

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Thursday, June 14, 2018 at 6:00 pm

M I N U T E S

- Present:** Andrew Robinson (Chair)
Carol Reimer
Christie Sacre
Kris Neely
Martin Davies
Matthew Carter
Nooshin Kohan
Trevor Bowden
- Staff:** Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk
Rachel Fish, Committee Clerk
- Presenters:** Aaron Knorr, Project Manager, Perkins + Will
Daniel Watson, Transportation Planner, CNV
- Apologies:** Becke Gray
Rohan Soulsby

Quorum 8

01-0360-20-0040/2018

1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES

The meeting was called to order by the Chair at 6:04 pm with a quorum present.

It was put to members that the Agenda be adopted.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, May 2, 2018 be adopted;

AND THAT the minutes of the Harry Jerome Walking Tour meeting held on Tuesday, May 15, 2018 be adopted.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

Nothing to report.

3.0 FUTURE MOBILITY – FOR INFORMATION

Aaron Knorr, Project Manager, Perkins + Will introduced himself and delivered a presentation on Designing for Future Mobility, developing a framework for the livable future city. Highlights of the presentation included but are not limited to the following:

- Innovations are happening very quickly, focus needs to be re-framed towards people, not technology.
- Key disruptors include: self-driving; networked (communications technology changing the way we get around); shared mobility (allowing people to access mobility in ways that they weren't before); and electric (uptake of electric vehicles in last 5 years).
- Growth rate of automated mobility in top markets is estimated to increase 3-11% from 2018-2024.
- Longer term projection: annual miles driven is projected to go up = create more traffic.
- Changes in technology have increased the distance people can travel. Autonomous vehicles may push that distance even farther (i.e. if passengers do not have to worry about taking the wheel and can focus on other activities, they may be willing to travel longer distances).
- 1.2 million people die annually of automobile-related accidents – autonomous driving may reduce this number.
- Key things to think about around future mobility:
 - Make it shared – shift from personal owned vehicles to shared. For every 1 car-share on the road, 10 vehicles are unloaded/not purchased.
 - Prioritize multi-occupancy by creating high-quality and high-capacity transit.
 - Putting active transportation first and prioritize safety for those users.
 - Move from internal combustion vehicles to electric vehicles – 25% of carbon emissions in Canada come from transportation.

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

- Committee members commented that in Vancouver, people are moving farther away because of increasing housing prices and it is becoming more difficult for people to access the places they need to go. Further, North Vancouver was used as an example where people who work here live far away, and people who live here work far away. To rethink of transportation in an urban environment, demand and population density are requirements which is driven by affordability. Future visioning efforts on transportation needs to include examination of affordability.
 - **Q:** How do you achieve this vision outside of highly dense, urban communities? **A:** The report was based on urban conditions but there are opportunities when it comes to making public transit a more viable mode. The ability to have an on-demand version of transit that is able to connect people that are much more difficult to serve today may make it a more attractive mode for people to use.
- The committee commented that public transportation in some areas of North Vancouver are not properly linked (i.e. the Deep Cove community). People may be more inclined to use transit if they had a place they can park their car that is close/connected to a transit hub.
- Copenhagen, Denmark was illustrated as an example where there are many bike park facilities close to transit stations, making it easy for residents to access transit.
 - The presenter commented that bike-share programs are beginning to pop-up in Vancouver. Moreover, studies in the United States have shown that ride hailing companies like Uber has been affecting ridership and mobility. Cities such as San Francisco and New York are using these services to connect to other services like transit.
- **Q:** From the presenter – are alternative modes of transportation such as autonomous vehicles, Uber, or Lift talked about much in North Vancouver? **A:** When car sharing services were expanded to North Vancouver it started to become a conversation. It only seems to be talked about when the services are actually there.
- **Q:** How much of your research looked at the tension between innovation and the cost of equity in accommodating those services going forward? **A:** It is the point of leverage in Cities.

As a private entity, it is a matter of determining how you can leverage the service in the City. As a province, we may be lucky to not have services like Uber just yet because there is a lot to be learned from it first.

The Chair thanked Aaron Knorr for the presentation and encouraged more research on future mobility to examine and integrate the livability component to achieve a clearer picture if the sustainable future city is within reach.

4.0 PEDESTRIAN PLAN – RESOLUTION REQUIRED

Daniel Watson, Transportation Planner, presented an update on the Pedestrian Plan.

Public Consultations, surveys and consultation with the Advisory Bodies were completed in 2017 and on March 5th, staff were given direction by Council to develop the draft pedestrian plan.

The Pedestrian Plan focuses on 5 main strategies and actions:

- Strategy #1: Create great streets and places;
- Strategy #2: Expand, enhance and maintain the pedestrian network;
- Strategy #3: Ensure infrastructure is accessible for all users;
- Strategy #4: Eliminate pedestrian fatalities and serious injuries;
- Strategy #5: Support and encourage walking for everyone.

Next steps include presentations with the Advisory Bodies and going to Council for endorsement in July 2018. Refer to the Agenda Package for more information on the Pedestrian Plan presentation.

Questions and comments include but are not limited to the following:

- When Ridgeway Elementary School classes let out, the area becomes congested with vehicles and pedestrians. Members commented that it may not be the best option to prioritize installing sidewalks on both sides of the street, as the Pedestrian Plan suggests for schools, but instead maintain only one sidewalk to keep pedestrians organized to one side of the street and prevent multiple crossings.
 - It was further suggested to prioritize a local area plan for sidewalks that is developed in partnership with the local schools.
 - Daniel shared that through public consultation, staff heard from people in the Ridgeway community that they prefer to have sidewalks on both sides of the streets around schools in order to have more space and to prevent sharing one sidewalk with students when school lets out.
 - Another implementation could be to create curb bulges, to promote safe crossings.
- It can be hazardous when sidewalks are disconnected on either side of a street as pedestrians are forced to cross the road more frequently which puts them into traffic.
- The MoTI pedestrian connection is a great idea (current condition is not ideal).
- At the intersections of E 13th Street and W Grand Boulevard, as well as E 15th Street and W Grand Boulevard, vehicles traveling east and west are not watching for pedestrians crossing the road. Vehicles traveling north and south are not mentally prepared to stop at the 2-way stop.
 - It was suggested to install flashing lights near the pedestrian crossing and paint treatment before the 2-way stops to better prepare drivers to slow down/stop. Another suggestion was to turn the 2-way stop into a 4-way stop.
 - Committee members commented that they found these specific intersections to be far safer since the new street-light install (brighter LED lights).
 - Daniel commented that ICBC data can take up to 2-3 years to be reliable. With new installs, you have to allow time for people to get used to the changes as well as wait for sufficient time to pass to collect realistic statistics on the changes to the intersection. It could be some time to determine if the changes made to the intersections at W Grand Boulevard have been effective or not.

- Committee members expressed the importance of continuing awareness campaigns such as the LookThinkGo program to continue educating the public on using safe travel practices (i.e. educating public on the pedestrian countdown signal and specifically the 'Don't Walk' phase when crossing the road).
- **Q:** Is there a way to contribute to Google Maps? It would be helpful for Google Maps to identify the major pedestrian routes in the City. **A:** No, not what staff have been able to determine. Attempts have also been made to update the bicycle routes.
- **Q:** Is the Pedestrian Plan costed? When the Plan is taken to Council, is there a budget request attached to it? **A:** No there isn't. There can be a variety of costs, some of which can be absorbed by staff, some are new policies that have in-house abilities to develop, and others involve hiring a consultant to do some of the work. This Plan is a guiding plan and does not come with the capital funding requests.
- **Q:** Can you talk a little bit to what the process is to implement parts of this Plan? **A:** The strategies/actions are separated (as a policy action, program action etc.) and assigned to the appropriate department. There will be estimated costs for a number of those actions. After the Plan is endorsed, Daniel will spend time with the appropriate departments to update the policies (i.e. resolving issue of the recycling cans left on the sidewalks). The Pedestrian Plan will also allow some City programs to request funding in order to meet the standards set-out by the Plan (i.e. providing the endorsed Pedestrian Plan to a developer to ensure they meet certain streetscape standards).
- **Q:** Are you able to expand on how this Plan can link-up to the capital plan? **A:** Table of actions are assigned to different departments. It is then up to each department to reach out to Council for funds. Finance will review the plans and rank which ones will be moving forward (and when). Lastly, it is brought forward to Council. The Pedestrian Plan acts in part as a tool for individual projects to action the Plan.
- **Q:** A new school in the Cloverley community is a top priority on the North Vancouver School District capital plan. Will the strategies/actions around schools in the Pedestrian Plan apply to this new site? **A:** When the Pedestrian Plan first started, there was still a lot of discussion regarding a new school in Lower Lonsdale and therefore, focus was not placed in the Cloverley area.

RESOLUTION

BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed and strongly supports the Pedestrian Plan;

THAT the Committee commends the plan for a thorough, comprehensive plan to guide the City in the years to come;

THAT the Committee makes the following additional comments:

- the Pedestrian Plan is central to creating the sort of livable sustainable City that the City of North Vancouver is aiming towards;
- it is the fabric that knits together communities;
- it connects to a number of goals such as:
 - meeting regional transportation goals;
 - reducing carbon footprint;
 - creating healthy and accessible communities;
 - increasing pedestrian safety;
 - promoting development that leads to an active and diverse community;

AND THAT the Integrated Transportation Committee recommends that Council prioritizes its implementation and commits appropriate funds in the capital plan.

The resolution was moved, seconded and carried unanimously.

5.0 ITC – ROSTER OF PROJECTS WORKSHEET

- Casano/Loutet: Hiring consultant for the sign, estimated completion end of 2018.
- Cloverley Traffic Management: Install is underway.
- Green Necklace – Lonsdale to Grand Boulevard: Construction underway, opening date projected for September.
- Harry Jerome Redevelopment (Neighbourhood Lands): Public hearing June 18th
 - **Q:** How vocal has the voice been of people opposed to the development, specifically in relation to the Norseman Field? **A:** There has been a lot of support to maintain the Norseman Park field and was brought up in a public forum.
- Moodyville Park Master Plan: Tender is closing next week and construction is projected to begin end of June.
 - **Q:** The committee had asked for a sidewalk connection to be made down to Park & Tilford, will this be in the Plan? **A:** The block on 3rd Street, between Queensbury and Kennard Avenue, is in the capital plan as a project to widen the road to 4 lanes in order to provide 2 transit lanes. Bike and pedestrian facilities will be added as part of that project.
- MOTI Lynn Valley Road Bike Path: Substantially completed.
- PLAY Placemaking: Scheduled for July ITC meeting.
- Spirit Trail 5 – Mosquito Creek: Boat lift is operational and trail will be open in July.
 - **Q:** When the last section of the Green Necklace is completed, is the City planning on doing a celebration? **A:** Yes.
- Signal Keith and Hendry: Q1 of 2019.
- Intersection Improvements Lonsdale & 5th Street: Construction complete end of 2018.

6.0 CNV – DEVELOPMENT STATISTICS – CAROL REIMER

Carol shared 2 reports, obtained from the North Van City Voices, that illustrates a summary report of City housing (additional units built, approved or in the development pipeline since 2011) and statistics for growth in the City. Data collected indicates that the City has already reached and exceeded the growth strategy for 2021.

Questions and comments include but are not limited to the following:

- It would be interesting to hear from the City planners about the infrastructure that needs to go with this kind of growth.
- **Q:** Where do North Van City Voices get their numbers from? **A:** They are collected from City Council minutes, development discussions, designs etc. and then the data is compared to the Census from 2011, 2016, and the projections for 2021, 2031, and 2041.
- When the Official Community Plan was updated, we saw development spring up all at once – development may not be as high in the future since a lot of it is happening now.
- **Q:** Is your request of us as a committee to be more aware of these development statistics and ask questions when applications are presented (i.e. how will City planning keep up with infrastructure to accommodate the growth)? **A:** Yes, and how can we escalate these concerns to see what someone is doing about it.
- It was commented that these statistical projections are pretty big numbers and when you look at it from a regional perspective, every part of the region is connected to the urban core by rapid transit, except for Langley, Delta and the North Shore.
- Members expressed that at some point, transportation may “break”. Commuters will continue to use the network until it gets to the point where there is one incident and the systems breaks down.

- **Q:** How much are we in control of it? If interest rates go up, these development projects on the list might not be able to move forward. How does the City deal with the risk of that kind of exposure? **A:** The Harry Jerome development is the first where the City is taking a significant loan. The annual capital projects uses money that we already have.

7.0 TRANSPORTATION EVENTS – MEMBER UPDATE

- Kris Neely will be attending TransLink’s Transit fare review stakeholder forum on Monday, June 18th.
 - Daniel informed the committee that this forum will discuss replacing the three-zone system with customers being charged by distance traveled. Subsidies and concession fares will also be discussed.
 - **Q:** How do the post-secondary student compass cards work if they are not used? **A:** Student compass cards are built into the tuition. If students opt out of using it, they can be reimbursed at the school.

8.0 ANY OTHER BUSINESS

ITC Field Trip

A discussion began around planning the next ITC field trip which is set to take place in late August or early September. The committee settled on a field trip that combines the Lot 5 development, Lonsdale Quay and bus exchange, an accessibility component with Pam Horton (a former ITC member), and a walkabout of the Spirit Trail/Mosquito Creek connection. Daniel and Hayley will look into connecting with Pam Horton and the Squamish Nation Rep to request their participation.

Other Business

The Chair shared that he received an email from a resident in the Cloverley community who expressed their dissatisfaction with the traffic changes implemented on their street through the City’s Cloverley Neighbourhood Traffic Calming plan.

A brief discussion ensued and the following comments were made:

- To the extent that this information is useful to the committee, perhaps the committee should be taking the lens of the local resident more actively when projects in the planning stage are presented to the committee.
- As the ITC, members are supposed to review, consider and provide advice on City’s projects/plans from the perspective of the collective resident and City. Ultimately, Council makes the final decision. The committee would not have the mandate to authorize a project to move forward or to hold it back. The committee can endorse a plan and within the resolution provide additional comments for Council to consider.

9.0 ADJOURNMENT


The Committee Clerk will send out a doodle poll to determine attendance for the July and August meetings.

The meeting was adjourned at 9:15 pm.



Andrew Robinson, Chair

NEVILLE BOWDEN, VICE
CHAIR



Hayley Reiss, Committee Clerk