

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, MARCH 2, 2022 at 6:00 PM
Via WebEx**

MINUTES

Present: Bradley Cuzen (Vice Chair)
Jonathan Arnold
Denis Beaulieu (RCMP)
Dana Bourgeois
Martin Davies
Anna Hardy
Maxwell Lai
Genevieve MacMillan
Christie Sacré
Ron Spence
Councillor Tony Valente
Christian Zollner

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

Guests: Mo Bot, Project Manager, Engineering, Parks and Environment
Natalie Corbo, Policy Analyst, Planning and Development
Justin Hall, Manager, Public Realm Infrastructure
Zachary Mathurin, North Shore Mobility Options Coordinator

Absent: Brent Hillier (Chair)
Mateusz Debicki

1. CALL TO ORDER

The agenda for March 2, 2022 was adopted. The minutes of February 2, 2022 were approved as circulated.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

- None.

3. UPPER LEVELS GREENWAY – INTRODUCTION

The Project Manager, Public Realm Infrastructure, provided a presentation on the Upper Levels Greenway project.

Key points included:

Project Background

- The Upper Levels Greenway is the third major greenway network in the City.
- The greenway will provide an important east-west active mobility connection north of Highway 1, stretching from Lynn Valley Road to Westview Drive.
- The project will link components of the City's park and open space system in a contiguous network of active transportation routes and recreational spaces, connecting commercial areas with schools and the surrounding neighbourhoods.
- The project will focus on integrating the City's broader pedestrian and cycling network to create greater connections above and below Highway 1 via the Jones Avenue overpass and the future Casano-Loutet overpass.

Policy Context

- In 2019, the project was confirmed as a Priority Mobility Network Project and is identified in the current Council Strategic Plan.
- Within the TransLink Transport 2050 plan, an east-west route north of Highway 1 is identified as part of the updated Major Bike Network and we will be working with our neighbours in the District to connect routes where we can.
- The design will be informed by goals and strategies in the City's Safe Mobility Strategy and will provide protected AAA active travel infrastructure, while considering the impact of the changing state of mobility in anticipation of the shared operation between bicycles, scooters and other electrified micro-mobility devices.
- The design will also include opportunities to increase and expand park and open spaces adjacent to the corridor.
- The City has completed work with local schools in the area to understand how kids are getting to school and what opportunities there are to shift to more sustainable active modes.

What's Next

- The City will be leading public conversations through the process with design support from a consultant team.
- We have received over 900 response through our initial survey.
- In late spring, staff will connect with the community to get feedback on various options for the route alignment and focus on understanding trade offs between transportation, public realm/placemaking, costs, and broader benefits.
- Construction anticipated to start in 2023.
- For more information, visit <https://letstalk.cnv.org/upper-levels-greenway>

Comments/Questions:

- Housing is dense in this area; how do you plan to construct a trail through it? **A:** There is opportunity to reclaim existing street space - some of these streets do not have sidewalks and we want to look at filling in those gaps.
- It is worth considering a connection from the greenway through Tempe Crescent to link onto the East 29th Street bike path.

- Would like to see the greenway on 25th Street because it is the lowest grade option but understand that creating a safe crossing at Lonsdale would be difficult, due to Highway 1.
- Where would the west side of the greenway end? **A:** Not sure yet. We have a representative from the District who is a part of their active transportation group who will be working with us as we develop options.
- Instead of focusing on the path itself, you might try to break it down to destinations you want to connect to and look at them piece by piece (e.g. Westview to Larson, Larson to Lonsdale Interchange, Lonsdale Interchange to Tempe Crescent, and Tempe Crescent to Lynn Valley Interchange).
- 25th Street, west of Jones Avenue is very dark (a safety issue to consider).
- Love the idea of connecting destinations, especially schools.
- Has there been discussions around building a new pedestrian overpass at St. Andrews Avenue and Highway 1 in the future? **A:** An overpass was considered in the initial Pedestrian Plan at either St. Andrews or Ridgeway, but did not end up being included in the final plan.
- In the MoTI Highway 1/99 North Shore Corridor Study, the study considers a pedestrian overpass at St. Georges at Highway 1 and a connection to Edgemont behind Safeway, near Westview plaza, which is worth considering when designing the Upper Levels Greenway. More information on the study can be found here <https://news.gov.bc.ca/releases/2022TRAN0013-000202>
- What has been the initial feedback received so far on the project? **A:** So far, the feedback has been mostly positive. Generally, the overall feeling in the City around these types of projects tends to lean more towards understanding its use, utility, and role in addressing climate and climate action etc.

M. Bot left the meeting at 6:41 pm.

4. BIKE SHARE UPDATE

The Policy Analyst, Planning and Development, and the North Shore Mobility Options Coordination provided an update on Bike Share.

Key points included:

Project Background

- The e-bike pilot project is a two-year program that launched in February 2021.
- The company, Lime launched its e-bike share system in July 2021 after their application was successfully selected.
- Some of the pilot's main goals are to understand the demand for shared micromobility and impact on the transportation network, while providing an additional sustainable and healthy transportation alternative.
- Lime is responsible for all operations and maintenance; bikes can be booked using their app and municipalities are responsible for conducting data, managing the permit, and responding to public feedback.

Ridership

- Lime saw its highest ridership in summer 2021.
- Early ridership saw 5000+ trips/month in August and September but dropped when weather became colder and wetter.
- Ridership has been climbing up quickly and consistently ever since the snow melted in January.
- Trips per device per day exceeded the goal of 1-1.5 in summer 2021.

Public Perception

- Significant amount of unsolicited positive feedback.
- Most complaints related to bikes being parked where they should not be.
- Staff have plans for future public perception surveys.

What's Next

- Expand Lime to District of West Vancouver.
- Install more parking groves from 24 to 49 groves in CNV and from 6 to 32 groves in DNV.
- Add more e-bikes and provide helmets with each bike.
- Make system data more publicly accessible.
- Introduce equity programs.
- Email bikeshare@cnv.org if you have any detailed feedback to share.

Comments/Questions:

- Is there any data on whether the bikes are getting misused or abused? **A:** We track comments that come in via email and we require Lime to provide us with an annual report on those types of incidents (i.e. damage to the bikes).
- Improve signage in the parking groves to increase awareness and attract users.
- Consider trailer attachments to allow families to bring their child on a ride.
- What is the average trip distance? **A:** 2.2 kilometres per trip.
- When looking at the data, are people using these bikes on the bike infrastructure that the City has built? **A:** We have some mapping information through Lime that indicates there is not a single street in the City that does not have at least one trip. We do see a concentration of trips on some of our facilities such as the Green Necklace and the Spirit Trail.
- Will the City look at an e-scooter share and is there any liability issues with that? **A:** We are not doing e-scooter share just yet. The e-scooter portion of our pilot is on personal devices. We have partnered with Vancouver Coastal Health to receive data on emergency rooms visits related to electric mobility devices and that information on personal use will help inform whether the City one day will pursue e-scooter share.
- Do you have a sense of why people are using Lime (i.e. for pleasure, to get to work, to run errands)? **A:** We have limited information for that and can only make inferences based on when we see trips taking place. It seems like there is more activity in the afternoon, perhaps by people commuting home or going out in the evening. The user surveys that we are planning to have Lime push out to users will really help us get that information.

- Can you explain why the e-bike's electricity turns off in some areas of the North Shore? **A:** In known conflict areas where there are high volumes of different users (pedestrians, vehicles, cyclists etc.), the bike throttles down for safety reasons.

N. Corbo and Z. Mathius left the meeting at 7:24 pm.

5. 2022 SIDEWALK PROGRAM

The Manager, Public Realm Infrastructure provided a presentation on the 2022 Sidewalk Program.

Key points included:

- Total sidewalk network in the City of North Vancouver is 259.2 kilometres.
- Missing sidewalk segments add up to 33.1 kilometres.
- 87% of the sidewalk network is complete; staff are working to fully complete the network by ensuring that sidewalks are constructed on both sides of every street in the city.
- Due to so many missing sidewalks segments in the city, staff have created a prioritization method that rates pedestrian safety, proximity to important destinations, pedestrian demands, and constructability.
- Recent accomplishments include completing segments around Queensbury Elementary school area, Chesterfield Avenue as part of access to the City's transit work and St. Andrew's Avenue sidewalk between 13th Street and East Keith Road.
- Priority gaps identified in the 2022 program include:
 - 2000 and 2100 Blocks of Larson Road – sidewalk segment connects to a popular pedestrian crossing to access Carson Graham School; and
 - 600 block East 19th Street – currently a narrow gravel walkway and is highly trafficked by students walking to and from Grand Blvd, the southbound transit stop at 19th Street and the Green Necklace.
- To accomplish any improvement for vulnerable road users on the 600 block East 19th Street, there will be a trade-off with on-street vehicle parking.

Comments/Questions:

- Has there been feedback from the neighbourhood on East 19th Street about the potential sidewalk changes to come? **A:** This sidewalk segment has come up in the past, but there has now been a lot of evolution in our policy to give us direction to approach this segment. We have started some conversations with the neighbours about what this could look like and how we may be able to accommodate their needs.
- Pursuing adding the wider sidewalk and extending the bike lane from the Green Necklace would be the better option for the East 19th Street design.
- Concerned that building a sidewalk on the south side of East 8th Street between Ridgeway and Moody Avenues may put students going to/from school at greater risk of being in an accident (i.e. sightline issues for residents exiting their driveways or children cutting across the street).

6. 2022 TRANSPORTATION PROJECTS OVERVIEW

The Manager, Transportation Planning and Manager, Public Realm Infrastructure provided an overview of 2022 Transportation Projects.

Key points included:

- Recent projects that ITC have helped shape (planning and strategy) include the Safe Mobility Strategy, E-Bike Share Permit Guidelines and the draft Mobility Strategy.
- Recent projects that ITC have helped share (design and network) include the Esplanade Complete Streets Design and West 1st Street Mobility Lane design.
- Key plans and strategies staff are working on in 2022 is the City-wide Transportation Plan, Waterfront Transportation Network Study, compiling an updated snapshot of mobility across the City, assessing our mobility pilots, and scoping and setting up first moves from the Mobility Strategy.
- Intersection upgrades include St. David's Avenue at East 3rd Street, East Keith Road at Ridgeway Avenue, St. Andrew's Avenue at East 3rd Street, and St. Andrew's Avenue at East 3rd Street.
- Major construction on Esplanade currently taking place.
- Other upcoming major projects include the Upper Levels Greenway and sidewalk construction.
- Improving on the accessibility of the Open Streets spaces.

Comments/Questions:

- Is it on the priority list to do an updated study on the cost of congestion? The estimates in the region are outdated. **A:** We have collected a bit of information on that through the Burrard Inlet Rapid Transit Economic Impact Assessment work and will come back to update the committee with that information.
- There were some delineators put on the intersection of 17th Street and St. Andrews Avenue – are there plans to build this out with something more permanent? **A:** The delineators were put in place to quickly provide curb bulges in key intersections around schools that were missing them. We are looking into a quick build policy that will allow us to develop criteria on when these installs are triggered. If we are serious about safety and addressing these issues, we cannot always wait to pour the concrete so we have to take this approach to build something quick and then move to something more permanent later.

7. COUNCILLOR UPDATE

- The E-Scooter pilot started in February 2022 after bylaw changes were adopted by Council, and will continue until April 2024.
- Significant land dedication of approximately 30 feet approved at the intersection of East 3rd Street and Kennard Avenue, which will benefit the 3rd Street corridor for potential future transit improvements.
- Council approved the Polygon project at 1712 Lonsdale Avenue. The project was previously brought to ITC and the recommendations that ITC provided

were addressed, including making space for cargo bikes in the bike storage facility and including a future mobility lane on 17th Street.

- At the February 28th Council meeting, Council reviewed the Coach House Development Permit Guidelines, which looks into streamlining the permitting process to make it more transparent and straightforward for applicants.
- At the February 28th Council meeting, Council gave the greenlight to start development of the new Harry Jerome Community Recreation Centre.
- Council brought forward a notice of motion requesting that Mayor Buchanan write a letter to Transport Canada asking that they establish clear and consistent technical specifications for micromobility devices.

8. ITC – ROSTER OF PROJECTS WORKSHEET

The committee reviewed the spreadsheet prior to the meeting.

9. TRANSPORTATION EVENTS


- March 5-6, 2022 – BC Bike Show at the Vancouver Convention Centre.

10. ROUND TABLE

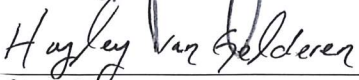
- Can you explain why a diverter was constructed on the intersection of St. Andrew's Avenue and East 13th Street? **A:** St. Andrew's Avenue is a local street and is meant primarily for local access. We do not want to attract people making longer trips to use St. Andrew's. It is also a designated bike route and as we work to improve the cycling infrastructure on the street, we hope it will attract more cyclists and will become a more important bike route. By putting a diverter on St. Andrew's Avenue and East 13th Street, we hope to reduce traffic on St. Andrew's, prevent shortcutting and provide a more pleasant experience to more active uses.
- Is there a system redundancy plan if traffic does not recognize something that has been put in? **A:** Yes, we do evaluate these types of things and evolve these interventions if we do not see the behaviour change that we want.
- Re-educating residents is key when an intervention is made to a street. This can also work for existing infrastructure too (i.e. places signage in some roundabouts in the City to re-educate citizens on how to properly use them).

11. ADJOURN

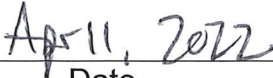
There being no further business, the meeting was adjourned at 8:43 pm.



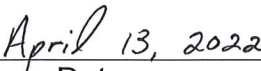
Chair Signature



Committee Clerk Signature



Date



Date