

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, May 3, 2017 at 6:00 pm

M I N U T E S

Present: Andrew Robinson (Chair)
Ann McAlister
Becke Gray
Brian Polydore
Cam McLeod
Christie Sacré
Pam Horton

Staff: Daniel Watson, Transportation Planner
Hibby Jensen, Committee Clerk
Adam Vasilevich, Planner CNV

Guest Fiona Walsh

Apologies: Carol Reimer
Trevor Bowden
Martin Davies

Quorum 7

0360-20-ITC

1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES

The meeting was called to order by the Chair at 6:05 pm with a quorum present and the meeting Agenda was adopted.

It was regularly moved, seconded:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, November 2nd be adopted, with the reference to Wallace & McDowell building corrected.

It was regularly moved, seconded:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, April 5th be adopted, with the deletion of the repeated Section 3 - Green Necklace.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

An update on the Lonsdale Quay Loop by TransLink will be presented to ITC at the July 5th 2017 meeting.

3.0 CASANO LOUTET OVERPASS CONCEPT DESIGN

Adam Vasilevich presented a summary of the Casano Loutet Overpass project, its history and how it has moved forward from the City's long term transportation plan to where it is currently.

The consultant team of Associated Engineering has been hired, and a feasibility study reviewed the potential design of a crossing between the north end of Loutet Park and Casano Drive. An Open House was held in March 2017 for public feedback.

- The City considered the mature forest and trees on both sides, the potential impacts on wildlife and the geotechnical impacts.
- The City looked at what to do with existing soils to make it feasible.
- Discussion was held with DNV and Ministry of Transportation and Infrastructure (MoTI) to determine how the overpass fits in with their plans for the area, and if any significant issues were foreseen.
- The overpass would strengthen the pedestrian cycling network and could connect existing park trails.
- Staff and engineering consultants reviewed different aspects of this project including: lighting on the bridge, aesthetic design, site furniture and how construction would impact the community.
- As beneficiaries of this project, students from Eastview and Brooksbank schools visited the proposed site and reviewed the conceptual designs. The south side portion of overpass would be built on top of the existing mound.
- The north side of overpass is proposed to be built upon another mound to be constructed as part of the project, which will affect some trees in the area. The length of the bridge will be approximately 100 metres with stairs and ramps on both sides.
- The proposed ramps are graded at 7% or less and the standard is 8.3%.
- The MoTI required that overarching fencing be installed for the portion of the bridge crossing the highway.

Public feedback received was generally positive with a 75% positive response. Resident comments included but were not limited to the following:

- Would like lighting to be provided for access year round
- Concerns were expressed about light spilling onto residences from the proposed structure
- Stairways should be also be added to the overpass
- The proposed overpass would be maintained by the City
- More people using the overpass would make the area feel safer.

Concept design options were reviewed with ITC members. The cost being considered is approximately \$3-5M for these two design options with the more aesthetically designed structure being more expensive than a straight forward bridge. The next step is to have consultants complete the feasibility study; after which staff will submit a Council report requesting funding support. If accepted, funding shall be sought from the Provincial and Federal governments.

Comments and questions from the Committee were as follows:

- **Q:** As a multi-use overpass for bikes and pedestrians, will there be a proper signage plan in place for use and wayfinding? **A:** Yes.
- **Q:** Has there been consultation with RCMP for a safety plan? **A:** This will be completed in the future, and is not required at this stage.
- **Q:** As a safety measure, how do we discourage cyclists from riding down stairways? **A:** This is something new to consider and measures can be incorporated in the design.
- **Q:** If aesthetics drive up costs, can they be considered less of a priority and is there a benchmark from previous projects such as Harbourside overpass? **A:** The Harbourside project was over 10 years ago and crosses over a railway rather than highway.

It was moved and seconded that ITC guest F. Walsh be invited to comment:

- **Q:** Is it possible to round the ramps out at turns? **A:** Because of the property line, the ramp must fit in between the baseball diamond. It will need to be built at a 7% grade and be 4m wide, which provides space for 2 cyclists to pass each other. All landings are flat for easier transition. The overpass will be high over the highway as there is a minimum “air draft” room required.

A. Vasilevich requested ITC members put a resolution together which would help support the Casano Loutet project in its next steps. It was moved that a resolution be put forth during break.

The Committee recessed at 7:10pm and reconvened at 7:20pm with the same members present.

RESOLUTION:

“BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed the conceptual design and strongly supports the Casano Loutet Overpass project;

AND THAT the Committee makes the additional following recommendations to be considered as the project moves forward:

- Safety measures be considered to discourage bike use of stairway access
- Signage and wayfinding be available on both sides of the bridge access
- Cost savings be prioritized over aesthetic considerations
- Landing pads along the access ramps be designed to be as large as possible to allow for safe turns.”

It was moved by P. Horton and seconded to accept the resolution as written.

MOTION CARRIED

4.0 ITC MEMBERSHIP CONTRIBUTION: Values & Engagement

This agenda item was discussed and deferred to the next meeting due to member absences. Members were asked to submit a short summary of reasons why they volunteered to be on ITC and their understanding of their role and contribution. A reminder will be sent to members to provide feedback to share at next meeting.

Discussion ensued and members shared the following comments:

- This became an agenda item as Chair wanted to open the discussion with members regarding the role and how projects come to be in front of ITC.
- One members understanding is that projects which are brought forward to ITC are based on schedule of timeline and consistency is hard to achieve.
- Diversity of ITC membership is appreciated and not considered a crossover.

5.0 ITC FIELD TRIP DISCUSSION

The discussion ensued regarding the upcoming ITC fieldtrip and the different options.

- Option One: Construction and its impacts: A review of a construction site, and a walkthrough of the traffic management plan (TMP) and process, bylaw enforcement and how it is built before it goes to construction.
- Option Two: Secret Places (passages through area)

- Option Three: Harry Jerome Area, traffic patterns and how to integrate the Green Necklace.
- Option Four: The Traffic Management Plan around Lions Gate Hospital.

The committee asked that Daniel Watson investigate the opportunity to hold the meeting off site at Harry Jerome and have City staff attend and present on the updated Harry Jerome and/or Green Necklace connection.

Members agreed that public transit would be utilized for the site visit and meeting.

6.0 CURRENT CITY PROJECTS – STAFF UPDATE

- **The Green Necklace** is behind slightly schedule due to the weather – signage still required.
- **The Pedestrian Plan** – Seniors Group and ACDI meetings held. Consultants have submitted the first document and it will return to ITC in July for review. The Pedestrian Draft Plan will go for public consultation in August.
- **Boulevard Parking at Carrie Cates Park** – Daniel Watson will report back to committee if the sidewalk is part of the boulevard or paved.
- **Lighting Sequence is off on the Green Necklace.** Daniel Watson will follow up.

7.0 TRANSPORTATION EVENTS (MEMBER UPDATE)

- Bike to Work Week May 29th to June 4th
- Bike Day in Canada June 1st

8.0 ANY OTHER BUSINESS & CORRESPONDENCE

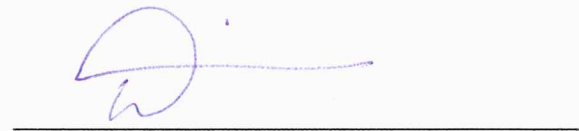
None

9.0 ADJOURNMENT

There being no further business, the meeting adjourned at 8:12 p.m.



Andrew Robinson, Chair



for Leah Nyhus, Administrative Assistant