

# AGENDA

## *COUNCIL WORKSHOP*

**Tuesday, February 2, 2016**

**5:00 p.m.**

**Committee Room, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER  
DISTRICT

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**5:00 p.m.**  
**Tuesday, February 2, 2016**  
**Committee Room, Municipal Hall,**  
**355 West Queens Road, North Vancouver**

### **AGENDA**

#### **1. ADOPTION OF THE AGENDA**

##### **1.1. February 2, 2016 Council Workshop Agenda**

*Recommendation:*

THAT the agenda for the February 2, 2016 Council Workshop be adopted as circulated, including the addition of any items listed in the agenda addendum.

#### **2. ADOPTION OF MINUTES**

#### **3. REPORTS FROM COUNCIL OR STAFF**

##### **3.1. Transportation Update – February 2016**

**p. 7-23**

File No. 16.8310.00/000.000

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

#### **4. PUBLIC INPUT**

(maximum of ten minutes total)

#### **5. ADJOURNMENT**

*Recommendation:*

THAT the February 2, 2016 Council Workshop be adjourned.

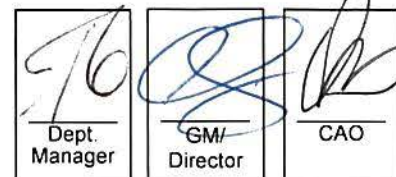
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## REPORTS

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☐ Info Package

Date:



## The District of North Vancouver INFORMATION REPORT TO COUNCIL

January 20, 2016

File: 16.8310.00/000.000

**AUTHOR:** Erica Geddes and Ingrid Weisenbach**SUBJECT:** Transportation Update - February 2016**REASON FOR REPORT:**

To provide background information for discussion at Council Workshop on February 2, 2016.

**SUMMARY:**

Several topics will be brought forward on February 2, 2016 for discussion, focussing on neighbourhood transportation issues. Topics include:

1. North Shore Spirit Trail – proposed route change and project update
2. School Transportation – update
3. Crosswalk Program – update
4. Traffic Calming – policy discussion
5. Other topics as time permits

Individual briefing notes for topics 1 to 4 are attached to this report.

Respectfully submitted,

Erica Geddes

Section Manager - Transportation

**REVIEWED WITH:**

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**Briefing Note: Spirit Trail Update**  
**February 2, 2016**

In March of 2009, Council endorsed a route for the District of North Vancouver's Spirit Trail. For several years now, consideration has been given to revising the route through the Lynn Creek and Maplewood areas, known as the Central Section of the Spirit Trail.

This briefing note provides a summary of the rationale for revising the route. An update on the Spirit Trail project is also provided.

### **Project Background and Highlights**

The North Shore Spirit Trail is envisioned as a 35-kilometre long, accessible, low-lying multi-use path linking Horseshoe Bay with Deep Cove. The District of North Vancouver has been working with the City of North Vancouver, the District of West Vancouver, and the Squamish Nation to coordinate the planning and implementation of this project.



The **Spirit Trail Route Planning Report** dated February 2009 outlined the preferred route in the District at the time. Council endorsement of the route was instrumental in attracting grant funding for the project and in making planning and development decisions on and around the Spirit Trail.

### **Reasons for Revision and Recommended Route**

It has always been recognized that finding a suitable route through the Central Section would be challenging as the area is built-up and because of the barriers created by the rivers and Highway 1. The original plan had envisioned a bridge would cross Lynn Creek on an alignment with Crown Street, with the Spirit Trail continuing south alongside several roads such as Harbour Avenue and Barrow Street.

At a Council Workshop in March of 2013, concerns were identified that this proposed route (red line) would not take advantage of the trees and the natural environment around Lynn Creek and may be difficult to implement.

The District then conducted a technical review to consider alternative Spirit Trail routes through the Lynn Creek (formerly Lower Lynn) Town Centre, including options for bridges over Lynn Creek. Subsequently, recommendations for the Spirit Trail route were considered during the Bridgman and Seylynn Parks Master planning process.



*Figure 1 Original Route Proposal*



Staff are now recommending formal Council adoption of a northern route, crossing Lynn Creek near Hunter Street and travelling eastward along Keith Road and Mount Seymour Parkway.

The rationale for the selection is provided in a revised **Spirit Trail Route Planning Report**, dated September 20, 2013. The proposed revised alignment is shown below, understanding that detailed planning and engineering will still be required to determine the final arrangement.

*Figure 2 New Northern Route Proposal*

Full document available at:  
[www.dnv.org/spirit-trail](http://www.dnv.org/spirit-trail)



This proposed new northern route was the lowest cost option, providing good connectivity, proximity, experience, and safety. Other east-west pedestrian and cycling routes considered in the analysis could be retained for the longer term, but would not be designated formally as Spirit Trail routes.

## Update on other Issues

### North Shore Coordination

Staff continue to meet regularly and exchange information with the project managers from the other North Shore municipalities and the Squamish Nation.

Currently coordination efforts will focus on aligning the City of North Vancouver's route near Lynn Creek to align with the District's revised route that would extend from Heywood Street, through the Park and Tilford area, to the municipal border. We understand that an open house is now scheduled for **February 16<sup>th</sup>, 2016** for the City to hear public input related to this proposed route.



### Western Section Challenges

The District Western Section of the Spirit Trail was completed in early 2012. Since then, growing use by both cyclists and pedestrians has created some operational conflicts on the Trail.

- Vehicles crossing the Spirit Trail at driveways and lanes can conflict with Spirit Trail users; and
- Pedestrians and cyclists can conflict in some areas, especially where the Trail is somewhat narrow.

Staff continue to monitor and address these issues through a combination of actions including providing other routes for faster cyclists, encouraging etiquette and understanding of the shared nature of the facility, implementing minor physical improvements, and providing clarifying signs.

### Hunter Street Bridge and nearby Trail

At its workshop in April of 2015 related to the Seylynn and Bridgman Park Master Plan, Council indicated support for a pedestrian and cycling bridge over Lynn Creek near Hunter Street. It was also confirmed that the project scope would accommodate cycling, form part of the Spirit Trail, separate pedestrians and cyclists where space permits, and retain option for a Crown Street bridge in longer term plans.

Conceptual design work has been completed on the new bridge and the nearby trail. Two different bridge options were considered (shown below) to get an idea of the range of options and the estimated costs.



*Figure 3 Spirit Trail Bridge Concepts*

Funding for this project is intended to be provided by a combination of community amenity contributions (from developers) and future cycling grants. Once funding for the detailed design is in place, work will continue on this project.

### Conclusion

It is recommended that District Council adopt the revised northern Spirit Trail route for the Central Section, based on details provided in the **Spirit Trail Route Planning Report**, dated September 20, 2013.

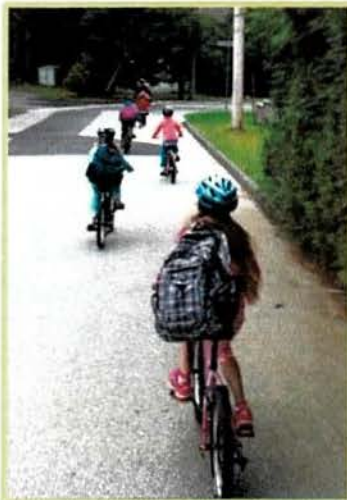


**Briefing Note: School Safety & Transportation Studies**  
**February 02, 2016**

### **Purpose of this Briefing**

Interest in roadway safety around schools continues to be high. Recently, the Safe Routes Advocates resident group requested Council hire a Transportation Demand Management (TDM) coordinator to focus on this matter. The purpose of this briefing note is to provide a recap of previous work done to improve road safety around schools and provide a summary of the current work being done to complete new school transportation studies and resulting outcomes.

### **Project Background and Highlights**



2010 and 2011, DNV and North Vancouver School District #44 (NVSD) teamed up with six local schools to conduct school transportation studies. These studies examined the current state of transportation issues, identified opportunities and developed recommendations to improve the safety and access to schools. For each school study, a list was included that identified the following: a) recommended improvements, b) responsible party & c) priority.

DNV and NVSD have worked closely with schools to study the issues specific to each school and their unique transportation issues. In 2010 & 2011, school transportation studies were completed for six schools.

Since the completion of these studies, DNV has started implementing projects that are identified as District projects as funding is available. To date, District has 'completed' or is involved as on-going basis for 31 of the 152 District projects identified in the studies. To optimise limited funds, the list is kept current and projects continue to be implemented opportunistically in priority, based on cost effectiveness. Funding has been primarily available via annual budget request although DNV has taken advantage of funding opportunities through safety grants and senior government sources.

In 2015, the DNV and NVSD identified three schools to work with on developing the next round of school transportation studies;

- Canyon Heights Elementary School,
- Capilano Elementary School, and
- Highlands Elementary School.



These schools were selected for various reasons but common among them was supportive school leadership and parents.

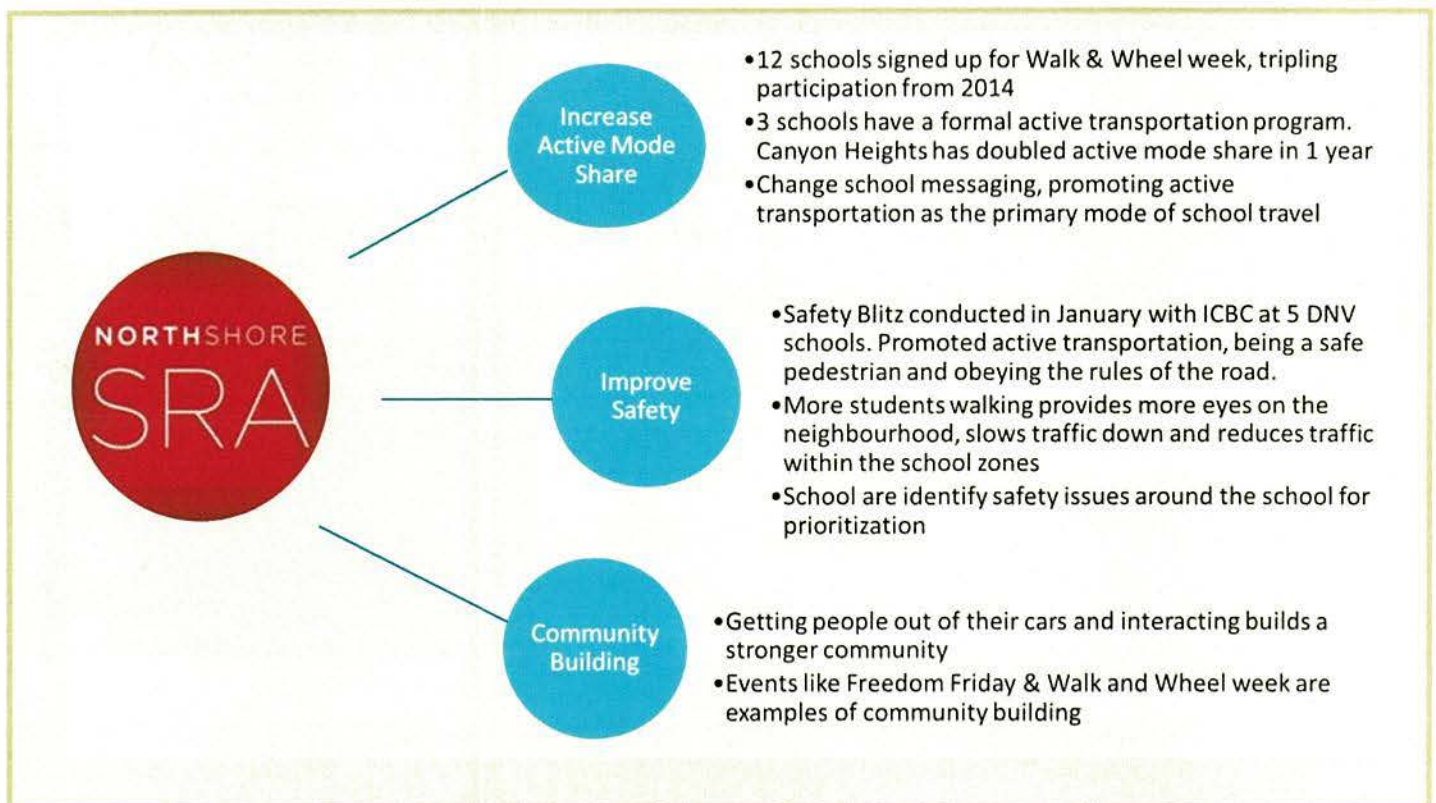
As part of the project scope for this set of school transportation studies, there was approx. \$70,000 of DNV funding to be used to implement recommendations (in total for all schools). Attaching funds to the study allowed the study recommendations to be focused on practical, attainable DNV-led projects. It also allowed the school leadership and parents to participate in the discussion on how and where to use the funds at each school.

### Next Steps



The project team is working to finalize the list of priorities. At least two schools are choosing to share the list of projects with the school's Parent Advisory Council (PAC). These meetings are being held in early February 2016.

Once the list of priorities is settled and the studies finalize, DNV can start implementing the identified projects in summer/fall 2016.





## Briefing Note: Crosswalk Treatments Update February 02, 2016

### Purpose of this Briefing

Every intersection is a crosswalk. However, every year DNV receives numerous requests for new crosswalks or to improve existing marked crosswalks. Transportation Section handles these requests as they come in. This briefing note provides a summary of the review and approval process for crosswalk requests, focuses on marked crosswalks and/or crosswalks upgrades (range of treatments includes flashing beacons to full pedestrian signal). An update on the number of requests received by DNV and 2015 crosswalk projects is also provided.

### Review & Approval Process

The process for crosswalks, whether new or upgrades to an existing follows the same process. An overview of the process is provided online at: <https://www.dnv.org/programs-and-services/request-sidewalk-and-street-improvements>.

- Step 1: Requested crosswalks (new and upgrades) are received from residents.
- Step 2: Requests are evaluated and determined if they are warranted (justified) using specific engineering criteria.
- Step 3: If request is deemed warranted, the proposed crossing (new or upgrade) is then prioritized against other warranted sites.
- Step 4: Staff looks for funding to implement the proposed crossing. Funding primarily comes from the annual budget process but may also come from grants or from development.
- Step 5: Construct crosswalk improvements.

Crosswalks need not be 'marked' for the pedestrian to have the right of way. According to the definition of 'crosswalk' in the Motor Vehicle Act, there need not be road markings or pedestrian traffic lights for there to be a crosswalk at an intersection.

Crosswalk means

- (a) A portion of the roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface, or
- (b) The portion of a highway at an intersection that is included within the connection of the lateral lines of the sidewalks on opposite sides of the highway, or within the extension of the lateral lines of the sidewalk on one side of the highway, measured from the curbs, or in the absence of curbs, from the edges of the roadway;  
(From Motor Vehicle Act, RSBC 1996 c.318 s.119(1))

### Summary of Requests



DNV Engineering Department receives many requests annually, which include requests for sidewalks, resident parking and crosswalks. Engineering receives a high volume of requests for new crosswalks and for crosswalk upgrades.

In 2014, Engineering received a total of 248 requests, of which 31 were crosswalk requests. In 2015, Engineering received a total of 371 requests, of which 49 were crosswalk requests. Figure 1 shows the average annual percentage of crosswalk

requests compared to all other requests. Figure 2 shows the neighbourhoods where the requests come from.

FIGURE 1: AVERAGE ANNUAL CROSSWALK REQUESTS COMPARED TO ALL OTHER REQUESTS

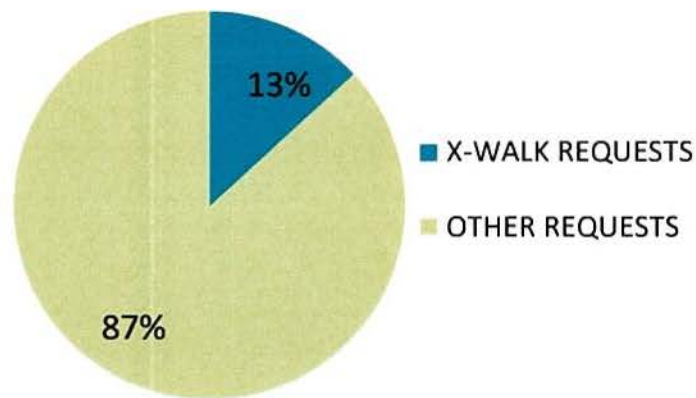
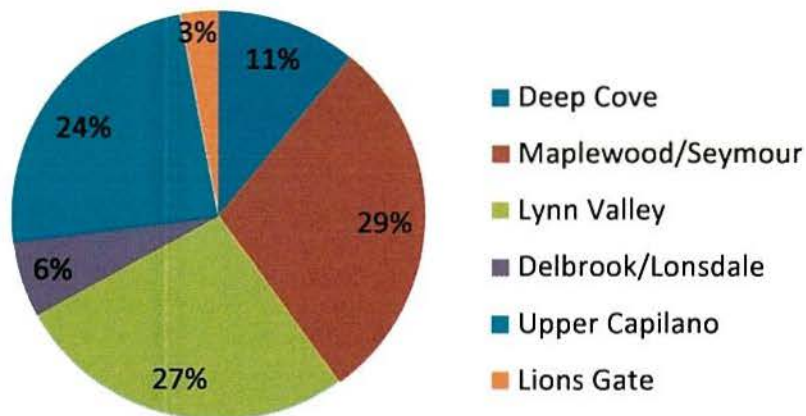


FIGURE 2: 2014-2015 CROSSWALK REQUESTS BY LOCATION



### 2015 Successes

In 2015, DNV successfully installed six (6) crosswalk projects and another one is close to completion. It should be noted that not all requests received by the Engineering department meet the minimum requirements for approval.

#### COMPLETED

- Montroyal Boulevard/Shirley Avenue: Rectangular Rapid Flashing Beacons
- Montroyal Boulevard/Cliffridge Avenue: Rectangular Rapid Flashing Beacons



- Kirkstone Road/Rufus Drive: Improved lighting
- Mt. Seymour Parkway/Fairway Drive: Special crosswalk
- Fairmont Road/Thornclyff Drive: Signed and marked crossing
- East 13<sup>th</sup> Street/Gladstone Avenue: Signed and marked crossing

#### IN PROGRESS

- Capilano Road/Paisley Road: Pedestrian signal (est. completion – spring 2016)





**Briefing Note: Traffic Calming for Collector Roads**  
**February 02, 2016**

### **Briefing Purpose**

This briefing note follows discussion at the Council workshop last May about District funding and support of traffic calming. The note focuses specifically on traffic calming on collector roads. Staff seek direction from Council on whether to continue to consider traffic calming solutions on collector roads and if so, how to fund projects that are approved. Feedback from Council will be used to guide staff in further developing traffic calming policy options.

To date, there are two methods through which Transportation Section has addressed traffic calming in the District: a) neighbourhood-wide study or b) in response to residents' feedback. Staff have completed neighbourhood-wide studies in the past, such as Boundary/Kirkstone Traffic Safety & Calming Study. The last few years, staff have tended to focus on residents' requests. This briefing note is focused primarily on addressing if and how we consider traffic calming on collector roads in response to residents' requests.

### **Background and Highlights**

The District's current traffic calming policy was implemented in 2007, and later updated in 2012. The 2012 policy update included the addition of collector roads eligible to be considered for traffic calming. The policy now allows for traffic calming to be considered on local roads and collector roads and to be funded through the Local Area Service (LAS) program.

In May 2015, Council revisited the topic of traffic calming as a result of public discussion surrounding the issue, and specifically traffic calming on collector roads has since been held in abeyance. Based on Council's discussion, staff understands traffic calming is to continue with funding from the LAS program on local roads.

The process for local residents to request traffic calming on their street is online at: <https://www.dnv.org/programs-and-services/request-sidewalk-and-street-improvements>.

#### **DEFINITIONS**

**Traffic Calming:** Combination of mainly physical measures that reduce the negative effects of vehicle use, alter behaviour by people driving cars and improve conditions for other street users.

**Collector Road:** Roads that serve to move traffic to/from local roads and arterial roads and tend to carry low-to-moderate traffic volumes. Collector roads provide a balance between mobility and access.

In 2014, traffic calming requests accounted for **11 percent of the 248 requests** to the Engineering Department. In 2015, traffic calming requests accounted for **17 percent of the 371 requests** to the Engineering Department.

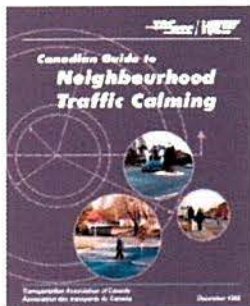
Traffic calming measures are most effective when they are:

- Self-enforcing;
- Appropriate for the given traffic speeds and volumes;
- Beneficial to all users - people walking, bicycling and driving; and
- Addressing and improving quality of life in neighbourhoods.

FIGURE 1: Examples of Types of Traffic Calming Measures



#### Question 1: Should District continue to consider traffic calming requests on Collector Roads?



There is a range of traffic calming measures that engineers can consider for collector roads to address safety and speed concerns when requests are made. Engineers undertake a technical evaluation based on national standards and best practices set by the industry for roads proposed for traffic calming.

A review found that 2/3 of local municipalities in the region allow some form of traffic calming on collector roads.

#### Does Council want staff to continue to consider traffic calming requests on collectors?

- Option 1: DNV to only consider traffic calming measures on local roads.
- Option 2: DNV to continue to consider road safety measures that may provide traffic calming.

Staff recommend that DNV continues to allow road safety measures be considered on collectors (Option 2). The Engineering department has the necessary tools and expertise to assess the traffic issues, determine if safety measures are appropriate and how best to address the identified issues using a range of solutions. National and international guidelines and research have identified which tools are most suited for collector roads. The Engineering department can determine which measures are best



suited to the local conditions on District's roads. This recommendation is in keeping with the May 2015 Council discussion.

**Question 2: Should the District of North Vancouver continue to fund approved traffic calming projects on collector roads through the LAS program?**

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Under the current policy, approved traffic calming projects can be funded by property owners within the project limits using the LAS program.

Based on discussion at the May 25, 2016 Council workshop, staff heard from Council that there is continued support to fund traffic calming on local roads through the LAS program. For collector roads, it was also noted that there may be interest to have District pay some portion of traffic calming if there was a noted safety concern but the notion of installing traffic calming measures on a collector road (Sunset Boulevard) under the LAS program was defeated.

Reasons to have residents living adjacent to the traffic calming pay include the following:

- Are the primary beneficiaries of the improvements;
- Shows commitment by the residents making the request; and
- Allows DNV to focus limited funding resources on other priorities for transportation.

Reasons to have DNV participate in cost-sharing of traffic calming on collectors include the following:

- Considered more equitable. Collector roads inherently carry local and non-local traffic and adjacent property owners are not the sole beneficiaries of traffic calming measures;
- District's traffic calming investments enhance neighbourhood liveability; and
- Can develop a 'District-made solution', which could involve a 75 percent neighbourhood contribution and 25 percent DNV contribution for improvements.

A review found that for those communities in our region that allow traffic calming on collectors, approximately 2/3 pay for a portion or all of the costs associated with the approved traffic calming projects.

Staff would like clarification if there is interest for staff to consider funding options on collectors besides using the LAS program. To date, staff has not heard concerns voiced over this funding strategy.

**Should DNV participate in cost-sharing with property owners the funding of approved traffic calming projects on collector roads?**

- Option 1: Approved traffic calming projects on collector roads continue to be funded by benefiting property owners through the LAS program.
- Option 2: Costs from approved traffic calming projects on collectors to be funded solely by DNV through annual capital budget.

- Option 3: Costs from approved safety treatments on collectors to be funded solely by benefiting property owners.
- Option 4: Costs from approved safety treatments on collectors to be funded solely by DNV through annual capital budget.

If Council chooses to support only safety treatments on collector roads, then staff recommends that approved safety projects on collector roads be funded by DNV (Option 4). If Council chooses to support approved traffic calming projects on collector roads, then Option 1 is recommended.



To date, the LAS program has been successfully used to implement traffic calming measures. Additionally, having residents pay is more responsive, quicker to implement. If DNV funds were to be used, it may slow down the implementation of approved traffic calming solutions as District funds are limited.

### **Question 3: Is Council in favour of implementing specific traffic calming projects?**

The Boundary/Kirkstone traffic study and calming improvements was endorsed by Council in May 2009. The following key recommendations were included in the plan.

1. Install stop beacons and curb extensions on all four approaches of the East 29<sup>th</sup> Street and William Avenue intersection.
2. Install curb bulges at William Avenue and 26<sup>th</sup> Street.
3. Review traffic signal timings on Lynn Valley Road to improve corridor mobility.
4. Install four speed tables and/or raised crosswalks for safer pedestrian crossings and speed control on Kirkstone Road.

Since 2009, staff have implemented #2 and #3 of the recommendations. In addition, temporary measures have been installed at the intersection of East 29<sup>th</sup> Street and William Avenue since 2010. No steps have been taken to implement raised crosswalks along Kirkstone Road.

In 2016, District is planning on doing paving and sidewalk work on E. 29<sup>th</sup> Street at Williams Street. The temporary measures require constant maintenance and re-anchoring because of traffic impact. They should be made permanent or removed. Staff requests direction from Council in order to make any necessary changes to the temporary traffic calming measures at the time of road work.

## **Next Steps**

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Council will have the opportunity to discuss these matters at the February 2, 2016 workshop. Based on Council's feedback for the traffic calming policy, staff may then need to review and propose changes to the traffic calming policy. If policy changes are required, staff would bring back changes to the District's traffic calming policy and minor bylaw amendment for Council approval.

Based on Council's feedback on specific traffic calming projects, staff will respond accordingly.



## Appendix: Background to Financing Transportation Projects

*Funding information is for reference only and not meant to supersede the formal budget process. Similar information was presented for Council's **November 23<sup>rd</sup>, 2015** Committee of the Whole meeting.*

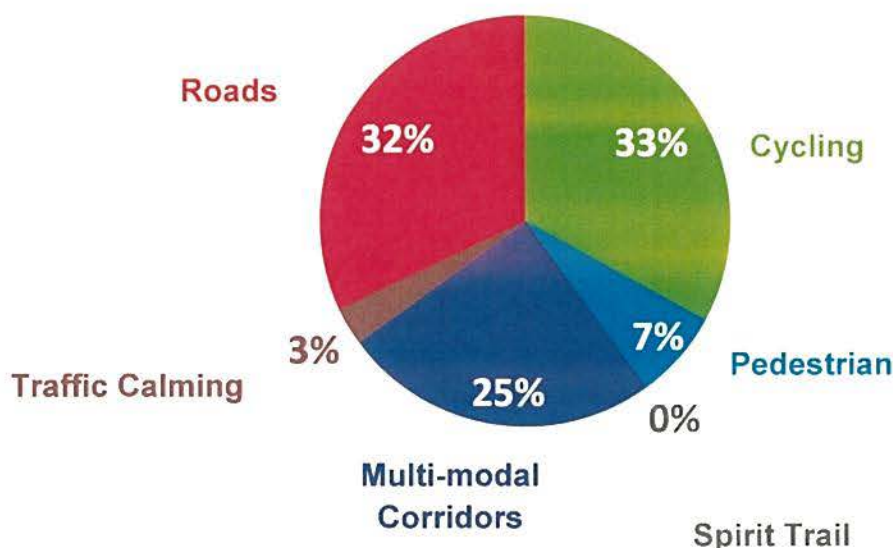
### Recent Transportation Projects

Each year, annual capital funding for transportation varies by category depending on the mix of projects. Funding over a three year period is shown in Figure 1. One year may have a focus on cycling while the next focuses on roads.

Transportation projects for the three years from 2012 to 2014 include:

<b>Roads</b>	New signal software, painting traffic signal poles, Deep Cove parking and access study.
<b>Cycling</b>	Mount Seymour Parkway cycling lanes, Barrow Street bike routes, Dollarton Highway bike signs and markings.
<b>Pedestrian</b>	Crosswalks, wheelchair pads at bus stops, sidewalk on Keith Road.
<b>Spirit Trail</b>	No work during this period.
<b>Multi-modal corridors</b>	Keith Road Bridge project.
<b>Traffic Calming</b>	William Avenue and 26 <sup>th</sup> curb bulges and crossing, Hope Road closure at Bowser Avenue.

**FIGURE 1: Recent Transportation Capital Funds Distribution**  
(three-year average, 2012 to 2014)



## Funding

Of the specific transportation programs discussed at this February 2, 2016 workshop (Spirit Trail, school transportation, crosswalks and traffic calming) the historical and proposed funding are both illustrated in Table 2.

**TABLE 2 Funding for Specific Transportation Programs**

*(Estimate only for discussion purposes; actual funding would be considered in the 2016 financial planning process.)*

Program		Funding for Three Year Period (2012 to 2014)		Funding Proposed for 2016
		Total over Three Years	Average Annual	
<b>Spirit Trail</b>		\$15,000	\$5,000	\$300,000
<b>Active Transportation*</b>	School Transportation	\$230,000	\$77,000	\$70,000 (2015 budget)
	Crosswalk Improvements	\$317,000	\$106,000	\$131,000
<b>Traffic Calming</b>		\$368,000	\$127,000	-

\* Both school transportation and crosswalks are included in proposed 2016 'Active Transportation' capital budget item, along with sidewalks, cycling and other transportation projects. Total 'Active Transportation' proposal is \$395,000.

(Crosswalks near schools are included in 'school transportation' item.)

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