

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Atrium Room
141 West 14th Street, North Vancouver

Wednesday, December 6, 2017 at 6:00 pm

M I N U T E S

Present: Andrew Robinson (Chair)
Ann McAlister
Becke Gray
Brian Polydore
Carol Reimer
Christie Sacré
Martin Davies
Pam Horton
Trevor Bowden

Staff: Daniel Watson, Transportation Planner
Natalie Corbo, TDM Coordinator
Jill Cameron, Public Space Assistance
Hayley Reiss, Committee Clerk

Presenters: Arthur Orsini, Active Transportation Lead, VCH

Public: Fiona Walsh

Apologies: Cam McLeod

Quorum 9

0360-20-ITC

1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES

The meeting was called to order by the Chair at 6:02 pm with a quorum present.

It was put to members that the Agenda be adopted.

The Minutes from November 1, 2017 were reviewed and an amendment was made on page 2, bullet point #1 and the word, "...revealed" was removed and replaced with "...shared information that was provided to Council". It was regularly moved, seconded and carried unanimously:

THAT the Minutes of the regular Integrated Transportation Committee meeting held on Wednesday, November 1, 2017 be adopted.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

Nothing to discuss.

3.0 VCH – PROMOTING SUSTAINABLE COMMUTING

The Chair invited Natalie Corbo, Transportation Demand Management (TDM) Coordinator at CNV to open the conversation to commuting initiatives in the City, particularly around Lions Gate Hospital (LGH):

- Natalie acknowledged the challenging parking constraints around LGH due to the influx of patients and staff commuting to the hospital
- The City has worked with Vancouver Coastal Health (VCH) and LGH for the past 5 years to help with the parking pressure in the area
- In 2013, parking strategies included metered parking in the frontage of the hospital, changes to residential exempt parking and the LGH parking lot rates were adjusted to improve use
- In recent years, the City has partnered with TransLink's TravelSmart TDM program, VCH and LGH to develop a customized TDM strategy.

Arthur Orsini, Active Transportation Lead at VCH presented on Sustainable Commuting by staff at LGH. Highlights of the presentation included but are not limited to the following:

- A Fall Employee Commuting Survey was conducted in 2015 (158 responses = 11%). The survey concluded that 7% of respondents bike to work, 7.6% carpool, 51.3% drive alone, 23.4% walk, 0.6% motorcycle and 10.1% take transit
- Top 3 motivating factors that would encourage people to walk, bike, take transit or carpool include: offering an employee subsidized transit pass, a work shower, clothing locker and change facilities, and secure and convenient bicycle parking
- Communicating sustainable commuting initiatives to staff include: the VCH news, a new hire orientation table, walking meetings, and a shared walking map
- Walk Week 2018 planned for April
- Cycling infrastructure: 3 bike cages at LGH / cycling information sessions
- VCH EBikes Information Open House held in July 2017
- Focussed carpool campaign encouraging staff to get to know other staff that live in their neighbourhood or along their route to work.

Questions and comments included but are not limited to the following:

- **Q:** Does LGH charge employees for parking? **A:** Yes, rates are subsidized and cost approximately \$750.00/year
- **Q:** Is there any demographic difference between staff who live far from LGH versus staff who live close by? **A:** I don't have a sense that it is different, but rather a mix
- **Q:** Is there any way of moving staff around so that they can work at a hospital that is closer to their home? **A:** Staff can request for a transfer but it is up to the employee to take the initiative
- **Q:** Are resident exempt parking locations regularly monitored by City Bylaws? **A:** Natalie – The parking problem is not confined to resident exempt parking. It appears that parking becomes congested in areas where there are no parking restrictions (people are willing to walk a few extra blocks into work in order to get free parking). Bylaw Officers can track parked vehicles from within their car

- Natalie shared that data collected from 2011-2015 has shown a small increase of tickets sold within the LGH parking. This could be due to the parking strategies implemented in the area
- It was suggested that the City begins to track complaints regarding parking pressure around LGH to formulate a year over year comparison. Furthermore, VCH could take these statistics and share them to staff on an annual basis
- It was recommended that the City informs residents about new infrastructure in the City that they may not know about through awareness campaigns (i.e. bike infrastructure that has created new and alternative ways of commuting around the City).

Other comments included:

- **Q:** A new residential tower is being built in Central Lonsdale and available parking spaces to residential units may vary. Is Council made aware of this? **A:** In the staff report to Council for consideration of a new development, they comment on the transportation impacts of the development which include effects of the development on surrounding parking. Ultimately, it is left for Council to decide if the development will proceed. There is currently a Metro Vancouver study being conducted that focusses on rental parking in the region to better understand its usage.
- When the North Vancouver School District (NVSD) was built, the City informed NVSD that their staff will need to share parking with Centennial Theatre. Now, with the new Harry Jerome development taking place, NVSD staff members are concerned about where they will be able to park.

The Chair thanked Arthur for his presentation. It was requested that a member from LGH come to ITC and present on the LGH Medical and Surgical Centre Development.

4.0 PLAY PLACEMAKING PRESENTATION (RESOLUTION REQUIRED):

Jill Cameron, Public Space Assistant – Community Services at CNV introduced herself and presented a recap of the “Play Embrace the Space” initiatives that took place in the summer/fall. The program launched in 2017 as a pilot project and due to its success, the program has been extended into 2018.

Since February, the following interactive installations and events took place: revitalization of Jack Loucks Court and Rogers Plaza, Lonsdale and East 18th Street patio extension, Prance on the Pier, Long Table Lunches, curated busking, painted alley on West 1st Street, mural, painted crosswalk at Larson Elementary School and a Ferris Wheel in Lower Lonsdale.

In 2018, even more focus will be placed on inviting businesses, community groups and individuals to ‘embrace the space’ and create their own public spaces with help from CNV.

Questions and comments included the following:

- The committee was unanimously in agreement that the program has helped to liven up the whole City
- It was noted that during a few of the Long Table Lunches, the North Shore Table Tennis set-up was obstructing the path and pedestrians were not able pass through

- **Q:** Was the budget set-out for this year's program satisfactory to what you needed to accomplish? **A:** Yes, it was satisfactory. Next year, we are looking at being more strategic with our programs (i.e. seeing if the busking program can be taken on by another member of the community). The purpose of the program is to not to place focus on one small area, but rather to activate areas all around the City
- **Q:** Will there be maintenance of the painted alley? **A:** Yes, a small contingency has been left aside for the maintenance of some of the programs implemented in 2017
- **Q:** Did the program initiate the wooden boardwalk on Lower Lonsdale? **A:** No
- It was suggested that the lane, west of the Polygon Gallery leading towards the boardwalk would be a good area to focus placemaking initiatives
- It was suggested that the Green Necklace and Spirit Trail could be used as a placemaking activity (i.e. a scavenger hunt that would draw people to highlights along the trails)
- The program was commended for its collaboration with students on the art projects as it helps to educate children on how to take care of their City
- It was suggested that placemaking events could be a great opportunity for pop-up consultations (i.e. the Pedestrian Plan)
- It was suggested placemaking activation be considered for neighbourhoods where there are expected changes to infrastructure in order to gain direct feedback from the impacted community
- **Q:** Have you reached out to other municipalities to share your success? **A:** The City of New Westminster actually reached out to CNV to learn more about the program. There has also been positive word of mouth from the younger generation sharing photos of the implemented programs on social media websites
- **Q:** Have you had any community groups wanting to work with you? **A:** The Lower Lonsdale BIA has reached out requesting to be a part of some activities
- **Q:** How have you measured your success? **A:** Since the program was brand new, we did not have specific measurements to start with. Now, with a year behind us, we have plenty of statistics to work off of in 2018
- 'Big Hairy Audacious Goal' – incorporating an art piece on the silos by Low Level Road
- **Q:** Has placemaking activation been considered for Waterfront Park? **A:** Waterfront Park is still on our radar – considering using toy boxes in the park (Thingery)
 - It was suggested to reach out to Alcuin College as the college is expected to move to a new location close to Waterfront Park
- **Q:** Can the committee email you ideas? **A:** Yes – please email play@cnv.org.

Lastly, Jill looked to ITC to consider appointing a liaison to the PLAY team to provide feedback on future initiatives. Instead, the committee requested if a Placemaking Presentation could come back to ITC on a quarterly basis and provide updates to the committee. The Committee Clerk was asked to track this.

5.0 MOBILITY PRICING COMMISSION WORKSHOP DISCUSSION:

Andrew and Carol attended the Mobility Pricing Independent Commission Workshop on Wednesday, November 8th and briefed the committee on the discussion that took place:

- Outreach was disappointing with only 7 people in attendance

- Attendance from a resident of Bowen Island – interesting to hear context of their commute
- Carol felt that there was not much take away from the discussion as the topic is very difficult to address. A lot of people have moved out of the City for affordability reasons; however, those people are also the ones who are hit with travel distance costs
- Andrew commented that there needs to be a strong educational piece regarding what is meant by mobility pricing, what are they trying to explain, and providing people with a better understanding of what they are paying
- Andrew mentioned that the only question asked of the participants was where they were experiencing the highest amount of congestion
- It was voiced that any discussion on mobility pricing should be linked with affordability and living in the region
- Carol mentioned that one of the topics discussed looked at pricing based on income but it is unclear how they would obtain that kind of personal information; plus it is not a fair tool to measure pricing
- An example was given by committee members that when the Port Mann Bridge was tolled, fewer commuters were using the bridge and traffic became distributed. Now that the toll has been lifted, more commuters are using the Port Mann Bridge resulting in more congestion
- Our transportation model encourages commuters to travel into several downtown cores but the housing market is complicating this strategy because people are beginning to move farther away from where they work in order to afford housing, resulting in higher traffic congestion
- There is a high percentage of people who have to commute through downtown to get to where they need to be – it is really a difficult situation to manage
- Traffic off the North Shore is relatively the same; however, traffic coming onto the North Shore is up 12%
- Carol felt that the head of TransLink was quite impressive, really understands the data and is trying to look for measurable results. However, it was stated that the head of TransLink does not deal with tunnels and bridges and there wasn't a representative from the Ministry of Transportation and Infrastructure present at the workshop
- At the workshop, it was discussed that the next phase of consultation will be in the winter, perhaps in the early months of 2018. People in attendance were told they will receive an email regarding the next phase of steps. Andrew will email any updates to the Committee Clerk who will circulate the information to the committee.

6.0 CURRENT CITY PROJECTS – STAFF UPDATE:

The Chair made adjustments to the ITC Project and Feedback tracking sheet as per comments brought up at the last meeting. The Chair and Committee Clerk are working on finalizing the procedure to circulate the document to the committee in a manner that complies with City policies.

Pam left the meeting at 8:38pm

- **West Keith Road – Marine Drive to Chesterfield:** Project almost complete. Signs planned for installation in December and road markings in 2018

- It was commented that the Jones and Keith Road has turned into a 3 way pedestrian stop sign and the pedestrian crosswalk has not been painted
- **Spirit Trail Lynnmouth and Heywood:** Construction is underway
- **Green Necklace connection from Jones to Lonsdale:** Project almost complete. Landscaping to be done in December, markings to following in the new year.
- **Cloverley Traffic Management:** Data collection is completed and presentation on findings is likely to come to ITC in January
- **Pedestrian Plan:** Going to Council in January for presentation and Q&A
- **Low Level Road:** Hired project management and tendering construction for March
- **Harry Jerome:** Project is moving forward. Retained transport consultant to start data collection.

Other comments included:

- It was mentioned that access into the residential building on the north east corner of Chesterfield Avenue and East 13th Street has significantly improved since the installation of the “left turn lane” on East 13th Street.
- **Q:** When will the sidewalks on East 6th Street and Ridgeway Avenue be installed?
A: Unsure on the timeline but it will be completed by the developer (former Ridgeway Annex site).

7.0 TRANSPORTATION EVENTS – MEMBER UPDATE:

Nothing to report.

8.0 ANY OTHER BUSINESS:

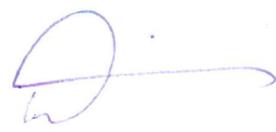
- Andrew Robinson shared a letter, sent by the City Clerk, that Councillor Pam Bookham has been appointed to the ITC for a term to conclude on November 5, 2018
 - The committee expressed their overall concern that they haven’t seen a member from Council since the November 2016 meeting and would certainly welcome a higher degree of participation
 - **Q:** How is the decision made to reappoint members? **A:** The decision is made in a closed meeting
- F. Walsh was invited to speak by the Chair: 529 Garage, a bike theft program, is a fantastic program that helps return stolen bikes to their owners. The Vancouver Police Department supports the program and it is free to the user
- Ann reminded committee members that babysitting costs during committee meetings are reimbursed by the City.

9.0 ADJOURNMENT:

The meeting was adjourned at 8:55 pm.



 Andrew Robinson, Chair



 Hayley Reiss, Committee Clerk