

**DISTRICT OF NORTH VANCOUVER  
COUNCIL WORKSHOP**

Minutes of the Council Workshop of the Council for the District of North Vancouver held at 5:01 p.m. on Tuesday, February 2, 2016 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Mayor R. Walton  
Councillor R. Bassam  
Councillor M. Bond  
Councillor J. Hanson  
Councillor R. Hicks  
Councillor D. MacKay-Dunn  
Councillor L. Muri (5:09 pm)

**Staff:** Mr. J. Gordon, Manager – Administrative Services  
Mr. S. Ono, Manager – Engineering Services  
Ms. L. Brick, Deputy Municipal Clerk  
Ms. E. Geddes, Section Manager – Transportation  
Ms. S. Tejani, Transportation Planning Technologist  
Ms. I. Weisenbach, Transportation Planner  
Ms. C. Archer, Confidential Council Clerk

**Also in**

**Attendance:** Mr. B. Rueger, Chair, Transportation Consultation Committee  
Mr. M. Schmoll, Vice-Chair, Transportation Consultation Committee

**1. ADOPTION OF THE AGENDA**

**1.1. February 1, 2016 Council Workshop Agenda**

**MOVED by Councillor BASSAM**

**SECONDED by Councillor BOND**

THAT the agenda for the February 1, 2016 Council Workshop be adopted as circulated.

**CARRIED**

**2. ADOPTION OF MINUTES**

Nil

**3. REPORTS FROM COUNCIL OR STAFF**

**3.1. Transportation Update – February 2016**

File No. 16.8310.00/000.000

Ms. Erica Geddes, Section Manager – Transportation, provided an update on District transportation projects, noting that this session builds on the November 2015 workshop discussion on transportation funding.

Ms. Geddes reported on the Spirit Trail, advising that the western section has been completed and work has paused while the route for the central section and possible sources of related funding are reviewed. In response to Council's earlier request to provide options for the routing of the central section, Ms. Geddes presented three options and noted that the staff recommendation is for adoption of the northernmost route, crossing Lynn Creek near Hunter Street and travelling eastward along Keith Road and Mount Seymour Parkway.

Ms. Geddes reported that there are ongoing challenges with conflicts between different types of users as the trail becomes more popular. Signage is being employed to remind users to share the trail and use designated spaces for different modes and speeds. Commuters and other fast bicycle traffic are being encouraged to use different routes.

Councillor MURI arrived at this point in the proceedings.

Council and staff discussed concerns about bicycle routes and the conflict between drivers and cyclists. Staff advised that they are aware of issues in particular sections and are working to educate users.

Following up on Council's 2015 discussion on the Hunter Street Bridge crossing to connect the Spirit Trail, Ms. Geddes advised that the conceptual design is complete but funding is not yet in place. Two possible designs were presented and others could be considered to either reduce the cost or, with additional funding, create a more iconic structure. The cost of the bridge as presented would be \$4-4.8 million and staff is recommending that work not proceed until funding is in place.

Council discussion regarding the Hunter Street Bridge ensued. Cost-saving ideas included moving the site to reduce the length of the bridge and having a more basic design. It was noted that the crossing will make the community more walkable and it is important to tie together the Spirit Trail as a shared multiuse path from Deep Cove to Horseshoe Bay. Agreement was reached on the planned route east to Riverside Drive.

Ms. Ingrid Weisenbach, Transportation Planner, provided an update on school transportation, reporting that projects have been planned based on school safety and transportation studies completed in 2011 and 2013. A number of projects have been completed, including upgrading the crossing at Mt. Seymour Parkway and Broadview Drive to a pedestrian signal.

Ms. Weisenbach reviewed the school study process, noting that involving key stakeholders such as the School District, parents and school staff is crucial to success. The 2015 school safety studies involved Capilano, Canyon Heights and Highlands Elementary Schools. Feedback on the draft plan has been received from two of the three schools and the third is expected soon. The last step will be to complete the final report, including a prioritized list of recommendations. Implementation of priority recommendations for safe, active routes to schools is planned for the summer of 2016.



Council discussion ensued regarding school safety programs and the following comments and concerns were noted:

- Expressed support for year-over-year funding for safety and active transportation projects and ensuring there are sufficient funds to put programs in place;
- Concern was expressed for problems with ingress and egress at older schools;
- Noted that maintenance of the trail network is important to creating safe, walkable routes to schools; and,
- Suggested creating a Best Practices guide based on ideas being used at individual schools.

In response to a question from Council regarding revisiting studies, staff advised that all schools will be studied before revisiting earlier sites.

Councillor MURI left the meeting at 6:04pm

Ms. Weisenbach provided an update of crossing treatments and reviewed the crosswalk hierarchy and related costs. Marked crossing costs range from signed and marked crosswalks at approximately \$2,500 to a cost of approximately \$175,000 for a full pedestrian signal. Staff noted that 13% of requests received by the Transportation Department in 2014-15 were for crosswalks.

Ms. Weisenbach reviewed the crosswalk improvement process and the procedure for prioritizing projects. Several crosswalk upgrades were completed in 2015 and the upgrade at Capilano Road at Paisley Road will be completed early in 2016.

Council discussion regarding crosswalks ensued and the following comments and concerns were noted:

- Expressed concern that regular crosswalk signs are being ignored by drivers;
- Commented on crossings with flashing lights;
- Lighting improvements have helped improve some intersections;
- Encouraged pedestrians to make eye contact and be aware of whether drivers have seen them;
- Suggested distributing and encouraging the use of reflective gear for pedestrians and cyclists; and,
- Requested information on the highest accident intersections in the District and that funds be directed to addressing problems at these sites.

In response to a question from Council, staff advised that audible signals are being added in order of priority as provided by the Advisory Committee on Disability Issues.

Ms. Weisenbach reported on traffic calming, noting that 11-17% of annual Transportation requests in recent years have been for traffic calming measures. The most effective measures are those that are beneficial to all users, self-enforcing, appropriate for the speeds and volumes, and address and improve the quality of life in neighbourhoods.

Ms. Weisenbach reviewed the processes in the Traffic Calming policy, which includes local and collector roads. It was noted that all requests for traffic calming on collector roads have been paused since May 2015 after the unexpected level of community response to the proposed Sunset Boulevard traffic calming measures. It was noted that as a result of that process, staff learned that a wider area of public consultation is required for traffic calming proposals on collector roads.

Council feedback was requested on the question of whether the District should consider traffic calming requests on collector roads.

Council discussion ensued regarding traffic calming on collector roads and the following comments and concerns were noted:

- Requested information on what measures other cities have used and what has been effective;
- Support was expressed for traffic calming on collector roads;
- Commented that requests from residents should be considered and Council make the final decision based on public input and criteria from emergency services;
- Commented that traffic calming on collector roads should be District- funded; and,
- Remarkd that the Local Area Service process pits neighbour against neighbour and is often contentious.

Staff advised that there are 24 traffic calming measures that can be employed, many of which can be safely used on collector roads. Speed bumps are not generally used for collector roads.

Council feedback was requested on the temporary traffic calming measures at 29th Street and William Avenue.

Council discussion ensued regarding the traffic calming measures at 29<sup>th</sup> Street and William Avenue and the following comments and concerns were noted:

- Curb bulges are needed to shorten the crossing for pedestrians, particularly school children, but do not facilitate bicycle traffic;
- The route is becoming an alternate for commuter traffic;
- Suggested moving the curb bulges to the east corners to facilitate right turns for drivers coming down the hill;
- Discussed the possibility of installing a roundabout like the one at the intersection of 6<sup>th</sup> Street and Chesterfield Avenue in the City of North Vancouver; and,
- Agreement was reached to move the curb bulges to the east side of the intersection, subject to a cycling design.

Staff advised that there is room for a bicycle beside a car at the intersection with curb bulges in place. Staff reported that the cost of the roundabout at 6<sup>th</sup> Street and Chesterfield Avenue was \$220,000.

Ms. Geddes reported on transportation funding, noting that while sustainment funding across the District and investment funding in town centres is funded, there is a funding gap for investment in areas outside of town centres. Council's



feedback was requested on establishing ongoing funding for projects outside of town centres.

Council discussion ensued regarding funding for transportation projects outside of town centres and the following comments and concerns were noted:

- Support was expressed for funding transportation projects outside of town centres;
- The safety and health benefits of transportation projects warrant funding; and,
- Concern was expressed about envelope funding without specific projects outlined.

Staff advised that the project approval process would not change and specific projects would be presented for individual approval.

Possible transportation topics for upcoming Council Workshops were discussed.

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

##### **4.1 Mr. Martyn Schmoll, Vice-Chair, Transportation Consultation Committee:**

- Commented that transportation projects create unity in the community and solve problems;
- Noted that street design can reduce driving speed; and,
- Advised that the Transportation Consultation Committee is supportive of funding for active transportation programs, many of which can be implemented at low cost.

##### **4.2 Mr. Barry Rueger, Chair, Transportation Consultation Committee:**

- Commented on the consultation process for Sunset Boulevard;
- Recommended staff handle traffic calming petitions rather than residents; and,
- Noted that it is desirable to find ways to reduce traffic traveling through residential streets.

##### **4.4 Dr. Bryce Cowan, District resident:**

- Noted he is a resident on a road where traffic calming has been urgently requested due to the road design;
- Remarked that there have been many near-misses;
- Advised that drivers ignore the 30 km/h permanent speed signs and speed down the street; and,
- Requested that action be taken to address the problem.

##### **4.3 Mr. Corrie Kost, 2800 Block Colwood Drive:**

- Commented on jaywalking;
- Commented on flashing light timing; and,
- Suggested adding features to make signs more visible.

5. ADJOURNMENT

**MOVED by Councillor BASSAM**  
**SECONDED by Councillor BOND**

THAT the February 2, 2016 Council Workshop be adjourned.

**CARRIED**

(7:20 pm)

Absent for Vote: Councillor MURI



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Mayor



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Municipal Clerk