

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, February 13, 2019 at 6:00 pm

M I N U T E S

Present: Dolores Altin
Trevor Bowden
Bradley Cuzen
Martin Davies
Sgt. Bryan Fedirchuk
Christie Sacré
Rohan Soulsby

Staff: Daniel Watson, Transportation Planner
Edytha Barker, Committee Clerk

Presenters: Jill Cameron, Public Space Assistant, Community Services
Jennifer Draper, Manager, Transportation Planning
Justin Hall, Planner, Engineering, Parks & Environment

Apologies: Matthew Carter
Brent Hillier
Carol Reimer
Patrick Stafford-Smith
Councillor Tony Valente

**1.0 CALL TO ORDER, ADOPTION OF AGENDA AND ADOPTION OF MINUTES
OF MEETING OF JANUARY 16, 2019**

D. Watson, acting as Chair, called the meeting to order at 6:00 pm.

The minutes of January 16, 2019 were adopted as circulated. The agenda of February 13, 2019 was adopted as circulated, with the addition of introductions of the new members.

The new members introduced themselves and members of the committee and staff also introduced themselves.

2.0 ORIENTATION – PROCEDURES, MEETING EXPECTATIONS AND CONFLICT OF INTEREST

D. Watson gave a PowerPoint presentation on meeting procedures, expectations of members and conflict of interest. He focused on ITC's Terms of Reference, conflict of interest and the key documents that inform ITC's work.

Questions / Comments:

- Does the District of North Vancouver have a representative or committee that the City works with on transportation plans?
 - D. Watson: The DNV used to have a similar committee to ITC which has now been disbanded; this information is shared now at a staff level.
- With the creation of INSTPP and the infrastructure that is being built, does this compliment cross boundary relationships that existed?
 - D. Watson: Relationships have changed due to the implementation of INSTPP; more senior management relationships have formed and political ties have strengthened.
 - J. Draper: INSTPP will live on through the steering committee that has been formed and staff are included in that. At the staff level, we are continuing with a Transportation Leadership Committee which will be very active and very coordinated; we will be bringing ideas together and sharing things like resources and data collection.
- What is the best way for ITC to bring thoughts to staff and to Council? Would this committee ever make a presentation to Council?
 - D. Watson: Generally committees communicate with Council through resolutions or a staff report written in conjunction with ITC members.

3.0 ELECTION OF CHAIR AND VICE-CHAIR

D. Watson explained the roles of Chair and Vice Chair and commenced elections. It was unanimously agreed to vote by a show of hands.

Nominations were called for from the floor. T. Bowden was nominated for Chair and accepted the nomination. There being no further nominations, T. Bowden was declared Chair by acclamation.

D. Watson then called for nominations for Vice Chair. M. Davies was nominated for Vice Chair and accepted the nomination. There being no further nominations, M. Davies was declared Vice Chair by acclamation.

T. Bowden then took over as Chair of the meeting.

4.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

5.0 PLACEMAKING UPDATE

J. Cameron presented.

Key points included:

- The vision of the City's program (called Play: Embrace the Space) is to enliven public spaces in the City of North Vancouver through interactive installations, events and community collaboration.
- This program originally started as a pilot project and is now in its third year.
- The idea is to look for opportunities in the City (such as pedestrian cut-thrus or linking nodes) to create a new space for people to get outside and connect with their community.
- New for 2019 are three "Nooks and Nodes" the City is looking at: – Queensbury, Centennial/South patio and the B-Line.
- We also use programming as a way of Placemaking; a program was created 2 years ago where we pay curated buskers a small fee and send them to a particular space.
- One of the larger projects was the roaming parklet. The first year it was located at Lonsdale and 18th but the feedback received revealed that it did not work being close to busy traffic. It was moved to Queensbury for the second year and the parklet will be moving again at the end of its year.
- The spot in Queensbury is going to be programmed permanently.
- Studio in the City (the City's youth employment in the arts program) is another way the City crosses over to create Placemaking. FunAlley and Alley45 (both in Lower Lonsdale) were created by Studio in the City participants over the last two summers. This year, we will be looking at the potential of Studio in the City crossing over with the activities happening in Queensbury.
- Lonsdale Lane (across from FunAlley, near Big Pete's) is another project. Last summer, this space was temporarily shut down and used as a gathering and gaming place. The City hosted community consultations and the outcome was that this space will now be permanently closed and redesigned; we hope to be open again spring or summer of 2019.
- Parking Day is in the vision stages for September 2019. The idea would be to temporarily take over parking spaces for urban interventions.
- The committee was encouraged to email ideas to play@cnv.org.

Questions/Comments from ITC:

- Regarding your moveable seating, do people take it away?
 - J. Cameron: No, we used to lock them up at night but found there was not much need.

- Bringing play back into streets for kids and for adults might make streets become more safe for kids to play, and nice for adults to play at lunch. It's also great to use this type of Placemaking to test certain streets that could be on a road "diet"; streets that are considering being narrowed. I love the idea of parking day.
 - J. Cameron: Yes, we have found that Placemaking helps with traffic calming.
- Your constraints on rolling out more of these projects, is it budgetary or a need for ideas?
 - J. Cameron: Mainly budget, but we have been able to recognize other internal resources to be able to spread out the budget.
- I believe Queensbury is on the list for a streetscape update, are there ways that this program could find things that would directly feed into what could be and should be done when streetscape updates are implemented?
 - J. Cameron: We have started those conversations already, when there are larger projects, we are very collaborative with other staff. We have a working group called a "Play" group that provides a quick, tried approach to build upon.
- I've seen that there may be some small community grants available, would there be an opportunity to co-apply or match funds to double the money.
- J. Cameron: We have talked about that or doing our own grant.

7:20 p.m. J. Cameron left the meeting.

Break: 7:20p.m. – 7:25 p.m.

6.0 B-LINE: FUTURE IMPROVEMENTS

J. Draper and J. Hall facilitated a detailed discussion on upcoming B-Line. They went through the Marine-Main Transit Priority Measures and the key changes in each section.

J. Draper pointed out that the B-Line came out the North Shore Area Transit Plan and the projection that ridership across the North Shore will double by 2040. It was important that the B-Line was not just more bus stops so dedicated lanes are being created wherever possible. West Vancouver is going through their own engagement process now with the view to having a Council resolution on the matter in March. Regardless of that outcome, the B-Line will be going to Park Royal.

Questions/Comments from ITC:

- Regarding the transit bike lane on the approach to Lions Gate Bridge, I recall there was some concern regarding taking away the bike lane and making it transit priority; what have the results been? Have there been accidents?

- J. Draper: I don't have statistics on hand. Coast Mountain is a major stakeholder; they acknowledge that moving around bikes can be stressful but they are professional drivers.
- Regarding Taylor Way to Lions Gate Bridge, that is happening only westbound, not east bound?
 - J. Draper: Yes, there is not enough space today, but in the not too distant future, changes will happen on the south side and we will be able to take the land that we need at that time.
- Did a similar consultation as is happening in West Vancouver take place in the CNV and the DNV?
 - J. Hall: TransLink did some higher-level consultation on the North Shore, the results on their website. West Vancouver's commitment by Council was that, if there were any changes, they would go to public consultation and that is what they are doing now.
- Regarding Lonsdale Quay, will the B-Line buses be going into the bus loop?
 - J. Draper: Yes.
- What do the green lines on the slide represent?
 - J. Hall: Those are the existing cycling infrastructure on Esplanade. Through redevelopment, that will eventually be shifted off onto the boulevard.
- What is the timing of the B-Line changes relative to the upgrade of the bus loop at the Quay?
 - J. Draper: They will be coordinated projects happening at the same time and both will be completed this year.
- Was there a reason the B-Line is not using Low Level Road?
 - J. Hall: There was a desire from TransLink to connect to the residential neighbourhood through the B-Line.
- For the portion from Lynn Avenue to Phibbs Exchange, there will be no westbound lane until when?
 - J. Hall: TransLink is looking for opportunities to include more transit infrastructure as soon as possible.
- Will the construction be done at night or during the day?
 - J. Hall: It is between TransLink, the contractor and CNV to manage the best outcome; it may take longer if only done in evenings and have impacts on delivery dates, those details are yet to be determined.

J. Draper also let the committee know that, in terms of input, the intent is to inform the public this spring. This first phase has had an accelerated timeframe and has been moving very quickly. The change for ITC to have more consultation and input will be after September, regarding future phases.

7.0 COUNCILLOR UPDATE

Councillor Valente could not attend; he sent an update through D. Watson. Key points included:

- At the February 4 Council meeting, Council approved a change to the M4 Industrial Zoning to allow larger lounges and service of products produced in site in normal sized glasses (currently only sample sizes are allowed). This means areas east of St. Georges on Esplanade can have breweries.
- Also at the February 4 meeting, Mayor Buchanan presented a motion on a housing solutions lab that will be a potential precursor to Workforce Housing in the City and across the North Shore. This motion was passed unanimously.
- At the February 11th Council meeting, an amended lighting project to put lighting at Chesterfield and 2nd Street was on the consent agenda. This will improve safety at a heavily used intersection.
- Also on February 11th, Council reviewed the draft preliminary project plan for 2018-2028 as well as the operating budget. There were many transportation related items that will all be great for the City.

8.0 ITC – ROSTER OF PROJECTS WORKSHEET

D. Watson made the new members aware of the project worksheet. T. Bowden suggested that the update to members be postponed to the March meeting.

9.0 TRANSPORTATION EVENTS

T. Bowden: Bowinn Ma gave a presentation at the Polygon Gallery on February 6 entitled “Getting the North Shore Moving: Lessons Learned and Next Steps According to INSTPP”. It was a great presentation and would be wonderful if we could get a copy to show at ITC.

D. Watson: There was recently a Transportation Workshop at the District of North Vancouver’s council with a guest presenter from SFU speaking on rapid transit on the North Shore. He spoke heavily toward need for that and how it is financially doable. This presentation is available on the DNV website under Council videos.

10.0 ROUND TABLE

M. Davies: Regarding the cyclist fatality on Esplanade, according to social media, all about infrastructure. When this happens, if it is an infrastructure related thing, is it in our scope or not?

D. Watson: When this area was configured, it met guidelines at the time. As opportunities come up to reconfigure things through development or other means, we will take advantage of that.

T. Bowden: How does the City factor accident / collision data into future infrastructure changes and improvements? By our Terms of Reference, how can

we be a voice for advocacy, how can incidents like this be a lever to how the City can look at changing priorities?

D. Watson: There is usually a huge lag in time from when the incident occurs to gaining an understanding. Its also one incident, part of bigger discussion, can use data we use, can bring back.

T. Bowden: It would be nice to have a presentation on the City's budget but I know the public feedback is due before our next meeting.

D. Watson: I can circulate a link to ITC members to where the budget is found online and how to voice opinions to Council.

11.0 ADJOURNMENT – 8:41 p.m.


Chair Signature


Date