

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

Wednesday, December 16, 2020 at 6:00 pm
via WebEx

M I N U T E S

Present: Brent Hillier, Chair
Dolores Altin, Vice Chair
Bradley Cuzen
Bryan Fedirchuk (RCMP)
Chris Quigley
Christie Sacré
Councillor Tony Valente
Dana Bourgeois
Ilana Baxter
Rohan Soulsby
Ron Spence

Staff: Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk
Jennifer Draper, Deputy Director, Planning and Development
Andrew Devlin, Manager, Transportation Planning

1.0 CALL TO ORDER

The agenda for December 16, 2020 and the minutes of October 7, 2020 were adopted as circulated.

Ron Spence introduced himself as the representative for the North Vancouver Chamber of Commerce.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3.0 REGIONAL TRANSPORTATION WORKSHOP

The Deputy Director, Planning and Development presented.

Key points included:

- T2050 is TransLink's Regional Transportation Study centered on a draft-working theme of 'Access for Everyone'.

- A key priority to advance progress on dealing with traffic congestion that came out of the Integrated North Shore Transportation Planning Project (INSTPP) was to carry out a feasibility study for fixed rail rapid transit across the Burrard Inlet.
- Burrard Inlet Rapid Transit Study (BIRT) Economic Impact Analysis' (EIA) goal is to communicate high-level indirect economic impacts and induced impacts on the region.
- BIRT EIA identifies three problem statements: lack of connectivity; high cost of congestion; and lack of options for movement of goods to/from the North Shore.
- Investments such as BIRT will:
 - Enable businesses to flourish and encourage investment.
 - Increase employee accessibility to/from North Shore.
 - Improve connectivity to the rest of Metro Vancouver
 - Enhance reliability of through-traffic, broaden transportation options, and create a new connectivity mode for travelers.
 - Support nationally important industries.

Members were placed into workshop breakout rooms to answer the following questions:

1. Do the problem statements resonate with your experience of moving around the North Shore? Do they capture the unique context of the North Shore?
2. Do you support the benefits identified and are there any critical ones missed that can be substantiated?
3. What is your reaction to expressing the benefits in terms of local, regional, provincial and national levels of impact? Is it easy to understand for decision makers?

Rohan joined the meeting at 6:55pm

Questions/Comments:

- Connectivity is key to be able to travel to/from work, school, recreation or shopping.
- Do not lose site of some of the other spillover effects that come with congestion such as air pollution, mental health and well-being, and impacts on neighbourhood and community livability (human element costs).
- Investments such as BIRT are key enabling conditions for affordable housing provisions and should be articulated more clearly in the investment benefits.
- Opportunities to package the information in different ways that will resonate with the audience you are trying to connect with (i.e. provincial level versus local level).
- A direct rail transport from Vancouver to the North Shore would not meet the needs for local residents who live and work on the North Shore and are commuting locally within their community.
- Opportunities to communicate to people who live on the North Shore the benefits of using transit.
- Provide more trip options that connect local residents to the places they need to go.

- Safety is a cost of congestion in terms of rat-running, speeding and rushing through an intersection to beat a red light.
- Rail congestion comes at a cost to goods movement on/off the North Shore.
- Congestion increases the price of construction costs because only certain contractors are willing to service the North Shore due to the time cost imposed on their business.
- Do not discount the need for access to recreational destinations not only on a local level but for the wider regional community.
- Highlight in your work the importance of connectivity to Whistler and Squamish, as there is a potential for growth in those areas.
- Prominently describe the deficiency when it comes to land use and housing opportunity as it is today.
- Focus not only on increasing employee accessibility to the North Shore but also recreational accessibility.
- Clearly define and explain what you mean by supporting businesses.
- Do not lose site of the significance of non-waterfront industries.
- Many cargo bicycles are getting longer making it challenging to load them onto transit – provide a rail train cab designed specifically for bikes.
- Create transit stations specifically designed for delivery service to reduce vehicle delivery service moving on/off the North Shore.

The Manager, Transportation Planning presented an update on the Mobility Strategy.

Key points included:

- Strategic framework includes four components:
 - Transition to a network of complete streets.
 - Manage the strain and demand we put on our streets.
 - Create the conditions for more sustainable mobility options on our streets.
 - Operate smart, green and efficient streets.

Members were asked to answer the following question:

1. What do you expect to see in the City's forthcoming Mobility Strategy to support our emerging regional aspirations for rapid transit?

Questions/Comments:

- When the mobility strategy project unfolds, ensure the connections between all North Shore municipalities and the regional network are seamless.
- New infrastructure may increase crime and should be considered (i.e. increase in bike thefts and car break-ins in Burnaby and Vancouver neighbourhoods where new stations were developed).
- How can you change local residents' habits from single auto use to support more use of rapid transit?
 - Make transit free for all users.
 - Park and ride – locally link our mobility to key destinations.
 - Walkability studies – not everyone has vehicles to use on either end of a transit trip.

4.0 COUNCILLOR UPDATE

COVID-19 related update:

- Council endorsed the continuation of Open Streets on Lonsdale Avenue.
- Formalized the consumption of liquor in public places bylaw.

Land-use related update:

- 1740 Bewicke Avenue – two single-family homes with lock-off units being developed onto lot which highlights a great space for families that is close to transit, including the RapidBus.
- Balanced Housing Lab – partnership with the District of West Vancouver, Squamish Nation and senior levels of government to study housing opportunity areas that would supply more middle-income housing. Studies show that increased traffic on our road networks is partly due to people who need to commute to the North Shore to work but cannot necessarily afford to live here.
- Metro Vancouver Regional Industrial Land Strategy – Across the region, Metro Vancouver is proposing a strategy for how we maintain and grow our industrial lands.
- 200 West Esplanade Public Hearing - involved transportation infrastructure components including protected mobility lanes on Chesterfield and Esplanade Avenues.
- 402 East 3rd Street Public Hearing – OCP amendment that includes an affordable housing component, rent-to-own and a small commercial hub.

Transportation related update:

- Ridgeway slow speed zone implementation around Ridgeway School/expanding the 30 kilometre zone.
- Rezoning in Harbourside to provide a centralized and superior bike facility for buildings coming into the area.
- Advancement of the E-Bike Share Planning framework and bylaw amendments.
- Electric Vehicle Strategy implementation came forward to Council this week that looks at opportunities to build more high-speed charging stations in the City.

5.0 ITC – ROSTER OF PROJECTS WORKSHEET

The committee reviewed the roster of projects worksheet prior to the meeting.

Questions/Comments:

- Casano Loutet Overpass – The funding is in place but the Provincial elections delayed the ministries review process and we are waiting for their final approval before moving forward with construction.

- E-Bike Share/Micro-mobility – The permit and bylaw amendments were passed in a recent Council meeting; staff will launch applications for operators in the second week of January.
- What kind of ingress and egress transportation routes are expected for the Harbourside development? **A:** In the first phase of development, there will be additional traffic signals at the intersections of Fell Avenue and Harbourside Drive as well as Fell Avenue and Automall Drive. There will be signal improvements at the intersections of Fell Avenue and West 1st Street and Fell Avenue and Marine Drive.
 - The overpass between West 1st Street and Automall Drive will be widened to provide an additional turn-lane at the West 1st St intersection and a wider sidewalk on the east side of the overpass.
 - After each stage of development (4 stages), the developer will need to complete a reassessment of transportation impacts in the neighbourhood to determine if more transportation mitigation measures are needed.
 - The Transportation Demand Management coordinator for the Harbourside area will work with businesses to encourage mode shift toward more environmentally sustainable modes and work with them to adapt shift patterns to reduce vehicle volume in and out of the area at one time.
 - Parking management plan will be developed to balance out the demand and supply of on-street and off-street parking in the Harbourside area.
- Alcuin College development – the application has gone through the committee and staff review process and will go forward to Council for determination in the New Year.

6.0 TRANSPORTATION EVENTS

None.

7.0 ROUNDTABLE

None.

8.0 ADJOURNMENT 8:30pm



 Chair Signature

Jan 30, 2021

 Date