


AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input type="checkbox"/> Other:	Date: _____


Dept.
Manager


GM/
Director


CAO

The District of North Vancouver REPORT TO COUNCIL

February 22, 2022
File: 16.8620.20/059.000

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

SUBJECT: Lynn Valley Road Active Transportation Project Phase 1 – Update #3

RECOMMENDATION:

THAT the report from the Transportation Section Manager dated February 22, 2022 entitled Lynn Valley Road Active Transportation Project Phase 1 – Update #3 is received for information;

AND THAT Phase 1 of the Lynn Valley Road Active Transportation project is approved to proceed to construction.

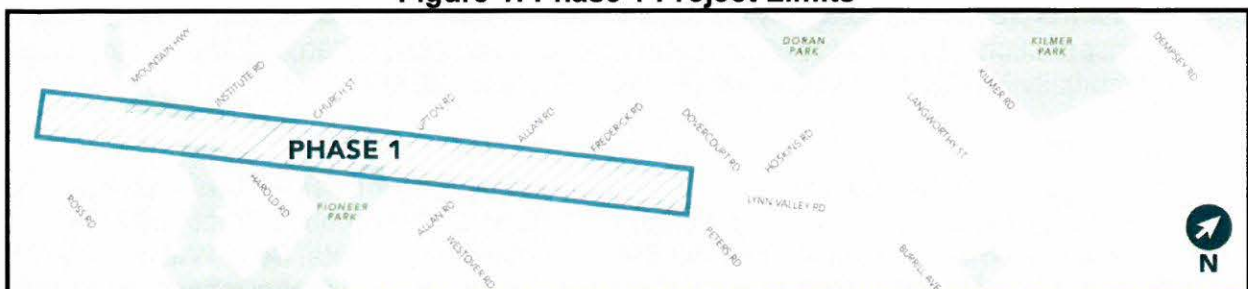
REASON FOR REPORT:

The purpose of this report is to seek resolution to proceed with the Lynn Valley Road Active Transportation (LVR AT) project for Phase 1 (Mountain Hwy – Peters Rd) construction.

SUMMARY:

As requested by Council, staff have paused project development and related engagement work on both Phase 1 and Phase 2 of the LVR AT project. Staff now request permission to continue targeted stakeholder engagement and to proceed to tender Phase 1 of the project. Phase 1 project limits are shown in **Figure 1**.

Figure 1: Phase 1 Project Limits



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

BACKGROUND:

Staff have provided the following staff reports to Council touching on aspects of the LVR AT project, including both Phase 1 and Phase 2:

- January 31, 2022 Transportation Workshop – Cycling (Report to Committee, dated Jan 14, 2022)
- Lynn Valley Rd Active Transportation Project, Ph. 2 – Public Engagement (Information Report to Council, dated July 29, 2021)
- Lynn Valley Road Active Transportation (Phase 1) – Project Update #2 (Information Report to Council, dated June 4, 2021)
- Lynn Valley Road Active Transportation – Supplemental Information (Information Report to Council, dated March 25, 2021)
- Lynn Valley Road Active Transportation Project Update (Information Report to Council, dated March 03, 2021)
- 2020 Annual Transportation Workshop (Report to Committee, dated Oct 29, 2020)
- Lynn Valley Road Active Transportation Provincial Grant Approved (Information Report to Council, dated June 16, 2020)
- Grant Funding Application – Lynn Valley Road Active Transportation Improvement Project (Report to Council, dated Feb 7, 2020)
- Lynn Valley Road: Mountain Highway – Kilmer Road Pilot (Information Report to Council, dated April 29, 2019)
- Lynn Headwaters Park Access and Parking Study (Information Report to Council, dated Jan 31, 2019)

EXISTING POLICY:

LVR AT project is supported by the Official Community Plan and the Action Plan, Transportation Plan, Bicycle Master Plan, Pedestrian Master Plan, Priority Cycling Routes, Community Energy and Emissions Plan (CEEP), and INSTPP.

ANALYSIS:

The project team has developed a tender-ready package for Phase 1 based on the scope previously discussed with Council during the annual workshop on November 9, 2020. The team engaged with residents, internal DNV stakeholders (Streets, Solid Waste, Fleet, Parks, Construction, and Communications), local businesses and key organizations in summer 2021. Phase 1 project scope, cost breakdown, public engagement information, and design

drawings have been provided in **Attachment 1**. A rendering of the LVR AT project Phase 1 (south of Allan Rd looking north) is shown in **Figure 2**.



Figure 2: LVR AT Project Phase 1 - north of Allan Rd looking south

A rendering of the LVR AT project Phase 1 (north of Church St looking north) is shown in **Figure 3**.

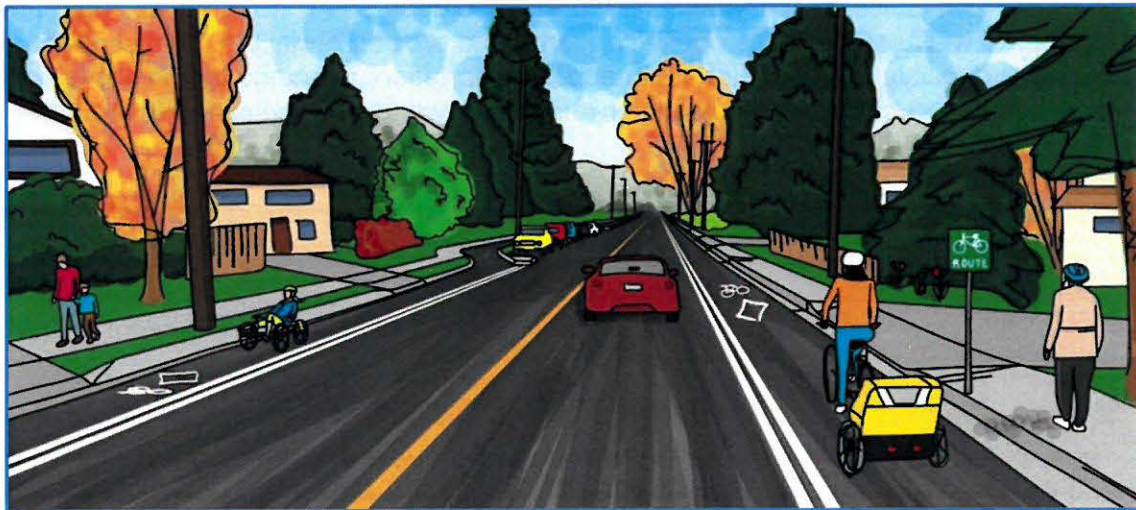


Figure 3: LVR AT Project Phase 1 – north of Church St looking north

Notable project design features include:

- New separated cycling lanes on both sides of the road,
- New designated parking pockets for short term parking,
- Upgraded crossing and new signal at Allan Road,
- Cycling lanes highlighted with green paint through intersection,
- Upgrade transit stops to be more accessible & comfortable, and

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- Short precast concrete barrier assemblies at strategic locations.

Project analysis also involved a review of traffic volume and collision data along the corridor. Based on analysis results, field observations, and best practices, a number of safety related improvements are included in Phase 1, including a full traffic signal at the intersection of Lynn Valley Rd/Allan Rd. Phase 1 also includes two on-street parking pockets for short term pick-up/drop-off/commercial delivery needs. These parking pockets will provide 12 on-street parking spaces in total.

Timing/Approval Process:

LVR AT Phase 1 could be tendered as early as spring 2022, with construction starting in summer 2022.

Concurrence:

The project team consists of representatives from Transportation, Design Engineering, Project Delivery Office, Streets, Fleet, Solid Waste, Parks and Communications.

Financial Impacts:

LVR AT Phase 1 class 'B' cost estimate is \$1.4M and includes a 20% contingency. There is sufficient budget to deliver Phase 1 in 2022.

Social Policy Implications:

Investment in active transportation networks have been shown to promote community health and social wellness, address equity concerns and provide benefit to local economies, and overall liveability. Integrated land use and transportation planning also presents opportunity for higher levels of transit, reduced car-dependency and housing diversity.

Environmental Impact:

Emissions related to the transportation sector currently make up 52% of all emissions in DNV and passenger vehicles are responsible for 96% of transportation-related emissions. Providing sidewalks, cycling facilities and accessible bus stops help people travel safely and comfortably by active modes and reduces reliance on driving. Increased active transportation supports health-related benefits and reduced air pollution.

Public Input:

The project team recognizes the importance of the public participation process for this project and its role in ensuring that the preferred concept addresses the concerns of stakeholders and the local community.

Public engagement for the LVR AT project will build on significant community input that has already occurred for Phase 1. To date, the LVR AT Phase 1 project team delivered letters, hosted an online community meeting, posted detailed web content and Q&A documents, and held one-on-one conversations to answer questions and address concerns.

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Conclusion:

The Lynn Valley Active Transportation project can extend the District's cycling network along a vital corridor, addresses a number of intersection safety concerns, while providing important upgrades to the pedestrian and transit network. These improvements will help the District achieve their active transportation, road safety, and greenhouse gas emission reduction goals.

Options:

- 1) Endorse the recommendations as outlined in this report (Recommended), or
- 2) Refer back to staff.

Respectfully submitted,



Steve Carney, PEng, PTOE
Transportation Section Manager

Attachment 1: LVR AT Project Phase 1 Elements

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 type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning	_____		
<input type="checkbox"/> Climate and Biodiversity	_____				

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Attachment 1: LVR AT Project Phase 1 Elements

Project Scope

The project scope, as noted on the District's website (www.DNV.org/Lynn-Valley-Rd-AT), includes the following elements:

- Upgraded safety improvements at Allan Road with concrete curb bulges and new traffic signal
- New painted cycling lanes on both sides of the road with precast concrete barriers in key locations,
- Upgraded transit stops to be more accessible and comfortable,
- Two new designated parking pockets,
- Short-term loading zones on intersecting side streets,
- Commercial loading zone for Maple Leaf Garden Centre deliveries.

Project Estimated Cost Breakdown

Items	Estimated Cost	% of Estimate
Traffic Signal @ Allan Rd	\$ 400,000	34%
Intersection improvements*	\$ 260,000	22%
Parking pockets	\$ 200,000	17%
Bus stop improvements	\$ 50,000	4%
Cycling infrastructure	\$ 80,000	7%
Landscaping	\$ 30,000	3%
Utilities	\$ 10,000	1%
Engineering and associated costs**	\$ 135,000	12%
Subtotal	\$ 1,165,000	
Contingency	\$ 235,000	
Total	\$ 1,400,000	

*includes concrete works at Allan Road and Mountain Highway (curb realignments, let downs)

**includes project management, (de)mobilization, and construction traffic management

Public Engagement

In July 2021, the District scheduled a community meeting to discuss the project's objectives, design and answer questions. Staff notified residents and businesses by way of a letter, providing project information and invitation to participate in a community meeting through the following means:

- Hand delivered letter to 137 homes and 3 strata buildings within the project limits between July 7th to July 9th,
- Hand delivered letter to 54 businesses within and adjacent to the project between July 7th to July 9th,

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- Mailed 1,203 letters on July 22nd to homes and strata buildings adjacent to the project,
- Emailed 4 schools, 3 parent advisory committees, School District #44 and Lynn Valley Community Association.

The project's community meeting was held on July 28, 2021. The District received a total of 60 people registering for the event and approx. 35 people attended the event.

The project team received feedback from residents and businesses when hand delivering letters and through emails, phone calls, the website and community meeting. Listed below are general themes staff heard.

- Support for signaling Lynn Valley Road/Allan Road intersection
- Concern about loss of parking
- Questions regarding loading zone and parking pockets
- Support for cycling lanes
- Concern for cycling lanes
- Suggestion to improve cycling along Lynn Valley Road between Mollie Nye Way and Mountain Highway first
- General concern for the project

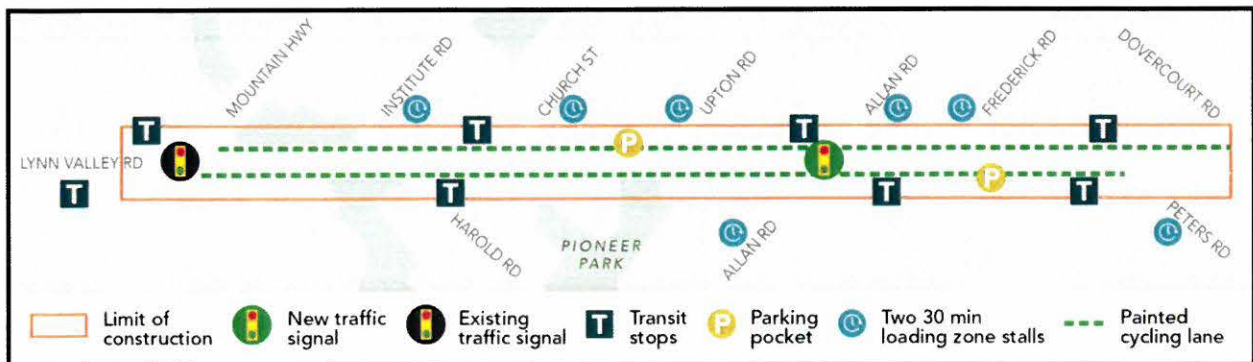
Staff also met with the cycling advocacy group HUB, North Shore's Advisory Committee on Disability Issues and Coast Mountain Bus Company. The topic was also discussed with the North Shore Safety Council. Additional feedback from these groups included the following:

- General support for the project,
- Request for accessible pedestrian signal, and
- Would like to see more physical protection for people rolling and cycling.

Design Drawings

The following graphics (Figures A1 – A8) are still publically available on the project's website.

Figure A1: Overview of Work Area



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Figure A2: Design Drawing from Mountain Highway to Draycott Road

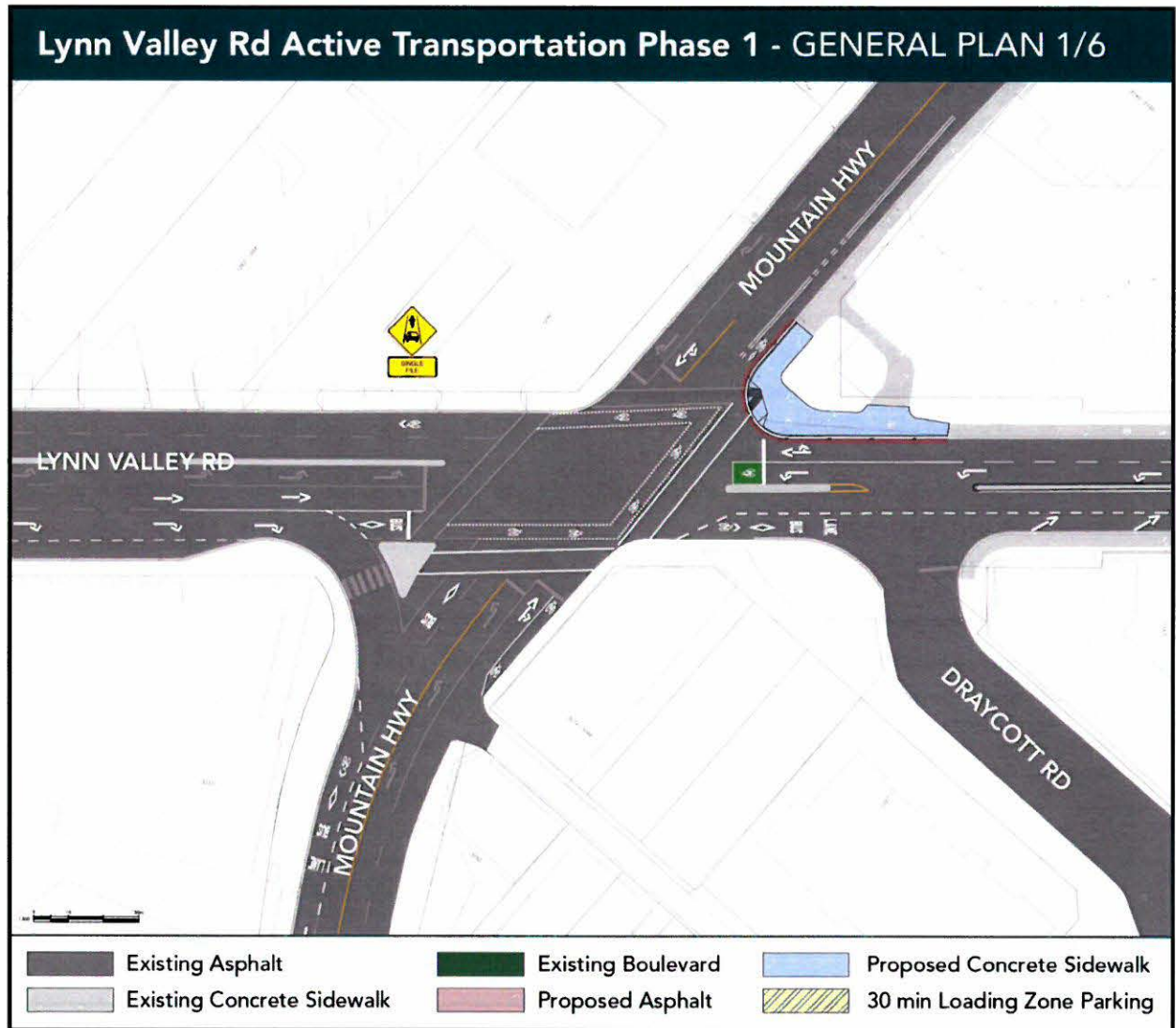


Figure A3: Design Drawing from Draycott Road to Harold Road

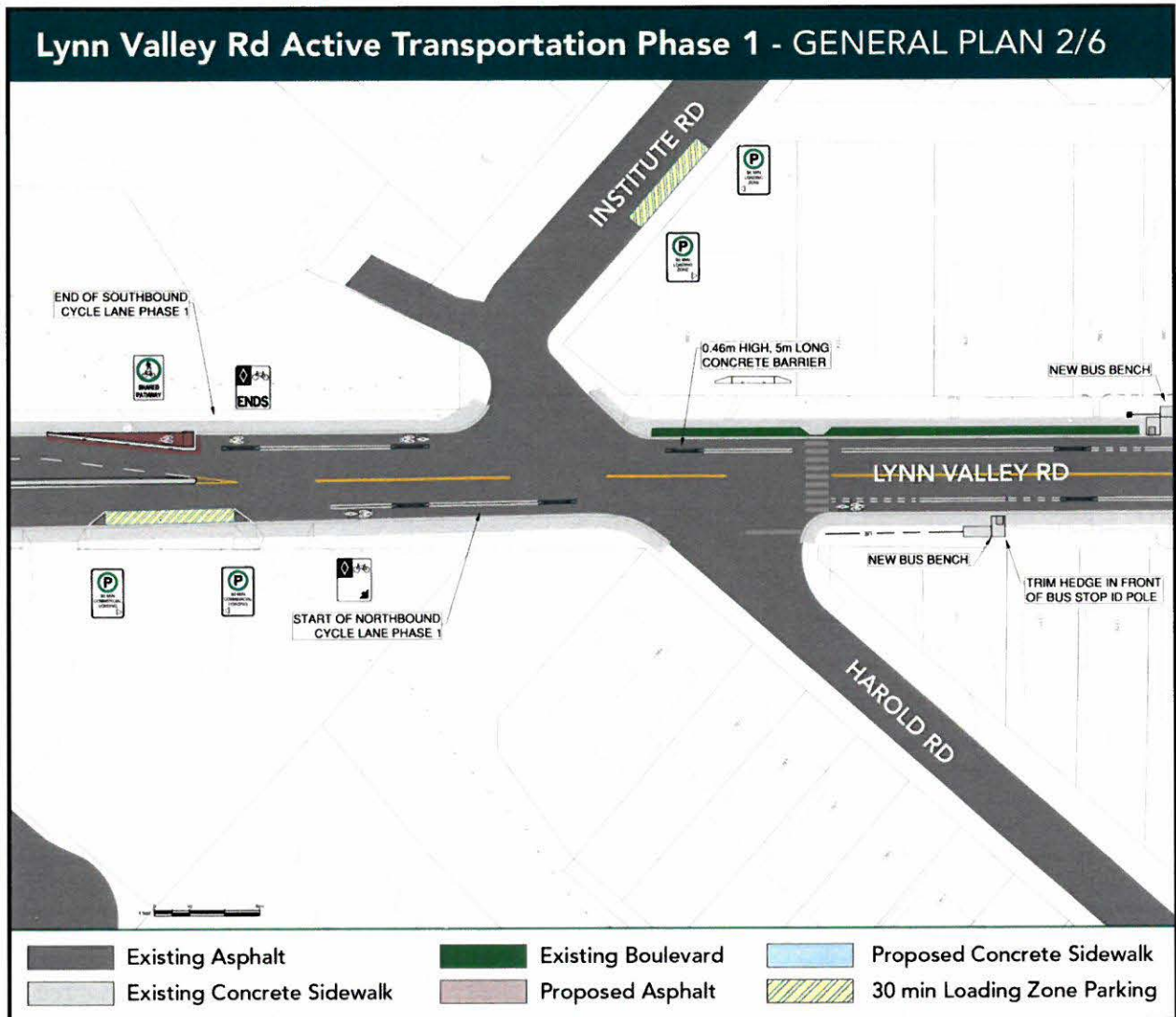


Figure A4: Design Drawing from Harold Road to Upton Road

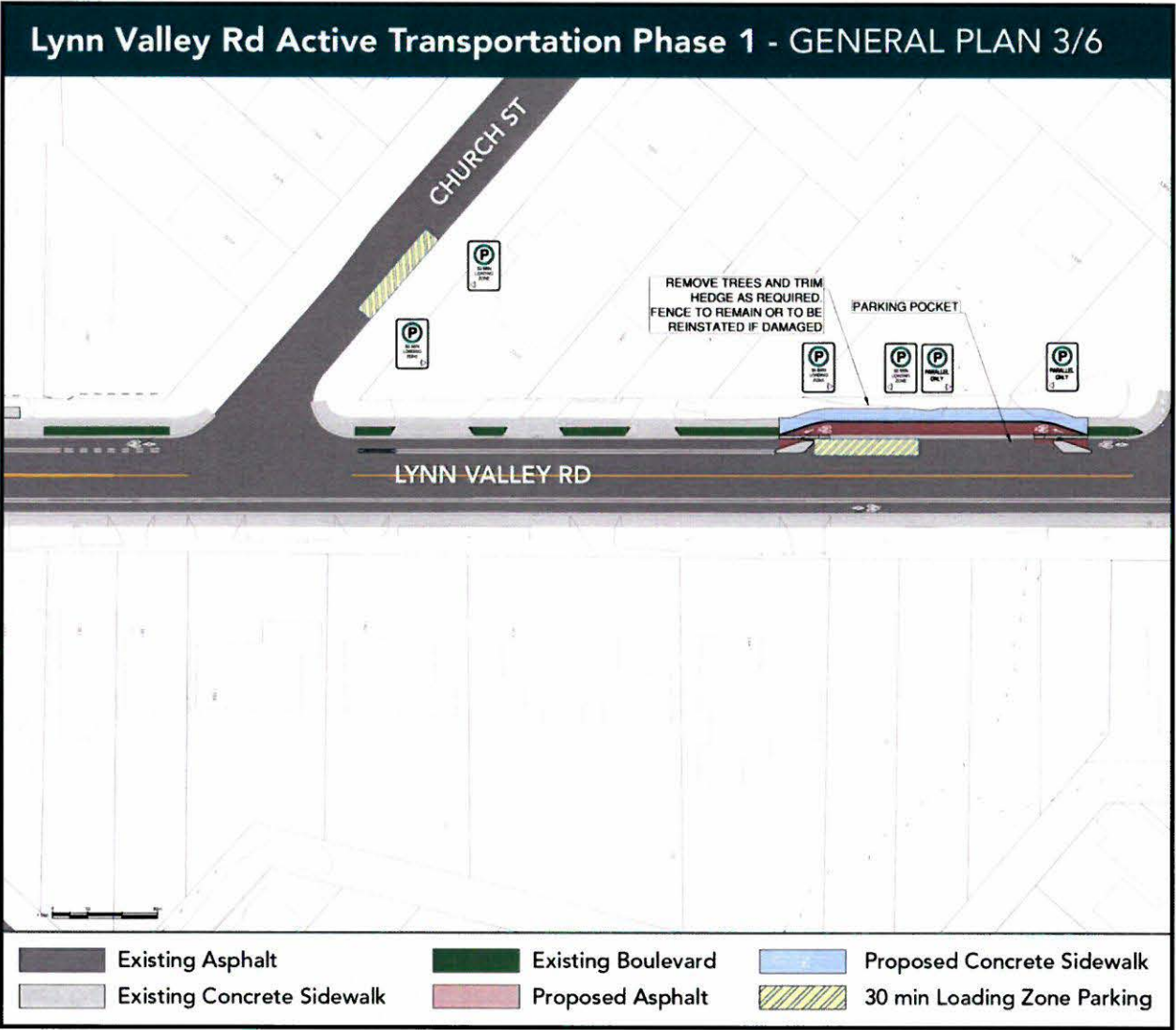
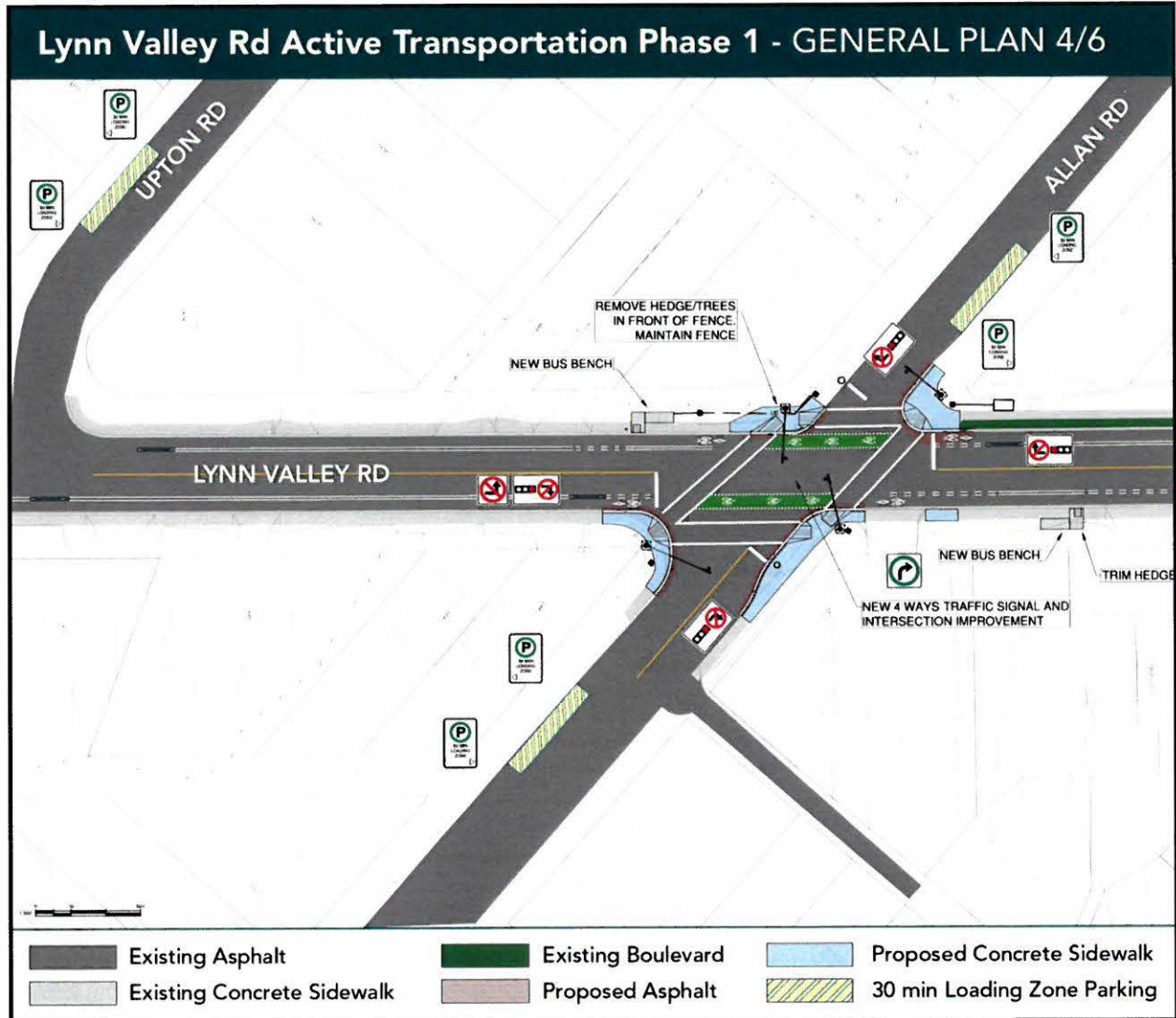


Figure A5: Design Drawing from Upton Road to Allan Road



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Figure A6: Design Drawing from Allan Road to Frederick Road

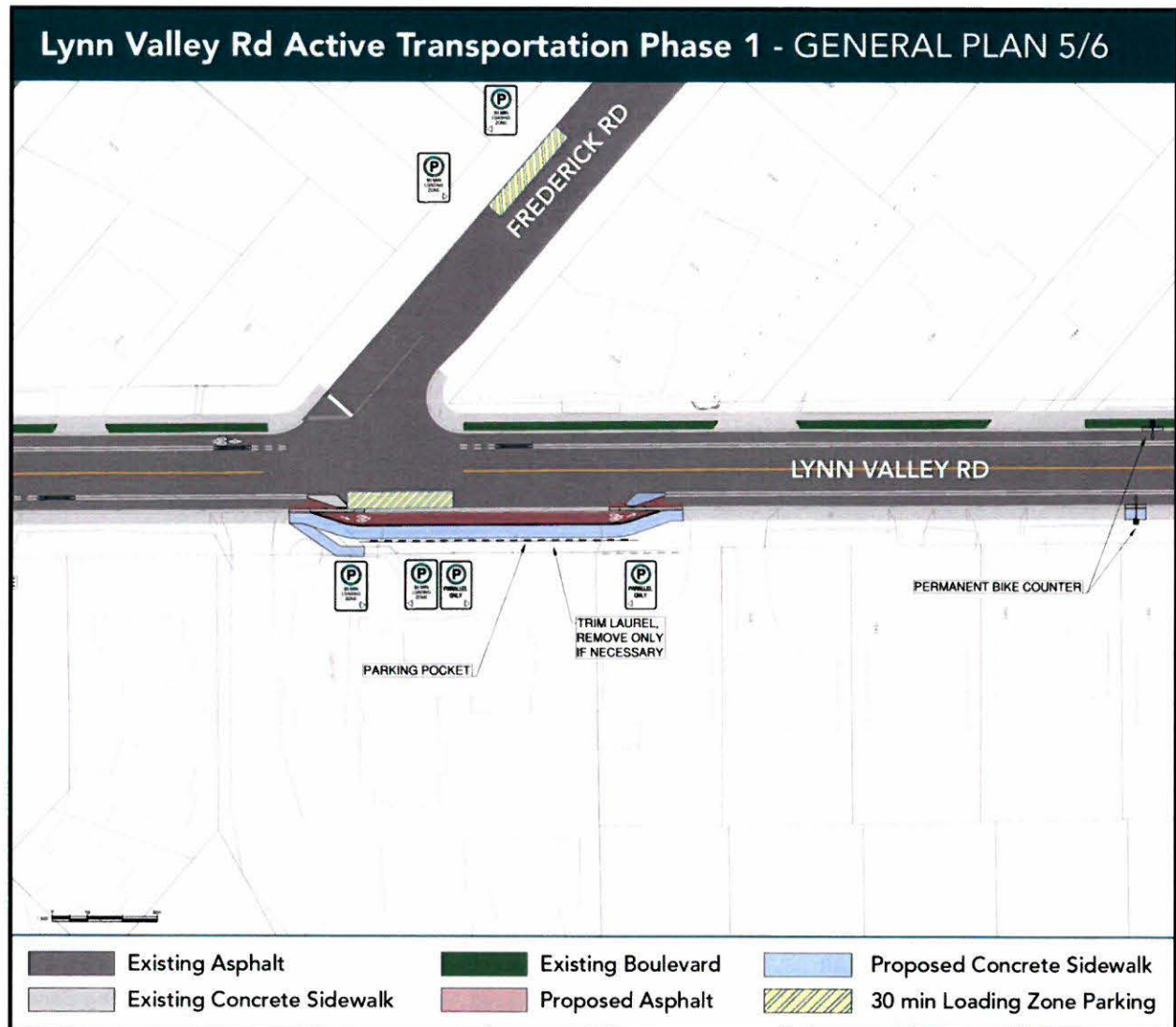


Figure A7: Design drawing from Frederick Road to Peters Road

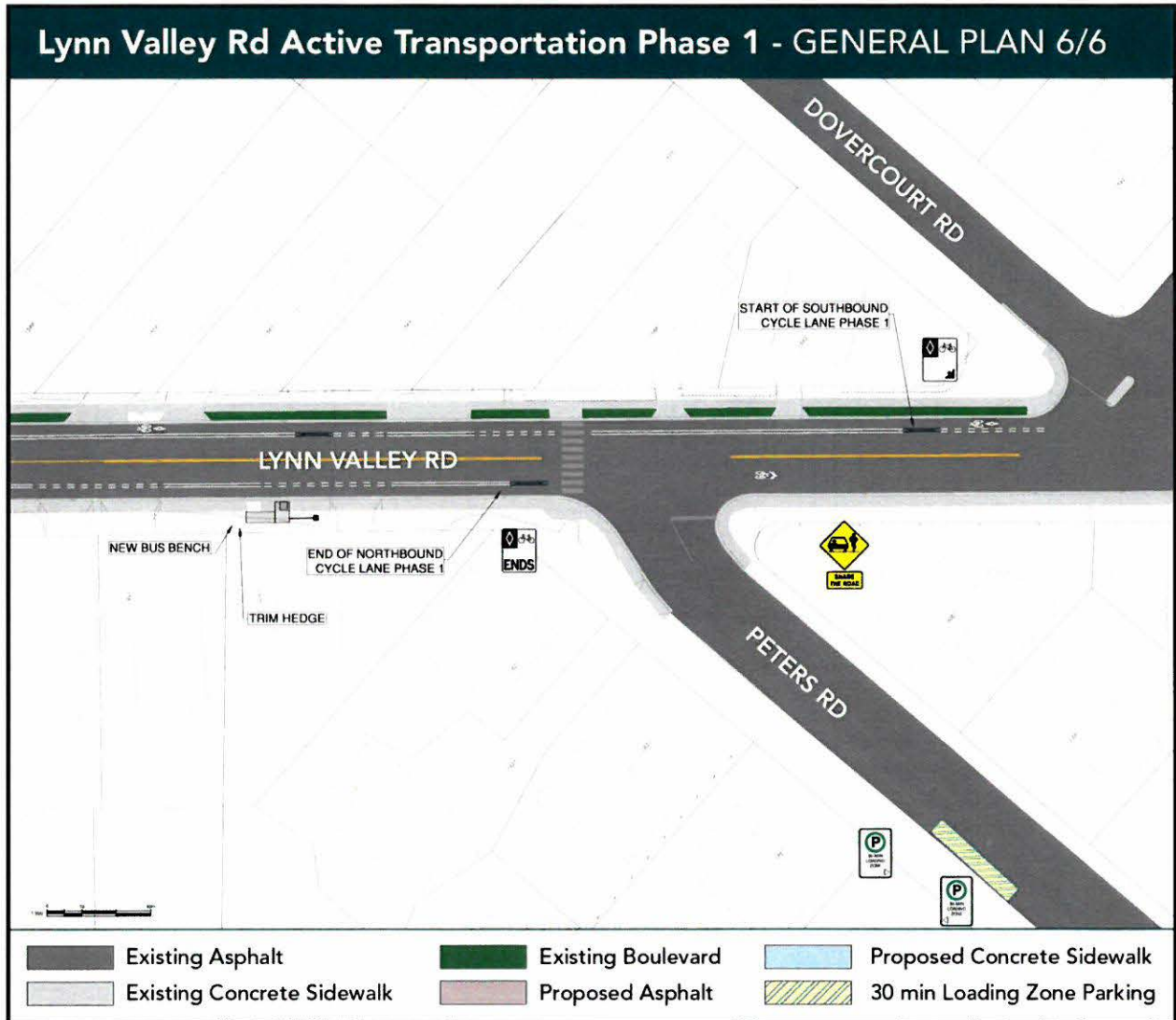
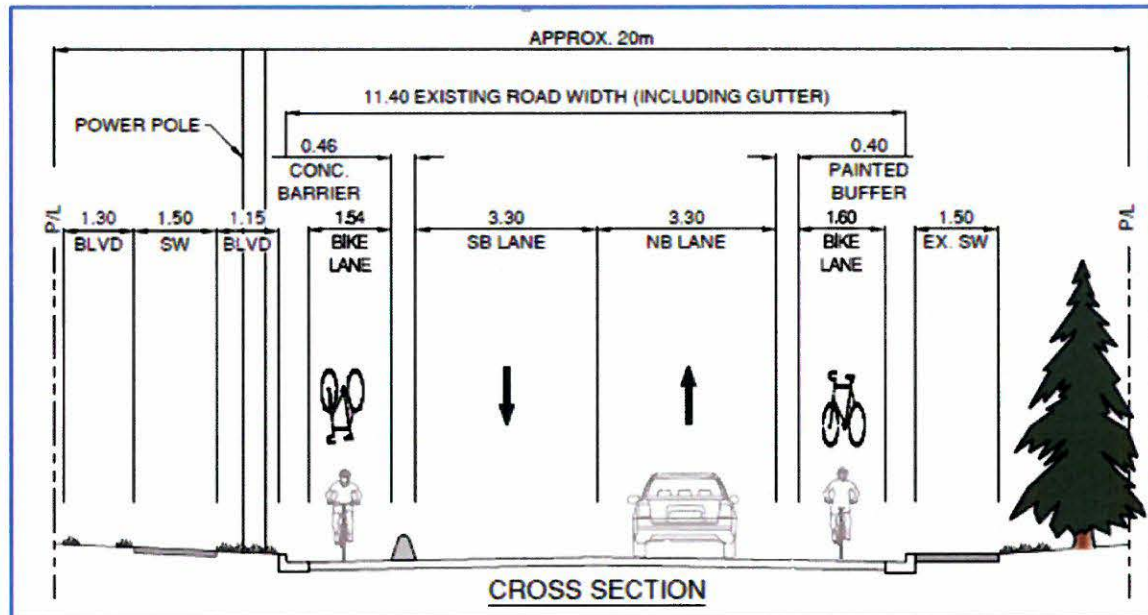


Figure A8: Typical Cross-section



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