

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, October 2nd, 2019 at 6:00 pm

M I N U T E S

- Present:** Trevor Bowden, Chair
Dolores Altin
Matthew Carter
Bradley Cuzen
Martin Davies, Vice-Chair
Brent Hillier
- Staff:** Daniel Watson, Transportation Planner
Andrew Devlin, Manager, Transportation
Justin Hall, Manager, Public Realm Infrastructure
Rachel Fish, Committee Clerk
- Presenters:** Cynthia Lulham, Operation Life Saver
Michal Dulum, Operation Life Saver
- Apologies:** Christie Sacré
Rohan Soulsby
Carol Reimer
Patrick Stafford-Smith
Sgt. Bryan Fedirchuk
Councillor Tony Valente

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

T. Bowden called the meeting to order at 6:05 p.m., welcoming Cynthia Lulham and Michael Dulum.

The agenda for October 2nd, 2019 was adopted and the minutes of September 4th, 2019 were adopted as circulated.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3.0 OPERATION LIFE SAVER

Cynthia Lulham and Michael Dulum presented on Operation Life Saver.

Key points included:

- More than 2,100 North Americans are killed or seriously injured in railway crossing and trespassing incidents each year.
- It impacts not only the victims but railway workers as well.
- Operation Life Saver is a non profit organization dedicated to preventing deaths and injuries caused by collisions at railway crossings and trespassing on railway property.
- Campaigns include two virtual reality campaigns (LookListenLive.ca and TrainToDrive.ca) which show how quickly and quietly a train can sneak up on people and teaches bus and truck driver how to safely approach railway crossings. StopTrackTragedies.ca shares personal stories of people who have been affected by railway crossing and trespassing incidents
- Other Key Initiatives include the Community Safety Partnership Program, Indigenous Outreach and Rail Safety Week.

Questions/Comments from ITC:

- What crossings are you looking at in North Vancouver?
 - Bewicke Ave, Chesterfield Ave and Forbes Ave. We have an online rail atlas that includes all the railway infrastructure
 - **Action Item:** Staff to forward GIS map to ITC.
(<https://www.railcan.ca/rac-initiatives/canadian-rail-atlas/>)
- Something like this with more signage would be very helpful. Are you talking to West Vancouver? They have a lot of surface rail.
 - We spoke to the Mayor last week.
- Do you have all the same issues with controlled crossings as you do with the uncontrolled ones?
 - Generally, yes. When you have bells and cross arms, a lot of people run them and people don't usually know the distances to stop at. Protected crossings are better but they still have their challenges.
 - Over 85% of injuries or fatalities happen from trespassing.
- If there is a known hotspot, does someone work with the municipality?
 - Yes. The Railway Association has a GIS system and we've taken all the locations and made a list of the hotspots. We've tried to educate and work with municipalities.
- What's the impediment when initiating this with municipalities? You must have a right-of-way of a certain amount of meters. Do you need a municipalities blessing to do improvements or campaigns?

- On the actual road, that's where we need the help. It's not our property. The crossing road belongs to the municipality.
- Is there an impediment with receiving the funds and moving quickly?
 - Yes.
- What's the cost?
 - There is a cost for the decals. We have them at a reduced rate but they need to be installed too.
- A lot of municipalities build up around the railways. We have developed guidelines for building proximity to railways. They are available on our website. It should be adopted into your land use plan. Some municipalities in the lower mainland have adopted it. Our goal is for all cities to have it.
- How fast are trains moving through cities?
 - It varies. They range from 60 – 80mph. There are key routes that are based on population densities. Transport Canada sets the speeds.

4.0 SAFE MOBILITY STRATEGY

A. Devlin introduced himself to the Committee and presented on the Safe Mobility Strategy.

Key points included:

- The Strategy came to ITC as a draft in June.
- Since the meeting we have rethought the purpose and role of the document to be less detailed on engineering intervention and have reframed it as a policy oriented document.
- We are looking at what outcomes we want and what policy moves the City can apply to get there.
- We are rethinking how we can organize the Strategy as a policy planning document.
- We plan to come back in November with a revised draft Strategy for Council to review and endorse at the end of the year.

Break 6:50 – 7:00PM

5.0 TRANSPORTATION EVENTS

- The District of North Vancouver released a Request for Proposals for the Lynn Creek pedestrian bridge.
- Bike to Work Week is taking place on October 27th.

6.0 ROUND TABLE

- Staff to follow-up with the service planner regarding bus lines 229 and 230 and if they are changing them to reflect the new 10 minute service.
- Digital read-outs for when the next bus is coming would be beneficial.
- The Chair thanked Justin, Daniel and Rachel for coordinating and facilitating the field trip on Monday, September 30th. The field trip was conducted by bike

and reviewed infrastructure improvements related to the RapidBus implementation. Works including bus priority lanes, mobility and pedestrian facilities, and roadway changes for vehicle were reviewed between Brooksbank Avenue and Lonsdale Quay.

7.0 PRIORITY BIKE ROUTES

A. Devlin and J. Hall presented on Priority Bike Routes.

Key points included:

- Staff are looking at how to prioritize delivering All Ages & Abilities (AAA) active transportation corridors and develop a phasing strategy for implementation
- Trying to understand which corridors should be meeting the AAA standard for comfort and ease of access
- Types of AAA facilities
 - Unsuitable for AAA facility
 - Major street shared use lane
 - Painted bicycle lane
 - Paint buffered bike lane
 - Suitable for AAA facility
 - Local street bikeway
 - Protected bike lane
 - Off street pathway
- The existing AAA network encompasses the Green Necklace and east-west connections of the Spirit Trail
- Approved AAA network vision (2014)
 - Build out connected grid of facilities
 - Foster commuter cyclists travelling through the City
- There are gaps in our current AAA network. The challenge is around how we do it quickly and make it cost effective
- Proposed draft/prioritization framework
 - Prioritize future investments on corridors
 - Where demand is high
 - Where safety issues and concerns exist
 - That will help contribute to building a connected and seamless network for cyclists
 - That can leverage available external funding
- Existing cycling demand patterns
 - Demand is strongest along arterials that provide direct connections between key destinations or other transportation modes/services
- Existing safety conditions
 - Collisions involving cyclists are concentrated along arterial corridors with high traffic volumes and speeds
- Proposed/draft priority corridors
 - Off-Marine Drive

- Chesterfield Avenue
- Esplanade
- 13th Street
- Upper Levels/25th Street
- Casano-Loutet
- Rufus Street/14th Street
- Proposed phasing strategy/approach
 - Year 1 – deliver long-standing connections
 - Year 2 – deliver key east-west connections
 - Year 3 – deliver north-south connections by end of 2022
- Proposed approach for planning, consultation and delivery of corridor investments
 - Develop conceptual design options for each corridor
 - Engage with neighbours/stakeholders to ensure designs work well for all corridor users
 - Finalize detailed design of preferred option based on community input and other information

Questions/Comments from ITC:

- There seems to be gaps over on the Moodyville side of things. The connection from the Spirit Trail to the Green Necklace was a priority, so why isn't this in there?
 - We do have it as part of our AAA network connections from the Spirit Trail and Green Necklace along St. David's and Queensbury. There is some construction in the Moodyville area that would impact traffic patterns and road design there. We want to make sure the work is tied with planning so it suits the neighbourhood context.
- There are a couple of schools on the eastern portion of the Green Necklace, it would be great if there was a better connection up to Lynn Valley from there that would also tie into the upper levels network.
 - It's pretty constrained with the highway. The facilities we have there don't meet the AAA standards.
- Was there talk of connecting with an overpass to the north side; the Greenwood Park area?
 - I don't know about the connection there. The original Pedestrian Plan proposed Ridgeway Ave or St. Andrews Ave. The idea was to have equally spaced crossings. It's not easy to facilitate one through Greenwood Park.
- It would be good to create an overpass for people on the other side of Lynn Valley Road.
- How would you envision children going to school in Lynn Valley?
 - We're working jointly with the District in designing that connection between Lynn Valley Road that goes over the proposed Casano-Loutet overpass and down to Keith Road.

- On the south side of the highway there are two existing trails that connect to the highway itself through a greenspace. It's okay from the eastern edge.
- There is space on the City side. There's not a lot on the District side and it's a squeeze under the bridge. Some paint and bollards would make it safe.
- Staff are doing a study on the highway interchanges from Lynn Valley to Horseshoe Bay with all the municipalities on how to get active transportation crossings.
- Connecting to Ridgeway Elementary adds significant value to the community
- With respect to using Strava data as an indicator of demand, you're trying to build a network for non-Strava people. If you build a network for slow cyclists where all the fast ones are, there will be a lot of conflict.
 - Staff recognize the shortcomings of Strava as a data source. We can't find a big data alternative that could really give us some insight into where people are travelling along a network more holistically.
- If you look from Keith Road to Ridgeway Avenue to the Spirit Trail, those are not unreasonable streets but that's a big gap with no option right now. If you included Heywood Avenue you could get kids to Deep Cove. It's a small piece that would lock a lot together.
- To get people down to the waterfront will connect everyone to the Second Narrows and Seymour area. There's real value in having Heywood and either St. David's Ave or Queensbury.
 - Staff will want to weigh which one to prioritize.
- Queensbury would be best but with St. David's there may be opportunities.
 - Queensbury has a generous corridor but there are challenges working within it.
- The paths in the District are nice to have. Connecting people from anywhere east and up Grand Boulevard will be more efficient.
- We are trying to identify routes that will be useful for users and trying to make those routes accommodate the demands of the users.
- This is ambitious and will be interesting to see the budgeting process.
- **Action Item:** Staff to forward costing calculation spreadsheet to ITC.

8.0 COUNCILLOR UPDATE

None.

9.0 ITC – ROSTER OF PROJECTS WORKSHEET

D. Watson updated the group on the project worksheet.

10.0 ADJOURNMENT – 8:35 p.m.



Chair Signature

6 Nov 2019

Date