

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Atrium Meeting Room  
141 West 14<sup>th</sup> Street, North Vancouver

Wednesday, December 2, 2015 at 6:00 pm

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M I N U T E S

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**Present:** Alex Boston (Chair)  
Ann McAlister  
Brian Polydore  
Heather Drugge  
Pam Bookham (Councillor)  
Pam Horton  
Robert Glover

**Staff:** Courtney Miller, Planner 1  
Daniel Watson, Transportation Planner  
Douglas Pope, City Engineer  
Dragana Mitic, Manager, Transportation  
Tanis Huckell, Committee Clerk

**Presenters:** Antje Wahl, HUB  
Erin O'Melinn, HUB  
Tony Valente, HUB  
Dr. Kay Teschke, University of British Columbia

**Guests:** Mayor Darrell Mussatto  
Councillor Don Bell  
Councillor Linda Buchanan  
  
Martyn Schmoll, City Resident  
Trevor Bowden, City Resident

**Apologies:** Cam McLeod  
Christie Sacré  
Gary Goller  
Kathleen Callow  
Marcus Siu

**1.0 CALL TO ORDER, OPENING COMMENTS**

The meeting was called to order by the Chair at 6:05 pm with a quorum present.

**2.0 ADOPTION OF MINUTES**

The adoption of the minutes of the extraordinary meeting held on Wednesday, November 25 was postponed until the next meeting.

**3.0 BUSINESS ARISING FROM PREVIOUS MINUTES**

None.

**4.0 AAA BIKE NETWORK**

Douglas Pope spoke briefly about the long-term goal of building a AAA bike network in the City, and the incremental steps we need to take to reach that goal.

Daniel Watson gave an overview of the current status of the AAA network in the City. We are attempting to design in such a way that we have the flexibility to update routes with relative simplicity in the future. We are also working with other municipalities in the region, to ensure consistency of facilities.

Questions and comments from the group included, but were not limited to, the following:

- The City has done some extraordinary work in increasing access to the streets for all ages and abilities
- A critical point to keep in mind in design principles must be “primum non nocere”, or “first, do no harm”; there are some instances of well-established commuter routes that have been compromised by new infrastructure
- Accidents happen at intersections; need to ensure time is spent on developing innovative designs there
- New bike routes don’t always consider important key destinations; there is a need for a macro critical review of the bike network, that takes into account a number of factors including destinations, topography, conflict avoidance

- When a new intersection / route is developed, is it monitored? **A:** We don't have cameras or fixed monitoring, but we are developing a monitoring plan. This work is more done in sections; our traffic technicians are sent out who review a number of issues (e.g. cyclist and other road user counts, potential for conflict, how well an intersection is functioning)
- Cameras in strategic locations might be helpful; with staff review, you're automatically limiting your review to the standard workday
- Important to be systematic in gathering information. **A:** Electronic counters are starting to be developed that can determine usage, travel patterns. We have been doing various data collection and counts over the years, and are developing a more standardised approach to monitoring.
- Aware that retaining on-street parking is always an issue for residents; unfortunately there is simply not enough right-of-way to accommodate all cyclists and all parked cars; at some point something is going to have to give for achievement of a true AAA bike network. **A:** Very challenging. We have heard from the community and from Council that it is important to implement these facilities within neighbourhoods in a way that matches their existing uses, in a way that is sensitive to the existing residents.

## 5.0 DR. KAY TESCHKE PRESENTATION – ROUTE TYPES AND CYCLING MOTIVATION

Dr. Kay Teschke introduced herself as a Professor at UBC, in the School of Population and Public Health.

Some interesting statistics:

- The percentage of North Vancouver's residents who commute by bike is 2.1%, which matches the British Columbia average
- The top deterrent is route safety, including: car, bus and truck traffic, vehicles driving faster than 50 km/h, motorists who don't know how to drive safely near bikes, and risk of injury from car-bike collisions

Routes types (e.g. multi-use paths, busy streets, bike-specific facilities) are hugely important, and make a difference to injury risk.

There are three categories of streets on which bike paths may fall: busy streets, quiet streets, and off-street bike only paths.

A comparison of a variety of paths, streets, and treatments revealed that the safest and highest motivating designs were:

On busy streets – separated bike lanes (“cycle tracks”)

On quiet streets – bike routes with traffic diversions

On off-streets – well designed, bike-only paths

A recommendation is to simply focus on three or four clear and consistent designs. Not only does this reduce the design burden, but the understanding that comes with consistency improves safety for drivers, pedestrians, and cyclists.

Questions and comments from the group included, but were not limited to, the following:

- The hilly terrain in North Vancouver can encourage downhill speeding. **A:** Agreed, speeding on the part of both cyclists and drivers increases the risk of being in a crash, and increases the risk of severe injury. Communication is important in this regard. Speed limits apply to everyone.

*Councillor Bell left the meeting at 7:00pm.*

- Is it possible that the number of traffic circle accidents increases simply because more riders use that route after the traffic circle is placed there? **A:** The data analysis is “exposure corrected”, to take this into account. Traffic circles greatly reduce car-car collisions, but for cyclists and pedestrians, an outer ring design is needed for safety.

*Mayor Mussatto arrived at 7:10pm.*

- Did people self-identify if they were recreational as opposed to commuter cyclists; any effect on preferences and perceptions? **A:** Motivation was different depending on

whether you were a male or female cyclist, and whether you were a regular / occasional / potential cyclist. The end result is that if you are designing for the reluctant cyclist, you're really designing for everyone.

- If traffic circles aren't a very good traffic calming device to use on a cycle route, what calming measures are better? **A:** Narrow residential street lane widths work. Also suggest installing speed humps at crosswalks as opposed to mid-street.
- Did you look at the frequency of bus stops along cycling routes, and interactions with buses? **A:** We did, and didn't find it made a significant difference. One comment to add: 1/3 of events in Toronto are streetcar related and can be tragic. Would completely advise against streetcars and bike paths ever physically crossing.

## 6.0 HUB PRESENTATION AND WORKSHOP

Tony Valente, Chair of the HUB North Shore Community, provided a brief introduction, indicating that one of HUB's main goals is simply to get more people cycling more often. Membership continues to grow and the North Shore HUB is proud to see the City behind it. This year, a focus will be on building relationships with municipalities and Councils, to ultimately provide early feedback to help projects succeed.

Erin O'Melinn expressed her hope that today's workshop will allow HUB to better understand City of North Vancouver gaps in the cycling network and how they connect regionally. She also wished to express her thanks to staff and Council of the City, who have been very supportive.

The attendees split into three groups and reviewed maps brought by HUB of three local areas:

1. 17<sup>th</sup> near Lonsdale
2. Chesterfield near 13<sup>th</sup>
3. Green Necklace on East Keith near St. George's

She requested that groups first come up with initial ideas to make AAA, identify challenges or limitations using staff input, and develop ways to integrate both into how we can move forward on positive implementation.

### Group 1

The group identified that North Vancouver is growing so quickly, that any kind of plans need to be quite organic. It would help if the Bicycle Master Plan was more of a living document, based on city growth and political realities. There's also a need to reframe the conversation, so that new bicycle infrastructure is more acceptable for the drivers fighting for parking spots.

### Group 2

The group debated for some time as to the ultimate design for a AAA bike route on Chesterfield. Different opinions were expressed, but it was agreed that trade-offs will be required to achieve AAA standards. Parking would ultimately be affected.

### Group 3

Discussion focused on different users, and mid-block passageways. Mobility issues should always be a consideration. Standardized signage and infographics, and how these could alleviate some of the issues at intersection, were discussed as well.

E. O'Melinn thanked the group for their time and feedback.

Alex Boston thanked all the attendees for coming, and requested a brief recess after which the regular ITC meeting would resume.

*The meeting recessed at 8:35pm and reconvened at 8:45pm with five (5) Committee members and one guest present.*

## **7.0 CURRENT CITY PROJECTS / STAFF UPDATE**

Jay Porter, from the Ministry of Transportation and Infrastructure, is hoping to attend our next meeting on January 6. In the meantime, a circular will be distributed to Committee members for consideration. If questions and comments can be prepared by Mr. Porter ahead of time, we can more efficiently make use of his visit to the Committee.

A report regarding the proposed Trampe bike lift (or urban bike lift) will be reviewed by Council on December 7, to ascertain

whether the City wants to proceed with a funding / feasibility study.

Work on the bike network on Chesterfield is nearly done; work has been delayed due to the weather.

We are moving forward with the Spirit Trail at Park and Tilford; hopefully it will be ready for review by this Committee in February or March. Another Open House will be held early in 2016.

Another Open House for the Green Necklace will also be held in early 2016.

At the January meeting, the development at 362-368 East 3<sup>rd</sup> will return to this Committee, as well as a development at 1301-1333 Lonsdale.

#### **8.0 TRANSPORTATION EVENTS – MEMBER UPDATE**

None.

#### **9.0 ANY OTHER BUSINESS & CORRESPONDENCE**

Pam Horton had to leave, but expressly wanted to wish a Merry Christmas to all, and hoped that everyone enjoyed chocolate nuts that she brought.

#### **10.0 ADJOURNMENT**

There being no further business, it was agreed via unanimous consent to adjourn the meeting at 8:55 p.m.



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Alex Boston, Chair



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Tanis Huckell