

The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, JULY 6, 2022 at 6:00 PM
Via WebEx

MINUTES

Present: Brent Hillier (Chair)
Bradley Cuzen (Vice Chair)
Jonathan Arnold
Denis Beaulieu (RCMP)
Dana Bourgeois
Anna Hardy
Maxwell Lai
Genevieve MacMillan
Ron Spence
Councillor Tony Valente

Staff: Daniel Watson, Transportation Planner
Hayley van Gelderen, Committee Clerk – Secretary

Guests: Blair Underhill, Planner 2, Transportation

Absent: Martin Davies
Mateusz Debicki
Christie Sacré
Christian Zollner

1. CALL TO ORDER

The agenda for June 15, 2022 was adopted. The minutes of May 25, 2022 and June 1, 2022 were approved as circulated.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

- None.

3. NORTH SHORE TRAVEL SURVEY

The Planner 2, Transportation, provided a presentation on the North Shore Travel Survey (NSTS).

Key points included:

- Key observations and trends from the 2021 NSTS:
 - Trip Volumes;

- 66,000 fewer daily trips in 2021 than in 2019;
 - Estimated 4% increase in population;
 - Trip and trip rate decrease attributable to COVID-19;
 - Increase in work from home arrangements and virtual schooling, reduction in social interactions and business trips;
 - Trips and mode share;
 - For all municipalities, proportion of auto and walk trips increased, and transit trips decreased;
 - CNV has highest sustainable mode share on the North Shore, despite decreasing compared to 2019;
 - All municipalities saw similar decreases in sustainable mode share (3-4%);
 - Vehicle Kilometres Traveled (VKT);
 - Significant (25%) drop in VKT over 2019;
 - VKT highest to lowest = DNV > CNV > DWV;
 - Likely rationale similar to trip volumes (mostly still COVID-19);
 - Telecommuting frequency;
 - In 2021, 20% of participants exclusively work from home, up from 14% in 2019;
 - 1/3 of participants never telecommuted in 2021;
 - Percentage of walkable/bikeable trips from current mode share;
 - ~40% of auto driver trips are “bikeable”, another 14% walkable;
 - Conceptual – does not account for barriers like weather, physical ability, trip chaining, hauling kids/groceries/ etc.
- How does all this information affect transportation planning at the City?
 - Granular look at local issues (i.e. parking availability);
 - Trip distance precision at a sub-municipal analysis zone;
 - More frequent reporting of new service provision (e.g. e-bike share);
 - Trip rate and mode share before, during, and after major disruptions (e.g. 2019 transit strike, COVID-19).

Comments/Questions:

- How were people selected to participate? **A:** Participants were selected from the eight geographic areas in the survey. Weighting scale is used (i.e. age, gender and other characteristics) when extracting participants.
- How is recent immigration related to the plan and how is the information being used? **A:** Initial findings show that more recently, immigrants have a higher likelihood of rolling, walking and taking transit.
- Are end of trip facilities asked within this survey? **A:** Yes, we ask through Transportation Demand Management (TDM) planning and also in perceptions and barriers in active commuting to work.
- What was the participation rate like? **A:** The attrition rate over the years has been high and we are seeing more turnover; however, bringing in new participants is a part of every panel survey and gives us a different view and allows for lack of bias.
- The size of the survey is extensive, which might prevent people from wanting to participate.

- Is the consultant able to use the data and analyze the different groups and regions to determine why it is that people are still in their cars? **A:** Yes, there are some comparisons to make to mode choice as it pertains to household income levels or mode choice and trip type as it relates to gender etc.
- Need to find common factors from the data of why people continue to drive as their primary choice and then look at strategies to incentive alternatives or de-incentivize those people getting in their cars.
- Do you have any early takeaways from this data in what this means for policy and planning at the City? **A:** Yes, we are looking at how far individuals are commuting and what modes they are choosing. We have a good idea of the number of trips that are taken by vehicles that are very short in length. Those are the types of trips we want people to take by other active modes. We have Lonsdale corridor that cuts right through the city centre, which means that there are a lot of people who are in walking distance to many sites and services.
- Consider including crowd sourced data collection (i.e. Strava).

4. MODERNIZING TRANSPORTATION REQUIREMENTS FOR NEW DEVELOPMENTS

The Planner 2, Transportation, provided a presentation on Modernizing Transportation Requirements for New Developments.

Key points included:

- Key objectives for this project:
 - Establish modernized requirements to better support development that will contribute to meeting our Mobility Strategy goals;
 - Support a more predictable development process for both the City and prospective applicants;
 - Enable a head start on defining key components to be further defined in the upcoming Zoning Bylaw update;
 - Move away from “one size fits all” types of requirements.
- Related targets from the Mobility Strategy – by 2030:
 - Increase transit and active mode share to 50% of our trips;
 - No increase in vehicles trips during peak hours;
 - Reduce transportation emissions to achieve a 45% reduction below 2010 levels from all sources in the City.
- Transportation Studies:
 - Establish new and streamlined impact analysis process that clarifies when and where these studies are required;
 - Put greater emphasis on how a given development will support emission reduction, vehicle kilometres travelled and mode shift.
- Transportation Demand Management Requirements:
 - Establish clear set of transportation demand management requirements for different development types and locations.
- Next steps:
 - Finalize scope and timelines for work;
 - Undertake staff interviews and best practice reviews;
 - Regular touch bases with development liaison group;

- Consider interdependencies with concurrent initiatives.

Comments/Questions:

- Like the new delayed traffic lights that allow busses, cyclists and pedestrians to move first (Leading Pedestrian Interval).
- Will most of the research and analysis be based on staff interviews or will you be polling developers when they attempt to build in the City? **A:** It will be a bit of both. The Transportation Planner oversees most of the transportation studies so it will be important that we have the right language in place. In terms of the development community, we have started to brief them on where we want to take these requirements and the general outcomes.

B. Underhill left the meeting at 7:59 pm.

5. COUNCILLOR UPDATE

- Many developments have recently come to Council that are around the Mosquito Creek area, and these projects have emphasized the need for additional focus for mobility options in that area.
- Esplanade Complete Street Project construction continues.
- Acute Care tower from Lions Gate Hospital came forward to Council – discussions around how the project plans to align with the mobility lane adjacent the tower.

ITC – ROSTER OF PROJECTS WORKSHEET

The Committee reviewed the spreadsheet prior to the meeting.

Comments/Questions:

- The City is starting an e-cargo bike pilot project with a couple selected multi-family buildings.

6. TRANSPORTATION EVENTS

- Car Free Day 2022 is on Saturday, September 10th
- Cycling without Age is operating again. More information can be found on their website, www.cyclingwithoutage.ca/northshore/

7. ROUND TABLE

- ICBC parking lot Lower Lonsdale has turned majority of public parking stalls into ICBC paid parking.
- Noticed the intersection on the corner of Westview and Queens does not recognize cyclists when they are standing waiting for the lights to change.
Action: Staff to pass this information along to the District of North Vancouver.

8. ADJOURN

There being no further business, the meeting was adjourned at 8:15 pm.



Chair Signature

Feb 7, 2023

Date



Committee Clerk

February 1, 2023

Date