

# AGENDA

## *COUNCIL WORKSHOP*

**Monday, January 30, 2012  
7:00 p.m.**

**Council Chamber, Municipal Hall  
355 West Queens Road,  
North Vancouver, BC**

**Council Members:**

Mayor Richard Walton  
Councillor Roger Bassam  
Councillor Robin Hicks  
Councillor Mike Little  
Councillor Doug MacKay-Dunn  
Councillor Lisa Muri  
Councillor Alan Nixon



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**7:00 p.m.**  
**Monday, January 30, 2012**  
**Council Chamber, Municipal Hall**  
**355 West Queens Road, North Vancouver**

## **AGENDA**

- 1. Opening by the Mayor**
- 2. Proposed Longboarding Strategy**  
File No. 16.8620.01/012.000  
  
Report: Erica Geddes, Section Manager Transportation
- 3. Adjournment**

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COUNCIL AGENDA/INFORMATION			
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<input type="checkbox"/> Council Workshop	DM# _____	Date: _____	Mailbox: _____



## The District of North Vancouver REPORT TO COUNCIL

January 18, 2012

File: 16.8620.01/012.000

Tracking Number: RCA -

**AUTHOR:** Erica Geddes, Section Manager - Transportation

**SUBJECT: PROPOSED LONGBOARDING STRATEGY**

**RECOMMENDATION:** That the District of North Vancouver implement a strategy to better encourage the safe use of longboards on District roads by:

- i. Continuing to communicate with the longboarding community;
- ii. Supporting the longboarding community as it educates riders;
- iii. Considering sanctioned events on closed roadways as appropriate; and
- iv. Revising the Street and Traffic Bylaw to clarify restrictions.

**REASON FOR REPORT:** This report is provided for information and to confirm direction. It includes an overview of longboarding activity, the results of public consultation, and recommends a strategy.

**SUMMARY:** Longboarding is a relatively new activity, with increasing use on roadways within the District. Concerns have been expressed that some longboarding activity such as travelling at high speeds while carving across vehicle lanes presents an unacceptable risk. The District wishes to develop a strategy that balances these safety concerns with the desires of longboard riders to use the road.

Strengthening the bylaw provides clear direction that higher risk activities are not permitted on District roads. However, through ongoing dialogue, reasonable ways to accommodate longboarding may be developed.

**BACKGROUND:** Longboards, while similar to skateboards, are different and can operate at higher speeds. Uses include:

- Using the boards as a means of transportation;
- Performing tricks; and
- Riding downhill, often carving across the road to control speed.



There is a concern that high speed riding and carving on a roadway creates a safety risk as:

- Drivers may not expect nor see longboarders in the roadway;
- Riders often travel at a relatively high speed; and
- Despite the use of a helmet or other protective gear, a collision with a vehicle or fixed object could result in a serious injury.

The converse view is that responsible longboarding should be permitted on District roads because it is a legitimate activity, with risks that can be managed through the education of both riders and drivers and through the use of protective gear.

On July 18, 2011, North Vancouver District held a community meeting to hear a range of views. Subsequently, material was posted on the District's web site and a survey was posted to collect views from a wider section of the public. A Longboarding Coalition has recently been formed to provide a better mechanism to consult with the longboarding riders.

#### **EXISTING POLICY:**

The District's Street and Traffic Bylaw applies, as the Motor Vehicle Act delegates authority to regulate skateboards to municipalities. Longboards fall under the skateboard definition, yet the legislation was not specifically developed with longboarding in mind. Fines are listed in the Bylaw for practices such as riding on the sidewalk, not wearing a helmet, or riding at night.

While longboarding is technically permitted on District roads, it cannot feasibly be done downhill within the road in compliance with the Bylaw, as the Bylaw requires the rider to stay to the right of the road and to stand up (longboarders often assume a crouched position).

The relevant sections of the Street and Traffic Bylaw are shown below. Fines are \$45 for most offenses, but \$90 for the final item (1006.)

#### **Street and Traffic Bylaw**

617 No person shall propel, coast, ride or in any other way use Roller Skates or a Skateboard:

617.1 on a sidewalk;

617.2 on any Roadway or Lane unless that person is properly wearing a helmet on his or her head, except if that person is a person for whom the wearing of a helmet would interfere with an essential religious practice;

617.3 on any Roadway or Lane except as near to the right side of the Roadway or Lane as is practicable;

617.4 on any Roadway or Lane that is posted with a speed limit exceeding 50 kilometres per hour;

617.5 on a Roadway or Lane between sunset and sunrise;

617.6 on any Roadway or Lane while being towed by a vehicle, bicycle or animal;

617.7 on any Roadway or Lane in such a manner as to pose a hazard to traffic; and

617.8 on any Roadway or Lane in any position other than standing.

1006. No person shall engage in any sport, amusement, exercise or occupation on any Highway in a manner that is likely to interfere with or obstruct traffic.



**ANALYSIS:*****Alternatives***

A range of alternatives were collected during consultation and reviewed by staff including:

- Comprehensive alternatives such as maintaining the status quo or banning all longboarding;
- Traffic alternatives such as banning or permitting longboarding on designated roads;
- Engineering alternatives to slow riders such as speed humps;
- Enforcement alternatives such as licensing riders or strengthening the Bylaw; and/or
- Education for riders or for drivers.

Options that would not address the risk concerns (such as the status quo) or could increase risk (such as the provision of speed humps) were not carried forward. Options that create compliance difficulties (such as the complete ban) or are likely to face neighbourhood opposition (permitting on some roads) were also not brought forward.

***Preferred Approach***

The review indicates that education of both riders and drivers offers potential for risk reduction. The District can support the efforts of other organizations in this effort. Closing roads for sanctioned events can also be supported, with event organizers applying for a Highway Use Permit.

Changes to the Street and Traffic Bylaw offer the most direct way to clarify which behaviour are appropriate. Proposed changes are listed below for discussion:

- Add 'longboarding' to the definition of 'skateboard' to make it entirely clear that the skateboarding restrictions in section 617 of the Street and Traffic Bylaw apply to longboards;
- Add a new section 617.9 which makes it an offence to ride a skateboard, longboard, etc. (a) without due care and attention or (b) without reasonable consideration for others on the road;
- Add a section regarding the impoundment of skateboards clarifying that they can be impounded for 24 hours if they are being used in contravention of the bylaw and if the boarder is 16 years or under, they must bring a parent or legal guardian when they come to collect the board; and
- Increase the fines to \$100 for all of the skateboarding offences except boarding on a sidewalk or without a helmet, as this is considered a 'standard' amount that is not too high for youth to pay.

**Timing/Approval Process:** After this workshop, a proposed change to the Street and Traffic Bylaw will be brought to Council for consideration in March of 2012.

**Concurrence:** District transportation, bylaw, legal and planning staff have worked closely with the RCMP to develop the strategy.

**Financial Impacts:** No District expenditures are expected at this time.

**Liability/Risk:** The District can restrict or permit longboarding on selected roads without increasing its liability. However this will mean determining which roads are 'safe' and which roads are 'unsafe' which may not be possible on technical grounds.

As longboarding is a relatively new activity, data is not yet available to assess the risk quantitatively. However, one fatal longboarding crash has occurred within the District on Mount Seymour Road at Anne MacDonald Way.

**Social Policy Implications:** The use of longboards as a method of transportation can be supported for its health benefits and as an alternative to motorized travel.

**Public Input:** Public input has been collected from:

- i. The community meeting held on July 18, 2011;
- ii. Results of a survey posted on the District's web site; and
- iii. A staff meeting with Longboarding Coalition representatives on January 4, 2012.

Detailed comments from the consultation are provided in ATTACHMENT 1. In summary:

- Most longboard **riders** feel that longboarding should be allowed on all roads and would like drivers to be educated so they expect longboarders on the road;
- Most **parents** expressed that longboarding should be banned on some roads, but allowed on others and would like to continue the community discussion and problem solving;
- Many **non-riders** expressed the view that longboarding should only be allowed on roads closed to vehicles, while some felt it could be allowed on some or all roads; and
- **All three** groups generally would like to see the District permit sanctioned events on closed roads.

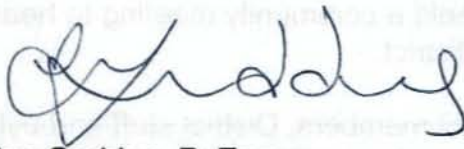


**SUBJECT: PROPOSED LONGBOARDING STRATEGY**


January 18, 2012

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**Conclusion:** A balanced approach has been developed to address the risk issues associated with higher risk longboard riding, while acknowledging the transportation benefits this activity may provide.



Erica Geddes, P. Eng.  
Section Manager - Transportation

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<input checked="" type="checkbox"/> Sustainable Community Development	<input type="checkbox"/> Clerk's Office	External Agencies:	Advisory Committees:
<input type="checkbox"/> Development Services	<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Library Board	<input type="checkbox"/>
<input type="checkbox"/> Utilities	<input type="checkbox"/> Communications	<input type="checkbox"/> NS Health	<input type="checkbox"/>
<input type="checkbox"/> Engineering Operations	<input type="checkbox"/> Finance	<input checked="" type="checkbox"/> RCMP	<input type="checkbox"/>
<input type="checkbox"/> Parks & Environment	<input type="checkbox"/> Fire Services	<input type="checkbox"/> Recreation Commission	
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<input checked="" type="checkbox"/> Bylaw Services SCW	<input type="checkbox"/> ITS		
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**ATTACHMENT 1 Summary of Consultation****Community Meeting**

On Monday, July 18, 2011, North Vancouver District held a community meeting to hear a range of views on the subject of longboarding in the District.

The meeting was attended by Mayor and some Council members, District staff and bylaw officers, RCMP, two longboarding shop owners, and members of the public, predominantly longboarders and their parents. In total, there were approximately 65 attendees.

The meeting opened up a great discussion. A range of views was expressed by the meeting participants:

- Longboarding is a growing sport that by definition must occur on roads;
- The risk of injury or death from a collision is high when longboarders travel at high speeds;
- Longboarding is safer when riders can stop, understand traffic, and wear protective gear;
- Existing road signs and pavement markings were not designed with longboarding in mind;
- Longboarding is different and has a stronger safety culture than skateboarding; and
- Longboarding as a form of transportation should be supported.

**Survey**

An on-line survey was posted on the District's web site between October 5, 2011 and December 13, 2011. A total of 291 people responded.

The survey asked:

1. Which description best fits you with respect to longboarding?
2. What is your age group?
3. Which is closest to your own view with respect to where longboarding could happen? Longboarding should....
4. Please mark your preferred actions that the District could take.
5. Please mark your preferred actions that riders could take.
6. Are there any other comments that you wish to provide?

Respondents were distributed across all age categories as shown in the Table below. Riders were largely in the two younger groups, with approximately two-thirds under the age of majority.

AGE CATEGORY	ALL	RIDERS ONLY
Under 19	46%	63%
19 to 30	24%	27%
<u>31 and Over</u>	<u>30%</u>	<u>10%</u>
TOTAL	100%	100%



The survey found the following.

- The majority of riders feel that longboarding should be allowed on all roads.
- Many riders expressed that drivers should be educated drivers so they expect longboarders on the road.
- Most parents felt that longboarding should be banned on some roads, but allowed on others.
- Many parents would like to continue the community discussion and problem solving.
- Many non-riders expressed that longboarding should only be allowed on roads closed to vehicles; while some felt it should be allowed on some or all roads.
- All three groups generally would like to see the District permit sanctioned events on closed roads, with events also being used to educate riders.

Direct comments were also collected through the survey and by direct e-mail, a representative selection of which is paraphrased below.

- Small handful of stupid riders gives everyone else a bad impression – licensing is the best way to deal with this.
- Too many close encounters...longboards are toys not vehicles...RCMP should confiscate and DNV should call for heavy fines and bans to deter longboarding.
- Teenagers are not afraid to take risks...brain injury is serious... would rather they be licensed and fined for any infractions.
- Longboarding is a green alternative to driving.
- Organizing spotters is difficult.
- Educating riders and drivers that they are sharing the road is of the utmost importance.
- Longboarding could be just as safe as riding a bike.
- Mutual respect needed amongst all road users.
- From a driver's perspective, getting into an accident with a longboarder...could cause a lifetime of nightmares not to mention death or disfigurement to the boarder.
- My question is that when I do hit one (or they hit me), what will happen?.... Please put an end to this madness before another kid is killed!
- Absolutely no longboarding...not willing in any way to support this reckless behaviour.

### **Longboarding Coalition**

A meeting was held between staff and the newly formed Longboarding Coalition to discuss the proposed strategy.

The following response was submitted on January 11, 2012 by Mr. Lee Cation representing the Coalition, in response to the proposed changes to the Street and Traffic Bylaw.

*(Note: While appreciating these comments, staff is not including these changes at this time.)*



**Comments on the Existing Bylaw**

**617.3 on any Roadway or Lane except as near to the right side of the Roadway or Lane as is practical;**

Suggest that the DNV emphasize the "as is practical" part since mostly this should apply during times of shared traffic like it does for a bicycle. Sometimes it is less safe to hug the curb due to driveways, parked cars, gravel on road, storm drains etc...

**617.5 on a Roadway or Lane between sunset and sunrise;**

Encourage the DNV to add wearing lights or reflective apparel as a requirement rather than having it banned completely.

Amended to read:

"on a Roadway or Lane between sunset and sunrise; **unless wearing reflective apparel or lights front and back like a cyclist**"

**617.8 on any Roadway or Lane in any position other than standing;**

Encourage further clarification of other positions ie: in a sitting or lying down position

**Comments on the Proposed Changes**

**Add "longboarding" to the definition of "skateboard"**

Longboard Coalition agrees unanimously with this proposal

**Addition of 617.9, making it an offence to ride a skateboard (a) without due care and attention (b)without reasonable consideration for others on the road.**

Longboard Coalition agrees with wording of proposed 617.9 but feels it is duplicating bylaw 617.7 "on any roadway or land in such a manner as to pose a hazard to traffic." Encourage amendment to 617.7 to reduce redundancy.

**Impoundment**

Longboard Coalition believes that adding a section allowing bylaw officers to immediately impound longboards would cause undue conflict between enforcement officials and the skateboarding community. While not totally opposed to impoundment as a consequence of bylaw infractions, it would be perceived better as a tool to discourage repeat infractions. Ex: After two fines, impoundment may be an option.

**Fines:**

617.1 and 617.2 staying at \$45.00 seems reasonable.

Re increase in fines for other bylaws: Longboard Coalition suggests that fines should only be increased to \$75.00. Increasing fines to \$100.00 represents an increase of 120% over the existing structure.

Note: We would be interested to know how many skateboard fines were issued in past years and what results the DNV seeks by increasing fines.

**Reciprocation:** Although it was not initiated by DNV, Longboard Coalition believes some sort of reciprocal attention should be paid to drivers who use their vehicles to cause hazards (corral, scare or hit) to other users of the road, such as longboarders/cyclists.