



MEETING MINUTES

Minutes of the meeting held at City Hall in Conference Room A,
141 West 14th Street, North Vancouver, BC on July 3, 2024

The City of North Vancouver respectfully acknowledges that this meeting is held on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and Səlílwətał (Tseil-Waututh) Nations.

Members Present

Jonathan Arnold (Vice Chair)
Denis Beaulieu (RCMP)
Matthew Cusanelli
Brady Faught
Cllr. Jessica McIlroy
Allan Moors
Lailani Tumaneng (SD#44)
Richard Walton
Benjamin Woodyatt
Karen Speirs

Absent

Anna Hardy (Chair)
Jane Farquharson

Staff Present

Elicia Elliott, Manager, Transportation
Michelle Lam, North Shore Mobility Options Coordinator
Sarah Tremblay, Transportation Planner
Eleanor Parrott, Committee Clerk – Secretary
Hayley van Gelderen, Legislative Services Advisor

The meeting was called to order at 6:12 pm.

1. ADOPTION OF AGENDA

1.1 The Agenda for July 9, 2024 was adopted as circulated.

2. ADOPTION OF MINUTES

2.1 Minutes of the meeting held on June 5, 2024 were approved as circulated.

3. BUSINESS ARISING FROM THE MINUTES

3.1 Minutes of June 5, 2024 – The Vice Chair noted that the summary of members' feedback provided during the Curb Access and Parking Plan Workshop item had not been included in the minutes. The Manager, Transportation confirmed the feedback had been synthesized elsewhere. Going forwards, the committee would like feedback provided during workshop sessions to be included in the minutes.

4. E-CARGO BIKE PILOT

4.1 The North Shore Mobility Options Coordinator presented the following highlights regarding the E-Cargo Bike Pilot:

- The bi-annual North Shore Transportation Survey taken in 2023 highlighted that more people were adopting e-bikes and e-micromobility.
- The pilot aims to offer residents better access to E-Cargo bikes, support sustainable and active modes of transportation and potentially replace trips currently taken by vehicles. The service will be free for all residents aged 19+. E-Cargo bikes will be available in seven locations across the City, including public libraries and some residential buildings.
- The pilot offers a two-year pilot over the summers of 2024 and 2025. A third party operator will be responsible for all aspects of operations and maintenance.
- In-person events will take place to publicize the pilot, increase awareness and inform users of the safety requirements.
- Data collection and analysis will be utilized to assess the long-term feasibility of the pilot, and the evaluation of pilot outcomes and costs will be shared with decision-makers and other jurisdictions to inform future decision-making.
- Feedback provided during this meeting will be utilized to inform the pre and post pilot surveys.

4.2 Members presented the following notable questions and comments:

- Surveys should seek information on the overall number of rentals as well as unique visits and the actual number of passengers.
- The pre-survey should find out how residents usually travel, and the post-survey should find out if this changed as a result of the pilot.
- Would the pilot be expanded if successful? **A:** Yes, if directed by Council following a successful pilot.
- Is the E-Cargo bike pilot similar to Lime bikes? **A:** There will be a vendor to oversee the operations and maintenance, and there may also be an app. The vendor has not yet been contracted but the proposed vendor has good systems in place to run the pilot and could potentially offer the service to non-residents, such as those who commute to the City for work.
- Why is the service only available to those aged 19 and over? **A:** The age restrictions are based on advice from the City's legal and risk teams. The E-Cargo bikes are larger than average bikes which increases risk. The age restrictions could be re-considered after the pilot stage.
- Would the pre-screening process require users to provide their driver's license and credit card? **A:** Following advice from the privacy team, only basic information will be requested. Users will only need to provide their name and sign a declaration form to confirm age and residency, in order to minimize data collection. The service will be free so credit cards will not be required. The collection of credit card data to cover for loss or theft of the bikes had been considered, but the vendor is likely able to provide other insurance options.
- Is this a free service? **A:** Yes it is a free service to support more affordable transportation options in the City.
- Does it come with a helmet? **A:** Helmets, including for children, along with other bike accessories are available as part of the rental.

- Does the E-Cargo bike need to be returned to the same location it was picked up? **A:** Users will be required to return their bike to the same location as pickup, which will work to avoid issues with bikes being left in undesignated spaces.
- Could the E-Cargo bikes be utilized as sponsorship opportunities? **A:** This could be considered at a later stage following the pilot.
- In other similar programs such as Mobi, libraries had offered a cash only rental option to increase access for lower income residents who may otherwise face restrictions due to the need to possess a smartphone and credit card in order to register. It would be beneficial to consider this option for the E-Cargo bike Program.
- Will guidance around parking and bike rack locations be provided to users? Many of the bike racks around the City will not fit bikes this big. **A:** There will be in-person and in-app training provided before someone is able to rent the bike. The bikes will include bike locks and secure storage space is available. Bike parking feedback can be submitted through the CityFix App or submitted to staff.
- Collecting users' addresses would be beneficial. The proposed E-Cargo bike locations are mostly in central areas accessible by walking, but usage at different locations could highlight the need to increase availability on the outskirts of the City. Location of bikes is key to success and feedback might identify more accessible locations.
- Have the E-Cargo bikes been tested to navigate the specific challenges of the North Shore terrain such as hills or the Jones Overpass? **A:** The training should include how to ride the bike in the vehicle travel lane, and should also allow the option to test drive with weights in the cargo carrier to increase users' understanding of riding the bikes with heavy loads. Work has taken place to ensure the bike specifications and power supply is suitable for navigating the North Shore.
- Did a precedent for the use of E-Cargo schemes exist in North America? **A:** Yes, a similar program had been trialed in Toronto and some libraries in the USA offered a similar scheme. Staff have contacted relevant programs in the USA to discuss lessons learned that could be applied to the City's Pilot.

4.3 In conclusion, the Transportation Manager noted that further feedback was welcome outside the meeting.

5. BARRARD INLET RAPID TRANSIT WORKSHOP

5.1 The Transportation Manager and the Transportation Planner presented the following highlights regarding the Burrard Inlet Rapid Transit Workshop:

- Work is underway to identify key opportunities and challenges for Rapid Transit Planning, ensuring there is a shared understanding across City departments and to ensure integration of Rapid Transit Planning into other projects.
- Staff are seeking the Committee's input on draft objectives for Rapid Transit Planning, as well current experiences with transit in the City and on the North Shore.
- Three Tier 1 corridors have been selected for Bus Rapid Transit (BRT). BRT provides a fast, high capacity mode of transport. There is currently no BRT in greater Vancouver.
- In the short-term, TransLink has committed to extending the R2 RapidBus to Metrotown from Phibbs Exchange. In the medium-term, the North Shore will see BRT. In the long-term, TransLink will determine the ultimate rapid transit solution which could be BRT, LRT, SkyTrain or a combination of these technologies. As yet, there are no clear timelines for these commitments.

- The City is not a decision maker but does have the opportunity to provide input into TransLink's Burrard Inlet Rapid Transit program. The City will work closely with North Shore Connects partners.
- The City is working to identify key objectives for Rapid Transit Planning to understand what our preferred corridors and outcomes are. TransLink will carry out the ultimate evaluation.
- Staff have built upon TransLink's key objectives to identify draft key objectives for this work.
- Members' feedback on the key objectives was sought.

5.2 Members presented the following notable questions and comments:

- What is the current proposed alignment? **A:** The map provided in the presentation was conceptual and not an actual representation of the proposed alignment. The intent is to connect Park Royal with Metrotown.
- Would it be possible to create an integrated system, for example to enable Compass Card usage on a variety of transportation modes for those travelling via e-bike, BRT and other options? **A:** TransLink are piloting an integrated approach in the Lower Mainland. Consideration is being given to multi-modal transportation and the City is involved in the regional approach to micro-mobility.
- TransLink has initiated a BRT survey and the survey link will be circulated to Members following the meeting.
- Comparison data to illustrate journey times using BRT versus cars, and the journey time improvements as a result of system improvements should be made available to the public to encourage BRT usage.
- It is usually cheaper to drive which discouraged BRT usage. Consideration is being given to de-incentivize driving via cost.
- Had consideration been given to how BRT might worsen other types of travel, such as by increasing traffic? **A:** Impacts of BRT on regional travel, goods movement and emergency services is being considered.
- To what extent has the highway been considered for bus usage? **A:** There is precedent in the region for using highways for bus routes. Transport 2050 has identified a Lynn Valley to Downtown alignment that uses the Upper Levels highway.
- TransLink are aware of the range of interventions available but the final solution will depend on decision makers' views.

Interactive Workshop Activity

5.3 The Manager, Transportation gave an overview of the current performance of bus, Rapid Bus, SeaBus, and HandyDART. Members were invited to provide feedback on any issues they are currently experiencing with transit, and identify locations they feel would be best served by rapid transit. The feedback provided was as follows:

- Locations identified for rapid transit are Carson Graham Secondary School; Sutherland Secondary School; City Library and City Hall; Lions Gate Hospital; Cloverley Park and Moodyville Park.
- The bike lanes on Lynn Valley Road could be improved. The lanes heading North are better.
- The Harry Jerome Community Recreation Centre should be an AAA Transit Hub with good first-last mile access.
- Improved, faster bus routes are required from the City to Horseshoe Bay.

- The two-bike limit on buses should be reviewed across the system as this is a challenge for bike-bus transport.
- The journey time and route of the bus connecting Edgemont to the SeaBus is particularly long and could be streamlined.
- The R2 RapidBus route could be extended to travel downtown. This may alleviate the congestion on the 240 bus route.
- The bus routes along Lonsdale Avenue stop at most blocks. The number of stops could be reduced to decrease journey times.
- The timing of buses to Lonsdale Quay should connect well with the SeaBus schedule. The bus connections from Lonsdale Quay at night need improving.
- Increased North / South connecting routes are needed.
- The 229 and 230 bus routes could be alternated.
- Real-time bus timetable would be helpful.
- The SeaBus doors could be opened sooner to allow passengers to board earlier than the departure time.
- Increasing the number of bus shelters will offer passengers greater comfort and protection during both winter and summer weather.
- Existing bus shelters can be improved by increasing the amount of seating, removing overflowing garbage and graffiti, and fixing broken glass panels.
- New bus routes to Eastview, Cedarview Lodge and from Mountain Highway to Phibbs Exchange could be added.
- The loading zone should be more closely monitored. Some users do not follow the rules and online registration might help to monitor and mitigate misuse.
- Some issues with bike users have been noticed such as speeding in bike lanes, not using bike lanes and not wearing helmets.
- Pay parking could be implemented in the most used streets such as Lonsdale Avenue 12th-19th, East 15th and 16th and the East 13th area.
- The bus lane on the 240 bus route, near Lions Gate Bridge is often used by cars and this slows down transit.
- The disabled parking application should be reviewed and measure should be in place to ensure these spaces are used in the correct way.
- Cloverley School is due to open in two years which may give rise to a need for increased bus routes and / or times in the East Keith area.

5.4 In conclusion, the Manager, Transportation noted that further feedback was welcome outside the meeting. Members were encouraged to share the BRT survey link with their networks to encourage further engagement in the City.

6. COUNCILLOR UPDATE

6.1 Councillor McIlroy presented the following highlights:

- Council approved the Climate and Environment and Community Wellbeing strategies. The key purpose of these strategies was to set goals and objectives, rather than to set out action plans.
- The 2023 Annual Municipal Report had been received and would be circulated to Members after the meeting.
- The contract award for the Casano-Loutet overpass for bikes and pedestrians will be made soon and construction is scheduled to begin this year.
- The Harry Jerome Community Recreation Centre is currently running to schedule and budget.

- Procurement for projects within the Housing Accelerator Fund is underway.

7. TRANSPORTATION EVENTS – MEMBER UPDATE

- The Mobility Drinks Networking Mixer with Councillor Tony Valente event at North Point Brewing on June 30, 2024 was attended by a range of people. The aim was for the event to become a more regular.
- Plans were underway for transport events at the Shipyards 5th Anniversary and September Festival.
- July 5, 2024: Curb Access and Parking Plan Public Engagement Event at 101 Carrie Cates Court.
- July 13, 2024: North Vancouver Motorcycle skills challenge event at Capilano University.

8. ROUND TABLE

- Increased signage at The Shipyards’ bike valet locations would increase awareness and usage.
 - Staff have flagged for Shipyards’ staff.
- Bicycle wayfinding by Phibbs Exchange requires improvement.
 - Staff have flagged this to District of North Vancouver staff. Staff recommend this request be passed on to the District of North Vancouver by committee members as well.
- On June 3, 2024 regulations around the safe passing distance required between bikes and vehicles travelling on roads became enforceable via fines, ranging from \$109-\$368. This change is continuing to be communicated via various media.
- Some sensors at intersections on the bicycle network, such as the intersection of Chesterfield Avenue and West 23rd Street, are not strong enough to register bikes on roads, and the signal does not change unless cyclists dismount to use the pedestrian signal button.

9. DATE OF NEXT MEETING

9.1 The next regular meeting is scheduled for September 4, 2024.

10. ADJOURN

10.1 The Chair adjourned the meeting at 8:19 pm.

“Certified Correct by the Chair”

Anna Hardy, Chair