

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

Via WebEx

Tuesday July 7, 2020 at 6:00 pm

M I N U T E S

Present: Brent Hillier, Chair
Dolores Altin, Vice Chair
Ilana Baxter
Dana Bourgeois
Bradley Cuzen
Chris Quigley
Patrick Stafford-Smith
Councillor Tony Valente

Staff: Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk
Bryan Fedirchuk (RCMP)
Andrew Devlin, Manager, Transportation Planning
Justin Hall, Manager, Public Realm Infrastructure
Natalie Corbo, Sustainable Transportation Coordinator
Zachary Mathurin, North Shore TDM & Bike Share

Apologies: Matthew Carter
Rohan Soulsby
Christie Sacré

**1.0 CALL TO ORDER, WEBEX MEETING LOGISTICS AND PROTOCOLS,
ADOPTION OF AGENDA AND ADOPTION OF MINUTES MEETING OF
MARCH 4, 2020**

The Chair reviewed WebEx protocols with the committee.

The agenda for July 7, 2020 was adopted and the minutes of March 4, 2020 were adopted as circulated.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3.0 CNV AND COVID-19: IMPACTS, ADAPTATION AND RECOVERY

The Manager, Transportation Planning presented.

Key points included:

- A discussion around how COVID-19 has changed the way people move around, how the City is responding, and plans to move forward.
- Challenge: private vehicle use could increase from pre-pandemic levels.
- Challenge: transit recovery likely to be slow and prolonged.
- The City's four step framework looks to deliver various types of actions in different phases of the COVID-19 process to help guide adaptation/recovery.
- Next steps: continue to monitor trends (i.e. broader mobility needs and issues), understand resident and business response to changes already in place or pending, and continue to refine, expand and learn.

Questions/Comments:

- **Q:** How has pedestrian counts varied since the expansion of pedestrian sidewalks? **A:** We do not have data on Lonsdale for pedestrian counts.
- **Q:** Do we need to revisit sidewalk width and pedestrian spacing along streets (i.e. building setbacks, road allowance, and pedestrian activated crossings)? **A:** This will be considered in the Mobility Strategy document; the pandemic has reinforced the importance of some of these decisions from a design perspective. The 2 metre physical distancing is a challenge but the Open Streets initiative is a good adaptation to our streets that utilizes existing infrastructure and pivots how we think about its use.
- **Q:** What has been the biggest lesson learned so far? **A:** The communication component of the recent endorsement of the Open Streets Action Plan has been challenging. The roll out of the Plan on Lonsdale led to some confusion (i.e. where to park). We have received the most engagement for this initiative through the *Let's Talk* webpage and social media. We are starting to see some of those opinions evolve as understanding of what is going on increases and we expect that it will continue to evolve as we move forward.
- **Q:** Has TransLink given the City any sense of when SeaBus service and other services return to pre-COVID service levels? **A:** No.
- **Q:** Prior to COVID-19, did the City have a pandemic contingency plan in place? **A:** I believe North Shore Emergency Management (NSEM) had a pandemic plan several years ago but John Chapman with NSEM would be able to speak more to that.

4.0 OPEN STREETS ACTION PLAN

The Manager, Public Realm Infrastructure presented.

Key points included:

- Purpose: create space in our roadway to help slow the spread of COVID-19 and enable physical distancing.
- Reallocating space on City roads is low cost, a quick way to make changes and supports COVID-19 adaptation actions.

- Central Lonsdale: expanded sidewalk zone, patio use/parklets extended into curb-lane and Lonsdale has been reduced to one lane in each direction.
- Neighbourhood streets: discourage traffic by using temporary barricades with messaging for drivers to slow down and adjust behaviour and introduce slower speed limits on certain streets.
- Community engagement: We were not able to do broad communication or consultation in advance to making these changes but we are communicating through letters, social media, emails, phone calls, and *Let's Talk*.
- What we have heard: mixed reactions such as attractiveness of the barriers on Lonsdale, safety/comfort concerns on streets, and restricted access.
- Next steps: reevaluate and refocus actions to make improvements based on what we learned as well as refine and implement the remaining neighbourhood streets.

Questions/Comments:

- **Q:** Is there a formula for calculating pedestrian density where it feels crowded and compare that to other cities? The Spirit Trail is feeling too crowded with mix of bikes and pedestrian traffic; it would be nice to track usage on this year over year. **A:** We do track our greenways year over year and we have seen a spike. We have been taking steps to address the route challenges of traveling east-west across the North Shore such as adding more signage to address speeding issues, creating a detour for cyclists to use Harbourside Drive to manage some of the high conflict areas and trying to quickly build out our other cycling network for people who would prefer to be on protected infrastructure but travel too quickly to utilize the Spirit Trail.
- **Q:** Has there been any studies on the economic impact of Open Streets on businesses or commercial traffic? **A:** Over the summer, we are looking to do intercept surveys with people using the spaces on Lonsdale and neighbouring streets and reaching out to businesses to learn about what their experience has been like with Open Streets.
- **Q:** How do we deal with speeding and how can the public become more active of reporting such things? **A:** We rely on working with our partnering agencies and will need to continue to work with them with these changes now in place. Reducing traffic to one direction on Lonsdale has been reducing speeds to 30 kilometres.
- **Q:** Have you been noticing more speeding since mid-march? **A:** RCMP's response – yes, but now that there are more people on the road again we are back to normal levels.
- **Q:** Can the public submit a video with plates and post to an RCMP app to help reduce unrecorded accountability? **A:** RCMP's response - yes, but you will need to be prepared to go to court.
- Chamber of Commerce: The response so far from businesses has been to commend the City's willingness to try new things to generate business. A lot of discussion in meetings has been around how we can normalize movement. The biggest problem reported by businesses has been getting employees back, working with the public, and transportation. If we cannot get people back to their job, we will not have an economy on the North Shore.

5.0 MICRO MOBILITY WORKSHOP

The Sustainable Transportation Coordinator and North Shore Transportation Demand Management & Bike Share Coordinator presented.

Key points included:

- Purpose: provide updates on City efforts to manage and support use of electric scooters (e-scooters) and receive ITC input on e-scooter regulations.
- Scope: Only focusing on the electric “kick-style” scooter for personal use. The micromobility pilot has a 3-year term and is a joint North Shore proposal. The Ministry of Transportation Infrastructure (MoTI) will enact the regulations in summer 2020 and the municipalities accepted into the pilot project will adopt regulations in local bylaws in fall 2020 (the regulations will only apply to communities selected).
- The City will have the ability to develop street use regulations, regulate where e-scooters can go, and is responsible for monitoring the pilot and reporting on key measures.
- Key questions for ITC:
 - What should staff consider when developing regulations for e-scooters use on city streets, multiuse paths and mobility lanes?
 - How should the City manage user conflicts?
 - What kind of education and outreach strategies would you like the City to use during the pilot period?
 - What do you want to learn from the pilot?

Questions/Comments:

- **Q:** What is the maximum speed for e-bikes on our roads? **A:** Under the Motor Vehicle Act, an electric assist or throttle based e-bike is limited to 32 km/h for the motor.
- **Q:** In other municipalities, the trails do not allow e-bikes but the roads do; is that the same in the City? **A:** The City does not have any limitations on our park trails but in terms of e-scooters, that will be up for discussion in terms of how we use them on our different networks.
- **Q:** What e-scooter behaviours are already established on the North Shore? **A:** We do not have a lot of data on e-scooter use primarily because they are not legal. We see people riding scooters and other devices that are not permitted but we do not have a good sense of how many, when and where they are used most frequently.
- **Q:** How will e-scooters work on Spirit Trail on Welch Street; do the speed bumps on this path include e-scooter use? **A:** There is a small gap between the speed bumps that would allow the scooters to weave through. The height is important to the e-scooters and there will be difficulty for a scooter to go over a speed bump. We will need to test out different e-scooters to see if they can cross that area and if not, we will need to determine an alternative route.
- **Q:** What is the weight difference between an e-scooter and e-bike? **A:** Top weight that the province of Ontario established for an e-scooter is in lower to mid-range for an e-bike. The weight has a huge impact on the speed especially when going downhill and staff will be monitoring if there are hills

that are simply too dangerous to promote as routes for e-scooters and then will determine a detour or alternative route that is on a flatter surface that can accomplish the same trip.

- **Q:** Is infrastructure going to be needed to lock these devices? **A:** There is usually some type of loop or metal piece on the deck or near the base of the handlebar that would allow a normal bike lock to fit through and can be locked to bike rack, lamp post, or street sign etc. As they are personal devices, the responsibility will fall to the rider but through monitoring we will learn if we need more infrastructure.
- **Q:** Will TransLink be involved? **A:** Most devices are foldable and can be carried on board buses but we will need to ask TransLink about protocols.
- **Q:** What is the demographic that uses these devices? **A:** From the shared e-scooter companies that have this data, it is overwhelmingly male and on the younger side (under 35).
- Separating cyclists and pedestrians on multi use paths is important.
- If we see an increase of e-scooter users, then the minimal amount of bike only infrastructure that we have is going to get busier which will be problematic (i.e. not enough space in our bike lanes to pass).
- Some park trails have compacted gravel which might not work for devices.
- Too nimble for heavy traffic streets like Lonsdale.
- Should not be allowed on sidewalks as some sidewalks are very narrow.
- The bylaw for e-scooters should be aligned with skateboard bylaws.
- Allow users to travel where they need to go, monitor those routes and destinations and then build on that.
- Enforce stricter rules at first and then roll back once observations show responsibility by the users.
- **Q:** How far are people traveling on them? **A:** They are shorter trips.
- **Q:** Who is restricting the age? **A:** The province of Ontario set a 16 year age and the province of British Columbia may follow similar regulations.
- Data can be collected through sellers.
- Use social media platforms to engage demographic that uses them.
- A large number of trips made in the City are short trips. E-scooters are pollution free and take pressure off our already congested roads. Allowing young people to use them provides them far greater range and independence. Not concerned about speed differential between users if these scooters stay off sidewalks and on mobility lanes but concerned about areas of mixing on the Spirit Trail and Green Necklace. Until we build more protected lanes people will have to be respectful of each other.

6.0 MOBILITY STRATEGY UPDATE

The Manager, Transportation Planning presented.

Key points included:

- The strategy is an update to the City's long-term transportation plan which was updated over a decade ago.

- Purpose: delivering a modern and effective City-wide planning, decision making and strategy tool for staff and Council to use when making decisions about our transportation system.
- Timeline has been adjusted due to COVID-19.
- Looking to engage the community more broadly in the fall to try and understand what the community's sense of value is around transportation/what they prioritize when making decisions about getting around the City.
- Working to bring the strategy to Council in 2021.

Questions/Comments:

- None.

7.0 ITC – ROSTER OF PROJECTS WORKSHEET

D. Watson updated the group on the project worksheet.

Questions/Comments:

- **Q:** Did the public consultation on 1st Street bike lane take place? **A:** There was an online consultation.
- **Q:** Has the City approached the province about extending the sidewalk/bike infrastructure on the Lonsdale overpass over Highway 1? **A:** The province has initiated a study for the Highway 1 corridor from Lynn Valley to Horseshoe bay. They are working on finalizing the report for end of summer/early fall.
- **Q:** How is Mosquito Creek bridge construction going? **A:** It is on schedule to be completed/no major issues encountered.

8.0 TRANSPORTATION EVENTS

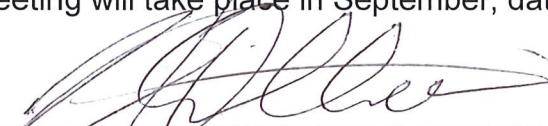
- B. Hillier – *Let's Talk* feedback for Open Streets and alcohol in parks.

9.0 ROUNDTABLE

- None.

10.0 ADJOURNMENT – 8:40pm

Next meeting will take place in September, date TBD.



 Chair Signature

Sep 11, 2020

 Date