

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**INTEGRATED TRANSPORTATION COMMITTEE**

**City Hall, Conference Room A  
141 West 14<sup>th</sup> Street, North Vancouver**

**Wednesday, November 7, 2018 at 6:00 pm**

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**M I N U T E S**

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- Present:** Andrew Robinson (Chair)  
Trevor Bowden (Vice-Chair)  
Matthew Carter  
Becke Gray  
Nooshin Kohana  
Carol Reimer  
Christie Sacre  
Rohan Soulsby  
Patrick Stafford-Smith (for Kris Neely)
- Staff:** Daniel Watson, Transportation Planner  
Edytha Barker, Committee Clerk  
Rachel Fish, Committee Clerk (left at 6:40 p.m.)  
Jennifer Draper, Manager, Transportation Planning
- Presenters:** Adolfo Majano – Transportation Planning Engineer - EPE  
Jennifer Draper, Manager, Transportation Planning
- Guests:** Fiona Walsh
- Regrets:** Kris Neely  
Martin Davies

Quorum 5

01-0360-20-0040/2018

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**1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES**

The meeting was called to order by the Chair at 6:07 pm with a quorum present.

The Agenda was adopted as circulated.

The minutes of the meeting of July 4, 2018 were adopted as circulated.

**2.0 INTRODUCTIONS**

As there were several new faces around the table, members and staff introduced themselves in a round table manner.

It was noted that K. Neely has left the North Vancouver Chamber of Commerce. Patrick Stafford-Smith attended in her stead. P. Stafford-Smith advised that, at this time, they are not sure who from the Chamber will be attending ITC on a regular basis.

It was also noted that J. Draper is the new manager of Transportation Planning, replacing D. Mitic. E. Barker and R. Fish are Committee Clerks in the Planning department and they will now be sharing the role of Clerk for ITC.

### **3.0 BUSINESS ARISING FROM PREVIOUS MINUTES**

T. Bowden advised that ITC had discussed sending a thank you letter to Amy Amantea and Pam Horton to thank them for leading the September field trip. A. Robinson will be draft a letter and send by email to ITC members for comment.

### **4.0 CASANO – LOUTET OVERPASS - FOR INFORMATION**

A. Majano gave a PowerPoint presentation regarding the Casano-Loutet Cycle-Walk Crossing over Highway 1.

#### Key points included:

- This will be a pedestrian and bicycle overpass, just south of Lynn Valley road. The purpose is to link an isolated neighbourhood that is currently poorly connected for bikes and pedestrians. It will link the Loutet and Cedar Village neighbourhoods.
- This project supports the City's Long Term Transportation Plan and recognizes Highway 1 as a barrier for pedestrians and cyclists.
- There are six specific objectives to this project: Cost, Function, Safety, Aesthetics, Environment, Noise and Traffic.
- The preliminary design was done in 2016 and 2017, the detailed design is being done now (60% finished). CNV plans to go to tender in early 2019 and have it built by the end of 2019.
- The box-girder bridge design will be used rather than the tied-arch Truss.

#### Questions/Comments from ITC:

- Casano Drive is on the north side? Will the softball field on the south side be affected?
  - A: No, not at all. The fields are not being touched.
- This will be great for Eastview School as it feeds into Sutherland.
- This is the third time we have seen this project at ITC; it's great to see the evolution. I want to confirm that the grade on the south side is universally accessible.
  - A: Yes, we will be keeping it at 4 or 5%.
- On one of the slides you had a question mark around funding? What does that mean?
  - A: We don't have 100% of funding as yet. We, need to go to the provincial government for Bike BC funding but we are confident we will get it. We just don't have confirmation yet.

## 5.0 MOSQUITO CREEK BRIDGE – FOR INFORMATION

A. Majano showed a PowerPoint presentation on the Marine Drive Bridge Replacement over Mosquito Creek.

### Key points included:

- The 66-year old bridge is located near the intersection of Marine Drive and Fell Avenue. It is in need of a full upgrade due to its compromised structure.
- This section of the road is part of the Major Road Network (MRN) and the Frequent Transit Network (FTN) as well as being an emergency response route.
- Work is needed as a detailed inspection in 2015 identified girders with severe corrosion and loss of load-carrying capacity and the deterioration needs to be addressed in the short term.
- This work will make the bridge compatible with the City's long-term goals as laid out in the Official Community Plan. The expected outcomes and alignment with City goals are:
  - To protect public safety and the level of service for movement of people and goods;
  - To increase the hydraulic capacity to prevent flooding;
  - To increase the pedestrian, cyclist and transit capacity;
  - To use funds efficiently by replacing aging infrastructure instead of full rehabilitation.
- Issues that need to be addressed are: structural, environmental, utilities and transportation.
- The scope of work to address the deficiencies and future proof the bridge are:
  - Replace the single span bridge which serves traffic operation for the entire North Shore;
  - Fit protected bike lanes at the sidewalks in two directions;
  - Improve the channel capacity to meet flood protection guidelines;
  - Upgrade to meet current bridge codes for seismic resilience;
  - Future proof for long-term readiness for utilities and transportation needs.
- There are many stakeholders involved such as retailers, service providers, developers, etc.
- Access for the businesses needs to be allowed up to each end of the bridge.
- Restrictions may be required to ensure the proper operation during staging.
- A Public Information Session is expected in February 2019.
- The design will be ready to go to tender in approximately a month; we hope to be ready to start construction in March of 2019 and be finished by the fall.

### Questions/Comments from ITC:

- From a cycling perspective, has there been any discussion on how to reroute cycling?
  - A: We want to keep a sidewalk open in each phase; cycling lanes cannot be kept open during the temporary conditions. We have the alternative bike route on 3<sup>rd</sup> Street and bikes can use traffic lanes, although that is not ideal. This will be temporary.
- Very comprehensive design.

- Regarding the LEC pipe that has to be relocated; will that take place at the same time?
  - A: Yes, at the same time. We can only work on the creek in August. We are designing the bridge so that pipe can be laid back where it is if LEC is delayed.
- A couple of years ago, Marine & Bewicke was improved by putting the crosswalk on the west side; have you considered the crosswalk on the east side of Fell and Marine?
  - A: Yes, there will be a crosswalk there. We need it, if and when it floods, there will be an alternative crossing for the trail.
- I believe there were plans to do some additional streetscape between Fell and Bewicke to coincide with new buildings; will any of that be coordinated with us?
  - A: A new sidewalk and curb for 725 Marine is in place now; we also expect developments further down on the corner by Gardenworks. What we have to work with is curb to curb as we don't want to compromise pedestrians. We don't expect any more changes to that block on the south side except for the ends where we tie back into bridge.
- You mentioned the impact on businesses. The Chamber has heard that there is a lot of congestion in front of the store fronts in that area and it makes it difficult for customers to get to businesses. Looking at the broader picture, there is a lot of potential for rerouting, any thoughts on that?
  - A: The strip mall is going to be affected for sure, we will have a specific strategy for wayfinding and access. In addition, The B line is coming which will bring a lot of other changes in this area. A lot needs to be accomplished in a short period of time; we will have to have a specific traffic management plan and access to businesses will be considered.
- Please let the Chamber know if there would be any value in bringing the businesses together to strategize beforehand.

*Break: 7:05 – 7:15 p.m.*

## **6.0 INSTPP HIGHLIGHTS AND PROCESS TO DATE – FOR INFORMATION**

J. Draper presented on the INSTPP process.

### Key points included:

- J. Draper will be staff representative for this project going forward as this merges into INSTPP 2.0
- The scope of the project was to:
  - Assess the North Shore transportation needs
  - Identify joint opportunities for short-term action
  - Develop a long-term transportation framework
  - Enable a multi-agency form
- Important to be inclusive of all modes of transportation.
- The North Shore is unique in that we are dependent on Highway 1 and have no capacity to add to it, we have limited east/west options and residents take a higher proportion of discretionary trips.

- Five key causes of congestion were found:
  - Land use is mostly car oriented.
  - Transit and alternative travel modes are not competitive with cars for many trips.
  - Measures are lacking to manage road use.
  - Road demand exceeds capacity at times and at key pinch points along the road network
  - The road network has gaps that reduce choice and increase congestion.
- Key observations:
  - Congestion will continue to get worse with only current commitments.
  - Existing bridges cannot be expanded due to structural limitations.
  - No single project will meet all stated objectives.
  - The best results will come from a coordinated approach consisting of coordinated transportation & land-use planning, improving transportation options, improving competitiveness of non-auto modes and encouraging behavioural change.
- Near-term Actions:
  - Marine-Main B-Line with supportive transit priority
  - Advance two future B-Lines in Mayor's Council vision
  - Evaluate conditions for rapid transit between North Shore and Burrard Peninsula
  - North Shore coordinated TDM
  - Connect Lower Level Road between Park Royal and Dollarton Highway
  - Improved transit priority access to bridgeheads in both directions
  - More responsive incident/collision clearing on bridges.
- Next steps include opening day service for Main-Marine B-Line. INSTPP 2.0 will include staff and elected officials, prioritization, funding framework and supporting studies.
- How would ITC like to be engaged going forward?

Questions/Comments from ITC:

- From the Chamber's point of view, three years ago transportation was identified through the Economic Partnership as the top issue. It's important to remember, while the details are getting worked out, that it's really important not to get bickering about what we want in just the City. When B-lines come in, we have to use them, or that's proof we don't need them. There are a lot of baked in behaviours, travel patterns, etc. based on previous infrastructure, larger companies and the business community want transit.
- On "The Big Picture" map, the pink one bubble showing were traffic is coming from doesn't go far enough west or up into ferries and to Squamish. A lot of traffic is coming from there, would like to see that area bigger.

- J. Draper: The province is looking to develop a regional bus service. People commuting from Squamish and further up was less than 2% and that has doubled in 5 years. This is the strength of merging the planning process across the North Shore.
- Love this initiative, love this graphic, love being kept apprised; hopefully ITC can be actioned to do research or contribute in some way to this process.
  - J. Draper: We would welcome that, once we have had our first regroup with TransLink, I can help with that. I will bring this topic back next month and plant the seed with my partners on what that might look like.
- Pleasantly impressed, well written report, easy to understand website, the report has done good job of myth busting and is also great at introducing competitiveness between modes. Time competitiveness is a big driver for people in deciding what they are going to do. In light of a new Mayor's council, what is baked-in and what is on the table or starting from scratch?
  - J. Draper: It is safe to say all new mayors across regions agree that we have an agreed-upon process. The Mayor's council works by proportional representation, although the rest still have a lot of power. On the table is the Main-Marine B line; we have 100% funding for opening day (this means transit priority measures that would give it a good level of service for 2019). TransLink is looking at assigning a bucket of money across 4 B lines. They will give funding to the B-line post opening-day. There are three phases to the vision; Phase 1 is fully funded, Phase 2 was recently funded, Phase 3 has not been voted on or had funding approved.
- ITC can contribute. It's good for ITC to keep the big picture in mind and have staff come to us with the medium and smaller blocks and how do they fit with the big picture. The other place we can help is by being a sounding board for significant innovation; there is expertise around the table.

## **7.0 ITC – ROSTER OF PROJECTS WORKSHEET**

D. Watson updated the committee on City projects.

## **8.0 TRANSPORTATION EVENTS – (MEMBER UPDATE)**

North Shore Community Resources is putting on a forum on November 15 aimed at getting youth engaged more engaged in civic politics and governance.

The Chamber of Commerce also has event on November 15; they will be holding their 21<sup>st</sup> Annual Business Excellence Awards and Gala. The Business of the Year award does have a link to transportation; the Chamber recognizes companies that provide they best support to employees regarding transportation, housing, etc.

## 9.0 ITC MEMBERSHIP AND PROCESS

A. Robinson noted that the process of getting information to ITC may be unfolding differently. There have been changes at the City in terms of the transportation planning function going from Engineering to Planning.

D. Watson added that it has taken some time for things to be worked out internally and now the responsibility for ITC is officially part of the Planning department which has resulted in the change of Committee Clerk. He explained he is not as involved in the Engineering aspect of projects; if there is something specific ITC members wish to know about or are interested in, please let him know. He also noted that we have added a "Round Table" section to the agenda; this is where members can suggest a future agenda item.

A. Robinson noted that ITC is hoping to contribute more to achieving the City's mandate and goals regarding transportation. Members are hoping with the committee's transition to Planning, the new Mayor & Council may be able to provide more clarity for this committee. ITC has been uncertain in the past as to how their input was being considered more broadly at Council and within the City.

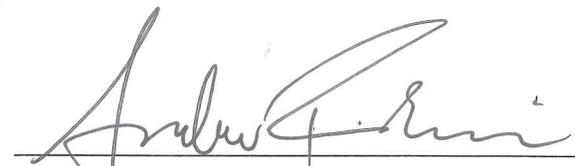
## 10.0 ROUND TABLE

Committee members had a robust discussion regarding the role of ITC, feedback from Council and reinforcement that what they are doing and providing is valuable. It was noted that with a new Mayor and Council, there may be a greater focus on transportation and more opportunities for ITC to be involved.

The Committee Clerk confirmed that the new appointments of Council members to Committees will be happening at the November 19 Council meeting. She also suggested that "Councillor Update" could be added to the agenda as a standing item.

## 11.0 ADJOURNMENT

The meeting was adjourned at 9:00 pm.



Andrew Robinson, Chair