



## MEETING MINUTES

Minutes of the meeting held at City Hall in Conference Room A,  
141 West 14<sup>th</sup> Street, North Vancouver, BC on April 5, 2023

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### **Members Present**

Jonathan Arnold (Chair)  
Martin Davies  
Jane Farquharson  
Karen Speirs  
Lailani Tumaneng  
Benjamin Woodyatt

### **Staff Present**

Justin Hall, Manager, Public Realm  
Infrastructure  
Blair Underhill, Transportation Planner 2  
  
Sarah Tremblay, Transportation Planner 1  
Hayley van Gelderen, Committee Clerk

### **Absent**

Denis Beaulieu (RCMP)  
Dana Bourgeois  
Anna Hardy  
Genevieve Macmillan  
Allan Moors  
Ron Spence  
Christian Zollner

### **Guests**

Nil.

The meeting was called to order at 6:00 pm.

### **1. ADOPTION OF AGENDA**

### **2. ADOPTION OF MINUTES**

- a) Minutes of the meeting held on Wednesday, March 1, 2023 were approved as circulated.

### **3. BUSINESS ARISING FROM THE MINUTES**

- Minutes of March 1, 2023:
  - Members requested an update on the Esplanade Compete Street Project; ITC's staff liaison responded that she is coordinating with the project manager to present an update to the Committee in the next couple of months.
  - Members requested to receive statistical data for traffic volumes on and off the North Shore; staff will be presenting on that topic today (Item #4).
  - Members requested to receive an update on the St. Andrews Safety Improvements Project; staff will be presenting on that topic today (Item #5).
  - Staff have emailed the Port of Vancouver and Squamish Nation to remind them of their seat on the Committee.
  - Members requested more information on the land use and development process; ITC's staff liaison responded that she has invited a City Development Planner to present on the process at a future meeting.
  - Members requested more information on the City's engagement process with the Committee; ITC's staff liaison responded that she has flagged this to the

Communications Department and will continue to work with the Communications Department throughout the development of a broader City engagement strategy.

#### 4. CNV TRANSPORTATION DATA SOURCES, PROGRAMS, AND ANALYSIS

Blair Underhill, Transportation Planner 2, presented the following highlights regarding CNV Transportation Data Sources, Programs, and Analysis.

- Transport data is collected to support engineering, infrastructure, and policy decisions.
- Transportation Data Sources and Programs:
  - North Shore Transportation Panel Survey – undertaken every other year;
  - Hose Count Program – collects traffic volume and speed data;
  - Streetlight Data – collects data with use of phones and street lights;
  - Corridor and Area Studies – undertaken if there is a proposed project, program or policy being implemented;
  - Ride-hailing Data – Province owns this data set and is based on regional distribution;
  - Micromobility data;
  - Speedwatch Data (RCMP) – generates speed/volume stats at various locations;
  - Data from other jurisdictions (TransLink, MOTI, ICBC, etc.).
- Transportation data analysis from the North Shore Transportation Panel Survey was shared with the Committee and included:
  - Total trips by mode by municipality;
  - Average annual VKT by municipality in 2019 and 2021;
  - North Shore frequency of telecommuting;
  - North Shore bike and micromobility device access;
  - Percentage of walkable and bikeable trips from current mode share.
- Transportation data analysis of Ironworkers Memorial Bridge (IWMB) was shared with the Committee and included:
  - Average daily traffic on the IWMB across the week;
  - Average daily traffic on the IWMB by month;
  - 2021 trip speeds on the IWMB, weekday PM peak hours.

Members presented the following notable questions and comments:

- Does the City use Miovision? **A:** We were using it before the Provincial Government adjusted the Privacy Act in 2021.
- Does the City collect socioeconomic data in the North Shore Panel Survey? **A:** Yes.
- Does ride-hailing data include companies like Modo or Evo? **A:** No, but we do receive data separately from these car share companies.
- A member noted that traffic volumes are not the right metric in understanding traffic impacts on the Iron Workers Memorial and Lions Gate Bridges. The important data that is needed is the frequency and extent of the queuing and the actual delays imposed by the queuing.
- How does this data collection feed into supporting traffic impact assessments for developments? **A:** Staff receive a transportation study from the consultant and then we compare those studies to our own internal data. Staff are looking at improving this process over the next couple of years, focusing on creating a more goal-oriented approach that aligns with the Mobility Strategy. ITC will be engaged on this work.
- Traffic models for a development nearly entirely focus on more vehicles, but studies would benefit from modelling multi-modal traffic (e.g., analyzing how many more or fewer cyclist or pedestrian trips the development could generate).

- Transportation studies often focus on the negative transportation aspects a development may bring to an area; however, there should be an understanding of how things will change both positively and negatively (e.g., how a development may increase the share of a particular mode).
- Suggest the City focus on achieving the goals of their pedestrian and cycling master plans and then tell the consultants that they need to contribute 'X' dollars to this improvement.

Action: Staff to engage the Committee on updating the Transportation Study approach and Transportation Demand Management requirements for new developments when appropriate.

## 5. ST ANDREWS SAFETY IMPROVEMENTS PROJECT UPDATE

Justin Hall, Manager, Public Realm Infrastructure presented the following highlights regarding the St Andrews Safety Improvements Project.

- The St Andrews Safety Improvements Project was initiated to:
  1. Make changes to the roadway to align driver speed with the posted 30 km/h speed limit.
  2. Provide a safer and more comfortable experience for all road users.
- The community is now being re-engaged for feedback on the design changes that were implemented in 2022.
- Input received will be summarized into a "What We Heard" report for Council and published online for the community.
- Community input, design best practices, technical feasibility, data collection and budget considerations will be used to inform any additional changes to the street.
- Updates will be provided to Council and the community about any design adjustments to the street.
- Any modifications are anticipated to be made this summer.
- An update on the project will be brought to the Committee in June.

Members presented the following notable questions and comments:

- Raised crosswalks at traffic circles is distracting and uncomfortable for drivers due to instability from a rocking motion going over the speed hump while navigating the traffic circle. Consider implementing a speed hump at a mid-block location instead of the raised pedestrian crosswalk at the roundabout on 8<sup>th</sup> Street.
- Some do not feel safe as a driver when navigating the corner of 8<sup>th</sup> Street; the pinch point at the curve feels narrower than six metres.
- The 8<sup>th</sup> Street intersection has poor visibility for pedestrians and cyclists and it was recommended to remove parking on the east side of the street.
- The centerline transition from Keith Road northbound on St. Andrews needs to be adjusted as it is difficult to follow. If parking stalls were removed it would be an easier transition.
- Consider removing parking from the east side of the street between Keith Road and 8<sup>th</sup> Street; current design configuration is too drastic of a change coming off Keith Road and there is too much going on in that block.
- Video on the website is well done and helpful in explaining the rationale for the design.
- Agree that the northbound bike lane has improved comfortability for cyclists.

- Suggest placemaking initiatives to alert drivers to be cautious on approach (e.g., colourful art on St. Andrews or around the traffic circle to indicate some kind of transition, similar to artwork done on the blocks around Ridgeway Elementary).

## 6. COUNCILLOR UPDATE

Cllr. McIlroy was not present. Agenda Item #6 was deferred to the next meeting.

## 7. TRANSPORTATION EVENTS – MEMBER UPDATE

Members presented the following notable updates:

- Walk30 Challenge runs from April 10-May 14;
- Go by Bike Week runs from May 29-June 2.

## 8. ROUND TABLE

Members presented the following notable round table comments:

- A member is interested in learning more on the following items:
  - Pedestrian signal timing on Lonsdale Avenue, particularly around the rationale behind the strategy;
  - Transportation Study Guidelines;
    - Parkade design guidelines – columns need to be offset from the back of parking stalls or else you run greater risk of hitting the column;
    - Parking stall standards are too small;
  - Bus Rapid Transit westbound at Keith Road coming down to Marine Drive, the receiving lane on the other side of the intersection receives two lanes of traffic;
    - Would like to know how effective that bus lane is and why staff did not opt for a bus queue jump phase;
- A member would like to know if there will be monitored bike parking available this year at the Shipyards Night Market – bike valet would be a huge draw for people to use other modes of transportation.
- A member requested a presentation on sidewalk strategies, particularly around Lonsdale Avenue, and is interested in learning more about why the City waits for developers to pay for sidewalks before they are finished.
- Members would like to learn more about if efforts are being prioritized to improve pedestrian and cycling mobility and safety at the intersection of Lonsdale and 23<sup>rd</sup> Street in response to the incident of the cyclist fatality.
  - Would like the Province to attend a Committee meeting to present on safe active transportation crossings over the Upper Level Highway.
- Review the Committee Terms of Reference to understand the function and parameters members of the Committee have (i.e., requests for staff to report back on).

Action: Staff liaison to report back to the Committee on the following items:

- Pedestrian signal timing and push buttons in the City;
- Transportation Study Guidelines, including parkade design guidelines and parking stall standards;
- Bus rapid transit westbound approach off Keith Road onto Marine drive;
- Bike parking options at the Shipyards Night Market;
- Sidewalk strategies in the City;

- The City's prioritization efforts on improving pedestrian and cyclist mobility and safety at the intersection of Lonsdale and 23<sup>rd</sup> Street; and
- Integrated Transportation Committee Terms of Reference.

**9. DATE OF NEXT MEETING**

The next regular meeting is scheduled for May 3, 2023.

**10. ADJOURN**

The Chair adjourned the meeting at 8:10 pm.

*"Certified Correct by the Vice Chair"*

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Jonathan Arnold, Vice Chair