



MEETING MINUTES

Minutes of the meeting held at City Hall in Conference Room A,
141 West 14th Street, North Vancouver, BC on September 4, 2024

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

Members Present

Anna Hardy (Chair)
Matthew Cusanelli
Brady Faught
Cllr. Jessica McIlroy
Allan Moors
Richard Walton
Benjamin Woodyatt
Karen Speirs

Absent

Jonathan Arnold
Denis Beaulieu (RCMP)
Jane Farquharson

Staff Present

Brandon Green, Transportation Engineer
James Gilan, Transportation Technologist
Kathleen Callow, Planner 3
Sarah Tremblay, Transportation Planner
Eleanor Parrott, Committee Clerk – Secretary

The meeting was called to order at 6:04 pm.

1. ADOPTION OF AGENDA

1.1 The Agenda for September 4, 2024 was adopted as circulated.

2. ADOPTION OF MINUTES

2.1 Minutes of the meeting held on July 3 were approved as circulated.

3. BUSINESS ARISING FROM THE MINUTES

3.1 None raised.

4. NO RIGHT TURN ON RED LIGHTS

4.1 The Transportation Engineer presented the following highlights regarding the work as an outcome of Council's Notice of Motion Advancing Mobility Strategy Action 5C: Supporting Enforcement that Reduces Dangerous Behaviour and Prioritizes Protection for Vulnerable Road Users.

- As part of this Notice of Motion, staff were asked to investigate and report back to Council on the implementation of No Right Turn on Red Lights (NRTOR) at all intersections where there were over 20 casualty crashes during 2018 to 2022.
- Staff have undertaken an investigation into 23 locations within the City that have had more than 20 casualty collisions from 2018-2022. Casualty collisions are defined using Insurance Corporation of British Columbia (ICBC)'s definition of casualty collisions which have resulted in injury or fatality.
- Right turns on red were allowed the 1970s as part of an effort to reduce idling and preserve fuel. Montreal and New York City continue to ban right turns on red city-wide, and cities are increasingly implementing this restriction to reduce injuries, specifically to pedestrians and cyclists.
- Washington, D.C. and Seattle have recently introduced NRTOR at some intersections and studied the outcomes. There were positive impacts on pedestrian safety with a limited impact on drivers. However, in highly pedestrianized areas in Washington, D.C. there was an increase in vehicle-pedestrian conflict due to the significant number of pedestrians crossing and the resulting traffic.
- The Canadian Association of Road Safety Professionals estimates that there is a 10-20% risk of non-compliance. This risk, along with the lack of multi-jurisdiction studies, are barriers to implementation.
- The RCMP enforce the existing NRTOR restrictions within the City sporadically but it is not feasible to provide enough resources for constant enforcement at all locations. Automated enforcement via video surveillance is more achievable, although the City does not currently have jurisdiction to implement this.
- Staff are not recommending the implementation of NRTOR restrictions at all 23 locations at this time.

4.2 The Transportation Technologist outlined staff's approach to the investigation of new NRTOR restrictions:

- Seven of the 23 casualty collision locations identified by Council already have an existing NRTOR restriction.
- Staff reviewed collision data provided by ICBC at all 23 locations to discern whether a right-turning driver was involved. A small proportion of casualty crashes were related to right-turning drivers, with the exception of Westview Drive and Larson Road where 50% were related to right turns. At this intersection, sightlines are restricted which can cause an unexpected delay in the front driver turning right and can result in rear-end collisions between vehicles.
- Staff reviewed intersection geometry and phasing, considering national criteria for implementing NRTOR such as bike boxes, bi-directional bike lanes, leading pedestrian intervals, etc. This resulted in three intersections as candidates for NRTOR restrictions.
- New NRTOR restrictions will be implemented at four locations; Southbound Westview Drive at Larson Road, Southbound Bewicke Avenue at Marine Drive, Westbound 13th Street at Lonsdale Avenue and Southbound and Westbound Forbes Avenue and 3rd Street.
- These restrictions will be implemented via existing regular annual programs, using national criteria for roads ensure uniformity and consistency throughout the nation, which helps drivers to recognize signs and drive safely regardless of location.
- Staff will develop a strategic plan to review high collision intersections within the City in 2025, which may result in additional NRTOR being implemented in future.

4.3 Members presented the following notable questions and comments:

- Non-compliance is a risk in implementing all laws and ought not to be a key factor in whether new restrictions are put in place. The primary focus should be safety. **A:** There will be trade-offs. User expectation requires consideration as this may impact safety where pedestrians have a heightened expectation that vehicles will stop.
- Would a City-wide NRTOR initiative decrease the risk of non-compliance? Montreal and Europe could be studied further to better understand the likelihood of compliance. Members would like to receive a further update on learning from these case studies. **A:** Staff have considered this approach but the City only forms one part of North Vancouver and cohesively delivering NRTOR on a large scale across the entirety of North Vancouver is not realistic.
- A provincial-wide movement towards NRTOR would be helpful for compliance and implementation. Are staff aware of and petitioning the Province? **A:** Staff are pursuing NRTOR via this and subsequent Council Motions. The Union of British Columbia Municipalities (UBCM) is holding a Motion to advance automated camera enforcement across the Province. Groups such as HUB Cycling are advocating for Motor Vehicle Act changes such as a blanket NRTOR restriction.
- NRTOR was introduced in the 1970s. A public education campaign might help people understand its intent. Staff could also highlight that NRTOR is not allowed in Australia or Europe.
- What advance notice will be installed at the intersections to inform drivers of the implementation of new NRTOR? **A:** The standard process of noting “new” on the NRTOR signage will be followed.
- At the Southbound Westview Drive at Larson Road, could a sign be installed to notify drivers further up Westview Drive? While residents welcome NRTOR at this intersection, there is some concern that drivers further up the road will become frustrated and car honking will increase in the absence of explanatory signage. **A:** Staff will consider installing signs further up Westview Drive to notify drivers of the new NRTOR restriction.
- Have other means of increasing safety at highly pedestrianized intersections been considered? For example, the use of bollards to slow traffic or all-way crossings? **A:** Scramble crossings and changing road geometrics have been considered. Some new development projects are underway to reduce the radius of corners where possible, whilst also catering to larger vehicles such as trucks.
- What is the timeline for implementation of the restrictions at the four locations identified? Construction is currently ongoing at Southbound Westview Drive at Larson and schools have recently returned, so this is a busy area at present. **A:** Implementation will likely take place before the end of this year.
- How do staff intend to respond to residents who would prefer that initiatives be taken to speed up traffic on Westview Drive and avoid pushing it to the intersection further back? **A:** Modelling work could be carried out to assess the impact of NRTOR further up the road. Staff could also review signal timing and explore adding additional green time for the southbound movements. Implementation of NRTOR and other changes will require balance against other traffic movements in the area.
- To what extent should we follow the national criteria for roads seeing as this guidance could be outdated or auto-oriented? **A:** The criteria are applied across Canada to ensure roads look the same. The guidance set out varies, with some aspects being a requirement and others being a suggestion. If the City were to deviate too far from these criteria, it would be liable if a road incident took place in an area where the standards set out were not met. The national criteria are not particularly restrictive and NRTOR is not new, although the implementation of NRTOR in a smaller scale way is a

new innovation. It is better to work to update the criteria over time as new approaches become more standardized across the country. We are looking at this issue from a principles-based approach or blanket approach.

- Will there be an opportunity for public and committee to provide input to the 2025 strategic plan and will it be presented to members? **A:** The initial focus of the plan will be to consider the correct cadence, input and priorities of the intersection safety review. The plan will be presented to members for input in the early stages of development.
- Is the impact of new traffic initiatives observed following installation? Some initiatives such as delineators feel safer from a pedestrian perspective but less so from the driver of a large vehicle. **A:** Initiatives are tested prior to installation using a variety of vehicles and driver experience levels. Balance between different considerations is always required, but our goal is to reduce turning speeds.
- Initiatives need to be future-proofed and considered in line with other changes taking place. For example, the opening of the new Harry Jerome Community Recreation Centre and Casano-Loutet Overpass will likely increase traffic and pedestrians in the area. **A:** Staff are preparing an update on plans for this particular area and are working with the Ministry of Transportation and Infrastructure. The update will be shared with members at a future meeting.

Action: Staff to provide a further update on additional NRTOR case studies, such as Montreal and Europe to members via email.

Action: Staff to present the 2025 Strategic Plan to the committee during the early development stages for input.

Action: Staff to report back on updated plans for the area around the new Harry Jerome Community Recreation Centre and the Lonsdale Overpass.

The Transportation Engineer and the Transportation Technologist left the meeting at 6:53 pm.

5. SAFE AND ACTIVE SCHOOL TRAVEL PLANNING MINI-GRANT PILOT

5.1 The Transportation Planner presented the following highlights regarding the Safe and Active School Travel Planning (SASTP) Mini-Grant Pilot:

- The SASTP Mini-Grant Pilot was launched last year for the first time and provided a \$500 grant to each successful school applicant to encourage the use of active transportation and transit to travel to and from school.
- Research shows that there is latent demand for active transportation in the City, and that use of active modes as children is a main predictor for use as an adult.
- The City's SASTP program contains existing programming, but this mini-grant is intended to incentivize and support grassroots initiatives. The Transportation Planner works with school Parent Association Committees (PACs), administration and teachers to deliver a range of activities that encourage the use of active transportation. For example, by encouraging parents to park further away from the school and walk the last five minutes of the journey.
- As part of the pilot, schools had to submit a short application by late October. Approved applications received \$500. A final report and photos had to be submitted by June 14, 2024. 3/7 eligible schools applied and were successful in receiving funding.
- Staff are looking for input from the committee on 2024/25 program changes. Staff are considering the following potential changes:

- Admin and PAC meetings to promote the program
- \$1000 allocation for secondary schools
- Up to \$1000 per school
- Allocate entire budget to applications received
- Request receipts for funds spent
- Tiered allocation for specific activities
- Events to take place outside Bike to School Week
- Reduce administrative burden
- Demonstrate how momentum will be maintained
- Require bicycle mechanic for maintenance

5.2 Members presented the following notable questions and comments:

- Schools need to create a culture of walking and being active. Schools in other nearby jurisdictions have successfully created this culture by requesting that parents do not park near the school. How are parents involved in this Pilot? **A:** The aim of the Pilot is to create this active culture and increase parent or school community participation in these initiatives.
- It would be helpful to use case studies to demonstrate to parents and schools how a more active transport culture can be created. **A:** Examples from last year's Pilot will be provided on the grant webpage to inspire applications. In addition, examples can be found in schools in Vancouver that have created bike repair programs with the help of parent volunteers. An international example from London, UK can also be provided, wherein schools gained accreditation and were eligible for greater grant sums if they completed more activities.
- Some children are using motorized scooters without wearing helmets. This is an emerging culture that brings new risks and safety concerns. Are there any programs to address this? **A:** Since it is against the law for children under the age of 16 to use motorized scooters, it is not possible to provide education programs to underage children. However, HUB Cycling delivers Ride the Road training to younger children and these skills and knowledge are transferable to other modes of transport.
- The colorfully painted roads at intersections, which were designed with the input of local children, have had a hugely positive impact on road safety whilst also giving children a sense of ownership and creating a local point of interest. The fun characters painted on paths throughout the City encourage children to walk. The committee would like to see more of these throughout the City.
- The intersection near Queen Mary Elementary School at 8th Street and Chesterfield is particularly dangerous with bad visibility and the use of art here could increase safety. The intersections at 13th Street and Mahon and 23rd Street and Jones also give rise to safety concerns. In general, road safety at intersections needs to improve for parents to feel safe allowing their children to travel to school using active modes. The City should continue to update and circulate the Best Routes to School maps annually, in partnership with North Vancouver School District and North Shore Safety Council, as these contribute to easing parents' safety concerns.
- The time and administrative burden of facilitating additional school programs is high. To what extent is the grant funding being used to provide additional resource and support? **A:** The funding acts as an incentive and works to keep barriers to facilitating new programs low.
- What is the schedule of this year's Pilot? **A:** After reviewing last year's timeline and considering timelines used in other areas of North Vancouver, the Pilot will likely open for applications from mid-September to the end of December. Applications will be reviewed in January to enable a rollout of programs in spring 2025.

- Increasing the grant amount to \$1,000 and the tiered allocation system is welcomed.
- It would be beneficial to engage the North Shore Safety Council where possible, as this group is formed of enthusiastic people already engaged in street safety. This group also presents an opportunity to engage with representatives from schools that are not yet fully involved in the active transport movement.
- Other areas have enforced road closure outside the school during pick-up and drop-off times. However, this is heavily reliant on parent volunteers and resources to enable ticketing and enforcement. The City could support with the administration of this kind of event.
- How will the pilot be advertised? **A:** The Transportation Planner attends school events, networking events and PAC meetings as part of outreach activities. Emails will also be sent out to relevant contacts and information will be available on the grant webpage. Members will be notified when the applications open and are encouraged to share the information within their networks.
- High school students need to gain a significant amount of volunteer hours. The City could explore an ambassador program that has high school students support some of these initiatives.

6. COUNCILLOR UPDATE

6.1 Councillor McIlroy presented the following highlights:

- The first Council meeting following the summer recess will take place on Monday, September 9.
- The UBCM conference will take place during the week commencing Monday, September 16 and will be attended by Provincial government representatives. The NRTOR will form part of the resolutions taken to this conference. Transit funding in rural areas and road jurisdiction issues are likely to form key discussions, along with other non-transport related subjects.
- Councillor McIlroy will be attending a meeting with the Minister of Transportation and Infrastructure this month to advocate for road safety improvements.

7. TRANSPORTATION EVENTS – MEMBER UPDATE

- September 6 – September 8, 2024: Everything Electric Canada event at Vancouver Convention Centre.
- September 15, 2024: Kids Fest at the Shipyards. This is a transport friendly event.

8. ROUND TABLE

- Grants for block parties and community building activities are available from City Small Grants and United Way.
- Staff will ensure that the meal provisions for these meetings are used as an opportunity to support local food and catering businesses.

9. DATE OF NEXT MEETING

9.1 The next regular meeting is scheduled for October 2, 2024.

10. ADJOURN

The Chair adjourned the meeting at 7:45 pm.

Certified Correct by the Chair

Anna Hardy, Chair