

AGENDA

COUNCIL WORKSHOP

Monday, March 30, 2026

5:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road

North Vancouver, BC

Watch at <https://dnvorg.zoom.us/j/64484156494>

Council Members:

Mayor Mike Little

Councillor Jordan Back

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Herman Mah

Councillor Lisa Muri

Councillor Catherine Pope



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AGENDA

We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətał (Tsleil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

1. ADOPTION OF THE AGENDA

1.1. March 30, 2026 Council Workshop Agenda

Recommendation:

THAT the agenda for the March 30, 2026 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

3. REPORTS FROM COUNCIL OR STAFF

3.1. Community Transportation Plan Update

p.7-14

File No. ENGES-1189852991-440

Report: Senior Transportation Planner, March 19, 2026

Recommendation:

THAT Council direct staff to proceed with work related to the Community Transportation Plan, and report back on the findings of the Explore phase and results of public engagement as outlined in the March 19, 2026 report of the Senior Transportation Planner entitled Community Transportation Plan Update.

3.2. Mountain Highway Southern Segment Update

p.15-21

File No. ENGES-1189852991-438

Report: Section Manager – Transportation, March 19, 2026

Recommendation:

THAT Council direct staff to proceed with the detailed design of the southern segment of Mountain Highway, based on the five design elements outlined the March 19, 2026 report of the Section Manager – Transportation entitled Mountain Highway Southern Segment Update.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

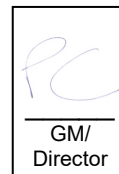
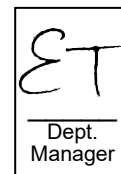
Recommendation:

THAT the March 30, 2026 Council Workshop is adjourned.

REPORTS

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AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

March 19, 2026

File: ENGES-1189852991-440

AUTHOR: Mac Fitzgerald, Senior Transportation Planner

SUBJECT: Community Transportation Plan Update

RECOMMENDATION:

THAT Council direct staff to proceed with work related to the Community Transportation Plan, and report back on the findings of the Explore phase and results of public engagement as outlined in this report.

REASON FOR REPORT:

The purpose of this report is to provide Council with a project update on the Community Transportation Plan (CTP) and to seek feedback in a workshop format on the proposed approach to the CTP.

SUMMARY:

Work has begun on the District's Community Transportation Plan (CTP), a long-range planning document that will guide transportation decision-making over the next 20–30 years. The CTP will update and consolidate several older transportation-related plans and align them with current community priorities and objectives. The plan will address key topics such as road safety, road classification, active transportation, congestion management, land-use integration and curbside management.

The CTP is expected to take approximately two years to complete and will progress through six phases. Staff are currently concluding the 'Launch' phase and preparing for the 'Explore' phase, which will include an assessment of existing transportation conditions. This next major milestone (commencing the CTP's 'Explore' phase) will include the first round of community engagement, currently planned for May 25 to June 14, 2026.

In parallel with the broader CTP, staff are advancing four priority papers on curbside management, school safety, pedestrian infrastructure, and road classification. Findings from these priority papers will be reported back to Council and integrated into the final plan.

EXISTING POLICY:

Council has approved several policy documents that guide transportation planning in the District of North Vancouver (the “District”):

- Official Community Plan (OCP) (2011)
- Transportation Plan (2012)
- Pedestrian Master Plan (2009)
- Bicycle Master Plan (2012)
- Traffic Calming Policy (2012)
- Community Energy & Emissions Plan (2019)
- On-Street Parking Policy (2020)
- OCP Action Plan (2021)
- Other relevant documents (e.g., transportation networks in town centre plans)

BACKGROUND:

Over the past several years, Council and staff have identified the need to update the District’s transportation strategies to address current challenges, such as road safety and traffic congestion, while planning for future mobility demands. The District’s Transportation Plan was adopted in 2012, and since that time the community has experienced significant changes in growth, travel patterns, and transportation technologies.

Several additional policy documents have also been developed over the years, including the Bicycle Master Plan, On-Street Parking Policy, Pedestrian Master Plan and Traffic Calming Policy. As a result, transportation policy direction is now spread across multiple documents developed at different times and for specific purposes. Many of these documents no longer fully reflect the District’s current context, priorities, or emerging transportation needs (e.g., TransLink’s proposed Metrotown to North Shore rapid transit initiative).

Therefore, on March 31, 2025, in a Council workshop, staff proposed initiating work on a new strategic transportation plan. This plan, hereafter referred to as the Community Transportation Plan (CTP), provides an opportunity to consolidate and update our policies into a single, integrated framework to guide transportation decision-making over the next 20 to 30 years. This work would align transportation planning with current land use policies, climate objectives, and community priorities, while identifying strategies to improve safety, manage congestion, support active travel, and enhance connectivity across the District.

During the March 2025 workshop, staff also proposed developing and expediting four priority papers on pedestrian infrastructure, school safety, road classification, and curbside management. These papers will be developed concurrently with the CTP and integrated into the final report.

Over the past twelve months, a key milestone was completed in fall 2025, as staff undertook a competitive Request for Proposals process with a contract for consulting services awarded to Urban Systems. To date, work has focused on gathering background information and developing the community engagement strategy.

ANALYSIS:

The CTP will support sustainable growth in keeping with the District's OCP; and align with regional plans, such as Metro Vancouver's 2050 Regional Growth Strategy and TransLink's Access for Everyone Plan (formerly Transport 2050).

As a policy document, the CTP will define the vision, goals, objectives and strategies related to transportation decision-making. The CTP is not an investment plan and is not intended to establish budgets for or prioritize short-, medium-, or long-term capital projects. Investment planning is being considered through the District's financial plan, asset management plan, and long-term servicing plan—all of which will be maintained and updated on an ongoing basis in parallel with the CTP.

Ultimately, the CTP will become the overarching policy document that informs these investment planning exercises. For example, the CTP may include policies for prioritizing pedestrian infrastructure based on proximity to schools, transit, and other amenities; however, it will not identify which projects will be constructed in a given year, as priorities may change as the built environment evolves (e.g. a new sidewalk is constructed as part of development frontage work). Ultimately, capital projects will be identified by the long-term servicing plan and recommended in the financial plan based on the established principles outlined in the CTP.

The name "Community Transportation Plan" reflects a plan that will mirror the shared values and objectives of the community. This name also signifies a document that is tailored to the local context and focused on addressing areas of the transportation network that the District can control. Some of the topics currently expected to be covered in the CTP include:

- *Road safety*, with the goal of reducing traffic fatalities and serious injuries.
- *Road classification*, including a map of local, collector, and arterial roads, as well as truck routes and considerations related to emergency preparedness.
- *Active transportation*, including improved connections to schools, parks, town and village centres, and other key destinations.
- *Congestion management*, through targeted improvements within the District's road allowance, signal optimization, and the use of emerging technologies.
- *Land use integration*, aligning transportation with current land use policies and planning for future growth and infrastructure demands (e.g., transit-oriented development in relation to future bus rapid transit).
- *Curbside management*, balancing demand for parking, loading, and other curbside uses and services.

As the District is in the early stages of the CTP, the structure and content of the plan are expected to evolve. The project is entering the 'Explore' phase, and public engagement is an important part of shaping the CTP. Through this process, the project team will listen to community feedback and refine the plan's scope and content to reflect community needs.

Timing/Approval Process:

The CTP is a significant undertaking that is anticipated to take approximately two years to complete. Throughout the course of this project, staff will have touchpoints with Council, the community, and interest holders at key project milestones. To continue to progress toward the final plan, the project has been conceptualized into six phases:

1. *Launch*: Gather background information and develop community engagement strategy
2. *Explore*: Analyze travel patterns and learn about community perspectives
3. *Vision*: Define goals based on existing policy and engagement findings
4. *Strategize*: Identify and refine supportive policies to guide decision-making
5. *Prioritize*: Develop scenarios and key performance indicators
6. *Finalize*: Create summary document for adoption

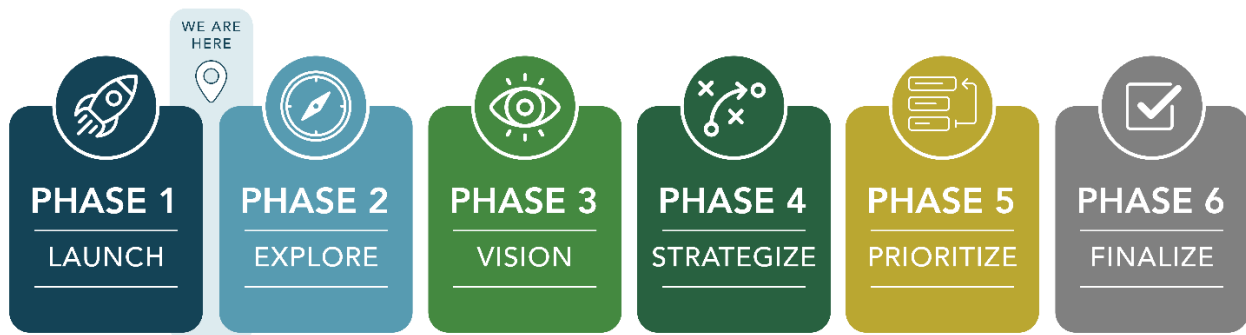


Figure 1. CTP Timeline

Staff are concluding the *Launch* phase and are preparing for the *Explore* phase. This phase will begin with the first round of community engagement, as an opportunity to learn about community perspectives and to inform the project vision and objectives. Details on this engagement are described in the Public Input section of this report.

The *Explore* phase will also include an existing conditions assessment of the current transportation network by analyzing travel patterns and safety data to identify hot spots, gaps, and potential issues. Travel demand forecasting and analyses of regional datasets will be completed to understand demographic, land use, infrastructure, and other patterns that influence travel behaviour over time. Staff intend to report back to Council at the end of the *Explore* phase. Findings from the *Explore* phase will inform later phases of the project and will be summarized in the final report of the CTP.

Concurrent with developing the overall CTP, staff are also advancing four priority papers, with their status outlined below:

- *Curbside Management* – Staff presented the Curbside Management Priority Paper to Council on September 15, 2025.
- *School Safety* – Staff are working closely with the School District to conduct road safety assessments at all 20 of the District’s public elementary schools before the end of the school year. This includes conducting traffic data collection and school safety

walkabouts to understand the needs of all road users. To date, data collection has been completed for 15 schools to help inform future safety improvements.

- *Pedestrian Infrastructure* – Transportation staff are working with the GIS section to develop a District-wide sidewalk evaluation tool that uses a data-driven approach to identify locations of greatest need based on proximity to key destinations.
- *Road Classification* – Through ongoing OCP work and traffic analysis, staff will evaluate the appropriateness of existing road classifications and identify where new roads may be required through future development to help disperse traffic associated with additional density.

These priority papers are being advanced on an expedited basis and do not necessarily align with the six phases outlined above. The outcomes and findings from the priority papers will inform and integrate into the final CTP document. Staff plan to report back to Council over the next year on the remaining priority papers, beginning with the School Safety Priority Paper once data analysis for the 2025/2026 school year is complete.

Financial Impacts:

Consulting services for the CTP have been funded through the Council-approved 2025-2029 Financial Plan.

While the CTP is not intended to serve as a financial plan or strategy, the policies it establishes may have financial implications. For example, implementing a policy to reduce speed limits on all local roads may require additional capital and operating funding to support new signage and enhanced traffic calming measures across the District. Without funding, such policies may be difficult to implement or render the strategy ineffective. The financial implications of the CTP will be further discussed with Council as the plan progresses and policies are defined, balanced against other corporate priorities, that include climate action, accessibility, and road safety.

Public Input:

The CTP will include a number of touchpoints with the community and interest holders, the first of which is community engagement planned for May 25 to June 14, 2026. The approach will follow a “consult” level on the District’s Public Engagement Spectrum (see Figure 2).



Figure 2. District of North Vancouver Public Engagement Spectrum

Key objectives for this early stage of community engagement include:

- Raising awareness about the CTP project and opportunities to participate;
- Reaching a broad audience and hearing from as many voices as possible;
- Gathering community insights on the existing transportation system (including preferences, needs, and challenges), as well as goals for the future; and
- Setting appropriate community expectations about what the CTP is intended to achieve as a policy document to guide transportation decision-making that focuses on areas within the District's control.

While some transportation challenges are beyond the District's jurisdiction (e.g., Highway 1 improvements, increased bus service), they are not fully outside our sphere of influence. The CTP will ensure that the community's needs are clearly represented to other agencies and senior levels of government without making commitments that are beyond the District's control.

Community input will be used to inform the development of the CTP's draft vision and objectives, and will be collected through both in-person and digital methods, including:

1. **Survey:** An online survey (with paper versions available for pick-up at the District Hall and distributed to key community partners) will collect targeted feedback on preferences, needs, challenges, and goals for getting around the District.
2. **Community Pop-Up events:** Drop-in gatherings will be designed to hear community concerns, ideas, and experiences at prominent neighbourhood facilities, existing community events, and other high-foot-traffic locations. This style of in-person engagement is designed to be smaller and more intimate than a typical large scale open house, with the flexibility to set up anywhere at any time and meet community members where they already are. These pop-ups will share key project information and direct participants to the project survey.

Engagement opportunities will be promoted to raise awareness about the project and opportunities for residents to participate through a variety of both print and digital communication tactics, such as posters and signage, social media posts, and the District website.

Interest Holder Input:

In addition to connecting with Council and District residents, the project team will make a direct effort to hear from key interest holders, including an Internal Working Group (IWG) and an External Working Group (EWG). The IWG will be an inter-disciplinary team of staff from across District departments to discuss key updates of each project phase, resolve issues or bottlenecks, and coordinate with other planning efforts at the District. The EWG will be composed of North Shore and regional governments, including Skwxwú7mesh Úxwumixw (Squamish Nation), səliwətał (Tsleil-Waututh Nation), City of North Vancouver, District of West Vancouver, TransLink, Metro Vancouver, and the Ministry of Transportation and Transit.

The project team will meet with both groups at several stages in the project to garner feedback and to inform the District's approach. Outside meeting with these two working groups, staff will also seek to engage with other key stakeholders, such as North Vancouver Chamber of Commerce, Capilano University, and the BC Trucking Association.

Conclusion:

Staff are proceeding with the development of the Community Transportation Plan and are preparing to begin the Explore phase, including the first round of community engagement on May 25 to June 14, 2026. Input gathered through this engagement, along with the existing conditions assessment, will help inform the Plan's vision, objectives, and future phases of work. Staff welcome Council feedback on the proposed approach to the CTP, and any other transportation considerations as the Plan moves forward.

Respectfully submitted,



Mac Fitzgerald
Senior Transportation Planner

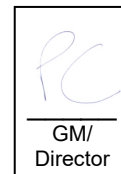
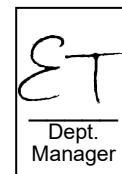
SUBJECT: Community Transportation Plan Update

March 19, 2026

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AGENDA INFORMATION	
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The District of North Vancouver REPORT TO COUNCIL

March 19, 2026

File: ENGES-1189852991-438

AUTHOR: Ehab Taha, Section Manager, Transportation

SUBJECT: Mountain Highway Southern Segment Update

RECOMMENDATION:

THAT Council direct staff to proceed with the detailed design of the southern segment of Mountain Highway, based on the five design elements outlined in this report.

REASON FOR REPORT:

The purpose of this report is to seek Council feedback in a workshop format on the proposed design elements and approach for improvements planned at the south end of Mountain Highway near the Highway 1 interchange.

SUMMARY:

Mountain Highway was identified through the District's Road Safety Program as a priority corridor due to safety concerns, including historical pedestrian- and cyclist-involved collisions, as well as ongoing congestion near the Highway 1 interchange. Council feedback is being sought on the proposed design approach for improvements at the southern end of Mountain Highway near the Highway 1 interchange. The proposed design includes:

1. Widening the corridor from three lanes to four lanes between Highway 1 and Arborlynn Drive (two southbound and two northbound lanes);
2. Reconfiguring the lane geometry north of Arborlynn Drive for approximately 100m (to create two southbound and one northbound lanes);
3. Restricting southbound left turns onto Arborlynn Drive;
4. Retaining the northbound slip lane from Mountain Highway onto Arborlynn Drive; and
5. Constructing multi-use paths between Highway 1 and Arborlynn Drive.

These improvements aim to reduce congestion enroute to Highway 1, improve local access for residents travelling across the Highway 1 overpass, enhance safety and comfort for all road users, and close a key gap in the District's active transportation network.

EXISTING POLICY:

Improvements to Mountain Highway are informed by the following plans and policies:

- Pedestrian Master Plan (2009),
- Official Community Plan (OCP) (2011),
- Transportation Plan (2011),
- Bicycle Master Plan (2012), and
- OCP Action Plan (2021).

BACKGROUND:

In December 2021, the District's Road Safety Program identified Mountain Highway as a priority corridor for safety and mobility improvements, noting a high prevalence of pedestrian- and cyclist-involved collisions, including one pedestrian fatality in 2019 at the E 18th Street intersection. To further investigate existing conditions along the corridor, the District undertook a technical analysis in late 2022.

Two rounds of public engagement were completed in 2023 to gather input on the needs, safety concerns, and priorities of road users along Mountain Highway and to inform the development of design options for the corridor. The Mountain Highway corridor was divided into three segments: north (Lynn Valley Road to E 27th Street), central (E 27th Street to E 18th Street), and south (E 18th Street to Arborlynn Drive). In addition to feedback to cycling facilities, we also heard significant concerns about southbound traffic congestion to the Highway 1 interchange. For the purposes of this project, the scope of the southern section of Mountain Highway is extended to the Highway 1 interchange (south of Arborlynn Drive).

Improvements to the central segment were prioritized for initial construction to align with the District's paving schedule in achieving cost efficiencies. The designs for the central segment are complete, with construction anticipated to commence in spring 2026. More information about the central segment is provided in Attachments 1 and 2 of this report.

The focus of this report is the southern segment of Mountain Highway. For several years, the public has raised concerns about traffic congestion near the Highway 1 interchange. This section of Mountain Highway carries nearly 2,000 vehicles during the peak hour. During the evening peak period, congestion associated with access to Highway 1 regularly impedes local traffic travelling between Lynn Valley and Lynn Creek town centres.

In addition, as part of the Lower Lynn Improvement Project, the Ministry of Transportation and Transit (MoTT) constructed new multi-use pathways along the north side of Highway 1 on the most northern Lynn Creek Bridge and on the Mountain Highway overpass. However, an important active transportation gap remains on Mountain Highway between the scope of MoTT's completed project and the Arborlynn Drive intersection.

ANALYSIS:

Staff have developed a design option for Council's consideration that balances road safety objectives, minimizes property impacts, responds to community feedback, relieves traffic congestion enroute to Highway 1, and completes an important connection in the District's active transportation network.

Importantly, any improvements within the southern segment of Mountain Highway will require a complex traffic management plan due to the tightly constrained surroundings. As such, staff are proposing a holistic approach that delivers improvements under a single project, rather than piecemealing incremental improvements (each with their own traffic impacts) over multiple phases. The proposed design is intended to provide a robust and lasting solution for the corridor by achieving a wider curb-to-curb width alongside other corridor improvements. The key design elements are illustrated in Figure 1 and rationalized in Table 1.



Figure 1: Proposed Improvements for the Southern Segment of Mountain Highway

Table 1: Design Elements for the Southern Segment of Mountain Highway

Design Element	Rationale
1. Widen from three lanes to four lanes from Highway 1 to Arborlynn Drive (two northbound and two southbound lanes)	• Ease southbound congestion on Mountain Highway approaching the highway interchange. • Reduce impacts from regional highway congestion to local drivers travelling over the Mountain Highway overpass. • Increase southbound 'throughput' of the Arborlynn Drive intersection by providing two southbound lanes during the green signal phase.
2. Reconfigure the lane geometry to provide two southbound lanes and one northbound lane on Mountain Highway north of Arborlynn Drive for approximately 100m**.	• Same rationale as design element #1; plus • Avoids property acquisition. Due to limited property and significant cost implications, road widening is challenging north of Arborlynn Road. Hence, staff recommend reallocating road space to achieve additional southbound capacity (i.e. swap the direction of the centre lane). This design does not preclude potential road widening in the future, should land become available (e.g., through future redevelopment or property acquisition).
3. Restrict southbound left turns onto Arborlynn Drive	• Prevent queues on Mountain Highway that result from a driver waiting to turn left (a very infrequent movement). • Improve traffic safety by eliminating conflicts between southbound left turns and the northbound slip lane. • Improve comfort and safety for pedestrians and cyclists by shortening the crossing distance of Arborlynn Drive.
4. Retain the slip lane for northbound access to Arborlynn Drive	• Provide local residential access to Arborlynn Drive. • Facilitate larger truck movements coming off Mountain Highway heading eastbound on Arborlynn Drive.
5. Construct Multi-Use Paths from Highway 1 to Arborlynn Drive.	• Reduce District costs by applying for external funding through TransLink. • Fill an important active transportation gap by connecting to existing multi-use paths on the Mountain Highway overpass and along the north side of the Highway 1 Lynn Creek ramp. • Tie into a future bike route on Arborlynn Drive as per the District's approved cycling plan. For clarity, the Arborlynn Drive bike route is beyond the scope of this project.

****Note:** Staff propose to transition back to the existing laning geometry (2 northbound lanes and 1 southbound lane) at the existing bus stops, approximately 100m north of the Arborlynn Drive. The proposed transition point provides sufficient passing space in advance of both the southbound and northbound bus stops (i.e. buses do not fully block traffic when boarding and alighting passengers, preventing general traffic from queuing or spilling back onto nearby intersections). Some bus stop relocation and adjustments will be needed, subject to approval by TransLink and Coast Mountain Bus Company.

Financial Impacts:

Based on high-level concept designs, the estimated cost to complete the proposed southern segment scope is anticipated to be approximately in the \$2.5M to \$3M range, subject to detailed design. As the project includes an active transportation connection and is located on TransLink's Major Bikeway Network, it is eligible for cost sharing from TransLink to fund the cycling components of the project (i.e., the multi-use pathways). Based on their cost sharing program criteria (including the Bicycle Infrastructure Capital Cost Share program), staff anticipate that a contribution from TransLink of up to \$1.5M is possible.

Additional funding would be required to cover the District's portion of the Mountain Highway southern segment, the extent of which will need to be confirmed through detailed design and final TransLink grant approval. Staff intend to bring forward a funding strategy for the Mountain Highway southern segment as part of the next budget cycle (i.e., the 2027–2031 Financial Plan) for Council's consideration, which will include consideration of its priority to other transportation infrastructure investment.

Of particular note, the scope of the central segment of Mountain Highway has been reduced based on Council feedback (see Attachments 1 and 2). Any remaining funding from the central segment, once complete, could be reassigned to support improvements to the southern segment, subject to Council approval in the next financial plan.

Timing/Approval Process:

Subject to Council feedback, detailed design of the southern segment of Mountain Highway is anticipated to commence in Spring 2026. Construction is targeted for summer 2027 or 2028, subject to detailed design, third party permitting (e.g. BC Hydro), and MoTT approval. Given the proximity to Highway 1 infrastructure, Ministry approval is required prior to construction. Construction must be complete by the end of 2028 to meet TransLink external funding deadlines.

Public Input:

In spring and fall 2023, two rounds of community engagement for the Mountain Highway Safety Improvement project were held regarding the north, central and southern sections of Mountain Highway. Specific feedback for the southern section of Mountain Highway relates to the routing of cycling facilities, where 61% (270) selected a preference for an alternate off-Mountain Highway cycling route from 18th Street to Arborlynn Drive, and 39% (171) preferred on-Mountain Highway cycling facilities. Concurrent with the proposed improvements for the southern segment of Mountain Highway, staff are also developing a parallel cycling route to Mountain Highway; however, this work is beyond the scope of this current project and report.

While the southern section content focused on areas of Mountain Highway from 18th to Arborlynn Drive, staff heard input from the community regarding concerns about traffic congestion to the Highway 1 overpass. In turn, staff extended the scope of the southern

Mountain Highway improvements to include road widening and traffic relief at the Highway 1 interchange.

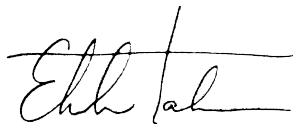
For this work, a communications plan will be developed with the primary goal to raise awareness about the work, its benefits and rationale, as well as traffic impacts during the construction phase. Key audiences will include both local residents and commuters along this route.

Council Input:

Prior to proceeding forward to detailed design, staff are seeking Council feedback on the proposed improvements for the southern segment of Mountain Highway, including the design elements outlined below:

1. Widen from three lanes to four lanes from Highway 1 to Arborlynn Drive (two northbound and two southbound lanes).
2. Reconfigure the lane geometry to provide two southbound lanes and one northbound lane on Mountain Highway north of Arborlynn Drive for approximately 100 m.
3. Restrict southbound left turns onto Arborlynn Drive.
4. Retain the slip lane for northbound access to Arborlynn Drive.
5. Construct multi-use pathways from Highway 1 to Arborlynn Drive.

Respectfully submitted,



Ehab Taha
Section Manager, Transportation

Attachments:

1. [Report to Council, dated March 17 2025, titled "Mountain Highway Central Segment: March 2025 Update."](#)
2. [Information Report to Council, dated May 28 2025, titled "Mountain Highway Central Segment: May 2025 Update."](#)

REVIEWED WITH:			
☒ Project Delivery	<u>RB</u>	☒ Finance	<u>AZ</u>
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