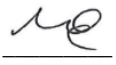
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Blair Underhill, Planner 2, Transportation Planning

Subject: MOBILITY STRATEGY – PHASE 1 ENGAGEMENT RESULTS

Date: May 13, 2021 File No: 16-8350-20-0036/1

PURPOSE

This information report provides an overview of feedback from stakeholder groups and the public during the first phase of engagement for the City-wide Mobility Strategy.

DISCUSSION

Purpose of Engagement

The City's existing Long-Range Transportation Plan was developed in 2008 and no longer provides the necessary direction to support the City's ambitions for a safe, equitable, and accessible transportation system. The Mobility Strategy will replace the Long-Range Transportation Plan and establish a framework of modern and progressive policies, actions, and strategies to guide the City's multi-modal transportation system. A draft framework for the Mobility Strategy was developed and presented to Council on March 8, 2021. This material and supporting information was the basis of the Phase 1 engagement.

The purpose of the Phase 1 engagement was to seek feedback and input on the Mobility Strategy draft framework. The framework outlines early ideas for a vision, goals, and set of strategies to help us re-envision how we move in our city and connect to the rest of the region. This framework is based on key trends and circumstances influencing our transportation system, best practices in transport planning, regular input from the community, and guiding principles in our City's Official Community Plan.

Today and into the future, we want:	Healthy streets that work for everyone			Vision
This means we need:	Complete streets	Safe streets	Sustainable streets	Goals
To get there we will:	Provide more choices in how we move	Transform the way we design our streets	Efficiently manage demand on our streets	Key Directions
We will do this by:	<ol style="list-style-type: none"> 1. Making walking, cycling and rolling the best choice for our shorter distance trips 2. Making transit the best choice for our longer distance trips 3. Making shared and zero emission vehicles the best choice when we need a car 	<ol style="list-style-type: none"> 4. Making streets safe and comfortable for all 5. Tailoring our streets to prioritize different mobility needs 6. Making our curbs more functional 7. Reclaiming street space for people and nature 	<ol style="list-style-type: none"> 8. Supporting sustainable mobility through new developments 9. Strengthening connections to the region 10. Keeping urban freight and deliveries moving 11. Making our mobility system more responsive 12. Modernizing our mobility asset management 	Strategies (supporting actions to be developed in next phase)

Engagement Process & Impact

Engagement was undertaken through two primary mediums: Let’s Talk Online Survey, and Stakeholder Meetings. The Phase 1 engagement period occurred over 6 weeks, from mid-March to end of April. A discussion guide was developed that summarized the draft goals and potential key directions, along with information such as the purpose of the plan, issues and opportunities, data on our travel behaviour, and what we have heard in recent years from residents, businesses, and visitors.

- **Let’s Talk Online Survey:** The survey was open for approximately six weeks on the City’s Let’s Talk platform, with links circulated through the City’s Facebook, Instagram, LinkedIn, and Twitter accounts. A short video was developed to provide an overview of mobility issues, challenges, and opportunities. Respondents shared their comments by completing this online survey.
 - ~ 250 people participated in the survey and quick polls.
 - > 500 people downloaded the Mobility Strategy documents.
 - > 2,000 people visited the Mobility Strategy engagement site.
- **Stakeholder Meetings:** Thirty stakeholder groups were identified and contacted for meetings. These comprised of peer government agencies, partners, and community associations that staff liaise with on an ongoing basis. Of these groups, the following met virtually with staff to provide detailed comments on the preliminary strategy content, including the vision, goals, and key directions:
 - **Peer Government Agencies:**
 - TransLink,
 - District of North Vancouver,
 - Province of BC MoTI,
 - Metro Vancouver, and
 - ICBC.
 - Meetings with the District of West Vancouver, Squamish First Nation, and the Port of Vancouver are in the process of being scheduled.

- *Partners:*
 - North Vancouver City Fire,
 - North Vancouver RCMP,
 - North Vancouver Recreation and Culture,
 - North Vancouver School District,
 - Vancouver Coastal Health, and
 - North Vancouver City Library.

- *Associations:*
 - Lower Lonsdale Business Improvement Association (LLBIA),
 - HUB Cycling,
 - North Vancouver Chamber of Commerce,
 - North Shore Neighbourhood House,
 - Lionsview Seniors Planning Coalition,
 - North Van Arts,
 - North Shore Disability Resource Centre,
 - Silver Harbour Seniors Activity Centre,
 - North Shore Community Resources, and
 - North Shore Women’s Centre.

What We Heard

Stakeholder groups and the public provided a significant amount of feedback at this first touch point. The following themes are representative of response to date on key items to consider during the development of the draft Mobility Strategy:

- **Travel Habits, Attitudes, and Observations:**
 - There is an interest in more active travel: Most respondents said they wished they walked and biked more, despite vehicle travel being the current dominant mode.

 - Appreciation of proximity to parks and amenities: Respondents appreciated the connectivity to parks via the Green Necklace and the general ability to get around much of the City by walking, cycling, and rolling. There was appreciation from residents that many amenities can be reached by walking.

 - Common challenges largely focus on congestion: Respondents indicated that congestion on the North Shore is one of the largest challenges. Other issues included lack of infrastructure for cycling and walking, and poor transit time competitiveness for longer trips. Elevation differences throughout the city were also listed as a challenge for travel.

 - Individual circumstances influence travel decisions: We heard from the public and several community agencies that some people need to drive, regardless of distance, due to mobility challenges. Not everyone is able to walk or bike for shorter trips, and this needs to be considered while developing the Mobility Strategy.

- **Feedback on Vision and Goals:**

- There are strong levels of support for the draft vision and goals: Most stakeholder groups felt that the draft vision and goals aligned with their interests. Specifically, there was near-unanimous support on creating streets that work for everyone.
 - 80% of public respondents felt that the vision and goals reflected what was important to them.
 - 100% of stakeholders saw their own strategic direction being reflected or supported through one or more of the Mobility Strategy draft goals.
- Safety is paramount: Safe streets as a goal, and safety-related draft strategies were well received by the public and stakeholder groups. There is interest in improving conditions for all street users, regardless of age or ability. This means creating and improving the grid for pedestrians and cycling, while decreasing existing high-conflict zones.
- Environmental sustainability has to play a key role: There was acknowledgement from stakeholders that decreasing our environmental footprint is an essential step, and one that can be achieved through this Mobility Strategy. Recognizing that over 40% of our carbon emissions come from transportation, there is a significant opportunity to improve transportation choices and decrease carbon emissions.
- Desire to see equity and resilience featured more prominently: The public and stakeholders indicated an interest in seeing an equity focus, and ensuring that transport solutions are developed for people of all ages and abilities. Further, the focus of transport resilience was discussed frequently with stakeholders, with an interest in improving the redundancy and robustness of transport options across the City.

- **Feedback on Key Directions and Strategies:**

- Recognizing transport affordability and accessibility is essential: Several stakeholder groups mentioned on behalf of their members and clients that financial and physical accessibility can be barriers for travelling within the City and region. There were requests that the City consider affordability when drafting strategies and actions for the Mobility Strategy.
- Desire for clarity for how the City prioritizes space on our streets: Stakeholders and public participants acknowledged the changing nature of our streets. There is interest in having increased clarity provided on how the City evaluates curb space and street needs. There was also a desire expressed for the City to explain the importance that land use and housing has in shaping transportation behaviour and habits.
- Our streets contribute to the prosperity of businesses: There was support to make it easier to access businesses by all modes including improving

pedestrian and cycling facilities, with the request that accessible parking spaces are maintained or expanded. Creating reliable transit connections across the North Shore and to the rest of the region is seen as an essential component for attracting and retaining workers.

- Significant interest in improving the ‘small things’: We heard from stakeholders and the public how important minor improvements are for walking and rolling around our City. This includes improving lighting, so that walking in the City at night feels safer. There is also interest in creating an improved pedestrian network with more sidewalks, curb cuts, and crosswalks.
- **Other Feedback:**
 - Desire for more plain language: Several stakeholders appreciated the efforts of the discussion guide to be written in plain language. There were several comments that requested the strategic framework be even more simplified, as there was some confusion with the difference between goals, key directions, and strategies.
 - Importance of partnerships and collaboration: Peer agencies and partners expressed appreciation of recent collaboration efforts and requested that this level of partnership is maintained through implementation of actions, policies, and programs delivered through the Mobility Strategy. From a stakeholder perspective, there were requests that the District of North Vancouver and City of North Vancouver coordinate more closely for improved mobility near boundaries.

How We Are Responding

- Staff will report out with a Phase 1 engagement summary on the project website later this spring.
- The vision, goals, key directions, and strategies will be refined during the summer, using public and stakeholder feedback.
- Stakeholders and the public will have another opportunity to provide formal feedback once a draft mobility strategy has been developed and presented to Council in early fall 2021.

RESPECTFULLY SUBMITTED:



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