6.1 RELATIONSHIP TO OUR VISION

The way that a community manages movement and guides transportation policy is a key indicator of how effective it will be in manifesting itself as a livable and sustainable community. Community transportation policy must offer opportunities to change behaviours and patterns that do not support responsible sustainability practices. One of the most significant challenges is to provide convenient transportation choices that provide viable alternatives to the single occupant vehicle. This Chapter addresses issues that extend beyond the traditional transportation movements of vehicles, and into issues related to easing the mobility and access of people and goods to services and destinations within their local environment.

The City of North Vancouver has been especially successful in adhering to the GVRD’s Livable Region Strategic Plan’s goal for compact communities. Due to the relatively high density nature of development taking place in the City of North Vancouver over the last decade and anticipated into the future, the City is not grappling with the problems of sprawl and accompanying pressures on transportation linkages experienced by other municipalities in the Lower Mainland. However, the City continues to seek more effective ways to move people and goods within a sustainable framework. Efforts towards becoming a more complete community, where people live and work in the same community will go a long way towards solving transportation problems.

Currently, the transportation sector is the largest contributor to local and regional air pollution and greenhouse gas emissions. Within the City of North Vancouver, automobiles alone are estimated to produce almost 69,000 tonnes of equivalent carbon dioxide, which is 36.5% of the total community greenhouse gas emissions. Improved access to public transit, better pedestrian and bicycle routes, and the promotion of alternatively-fuelled vehicles will all help to reduce the environmental impacts of the transportation sector, and promote the goal of a sustainable and livable city.
6.2 TRANSPORTATION, MOBILITY AND ACCESS WITHIN OUR COMMUNITY

Transportation issues in our community today extend beyond the maintenance and improvement of a traditional road network. Transportation demands also include the desire for comfortable pedestrian movement, pathways and linkages to community services and amenities, bicycle networks, and efficient and accessible transit opportunities. Providing safe, unobstructed access for all people including persons with disabilities or mobility challenges, is an important ingredient of both a sustainable and a livable community. The City of North Vancouver Transportation Network map (see Schedule "B") identifies the road hierarchy and transit routes that provide transportation options within our community. It is the City's aim to enhance and promote this network in a way that gives greater transportation choices to its residents and visitors. An efficient transportation system is essential, whether it is for pedestrians, bicycles, buses, trucks or cars.

The City of North Vancouver is committed to encouraging programs and policies, which promote transportation choices other than the single occupant vehicle. This includes: improving pedestrian paths, corridors, and street crossings to make walking more comfortable and attractive; working with employers to identify and implement ride sharing and car pooling programs; working with employers to facilitate the use of bicycles by their employees as a means of transportation; and working with transit authorities to promote more effective, convenient, comfortable and efficient transit service.

6.3 PEDESTRIANS

The City of North Vancouver supports policies that improve the comfort, safety and enjoyment of pedestrians. This includes the expansion and improvement of pedestrian pathways and linkages as identified in the Parks and Greenways Plan (see Chapter 9), as well as the improvement of pedestrian areas in the urban public realm such as sidewalks, crosswalks, civic plazas, and the safe separation from, but co-existence with, other modes of transportation such as bicycles and vehicular traffic. The City's "Pedestrian Access Guidelines" supports the Social Plan’s objectives related to pedestrians, and has been used to identify potential issues to ensure that new developments and civic spaces are safe and fully accessible for pedestrians with disabilities, as well as those using mobility aids. The Pedestrian Access Guidelines are applicable to renovations and retrofits as well. City initiatives in support of pedestrians include the following:

**Lonsdale Corridor Master Plan**

The Lonsdale Corridor Master Plan promotes the comfort and convenience of pedestrians through its conceptual design for pedestrian bulges, lighting, specialty paving, additional street trees, street furniture and boulevards. Fortunately, Lonsdale Avenue provides services within easy walking distance of many of the City's residents. Implementation is to occur over the next 10 years as adjacent redevelopment opportunities and maintenance occur along the public corridor.
**Sidewalk Repair and Upgrading**

Missing sections of sidewalks are installed throughout the City on an ongoing basis, both through contributions by developers and through the annual capital budget. Some of this upgrading has resulted in the installation of paving stones and patterning, corner bulges, and decorative elements to make sidewalks both more attractive and safe for pedestrians.

**Accessible Pedestrian Traffic Signals**

The installation of audible signals is one way to make the City’s streets more accessible to all. Several intersections have been equipped with audible signals to assist people with visual impairments.

**Street Lighting**

A lighting master plan has been developed that sets standards for the illumination of streets and public spaces. Effective lighting will contribute to a sense of greater comfort and security that will improve the livability of the City.

**Pathway Markers**

It is anticipated that pedestrian routes will be provided throughout the City as part of the Parks and Greenways Plan. A system of markers or other way finding aids is encouraged to help people recognize their options for joining and staying on those routes.

### 6.4 BICYCLES

The City of North Vancouver supports the improvement and expansion of a bicycle route network throughout the City as well as the provision of facilities to encourage more bicycle use. Schedule “C” provides a map of the City’s bicycle route network. City initiatives in support of bicycle use include the following:

**North Vancouver Bicycle Master Plan**

The North Vancouver Bicycle Master Plan was endorsed by Council in 1996. A Joint Bicycle Advisory Committee was formed in 1999 with the District of North Vancouver to monitor the implementation of the plan. The City of North Vancouver continues to work with the Joint Bicycle Advisory Committee to implement the plan. Challenges still exist in finding ways to incorporate bike lanes within existing roadways to share space with motorized traffic and parking.

**Designated Bicycle Routes**

The North Vancouver Bicycle Network map identifies existing and proposed bikeway routes. Wherever possible, on major arterials, designated bicycle routes should not share the pavement with vehicles. Where bicycle routes coexist on streets with a major arterial designation, they should be physically separated from vehicular traffic lanes. There is an opportunity to integrate designated bicycle routes with the greenway transportation corridors proposed for the City in the Parks and Greenways Plan.

**Bicycle Facilities**

The City of North Vancouver encourages employers within the community to consider programs that would make pedestrian and bicycle transportation choices more attractive for their employees by providing safe and convenient bicycle commuting facilities. The City also continues to support bicycle users through the provision of bicycle racks in areas designated as destination facilities in the North Vancouver Bicycle Master Plan.

### 6.5 TRANSIT

The City of North Vancouver supports and encourages collaboration with transit authorities and other levels of government to improve transit service to the City of North Vancouver and the North Shore. Improving transit as a viable alternative for daily trips is seen as the most effective way of reducing reliance on vehicle use. City initiatives in support of transit use include the following:

**Regional Transportation Authority**

The City has an effective working relationship with TransLink, Coast Mountain Bus Company, and the other North Shore municipalities. The City, in partnership with these other bodies, continues to work towards improved service from its bus network and SeaBus service, despite ongoing challenges resulting from funding shortfalls and service cutbacks.
North Shore Area Transit Plan

The North Shore Area Transit Plan was completed in December 2000. The Plan recommends short (2001-03) and medium term (2004-05) transit service priorities for the North Shore and connections to the region. It also outlines a strategy for TransLink and the municipalities to implement the Plan. The City continues to urge TransLink to adopt more frequent and expanded SeaBus service to serve the North Shore.

Improvements for People With Disabilities

Several bus stops have been improved to provide accessibility for wheel chair accessible buses and these improvements will continue. Consultation with the North Shore Advisory Committee on Disability Issues is an integral part of the City’s commitment to ease movement throughout the City for people with disabilities.

6.6 GOODS MOVEMENT

The efficient movement of goods to, and through the community is essential to the economic health of a city. The City of North Vancouver promotes the effective, efficient and safe movement of goods to, and through, the community. A system of designated Truck Routes, which includes the movement of dangerous goods, was established to control the routing of heavy trucks, to provide for the efficient distribution of goods, and to protect residential neighbourhoods from the intrusions associated with large truck traffic. Schedule “C” provides a map of the City’s truck route network.

6.7 RAIL

The City of North Vancouver recognizes the economic importance of the rail corridor through the community as well, as the presence of the BC Rail Head Office, and wishes to continue to promote a safe and effective rail corridor through the City. The City supports the use of rail corridors for moving goods and people.

6.8 ROAD NETWORK

A regional Major Road Network was created as one of the responsibilities of TransLink. The Major Road Network consists of Lonsdale Avenue, Esplanade, Marine Drive, the Low Level Road, and Cotton Road. The City of North Vancouver is committed to improving the existing road network within its jurisdiction. Road routing improvements such as the Westview interchange and the First Street to Third Street Connector are examples where the City has facilitated better movement of people and goods throughout the City. This was achieved by implementing road network upgrades that result in better connections between the industrial, commercial, and residential areas of the City.

6.9 NEIGHBOURHOOD PRESERVATION / TRAFFIC CALMING

The City of North Vancouver is committed to mitigating disruption to neighbourhoods caused by road traffic. A traffic calming policy has been developed to allow the City to prioritize and identify traffic calming strategies in a systematic manner for individual neighbourhoods. Over the next ten years, solutions will be developed for each of these neighbourhoods to address their unique concerns. The City’s Parks and Greenways Plan also supports the goals of the traffic calming policy by creating more bicycle and pedestrian friendly corridor treatments.

6.10 PARKING

The City of North Vancouver is developing a parking management strategy that strives to balance the needs of the commercial, residential and industrial communities with the sustainable goals of transportation demand management strategies.
6.11 TRANSPORTATION, MOBILITY AND ACCESS GOALS

6.11.1 To encourage the use of a variety of transportation choices to serve the needs of all residents and visitors, with priority given to transit, cycling, and walking.

6.11.2 To co-ordinate land use planning and transportation planning, to reduce transportation demand.

6.11.3 To provide a safe, convenient and efficient network of roads, paths, greenways and pedestrian corridors to move goods and people, while minimizing disruptions to the community.

6.11.4 To continue to work, independently and in collaboration with other levels of government, to reduce greenhouse gas emissions by promoting alternatives to the single occupant vehicle, including improved public transit, pedestrian-friendly streetscapes, and designated bicycle routes.

6.11.5 To seek ways to eliminate barriers, and to provide effective and accessible transportation and mobility opportunities, for those with limited mobility and for people with disabilities.

6.11.6 To produce a Transportation Plan, with target dates for implementation, that will identify transportation policies and transportation system improvements to further goals and objectives related to sustainable transportation practices. As part of the Plan, the City will develop a safer city road program, and a revised road network hierarchy that recognizes and encourages the use of alternative transportation choices.

6.11.7 To co-ordinate the provision of on-street and off-street parking suitable to the needs of each neighbourhood and the other goals of this Plan.

6.11.8 To work with transit authorities to provide a regional public transportation system that is fast, comfortable, convenient, accessible and effective.

6.12 TRANSPORTATION, MOBILITY AND ACCESS OBJECTIVES

6.12.1 To enhance and expand opportunities for bicycles as a viable and attractive transportation choice.

6.12.2 To enhance pedestrian corridors to encourage more pedestrian activity throughout the City of North Vancouver.

6.12.3 To install more accessible pedestrian traffic signals in the future in collaboration with the North Shore Advisory Committee on Disability Issues (ACDI), while being sensitive to the noise impacts on neighbouring residents.

6.12.4 To continue to install accessible bus stops and appropriately located curb cuts for people with disabilities.

6.12.5 To improve road safety in the City, and to pursue partnerships with government agencies to achieve a safer city. These partnerships could include studies to identify safety issues, to seek improvements, and to implement the proposed improvements.

6.12.6 To collaborate with neighbouring municipalities and other levels of government to improve the movement of people and goods to, and through, the community.

6.12.7 To encourage the Province to enhance multi-modal connectivity on the North Shore with the rest of the region.

6.12.8 To strengthen the linkages to port activities on Burrard Inlet as a vital economic asset to the community and the region.

6.12.9 To maintain and improve effective highway access from, and to, the City of North Vancouver by way of the major arterial routes and Highway #1 access points.

6.12.10 To work with TransLink, employers in the City and their labour representatives on incentives that encourage transit use.
6.12.11 To consider transit priority measures as one way to encourage transit use.

6.12.12 To urge TransLink to seriously consider the addition of a 3rd SeaBus to increase the level of transit service across Burrard Inlet.

6.12.13 To encourage better integration of Sky Train, SeaBus, B.C. Rail Passenger Service and the bus system to improve transit connections within and outside of the community.

6.12.14 To investigate the feasibility of developing park and ride facilities in co-ordination with transit authorities and the District of North Vancouver.

6.12.15 To work with TransLink to maintain the Major Road Network.

6.12.16 To optimize the use of the existing road network. Any roadway expansion will only be supported if it furthers the objectives of increasing alternate means of transportation other than the single occupant vehicle, or contributing to the overall sustainability of the neighbourhood.

6.12.17 To encourage transportation route and technology options which are least disruptive to the economic, environmental, and social viability of the community, and that uphold the principles of sustainability for both the community and the region, should additional transportation links be pursued either across Burrard Inlet, or to Whistler in the future.

6.12.18 To work with all levels of government, non-governmental organizations, and other agencies to achieve an effective regional transportation link to Whistler in the event that Whistler is selected as the location for the 2010 Olympics.