestrian safety is more important
Replace the word "encourage" with "enable". People don't need to be encouraged, they need to be enabled by safe infrastructure and supportive policy.
Safe intersections for side road access and pedestrians/cyclists/kids to cross.
Safe wide sidewalks where children & adults can safely walk/roll/cycle!!!! It's so busy & dangerous with car traffic. People speed around Eastview school block. Consider this area a school zone 30km area.
Safety for pedestrians is my main concern! more safe crosswalks with longer times for crossing them. There are hundreds of seniors in our neighbourhood and I often see them unable to cross the street safely. There are also many residents with very young children attempting to cross safely.
Safety and reduced speed around Eastview Elementary needs immediate attention. There have been too many close calls. Please do something before a child dies!
Safety for children etc crossing at Mountain Highway and East 18th to access school.
Pedestrian bridge would be great.
Safety for cyclists
Safety for cyclists (not just comfort). It's dangerous riding from Arborlynn to Mountain Highway to join with the overpass cycling lane.
Safety for kids to go and come from Eastview should be a priority
Safety for people cycling, safety for pedestrians. Reduce automobiles speed.
Safety for people walking, rolling or cycling
Safety is key for my kids and husband who cycle on this road.
School zone 16-20th
Separated bike lane on curbside northbound lane, please
Sidewalks and bike lanes!!
Slower speed or more crosswalk lights
Sort out the mess of the highway 1 mtn highway backup..
Speed control and general traffic safety
Stop building so many new developments in Lynn Valley and all of North Vancouver
Stop making loading zones in front of houses, making it harder to park!
STOP taking away lanes for cars to pass and park for transit and cyclists. You need to ensure that the road allows for cars to move around other cars if one is turning left. It makes no sense to put in the traffic calming because it actually inhibits the flow of traffic. There is no reason for cars to back up Mountain hwy because someone is turning left and you have taken away the capability to go around that car. DO NOT DO ON MOUNTAIN HWY WHAT YOU DID TO SCREW UP LYNN VALLEY ROAD. That is the worst thing I have ever seen.

<p>Stop inhibiting where people can park on the street. You keep allowing towers to be built and assume that extra parking can be on the street. Well that doesn't work for the people who are already living in the Lynn Valley.</p>
<p>Stop wasting money on bike lanes!</p>
<p>The first question is really hard to rank because each item is so different</p>
<p>The flow of vehicle traffic south when there is a traffic on the bridge is ridiculous. It shouldn't take me 45 min to drive my daughter to the Windsor bubble for soccer just because the bridge is backed up. There is no way to get past people who are waiting to get on the highway.</p>
<p>The lower part of mountain highway between 16th and arbourlynn is a 50km zone however RARELY does anyone maintain this speed. I would be supportive of measures that reduce vehicle speed in this corridor. Given it is a hill and a long stretch without traffic lights or stop signs, it is inevitable that people will speed. Hoping there is options to address this. We walk to school along this stretch and there have been multiple accidents including a flipped vehicle taking down a power line in the last year.</p>
<p>The number of residents in this neighborhood has increased significantly without proper road and walking safety increase. This needs to be addressed at the same time as housing development rather than at a later time.</p>
<p>The number one issue is traffic congestion. Any attempt to change streets has only made problems worse. A fine example is 27th street, bike lanes have been useless as people still ride the bike on the road, congestion is worse. People ignore stop signs and traffic lights. Whoever designed it was incompetent. Any changes should have a demonstrable effect of improving traffic flow.</p>
<p>The order of importance varies depending on the specific location along Mountain Hwy. From around 16th street (Eastview Elementary area) to Lynn Valley Road, it feels like the comfort of people and cyclists should have an enhanced priority. As you head south from 16th vehicular flow becomes more important.</p>
<p>The priority needs to be widening the road to two lanes leading onto the light and overpass intersection. This bottlenecks up Arborlynn and Mountain Hwy. I do not support bike lanes that will decrease the flow of traffic leaving Lynn Vallet daily ay 3PM.</p>
<p>The speed and noise vehicles create is of concern at the intersection on mountain hwy and arbolynn</p>
<p>The speed limit is too high -it is common for vehicles to travel at 60-70km/hr With a school adjacent this is too fast</p>
<p>There should be a flashing 30km/hr school zone along Mountain Hwy either side of 18th! For an hour straddling start and end school. It is shocking there is no crossing guard there or any slow zone.</p>
<p>There should be two lanes going south, 1 lane (north). I've lived on the north shore for 40 years I've never seen traffic up the hill. Heading south is always congested. One of the south bound lanes should be a through lane.</p>
<p>These options do not feel like they match my opinions/wishes because many of the words are ambiguous. E.g. there is no option to say "traffic is backed up too much as it is, we need more vehicle capacity" . I suspect the results of this survey will be skewed, misinterpreted and manipulated to match a pre-determined agenda.</p>
<p>Mountain Highway is an arterial route, a transit route and a trucking route! it is too steep for bike lanes which, if needed, should be away from Mountain Highway as much as possible,</p>
<p>This is a major arterial road. It backs up badly and makes it very challenging to move for example across to Blue Ridge &amp; Deep Cove or get down to Keith. With higher density development this road becomes even more critical &amp; needs to be expanded to cope with the increased demands that it will have. It is extremely concerning that in rush hour there is no ability to exit Lynn Valley.</p>
<p>This is a major traffic artery so good traffic flow is the utmost concern</p>

This is a major vehicle route, put bikes over to hoskins such they exit at arbourlynn/mountain hwy, out of vehicle traffic

This is a major very busy arterial road. In its current state of sewer construction, large trailered road closure advisory signs in at least two locations take up the curb lane forcing cyclists into the single lane of fast moving traffic. There needs to be a better solution?

This is a very limited survey about a very important project. It behooves the district to have a well publicized open forum on this. I bet most residents don't even know this survey is taking place. It looks like a vehicle to push through a political agenda under the guise of public input when there is no true discussion. We all know how this will end: take away a lane of traffic and put in bike lanes. By the way, how many cyclists use this road? It's pretty steep

This is hard, especially without context from you and/or explanations from me.

This road is the main hub from Lynn valley to the freeway and needs to prioritise good traffic flow for cars

This road should be 2 divided lanes downhill (so cars commit to going onto bridge at the top of mountain highway to minimize ridiculous backups ) and only one lane uphill with a dual-direction bike lane and wide sidewalks.

This stretch of road is often super congested in the morning rush hour, or when there are problems on the highway or Second Narrows. When it's not congested, some vehicles travel at a high rate of speed, making it feel very unsafe for cyclists and for users of the sidewalks. There are three elementary schools in the vicinity of this stretch of road, and I know that parents feel extremely uneasy with their children crossing Mountain Highway, or walking along the sidewalk.

To de incentivize people from driving their personal vehicles (usually single occupant), we must offer safe, efficient, and expansive alternatives. These alternatives must support our climate change and air quality goals by reducing the overall number of personal vehicles on the road, and should include cycling and free public transit.

To whome this may concern,

Lynn Valley has seen some recent changes in road structure, most recently Lynn Valley Rd between Mtn Hwy to Peters Rd. That was an absolute waste of money and fail to improve the road in almost all fronts unless your goal was to slow traffic down and anger the residents that use that road on a daily biases. You slowed and reduced the flow of traffic, making cars stand still more which makes cars idle and put more harmful emissions in the air and angering people which makes people not happy and get into a road rage mindset reducing mental well being and increasing stress on a daily driver. All this was done because DNV wanted to put bike lanes that where blocked off on the road. Something that is not used during 8 months out of the year.

Reason why I bring this project up is because it was a fail and I would hate for it to be repeated on Mtn Hwy. I would hate to see the DNV spend \$1.7 million on a bike lane, some cinderblocks and paint.

This stretch of road needs two lanes both ways, cut outs for busses, proper lights that time in unison with the lights north and south (on ramps to the hwy) of this stretch of road to increase flow of traffic during all times of the day especially during school drop off and pick up times and rush hour. This stretch of road is very steep, discouraging bike users, yes there are a few who tackle it, does not mean you need to create a whole lane dedicated to them, a painted lane when a bike user is on the road giving them the room for when cars pass by them is more then enough. This can be achieved with multiple lanes in both directions.

Improving the road, the way it flows will be beneficial in multiple ways. Traffic would flow making cars not stand still which reduces car emissions meaning the cars are on the road for less time. People are going to



drive regardless of what happens so why not improve the quality of life. This town is not built around commuting to work via alternate modes of transportation so why cater to the 1% to make the rest suffer. Improving the flow of the traffic also makes people not road rage meaning people will be mentally in a better state of mind. Lynn Valley has had a huge increase of population due to the multistory resident buildings that have been and will continue to be built, we need to improve the flow of traffic not slow it down. With cutaways where busses can pull off to load and off load passengers will also improve flow of traffic. A new and well paved side walk will be great for people walking and those in wheelchairs etc. Growing up as a kid who walked to school in Lynn Valley, I usually used back roads, pathways that cut through forests and other parts of town to get to school. We don't need a wider side walk for people to walk, just a new paved one would be more than enough. On top of that there are more people being driven to school because the price of single family homes in Lynn valley are so high that there are not enough kids to fill the schools in Lynn Valley which means kids are coming from outside of Lynn Valley and are being Driven to school.

The future is not people biking or scootering to work and school, Its going to be cars and always will be unless we have flying cars one day.

I would be more than happy to work along side a Civil Engineer to build a proper and improved Mtn Hwy. You need someone who lives in the area to give valuable input on the project because someone who lives outside of Lynn Valley will not have the same care and thought to the project. They simply look at it as paycheque and don't live with the consequences if they do a bad job like who ever did the Lynn Valley Mtn Hwy to Peters Rd. On top of that, as a tax payer and daily driver of that road I would be disappointed, heartbroken and enraged to see it become what the project above has.

Please put into consideration what I have said.

Thanks,

[Redacted signature]

[Redacted address]

Traffic calming and lower speed will be important to keep all road users safe. Mountain highway & Lynn valley road have vehicles using excessive speed regularly. Thank you for your work on this project to improve quality of life for residents & visitors

We need to have safe sidewalks that have a grass verge before the roadway so that children and adults can walk safely. The sidewalks are too narrow and too close to the road for safety. The speed is too fast for a densely populated residential area. Cars are constantly speeding and using Mountain Highway like a highway. Perhaps the name of the road encourages speeding and needs to be changed. On road parking and reducing the number of lanes would slow the traffic down.

We should not be giving away short or long term private automobile storage in DNV public land for free. This is terrible policy and is a reason why we have unsafe streets. Our streets should be for moving people not cars.

When making decisions about biking priorities, consider the road incline and the impact it will have on use.

While I understand this section of mountain highway improvement is critical, the upper mountain highway ( passed McNair) where mountain bikers/ car drivers/ hikers/ dog walkers/ locals are shared a narrowed, uphill

road is very dangerous. I hope the district will consider improving this part of mountain highway in the near future

While it is important to give consideration to all users/stakeholders priority must be given to vehicle traffic in order to avoid major congestion at peak times. Mountain Hwy is already a very busy and key artery for access to/from Lynn Valley and with increased density that comes with ongoing and future planned development this is only going to become more congested. The current trend of removing parking, narrowing roadways and slowing vehicle traffic by means of force is not working and only leading to increased frustration when trying to navigate throughout the district efficiently.

Why the heck are you taking so long with work at 20th and mtn hwy it was supposed to be finished before Christmas and now it's expanded

With its steep incline and importance as a vehicle route, the idea that it would be a priority route for cyclists is laughable. Cyclists are better off using Aborlynn.

With so many new condos at Lynn Valley Mall and more coming, we need to ensure that we don't lose road space to bike lanes or street parking. LV Rd and Mtn Hwy are the main ways in and out of the community and these roads are already very busy and get backed up frequently

Work with the community to find an alternate route for cycling. This is a busy arterial road and should be prioritized for traffic and transit. Bikes deserve a quieter route.

Yeah. Mike Little is right. You need to first build the infrastructure for cars, and then maybe worry about cyclists. Probably gressive people, who are so out of touch like you are ruining this country. You spend money of [REDACTED] bike lanes that just remove lanes, for what? [REDACTED] as cyclists and DO NOT EVEN USE THE [REDACTED] BIKE LANES YOU BUILT FOR THEM?!

Yes, you missed the continual back-ups on Mountain-Hwy and all the neighbourhood side streets. Improving Mountain-Hwy does nothing to solve the bigger problem.

You should add left turns to N. Mountain Highway off Highway, #1

Cars entering or exiting driveway of [REDACTED] Mountain dangerous. Should be diverted to 14th.

Your survey doesn't directly address the traffic in and out of Lynn Valley. Improving connections to community destinations is too vague and does not address the ongoing daily flow of traffic. Even rolling traffic lights on Mtn Hwy/bridge on ramp and off ramp would be helpful. As well as on LV road. The amount of people running the lights at LV road and Williams is so dangerous as well as people travelling southbound on William at LV Valley road can turn right when people turning left on William to LV road have the right of way.

Your survey is very skewed in favour of building the bike lane. Your first question doesn't take into account or give priority to vehicle drivers and neither question truly takes into account the immense amount of traffic that already exists. How many people actually bike up & down mountain hwy Vs drive? That's never going to change no matter how many bike lanes you build. You're only going to cause more traffic. The idea is frankly absurd.

â€¢ Climate change - tackle corporations, not create more traffic problems by increasing traffic.

â€¢ building bike lanes doesn't help with people's mental health - it makes it worse by increasing traffic. Stop with all the new buildings. That'll help increase people's mental well-being.

*Did we miss anything when it comes to cycling?*

Don't know if you've noticed but Mountain highway is mostly a hill. People in North Van are Old and affluent. Most don't ride bikes.
"colliding with a moving vehicle" implies the cyclist would be to blame
Access to Eastview school is a problem, lack of proper drop off areas and Speeding vehicles.
Again you are forgetting about the seniors. They cannot cycle. 80% of the people do not cycle so why are you spending so much time and money on cyclists.
Look what you did on 29th Street. I thought you would have learned from that. I guess you are slow learners.
Again, Mountain Highway is a poor choice for cyclists. I greatly prefer cycling on an adjacent, quieter road, like Viewlynn or Arbourlynn to Hoskins. Much more scenic and less traffic. Leave Mountain Highway to the cars and buses so people can get to work.
Allowing cyclists to pass through the Mountain Highway red light at Arborlynn would be nice if a bike lane could provide safety from the vehicles turning onto Mountain Highway.
In general the stop/start nature of the bike lanes around Lynn Valley are frustrating. The new LV Road bike lane stops halfway up the road!? We only need a few dedicated routes along Mountain Highway and Lynn Valley Road and that would probably be sufficient given the low volume of vehicular & cycle traffic along the other streets in town.
There are many bikers going up Mountain Highway from Frederik up to Fromme so continuing the bike lane from LV Road all the way north would be great. That would chew up a bunch of parking on the west side of Lynn Valley Park so perhaps vehicles could be directed to park on the east side where there's generally more room?
Alternatives to riding on Mountain Highway and place for bike share stations
Dangerous intersections and need for traffic lights
Amazon and other delivery vans illegally parked in or partially in Mountain Hwy travel lanes. I see this all the time. Ticket these drivers, please! Vehicles parked in travel lanes force cyclists to merge with moving vehicle traffic, sometimes abruptly. Also, speed differential on the uphill and downhill are an issue here. Cyclists can far exceed vehicle speeds downhill during rush hour and can easily match vehicle speed even outside of rush hour. Concrete corrals like installed on Lynn Valley Rd would be counterproductive to cycling downhill. Conversely, because of the grade and sight lines, cyclists have to worry about being rear-ended while cycling uphill slowly. This is where sight lines and separation would be appropriate.
An alternate cycle route would be preferred. I see people cycling down but rarely up
Approaching Intersection at mountain highway and Lynn valley road not good for bikers going north south or south north directions. You get squeezed out.
At this time I would not consider riding on Mountain Highway given it's lack of any separated bike lane. I would walk it if I had no choice but it would be a very unpleasant experience.
Bicycles are vehicles. Cyclist need to feel safe, but have to observe the rules of the road. Too many cyclists alternate between vehicle and pedestrian roles as they deem fit. Many Cyclist initiate accidents by being too aggressive (Right, should not be Dead Right; particularly when approaching right-turning vehicles from behind)). City/District Planners need to design intersection pathways and signing so Cyclists know they have to observe vehicular rules (e.g. 4-way stops, sharing safely with right-turners). Of note for Planners, Cyclists (and e-scooters) on bike paths frequently violate 4-way stop laws & safety on Grand Boulevard East intersections at 19th, 15th, 13th).
Bike and walk paths separate from roads would be good
Bike lane should be down the arborlynn area where it's slower and more residential

Bike lanes would be awesome, especially on Keith (with barricades separating from cars)
Bikes are an absolute nuisance. They act as pedestrians when they feel like it and they act like cars when they feel like it. Putting in bike lanes for a few noisy people is not appropriate. The very large majority of us have to use a car. Public transport is pathetic. I'm not putting my children on bikes in the rain in the dark on hills! And even in decent weather this is still not going to happen as time is a limiting factor along with the terrain is not conducive to biking. NV needs to be realistic that people can't or won't bike. People with families definitely can't bike. If NV is going to insist on higher density then they need to provide the necessary roads and public transport to support this, otherwise do not allow further growth.
Biking should be encouraged to connect Lynn Valley to lower areas.
Cannot cycle due to the speed of the road.
Continuous flow. It's important that bike routes don't stop and then restart or end on a street and then restart further down at another point. IE, Lynn Valley Road.
Currently this route has almost no signage to identify it as a bike route. Bike lanes begin and stop abruptly, it's very unsafe to cycle on this section of road with the vehicle volume and on street parking.
Cycling is terrifying in the District. As a cycle commuter I worry that I am going to be killed by a motorist everytime I get on my bike. Drivers are aggressive and the road design does nothing to protect non-motorized road users.
Cycling should NOT be on Mountain Highway which is steep, narrow, has heavy vehicle traffic and is one of the few arterial routes for vehicle traffic.
Cyclists have several options to transit through Lynn Valley. Hoskins and Arborlynn are well used by cyclists. I do not agree to increase a cycling corridor on Mountain Hwy. Vehicle traffic is clogged due to the new hwy interchange debacle already. Solve that issue first. Reduce carbon emissions by moving traffic rather than idling vehicles.
Cyclists constantly pull out in front of people and fail to follow traffic signals. I get passed by cyclists speeding faster than cars heading down Mountain Highway constantly.
Cyclists will not be using Mountain Hwy for regular commuting due to the grade. A cycling lane here will serve the purposes only of a limited group of sport-cyclists. We should not be sacrificing safety and flow of traffic on a major artery to cater to the needs of a small (yet vocal and organized) interest group.
Divert cyclists to collector or local road down and up adjacent to Mountain Highway for example along Arborlynn Drive - 20 Street - Viewlynn Drive - 27 Street - Crestlynn Drive - 29 Street - Mountain Highway - Lynn Valley Road.
Do not think Mountain Highway should be a cycle route. Cyclists need to go through alternative neighborhood roads. Traffic speed is high, it is too dangerous, especially during rush hour.
Don't take a traffic lane away to put bike lanes in.
East side of Mountain Hwy sidewalk way too narrow and close to high speed traffic
Encourage cyclists to use the existing and proposed bike paths to and from and within Lynn Valley, Lower Lynn and Grand Blvd rather than adding bike lanes to Mtn Hwy
Even in a "pedestrian" poll, you [REDACTED] still catering to cyclists.
For Dollarton the answers are all "Very Concerned".
For my commute from Doran Road to Yaletown (via the 2nd Narrows bridge), the section down Mountain Highway is truly the most dangerous, as there is (almost) no separation for bicycles from traffic. It's a narrow road going down, and everyone is in a hurry (at commute time). It is even more dangerous cycling up the road. For those reasons, I tend to take a route along Arborlynn and work my way up to the Ross Road area that way. In fact, for cyclists, it's probably better to formalize that route, rather than trying to put in marginal safety improvements on Mountain Highway.
Frankly on Mountain Highway cyclists are more likely to create hazards than be victims

<p>Given the hill there is never go be a large number of cyclists on this route. Would be better to designate one of the other roads such as Appin as a cycle route</p>
<p>Greater density, providing more essential services in close proximity to residential homes, makes cycling a more viable alternative to cars. When the journey is too long, cycling becomes more difficult.</p>
<p>high density development will increase traffic volumes. We definitely should slow down or stop further high density development. All side streets should have 30km/h speed limit, which would be a safe option for pedestrians, cyclists and roller to use instead of main artery roads.</p>
<p>I am a motorist. I am often stuck inching south when I just want to get home to east of Seymour. Is there a possibility to add a local traffic lane or have a counter flow with existing 3 lanes so traffic flips direction based on demand? Need a pick up drop off area for Lynn valley malls and library.</p>
<p>I avoid Mountain Highway when cycling altogether. Its too narrow and vehicles are traveling too fast. I take Arborlynn Drive or LSCR as my alternate to get to Upper Lynn. With the additional 400+ new homes coming to Emery Court, vehicle traffic on mtn hwy and lynn valley road will be brutal. Better transit and bike lanes needed to get people out of their vehicles.</p>
<p>I believe all bike users should be licensed the same as cars are. They use the roads but do not have to pay insurance like car users do.</p>
<p>I believe cycling on Mountain Highway should be discouraged Bike route should follow Arborlynn and Appin Road</p>
<p>I bike to work from Lynn valley centre and there are plenty of great alternative routes to take that don't require me to bike along mountain highway to get up and down the hill.</p>
<p>I cycle between Lynn valley and lower mountain highway occasionally. I am an experienced cyclist and try to spend as little time as possible due to the traffic volume and speed of the traffic. I go up Mtn hwy and then left on 16th and go through neighborhood if I'm trying to go west or I proceed up to 20th and go down to viewlynn if I'm going towards Lynn headwaters/the Seymour valley trail Mountain highway is not a pleasant street to cycle on</p>
<p>I cycle to work every week and I go down mountain highway, at my peril, or Arborlynn. Mountain Highway is the only access to the highway overpass, which leads to better cycling infrastructure. It is a dangerous road to cycle on as there is no protected bike bath, and there are parked cars that could potentially lead to "dorrng" while moving vehicles whip past you. I do not see the need for long term parking on Mountain Higheay as it is sparcely used in my experience. That right-of-way would be better served with an upgraded pedestrian sidewalks, and a protected (2-way preferable) cycle lane from the highway 1 overpass, until at least Lynn Valley Road. Lighting is also very poor along the corridor.</p>
<p>I cycle to work everyday and have done so for the last 10 years. I cycle during the day and in the dark and have never had any issues. If you insist on making bike lanes do it on the non- main traffic through fares so that cyclists and cars don't need to interact as much.</p>
<p>I do not support bike lanes on mountain hwy</p>
<p>I don't cycle at night so can't speak to lighting.</p>
<p>I don't cycle but if I did all of the above would be an issue to be "very concerned" about. I might cycle if it was easier to do so safely.</p>
<p>I don't cycle much because I don't feel safe sharing the road with vehicles. Sometimes there is a cycling lane, and then in the next block the cycling lane totally disappears.</p>
<p>I don't cycle on Mountain Highway much, because I prefer alternate routes where traffic volumes and speeds are lower. I am concerned with left-turners at intersections on Mountain Highway, as it can be unclear if they see me when I'm going straight through (and they don't always signal). I can't cycle uphill on Mountain Highway just past Arborlynn, as it is too steep for me, and the sidewalks are too narrow for me to walk</p>

<p>pushing my bike comfortably if there is any other sidewalk traffic -- so I generally avoid cycling up or down Mountain Highway (I take Arborlynn and 20th instead).</p>
<p>I don't cycle on Mountain Hwy between Lynn Valley Road and Arborlynn Drive, because when I cycle "down the hill" I much rather cycle on Arborlynn Drive itself, because that has much calmer traffic. Even if Mountain Hwy was traffic-calmed, it would still be ridiculously steep.</p>
<p>I don't cycle this route as it is steep and there is not a safe place to ride.</p>
<p>I don't feel safe at all when I am riding up Mountain Highway and vehicles are travelling very fast, with no bike lane or even a shoulder available to ride on. I always ride on the sidewalk, which then makes it less safe for anyone walking along the sidewalk.</p>
<p>I don't feel safe biking on Mountain Highway due to high vehicle speeds and lack of separated bike lane.</p>
<p>I don't see any reason to implement any changes to current Mounting Hwy traffic situation.</p>
<p>I never see any other cyclists. Mountain highway is too steep.</p>
<p>I think you should extend down to Eastview Elementary</p>
<p>If you don't put in bicycle lanes all of the above questions are of no concern. If you put bicycle lanes in on Mountain Hwy, you will have all of the above problems. Visitor and residential parking is at a premium now as most residents of Mountain Hwy do not have lane access to their properties. With many places having basement suites, parking is at a premium due to already existing limited street parking.</p>
<p>I'm a cyclist, but don't think Mtn hwy is the best road for bike lanes. What might be better is only 1 car lane in each direction with wider lanes and wider side walks. Allow slower bikes (eg uphill or children) on the sidewalks and faster bikes would be ok on the wider road</p>
<p>I'm concerned about the many dead end streets that don't have bicycle-walking paths to the neighborhood streets. (Compare this to the Cove area where paths are located over water mains.)</p>
<p>I'm not concerned with 'colliding' with a moving vehicle. I'm concerned with vehicles hitting me. I cycle down Mountain Highway comfortably now, but I would not cycle up it based on traffic speeds and lane width. Its out side of the scope of the project, but the 'Share the road' signage between Highway 1 and Arborlynn does little to stop cars from buzzing me, and the lanes are wider there, than further up Mountain.</p>
<p>I'm retired now but when I worked I did cycle commute a couple of times a week in the better weather from upper Lynn Valley to East Van. Mountain Highway was never my choice for either direction. I'd use Hoskins and ArbourLynn. I'd suggest creating bike routes avoiding Mountain Highway and put in signage to encourage cyclists to use them. Cyclists not using e-bikes coming up Mtn Hwy are very slow and the traffic lanes are narrow. Going down the hill is not so much of an issue.</p>
<p>I'm very concerned with the district changing the street lights to LeD purple, how horrible for nature and humans!!</p>
<p>In mall vicinity there should be bike lock ups with notable monitors would make comfortable to leave my e-bike.</p>
<p>Outside of restaurants is good like near patio area so customers can be extra eyes on bikes. Like when I park at the End of the Line shop I feel my bike is safe as there are customers sitting near by.</p>
<p>Is Mountain Hwy really the best option for cycling? Why is the trend to take the regions major traffic corridors and add options for cycling when there are usually parallel routes through neighborhoods that are much less congested and better for all concerned.</p>
<p>Is the intent to make mtn hwy a new major bike route? Didn't we already spend millions on Lynn valley road to grand Blvd for the main cycle route. Not every road needs to be 'the bike route' too.</p>
<p>It feels super dangerous and I am hesitant to ride this stretch myself, let alone with kids.</p>
<p>It is hard to cycle with kids in a trailer or on a trailabike (or riding their own bikes) because of the traffic on mountain highway and the lack of bike lanes. Also, the traffic speeds of cars at the 18th intersection by Eastview school is very fast for a school intersection and makes biking and crossing a concern</p>

It is incredibly dangerous for cyclists and children walking to school on mountain hwy with people speeding up the road due to the double lanes northbound.
It's ridiculous that the traffic at 20th and Mountain Hwy has been stopped for months and months, and now additional work is being started at the next non-cul-de-sac intersection at 24th and Mountain Hwy. Too feel very exposed and unsafe, twice, in such a short distance, to me is unexcusable.
I really hope that when the road is made more accessible for cyclists, that we are not put through more dangerous and unavoidable stretches of construction. [Detouring by going down Viewlynn and/or Arbourlynn and then having to deal with even more hills is not an option.]
It's too dangerous to mount a bike on mountain highway so I've never done it or recommended to my kids to do so.
Keep bike lanes off a major traffic arterial
Lack of common sense! Very important to have some!
Lack of cycling lanes and parked cars
Lack of enforcement of speed limits.
Lighting is terrible! Between crown and Charlotte it's pitch black.
Lower MTN hwy is not safe to bike at all, not sure there is room for a bike lane there. Need at least a painted bike lane for the upper portion from Kirkstone to Lynn Valley road.
Lynn Valley Elementary has a 30km zone further up Mountain Highway, Eastview needs one too. Boundary school has one on William Ave and their address is not on William Ave
Most automobile drivers do not maintain a safe distance when passing cyclists. Automobile drivers demonstrate disregard for cyclist safety. Automobile drivers need to change their behavior.
Most bikers are not cautious enough.
Most of the near accidents I have witnessed on Mountain highway have involved a cyclist. The road seems too narrow to include a cycling lane safely.
Mountain highway is a dangerous hill, north or south bound to navigate. Heavy volume of motor vehicles and narrow, unprotected lanes aren't enticing new cyclists.
Mountain Highway is a terrible route for cycling and the idea of converting it into a cycling route is silly. Arborlynn is a better option.
Mountain Highway is already very narrow main street. To add bike lane plus cycling on steep terrain are dangerous to cyclists & car drivers.
mountain highway should not be for bicycles--they should come up Arborlyn, then Appin then roads east of mountain to arrive a lynvalley center
Mountain Hwy between Lynn Valley and Arborlynn is not a good or feasible cycling route - this is a very busy traffic corridor on a very steep mountain. I personally cycle a lot, and have not once chosen to cycle up Mountain Hwy, given how dangerous it would be for both myself and other road users. Cycling to Lynn Valley via Arborlynn Drive is a much better option.
Mtn Highway should not be used for bike traffic. It is too narrow. People should use Lynn Valley Re (E/W) or Arborlynn/21st/Viewlynn (N/W). These bike routes are already established. Please do not cut down any more trees to widen the road.
Mtn Hwy should not have bike lanes added. Especially considering the bump in car traffic due to the interchange add @ the bottom.
Be realistic: a hill that steep is not going to see much bike traffic.
Need separate bike lanes one on each side to address safety, usage and a lack of option to travel north-south
No
No mark Bicycle lane going past Lynn Valley school too much parking for safety with Bikes and children

No one cycles mountain highway. It's too steep of a road. There are many alternatives to cycle that will cause less mess than the main corridor of mountain highway
No one cycles on mtn hwy. there are many other good side road that are safer. Regarding driving, There should be two lanes going south, 1 lane (north). I've lived on the north shore for 30 years I've never seen traffic up the hill. Heading south is always congested. One of the south bound lanes should be a through lane.
No one uses the bike lanes, honestly make traffic flow better. Also electric bikes go same speed as cars, very dangerous in bike lanes, and they run lights and stop signs
Not all residents cycle
Not enough room for bikes/cars safely
Often use back streets to cycle in stead of mountain hwy It's quite dangerous to connect from arbourlynn to the interriver trail Why not connect through the arbourlynn trail and remove the stairs it would be much safer
One lane of the northbound dual lanes should be dedicated to active transportation.
Please avoid a similar type of cycle path / roadway design as recently implemented on Lynn Valley Road, just north east of Mountain Hwy. That modification appears poorly integrated with far too much reliance on distracting signs, reflector poles, concrete curbs. It just seems like a messy (value engineered) option that implemented on that stretch of road.
Please connect bicycle lanes on mountain highway. They need to be for a longer distance.
Please do not close a vehicle lane way on another major roadway where only a few users. Spending over a million in Lynn valley road was A waste of money. And then after siting safety for school kids there never put a sidewalk on Allan where the kids actually walk. You have to walk on the street.
Please do not even consider adding bike lanes to Mountain Highway, consider another road or purpose built biking corridor away from traffic. You will only make traffic worse in the region.
Please do not put bicycle lanes on Mountain Hwy. There are many less travelled roads for cyclists to use that parallel Mountain Hwy.
Please don't add much lighting. Light pollution in Lynn Valley is already a problem. Please educate people on the importance of it being dark at night and discourage bright lights, even motion sensor equipped bright lights.
Please keep main traffic arteries such as mtn hwy and lynn valley road for traffic flow for transit and emergency vehicles and put bike lanes in residential neighborhoods where slower traffic is desired. By having parking on one side of the street with bike route designations residential streets we can have safe cycling routes that families can use and not just hard core bike commuters. The 29th street bike lanes and lynn valley bike lanes could have been located on residential streets to encourage non cyclists to feel comfortable cycling on a street where traffic isn't going 60 km an hour. Most neighborhood streets would welcome cyclists.
Please remember that cycling is only ONE FORM of transportation and should not supercede concerns of other transportation users. Not everyone has the capability to cycle and let's not have an ableist mentality.
Possibility of cycling collision with other cyclists.
Properly separated and elevated bike lanes are needed. See Esplanade.
Protected bike lane as it's a major road
Put cyclists on less busy road, there should be other options. What has been done on lynn valley road in my view is absurd, could do things with out concrete barriers. Our family has observed vehicles hitting concrete barriers due to reduced vehicle width
Rarely see cyclists on Mountain Hwy - unless the bikes are on the back of a car heading closer to Mountain bike trails. Sometimes there is one on a bus. Steep hills on Mountain hwy - people will often take Arborlynn and up Hoskins - less hills, less traffic , closer to bike trails
Replace "Possibility of colliding with a moving vehicle" with "Possibility of being hit by a driver".



Riding down arborlynn is great but mountain highway is a no go for me. North van has mostly good cyclists who ride on the road not bike paths if they're slower.
road texture/contamination i.e. loose gravel/sand/trash/debris/fallen leaves/snow. incline and decline of paths, how easy is it to travel up hills. not concerned with delivery trucks and vans as they tend to be more careful signaling and paying attention to their surroundings.
School zone around Eastview, better parking for school, limited sidewalks, add more light crosswalks.
See previous comments.
Segregated bike lanes OUT SIDE of traffic are the only way to make all cyclists feel safe. If it is not separated by a curb or some other barrier, cyclists who are not as confident won't use the bike lane. It MUST be out of traffic. It's the safest.
Separated bike lane on curbside northbound lane please
SieSh trail bollard onto Lynnmouth from Silop trail path is too narrow, bollard could be back at the intersection with the trail and the landscaping is not level with the path, I am disabled cyclist and this has caused me to fall over into the gravel if I put my foot down to avoid the bollard ( path too narrow) and I miss the path and tip into landscape. Poor design.
Slow down the cars and buses
Some parts of cycling path disappears. Where are we supposed to go?
South of 29th feels very unsafe and exposed on a bicycle. Car speeds are very high and Henry above posted
Stop encouraging it!
Take the cyclists on a route OFF of Mountain Hwy
The concrete lane separators currently used on Lynn Valley road's newest bike lane seem dangerous. I like the bendable pilons installed in other sections as a good balance.
The cycling situation is dramatically worse coming up Mountain Highway compared to going down. To ride up from Arborlynn to Kirkstone is extremely dangerous.
The downhill run even during morning rush hour is absolutely no concern. The uphill ride should be done via Arborlynn / Hoskins. Absolutely NO need to change traffic pattern or major investments for road safety
The first questions should be: are you a regular cyclist along this corridor AND if cycle routes improve along this corridor would you cycle here.
The interruptions of bike lanes is unpleasant
The lack of bicycle lanes is extremely frustrating and dangerous, and I usually cycle on the sidewalk from Arborlynn to 20th Steet
The road is not wide enough to safely cycle as there are many cars parked along Arborlynn. Most cars are speeding, especially at the South end, as they are coming off the highway.
The road sensors for the cyclists don't seem to work at the lights at kirkstone and mountain highway. I've had to get off my bike and hit the pedestrian button to switch a light many times.
The street is so narrow and traffic flying by there. Hoskins hill off arbor lynn is so dangerous with cars. Let's think big and make it a one way street and give the lanes to bikes and parking. Nobody here needs to go up and down.
The transition from Arborlynn to mountain highway is not particularly well done, particularly since Arborlynn is the obvious alternative to cycling down Mountain Hwy which is frankly a dangerous if more direct route.
During school drop off and pick up hours, risks to cyclists are significant as the area around Eastview school gets heavily congested with cars.
There are alternatives to cycling on Mountain Highway. Put any bike lanes on those side streets, not on the main thoroughfare.

<p>there are much better/safer side roads for cycling than on Mtn Hiway. Cyclists should avoid mtn hiway. Cyclists don't use the designated cycling lane north of 27th. I was almost run down by a cyclist, whilst walking on the sidewalk there.</p>
<p>There are other ways to cycle up or down Mountain Hwy, the side streets that run parallel, ie: Arborlynn, Appin, Viewlynn</p>
<p>There is too much money being spent on bike lanes. We are catering to bikers far too much. The traffic light at Lynn Valley Rd and Allan is a waste.</p>
<p>There isn't a clear cycling route from the exit to the Number 1 to Lynn Valley Centre - is one to go up Mountain Highway? or Arborlynn? or some other way?</p>
<p>There needs to be safe and protected bike lanes in both directions connecting in the bike paths near the highway that connect to Sealynn and Brooksbank. Covered secure bike parking is needed at Lynn valley.</p>
<p>There should be a bike lane instead of parking lane. Residents can use their driveway or side streets if needing extra parking</p>
<p>These questions are trying to lead people to request bike lanes, that is not ok. Planners need to create surveys that are fair, .this one was made with the purpose already planned. That is not ok, a complaint will be filed.</p>
<p>This route should be discouraged. There are other options that should be given priority with significant less traffic</p>
<p>THis shouldn't be a bike primary route. The current traffic gets backed up to Kirkstone whenever there's highway issues (so, daily) and adding cyclists weaving in and out of slow moving cars is a recipe for disaster. Make Arborlynn and the side streets into a bike route (or something on the west side of Mountain Highway)</p>
<p>This stretch of Mountain Highway is not well used by bikes because of its steepness uphill nor will it likely ever be in my estimation. This coming from a bicycle enthusiast. If by 'cycling' you include electric bikes, they are slow moving motor cycles IMO.</p>
<p>Thsi collector road should nopt ever be used by bikes.</p>
<p>Uphill (northbound), it's the hill and proximity to traffic. Downhill (southbound) it's proximity to speeding traffic.</p>
<p>Use a true Vision zero approach, where you - the DNV, the engineers, and the Mayor and Council - accept responsibility for designing streets where one small mistake by anyone doesn't have massive consequences. If crashes, injuries or even fatalities occur - redesign that section of the street again &amp; again until there are zero injuries.</p>
<p>Prioritizing transit, and de prioritizing private car use - will reduce traffic volumes and ultimately make all road users safer.</p>
<p>Volume is often a concern when there is back up</p>
<p>Wayfinding signage to let people know how to get to local destinations by bike (Schools, shopping, rec centres, ...)</p>
<p>We see very few bicycles in the new lanes compared to the negative impact on traffic. Why not move cycles off main roads and away from busses.</p>
<p>We've sold our second car in favour of a e-cargo bike. Live in Lynn Valley, and now commute and transport both children to daycare/school via the bike. However, when trying to connect to down at lynnmoor and east past lynn creek is a struggle. I'll generally route myself and the kids through grand boulevard via the CNV</p>
<p>When doing construction please provide options for safe bicycle transit through construction zones. Often this aspect of construction (road and near roads) is overlooked.</p>
<p>Having a designated lane with a solid line is much safer than having the road be designated as multipurpose with bicycle image painted on the roadway. Motorists tend to either consciously or unconsciously abide</p>

by the solid white line in most cases.

Finally better awareness (I.e., signage - I don't think I've ever seen a sign posted to remind drivers to look before they open their car door onto a bike designated road) and/ or more room for parked cars to open doors cautiously especially on a decline where a cyclist could be going faster would make cycling safer.

Why are there no bike lanes on Mtn Hwy?

Why is this the first topic?

Will your survey address driving in LV and cyclists using a major road to ride on? How about creating bike lanes that are not on major routes therefore reducing the possibility of negative interactions.

Would be nice to have a map with the question

Would bever consider cycling mtn hwy way to busy and the lighting is horrible to see pedestrians.

You councilors are ██████ out of touch. ██████, most dont even use the ██████ bike lanes. 9/10 cyclists i see on 27th between lynn valley rd and mt hwy are in the middle of the ██████ road. You ██████ removed the street parking along there for this ██████ and those ██████ never even use their ██████ lanes. Now i have to drive around in circles after a long ██████ night shift to try to find a parking spot because you destroyed the city. ██████ progresssive mindset. Stop pandering to vocal minorities just to virtue signal and build the ██████ infrastructure needed for vehicle traffic that will be needed in the future, since you ██████ want to gentrify the area so much. Soon it will be all so full of ██████ who dont care about your green ██████ so they will all be driving and causing jams and you know very ██████ well they wont care about cyclists.

You should be decreasing the speed of car traffic outside of Eastview Elementary. Too many close calls of cars going very fast and running yellow and red lights at 18th and almost hitting kids!

Your first point should be "Possibility of a vehicle hitting me."

You're only prioritizing cycling! What about the people who drive to work and have seen an increase of traffic because the city keeps wanting to make more money off new buildings?!

*Did we miss anything when it comes to walking and rolling?*

"colliding with a moving vehicle" implies the pedestrian would be to blame
Again - True vision zero approach. where you - the DNV, the engineers, and the Mayor and Council - accept responsibility for designing streets where one small mistake by anyone doesn't have massive consequences. If crashes, injuries or even fatalities occur - redesign that section of the street again & again until there are zero injuries.
Add many more crossing opportunities, deprioritize private car use.
Already noted above
As mentioned before, I do not foresee any reduction in the number of heavy commercial vehicles on Mountain Highway and along Lynn Valley Road in the years to come--service, delivery, and garbage trucks associated with the movement of products to and from the retail outlets that are concentrated in the LV Town Centre. Maybe ten years from now, the number of heavy construction vehicles will begin to abate once the MURB's in the OCP have all been built out. In the meantime, removing lanes that would make it more difficult for these heavy vehicles to maneuver in our area might result in slowing them down so we locals end up breathing in their accumulated diesel fumes longer and in heavier concentrations. I would focus more on diverting cyclists to safer parallel side streets such as Viewlynn rather than trying to accommodate a bicycle path on Mountain Highway. As a former resident of East 29th Street, I remember filling in a survey before those bicycle paths were constructed. When I drive my EV along East 29th Street now after picking up a grandchild at daycare, I rarely see any bicycles on the steepest parts of that route.
At the moment since there are no bike lanes or safe ways for kids to bike/roll, they have to on the side walks which is tricky when there are pedestrians.
The intersection of MTN hwy and Kirkstone is not safe for kids to cross at as there are blind spots for motorists turning left and right.
Be creative. Perhaps Mtn Hwy isn't the best choice of bike routes? Consider Arborlynn/Hoskins or 16th, or 20th, use existing paths, avoiding busy streets, ride through our calm residential areas. We have so many options. Think of the fiasco of the 29th bike route when they could've used the pathway (along the hwy fence) to 25th which has no hills and is family friendly. Be creative, and don't listen to the squeaky wheels like HUB.
Being a pedestrian is fine except for the current work being undertaken which spills on to the sidewalk
bicycles on the sidewalk.
Bicycles should not be on the sidewalks so collision should not be an issue
Cars drive way too fast along mountain highway (sometimes in excess of 70kmh). This is not safe in a school zone. Adding a 30kmh zone close to eastview school will bring it line with other schools where major roads have a speed limit, such as Boundary School and William Road.
Consider Eastview school block to be 30km school zone to slow down speeders?
Construction road signs are often blocking sidewalks going north bound. Some days are better than others. Even though the sidewalk closes before 20th there are still homes people might need to get. From 16th Street onward the road signs for lane narrowing and construction are in the middle of the sidewalk. Needs to be better than that.
drainage problems like sunken paths that just collect water, people not shoveling sidewalks/driveways, light and shade during hot days, waiting for busses, walking up hills, and just standing in full sun can be nasty if you are forced to do it in hot sunny weather.

Fix sidewalks on both sides of the road. No concerns with traffic as majority of people are moving north and south
For instance, there is a pedestrian crossing at 15th but one at 16th would make much more sense. 16th turns to Rufus and is a through road to Kirkstone, and also to Eastview Elementary. Also many children take Rufus to Sutherland.
For the most part, the sidewalks are on excellent condition, as is the lighting conditions. There is controlled crosswalks at appropriate locations, also improving road safety.
Garbage day concerns and space on the sidewalks
Going up and down hills aside, I'm worried about accessibility for everyone on the sidewalks. It would be a luxury to safely pass someone, but as it is, it isn't always easy/safe to push a stroller or navigate a wheelchair, with poles, curves in the sidewalk or actual up/downs at intersections. The gradient of the actual road just adds to the challenge if you have a chair and a pet/child or are not the strongest of able-bodied individuals. With the elementary school and seniors' complex between 16th and 20th, we should be encouraging rather than discouraging easy access to this major public walk/roll/ride/drive way. Thanks!
Great, complete sidewalks with retail and residential would make this street beautiful. Cafes to stop at, lots of people walking the streets, trees, hard scape and hood lighting. This street could be a very unique space despite its slope.
Have more sidewalks!!
Honestly it's not bad compared to Dollarton. Please fix Dollarton first.
I
I am VERY concerned with the safety of walking on mountain highway, the speed of traffic is way too fast, the sidewalks on the East side are too narrow and close to the traffic whizzing by that it actually pushes you with the air from the vehicles (trucks and buses are very scary) I am very afraid a child walking to school will be killed before a change is made! Cross walks are not even safe as people are driving too fast to stop at the yellow / red lights sometimes. I live on Mountain highway and walk my children to school daily and it is scary what drivers are doing.
I avoid this route by foot as it is unpleasant.
I do hope you consider bikes and pedestrians use an upgraded wide sidewalk. There amount of vehicle traffic around the mall requires two lanes given turning traffic.
I do t be, I Eve walking and "rolling" ought to take place in the same spaces nor do I think "rolling" can ever be safe along Mountain Highway
I feel like walking on the east side of Mountain Hwy is very dangerous especially on garbage day. It's nearly impossible if you are pushing a stroller and my dog has almost been hit because the sidewalk is so narrow.
i find adequate crossings at the lights at arborlyn, the crosswalk at 15th and 18th and the light at 25th, 27th, ross rd and lynn valley road.
I have commuted home on foot along Mountain Highway in the fall, in the dark and rain, and I found it very unsafe-feeling coming up to side-street intersections, where I had to turn around and scan all traffic to see if anyone was going to suddenly be turning onto the street I was trying to cross -- the side street crossings were just too dark. I had a bright Lezyne bike light as my walking flashlight, and that's the only thing that helped me have any confidence in being seen by traffic. In general, the street crossings are too dark -- even the well-marked crosswalks -- when it is dark and rainy out, and a lot of regular people are wearing dark clothing because they are on their way to work and/or the bus, and they're not wearing special bright walking clothes (just regular clothes!).
I also walked the entire length of both sides of Mountain Highway, as much as I could with the construction, this week ahead of filling out this survey. I started on the east side of Mountain Highway at Lynn Valley Road

and walked downhill (south) facing traffic to Arborlynn, and back up (north) on the west side. Some specific notes, following that clockwise path:

- 1) The alleyway beside the Waves Coffee is often flooded when it rains. It means I sometimes walk out into the traffic lane to cross, or have to go further in the alley, where I feel hidden from traffic (if there was someone turning in.) Please fix this drainage issue.
- 2) The sidewalk disappears after Waves Coffee to Ross Road. I'm not sure if the business plaza is the sidewalk or not, but when I walk in a direct path where it looks like the sidewalk should be, I often have parked cars almost back into me, or street traffic pull right in front of me cutting me off. I don't know where to walk around the Waves/Lynn Valley Bikes plaza.
- 3) The pedestrian light at Ross Road didn't seem to respond and give a walk signal during a long green traffic signal. This is in contrast to the new intersection at 24th, which I arrived at well into the green signal, which gave me a walk signal after I pushed the button. Please have someone compare the programming at these intersections -- I don't believe it is the same. (Kirkstone also seems to have the poor-pedestrian performance signal that Ross Road does. I had different experiences at 27th with the pedestrian-controlled signals on different sides of the street -- so I don't know if it was just my timing, or what).
- 4) The sidewalk disappears after the Pizza Hut. There is a small non-accessible shoulder to 29th, after that, I'm walking in the bike lane on the street. Not cool. After that, all the way to 27th, there is a small shoulder with curb impediments, which is a little hard to navigate in the dark or with kids, or with your cane or walker. A sidewalk re-appears just before 27th, and it looks a little sad and patchy.
- 5) Right before 2060 Mountain Highway, there is a wood pole almost in the middle of the sidewalk, rendering it fairly inaccessible for some who might be rolling there.
- 6) I had an unsafe experience just south of 15th Street, where the road travels lanes seem a bit narrow, and the sidewalk, which is directly adjacent to the right lane without a buffer, is also narrow and constrained on the other side by fencing: A man was walking two dogs uphill as I tried to walk downhill. I was on the outside of the sidewalk, facing traffic. It was a tight pass, and one of his large dogs nudged me into the road. I got back on the sidewalk, and soon after speeding traffic was coming up the lane where my one foot had just been. Sidewalks with no buffer to the road are super scary when there is fast traffic, and big traffic like buses that take up entire lane widths, especially places like this, at the top of a hill and the top of a corner -- and where the sidewalk has a "hard edge" on the safe side. Please fix this block. A few blocks to the north (17th?) it seems like the lanes get wider? Hard to tell because of the closure of the right lane due to construction.
- 7) A bit further down, between 15th and 14th, where the sidewalk is still very narrow and has a fence immediately on the residential side, there was a Lime bike parked. This is not accessible -- the sidewalk is way too narrow to be used for bike share parking here.
- 8) Just downhill from 14th there is a wooden pole in the sidewalk -- there is a sort-of-fix with two little concrete pads poured to "detour" walkers or rollers around it, but it's a bit weak honestly. Please get BC Hydro to move this pole out of the narrow sidewalk.
- 7) At Arborlynn, the street crossing is weird -- I can cross out to a triangular median, and then what? Nothing - - there is nowhere to go from it. There is no pedestrian crossing to the sidewalk on the east side of Arborlynn -

- it's just sort of wait and run across the right lane when you can. This is less safe to do in the dark.

8) Walking uphill on Mountain Highway from Arborlynn (facing traffic) is pleasant for the first stretch because there is a wide grass boulevard buffer separating the sidewalk from the road. A bit further up, the buffer disappears and the condition of the sidewalk deteriorates. The sidewalk also gets narrow behind the yellow jersey barriers at the big corner curve. Further up, the buffer re-appears for most of the blocks -- this makes walking on this sidewalk pleasant and bearable beside such a busy road.

9) For whatever reason, I find crossing unlit/unsigalled side streets on the west side more treacherous than on the east side. Is there more traffic coming up Mountain Highway and turning left onto these streets than there is traffic coming from Lynn Valley Centre and turning left onto streets on the east side? There must be a volume difference somehow. Anyhow, my general comment about being concerned about drivers turning left into me across side streets along Mountain Highway applies mainly to the west side.

10) I'm not sure the flashing crosswalk at 15th is sufficient. I crossed it fine in daylight, but I always feel traffic doesn't want to stop here, and I feel like some people will miss the light, or not see me and ignore it. I like the light-signal crossing at 18th much better -- there is a solid red, I can see everyone stop and I don't feel rushed to start crossing, or unsure about who is going to obey the traffic signal.

11) As I mentioned earlier, the pedestrian signal at Kirkstone is problematic (as at Ross Road); where you get to the signal and push it while there is green light traffic along Mountain Highway for quite a while, and you are stuck waiting for an entire light cycle before you get the walk signal. In contrast, the intersection at 24th seemed to give me the walk signal even though I pushed the button after green-light traffic had started along Mountain Highway.

12) It is hard to see traffic pulling out of Barlynn -- and hard for them to see pedestrians -- as the shrubbery here is thick and tall, and right at the sidewalk line. Could the sight-lines be improved here for safety?

13) The intersection with Conifer lane has a lot of mall traffic, and will have even more traffic with the cannabis store opening, and yet this uncontrolled crossing doesn't even have a street light. Could pedestrian safety please be improved here? There is a lot of traffic turning left off of Mountain Highway onto Conifer.

14) Finally, at the SW corner of Mountain Highway and Lynn Valley Road, if this is still in scope, I almost got hit when stepping out into the striped crosswalk that leads to the median with the crossing signal buttons. This is the corner with the library building, which unfortunately creates a visual barrier to right-turners coming off Lynn Valley Road onto Mountain Highway. It doesn't help that speeds tend to be high in this area. I find this slip-lane to be a problem a lot, and I'm sure a lot of other pedestrians have frustrating encounters at this particular corner.

I live on Ross rd and the intersection at Ross and mountain hwy is extremely dangerous. I, my mom, daughter, husband, and dog have been almost hit by vehicles crossing here by the library square countless times. I used to walk here daily, now I choose to drive more because I do not feel safe on foot. This goes for most parts of Lynn valley now. We have an extreme problem with pedestrian safety in the Lynn valley community. Ross road is also very dangerous to walk now and the four way stop sign at Allen road and Ross road should never have been taken away. This is an elementary school crossing to get to Ross Raid elementary school at the top of Allen road and children are being put in danger here. There should also be a 30 km zone on Ross road between Allen Road and Bushnell road for the Elementary school. Why is there a 30 km school zone on Hoskins road for the school, where there is only one crossing two blocks away from the school, but there is

not one on Ross road where there are two school crosswalks (one with no light or stop sign and one with no stop sign and just a flashing sign) and it is only a block away from the school. And now with the widened road where the bridge work was done drivers are speeding worse than ever. Drivers are always in a rush and pay little to no attention to pedestrians. Especially when driving their kids to and from schools on weekdays, therefore, the areas around the elementary schools (Eastview/Lynn valley/Ross road) need extra traffic safety calming measures more than anywhere else. Children are the most important, they must be treated as such. Shame on this district and council for not doing everything to keep children safe. We have been fighting for road safety for Ross Road elementary for decades and nothing has ever been done. The most traffic accidents on Ross Road happen between Allen rd and bushnell rd because of the dip at Allen then small hill where drivers notoriously speed and the is hindered visibility up in the hill. Area residents have lost many pets and wildlife to being hit by vehicles here, as well. Thankfully no children yet.

I often walk this neighborhood, sidewalk is wide enough and generally in good condition. However, there are not many safe places to cross Arborlynn and cars are speeding, even though there is a park in the middle.

I ride down arborlynn not mountain highway. Because i live on Kilkenny road and am close. Mountain highway could be much more used by pedestrians and cyclists! Could be great.

I see frequent conflicts between vehicle drivers driving south on Mountain Highway and turning right, and pedestrians crossing mountain highway from northwest to southwest corner. The oblique angle of the intersection makes pedestrians hard to see, and drivers often turn right toward pedestrians who are crossing. This needs to be addressed.

I walk my dogs all around Lynn Valley and have never had any issues with crossing streets or getting around.

I walk this distance all the time with a stroller and toddler. There are no safety concerns. Try maintaining the "gardening" and adding proper bus stops with awnings. That's the only thing needed.

I'd like to see something like the Willingdon linear park.

If cyclists obeyed the speed limits and didn't ride like they owned the road we would all be fine.

If the RCMP won't enforce speed limits here, the district should install automated speed cameras.

I'm a very experienced rider but I avoid riding on the Mountain Hwy roadway wherever possible and ride on the sidewalk in the uphill direction. In the downhill direction I will try to exit to a side street (eg 1th Street) but doing that without dismounting is tricky. Cars coming around the bend at that location uphill can be accelerating as they have the power. Speeds should be reduced in these areas.

Improve streetlighting by converting high pressure sodium lights (yellow) with LED lights (4000 - 5000k) to improve the contrasts of pedestrians.

In general, the sidewalks south of 27th are too narrow and it is uncomfortable to walk right beside a busy roadway. However, it is noted that due to the limited density south of 27th that there is less pedestrian traffic in those sections except for morning school traffic (it is noticeable that a good number of children walk / bike to school).

Incomplete sidewalks on East side on mountain Hwy before the pizza hut plaza and in front of church across from esso

Inconsistent width of sidewalks, inconsistent condition of sidewalks. It has been improving over the years. And that has been much appreciated.

install sidewalk on mountain hwy south of Ross road, there is no sidewalk on the east side, so people walk in the bike lane on the road

Intersections are very dangerous on mountain highway and people are driving too fast and get frustrated waiting in traffic so turn off onto side streets to get out of the traffic often without minding pedestrians because they're angry or in a rush.

Intersections should be made safer by prioritizing pedestrians without stopping cycling traffic. Cyclists will run reds at intersections and cause accidents with pedestrians.



<p>It is not heavily traveled why is the District looking to make the very same mistakes down Mountain Hwy ad you make on Lynn Valley road. Those engineers installed death trap for road narrowing obstacles</p>
<p>It's not all wheelchair or stroller accessible on all sidewalks.</p>
<p>I have to go into an intersection with my baby in a stroller to go up the ramp to the sidewalk. It is not safe.</p>
<p>Road visibility because of the hills makes it unsafe for many folks.</p>
<p>It's weird how there's no sidewalk on the east side south of Ross Road. It's annoying to try and walk there as you're in the narrow 'cycling' lane. There's not a lot of opportunities for people to cross, and I see people running across in the areas between cross streets almost daily. It seems like it's generally transit users after exiting a bus, north of 24th, near St Stephens, or near Barlynn Crescent.</p>
<p>Keep in mind people don't do much walking on. Mountain Hwy due to the steep hill. It's not practical to do so. Lynn Valley is more suitable for walking as it is flat.</p>
<p>Lack of school zone and crossing guards. The construction project has only worsened already terrible conditions. Nowhere to park/wait for kids after school</p>
<p>Make sure e-bikes and bikers follow road rules , speed limits and traffic signs , a lot of bikers are very reckless and think they own the road and sidewalks</p>
<p>Many cars turn right without waiting for pedestrians to cross first at the Lynn Valley Road and Mountain Hwy intersection. Particularly southbound traffic on Mountain Hwy that turn right onto Lynn Valley Road. I have found this hazardous esp with young children.</p>
<p>Many children walk along Mountain Hwy from Eastview Elementary. Crossing at Mountain Hwy and Kirkstone is dangerous. Also the crossing at 18th by the school is dangerous. There is no school speed zone there.</p>
<p>Many children walk the road to school. The side walks are very narrow and some cars drive too fast. We need to keep walkers especially children safe.</p>
<p>markings on roads (especially roiad crossings) are often hard to see at night and inclement weather; I feel completely safe on sidewalks though.</p>
<p>As a motorist I have had an uncomfortably close call in the northbound right turn lane from Lynn Valley Road to Mountain Highway next to the library with a pedestrian with her head down on her phone. I stopped to let her pass (she was close to the curb) but she then stopped for about 10-15 seconds said to myself "OK she clearly has no intent to cross" and only after I then started my turn did she &gt;&gt;&gt;RUN&lt;&lt;&lt; into the crosswalk. AT NO TIME (emphasis intended) did she look up from her phone even to look left or right and fortunately I have both good reflexes and brakes or we would have had impact or worse. She was COMPLETELY oblivious to her personal safety and I felt then and still do that regardless of what ICBC might have said, she would have been to blame. I'm a careful driver but am not at all convinced all pedestrians are at all careful.</p>
<p>Mid block crosswalks work. If cars can not be trusted to stop raise them and put flashers on them.</p>
<p>More crosswalks please</p>
<p>Mountain highway is way too steep!</p>
<p>My responses relate strictly to walking. I think rolling should be a separate section.</p>
<p>No one walks up Mountain Highway from Arborlynn as it's far too steep, so this is kind of a silly question. As with cycling, I am going to take a quieter route walking down and, if I want a work out, I will take Arborlynn and then the Hastings Creek trail going up.</p>
<p>No sidewalk on hoskins road between Wembley and Torquay. Kids walk on road to/from school with speeding moms and dads getting kids to Ross Road</p>
<p>Not many cars pay attention on the lights (crossing) at 15th on mountain highway especially when kids are crossing.</p>

The sidewalks for pedestrians are too narrow.
On side walks, there should be buffers between the edge of the roadway and the sidewalk, such as a strip of grass.
People don't respect the 4 way stop at fromme and 29th. So dangerous!!
Please address the pedestrian walk signal buttons as they do not currently work for pedestrians, particularly at the Mtn Hwy / Kirkstone Rd. Intersection. They favor vehicle traffic over the safety of pedestrians. They are not consistent. If you miss pressing the walk button by even one second you must wait an entire light cycle to cross the street, despite ample time to cross, but sometimes it turns to a walk signal completely inexplicably mid-light cycles confusing both pedestrians and vehicles. As a walker who uses these lights every day with school children, I can't even keep track of the near vehicle-pedestrian hits each year because of the flawed engineering. Pedestrians (who are in the elements and the ones at safety risk) should always be favored over vehicle traffic as is the case in most other major cities.
Please consider who uses the side of the road more: those on wheels or those on foot. And consider that all wheeled vehicles are not Nikes. E-scooters are more of a menace than cyclists to pedestrians. Also where is the voice for those people with disabilities?
Please enforce cyclists & rollers speeds. They go down Mountain Highway too fast.
Please improve the safety for pedestrians at the intersection of Mountain Hwy and Lynn Valley Road. Car users do not look when turning right when there is a walk signal. I have been almost hit numerous times. Also please add a sidewalk on Mountain Hwy next to Pizza Hut.
Please separate pedestrians and cyclists. Pedestrians walk on both sides of multiuse paths and it is very difficult to navigate around them while biking with passing at a snails pace. There is no logical reason to mix the two modes together. Even if space is limited painting three narrow lanes (two way biking and one for peds) is better than no lines. The seawall near Granville Island is a good example of this where the path is narrow but the painted lines keeps everyone in the right lane and works well for all modes.
Replace "Possibility of colliding with a vehicle" with "Possibility of being hit by a driver".
Rolling is a newer form of transportation that we need to observe closely. I think pedestrian/roller collisions could be a problem when they share the same paths. They may not, so I would suggest a reactive rather than proactive approach, although signage warning rollers to cede to pedestrians wouldn't hurt.
Safer to j walk across Mtn Hwy ~ between 29th and Pizza Hut instead of using cross walks.
School zone for Eastview at 18.
School Zone speeds need to be implemented around Eastview Elementary School
See above!
See my previous comments. In addition the walking paths are deteriorating and dangerous. There is overgrowth constantly impeding the path. The cars whip past close to the curb, where we are walking our children daily. Kids that walk to Eastview Elementary are exposed to these safety concerns. In general, we would like to see improved pedestrian and cycling paths, wider sidewalks, coupled with bus stops. As well cars looking to take right turns wither on or off Mountain Highway tend to "creep" into the pedestrian walking path.
See previous comments about slow 30km/hr school zone at certain times. Also there should be a sidewalk down 18th east of mountain hwy.
Separate cars from bikes and bikes from people.
Sidewalk on east side north of 20th very poor
Sidewalks are narrow and so is Mountain Highway itself at points. Plus people usually exceed the speed limit along Mountain Highway meaning the risk of collision even at marked crosswalks is high. A kid who strays from the sidewalk or falls from a bike or scooter risks being hit by a fast moving car as would a cyclist who swerves around an obstacle or car door.

<p>The volume of traffic is also problematic as density increases meaning car access to join Mountain Highway from driveways is difficult, leading driver to take chances more likely to cause collisions.</p>
<p>Sidewalks are very very narrow hard to navigate if you have a stroller or a child on a scooter or bike. Not great for wheelchair users or those with mobility aids</p>
<p>sidewalks could use some repair and upgrades, but for sure no need for a project with big changes. Don't waste taxpayers' money. So many more roads could use and need improvements</p>
<p>So many cars drives by so fast when we're walking on Mountain hwy. it's never not scary.</p>
<p>Some areas have no sidewalk so that is an issue, put bikes elsewhere</p>
<p>Some bus stops have wait areas way too close to the road. Particularly on the east side. Doesn't feel safe to have a group of people all standing so close to cars moving at 60+ km/hr just a few feet away.</p>
<p>some sidewalks require repair or replacement. Overall a safe place to walk</p>
<p>Speed of cars during drop off and pick up times and the dozens of children crossing outside Eastview</p>
<p>speed of traffic occurs mainly after dark - too much vehicle volume during the day - if not at a light it is hard to turn onto Mtn Hwy without waiting - especially during rush hour</p>
<p>Speeding vehicles during morning rush hours coming up Mountain Hwy is a concern</p>
<p>The 30km/hr should extend to include the trailhead to bridgeman park</p>
<p>The cars in arborlynn drive they speed with no concerns for pedestrians! This is a residential area lower speed should be enforced!</p>
<p>The continuity of sidewalks is a really big challenge in this area.</p>
<p>The existing sidewalks are an old patchwork of incomplete and deteriorating concrete the need to be completed and renewed.</p>
<p>The need for a school zone at Eastview and the ability to safely manage traffic for drop-off and pick-up of students</p>
<p>The new hi rise is going in on Mountain Highway with traffic flow crossing the street limited lighting limited stop signals invisibility around the corners</p>
<p>The s curve is scary to walk along - not enough safe crossing locations in the lower sections.</p>
<p>The same goes for walking - this is a very busy street, on a very steep hill. This is not a good place for walking. The distances between points of interest (Lynn Valley Centre and Lynn Creek) are too large - with nothing other than residential housing in between.</p>
<p>The section on the East side of Mountain View where there is no sidewalk needs to be addressed.</p>
<p>The sidewalk on the eastern side of Mtn Hwy is too narrow and too close to vehicle traffic heading north.</p>
<p>The sidewalks along most of mtn highway are very unfriendly for walking as most sidewalks are immediately next to vehicle lanes without a buffer. It makes walking (especially on rainy days) an absolute scary nightmare. I avoid walking on mountain highway and would rather drive my car.</p>
<p>The traffic speed along mountain hwy is extremely concerning.</p>
<p>The traffic speeds of cars at the 18th intersection by Eastview elementary school is very fast for a school intersection and makes rolling, walking and crossing a concern. There is no buffer between the cars and the sidewalk and I've seen kids who are just waiting at the crosswalk coming very close to the vehicles. Also, on 18th there aren't any sidewalks for kids to use walking to and from school. There also is not a proper crosswalk to walk across 18th to get to the crosswalk across mountain highway.</p>
<p>The walk signal pedestrian controls (crossing button) at Kirkstone and Mountain Highway are ill-timed to be the point of being extremely dangerous. They're confusing for school children and drivers alike. These signals should not be pedestrian activated.</p>

<p>There are a few cross walks that cars often don't notice pedestrians crossing at and having a flashing cross walk light would be very useful.</p>
<p>There are sections where the telephone poles are in the side walk. When running by people at bus stops this can be very congested. Wider sections at bus stops and moving poles would be very beneficial.</p>
<p>There is little to no traffic noise mitigation for people walking and rolling beside Mountain Hwy. It is very loud and unpleasant, and as a pedestrian I often try to find alternate routes that are longer but more comfortable through neighbourhoods. During rush hour, the air quality is also affected.</p>
<p>There is no gap between the sidewalk and the road. Cars come very close to you when walking, and there is a huge risk for small children slipping off the sidewalk onto the road.</p>
<p>There needs to be a grass verge between the road and the sidewalk</p>
<p>This is a HUGE concern in the area. I will not let my young elementary school aged kids walk on the east side of mountain highway, the sidewalk is narrow and right beside traffic going over the speed limit. The crossing at East 20th is terrible! Poor visibility crossing east to west, cars running lights in a hurry, cars turning left and right without regard for pedestrians, truck and bus traffic going way too fast by Eastview.</p>
<p>This is a prime walking tour for children to Eastview, Ross Rd and Lynn Valley elementary schools , as well as for teens going to either Sutherland or Argyle Secondary. The sidewalks are too narrow and in horrid shape, There are no Bus stops with cover or seating ( they get drenched waiting in bad weather)</p>
<p>Too many cars and car speed too fast makes me think twice before walking. School walking route for 5 schools</p>
<p>Traffic is horrible heading south during peek hours. There are never any traffic issues going up. Make mountain highway like Lion's gate bridge with one lane used by heavier flow.</p>
<p>Cars go also way too fast when they come off highway.</p>
<p>Traffic Lights on Conifer Street and Mountain Highway are a good idea.</p>
<p>Transit shelters and poles in the sidewalks make it impossible for pedestrians and cyclists to "share" the sidewalk, but cycling uphill around the S-bend is unsafe because of sight lines and speed differential between motor vehicle traffic and cyclists. The sidewalks are very narrow and frequently obstructed. This is not a problem for walking, it's a problem if cyclists are relegated to whatever miniscule portion of the sidewalks any particular pedestrian might volunteer to "share".</p>
<p>Vehicles speed constantly, very dangerous to cross mountain highway. Extremely dangerous considering the number of children that need to cross to Eastview elementary.</p>
<p>Walking on the East side of Mountain Hwy between 27th and Ross Road is really bad and impossible with a stroller. The bike lane doesn't get enough use to sacrifice a safe pedestrian walkway.</p>
<p>We have other bike lanes that we can take in Lynn Valley. We don't need another</p>
<p>We need better side walks in the district. Especially on major roads like mountain hwy or near schools or popular areas.</p>
<p>What is the definition of rolling? I gather it's not the same as cycling? Does it refer to roller blading? Walking with baby strollers? Using non-powered mobility aides such as walkers? Using powered mobility aides such as scooters? Something else? There's a big gap between walking with a baby stroller and using a large powered scooter, so the concerns and infrastructure needs also vary.</p>
<p>When walking along mtn hiway; separation from traffic is an issue as many large trucks &amp; buses speeding along the road.</p>
<p>Yes,you missed the [REDACTED] common sense. Look at the feedback you get. People are NOT happy with the way youre destroying the flow of streets. Get that through your [REDACTED] skull. Mike Little was right about cyclists, amd you [REDACTED] shunned him.</p>
<p>You walk down both sides at night, with kids, and tell me what your priorities are.</p>

*Did we miss anything when it comes to travelling in a vehicle or driving?*

1) keep the lane going up for slow moving vehicles
2) The helterkelter placement of traffic control lanes between 25th and 27th--particularly the narrowing to just one lane just north of 25th in front of St. Stevens.
2 lanes going down mountain highway is needed
Area around Eastview school should be school zone during pickup and dropoff times with overhead flashing lights to warn drivers.
As per previous comment the s-curve just north of Arborlynn is so dangerous because cars are going so fast and it is too easy to cut the corner. I've had a car coming down Mountain Hwy fully cross the yellow line as I was coming up. I had to swerve into the other lane to avoid a head on collision.
As the main road to the freeway, traffic is an issue at peak times. People don't cycle that road anyways so please don't add yet another useless, unused bike lane. Any changes made to this area will cause considerable disruption to a major roadway. I do t even see there's a need for change at all.
At the very end of mountain Highway, right at the Arborlynn intersection you need to add a second lane. That whole intersection is chaos with people trying to turn left on to mountain Highway and getting stuck behind people waiting in the left hand. Turn lane when there is a clear opening for them to continue on to brooksbank, or head on to the freeway heading northbound.
Big trucks should be restricted on Mountain Hwy
Bottlenecks for cars getting hwy 1
Cars travel too fast going up mountain highway.
Concerned about the long traffic delays when you just need to go to the other side of MOUNTAIN Hwy. there is no way to buy pass the line of cars waiting for the highway access
Congestion driving south at peak times. Need second lane possibly going south.
Congestion is a major problem along Mountain Highway which can back up all the way up to 24th St if there's a problem merging onto Hwy 1 at Keith. A 5 minute drive to Seylynn area at those times can take over 45 minutes.
Congestion is also a problem around Eastview school at puck up and drop off times.
Finally, there is no apparent infrastructure to accommodate increased traffic due to densification e.g. at Emery Place where over 400 homes are about to be occupied, all sharing one entrance/exit to Mountain Highway.
Delivery vehicles are the worst traffic, pedestrian and cyclist hazards. Canada Post and landscaper trucks are big offenders. They take the end corner locations ( not leagally parked) and make the intersection unsafe. The cross walk at LV Rd and Mnt Hwy - crossing from gas station to library is the worst. Southbound cars cut you off or don't stop.
Density is a huge issue. Lynn Valley has grown so much in the last 50 years (I grew up in Lynn Valley, my Mom was also born and raised in Lynn Valley) and the streets and sidewalks have not kept up with the growth in the area.
Drivers stunting at night, who excessively exceed the speed limit.
Driving next to cyclists are very scary.
Also when we go out of parked car on Mountain hwy with my kids is very very very scary.
Eastview elementary school access improvements
Everyone speeds on mountain highway or they are stuck in traffic. One of the other

Getting stuck behind a bus at his stop because the stop isn't recessed is a big nuisance . Traffic on Mountain Hwy gets backed up because of issues with bridges . The updates to the Mountain Hwy exit haven't alleviated many problems. We need a 3rd crossing!
Hard to report on this because Mountain Highway is such a mess with detours and construction at the moment. Hard to remember the last time it flowed "normally"
Horrible traffic jams if bridge is backed up, very dangerous cross walks that drivers don't notice
I don't believe we should have any parking on Mountain Hwy, It's hazardous and impedes traffic flow.
I don't like the merge into one lane near Lynn valley. It would be better as one lane only the entire length.
I don't think vehicle parking should be permitted on Mtn Hwy, traveling north in particular.
I drive this road all the time. Except for the obvious problem of construction at Kirkstone - which I assume will go away eventually - I have not noticed traffic problems. It is a main entry route for cars into Lynn Valley.
I feel there should not be any parking or stopping a long mountain highway
I have had numerous close calls and several collisions as a cyclist on this stretch of road. Cyclists should have raised, protected bike lanes and should be a priority over vehicular transportation.
I have seen delivery vans come to full stops in no parking areas on mountain highway around blind corners it's super dangerous
I have to drive down mountain highway during the morning commute and it is very stressful and busy with all the children exiting vehicles and walking to Eastview.
I just wanted to point out how important it is to keep the flow of traffic moving along this busy corridor and to not increase congestion on our already very busy streets.
I know they get a 'discount' on house prices, living on such a busy road, but it must be unwieldy trying to get those homeowners' deliveries, let alone moving vans and the like to park and do their business through much of the day. Parked cars definitely add to the danger for cyclists who need to pass in front of fast-moving cars, trucks, buses...
And I'm always fearful of being on the road, even in a bike lane, since cars don't seem to notice my lights, reflectors, high-viz vest, helmet light...as I go straight through an intersection with traffic and they want to turn right into my path--or maybe into ME--since they are only looking for CARS and not little cyclists. This fear was confirmed this winter with news of a fatal incident involving a now-deceased cyclist and uninjured truck on Lonsdale...
I live on mountain highway on the west side just above arbourlynn. Traffic comes down the hill very fast , many drivers and cyclists are taken by surprise when there is a line up at the light and they come around the corner Going faster than the recommended speed (40km/h) let alone the speed limit ,50km/h Also many drivers are in a rush going up Mtn hwy it's a drag race from the lights at arbourlynn many vehicles travelling 70-80km/h when they reach the "curve"
I Park on Lynn Valley road as a renter, it's been hit 3 times by cars driving by. Even though the road is wide enough for a parked car, this is very concerning for me as I have nowhere else to park.
I'm not very concerned about hitting cyclists on Mountain Hwy because nobody ever cycles there. Likewise about pedestrians, nobody just walks on the road on Mountain Hwy.
I'm very concerned about the speed of bikes going down mountain highway and recently saw an accident at arborlynn. Where a biker was very injured. I think there needs to be a separate trail or path for bikers going down to separate them from traffic
Installing time restricted on-street parking during peak hours in the morning and evenings. Allow on-street parking during non-peak hours.
Is it necessary to have on-street parking? Most, if not all, homes have substantial driveways, and people can always park on the side streets if street parking is needed. I agree with the need for loading/unloading areas for moving, or large deliveries.

Is it possible to have two lanes going South on Mountain Highway? I have been stuck in the lane with all of the folks turning east onto the highway when I was trying to go straight over the overpass to get to Park and Tilford. I have never been in a traffic jam heading north up Mtn.Highway.
It feels that drivers exceed the speed limit when ever I drive here. There would have to be best design practices implemented along this route that would make drivers slow down. If you make people feel they are going to scratch their car they usually slow down.
Just say no to long term parking in this case.
Keep the speed limit down. Redo the white lines and yellow lines as drivers go over the line especially around the corners.. The lines are not very well maintained on Mountain Hwy so are not very visible especially on a dark rainy night.
Left turns should be prohibited from 18th Northbound, leaving Eastview School between the hours of 8 and 9 AM and 2 and 3 PM Monday to Friday
Left turns. If the road is restricted to single lane then left turns become a major issue.
Let's not make cars the villains here. We need them to provide goods and services. We also need to be able to evacuate a large population through this corridor. Please, please no traffic calming!!
Lighting needs to be improved
Loading areas should be off street. Were several businesses have limited parking, deliveries should be on off hours. Most zoning bylaws would state no off site unloading, its required on site
Local traffic snarled up in highway bound traffic. Lack of drop off - pick up area for library and malls.
Look to eliminate vehicle traffic flow obstacles
Main concern is the traffic back ups that can build at points in the day. Not sure this can be addressed on Mnt. Hwy. though but if it can it would be great!
Make two southbound lanes. As a North shore resident, i am sick and tired of having to wait for the out of town [redacted] trying to cross the bridge, when all i want is to go to [redacted] park and tilford. Also, im [redacted] tired of the [redacted] who go northbound uphill at 30km/h on a clear sunny day. They might as well be [redacted] cyclists hogging the lane at that point.
MH is frequently backed up from highway 1. It doesn't seem that this could ever be resolved, so we need to optimize the flow of buses down mountain highway and onwards.
Mid block crosswalks make it easier to see pedestrians, avoiding right turn collisions.
Mountain Highway is a major arterial route, essential for car commuters to/from Lynn Valley, and so vehicular traffic should be prioritized accordingly.
Mountain highway should have an alternating lane or shift to 2 lanes southbound. The gridlock is already brutal and many more high density buildings will become available. Something needs to be done sooner than later.
Mountain Hwy is a very easy and nice road to travel on, with bicycle or vehicle. Concerning is the speed of some vehicles racing uphill, most of the time of non residents, visible on bicycles attached to their vehicle for mountain biking or trades people in a rush to their job site. It's for sure time to implement speed checks especially in the morning and rush hour afternoon.
Need to expand width Mountain Highway if plan to have bike lane. But that is very expensive. May need to buy private properties?
Need two lanes northbound until at least 20th
New interchange has resulted in very heavy traffic on Mountain Highway, and associated higher traffic speeds on nearby streets (like E 16th). Promoting better traffic flow on Mountain Highway will create safer conditions on connecting streets.
No need for two travel lanes northbound. Get rid of one. No need for on-street parking.
Of course the bridge traffic is horrible when it backs up Mountain Highway. The worst is if one doesn't even want onto the highway and can't avoid the congestion.

Paid parking please. No free parking.
Painting of road lines in this stretch is intermittent at best especially after completion of roadwork
Parking on Mountain Highway northbound is problematic for traffic flow and safety. Also, a turning light at Kirkstone would help with traffic congestion and minimize the potential for accidents.
People drive too fast.
People get off the highway at Lynn valley, take kirkstone to mountain highway and get back on at the bottom of the cut. I live on 16th and mountain highway and many days if the week, I cannot go down to park and Tilford unless I want to spend 30 minutes in traffic. It's crazy.
People need to slow down by Eastview elementary school
Phew all the residents from the apartments on Mtn Hwy and around mall area cars trucks work vehicles parking & storing their vehicles on the side streets 29th 27th Crestlynn Viewlynn
Please consider Eastview Elementary students. The speed on Mountain Highway is very unsafe for students travelling by car, bicycle or on foot.
Please don't narrow the road or do anything like what CNV did to St Andrews from Keith to 13th
Please look at lowering the speed limit. I live near Lynn headwaters at the end of Lynn valley rd. Thousands of cars are visiting the park from mountain hwy & Lynn valley road racing to get to the park & go home during weekend/ summer. The parking lot being full very often is evidence of this. The speed limit is 30km on the narrow road to the park & people travel at 50-60. There is only one small 30km sign. I think to respect the public safety of pedestrians/ cyclists there needs to be a dramatic culture shift to slower speeds / traffic calming in all parks and densely populated residential areas near schools.
police needs to monitor speeding vehicles early in the morning racing up to local construction sites, starting already 6:30am.
Possibly lower speed limits
Prioritize bus / HOV / cycling lanes over single occupant cars/trucks.
ridiculous road signs that force entire detours like, " no (left/right) turning here " on a busy commuting road makes sense but, if you are in a quiet area you may be forced to choose between breaking the rules and spending minutes more of your day in a detour through a slow zone. side note...
... I don't really drive around this area though as it is mainly residential and has no real attractions or spots to go late at night/early in the morning when the roads are quiet. not to mention competing with people parked on the street there is barely anywhere to stop easily.
Right of way for people living on mountain highway to enter and exit their drive ways
School speed zone for Eastview elementary
See previous comments.
See prior comments. This is a major road, one of only two really out of Lynn Valley. It backs up very badly when Hwy 1 backs up. This is very problematic. It makes it challenging to get south of Hwy 1 to other parts of NV. It makes it challenging to get east out to Deep Cove. There needs to be dedicated roads for NV residents to get around NV. In rush hour or when there are issues on Hwy 1 it is very concerning that we cannot leave Lynn Valley.
Should busy Mtn Hwy be a bike route?
Speeds are too fast on Mountain Highway in general. There is a bit of racing from red lights in the uphill direction (where there are two lanes). The spot where it goes from two lanes to one seems a little "interpretive," where some people zipper before the light, and others zip up and pass on the right near the church in the last metres of the right-hand lane (where some people slow down to actually turn right into the



<p>church -- and I've seen someone almost get rear-ended here because someone wasn't expecting a vehicle to turn into the church and they were just trying to race past the left-hand-land traffic).</p>
<p>Speeds mostly a concern downhill (southbound). Traffic is otherwise a condition of the highway interchange, not Mountain Highway itself. Don't overdesign it.</p>
<p>Stop making loading zones on residential streets! Extremely annoying and not at all useful!</p>
<p>Synchronization of traffic lights causing additional congestion on Mountain Highway between Lynn Valley Road and Ross Road.</p>
<p>Thank you for asking about traffic congestion. The congestion/traffic has increased significantly and lasts much longer than it used to. The speeding on Mountain Highway when not busy, has also become very worrisome</p>
<p>The available spaces for drop off and pick up at Eastview Elementary are progressively unsafe. Many parents still need to assist with buckling seatbelts so parking along areas of Mountain before and after school take up increased space into car lanes as parents have their doors open to assist kids. It is dangerous for parents at pick up as well as passing cars. The last few months without these drop off/pick up options have also made 18th unsafe for residents, and Eastview families. As more traffic depends on drop offs and pick ups behind Eastview, Cedar Village and surrounding streets have become increasingly busy. For many working parents or parents with multiple drop offs, walking isn't always an option.</p>
<p>Delivery vehicles attempting to park half on the sidewalk and half in a lane on Mountain have also become dangerous.</p>
<p>The backlog of traffic and its effect on feeder routes. People rat-running through neighbourhoods.</p>
<p>The existing size of the roadway (lanes) is barely sufficient for the current vehicle traffic and any thoughts to narrowing or altering the roadway to slow traffic or limit use is shortsighted and a mistake.</p>
<p>The expensive new interchange at Highway 1 and Mountain Highway helped ease congestion a bit but not much. The more building permits allotted to LV, the more crowded it will become and the worse the traffic will get.</p>
<p>The intersection at 20th is very problematic. Cars turning left to 20th southbound have poor traffic visibility, lots of accidents, which is also dangerous for the pediatrician crossing here as well 20th is designated a bike route. No sidewalk on East 20th Street between Abourlynn and 20th makes it extremely unsafe for kids walking to/from school up East 20th.</p>
<p>The issue is your light cycle at arborlynn. It was fine before the over pass. There is only a single lane to let traffic turn onto the highway which causes back up for those who want to continue down the road.</p>
<p>The most significant risk on mountain highway is residents backing their cars out of their driveways whilst vehicle traffic is passing by at 60 km/hr.</p>
<p>The new highway interchange has led to huge backups on mtn highway. I try to avoid this road as much as possible. People are frustrated with the backups in and out of lynn valley as there are a few options to get in or out of the community. Please consider maintaining access for emergency vehicles in your design. Slowing down traffic means emergency vehicles are slowed.</p>
<p>The new hwy1 overpass and intersection has unfortunately just pushed traffic up MTN HWY</p>
<p>The new pedestrian crossing lights at 18th and 15th are good</p>
<p>Traffic travels WAY TOO fast!</p>
<p>The primary congestion issue is related to the southern end of Mountain Hwy, which is typically a result of issues on Hwy 1 (Second Narrows). This makes travelling within North Vancouver difficult. An earlier doubling of lanes may facilitate flow of vehicles travelling within North Vancouver by separating this from the traffic heading for the highway. In general, the road is also not really suitable for single-family homes with</p>

<p>direct access to Mountain Hwy. The driveway entries on the steep downhill portion near Arborlynn appear to be particularly unsafe.</p>
<p>The road is narrow and parking my car or opening my car door feels unsafe.</p>
<p>The sharp bend uphill after arboyllynn is a hazard. Cars often driving the wrong side of the line into opposing traffic</p>
<p>The speed on the road is too fast. Recommend speed bumps to slow down traffic as well speed cameras. Speed cameras and lower speeds would help to make the area safer. Reducing the number of lanes by adding the grass verge and wider sidewalks would help.</p>
<p>The traffic backs up towards Kirkstone during high volume periods particularly when there is an incident on Hwy 1. Vehicles tend to use side streets (eg 18th) as a cut through which causes serious safety issues for children.</p>
<p>the traffic down mountain highway to the highway 1 entrance is horrible. I live just off Mountain highway and there are times when it is impossible to get to where I want to go. I regularly drive to Langley from North Van and without fail, the portion with the longest delays is from here (15th and Mountain) and over the Second Narrows.</p>
<p>The traffic getting off the highway to take a short cut to the bottom of the cut and increasing vehicle traffic More needs to be done to fix the second narrows bridge</p>
<p>The traffic just gets worse and worse. Please focus on decreasing traffic not making it worse! It's 6:15 am as I'm writing this and the traffic is already horrible on mountain hwy. It rains all the time in Vancouver except a few short breaks. Please stop being delusional and giving into the needs of a select few who cycle. These bike lanes don't increase the possibility of people cycling, just makes people mad because it increases traffic.</p>
<p>The unreliable travel time will only be fixed by deprioritizing private car use. Because there are no fees for driving this route at peak times, people pay with their time. This is why the delays to cross 2nd narrows are unchanged after\$70million. People will wait 30-45 mins to cross - or choose another option.</p>
<p>Use the public rights of way to get people around faster = dedicated bus lanes, and transport alternatives = bikes &amp; electric bikes. If people choose to sit in metal box waiting, then they are choosing to wait. Let them choose to travel by dedicated bus lane or bike lane if their time matters to them. The others can play race-cars in their metals boxes waiting in line. Yes - I drive this route too.</p>
<p>There are lots of blind driveways for both motorist and pedestrians when residents are pulling out.</p>
<p>There definitely need to be more parking space in Arborlynn drive! We live on a hill and large delivery trucks can't come up the hill and they end up having to pull by the side of the street but they can't comfortably because they are not allowed to park there !</p>
<p>There have been a significant amount of vehicle accidents at kirkstone and 20th. Turning left from mountain sb into 20th. Please either eliminate this turn or add a protected turn or increase visibility.</p>
<p>Also the line markers are extremely hard to see, consider adding cats-eyes or more reflective paint as in the rain the lines are invisible</p>
<p>There is a lot of speeding on Mountain Highway, which makes it a dangerous place to drive.</p>
<p>There is no available space for delivery vehicles and this is a problem because they park illegally in travel lanes, often dangerously. There should be no long-term parking on Mountain Highway, it's an arterial route. There should be limited if any short-term parking on Mountain Highway for the same reason. Mountain Highway is a disaster southbound every single day between approx 2:30-6pm. I do not understand why there are two uphill lanes and one downhill lane -- it is getting off the shore that is the problem, not getting up northbound on Mountain Highway. Either make it two lanes downhill/southbound or adopt the LGB solution of having a 'flex' lane in the middle so that downhill gets 2 lanes during afternoon rush.</p>

<p>There is no school speed zone on Mountain Highway by Eastiew Elementary. Cars drive well in excess of the posted 50km speed limit, where it should already be 30km.</p>
<p>There needs to be a turn signal at mountain hwy and Ross road. The traffic back up is utterly ridiculous and causes extreme safety concerns. Every single time I drive straight out of the library square parking lot a vehicle almost hits me that is trying to turn left from Ross road onto mountain hwy. it has become a joke in our circle of family and friends. Also, trying to turn left from mountain hwy onto Ross road is a dangerous challenge that can take much too long and causes traffic to back up behind the left turners. Trying to drive off of Ross road in any direction at the top of the road when traffic is backed up is nearly impossible at times because drivers consistently block the intersection there completely to the point where you can not even go around them. The challenge in Lynn Valley now is that walking is dangerous and driving is a hassle. Thank you so very much for building so many condos and townhomes in a tiny mountain community with zero road infrastructure. It has become an absolute nightmare for all here, just as the original Lynn Valley residents said it would. And our once great air quality is completely degraded now due to the traffic congestion every where. Why are so many people driving their kids to schools outside of their catchment areas? Why isn't catchment a criteria for French immersion schools? You should not be able to send your child to a school outside of your catchment area at all. This would help cut down so much traffic, speeding, and air pollution. It is a real concrete solution to the challenges we are facing. You need to look at areas outside of the box. Any air pollution concerns can not be addressed fully or properly until you make these real solutions. Bike lanes won't solve climate change, but tackling traffic congested areas with turn lights and taking away French immersion for people who live on the other side of town will! Not every one is entitled to every thing!</p>
<p>There needs to be better ways to get up and down this road than cars only. Make it accessible, reliable and safe for other modes of transportation to go up and down that road and the traffic will be gone.</p>
<p>This collector road should be two lanes in each direction plus widened for left turn lanes.</p>
<p>This road needs to prioritise flow and minimising congestion and time to Get to the freeway. Construction and or bike lanes will only hinder this further in what is already a busy road for freeway access</p>
<p>Traffic can back up Mountain Highway within an instant. However, I would prefer to keep as single lane either way, and expand the pedestrian/cycling infrastructure. Perhaps keep all walking/cycling paths on the west side, and remove from the (partial sidewalks) east to make more space for vehicles.</p>
<p>Traffic is a nightmare</p>
<p>Traffic is gridlocked most of the time. What aren't traffic lights synced down LV Road? Stopping at every light piles up traffic and exacerbates pollution. Can someone think about traffic flow rather than causing more congestion with poor design?</p>
<p>Traffic is more important to address than the bikers. There are so many bike lanes and signage that it is dangerous for drivers with so many distractions.</p>
<p>Traffic needs the lanes as turning vehicles cause havoc when it's busy. Or don't allow left turns anywhere. Very little bike traffic in this area. I'm not sure why the district wants to use all the majors. Way safer to use the surrounding minor roads.</p>
<p>Vehicles don't collide with bikes they actually hit them and cause them to fall. Drivers are the ones that operate the vehicle and are responsible for how they drive and who they hit with their vehicle.</p>
<p>Volume of traffic has increased exponentially and has been pushed to side streets making quiet neighborhoods now very unsafe for people living/walking in and around Arborlynn /Hoskins areas</p>
<p>Way too fast on these streets for a calm neighbourhood. The motorcycles who race through in the summer since this is the longest uninterrupted street between MTN Hwy and Ross Road.</p>
<p>We need more transit, options! And less development!K</p>
<p>When I drive I'm cautious of cars backing out of the many driveways along Mountain, as well as cars pulling out of some of the more 'blind' streets like 14th just north of the curve. I also find the uneven (sunken or</p>

protruding) utility access covers that line up with the left tire track while going south cause drivers to either veer right or left towards the yellow line (if there are parked cars on the right). I admit I do this as well to keep the ride smoother. It affects the usable road space (for cyclists especially) around those utility covers.

When there is congestion on Mountain Highway motorists come speed through side streets and it can be quite dangerous as they don't seem to think that there will be pedestrians, when there are kids playing, people walking their dogs, etc

Why do we insist on still calling this a Highway? It should be renamed to something that does not impose the idea of needing four lanes of vehicles speeding at highway speeds

With all the construction which has been ongoing for months now, mtn hiway traffic flow is a mess.

Would be great if there were two lanes going south from 16th to just below Arborlynn as traffic trying to get on the highway blocks up that whole exchange all the way up mountain Hwy. Also the main area of concern for the whole strip is the area near Eastview school

Yes. Keeping the flow of traffic moving is important.

Yes. The two lights to turn left onto the mountain highway exit to highway one is not synced and causes a backup.

The road narrows just south of arbor Lynn and many folks want to stay in the right lane, but causes congestion up the hill because people can't pass

You created the traffic issues. I don't trust you're competent to fix the [REDACTED] you created.

You have to be very aware of cyclists. The current road design has no room for cars and bikes to safely travel together.

In my opinion this is one of the most dangerous roads in north Vancouver for cyclists. I ride this section only downhill from Lynn valley with extreme caution.

Due to the current design I would never let my kids ride here.

You need to ask about comfort and safety of current lane designs. I and 'Very Concerned' about this.

You need to make sure there are pullout at all bus stops so traffic can still continue when bus stops. Also, fedex/Amazon/couriers need to obey traffic rules, and only park where they are supposed to. I find it's a real bottle neck at Ross rd and mtn hwy when Cisco does there delivery to the pizza place, they fill up the right hand lane, and it's right by the light. You also have to take into account garbage day. And Eastview is a nightmare with all the parents who drive their kids and don't obey the rules of the road

*Did we miss anything when it comes to taking transit?*

227 fills with tourists in summer fast, more buses always help. I use 227 to and from the Ross stops, a bench would help.
A direct bus route to lonsdale quay
Add a bus lane south bound on mountain highway please.
Again, improve lighting and install more sheltered and comfortable bus stops. I like that the stop at Kirkstone/20th St has a dedicated space for Lime bike share.
Better bus shelters are needed.
Buses get caught up in the backups which is problematic. Taking public transport is always a slower option than taking a car, but when Mountain Hwy backs up (sometimes as far back as Kilmer) then this makes the travel time insane. Poorly designed road system & the changes at Hwy 1 have made things worse.
City/District should partner with Translink and let Riders accumulate fare points every time they travel (Compass card and credit card cash-back rewards). Incentivize taking Transit.
Dark streets. Bus stops not accessible during construction
Dedicated Bus lanes. If buses have to wait in the same traffic - they are not a viable & better alternative to the car. Make it work so buses get to pass the cars, and car volume will decline so all users benefit. No repeat all across the district.
Ease of travel for transit vehicles during high traffic needs to be addressed
EVO (car sharing) should be brought into Lynn Valley. This is a way to get folks to and from transit hubs. Getting in and out of Lynn Valley is inconvenient unless you are located close to busstop. Also why is there is a general lack of garbage bins at bus stops in LV?
translink and the translink tax. I shouldn't have to pay tax on tax (gst on the translink tax? What the is that) or increase property taxes to fund it. bring bc transit back.
I actually think transit along Mountain is very good. Care of shelters for the weather and benches for accessibility are great priorities and are for the most part pretty well done currently.
I believe that the curb side lane both north and south should be for transit vehicles only, all day long. If one of the district's goals is to get people out of their cars and choosing other options, then getting buses to run on time would be a good place to start. Why would I get on a bus if I am sitting in traffic on that bus? Might as well drive and be in my own car. Concurrently work with Translink to increase bus service on Mountain Highway to the point where people don't even need to look at a schedule; there is always a bus coming along. Then it becomes a genuine option for people to choose the bus.
I don't know about the buses but I will say there is are major bus stops around the mall.
I don't take transit here because of the transit situation in north Van, not because of the road. The questions above are still good questions for current transit users.
I don't take transit much but believe it should be prioritized.
I take the bus often and service is good except when traffic getting over the Second Narrows bridge backs up (Most afternoons),
I would love to see a dedicated bus lane on Mountain Highway.
I wouldn't let my elementary school student take transit here alone because of the unreliability of the buses, the bad lighting at the shelters and the unsafe crossings. Always made them go in groups (or at least a pair).
If nothing else, the extreme Road works on Mountain Highway has made me appreciate and miss my regular bus stop. It's one hell of a walk up the hill the first time I realized there was no bus stop there anymore. And I really regret the fact that the 255 bus no longer goes down Mountain Highway. It was so convenient for the students going to capilano university.
Increased density will make transit more viable.
Increasing bus frequency should be the first step in improving travel along Mountain Hwy.

It really, really, really sucks for people at the bus stops downhill from Lynn Valley Centre. There have been many mornings where full buses going down to Phibbs and on to Vancouver pass by people waiting at these bus stops. I know this is a transit planning issue, but when it is raining and they have no shelter -- yeah, it really sucks for them.

It is also pretty inconvenient that the closest bus stop to Lynn Valley Centre for northbound buses on Mountain Highway is across the street at Pioneer Park and the war memorial -- it is two long somewhat unsafe crossings to get back to Lynn Valley Centre, and I see people run across at the end of traffic cycles to cut down the wait. It would be better if there were a stop somehow near Ross Road, which has much shorter crossings to get to Lynn Valley Centre and a bunch of the other bus stops.

It would be helpful to have a wider variety of transit route destinations serviced from Mountain Highway.

It would be nice to have more frequent schedule

It's a really underserved transit corridor

Late night/early morning eg: 5am bus, or 1am bus for shift workers

Lower portion Mountain Highway does not have many bus stops because road curved shape. As result inconvenient

Make the 210 no less than every 20 minutes all day. Population in Lynn Valley was skyrocketed

Many areas in district have no shelter or seating at bus stops. Do all areas! Took bus for 20+ years to vancouver, no shelter, no shoveled standing space and snow banks to climb thru

More people on busses means more people not in cars.

More transit options and less development!

More transit routes - there's only the 210

My goodness the new benches are great on LV Rd. I take the bus (don't drive) I'm very please with all the above

Nope not this time.

Our (inbound 210) busses are stuck in traffic. in accordance with the Downs-Thompson paradox ("the equilibrium speed of car traffic on a road network is determined by the average door to door speed of equivalent journeys taken by public transport") this caps the attractiveness of transit and [REDACTED] its viability as an alternative to driving. In other words, if the bus is stuck in traffic, people would rather drive even if that means that they'll worsen congestion on the road network.

Parking and speed limits are very important!

Recessed bus stops for pedestrian safety. The sidewalk is right on top of the road. They are too close.

Relocate southbound Bus Stop/Bus Shelter #54007 at 17 Street to 18 Street where there is a pedestrian signal for a safer pedestrian crossing.

There is a current northbound Bus Stop #53966.

Restrooms!

Same as walking, I suggest you wait at any one of those bus stops in the winter with small children and consider your experiences.

Saw two kids scrambling to get around a bus moving into the cycling lane at a bus stop. It's an accident waiting to happen. Move cycling lanes off bus routes on major streets. We need a safer solution!

See previous comment.

some bus stops could require upgrades, but not a total overhaul or rebuild

Some find it hard to walk, let alone stand once they arrive at the bus stop. We need to encourage parents with strollers, elders with walkers and wheelchairs, and even able-bodied cyclists to find comfort at the bus stop, which should be well-enough lit so that it feels safe and better for sure footing, regardless of season or time of day. Thanks.

Stop pushing using transit!
taking the 220--Dundarave to Cap U off mountain highway--it was the only direct way to cap u without going through phibbs exchange.
Taking transit is a very unpleasant experience in this location. Loud, speeding traffic makes waiting uncomfortable and unnerving.
The area North of the entrance to Library parking is bad on both sides with drivers crossing 2 lanes of traffic to get to the left turn lane at Mt Hwy + LV Road. Better crosswalks would help a lot.
The bus stops are in dark areas . Poor lighting.
The lack of bus shelters in North Vancouver is appalling, and in this rainiest part of a rainy city indefensible.
The lack of feasible direct routes - means people don't take transit if it requires a transfer to get to the SEABUS
the transit connections to and from mountain highway to the arborlynn area is incomplete. there is no bus that goes up the hill from arborlynn where it turns into 20th. This has prevented our teens from accessing transit to and from school.
There should be a bus stop before Ross Road for all the people going to Lynn Valley Centre. The diagonal intersection of Lynn Valley Road and Mountain is unpleasant to cross 2x, and the sidewalk along Mountain near the Walter Draycott statue is narrow and cramped.
This road cannot accommodate dedicated transit lanes.
Transit grinds to a halt when traffic is backed up. There needs to be bus right of ways to bypass traffic.
Transit hours from downtown after 5 could be more frequent until 7pm
Transit in/out of LV is a major issue as the high rises being more people. Keep bikes off the road and plot a bike lane on a quieter street like Viewlynn, or Whitely Court to Rufus Drive. If there is any way to create a transit only lane for peak times on Mountain Highway, that would be a help.
Transit needs to get off the road. We need rapid transit to North Van!
Transit not functional. 3 bus connection for hours encourages driving! Can we tunnel a skytrain under the highway??? Add a kiss and ride to phibbs for partial trips.? Consider also the impact of vancouver side changes (protests on commercial, DTES, single turning lane Powell or Nanaimo?? Pedestrianized gas town, ripping out viaduct, speed reduced and train crossing strathcona) which mean more of us commuting across lions gate bridge and on the cut in pm who live east of Seymour& Using mountain highway in lieu of highway 1. Add lane on highway 1 between westview and mountain highway. Add lane on mountain highway? Add vehicle ferry? Add pedestrian seabus deep cove to ubc? Buy houses on riverside and improve riverside/ Main Street highway connection for east of Seymour to take cars off mountain highway? Improve safety of trucks across iron workers - a truck lane? Reducing insecure loads and windshield stones.
WATER / FOOD if you are not taking a regular bus you may be waiting for a long time after a hike just to get to the right bus stop. you are thirsty, hungry, and depending on the weather hot or cold. getting blasted by wind on a November rainy day is absolutely miserable to some.
We miss the direct bus to park royal
When I tried to get to West Van, I had to change buses twice. It was 288, R2 then 250. On the way back, it was 255, R2 then 240. Is there a way to improve this to reduce it to at least one bus transfer instead of two?
When the 210 bus from Vancouver is delayed, it often gets turned around at Phibbs Exchange. Then there is no bus up Mountain Highway. That is why I gave up going to work by transit. I can get to work from Phibbs Exchange and back to Phibbs Exchange, but I found myself several times in the dark and rain with my 210 canceled, wandering around confused trying to find a different bus up the hill for the last bit. Sometimes people even end up walking, which is not fun in office shoes in the North Van winter.
WHY does the bus need to go up and down hoskins and arborlyn? should be a loop system with Kirkstone.

Yes! Traffic delays on mountain highway! Transit is frequently delayed due to backups on mountain highway. If anything, there should be more frequent transit service, and a dedicated lane for buses. To get people out of their cars, we need to make transit faster and more comfortable than driving to frequent destinations (like downtown).

You missed the biggest problem - buses are stuck in gridlock during the afternoon rush and this makes transit unreliable and a less desirable travel mode.



*Why do you usually travel along Mountain Highway? (Other)*

Access highway 1, Seymour area, or Park and Tilford area
Access Hwy 1 and get to Main Street retail area.
access Kirkstone via 20th St
Access shopping etc at Park and Tilford, access to Highway 1
Access to businesses in lower Mountain Hwy and Seymour. Access to Second Narrows Bridge.
Access to Hwy 1 as well as the Park and Tilford area
Access to the Hwy
Access to the regional transportation network
Accessibility
Attend other businesses here
Because i live and work on opposite ends and it is my [REDACTED] right to have an opinion on this, and you [REDACTED] councilors better not worsen the status of this corridor with [REDACTED] bike lanes.
Church
Commute to lower Lynn for activities. Or I use this route to access Dollarton Highway or the Ironworkers bridge
Daily use for life (not work or school commute)
Dental appointments, Eye Dr appointments, pharmacists
Don't travel it a lot but drive up it when heading home sometimes.
Drive to other areas of the District or outside of it.
get to shops near Main St/Brooksbank
Go from Lynn Valley Road TO shops beyond Lynn Valley
Go to Vancouver or Burnaby for events
Go to shops or restaurants on or near Mountain Highway, Mt Seymour Parkway, and thereabouts
Go towards Second Narrows bridge
Going to curling rink..have to go off the north shore since you booted curling out of our community. Min 3 to 6 times a week go down mtn hwy to go to the highway to go across the Second narrows and then back home. Also to go to superstore for food shopping.
Going to my doctor's office.
Going to the second narrows bridge
I drive south on Mountain Highway to access Highway 1 and to reach businesses on Brooksbank Ave.
I take the bus (North Van mostly sometimes WV) to go for a walk with my dog 4 times a week
Library or mall
Live in Lynn valley and travel to Seymour to visit family. Travel to lower Lynn for shopping
Lynn in West Lynn
main artery to access lower Lynn amenities and access to east of Seymour river
Major road to get to other parts of NV whether below Hwy 1 or further east. Main road to get to Hwy 1 unless use LV road
Recreate directly (run, bike, walk on this road)
recreational cycling , mountain and road
Shop
Shopping
Shops on my highway as well as travel to mall.
Take child to extra curricular activities
take transit

The main corridor I use to get in and out of my neighbourhood
The roadway is only one of two main connections leaving Lynn Valley for all destinations outside of Lynn Valley.
There are 2 roads in and out of Lynn Valley and this is one of those two. *Everyone* coming or going from Lynn Valley uses this route for everything. Congestion during rush hour, particularly afternoon rush hour, is bonkers.
There are a number of what I consider essential stores not available in Lynn Valley. Trying to get out of Lynn Valley at certain time frames is extremely difficult.
This is one of two main access routes out of Lynn Valley; access route to the Highway; access to Seymour side of Lynn Valley; access to shopping and dining etc.
to access Park and Tilford
To access the pool, library, dentist and other services.
to get to Lower North Van businesses and to the 2nd Narrows Bridge
To go to the Cemetery
To leave/return to Lynn Valley for whatever reason
Travel to park and Tilford or Lonsdale area
Travelling to Dollarton/Deep Cove area, Park and Tilford, into Vancouver.
Use bike for transportation and fitness. Use car to access Hwy 1.
Use it when heading over town or returning home.
Use mt hwy to get to bottom of hill,
Visit family in Deep Cove
Walk my dog daily
walk to library
Walk to services at Lynn Valley Centre
Walking dog - some of the sidewalks are not wide enough to do this safely.
When the highway is backed up past Lonsdale, easier to get off at Westview and drive through Lynn Valley to get home
Work in area

*How do you usually travel along Mountain Highway? (Other)*

by bicycle only very occasionally
delivery van
I drive and sometimes walk and other than the one lane southbound right before the left turn onto hwy 1 east, its already okay as both a driver and a pedestrian (some blocks are a bit long. So there have been times i was forced to jaywalk, but DO NOT TAKE THIS AS AN INVITATION TO ADD EXTRA TRAFFIC LIGHTS, THAT IS STUPID AND DOESNT WORK)
Pushing a stroller with grandchildren in it
Shared vehicle
Stroller
Walking with a stroller and sometimes young child with bike/scooter
With kids in a stroller!
Work vehicle