



MEETING MINUTES

Minutes of the meeting held electronically from City Hall,
141 West 14th Street, North Vancouver, BC on July 19, 2023

The City of North Vancouver respectfully acknowledges that this meeting is held on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and Səlilwətał (Tsleil-Waututh) Nations.

Members Present

Anna Hardy (Chair)
Jonathan Arnold
Denis Beaulieu (RCMP)
Dana Bourgeois
Martin Davies
Jane Farquharson
Genevieve Macmillan
Cllr. Jessica McIlroy
Lailani Tumaneng
Christian Zollner

Absent

Allan Moors
Karen Speirs
Ron Spence
Benjamin Woodyatt

Staff Present

Mo Bot, Project Manager, Public Realm Infrastructure
Elicia Elliott, Manager, Transportation Planning

Sarah Tremblay, Transportation Planner
Hayley van Gelderen, Committee Clerk

Guests

Nil.

The meeting was called to order at 6:00 pm.

1. ADOPTION OF AGENDA

2. ADOPTION OF MINUTES

- a) Minutes of the meeting held on June 7, 2023 were approved as circulated.

3. BUSINESS ARISING FROM THE MINUTES

Nil.

4. ESPLANADE COMPLETE STREET PROJECT UPDATE

Mo Bot presented the following highlights regarding the Esplanade Complete Street Project:

- Project location: Forbes and 3rd Street to Esplanade and St. Andrew's Avenue.
- Project goal is to deliver a Complete Street – a design that provides safe mobility options for people of all ages and abilities, while also supporting the business district.
- Key design elements for walking and rolling include:

- Range of sidewalk and mobility lane configurations with landscaped and planted boulevards;
- Range of seating options that include a variety of orientations for people with wheelchairs, strollers, or shopping buggies;
- Upgraded pedestrian crossing buttons with tactile indicators containing information about the street crossing and direction.
- Key design elements for mobility lanes include:
 - Protected lanes that protect cyclists from vehicles, while also minimizing conflict points with pedestrians using the sidewalk and to allow for safe passing distance or side-by-side social riding on all segments where space was available;
 - Zebra crossings and the word “SLOW” installed through the corridor to prioritize pedestrian crossings across mobility lanes and bus stop zones.
- Key design elements for protected intersections include:
 - Protected intersection designs at Chesterfield Avenue and Lonsdale Avenue;
 - Concrete barriers to provide protection at the corners from turning vehicles and concrete islands to separate the waiting space for people on the sidewalk and mobility lanes.
- Key design elements for vehicles include:
 - Narrowed lanes to support safer speeds;
 - Floating bus stops;
 - Green pavement markings at all intersections and driveway crossings to signal all users to proceed with caution at these potential conflict points.
- Project monitoring: The City will be reviewing bus speed and reliability data from TransLink, installing permanent mobility lane counters on Forbes/1st Street and Lonsdale/Esplanade and performing regulatory changes, like left turn restrictions on Forbes, and curbside use time limits will be monitored and potentially adjusted.

Members presented the following notable questions and comments:

- The All Ages and Abilities network ends once you reach Forbes/West 3rd Street. Consider improving the network at the intersection and extending it to the west. **A:** The intersection of Forbes/West 3rd Street was out of scope for the project and is one of the City’s most complex intersections. The gas station on the east side of Forbes is about to be redeveloped and will improve the network at that section of street.
- Is the width of the bike lane on Esplanade sufficient to allow cyclists to pass, especially for people using cargo bikes? **A:** The mobility lane ranges from 1.5 to 2.5 metres throughout the corridor. Not every section is intended for passing and the design is not necessarily made for cargo bikes to pass. The mobility lane is designed for two bikes to safely pass or ride side-by-side but we could not make the bike lanes any wider than we did. Esplanade is a busy commercial street and ongoing education is necessary to educate drivers and cyclists that speeding is not encouraged and to use your speed according to the context in which you are in.
- The zebra crossings across the mobility lanes requires more education to the public and social media is a great platform to use to get this kind of information out.
- In the years of planning and then building out this project, has the City gained any insights and lessons from this experience that can be applied to future projects? **A:** Yes, insights include how to better manage the construction disruption and accommodate cyclists on the street, designing infrastructure to filter water off the street and sidewalk into planting beds before it reaches our water system, and having a better understanding of when to do quick build versus more intensive construction.
- What has the response been from local businesses about the removal of parking on Esplanade now that the project is complete? **A:** Before the project started, people

were using street parking to park and ride the SeaBus. We have now regulated parking to 15-20 minute intervals which has created higher turnover of our parking spaces and I think most businesses have been accepting.

- Are there plans to produce more bike racks along this corridor? **A:** The City added several upside-down U-racks, which are more spacious than the advertising racks and support more shapes and sizes of bicycles.
- The current bike racks do not allow for longer cargo bikes as the bikes tend to encroach into the sidewalk – it would be great if the City explored better designs and placement.
- From an enforcement perspective, the concrete barrier put in the middle of the street to prevent drivers from taking a left-turn out of the IGA parking has been a great improvement. For the on-street parking, would recommend dedicating half of the parking to the public and the other half to commercial parking (post signage for commercial spots) so that businesses can be accessed by commercial vehicles and with strong bylaw enforcement and education, prevent drivers from risking parking in the commercial spots and getting ticketed.

5. TRANSPORTATION STAFF UPDATE

Elicia Elliott presented the following highlights regarding Transportation Updates:

- Submitting an Information Report to Council on July 28, titled “Mobility Strategy Implementation Update in Brief – Summer 2023” that summarizes progress made to date and information on near-term priorities.
- There is a lot of work currently underway and more projects will be introduced in the fall and winter that we will be keen to have the Committee’s review on.
- Cloverley Elementary School: With the announcement of the new Cloverley Elementary School coming to the Cloverley neighbourhood, the City will be thinking about how we want to create safe and active school programming and travel. The school is driving the next steps on what will happen in the community for multimodal transportation.
- The Lime E-Bike Share survey is now complete and we had a great response rate – we are beginning to compile and review the data which will be ready to share this fall.
- The City is undergoing a review of all the Advisory Body Committees’ Terms of References. The work we have done so far on ITC’s Terms of Reference will be bundled together with the other committees’ Terms of Reference and will be submitted to Council at the same time for endorsement.

Members presented the following notable questions and comments:

- Cloverley Elementary was used as a temporary school for Ridgeway Elementary students in 2011 and 2014. Then, it was used by Queen Mary. There are learnings about safe and active travel around that neighbourhood from that time that staff can research.
- What time of day does line painting occur and is there any rationale for doing the work during the day versus night? **A:** We typically ask contractors to install new markings after 8pm in order to avoid traffic impact and deliver better results. Line painting by City crews usually occurs early morning (as early as 5:00am-1:30pm) to accommodate crew schedules and union agreements. The early start times are designed to minimize traffic impacts, increasing worker safety and productivity.

Action: Committee Clerk to share the Information Report with members once it is issued.

Action: Staff will come back to the Committee to present a refresh of project timelines.

6. COUNCILLOR UPDATE

Cllr. McIlroy presented the following highlights regarding Transportation Updates:

- Council will be reviewing the St. Andrews Safety Improvements Project design adjustment recommendations at the July 24th Council meeting.
- Council approved the strategic priorities for the Council Strategic Plan at the Council meeting on July 17th. For the 'Connected City', mobility related priority, Council has identified continued work around transit (i.e., planning for the rapid transit expansion). We are trying to do anything to advocate and support bus rapid transit across the bridge and onto the North Shore. Other priorities include the construction of Casano-Loutet Overpass, recognizing wayfinding and the different types of signage for communicating how to get around, advancing the priority Mobility Network, and exploring improvements to the Lonsdale Overpass.
- On July 17th, Council reviewed a presentation on streamlining the City's policy framework and how our strategies (including the Mobility Strategy) will be bundled up and carried out in our Official Community Plan.
- We have signed a protocol agreement with the Squamish Nation that recognizes a commitment to following the principles laid out in the Squamish Nation's Strategic Plan and agreement to work in collaboration.
- Squamish Nation is celebrating the 100th Amalgamation Day Festival on July 23rd.

7. TRANSPORTATION EVENTS – MEMBERS UPDATE

Members presented the following notable questions and comments:

- HUB Cycling's Bike to Shop event runs throughout the month of August. More information can be found here: <https://bikehub.ca/biketoshop>.

8. ROUND TABLE

Members presented the following notable questions and comments:

- Christian Zollner announced that this would be his last meeting with the Committee. Members thanked him for his contribution and wished him all the best in his future endeavors.

9. DATE OF NEXT MEETING

The next regular meeting is scheduled for September 6, 2023.

10. ADJOURN

The Chair adjourned the meeting at 7:17 pm.



Anna Hardy, Chair

On behalf
of