

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, JULY 7, 2021 at 6:00 PM
Via WebEx**

MINUTES

Present: Brent Hillier (Chair)
Anna Hardy
Bradley Cuzen
Bryan Fedirchuk (RCMP)
Christie Sacré
Dana Bourgeois
Jonathan Arnold
Mateusz Debicki
Ron Spence
Councillor Tony Valente

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

Presenters: Chris French, Planning Assistant, Transportation Planning
Bryan Fedirchuk (RCMP)
Paul Duffy, Manager, Bylaws

Absent: Ilana Baxter
Maxwell Lai

1. CALL TO ORDER

The agenda for July 7th was adopted. The minutes of May 19, 2021 and June 2, 2021 were approved as circulated.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3. TRAFFIC ENFORCEMENT - BYLAWS

The Manager, Bylaws presented on Traffic Enforcement, Bylaw Services.

Key points included:

- Goal of bylaw enforcement is to achieve compliance with municipal bylaws.

- Bylaw Services comprises the Bylaw Manager, two bylaw clerks, four full-time parking enforcement staff, and four other staff that look after nuisance, noise, construction complaints, and animal control.
- Hours of operation are seven days/week from 6:30am-9pm.
- Bylaw parking enforcement staff monitor 118 timed or resident exempt zones.
- In 2020, bylaws did not enforce timed parking for about 4-6 months during the height of the pandemic.
- As a result, staff issued approximately 10,000 parking tickets in 2020 compared to 18,000 in 2019.
- Only 57% of parking tickets were paid in 2020 compared to the average 65-75% tickets paid annually in previous years.
- Bylaw officers also enforce the construction, zoning, nuisance abatement (unsightly/untidy properties), business licence, minimum maintenance standard, rodent control, noise control, parks regulation, environmental issues, warf regulation, smoking regulation, and real property regulation bylaws.
- Staff average 1,100 calls/year for those other types of bylaws.
- In 2020, staff had 300 calls for COVID-19 related complaints. The Province directed Bylaw Services to be the first point of contact to educate businesses or individuals who were not following provincial health orders.
- The two bylaw support screening staff pick up the phone, address complaints, put in calls for service, and organize ticketed adjudications.

Comments/Questions:

- Does Bylaw Services respond to cases submitted through the CityFix app? **A:** Currently, CityFix complaints are forwarded to us. We are hoping to add parking related complaints to CityFix in the near future.
- Can residents submit photos or videos of violations to Bylaw Services? **A:** Yes, but there are requirements. You will need to capture the offence, provide their licence plate number and be willing to attend an adjudication hearing if the ticket is disputed.
- How does the bylaw car camera know if they moved their car half a block from their original spot an hour ago? **A:** It takes a picture of the tire stem and if it has moved or believed to have moved a ticket will not be issued.
- What are the primary reasons people dispute a ticket? **A:** When paying for a ticket online, you can choose to pay or dispute a ticket. Most people try to dispute a ticket in hopes that they can speak to a bylaw support clerk and catch a break.

4. TRAFFIC ENFORCEMENT - RCMP

Sgt. Bryan Fedirchuk, Traffic Services, RCMP, presented on Traffic Enforcement, RCMP.

Key points included:

- Goal of Traffic Enforcement is to achieve compliance with the Criminal Code, Provincial Motor Vehicle Act, and a variety of other acts and regulations.

- Traffic Services comprises the Sargent, two Corporals, and five Constables per team (Team A and B). The department currently has four vacant spots to fill.
- Team A and B work a four day on/four day off schedule.
- One team member is responsible for enforcing all the school zones in the City and District of North Vancouver, as well as all the complaints received regarding speeding vehicles in schools zones, playgrounds etc.
- Within Traffic Services, we have five priorities that are mandated at the national, provincial, and detachment level, which include seatbelt enforcement, distracted driving with cell phone use, intersection enforcement, impaired driving, and aggressive or high risk driving.
- During their shift work, Team A and B will target one of those five priorities.
- Traffic Services also investigates all serious injury and fatal motor vehicle collisions that occur in the City and District of North Vancouver.
- Collisions with damages under \$10,000 are assigned to General Duty.
- Overall, the detachment writes 10,000-12,000 tickets per year.
- All traffic cars in the division are equipped with a watch guard video system that both audio and video records all traffic stops performed by officers.
- One of the traffic cars is equipped with an automatic licence plate recognition system that is tied in with ICBC. The system will notify the operator if a licence plate is red flagged (i.e. prohibited driver, suspended drivers licence, or no insurance).

Comments/Questions:

- Can residents submit photos or videos of violations to the RCMP? **A:** Yes, but you must be willing to attend a court hearing if the ticket is disputed.
- Is there a Provincial-wide staffing shortage? **A:** Yes.
- Will the RCMP take positions on City policy that relates to traffic safety? **A:** Yes, the RCMP and City work together and are consulted on matters related to traffic.
- Schools really appreciate the work that both Bylaw Services and the RCMP do around our schools.

5. PANEL SURVEY

The Planning Assistant, Transportation Planning presented the Panel Survey.

Key points included:

- Interchangeably called the North Shore Transportation Survey (NSTS) or Panel Survey.
- The project is an outcome of the Integrated North Shore Transportation Planning Project (INSTPP) and a joint project with the Districts of North and West Vancouver.
- Survey includes a person component and trip component. The results are compiled in a report that details transportation trends for North Shore residents.
- Why do we do this:
 - Consistent, reliable data source;
 - Track and monitor performance in key City transportation goals; and

- Inform transportation planning on the North Shore.
- Another full survey will be administered this fall and the results of that survey will be reported to Council in spring 2022.

Comments/Questions:

- How are we going to factor illegal devices into the survey in the future? **A:** It will be factored into the “other” category or “please specify” option. We have been trying to collect data around how people use these devices (e.g. on our multi use paths) so we can decipher how speeds differ from one another. We are also thinking about how we can use our online engagement portals to gather feedback on how people use or interact with these devices on our streets.
- What is being done to ensure we are getting representation from seniors, people with disabilities or others who might not have access to the survey? **A:** In the recruitment process, letters are sent out at random to mailbox addresses. The older age groups are better represented in this survey than the younger demographic. We are exploring ways that will encourage the younger demographic to complete the survey.
- Are there questions about road congestion in the survey? **A:** Yes. Peak volumes are between 3-6pm, which is when we see the most traffic congestion on the North Shore.
- Are there questions asking if people own e-bikes or not? **A:** In the 2019 survey, it was recorded that 5% of all bikes on the North Shore are e-bikes. It will be interesting to see how much that number has increased in the 2021 survey.
- Do e-bikes have road restrictions as skateboards do? **A:** In the revision that we did to the bylaw in February, we inserted a clause that recognizes skateboards as a legitimate mode of transportation. They can travel in mobility lanes or where there are active transportation facilities on certain roads.
- Have these bylaw revisions been communicated to retail shops, specifically businesses that sell skateboards? **A:** We communicate changes through social media, CityView newsletter, directly to businesses, delivery companies, taxis, Uber etc.
- We have become comfortable using the new term, ‘Mobility Lanes’; however, it should also be represented in the paintings on our pathways/roads.
- If you are looking for youth representation, there are ways of getting surveys to students through student councils and teachers.
- Are there efforts being made to reach out to non-English speaking communities on the North Shore? **A:** The platform through which the survey is developed does not have the capability to deliver anything other than in English or French. However, in the recruitment letters that are sent out, we included translations in 10 different languages informing recipients of the importance of completing the survey and to reach out to someone who may be able to help them fill it out.

6. CURB BULGES

The Transportation Planner presented on Curb Bulges.

Key points included:

- A new curb bulge was recently installed on St. Andrew's Avenue and East Keith Road.
- There have been some questions made by ITC about its design. Notably, why did we put in the channel for the cyclists?
- The purpose of the bulge is to narrow the pedestrian crossing distance on East Keith Road which will improve safety for pedestrians.
- To prevent cyclists from having to merge into the vehicle travel lane due to the curb bulge, the channel allows cyclists to cut through the bulge.

Comments/Questions:

- How does the City design bike lanes and decide where to position them (i.e. curbside of parked cars or driver's side)? **A:** It is site dependent and generally comes down to the constraints of the roadwork. The general best practice 5-6 years ago was to install bike lanes with just the painted barrier. In 2009-2010, we installed bike lanes along Larson Road and it was the first bike lane in the region to have physical separation between cyclists and drivers. Vancouver has also had success with installing more separated bike infrastructure on some of their streets downtown. Since then, there has been a general movement to add more infrastructure to separate bikes from vehicles as well as pedestrians.
- Why is there no dedicated bike lane infrastructure eastbound between St. Georges and St. Andrews Avenues? **A:** There are many BC Hydro poles along the south side of East Keith Road. Currently, we do not have the budget to remove the hydro poles and do not have Council direction to strip the parking.
- There used to be curb bulges at the intersection of East Keith Road and Ridgeway Avenue. Why were they removed? **A:** There is a traffic signal installation planned for that intersection end of this year or early 2022.

7. COUNCILLOR UPDATE

Key points included:

- Council committed to an equity, diversity and inclusion motion. The City of North Vancouver strives to be a caring, inclusive, safe, livable and just city; and a city that embraces diversity, celebrates culture, fosters belonging and participation and continues to adapt to a changing world.
- Public Hearing for 13th and Lonsdale (Millennium Central Project) to discuss increasing the height to allow the offices to have space for more medical uses.
- Funding appropriations approved for a whole series of projects related to transportation and safety (e.g. New Pedestrian Facilities).
- Funding appropriations approved for Mahon Park washroom as well as covered open spaces and a washroom for Victoria Park.
- At the June 21st Council meeting:

- Metro Vancouver presented Metro 2050, the Regional Growth Strategy and how the region is developing.
- Esplanade Complete Street funding was advanced.
- At the July 5th Council meeting, Council voted to restrict the height of the development at 2612 Lonsdale Avenue from 6-storeys to 5-storeys.

8. ITC – ROSTER OF PROJECTS WORKSHEET

The committee reviewed the worksheet prior to the meeting.

Comments/Questions:

- Updates on the traffic calming project in the Cloverley neighbourhood? **A:** Modifications made to the neighbourhood did not meet the goal of reducing the amount of traffic moving through the neighbourhood and have been removed. Drivers were also not complying with the measures. Predominantly, the City has focused on slowing traffic through speed humps and traffic circles, which are great initiatives. However, this project has allowed the City to reflect on how we can improve our policies and programs related to traffic calming and access management on our streets so we are able to deliver on outcomes that are going to work for the needs of the neighbourhood as well as the City.
- Updates on the St. Georges Avenue and East 2nd Street project? **A:** The City will be installing a special crosswalk on St. Georges Avenue and 1st Street as well as installing a pedestrian signal on St. Georges Avenue and 2nd Street. Those two projects are linked to adjacent developments and will be delivered as the developments move forward into construction.

9. TRANSPORTATION EVENTS

- Lime will be fully operating an e-bike system in the City and District of North Vancouver in two weeks.
- The Shipyards Festival is scheduled to return on September 25th.
- HUB Cycling is looking for volunteers for the next couple of events.
- HUB Bike to Shop event running from August 7th-20th.

9. ROUND TABLE

- Give ITC members advance notice if meetings will be held in person this coming fall.

10. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:07 pm.



 Chair Signature

Sep 13, 2021

 Date