



The Corporation of the City of North Vancouver
Integrated Transportation Committee

MEETING MINUTES

Minutes of the meeting held electronically from City Hall,
141 West 14th Street, North Vancouver, BC on October 4, 2023

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

<u>Members Present</u>	<u>Staff Present</u>
Anna Hardy (Chair)	Mo Bot, Project Manager, Public Realm Infrastructure
Jonathan Arnold	Elicia Elliott, Manager, Transportation Planning
Dana Bourgeois	Michelle Lam, North Shore Mobility Options Coordinator
Genevieve Macmillan	Sarah Tremblay, Transportation Planner
Cllr. Jessica McIlroy	Hayley van Gelderen, Committee Clerk
Karen Speirs	
Ron Spence (Chamber of Commerce)	
Lailani Tumaneng (SD#44)	
Benjamin Woodyatt	
<u>Absent</u>	
Denis Beaulieu (RCMP)	
Martin Davies	
Jane Farquharson	
Allan Moors	

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 September 6, 2023 were approved as circulated.

3. BUSINESS ARISING FROM THE MINUTES

Nil.

4. TRANSLINK INCLUSIVE BUS STOP PILOT

Mo Bot, Project Manager, Public Realm Infrastructure, presented on TransLink Design Guide for Bus Stops Adjacent to Cycling Infrastructure: Pilot Project. The following highlights were noted:

- TransLink, in partnership with the BC Ministry of Transportation and Infrastructure (MoTI), is developing design guidelines on how to design bus stops when located adjacent to protected cycling infrastructure.

- The pilot locations in North Vancouver include two floating bus stops on Esplanade. One is located at the northbound bus stop on Forbes Avenue and 1st Street and the westbound stop between Chesterfield Avenue and Rogers Avenue. Other pilot communities include Coquitlam, Kelowna, Nanaimo, Saanich and Vancouver.
- Design interventions focus on the addition of accessibility elements to support the broadest range of accessibility needs, while also creating spaces that are safe and comfortable for people of all ages and abilities who are walking and cycling.
- The updated design guidance will provide a range of base required elements and additional optional elements that may be used, depending on individual site needs.
- Pilot evaluations take place October 16-November 17 and include field visits with 1-2 people at a time. Detailed feedback will be shared back to TransLink.
- An invitation was provided to committee members to participate in field evaluations as part of gathering input to inform design guidance recommendations.
- TransLink intends to issue interim design guidance in early 2024 and MoTI will be looking to update the BC Active Transportation Design Guidelines following this work.
- The City intends to keep the pilot elements in place through the winter to gather additional information about seasonal maintenance considerations.

Members presented the following notable questions and comments:

- What is a floating bus stop? **A:** A bus stop that is next to the transit lane with the bike lane and sidewalk coming back behind it. This presents a new interaction for pedestrians needing to cross a bike lane from the sidewalk to get to a bus stop.
- Is there a list of what the pilot elements are? **A:** The evaluation forms are currently being worked on. Participants would be working on site with staff providing feedback on how they would experience the floating bus stop when encountering it on the street. We want participants to have an authentic experience once they are on site.
- Is there a chance that this infrastructure could get removed or changed toward the end of this pilot? **A:** Any changes will be based on the feedback that we receive from this pilot, including feedback from the North Shore Advisory Committee on Disability Issues. If the pilot infrastructure works well, then we do not see it necessary to change anything.
- A notable challenge is with road cyclists that are moving fast and not slowing down around bus stops and pedestrian crossing areas. **A:** Additional markings ('yield to pedestrians') will be added at zebra crossings.
- It would be valuable to collect data from the road cycling community to get an understanding of why some cyclists neglect the rules – adding more signage will not resolve the issue. **A:** The team will try to recruit participants from North Shore cycling clubs to participate in the pilot.

5. NORTH SHORE E-BIKE SHARE PILOT PROGRAM – KEY FINDINGS

Michelle Lam, North Shore Mobility Options Coordinator, presented on North Shore E-Bike Share Pilot Program – Key Findings. A survey was conducted over the summer to evaluate the program during its 2.5 year pilot. Some of the highlights from the results are as follows:

- Over 156,000 trips completed and 319,000 km travelled.
- CNV accounts for 70% of total trips.
- 35,000 total unique users and over 3,400 frequent users.
- Consistent growth in average E-Bike availability.
- 73% of surveyed users said that they were satisfied with the program.

- Common themes for improving the program include pricing, parking availability and cycling infrastructure.
- 36,973 car trips were replaced by the E-bike share program.
- Future considerations include expanding the service area, boosting fleet availability, improving parking, enhancing social equity and accessibility, and emphasizing rider education and awareness.
- Next steps:
 - Present key findings to North Shore municipalities in October and November.
 - Continue to operate the Lime E-bike share until December 2023.

Members presented the following notable questions and comments:

- Many Lime bikes are not left in the groves, how are people managing to do this and do they get fined? **A:** Staff will report this comment back to Lime for their information – we are unsure as to how people can end a trip without the bike being in a designated grove.
- Has there been any negative feedback from accessibility communities in terms of obstructions or access issues from bikes being left in undesignated areas? **A:** We have not heard from the accessibility community on specific barriers but I think it is worth us engaging with the North Shore Advisory Committee on Disability Issues to get feedback on what may or may not have worked.
- What is the total cost to the City of this pilot? **A:** There is one staff position that oversees this project on behalf of all three North Shore municipalities. The staff cost is offset by the permit revenues that are collected from Lime as well as each municipality's operating budget.
- Has analysis been done on the free floating model versus grove only model to see the different ways in which each model is being used? **A:** We are seeing pros and cons for each option. The reason the District of North Vancouver went with a free floating model is due to their larger land mass and steeper landscape whereas the City is much denser. Ultimately, we are keen to explore both options to determine what will serve our communities best.
- How does the pricing model work and is there an opportunity to reduce the cost after the pilot phase is complete? It would be helpful to benchmark the costing structure to the transit alternatives (i.e., transit, Uber or Evo) to remain competitive. **A:** Lime sets the rates and the City does not have any influence on pricing. There are many pricing structures (i.e., one time use fees vs. annual subscriptions) that can be explored, but also vary depending on the business model. There may be opportunities to provide some incentives given the frequency of first and last mile usage.
- What were some of the main accidents on the bikes? **A:** Minor/moderate incidents occurred (small incidents that do not require any bike mechanical services). There were no reports of any major incidents.
- Is there a chance that Lime may redesign the bikes to improve ergonomics or to suit the North Shore's weather conditions? **A:** I will need to refer this question to Lime. During the pilot, the red model bikes were upgraded to the green model bikes which included updated safety measures and improved power.
- What happens to retired Lime bikes? **A:** Lime upcycles their old models and they have been repurposed for use in Chile and other countries that Lime operates in.
- Suggest that Lime consider finding ways to prevent riders from using their e-bikes while under the influence. **A:** We will provide your feedback to Lime. Internally at the City, staff roll out education, awareness and safety information to Vancouver Coastal Health, the RCMP and our partner municipalities to educate people on what the laws, expectations and cycling culture are here on the North Shore.

6. COUNCILLOR UPDATE

Cllr. McIlroy presented the following notable updates:

- Council Strategic Plan was approved.
- Approved early appropriations for the Growing Communities Fund. Projects identified include:
 - Lonsdale Great Street;
 - Implementation of a mid-town connector mobility lane;
 - Enhanced wayfinding and bicycle parking facilities;
 - Lonsdale highway overpass mobility improvements;
 - Transit experience improvement.
- Community Wellbeing Strategy and Climate and Environment Strategy surveys still available on the City's Let's Talk webpage until October 13.

Members presented the following notable questions and comments:

- Has there been discussion with other levels of government on finding a sustainable replacement for the gas tax? **A:** A portion of provincial tax on gas sales currently funds transit. They are very aware that this is not a viable long-term revenue source, and there is continued advocacy by the TransLink Mayors' Council for increased, sustainable funding from the province and federal governments. The "gas tax" transfer from the federal government to municipalities has been rebranded as the Canada Community-Building Fund, to recognize the needed change. It is administered by Infrastructure Canada and is a permanent fund to support local infrastructure.

7. TRANSPORTATION EVENTS – MEMBERS UPDATE

Members presented the following notable questions and comments:

- The City has a Safe and Active School Travel Program (SASTP) Mini Grant pilot for schools to host active and sustainable transportation events at their school – if your school administration, teachers or Parent Advisory Council has anything in mind, they can apply to the City at cnv.org/minigrant
- HUB Cycling: Fall Go by Bike Week(s) October 16-29;
 - October 18, the City's celebration station will be set up from 7-9am at Grand Boulevard West and 15th Street.
- Halloween at The Shipyards on October 31 from 3:30-5:30pm.

8. ROUND TABLE

- Nil.

9. DATE OF NEXT MEETING

The next regular meeting is scheduled for November 1, 2023.

10. ADJOURN

The Chair adjourned the meeting at 7:33 pm.



Jonathan Arnold Vice Chair