

AGENDA

COUNCIL WORKSHOP

Monday, February 13, 2012

7:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



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7:00 p.m.
Monday, February 13, 2012
DNV Committee Room, Municipal Hall
355 West Queens Road, North Vancouver

AGENDA

- 1. Opening by the Mayor**
- 2. Financial Update - Commercial Enterprises**

Presentation: Nicole Deveau, General Manager - Finance & Technology

Materials to be circulated via agenda addendum.
- 3. Long Term Transportation Vision & Strategic Priorities**

Presentation: Erica Geddes, Section Manager - Transportation
- 4. Adjournment**

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Briefing Note for February 13, 2012 Council Workshop
LONG TERM TRANSPORTATION VISION & STRATEGIC PRIORITIES
"TRANSPORTATION and the NETWORK of CENTRES"

Purpose

This briefing note presents the District's draft Strategic Transportation Vision and Priorities supporting the network of centres for Council information and comment. Staff will be presenting this information in more detail at the February 13, 2012 Council workshop. Staff intend to return to Council following consultation to seek approval of the vision and strategic priorities later this Spring.

Background

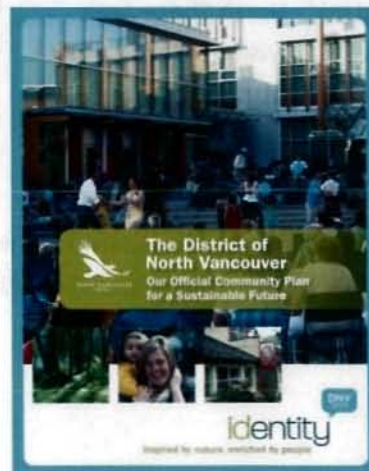
The draft long term transportation plan has been actively under development since 2008. Staff presented an overview of the draft long term transportation plan at the October 24, 2011 Council workshop. Since then, strategic priorities to support the success of the planned network of centres have been refined and identified for possible implementation over the next three to five years.



Fit with OCP Policy Context

The OCP provides a growth management and urban structure plan for the District. Its vision goals and policies provide an overall framework for more detailed implementation plans. The long term transportation plan will be a strategic action plan for integration of transportation and land use planning.

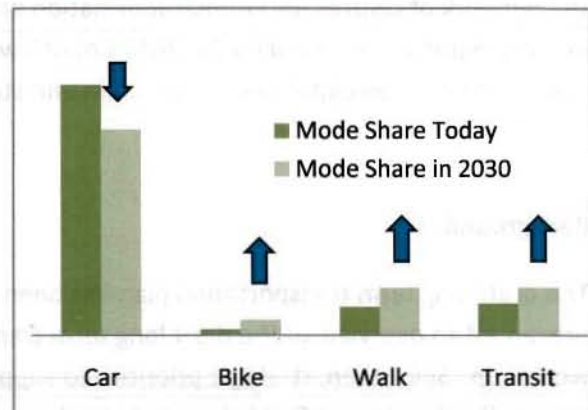
Town and Village Centre Implementation Plans are currently being prepared for the four key growth centres identified in the OCP (Lower Lynn, Lynn Valley, Lower Capilano-Marine and Maplewood).



These plans will guide development applications in these centres and facilitate effective integration of multi-modal transportation networks, utilities, community amenities and a high quality built environment.

Given the priority and timing of these implementation plans, endorsement of the District's Strategic Transportation Vision and Priorities is needed to begin implementing transportation improvements in centres. ***An adopted plan is needed for the District to leverage funding partnerships with developers as well as TransLink, the Province, ICBC and others.***

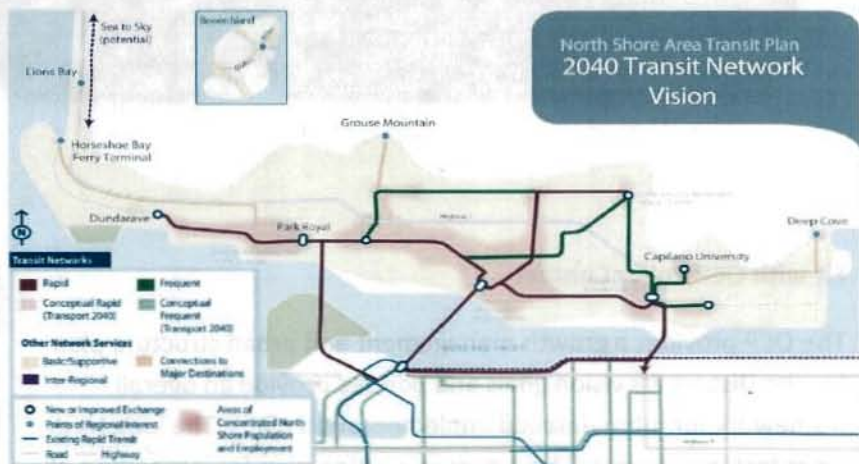
The focus of ***OCP transportation policies is to increase transportation choices.*** During the 2007 community survey, residents expressed that the need for increased transportation choice was a top priority. Along with policies to increase the availability of transportation alternatives, the OCP aims to increase the percent of trips by walking, cycling and transit from 21% today to about 35% in 2030.



- The North Shore Area Transit Plan is expected to increase the percentage of trips by ***transit from 10% to 15%.***
- Intensified land uses in centres as well as increased investment in cycling networks, sidewalks and crossings is expected to increase the percentage of trips by ***walking and cycling from 11% to about 20%.***
- ***About 65% of trips will still be made by car*** and investments in road safety will also be needed.

Transportation and the Network of Centres

The District's commitment to developing the Network of Centres has influenced TransLink's North Shore Area Transit Plan vision. Under this vision, the District's centres will be connected by frequent bus services.



On the last page of this memo is a map summarizing the District's ***strategic transportation priorities.*** Staff intend to highlight specific initiatives supporting the Network of Centres at the workshop on February 13th.

The *strategic transportation priorities support the development of the network of centres*. For each centre, investments will be needed in safer roads, crossings and cycling connections as well as sidewalks and transit supportive measures. Outside of the centres, some investments will still be needed to support initiatives like the spirit trail and safe routes to school.

The benefits of implementing the strategic priorities include:

- Address resident's priority for *increased transportation choice* for getting around on the North Shore, with more option for walking, cycling and taking transit;
- Development of a network with *safer conditions* for walking, cycling, and driving
 - Addressing real and perceived safety issues,
 - Providing a continuous network so that pedestrians and cyclists are not trapped, and
 - Provides quality network on and off-street facilities for people 8 to 88 years old;
- Significant *reduction of greenhouse gas emissions* and improved air quality;
- Improved public health and *prevention of disease*;
- Support of households' transition to *"one less car"*; and
- Provision of *affordable travel alternatives* in the face of rising fuel costs.

Financial Impact

Finance has analyzed the strategic priorities of the Transportation Plan as it relates to the OCP overall, focusing on town centres. As articulated during the OCP process, the Network of Centres concept results in an *economical use of financial resources and a positive revenue contribution*.

The Transportation Plan is a candidate for funding from development servicing, DCCs, CACs, the tax levy as well as funding from TransLink, the Province and ICBC. Further information on financial implications of transportation network and other key priorities of OCP implementation (i.e. servicing, parks, amenities) will be provided through ongoing analyses and updates on the financial framework being developed as part of OCP implementation. Individual projects will still need to be approved through the capital planning process after a business case is provided.

Public Input and Approval Process

Later this Spring, staff intend to return to Council following consultation to *seek Council approval of the transportation vision and strategic priorities*.

Staff intend to *consult with the public* with open house events between March 5 and 7th, 2012. Staff are also developing an online survey to obtain public input from a broad cross-section of the community throughout the month of March. Stakeholder consultation will also be carried out during this period.

Priorities

District-Wide

- Continue Spirit Trail
- Safe routes to school projects
- Pedestrian crossing improvements
- Bike routes through re-paving
- Transit supportive improvements

Lynn Valley

- Intersection safety improvement: Lynn Valley Road & Mountain Highway
- Sidewalks: Mountain Highway, Ross Road, Institute Road, 29th Street,
- Bike routes: Lynn Valley Road, 29th Street
- Transit stop improvements

Lower Lynn

- Highway 1 Interchanges
- North Service Road
- Keith Road and Bridge
- Spirit Trail bridge at Lynn Creek
- Bike routes: E. Keith Road, Barrow Street, Orwell Street
- Phibbs transit facility improvement
- Sidewalks: Mountain Highway

Lower Capilano

- Intersection safety improvement: Capilano Road and Curling
- North-south transit priority: Capilano Road
- Bike routes: Hope Road, north-south east of Capilano Road
- Transit priority improvements

Maplewood

- Intersection safety improvement: Dollarton Highway & Riverside Drive
- Bike route: Mount Seymour Parkway
- Transit stop improvements
- Barrow-Spicer connector

