

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Conference Room A
141 West 14th Street, North Vancouver

Wednesday, February 1, 2017 at 6:00 pm

M I N U T E S

- Present:** Andrew Robinson (Chair)
Ann McAlister
Becke Gray
Brian Polydore
Carol Reimer
Christie Sacré
Martin Davies
Pam Horton
Trevor Bowden
- Staff:** Dragana Mitic, Transportation Manager
Hibby Jensen, Committee Clerk
Karla Graham, City Clerk
Adam Vasilevich, Planner 1
Iona Bonamis, Transportation Planner
Wayne Turner, Landscape Technician
Adolfo Majano, Transportation Planning Engineer
Brandon Green, Traffic Engineer Technician
- Guests** Tom Walker
Jason Angustia
Emily Ding
Tabata Vieira Riba
- Apologies:** Courtney Miller, Planner 1
Daniel Watson, Transportation Planner
Cam McLeod (Co-Chair)

Quorum 10

0360-20-ITC

1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES

The meeting was called to order by Dragana Mitic at 6:00pm with a quorum present. Dragana welcomed group and made brief introduction.

Agenda was reviewed with no additions or changes. Agenda was approved.

Minutes of December 7, 2016 was reviewed and amended on page 3 of 5 and the words, "the funded" to be removed from the second sentence discussing the 3rd Street cross section.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, December 7, 2016 be adopted with these changes.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None

3.0 Elections for Chair and Co - Chair

It was determined by the majority of members that the election for Chair and Co-Chair would be by a show of hands.

Discussions ensued about the time commitments required for role of chair. Andrew Robinson was nominated for Chair. The committee voted and Andrew was voted in as Chairperson. Committee members enquired if Cam McLeod would be interested in role for position for co-Chair, which was confirmed by Clerk. Cam McLeod was nominated for Co-Chair, it was voted and moved that Cam McLeod be Co-Chair of Committee.

4.0 Orientation – Procedures, Meeting Expectations and Conflict of Interest.

Dragana Mitic reviewed the "terms of reference" guidelines with members. It is for ITC members to provide advice to staff and council on transportation issues, this includes development reviews, studies, projects. Listed in the Terms of Reference there is a distinction between this advisory role which provide recommendations and Council which makes the final decision.

Questions and comments included but were not limited to the following:

- **Q:** Can ITC members ask staff to bring a topic to the members. **A:** Yes.
- **Q:** If ITC reviews a project and then there is a change before it goes to Council. When does it come back to us? **A:** Based on input and feedback from this group and other groups the project will collect all the feedback and

incorporate it before going to Council. They don't necessarily go back to advisory groups with changes. This has occurred only once since ITC began.

- **Q:** there was once a time when parking spaces were added, which would have affected transportation numbers. **A:** Staff reviewed and probably agreed to it at that time.
- **Q:** How can committee understand how a project evolved since coming to ITC. **A:** Staff can provide this closing loop, looking at comments made by ITC and how your comments were addressed. Courtney does provide this on certain projects but it is not a specific request for ITC closure.

Dragana introduced and welcomed Karla Graham of City Clerks to ITC. Karla presented committee with an orientation on procedures, meeting expectations and conflicts of interest.

Each member was provided with the Advisory Body Procedures when joining the committee. A review included but was not limited to the following:

- Meetings are open to the public and guests are welcome to observe meetings but they are not able to participate
- ITC is another extension of Council. It can pass a recommendation and resolution, which is sometimes passed to Council but Council makes the decision to act upon the recommendation.
- Members of advisory groups are appointed by Council and it should be considered a privilege to be a part of group.
- Members are representing the community. Keep in mind we come together as a group, to give the best advice as we can and it is a place for collaboration.
- Conflict of Interest is set out specifically in the Charter. Members are to make their best efforts to avoid a conflict of interest. If it arises, the member will need to declare the conflict and this is the responsibility of each particular member to declare it. Always consider "how would the public think" and if you are asking the question "am I in conflict" you are likely in conflict. (Example – your neighbour's shed, as it has a personal effect – whether monetary or not). Ask a question and ask a staff member. If you see an item on the agenda which may be a conflict of interest, you can excuse yourself from the meeting and any subsequent discussions at other meetings. Member must physically leave the room, and may return once vote or discussion concluded. You will be invited to return to meeting.

Questions and comments included but were not limited to the following:

- **Q:** What about professional conflict? If my business can bid on a proposal, is this considered a conflict as minutes and meetings are public? **A:** The meeting is open to public, but if you are voting on a matter, it may be considered conflict. If the outcome benefits you or the company to get the job.

5.0 LOUTET CASANO OVERPASS PROJECT

Chair Andrew Robinson introduced and welcomed Adam Vasilevich to ITC.

Adam reviewed and discussed the proposed location on the new overpass at the Loutet Park Entryway.

- This is moving forward from the recommendation of 2010 study which suggested the city move overpass to Loutet Park.
- This is the early days of the project and there is no specific funding in place. However with new levels of government and work on Highway 1, it might be a good time to seek funding. This is a joint project and City would invoice District and there is also interest from the Province.
- Visit to Sutherland School to talk to students about how they get to school.
- Spoke with Eastview Elementary School students and many walk to school. Students are interested in how they would bike and walk to school if pass was built. Students are excited
- Area is on City owned land at Rufus Drive and Casano drive and would provide connections to Green Necklace.
- City is also looking at a few different connections.
- As a design team we would want 4 meters wide path with a 7% slope which would be good for biking.
- A site analysis, environmental and geotechnical study is being completed to test feasibility.
- Will be attending at Brooksbank next week and hosting a public meeting in February.
- We hope to come back to the ITC when this project develops further.

Questions and comments by members included but were not limited to the following:

- **Q:** What has stopped this project from happening previously as it seems like a good idea **A:** There were some concerns by public living in the neighborhoods and Council at the time decided not to move forward. This was brought back by the Greenway and Bike development plans but it is a costly thing to complete but has been on the books for a while. It is a type of project that involves District, Province etc. so it takes a lot of time to organize. It could happen in 2019-2020.
- **Q.** What were the concerns of neighbourhood **A:** Whether valid or not valid, there were safety concerns with having more people in the neighbourhood. However, it was a long time ago. The consultation now is going to help provide a fresh start as the neighbourhoods have changed.
- District is very supportive of knitting communities together by connecting Brooksbank and Lynn Valley communities, optimizing both crossings.
- **Q:** What are they looking at in terms of cost to fund this project? **A:** The City has already put monies in to hire a consultant team which in part will look at costs and several levels of government from federal and provincial.
- **Q:** With the Hwy 1 project, will it extend the lanes? **A:** We are talking to highways to add lanes. The lane going into Williams Ave will be extended for sure and the extension of Hwy one will not impact bridge span.

6.0 Transportation Monitoring

Iona Bonamis presented ITC members with an update on the City's Transportation Monitoring program.

Community data collected and historical information is from the same communities over the last few years and includes some ICBC and Collision data.

Presentation included review of CNV resident trip rates, mode share, key trends to active transportation, accessibility, car ownership and GHG emissions.

- Graph of Key Trends in Active Transportation: the total length of bicycle facilities in 2008 was 24K and by 2015 the increase was over 51K.
- Pedestrian and cyclist volumes on greenways were at calculated at 4 locations during Spring and Summer of 2015 and 2016.
- Larson, Marine/Hamilton and Mackay all have bike lanes. Forbes and 3rd have bike and multi – use facilities
- Significant increase on Harbourside West Overpass. Volume on Jones has been fairly consistent, with the main users being students.
- Bike volumes counted on the on-street bike facilities provide a snap shot of what was observed in 2011 vs. 2015. Data was collected over one day and does not represent a full year.
- Pedestrian volumes at Lonsdale and 13th were counted over one day in 2008, 2011, and 2015.
 - Each time a pedestrian crosses a leg of the intersection, they are counted.
 - Fluctuations could be due to weather or season.
 - The drop in crossing numbers in 2015 could be due to construction in the area.
 - Will need to monitor over a longer period of time.
- As of 2013, 100% of all signalized intersections have countdown timers and as of 2015, 48% of signalized intersections have audible devices.
- 90% of City bus stops are wheelchair accessible bus-tops, which is the best in the whole region
- Looking at car travel, the personal number of vehicles owned by City residents increased between 2007 and 2015, but the per capita car ownership rate has decreased. 2015 total vehicle numbers increased to 25,600 vehicles, while the per capita number decreased to 0.47. The internal target set for 2030 is 0.39 vehicles per person and in 2014, we met our internal target of 0.46 vehicles per person.
- GHG Emissions from Transportation (based on vehicle ownership data): Between 2007 and 2011 there was a marked decrease and then it increased beyond the 2007 levels. However, because the City's population is increasing, the per capita GHG emissions is decreasing. The federal government has legislated requirements for fuel efficiency, and that will have an impact on the vehicle fleet GHG emissions in the long term. As well,

reductions in vehicle kilometres traveled through planning initiatives and transit improvements are not reflected in the results.

- Collisions claimed: The total number of collisions claimed was 1,347 in 2008 and 1,447 in 2011. In 2015, the total number of collisions claimed increased to 1,762, which represents a 22% increase compared to 2011. The number of collisions involving injuries or fatalities also increased to 606, a 21% increase compared to 2011.
- The total number of pedestrian / cyclist-related collisions claimed was 36 in 2008, 49 in 2011 (36% increase from 2008), and 60 in 2015 (22% increase from 2011).

Questions and comments by members included but were not limited to the following:

- **Q:** What is the reason for the upswing in GHG after the drop? **A:** City staff are unsure if the downswing had to do with the economic recession. We do have a consultant to help us understand why. As of 2008, when we developed our emissions plan, the per capita emissions rate was going up but it is now going down. We are still waiting to see what impact the federal regulations will have on GHG emissions. The next couple of years will show where the trend will go.
- **Q:** Aspects of the collision graph are encouraging. The number of collisions involving pedestrians and cyclists has not gone up that much. **A:** Yes, and as the number of people who bike or walk increase, there will be safety in numbers. The more people are using these modes the safer they will be.
- **Q:** How is this data used to manage our transportation network? **A:** Unsure how City can use it to look at overall trends. Traffic models that are used in development proposals often say that the new development ~~it~~ won't increase traffic even if it adds more cars to the area. **A:** We are using this data in a variety of ways, including the review of development proposals. That said, the data staff have collected has been sporadic and we want to install equipment to get more reliable accurate data.

*The Committee recessed at 7:11pm for a break and reconvened at 7:19pm
ITC member Becke Gray and guest Tom Walker joined meeting.*

Chair made a introduction of the newest member to ITC Committee, Becke Gray. It was requested that Committee hold a round table of introductions at next meeting in March.

7.0 Green Necklace – Jones to Grand Boulevard Review

Adolfo Majano and Wayne Turner presented to the Committee their update on the Green Necklace

The Green Necklace is a fully accessible urban greenway loop. It is an off-street facility for all ages and abilities. It complements the City's bicycle master plan and helps to connect to the City's other greenways.

- This project is about completing this loop and the intended goal is to link different activity nodes such as daycares, high-schools (Carson Graham and

Sutherland) and Harry Jerome precinct which has a number of recreational and civic facilities

- Design principles City wants to promote is a safe use of a multi-use facility to serve and attract different users, enhance streets along the way and adapt to different neighborhoods.
- Project is to be delivered in two main phases. Jones Avenue to Lonsdale Avenue in summer 2017 and the remaining section in 2018 which includes Harry Jerome and the “bench” along the Grand Boulevard right of way.
- The proposed alignment covers key design issues. For Section 1 (Jones to Lonsdale) these include enhancing accessibility of the bridge crossing over Wagg Creek, and reviewing the pedestrian crossing at 21st and Chesterfield.
- Section 2 will go through the entire Harry Jerome precinct. The goal will be to create a fully accessible path that takes advantage of existing infrastructure, thus minimizing cost and allowing for future redevelopment.
- Other areas of focus for Section 2 will be:
 - St. Georges and 23rd Crossing
 - St. David & Ridgeway- how to best integrate greenway with single family residential properties
 - Grand Boulevard Bench “old right of way” – the possibility to go through this, will need a geotechnical survey.
 - Pedestrian crossing on Grand Boulevard – review existing pedestrian “short cuts” in relation to existing crossing and design of the greenway.
 - Mature trees – priority to retain mature conifers on East 19th Street

Wayne Turner reviewed the feedback of the Open House and the one on one meetings with residents.

- First Open House was an overview of Sections One and Two. Open House #2 will focus only on Section One and Open House #3 will focus on Section Two.
- Staff have held a series of group focus meetings, and one on one meetings with stakeholders and residents.
- Communicating with Carson Students, Senior residents, Lonsdale daycare, Cascadia and HYAD and the North Vancouver School District Office to get a sense of how they currently use West 21st and how the green way will impact their use. This will help with the preliminary design and make it responsive to the needs of the community.
- Varied user groups provide a variety of different types of feedback. Examples of issues for Section 1 are accessible surfaces, lighting, gravel slope and stairs at Wagg Creek Park and safe crossing at 21st and Chesterfield. For residents near Mahon Park retention of on-street parking is an important issue. Working with designs to reduce potential pedestrian/cycling conflicts where there are slopes.
- Still in process of meeting with individual groups getting feedback for the preliminary design of Section One to present to upcoming Open House on Feb 22nd. Staff will later present a preliminary design for Section 2 later this Spring.

Staff will be coming back to ITC two more times, to present Preliminary Designs for both Section 1 and Section 2

Questions and comments by members included but were not limited to the following:

- **Q:** What is the primary concern that residents are having? **A:** This depends on which portion of the Green Necklace as there are single family homes next to the school, and also a transition into apartments. It is easier to generalize per type of area or block. For example, in the 21st block the demand for parking is quite high This block is reluctant to have it on their block and we need to have ideas on how to best integrate it. **A:** For seniors the barrier is low lighting and the accessibility with the slope at Wagg Creek.
- The “one on one” meetings really help us understand potential accessibility barriers and how potential changes can make a real difference in people’s lives. Staff will be posting a summary of the feedback from the First Open House on the project web page.
- Some residents like lighting and some don’t like lighting, however everyone wants parking.
- Those who have the path in front of their homes may not consider the safe routes for children, which the City manages through the City’s CYSAT group.
- **Q:** Would City please include pictures of people with disabilities to respect everyone in the neighbourhood? The images only show families, with kids and dogs, but not others who also benefit from paved surfaces such as those in wheelchairs. **A:** Staff works to reflect all user groups and get the views from committees such as ACDI and reflect this in designs – ie. paving of central path on Grand Boulevard
- **Q:** What will City do along W 21st, with the apartment which is scheduled for demolition, and how will it impact the Green Necklace? **A:** Staff work with Community Development to review these designs.
- **Q:** Should the bench be protected because of animals? **A:** Half of bench is blackberries and the other portion is low native bushes. There are trees that have been topped by neighbours for views and there are safety issues dealing with these trees. The ecological extension extending southward was already disturbed as it was an old road. Plating design for this area would focus on revegetation with native plants. It is 2/3 of the way up depending on where you are. City will need to do a geotechnical study to confirm feasibility of the proposed design.
- **Q:** Can you push it back from the lower one? **A:** The neighbours here express concerns about lighting and security (opening up the walk way at the back of their homes). The closer path gets to the property, the more difficult it is to get their support .

Chair thanked staff and ITC is looking forward to having staff return to ITC with updates on Green Necklace.

8.0 HARBOURSIDE PARKING AUTO-MALL

Brandon Green presented committee update on parking at Harbourside Auto-mall.

The City is doing a study on the auto mall drive loop to address an existing condition. The loop over the last few years has a time restriction of two hour parking which has not been enforced. Safety related restrictions (ex. fire hydrant, or driveways) are being enforced. Those generally exceeding the 2 hour restriction are employees of the dealerships. As it is not being enforced, with the review, City would like to determine the preferred restrictions and commence enforcement.

City is reaching out to stakeholders in the area, managers from individual dealerships, employees and visitors etc., to find out their preference. There is an online survey held from January 23rd to February 10th as well as a quick survey distributed to employees through dealerships to raise awareness.

Our goal is to bring the Auto-mall drive up to speed with enforcement and not to add to further Harbourside parking issues.

Questions and comments by members included but were not limited to the following:

- **Q:** Are the auto dealerships providing employee parking. **A:** Up to each of dealerships to determine how they wish to allocate their off-street parking.
- **Q:** Dealerships make their employees park in the street, is what I heard. We have a lot of employees who get tickets because they are in the two hour zone away from this loop. What is the plan going forward? **A:** With completion of the parking review for Automall Drive, enforcement of the determined parking restrictions will commence promptly. City is still working with the Mosquito Creek Marina to provide Spirit Trail connection to Lonsdale Quay and with the Concert development there will be improvements to transit and vehicular access.
- Can dealerships set up the temporary employee parking on Concert parking? If the auto-mall dealerships work as one entity, they could use that lot for parking **A:** There is some interest with parking at Concert, but it is up to the individual businesses auto-mall and has nothing to do with the City.
- **Q:** Can you explain the survey? **A:** The survey asks how employees of dealerships are getting to Automall and what is the duration of their stay).
- **Q:** Why is City concerned that this would push people out to other areas. **A:** People who are staying 6 hours in the loop, if ticketed would then use the other areas of Harbourside which is unrestricted. This would introduce additional pressures into the surrounding areas which are already strained for parking.

Chair thanked Brandon for his presentation to ITC.

9.0 CURRENT CITY PROJECTS – STAFF UPDATE

Pedestrian Plan Update– Iona Bonamis

- Two pop up session were held this week for Walk CNV.

- Link is at the bottom of card for online survey is open till March 3rd
- Walk-about dates will be posted for March 4th and 11th
- Q: No “wheeling” has been mentioned. A: There is a place for input on the survey to mention any updates.

Lynn Valley Widening

- This was presented last year to ITC. Open House is at Sutherland tonight to finish consultation. City is hoping to go to construction this summer.

Mountain Highway/Lower Lynn Project

- This has been redesigned with two Lynn Creek crossings to provide better connectivity. There are some significant changes at Seymour and Keith having only one bridge. Information is on the website and it looks to be proceeding by 2021. Construction most likely starting in Spring and Summer.
- Q: Is the presentation design on the website? A: Yes, presentation material will be posted on the government website and information sessions will be planned. Further ministry updates are on the website and we can distribute this to Committee through Committee Clerk.
- 10 year plan has been approved by Mayor’s Council. 1st phase to start over the next 3 years. Will have a 10% increase in bus services.
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Translink Updates:

- New Seabus schedule started for Sunday and Holidays of every 15 minutes. They will increase in morning and late evening services. Seabus is 6:00am to 7:45pm 15 minutes
- Funding for upgrades to Lonsdale Quay will be over the next 3 years.
- First B line along Marine Drive linking Dundarave to Marine Drive in 2019. TransLink will be consulting on Phase 2 – Surrey Light rail and skytrain survey, bus services and handi-dart – 2022 – 2023.
- Upgrades to Phibbs exchange
- When 2019 it will go to 10 minutes – Not only about Seabus, it is about all the other supporting services.
- Can’t use the washrooms right now, but they will be cleaner. Otter 2, doing a critique to do updates and they are fast tracking the next Seabus. Quite surprised how things are moving. Hoping to see the schematics to see if they looked at any of our remarks.
- Remarks and comments about the elevators at Seabus have been submitted that they are slow, dark and buttons not easy to reach.
- TransLink has a fare survey online. Encourage everyone to take the survey and TransLink is listening.

9.0 TRANSPORTATION EVENTS (MEMBER UPDATE)

Cloverley Management

- Draft plan has been developed based on comments City have received. We have pop up sessions on February 22nd, 23rd and 25th to show how we are planning to proceed.

LOOK THINK GO

- Focus group with seniors group, library group and Silver Harbour Keep Well Society. Will send the link to all members from the LOOK THINK GO campaign.
Q: Request for update for Spirit trail new Park & Tilford and the tunnel by the Marina.
Q: Will Moodyville Park tear down on homes have an impact of sidewalks and traffic when they come down? A: City will need to develop traffic management plan and will do its best to keep the sidewalks open.
Q: Has TransLink depot moved? A: it is a TransLink property and they will need to come to the City to discuss if they want to develop it.

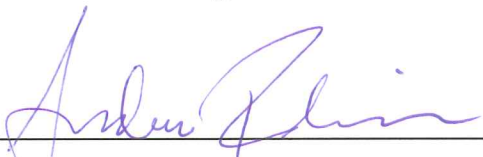
There is no direction from Council on this for the reduction in speed limit. If ITC would like to explore this topic we can bring it to Committee.

10.0 ANY OTHER BUSINESS & CORRESPONDENCE

- Green Necklace – February 22, 2017(this is postponed)
- N. Vancouver Volunteer Appreciation Reception April 6th.
- P. Horton as vice chair of UAC (a group within the access transit dept.) shared that a hot topic is the lack of attention to bus stops during snow issues. UAC only provides information to staff and board, and have been asked as members to bring issues to community or municipality when possible. UAC members would like to know who is responsible for the clearing for access to bus stops. A: Private business or homeowners are responsible for clearing outside their business or residence. But City workers try to ensure bus stops are clear for access.

11.0 ADJOURNMENT

There being no further business, the meeting adjourned at 8:32p.m.



Andrew Robinson, Chair

Hibby Jensen Committee Clerk