

City of North Vancouver

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Atrium Meeting Room
141 West 14th Street, North Vancouver

Wednesday, April 23, 2014 at 6:00pm

MINUTES

Present: Alex Boston
Ann McAlister
Brian Polydore
Cam McLeod
Heather Drugge
Melina Scholefield (Chair)
Pam Horton
Robert Glover

Staff: Clare Husk, Committee Clerk
Daniel Watson, Transportation Planner

Apologies: Craig Keating
Susan Skinner
Michael Epp, Planner

Quorum 5

0360-20-ITC

1.0 CALL TO ORDER, ADOPTION OF AGENDA

The meeting was called to order by Melina Schofield at 6:08pm with a quorum present. Revised agenda was adopted with one new item AOB item. Minutes to be confirmed at the next meeting.

2.0 BUSINESS ARISING

Access to City Hall after hours for this committee has been addressed by staff.

3.0 3rd & QUEENSBURY TRAFFIC SAFETY IMPROVEMENT

Proposing new traffic signal at 3rd and Queensbury. Staff held a public Open House and meetings with the individual residents that are affected by the change.

Current shortcomings in the intersection:

Driver shortcutting onto 3rd Street

Lack of bike infrastructure

Crossing is on the east side and the demand is on the west side

Pedestrian refuge island is below the crest of the hill, not an ideal position.

Proposal

Right in only for the south leg (giving access to just one property).

Putting in traffic signal

Move crosswalk from east side to west side

Future connection to future Spirit Trail.

Consideration for future rapid transit route

Bike Routes to move from 3rd to 4th.

Options for consideration

Options going from 3rd to Queensbury (west then north bound):

1. Sidewalk level path, ½ block up Queensbury, which guides cyclists and removes them from the traffic. To be shared with pedestrians.
2. Put the bikes on the street, move the curb in, higher cost, but would keep the bikes at the same grade, but puts them on the inside of the curb (increased potential for conflict)

Options going down Queensbury:

1. Off street multiuse path, or
2. On street with a bike box.

Questions from the Committee included, but were not limited to:

Q: Will completion of the Low Level Road clear the backing up of traffic? A: no, can be affected by road works in Vancouver or the DNV or stalled vehicles in the Second Narrows Bridge.

Q: Need to emphasise East 4th for cyclists, instead of the 3rd Street. Suggest more signage. A: Yes, there is a plan for more signage and traffic calming to encourage more active transportation.

Q: Will the multiuse path be separated? A: The downhill section will be.

Q: Why is the sidewalk only on one side of the intersection? A: Due to lack of pedestrian demand going down from Queensbury on north side.

Q: Is there a far side bus stop on the east bound side? A: Currently no, and there are gradient challenges which would prohibit a bus stops further east down the hill.

Q: Can the City put a cycle path up the slope to the laneway? A: No, due to budgetary constraints, as the difference would increase the cost of that part of the project over ten fold.

Comments

- Divert cyclists up Heywood, allocate resources where we are going to maximise benefit. Directing people (cyclists and pedestrians) to 4th and the Spirit Trail is important. (It was noted that Heywood is steep, but has less pollution).
- Do not like shared pedestrian/cyclist facilities.

4.0 CHESTERFIELD AVENUE CYCLING IMPROVEMENTS

This is a project that goes from West 4th to West 13th Street on Chesterfield Avenue. The project has already been to the Committee, but was then deferred until the outcome of the AAA network. This project's guiding documents are the Long-Term Transportation Plan, the Bicycle Master Plan, the Lower Lonsdale West traffic calming plan and the AAA network.

Mr. Watson reminded the Committee of the comments and suggestions from May 2013.

Pedestrian issues on Chesterfield included lack of crossing opportunities, and speeding vehicles.

Design objectives:

- Meet the TAC Guidelines for a bicycle facility in both directions.
- Maintain Pedestrian safety and environment (e.g. maintain the trees).
- Maintain the vehicle capacity.

- Minimal Parking loss.
- Construct to the approved budget.
- Provide an AAA bicycle facility if feasible.

Staff have been advised to adhere to the previously approved budget, which was set before the route became AAA.

The aim is to complete the project in two phases: Phase 1 AAA northbound and Phase 2 southbound AAA at a future time.

The proposed Phase 1 design meets TAC guidelines and provides uphill AAA facility and curb bulges, maintains traffic capacity, and retains 90% of the parking. There will be road widening work around the traffic circle.

Questions from the Committee included, but were not limited to:

A: what would it look like? Q: design not decided upon yet, it will be a combination of moving the east side sidewalk out or the parking lane on the west side in.

A: will the sidewalk be replaced? A: Not in its entirety, only some small sections where it requires replacement.

A: Instead of TAC can you look at the NACTO guidelines? A: We may use the NACTO guidelines for the intersections. However, we are not at that level of detail.

A: Why do you have to follow the TAC guidelines? A: They are industry accepted guidelines that have been tested and verified. Also we have to follow them to get TransLink funding, and we are applying for TransLink funding for this project.

Comments from the Committee included:

- The separation of the cycle lane from the traffic and the speed reduction is good.
- Need a physical separation in the buffer (such as a stanchion).

Resolution:

THAT the Integrated Transportation Committee has reviewed the proposed Chesterfield Avenue Cycling Improvements two phase approach with a north bound AAA in Phase 1 and a south bound AAA in Phase 2 and strongly supports this approach;

AND THAT the Committee recommends that the layout options be determined in tandem with the Phase 1 design work in order to minimise future costs and to build a cohesive design for the Phase 2 south bound AAA bike facility;

AND THAT the Committee further recommends that plans for Phase 2 consider the removal of on-street parking along the west side in order to accommodate a south bound AAA bike facility;

AND THAT the Committee commends staff on its design improvements and strategic approach.

unanimous

5.0 ANNUAL REPORT

The Committee approved of the tone and content of the report and gave some amendments.

It was approved in principal to adopt the annual report as amended with the discussion items.

6.0 CITY PROJECTS

Spirit Trail at the Quay: Construction has been moving at a quick pace. Weather permitting it is anticipated completion to be around mid-May

Boulevard Crescent/Lynn Valley Road bike route: City finishing off paving, deficiencies and line painting. Is working with the MoTI and the District of North Vancouver to have this route continue up Lynn Valley road.

School TDM and Safe Routes to School:

- The Queensbury Parents' Advisory Council have continued with promoting the Walking School Bus each Wednesday. Over 50% of the students walk and are striving to beat the 59% record set on the day the Mayor attended. They have done draws and themed walks to motivate students
- There will be a school assembly on May 1st where students will be congratulated on their progress on walking.
- Travel Smart has been working with a grade 6 class to promote sustainable transportation. The class has written a skit on the topic which they will perform to the entire school.
- The City is seeking to repeat this success with other schools. We have appointed a TDM person at the City who is the staff point person on this.

Green Necklace at Jones: Second open house will be April 30th

Resident Parking: Beginning to make changes in Central Lonsdale West area.

Youth and Child Committee: no further forward since last update.

Parking in lanes – a staff report should go to Council in May. Staff looking at three options, status quo, allow on case by case or allow uniformly. It was requested that this come back to the Committee to do a resolution prior to Council.

Action: item for next Agenda

7.0 MEMBERS TRANSPORTATION EVENTS

Members have attended the most recent OCP meetings.

8.0 FIELD TRIP IDEAS

- Exploration into goods movement in City of North Vancouver.
- Experiential tour looking at the challenges for a vulnerable road user (combine with a Central Lonsdale tour?)
- Mr. Kurnicki to be invited to do a tour of streetscape and street relationship in the Central Lonsdale core or Lower Lonsdale. Compare

sidewalk treatment with Blue Shore and Loblaws (from East 13th to East 17th).

After discussion it was decided to investigate goods movement in the City.

Mr. McLeod left the meeting at 8:25

9.0 ANY OTHER BUSINESS

Regional Transportation Strategy: Staff have been working with neighbouring North Shore municipalities to identify key projects in a 10 and 30 year time horizon.

The Mayors' Council have been given a draft report.

We are planning for TransLink to attend the ITC meeting in June (with the District Committee)

Bike to Work Week: starts May 26th and the City is sponsoring one celebration station.

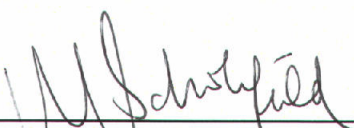
Bike Canada Day: the Federal Government is trying to engage local politicians in a ride on May 26th (same week). For 2015 HUB is hoping to hold an "Open Street" event (aiming for Lonsdale from 15th to 17th.)

Committee Workshop: The Chair suggested that the Committee consider whether it would like to have another workshop to explore issues and opportunities of special interest to the committee. The Chair suggested members review the results of the last workshop and the Committee can discuss options at the next meeting.

Action: item for next Agenda

10.0 ADJOURNMENT

There being no further business, the meeting was adjourned at 8:35pm.



Melina Scholefield, Chair



Clare Husk, Committee Clerk