

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, NOVEMBER 4, 2019

PRESENTATION

Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes – Manager, Transportation, and Manager, Public Realm Infrastructure

The Manager, Transportation, and Manager, Public Realm Infrastructure, provided a PowerPoint presentation regarding “Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes” and responded to questions of Council.

REPORT

5. Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes
– File: 16-8480-01-0001/2019

Report: Manager, Transportation, October 23, 2019

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, Transportation, dated October 23, 2019, entitled “Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes”:

THAT Council endorse the Corridor Prioritization Framework, as outlined in the report, to guide AAA mobility lane infrastructure investment decisions;

THAT Council direct staff to proceed with the phased implementation of the Recommended Priority Corridors, following the Planning and Implementation Strategy process, as outlined in the report;

AND THAT the planning and design for these priority AAA mobility lane corridors consider opportunities to accommodate the needs and abilities for other non-pedestrian and non-auto modes of travel, including but not limited to: electric bicycles, scooters and skateboards.

CARRIED UNANIMOUSLY

Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes

Presented November 2019

Planning and Development Department

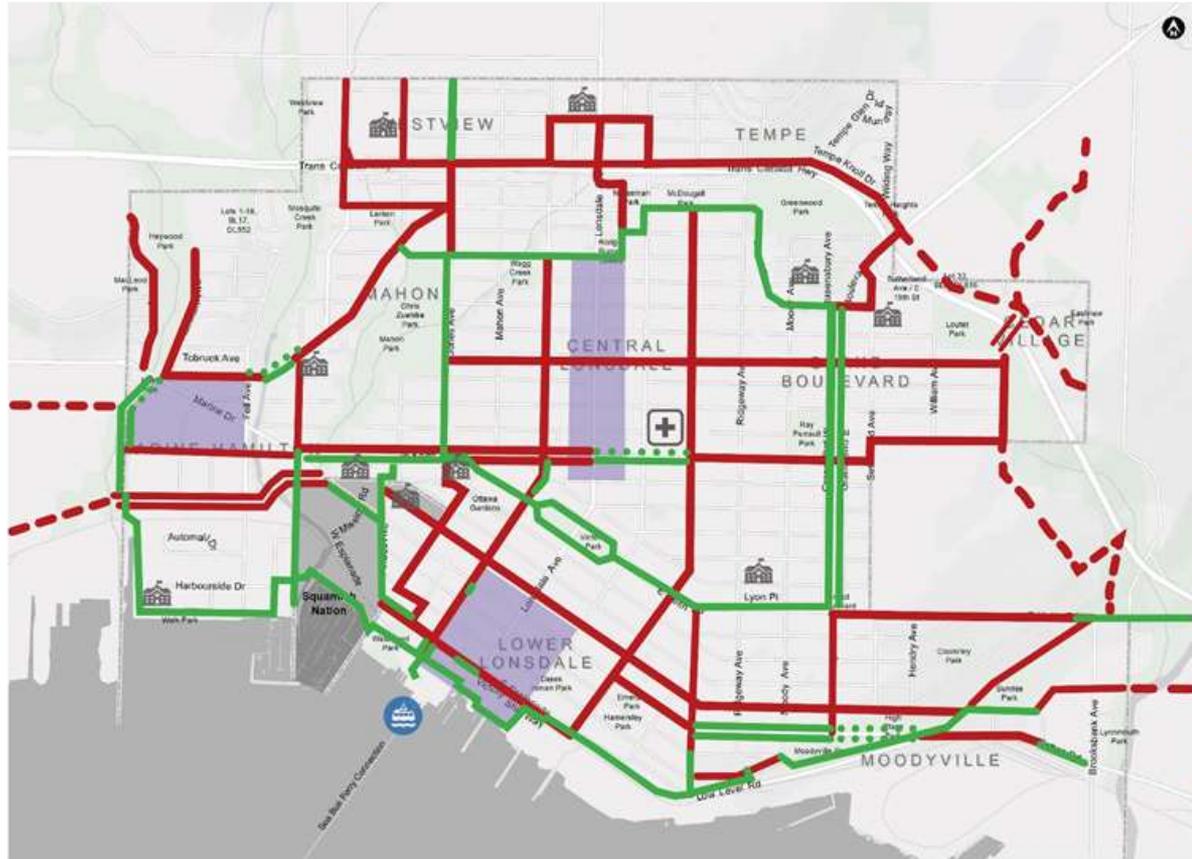
AAA mobility infrastructure provides safe and comfortable space for a range of active transportation users



Source: Transportation Design Guidelines: All Ages and Abilities Cycling Routes (City of Vancouver, 2017)

The City has an established long-term AAA network vision

- Existing AAA infrastructure corridor
- Existing separated infrastructure corridor
- AAA Network Vision corridor not yet delivered
- AAA Network Vision corridor requiring coordination with DNV not yet delivered



Source: City of North Vancouver AAA Long-Term Network Vision (2014)

Recommended priority corridors will direct near-term investment towards:

- Connecting key destinations
- Filling gaps in high demand areas
- Making high collision areas safer

- Existing AAA infrastructure corridor
- Existing separated infrastructure corridor
- Priority AAA infrastructure corridor
- - - Priority AAA infrastructure corridor requiring coordination with DNV



Planning and design will explore different options, considering diverse community and other street user needs of each corridor



Thank you.



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Andrew Devlin, Manager, Transportation

Subject: PRIORITY CORRIDORS FOR ALL AGES AND ABILITIES (AAA)
MOBILITY LANES

Date: October 23, 2019 File No: 16-8480-01-001/2019

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Manager, Transportation, dated October 23, 2019, entitled "Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes":

THAT Council endorse the Corridor Prioritization Framework, as outlined in this report, to guide AAA mobility lane infrastructure investments decisions;

THAT Council direct staff to proceed with the phased implementation of the Recommended Priority Corridors, following the Planning and Implementation Strategy process, as outlined in this report;

AND THAT the planning and design for these priority AAA mobility lane corridors consider opportunities to accommodate the needs and abilities for other non-pedestrian and non-auto modes of travel, including but not limited to: electric bicycles, scooters, and skateboards.

ATTACHMENTS

1. Council Notice of Motion, July 24, 2019 (Document #[1812074](#))
2. All Ages and Abilities (AAA) Facility Design Types (Document #[1839877](#))
3. All Ages and Abilities (AAA) Long-Term Network Vision and Existing Network (Document #[1837618](#))
4. Strava "Heat Map" of High Demand Cycling Routes (Document #[1837685](#))

5. Collision Hotspots (Document #[1837689](#))
6. Corridor Analysis (Document #[1835974](#))
7. Recommended Priority Corridors and Phasing (Document #[1840553](#))

PURPOSE

The purpose of this report is to provide guiding direction for staff to systematically address shortcomings in the City's "All Ages and Abilities" (AAA) mobility network. This will be accomplished by creating a framework for prioritizing investments and improvements, a near-term priority network of corridors, and an implementation process to ensure planning and design appropriately involve the community and Council in decision making. These recommendations are intended to support accelerating City efforts to improve safety and comfort for a growing variety of active transportation users and modes.

BACKGROUND

On July 24, 2019, Council endorsed a Notice of Motion directing staff to identify priority corridors for AAA mobility lanes and report back by early fall with a phased implementation plan and budget implications for each phase (see Attachment 1).

AAA mobility infrastructure provides safe and comfortable facilities for a diverse range of active transportation users.

AAA mobility infrastructure consists of facilities that help to separate slower-moving road users from automobiles and pedestrians. These facilities are comprised of three types of design: (1) separated lanes using physical barriers, (2) off-street paths, and (3) signed neighbourhood bikeways (see Attachment 2). Generally, separated lanes or off-street paths are warranted on streets with higher traffic speeds and volumes, while neighbourhood bikeway designs are appropriate on streets with less traffic volumes and slower speeds.

If properly designed, AAA mobility infrastructure can benefit more than just people on bicycles, but also those on scooters, skateboards, and a growing number of people-powered and electric-assist modes. Delivering a network of high-quality AAA mobility lanes will help to ensure that a greater variety of more vulnerable users can travel safely and comfortably across the City.

A city-wide AAA network vision was endorsed by Council in 2014.

A long-term network concept for AAA facilities was endorsed by Council in 2014 (see Attachment 3). Once built out, it is estimated that over 90% of key destinations in the City – including schools, community centres, health service facilities, and retail areas – would be served by this network.

Delivering the AAA network vision to date has focused primarily on completing the City's network of off-street multi-use pathways.

By the end of 2019, the City will have constructed 15 km of AAA infrastructure and facilities or about 30% of the long-term network vision. A large portion of this investment has been focused on completing the City's primary multi-use, off-street pathway network, comprised of the Green Necklace and Spirt Trail. Implementation of AAA facilities beyond these corridors has been largely focused on filling in gaps as opportunities arise through property and street redevelopment.

DISCUSSION

Corridor Prioritization Framework

To identify priority corridors for AAA mobility infrastructure, staff reviewed routes included in the AAA network vision that have not yet been developed or delivered against the following criteria:

1. **Demand:** Measured as the level of existing or potential demand along the corridor. The higher the demand, especially for different types of users, the greater the corridor should be considered a priority for investment. Corridor-specific demand and utilization data for active transportation modes is not readily available nor collected on a City-wide scale. In general, demand should be higher in close proximity to jobs and higher density residential housing and along corridors that connect key destinations, provide direct routes, and have reasonable topography. To assess demand, staff considered information from Strava (an on-line fitness network used to track cycling and running activities) that shows preferential corridors among cyclists who track their routes (see Attachment 4 for Strava "heat map" showing reported cycling trips in the City) and feedback/ suggestions from HUB North Shore and the City's Integrated Transportation Committee on desired routes and corridors.
2. **Safety:** Measured as the number of reported collisions or conflicts between active transportation users and other modes along the corridor. The more frequent collisions or conflicts occur, the greater the corridor should be considered a priority for investment. Collision data collected by ICBC and the North Vancouver RCMP between 2011 and 2015 was used to identify "hotspots" where conflicts and collisions between cyclists and other road users occur (see map in Attachment 5).
3. **Feasibility:** Measured as the likelihood that a functional AAA route can be constructed along the corridor with reasonable/supportable costs and without significant trade-offs. Key factors influencing the feasibility of delivering AAA mobility infrastructure on a corridor may include right-of-way availability, supply, utilization, and siting of on-street parking or other facilities, driveways, business/commercial loading zones, etc. The less complex a corridor is to deliver AAA mobility infrastructure, the greater the corridor should be considered a priority for investment.

4. **Funding:** Measured as the likelihood of the corridor being a candidate for external funding to support implementation. Projects that are along the Major Bike Network identified in the Regional Cycling Strategy for Metro Vancouver, connect or are within urban centres and meet a AAA standard for comfort and safety are mostly likely to be successful in securing available external funding. The higher the likelihood, the greater the corridor should be considered a priority for investment.

A summary of the corridor analysis is provided in Attachment 6. Note that some corridors have multiple segments with different contexts and conditions. Each corridor segment has been reviewed separately.

Recommended Priority Corridors

By applying the prioritizing criteria above to the remaining corridors in the long-term AAA network concept, the following emerge as the highest priority for investment (these corridors are illustrated on the map in Attachment 7):

- Chesterfield South: North-south corridor that parallels Lonsdale Avenue. Provides connections between Central Lonsdale, Lonsdale Quay, and the SeaBus.
- Marine-Main West: East-west corridor from MacKay Road to Lonsdale Avenue via Marine Drive, W 3rd Street and Esplanade. Connects higher density residential and mixed-use areas, with links to SeaBus and adjacent cycling facilities in the District of North Vancouver.
- Midtown: East-west corridor from Marine Drive/Bewicke Avenue area to proposed Casano-Loutet crossing via W Keith Rd, 13th Street, and 14th Street. Connects Lynn Valley Town Centre, Central Lonsdale, Green Necklace, and the Marine-Hamilton neighbourhood.
- Moodyville – St. Davids: North-south corridor between Esplanade and E Keith Road. Connects Moodyville neighbourhood to the Green Necklace, Spirit Trail and Central Lonsdale.
- Upper Levels Greenway (East and West): Combination of east-west and north-south corridors that between Westview Drive and Lynn Valley Road via 25th Street, Jones Avenue and Tempe Heights. Connect residential areas to several schools, recreational facilities, Lynn Valley Town Centre, and provides linkages across Highway 1.

AAA mobility infrastructure investments on these corridors would increase the total length of AAA facilities in the City to 25 km, or approximately 50 % of the total length outlined in the long-term AAA network vision.

Planning and Implementation Strategy

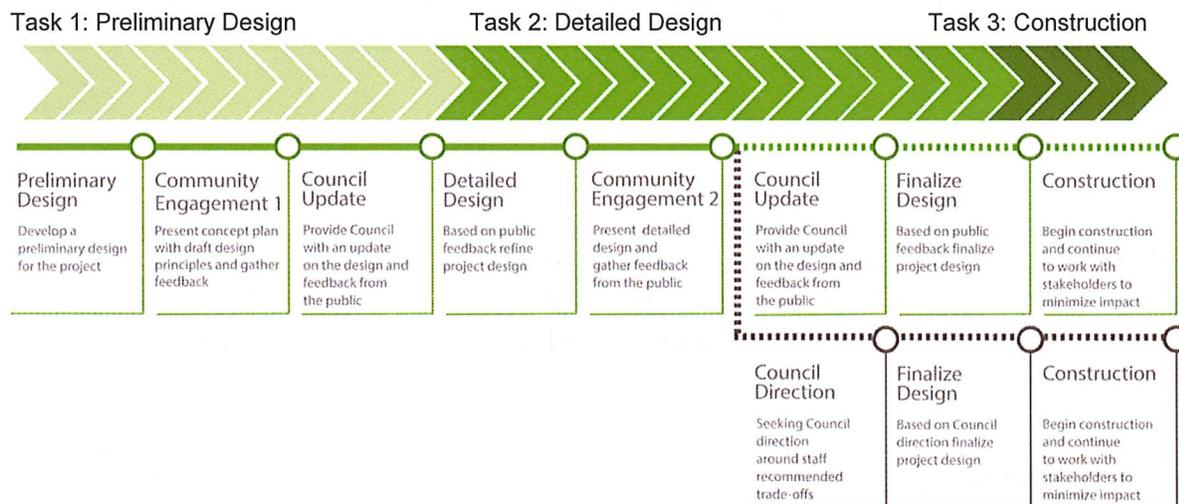
A phased approach to planning, designing, and implementing AAA facilities on the priority corridors is recommended and outlined in Table 1. A phased approach will allow a more cost-effective allocation of budget and resources and ensure sufficient time is available for staff to develop design options, consult with corridor residents and business, and optimize applications for external funding grants.

Table 1: Phasing strategy

Phase	Corridors and Corridor Segments
Phase 1: Deliver committed connections	<ul style="list-style-type: none"> Upper Levels West: Jones Ave - W 21st St – Hwy 1 Midtown: Casano-Loutet Bridge Marine-Main West: Off-Marine Dr (1st St and 2nd St)
Phase 2: Priority east-west connections	<ul style="list-style-type: none"> Midtown: W Keith Rd/13th St, 14th St/Rufus Ave Marine-Main West: Esplanade Upper Levels East: Lonsdale Ave to Lynn Valley Rd
Phase 3: Priority north-south connections	<ul style="list-style-type: none"> Chesterfield South: Esplanade to 13th St Moodyville: St. Davids Ave Upper Levels West: W 25th St - Westview Dr to Lonsdale Ave

Implementation of all priority corridors will follow the planning, design, consultation and decision-making approach outlined in Figure 1.

Figure 1: Design, consultation, and decision-making process



In preliminary design, staff will work to identify a range of routing and design options for each corridor informed by technical analysis and input from the residents and businesses about key issues or needs. In detailed design, staff will identify a preferred route and design and seek community input and feedback on changes needed to finalize the project before implementation.

Council will receive updates on design progress and community input during both preliminary and detailed design. Council direction on corridor routing or design will be sought in situations where significant trade-offs or issues exist, as determined by staff. These may include, but are not limited to: costs, impacts to other road users/road capacity (e.g., parking, general purpose traffic lanes), and property impacts. Timelines for planning, design, and implementation of each phase is expected to vary depending on funding availability, the complexity of designs for each corridor, and

nature of trade-offs that need to be addressed/resolved. In general, corridors that can be delivered using simple designs, with minimal construction, limited right-of-way changes, or minor trade-offs/issues may be deliverable in less time.

Designing priority corridors to meet the needs of a greater variety of people-powered and electric-assist active transportation modes.

New forms of people-powered and electric-assist modes, including scooters and e-bicycles, are becoming more common on City streets. Other modes, like e-scooters and motorized skateboards, while currently not legally permitted to operate on roads or sidewalks in British Columbia, may soon be legalized, pending revisions to the Motor Vehicle Act, currently under consideration by the Province. These modes provide a greater variety of alternatives to automobiles for both local and longer-distance trips.

The higher speed of these modes is likely to present risks to other active transportation users – including pedestrians and people on conventional bicycles – if not adequately accommodated on City streets and facilities. If properly designed, staff believe that AAA mobility lanes can provide safe and comfortable facilities for both conventional and new forms of people-powered and electric-assist modes. Staff will consider opportunities for more progressive facilities designs to accommodate a growing variety of modes, as space and resources allow.

ADVISORY BODY INPUT

The Integrated Transportation Committee was consulted with and provided input on an early draft of the Corridor Prioritization Framework and Recommended Priority Corridors. The Committee's request to ensure that the needs of a broader variety of users (e.g., non-commuter) has been considered by staff in developing the final recommendations.

COMMUNITY CONSULTATION

The Recommended Priority Corridors in this report include routes identified by HUB Cycling - North Shore Chapter for priority investment in the City in their delegation to Council on October 7, 2019. Pending endorsement of the recommendations, the planning and design of each priority corridor will include consultation and engagement with local residents, businesses and other road users. A public awareness and engagement strategy will be developed to share information about these projects with the community. Stakeholder groups will be kept informed as these projects move ahead and, when appropriate, those who want to be involved will be given the opportunity to share their feedback.

FINANCIAL IMPLICATIONS

In the last 4 years, the City has invested approximately \$3 to \$5 million annually on the planning and implementation of AAA mobility infrastructure. Staff estimate that proceeding with the planning and implementation of the Recommended Priority Corridors in this report, this level of investment will grow to approximately \$4 to 8 million annually in the near-term, which includes new temporary staff resources to deliver the work. This estimate is based on preliminary, high-level AAA concept designs developed for each corridor to assess feasibility and also considers previously committed funding to support design and consultation for the Casano-Loutet Bridge and Off-Marine Dr corridors in Phase 1. Staff will be seeking access to regional funding available through TransLink to support planning and implementation that will reduce the City's overall contributions. Final costs for each corridor will be determined through the design and/or tender process, with funds approved and allocated each year through the Council approved capital budget. Currently these costs are identified in the City's Draft 2020-2029 Project Plan.

INTER-DEPARTMENTAL IMPLICATIONS

This report and its recommendations were developed in consultation with staff from Engineering, Parks and Environment (EPE). Pending endorsement of the recommendations; the design, consultation and construction of the Recommended Priority Corridors will be led by EPE staff.

POLICY IMPLICATIONS

The recommendations in this report support the following goals and objectives in the City's Official Community Plan:

- 2.1. Prioritize walking, cycling transit and goods movement over single-occupancy vehicles.
- 2.3. Support a safe, accessible, resilient, and affordable transportation system.
- 3.1. Enhance well-being and quality of life for all community members.

STRATEGIC PLAN IMPLICATIONS

Increasing the kilometers of protected bike lanes is a key action outlined in the 2018-2022 Council Strategic Plan.

RESPECTFULLY SUBMITTED:



Andrew Devlin, MCIP RPP
Manager, Transportation

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, JULY 22, 2019

NOTICE OF MOTION

24. Mobility Lanes – File: 16-8480-03-0001/2019

Moved by Councillor Valente, seconded by Councillor McIlroy

WHEREAS the City has long-term, key cycling routes identified in the North Vancouver Bicycle Master Plan;

WHEREAS Council has identified active transportation as a key priority in this term;

WHEREAS the Provincial government recently completed a British Columbia Active Transportation Design Guide to help guide communities in building safe, effective active transportation infrastructure, and highlighted the importance of All Ages and Abilities (AAA) infrastructure, which is important for positive health, climate action and economic growth;

AND WHEREAS AAA active transportation infrastructure can be referred to as “mobility lanes” providing protection and separation from people walking and motor vehicle traffic for active modes, like bicycles and other people-powered and electric assist devices;

THEREFORE BE IT RESOLVED that staff review the City portion of the North Vancouver Bicycle Master Plan and identify priority AAA active transportation infrastructure corridors and report back to Council by early Fall with a phased implementation plan and budget implications for each phase.

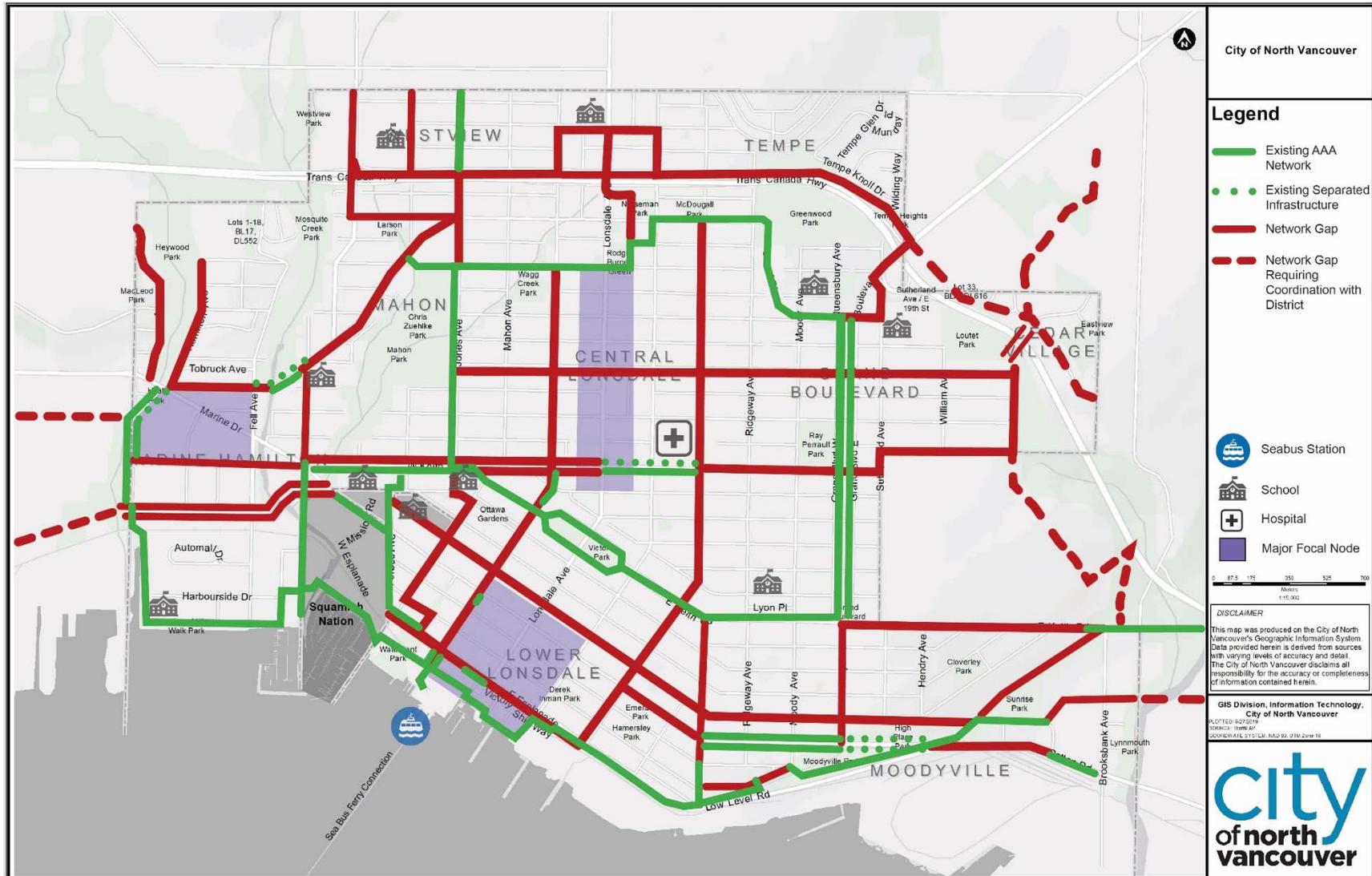
CARRIED UNANIMOUSLY

All Ages and Abilities (AAA) Facility Design Types

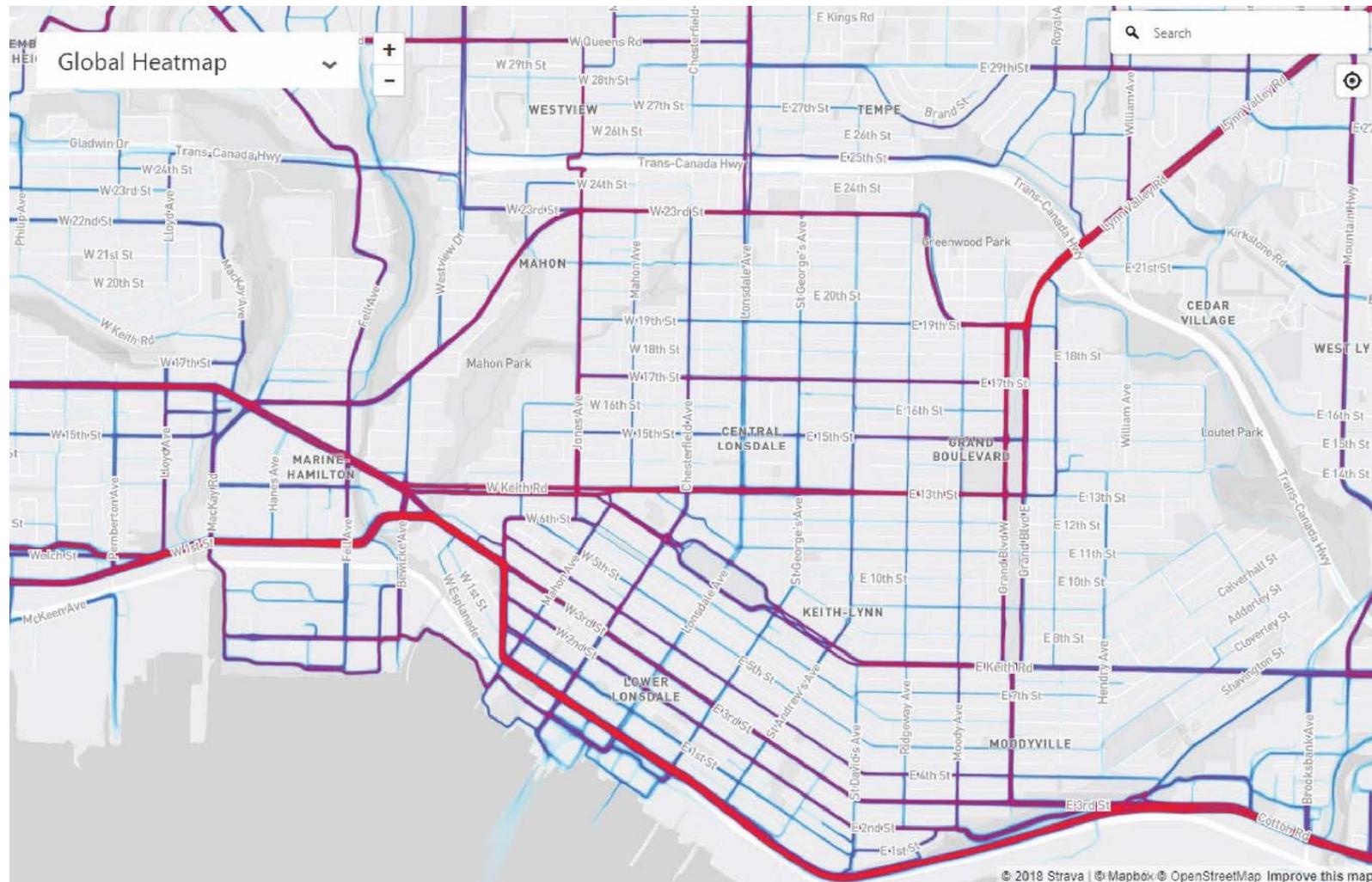


Source: Transportation Design Guidelines: All Ages and Abilities Cycling Routes (City of Vancouver, 2017)

All Ages and Abilities (AAA) Existing Network and Long-Term Network Vision

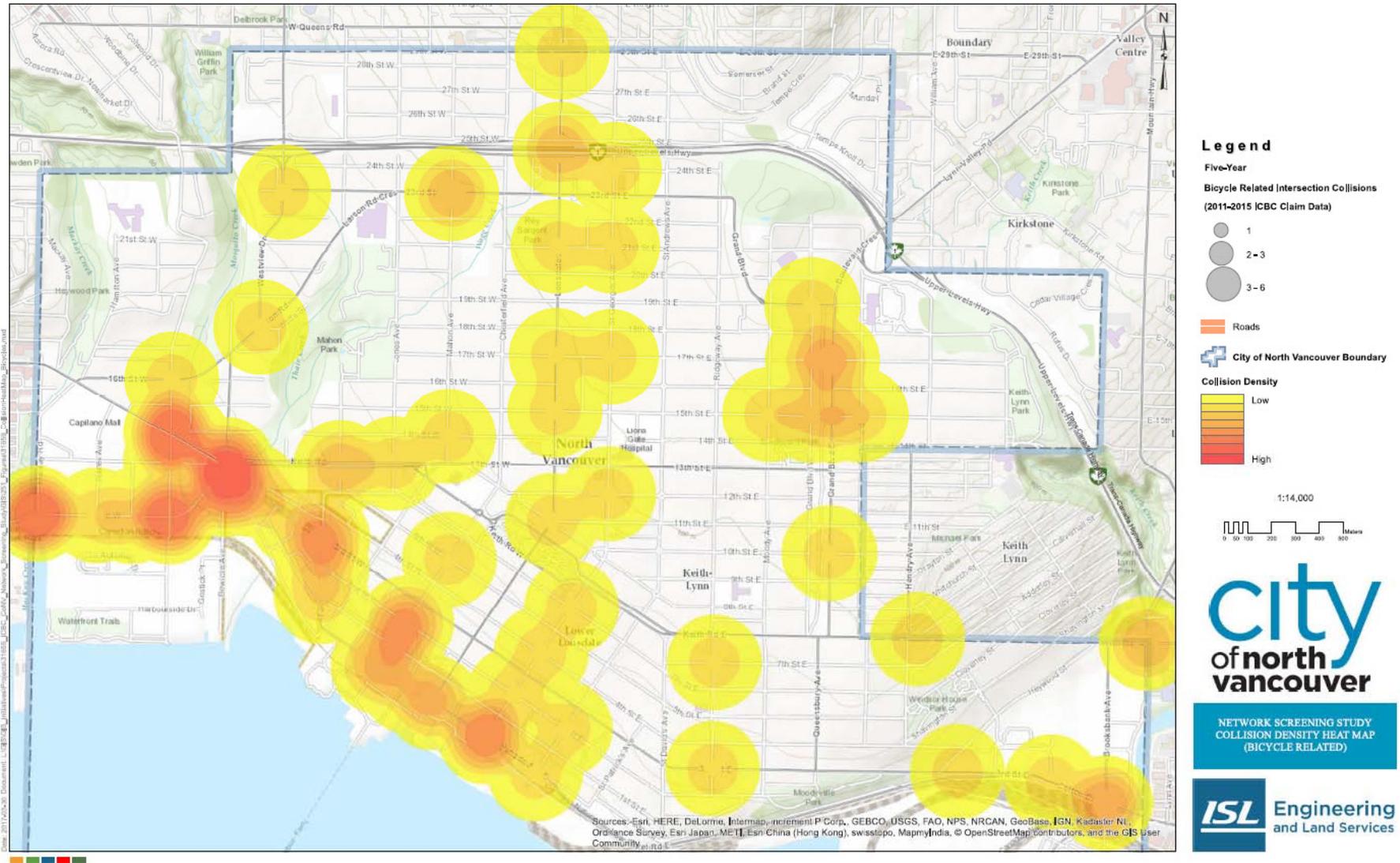


Strava “Heat Map” of High Demand Cycling Routes



Strava is an on-line social fitness network used to track cycling and running activities. The map above illustrates a “heat map” produced by Strava that shows recorded cycling activities in the City during the last two years. The bolder/darker a line is, the more activity is recorded using that corridor.

Collision Hotspots



Corridor and Corridor Segment Analysis

Corrdior	Corridor Segment	Demand Existing	Demand Potential	Safety	Feasibility	Funding	Priority Ranking
3rd Street	St. Andrews to St. David	Low-Moderate	Moderate	Moderate	Low-Moderate	Moderate****	Low
4th Street	Forbes Ave to Heywood St	Low-Moderate	Low-Moderate	Low	Moderate-High	Low	Low
Chesterfield South	Esplanade to 13th	Moderate	High	High	Moderate	Moderate-High	High
Chesterfield North	13th St to 21st St	Low	Moderate	High	Low-Moderate	Moderate	Medium
Hamilton	21st St to Marine Dr	Low	Low	Low	Moderate	Low	Low
Larson	Hamilton to Larson Rd	Moderate	Moderate-High	Moderate	Moderate	Moderate	Medium
Mahon	Esplanade to W Keith	Low	Low	Low	High	Low-Moderate	Low
Marine-Main East	Low Level Rd	High	High	Moderate	Low	Moderate	Low
	Cotton Road Bridge	High	High*	Moderate	Low	Moderate	Low
Marine-Main West	Off-Marine Dr (1st St and 2nd St)	High	High*	High	High	High	High
	Esplanade	High	High	High	Low-Moderate	High	High
Midtown	W Keith Rd	Moderate-High	High	Moderate	High	Moderate	High
	13th St	Moderate-High	High	Moderate	High	Moderate	High
	14th St/Rufus Ave	Low	High	Low	High	Low	High
	Casano Loutet Bridge	NA	High	NA**	Moderate***	High	High
Moodyville	St Davids Ave	Low	Moderate-High	Moderate	High	Low-Moderate	High
	Queensbury Ave	Moderate	Moderate	Moderate	Moderate	Low-Moderate****	Medium
	Heywood St Spirit Trail	Low	Low-Moderate	Low	High	Low-Moderate	Low
St Andrews	Esplanade to 23rd St	Low	Moderate	Moderate	Moderate-High	Moderate	Low
Upper Levels East	Lonsdale to Lynn Valley Road	Low-Moderate	Moderate-High	Low	High	Moderate-High	High
Upper Levels West	W 25th St - Westview Dr to Lonsdale Ave	Low	Moderate	Moderate	High	Moderate	High
	Jones - 21st St to Hwy 1	Moderate	High	Moderate	High	Moderate	High

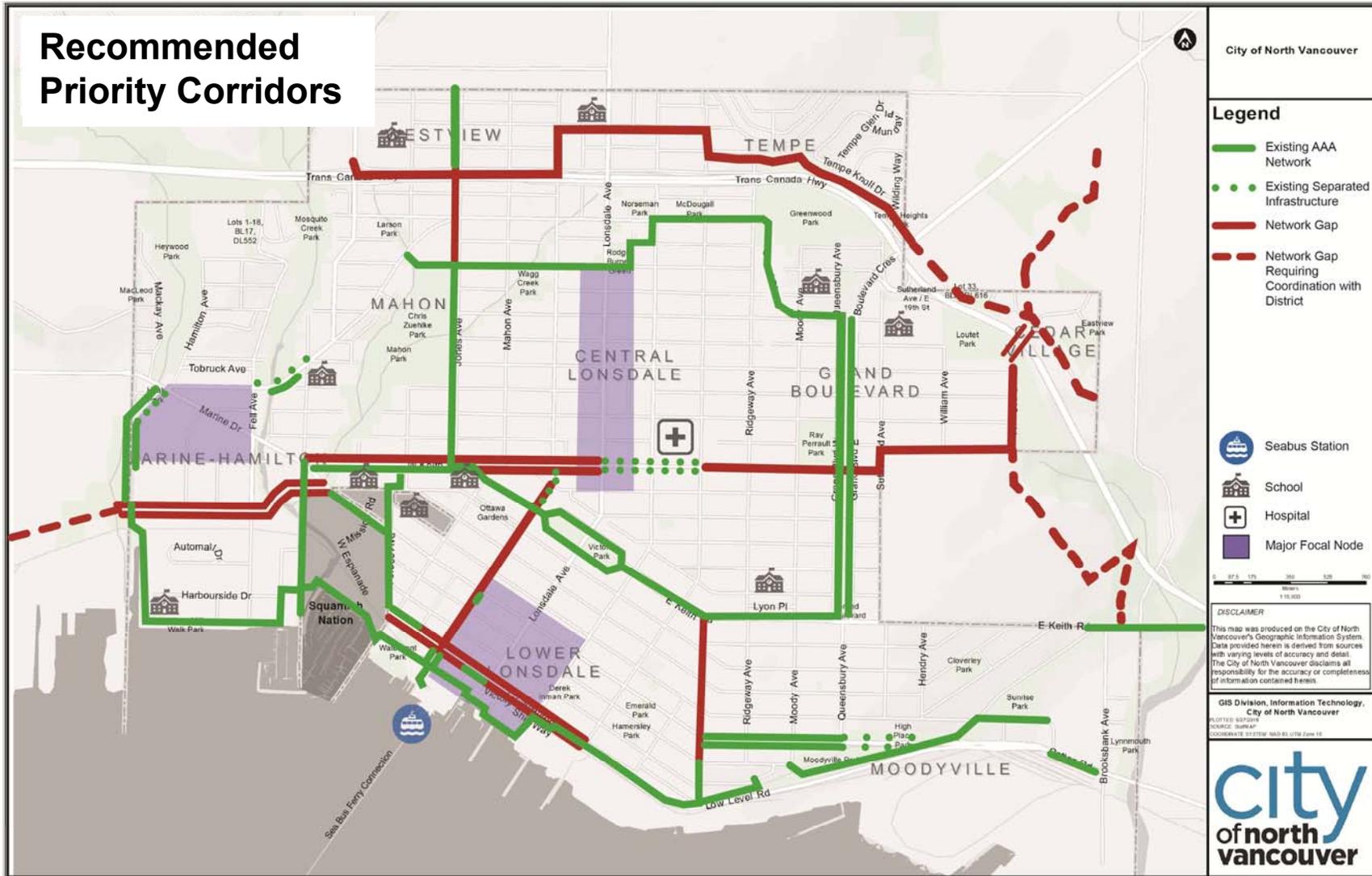
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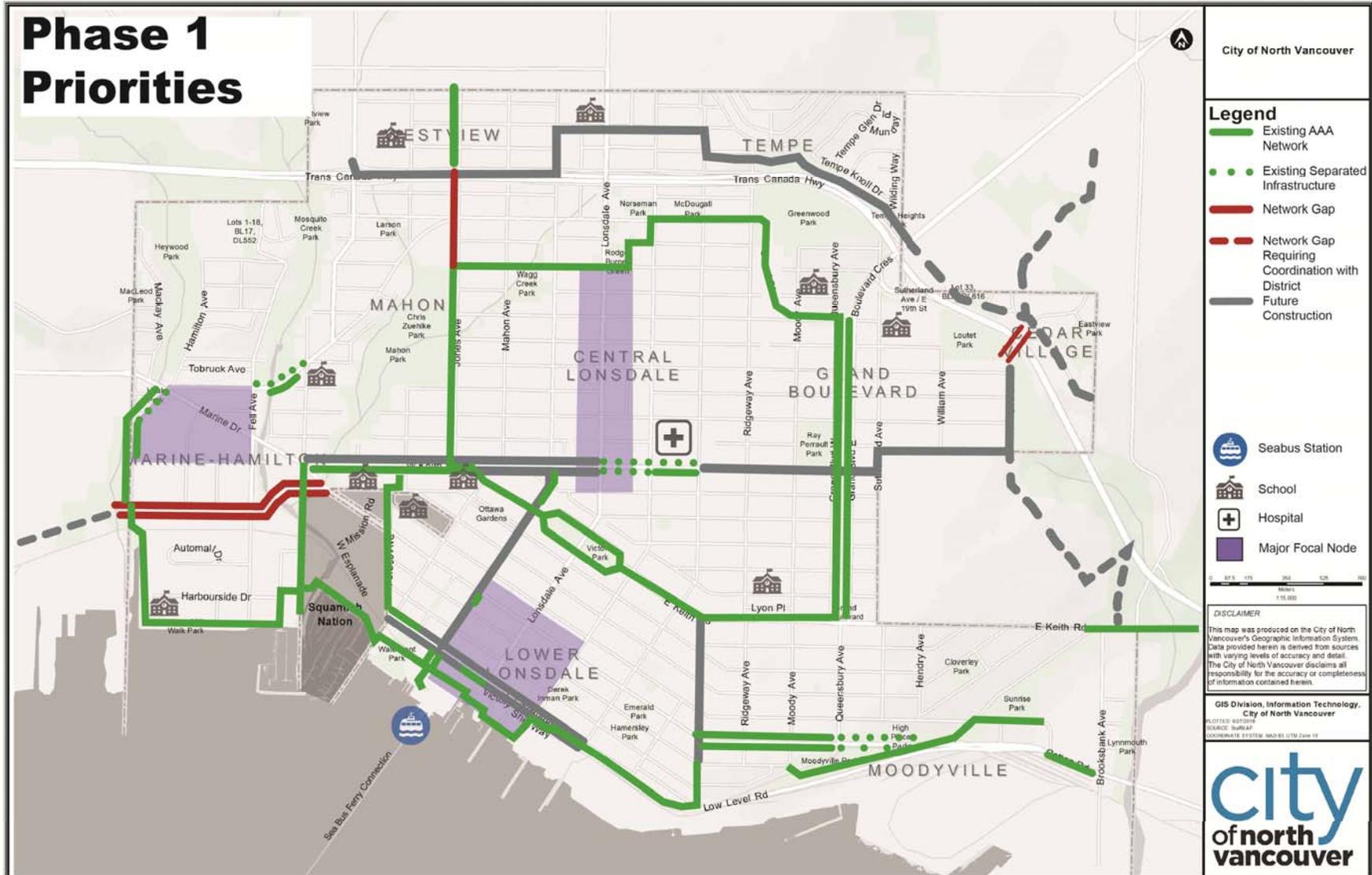
* Alternate Route Possible

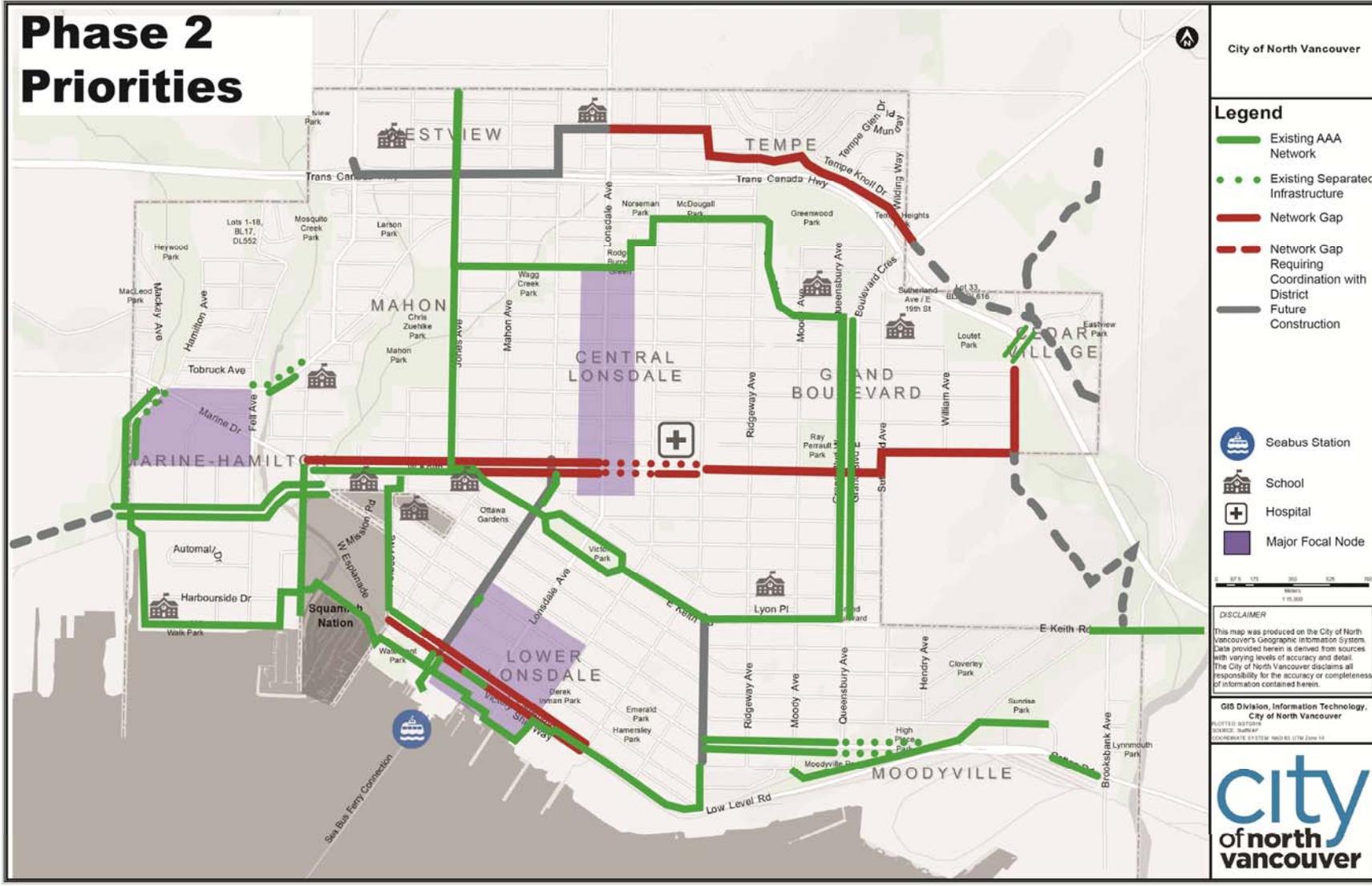
** Existing Alternate Route Experience is poor

*** Existing design, to be funded

**** Potential for development funding









Item 5 AAA Mobility Lanes

Subject: FW: Letter of support for your AAA mobility lane proposal

From: Justin Turcotte <>

Sent: Sunday, November 3, 2019 9:18 PM

To: Tony Valente (Councillor) <tvalente@cnv.org>; Jessica Mcilroy (Councillor) <jmcilroy@cnv.org>

Subject: Letter of support for your AAA mobility lane proposal

To North Vancouver City Council,

I am writing to voice my support of proposal to increase funding for Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes.

I work in Lower Lonsdale and commute to and from New Westminster daily by bike. In my commute through 5 municipalities, far and away the most dangerous portion of my commute is currently in the District of North Vancouver and the City of North Vancouver. The lack of separated infrastructure between the Iron Worker's Bridge and Lonsdale has left me in dangerous situations innumerable times, being buzzed by impatient drivers or nearly run down by massive commercial trucks. There have been several fatalities in North Vancouver this year involving cyclists, mostly related to the way the current infrastructure is designed. I worry one day that may be me. I worry my young children may lose their father some day because he chooses to ride a bike to work. I transport my daughter to daycare in Burnaby every day in a bike trailer, and I can say very confidently that I would not be comfortable bringing her through North Vancouver on the route I ride daily. It's that unsafe.

Given the nature of the urgent climate crisis, I think it is imperative that sustainable transportation modes be prioritized going forward. Advances in e-bike technology mean there will be a very real boom in new riders considering an alternative transportation type, but only if there is protected infrastructure that is safe and interconnected. The City of Vancouver has seen almost unprecedented ridership levels after spending significant time and money increasing their cycling infrastructure.

198 million has been spent expanding a few highway interchanges recently in the district of North Vancouver. Surely a fraction of that can be invested in AAA alternative transportation infrastructure if we ever hope to cure the gridlock that has plagued the shore for decades.

Over the last 4 days Metro Vancouver has been under an air quality advisory due to the smog hanging over us. Not due to fires somewhere else, but primarily emissions from vehicle traffic. We can and must do better in the future, which is why I support this motion.

Best Regards,
Justin Turcotte
Lower Lonsdale employee and New Westminster resident

Item 5

AAA Mobility Lanes

Subject: FW: For Information - Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes

From: Cameron Maltby <>

Sent: November-03-19 12:22 PM

To: Linda Buchanan; Holly Back; Don Bell; Angela Girard; Tina Hu; Jessica Mcilroy; Tony Valente

Cc: Web_Feedback <info@cnv.org>; Clerks1@cnv.org

Subject: Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes

Dear Mayor and Council,

I wish to congratulate Councillors Valente and McIlroy for their motion which defines “Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes” and would like to offer my tempered support for this initiative.

Tempered because in my mind this motion and the accompanying plan doesn’t go far enough in providing a network of infrastructure that is safe or convenient for users of all ages and abilities. I would like to remind you that earlier this year this council declared a Climate Action Plan which states in part, “The City is a leader in developing sustainable transportation alternatives, building energy efficiency initiatives and encouraging waste diversion.” yet there is nothing in this plan which seems to acknowledge the climate emergency we are facing. Priority is still being given to private automobile movement and storage on our public roads.

I’ve recently found out that the fatally dangerous bike lane on Esplanade is to remain adjacent parked cars because, in the words of a city engineer, the “City reviewed other options such as buffer between the bike lane and parking spaces and parking removal. However, both options would require considerable change to the corridor and would not meet all of the functions that the corridor is intended for.” Since bike lanes exist on Esplanade, it’s a given that biking is one of the functions of that corridor! Should they not be built in a manner that doesn’t result in injury and death? Private automobile use and parking should never be more important than the safety of other road users. Dooring, excessive traffic speeds and driver distraction all contribute to making Esplanade (and, in fact, most of our city streets) a danger to the safety of people travelling by bike, on foot and using mobility aids.

I also note that there are no plans in this motion to include Lonsdale Avenue, our city centre, our shopping and service district, the heart of our community. For Central Lonsdale I see nothing that will take those six lanes dedicated to automobiles and their storage to provide space for dedicated transit and improved active transportation. Tonights presentation even identifies Central Lonsdale as a “Major Focal Node”! Instead we continue to have an environment hostile to pedestrians, people on bikes and those using mobility aids. Automobile speed, noise and pollution do not encourage a space to shop, linger and enjoy. How much longer, in a climate emergency, are we going to prioritize cars over people and livability in our city?

With this motion we need more, sooner rather than later. We need council to be bolder and to make the tough choices that will pay dividends to our community and the coming generations who will be living with the decisions being made tonight. I’m asking you to prioritize public transit and active transportation. More specifically, I’m asking you all to prioritize people over cars.

Thank you for considering my comments.

Cameron Maltby B.Arch.

Intern Architect AIBC

Maltby Design (www.maltbydesign.ca)



Item 5 AAA Mobility Lanes

604.558.2002
bikehub.ca



Nov 03, 2019

Mayor and Council
City of North Vancouver

Dear Mayor and Councillors:

Re: AAA Route Priorities and Draft Budget

HUB Cycling is a charitable organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

Thank-you to council for asking staff to produce the report prioritizing safe mobility lanes along the established all ages and abilities network.

To attract people to use bicycles for transportation, routes must be direct (not an easier to build scenic route), complete (no gaps) and safe. TransLink has identified corridors with the greatest potential to attract more cyclists based on density of sources (where people live) and destinations (where they work, shop, got to school and play) and this analysis is summarized in their major bike network.

HUB North Shore strongly supports prioritizing completion of the route along the Marine-Main corridor linking to the Seabus through the City to the two bridges. The Esplanade portion of this route is particularly important due to safety issues. We hope that the Esplanade portion of the Main-Marine route can be made as high a priority as possible. We also support prioritizing the Midtown route to the new Casano-Loutet bridge, as well as the South Chesterfield route and connectors from Esplanade up to Moodyville and from 23rd over the Jones overpass.

The City of North Vancouver has declared a climate crisis and would like to address road congestion. Encouraging people to bike for transportation can help mitigate both challenges.

We realize, we can't build a full network overnight. We must prioritize financial resources and are pleased to see in the preliminary draft budget, significant funding in 2021 allocated for street improvements along the Esplanade corridor. This area serves many different roadway users, people cycling, walking, and driving, goods movement and delivery, and is a major transit route and home to many businesses. It is a complex corridor and requires a high level of expertise and care in design and implementation.

We urge council to maintain the lines in the budget to fund Esplanade Street improvements in 2021 as you review budget priorities over the next few months.

Thank-you to council for taking mobility lanes seriously and providing the leadership to prioritize them and funding them to achieve their promise: safe, direct routes which encourage people out of single occupancy vehicles, reducing roadway congestion and greenhouse gas emissions.

Yours sincerely,

Don Piercy,
Chair, HUB North Shore Committee,
northshore@bikehub.ca

Erika Rathje, Heather Drugge
City of North Vancouver Liaisons

Item 5 AAA Mobility Lanes

From: Karla Graham
Sent: November-04-19 4:18 PM
To: Julie Peters
Subject: Please implement priority corridors for non-pedestrian, non-auto modes of travel

From: Colin M Stein < >
Sent: November-04-19 4:12 PM
To: City Council, CAO & City Clerk <CityCouncil_CAO&CityClerk@cnv.org>
Subject: Please implement priority corridors for non-pedestrian, non-auto modes of travel

Dear Mayor, Council and staff,

I am a City of Vancouver resident, and I am writing to encourage you to approve and move forward with the implementation of Recommended Priority Corridors for non-pedestrian, non-auto modes of travel, on the basis of two primary concerns.

The first and most important relates to making high collision areas safer. The attached animated GIF shows ICBC data on crashes involving people on bicycle between 2013-2017 (the last available data). Some combination of increased bicycle use, increased motor vehicle traffic, and increased distraction/poor driving, has resulted in a slow but steady increase in crashes involving bicycles, which typically results in injury, and occasionally fatality.

Barring more recent data from ICBC showing a reduction in crashes, it is evident that existing AAA mobility infrastructure as the City of North Vancouver has defined it (slide 4 of the staff presentation) is wholly insufficient to protect the increasing number of bicycle users, and those using other non-auto mobility devices; the ICBC data clearly shows crashes occurring with some reliable frequency throughout CNV, even where the AAA mobility infrastructure, as defined, exists.

Slide 2 of the staff presentation suggests AAA facilities are primarily matter of comfort; in fact, the existence of physical barriers, alongside neighbourhood calming diversions and appropriate directional and destination-based signage, are matters of life and death.

Should the recent death of Mike McIntosh on Esplanade, and subsequent evidence of continued motor vehicle incursions into the painted bike lanes throughout the CBD fail to compel council and staff to aggressively implement the safest infrastructure possible, it would be difficult to acknowledge the City as either liveable, or for people.

Secondly, as a frequent visitor to the City of North Vancouver by bicycle, I have found the downtown revitalization to be one of the most exciting and encouraging urban developments in Metro Vancouver since Skytrain and the Oval arrived in Richmond. Complemented by the improvements to both north shore bridges and the Stanley Park causeway over the past decade, the City has never been easier to get to by bicycle. When seeking to lead friends and visitors on a recreational ride, your city had recently become my #1 choice, due to the obvious routes and links in place in Vancouver, and the aforementioned bridges and all ages waterfront attractions.

However, the incredible motor vehicle traffic impacting CNV and the dangerous conditions inferred by the animated map — combined with the bike lane blockages and the weak response to McIntosh's

death — has made me reconsider CNV as a prime destination. I believe prioritizing filling the gaps and connecting key destinations would go beyond quelling the concerns of a knowledgeable city cyclist like me — doing so would allow you to continue the progress made by previous councils, and not only leverage the investments in cycling infrastructure for those who were asking for it, but also appeal to an entire new segment of road users, just as Vancouver did in 2010 and 2011 with the downtown bike lanes.

This is a very important project - and map - for the City to complete in a way that actually encourages cycling and supports the safety of all road users, perhaps mostly because you're so close to committing to a breakthrough decision that can actually impact people's health and safety, while supporting environmental, social, and economic development goals (all of which can and should be informed by data from staff). This isn't just a gutsy, visionary plan — it's a generational decision, anticipating the needs of our children, and their children.

Please vote to approve this important motion.

Thank you,

Colin Stein
City of Vancouver resident