

AGENDA

Committee of the Whole

Monday, September 16, 2013

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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COMMITTEE OF THE WHOLE

7:00 p.m.
Monday, September 16, 2013
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. September 16, 2013 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the September 16, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. July 8, 2013 Committee of the Whole

p. 7-10

Recommendation:

THAT the minutes of the July 8, 2013 Committee of the Whole meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. 2013 Transportation Investments & 2014 Transportation Priorities
File No. 16.8620.01/001.000

p. 13-38

Recommendation:

THAT it be recommended to Council:

THAT the September 5, 2013 memo of the Section Manager –
Transportation be received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the September 16, 2013 Committee of the Whole rise and report.

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MINUTES

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**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole of the Council for the District of North Vancouver held at 7:05 p.m. on Monday, July 8, 2013 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam (7:07 pm)
Councillor R. Hicks
Councillor M. Little
Councillor D. MacKay-Dunn
Councillor L. Muri
Councillor A. Nixon (7:08 pm)

Staff: Mr. D. Stuart, Chief Administrative Officer
Ms. S. Haid, Manager – Sustainable Community Development
Mr. S. Jenkins, Energy Project Manager
Mr. S. Ono, Manager – Engineering Services
Ms. N. Letchford, Deputy Municipal Clerk
Ms. J. Pavey, Section Manager – Environmental Sustainability
Ms. C. Rucci, Social Planner
Ms. S. Berardo, Confidential Council Clerk

Also in

Attendance: Heather Johnstone, Manager – The Edible Garden Project
Scott Rowe, New Hope Cuisine Chef

1. ADOPTION OF THE AGENDA

1.1. July 8, 2013 Committee of the Whole Agenda

MOVED by Councillor MURI

SECONDED by Councillor LITTLE

THAT the agenda for the July 8, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

3. REPORTS FROM COUNCIL OR STAFF

3.1. North Shore Food Charter
File No. 10.6440.01/000.000

Ms. Cristina Rucci, Social Planner, provided an overview of the North Shore Food Charter. Ms. Rucci advised that the draft North Shore Food Charter is an umbrella policy document that includes a vision statement and principles which capture values held by our community around food and its role in our society. The Charter will provide a strong framework for North Shore governments,

agencies, and stakeholders to guide innovative work and encourage cohesion around issues such as access to safe and healthy food and environmental responsibility that are important to the North Shore communities. Ms. Rucci further advised that the draft Charter is supportive of District OCP policies.

The five principles of the draft Food Charter include:

- Health, Access, and Equality;
- Environmental Responsibility;
- Government Leadership and Collaboration;
- Economic Vitality; and,
- Community Culture and Education.

Ms. Rucci sought Council's feedback on the North Shore Food Charter.

Council Discussion:

- Commented on the increasing interest of District of North Vancouver residents around food related issues such as community gardens and urban farming, the keeping of backyard chickens, beekeeping, management of food waste, and access to safe and healthy food;
- Suggested the Food Charter be discussed at the North Shore Congress meeting in the Fall;
- Stated that land in the Lower Mainland needs to be protected;
- Spoke in support of the "one hundred mile diet";
- Acknowledged that the District of North Vancouver's role in the community is to provide fresh water and air;
- Expressed concern with the statement "all residents have equal access to healthy and nutritious food"; and,
- Suggested educating the public on backyard gardens.

MOVED by Councillor HICKS

SECONDED by Councillor LITTLE

THAT it be recommended to Council:

THAT Council approve, in principle, the draft Food Charter and convey the Committee's feedback to the Table Matters Working Group.

CARRIED

Opposed: Councillors BASSAM, LITTLE, and NIXON

3.2. North Shore Congress

File No. 10.4788.01/000.000

Ms. Cristina Rucci, Social Planner, advised that the next North Shore Congress meeting, which is a forum for elected and appointed North Shore public officials including local Governments, School District, First Nations, Health Authority, Members of the Legislative Assembly and Members of Parliament on health and social well-being matters, is scheduled to take place in the Fall of 2013. As the City of North Vancouver and District of West Vancouver have both recently hosted the event, it is suggested that it is now the District's turn to host this year's

Congress and to provide leadership in setting the agenda. Ms. Rucci discussed a range of potential agenda topics for Council's consideration.

Councillor Bassam left the meeting at 8:28 pm and returned at 8:32 pm.

MOVED by Councillor MURI
SECONDED by Councillor LITTLE
THAT it be recommended to Council:

THAT the District host the next North Shore Congress in the Fall of 2013.

AND THAT the agenda for the Congress include the North Shore Food Charter and the Lionsgate Hospital growth plan; including a new mental health facility and better programs for language barriers.

CARRIED

3.3. Climate Action Revenue Incentive Program (CARIP)
Final Report 2012
File No. 13.6770.20/016.000

Ms. Julie Pavey, Section Manager – Environmental Sustainability, provided an update on the District's corporate energy use and greenhouse gas emissions inventory for 2012 including its progress toward carbon neutral operations under the BC Climate Action Charter. Ms. Pavey advised that in 2007, the District signed the BC Climate Action Charter. By signing the Charter, the District made the following commitments:

- Measuring and reporting community greenhouse gas emissions;
- Creating complete, compact, more energy efficient rural and urban communities; and,
- Being carbon neutral, as an organization, by the end of 2012.

Councillor MACKAY-DUNN left the meeting at 9:00 pm and returned at 9:05 pm.

Mr. Steve Jenkins, Energy Project Manager, spoke to the Building Retrofit Program. Mr. Jenkins advised that District staff are managing smaller projects internally such as installing new lighting and mechanical services at the Operation Centre and District Hall, sealing buildings, conducting thermal imaging, monitoring energy use and building performance that will build staff capacity and provide additional savings. Mr. Jenkins also spoke to the following:

- Electric bikes replacing vehicles for shorter local trips;
- Purchasing electric cars;
- Testing efficacy of solar and wind with charging stations for vehicles;
- Biomass for Karen Magnussen; and,
- District Energy Systems for Town Centres.

This work aligns with the goals and targets of the Corporate Strategic Energy Management Plan and corporate greenhouse gas reduction strategies.

Councillor MACKAY-DUNN left the meeting at 9:17 pm and returned at 9:18 pm.

Council suggested an electrical charger in Deep Cove.

Councillor LITTLE left the meeting at 9:25 pm.

MOVED by Councillor BASSAM
SECONDED by Councillor NIXON
THAT it be recommended to Council:

THAT Council receive the Climate Action Revenue Incentive Program
2012 Final Report for information.

CARRIED

Absent for vote: Councillor Little

4. PUBLIC INPUT

5. RISE AND REPORT

MOVED by Councillor MURI
SECONDED by Councillor BASSAM
THAT the July 8, 2013 Committee of the Whole rise and report.

CARRIED
(9:27 pm)

Mayor

Municipal Clerk

COMMITTEE OF THE WHOLE REPORT

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Memo

September 5, 2013
File: 16.8620.01/001.000

3.1

TO: Mayor and Members of Council
FROM: Erica Geddes, Section Manager - Transportation

SUBJECT: 2013 Transportation Investments & 2014 Transportation Priorities

At the September 16th Committee of the Whole meeting, Transportation staff intend to present the following:

- An **update on 2013** transportation projects in the District, as described in Attachment 1; and
- **Potential 2014 transportation projects** for consideration in budget deliberations, as described in Attachment 2.

The potential improvements for 2014 were compiled based on Council input and the projects embedded in the District's Transportation Plan adopted by Council in 2012.

In addition to projects, the Transportation Section intends to pursue other activities in 2014, expected to include:

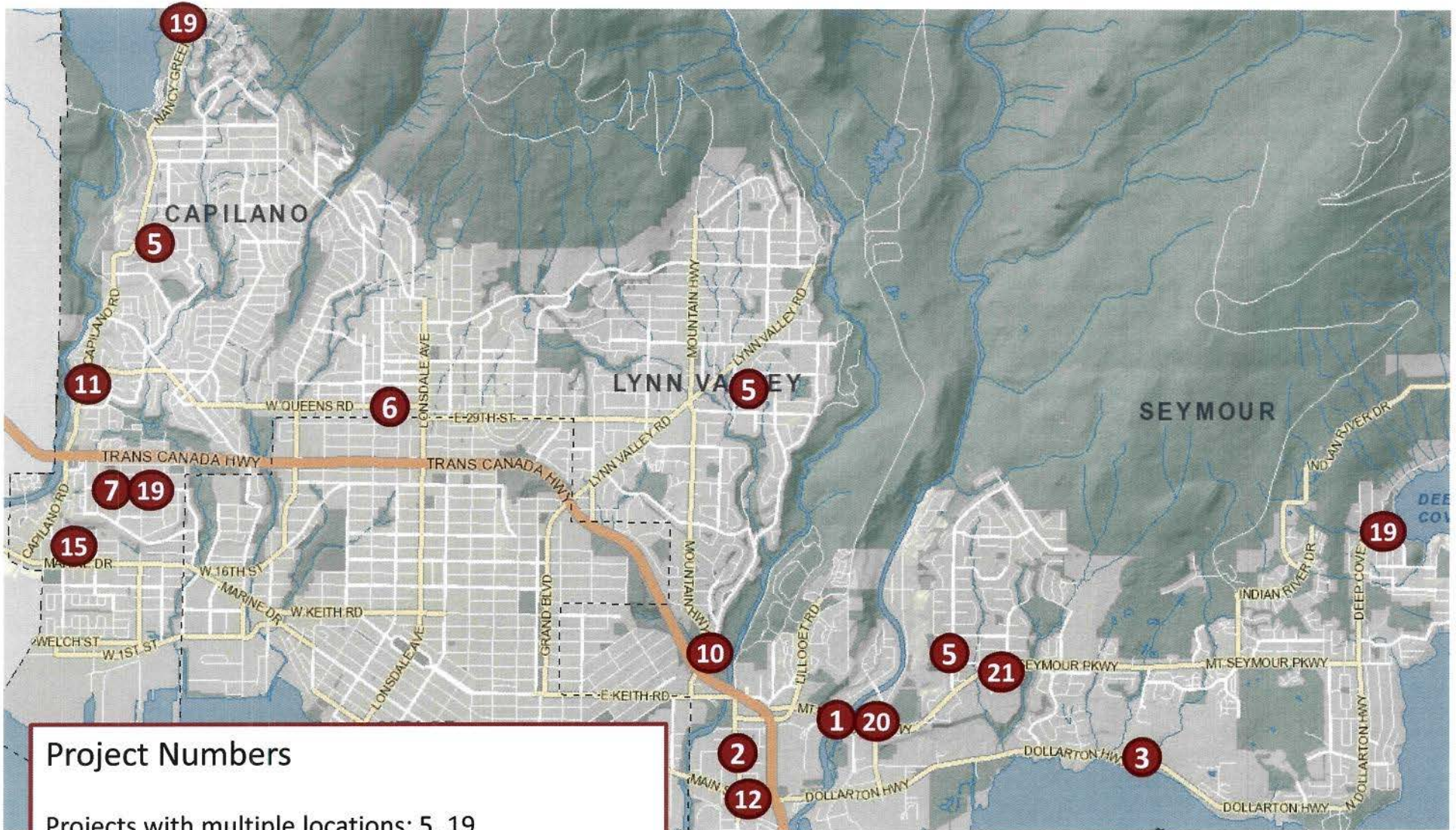
- Partnership to support transportation-related education programs;
- 3rd school traffic and safety study;
- Deep Cove parking and circulation study;
- Parking wayfinding strategy (to direct drivers to available parking lots in centres);
- Strategy to collect traffic counts more effectively;
- New bus shelter contract; and
- Parking analysis in the Upper Fromme Neighbourhood to evaluate use of alpine parking lot.

During the September 16th session, staff will be seeking Council comment and direction on the proposed projects for 2014. Based on this, the projects will be submitted through the regular District capital planning process to determine whether they are funded when compared to other priorities.

Thank you.

Enclosures

Locations of 2013 Transportation Projects



Project Numbers
Projects with multiple locations: 5, 19
District-wide projects: 4, 8, 9, 13, 14, 16, 17, 18

2013 Transportation Projects

Update September 2013

1. Mount Seymour Parkway Bridge Seismic Upgrade and Widening (Phase 1)

The District completed the improvement of the Mount Seymour Parkway Bridge over Seymour River, in partnership with TransLink and the Province of British Columbia.

This included a seismic retrofit to reduce the risk of earthquake damage and widening of the bridge to accommodate a wider sidewalk on the north side, a multiuse pathway on the south side, and bike lanes on both sides.

This work constitutes Phase 1 of a two-phase project. Phase 2 will involve widening the adjacent roadway

Project Cost = \$2,206,000

Partner Contribution = \$1,499,800

DNV Net Cost = \$706,200



2. Mount Seymour Parkway Road Widening for Bike Lanes (Phase 2)

The final phase of this two-phase project would involve widening of Mount Seymour Parkway between Seymour Boulevard and Riverside Drive to accommodate wider sidewalks and bike lanes. This project is being completed in partnership with TransLink (subject to approval) and the Ministry of Transportation and Infrastructure.

Construction is scheduled to commence in fall 2013, but is awaiting confirmation of several funding sources before starting.

Project Cost = \$1,600,000

Partner Contribution = TBD

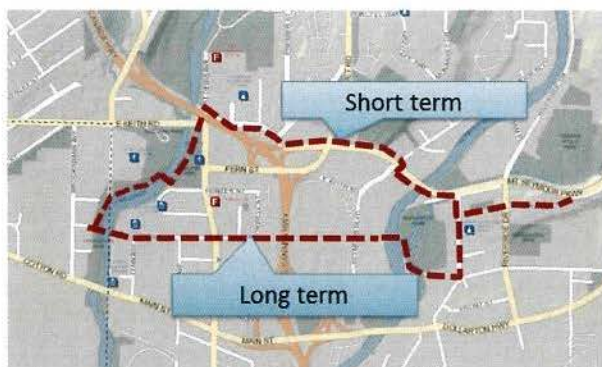
DNV Net Cost = TBD

3. Spirit Trail Central Section Planning

During discussions about the Lower Lynn Town Centre, Council requested a review of the Spirit Trail alignment through the area. A consultant has been engaged to analyze and compare the route options and to update the Spirit Trail Route Planning report for eventual Council adoption.

Although the work is not final, it appears the review will recommend:

- **Short term** northern route connecting to Keith Road and Mount Seymour Parkway; and/or
- **Longer term** route that would cross Highway 1 on a Crown Street alignment.



Project Cost = \$10,000

4. Dollarton Highway Shared Bike Lanes

Shared bike lane signage and pavement markings were installed on Dollarton Highway and Deep Cove Road between McCartney Creek and Badger Road in 2013 in partnership with TransLink. This section of Dollarton Highway and Deep Cove Road was repaved in 2011 and 2012 and the cycling improvements were made subsequently.

Project Cost = \$48,000
Partner Contribution = \$24,000
DNV Net Cost = \$24,000



5. Speed Reader Message Sign Program

The District installed five speed message signs on arterial roads in partnership with ICBC as part of a 2012 capital project to reduce crashes. The District is currently evaluating their performance with ICBC, including whether effectiveness decreases with time.

Preliminary results from Mount Seymour Parkway show the boards result in a reduction in speed of between five and six kilometres per hour.

Installation of two additional signs is planned for fall 2013.

Project Cost (2013) = \$36,000
Partner Contribution = \$36,000 (Municipal Insurance Association)
DNV Net Cost = \$0



6. Pedestrian Safety Program

Pedestrian safety improvements for 2013 include:

- Berkley Road at Carnation Street – two curb extensions (soon to be installed);
- Cleveland School – two raised crosswalks on Eldon Road and Ruby Avenue (one more to be installed after watermain project); and
- Ross Road at Allan Road – one curb extension.

The first two items were identified through school traffic and safety studies conducted jointly with the School District.

Project Cost = \$80,000

Partner Contribution = \$0

DNV Net Cost = \$80,000



7. Queens Road at Mahon Avenue Crosswalk Upgrade

The District upgraded the existing special crosswalk on Queens Road at Mahon Avenue with new LED lights and an enhanced warning system.

Construction was completed in summer 2013.

Project Cost = \$21,000

Partner Contribution = \$21,000

DNV Net Cost = \$0



8. Pemberton Heights Traffic Calming

District staff worked with the Pemberton Heights Community Association to identify feasible measures to reduce speeds and short-cutting. The project included three raised crosswalks, four speed humps and four speed tables.

Construction was completed in August 2013.

Project Cost = \$48,000

Partner Contribution = \$48,000 (donation from Qualex)

DNV Net Cost = \$0



9. Traffic Signal Bulb Replacement Program

In partnership with ICBC, the District completed the final phase (Phase 3) of the LED Replacement Program that included the replacement of all LED signal displays.

Project Cost = \$140,000

Partner Contribution = \$30,000 (ICBC)

DNV Net Cost = \$ 110,000



10. Stop Sign Replacement Program

In partnership with the ICBC Road Safety Program, the District replaced existing stop signs with new highly reflective “diamond grade” signs. Phase 1 was completed in Fall 2012 and the final Phase 2 was completed in 2013.

Project Cost = \$30,000

Partner Contribution = \$14,700 (ICBC)

DNV Net Cost = \$ 15,300



11. Cycling Safety Review

In early 2013, staff completed a cycling safety review in the District, in close collaboration with the RCMP. This was completed in response to Council discussions related to the Bicycle Master Plan in 2012.

The review looked closely at intersections with two or more cyclist collisions and corridors with five or more cyclist collisions per kilometre. The study also examined the feasibility of allowing cycling on sidewalks in select locations.

As a first step in implementing recommendations of the Cycling Safety Review, the District will be signing Mountain Highway, between the highway off-ramp and Arborlynn Drive to allow one-way northbound cycling on the east sidewalk in Fall 2013.

Project Cost = \$700 and staff time



12. Capilano Road Re-Laning

The District is planning to re-pave Capilano Road between Highway 1 and Edgemont Boulevard following a watermain replacement project. This provides an opportunity to adjust laning in some sections of Capilano Road to improve safety and add cycling facilities.

This project is planned for Fall 2013 , subject to timing of the watermain project (may be delayed) and weather.

Project Cost = \$40,000

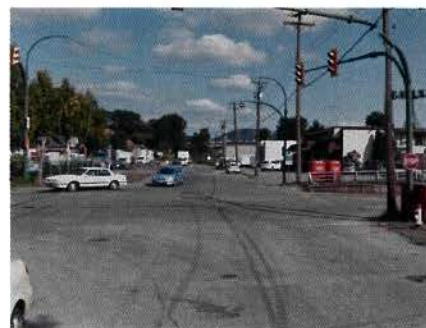
Partner Contribution = \$20,000 (TransLink)

DNV Net Cost = \$ 20,000



13. Barrow Street Bikeway

Barrow Street serves as an alternate bike route at the pinch point on Main Street between Harbour Avenue and the Second Narrows Bridge. Currently, this section of Main Street is too narrow for bike lanes. This project would include signs and markings along Barrow Street, an upgraded cyclist-activated signal on Barrow Street at Mountain Highway, and a path connection to the Second Narrows Bridge on-ramp. This project is being completed in partnership with the Ministry of Transportation and Infrastructure and TransLink and should be underway this fall.



Project Cost = \$185,000

Partner Contribution = \$138,750 (MOTI Gateway, TransLink)

DNV Net Cost = \$46,250

14. Streetlight Program

This is an annual program to upgrade streetlight infrastructure. Improvements include inspection and replacement of poles due to structural failure and/or motor vehicle collisions, replacement of streetlight luminaires that are at the end of their service life, and installation of streetlight service panels previously housed in BC Hydro kiosks.

This initiative is intended to improve safety, reduce call-outs, and reduce maintenance costs.

Project Cost = \$ 174,000

Partner Contribution = \$0

DNV Net Cost = \$ 174,000



15. Intersection Sight Distance Policy

The District will be retaining a consultant to develop a defensible and practical policy to make sure sightlines are maintained at intersections. The objective is to reduce collision risk associated with sightline issues and to improve the District's approach to addressing sightline complaints.

The study is to commence in September 2013 and is expected to be complete by the end of 2013.

Project Cost = \$20,000

Partner Contribution = \$20,000 (Municipal Insurance Association)

DNV Net Cost = \$0



16. Hope Road and Bowser Avenue Cul-De-Sac

Construction of the permanent cul-de-sac closure of Hope Road and Bowser Avenue is planned for Fall 2013, subject to weather. Design was completed in summer 2013 in consultation with the neighbourhood.

A trial road closure was installed on Hope Road at Bowser Avenue in October 2011. In June 2013, the decision was to proceed with a permanent cul-de-sac. Construction is expected to start in fall 2013.

Project Cost = \$70,000

Partner Contribution = \$0

DNV Net Cost = \$70,000



17. Traffic Signal Upgrade Program

This is an annual program to replace traffic signal infrastructure including traffic poles, wires and traffic controllers. Replaced items include damaged or worn wires, communication cables, hydro service connections, and conduits. Traffic signal poles are selected for replacement after inspection for rusting and stress related problems and/or those struck by motor vehicles.

Traffic controllers are replaced approximately every 12 years. We are currently preparing plans and tender documents for several pole replacements and intersection rewiring. This work is expected to be completed this fall.

Project Cost = \$213,000

Partner Contribution = \$0

DNV Net Cost = \$213,000



18. Traffic Signal Software Replacement

The District's traffic signals are controlled by an outdated 20 year old software system. Technical support will soon be discontinued by its developer. Furthermore the software is not compatible with the District's new Windows 7 operating system. This project replaces the existing signal system with a new system called Centrac.



The software is on order and installation/technical support is scheduled for fall 2013. Additional funding may be required to gain the full benefits of this upgrade.

Project Cost = \$200,000
Partner Contribution = \$84,000 (ICBC)
DNV Net Cost = \$116,000

19. Traffic Signal Pole Painting

This is a specific project to paint approximately 60 traffic signal poles over a three-year period. The poles are inspected for rust and cleaned before being painted. While painting can prevent rusting, the main benefit is the appearance of the traffic poles.



This project is underway and should be complete by the end of September.

Project Cost = \$12,000
Partner Contribution = \$0
DNV Net Cost = \$12,000

20. 2013 TRRIP (Transit Road Related Improvement Program) Projects

In partnership with Coast Mountain Bus Company, the District will be upgrading wheelchair pads and sidewalks for enhanced transit accessibility at the following locations:

- Eastbound 22nd Street, far side Lloyd Avenue;
- Southbound Nancy Greene Way at North Grousewoods Drive; and
- Banbury Road at Gallant Avenue.

Project Cost = \$50,000
Partner Contribution = \$25,000 (CMBC)
DNV Net Cost = \$25,000



21. Mount Seymour Parkway and Broadview Drive Signal

This project involves upgrading the existing pedestrian signal to a full signal to enhance pedestrian safety and improve traffic operation. Design is complete and project is on-track for completion by end of 2013.

Project Cost = \$140,000
Partner Contribution = \$70,000 (TransLink – to be finalized)
DNV Net Cost = \$ 70,000

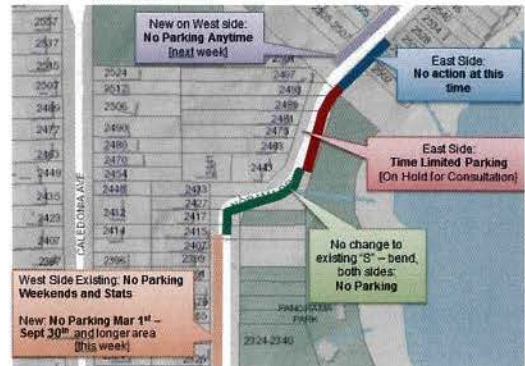


22. Panorama Drive Parking Changes

The District worked with Panorama Drive residents this summer to develop a solution to parking issues related to use of the Baden Powell Trail. Parking is now restricted on one side of the street during the summer to ensure access.

Further longer term improvements have been identified to maximize parking in the area.

A meeting with residents is planned for later this fall to review the effectiveness of the measures to date and to allow for discussion of a 'Resident Parking Only' restriction that has been proposed by some residents.



Project Cost = staff time and minor costs for signs

22. 29th Street and William Avenue Intersection

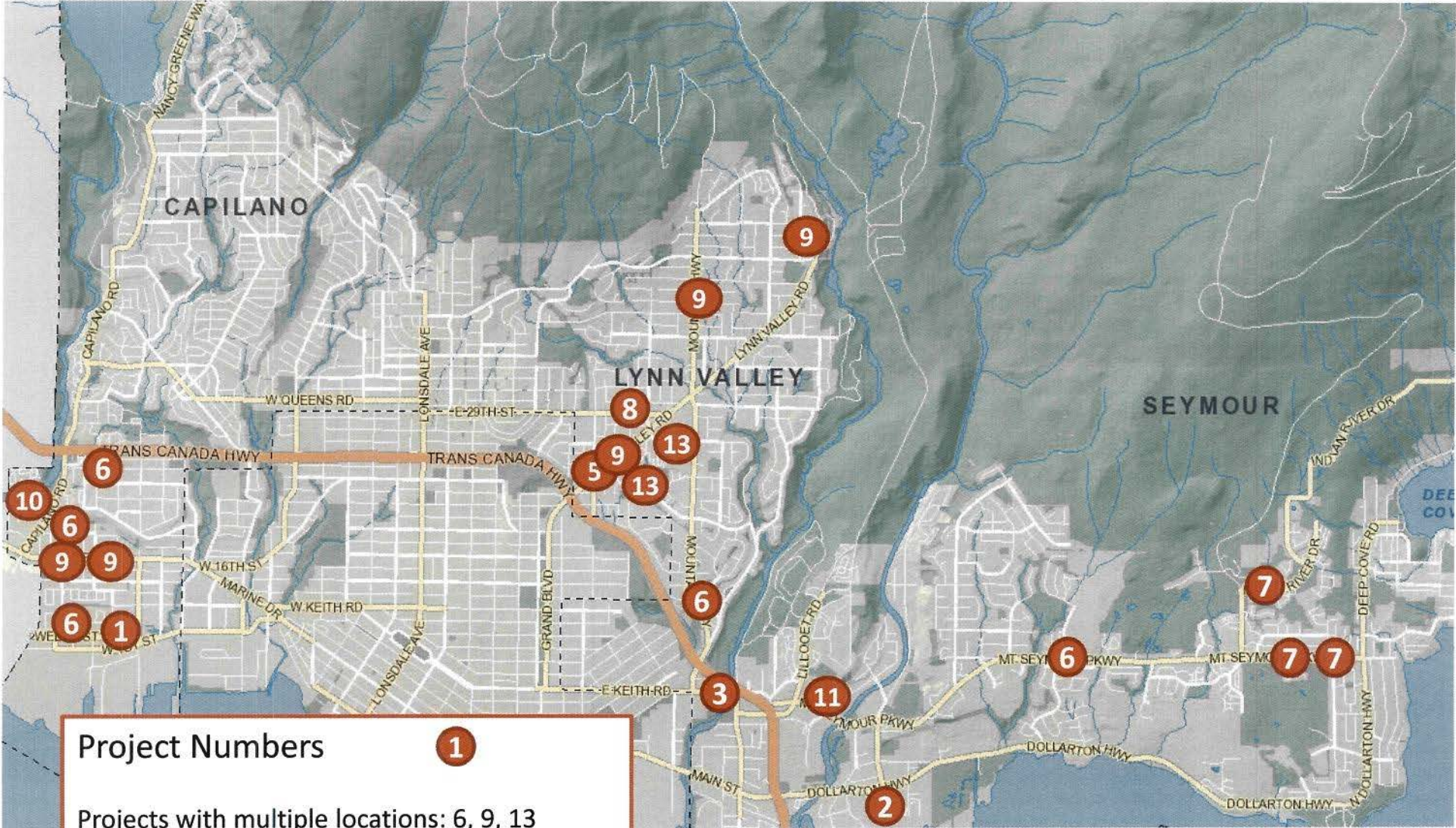
Curb bulges had been installed at this intersection on a trial basis to reduce the crossing distance for pedestrians, improve STOP sign visibility, and reduce the risk of pedestrian collisions. In 2013, Council requested that the permanent construction of the curb bulges be deferred, keeping the temporary curbs in place.

Permanent construction could proceed with Council approval.

Project Cost = \$40,000
Partner Contribution = \$0
DNV Net Cost = \$40,000



Locations of 2014 Proposed Transportation Projects



Project Numbers 1

Projects with multiple locations: 6, 9, 13

District-wide project: 4, 12, 14, 15

Description

Council has endorsed the Philip Avenue overpass project previously and a formal capital request will be made for 2014.

This improvement replaces the current Pemberton at-grade rail crossing with new two-lane overpass structure at Philip Avenue and 1st Street, spanning the existing CN Rail mainline and McKeen Avenue.

Additional span length is provided for the possible future addition of two rail tracks and a maintenance road on the north side of the existing rail corridor.



Philip Avenue Overpass Structure

Origin This initiative was identified in the North Shore Trade Area study done for Transport Canada. It is a public/private partnership, with Federal and Provincial governments paying up to 85% of the project eligible costs.

The private partners, CN Rail and Kinder Morgan, both among the main beneficiaries of the overpass are funding about 13 to 14 percent of the cost; the District will lead the delivery of the construction phase, contributing less than 2 percent of the total cost.

Project Benefits

- Allows longer trains to operate on the CN Rail mainline, which is critical to the growth of North American exports terminals in the North Shore Trade Area;
- Eliminates vehicle wait times at Pemberton Avenue crossing and reduces air pollution by reducing vehicular traffic congestion and idling.
- Addresses major complaints of Norgate residents related to rail noise by:
 - reducing noise associated with train operation, by installing noise barrier walls at key locations along the corridor, and
 - Reduces train whistling noise and safety issues associated with the two at-grade crossings along McKeen Avenue;
- Improves public safety by providing incursion barriers along rail corridor; and
- Improves access for commercial traffic to terminal facilities and dozens of port businesses.

Estimated Cost

DNV Contribution: \$400,000

Total Cost: \$30.4 million

Timing

Estimated completion in Spring 2015, subject to finalizing an agreement with funding partners

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business

Description

After recent rail safety incidents having occurred elsewhere in the country, the District has identified potential opportunities to be proactive in improving conditions at rail crossings.

This initiative includes clearing rail right-of-way of brush and vegetation, advance warning signage, stop signs, and pavement markings at four rail crossings in the Seymour Industrial area.

This supplements the major safety improvement being implemented at Pemberton with the Philip overpass. This initiative also aligns with the recent rail crossing improvements undertaken by the City of North Vancouver.



Mountain Highway at Spicer Road

Origin District of North Vancouver - Seymour Industrial Area Rail Safety Audit (August 2013) - Involved site observations and review of the Road/Rail At-Grade Crossings Vancouver North Shore Assessment Final Report (2010).

Project Benefits

- Clearing rail right-of-way of brush and vegetation is anticipated to improve sightlines.
- Introducing stop signs, advance warning signs, and pavement markings is anticipated to improve safety by increasing compliance with stopping restrictions at rail crossings.
- Important step towards aligning the District's infrastructure with Transport Canada's proposed Railway-Roadway Grade Crossings Regulations (2012).
- Meeting railway-roadway rail crossing regulations is expected to enable introduction of an anti-whistling bylaw.

Estimated Cost

DNV Contribution: \$15,000

Timing

Completion summer 2014

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business

Description

The District intends to replace the Keith Road bridge in 2015 with a new four-lane facility with bike lanes and sidewalk on both sides.

Conceptual design of a new Keith Road Bridge and roadways approaching the bridge began in 2013. The design should be substantially completed in the summer of 2014.

This funding would be used for preconstruction work such as relocating poles, replacing sanitary and water mains, property acquisition, and road widening require funding in 2014 in order that 2015 timeline can be met.



Keith Road Bridge, facing west

Origin

Planning studies: Lower Lynn Town Centre Implementation Plan; Transportation Plan

Previous bridge studies: Keith Road Bridge Condition Assessment Report; Lower Lynn Transportation Strategy

Project Benefits

- More clearance over the trails that run alongside Lynn Creek;
- Safe cycling route (none exists now);
- Pedestrian route on both sides;
- Safe passage for higher and/or heavier vehicles;
- Better clearance for flooding or debris flows;
- Opportunities to improve area road safety; and
- Additional capacity expected to result in reduced delay, particularly for vehicles accessing Highway 1.

Once design is finished in 2014, an updated cost will be determined. If the Keith Road Bridge is not replaced, a major rehabilitation will be required at an estimated cost of between \$2.1 and \$2.3 Million. Replacement with a four-lane bridge is estimated at approximately \$7 Million.

Estimated Cost

DNV Contribution: \$2,800,000 (including land)
DCCs applicable for 50% of the project cost

Timing

2015 expected for replacement, but may be delayed to 2016

Corporate Goals

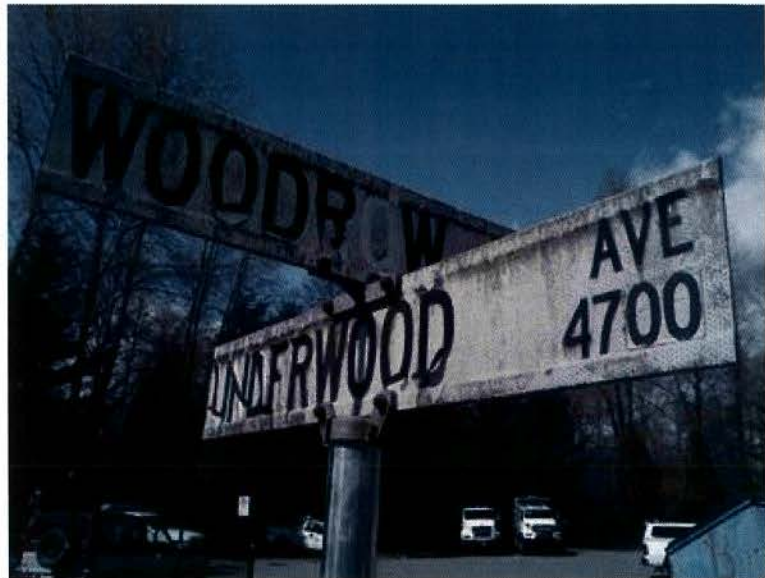
Implementing the OCP Building strong foundations Improving the way we do business

Description

Several years ago the District replaced its overhead street name signs with new highly reflective signs that included a new colour (blue), font and larger size for improved visibility under day and night conditions. This new program would involve a similar upgrade of the District's ground based street signs to new standards, including:

- improved reflectivity;
- a new blue colour; and
- use of upper and lower case lettering in a clearview font.

This program would initially focus on replacing street name signs located along arterial and collector roads.



State of some District street name signs

Origin Best practices

Project Benefits

- Safety benefits of increased legibility and visibility of street name signs under day and night conditions
- ICBC has indicated their interest in cost sharing in the installation of these signs under their Road Safety Improvement Program.

Estimated Cost

DNV Contribution: \$ 60,000

Total: \$85,000, expect \$25,000 ICBC funding

Timing

Completion: Multi-year project

5

LYNN VALLEY ROAD BIKE ROUTE Highway 1 to Mollie Nye Way

CYCLING

Description

The District has been working with the City of North Vancouver and the Ministry of Transportation and Infrastructure to design a safer cycling route along Lynn Valley Road at the interchange with Highway 1.

The District's portion of the route was substantially designed in 2013 to include bicycle lanes, with no change to motor vehicle lanes on Lynn Valley Road.



Lynn Valley Road, facing south

Origin Transportation Plan (2012); Bicycle Master Plan (2012); Pedestrian / Cyclist Highway 1 Crossing Improvement Study for the Lynn Valley /Loutet Area (2010)

Project Benefits

- Travel lanes on Lynn Valley Road are currently too narrow to safely accommodate cyclists.
- Providing a safe link across Highway 1 has been identified as a priority on this busy cycling route. The importance of this improvement in the cycling network has been consistently raised by the public throughout the Transportation Plan and Bicycle Master Plan development processes and in the consultation for Lynn Valley Town Centre planning.
- If District funding is approved, a request would be made for funding from TransLink's regional cycling funding program.

Estimated Cost

DNV Contribution: \$400,000

Total Cost: \$800,000, expect 50% TransLink funding and possibly developer contributions

Timing

Completion summer 2014

Corporate Goals

Implementing the OCP Building strong foundations Improving the way we do business

6

BICYCLE NETWORK SAFETY IMPROVEMENTS
District-wide minor safety improvements

CYCLING

Description

This annual program includes minor safety improvements for cyclists and drivers sharing the road, such as:

- Marking bike boxes and introducing push buttons at signalized intersections;
- Introducing bike route signs and pavement markings (e.g. Hope Road, Welch Street, Ridgewood Drive, etc); and
- Implementing bike route wayfinding signage.

This program will also address some key improvements identified in the 2013 Cycling Safety Review, like introducing signs that allow cycling on sidewalks on Capilano Road.



Bike box pavement marking

Origin Cycling Safety Study (2013); Bicycle Master Plan Transportation Plan; 2013 TransLink Regional Wayfinding Strategy

Project Benefits

- Bike boxes allow cyclists to wait in a more visible location so that drivers can see them and they can see drivers.
- Signage and pavement markings improve visibility and legibility of bike routes and can reduce collisions.
- Marking cycling routes increases comfort for cyclists using the facilities.
- Making conditions for cycling more comfortable has proven to result in more people cycling. Thus, this program supports the District is moving towards its goal of 35% trips by walking, cycling, and transit.

Estimated Cost

DNV Contribution: \$16,000

Total Cost: \$40,000, expect 50% TransLink funding + ICBC contributions

Timing

Summer 2014

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business

Description

This annual program involves improvements to marked crosswalks. In 2014, crossing enhancements are proposed at the following three crosswalks to improve visibility between pedestrians and drivers:

- **Indian River at Inlet Crescent** – Existing overhead illuminated crosswalk sign. Substandard crossing to be upgraded to special crosswalk.
- **4001 Mount Seymour Parkway** – Upgrade existing overhead signed and marked crosswalk with side mounted flashing beacons.
- **Mount Seymour Parkway at Fairway Drive** – Upgrade existing signed and marked crosswalk with side mounted flashing beacons.



Origin Implementation Priority of Study Locations - Crossing Facilities (2013)

Project Benefits

- Research has proven that side-mounted flashing beacons are an effective tool for increasing driver compliance with yielding right-of-way to pedestrians in crosswalks at sites where drivers rarely yielded to pedestrians. The results seem to be maintained over time.
- Special crosswalks can be used to control traffic at intersections where traffic or physical conditions do not justify a full signal, but data indicate the possibility of a special need. They are considered for use at high-conflict uncontrolled crossing locations with significant pedestrian volumes.

Estimated Cost

DNV Contribution: \$60,000

Total Cost: \$95,000, expect TransLink, ICBC and Municipal Insurance Association funding

Timing

Summer 2014

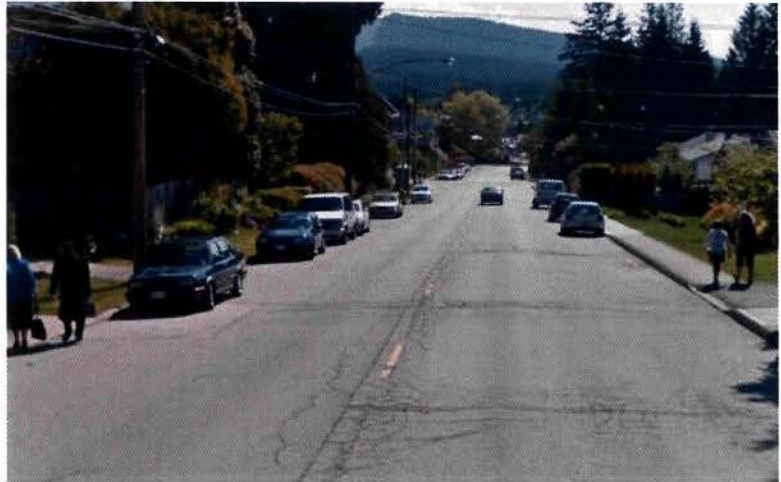
Corporate Goals

Implementing the OCP Building strong foundations Improving the way we do business

Description

This improvement entails construction of about half a kilometre of new sidewalk along the north side of 29th Street, between William Avenue and Fromme Road.

Council has endorsed this project and it will be resubmitted for consideration in the 2014 Capital Plan.



West 29th Street, facing east

Origin Transportation Plan (2012); Pedestrian Master Plan (2009)

Project Benefits

- Typically the District provides sidewalks on both sides of busy arterial roads whereas sidewalk is currently only provided along the south side of 29th Street.
- Completes walking link to Lynn Valley Town Centre and several nearby schools.
- As 29th Street is a transit route (and expected to accommodate increased transit service in the future), the sidewalk will facilitate safer access to/from bus stops.

Estimated Cost

DNV Contribution: \$245,000

Timing

Summer 2013

Corporate Goals

Implementing the OCP Building strong foundations Improving the way we do business

SIDEWALK

Description

This annual Transit Related Road Infrastructure Program (TRRIP) is cost shared with Coast Mountain Bus Company (CMBC). For 2014, improvements would provide improved access to two bus stops by constructing the nearby sidewalk on:

- Mountain Highway at Dempsey Road (including retaining wall); and
- Underwood Ave at Evelyn Street.

Other improvements include:

- Installation of wheelchair accessible pad at Lynn Valley Road and Morgan Avenue;
- Revision of road markings to provide safer transition for westbound road users on Marine Drive at Garden Avenue (on the approach of the transit priority lane);
- Relocation of bus shelter and re-grading of existing sidewalk on eastbound Marine Drive farside Bridgman Avenue; and
- Relocation of bus shelter on westbound Marine Drive farside Bridgman Avenue.



Mountain Highway at Dempsey

Origin Public requests, requests from Coast Mountain Bus Company

Project Benefits

- Improved safety for transit passengers; and
- Improved accessibility of the transit system for people of all ages and abilities.

Estimated Cost

DNV contribution: \$40,000

Total Cost: \$80,000, expect 50% from CMBC

Timing

Design: Winter/Spring 2014

Construction: Summer/Fall 2014

Corporate Goals

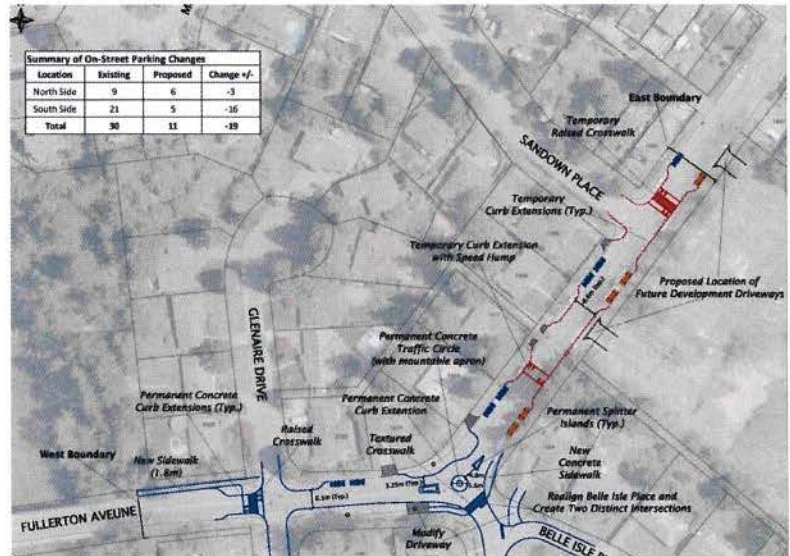
Implementing the OCP Building strong foundations Improving the way we do business

Description

The District recently surveyed the community and early indication is that the majority of neighbourhood residents support moving forward with traffic calming in their neighbourhood.

The proposed traffic calming plan for Fullerton Avenue includes:

- Raised crosswalks at the intersections of Sandown Place and Glenaire Drive;
- Speed humps, traffic circle and curb extensions to reduce overall vehicle speeds; and
- Design that accommodates cyclists.



Fullerton Avenue Traffic Calming Plan (2013)

Origin Fullerton Avenue Traffic Calming Plan (2013), which was developed by a group of residents called the Fullerton Avenue Streetscape Improvement Committee (FASIC)

Project Benefits

- Enhanced neighbourhood livability in the Lower Capilano Village Centre and surrounding neighbourhood;
- Improved conditions for walking and cycling and reduced overall vehicle speeds; and
- Takes advantage of funding from developer, as the portion of the project along the frontage of 2035 Fullerton Avenue is expected to be funded as frontage improvements of the proposed development.

Estimated Cost

DNV Contribution: \$135,000

Total Cost: \$225,000, expect \$90,000 to be developer paid

Timing

Summer 2014

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business

Description

The preliminary Spirit Trail Central Section Route Planning Report (now being finalized) is likely to recommend a more northern route for the Spirit Trail through Lower Lynn and Maplewood. This project would improve one block of this new northern Spirit Trail route, between Lillooet Road and Seymour Boulevard, that would also be part of the Seymour River Greenway.



The initiative includes:

- New 4.0 metre asphalt trail;
- Better drainage, improved gravel base, lighting;
- Landscaping; and
- Boulevard between the trail and road.

This project will require collaboration and agreement with MOTI.

Origin Draft Spirit Trail Central Section Planning Report (2013); Seymour River Greenway planning report; Transportation Plan (2012); Spirit Trail Planning Report (2009)

Project Benefits

- If this route is approved by Council as the Spirit Trail, it will link Lower Lynn Town Centre with the Seymour area.
- Provides a key link in the Seymour River Greenway, connecting the recently completed route to Capilano University.
- Removes current trip hazards caused by inadequate asphalt that is now heaving due to roots.
- Increases space between the trail users (pedestrians and cyclists) and high speed vehicles on Mount Seymour Parkway, improving comfort and reducing risk.

Estimated Cost

DNV Contribution: \$260,000
Total Cost: \$520,000 expect 50% TransLink funding + developer funding likely to be available

Timing

Fall 2014

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business

STREET LIGHTS

Description

This annual program to renew street light infrastructure includes:

- Inspection and replacement of poles due to structural failure and/or motor vehicle accidents;
- Replacement of street light luminaires at the end of their service life; and
- Installation of street light service panels previously housed in BC Hydro kiosks.



Origin 2009 Asset Management Program and 2007 Capital Infrastructure Program

Project Benefits

- General safety improvement (managed risk), improved lighting, fewer call-outs and reduced routine maintenance costs;
- Poles brought to current standards with powder-coated finishes which provides a longer lasting coating (20 years) versus painted products (7 years);
- Luminaires brought to current standards with flat (versus drop) lenses.

Estimated Cost

DNV Contribution: \$190,000

MRN or ICBC funding potentially available

Timing

Throughout 2014

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business

STREET LIGHTS

Description

These improvements address pressing deficiencies in the street light network and specific locations are expected to include:

- *1100 East 27th Street* - In 2003, a sidewalk was installed in the 1100 block 27th Street. The initial project was to include pedestrian lighting, but it was not completed due to insufficient funds. Completion of this street lighting is a longstanding desire of the neighbourhood.
- *Kirkstone Road and Rufus Drive* - Construct new street light at the Kirkstone Road and Rufus Drive crosswalk. Pedestrian visibility and safety are compromised at this poorly lit crossing used by the residents accessing Karen Magnussen, Kirkstone Park field, and Lynn Valley Mall.



Origin 2003 Sidewalk Program; Boundary/Kirkstone Traffic Safety & Calming Study (2009)

Project Benefits

- Lighting provides an enhanced sense of personal security, encouraging the public to walk and use public facilities during the evening.
- Lighting also provides economic and social benefits as an aid to police protection.

Estimated Cost

DNV Contribution: \$35,000

Timing

March 2014 to December 2014

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business

TRAFFIC SIGNALS

Description

This is an annual program to replace traffic signal infrastructure, including davit poles, wires, and controllers.

Replaced items include damaged or worn wires, communications cables, service connections, and conduit. Traffic signal poles and bases are selected for replacement after inspection for rusting and stress-related problems and/or those struck by motor vehicles. Traffic controllers are replaced approximately every 12 years.

In 2014, improvements will also include:

- Uninterrupted power supply (UPS) at about three locations; and
- Accessible signals at about three locations.



Origin Sustainment capital

Project Benefits

- Replacing a portion of the infrastructure items each year through an ongoing program minimizes costs and prevents catastrophic failures, which could increase the District’s liability.
- Accessibility improvements address safety for people of all ages and abilities.

Estimated Cost

DNV Contribution: \$281,000

Timing

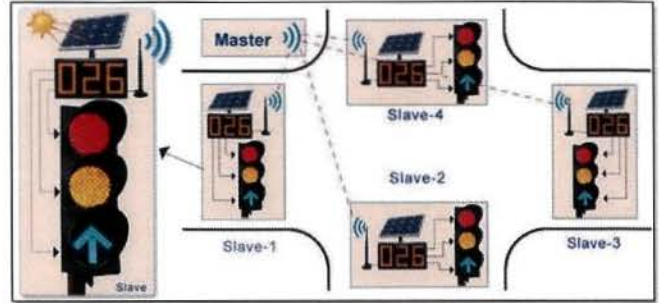
Throughout 2014

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business

Description

In 2013, the District invested in replacing its legacy Aries signal software with the new Centracrs traffic signal system. Investments need to be made in 2014 for an annual maintenance agreement, expansion of the new system and maximizing the value of the system to the District.



Corridors to be included in 2014 include:

- Dollarton Highway
- Main Street
- Mt. Seymour Parkway

Origin Staff recommendation.

Project Benefits

- Improved signal coordination along our major corridors to reduce delays, and to reduce rear-end collisions;
- Improved monitoring and alarm reporting; and
- Better management of a growing number of surveillance and video detection cameras, which are used to monitor traffic conditions and construction-related delay.

Estimated Cost
DNV Contribution: \$65,000
Total Cost: \$90,000 expect \$25,000 ICBC contribution

Timing
 Throughout 2014

Corporate Goals

- Implementing the OCP Building strong foundations Improving the way we do business