

<i>COUNCIL AGENDA</i>	
Date: <u>September 23, 2024</u>	Item: <u>9.</u>



DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Date:	September 1, 2024
From:	Sean O’Sullivan, Senior Manager, Roads & Transportation
Subject:	2025 Sidewalk Projects
File:	1700.09

RECOMMENDATION

THAT

1. the Council report titled “2025 Sidewalk Projects” from the Senior Manager, Road and Transportation, dated September 1, 2024, be received for information; and
2. the proposed sidewalk projects planned for detailed design in 2024/2025 be endorsed by Council.

1.0 Purpose

The purpose of this Council report is to seek endorsement for the design of two sidewalk sections in 2024/2025:

- Mathers Avenue - 21st Street to 23rd Street,
- Mathers Avenue/Burley Drive – 11th Street to Kings Avenue

The construction of the sidewalk would be separated into four projects and may need to be constructed over 3 years:

- Mathers Avenue – 21st Street to 22nd Street (200 m)
- Mathers Avenue – 22nd Street to 23rd Street (290m)
- Mathers Avenue – 11th Street to Pedestrian Overpass (100 m)
- Mathers Avenue/Burley Drive – Pedestrian Overpass to Kings Avenue (360 m)

By completing the design in 2024/2025 for construction in subsequent years, the process will align with the coordinated capital projects process. This will ensure maximum coordination between other capital projects such as road and utility rehabilitation.

2.0 Legislation/Bylaw/Policy

The policy context for transportation planning is provided by the District’s Official Community Plan (OCP) Bylaw No. 4985, 2018 and the District’s Strategic Transportation Plan, 2010.

3.0 Council Strategic Objective(s)/Official Community Plan

Council Strategic Objectives:

4.3 Diversify, expand, and improve the safety and appeal of active transportation options.

As part of **Council’s approved Strategic Plan, 2024–2025**, there is an action to prioritize response to sidewalks and roads.

Official Community Plan

The Official Community Plan (OCP) Section 2.4 outlines a need to use existing [road] networks more efficiently and provide a range of safe and accessible transportation options within our community and across the region. The OCP seeks to enhance road network safety for all users.

OCP policies to achieve this include:

Encouraging Walking and Cycling

- 2.4.1 Address identified gaps and complete the pedestrian and cycling network with integration to transit, town and village centres, community facilities, schools, parks, and trails system;
- 2.4.2 Provide attractive alternatives to driving by enhancing the safety, accessibility, and connectivity for pedestrians and cyclists through measure such as:
 - a. key new connections;
 - b. wider and weather-protected sidewalks;
 - e. strengthened connections between housing, employment, neighbourhood hubs, and the Frequent Transit Network.

Enhancing Network Accessibility, Safety, and Efficiency

- 2.4.12 Maintain the transportation network for the safety and reliability of all users (i.e., pedestrians, cyclists, and drivers), and seek to expand connections as opportunities arise.
- 2.4.14 Incorporate universal access and age-friendly design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities.

4.0 Financial Implications

Internal funding of \$90,000 has been budgeted as part of the 2024 Roads and Transportation capital program to carry out detailed design for future

sidewalk programming implementation. Construction costs associated with the proposed sidewalk projects are anticipated to be requested as part of the 2026 capital budget.

Assuming a sidewalk construction budget of approximately \$300,000 to \$400,000 per year, construction of the proposed sidewalk segments will take approximately 3 years. Once detailed design and costing has been completed, staff will seek to secure external funding opportunities through agencies such as TransLink and ICBC.

5.0 Background

The long-term objectives of the District's sidewalk program are:

- to construct sidewalks on both sides of collector and arterial roads;
- to construct sidewalks on at least one side of all local roads;
- to construct sidewalks on both sides of local roads that are on main routes to schools, parks, commercial areas, community facilities, and bus stops; and
- to establish standard sidewalk width of 1.8 metres.

In May of 2024, Council endorsed a sidewalk prioritization process which would provide the District with a fair and consistent method to identify locations for future sidewalk construction, and to enhance pedestrian infrastructure in the District of West Vancouver, aligning with Council's strategic objectives and community needs. Prioritizing sidewalk projects is an important step to create safer and more accessible streets for residents and visitors alike, which will also help the District work towards its climate goals.

5.1 Previous Decisions

At a **Committee of the Whole meeting held on June 17, 2024**, staff provided a presentation on sidewalk programming prioritization, and responded to Council's questions. Council members commented.

Council, at its **May 27, 2024, regular meeting**, passed the following resolutions:

THAT

1. the May 1, 2024, report titled Sidewalk Programming be received for information;
2. the proposed 2024 sidewalk projects slated for Marine Drive and Cypress Park Area be endorsed; and
3. staff work with Council at a workshop to consider further sidewalk prioritization projects.

5.2 History

In 2017, Council endorsed the Pedestrian Network Study, which reviewed streets and trails/pathways in the District to determine the state of walking in the District. It sets out a roadmap for promoting and enhancing pedestrian movement through future upgrades to improve walkability and safety.

The sidewalk prioritization criteria are based on several criteria established in the Pedestrian Network Study, slightly adjusted to reflect the conditions of the District.

6.0 Analysis

6.1 Discussion

2024 Sidewalk Projects - Update

Marine Drive, Morgan Crescent – Ferndale Avenue – Pacific Science Enterprise Centre; Marine Drive, Cypress Creek – Keith Road

Detailed designs have been completed for the project. To better coordinate with the watermain upgrades projects on Marine Drive, construction of the sidewalk will be deferred until summer 2025 once the watermain work is complete, which enables a more streamlined, cost-effective, and less disruptive construction process.

19th Street, Fulton Avenue – Marine Drive

After further review of the design, and feedback from members of Council and the local community, it was determined the project would not be able to achieve all the roadway improvements envisioned in the original scope. In turn, implementation has been paused; staff are proceeding with minor improvements such as changing the angle parking to parallel parking, signage improvements, and vegetation trimming to enhance the existing asphalt walking pathway along 19th Street south of Duchess Avenue.

Sidewalk Project Prioritization

The May 2024 Council Report identified seven prioritized locations to be considered for design in 2024 and construction in 2025. For the purposes of evaluation, locations spanning multiple blocks were divided into segments by block to enable a more granular analysis of the characteristics of each individual block. In total, 12 segments were reviewed, as outlined in Table 1 below.

Table 1 - Proposed 2025 Sidewalk Project Locations

Proposed Locations	Segments
Mathers Avenue, 21st Street - 23rd Street	1. Mathers Avenue, 21st Street – 22nd Street
	2. Mathers Avenue, 22nd Street – 23rd Street
Mathers Avenue, 11th Street – Braeside Street	3. Mathers Avenue, 11th Street – Braeside Street

Proposed Locations	Segments
Burley Drive, Braeside Street - Kings Avenue	4. Burley Drive, Braeside Street – Lawson Avenue
	5. Burley Drive, Lawson Avenue – Kings Avenue
Jefferson Avenue, 22nd Street – 24th Street	6. Jefferson Avenue, 22nd Street – 23rd Street
	7. Jefferson Avenue, 23rd Street – 24th Street
20th Street, Gordon Avenue – Marine Drive	8. 20th Street, Gordon Avenue – Fulton Avenue
	9. 20th Street, Fulton Avenue – Esquimalt Avenue
	10. 20th Street, Esquimalt Avenue – Laneway north of Marine Drive
Gordon Avenue, 20th Street – 21st Street	11. Gordon Avenue, 20th Street – 21st Street
Marine Drive, Cranley Drive – Telegraph Trail	12. Marine Drive, Cranley Drive – Telegraph Trail

Subsequently, the locations have been assessed based on the Sidewalk Priority Evaluation Criteria, which considers factors such as road classification, traffic and pedestrian volumes, collision rates, topography, proximity to school and other amenities, transit access, network connectivity, and constructability.

Staff also conducted a site walkthrough as part of the evaluation, identifying some common barriers to construction of sidewalks, including steep driveways, utility poles, landscaping and retaining walls encroaching onto the road right-of-way, and on-street parking. Addressing these challenges to construct and deliver sidewalks may require substantial financial resources at some locations.

The scoring of each sidewalk segment can be found in Appendix A.

Proposed 2024/2025 Sidewalk Projects

It is recognized that due to budget constraints, not all high-ranking sidewalk segments can be constructed in the same year. Therefore, implementing a phased approach that spans planning, design, and construction over a multi-year period allows the District to take incremental steps toward expanding the District’s sidewalk network. By designing multiple segments that are in close proximity to each other, more holistic and cohesive designs can be achieved, allowing for adequate time to incorporate public feedback. It also allows for adequate resource allocation, and to balance, plan for and identify budgetary needs accordingly. Additionally, having shovel-ready designs in place enables better coordination with other capital projects and positions the District to seek external funding opportunities as they arise. As a result, the following locations are being recommended for detailed design in 2024/25:

Design Segment 1 - Mathers Avenue, 21st Street – 23rd Street

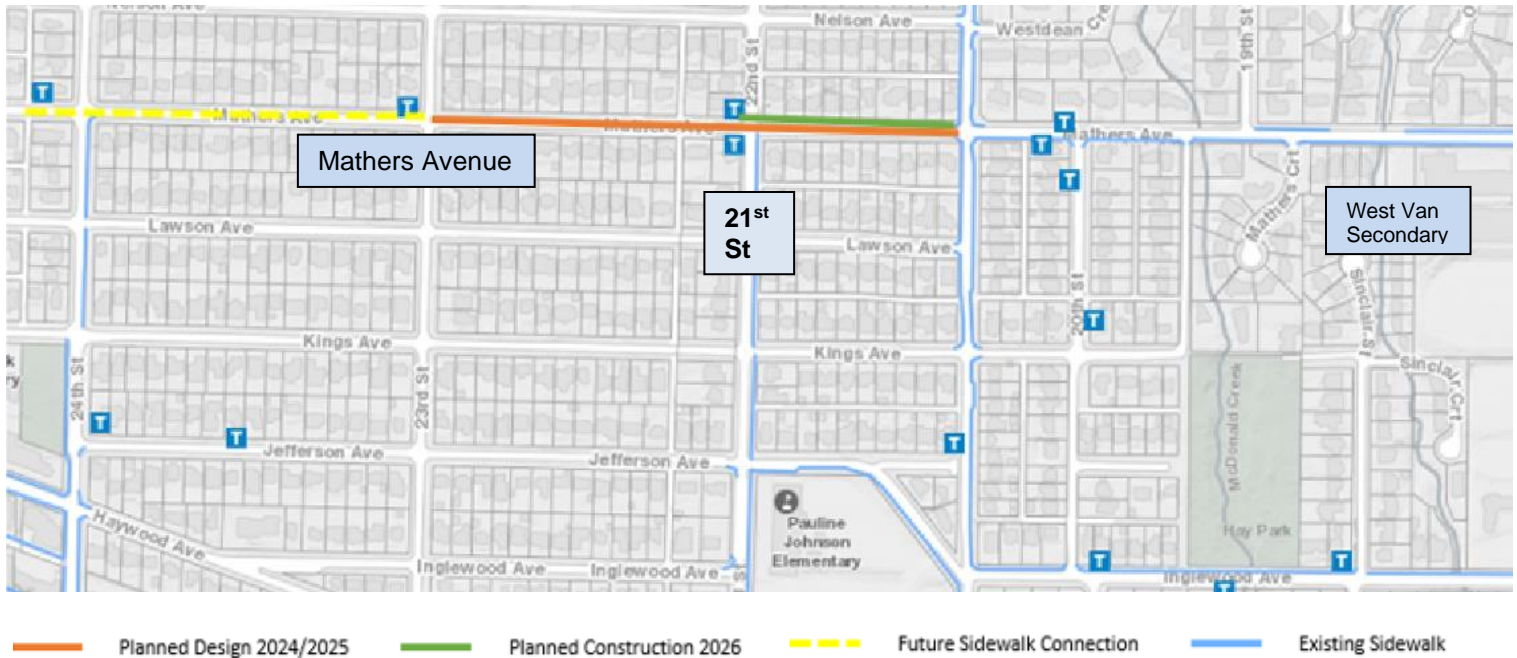
Mathers Avenue, 21st Street – 22nd Street, ranks the highest among all the proposed segments, followed by Mathers Avenue, 22nd Street – 23rd Street.

Mathers Avenue from 21st Street to 25th Street has been recognized as one of the most requested locations for sidewalks and amongst the top priority locations based on the Pedestrian Network Study. It is a collector road and a transit route with relatively high pedestrian volumes including students walking to school. Installing a sidewalk along Mathers Avenue will improve safety for vulnerable road users and complete the sidewalk network to West Vancouver Community Centre, Dundarave Village, and several schools including West Vancouver Secondary, Pauline Johnson Elementary, and Irwin Park Elementary.

Construction - Mathers between 21st Street and 22nd Street has higher pedestrian and traffic volumes and presents fewer obstacles for construction. Pending budget availability and resources, **Mathers Avenue, 21st Street – 22nd Street**, is proposed for construction in 2026.

Figure 1 shows the location of the proposed sidewalk in context of the existing sidewalk network in the area. Further review is required to determine which side the proposed sidewalk will be on.

Figure 1: Mathers Avenue, 21st Street – 23rd Street



Design Segment 2 - Mathers Avenue/Burley Drive – 11th Street to Kings Avenue

Mathers Avenue, 11th Street – Braeside Street ranks the third among the locations. It is a transit route and connects to the highway pedestrian overpass just east of 11th Street that forms an important pedestrian/cyclist connection across the highway. A sidewalk on the north side of the road would be cost-efficient given the relatively flat boulevard and lack of driveway crossings and other boulevard encroachments. Additionally, as

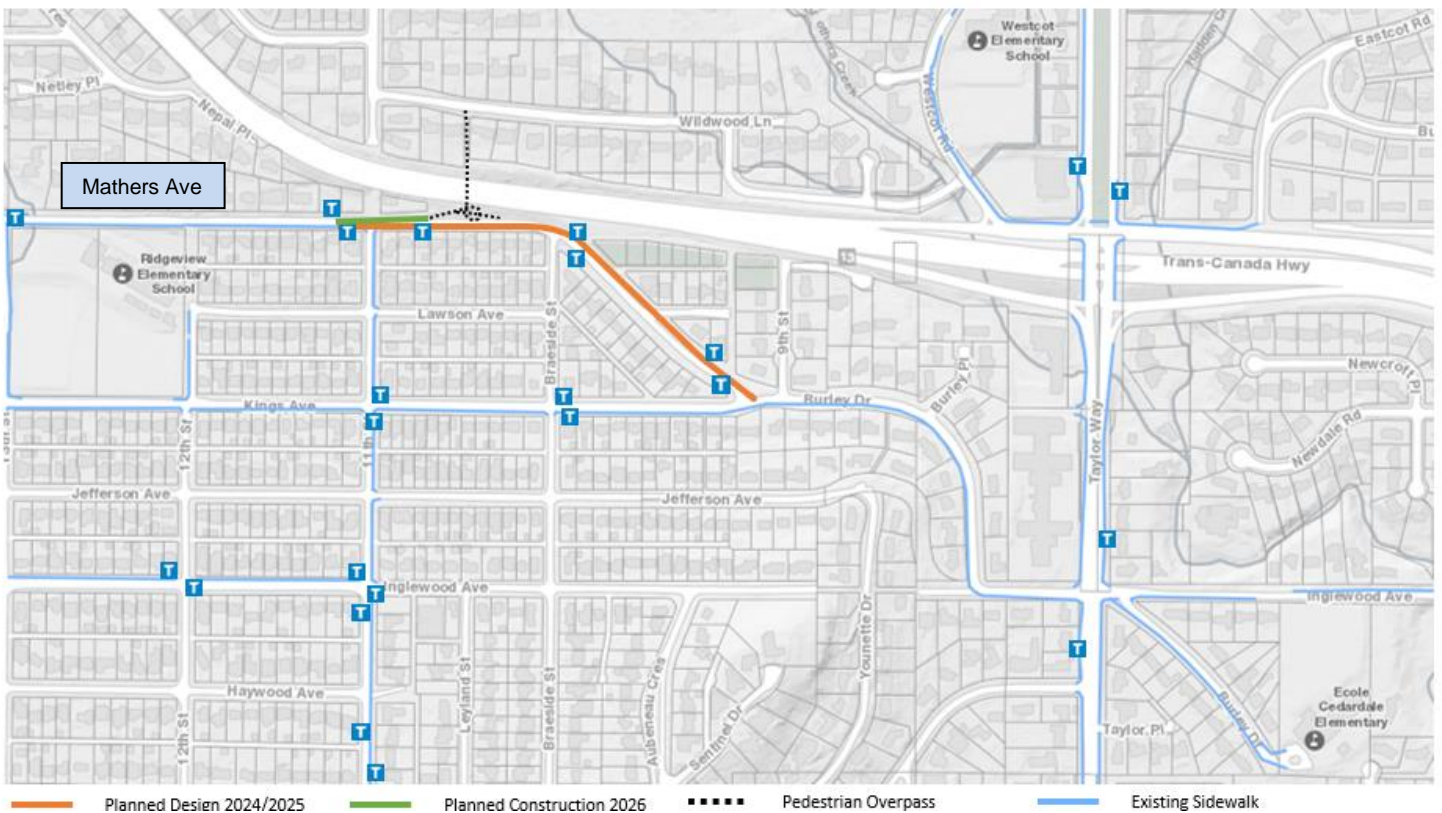
part of the sidewalk project, the westbound bus stop at Mathers Avenue and 11th Street can be upgraded to improve accessibility.

While Burley Drive does not rank high among the proposed locations, it is a critical gap in the pedestrian network. A continuous sidewalk from 11th Street to Kings Avenue along Mathers Avenue and Burley Drive will provide an important link from the highway pedestrian overpass to Taylor Way. Designing Mathers Avenue and Burley Drive together will ensure a consistent approach and optimize the overall functionality and appearance of the pedestrian corridor.

Construction - To coordinate with the 11th Street water pump station upgrade work at 11th Street and Mathers Avenue, **Mathers Avenue, 11th Street – Pedestrian Overpass** is proposed for construction in 2026.

Figure 2 shows the location of the proposed sidewalk.

Figure 2: Mathers Avenue, 11th Street – Braeside Avenue



6.2 Climate Change & Sustainability

Council adopted the District’s Corporate Energy and Emissions Plan (Corporate EEP) in October 2016, which includes a series of actions to guide Green House Gas reduction through reducing auto dependency and increasing opportunities for transit and active travel. A well-connected pedestrian network that encourages residents to walk will help to reduce greenhouse gases (GHGs) emissions from motor vehicles.

6.3 Public Engagement and Outreach

Once detailed designs are complete, staff will develop a communications plan and reach out to affected residents on the proposed projects.

6.4 Other Communication, Consultation, and Research

Not applicable

7.0 Options

7.1 Recommended Option

THAT

1. the Council report titled “2025 Sidewalk Projects” from the Senior Manager, Road and Transportation, dated September 1, 2024, be received for information; and
2. the proposed sidewalk projects planned for detailed design in 2024/2025 be endorsed by Council.

7.2 Considered Options

Council may request further information or provide alternate direction (to be specified).

8.0 Conclusion

Based on the Council endorsed sidewalk prioritization criteria, the proposed sidewalk design projects for 2024/2025 are:

- Mathers Avenue, 21st Street to 23rd Street, and
- Mathers Avenue/Burley Drive, 11th Street to Kings Avenue.

The segments planned for construction in 2026, pending budget approval, are:

- Mathers Avenue, 21st Street to 22nd Street; and
- Mathers Avenue, 11st Street to the pedestrian overpass.

Author:



Sean O’Sullivan, Senior Manager, Roads & Transportation

Appendices:

Appendix A: Sidewalk Priority Evaluation Criteria: Proposed 2024/2025 Locations

Appendix A: Sidewalk Priority Evaluation Criteria: Proposed 2024-2025 Locations

APPENDIX A

	Location	Length (m)	Road Classification	Road Classification	Traffic Volume	Pedestrian Volume	Truck Volume	Pedestrian Collisions	Total Collisions	Topography	School Proximity	Senior Facility Proximity	Commercial Area Proximity	Park Proximity	Community Recreation Proximity	Transit Access	Residential / Employment Density	Network Connectivity	Pedestrian Gaps and Issues	Constructability	Total
			Max Score	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	15
1	Mathers Avenue, 21st Street - 22nd Street	200	Collector	5	3	3	2	0	5	5	3	3	2	3	2	5	3	5	4	10	63
2	Mathers Avenue, 11th Street - Braeside Street	210	Collector	5	3	1	1	0	1	5	3	2	0	5	0	5	3	5	4	15	58
3	Mathers Avenue, 22nd St Street - 23rd Street	290	Collector	5	3	2	2	0	5	5	3	2	2	3	2	5	3	4	4	5	55
4	Marine Drive, Cranley Drive - Telegraph Trail	200	Arterial	10	5	3	3	0	2	5	3	0	3	3	1	5	2	1	4	0	50
5	Gordon Avenue, 20th Street - 21st Street	120	Local	0	0	2	0	0	4	5	4	4	3	4	4	3	3	4	3	5	48
6	20th Street, Gordon Avenue - Fulton Avenue	110	Local	0	0	2	0	0	2	5	4	4	3	4	4	3	3	4	3	5	46
7	Burley Drive, Lawson Avenue - Kings Avenue	160	Collector	5	3	1	1	0	1	5	3	3	0	4	0	4	3	4	3	5	45
8	20th Street, Fulton Avenue - Esquimalt Avenue	110	Local	0	0	2	0	0	2	5	3	4	3	4	4	3	4	4	2	5	45
9	Jefferson Avenue, 22nd Street - 23rd Street	290	Local	0	0	2	0	0	3	5	4	4	3	3	3	2	3	5	2	5	44
10	20th Street, Esquimalt - laneway north of Marine Drive	55	Local	0	0	2	0	0	1	5	3	4	3	5	4	3	4	1	2	5	42
11	Burley Drive, Braeside Street - Lawson Avenue	135	Collector	5	3	1	1	0	1	2	3	3	0	5	0	4	3	1	3	5	40
12	Jefferson Avenue, 23rd Street - 24th Street	310	Local	0	0	2	0	0	1	1	4	3	4	4	2	3	3	4	3	5	39

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