



MEETING MINUTES

Minutes of the meeting held at City Hall in Conference Room A,
141 West 14th Street, North Vancouver, BC on February 5, 2025

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

Brady Faught (Chair)
Matthew Cusanelli (Vice Chair)
Mark Adams
Andrew Major
Rita Odey
Michael Okun
Karen Speirs
Richard Walton
Benjamin Woodyatt
Daniel Anderson (SD#44)

Denis Beaulieu (RCMP)
Cllr. Jessica McIlroy

Staff Present

Sarah Tremblay, Transportation Planner
Brandon Green, Transportation Engineer
Coreen Mara, Planner 2, City Planning and Design
Blair Underhill, Planner 2, Transportation
Eleanor Parrott, Committee Clerk – Secretary

The meeting was called to order at 6:03 pm.

1. ADOPTION OF AGENDA

1.1 The Agenda for February 5, 2025 was adopted as circulated.

2. ADOPTION OF MINUTES

2.1 Minutes of the meeting held on December 4, 2024 were approved as circulated.

3. BUSINESS ARISING FROM THE MINUTES

3.1 None raised.

4. WELCOME ORIENTATION AND UPDATED TERMS OF REFERENCE

4.1 The Transportation Planner presented the welcome orientation:

- This committee is one of a number of City Advisory Bodies and provides a means for staff to engage with residents from a range of backgrounds with unique lived experiences.
- The committee will focus on providing advice on multi-modal transportation matters in the City, including capital and policy projects and unique or major development applications.
- The agenda is set by Council and staff in line with established policy and Council's Strategic Plan. There is some flexibility for members to suggest agenda items if they are related to current priorities.
- Some current City planning priorities are seeking alignment with the 2023 Provincial legislation changes, including updating the Official Community Plan and Zoning Bylaw with Small-Scale Multi-Unit Housing legislation, the Lonsdale Great Streets project, major developments such as the Capilano Mall and TransLink Bus Depot, Bus Rapid Transit (BRT), the Curb Access and Parking Plan and the Mobility Network.
- The Official Community Plan (OCP) is the overarching document shaping the policy context, along with the Mobility Strategy which envisions healthy streets for everyone, and Council's 2022-26 Strategic Plan. TransLink's Transport 2050, Metro 2050 and Provincial legislation are also key in defining the City's policies.
- The City has a unique transportation context due to its boundaries with the other North Shore municipalities, and being the urban core of the North Shore.
- The City has one of the highest walk mode shares in Metro Vancouver and local trips are common. There are also some challenges in terms of the mobility landscape, such as a fragmented street network, increasing population and commuters, limited curb space and rising infrastructure costs.
- Different authorities govern different transportation aspects. For example, TransLink is responsible for most transit improvements, while the City manages the roads and sidewalks.
- Staff work collaboratively across teams to ensure transport issues are considered within key projects, even those which are not transport focused.
- Development applications are considered in various stages. If an application is presented to the committee, members should consider if the application is in line with the Mobility Strategy.

Election of Chair and Vice Chair

- 4.2 The Transportation Planner outlined the process to elect a Chair and Vice Chair. It was agreed upon to vote by a show of hands.
- 4.3 Members nominated B.Faught for Chair and the nomination was accepted. Members nominated M.Cusanelli for Vice Chair and the nomination was accepted.

It was moved and seconded:

THAT the Integrated Transportation Committee elected Brady Faught as Chair of the Integrated Transportation Committee;

AND THAT the Integrated Transportation Committee elected Matthew Cusanelli as Vice Chair of the Integrated Transportation Committee.

CARRIED

5. FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

5.1 The Committee Clerk - Secretary provided an overview of the resolution recommended for adoption. Information provided to members is the property of the City and only the City can determine whether the information may or may not be shared outside the committee in accordance with the Freedom of Information and Protection of Privacy Act.

5.2 It was moved and seconded:

THAT the Corporate Officer and the Records Management and Privacy Coordinator of the Corporation of the City of North Vancouver be appointed as the Head and Coordinator respectively for the purposes of administering the Freedom of Information and Protection of Privacy Act as it relates to the Integrated Transportation Committee.

CARRIED

6. COMPLETE COMMUNITIES

6.1 The Planner 2 provided an overview of the Complete Communities project:

- The Complete Communities concept is that everyone has access to their daily needs within a 15-minute walk or roll using a mobility device from their home. Residents' daily needs will vary but some examples are grocery stores, green space and child care.
- The City has been striving to achieve the Complete Community concept as referenced in the OCP and Mobility Strategy. The Province released a grant program which aligned well with the City's aims and the City was awarded \$150k. The funding has been used to hire a consultant to lead the project.
- The overall aim of the project is to conduct a needs assessment using geospatial mapping supported by community engagement. The main focus of the project at present is public engagement.
- The project will run in 3 phases. Phase 1 involves data collection, including data from public engagement which will assist with understanding residents' experience. Phase 2 will involve data assessment and modelling to design two hypothetical land use scenarios. Phase 3 will focus on presenting the findings to Council.
- Outputs of this project will be used to shape others, such as OCP and Zoning Bylaw updates and the Parks and Public Spaces Comprehensive Plan.
- Public engagement opened on January 27 and will closed on February 17. A survey and interactive map are available online and at in-person pop-ups throughout the City. Amenity mapping carried out so far is based on best practice but community engagement is required to highlight gaps and barriers.
- The walking and rolling network is being evaluated, including areas in the District of North Vancouver which are commercial and adjacent to the City, or which provide key connectivity to the City. Comfort of the network is part of the evaluation, since proximity of an amenity does not always correlate with accessibility. Various factors such as the street classification and features like tree canopy cover to provide protection from the weather impact accessibility and comfort. Staff are considering the range of data available to measure the current state of the network.
- Members' feedback on the network evaluation approach and key features to evaluate is sought.

6.2 Members presented the following notable questions and comments:

- Which perspectives are considered in the network evaluation, e.g. pedestrians, cyclists, drivers? **A:** This project focuses on pedestrians and those using a mobility aid, and does not include cyclists or vehicle drivers.
- Why are cyclists excluded? **A:** The higher concept of Complete Communities is to take a pedestrian-first approach, and focusing on the walking and rolling network from the pedestrian perspective helps to refine the project scope.
- Signage highlighting the optimum walking routes might increase pedestrian accessibility. Whilst residents have figured out the quickest and easiest ways to walk to their local amenities, newcomers and visitors may not realise how accessible their location is by walking. **A:** Staff can consider improved wayfinding.
- Is access to schools being considered? Parents have increased safety concerns when walking with their children. **A:** Schools are included in the mapping.
- The walking network could be evaluated from the perspectives of different types of users, e.g. children and seniors.
- Presence of infrastructure like separated bike lanes, lighting, curb bulges, and delineators could be evaluated.
- The Super Block concept is worth consideration although implementation would have infrastructure implications. The concept is that a certain percentage of blocks within an area are prioritised for cyclists rather than cars, and this could be made applicable to pedestrians. Grand Boulevard is an example of a small area which has been built for pedestrian comfort.
- The Trans Canada Highway traverses the City and separates the Westview and Tempe neighbourhoods from the rest of the City. Amenities in these areas are very limited and crossing the highway to access amenities located elsewhere in the City is dangerous. Members recognise the City has limited control and opportunity to create change here, other than advocating at the Ministry of Transportation and Transit level. The evaluation could weight those above the highway as having lower access to better represent this.
- Do metrics on incident reporting, speed and traffic volume feed into the mapping? **A:** Staff are considering the inclusion of collision data. Traffic volume data is available for some areas and if it is relevant, it could be approximated to give an overview across the City.
- Categorising an entire street in one way does not always illustrate the reality. Some crossings are particularly busy and dangerous, whilst those further up the street are much quieter and safer.
- Is there any heat map data available that can better illustrate the whole picture across the City? **A:** Data provided by StreetLight Data has been used to inform previous City projects. This dataset was gathered using cell phones but changes to privacy laws have limited the ability to use this data. Strava is also an option, but not necessarily for this project.
- Weather conditions impact the comfort of the walking network. For example, on a particularly rainy day pedestrians are less likely to use a sloping sidewalk which may be slippery. Building designs in the City are not protective and leave gaps in canopies.
- Seniors' housing is largely located west of Lonsdale, with most grocery stores on the east side, meaning vulnerable pedestrians have to cross busy roads frequently. This risk posed by this road is greater for seniors making daily trips to the grocery store, and on the return journey when carrying heavy loads of groceries. Collision data will outline dangerous traffic areas, but minor incidents usually go unrecorded and so data is not fully reflective of reality. No Right Turn on Red restrictions have improved this

issue but greater enforcement is required. Physical road barriers may help. **A:** Layering the mapping and adopting an equity lens will help to highlight the perspective of different demographic groups.

The Planner 2, Transportation joined the meeting at 7:00pm

The Planner 2 and the Transportation Engineer left the meeting at 7:12pm.

7. NORTH SHORE TRANSPORTATION SURVEY

7.1 The Planner 2, Transportation provided an overview of the North Shore Transportation Survey:

- The North Shore Transportation Survey has been carried out every other year since 2019. The survey is longitudinal and the results will become more valuable when collected over a longer period of time.
- A Request for Proposals is currently open to hire a contractor to lead the next three survey cycles taking place over five years.
- The City works with a range of other organisations to collect data, including the North Shore municipalities, First Nations and regional organisations, as well as gathering its own datasets. Data varies amongst organisations due to various factors impacting accuracy, such as sample size.
- Data is collected from Lime e-bike share at the City levels, and from ride-hail apps like Uber at the regional level. The RCMP volunteer speed watch program provides speed statistics in various locations. The University of British Columbia has researched the interaction of invisible freight such as food delivery drivers with streets.
- The survey aligns well with the TransLink regional trip diary, which enables cross-checking. There is also a 24-hour recall survey for transportation users to log their travel patterns and modes.
- The survey includes questions around users' perception of transportation and members' suggestions on new perception questions is sought.
- The survey gathers feedback on daily trip characteristics, travel patterns and participant characteristics.
- The total number of trips taken in the City is fewer than the number in the District of North Vancouver, in part due to population size. Data is generally expanded for geography and other characteristics. The City also has a higher mode share of walking and transit use than the other North Shore Municipalities.
- Over time, with sufficient infrastructure provision the data outlines that the Vehicle Kilometres Travelled (VKT) will decrease year on year on average. A mini-survey was carried out in 2020 to assess the impact of the Covid-19 pandemic. The overall VKT was lower in 2023 than in 2019. Reduced VKT is not correlative with a decrease in volume and congestion.

7.2 Members presented the following notable questions and comments:

- What is the basis of the data sharing agreement between ride-hail apps and the City? **A:** Ride-hail apps are overseen by the Provincial Passenger Transportation Board. The Inter-Municipal Business license Agreement allows the City to access data from ride-hail apps. Due to corporate considerations, the data is aggregated and high-level so it is difficult to meaningfully report this data.
- Does the survey only include residents, or those who commute to the City for employment as well? **A:** The survey includes anyone who has taken occupancy in the City.

- Does the survey include employers? Is data collected regarding how employees travel here from outside the City? **A:** This data is collected informally from the North Vancouver Chamber Senior Sector Roundtable and Lower Lonsdale Business Improvement Area.
- Does the survey collect data on transport users' attitudes? **A:** The perception questions include attitudinal elements and asks respondents to provide the barriers they face in transportation.
- The survey should capture the highway's impact on north-south travel.
- Opinions regarding the shift away from vehicle usage and the lack of infrastructure in place to facilitate this change would be useful.
- Staff could consider other surveys including those used abroad as case studies.
- Questions regarding the use of e-bikes could be included, along with a measure of how many e-bikeable but not bikeable journeys are made.

The Planner 2, Transportation left the meeting at 7:52pm.

8. COUNCILLOR UPDATE

8.1 Councillor McIlroy presented the following highlights:

- On January 27, Council considered the 2025-29 Financial Plan which includes a range of new projects. \$12m has been allocated to streets and transportation. \$2m of this funding will be utilised for paving, with the remainder available for all other aspects of streets and mobility features.
- The Mobility Network will be a key focus over the next four years, including the Upper Levels Greenway, Midtown Connector and Chesterfield.
- An RFP for a Lonsdale crossing land bridge feasibility study is currently open. This would expand the overpass to include green space covering the Highway and would enable the land around to be used for additional purposes.
- An RFP is open for an e-bike operator to continue the service provision following the end of the current contract.
- The Let's Talk CNV webpage is a good resource for the public to view open and closed engagement opportunities.
- The Lonsdale Great Streets public engagement is open and thoughtful input is needed to help shape this complex street. There is some misinformation regarding the aim of this project. The project does not aim to close Lonsdale to vehicles.
- The Casano-Loutet Overpass is scheduled for completion in 2025.
- The Federal Government has provided \$663m capital funding to TransLink which will fund BRT over the next five years and will extend the R2 bus line to Metro Town in the next two years.

8.2 Members presented the following notable questions and comments:

- Is TransLink now a developer? **A:** Yes TransLink aims to develop their own sites. A final application for the Bus Depot in the City has not yet been submitted to Council.

9. TRANSPORTATION EVENTS – MEMBER UPDATE

- Wednesday, March 5, 10:00am-3:00pm, The Shipyards – Zero-Emission Fleets: Reconnect 2025 will feature presentations and displays on the use of electric fleet vehicles.

10. ROUND TABLE

None.

11. DATE OF NEXT MEETING

11.1 The next regular meeting is scheduled for March 5, 2025

12. ADJOURN

12.1 The Chair adjourned the meeting at 8:02 pm.

Certified Correct by the Chair

Brady Faught, Chair

March 5, 2025

Date