

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, June 5, 2019 at 6:00 pm

M I N U T E S

Present: Bradley Cuzen
Brent Hillier
Carol Reimer
Dolores Altin
Martin Davies
Matthew Carter
Rohan Soulsby
Trevor Bowden
Sgt. Bryan Fedirchuk
Councillor Tony Valente

Staff: Daniel Watson, Transportation Planner
Rachel Fish, Committee Clerk
Liliana Vargas, Transportation Engineer

Presenters: Andrew Devlin, TransLink

Apologies: Patrick Stafford-Smith
Christie Sacré

**1.0 CALL TO ORDER, ADOPTION OF AGENDA AND ADOPTION OF MINUTES
OF MEETING OF MAY 1, 2019**

T. Bowden called the meeting to order at 6:02 p.m., welcoming L. Vargas and A. Devlin.

The agenda for June 5, 2019 was adopted and the minutes of May 1, 2019 were adopted as amended.

M. Davies arrived at 6:04pm.

B. Hillier arrived at 6:08pm.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3.0 REGIONAL TRANSPORTATION STRATEGY

A. Devlin introduced the Regional Transportation Strategy to the Committee, stating that this is a major initiative for TransLink and hopes to hear more about the ideas generated at the last ITC meeting.

Key points included:

- This is a long range plan to take place over the next 30 years, set for 2050.
- It is a new blueprint for new investments, policies and programs.
- Creating a shared strategy for transportation in Metro Vancouver.
- Most of Transport 2021 has been delivered to date.
- Where is the region today:
- Every year we welcome 35,000 new residents to Metro Vancouver.
- Challenges include housing affordability and traffic congestion.
- There has been a 50% transit ridership increase over the past decade.
- We are meeting regional goals to get people out of their cars.
- Only 53% of residents live near the frequent transit network.
- 69% of the workforce commutes by car.
- What might the future bring:
- Climate, economy and technology will have an impact on the future of transportation.
- Four trends are reshaping transportation:
 - Automation
 - Connectivity
 - Electrification
 - Shared Services
- We want to know how to better integrate these services.
- The Strategy includes three phases:
 - Phase 1: Develop values, vision and ideas – spring/summer 2019
 - Phase 2: Consider ideas and trade-offs - spring 2020
 - Phase 3: Draft the new Regional Transportation Strategy – fall 2020
- Visit the website: www.transport2050.ca for live idea boards and discussions.

Questions/Comments from ITC:

- How much can you grow the 53% share of residents that have frequent access to transit?
 - Metro Vancouver has done work to determine what the future projection of people in jobs will be. We can grow that upwards to the 70% range based on current predictions but this might not be enough.
- What is the distance to transit?

- 5-8 minutes for the average person.
- How complex is the policy architecture that you're trying to build? Can you give insight into how the transportation planning fits or interfaces with development planning, with Metro Vancouver and to the individual city level?
 - TransLink has to ensure the delivered strategy aligns with the regional growth strategy and considering where people and jobs will be going to meet key regional programs. Our strategies have to align with the plan. The policies and investments need to compliment what the regions are doing.
 - TransLink ensures our day-to-day decisions are aligned with local land use departments and ensuring major zoning bylaw amendments and OCP changes are being done in a coordinated manner.
- Where do you see the biggest opportunity to make progress given all the big ideas you've received so far?
 - We need to pay attention to some of the small things we can do that can actually make a big change. For every city in this region, most trips happen within a 5-10km radius from where they start. There's an opportunity to change how we design communities and provide local mobility options for travel that is really short. For example, shared mobility services like ride hailing, bike share and scooter share.
- From the traffic congestion perspective, is there a more regional opportunity there that we could embrace or see as being a better solution?
 - We need to address mobility pricing and what the regions position is on this. The pricing in combination with major investment in the transit system to give people options, will get them out of their cars. We should keep doing what we've traditionally done but consider the pricing elements as well.
- It would be interesting to see corresponding statistics on how many people have access to transit in other jurisdictions. North Vancouver is the 6th densest place in Canada according to census data.
- Looking back at the Transport 2021 Plan, what did they get right and wrong?
 - We have been working to understand from the three key trends, how they interplay with each other to create different futures. Our website lays out four different futures and what they mean to the people, jobs and economy. Our intention is to apply it to this strategy to understand the process and policy ideas. The affordability element was a part they got wrong. We need to think about how to address development in the region this time. They got right the concept of how the region looks today; the cities within a sea of green connected by rapid transit and nodal developments that are connected by transit. This vision has stayed consistent for a long time.
- Are you looking into how things come to us, rather than just about how people are getting places?
 - How we can leverage some of these new service opportunities is something we want to explore over the next two years. We want to integrate that into the plan.

- Does TransLink engage with car and bike shares regarding location or where they can expand to?
 - Yes, there is an active partnership with car share companies to allow parking at some of our stations and park 'n rides. We are working with Evo, Modo and Mobi to develop an app where you can book and plan and pay for services with all four of the services providers in one place. TransLink is looking at the arrival of ride hailing as well.
- How do you plan to evaluate the criteria for evaluating some of the suggestions for the process? To what extent is the climate impact a driving consideration in evaluating those options?
 - As we go through consultation, we will understand from the region what is important to them and see how to evaluate this against the objectives. Considering the environmental impacts of the transportation system exists already. We have the ability to monitor, keep track of and apply different assumptions. A third of GHGs are from private transportation, that's the biggest single source. If we are serious about making reduction targets it has to be focused on traffic and transportation.
- What will be the role of the city and the interplay of TransLink and the city? Is TransLink looking to municipalities to implement some of the things at a local level that they don't have jurisdiction over?
 - We've established a Regional Agency Advisory Group to collaborate with local government officials. There have been a few meetings so far and we are getting input to vet ideas and build portfolios. We want to make sure we are accountable to the public with what we hear. If there is an idea that we can't capture in the plan but belongs somewhere else, we will transmit those ideas to the right authorities. That will be part of our reporting out in the fall.
- There seems to be quite a dance between TransLink and the regional areas. We need a place to put transportation. The regional spaces for putting in transit are significant, is that work underway as well?
 - We need to think about the broader long range plans and lay out a blueprint. It sends a signal to local government and provinces to think about them. The next phase would be to break up manageable chunks of technical planning strategies, protecting right of ways and road space etc. We will need to make policies and bylaws to make sure we have the ability to make sidewalks, for example.
- Despite the amount of money invested, we may not meet the demand that there is out there. How do we catch up or do we ever catch up?
 - There's an appetite for people to move differently around the region. It takes a long time to make infrastructure decisions. In that time you get a lot of demand that builds up. The real challenge is if we want to catch up and get ahead, we have to make major investments which is expensive and comes down to what the region is willing to spend to do that.

T. Bowden thanked A. Devlin for his time and presentation.

A. Devlin left the meeting at 7:02pm.

Break 7:02 – 7:11

4.0 WALK CNV

D. Watson presented on the Walk CNV Pedestrian Plan Framework indicating that since the final draft of the plan was completed last summer, there have been several changes to the direction of the plan moving forward.

Key points included:

- Began in 2016 with public outreach and a discussion paper.
- In 2018 we began finalizing an actual plan to move forward.
- The plan is now reimagined to be a smaller component of the Mobility Strategy.
- The Strategy will have individual modes and WalkCNV will be part of that. It has been reshaped into a framework document and provides higher level goals and objectives.
- The framework is a high level vision including background and best practices.
- Policy Context and Vision: Three OCP goals.
 - 2.1: Prioritize walking, cycling, transit and good movement over single-occupancy vehicles
 - 2.2: Integrate Land Use and Transportation Planning to reduce the need for car travel
 - 2.3: Support a safe, accessible, resilient and affordable transportation system
- The Framework paints a picture of walking in the city today.
- We've investigated what would make people want to walk more which includes ensuring sidewalks are clear and properly maintained, making it easier to cross the street etc.
- What prevents people from walking is safety.
 - Missing gaps in the network, speed, volume of vehicle traffic and lack of lighting especially in the winter months with lack of sunlight and rain.
- With these findings we have developed actions that are aimed at improving and enhancing the pedestrian experience.
- People have asked for more public washrooms, art, canopies on buildings, street animation and design and vegetation on the street.
- Completing the sidewalk network is one thing that needs to be done that's missing.
- Making walking safer and comfortable includes elements like introducing better crossing facilities, raised crosswalks, monitoring crossing walk times and looking at multi-use paths to work out at what threshold does it make sense to start separating these uses.

- We need to inform and guide future planning and open it up to make sure people are considering everyone when they plan including children, youth and seniors. Accessibility considerations need to take place as well.
- The WalkCNV Framework provides a guide to reaching our vision.
- We have developed a list of near term actions (1-2 year actions where we can improve on what we are doing now or continue to do, which are operationally based).

Questions/Comments from ITC:

- Would the Committee like to make a resolution or keep the one made by ITC last year?
 - What is the benefit of having a resolution, would it be an impediment to going to Council?
 - No, it would help Council but wouldn't be a necessity.
- The recommendation stated to appropriate funds in the Capital Fund, is there a big change?
 - It changes it temporarily but a lot of these aren't big cost actions. We have funding now to do the Mobility Strategy which includes a lot of the new actions. The funding is still there.
- I don't see an inconsistency between the framework and plan. I'm not comfortable making a resolution on a document we haven't seen.
- It's challenging to go from a pedestrian plan that was concrete with larger actions. It makes it into an aspirational framework more than a plan at this point.
- You need to make sure there's context at the beginning stating that the resolution is from an old committee.
- I'm concerned with providing a resolution on something we haven't reviewed. Any resolution we form tonight would be thin. From the perspective of Council, it may not be the level of scrutiny they need. If we can get a resolution from us once the document is circulated might be an option.
- Staff: We are still working out the details of the Mobility Plan. We can use the Pedestrian Plan to shape how the Mobility Plan develops.
- The action in the plan gives staff things to work on in the interim.
- I suggest we do nothing. Our questions make it clear it is a new plan and framework – we need time. What you've got so far is an endorsed resolution from a year ago, the points it makes are very clear about the importance of walking in the city and what we could possibly say about a framework at a high level are already in this.
- Would the Committee like staff to circulate the document and get comments anyway?
 - The Committee agreed for the framework to be circulated for comments and review via email.

Sgt. Bryan Fedirchuk left the meeting at 8:00pm.

5.0 SAFE MOBILITY STRATEGY

L. Vargas presented on the Safe Mobility Strategy.

Key points included:

- The Strategy is in the final stages of completion with an emphasis on road users and facilitating the changes that will increase sustainable modes of transportation.
- A Network Screening Study took place in 2016 which identified 50 locations in the city that are candidates for safety improvements and highlighted 10 issues that compromise safety.
- These trends are guiding the action plan.
- Pedestrian related collisions and their locations:
 - 56% at intersections
 - 21% at interchanges
 - 23% at mid-block
- Data from the 2006-2011 census shows an increase in sustainable transportation mode share.
- Streets and paths will be places where people of all ages and abilities move safely and comfortably, no matter how they choose to get around.
- We will achieve this with the following safe mobility principles:
 - Safety for All
 - Equity
 - Quality of Service
 - Culture of Safety
 - Data Driven
 - Sustained Funding
 - Regional Advocacy
- Vision Zero means that no loss of life is acceptable and accidents are preventable; zero fatalities.
- The Action Plan is based on projects and programs we have in the city and will form our short term action plan. They are separated into key focused areas: Engineering, Education and Encouragement, Enforcement, Monitoring and Evaluation, and Legislation and Policy.
- Next steps include a speed management program, an Innovative Transportation Demand Management Policy, development of a Monitoring and Evaluation Strategy and comprehensive, sustained funding.

Questions/Comments from ITC:

- There's no overarching climate crisis included.
- You can't dismiss single occupancy vehicles. They are just as important. If you're planning infrastructure for moving people, you plan that first and everything comes after. There needs to be an equitable distribution of transportation modes – train, car, bike and pedestrian.
- Staff: To clarify, it's important to respect the street character. We are trying to squeeze all users in one corridor, it's not for everyone. There is a land use

component as well. We are not giving everyone the same space, but making it equitable.

- Looking at this plan and the WalkCNV plan, it's a re-organization of how this is being looked at. I'm worried that gaps are being created in each of the plans, it needs to be integrated when it comes together. There's a chance by trying to put it all together you may end up with not a complete integrated plan.
- You shouldn't be looking at 2015 data.
- Staff: the Network Screening Study is updated every 5 years. This work was enough for us to get us going.

T. Bowden thanked L. Vargas for her time and presentation.

L. Vargas left the meeting at 8:42pm.

6.0 COUNCILLOR UPDATE

- The Heavy Truck Harmonization bylaw was adopted by Council.
- Councillors will attend the Active Transportation Summit in June.
- Council granted a variance to Ridgeway Elementary – initially required 13 more parking stalls. Council also asked staff to look at how to better accommodate kids walking to school. There were concerns around speed around the school zone, so staff are looking at options to create a perimeter so parents do not drop off kids directly at school.
- Advanced 151 East Keith Road development on Victoria Park. A Public Hearing is coming up soon.
- Delegation from North Vancouver Arts Group which showed a culture map that highlights cultural amenities on the North Shore.
- Council participated in Bike to Work Week.
- High street discussion took place around the best high street designs including discussions on transportation, public spaces and what it means for Lonsdale.
- The Casano Loutet overpass received \$1 Million dollars in funding from the province.
- The province is funding a Rapid Transit Scoping Study between North Vancouver and Vancouver.

7.0 ITC – ROSTER OF PROJECTS WORKSHEET

D. Watson updated the group on the project worksheet.

8.0 TRANSPORTATION EVENTS

- BC Active Transportation Summit on June 17th & 18th at the Anvil Centre in New Westminister.
- The District of North Vancouver will be at Lynn Valley days on June 22nd looking for public input on e-bikes on their paths and trails.

9.0 ROUND TABLE

- Confirm availability for quorum for the July meeting.
- Field Trip idea: Marine-Main B-Line and Marine Drive bike route by e-bike.
- Check staff availability for that.

10.0 ADJOURNMENT – 9:28 p.m.



Chair Signature



Date