

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**INTEGRATED TRANSPORTATION COMMITTEE**

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

**Wednesday, February 5, 2020 at 6:00 pm**

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**M I N U T E S**

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**Present:** Brent Hillier, Chair  
Dolores Altin, Vice Chair  
Ilana Baxter  
Dana Bourgeois  
Matthew Carter  
Bradley Cuzen  
Sgt. Bryan Fedirchuk  
Christie Sacré  
Rohan Soulsby  
Chris Quigley  
Councillor Tony Valente

**Staff:** Daniel Watson, Transportation Planner  
Edytha Barker, Committee Clerk  
Andrew Devlin, Manager, Transportation Planning  
Luke Gillies, Project Manager, Engineering  
Natalie Corbo, Sustainable Transportation Coordinator

**Observer:** Fiona Walsh

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**1.0 CALL TO ORDER, ADOPTION OF AGENDA AND ADOPTION OF MINUTES  
OF MEETING OF DECEMBER 4, 2019**

The agenda for February 5, 2020 was adopted. The minutes of December 4, 2019 were adopted with one change.

**2.0 BUSINESS ARISING FROM PREVIOUS MINUTES**

None.

### **3.0 INTRODUCTIONS**

As three new members were present, all members introduced themselves.

### **4.0 ORIENTATION AND ELECTION OF CHAIR AND VICE CHAIR**

D. Watson gave a PowerPoint presentation on ITC's Terms of Reference and the key documents that inform ITC's work.

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. R. Soulsby was nominated for Chair but decline the nomination. B. Hillier nominated himself for Chair. There being no further nominations, B. Hillier was declared Chair by acclamation.

Nominations were then called for for Vice Chair. D. Bourgeois nominated himself for Vice Chair. D. Altin was nominated for Vice Chair and accepted the nomination. A vote was held by show of hands and D. Altin was declared Vice Chair by majority vote.

B. Hillier took over the meeting as Chair.

### **5.0 SAFE MOBILITY STRATEGY**

A Devlin presented. He referred to the draft Safe Mobility Strategy sent in the agenda package. The purpose today is to receive ITC's input and feedback. He will also be going to other stakeholders to make sure the Strategy reflects the interests of all.

The purpose of the Safe Mobility Strategy is to lay out the City's commitment to the public and to stakeholders that the City takes safety for all users seriously. The Strategy is not intended to be a specific and detail-oriented action plan. If approved by Council, the Strategy would give the City a policy lens for road safety to look at how capital expenditures are prioritized.

#### Comments/Questions from ITC:

- While I applaud the goal and vision, I don't see a balance of interest of all users. Taken to an extreme, this strategy would be best met by eliminating cars and trucks from the streets. You need to articulate the fact that all users of the system need to be considered.
- Anything to make roads safer is supported. But I do agree that the motorists have been forgotten in all this. These are broad overviews but perhaps lacks what we are really supporting.
- Can you share the list of organizations being consulted with? And can you speak to the life cycle of this document?

- The Integrated Transportation Committee (ITC), the RCMP, North Vancouver School District No. 44, ICBC and TransLink are the key stakeholders.
- As for the life cycle, the original motion to start a safe mobility strategy was tabled in 2016. Once it is completed, it is intended to be an interim strategy until the Transportation Plan is updated in the next 12 – 18 months. This will then get folded into a much broader mobility strategy.
- Is the broader idea of safety such as stop sign and red light runners is this something that is brought into the plan? How do you affect that, work with that?
  - Stop signs and red lights fall under enforcement. We are looking at how we can design streets to make them safer and to relieve human error.
  - The RCMP work with the City to identify problems and collaborate to make sure they don't happen again.
- Are there things that we know now that we didn't know before about road safety?
  - Generally, the problems are the same as they were 20 years ago. Major changes cannot really occur unless the structure is redesigned.
  - The City does consider safety when designs streets and roads more than we have in the past. Staff have become more creative and the data we receive from the RCMP and ICBC is better.
- Equity across all modes is needed. Design is a big part of the solution; parking needs to be looked at from an equity and safety perspective.
- Reporting near-misses may be more helpful; we tend to only find out about problems areas when people are hurt.
  - This will be part of our safer decision making; we acknowledge this is needed and are working on it.
  - Perhaps an app similar to "City-Fix" where road users could report near misses or problem areas would be helpful.
- City bike shops may be helpful in getting data. Ask users, tap into what is happening.

*6:55 p.m. – B. Cuzen arrived.*

*7:05 p.m. – A. Devlin left the meeting.*

## **6.0 BUS SPEED & RELIABILITY**

D. Watson presented. A gap was identified in the City's planning work in 2016 regarding bus speed & reliability. The Mayors Vision highlighted the need for improvements to bus speed and reliability as well. TransLink produced a Bus Speed and Reliability Report in 2019. The purpose of this study was to identify key regional transit corridors with the highest level of bus delay and unreliable service. Two of these are in the CNV:

- The Marine-Main corridor was ranked the 7<sup>th</sup> highest delay corridor in the region.

- The Lonsdale corridor was ranked the 20<sup>th</sup> highest delay corridor in the region.

The objectives then were to develop a plan to reduce delay buses in the City and make travel times more reliable, develop projects that will provide improvements for transit vehicles at problem locations and to develop a project that will provide near term improvements for transit vehicles on Lonsdale.

The City looked at 23 spots where there was a noticeable reduction in speed and reliability and came up with ideas on how to improve them. Transportation worked with Engineering on projects coming forward out of this. The Lonsdale Great Street work will look at the longer term vision for Lonsdale.

Comments/Questions from ITC:

- Why is the City conducting this research as opposed to TransLink? Is it done in coordination with TransLink?
  - The OCP speaks to a mode shift away from personal use vehicles to transit so we are always looking at more efficient ways of moving people. TransLink offer matching funding for projects that will increase bus speed and reliability.
- Regarding multi-use transport, has research been done into being able to put more than two bikes on the front of a bus?
  - That is in TransLink's realm; they have investigated this and it can be challenging.

*Break – 7:30 – 7:45 pm*

**7.0 WEST KEITH ROAD BUS / BIKE LANE**

L. Gillies and D. Watson presented. He advised that this project was a result of the Bus Speed and Reliability Study.

As ITC has learned, the Mosquito Creek Bridge is at its end of life and needs to be replaced. Phase 1 construction in that area starts on February 18. Traffic will be reduced to one lane in each direction and there will be no left turns permitted on to Fell. More information on the project can be found on the City's website.

L. Gillies spoke about the implications for cyclists. A bus lane will be implemented curbside. Cyclists can choose to dismount or ride on sidewalks at a slow speed through the construction zone. Bus stops will be moved to accommodate construction.

Comments/Questions from ITC:

- Are there other options for cyclists through the construction zone that are safe or will there be alternate routes?

- There are alternate routes on East 1<sup>st</sup> and 2<sup>nd</sup>. On the west bound side, we are going to implement enough space to have a multi-use lane.
- What public education has the City undertaken?
  - Letters have gone out to 4,000 residents, businesses in the neighbourhoods around the bridge with a basic overview of the project and impacts and providing a link to the website for further information. We have also started a social media campaign and estimate we have reached potentially 5,000 – 6,000 people. We have put up digital signage and there will be an article in the North Shore News.

## 8.0 RIDE HAILING UPDATE

N. Corbo presented. She gave an update on what the City is doing in terms of policy on ride hailing and information on the region wide process and update on City direction.

According to provincial regulations, municipalities can issue business licenses and create associated conditions and can regulate on-street activity through local authority in the street and traffic bylaw. Business Licensing is a regional process that includes all municipalities in Region 1 – essentially Hope to Whistler. The licensing authority will be the City of Vancouver and there will be data reporting requirements.

The City's Street and Traffic Bylaw is being updated in 3 ways: 1) loading zone definitions being harmonized 2) Geo-fencing is being enabled 3) Curb access and congestion management surcharge being enabled.

As far as accessibility, the only municipal provision is that all fees are waived for accessible vehicles. The Mayors' Council is urging the Province and Passenger Transportation Board to address certain issues that will ensure sufficient accessible vehicles are available.

Staff will be coming back to ITC for input once the City has more data to inform tweaks to the implementation of these policies .

### Comments/Questions from ITC:

- Are taxis considered ride hailing vehicles? Will the geo-fencing apply to taxis?
  - Not for the purposes we are speaking of here. As for geo-fencing, the changes will be made to the Street and Traffic Bylaw; some changes will apply to all vehicles; geo-fencing could apply to any app based transportation service.
- How quickly can a change made to geo fencing be reflected?
  - We are told almost instantly but we would have to communicate to each company individually.
- Will the City take a percentage of what the ride hailing companies charge?

- There are a number of fees being charged to the companies through business licensing; they will likely pass on the congestion fee to customers.
- Will the curb access surcharge vary by time of day?
  - That is still being determined but the plan for now is to implement something that is a low fee and applied simply; we have no data at this point

## **9.0 COUNCILLOR UPDATE**

- Streetcar Brewing applied for a lounge endorsement and outdoor patio in December.
- At the December 9, meeting, Council endorsed the framework for licensing and regulating ride-hailing services on the North Shore.
- An early appropriation was approved for improvements to Hamersley Park.
- At a special Council meeting on February 3, Gerry MacPherson was given the Freedom of the City Award in recognition of his longstanding efforts to beautify the City of North Vancouver through the creation of “Gerry’s Garden”.

## **10.0 ITC – ROSTER OF PROJECTS WORKSHEET**

D. Watson updated the group on the project worksheet.

*B. Fedirchuk left meeting – 8:55 p.m.*

## **11.0 TRANSPORTATION EVENTS**

T. Valente attended the Association of Consulting Engineers Transportation Conference. The morning session was dedicated to what the province is doing around active transportation. A representative from the Ministry as well as someone from Urban Systems presented. Other panels discussed equitable transportation planning and design.

D. Watson attended TransLink’s New Mobility Forum in January. The keynote speaker was Jeffrey Tumlin, Executive Director of San Francisco Municipal Transportation Agency. Was very interesting; will send the link to ITC members.

There will be a dialogue series around Metro Vancouver’s *Metro 2050* strategy. The Future of the Region Sustainability Dialogues Series is being held at the end of February.

## **12.0 ROUND TABLE**

Nothing further.

13.0 ADJOURNMENT – 9:15 p.m.



Chair Signature

Mar. 4, 2020

Date