

AGENDA INFORMATION	
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## The District of North Vancouver REPORT TO COUNCIL

February 7, 2020

File: 16.8620.20/059.002.000

**AUTHOR:** Steve Carney, PEng, PTOE - Transportation Section Manager

**SUBJECT:** Grant Funding Application – Lynn Valley Road Active Transportation Improvement Project

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### RECOMMENDATION:

THAT Council supports the Lynn Valley Road Active Transportation Improvement Project (Mountain Highway – Dempsey Road) and the application for grant funding through the *BC Active Transportation Infrastructure Grants Program*;

AND THAT the District of North Vancouver commits to its share (\$820,000) of the total project cost of \$1.32M to be funded through the Transportation and Mobility Reserve.

### REASON FOR REPORT:

A resolution of Council is required to support the District of North Vancouver's (DNV) grant application under the *BC Active Transportation Infrastructure Grants Program*.

### SUMMARY:

In late 2019, the Province of British Columbia announced program funding through their *BC Active Transportation Infrastructure Grants Program*. This grant provides cost-sharing opportunities for infrastructure projects which are part of an active transportation network plan or equivalent and supports active transportation for all ages and abilities. Lynn Valley Road Active Transportation Improvement Project is the best candidate as it improves the safety and accessibility of cyclists and pedestrians as well as meets the program objectives.

Lynn Valley Road Active Transportation Improvement Project presents the opportunity to provide highly cost-effective walking and cycling infrastructure improvements along Lynn Valley Road between Mountain Highway and Dempsey Road, serving both pedestrians, and recreational and commuter cycling needs. This section of Lynn Valley Road enables the District to extend existing cycling facilities along the corridor towards Kilmer Park, Lynn Headwaters Regional Park, and the Seymour Demonstration Forest trail, and test and adjust the design of the new facility as necessary.

Initial concepts involve reallocation of on-street parking along the southeast (uphill) side of Lynn Valley Road to enable a buffered uphill bike lane, with on-street parking retained on the northwest (downhill) side. This, however, is subject to change/refinement based on continued public consultation and Council direction. The project improves safety and accessibility of pedestrians by providing a crosswalk at the intersection of Lynn Valley Road and Kilmer Road, and a sidewalk on the northwest side of Lynn Valley Road between Hoskins Road and Kilmer Road.

To deliver this project holistically, staff are looking to coordinate these active transportation improvements with the implementation of a pay parking pilot program at Lynn Canyon Park. In combination with this pay parking pilot, staff anticipate an expansion of on-street parking regulations surrounding the park.

**BACKGROUND:**

Lynn Valley Road's functional classification is an arterial with people accessing local and regional destinations. An arterial's primary purpose is moving people – either by foot, bike, vehicle or other means. Personal storage in the form of private vehicles has long been allowed in the public right-of-way. This arterial is experiencing increasing pressures from different users and space is scarce so staff is looking for how to move more people along key corridors safely and efficiently. Prioritization for moving people versus vehicle storage within the road right-of-way is also consistent with the Integrated North Shore Transportation Planning Project (INSTPP) recommendations. INSTPP recommends improving cycling facilities along the frequent transit network to encourage a shift in mode choice to active transportation.

The prioritization of people movement over vehicle storage along arterials was subsequently endorsed by DNV Mayor and Council at the November 4, 2019 regular Council Meeting. At the same meeting, the installation of cycling facilities along this segment of Lynn Valley Road was endorsed as a priority bike route for implementation. The provision of dedicated separate facility bike lanes on major arterial roads is also consistent with the District's Development Servicing Bylaw 8145 Table 5A.

In addition to the route being identified in the Bike Master Plan, the direct connection is further supported by Council direction to connect people on bikes in Town and Village Centres to key destinations, in this case, the regionally significant Lynn Canyon Park, Lynn Headwaters and Seymour Demonstration Forest.

The proposed expanded project includes the following elements:

- Reallocating road space from vehicle parking to a bike lane(s);
- Constructing sidewalks on the northwest side of Lynn Valley Road (exact limits still under evaluation);
- Installing a crosswalk and flashing lights at the intersection of Lynn Valley Road and Kilmer Road; and
- Pay parking pilot program at Lynn Canyon Park coordinated with on-street parking regulations.

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DNV transportation staff is currently working on the design options for the Lynn Valley Road Active Transportation Improvement Project. These options will be available to the public to share their views about the project. The results of public feedback will be reported to the Council before finalizing the detailed design.

**EXISTING POLICY:**

This project is supported by the following:

- DNV Transportation Plan: to improve on-street cycling connections and expand the network in areas with greater cycling potential; Lynn Valley Road in this area is listed for on-street bike improvements to support the cycling route;
- Lynn Headwater Park Access and Parking Study: consolidate parking on Lynn Valley Road and allocate space to an uphill (northeast direction) bike lane;
- Integrated North Shore Transportation Planning Project (INSTPP) Priorities for the District of North Vancouver (endorsed by Council Feb 04, 2019): invest in pedestrian and cycling related improvements and prioritize road space for the movement of people; and
- The prioritization of people movement over vehicle storage along arterials was subsequently endorsed by DNV Mayor and Council at the November 4, 2019 regular Council Meeting. At the same meeting, the installation of cycling facilities along this segment of Lynn Valley Road was endorsed as a priority bike route for implementation.

**ANALYSIS:**

**Timing / Approval Process:**

The deadline for submission of a Council resolution supporting this application is February 20, 2020. However, staff confirmed that Province would accept the application package if followed by a Council resolution at a later date.

**Financial Impacts:**

The total capital cost of the Lynn Valley Road Active Transportation Improvement Project is estimated at \$1.32M, of which the DNV portion will be \$820K and the grant funding will be \$500K if the grant application is successful. However, the cost estimates may vary depending on the preferred options for this project.

If the grant application is not successful, the full cost of the project will need to be funded through the Transportation and Mobility Reserve. This project is funded in the District's five-year Capital Plan under #57.

**Environmental Impact:**

To meet the greenhouse gas reduction targets in the Community Energy and Emissions Plan, reduction of single-occupancy motor vehicle use by shifting to alternatives, such as cycling and walking, is necessary. Cycling and walking facilities are needed to support this shift and to encourage cycling and walking.

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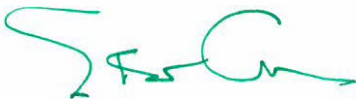
**Public Input:**

Staff is working with Communications on Public Involvement Plan. Several possible options will be available to the public to share their views about the project. The results of public feedback will be reported to the Council before finalizing the detailed design.

**Conclusion:**

The Lynn Valley Road Active Transportation Improvement Project provides an opportunity to improve safety and accessibility by implementing cycling and walking facilities with robust on-street parking management strategies. As fundamental infrastructure work, the project is a strong candidate to receive funding under the *BC Active Transportation Infrastructure Grants Program* so that this work can be done sooner, and at a lower cost, than otherwise planned.

Respectfully submitted,



Steve Carney, PEng, PTOE  
Transportation Section Manager

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input checked="" type="checkbox"/> Finance	<u>SJ</u>	<input type="checkbox"/> NS Health	_____
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