

City of North Vancouver

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Conference Room "A"
141 West 14th Street, North Vancouver

Wednesday, June 6, 2012 at 6:00pm

MINUTES

Present: Eugenio Berti
Heather Drugge
Ian Williams
Melina Scholefield (Chair)
Raj Janjua (until 7pm)
Robert Glover
Scott Robarts
Jeanette O'Brien

Staff: Clare Husk, Committee Clerk
Dragana Mitic, Assistant City Engineer – Transportation
Dimitri Samaridis, Landscape Architect

Apologies: Cpl Marlene Morton
Craig Keating
Marcus Siu
Kathleen Callow

Quorum 5

0360-20-ITC

**1.0 CALL TO ORDER, ADOPTION OF AGENDA
& MINUTES FROM MARCH & APRIL & MAY**

The meeting was called to order by Ms. Scholefield at 6:02

The Chair acknowledged that this was the last meeting of the Chamber of Commerce representative Jeanette O'Brien, and thanked her for her thoughtful contributions and diligence.

The agenda was approved with addition of 'Port Metro Vancouver's Low Level Road Project'.

Adoption of Minutes

The minutes of March 7, April 4, and May 9, 2012 were reviewed.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the Integrated Transportation Committee meetings held on Wednesday, March 7, Wednesday April 4, and Wednesday 9, 2012 be adopted.

2.0 BUSINESS ARISING

None

3.0 SPIRIT TRAIL

Mr. Dimitri Samaridis presented on the history of the waterfront focussed, greenway recreation transportation project.

- The entire greenway, from Deep Cove to Horseshoe Bay, will be 40km.
- The City's segment is 6.5km
- City sections – some urban, some ravine and natural sections. Challenge to come up with unified look/character.
- Award winning

Completed:

- Harbourside West Overpass: important connection from City to District. Opened June 2012. Averaging 11k trips a month.
- Squamish Nation Waterfront Greenway. This was the first section completed,
- Waterfront escarpment, Moodyville Park – more natural area, through woods, very quiet, not lit, averaging 3k trips a month.

What's Next (from West to East)

- Kings Mill Walk: opening in June. Connecting east end of Harbourside to Overpass.
- Bewicke section: construction to start in August for completion spring 2013.
- Squamish Nation/CNRail section – in talks for this significant connection to the Quay. Have presented alignments to the Squamish Nation Council.
- Chesterfield/Lonsdale Quay/Carrie Cates Court: challenges with intersections and market loading bays. Aim to be in construction next year.
- Shipyards: 50% done, all developer delivered
- Esplanade Escarpment to 3rd Street Hill: Low Level Road goes to Council this month. If approved the Spirit Trail will go to public consultation and detailed design.

Questions from the Committee included but were not limited to:

Q: Where will the cyclists go at Carrie Cates? **A:** Underneath the ICBC building. This is a challenging location.

Q: Carrie Cates section, will the City just consult with the residents? **A:** Residents first, then an open house for the public.

Q: is this project fully funded. **A:** No, up to 2012, all of the sections are in the capital plan. After this year, some sections might be delivered by outside parties, therefore might be able to compress the delivery.

Q: Harbourside development connection to Lonsdale Quay through Squamish Nations – any movement there? **A:** Hopeful this will happen. Many projects happening. Concerns about safety (open boat yard, safety and liability) some of the things being discussed. Parts of West Vancouver this month. Would like to see how the community responds

Q: when will it all be open? **A:** All of north shore, not sure. West Vancouver is experiencing topographical challenges.

Wayfinding & Signage

Q: Is there a working group for this? **A:** Yes, 3 municipalities and the Squamish Nation. The look, language and guidelines will be the same. The implementation is left to the individual municipal signshops. They have the specifications to create the uniform look.

Q: West Vancouver have clear, conflict reducing etiquette signs. **A:** Wayfinding is for people to find the way. Signs about speed limits are etiquette and are made by the municipality. We are aiming to create those for Kings Mill Walk.

Q: Wayfinding: have you considered 10 minutes distance walking to X. **A:** A problem with timing is that everyone walks at different paces, so that might be misleading. We will be putting distances to destinations, e.g. Lonsdale Quay/ SeaBus XX m or X Km. There was talk about an 'app' (scan the QR codes at locations), but not sure how far this concept has gone.

Q: Have you coded for the visually impaired? **A:** Crosswalks have been created with that in mind, but since the signs are high up have not thought of creating tactile signs. Will look into this.

Comments from the Committee included

- Great job.
- Nice to have a cycling space where you do not worry about the kids and traffic conflicts.

Mr. Samaridis left the meeting.

4.0 LOWER LYNN INTERCHANGES

Ms. Mitic gave a history of the project. Ministry of Transportation in the past developed a preferred long-term solution for this area. Recently, the District of North Vancouver also investigated feasible solutions as part of the Lower Lynn planning study. This latest study is looking at the previous work, investigating other options, confirming the preferred long term solution, phasing of improvements, and completing a business case.

Highlighted the highway planning design issues and principles, District land use planning and new town centres (Lower Lynn and Maplewood).

Lower Lynn Community group was set up by the District:

- Included resident associations that feel impacted by the design.
- Added City representatives as observers.
- Unsuccessfully asked three City community groups for observers.
- Mr. Williams is the ITC representative.

Mr. Williams noted that the main theme has been east/west connectivity. The Highway is a barrier to community connectivity.

Questions from the Committee included but were not limited to:

Q: Any discussion on realigning the main north/south section, e.g. the main Seymour section, there is a jog around the creek. **A:** Not looking at the impact of the District and Squamish Nation land, no discussion of moving the Highway. The Iron Workers Memorial Bridge is not included in this study.

Q: Increased provision for cyclists? **A:** Looking to improve facilities for cyclists and pedestrians.

Q: Is this whole area being developed? **A:** Lower Lynn town centre, some commercial and industrial.

Q: does the population growth mean more cars? Could we start thinking about educating people that there are other forms of transportation? **A:** Study will investigate improvements to the vehicle capacity without adding travel lanes, improvements for pedestrians and cyclists, and transit service. They cannot change Iron Workers Memorial Bridge, so number of lanes on Highway will not increase. District's work included a multiuse bridge from Crown Street over Highway.

Q: Is the concept to eliminate interchanges to better accommodate transit? **A:** They are talking about transit queue jumping, but not talking about relocating Phibbs.

Comments from the Committee included but were not limited to:

- District OCP has been approved, they are trying to create a mini town centre where people can do local shopping and local amenities.
- Capacity not just adding existing space, but smarter transportation actions.
- Goal is to increase density, and this area has some space available, but concern of integration of residential and industrial, e.g. truck noise, going to cause issues down the road, going to be a challenge.
- If the interchanges are change it will affect traffic for Mountain Highway and Lynn Valley Road, and could have impacts for Grand Boulevard and Lonsdale Avenue.

5.0 UPCOMING TRANSPORTATION & DEVELOPMENT PROJECTS

Ms. Mitic tabled, for information, a listing of projects coming up. Some may/will come to Committee, but not all. If needed the ITC can request to have come to the Committee.

Federal & Provincial

- North Shore Trade Area Study - Low Level Road re-alignment – (www.cnv.org/LowLevelRoad)
- Lower Lynn interchanges study

Regional

- North Shore Area Transit Plan
- Long-term Transportation Study for the region - Transport 2045
- City of Vancouver Transportation Plan

North Shore

- District's Transportation Plan
- East Keith Road Bike Lanes (Sutherland – Brooksbank)
- Spirit Trail:
 - o DNV: 1st/Welch (completed)
 - o DNV: Bridge over Lynn Creek
- Bicycle Master Plan Update 2012
- Travel Smart North Shore

City Projects

- OCP Update - (www.cnv.org/CityShaping)
- Resident Parking Policy Update - (www.cnv.org/ResidentParkingStudy)
- Spirit Trail: (www.cnv.org/SpiritTrail)
 - o Section 4 – Bewicke -
 - o Section 7 - Foot of Chesterfield / Chadwick Ct.
 - o Section 7 - Carrie Cates Ct.
- Boulevard Crescent / Lynn Valley Road Corridor – Active Transportation Improvements Study
- 4th Street Bike Route
- Traffic Signals - countdown timers – (www.cnv.org/trafficsignals)
- Community TDM
- Chesterfield Bike Lanes
- East Keith Road Bike Facilities (St George's to Sutherland)

Development Applications

- Harbourside Waterfront
- 1308 Lonsdale - Safeway site re-development

7pm
Mr. Janjua left the meeting

Comments from the Committee included but were not limited to:

Would like to have District staff to come and give an informational presentation to Committee on their Transportation Plan.

Action: Committee Clerk

Questions from the Committee included:

Q: Do the municipalities work together on projects like this. **A:** Both municipalities mutually review OCPs and Transportation Plans, etc. For example the District and City tend to have the same vision for a strong transportation corridor to connect from Ambleside to Maplewood.

Q: With the Safeway site, with the proposed residential towers and commercial, will bring more traffic volume in the area. What will be the impacts on the road traffic? **A:** Part of the process for the developers is to submit design plans and traffic studies and these go to the various Council Committees for feedback. Some of the larger projects would be appropriate to come to this Committee.

6.0 TRANSPORTATION EVENTS (MEMBERS UPDATE)

Members took part in the Bike to Work Week (challenging weather).

MEC Bike fest at Interiver Park. Can take out expensive bikes and ride them.

One member took part in a SFU dialogue and citizen engagement hosted a group from Sweden looking at governance.

From a recently trip one member compared signage at Phoenix, and the signage in Greater Vancouver. Phoenix signage was excellent, made it easy to commute. Ms. Mitic noted there is a difference, as every state in US and Province in Canada tends to have own design standards. City of North Vancouver tends to keep to TAC standards.

7.0 ANY OTHER BUSINESS

Field trip

Staff suggested that this could be shared with the Parks and Environment Advisory committee, looking at active transportation in the MacKay Creek corridor.

Bike Map

HUB (formerly the VACC) in conjunction with financial contributions from MEC and City of North Vancouver, and with input from all municipalities on the North Shore, has produced a cycling map for the North Shore.

Low Level Road Project

Wide ranging discussion primarily regarding about lack of pedestrian facilities to support future growth and the future transit vision:

It was noted that the Transportation Plan had been with Council the following Monday after the open house, and online for public viewing at PortTalk.ca

Pedestrians on Low Level Road

- Future Growth: Lower Lynn interchange, and Maple Wood, looking at approximately 7,000 new residents in the District, and regional town centre in Lower Lonsdale, and no viable pedestrian route in the Low Level Road.
- Port Metro Vancouver letter appears to imply that for them a plan for pedestrians and no pedestrians were both viable.
- PMV suggested the different options. Public had opportunity to respond to different options, and the popular choices were not for pedestrian walkways.
- Noted it is not a high pedestrian walking zone currently.
- Support project but not the design. Are there some creative options that should be explored for pedestrian accommodation on the road?
- Spirit Trail not viable, too far away, not lit

Transit on Low Level Road

- Should transit be allowed on the Low Level Road?
- Need to provide transit for the workers on the Low Level Road (workers could be car captives when need to go to lunch, etc.)
- Transit on East 3rd Street due to population density.
- Is capacity for future transit precluded by the current design?

Action: investigate status of previous resolution

Resolution

It was regularly moved, seconded and carried:

The Integrated Transportation Committee supports the overall intent of the Project;

However the Committee is fundamentally opposed to the current design of the Low Level Road as it does not accommodate pedestrian facilities on the road itself.

The Spirit Trail is unlit, isolated and has steep grades, it is therefore not a viable or adequate transportation connection for non-recreational pedestrians.

The Low Level Road is a vital transportation connection between two important future job and residential areas (Lower Lynn/Maplewood and Lower Lonsdale). These areas are projected to accommodate thousands of new residents and workers over the life of this major infrastructure investment.

The Committee urges Council to only give approval to this project subject to Port Metro Vancouver incorporating pedestrian facilities into the design, in addition to the planned vehicle and bicycle facilities along this route.

6 in favour
1 abstain
CARRIED

ADJOURNMENT

There being no further business, the meeting adjourned at 8:41pm



Melina Scholefield, Chair



Clare Husk, Committee Clerk

DATE OF NEXT MEETING

The date of the next meeting is Wednesday 4 July 2012 at 6:00pm at the City Hall, Venue will be Conference Room A.