

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, FEBRUARY 3, 2021 at 6:00 PM
Via WebEx**

MINUTES

Present: Anna Hardy
Bradley Cuzen
Brent Hillier
Chris Quigley
Christie Sacre
Dana Bourgeois
Ilana Baxter
Jonathan Arnold
Mateusz Debicki
Maxwell Lai
Ron Spence
Bryan Fedirchuk (RCMP)
Councillor Tony Valente

Staff: Daniel Watson, Transportation Planner
Andrew Devlin, Manager – Transportation Planning
Hayley Reiss, Committee Clerk – Secretary

Presenters: Christel Lindgren, Streetscape and Pedestrian Planner
Heather Reinhold, Deputy Director, Strategic & Corporate Services
Darin Harding, HCMA
Dustin Dilts, PFS Studio
Niraj Sunuwar, Urban Systems
Paul Fast, HCMA

Guest: Mayor Linda Buchanan

1. CALL TO ORDER

The agenda for February 3, 2021 was adopted. The minutes of January 20, 2021 were approved, with one amendment made to correct the phrasing on page 4, bullet point 3.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

D. Watson followed up on a question raised at the January 20th meeting, regarding parking in Lynn Canyon and the cost of parking passes; only District of North Vancouver residents can purchase the annual parking pass at reduced rates

because they are paying for the maintenance of parks already through their council taxes. The parking payments will go toward maintenance of the park for non-district residents.

3. INTRODUCTIONS AND ROLE OF ITC

D. Watson invited Mayor Buchanan to speak. Mayor Buchanan introduced herself, welcomed all members to the start of the 2021 committee schedule, shared her enthusiasm over upcoming projects related to transportation, and thanked members for putting their names forward to participate in the committee and the work they are doing for the community.

As four new members were present, all members introduced themselves.

The Transportation Planner reviewed the purpose of the Integrated Transportation Committee (ITC) and roles.

4. ELECTION OF CHAIR AND VICE CHAIR

D. Watson gave a PowerPoint presentation on ITC's Terms of Reference and the key documents that inform ITC's work.

D. Watson explained the roles of Chair and Vice Chair and commenced elections. It was unanimously agreed to vote by a show of hands.

Nominations were called for Chair. B. Hillier nominated himself for Chair. B. Cuzen and D. Bourgeois nominated B. Hillier for Chair. There being no further nominations, B. Hillier was declared Chair by acclamation.

Nominations were then called for Vice Chair. B. Hillier nominated B. Cuzen for Vice Chair. There being no further nominations, B. Cuzen was declared Vice Chair by acclamation.

B. Hillier took over the meeting as Chair.

5. HARRY JEROME COMMUNITY RECREATION CENTRE

Deputy Director, Strategic & Corporate Services and consultants presented the Harry Jerome Community Recreation Centre (HJCRC) Project.

Key points included:

- Existing HJCRC is located south of East 23rd Street.
- Those City-owned lands will be leased for redevelopment.
- The revenue from the redevelopment will finance the HJCRC, reducing the financial risk for such a large project.
- May 2019, direction given by Council to undertake a Community Recreation Strategy, which was endorsed in February 2020; from that process, a program was confirmed for the recreation centre.

- Redesign process is currently underway:
 - Gross building area: 277,547 sq. ft. (2018) vs. 190,520 sq. ft. (2021);
 - Building form: 4 stories (2018) vs. 2 stories (2021);
 - Parkade: 2 stories/400 stalls (2018) vs. 1 level/~270 stalls (2021);
 - Level 1 includes aquatics, community living room, arena, gymnasium, multipurpose room and Silver Harbour programming;
 - Level 2 includes fitness, children’s area, multipurpose room, youth centre, skate plaza, outdoor recreation, and Silver Harbour programming.
- 2021 Transportation Design Updates:
 - East 23rd Street design;
 - Mid-block crossing, connecting the south side to the north and integrated into the Green Necklace;
 - Mid-block crossing does not necessitate a traffic signal but due to the number of pedestrians expected to cross at this location, a signal is recommended for controlled pedestrian crossing and vehicular flow;
 - Green Necklace layout has changed and the configuration now separates pedestrians and cyclists.
 - HJCRC parkade;
 - East 23rd Street entrance – right-in, right-out and left-in configuration;
 - Removal of the St. George’s Avenue entrance;
 - Revised parking provision.
- Intersection improvements recommended for Highway 1 interchange ramps, Chesterfield Avenue and 23rd Street, Lonsdale Avenue and 23rd Street, and St. Georges Avenue and 23rd Street.

Comments/Questions:

- How does the size of the facility compare to other recreation facilities on the North Shore? **A:** It will be larger than Delbrook Community Recreation Centre and West Vancouver’s Community Centre.
- How many stalls are existing right now? **A:** 345 off-street and 55 on-street stalls.
- Ample bike parking facilities will be provided, including covered bike parking, secured bike parking, and there will be direct access from the Centennial Theatre to the parkade (separate from the vehicle entry).
- Consider facilities for bikes users with cargo trailers.
- Due to the pedestrian/bike traffic passing in front of the parkade exit, suggestion to install ‘vehicle exit warning’ systems.
- Sidewalk on Highway 1 overpass is not part of the project scope and is under Ministry of Transportation and Infrastructure jurisdiction; the City has advocated strongly for improving the pedestrian and infrastructure along this section of road.
- Parking data was obtained pre-COVID-19 (2018 study).
- Does the parkade entry conflict with Darwin project’s driveway access? **A:** The Darwin development’s driveway access is off East 21st Street and does not affect operation of East 23rd Street.
- What facilities are going in at McDougall Recreation Centre and will that affect traffic volume and parking? **A:** Lawn Bowling facility and potential reallocation of

FLICKA Gymnastics Club to McDougall Gym; not expecting to affect traffic or increase parking demands.

- Will the parkade include EV charging stalls? **A:** Yes.
- Has rat running been taken into consideration when there is heavy traffic on Lonsdale Avenue as a result of Highway 1 congestion? **A:** The way we have designed East 23rd Street makes it undesirable for the street to be used as a shortcutting route (e.g. raised crosswalk at mid-block crossing). In those events where there is a higher traffic demand, studies show that drivers prefer to travel further south through the intersections where there would be more capacity to accommodate those demands.
 - Traffic signal coordination along Lonsdale Avenue with Transit Signal Priority will also help to manage congestion and queuing.
- Will the raised crosswalk be signalized? **A:** Yes.
- Do you have data showing how cyclists are using the Green Necklace traveling east to west through the Lonsdale intersection on 23rd Street and is there consideration to improve the safety for those using it as a commuting route? **A:** We have counts that occur on the Green Necklace trail and routinely monitor how it is being used; we find overall, there is significant uptake after a facility is built and incrementally more as things become connected and built out. In terms of commuter cyclists, we have had many discussions around 23rd Street and the greater City-wide connections and have left space to enable/strengthen that connection in the future.
- Continuity of use for cyclists beyond the end of Green Necklace to the west would be helpful (e.g. past Jones Avenue).

It was moved, seconded and carried unanimously:

THAT the Integrated Transportation Committee has reviewed and supports the Harry Jerome Community Recreation Centre project and makes the following additional comments:

- The committee notes the importance of the active transportation connections, design of the 23rd Street frontage, and surrounding off-site improvement;
- The committee recommends that the City continue to advocate for improved active transportation connection across the Highway;
- The committee appreciates staffs' diligence in returning to clarify the secure bike parking for employees and are in support of the proposed amendment.

6. ST. ANDREW'S AVENUE SAFETY IMPROVEMENTS

The Transportation Planner and Streetscape and Pedestrian Planner presented St. Andrew's Avenue Safety Improvements.

Key points included:

- Project location: St. Andrew's Avenue, between East Keith Road and East 13th Street.

- Summer 2020, pilot project implemented to change the speed limit on St. Andrew's Avenue, from East Keith Road to 13th Street, to 30kph.
- Data collection following the posted speed limit reduction shows that driver compliance to the new 30kph remains largely unchanged and indicates that the street needs further traffic calming measures to create the appropriate conditions.
- Project components:
 - Sidewalk infill: installation of sidewalks on east side of 700, 900-1200 blocks to complete the sidewalk network;
 - Street calming package: design and construction of quick-build on-road traffic calming measures to improve driver compliance with the 30kph speed limit and improve safety/comfort for more vulnerable road users.
- Public consultation soon underway to inform residents of the project, collect feedback on St. Andrew's Avenue, understand how residents use the street, and locate any problem points along the corridor that needs specific attention.
- Consultation approach will be through Let's Talk, where staff have access to three different tools: guestbook format, stories format, and mapping tool.
- Questions for ITC:
 - What experience have you had with these tools?
 - What do you think will get us the information we are looking for?

Comments/Questions:

- Concerns around certain demographics (i.e. senior population) registering and navigating their way through the Let's Talk tool; ensure there are other ways for people to provide input (communicating by mail, allowing residents to call and speak with staff etc.).
- Will this information be distributed by mail? **A:** Yes, correspondence will be sent via mail to the surrounding neighbourhood (approximately a 3-block radius).
- Post bulletins in Andrews on 8th coffee shop, with the North Vancouver School District's Parent Advisory Councils, Lions Gate Hospital, and HUB North Shore.
- Ensure staff connect with the wider community who may use the road as a commuting route, not just with residents who live in the area.
- Is bike lane infrastructure being considered in this project scope? **A:** This project delivers on sidewalk infill and completing the sidewalk network, and also aims to improve road safety for all, as such bicycle facilities could be considered, but are not specified.
- Would you consider removing street parking? **A:** We could consider it, but it will widen the road and may make it more comfortable for drivers to speed.
- Addressing the recent pedestrian/driver accident on January 25, 2020, City staff are planning to install overhead illuminated signs with downward lighting and pedestrian/cyclists activated yellow flashers, as well as addition of more intersection streetlights at the intersection of St. Andrew's Avenue and Keith Road.
- Consider using speed bumps on St. Andrew's Avenue to slow drivers down.
- Survey responses will be skewed if only targeting resident's within a 3-block radius and may shift the current problem to another street.

- Consider posting bulletins/information at Sam Walker Park and using it as a destination for people to leave their comments.
- Idea around a dedicated phone line; an automated system that people can leave their comments.

7. COUNCILLOR UPDATE

Key points included:

- January 25th Council meeting: 2021-2030 Draft Preliminary Capital Plan presented; staff have worked hard to align how we present the budget with our Council Strategic Plan
 - Noted that around \$15 million is dedicated to Transportation in various stages of the plan.
- February 1st Council meeting: Street and Traffic bylaw update addressing mobility lanes, which included raising fines for vehicles who block mobility lanes, recognizing e-bikes in the cycle definition and recognizing specific roads where skateboards can use mobility lanes, as well as adjusting language in the bylaw to reflect that pay parking on streets and in City-owned lots is done via an application and drivers are no longer required to display proof of payment.

8. ITC – ROSTER OF PROJECTS WORKSHEET

The Chair explained the Roster of Projects Worksheet and process to committee members, whereby members are asked to review the projects worksheet ahead of the meeting and raise any questions during the meeting. Due to time constraints, agenda item #8 was tabled and will be brought forward for further discussion at the next meeting.

9. TRANSPORTATION EVENTS

Comments/Questions:

- February 4th – LeadNow presents an in-depth discussion with Seth Klein of his book, “A Good War”, and how we can mobilize on the scale necessary to address the climate crisis.

10. ROUND TABLE

None.

11. ADJOURNMENT

There being no further business, the meeting was adjourned at 9:15 pm.



 Chair Signature

Mar. 28, 2021

 Date