

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, August 10, 2016 at 6:00 pm

M I N U T E S

Present: Ann McAlister
Brian Polydore
Christie Sacr 
Pam Horton
Alex Boston (Chair)
Andrew Robinson
Martin Davies

Staff: Dragana Mitic, Manager, Transportation Division
Courtney Miller, Planner 1
Hibby Jensen, Committee Clerk

Presenters: Adolfo Majano, Transportation Planning Engineer

Regrets: Councillor Pam Bookham
Carol Reimer
Cam McLeod
Gary Goller
Kathleen Callow
Marcus Siu
Trevor Bowden

Quorum 8

0360-20-ITC

1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES

The meeting was called to order by the Chair at 6:00 pm with a quorum present.

The agenda was adopted as proposed with no objections.

The minutes of the regular Integrated Transportation Committee were discussed. Issues included recording the departure of a member and clarification of wording in a resolution.

It was regularly moved, seconded and carried unanimously:

It was requested by Chair that the Clerk clarify the protocol regarding clarifying the wording of resolutions following adoption by Committee.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None:

3.0 WEST KEITH ROAD BIKE FACILITIES PRELIMINARY DESIGN – PHASE II

Chair introduced and welcomed City Transportation Planning Engineer, Adolfo Majano.

Adolfo Majano presented the Committee with an updated review of the new concept since last year.

- This project involves the corridor from Bewicke Avenue to Chesterfield Avenue. We want to provide cyclists with safer facilities and connect the Green Necklace to the Spirit Trail. This project does not address vehicle speed control and road safety.
- Phase I began in Spring 2015 and the first Open House was held in June 2015. Work continued in Spring 2016 and a second Open House was held in May 2016.
- Still need to address issues with further consultation and detailed design, even though construction will not proceed this year.
- The project completed its second Open House and is now at the RFP design stage. Before it was only cycling facilities, but now also includes connecting to the Spirit Trail.

We are looking for a resolution on the design and effectiveness of the West Keith Road bike facilities.

- Reviewed the chart with level of support from residents and non-residents from Open House in May 2016. Residents indicated that their main concern was for safety and traffic.
- Presentation on a combination of different facilities adapted to corridor conditions.
- The design most favoured at the Open House included the separation of cars from bikes and not limiting street parking. Downhill bike path on West Keith Road has less design features. The most critical is the design on the uphill portion. The bike lanes are on two segments by Queen Mary School with three main sections of design.

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

- There is a change proposed to eliminate the pull out for buses. Will buses stop in traffic? **A:** Yes, buses will make stops, same as they do on Lonsdale, which makes transitions in the corridor easier and better for the bike lanes.
- We make full use of the current Green Necklace path from Jones to West Keith slip lane but need to relocate the current trees to the south side to make room for the bike path. The approach to Chesterfield would have bike lanes on both sides and right turn only for traffic.
- Will you address the westbound bike lane? **A:** The current plans do not include westbound bike lanes but the corridor allows this to happen with additional work on the median in the future. Given the potential high cycling speeds downhill, it is advisable to locate the future bike lane between parked cars and travel lanes to increase visibility. This implies that the roadway has to be widened to fit the bike lane properly.
- When will re-paving occur on West Keith Road? **A:** West Keith Road will be paved and it's generally 10-15 years depending on the condition of the road.
- The multi-use path works well for the commuting cyclist. The priority is also to connect the Green Necklace with the Spirit Trail.
- Proposal is to close the slip lane leading east onto Keith Road in front of Queen Mary School as it is redundant with Mahon Avenue and West Keith Road. The current green space (triangular median) may be used for storm water management infrastructure. Will we keep the stop signs on the corners? **A:** We have not looked at details yet. This may not require a four way stop.

- Will the uphill path be big enough for people to pass? **A:** The uphill facilities are two independent but parallel lanes. Single direction eastbound bike only lane is between 1.8m and 2m. The two way multi-use path is 3m wide except at Wagg Creek where it will be restricted to 2m for a short span.
- What kind of treatment can you create, such as a "bike button", to help someone get across Bewicke. **A:** There is a bike box at Bewicke. Commuting cyclists are mostly 13th Street and down.
- Are there plans to renovate and upgrade STA (St. Thomas Aquinas) school? **A:** STA are okay with these plans. We are coordinating with them and will finalize details.
- What is the timeline of the intersection? **A:** Work is proposed for next year.
- TransLink has frequent bus service on this corridor. There are a lot of temporary bollards and there are issues regarding people double parking. **A:** We need to work on the details. Bus bulges are an accepted design to allow boarding and alighting from buses. The speed in this area should be 30 km uphill and downhill.
- Has the City heard of conflict or accident issues on the multi-use path built two years ago on 3rd Street? **A:** Nothing but positive comments.
- There is potential for pedestrian and cyclist conflict. Is it possible to get signage to promote good etiquette between these two groups? **A:** We will provide the committee an update on education for all road users.

Adolfo's final comments:

It has been a long time since the ITC Committee has seen this project. We feel it is a clear improvement as it includes multi-use paths. We would like your view on the effectiveness of the design, the type of use it is addressing and points of improvement.

Committee is supportive of the proposed design and worked on a resolution that would recommend approval of design.

The Committee recessed at 7:15pm and reconvened at 7:28pm with the same members present.

At their meeting on August 10, 2016, the Integrated Transportation Committee reviewed the above application and endorsed the following Resolution:

RESOLUTION:

"BE IT RESOLVED THAT the Integrated Transportation Committee, having reviewed the May 2016 design concept for the West Keith Road Multi Use Upgrades, supports the multi-use design improvements and the pedestrianization and greening of the triangle at Mahon Avenue and Keith Road;

AND THAT the Committee makes the additional following recommendations to be considered in the final design and long term plans:

- Pay special attention to Marine Drive/West Keith Road/Bewicke Avenue intersection to minimize conflict and maximize connectivity for cyclists and pedestrians, and maximize alignment with and reduce unnecessary infrastructure costs with future Marine Drive intersection upgrades;

- Develop signage and design solutions to minimize pedestrian-cyclist conflict and maximize good etiquette on multi-use paths, as well as reduce conflict with buses and maximize universally intuitive flow for diverse active travel modes and ages and abilities; and
- Seek additional financing on a medium term basis to allow segregated westward bike lane along West Keith Road.

4.0 TRAFFIC MANAGEMENT DURING CONSTRUCTION

Dragana Mitic gave a presentation on traffic management during construction. The process was outlined from when developers apply for permits to the start of construction. Traffic management guidelines are prepared and reviewed prior to construction. The application must ensure it has been completed in accordance with what was approved in the Transportation Management Plan (TMP). City inspects that signage has been implemented in accordance with the plan.

The scope of TMP addresses the following:

- Project details and schedule
- Mobility impact
- Community impact (parking)
- Work zone traffic control devices
- Communication plan.

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

- Why not start the process earlier when developments are going through rezoning stages? A: The process needs to begin closer to when construction companies are hired. It covers mobility issues – emergency, pedestrians, materials from the site, etc.
- The City tries to ensure sidewalk is open all the time, however depending on site specifics some may require partial or full closure. Public safety comes first.
- How do we address construction workers using unrestricted parking all day? A: Through TMP, we require an applicant to outline how many workers will be on the site and how their parking needs will be accommodated, including renting nearby parking and to minimize on-street parking impacts, City will in some cases install temporary resident parking signage.

Recently we have added several additional measures during construction, including:

- After hour answering service
- Community good neighbour agreements
- Proposed increased fines for bylaw infractions
- Construction ambassadors
- Street occupancy fees

Since last year people are able to provide comments and we address them by contacting the City's after hour answering services.

Good neighbour agreements include big and small developments and are designed to address community issues such as worker behavior, lessening impact to community, etc.

Fines for Bylaw infractions are regulated by the Province. For example unauthorized street closure, double parking or beginning work without permit infractions are currently fined. The maximum is \$500 and City has put forward proposal through UBCM to have it increased to \$1000.

The Construction Ambassador is an additional person in Bylaw Services who inspects larger construction sites. This person will know who is on site and will help with communication during construction.

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

- Is the charge for unauthorized street closure a one-time fine or is it charged daily? **A:** This is a minimum one fine per day. But the current \$500 fine is not always enough to correct infractions.
- Where do the revenues go? **A:** The City's general revenues will receive these fees.
- Where is the information found on City website about after hours contact? **A:** After-hour line is the same as the City Hall contact number. Ambassador contact number is located on the website.
- Are the TMP guidelines on the City's website? What about contact information for planner, developer, rezoning, etc.? **A:** No. We will include our TMP guidelines on the web site. Regarding the specific TMP plans, due to changes that occur through various construction stages, we do not post them as the signage plan/closures may not be current.
- Could construction days extend to Sundays to shorten construction time? **A:** No. Saturdays are possible, but it would depend on the project and the noise bylaws regulations. Special approvals would be required.

5.0 CURRENT CITY PROJECTS – STAFF UPDATE

Dragana Mitic provided the Committee with a brief update on the following topics.

- Green Necklace - City was successful in receiving the Bike BC funding from the Province of British Columbia in the amount of \$1,000,000 for this project.
- Bewicke Construction - started 2 weeks ago and should complete by fall 2016.
- Cloverley Traffic Management –City is working on the plan to mitigate all the short cutting – area East of Queensbury, North of 3rd Street, and South of Keith Road. Some roads have traffic volumes in a range similar to an arterial road during rush hour.

Comments:

Discussion ensued regarding traffic congestion throughout North Shore.

- Cloverley – workshop was held, providing an opportunity for residents to design what they would like to see in their community. Iona Bonamis will be presenting further details of Cloverley Traffic Management Plan in September.
- Lonsdale and 27th – Signage added with a restricted right-turn and arrow added to signal.
- Westview and 28th – looking at adjusting the timing of signal to pedestrian first then vehicles, to minimize pedestrian conflicts.
- Council approved to include portion of East 3rd Street between Queensbury and St. Andrew's in the bike masterplan and AAA plans.
- Moodyville Park Master Plan will wrap up in Spring 2017.
- Angled parking on 200 block West 2nd Street happening this summer.

6.0 TRANSPORTATION EVENTS (MEMBER UPDATE)

LOOK – THINK – GO is the City's newest safety outreach plan. It was launched in the Plaza last week. Dragana presented the video to the Committee.

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

- City is developing cards, brochures, buffered bike lane windshield cards, etc. Looking at ways to educate people in the City about road user safety including all modes, pedestrian, bicycle, driver safety.
- Significant traffic impacts from Fun City Festival this weekend.

7.0 ANY OTHER BUSINESS & CORRESPONDENCE

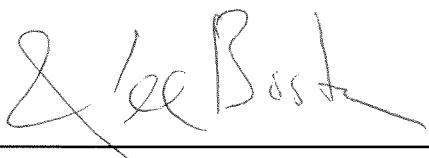
Questions and comments included but were not limited to the following:

- Committee asks if the City and District coordinate on projects. A: City tries to coordinate with District as much as possible.
- Residential parking zones are initiated by residents through the Petition process. TDM plan for Lions Gate Hospital and parking options for workers. ITC Field Trip – 2015 was "Green Lanes and Accessibility" and 2014 was "Goods Movement". To be put on Agenda for September meeting.

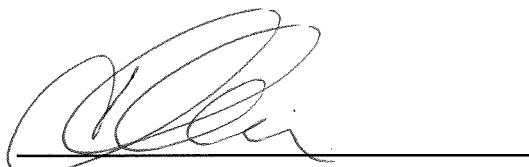
8.0 ADJOURNMENT

Chair thanked Dragana Mitic for the important contributions staff has made to bring projects to ITC.

There being no further business, the meeting adjourned at 8:28 pm



Alex Boston, Chair



Hibby Jensen, Committee Clerk