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5.0 TRANSPORTATION, TRAFFIC & UTILITIES

With traffic congestion a daily reality for commuters and residents, access and transportation are key determinants of the liveability in Seymour and a prime consideration in planning for the area. These concerns are not new; historically, these same issues determined the development of the North Shore in general and Seymour in particular. Indeed, until durable crossings of Burrard Inlet, the Seymour River and other major creeks were achieved, significant residential development of Seymour was forestalled.

The current transportation system continues to be shaped by the Provincial highway system and Seymour's mountainside setting. The interchanges for Highway 1 and the Ironworkers Memorial Bridge determine traffic flow to, from and within the Seymour, Maplewood and Inter-River communities. In Seymour itself, local neighbourhood roadways tend to follow the contours of the terrain, with collector roads distributing traffic to the two east-west land routes -- the Dollarton Highway and Mount Seymour Parkway. These two routes access Highway 1 at the western end of the community, linking Seymour to Vancouver, the rest of the North Shore and the Region via Highway #1.

The solution to Seymour's traffic challenge must be multi-faceted; including adopting a rate of development consistent with the existing infrastructure, creating viable alternative means of accessing Seymour and promoting the use of these alternatives among commuters.

The Plan therefore highlights the need to seek transportation improvements as a condition of development and to acknowledge the direct influence of traffic on Seymour's liveability. While recognizing the regional transportation context shaping Seymour, this section is aimed at encouraging transportation decisions that improve local conditions. As such, it underscores the need to communicate with surrounding communities and provincial ministries to achieve solutions to traffic congestion and improvements to east-west movement. This includes improving mobility for residents with destinations in North Vancouver City and western District neighbourhoods not wishing to access the bridge or provincial road system. It involves managing traffic to regional destinations, or coming from elsewhere to access local and regional attractions, in ways that minimize local area impacts. It also includes a comprehensive examination of the need and alternatives for additional north-south connections.

Finally, reflecting Seymour's desire to promote community sustainability, plan statements also strongly encourage the development and improvement of alternative transportation options, including improved bus service, other forms of public transit (such as community mini-buses and future marine linkages) and an increased emphasis on cycle and pedestrian linkages.

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Goal

To achieve a flexible, efficient and safe multi-modal transportation system, which particularly addresses east-west movement, to enhance the liveability of Seymour.

Objective 5.1 *Identify and create alternative access options and facilitate changes to the major road network, in order to improve local conditions.*

Policy 5.1.1 **In co-operation with other governments and neighbouring communities, continue to develop a multi-modal transportation system, which includes improvements to existing east-west routes.**

Implementation

- 5.1.1.1 In consultation with the community, the Province and other partners, give priority to creating an alternative route for cross-municipal traffic between Seymour and other North Vancouver destinations. This could include construction of a connector from Mount Seymour Parkway to Keith Road, but could not include a connector westward from Hyannis Drive to Lynn Valley.
- 5.1.1.2 In co-operation with other governments, agencies, neighbouring communities and other partners, continue to explore the potential of a commuter ferry or other marine linkages for access to Seymour.

Policy 5.1.2 **Work with local communities and partners to enhance north-south movement within Seymour.**

Implementation

- 5.1.2.1 Identify and provide additional north-south pedestrian and cycle corridors – both on and off road—to link Seymour neighbourhoods and services.
- 5.1.2.2 In consultation with the Seymour neighbourhoods, adjacent communities, Tsleil-Waututh Nation and other possible partners, investigate and prioritize the need for additional north/south connections between Mount Seymour Parkway and Dollarton Highway. (E.g. along Apex Avenue or other points through IR#3).
- 5.1.2.3 Roche Point Drive north and Roche Point Drive south will remain as cul-de-sacs, with Roche Point Drive north accessing

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only Mount Seymour Parkway and Roche Point south accessing Dollarton Highway.

Policy 5.1.3 Work with other levels of governments, agencies and organizations to minimize the environmental impact of transportation choices, by encouraging and facilitating a shift from cars to public transit and cycling.

Implementation

5.1.3.1 Encourage TransLink and the Province to prioritize projects that improve transit access to the Second Narrows Bridge and points beyond. These could include, for example: twinning of the Dollarton Highway Bridge, queue-jumping along Mount Seymour Parkway and improvements to the Second Narrows bridgehead ramps.

Policy 5.1.4 Improve safety along major roads for local neighbourhood use.

Implementation

5.1.4.1 Monitor traffic movements and capacities along arterial and collector roads to identify and prioritize the provision of traffic signals, pedestrian signals, and special cross walks or other intersection improvements.

5.1.4.2 Work with provincial ministries, Tsleil-Waututh Nation, the RCMP and others to improve pedestrian safety on Dollarton Highway, Mount Seymour Parkway, Deep Cove Road, Berkley Road, Mount Seymour Road and Indian River Drive in part by:

- a) examining solutions to maintain posted speed limits
- b) providing a safer pedestrian route along Dollarton Highway and at specific crossing points e.g. Dollar Road, Riverside Drive
- c) providing clear signage to major destinations such as the Seymour Mountain Ski area

Policy 5.1.5 Retain traffic and transit rights-of-way for current and future needs.

Implementation

5.1.5.1 Within the context of the comprehensive review of the District of North Vancouver Subdivision Control Bylaw by the Engineering

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and Planning departments, review and amend where necessary, Seymour's road classifications.

5.1.5.2 Identify, document and reserve unopened road allowances for future pedestrian and cycle route improvements.

5.1.5.3 Integrate trail marker signage with sidewalks to foster pedestrian and cycle linkages within the community.

Policy 5.1.6 Facilitate the movement of goods in to and out of the community.

Implementation

5.1.6.1 Consider the needs and impacts of truck and other commercial traffic in major road network decisions.

Objective 5.2 *A community-focused transportation system that is safe, equitable and inclusive for vehicles, cyclists, pedestrians and transit users.*

Policy 5.2.1 Consider the needs of a range of users in designing and implementing transportation and transit policies.

Policy 5.2.2 Continue to improve accessibility to public transit services, including the provision of alternative transit models.

Implementation

5.2.2.1 Work with TransLink and the community to improve the quality of service for all transit users -- peak-hour commuters, seniors, students, youth, disabled and off-peak hour users. This includes:

- a) Review the need for express bus service from Deep Cove to downtown Vancouver
- b) Examine ways to improve service to downtown Vancouver and other employment areas on the North Shore, including augmenting the frequency of service.
- c) Encourage TransLink to improve service between the Seymour and Inter-River communities
- d) Encourage TransLink to improve ridership and enhance service to neighbourhoods with the introduction of community mini buses
- e) Provide bus shelters, benches and garbage bins at stops without these facilities now

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- f) Expand park and ride facilities at Phibbs Exchange (or other suitable location) and enhance the safety and security of such sites
- g) Continue to make bus stop landing areas wheel chair accessible to riders with disabilities and to seniors
- h) In both local improvements and new development, integrate convenient, well-lit and safe access to transit services
- i) Examine the possibility of developing queue-jumper facilities along Mount Seymour Parkway for transit accessing Phibbs Exchange. In the longer term, consider queue jumpers along any north/south connector roads.

Policy 5.2.3 Continue to improve the circulation system and facilities for cyclists and pedestrians.

Implementation

- 5.2.3.1 Implement the North Vancouver Bicycle Master Plan network in Seymour, including Dollarton Highway, Riverside Drive, Deep Cove Road/Gallant, Mount Seymour Parkway and bypass routes.
- 5.2.3.2 Work with the Joint Bicycle Advisory Committee, Parks Department, Provincial ministries, adjacent communities and others to implement safe cycling routes by:
 - a) Improving paving and road markings on arterial and collector roads
 - b) Providing minimum standard cycling lanes (4.3 meters wide shared curb lane) wherever feasible
 - c) Improving the bicycle friendliness of the Highway 1/Dollarton Highway interchange at the Second Narrows bridgehead
 - d) Incorporating provisions for cyclists in trail development e.g. V-grooves and cycle bridges
 - e) Formalizing a shared vehicle/cycle lane from Maplewood to Deep Cove Village
- 5.2.3.3 Engineering and Planning departments to review the sidewalk network and work with the community to prioritize expansion and improvements aimed at enhancing safety and access to community and recreation uses. Particular attention will be paid to sidewalks, parking and safety issues in school areas.

Policy 5.2.4 Minimize the impact on local neighbourhoods of traffic destined for District and Regional facilities located in Seymour.

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Implementation

- 5.2.4.1 Work with the community, local business, District departments and others to monitor and assess the non-resident use of on-street parking near commercial, recreational or other activity areas.
- 5.2.4.2 Work with the community, business operators, District departments and others to monitor and assess weekend non-resident use of parking to access recreation sites such as Indian Arm, Cates Park and Seymour Mountain. Develop solutions to minimize the impact on local neighbourhoods.

Policy 5.2.5 Ensure that the circulation system for new developments includes vehicle, pedestrian, transit and cycle linkages, while minimizing negative impacts on the environment and existing neighbourhoods.

Implementation

- 5.2.5.1 Review all proposed new development for impacts on the environment, safety, existing capacity and for enhancements to the circulation system for vehicles, pedestrians and cyclists.
- 5.2.5.2 Any future development of Northlands (the former Blair Rifle Range) will require detailed transportation impact studies and transportation plan.
- 5.2.5.3 In future developments and redevelopments, limit the number of driveway accesses on arterial and collector roads, such as Mount Seymour Parkway, to reduce potential safety hazards and points of conflict.
- 5.2.5.4 Traffic impact studies and consultation with area residents will be required for any new development or redevelopment proposal, to mitigate negative impacts of additional traffic generated by such development.

Objective 5.3 *Maintain and improve the quality of utility networks and services.*

Policy 5.3.1 Maintain services (water, hydro, gas, telephone, sanitary, storm, garbage collection, storm water control, recycling collection) at existing levels of quality and improve services where necessary and feasible.

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Implementation

- 5.3.1.1 Ensure that services to new neighbourhood developments are within the existing service capacities, or that extension of capacity is established in advance of actual development.
- 5.3.1.2 Ensure sufficient provision of public waste receptacles to promote health and attractiveness throughout the community.

Policy 5.3.2 Services to any new development should be as unobtrusive as possible.

Implementation

- 5.3.2.1 Electrical services to new neighbourhood development will be placed underground.
- 5.3.2.2 Electrical transformers, connection boxes, gas meters, communication services or other utilities should be located and screened to minimize visibility to the neighbourhood.

Policy 5.3.3 Consider environmental impacts and the concepts of sustainable communities in the provision and management of services.

Implementation

- 5.3.3.1 Review new energy services in light of the “Sustainable Community Principles” set out by the BC Energy Council.
- 5.3.3.2 Review proposed developments for their impact on the environmental quality of the District’s storm water system.