

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, October 7, 2015 at 6:00 pm

MINUTES

Present: Alex Boston (Chair)
Ann McAlister
Brian Polydore
Cam McLeod
Christie Sacré
Heather Drugge
Melina Scholefield
Pam Horton
Raj Janjua
Robert Glover

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

Presenter: Adolfo Majano, Transportation Planning Engineer
Alex Kurnicki, Streetscape Planner

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

Quorum 5

0360-20-ITC

1.0 CALL TO ORDER, OPENING COMMENTS

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

It was regularly moved, seconded, and unanimously agreed to adopt the agenda as presented.

2.0 ADOPTION OF MINUTES

With respect to the Safe Routes to Schools item discussed, members indicated that the minutes should reflect the importance of encouraging increased biking, ride-sharing, and transit use not just for active travel to and from school, but for other organized recreational activities as well.

For the Transportation Monitoring item discussed, members suggested that the minutes should note the suggestion of more count points along the entire Lonsdale and Jones corridors, not just at Lonsdale and 15th.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, September 2, 2015 be adopted with the above mentioned amendments.

3.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

4.0 MOODYVILLE COMMUNITY DESIGN: DRAFT DEVELOPMENT CONTROLS AND AREA-WIDE CONSIDERATIONS

Adolfo Majano and Courtney Miller began their presentation on Moodyville Community Design, indicating that it is being brought to the Committee for early input.

With the Official Community Plan adopted earlier this year, the development permit area has been defined. The most significant changes will largely be seen along East 3rd.

Development controls are a combination of zoning bylaw amendments and development permit area guidelines. Five main principles have been identified:

1. Contribute to Moodyville identity
2. Create neighbourly streetscapes
3. Support pedestrian movement
4. Promote housing diversity
5. Advance sustainability

A development permit area (DPA) transportation study completed has resulted in CNV objectives for the corridor. The two main objectives of the study were to provide guidelines for transportation improvements for the DPA, and to determine ROW (right of way) requirements for 3rd Street, while considering long-term transit options. The DPA currently has uneven access to transit, and will present some challenges during development.

Various options and design principles were illustrated to the Committee.

Discussion ensued. Main points of feedback from Committee members included, but were not limited to:

- Good to see the long-term perspective
- Be aware that the continued provision of parking will be an issue at any public discussions
- How will City promote transit/cycling/pedestrians over curbside parking? Ideally there will be a formalized position from the City regarding parking in that area
- Buses traveling and stopping in a centre median can be dangerous; pedestrians need to cross a bike lane and traffic lanes to approach
- Use opportunity to break up long blocks for pedestrians along 3rd Street
- Could assume more than 50% non-vehicle usage by 2045; should think more aggressively about how we will accommodate non-automotive modes in the future
- Any consideration of micro-commercial hubs? Local destinations to encourage leaving the car at home / community gathering
- Consideration of removing parking altogether?
- Consider solutions for safer mid-block crossings for pedestrians
- Great potential to connect with the Spirit Trail; challenge will be further, significant connectivity east and west
- Suggestion to keep bike lanes off 3rd in general; shunt them to 4th or 2nd for less confident bikers as traffic will increase with the number of people moving into the neighbourhood
- Need to ensure commercial survival in the Queensbury area

- Be wary of trying to “do too much” – keep parking, and bus lanes, and a bike route; may need to deprioritize
- Accessibility issues must always be considered
- A funding plan will be critical
- Opportunity to create identity and attractive spaces; be brave, think visionary and long-term
- Flexible opportunities should be engineered into the parking options now, to ensure more options in the future as car use plummets and the parking becomes unused

The Committee wishes to express its appreciation for the opportunity to provide input at this early stage of development.

The Committee recessed at 7:25pm and reconvened at 7:35pm with the same members present.

5.0 BEWICKE / COPPING

Alex Kurnicki introduced himself and proceeded with his presentation on the Bewicke Greenway. Although the route is fairly predetermined due to various constraints beyond the City’s control, there remain a number of issues open for discussion.

The route will act as a connection on Bewicke, between Copping Street and West Keith Road.

Raj Janjua left the meeting at 8:00pm.

Discussion ensued. Points raised included the following:

- Placement of pedestrian crossings / safety concerns
- Current parking usage along that corridor
- Respecting First Nations boundaries; engage with the Squamish Nation as soon as possible
- Traffic in and out of Harbourside is busy now; this issue will only increase as development there occurs; be aware of future high traffic volumes
- Aim for a larger width as often as possible along the route
- Consider accessibility; many people moving into the Harbourside area will have mobility issues, will be significant users of this path

Pam Horton left the meeting at 8:30pm.

The Committee members wished again to express their appreciation for the opportunity to provide input at this early stage of development.

6.0 CURRENT CITY PROJECTS – STAFF UPDATE

Daniel Watson provided the Committee with updates on the following projects:

- To clarify a question from the previous meeting Mr. Watson reported that the intersection at Chesterfield and West 3rd was reconfigured as part of the bike lane project on Chesterfield (Esplanade to 4th). Although the right-turn only lanes may seem awkward, they are shared with the bike lanes, so having north/southbound traffic share the left-turn lane is safest. In the future we would look to widening the intersection to provide a bike lane, at which point lane allocations will be assessed.
- Council on October 5 approved a motion to start a feasibility study for an urban bike lift in the City.
(<http://www.cnv.org/Your-Government/Council-Meetings/Council-Meeting-Agenda>)
- New 3rd Street bike route/multi-use path has been paved.

Robert Glover left the meeting at 8:50pm.

- The Chesterfield bike route project, between 4th and 13th, is anticipated to be completed at some point in the middle of November.
- Parks are still working on putting up some wayfinding for the Spirit Trail through the Shipyards.
- The City is also still working on the Spirit Trail connection between the Bridge at 3rd and Heywood and the District of North Vancouver border. This will be split into sections with the section from the Bridge to Gladstone, and the section from Brooksbank to the DNV boarder being designed first.
- We are working on Lonsdale safety improvements: bulges at 5th and 6th, and a signal at Keith and Lonsdale.

- We are also working on some neighbourhood safety improvements: speed bumps along Tempe Glen Drive, and in the lane behind Lonsdale between 17th and 18th.
- The intersection at 17th and West Grand Boulevard has been reviewed, and a 4-way stop should be installed there this week.
- City staff are still working at modifying the design at the Neptune overpass (two eastbound lanes were causing troubles when congested).

7.0 TRANSPORTATION EVENTS – MEMBER UPDATE

The end of October will be Bike to Work Week. This week is also actually Walk to School Week.

8.0 ANY OTHER BUSINESS & CORRESPONDENCE

None.

9.0 ADJOURNMENT

There being no further business, it was regularly moved, seconded and agreed by unanimous consent that the meeting be adjourned at 9:05 p.m.



Alex Boston, Chair



Tanis Huckell, Committee Clerk