

City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, September 4, 2013 at 6:00pm

M I N U T E S

Present: Alex Boston
Craig Keating (until 7:00pm)
Eugenio Berti
Heather Drugge
Ian Williams (from 6:20pm)
Melina Scholefield
Raj Janjua (until 8:30pm)
Robert Glover

Staff: Clare Husk, Committee Clerk
Daniel Watson, Transportation Planner
Iona Bonamis, Transportation Planner
Michael Epp, Planner

Quorum 6

0360-20-ITC

1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES FROM May 2013

The meeting was called to order by Melina Scholefield at 6:05pm with a quorum present. Agenda was adopted.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the Integrated Transportation Committee meeting held on Wednesday, May 6, 2013 be adopted

2.0 BUSINESS ARISING

Quorum numbers were discussed: it was suggested that the Terms of Reference be amended to reduce quorum to 50% of voting members (currently nine voting members, with the current 50% plus one, the quorum is 6, which is more onerous than most of the other City committees).

It was also suggested that the Committee could bring forward motions that are crafted when the Committee does not have a quorum.

3.0 BARRIERS AND OPPORTUNITIES TO INCREASE ACTIVE TRANSPORTATION FOR CHILDREN AND YOUTH

Ms. Bonamis reported on the current status of active transportation (walking, cycling, transit) in the City, and that staff have been directed to comprehensively review this, particularly in regards to children and youth.

Will be compiling a report to Council, and having discussions with stakeholders (including this Committee):

Barriers:

- Gaps in the sidewalk infrastructure on some routes to school, and some existing sidewalks are not wide enough
- Too much traffic around the immediate vicinity of schools. This is an impediment to safe walking.
- Lack of safe child-friendly bike infrastructure.
- Parents' concerns about safety and security
- Lack of secure and sheltered bike parking schools, parks, and other public spaces, as well as private properties, particularly older multi-residential buildings
- Not enough safe pedestrian crossings for cyclists, pedestrians, and skateboarders.

Opportunities:

- Completing the sidewalk network by reallocating funds from roads to sidewalks (which the City of Vancouver did successfully a few years ago).
- Restrict traffic movement within three blocks of each school.
- Installing traffic calming measures such as speed humps at around schools.
- Planning bike facilities through the lens of children of youth, and amending the bicycle plan to reflect young peoples' needs.
- Providing separated bike lanes.
- Reclaiming some boulevard space to gain space for sidewalks and bike lanes.
- Implementing creative solutions, such as walking school buses, to address parents' concerns over safety and security, and need for convenience.
- Developing design guidelines for secure and safe end of trip bike facilities.
- Providing more cycling training to children.
- Appealing to health authority to invest in public health, exploring with them which aspects (e.g. social marketing)
- Partnering with TransLink to invest in more cycling and walking facilities around schools.
- Linking investments with expected outcomes.

Ms. Bonamis reported that she is reporting to Council towards the end of the month, the AAA bike facilities report going same night, but both reports will be coming to ITC for feedback after staff have been given more direction by Council.

4.0 LANEWAY PARKING

Mr. Daniel Watson gave a presentation about the concept of parking in lanes.

Comments & Suggestions from the Committee included, but were not limited to:

- Suggested that staff consider creating an informal permissive system of parking in lanes. People are parking in the lanes and should only be ticketed if, in the opinion of the bylaw officer, the parked vehicle impedes on the flow of the traffic in the lane.
- Suggested that this seems backwards; a move to increasing ground parking in the City when the OCP says that we are reducing traffic in the City.
- With coach houses, OCP allowing (potentially) coach houses and suites, parking implications could impact on quality living space (i.e. the existing garden) – laneway parking could be a solution.
- Underground parking is difficult to later retrofit for other uses. Easier and more adaptable to do that with laneways.

Questions from the Committee included, but were not limited to:

Q: where has this idea come from? A: It is a reoccurring comment that comes up especially when we are removing parking to facilitate bike lanes.

Q: Has staff made an analysis of parking at subsurface lots across the City, and could they be better utilised to accommodate parking? A: We do not have a mechanism to control or monitor off street parking. We know many lots are underutilised. However, Council have directed staff to investigate parking at rental buildings.

Q: Would the City establish a policy that permits parking area in the single most safe route that allows biking? A: Some lanes already identified as pedestrian areas.

Q: Would laneway parking be feasible for commercial areas? A: No as we will want a quick turnover of cars in the Commercial area.

Q: How many parking spaces would be created overall? A: It varies, in single family home areas the amount is negligible. In the three to four storey areas the amount may be considerable. In commercial zones, not much.

Craig Keating left the meeting at 7pm

5.0 CITY PROJECTS

Parking

- Stage 1: Looking at Resident Exempt (RE) and Resident Parking Only (RPO) on-street parking. New policy has been approved by Council. New blocks will

get RE and RPO parking. Changes start in late September. Priorities based on resident feedback.

- Stage 2: Pay parking meters around the hospital. To be installed late October. Will then revisit RE and RPO parking in the vicinity when those are installed.
- Stage 3: Modifying other blocks further away from the hospital. Will be reviewing blocks that have requested parking restrictions in last 24 months.

Street Trees

- Planting 65 of them around the City, aim to plant in late fall and early winter. Open House in October.

Spirit Trail

- Closed tender for sections from Forbes to Chadwick to Carrie Cates. Aim is for construction to commence later this year and be complete by next spring.
- The Trail by the Marina, the Marina owners have upgraded the plantings along there.
- Foot of Lonsdale/Spirit Trail: Going to Council to present options. Aim is for this section to come to ITC in November.

Low Level Road

- Progressing well, in general most is ahead of schedule.
- Enforced banning of bikes on Low Level Road due to safety concerns (some cyclists were on wrong side of road). Trying to divert cyclists via Spirit Trail.
- Utility crossing works which will involve overnight working.
- Recent extreme rain event created problems with culverts, so there is an additional shift to expedite the work before the seasonal rains.
- Some ten minute road closures – but no total closures of road – are occurring.

Break from 7:34 to 7:40pm

6.0 TRANSPORTATION GOALS AND OBJECTIVES OF THE NEW OCP

Discussion led by Mr. Michael Epp:

Highlights of the discussion:

- New OCP close to being in final draft form.
- Transportation draft chapter will be coming to the Committee to review (following Council referral).
- Density Bonusing being brought as a separate item to Council.

Mr. Epp summarized changes in the Draft OCP including:

1. Syncing the OCP to the Regional Growth Strategy and expand scope to embrace longer term vision, 2031/2041
2. Revised Sustainability framework
3. Readability – shorter chapters, more graphics

4. New policy components: three big lenses are adaptation (climate change), health lens (health and built environment including food security), public safety (was not addressed in 2012 OCP (emergency services)
5. Land Use/Urban Form/Density:
6. New areas for future growth
7. More mixed use development throughout neighbourhoods
8. Indicators to be built directly into the Plan.

Preview of the Draft Transportation Goals

Goal 1: Emphasize walking, cycling and transit as transportation choices

Goal 2: Coordinate land use and transportation planning to support the creation of a complete community and to reduce transportation demand.

Goal 3: Provide a multi-modal transportation system to move people/ goods that will reduce GHG emissions.

Comments & Suggestions from the Committee included, but were not limited to:

- Linkages need to be made with public health and affordability.
- Recognise that the City can do a lot to support transit, e.g. delays in road network, and the slower transit becomes the less attractive it is.
- Specify ways that the City can accelerate transit, queue jumpers, bus bulges and transit shelters.
- Link between affordability and affordable transportation.
- Goals are too general, felt like “we will continue to keep doing what we are doing”. Does not speak to the dramatic changes in society, environment, etc. Having a goal that takes more of a stand is critical.
- Suggested a bold inspirational statement, like being the #1 inspirational walking city
- Like having objectives built into plan
- Goal 1: statement is too soft. “Emphasize” to be replaced with “Prioritize”. E.g. “Prioritize walking cycling and transit over single occupancy vehicles”
- Goal 2: do not reduce transportation demand, what the City needs is to reduce some type of trips, but increase trips like cycling, etc.
- Goal 3: Needs clarification
- Should resilience to major economic calamities and fossil fuel energy shifts etc., be a goal? How do we create a transportation system and land use plan that creates resilience?
- Proximity to key destinations, where we live, work and shop.

Questions from the Committee included, but were not limited to:

Q: How much has TransLink been involved? A: TransLink will receive a direct referral, when we are at the stage when they something they can comment on.

Q: Is the OCP to include a road map, if so can it be amended to include bike routes too. A: That would be difficult. The map also cannot include pedestrian and truck routes as it would be visually too busy.

Mr. Janjua left the meeting at 8:30pm

7.0 TRANSPORTATION EVENTS (member update)

Saturday October 5th there is to be a car free event at Edgemont Village (10am to 2pm)

8.0 ANY OTHER BUSINESS

Regional Transportation Strategy

TransLink board have finalised their strategy and now working on the implication of the framework. Had workshops to see what are the investment priorities in the region. It is planned for TransLink to give a presentation to ITC and District of North Vancouver Transportation Advisory Committee. Staff will coordinate a mutually convenient date.

Field Trip

Green Lanes: Ms Scholefield has been discussing this with staff at the City of Vancouver – no citizen group has opted to pay for having Green Lanes installed in their blocks. The City of Vancouver has been trying to experiment with green construction techniques and they have changed their lane design. The Field Trip is to look at both design and utilisation of lanes, looking at City of Vancouver innovations and also their pilots for active transportation zones.


Proposing a three hour Saturday trip - date and time (will be morning) to be confirmed

For October Agenda


Resolutions: TransLink regarding the compass card's non-transferability as this affects transportation from the north shore. **Action:** Mr. Williams drafting motion. ITC membership quorum change . **Action:** Chair drafting motion.

9.0 ADJOURNMENT

There being no further business, the meeting was adjourned at 9:16pm



Melina Scholefield, Chair



Clare Husk, Committee Clerk

DATE OF NEXT MEETING

The date of the next meeting is Wednesday 2, October 2013 at 6:30pm in Conference Room A, City Hall.