

City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, October 3, 2012 at 6:00pm

M I N U T E S

Present: Eugenio Berti
Heather Drugge
Ian Williams
Melina Scholefield (Chair)
Raj Janjua
Scott Robarts

Staff: Alex Kurnicki, Streetscape Planner
Clare Husk, Committee Clerk
Daniel Watson, Transportation Planner
Dragana Mitic, Manager, Transportation

Apologies: Cpl Marlene Morton
Craig Keating
Kathleen Callow
Marcus Siu
Robert Glover

Quorum 4

0360-20-ITC

1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES FROM JULY & SEPTEMBER

The meeting was called to order by Melina Scholefield at 6.02

Adoption of Agenda: two items to be added, Transit Union Delegation and Boulevard Crescent Project.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the Integrated Transportation Committee meeting held on Wednesday, July 4, and September 5, 2012 be adopted.

2.0 BUSINESS ARISING

None.

3.0 CAR SHARE PROGRAM

Mr. Alex Kurnicki, Streetscape Planner, City of North Vancouver, explained the proposal for Resident Exempt parking for car share companies, and the proposed bylaw revisions required.

Facilitating residential exempt exemptions for car share programs will require amendments to Street & Traffic bylaw.

Car share programs align with the objectives of the Long Term Transportation Plan.

3 options being considered for the RE permit cost:

1. Recommend only charging \$25/vehicle/year
2. Charge more as some companies are for profit
3. \$0/vehicle/year

Designated on-street parking spot to have sign with logo. Considering issuing a designated parking stall permit for a 3 year period. Up to \$500 fee for establishing the first time parking spot with signage.

Charges not decided – current market rate is around \$150 for the parkades in the City), so permit cost could be \$150, less or \$0.

Parking spots to be assigned by lottery.

In response to comments from Committee

- Staff have reviewed the practice in City of Vancouver.
- The proposed permits will not exempt Car Share companies from other parking regulations. Drivers will have to respect parking regulations, e.g. overstayed parking in a time limited zone will result in a ticket
- Car2go seeking permit to park cars anywhere in the residential exempt zone.
- Street and Traffic bylaw states no car can park on the street for more than 72 hours.
- Car share companies have staff that move the vehicles

Suggestions from Committee

- A two week window to offer the spots (call out). Then evaluate the requests, and give recommendations, allow for planning optimum space.
- 3 years too long. Call out to be every 2 years; which will give a chance for new companies to enter the market and secure spots.
- Fraser Valley has a cross municipal business licensing agreement. Should City of North Vancouver consider something similar for car share companies?
- Grant licence for number of cars, and monitor. If more cars are parked here charge accordingly.
- Charge more if RE is in a City lot (to compensate for loss of revenue), e.g. loss of a parking meter at Shipbuilders
- Wish to encourage car sharing so the fee should be low and fair maybe lower than highest market rate.

- Designated parking spots not too close to one another to avoid user confusion.

4.0 PROCEDURE FOR RELAYING RESOLUTIONS

The Chair noted that had been a query connection to the Committee's Low Level Road resolution, and sought clarity on the process.

It was clarified that the committee can choose to send a copy of the resolution to Council. When resolutions are sent to council it is either through City Clerk, or added into Staff reports.

When it is an external body, e.g. the Harbourside OCP review, the resolutions went to both the developer and staff for their reports.

Routes of Resolution

1. Staff report
2. Copy to delegation, can copy resolution to Council (by request of the Committee), e.g. if ministry come to the group to talk about e.g., Iron Workers Memorial Bridge, the recommendation would go straight to MoTI but could also be copied to Council if committee requested, if staff not writing a report.

Mr. Kurnicki left the meeting at 6.55

5.0 Residential Parking Policy

Dragana Mitic was seeking a resolution from the Committee to be included in the staff report to Council.

Ms. Mitic clarified¹ that current RE Policy provides for minimum 50% of the block to be designated as RE parking, and the rest is time limited for everyone else. There are some blocks that are full RE, implemented before the RE Policy was revised. The proposed RPO would be also for the portion of a block.

Reminded of the options that went to public.

1. Parking Strategy
2. Permit Fees - one fee system, or more for RPO (which costs the City more to implement) Majority one fee system
3. Visitor Parking Permit – have since found that transferable permit would be very onerous. Majority wish to remove restrictions
4. Proposed Parking meters for the hospital frontage – strong support for this. Working with LGH with this, as they are committed to reviewing their parkade rates

¹ Resident Exempt Parking (also referred to as "RE parking"): a resident may purchase a permit for their vehicle to be exempt from time-limited parking regulations on their block (usually 2-hour parking).

Resident Permit Only Parking (also referred to as "RPO parking."): a resident may purchase a permit to park in a section of their block that is reserved exclusively for the use of residents of that block.

Conclusion:

Developed two strategies:

1. Do not add RPO, keep to RE with some revisions
2. Introduced RPO, and make revisions to RE

Comments & Suggestions from the Committee included

- Questions about the validity of the survey data, and concern that it could be bias.
- Medical needs for transferable passes - more clarification needed – need to define medical needs
- Like idea of ability to do both RPO and RE. Need to articulate the criteria for the block wishing it to be eligible for either.
- Create temporary visitor parking of \$10 per week.
- Meter parking once drivers see that it creates parking turnover, hopefully City can investigate further.
- With RPO there will be a higher level of service expectations as well as more staff costs. Residents with RPO might contact the City more frequently (a reflection of the difficulty in parking).
- Has to be either RE or RPO on a block, not both.
- Should reduce traffic (circulating to find a spot) if people know there is an RPO zone.
- Implement RPO but limit its use, use higher criteria around eligibility (e.g. more than 2/3rd agree)
- Install parking meters for zone A. Get turnover of parking for commercial customers.
- Revisit grandfathered areas and revoke areas that do not fit threshold.
- If City chooses metered parking, should be new flexible metered parking dependent upon day/time.

Questions from the Committee included

- **Q:** What are the costs? **A:** Costs include resources from the finance department, Engineering and bylaw enforcement staff. RE costs about 3 to 4 times more than the City charges.
- **Q:** Why two tier fees: RPO and RE? **A:** Higher fee for RPO to cover the higher costs. RE is \$25, but currently costs closer to \$100.
- **Q:** What is process for RE? **A:** Currently 67% of residents have to sign in support of this. There are 3 criteria, 67%, or residents want it. More than 75% of block seen to be occupied, and a clear percentage of parkers on block are from outside of immediate area.

RESOLUTION:

That the Integrated Transportation Committee has reviewed the proposed resident parking policy and recommends approval of strategy two, as presented.

In addition, the Committee recommend staff and Council consider:

- Removing the existing RE parking designation in the Zone A commercial district;
- Installing meters in commercial areas with high parking demand in order to encourage turnover of parking;
- Pricing metered parking based on demand and turn-over rates and using flexible meter systems and rates that adjust pricing by demand and time-of-day;
- Creating clear criteria and thresholds at which RPO parking is applicable. These thresholds should be higher than for RE parking so that RPO is ultimately only applied in the highest demand areas of the City.

Carried
5 in favour
1 against

6.0 CITY PROJECT UPDATE

Daniel Watson, Transportation Planner, provided a brief overview of the current projects.

Lower Lonsdale West Traffic Calming

Speed bumps are being redone. Original installation was not to City standards
Traffic circles at 2nd & 4th and Mahon will be permanently constructed

Mackay road

- Proposal gone out to residents for repaving, widening lanes for bus routes, adjustments to on-street parking. This would also give shared bike/car lanes.

Esplanade bike lanes

Should be complete soon, added bike lane

Grand Boulevard

Marking crossings on west side of West Grand Boulevard, and moved the trails to stop people crossing at mid-point of the block.

Boulevard Crescent

Project went to Council who directed further consultation with residents. Council were approached by residents concerned about loss of parking on block, and challenges with lane parking.

If timing permits Mr. Watson will come to the Committee to update on this project, if not will send an email.

Action: staff to make Committee aware of the outcome.

Larson Road between fell and Bewicke

Separated bike lane in uphill NE bound direction and bollards to delineate in opposite direction, bikes going uphill are slower and need more protection.

4th and St David's

Added a diverter in there (temporary, still being assessed), with the aim of reducing short cutting traffic on 4th and on St. David's. It stops vehicle continuing along 4th or St. David's, but is pedestrian and bike friendly

Bicycle Master Plan

Is going to City Council at the end of the month.

6.0 TRANSPORTATION EVENTS (member update)

Transit union delegation

Mr. Janjua updated the committee on the recent presentation to Council given by the Transit union, September 10 Both CAW unions, and Council would like to keep the bus depot on the north shore. Council directed staff in the three municipalities to work with TransLink to identify a site.

Staff have not received anything from TransLink as yet,

Mr Janjua also noted that TransLink plan for the depot to come back to the north shore in 2028, but noted that less likely as land will be less available then.

Chair requested that Staff keep committee informed.

Ms. Mitic noted that TransLink are looking for comments on their base plan which is significantly different to their base plan from last year

<http://www.translink.ca/baseplan>

There are now not improvements to Lonsdale Quay. Terminal was going to be rebuilt in original plan.

Advisory Committee Disability Issues

Ms. Dugge attended a ACDI meeting, invited as a member of HUB. It is a tri municipal committee. A lot of their discussion concerned transportation. Wondered if it might be helpful to have a permanent link. Suggested inviting committee member to ITC to become more informed. Ms. Dugge also noted they have a subcommittee on transportation

Action: Committee Clerk to investigate

7.0 ANY OTHER BUSINESS

Committee Start Time

Committee discussed if the 6pm was convenient for the members. As it is, the start time would not change.

Low Level Road

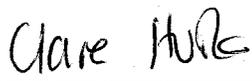
October 5 is deadline for feedback on PortTalk, visual impact. <http://porttalk.ca/>

ADJOURNMENT

There being no further business, the meeting adjourned at 8:28pm



Melina Scholefield, Chair



Clare Husk, Committee Clerk

DATE OF NEXT MEETING

The date of the next meeting is Wednesday 7, November 2012 at 6:30pm at the Meeting Room 1, John Braithwaite Community Centre.