

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

Wednesday, September 9, 2020 at 6:00 pm
Via WebEx

MINUTES

- Present:** Brent Hillier, Chair
Dolores Altin, Vice Chair
Bradley Cuzen
Chris Quigley
Christie Sacré
Dana Bourgeois
Ilana Baxter
Councillor Tony Valente
Bryan Fedirchuk (RCMP)
- Staff:** Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk
David Johnson, Planner
Andrew Devlin, Manager, Transportation Planning
Natalie Corbo, Sustainable Transportation Coordinator
Zachary Mathurin, North Shore TDM & Bike Share
- Apologies:** Matthew Carter
Patrick Stafford-Smith
Rohan Soulsby
- Presenters:** Brad Lamoureux, Lamoureux Architect
Daniel Fung, Bunt & Associates
Luke Kenny, Bunt & Associates
Ryan Deakin, Havaal

1.0 CALL TO ORDER

The agenda for September 9, 2020 and the minutes of July 7, 2020 were adopted as circulated.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3.0 300 WEST ESPLANADE

Presenters from Lamoureux Architect, Havaal, and Bunt & Associates.

Key points included:

- The application proposes to add an additional floor (5,844 square feet) on top of their initial three-storey proposal for a private K-12 school.
- The fourth floor will be used as an amenity space for public and private use.
- The proposed additional floor is anticipated to have offsetting hours from the area used for the school to mitigate transportation impacts during peak hours.
- Zoning Bylaw requires a further five vehicle parking stalls to support assembly use.
- An additional 11 off-site parking stalls would be leased at the Impark facility.
- Assembly area likely to generate 15 two-way vehicle trips during evening peak hours.
- Applicant would commit to providing a transportation van, operating a PUDO service to reduce anticipated parking demand and trip generation.

Questions/Comments:

- **Q:** When was the school originally approved? **A:** February 6, 2017.
- In 2016, the City asked that Mahon Avenue be closed to vehicle traffic and only left accessible to pedestrians, cyclists, and emergency vehicles.
- **Q:** Why were bollards the chosen method for the closure to the connection of Esplanade and Mahon Avenue? **A:** Bollards are included in the initial design but would be reviewed at Building Permit. At this point, Bollards provide a barrier to cars that is permeable by cyclists and pedestrians, and can be removed for Emergency Vehicle access. Staff are aware of issues posed by bollards and will work with Fire to create a final design that works for all.
- **Q:** Will the bike route go around to connect to the facility? **A:** The existing westbound bike route will go around this facility and staff are investigating the configuration on both Forbes Avenue and Esplanade.
- Engineering is investigating how the sidewalk and boulevard space on Forbes Avenue should be allocated and whether it should be one way or two way. It will include a north-westbound bike connection which goes along Esplanade to Forbes Avenue.
- **Q:** Is parking open to the public? **A:** Parking will be available for public use, except during school hours.
- **Q:** Are there any spots for car shares? **A:** No, but Modo has a car share parking spot a half-block away on West 1st Street.
- **Q:** Are there charging facilities available? **A:** Yes, as well as a minimum of one outlet for every two bicycles.
- **Q:** What kind of events might be held on the fourth floor? **A:** Health and fitness activities, graduation ceremonies, cultural events etc. that will be provided free of charge for certain community events or rentable to community members for private use.

- **Q:** How will the pressures of on-street parking be managed during construction? **A:** The applicant is to submit a Traffic Management Plan to the City, which would include a schedule of major road closures due to construction. The Engineering Department will manage the plan in coordination with other construction in the area.
- **Q:** Closest cross walk from the SeaBus? **A:** Semisch Avenue if coming through Waterfront Park or Chesterfield Avenue.
- Forbes Avenue corridor is being considered in Engineering's design for Esplanade.
- The corner at Forbes Avenue and Esplanade is known to be a safety risk for pedestrians and cyclists looking to cross the street to connect to and from the Spirit Trail.
- **Q:** Location of 11 off-site parking spaces? **A:** 123 West Esplanade.
- What will the shuttle be used for? **A:** Major events to shuttle people to/from the SeaBus or pick-up/drop-off services for people who live locally.

The committee proceeded to draft a resolution, as follows:

BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed and supports the application and makes the following additional comments:

- The City requires by covenant that the applicant/amenity space manager provide a 1-page Transportation Demand Management plan and parking memorandum to all amenity space users to highlight the parking pressure in the neighbourhood and encourage travel by sustainable modes.

CARRIED UNANIMOUSLY

4.0 SHARED MOBILITY POLICY WORKSHOP

The North Shore Traffic Demand Management and Bike Share Coordinator and Sustainable Transportation Coordinator presented.

Key points included:

- Collaboration with the Districts of North and West Vancouver since 2018 to explore options for bringing e-bike share to the North Shore.
- On October 22, 2019, Council endorsed prioritizing the development of a shared micro-mobility licensing framework to support e-bike share and other related types of services on the North Shore.
- The proposed policy and guidelines would apply to electric-assist bicycles, traditional pedal bikes, and electric mopeds.
- Key questions for ITC:
 - What should staff consider when developing regulations for e-scooters use on city streets, multi-use paths and mobility lanes?
 - How should the City manage user conflicts?

- What kind of education and outreach strategies would you like the City to use during the 2-year pilot period?
- What do you want to learn from the pilot?

Questions/Comments:

- Remove any barriers to accessing the system (i.e. simplify registration process).
- City requires that the operator and their customers comply with all applicable laws and guidelines.
- **Q:** What is the number of bikes that need to be on the road for the pilot to be successful? **A:** We established a minimum reserve of 200-250 bikes upon launch. Access to bikes rather than number of bikes is also important; we want to ensure bikes are easily accessible (i.e. walking distance to people's homes and destinations) and that there is adequate density of bikes within a certain service area.
- **Q:** Are there docking stations, or will the system be free flowing and how do you manage required infrastructure? **A:** We would like to see a few on the ground hubs placed on public property, like UBC's system, (small painted areas on the ground with signage that are smaller than Mobi docking stations). We do not want to see any devices impeding sidewalks or other transportation corridors. There is interest from the Business Improvement Area (BIA) and business community to offer some space on private property, but this will be up to the operator to decide.
- **Q:** Will the pilot consider services for families when choosing the product line? **A:** There is a requirement in the guidelines for operators to integrate equity measures within their program, which provides an opportunity for cargo bikes, tandems, or accessible sit-down tricycles.
- Staff are encouraging operators to integrate their payment platforms with other regional strategies and offer multiple payment options.
- **Q:** If Council approves the policy, how soon can we expect this program to launch? **A:** We are optimistic to see something next year.
- **Q:** Any consultation with other municipalities regarding e-bike share experiences? **A:** In regular contact with UBC and other regional municipalities to learn from their e-bike share experiences (i.e. how to prioritize and evaluate applicants) and will share this information with future operators in our city.
- **Q:** Do local municipalities have e-bike share experience? **A:** Only in Calgary and Montreal.
- Madrid's electric bike system is impressive and might be worth looking into.
- **Q:** What is important to the committee, having bike hubs on Lonsdale or on side streets?
 - Need good visibility of bike hubs for people to use them.
 - Side streets to avoid any complications with parking.
 - Synergy with placing them near transit stops and schools.
 - Many unused City-owned green spaces that can be used as hubs.
 - Work with Capilano Mall and Park and Tilford.

- Off main streets to make it easier for riders to start/end trips.
- Next steps: gather feedback and aim to present to Council in the fall.

5.0 PANEL SURVEY – *FOR INFORMATION*

The Manager, Transportation Planning presented.

Key points included:

- The North Shore Transportation Survey (NTSP) is a bi-annual survey for North Shore residents intended to track mode shares, vehicle kilometres traveled and other key metrics that will help the North Shore municipalities assess the impact of transportation projects and plan future investments.
- The first ever survey took place in 2019 and will serve as a baseline measurement against which future survey cycles can be compared.
- The survey includes individual and household characteristics, daily travel patterns, and general travel habits and perceptions.
- The survey will support City and North Shore planning initiatives such as the Burrard Inlet Rapid Transit Study, the Economic Impact Analysis of Traffic Congestion, COVID-19 mobility impacts and recovery, neighbourhood transportation demand management programs, and the development of new City-wide mobility plan.
- Next steps: a mini survey this fall focused on assessing impacts of COVID-19 and a full survey in fall 2021.

Questions/Comments:

- **Q:** How was this data obtained? **A:** The firm we used, Malatest, has a methodology where they can randomly sample different addresses in the city and those selected were sent a letter to participate in the panel survey and included a link to provide input online.
- **Q:** Were youth included in the survey? **A:** No, only ages 15+.
- The Children and Youth Safe and Active Travel (CYSAT) working group has data collected from students who were surveyed on how they travel to/from school that may be valuable.
- Survey students in elementary and high schools to collect data for ages 15 and under.

6.0 COUNCILLOR UPDATE

- At the July 13, 2020 Council meeting, Council endorsed the Environmental Strategy.
- At the July 20, 2020 meeting, a public hearing was held for the Hamersley House located at 350 East 2nd Street and was supported by Council.
- Street and Traffic bylaw updates:
 - creating signage for the City's new transit travel lanes;
 - creating bylaw enforcement regulations to prohibit people driving in transit travel lanes; and,

- creating bylaw enforcement regulations around people parking in Electric Vehicle (EV) designated stalls.

7.0 ITC – ROSTER OF PROJECTS WORKSHEET

D. Watson updated the group on the project worksheet.

Questions/Comments:

- **Q:** When will Esplanade Complete Street come to ITC? **A:** Aiming for the October meeting.
- **Q:** What adjustments will be made to the Open Streets plan on Lonsdale Avenue? **A:** Removing some of the changes made on the southern and northern end of Lonsdale Avenue that have not been activated and will reach out to those businesses affected before we act (i.e. Shoppers Drug Mart does not require additional space adjacent their property). In addition, we are installing bus bulges to improve bus stops southbound on 15th Street and northbound on 17th Street.
- Beginning to see traffic return to pre-COVID-19 levels; it will be interesting to track data and monitor how people's new work and trip patterns have changed and how that might change the peak periods we typically see traffic congestion.

8.0 TRANSPORTATION EVENTS

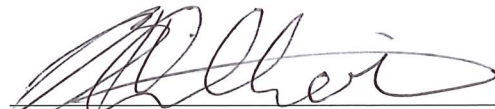
- None.

9.0 ROUNDTABLE

The committee shared with each other how their commute to and from work has changed since the start of the pandemic.

10.0 ADJOURNMENT – 8:45pm

- Next meeting is October 7, 2020.


Chair Signature

Oct. 19, 2020
Date