

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Atrium Meeting Room  
141 West 14<sup>th</sup> Street, North Vancouver

Wednesday, February 3, 2016 at 6:00 pm

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MINUTES

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**Present:** Alex Boston (Chair)  
Andrew Robinson  
Ann McAlister  
Brian Polydore  
Cam McLeod  
Carol Reimer  
Christie Sacré  
Martin Davies  
Pam Horton  
Trevor Bowden

**Staff:** Courtney Miller, Planner 1  
Daniel Watson, Transportation Planner  
Tanis Huckell, Committee Clerk

**Presenters:** Adolfo Majano, Transportation Planning Engineer  
Lisa Parker, Planner 2 (Parks & Greenways)  
Wayne Turner, Landscape Technician

**Apologies:** Gary Goller  
Kathleen Callow  
Marcus Siu  
Pam Bookham (Councillor)

Quorum 5

0360-20-ITC

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**1.0 CALL TO ORDER, OPENING COMMENTS**

In accordance with the term of reference Daniel Watson assumed the role of Chair.

The meeting was called to order by the Chair at 6:05 pm with a quorum present.

The agenda was adopted as proposed with no objections.

The following changes were requested to the minutes of January 6, 2016:

- that on page 3, bullet 2, the words “on adjacent arterials” be added
- that page 3, bullet 6 read “anything that would allow queue jumping”
- that page 3, bullet 7 read “crowned crosswalks on the off-ramps...”

It was further requested that the minutes for Item 4, Mountain Highway Interchanges, be excerpted and forwarded to Mr. Jay Porter, Senior Project Manager, Ministry of Transportation and Infrastructure.

It was regularly moved, seconded and carried unanimously:

**THAT** the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, January 6, 2016 be adopted with the aforementioned amendments.

## **2.0 BUSINESS ARISING FROM PREVIOUS MINUTES**

None.

## **3.0 NEW MEMBERS – INTRODUCTIONS**

With four new members, introductions were warranted. Each member briefly introduced him/herself.

## **4.0 ELECTION**

The Elections for Chair and Vice Chair proceeded with the confirmation that these positions are one-year terms and would take effect immediately until January 31, 2017. The past Chair (Alex Boston) and Vice Chair (Ann McAlister) were thanked for their time and effort over the past 12 months.

It was agreed that a show of hands would be used for voting as opposed to a closed ballot.

Alex Boston was nominated for Chair and accepted the nomination. With no further nominations the position was won through acclamation.

After discussion Cam McLeod ultimately accepted the nomination for Vice Chair. With no further nominations the position was won through acclamation.

Mr. Watson passed the role of Chair to Alex Boston.

## 5.0 GREEN NECKLACE

Lisa Parker introduced herself and Green Necklace Project. Based on previous feedback from this committee, there are three items in particular on which staff would appreciate feedback:

1. Transitions on and off Grand Boulevard, for pedestrians and cyclists.
2. Bike paths on Grand Boulevard, specifically at the approach to intersections.
3. The proposal to pave the central pedestrian trail on Grand Boulevard.

Wayne Turner proceeded to summarize this project.

Questions and comments from the group included, but were not limited to, the following:

- What does “full accessibility” mean? **A:** accessible to all, regardless of whether one is walking, able-bodied, in a wheelchair/scooter, or walker. The multi-use path is 3m wide and would be paved with asphalt as opposed to concrete, so there would be no “joints” on the ground every few feet.
- If the path is to be higher than the surrounding grass, consider the danger of an edge for those with mobility impairments
- Has the City considered the future issue of root heaving? **A:** Yes; we will be using root barrier, a plastic sheet that

essentially directs the growth of the roots downward as opposed to sideways.

- Will bicycles be prohibited from the central path? **A:** Depends on the situation. Small children riding with an accompanying parent at a slow speed will be reasonable.. There will be signage at the beginning and ends of each walk for cyclists and pedestrians, and we've tried to make the transitions onto and off of Grand Boulevard as intuitive as possible, so as to prevent potential conflict.
- Consider children crossing at 8<sup>th</sup> and 9<sup>th</sup> Streets, on approach to Ridgeway Elementary. Signage along the path to warn users travelling north/south of perpendicular users would be wise. **A:** There will be a detailed signage plan.
- How is the City considering those areas where people may cross at mid-block? **A:** We are focusing our work on the Green Necklace, but are not prohibiting any future crossings at the even streets. We recognize the demand line and have incorporated opportunities to design for future landings. (I.e. we won't have to "undo" anything at a later date.)
- Be aware that if this is successful, people won't start this path at Keith; will filter in from both sides of the boulevard at every street, particularly school children. There is potential for a lot of movement and crossings; signage will be important to illustrate where people are getting on and off the path. **A:** Staff are wary of too much change too fast. Will be wonderful to incorporate all of these changes over time. Right now we are focusing on building a bike network.
- What type of lighting will be used on the path? **A:** The intersections themselves are a priority. The street lights at each crossing and bus stops will be enhanced. There is support for lighting of the bike paths, but for now, the intersections are the priority. The conduit will be available to provide lighting along the path in the future.
- Consider reflective paint on the path
- What was the degree of support for three paths as opposed to two? **A:** There was significant consideration and conversation around having two paths (i.e. having all northbound users (bikes and pedestrians) on one path, and all southbound users on one path). The biggest

accomplishment has been getting cyclists into an “expected spot”. With two, two-way paths, topography became an issue, and every intersection would become a critical point for control. With respect to public reaction, after discussion people could appreciate the arguments presented and ultimately the majority accepted the three paths.

- What about compliance? **A:** Have tried to design for the vast majority. Paths wider than 2m invite two-directional usage, so a slimmer path should help direct users on the correct single direction path.
- Corners will need to accommodate high activity and the convergence of all types of users. **A:** Corners are larger. Also, there will be markings and signage at those points. Realize those spaces will be potential points of conflict.
- What are the pros and cons you heard from the general public of paving the central versus leaving the current gravel surface? **A:** People who were generally not in favour of paving spoke to the gravel surface as complementing the character of the park. For jogging, some prefer gravel. Additionally, some associate “asphalt” with a road as opposed to a park. The centre of Grand Boulevard is removed from traffic, and people were concerned about keeping that “green” experience. Paving, however, will allow the Green Necklace to be fully accessible by everyone.
- Is there space for a small island refuge at Keith and Ridgeway and/or Moody? **A:** Not really; making a refuge too narrow is actually dangerous. This new design (i.e. lights at the Keith/Grand/Queensbury intersection) will hopefully cause more breaks in traffic and thus allow safer crossing of Keith further west.
- Are pedestrian flashings an option? **A:** Right now the volume doesn’t warrant that, but it is a future possibility. The corner treatments have been designed in such a way as to allow that.
- Critical point: fundamental principle of not compromising the existing pedestrian and bike connectivity through Grand Boulevard. Concerned this design creates a bottleneck for cyclists on 17<sup>th</sup>. Intersections are where bicyclists get injured or killed. Any design treatment needs to reduce “squeeze points” for cyclists. **A:** With 17<sup>th</sup> being a 4-way stop, dimensions were considered and kept wide enough for

a car and cyclist to be side by side. Not comparable to the installation on Jones.

- Ensure a common understanding is created for Grand Boulevard, that the centre “pedestrian” trail can expect usage by vulnerable bike users as well

*Pam Horton left the meeting at 7:50pm.*

*The Committee recessed at 8:00pm and reconvened at 8:15pm with the same members present.*

A resolution emerged as follows:

**BE IT RESOLVED THAT** the Integrated Transportation Committee, having reviewed the Green Necklace East Keith and Grand Boulevard Extension, is highly supportive, notably regarding the following points:

- The commitment to maintain vehicular flow;
- The extensive and early engagement; and
- The paved fully accessible central pedestrian path on Grand Boulevard;

**AND THAT** the Integrated Transportation Committee recommends the following is paid particular attention to in its final design:

- ensure the safety of all east-west and north-south bicycle and pedestrian routes is enhanced or at least not compromised;
- maximize adaptive management options for enhanced pedestrian and cyclist connections in the future; and
- ensure clear signage including road treatments that communicates:
  - access and egress points for cyclists and pedestrians joining the path from side streets;
  - the north and south flow of bike traffic along Grand Boulevard;
  - a consistent symbology for accommodating vulnerable cyclists on the central pedestrian path and Keith Road multi-use trail;
  - path edges, potentially using reflective paint; and

- o appropriate traffic flows of different modes, notably at complex intersections.

With none opposed, the motion carried.

## 6.0 MOODYVILLE AREA TRANSPORTATION STUDY

Adolfo Majano introduced himself and his presentation on the Moodyville Area Transportation Study. This study was completed in support of the redevelopment of this area and is meant to contribute to the first three principles of the Moodyville Design Guidelines, namely:

1. To contribute to the Moodyville identity.
2. To create neighbourly streetscapes.
3. To support pedestrian movement.

A. Majano's presentation highlighted the objectives and scope of the Transportation Study, as well as a transportation analysis.

Questions and comments from the group included, but were not limited to, the following:

- Increased population of children will largely be in the Ridgeway catchment, and will mean significant more north/south traffic across 3<sup>rd</sup> Street. This will likely drive a need for more lights
- Critical to ensure pedestrian access to the Queensbury commercial area
- Critically important to create a strong pedestrian realm to Lonsdale; people will walk a long distance if it's a nice experience
- Important to do anything possible to maximize transportation choices for people
- Consider some creative thinking about using our alleys in alternative ways
- If the neighbourhood will have intentionally underdesigned parking capacity, ensuring a lot of car sharing is a great way to alleviate some demand for cars

The Committee thanked A. Majano for his presentation.

## 7.0 CURRENT CITY PROJECTS – STAFF UPDATE

The RCMP will be hosting a free Child Passenger Safety Tutorial on Saturday, February 27, from 11am to 3pm in the North Vancouver Civic Plaza.

There will be an Open House for the next section of the Spirit Trail (Sunrise Park to Lynnmouth Park) on Tuesday, February 16. This will be at the North Shore Neighbourhood House from 5pm to 8pm.

The Ministry of Transportation and Infrastructure may be looking for one or two individuals to attend a workshop, tentatively scheduled for February 16 from 10am-12pm.

*ACTION: Committee Clerk to send information on the above noted events.*

## 8.0 TRANSPORTATION EVENTS (MEMBER UPDATE)

None.

## 9.0 ANY OTHER BUSINESS

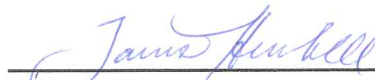
None.

## 10.0 ADJOURNMENT

There being no further business, the meeting adjourned at 9:10 p.m.



Alex Boston, Chair



Tanis Huckell, Committee Clerk