

AGENDA

COUNCIL WORKSHOP

Monday, June 11, 2012

5:00 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



NORTH VANCOUVER
DISTRICT

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COUNCIL WORKSHOP

7:00 p.m.
Monday, June 11, 2012
Committee Room, Municipal Hall
355 West Queens Road, North Vancouver

AGENDA

1. Opening by the Mayor

2. TransLink – Phibbs Exchange

File No. 16.8620.40/022.000

Memo: Steven Ono, Manager – Engineering Services

3. East Keith Road Pavement Markings

File No.

Memo: Gavin Joyce, General Manager – Engineering, Parks, and Facilities

4. Adjournment

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Briefing Note: Phibbs Exchange Study
May 30, 2012

TransLink's Senior Manager, Infrastructure Planning, Jeff Busby, has been invited to update Council at the June 11th, 2012 Council Workshop on the upcoming PHIBBS EXCHANGE STUDY, which is wholly within the District's boundaries.

TransLink is aware that Council has great interest in discussing other North Shore-wide transportation topics. Both the City of North Vancouver and the District of West Vancouver, as well as North Shore MLA's have expressed similar interest. Therefore, TransLink will be scheduling a separate North Shore sub-regional meeting with all elected officials in the immediate future to discuss broader issues, including:

- the North Shore depot issue,
- Capilano University transit service and U-Pass, and
- North Shore Area Transit plan etc.

This will ensure that a fulsome discussion can occur on North Shore transportation matters of mutual interest with all interested parties present. Council's information requests have been sent to TransLink.

Background

The District of North Vancouver has made its concerns about Phibbs Exchange known to TransLink over several years. These include safety and security issues that may be deterring transit passengers from using the Exchange. Long term planning in the area had also identified the need for TransLink to confirm the location of Phibbs Exchange.



Phibbs' improvements to address public safety and community integration are a high priority in the District. For example, in the District's recent transportation planning priorities survey (March 2012) improvements at Phibbs Exchange were the top priority for over 40 percent of District residents and 60 percent of residents of the Eastern area.

Planning Work Underway

TransLink, in consultation with District staff and other stakeholders, have now confirmed that the current location is optimal for Phibbs Exchange. Other sites were previously proposed for Phibbs Exchange including, Seymour Creek (Squamish Nation), on-street within the Lower Lynn centre, and near the Fern Street ramps to Highway 1. However, each site has operational and property difficulties. In the near future, TransLink is not planning to explore alternate sites for the exchange.

Advantages of the exchange staying at its current location include:

- Direct transit connection to Highway 1 and the Ironworkers' Memorial Bridge;
- Excellent access for residents and employees in the Lower Lynn area;
- Support to developing the Lower Lynn Town Centre a Frequent Transit Development Area, as identified in Metro Vancouver's Regional Growth Strategy; and
- Compatibility with Highway 1 Interchanges plans, as confirmed by Ministry of Transportation and Infrastructure (MOTI).

Staff recently brought together staff from the District, TransLink, and MOTI, along with expertise from consultants to develop ideas and to agree on goals for an improved exchange such as:

- an active land-use at, or adjacent to, Phibbs Exchange;
- better pedestrian and cycling connections;
- a drop-off and pick-up zone;
- enhanced park-and-ride facilities;
- retail amenities; and
- passenger facility improvements such as public washrooms and improved lighting.



Burien, King County



Walthamstow Station, London



St. Paul's Station, Walsall

The North Shore Area Transit Plan (NSATP) process, currently being completed by TransLink, found that customer amenity improvements to Phibbs Exchange ranked as one of 13 high priorities. Improving Phibbs Exchange supports the long-term transit vision for the North Shore, and ranks high on the NSATP's criteria such as environment, land use, social and community, economic development, financial, transportation and deliverability.

Next Steps

TransLink has recently begun planning for improvements at Phibbs Exchange that could provide improved access, security and customer service for the next 20 or more years. TransLink plans to have the consultant commence planning this summer and District staff, along with stakeholders like MOTI and Squamish Nation, anticipate close collaboration on this.

At the June 11th Workshop, Council will be provided with opportunity for discussion and questions of TransLink staff, specific to Phibbs Exchange.

BRIEFING NOTE: East Keith Road

May 30, 2012

This note summarizes the results of further consultation and analysis of the function, safety and operations of East Keith Road, between Sutherland Avenue and Brooksbank Avenue. Its purpose is to assist in the selection of a final configuration so that permanent markings can be installed, either with:

- the status quo, with two westbound vehicle lanes (in which no cycling facilities would be provided), or
- one westbound vehicle lane (which allows for a shared vehicle/bicycle eastbound lane and a dedicated bicycle lane westbound).

Background

Through the normal course of pavement management and renewal, East Keith Road became due for repaving in 2011. Since East Keith is shared by the District and City of North Vancouver, staff from both municipalities took the opportunity to consider the current performance and future function of East Keith Road in planning for new pavement markings that would best meet future community needs while addressing current performance issues.

Most notable of the current performance issues are:

- complaints of speeding, particularly in the westbound direction approaching the merge point at the top of the hill, which is particularly challenging as it occurs near closely-spaced intersections;
- frequency of crashes in the westbound direction nearly double the frequency eastbound; limited space for bicyclists along this designated bicycle route, and
- challenges for pedestrians trying to cross Keith Road.



Figure 1 East Keith Road Study Area

Through this planning process, the District and City of North Vancouver conducted public consultation in June 2011 regarding options for new pavement marking configurations on East Keith Road, as re-paving provides the opportunity to make changes at little or no cost. Staff then completed the detailed design of the preferred option.

The existing and proposed layouts are shown in Figures 2 and 3.



Figure 2
Status Quo: Two Westbound Lanes



Figure 3
One Westbound Lane

Last year, CNV Council approved the option that includes one eastbound wide, shared lane (vehicles and bicycles), a parking lane on the south side, and one westbound vehicles lane and a marked bicycle lane on the north side. However, this change can only be made with the agreement of the District.

Road re-paving work was done in September and October and the new pavement marking scheme was laid out in October 2011. The new layout raised some concerns from the public. The District reinstated the original lane configuration, until further consultation and analysis could be conducted.

An on-line survey was conducted between November 2011 and May 2012, and an engineering consultant completed an independent technical review in Spring 2012. Another open house was held on April 25, 2012 to present the results of the survey to date and the results of the technical review.

Technical Review

A transportation engineering firm (Delcan) was engaged to:

- Quantify expected vehicle, transit, cycling and pedestrian safety performance of both options;
- Quantify vehicle capacity performance of the corridor, with and without expected closures of the City's Low Level Road during re-construction;
- Compare any other factors that may affect decision, including public comments; and
- Make other recommendations to improve capacity and safety.

The executive summary of the technical report is provided as ATTACHMENT 1. The full report (entitled *East Keith Road Roadway Utilization Traffic Analysis*) is available on the District's website.

The report recommends providing only one westbound vehicle lane, with the expected benefits of:

- Reduction of 20 percent in westbound vehicular crashes;
- Reduced pedestrian crossing distance, reducing risk for pedestrians;
- Provision of a buffer space between vehicles and pedestrians using the sidewalk;
- Less delay for traffic entering from Hendry Avenue;
- Provision of an on-street cycling facility where none exists now; and
- An expected reduction in vehicle travel speeds of four kilometres per hour.

The analysis also predicted that the overall travel time of all vehicles within the study area would increase by 4 percent, some of which is a natural outcome of slower travel speeds.

Specifically for westbound vehicles on East Keith Road hill, the distance from Brooksbank Avenue to East Grand Boulevard is about 1.3 kilometres. At 60 kilometres per hour, it takes 1.3 minutes to travel this distance whereas at 40 kilometres per hour it takes 2.0 minutes to travel this distance. The difference in travel time for vehicles travelling 10 kilometres per hour above the posted speed limit versus those travelling 10 kilometres per hour below the speed limit is about 42 seconds.

What about the Lower Level Road?

Current planning in the City of North Vancouver for re-construction of the Low Level Road indicates that full closures will not be needed. The analysis predicts that between 30 and 40 percent of the Low Level Road traffic would divert to East Keith Road, with the remainder using 3rd Street, Highway 1, or another route. The analysis found that while delays will increase during the closures, the overall travel time within the study area would increase by 4 percent with a single westbound lane when compared to two lanes – the same difference found without the Lower Level Road closures.

Further Survey

A short survey was posted on the District's website between November 2011 and May 2012 to solicit public input. Of the 392 responses received, 242 or 62 percent were in favour of removing one travel lane. This is similar to the first survey done in 2011 which found 57 percent of respondents in favour of one westbound lane and 34 percent in favour of the status quo.

The recent survey also asked whether respondents were cyclists, with the results shown in FIGURE 3.

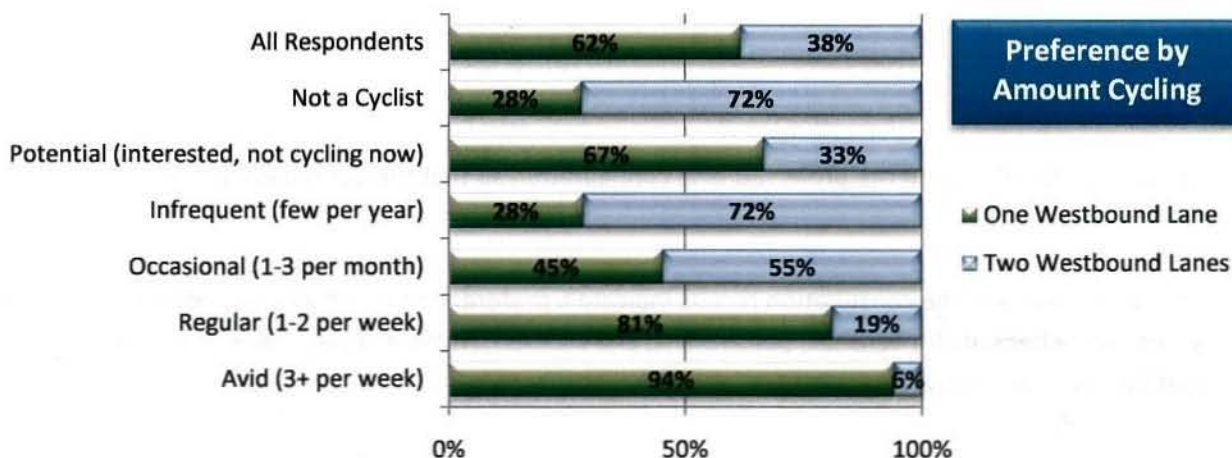


Figure 3 Summary of Survey Results

As expected, support to provide one westbound lane varied based on whether the respondent cycled. Support for a single lane ranged from 29 percent of those who do not cycle at all to 94 percent of those who cycle more than three times a week.

The exception occurred with those who identified themselves as potential cyclists, 67 percent of which preferred the single westbound lane. This may reflect the hesitancy of residents to cycle without dedicated facilities.

Respondents were also able to submit written comments, either through the survey or directly by e-mail to the District. A sample of the comments is provided as ATTACHMENT 2.

Public opinion was divided. Those preferring one westbound lane typically did so either to reduce vehicles speeds or to provide a marked bike lane. Those preferring two westbound lanes wanted an extra lane to be able to pass slower-moving vehicles.

Additional Consultation

The first open house on this topic was held on June 14, 2011. A further open house was held on April 25, 2012 at the former Cloverley Elementary School. Approximately 60 [need to confirm] persons attended, with both District and City staff available for discussion, along with the consultant. Eleven presentation boards summarized the process to date and the findings of the technical review. Presentation material has also been available on the District's website.

Comments were not directly solicited at the April 2012 event, as attendees were encouraged to respond through the web survey for consistency.

Finally, this issue was reviewed by the Transportation Consultation Committee (formerly TPAC). The Committee supports the provision of a single westbound lane. The letter describing the recommendation is provided as ATTACHMENT 3.

Conclusion

Staff are seeking direction as to the preferred lane configuration so that the permanent markings can be installed.

The technical analysis and the consultation results indicate a preference for one westbound lane because of its expected safety benefits for vehicles, pedestrians, and cyclists. Traffic analysis indicates that no significant delays to vehicles are expected.

Once an option is selected, it is recommended that public information be sent to the adjacent residents to explain the results of this review.

ATTACHMENT 1 EXECUTIVE SUMMARY OF TECHNICAL REVIEW

East Keith Road, between Sutherland Avenue and Brooksbank Avenue, is designated as a Major Arterial Road in the District and City of North Vancouver. The south side of the road is located in the City of North Vancouver and the north side of the road and its continuation to the east is in the District of North Vancouver. A road re-paving project along East Keith Road was implemented in September 2011. This project used a new lane configuration that reallocated road space to provide bike lanes and removed one westbound through lane. In response to some public concerns about the new laning, the District decided to conduct a review of the proposed line re-painting with the view that more public engagement was required before committing to a new lane configuration. Consequently, the District reinstated the original lane configuration, without cycling facilities. This study provides an independent review of the laning options for East Keith Road.

The existing configuration and the proposed laning option of East Keith Road are illustrated in Figures ES1 and ES2.



Figure ES1 – Existing Laning of East Keith Road



Figure ES2 – Proposed Laning Option of East Keith Road

A traffic operations analysis was performed for affected intersections along East Keith Road for the two laning options to determine the effects on the Level of Service of the westbound through lane removal. The Level of Service (LoS) concept is based on average vehicle delay and relates this delay to a quality ranking as experienced by a motorist. LoS is expressed in terms of a letter ranking from A (very good conditions, low delay) to F (very poor conditions, high delay). In most urban areas, an LoS of D or better is desirable. This analysis is summarized in Table ES1.

Table ES1 – Traffic Operations Comparison

Intersection	Intersection Level of Service			
Sutherland Avenue (West)	A	A	A	A
Sutherland Avenue (East)	A	A	A	A
Hendry Avenue	E	D	B	B
Calverhall Street	A	A	A	A
Adderley Street	A	A	A	A
Cloverley Street	A	A	A	A
Shavington Street	A	A	A	A
Heywood Street	A	A	A	A

With the exception of the Hendry Avenue intersection during the AM Peak Hour, all of the intersections will operate at a high Level of Service with minimal delays in both the existing and proposed laning options. However, the delays at the Hendry Avenue intersection are reduced in the proposed laning option which results in a better Level of Service at the intersection. The length of westbound traffic platoons would increase with the one westbound travel lane for the proposed laning as opposed to the two westbound travel lanes for the existing laning. However, the intersection Level of Service shown in Table ES1 predicts that this should not cause undue delay for motorists on the side streets.

The results of the traffic operations analysis with the addition of forecast traffic diversion to East Keith Road, as a result of the planned partial closures on the Low Level Road during the construction activity at the Port Metro Vancouver site in the City of North Vancouver, are shown in Table ES2.

Table ES2 – Intersection Level of Service (with Low Level Road Closures)

Intersection	Intersection Level of Service			
Sutherland Avenue (West)	A	A	A	A
Sutherland Avenue (East)	A	A	A	A
Hendry Avenue	F	F	C	C
Calverhall Street	A	A	A	A
Adderley Street	A	A	A	B
Cloverley Street	A	A	A	A
Shavington Street	A	A	A	B
Heywood Street	A	A	A	A

At the Hendry Avenue intersection, the critical turning movements which are resulting in a poor Level of Service are the southbound left turn and through movements. This intersection is predicted to operate at a Level of Service F during the morning peak hour, for either laning option, when the planned partial closures of the Low Level Road occur. The intersection may be a potential candidate for a traffic signal in the near term future.

Two speed surveys were previously performed on East Keith Road west of Calverhall Street for westbound vehicles. These surveys provide representative prediction of traffic speeds in the westbound direction for the existing and proposed laning options for East Keith Road and are summarized in Table ES3.

Table ES3 – Observed Westbound Traffic Speeds

Westbound Speeds	Two Lanes WB (Existing)	One Lane WB (Proposed)
85th Percentile	65 km/h	61 km/h
Average	58 km/h	54 km/h

In the westbound direction, reducing the cross-section from two lanes to one lane reduced the 85th percentile speed from 65 km/h to 61 km/h and the average speed from 58 km/h to 54 km/h, a 4 km/h reduction in both measures.

From a cycling perspective, the proposed laning is far superior to the existing laning on East Keith Road. Cyclists, like motorists have significant differences in their level of experience, ability, and training. The existing laning can only meet the needs of a small proportion of these cyclists, which would include advanced skill or experienced cyclists. Latent demand from basic skilled or less confident adult cyclists, or children riding bicycles could be fulfilled if the proposed laning was implemented.

Even with an average grade of about 8.5 percent, having dedicated cycling facilities along East Keith Road was

desired, by cyclists engaged in previous District of North Vancouver transportation planning processes, to improve the safety and comfort of cyclists travelling this route. These cyclists consider 3rd Street to be too distant to be an alternative cycling route for this corridor. No other route has been identified as a viable alternative.

The findings of a comparative analysis of the two options are summarized in Table ES4 below. Besides a comparison of traffic operations, predicted travel speeds, and cycling facilities discussed above, the analysis also includes a comparison of predicted travel times, pedestrian safety, bus operations, on-street parking, and road safety.

Table ES4 – Summary of Findings

Consideration	Existing	Proposed	Comment
Eastbound Average Speeds	53 km/h	54 km/h	Expected to increase slightly due to widened lane width.
Westbound Average Speeds	58 km/h	54 km/h	Expected to decrease (approximately 4 km/h) with lane reduction based on survey of observed traffic speed.
Westbound 85th Percentile Speeds	65 km/h	61 km/h	Expected to decrease (approximately 4 km/h) with lane reduction based on survey of observed traffic speed.
Eastbound Travel Times	Neutral	Minor decrease	Slight improvement with the Proposed Option.
Westbound Travel Times	Neutral	Minor increase	Slight increase with the Proposed Option.
Overall Network Travel Time	Neutral	Minor increase	Minor increase with the Proposed Option.
Intersection Operations	Neutral	Neutral	Side street delays decrease in the Proposed Option with a minimal increase in main street delays.
Cycling Facility	None	EB – Shared use lane WB – Bike lane	East Keith Road provides a key east-west connection for cyclists in North Vancouver. Alternative route is 3rd Street, which is considered too distant to be a viable alternative.
Cyclist Safety	Poor	Good	On-street bike facilities increase cyclist safety in the Proposed Option.
Pedestrian Safety	Neutral	Slight Improvement	Bike lane along the north side of East Keith Road provides a buffer separating pedestrians on sidewalk from motor vehicle lanes. Also Proposed Option reduces potential for "multiple-threat" crash involving pedestrians crossing East Keith Road.
Bus Operations	Neutral	Slight Decrease in Performance	Westbound buses will require westbound vehicles to yield the right of way with the lane reduction.
On-Street Parking	Neutral	Slight Improvement	Proposed Option provides a buffer between parked vehicles and eastbound traffic, which could reduce the number of parking related collisions.

Eastbound Safety	Neutral	Slight Improvement	Increased lane width may decrease number of rear end, side swipe, and parking related collisions. However, may induce a slight increase in operating speeds.
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Consideration	Existing	Proposed	Comment
Westbound Safety	Neutral	Significant Improvement	Improved safety in Proposed Option as side swipe collisions could decrease. A 20% reduction in collisions related to westbound traffic is predicted based on ICBC crash reduction factors.
Side Street Safety	Neutral	Slight Improvement	Improved safety in Proposed Option as number of conflict points reduced with reduced number of westbound lanes.
Option Selection	Possible Option	Preferred Option	Significant benefit for cyclists and road safety with minimal impact on westbound traffic.

Based on these findings, the proposed laning option to reallocate road space is the preferred option. The primary benefit of the proposed laning is providing on-street cycling facilities on East Keith Road where essentially none exist now. Other significant benefits of the proposed laning include:

- A predicted 20% reduction in crashes (rear end and side swipe) involving westbound vehicles;
- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash) for pedestrians;
- A buffer space between the motor vehicle travel lanes and the on-street parking along the south side of the roadway;
- A buffer space between the motor vehicle travel lanes and the pedestrian sidewalk along the north side of the roadway; and
- A predicted improvement in posted speed limit compliance.

ATTACHMENT 2 - REPRESENTATIVE COMMENTS

"By only having two lanes of traffic...it should make it easier for people to cross and also slow some of the speeding traffic down."

"There are not too many cyclists who would ride up the hill...a more practical bike route would involve the side roads to break up the steep hills and use more gradual upgrades."

"I would prefer to ride my bicycle (with my son in a bike trailer) to commute and would feel safer with a designated bicycle lane."

"It is unsafe to have a long uphill stretch for cars without a[n] option of going slower on the curb lane."

"Going back to the old lanes would show a lack of foresight on the district's part...it makes no sense that a 2km stretch is 3 lanes but reverts to 2 east of Mountain Highway and West of Grand Boulevard..."

"When the temporary lane markings were in with the bike lanes, there was considerably more backup on streets that turned onto Keith."

"We live on Keith Road and have noticed that the 2-lane system has reduced eastbound speeding. Our neighbourhood is now safer and quieter. Thank You!"

"They have already created bike routes on low level and 3rd St. hill...all for the accommodation of a handful of bicycles..."

"Bike lanes make riding safer and comfortable for cyclists. The change won't happen overnight, but you will see a steady rise in ridership if the number of dedicated bike lanes continues to increase. Do it!"

"Keep the laning the way it is so that emergency vehicles who frequently use this route can get through easily without having to impede traffic..."

"I have cycled regularly up East Keith Road hill for 20 years...it's a shame that selfish motorists have more sway with some members of council than do the area residents that have to live with these speeding motorists..."

"Remove the parked cars and have both bike lanes and car capacity."

"...It should be top priority of the council to enable infrastructure that encourages all residents to consider cycling and walking as an alternative to driving...NOW is the time to be implementing the proper infrastructure to ensure safety and convenience for active transportation...NOW is not the time to be regressing to the mentality of the previous century by encouraging drivers to speed up that hill..."

"I think it is important to have 2 westbound lanes. To give up a whole lane for a bike lane is excessive. Because traffic is going relatively slowly up the hill, it is not too risky for cyclists..."

"The new Keith Road laning is a significant improvement that costs taxpayers nothing extra to implement, that dramatically improves the road for cyclists and pedestrians and residents..."

"This is a major vehicle route with truck and bus travel, and frequent left turns...rarely saw any westbound cycle traffic...BAD idea to change..."

"We are a retired couple who have recently started cycling for health reasons...we feel somewhat less agile than we used to be, and we really appreciate amenities like (bicycle) lanes...which gives us more confidence..."

"1 lane going uphill is ridiculous, especially when you're stuck behind a bus. I travel that road everyday and now it takes me so much longer because of the single lane."

"I urge the councillors who voted against the new Keith Road layout to reconsider and would like to remind them of the following vision in the OCP: Our enviable pedestrian and cycling network connects us to our destinations and unparalleled natural environment...please make this happen."

"...If you put in only one westbound lane, the westbound traffic will back up even more, causing longer delays at the lights, with drivers becoming more upset with bad road planning that bows down to a tiny special interest group... leave it the way it is or you will have more cars sitting and idling creating smog so twelve bikes can ride up the hill in a single day."

"Reduced car speed would be a significant benefit...it is difficult and dangerous to turn onto Keith from the side streets...it would also be easier and safer for pedestrians to cross just 2 lanes on Keith instead of 3."

"Bike lanes are pointless...bikes are but feel-good propaganda items...they really don't do a damn thing except generate costly road reconfigurations and get in the way of vehicles..."

"There are no safe bike routes between Grand Boulevard and the 2nd Narrows Bridge – this bike lane is an important part of making the North Shore more bike focussed and bike friendly."

"I strongly believe that adding bicycle lanes would not only make the traffic problem in Keith greater than it is during rush hour, but also it will not get used enough."

"My house is on Keith Road...have been a witness to too many collisions and near collisions, including people almost getting hit crossing...having one lane eastbound will slow the racing cars up Keith Road..."

"A single lane of traffic would reduce speeds...most go 60-80, and many go faster...I'm in favour of the bike lanes mainly to slow down traffic, but I would use the bike lane too."

"...I once got hit by a car while cycling uphill (westbound) in 2005. It is certainly much safer to establish the new laning..."

"The two lanes up the hill often results in speeding by one vehicle overtaking another – accommodating this type of traffic activity is dangerous and it would be curtailed by a single uphill lane similar to 3rd Street."

ATTACHMENT 3 INPUT FROM TRANSPORTATION CONSULTATION COMMITTEE

May 23, 2012

Mayor Richard Walton and District of North Vancouver Councillors
c/o Transportation and Public Works Department staff
District of North Vancouver
355 West Queens Road
North Vancouver, BC
V7N 4N5

RE: TRANSPORTATION CONSULTATION COMMITTEE SUPPORT FOR EAST KEITH ROAD RE-LANING

Your Worship and Councillors:

At the May 3, 2012 meeting of the District's Transport Consultation Committee (TCC) (formerly known as the Transportation Planning Advisory Committee), we discussed the proposed re-laning initiative on East Keith Road. The Committee voted unanimously in favour of the initiative and directed us, as Chair and Vice Chair, to convey our support and ask that you accept the recommendations of staff (which are based on the findings of an independent consultant).

In our view, the proposed design changes will provide significant improvements to a wide range of road users without inconveniencing motorists. Key points raised by TCC members during our meeting include:

- Keith Rd is essentially a climbing lane because it merges back to one lane westbound west of the project, and on the Keith Rd bridge over Lynn Creek.
- Moving to one lane should decrease speeds overall, creating less opportunity for conflict between vehicles and pedestrians/cyclists.
- Given anticipated traffic diversion from the Low Level Road Construction project, changes that reduce speed and create less points of conflict should amplify the initiative's expected crash prevention benefits.
- For cyclists, the proposed design on the north side of the road clearly designates a shared portion of roadway.
- For pedestrians, the cycling and public transport access zone has tangible benefits, providing a physical buffer of space between the sidewalk and motorized traffic.
- For transit users, bus service will no longer compete with vehicles for road space, easing access and egress and improving flow (and hence transit times).
- The modeling demonstrates these benefits have no noticeable delays for vehicle traffic in either direction.

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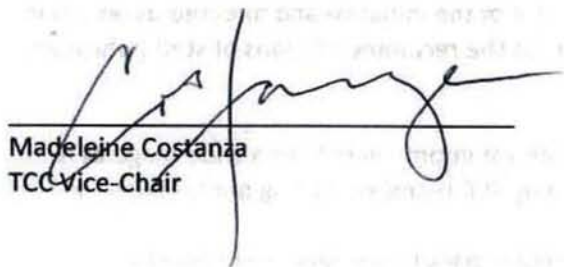
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Based on our understanding of the proposed initiative, and given our mandate to advise the District on a host of transportation matters, TCC members strongly urge Council to support the proposed re-laning change.

Yours sincerely,

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Nicolas Jimenez
TCC Chair

A handwritten signature in black ink, appearing to be 'Madeleine Costanza', written over a horizontal line.

Madeleine Costanza
TCC Vice-Chair

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