

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, DECEMBER 1, 2021 at 6:00 PM
Via WebEx**

MINUTES

Present: Brent Hillier (Chair)
Jonathan Arnold
Ilana Baxter
Bradley Cuzen
Mateusz Debicki
Anna Hardy
Christie Sacré
Councillor Tony Valente

Staff: Andrew Devlin, Manager, Transportation Planning
Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk – Secretary

Guests: Doug Hyde, Project Manager, Ministry of Transportation and
Infrastructure
Larisa Lensink, Planner 2, Environmental Sustainability
Karen Speirs, Member of the Public

Absent: Dana Bourgeois
Denis Beaulieu (RCMP)
Maxwell Lai
Ron Spence

1. CALL TO ORDER

The agenda for December 1, 2021 was adopted. The minutes of October 6, 2021 and November 3, 2021 were approved as circulated.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

- None.

3. CLIMATE AND ENVIRONMENT STRATEGY

The Planner 2, Environmental Sustainability, provided a presentation on the Climate and Environment Strategy.

Key points included:

- The Climate and Environment Strategy (CES) intends to help us become a resilient and sustainable City where everyone thrives.
- The CES will guide the City's actions to address carbon pollution generated within City boundaries, primarily from buildings and transportation, and to reduce the broader carbon and ecological impact of the materials we use and the goods we consume in the City.

T. Valente joined the meeting at 6:08 pm.

- The CES will provide direction for the protection and enhancement of natural assets in the City to increase ecosystem services and boost biodiversity, and for improved resiliency of our natural systems, built environment and social infrastructure.
- The City is currently undergoing public and stakeholder consultation on the CES's preliminary framework of its draft vision, goals and 21 strategies organized around four themes: our pathway to net zero; resilient ecosystems and City; empowered choices; and awareness and leading by example.
- More information is available at www.letstalk.cnv.org/environment.

C. Sacré joined the meeting at 6:10 pm.

Comments/Questions:

- Each goal uses the adjective, "we"; who does that represent? **A:** Intended to represent the City and the community.
- Where does active transportation fit into the strategy? **A:** Captured in Goal #1.
- Will there be collaboration with the District of North Vancouver on this strategy? **A:** We are undertaking an assessment of the natural areas across the City as well as in the District. We meet regularly with the environment staff at the District and there will be a lot of collaboration to align our actions and strategies.
- Will you develop a set of metrics for each of these strategies to track progress? **A:** Yes, this will be a big part of building out the draft strategies by defining more of the detailed actions under them and then producing some key performance indicators and metrics to collect data and continue to track going forward.
- How can this strategy be used for older buildings in the City? **A:** We try to support incentive programs and educating the public. The Province is working on an existing buildings code and requirements for new mechanical systems and in the future, we will start to see more regulatory requirements.

M. Debicki left the meeting at 6:25 pm.

- Can you provide more context around engagement you have had with the Indigenous communities? **A:** With Squamish Nation, our leaderships meet regularly and they are aware of our strategy development process and the opportunity to provide input. With Tseil-Waututh Nation, we have been getting their feedback on our draft strategy and on each of the actions and we are hoping to incorporate a lot of their feedback.

- What is the requirements for Lonsdale Energy Corporation (LEC) in new builds?
A: Any building that was built in the last 20 years over a certain square footage is connected to LEC's district energy system as per our City's bylaw.
- How do we go about engaging individuals, community/business leaders and organizations to encourage changes in their own behaviour and educate them on how that ties in with the entire community (i.e. impact these changes may have on the taxes we pay)? **A:** Implementation of these strategies will include devoting many resources to communication and outreach with community members and stakeholders. Looking through some of the responses we have received, we see that there are knowledge gaps that need to be addressed, including the need for improved climate literacy.
- In developing the CES so far, has the strategy influenced the City's thinking around active transportation and how quickly improvements need to be made to reach those target reductions in transportation emissions? **A:** A lot of the actions and strategies around active transportation live within the Mobility Strategy. We work closely with that team and have done GHG modeling work to show the level of change required to meet those requirements.
- Like the circular economy - provide people spaces to work on things.
- Is the intention that the CES's strategies are considered with all the City's strategy plans? **A:** Yes, while many of these actions and strategies live within our plan, they will feed into other departments strategies as well.

L. Lensink signed out at 6:38 pm.

4. WATERFRONT TRANSPORTATION NETWORK STUDY

The Transportation Planner provided a presentation on the Waterfront Transportation Network Study.

Key points included:

- Last week, City staff launched a trio of surveys on the Let's Talk Platform.
- The area under review is south of Esplanade, between Chesterfield and St. Georges Avenues.
- Continued growth and activity on these streets, multiuse paths, and curbside is expected to strain the network, which will challenge safety and access conditions.
- The surveys will help us gain an understanding of the transportation needs of businesses and residents within the area, as well as visitors to the area.
- Objectives are to maximize:
 - Safe access and circulation for all the users of the transportation network;
 - The functionality of the transportation network to support residential, business and service needs; and,
 - Opportunities for space activation and contribution to the areas identified and sense of place.
- The network plan may include identifying opportunities for revised traffic circulation, temporary and permanent closures, and identification of necessary links in the network to meet area needs and align with City policy.

- Opportunities and challenges:
 - High pedestrian and cycling activity creates a lot of close calls with vehicles;
 - Limited space for service/delivery vehicles;
 - Closure of Wallace Mews has created increased activity and created challenges for delivery/garbage access;
 - Use of Rogers Lane is still in conflict; and,
 - Curbside use and regulation.
- Next steps:
 - Collect data and survey businesses, residents and visitors;
 - Network model and inventory access considerations and needs; and,
 - Develop Network plan and curbside regulation recommendation

Comments/Questions:

- Do not feel confident as a pedestrian in the north end of Wallace Mews and Victory Ship Way. The area is confusing and mixed with cars driving in/out of parkades, bikes riding on sidewalks and the road, and pedestrians walking in the middle of the road.
- Make Victory Ship Way and Wallace Mews one way.
- It is difficult to see pedestrians and cyclists when exiting the parkades on Victory Ship Way.
- The area of Chesterfield Avenue and Carrie Cates Court by the rail crossing is challenging, especially for cyclists heading west on the Spirit Trail and needing to cross at that intersection twice.
- Is there any structure stopping cars from going straight down Lonsdale Avenue and crashing into the water feature adjacent Polygon if there were ever an accident? **A:** The feature at the foot of Lonsdale is heavily engineered to stop a vehicle if there was an accident.
- More directional signage/wayfinding needed near the intersection of St. Georges Avenue and Victory Ship Way.
- Bike racks are sparse; more are needed within the Shipyards area, including larger bike racks to accommodate cargo and e-bikes.
- Speed reduction measures are needed in the area of Carrie Cates Court and Lonsdale Avenue, particularly for vehicles traveling at higher speeds in the evening time.

5. PHIBBS EXCHANGE PROJECT

The Project Manager, Ministry of Transportation and Infrastructure, provided a presentation on the Phibbs Exchange Project.

Key points included:

- The Exchange was constructed in 1973. Based on the growth of the North Shore and on transit, the current condition lacks capacity and the ability to accommodate the B-Line service.

- There are access challenges for transit customers, cyclists, and the physically challenged. The site is under lit, unwelcoming and perceived for some to be an unsafe environment.
- It has substandard drainage in terms of accommodating the flows from the periphery of the interchange as well as within the interchange.
- Improvements include:
 - Reconfiguring the exchange from the current north-south alignment to an east-west alignment;
 - Expanding the footprint by ~50%;
 - Expanding to include a total of 12 bus bays;
 - Improving multiuse access for pedestrians, cyclists and transit users;
 - Improving cycling facilities and including cycling lockers;
 - Improving signage, lighting and safety features; and,
 - Major improvement to the drainage.
- The design includes two pedestrian islands with clearly marked crossings
- A multiuse path will be located along the southern edge to help separate pedestrians and cyclists from bus queuing areas.
- Raingardens within the two pedestrian islands will help manage stormwater.
- Constructing two buildings, one will be a concession building and the other will be a transit comfort station for bus drivers.
- The project will be constructed in two phases in order to keep the Exchange open for operation.
- Anticipate that the tender will be issued in January with construction starting as early as April 2022 and completing in October 2023.

Comments/Questions:

- In order to help reduce the conflict between pedestrians and cyclists, can more be done on the multiuse pathway to the south of Main Street that is there currently to incentivize cyclists to take that route as a more viable alternative?
A: Once we install the drainage improvements, we will be installing a retaining wall to accommodate the embankment for the Dollarton off-ramp. This change will eliminate the vertical curve and should become much more pleasing for cyclists to use.
- This is such a huge improvement and the design looks fantastic.
- Will there be oil water separators? **A:** To accommodate the increase in the footprint and additional flows, we are putting in five oil water separators.
- Is TransLink thinking about electrification of bus fleets or hydrogen bus fleets in this design and whether those types of technologies will be accommodated in the future? **A:** We are not specifically building any facilities for hydrogen or electric buses.

D. Hyde left the meeting at 8:00 pm.

6. COUNCILLOR UPDATE

Key points included:

- Harry Jerome Community Recreation Centre will remain open during construction.
- Council received a presentation from Metro Vancouver on the Regional Growth Strategy.
- Noise Control Bylaw has been updated, which includes improvements to the construction noise bylaw. The City's bylaw now aligns with the Districts of North and West Vancouver around no construction past 5 pm on Saturday evenings.
- On November 22, Council set the utilities rates for water, sewerage and drainage.

Comments/Questions:

- Are there any examples in Canada of municipalities cracking down on noisy vehicles? **A:** Yes, Edmonton did a pilot project and installed noise monitoring cameras but they ran into some issues. Similar cameras are becoming common in Europe. In Switzerland for example, between 10 pm and 6:30 am, vehicle speeds on certain streets are limited to 30kmph.

7. ITC ROSTER OF PROJECTS

The committee reviewed the spreadsheet prior to the meeting.

8. TRANSPORTATION EVENTS

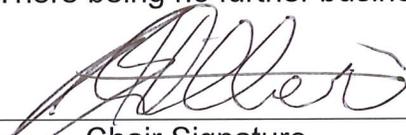
- Bringing forward the draft Mobility Strategy to Council on December 13th.
- Shipyards Christmas market takes place this weekend.
- Museum of North Vancouver opens this weekend.

9. ROUND TABLE

- None.

10. ADJOURN

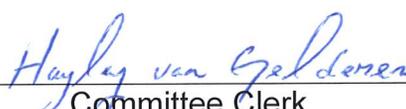
There being no further business, the meeting was adjourned at 8:05 pm.



Chair Signature

Mar 8, 2022

Date



Committee Clerk

March 2, 2022

Date