



Lynn Valley Active Transportation Project: Community Information Meeting

**Webinar questions
comments & responses**

August 2021

Following is a record of questions and comments received during the 28 July 2021 Community Information Session, and responses provided during the webinar session as well as additional responses to questions not addressed in the 60 minutes allotted.

Readers are advised that:

- Questions read out (in whole, in part or combined with similar themed questions) and addressed during the session are shown in black text. Please note, some text has been edited for clarity.
- Questions not addressed during the session, responses to these questions and any additional information provided are noted in green text.
- All questions and responses will be considered as planning for the project moves forward

Question / Comment	Response
<p>You say that the Allan Rd intersection is "busy". It really is not busy, and there is no need for a traffic signal. There are already far too many traffic signals in Lynn Valley. Why not use a mini-roundabout, which would be free-flowing?</p>	<p>The decision to install a full traffic signal is typically based on a warrant analysis. This is a criteria-based procedure that's outlined in standardized design guidelines called the Transportation Association of Canada or TAC manual. It considers peak driving volumes, peak hours, pedestrian volume, school crossings, other operational issues, and intersection configuration. This new signal will help all users at this intersection.</p> <p>With respect to traffic circles, they take up a lot of space. The District is somewhat restricted in how much space is available within the road right of way. Typically, traffic circles involve property acquisition.</p>
<p>Why a stop light and not a stop sign at Allan Rd?</p>	<p>This decision is based on the same warrant analysis mentioned above, where traffic volumes, pedestrian volumes, and the number of people crossing among other factors, are considered. Intersection control is elevated from a stop sign to a signal when necessary volumes are reached. In this case, the volumes were reached to trigger a signal.</p>
<p>The parking pockets are concerning, especially because one will be in a sensitive riparian zone near Upton Road. How do you propose to mitigate this properly?</p>	<p>Installation of the parking pocket near Upton Road will not affect the riparian zone. The existing fence and culvert will remain in their current location. The sidewalk is being shifted closer to the fence line to make room for the parking pocket. The existing riparian zone will not be affected.</p> <p>The District's Environmental protection officer has been on site to assess the area. Any trees or shrubs considered for removal are in the District's right of way, and many have been extensively pruned by BC Hydro</p>

	<p>and are in poor condition. The project includes replanting this area with a mix of trees and shrubs that are more suitable for a location under BC Hydro power line and will also provide better bank stability and protection.</p>
<p>Draycott Rd is shown on the map however is not named. Is there a Parking zone planned for the cul-de-sac?</p>	<p>There will be no loading zone for Draycott Road due to the high volume of parking usage on that road.</p>
<p>What is the volume of use of the bike lane on 29th? I'm a user on 29th and I rarely see other cyclists using it. It seems like a big project that could have low usage. Yes 1600 bikers responded but there are many more residents than that survey.</p>	<p>Based on counts taken in May 2021, the E. 29th St. westbound cycle volumes range from 20 - 40 per day.</p> <p>Guided by our Official Community Plan (OCP), Transportation Plan, and Bicycle Master Plan, we're making sound decisions about new cycling infrastructure spending that will enable – over time – a complete District-wide cycling network for people of all ages and abilities.</p> <p>As we knit together the cycling network, we expect to see cycling volumes increase as other cities have experienced.</p>
<p>I understand that there will be a trial of one-way traffic above Lynn Valley Road. When will this happen, and can you explain what the goal is?</p>	<p>The one-way traffic pilot relates to the second phase of this project, from Peters Road to Dempsey. This phase is still in the very early planning stage. The pilot is proposed to be three to four weeks long and create a one-way section of Lynn Valley Road from Kilmer Road to Dempsey Road and a one-way section on Dempsey Road from Lynn Valley Road to Underwood. The goal of the pilot is to test different design concepts that would improve the safety of and accommodate all road users. A pilot allows road users and residents to test a design concept and provide feedback. The pilot would be installed with temporary materials and removed when completed. More information will be shared with the community once plans for the pilot project are better developed.</p> <p>Construction of the second phase of this project is currently scheduled for 2023 and there will be opportunities to provide input as planning progresses.</p>
<p>My concern is that more traffic lights on Mountain Highway pushed traffic to Arborlynn and Hoskins. My concern is more lights on Allan will make it easier to have cars from</p>	<p>The District collects traffic data on major corridors including Allan Road, Ross Road, Hoskins Road and Arborlynn Drive on an annual basis to monitor these corridors as</p>

<p>Upper Lynn Valley cut through on Allan, Ross Hoskins and Arborlynn.</p> <p>What steps are you taking to assess people using these roads to avoid Lynn Valley and Mountain Highway traffic lights?</p>	<p>part of the District Annual Traffic Monitoring Program. Data is then used to assess for any safety concerns that may arise on roads as well as to identify areas that require upgrades.</p>
<p>Stop sign will slow traffic</p>	<p>The decision to install a full traffic signal is based on a warrant analysis. This is a criteria-based procedure, and it's something that's outlined by standard design guidelines called the Transportation Association of Canada or TAC manual. It looks at peak driving volumes, or peak hours, pedestrian volumes, school crossings, other operational issues, and intersection configurations. At the Allan intersection, volumes are at a level where a traffic signal is recommended over a stop sign.</p>
<p>How does this tie into the major project at 1630 Lynn Valley Road, the Legion? In particular accommodation for 96 apartments.</p>	<p>Any future developments in the area would be required to address space to walk and cycle. Through the District's development application process, staff identify infrastructure like bike lanes or sidewalks that must be provided, preserved or enhanced. This can be seen in recent developments within the District, such as Lynn Valley Mall that required the provision of new bike lanes and wider sidewalks on East 27th Street.</p>
<p>In what universe do you really believe that 10 parking spots will be sufficient?</p>	<p>We completed parking studies in 2018, 2019 and 2021 that compared parking availability to time of day parking usage. We found is that on both the north and south side of Lynn Valley Road between Mountain Highway and Peters Road, the average on-street parking usage is approximately 29% which is low. Given the low parking usage, the addition of two parking pockets, and the addition of loading zones on several side streets, we believe there should be sufficient parking supply to meet the demand.</p>
<p>Instead of reserving 2 parking spots and making a time frame of 30 min and taking up parking for residents. Just keep the side streets available for parking if people need to.</p>	<p>The intent of the short-term loading zones is to address the needs of very short-term users, such as Uber type services, delivery services such as FedEx, and other quick stop-and-go needs. They are being included in this project because of lessons learned from other similar projects in the District. The District will monitor the performance and use of the loading zones. If they're over or under used, they can be modified or eliminated.</p>
<p>Question regarding the parking pod by Upton</p>	<p>The project considered all areas along Lynn</p>

<p>Road. Why is this location feasible? There is a creek right there and crosses under the road. Wouldn't this location be a problem for preserving the creek, the fish, and the trees protecting the creek and fish? There are other parts of the street that would not cause issues. Can the parking pocket be moved?</p>	<p>Valley Road however spacing of driveways, pole locations and bus stops limited feasible locations. The only two feasible locations that can accommodate five vehicles are across from Frederick Road, and west of Upton Road. There are other locations that could accommodate one to two vehicles however they are not considered economically feasible .</p>
<p>In communication with residents of Walter's Place (1325 Draycott) the DNV indicated that Draycott would be made to be a right-in/right-out. This is not indicated in any of the plans made available on the website or that was circulated. This has a major impact to hundreds of residents and is very concerning that it is not being communicated.</p>	<p>We continue to evaluate the design at Draycott Road. There are a number of challenges at Draycott Road making access and egress difficult, particularly at peak periods when traffic volume is high. We are not planning to make changes to access at Draycott Road this year or prior to speaking with residents. The District will engage with Draycott Road residents before any access changes are contemplated.</p>
<p>Will any of these improvements reduce the vehicle speed on Lynn Road?</p>	<p>By removing parking along Lynn Valley Road, sight distances are improved, making the corridor safer. We don't anticipate speeds will increase rather we believe reasonable speeds will be maintained. Drivers will have to wait for vehicles moving in or out of parking stalls. Curb bulges at certain intersections will narrow the road, slowing traffic. The painted buffer and intermittent concrete barriers next to the cycling lane also gives the perception of a narrower lane.</p> <p>Reallocating the parking lane and creating a cycling lane will better define the driving lane and help maintain appropriate speeds.</p>
<p>It seems ridiculous that delivery trucks will not be able to deliver directly to a resident.</p>	<p>There's a couple of different options for deliveries. Most people have driveways, so those would presumably still be accessible to deliveries. Two parking pockets as well as loading zones on most side streets will also be available for short term delivery use. We don't foresee significant issues with deliveries.</p>
<p>When are you going to allow citizens to view final designs for the Phase 1 concrete work before they go to tender? There are significant implications for everyone along Lynn Valley Road, especially the parking pockets.</p>	<p>Design drawings tend to be technical. We have posted simplified drawings on the project web page for viewing.</p> <p>The District's project team is available to meet on site to discuss the design in more detail. Please reach out to Shahrzad Honarmand. Her contact information is honarmands@dnv.org</p>

<p>Will the parking pockets be time restricted? 2 hour parking or 4 hour parking for example.</p>	<p>Each parking pocket includes five parking stalls. Two of the stalls will be 30 minute short-term loading zones and the remaining three will be unrestricted.</p>
<p>Regarding the current Memorial up on Lynn Valley Road just north of Mountain Hwy. On the fence across the street from Maple Leaf Garden centre, there is currently a memorial to the 215+ bodies found at the Kelowna Residential School which is growing. It started with 20 pair of shoes, and just today I counted and it now has been added to and has 54 pair of shoes as well as memorial banners. I would like to know if that fence will remain and if the memorial will stay up during construction I'd like to arrange to move it- if it cannot stay up.</p>	<p>There is no plan to touch the memorial or relocate it to another location.</p>
<p>About the one-way proposal, I was told that pilot would start in August. Is that not the case?</p>	<p>The District initially planned to run the pilot late summer 2021 however we are now considering fall 2021 or in 2022. The pilot should preferably not overlap with construction of Phase 1 because construction may affect travel patterns in the area. It should ideally occur before planning for the second phase of the project begins so results and community input can be incorporated into planning and design of Phase 2.</p> <p>The District is currently working with Council to identify the timeline for public engagement for phase 2.</p>
<p>For the sake of all local residents, I do not understand why DNV is considering making upper Lynn Valley Road one-way. Why is this even being considered?</p> <p>Adding onto the question on 1-way traffic if you think this is needed to continue the pathway should that not be tested first?</p>	<p>Staff is considering a one-way option to explore ways that some parking can be retained while still meeting the goals of the project. This is one of several options under consideration.</p> <p>A one-way Lynn Valley Road (between Kilmer Road and Dempsey Road) is one of three or four options our transportation department is considering for Phase 2. The pilot would allow the District to test the feasibility of a one-way option, collect data and gather feedback from residents and road users before determining which option to move forward with.</p> <p>Construction is currently scheduled for 2023. Staff will be working with Council on the timeline for public engagement on phase 2.</p>
<p>How does this project integrate with the Polygon application for 400 strata units at the</p>	<p>Lynn Valley Road is a designated cycling route and part of the District's boarder cycling</p>

<p>Dairy Queen Plaza?</p>	<p>network. This project addresses gaps within the District's network.</p> <p>Any future developments in the area would be required to accommodate pedestrians and cyclists. Through the District's development application process, staff identify infrastructure like bike lanes and sidewalks that must be provided, preserved or enhanced. This can be seen in recent developments within the District, like Lynn Valley Mall that required the provision of new bike lanes and wider sidewalks on East 27th Street.</p>
<p>Since the team online seems to be side stepping most of the hard questions stating that they will "get back to the question later" - where can we access these responses as these are the questions we really want answers on? Thanks.</p>	<p>The District will follow up with people directly. Or you can email Shahrzad with your questions.</p> <p>The District has provided this document that includes all questions answered during the on-line public session as well as questions not addressed during the session.</p>
<p>Will the implementation of "Loading Zones" in front of residential homes with 30-minute time limits, stop the ability of owners to park in front of their own homes?</p>	<p>Residents can park in the loading zones, but only for 30 minutes.</p> <p>The District will monitor side street loading zones usage closely in order to adjust them (remove/expand) as necessary.</p>
<p>Do you have a slide you could show of the proposed changes at the Draycott Road / Lynn Valley Road area</p>	<p>We continue to evaluate the design at Draycott Road. There are a number of challenges at Draycott Road making access and egress difficult, particularly at peak periods when traffic volume is high. We are not planning to make changes to access at Draycott Road this year or prior to speaking with residents. The District will engage with Draycott Road residents before any access changes are contemplated.</p> <p>We're not going to be putting anything in this fall that will modify your movements in and out of Draycott Road without first engaging with residents.</p>
<p>Are there more detailed plans available - typically more detailed plans are shared. The website and mailout is very vague.</p>	<p>Simplified drawings are now posted on the project web page. We also encourage people to get in touch with Shahrzad if they have more questions.</p> <p>Shahrzad Honarmand at honarmands@dnv.org</p>

	<p>Generally speaking, as part of Phase 1 of this project, we are not altering the existing curb and gutter or sidewalk. We are only shifting the sidewalk at the two locations where the parking pockets are being installed. There are also minor curb and gutter modifications where curb bulges are being installed at Allen Road and at Mountain Highway.</p>
<p>How can immediately affected residents question your proposal when there isn't any detail being offered? Residents on Lynn Valley could see considerable changes to their street and perhaps their property and of course value of the property. It is unfair to host a community meeting asking for input without specific details. Will my sidewalk be moved, what about my plants, my fence, etcetera? When are the details to be released and will we have opportunity to comment before finalization of plans?</p>	<p>Additional graphics have now been uploaded to the website under the "Details & drawings" tab at DNV.org/Lynn-Valley-Rd-AT</p>
<p>It is difficult to turn left from Draycott Rd onto Lynn Valley Road. I understand that the plan will have right turns only. This might lead to u-turns and left turns so that cars can get redirected. As this might be a safety issue, especially around the school, might there be other solutions? eg. No right turns on red lights from Mountain onto Lynn Rd would allow safer left turns</p>	<p>Movements in and out of Draycott Road can be challenging at certain times of day and we're considering how best to enhance safety at that intersection.</p> <p>We're not going to be installing anything this fall or next year that will modify your movements in and out of Draycott Road without first engaging with residents.</p>
<p>How many people are on this webinar?</p>	<p>We can confirm that we had more than 70 people registered for this webinar.</p>
<p>The traffic does not respect the 40 km sections now why would they do otherwise with this change.</p>	<p>We don't anticipate speeds will increase rather we believe reasonable speeds will be maintained. Drivers will have to wait for vehicles moving in or out of parking stalls. Curb bulges at certain intersections will narrow the road, slowing traffic. The painted buffer and intermittent concrete barriers next to the cycling lane also gives the perception of a narrower lane.</p> <p>There are no 40 km/hr speed limit sections in the project area. However, the District will review the recorded speed before and after the project.</p>
<p>What about changing the zoning and or access to the commercial property at Lynn Valley and Allen (RBC Bank). Access to this establishment is a serious traffic hazard. How</p>	<p>The Royal Bank access onto Lynn Valley Road will be converted to right out only because it is in close proximity to the Allan Road intersection.</p>

<p>is the stop-light going to address this?</p> <p>My question about usage of the bike lane on 29th relates to why there is a need for this project at all? How do you know the investment is warranted? Also does the DNV community want/need weigh heavier than the visitor needs?</p>	<p>Decisions about this project are grounded in the District's Official Community Plan (OCP), Transportation Plan, Bicycle Master Plan, and other documents that guide decision making about cycling infrastructure spending.</p> <p>Lynn Valley Road is identified as a priority cycling route. We need to build out our cycling routes so that we have a backbone, a connected cycling network that will allow people to use cycling as a viable alternative mode of transportation. For those interested in discussing the higher level reasoning surrounding this project, please reach out to Shahrzad and she can facilitate a discussion with our transportation planner.</p> <p>Shahrzad Honarmand at honarmands@dnv.org</p>
<p>Have you done a study to see if a stop sign or a stop light would be more effective? A light would allow for speed to continue, stop sign will seems to make more sense to control speed.</p>	<p>The decision to install a full traffic signal is based on a warrant analysis. This is a criteria-based procedure that's outlined in standardized design guidelines called the Transportation Association of Canada or TAC manual. It considers peak driving volumes, peak hours, pedestrian volume, school crossings, other operational issues, and intersection configuration. This new signal will enhance the safety of all users at this intersection.</p>
<p>The community NEEDS this information, as taxpayers.</p>	<p>Additional graphics have now been uploaded to the website under the "Details & drawings" tab at DNV.org/Lynn-Valley-Rd-AT</p> <p>If the graphics or this document do not address the question, please follow up with Shahrzad directly:</p> <p>Shahrzad Honarmand at honarmands@dnv.org</p>
<p>Regarding cycling traffic on Lynn Valley Road, how do you expect vehicular cyclists to turn left from westbound LVR to southbound Allan? It seems the painted lanes, and separated lanes outside of the intersection, might narrow the street enough that waiting for a chance to make your left (on bike or in car) might impede car traffic (which currently goes around on the right).</p>	<p>The painted cycle lanes through the intersection do not impede traffic. The dashed cycle lane indicates that traffic can drive over those lines but cautiously knowing that it is a crossing for cyclists.</p> <p>Cyclists would be able to turn left from the westbound turn bay or make a two-step crossing by first crossing Allan Rd, then crossing Lynn Valley Road once the signal is</p>

	green.
There is certainly interest for detailed plans for each of Phase One and Phase Two to be placed in the "detailed plans" section of the DNV Active Transportation page.	Additional graphics have now been uploaded to the website under the "Details & drawings" tab at DNV.org/Lynn-Valley-Rd-AT
Are there any plans to add crosswalks across Lynn Valley Road and Hoskins Road to/from Kilmer Park as part of this access project?	We're still in the very early planning stages of Phase Two. Pedestrian and cyclist crossings of Lynn Valley Road are an important safety feature of this project, and we will be considering how to incorporate crossings as the project progresses.
Making a main feeder road such as Lynn Valley road one way simply does not make sense! To hear this is to maintain parking for visitors is not taking into account residents as a priority	<p>Making Lynn Valley one-way for Phase Two is one of three or four options that our transportation department is considering for Phase 2 of this project. This option was developed in response to concerns raised by the residents about the potential loss of all parking.</p> <p>It's still in the very early stages and the purpose of the pilot is a temporary, three to four-week, test of that one option. We would collect data and seek feedback from the community and road users. Once information becomes available, we would provide an update to the community.</p> <p>Construction of Phase 2 is currently scheduled for 2023. Staff will be working with Council on the timeline for public engagement on Phase 2.</p>
Some of the studies and data on which some of this is based, were conducted quite some time ago. How are they are still valid, and representative of current conditions?	<p>If they're referring to the on-street parking study that was done by our transportation department, I can say that it was done back in June 2018, August 2019, and also May 2021. So, I'm assuming the one that was done a few months ago this year is pretty much an accurate capture of how everything looks now.</p> <p>The District has also collected speed and volume data for May 2019 and April 2021.</p>
With all these new parking restrictions happening in Lynn valley to accommodate all the traffic- most of which is weekend traffic from visitors. Do you think it is fair to make a parking permit available for all LV residents to have so we can park freely and enjoy our community?	Our current On Street Parking Policy does not make provisions for neighbourhood-wide permits. The current approach seeks to strike a balance between the needs of both visitors and the needs of residents on a block-by-block basis. In the case of Lynn Valley Road, we know that parking occupancy is low and most homes have private driveways. To learn more about our on-street parking policy,

	<p>please visit https://www.dnv.org/residential-parking-permits</p>
<p>Right out only from RBC parking lot puts the cars onto a cul de sac. This will increase traffic on a lane that can only handle one way traffic now. This lane then leads to another lane. Please confirm that this will be looked at as part of the Draycott Rd mini project. Thanks</p>	<p>A right turn out onto Lynn Valley Road is required from the RBC parking lot. This is due in part to the change in the crosswalk locations and the proximity of the driveway to the Allan Road intersection. The District will continue to monitor the situation after the project is complete.</p>
<p>Similar to your plan to incorporate right turn only on many intersections, could restricting to only right turns at Lynn Valley and Allen actually achieve the same thing as a stop light?</p>	<p>As part of the full traffic signal being installed at Allan Road, there will be no right turns on red. This is an additional safety feature for cyclists.</p> <p>The traffic signal is required per the warrant analysis. It addresses traffic movement and pedestrian movements.</p>
<p>Will DNV compensate home owners for loss of on-street parking for themselves and for large delivery trucks?</p>	<p>All roadways are public lands and their primary purpose is to move people and goods. There is no compensation offered to homeowners or business owners for ways in which these public roadways are used in front of homes or businesses.</p>
<p>Why not rename this project Lynn Valley Road Active Bicycle Project instead of Lynn Valley Road Active Transportation Project?</p>	<p>Active transportation implies all modes of transportation such as driving, cycling, walking, transit, scootering, roller blading, whatever mode is used to get around. Active transportation is important because as we struggle with traffic congestion and increasing greenhouse gas emissions, we need alternative low-carbon ways for people to get around that isn't a single occupant vehicle or driving in a car. Active transportation is a term heard more and more these days because it is becoming front and center as communities grapple with large issues like climate change and traffic congestion.</p> <p>The DNV cycle survey is available at dnv.org/bikelanes if people are interested in learning about the bike lanes and active transportation generally.</p> <p>This project benefits all road users including pedestrians and people using transit by improving crosswalks and bus stops.</p>
<p>What will happen to the existing crosswalk light at Allan and Lynn Valley?</p>	<p>The crosswalk light will be replaced with a full traffic signal at the Allan Road intersection.</p>
<p>Please comment on parking permits for</p>	<p>More information about our On Street Parking</p>

<p>residents.</p>	<p>Policy can be found at: https://www.dnv.org/residential-parking-permits</p>
<p>Are these updated surveys available to the public to read? The research I conducted ahead of this meeting consisted of reports nearly at the end of their recommended 10-year renewal, not much in the way of newer surveys other than the cycling one I participated in last year.</p>	<p>The Fall 2020 survey was the more recent engagement. For more information please www.DNV.org/bikelanes</p>
<p>We keep being passed around about Engineering vs Planning versus Transportation. Can you arrange for a meeting that has ALL of these departments represented, for each of Phase One and Phase Two - so that ALL questions can be answered/discussed for all to hear?</p>	<p>Thank you for your suggestion, the District will take this under consideration.</p> <p>For any questions related to Phase One (Mtn Hwy to Peters Rd) please contact Shahrzad at honarmands@dnv.org and for Phase Two (Peters Road to Dempsey Rd) please contact engineer@dnv.org with attention to Transportation.</p>
<p>Why not make the sidewalk wider and a shared path for pedestrians and bikes? Instead of taking away on street parking. I don't want to lose the parking in front of my house on LV Rd.</p>	<p>We have a limited road right of way along Lynn Valley Road, many competing interests and limited resources in terms of space and funding. Arterial roads like Lynn Valley Road are mainly intended to move people, not to store goods within public right of way.</p> <p>There are driveways, utilities, power poles, bus stops, fences/walls and trees that would further complicate how to move people in this corridor.</p>
<p>For Phase Two, there is a very large level of neighborhood disagreement with the decision to make that stretch one-way. What is the cost of the pilot project so far?</p>	<p>Phase 2 is at the early stages of development. Full costs are unknown at this time.</p>
<p>Question about "research" was not related to the parking study. There are more data to be considered than just the parking survey.</p>	<p>This question may refer to the District's broader plans, such as our Bicycle and Pedestrian Master Plans, the Transportation Plan, and our Official Community Plan. Links to those various documents are included on the project web page: https://www.dnv.org/lynn-valley-rd-at Please email Shahrzad if you are searching for other data or information.</p> <p>Shahrzad Honarmand at honarmands@dnv.org</p>