

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

Wednesday, October 7, 2020 at 6:00 pm

Via WebEx

MINUTES

Present: Brent Hillier, Chair
Dolores Altin, Vice Chair
Bradley Cuzen
Chris Quigley
Christie Sacré
Patrick Stafford-Smith
Rohan Soulsby
Councillor Tony Valente
Bryan Fedirchuk (RCMP)

Staff: Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk
Andrew Devlin, Manager, Transportation Planning
Brandon Green, Transportation Engineer
Karyn Magnusson, Deputy Director, Engineering, Parks and Environment

Apologies: Dana Bourgeois
Ilana Baxter

1.0 CALL TO ORDER

The agenda for October 7, 2020 and the minutes of September 9, 2020 were adopted as circulated.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3.0 ESPLANADE COMPLETE STREET

The Transportation Engineer presented.

Key points included:

- On September 23, 2020, Council endorsed the recommendations for the Esplanade Complete Street Project, which included:
 - Deliver a complete streets design focused on improving the safety and comfort for vulnerable road users, providing good access to business,

- while maintaining the people and goods movement capacity of the corridor; and,
 - Proceed with the public engagement process.
- The low level route includes Cotton Road, Low Level Road, Esplanade, Forbes Avenue, and 1st Street.
- Based on initial conversations with stakeholders, and guidance from City policies, staff have identified the following key aspects of the project:
 - Improving road safety by separating all users.
 - Maintaining the people and goods moving capacity.
 - Ensuring transit remains fast and reliable.
 - Managing the curbside effectively.
 - Supporting access to businesses by all modes of travel.
- Next steps: public engagement in the fall to hear people's experiences with Esplanade and identify what is important to them.
- Questions for ITC:
 - What else should we be asking the community?
 - Who are we missing?

Questions/Comments:

- What is the criteria for a complete street for this project? **A:** In this case, it means both maintaining and improving the existing space. As we go through each block of this corridor, there will be change as it relates to the land-use, businesses, and residential areas. We are looking at the corridor as a complete street so we can provide separate space for each user type to operate.
- Include delivery/shipping companies in your engagement process.
- Improve on loading/unloading areas for businesses.
- In the presentations for public engagement, include cross-sections of the road to demonstrate how much space there is to work with to accommodate all users (i.e. sidewalk width, number of travel lanes, parking accessibility); from a design standpoint, this may help manage people's expectations as to what is possible.
- Many user groups not part of the City travel through this area; be realistic about the scope of the project and how it can be made better for everyone.
- Is there an option to move the cyclist lane to 1st Street? **A:** Several routes were considered but Esplanade is the most efficient route and provides the best connections to the SeaBus, TransLink and amenities (i.e. Shipyards).
- Include group of persons with disabilities in your engagement process.
- COVID-19 has changed public consultation methods, has there been an increase/decrease of engagement when comparing public meetings to the *Let's Talk* online platform? **A:** There are advantages to both methods; the Communications Department has been working hard to provide a great online experience, but it has also been beneficial to talk to people face to face (i.e. intercept surveys). We will be meeting with businesses face to face, surveying people on Esplanade, and speaking with the cyclist and trucking community.
 - Engagement example: the Parks Department held a unique public engagement in Civic Plaza that included physical boards with a Quick

Response (QR) code that allowed people to engage with the information and link to the codes using their phones to watch videos.

- A lot of parking capacity has been added to the Lower Lonsdale area but not many people know how to find it; this project will help get the word out.
- Are there environmental goals for this project? **A:** There is an opportunity to introduce storm water polishing before it goes into the storm sewer and would be a creative way to establish greenery in the boulevards. Also looking at signal timing and road design to encourage vehicles to travel more fluidly and at lower speeds.

4.0 MOBILITY STRATEGY ENGAGEMENT WORKSHOP

The Manager, Transportation Planning presented.

Key points included:

- The strategy is an update to the City's long-term transportation plan.
- Focus of presentation: share early ideas for strategy goals, principles and focus area, and receive feedback from the committee.
- Next steps: continue to collect feedback from committees, staff and key partners and seek Council endorsement in late November on the initial framework as a guide for plan development.

Questions/Comments:

The Manager, Transportation Planning used an app called Mentimeter, an interactive questionnaire, to generate a discussion with the committee. The following feedback was provided:

- Question 1: What can contribute to better streets?
 - Connectedness – I often want to cycle but the uncertainty at intersections and disconnected routes discourage me.
 - Integration of commercial, residential, and active transportation.
 - Clear rules of the road that is understood by all – vehicles vs. bikes vs. pedestrians.
 - Streets should connect us with other street networks and allow us ease of accessing other neighbourhoods and people.
 - Streetscape design – not just for traveling but also stopping and enjoying (i.e. outdoor eating and drinking).
 - Accountability – making different types of users aware of and responsible for each other.
 - Good lighting and easy to use for mixed abilities (i.e. wheelchairs).
- Question 2: What principles should guide the actions we take?
 - Value for money.
 - Short term vs. long term benefits/costs.
 - Equitable should not mean all users are the same – need to take into account the relative vulnerability of each user.
 - Leverage the compact size of the city.

- Be a leader in climate change, with real, achievable targets that will make a difference.
- Consider the amount of change people are already facing and manage expectations.
- Encourage test periods with real goals where possible (i.e. pilot projects).
- Engage and support businesses (i.e. provide bike racks, welcoming outdoor space).
- Balance pedestrians with cars.
- Question 3: What key directions are most important to you?
 - Remove pedestrian 'beg buttons'.
 - Ensure new developments contribute to the street network and transport system.
 - Align key destination with transit and pedestrian/bike networks.
 - Regional coordination.
 - Use Streets and Transportation to shape the city the way we want and need it to meet our environmental goals.
 - Adopt an 8-80 approach.
 - Design more streets as enjoyable destinations instead of just quick travel routes.
 - Align mobility network with regional networks and adjust priorities so we can build this faster.
 - Ensure streets keep up with anticipated residential and commercial development needs. Do we anticipate an Official Community Plan (OCP)/development plan when it is fulfilled?
 - Slow speeds everywhere.

5.0 BARRARD INLET RAPID TRANSIT STUDY

The Transportation Planner presented.

Key points included:

- The purpose of the study was to investigate and identify the viable connections for Rapid Transit across the Burrard Inlet.
- Stage 1 of the study reviewed the potential connections between the North Shore and Burrard Peninsula that meets current and future demands.
- Stage 2 provides a more detailed review of the shortlisted options involving the collection of additional engineering data (structural, geotechnical, environmental etc.) to further refine the shortlist.
- For more information, the Stage 2 report is available on the Ministry of Transportation and Infrastructure's (MoTI) website:
[http://news.gov.bc.ca/files/9-15 Burrard Inlet study.pdf](http://news.gov.bc.ca/files/9-15_Burrard_Inlet_study.pdf)

Questions/Comments:

- Are any of the tunnel options described for vehicular or rapid transit? **A:** MoTI wanted to separate out the transit needs from the vehicle needs so this work concentrates just on the transit options to avoid increasing vehicle capacity beyond what currently exists. In terms of type of transit, the initial work

- showed that bus rapid transit was not providing a huge benefit in travel time reduction for longer trips. The study concluded with implementing a type of rail system (i.e. Link Light Rail in Seattle, CTrain in Calgary, or the SkyTrain in Vancouver).
- Green option – would a u-shape design through the Burrard Inlet resolve the depth issue? **A:** It would not provide any speed or travel time benefit, due to the extra length required to access shallower water.
 - Emphasis on sharing this information to as many people as possible; we need to show stakeholders/decision makers why they should invest in the North Shore.
 - The economic benefit to adding rapid transit to the North Shore is significant.
 - If we want rapid transit on/off the North Shore, we have to think broader by appealing to a larger region that will support a major investment like this – how can this study be tied to the larger regional plan?
 - West Vancouver is exploring options for electric ferries to connect Vancouver to West Vancouver (independent from the rapid transit study).
 - There is a proposed high-speed rail to link Chilliwack to Whistler (independent from the rapid transit study).

6.0 COUNCILLOR UPDATE

- At the September 14, 2020 Council meeting:
 - Motion from Mayor Buchanan for the winterization of patios for the Open Streets project and how businesses can be supported through the winter.
- At the September 28, 2020 Council meeting:
 - Council endorsed the Kings Mill Walk Park Master Plan Task Force.
- At the October 5, 2020 Council meeting:
 - Council endorsed the recommendations for the Esplanade Complete Street Project.
 - Two examples of housing diversity and how we use space in the City:
 - Subdivision at 1740 Bewicke Avenue, dividing a 50 ft. lot into two, 25 ft. lots.
 - Two-storey infill building at 225 East 21st Street; each unit has their own parking space.

7.0 ITC – ROSTER OF PROJECTS WORKSHEET

The committee reviewed the roster of projects worksheet prior to the meeting.

Questions/Comments:

- West 1st / West 2nd Streets Bike Route: project was scaled back, will include paintings and temporary markings and barriers, and will be evaluated before the project moves forward.
- Hamilton and 16th Street new lighting by marked crosswalk: Addition of one new light on the north side of the crossing to meet lighting criteria for pedestrians crossing at marked crosswalk.

- Marine Drive and Mosquito Creek Bridge Replacement: project is 3-4 weeks behind schedule.
- Casano Loutet Overpass: project delayed due to deferred funding from TransLink due to COVID-19; however, the grants have now been awarded and the project is moving forward.

8.0 TRANSPORTATION EVENTS

- None.

9.0 ROUNDTABLE

- None.

10.0 ADJOURNMENT – 8:36pm

- Next meeting is November 4, 2020.



Chair Signature

Dec 23, 2020

Date