

City of North Vancouver

Integrated Transportation Committee

City Hall, Conference Room 'A'  
141 West 14<sup>th</sup> Street, North Vancouver

Wednesday, February 1, 2012 at 6:30pm

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**M I N U T E S**

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**Present:** Eugenio Berti  
Heather Drugge  
Raj Janjua  
Jeanette O'Brien (NVCC)  
Scott Robarts  
Melina Scholefield (Chair)  
Ian Williams (until 7:45pm)  
Councillor Craig Keating  
Marcus Siu (Port Metro Vancouver)  
Cpl Marlene Morton (RCMP)

**Guests:** Robyn Clerk, City Clerk  
Suzanne Smith, Planner

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

**Apologies:** Kathleen Callow (Squamish Nation)  
Robert Glover

Quorum 5

0360-20-ITC

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**1.0 Call to Order**

The meeting was called to order by Ms. Mitic at 6:30pm.

**2.0 Integrated Transportation Committee Terms of Reference**

Ms. Mitic gave an overview of the Committee's Terms of Reference.

**3.0 Advisory Body Procedures**

*Robyn Anderson, City Clerk*

Ms. Anderson reviewed the City's Council procedure bylaw, public attendance at advisory body procedures.

Terms of Reference are established by Council. It is incumbent on each committee member to be familiar with the Terms of Reference. Council does make a distinction

between an advisory body and an advocacy body. This Committee is an Advisory Body.

The Council expects Advisory Bodies to:

- respond to issues within mandate (from both staff and Council)
- give well considered and timely responses to request for advice.

The Committee can expect

- full information from staff
- staff support
- prompt feedback
- Community recognition for volunteering their time and expertise.

It is a consultative group, but it is up to Council to make any final decision.

All meetings are open to the public to observe, but observers cannot participate in the agenda items (it is not an open forum). The Committee could entertain a motion to hear from a member of the public who is attending.

Members have to avoid conflict of interest, e.g. will have to absent from the discussion where you are a director or employee of an organisation that could benefit from an outcome/project, etc.

#### **4.0 Committee Member Introductions**

Committee members introduced themselves and gave a précis of their interest and/or expertise in active transportation.

#### **5.0 Election of the Chair and Vice Chair**

The meeting proceeded to the election of Chair and Vice Chair for the period February 2012 to January 31 2013. The Committee agreed to election by a show of hands.

No other nominations being received, Melina Scholefield as elected Chair by acclamation.

No other nominations being received, Scott Robarts was elected Vice Chair by acclamation.

Ms. Scholefield assumed the Chair.

#### **6.0 Adoption of the Agenda**

The Integrated Transportation Committee adopted the agenda for its regular meeting scheduled for December 1 February, 2012 with an amendment adding the new business topic of how the Committee wished to work together under AOB.

## 7.0 OCP – CityShaping Process

Suzanne Smith, Planner, City Staff

Ms. Smith provided some transportation planning context for the City.

- When the City was incorporated in 1907 there was a ferry link to downtown Vancouver and three street car routes.
- Lions Gate bridge was built in 1938 but it did not have a huge impact on the urban form until 1948 when the ferry and the street cars discontinued.
- Then the Second Narrows and the Highway 1 were built in the late 60s.
- The next big impact was in the 1970s with the SeaBus starting and the transit hub locating at Lonsdale quay. The province invested in buildings like ICBC.

The Official Community Plan (OCP) is required by the Local Government Act. It is a policy tool to create a vision and goals for the municipality's community.

The current OCP was adopted by Council in 2002. (This is the last in a series, the first one was adopted in the early 1980s). The Plan is anticipated to last for the next 10 years and covers the cities activities for a longer period (e.g. 2040).

More information is at the CityShaping website. [www.cnv.org/CityShaping](http://www.cnv.org/CityShaping).

Questions from the Committee included but were not limited to:

**Q.** When does the final OCP come to Council. **A.** Coming forward to Council in the fall with a final version to be considered, therefore could be finalised this year or early 2013.

**Q.** Are we trying to synchronise with the plans of TransLink and Metro Vancouver? **A.** No as we update our OCP every ten years. However, the region has gone through a regional growth strategy to 2041, and we need to respond to that document (to see how we are aligning with their policies), and so our OCP is timely.

**Q.** How does the Long Term Transportation Plan relate to the OCP? **A.** The OCP is the broad policy document, underneath this overarching document will be the transportation plan, environmental plan, zoning bylaws etc., and then other plans beneath then, finer details, operational, etc.

**Q.** What is the timeline with CityShaping and the Committee. **A.** We will come to the advisory bodies to get direct input. Will be meeting again with ITC in March.

**Q.** Can council update the OCP? **A.** Yes, changes can be made, but do not tend to do that. When Council makes amendments it has to go through public process. Councillor Keating noted that the last Council made amendments to items such as the maps (bike and street designation), streamside setbacks (due to new legislation), or zoning amendment (e.g. school ground being developed for residential).

*Ms. Smith left the meeting.  
There was a short break for five minutes.  
Mr. Williams left the meeting at 7:45*



## 7.0 Long Term Transportation Plan

In 2002 the OCP did establish the need for a Long Term Transportation Plan.

Ms. Mitic summarised the components of the Long Term Transportation Plan and showed what has been accomplished since the Plan was endorsed in 2008.

- Over 100 physical improvements (not including policy changes etc), including new sidewalks, new multiuse paths, overpasses, traffic calming (mostly for pedestrians), special crosswalks, new traffic signals, and school safety improvements have been implemented since 2008.
  - In 2006 (when the last Bicycle Master Plan was endorsed) we had 21km of bike infrastructure, we are now (end of 2011) at 33km.
- Cpl Morton left at 8pm*
- We have the highest percentage in Metro Vancouver for accessible bus stops (except Bowen Island, but they have just the one stop)
  - Between 1999 and 2008, growth in the City residents' daily person car trips declined in comparison with the growth in total population.
  - Between 1999 and 2008, City residents' active transportation mode share increased from 25% to 27%. There was also a notable decrease in the proportion of auto drivers, which was matched by a similar increase in auto passengers. Between 1999 and 2008, there was a notable decrease (9%) in the proportion of trips attributed to work/post secondary education. (This may be due to expanding telecommuting).
  - City residents' average trip distances in 1999 and 2008 were around 7km, with a notable increase in the average trip distance by cycling mode, indicating that this mode of transportation is becoming more viable option for longer trips. It should be noted that majority of trips are still below 5km.
  - For the commute to work trips, the auto driver/passenger percentage is similar between 1996 (68.0%) and 2006 (67.7%), however it is still lower than the Canadian average.
  - Emissions per capita have decreased since 2008, even overall (which is fortunate as both population and number of registered vehicles in the City have increased).
  - Cities where people are more likely to walk or bike to commute have lower rates of obesity.
  - Metro Vancouver residents have a lower rate of obesity (12%) compared to the Canadian average (17%). The City has a local walk/bike and/or transit mode share of 32%, therefore we believe that the City has healthier residents than many other areas of North America.

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

**Q.** How do you work with the other municipalities, e.g. from Welch Street to West Vancouver (where it stops) **A.** As much as we can we coordinate with staff in other municipalities. That area is the Spirit Trail, each municipality works on their own sections, but we all have the overall plan. The District of North Vancouver put in the connection to Welch street. West Vancouver is continuing with it this year. We linked to the District of North Vancouver' section with the Harbourside overpass. Also the Bicycle Master Plan is jointly developed with the City and the District as our land borders with them.

**Q.** Will you update the Transportation Plan? **A.** No need to update in the near future. The Plan was written for the next 20 years, but it will be updated when needed.

**Q.** How is success benchmarked? **A.** We analyse the effect on mode share in the City using data from TransLink, etc. More data on the regional level is becoming available, (e.g. the census and travel diaries, and ICBC travel emissions).

The Chair thanked Ms. Mitic for the interesting presentation. The Chair also noted she attended the recent Walk 21 conference where research was shown that walking daily (even as little as 20-30 minutes per day) reduced rates of chronic diseases such as diabetes.

**8.0 Committee Meeting Time**

After discussion it was agreed that future meetings would commence at 6pm.

**9.0 Any Other Business**

Committee Member Expectations

In response to a query regarding time commitments; Ms. Mitic noted that there will be agenda packages with a lot of background material which will need to be studied, and there may be a need to form subcommittees or task forces within the committee.

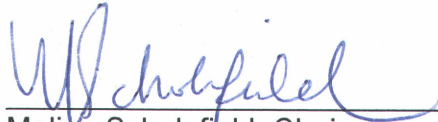
She noted that the Squamish Nation representative will be at occasional meetings on an "as needs" basis, and as such her attendance will be infrequent.

Committee Process

The Chair invited members to discuss what has worked with other committees they have participated upon. It was agreed that timekeeping would be strictly adhered to. Also respecting agenda, respecting members of the committee, their honest opinion is very important for the successful functioning of the committee. Members were invited to raise critical issues.

**10.0 ADJOURNMENT**

There being no further business, the meeting adjourned at 8.33pm

  
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Melina Scholefield, Chair

  
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Clare Husk, Committee Clerk

DATE OF NEXT MEETING

The date of the next meeting is Wednesday 7<sup>th</sup> March 2012 at 6:00pm at the North Vancouver City Library, G. Singh Meeting Room.