



## MEETING MINUTES

Minutes of the meeting held at City Hall in Conference Room A and Electronically (Hybrid), 141 West 14<sup>th</sup> Street, North Vancouver, BC on April 3, 2024

*The City of North Vancouver respectfully acknowledges that this meeting is held on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and Səlilwətał (Tseil-Waututh) Nations.*

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### **Members Present**

Anna Hardy (Chair)  
Jonathan Arnold  
Denis Beaulieu (RCMP)  
Matthew Cusanelli  
Jane Farquharson  
Brady Fraught  
Cllr. Jessica McIlroy  
Allan Moors  
Lailani Tumaneng (SD#44)  
Richard Walton  
Benjamin Woodyatt

### **Staff Present**

Elicia Elliott, Manager, Transportation Planning \**participated electronically*  
Justin Hall, Manager, Public Realm Infrastructure  
Sarah Tremblay, Transportation Planner  
  
Sarah Friesen, Administrative Coordinator I  
Hayley van Gelderen, Legislative Services Advisor

### **Absent**

Karen Speirs

The meeting was called to order at 6:06 pm.

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

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

- a) Minutes of the meeting held on March 6, 2024, were approved as circulated.

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

Two action items from last meeting:

- Safe and Active Travel School Program: staff are working on a presentation and will present to the committee when it is finalized.
- Committee Clerk has circulated information about conflicts of interest.

The Chair invited the committee to review documents sent in previous meetings to become more familiar with ITC's purpose and involved projects.

A round of introductions occurred for the benefit of new members.

#### 4. ALL THINGS TRANSLINK

E. Elliott, Manager, Transportation Planning, and J. Hall, Manager, Public Realm Infrastructure, presented the following highlights via WebEx:

- The purpose of the presentation is to provide an overview of the City's relationships with TransLink and how decisions are made regarding transportation across the City.
- Transportation governance in Metro Vancouver involves all levels of government. The Government of Canada and the Province of British Columbia who fund and set direction. TransLink, via the Mayors' Council and Boards, work together to make decisions and allocate investments based on policy and strategic documents such as Transport 2050. CNV staff work in service to TransLink.
- North Shore Connects is a partnership between the elected officials from North Shore First Nations and local governments. This groups meet monthly and engage staff through the Transportation Leadership Committee and work with other levels of government through the Advisory Committee.
- The 2024 Draft Investment Plan is public and available online. Staff encouraged members to participate in a survey until April 5<sup>th</sup> and share it with their communities.
- The City of North Vancouver is seen as a leader with progressive mobility strategies. The Council-approved Mobility Strategy has nearly 200 ideas toward creating healthy streets that work for everyone.
- The work TransLink does within the City is multi-modal, including: walking, rolling, transit, driving, ride hailing, goods movement, safe and active school travel planning, internal/external transportation demand management, integrated land use and transportation planning.
- TransLink leads and supports unique policy development for all modes, and programming including Compass for Developments, Walking School Bus, pilot projects and campaigns to promote walking, cycling and transit.
- TransLink is responsible for the Major Road Network (MRN). The City works with TransLink to identify improvement projects and potential funding opportunities, and follows TransLink's mandates on how and where to use funding to maintain corridors.
- The City works with TransLink to improve Bus Speed and Reliability through bus stop infrastructure, curb management, movement restrictions, queue jumps, transit approach lane, peak-hour and dedicated bus lane, passive signal priority and transit signal priority, and all-door boarding.
- TransLink has developed the Bicycle Infrastructure Capital Cost Share (BICCS) funding program to build out the conceptual Major Bikeway Network (MBN) across the region.
- TransLink developed the Walking Infrastructure to Transit (WITT) funding program to build out the region's sidewalk network. This funding program contributed to Esplanade Complete Street (ECS), RapidBus sidewalks, Upper Levels Greenway and other intersection crossing improvements in the City.
- TransLink and the Ministry of Transportation and Infrastructure have been collaboratively developing Floating Bus Stop Design Guidance to create a safe experience for those experiencing mobility challenges, and consistency for municipalities.
- HandyDart – for all individuals who cannot take transit independently. The City continues to advocate for improvements across the North Shore.
- Recent SeaBus terminal upgrades created an aesthetically pleasing experience for users, and the City continues to advocate for service improvements including more frequency during peak hours and earlier/later start and finish times.

- RapidBus – all day service, fast and reliable, distinct look and features. When the R2 was implemented, TransLink and the City decided to address a complex intersection at a later date. The Marine-Main Eastbound Transit Lane Extension (KITI Project) was completed in 2023 ensuring that buses can consistently navigate through congestion in three minutes.
- TransLink’s plans identify extending the R2 to Metrotown; however, project timelines are unknown.
- Future rapid transit planning – Second Narrows and Lions Gate Bridge regularly experience bumper to bumper traffic, impacting users from here to the Fraser Valley. TransLink has kicked off the Burrard Inlet Rapid Transit (BIRT) Program to understand the potential for rapid transit to the North Shore. Currently, this project is looking at bus rapid transit.
- Integrated North Shore Transportation Planning Project (INSTPP) completed a 2018 study articulating transportation improvements to/from and on the North Shore are possible through a variety of factors, including land use. Rapid transit is not the single solution.
- Bus Rapid Transit (BRT) is found on a global scale and is intended to be a super-charged RapidBus.
- Projects such as Lonsdale Great Street will review the competition for space on our roads, including rapid transit.
- New Provincial housing legislation enables municipalities to encourage more development and density in areas that are in close proximity to rapid and frequent transit.
- The City of North Vancouver offers incentives to encourage staff to use transit.

Members presented the following notable questions and comments:

- Concern regarding multi-modal space constraints along the Lonsdale corridor. Will TransLink change their policies to give the City more leeway to accommodate all modes? **A:** We may see some conflict around policy which will require further conversation. There may be some inconsistency between TransLink’s aspirations for Lonsdale Avenue versus the City’s plan for the street.
- How does the City prioritize different modes of transportation? Is your priority different from those of TransLink? **A:** No. Both organizations prioritize walking, rolling or transit. We are in agreement and share an interest in protecting goods movement.
- Has there been a change in the Major Bikeway Network given the rapid increase in electrified bikes? It seems e-bikes no longer require flat routes. **A:** The Major Bikeway Network aims to connect urban centres. The lines on the network map are desire lines and specific corridors can be determined collaboratively with municipalities, where they can consider elements such as topography or grade.
- The speed at which we use electric scooters is rapidly increasing. Will the bike network be changed as a result? **A:** We have ongoing conversations with TransLink about routes and evolution of transportation technology.
- Is TransLink involved in emergency services transportation? **A:** There are provincial regulations regarding response times. The City works closely with the Fire Department regarding space required and any changes to routes.
- How successful is RapidBus? **A:** Data not available at hand.
- Is the 10-15 minute frequency of buses a goal across the industry or just RapidBus? What is the master plan? **A:** TransLink has fixed funding, so available services on each mode of transit will vary. Some routes which enjoy higher ridership which may have

tighter schedules than others. RapidBus is intended to be a higher level of service. It all comes down to money.

- Requested clarification of ongoing politics regarding Iron Workers Memorial Bridge. **A:** Traffic is currently general purpose. We know TransLink desires to integrate R2 here. It is unknown if rapid transit will take priority, or if there will possibly be a new bridge. We are sure it will emerge in future conversations.
- Who determines TransLink's future? **A:** Please read the South Coast British Columbia Transportation Authority Act for more details.
- Where are we at with transportation demand management? Specifically, congestion management and the stick rather than the carrot. **A:** TransLink has a number of portfolios they are working on to make projects scalable, including working with municipalities (requiring developers to adhere to certain requirements), employers (travel surveys) and general campaigns (for walking and cycling infrastructure). This is largely political. In the Mobility Pricing Referendum, 58% voted yes, 60% required to pass. The wind has been taken out of the sails of those who voted in favour.
- What is staff's vision for Lonsdale's future? **A:** The vision is being developed. There are overlapping demands in one street, and we have space to play with opportunities. Communities and politicians will take a big part in that decision of the vision, so we would like to refrain from comment until we have that information.
- Subsidy for employee's transit – the employer implements, and the staff decide if they will use it. Vancouver Coastal Health offers a similar model of reimbursement.
- Is there outreach to employers for the transit subsidy? **A:** TransLink has a Transit-Friendly Employer Certification offered as a retention strategy for employees. TransLink has certified several large organizations in the region.
- What are the political barriers on taking a stance in favour of choosing transit over cars in the public realm? **A:** It depends on who you ask. Councillor McIlroy shared she makes decisions based on what's best for the City, not what's going to get her re-elected, but not everyone operates this way. Political advocates from various perspectives to find compromise and balance. Phasing for each decision is important because change is challenging for people. What becomes political is sometimes surprising.

## 5. COUNCILLOR UPDATE

Cllr. McIlroy presented the following notable updates:

- Budget was passed.
- At the Council meeting on April 8, 2024, we will see the pilot of private e-scooters on public streets extended another four years. Bylaw amendment being brought forth to Council to change a few words. Key concepts will remain the same.
- Council meeting on April 22, 2024 will see first appropriations with recently approved budget. Staff can then start drawing on the budget. Upper Levels Greenway and Lonsdale Interchange first phase of implementation is upcoming.

Members presented the following notable questions and comments:

- What comprises the Upper Levels Greenway report? **A:** Conceptual design for the corridor. To design everything at once is expensive so phasing is required. Included is St. Georges Avenue to Chesterfield Avenue (east-west across Lonsdale Avenue), and timing improvements for cyclists north-south across the highway so they align with development work.

- Does the Provincial election affect this work? **A:** We are not seeking funding from the Province, so it does not affect the day to day.
- Opening the Harry Jerome Community Recreation Centre could create 5-10 times more traffic in that neighbourhood. This is already a scary intersection for pedestrians. Will there be any coordination of the two projects? **A:** We are doing our best to do this. We have set what we think is a reasonable timeline, one which we may not have total control over.

## 6. TRANSPORTATION EVENTS – MEMBERS UPDATE

- April 6-7, 2024 - City and District will have an info booth at CNV Civic Plaza promoting the E-cargo Bike Share Pilot Program.

## 7. ROUND TABLE

- Consider making local streets with two-way stops into all-way stops for pedestrian safety. **A:** Staff will reach out to a transportation engineer to seek their input. If stop signs are deemed unwarranted by the public, drivers will ignore them. Pedestrian facilitation may be a better response.
- Buttons on Lonsdale Avenue used to be automatic during the pandemic – will this return or is this still in effect? **A:** The signal operation runs automatically. After 8 or 9 pm, you need to press the button except for major intersections. Staff have it on their to-do lists to revisit this.
- What is the strategy on rolling maintenance of streets, specifically main thoroughfares? As construction and building maintenance continues, the streets are degraded. **A:** Major streets receive priority within the budget. When contractors are doing repairs, they are to meet our requirements. Members are encouraged to report areas of diminished roads so staff can add it to the repair roster.
- The committee would like to thank Hayley van Gelderen for her five-year commitment as Committee Clerk as she moves into her new role within the City.

Action Needed for Next Meeting:

- Staff to connect with a transportation engineer to seek input on stop signs.

## 8. DATE OF NEXT MEETING

The next regular meeting is scheduled for May 1, 2024.

## 9. ADJOURN

The Chair adjourned the meeting at 7:44 pm.

*“Certified Correct by the Chair”*

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Anna Hardy, Chair