

**DISTRICT OF NORTH VANCOUVER
COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:00 p.m. on Monday, February 4, 2019 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond (via telephone)
Councillor M. Curren
Councillor B. Forbes
Councillor J. Hanson
Councillor L. Muri

Staff: Ms. C. Grant, Chief Administrative Officer
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. B. Dwyer, Manager – Development Services
Mr. J. Gordon, Manager – Administrative Services
Mr. S. Ono, Manager – Engineering Services
Mr. S. Carney, Section Manager - Transportation
Ms. A. Reiher, Confidential Council Clerk

Also in

Attendance: Ms. Bowinn Ma, MLA, North Vancouver – Lonsdale
Ms. Jane Thornthwaite, MLA, North Vancouver – Seymour
Mr. Ralph Sultan, MLA, West Vancouver – Capilano
Professor Stephan Nieweler, Department of Geography, Simon Fraser University

1. ADOPTION OF THE AGENDA

1.1. February 4, 2019 Council Workshop Agenda

MOVED by Councillor FORBES

SECONDED by Councillor HANSON

THAT the agenda for the February 4, 2019 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. INSTPP Priorities for the District of North Vancouver
File No. 16.8620.01/021.000

Mr. Steve Carney, Section Manager - Transportation, provided an overview of the Integrated North Shore Transportation Planning Project (INSTPP) findings and recommendations. Mr. Carney stated that INSTPP identified many important North Shore transportation initiatives to address traffic and congestion and that the District supports INSTPP recommendations. Mr. Carney also stated that within this set of INSTPP recommendations the District has identified several key priorities. These include the relief of congestion in and around the Iron Workers Memorial Bridge for all modes, expansion of the TransLink's Frequent Transit Network across the North Shore including express transit service across Burrard Inlet and aggressive transit priority measures designed to make transit competitive with auto use. He commented on the collaboration of a staff working group comprised of transportation professionals representing the North Shore jurisdictions and advised that oversight was provided by a steering committee representing all partner agencies.

Mr. Carney spoke about the INSPTPP mandate to develop a multi-agency framework for North Shore transportation planning involving all levels of government with the purpose of identifying actions, addressing congestion and developing recommendations based on real data and best practices. The report identified factors which contribute to congestion, including:

- A high proportion of car-oriented land uses;
- Transit and other forms of travel not being competitive with auto use;
- A lack of demand management tools to effectively manage road use;
- Demand exceeding capacity, particularly at bridgeheads; and,
- An incomplete road network.

Mr. Carney discussed the North Shore crossings which include the SeaBus, Iron Workers Memorial Bridge and Lions Gate Bridge. He stated that:

- The Iron Workers Memorial Bridge serves a regional function, connecting the Sea to Sky communities, the Horseshoe Bay Ferry Terminal and the North Shore with much of Greater Vancouver and the Fraser Valley;
- Estimated growth over the past five years is 9% (2013-2018);
- There is a weekday average of 132,000 vehicles per day and seasonal peaks of over 140,000 vehicles per day;
- Stable traffic volumes on the Lions Gate Bridge over the past five years average 63,000 vehicles per day; and,
- Local trips account for almost 25% of all traffic on the Upper Levels portion of Highway 1.

Mr. Carney commented on the contributing factors to the congestion of the Iron Workers Memorial Bridge which include transportation and housing affordability and a lack of frequent transit services for most North Shore residents. He provided an overview of the INSTPP recommendations and discussed the Marine Drive B Line improvements which will provide a reduction of up to 70% in bus travel time.

Mr. Carney discussed the INSTPP recommendations and advised that the following have been identified as District priorities:

- Relief of congestion at the Iron Workers Memorial Bridge;
- Expansion of the Frequent Transit Network;
- Expanded transit priority measures and accelerated future B Lines;

- A comprehensive review of the opportunity to integrate rail, truck, transit, auto and active transportation in future bridge replacement strategies;
- Commuter rail to Whistler;
- A review of the potential for an expanded North Shore passenger ferry network;
- A possible Barrow-Spicer connection that would be parallel to the CN rail line; and,
- The prioritization of road space for the movement of people.

Mr. Carney reported that staff are working with TransLink to get future B Lines and express bus service over Iron Workers Memorial Bridge. Staff are also developing a terms of reference for the Burrard Inlet crossing studies.

Ms. Bowinn Ma, MLA, North Vancouver – Lonsdale, stated that the INSTPP report and recommendations were a collaboration of nine different agencies, including the District of North Vancouver. She discussed the structure of INSTPP and advised that the report includes consensus-based recommendations. She expressed her gratitude to the District staff for their contribution to the report.

In response to a question from Council, staff advised that the Development Engineering Department is exploring the possibility of constructing bus pullouts for the B Line as redevelopments along the corridor make road right-of-way available.

In response to a question from Council, staff advised that options can be explored to further reduce recreational traffic.

In response to a question from Council regarding transportation congestion, staff advised that an expanded frequent transit network with transit priority measures could help alleviate congestion.

In response to a question from Council, Ms. Ma advised that INSTPP acknowledges a direct relationship with transportation and housing challenges.

In response to a question from Council regarding the Barrow-Spicer Connector, staff advised that the crossing would be underneath the Iron Workers Memorial Bridge parallel to Main and Dollarton.

Council recessed at 6:04 p.m. and reconvened at 6:11 p.m in the Council Chambers.

Ms. Jane Thornthwaite, MLA, North Vancouver – Seymour, commented about traffic congestion, housing affordability and its connection with traffic and transportation. She noted that the District is a major thoroughfare for the Iron Workers Memorial Bridge and the need to alleviate the pressure on commuters.

Professor Stephan Nieweler, Department of Geography, Simon Fraser University, spoke in regards to population and employment catchments for rapid transit with a focus on a comparison of the North Shore versus Broadway (Arbutus – UBC) corridors. He provided an overview of costs of recent rapid transit projects throughout Canada, surface Light Rail Transit (LRT) and grade separated LRT, and a newly build LRT in the United States.

Professor Nieweler commented about current densities on the North Shore versus the density seen in the Vancouver-Broadway area, specifically the Arbutus to UBC route. He discussed the current population and employment density within a 400 metre radius for LRT requirements, as per a 2011 study on urban densities and transit. He presented a map outlining potential rail extensions to the Burnaby area as well as data for a West Vancouver to Brentwood connection.

Professor Nieweler reported that his study objectives include assessing the demand for rapid transit networks on the North Shore versus the Broadway corridor, assuming further cross-harbour links align with future population distribution based on current allowable development, and short, medium and long-term supply options for the North Shore and Harbour crossings.

Professor Nieweler presented the possible locations for water crossing across the Burrard Inlet. He also offered a comparison of the East-West Marine-Main corridor and the Lonsdale corridor to substantiate LRT and discussed population, employment, density and employment concentrations on the North Shore.

In summary Professor Nieweler advised that the Broadway (Arbutus – UBC) traffic congestion levels do not equal those observed on the North Shore.

Professor Nieweler suggested that transit upgrades are urgent for the North Shore and presented options for interim measures:

- Connecting the North Shore B Line from Phibbs Exchange to the Hastings B Line, Millennium Line and Expo Line;
- Gondolas from Phibbs Exchange to Capilano University;
- Eastbound bus queue jumping from 3rd Street and Main to enhance B Line reliability; and,
- A passenger ferry from Harbourside to Coal Harbour or Waterfront station.

In response to a question from Council, Professor Nieweler advised that green house gas emissions could be greatly reduced if the suggested improvements are implemented.

In response to a question from Council, Professor Nieweler advised that as an elevated SkyTrain service to the North Shore would be challenging but that LRT is recommended.

In response to a question from Council, Professor Nieweler suggested that a Harbourside to Waterfront or Coal Harbour to Stanley Park water crossing with a smaller fleet of vessels may be more cost efficient to operate than a SeaBus or LRT.

In response to a question from Council, Professor Nieweler advised that perceptions of bus service remain negative compared to LRT.

In response to a question from Ms. Thornthwaite, Professor Nieweler advised that there is a business base for LRT on the North Shore.

Mr. Ralph Sultan, MLA, West Vancouver – Capilano, commented about the need to analyse where future funding will come from.

Council discussion ensued and the following comments and concerns were noted:

- Expressed concern about increased traffic congestion, funding for transit infrastructure and the need to reduce green house gas emissions through less vehicle traffic;
- Suggested that options be explored to move populations via waterways;
- Expressed concern about regional growth and that it is based on transit; and,
- Commented about the North Shore traffic congestion and the need to review the TransLink model.

Public Input:

Mr. Patrick Stafford-Smith, 100 Block West 1st Street:

- Spoke on behalf of the Economic Partnership North Vancouver;
- Commented about the economic impacts on the North Shore and the need for a continued joint collaboration of the North Shore municipalities; and,
- Opined that further transportation studies are warranted.

Mr. Nick Husseinzadey, 200 Block East 12th:

- Suggested that a transit line to the North Shore is warranted and questioned the findings of the INSTPP report in relation to corridor suggestions; and,
- Commented about student housing for university students.

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Expressed concern about traffic issues and the impact on residents;
- Commented about bridge traffic in the Lower Mainland in comparison to the Iron Workers Memorial Bridge;
- Opined that the INSTPP report does not account for daily traffic incidents on the Iron Workers Memorial Bridge and potential growth in First Nations communities;
- Requested that Council explore replacement options for the Iron Workers Memorial Bridge; and,
- Expressed support for the addition of a rail bridge.

Ms. Cyndi Gerlach, 2100 Block Lonsdale Avenue:

- Queried why the North Vancouver School District was not invited to participate in the INSTPP review; and,
- Questioned if future transit plans will take into account schools to allow for improved commuting options for students.

In response to a question from Ms. Gerlach, Ms. Ma advised that INSTPP was designed to bring together agencies that are responsible for transportation infrastructure and that B Lines can become precursors of rapid transit networks.

Ms. Katherine Fagerlund, 1800 Block Deep Cove Road:

- Commented about the 99 B Line and future B Line on the North Shore; and,
- Spoke about the need to promote the use of transit on the North Shore to increase ridership.

Ms. ZoAnn Morten, 1800 Block Beaulynn Place:

- Commented about the presentation by Professor Nieweler;
- Suggested that waterways be used as a form of transportation; and,
- Expressed that tax-payer funds should be used wisely.

Councillor BOND left the meeting at this point in the proceedings. (7:47 p.m.)

MOVED by Councillor MURI
SECONDED by Councillor HANSON

THAT the District priorities as identified in the January 28, 2019 report of the Transportation Manager entitled INSTPP Priorities for the District of North Vancouver are endorsed;

AND THAT staff are directed to pursue these priorities for further study and/or implementation.

CARRIED

Absent for Vote: Councillor BOND

4. ADJOURNMENT

MOVED by Councillor MURI
SECONDED by Councillor FORBES

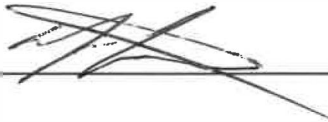
THAT the February 4, 2019 Council Workshop is adjourned.

CARRIED

Absent for Vote: Councillor BOND

(7:53 p.m.)

Mayor



D. Linda Bruch
Municipal Clerk