

City of North Vancouver

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Conference Room 'A'
141 West 14th Street, North Vancouver

Wednesday, April 4, 2012 at 6:00pm

M I N U T E S

Present: Craig Keating
Eugenio Berti
Heather Drugge
Ian Williams
Jeanette O'Brien
Melina Scholefield (Chair)
Raj Janjua
Robert Glover
Scott Robarts

Guests: Teresa O'Reilly, TransLink

Staff: Clare Husk, Committee Clerk
Daniel Watson, Transportation Planner
Dragana Mitic, Assistant City Engineer - Transportation

Apologies: Cpl Marlene Morton
Kathleen Callow
Marcus Siu

Quorum 5

0360-20-ITC

1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES FROM FEBRUARY

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

The agenda was approved as presented. The adoption of the minutes was deferred to the next meeting.

2.0 BUSINESS ARISING

No outstanding business arising

3.0 BICYCLE MASTER PLAN

Mr. Watson reminded that this is a planning level document jointly developed with the District of North Vancouver. It is not a user map.

This will be a living document.

Questions from the Committee included but were not limited to:

Q: Disappointed that the design information was removed for basic TAC¹ guidelines, (the design guidelines included in the previous version of the Master Plan were more detailed than TAC.) **A:** Did not wish to create two kinds of guidelines. This has not precluded the City from designs that are not in either guidelines, e.g. the sharrow lanes on West 13th. Removing the earlier guidelines enable more creativity, and does not constrain transportation designers.

Q: How are on street bike routes marked on the road? **A:** That is part of the TAC guidelines, depends on the speed and width of road, e.g. Marine road (major arterial) gets a marked lane, and narrow less frequently used roads the lane is shared.

Q: Bus routes e.g. Keith Road, or other major routes, where the bus has to climb on a steep grade, where traffic does not wish to get caught behind the bus, eliminating the passing lane with a bike lane is an issue on bus routes on the north shore. **A:** it is a consideration for bike routes, but that is project specific and too much detail for the Bicycle Master Plan.

Q: The Plan covers routes, but does not deal with putting in bike parking facilities. **A:** Bike parking is not covered. Bike racks on City property can be requested for short term parking. Our zoning bylaw requires new developments to have secure bike parking, and (at a certain size) shower facilities. However, both municipalities have different policies.

Q: Have you investigated shortages of bike parking? **A:** We did an inventory of City bike parking. There is plenty at the commercial strips, the need is in the RecCentres and parks. Therefore, the summer will see more are added to City parks.

Q: Where is bike infrastructure funded from? **A:** Part funded from streets and transportation, part through sustainable initiatives, part is piggy backed onto other projects, e.g. if a road is being repaved, and the road markings are being replaced the City will investigate putting in bike lanes.

Q: It is not in the Plan to prioritise getting more cyclists on bikes, e.g. to remove barriers to cycle. **A:** This is not in the plan, since this has been created jointly with the District. But we are planning an implementation strategy would follow the Plan. This is still being developed.

Q: The cyclists want separated and sharrow lanes, not shared lanes. **A:** The City is doing both small and large projects to encourage more cyclists, and has the second highest mode share in Metro Vancouver, after the City of Vancouver. For example the City is implementing a bike route on 4th Street, a traffic calmed area, to attract more cyclists to that route.

Q: What is the prioritisation? **A:** We are waiting on getting this Plan confirmed, but we are working on getting better conceptual and design plans to understand how much it

¹ TAC = Transportation Association of Canada

will cost to do the priority routes. Both municipalities will develop their own separate implementation plans.

Resolution

THAT the Integrated Transportation Committee has reviewed the Bicycle Master Plan and recommends approval of the Plan as presented;

AND THAT the Committee also makes the additional following recommendations:

THAT the ITC recommends the Plan views the TAC design guidelines as a minimum along with emerging best practices in order to support innovative designs that promotes cycling in North Vancouver;

AND THAT the Committee recommends that staff develop an implementation plan for the Bicycle Master Plan and refer it to the Finance Committee and the Integrated Transportation Committee;

AND THAT an implementation phase be referred to in the Bicycle Master Plan.

AND THAT the Committee recommends that reference be made in the Bicycle Master Plan to other cycling supportive infrastructure, such as short and long term bike parking, cyclist changing facilities and traffic calming on bike routes.

Unanimous

3.0 TRANSLINK UPDATE

Teresa O'Reilly, TransLink

Speaking to her slides Ms. O'Reilly gave an overview of the North Shore Area Transit Plan (NSATP): a locally focussed transit plan, supporting local land use decisions, to increase transit ridership, create local, effective transit infrastructure.

For all the area plans TransLink gets input from municipal Official Community Plans, the public and travel patterns. The Area Plan envisions the priorities and the implementation with the priorities for 3 year plans, or cost neutral implementation.

Phases of the NSATP:

1. Technical analysis
2. Develop long term vision
3. Establish priorities (including near term)

Phase 1: Analyse the current network, service reliability, customer satisfaction and changing travel patterns.

Phase 2: The 30 year vision to 2040. The goal is to increase transit mode share from 10% to 15% (50% increase). The plan for the City is higher than the regional average.

Mapped the projected population growth, and envisioned connections to centres and destinations hubs, and where the municipalities anticipate an increase in jobs/residents. Also investigated frequent rapid network corridors, e.g. to Burnaby (TransLink would also have to work with the municipalities to move the buses faster). Phase 2 also addresses items such as the Phibbs Exchange customer environment.

Phase 3: (now) TransLink are identifying priorities from feedback from workshops attendees, and customers online. Created a map with 40 transit projects; map now has 58 projects (some added from feedback at the workshops). Later in the spring more public consultation will take place, at community events and transit centres.

More information at : www.translink.ca/nsatp
or email to Teresa.oreilly@translink.ca or Kristin.Lillyman@translink.ca

Questions from the Committee included but were not limited to:

Q: 'Rapid Transit' is not defined. Is the next step in the process to define what you mean between now and 2040? **A:** Not defined in this Plan. We are taking this information and this vision and are providing it to our major projects. These will define what rapid transit is required, (e.g. to UBC and in Surrey).

Q: The North Shore needs a bigger depot to serve our community. **A:** The NSATP does not get involved with the depot, we give the long term plans, e.g. fleet types (shuttle to articulated) or the need for new services, and those projections are given to various departments and groups (e.g. CMBC who schedule the services for the north shore, and appoints and trains the bus drivers, and to West Vancouver transit.) The current North Shore Depot has space for 80 buses. Some north shore routes are serviced from Burnaby.

Q: It is a concern that the depot would affect service levels in the future. How does this connect back to how our planners view the OCP? **A:** Whenever an organisation grows it would be incumbent on the organisation to manage that change, e.g. new or bigger depots. TransLink with the CMBC has been open to finding industrial space that is acceptable for use as a transit centre. There was one property identified in 2005 that was not successful. Currently there is no suitable land identified.

Q: Connections to Capilano University have to change at Phibbs Exchange. Could routes go directly to Capilano University first before going to Phibbs? Capilano University is the major hub. Many students currently change at Kooteney Loop and Phibbs. **A:** There are some direct buses. The Phibbs connection is to allow connections to, e.g. Deep Cove. In the future, if there is a need, there would be a bus that goes directly. There is a meeting scheduled with the university concerning their new transit plan.

Q: How will increased ride share be achieved? **A:** 2040 foresees an increase in internal transit market share. Most of the trips are routed to downtown or Burnaby. TransLink is not currently fulfilling the need to internal travel, e.g. from Lynn Valley to Edgemont, (currently can be 3 buses). Looking to improve the transit network for internal travel.

Q: Can the SeaBus work any earlier at weekend than 8:10am? **A:** Planned this year to have the SeaBus operating at Frequent Travel level, but there is a problem with early morning and weekends. Will start a bit earlier at weekends. There is also a bus service that is used by early morning weekend commuters

Q: Has TransLink looked at electrification to reduce bus emissions and noise? **A:** That is a CMBC part of the operations. Bus testing for both interior and exterior noise was done a couple of years ago. The industry is seeing more efficient diesels and rapid recharge buses without overhead wires. However, TransLink has no plans to expand the current trolley network.

Q: Concerned about the proposed Harbourside Development as there is no transit service south of Marine Drive. The Marine Drive corridor is congested. Will use Welch or the highway instead when possible. **A:** If the Harbourside development goes ahead TransLink would have to look at that area at what is possible and expected, where people are going from there, what is the most efficient way of managing mobility. It is an area that is constrained geographically. Any time there is a significant change to the OCP the municipality will contact TransLink. TransLink also works closely with other Committees and groups of municipal planners to ensure networks are aligned and therefore are kept aware of changes. About using a lower road, TransLink have been in talks with the Squamish Nation, but the area that we have seen the most development is Marine Drive. It is up to the municipality to see if the road services (cycling, walking, driving, goods movement, buses) could be split.

Q: SeaBus should be one zone not two zone. **A:** This suggestion has already been provided to the fare policy section. In the context of the region as a whole is it comparable. With the new Compass Card (where you can load it up and pay your transit) there might be ways in the future to charge based on distance travelled.

Q: Some seniors/mobility impaired report that Community Shuttles are hard to mount the steps. Are you looking at different community shuttles? **A:** There is not a North American provider of a low floor community shuttle. We are converting the large fleet to low floor and want to see more accessible vehicles.

The Chair thanked Ms. O'Reilly for her interesting presentation and through responses.
Ms. O'Reilly left the meeting.

Break at 8:05pm.
Attendees reassembled at 8:10pm.

4.0 LOW LEVEL ROAD

Further to the Advisory Bodies meeting attended by members of Integrated Transportation Committee in the previous week the members were invited to give their feedback.

Ms. Mitic give a brief overview of the main options that would probably be of interest to the Committee from the March 2012 Consultation Design Guide:

- Option 1 access at Low Level Road and St. Andrews.
- Option 2 Low Level Road & Esplanade
- Option 3 The raised access to Low Level Road & Esplanade

Port Metro Vancouver will come back to the Community in May with the preferred design. Any recommendation(s) from Integrated Transportation Committee will be put towards this preferred design.

A wide ranging, thorough discussion ensued.

RECOMMENDATION:

Low Level Road/Esplanade Connection

THAT the Integrated Transportation Committee has reviewed the Low Level Esplanade Connection and the Committee supports Option One;

AND request the following be resolved:

- That the design of the western end section include urban design, geometric design features and visual cues marking the transition from a higher speed environment to the lower Lonsdale town centre; and
- THAT the design continues to meet the traffic access to the business and residential area to the north considering traffic implications

Unanimous

Pedestrian Spirit Trail

THAT the Integrated Transportation Committee has reviewed the Pedestrian Spirit Trail and in general the Committee Supports Option Two;

- THAT includes safe, comfortable and convenient facilities along the lower road to support all travel modes, including pedestrian, cyclist and transit; and
- THAT includes safe lane allocation for pedestrians and cyclists; and
- THAT it includes provision for future transit service along this road.

Unanimous

Heywood Street Access

THAT the Integrated Transportation Committee has reviewed the proposed new design Heywood Street Access and does not support the configuration of the proposed new design based on the concerns of:

- noise from traffic stopping and starting; and
- the cyclists having to start on a hill; and

- the cost implications.

Unanimous

AND THAT the Committee recommends that Port Metro Vancouver explores moving the intersection to Kennard Avenue, whilst considering:

- safety of all modes of traffic; and
- make it both comfortable and convenient for cyclists and pedestrians.

Unanimous

5.0 NEW DATE FOR MAY MEETING

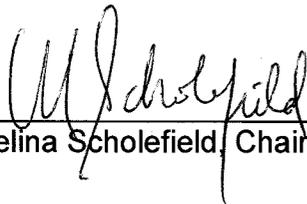
Due to the clash with the Volunteers appreciation Evening the next Integrated Transportation Committee meeting was to move to Wednesday May 9th.

6.0 ANY OTHER BUSINESS

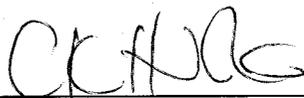
Remaining items on the agenda to be carried over to the May meeting.

ADJOURNMENT

There being no further business, the meeting adjourned at 9:15pm, immediately reconvened and adjourned for a second and final time at 9:26pm



Melina Scholefield, Chair



Clare Husk, Committee Clerk

DATE OF NEXT MEETING

The date of the next meeting is Wednesday 9 May 2012 at 6:00pm at the City Hall