

**The Corporation of the City of North Vancouver  
INTEGRATED TRANSPORTATION COMMITTEE  
WEDNESDAY, MAY 5, 2021 at 6:00 PM  
Via WebEx**

**MINUTES**

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

**Staff:** Daniel Watson, Transportation Planner  
Hayley Reiss, Committee Clerk – Secretary

**Presenters:** Dave Lewin, Senior Advisor, Public Affairs, TransLink  
Fay Kramer, Government Relations & Public Affairs, TransLink  
Justin Hall, Manager, Public Realm Infrastructure  
Karen Halex, TravelSmart Specialist, Public Affairs, TransLink  
Mo Bot, Project Manager, Public Realm Infrastructure

**Absent:** Chris Quigley

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**1. CALL TO ORDER**

The agenda for May 5, 2021 was adopted. The minutes of March 3, 2021 were approved as circulated.

**2. BUSINESS ARISING FROM PREVIOUS MINUTES**

At the end of the last meeting, a committee member requested a presentation on traffic enforcement in North Vancouver. D. Watson has been in communication with Sgt. Fedirchuk and the Bylaw Manager to present on this topic in a meeting to come.

### 3. TRANSLINK: WHERE WE HAVE BEEN AND WHERE WE ARE GOING - TOGETHER

The Senior Advisor, Public Affairs, TransLink presented.

#### Key points included:

- Prior to 2020, the region experienced record transit ridership, new transit services launched (e.g. RapidBus), major projects announced, transport 2050 engagement, and being recognized as the 2019 transit system of the year by the American Public Transportation Association (APTA).
- In 2020, there was a fast decline of ridership:
  - Pre-Covid = 500,000 daily passenger boardings / early pandemic = 75,000 daily passenger boardings / today = 225,000 daily passenger boardings.
- Mobility trends show vehicular traffic coming back faster than other modes of transportation. Bus ridership is beginning to return in most parts of the region, followed by major rail (i.e. West Coast Express) and SeaBus ridership.
- Cycling and walking has increased since the pandemic. On the downside, shared mobility services like bike share and car share are on a steep decline.
- TransLink's focus is to keep transit operating to serve those who need it, working to ensure transit is safe, and setting the stage for ridership recovery.
- Highlights of current and future projects:
  - "Wearing is Caring Campaign," encouraging mask use on transit.
  - Supporting the vaccine rollout by providing shuttle service to seniors and people with disabilities to vaccination sites and providing assets such as Park and Ride locations as drive-thru facilities.
  - "Be Kind, Be Calm, Be Safe Campaign".
  - Piloting copper coating on transit and technology that sanitizes air on busses.
  - TransLink's TravelSmart Program aims to connect Metro Vancouver residents, visitors and businesses with more active and sustainable transportation options.
  - Regional Bike Monitoring Program – installing 16 in-ground bike counters (three counters are on the North Shore) that will provide a systematic way for TransLink to monitor and analyze regional bike traffic data.
  - Customer Experience Action Plan – identifying over 60 initiatives to help improve the customer experience.
  - Donation card program - supporting vulnerable populations to access transit.
  - Free transit for children under 12 years coming this fall.
  - Public consultations for major projects such as the Surrey SkyTrain extension, Burnaby gondola, and Millennium/Broadway extension.
  - Transport 2050, the region's next 30 year transportation strategy.
  - Constantly looking at ways to test and integrate new services, technologies and products to serve the future of transportation.
  - Open Call for Innovation – looking for innovative ideas from the public on how we can share key messages to build transit confidence, influence mask use on transit, and collaborate on existing and future services, projects and ridership initiatives.

### Comments/Questions:

- Due to the TransLink cyber incident in December 2020, the TransLink's Apps are not working properly with Real Time GPS bus data. Is there a timeline for getting this information back online? **A:** We do not have a definite timeline on when Real Time GPS data will be returning. New timetables of any service changes are shared with data providers like Google. The information that you see when using Next Bus is the scheduled time and the bus should be coming a few minutes on either side of that scheduled time.
- Where did the loss come from in ridership? **A:** 40% of our ridership is commuter trips to and from school or work. We know 25% of the workforce is currently working from home and school campuses are closed until the fall. The other 40% of ridership is around leisure travel (traveling to concerts, shopping, or restaurants etc.), and the remainder ridership is tourism (i.e. cruise ships). Without international travelers visiting or major events happening, we are having a tough time making up those ridership groups.
- Many businesses may continue to operate from home after the pandemic, how will you manage that loss in ridership? **A:** We will need to adjust fare products to provide more flexibility (i.e. monthly fare passes that accommodated the Monday to Friday commuter group pre-Covid may need to be adjusted to accommodate hybrid workweeks).
- Upon approaching a stop, Japan's transportation systems announce which businesses/attractions are close by. It may be worthwhile for TransLink to collaborate with businesses to highlight key destinations or sponsor an announcement on our transit systems.
- How is the system currently set up to count the number of riders on a bus? **A:** The Compass Card technology provides us the best data through the tap in systems. The gates on the system are more accurate because riders need to tap in and tap out, allowing us to see how far people are traveling.
- How can riders see in real time if an approaching bus is full or not? **A:** We are currently working with outside parties to make the information accessible to people in real time; however, the project is delayed by the cyber attack.
- Has the pandemic changed TransLink's perspective on active transportation? As the use of E-Bikes become an increasingly popular mode of transportation, options such as "cycling highways" that offer safe and direct routes to key destinations may be an incredible asset for municipalities and the region. **A:** Assuming the vaccination goes well, we are hoping to see 80% of our ridership return by the end of the year based on new modelling released, so we would not be expected to make any major changes to our service. When we are planning service, we consider serving ridership (making sure there is enough busses for the number of people who want to travel the route) and coverage (making sure people around the region can access the places they need to get on transit). We recognize that there has been an increase in cycling around the region and have made additional funds available to improve existing cycling routes or connect biking routes where there are gaps.
- TransLink updated the regional bike map this year – they are in bike shops now or can be downloaded from their webpage. TransLink is also working to input data into Google's trip planning tool, which can filter bike routes by feeling of safety and comfort.

- The BC parkway underneath the Expo Line is excellent for biking.
- A committee member requested statistics on if ridership of students going to secondary school has gone up/down.
- Will there be more service increases on North Shore bus routes (i.e. riders traveling to Deep Cove during peak hours/peak highway congestion)? **A:** TransLink adjusts bus schedules four times per year. We focus on increasing service where there is high demand, high crowding, or to key outdoor destinations. Service would have likely increased on the Deep Cove route, as it is a key route to an outdoor destination.
- What are other opportunities to get across the bridge from the North Shore to further destinations such as Surrey? **A:** Through Transport 2050, we are looking at ways to improve travel within the region and make the region more livable. Through the Integrated North Shore Transportation Planning Program (INSTPP), there was a request to look at a rapid transit route or another crossing across the Burrard Inlet. More information can be found on their webpage: <http://www.instpp.ca/>
- TransLink is doing everything they can to attract people to use transit; however, there is not being enough done to discourage people from driving.
- If car insurance was billed on kilometres used versus a monthly/yearly program, it may discourage high-mileage driving. People may use their vehicle as they would a rental car (used as needed), which would save them money (an incentive to drive less). The way the system is set up now, makes some people feel they need to drive to justify their monthly/yearly insurance payments.
- Having more Park and Ride locations where you can park your car or bike and board transit would be very helpful.
- Car share is not practical for parents with young children who require a car seat.
- Idea for TransLink to partner with MODO to have car share parking near major service hubs (i.e. Park Royal and Capilano Mall).
- Making it easier to get from your front door to TransLink services is a key way of getting people to use transit.
- Provide more space for bikes on transit, including different bike styles like cargo bikes and trailers.
- Has there been any discussion on getting Light Rail onto the North Shore? **A:** Not light rail specifically, but the City is working with the District's of North and West Vancouver, plus the Squamish and Tsleil-Waututh First Nations and TransLink on exploring Rapid Transit connections to the North Shore. There is currently an economic impact study underway.
- Utilizing rapid transit routes on Highway 1 might encourage more transit use (e.g., transit to Horseshoe Bay from North Vancouver takes 1.5 hours but is only a 15-minute drive by car on the highway when there is no congestion).

#### **4. ESPLANADE COMPLETE STREET**

The Project Manager, Public Realm Infrastructure presented the Esplanade Complete Street project.

Key points included:

- Study area: Forbes Avenue and 3<sup>rd</sup> Street to Esplanade and St. Andrews Avenue.
- Project design goals: design a street for all ages and abilities, create a safer, more comfortable experience for pedestrians and cyclists, maintain road capacity for transit trucks and passenger vehicles, provide good access to local businesses, and create a street that feels vibrant and welcoming.
- The core themes in the fall public engagement were safety, biking, traffic, walking, and speeding.
- Experience on the sidewalk - how we are responding:
  - Creating wider sidewalks and relocating obstructions;
  - Adding more accessible seating;
  - Adding pedestrian lighting;
  - Creating safer driveway crossings by raising these areas to sidewalk height;
  - Planting more trees to create separation between people moving at different speeds; and,
  - Providing opportunities for businesses to create attractive spaces for people to spend time.
- Crossing the street - how are responding:
  - Creating larger waiting areas at intersections to give people more space;
  - Installing advanced walk signals that give people more time to cross the street before vehicles start moving;
  - Installing accessible pedestrian crossing signals where they are currently absent;
  - Tightening the corners at intersections so drivers must slow down when turning; and,
  - Introducing a protected intersection design at Chesterfield Avenue.
- Cycling and rolling - how we are responding:
  - Separating mobility lanes from vehicles, parked cars, and sidewalks;
  - Creating safe passing space within the mobility lanes to accommodate different travel speeds;
  - Improving connections to the broader mobility lane network; and,
  - Improving the existing separated lanes to reduce conflicts and improve accessibility.
- Transit - how we are responding:
  - TransLink invested in upgrades to Esplanade in 2020 to support the R2 launch;
  - Improving accessibility at existing transit stops; and,
  - Designing bus stops to reduce conflicts between the sidewalk, mobility lanes, and bus stops.
- Speed and noise - how we are responding:
  - Designing the street to support safe speeds appropriate for an urban street.
- Keeping vehicles moving - how we are responding:
  - Maintaining two vehicles lanes in each direction on Esplanade; and,
  - Adding left turn lanes.
- Curbside access - how we are responding:
  - Some on-street parking is removed (3% of total parking in the area);

- Educating the public on underground parking areas around Esplanade;
- Providing dedicated areas for commercial loading and passenger pick-up/drop-off;
- Setting time limits for curb spaces to encourage turn over;
- Working with local businesses to identify other areas that can support deliveries;
- Improving wayfinding to parkades in the immediate area; and,
- Reallocating some on-street parking spaces to provide safe mobility space for people.

Comments/Questions:

- Why keep any street parking on Esplanade? **A:** The street parking is primarily for commercial curb access to service businesses.
- Will the street parking be assigned as loading zones? **A:** We are still working out the regulations but would like to keep it short-term.
- Is it possible to install bumps at stop signs to deter drivers from rolling through a stop? **A:** There will be markings and a raised hump to access driveways along the corridor. Protected intersections are a design implemented in places around the world including Vancouver, but we will need to educate the public on these new intersection designs so people understand how to use them.
- Will the crosswalks across the mobility lanes be raised? **A:** Yes.
- Is there any street parking dedicated to car shares? **A:** The parking is intended for high turn over short-term use, and staff are considering the allocation of spaces along the corridor.
- The corner of Forbes Avenue where it turns into West Esplanade is unsafe, especially for cyclists – vehicles travel at high speeds and there is a 90-degree turn-off at the bottom of the road. Is anything being done to make this corner safer? **A:** We will install a curb bulge at this corner to limit drivers to a single lane until they are east of Mahon Avenue and there will be a curb barrier to protect the bike lane.
- Suggestion to install flashing lights at the foot of Forbes Avenue/West Esplanade to indicate to drivers when there is a cyclist in the lane.
- If the City is implementing left-turn restrictions from Forbes Avenue onto 1<sup>st</sup> and 2<sup>nd</sup> Streets, has staff considered the alternative routes those vehicles will take and the potential congestion it may create on the network? **A:** Our studies indicate that there is a quite a bit of capacity at the intersection of 3<sup>rd</sup> Street and Mahon Avenue to handle those changes.
- When the Alcuin College construction started, there was a major concern from residents in the area about available on-street parking. There is approximately 2,500 stalls of available underground parking in Lower Lonsdale and only 30-40% are utilized during the week. How do we communicate these available parking spaces out to the community? **A:** We have only taken away 3% of total on-street parking in the area and most of the parkades have accessible spaces as well. As part of this project, we will need to improve wayfinding to these available underground spaces.
- Working with businesses to communicate to their customers of nearby parking options would be helpful.

- Directory boards with parking “P” and colour coded so people know what is paid versus free parking.
- With some parking removed or being more dedicated toward business uses, are we expecting the average vehicle speed to be more consistent? **A:** Yes, as soon as you take away the friction that comes from people parallel parking, or cyclists avoiding an opening car door, the driving speeds will become more fluid and the Esplanade corridor will become a much smoother driving experience.
- San Francisco did a pilot project on a real time parking program in eight neighbourhoods. The app allowed users to see available parking spots in real time.

## 5. COUNCILLOR UPDATE

- 2021 Financial Plan approved in late March, which includes funding for the Esplanade Complete Project. Other investments in the Financial Plan include supporting actions in line with Vision Zero.

## 7. ITC – ROSTER OF PROJECTS WORKSHEET

The committee reviewed the worksheet prior to the meeting.

### Comments/Questions:

- How will the proposed bike lane underneath Mosquito Creek Bridge connect north of Larson Road where Mosquito Creek Park begins? **A:** The long-term plan is when the Larson/West 16<sup>th</sup> Street Bridge is replaced, the bike network will connect underneath a new bridge. In the near term, we do not have a good solution due to the limited space on Larson Road and at the intersection of Fell Avenue and 16<sup>th</sup> Street.

## 8. TRANSPORTATION EVENTS

- The public consultation for the Mobility Strategy is ongoing until the end of the week
- TransLink’s public consultation for Transport 2050 is ongoing and available online for your feedback.

## 9. ROUND TABLE

- City of Vancouver is working on the Gastown Complete Street project to improve the streets and transportation network in the area.

## 10. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:26 pm.

  
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 Chair Signature

Aug 20, 2021  
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 Date