

AGENDA

COUNCIL WORKSHOP

Monday, November 26, 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



NORTH VANCOUVER
DISTRICT

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COUNCIL WORKSHOP

**7:00 p.m.
November 26, 2012
Committee Room, Municipal Hall
355 West Queens Road, North Vancouver**

AGENDA

1. Opening by the Mayor

2. Road Classification Bylaw
File No. 16.8620.25/011.000

p. 7-12

Presentation: Erica Geddes, Section Manager-Transportation

3. Adjournment

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REPORTS

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Briefing Note: Road Classification Workshop

November 14, 2012

What is Road Classification?

Road classification is an important tool for transportation planning and roadway management. It classifies streets based on factors such as **traffic volume**, **primary function** (e.g. land access versus traffic movement), **road width**, **number of lanes**, and **existing and future land use**.

An appropriately designated road network can help improve safety and network efficiency by managing levels of traffic flow, speed, and access to land. Roads that are not correctly classified could contribute to greater crash risk, higher speeds, and short-cutting.

- Locals
- Collectors
- Minor Arterials
- Major Arterials
- (Highways are provincial)



Why Re-classify Roads?

With the District's new vision for growth, some roads in the upper areas of the District are not ever going to carry as much traffic as once envisioned and some roads in growing areas are playing a greater role.

Re-classifying roads will affect maintenance decisions such as snow clearing and street sweeping priorities, future driveway locations, and future costs to the District like new sidewalks. An over-classified and over-built road often results in speeding and other safety issues, and the District may be wasting money to service the road. Alternatively, a road that is under-classified may not be serviced adequately, resulting in potential safety issues including greater crash risk.

Background

The District's existing road classification system in the Development Servicing Bylaw (section B2) is based on the 1990 North Vancouver Transportation Network study. It includes four classes: **local**, **collector**, **minor arterial**, and **major arterial**. Many roads were classified at the time because of anticipated future subdivisions in the northern parts of the District. As the District's current OCP growth calls for growth primarily in the designated centres, some roads are now over-classified.

A review of all District road classifications was completed in 2011 (available at www.dnv.org/transportationplan). The road classification system generally follows the Transportation Association of Canada Guidelines so that roads are designed and managed according to national standards, which helps address concerns related to consistency, liability and safety. The proposed modifications to the road classification system have been discussed with the Transportation Planning Advisory Committee/Transportation Consultation Committee, Traffic and Safety Committee and Council (at the October 24, 2011 workshop). The final proposed road classification system was incorporated into the **Transportation Plan** that was approved by Council on July 9, 2012.

Proposed Changes

The Transportation Plan proposes keeping the existing road classification system, with two changes:

- **New Rural road class** to assign to roads in alpine areas, such as Indian River Drive east of Indian River Crescent; and
- **Change the traffic volume range** for minor arterial roads to be between 5,000 and 20,000 vehicles per day (existing range is between 3,000 and 10,000) to align with national practice. The proposed road classification guidelines are provided in Attachment A.

In applying the updated road classification system and evaluating current traffic demands across the District, several road segments needed to be reclassified (Attachment B):

Downgrades	18 road segments are proposed to be downgraded to better reflect current and anticipated traffic volumes and land use development patterns.
Upgrades	Seven road segments are proposed to be upgraded to accommodate bus traffic and potential traffic volume increases associated with growth.
Rural Roads	Two roads are proposed to be classified as rural.

Examples of Re-classification

- **Skyline Drive, north of Montroyal Boulevard – collector to local**
Higher classification likely exists due to former Grouse Mountain lift and is no longer suitable. Lowering the classification will result in more suitable priority for maintenance and snow removal.
- **Welch Street, between Garden Avenue and Pemberton Avenue - major arterial to minor arterial**
Current volume is only 3,800 vehicles per day which falls in the range of a collector road. However, future port, industrial or Squamish Nation development may increase traffic demand and so a minor arterial classification is recommended as a precaution. If Low Level Road is extended to the west, then Welch Street classification can be reviewed and a collector designation considered.
- **Indian River Drive, east of Indian River Crescent – major arterial to rural**
This road was likely classified in anticipation of future development, which is now unlikely. A unique classification is recommended to allow for appropriate design and maintenance standards.
- **Purcell Way, east of Lillooet – local to minor arterial**
Current volume is in the range of a minor arterial and Purcell Way is a transit route. Re-classifying this road will increase the priority for snow clearing and street sweeping, traffic movement will be the primary function and pavement material would be upgraded in the future.

Bylaw Options for Discussion at Workshop

Amend Development Servicing Bylaw to include either:

1. Revised classification map and Roadway Classification Guidelines table; or
2. Remove map and revise new Roadway Classification Guidelines table.

The benefit of option 2 is that the Bylaw does not need to be amended each time a new road is constructed (i.e. if new roads are created). Changes to road classification would be approved by the Municipal Engineer. However, including a map could provide more clarity compared to a table alone.

Next Steps

- Incorporate Council's input to the road classification system.
- Seek amendment to the Development Services Bylaw to incorporate proposed changes to the road classification system on February 4, 2013.

Attachments:

- A. Proposed Roadway Classification Guidelines
- B. List of Proposed Road Classification Changes
- C. Map of Proposed Road Classification Changes

Attachment A – Proposed Roadway Classification Guidelines

Features	Local	Collector	Minor Arterial	Major Arterial	Rural
Traffic service function	land access more important than traffic movement	traffic movement and land access of equal importance	traffic movement more important than land access	traffic movement major consideration	land access and traffic movement
Expected traffic volume (daily vehicles)	<1,500	1,000-8,000	5,000-20,000	10,000-50,000	<2,000
Speed limit (km/h)	30 - 50	30 - 50	50 - 60	50 – 60	30 - 50
Vehicle type	passenger and service vehicles	passenger and service vehicles	all types	all types	passenger and service vehicles
Desirable connections	lanes, locals, collectors	locals, collectors, major and minor arterials	collectors, major and minor arterials	collectors, major and minor arterials, Highway	lanes, locals, collectors, minor arterials
Transit service	generally avoided	permitted	permitted	permitted	avoided
Bicycle access	no restrictions	no restrictions	separate facilities desirable	separate facilities	no restrictions
Pedestrian access	sidewalks on one side desirable	sidewalks on both sides desirable	sidewalks on both sides desirable	sidewalks on both sides required	no restrictions
Pavement width (m)	8.0 - 11.2	15.2 - 16.2	16.0 - 22.3	16.0 - 22.3	8.0 - 11.2
Number of travel lanes	2	2 to 4	2 to 4	2 to 4	Up to 2
Number of parking lanes	1	Varies	Varies	Varies	None
Recommended width of travel lane (m)	3.0 - 4.3	3.3 - 4.3	3.7 - 4.3	3.7 - 4.3	3.0 - 3.7, shoulder desirable
Driveway Access	preferred over collectors if lanes are not available	limited	limited	not permitted	limited
Examples	Regent Avenue, Anne Macdonald Way, Hamber Place	Fromme Road, Garden Avenue, West 15 th Street	Ross Road, Delbrook Avenue, Highland Boulevard	Marine Drive, Capilano Road, Main Street	Indian River Drive, east of Indian River Crescent

Attachment B - List of Proposed Road Classification Changes

Roadway Re-classification List			11/14/2012		Daily Traffic Volumes - Two ways (AADT)			
#	Roadway Section	Current Classification	Proposed Classification	Reason for the Proposed Classification	Current	Lower Cut-Off for Proposed Classification	Upper Cut-Off for Proposed Classification	
1	Glenwood Ave, between Montroyal Blvd and Handsworth Rd	Collector	Local	Volume	900	1	1,500	Down
2	Ridgewood Dr, between Edgemont Blvd and Highland Blvd	Minor Arterial	Collector	Volume; now two lanes, no transit; traffic from development in Edgemont Village unlikely enough for arterial	4,500	1,000	8,000	Down
3	Edgemont Blvd, between Capilano Rd and Ridgewood Dr	Minor Arterial	Collector	Volume; traffic from development in Edgemont Village unlikely enough for arterial	3,000	1,000	8,000	Down
4	Pemberton Ave, between W. 22nd St and W. 23rd St	Collector	Local	Narrow road width more suitable for a local road	n/a	1	1,500	Down
5	Pemberton Ave, between W. 1st St and W. 15th St	Major Arterial	Minor Arterial	Volume; traffic demand due to port expansion unlikely to need major arterial	6,000	5,000	20,000	Down
6	Welch St, between Garden Ave and Pemberton Ave	Major Arterial	Minor Arterial	Volume, road width and lack of transit indicate a collector; however, may have a traffic demand from future industrial development; could be collector once Lower Level Road extended to the west	3,800	5,000	20,000	Down
7	Mountain Hwy, between Dempsey Rd and McNair Dr	Major Arterial	Collector	Volume	4,000	1,000	8,000	Down
8	Mountain Hwy, between Lynn Valley Rd and Dempsey Rd	Major Arterial	Minor Arterial	Volume	8,400	5,000	20,000	Down
9	Wembley Dr, between Hoskins Rd and Ross Rd	Collector	Local	Volume	600	1	1,500	Down
10	Ross Rd, between Mountain Hwy and Duval Rd	Minor Arterial	Collector	Volume and road width; originally envisioned as east-west alternate route	3,700	1,000	8,000	Down
11	Purcell Way, east of Lillooet Rd	Local	Minor Arterial	Volume; currently bus route; Old Lillooet Rd extension may share the volume in longer term	10,000	5,000	20,000	Up
12	Lillooet Rd, between Lillooet Ln and Monashee Dr	Local	Collector	Transit route to Capilano University	n/a	1,000	8,000	Up
13	Berkley Ave, north of Byron Rd	Minor Arterial	Collector	Volume	3,400	1,000	8,000	Down
14	Hyannis Dr, east of Berkley Ave	Minor Arterial	Collector	Volume; originally envisioned as an east-west connector	1,300	1,000	8,000	Down

15	Indian River Cres, northwest of Indian River Dr	Major Arterial	Collector	Volume	2,000	1,000	8,000	Down
16	Indian River Dr, east of Mt Seymour Rd (up to 4000 Blk)	Major Arterial	Minor Arterial	Volume; extension to new subdivision was originally envisioned	5,200	5,000	20,000	Down
17	Indian River Dr (4100 Blk and beyond), east of Indian River Cres	Major Arterial	Rural	Road width; traffic volume; rural road type	1,200	1	2,000	Rural
18	Coldwell Rd, east of Indian River Dr	Local	Collector	Collects and distributes traffic from local roads	1,300	1,000	8,000	Up
19	Roche Point Dr, south of Mt Seymour Pkwy	Minor Arterial	Collector	Volume; extension was originally envisioned but not planned now	2,600	1,000	8,000	Down
20	Roche Point Dr, north of Dollarton Hwy	Minor Arterial	Collector	Road width, extension not planned now	n/a	1,000	8,000	Down
21	Mountain Hwy, north of Borthwick Rd	Access	Rural	Road width; traffic volume; rural road type	n/a	1	2,000	Rural
22	Riverside Dr (W), south of Dollarton Hwy	Local	Minor Arterial	Services truck volume in Maplewood industrial area; pavement design as an arterial road	n/a	5,000	20,000	Up
23	W. 17th St, between Lloyd Ave and MacKay Ave	Local	Collector	Volume; current and future bus route	3,000 (est)	1,000	8,000	Up
24	Skyline Dr, north of Montroyal Blvd	Collector	Local	Road width	n/a	1	1,500	Down
25	Wellington Dr, Princess Ave to Mountain Hwy	Local	Collector	Volume; function of the road	1,300	1,000	8,000	Up
26	Riverside Dr, between Grantham Pl and Swinburne Ave	Local	Collector	Volume; function of the road	2,100	1,000	8,000	Up
27	Dollarton Highway/Deep Cove Rd between Riverside Dr and Banbury Rd	Major Arterial	Minor Arterial	Volume; function of the road	8,000	5,000	20,000	Down

12

