



CLIMATE ACTION ADVISORY COMMITTEE MINUTES

Meeting – Wednesday, June 12, 2024
7:00 pm – 9:00 pm In-Person
District of North Vancouver Hall, Committee Room

Present: Ken Ashley (Chair), Keegan Casidy, Eleanor Gill, Irwin Oostindie, Lorna Pelly,

Regrets: Diana Leung, Mariko Michasiw, Jennifer Johnson, Oliver Ng, Councillor Jordan Back

Staff: Caroline Jackson, Director, Climate Action, Natural Systems and Biodiversity;
Adam Wright, Sustainability Planner, Charlotte Bach, Summer Student, Mary
Jukich, Committee Clerk

1. Welcome and Call to Order

The Chair called the meeting to order at 7:10 pm and provided the land acknowledgement.

Adoption of the Agenda

The following items were added to the agenda:

- Committee Terms of Reference/Agenda
- Climate equity policy update

Moved, seconded and resolved
To adopt the amended agenda.

CARRIED

Adoption of the Minutes

Moved, seconded and resolved
To adopt the May minutes.

CARRIED

2. Second Narrows Crossing Options Development and Rapid Transit Technology Study

Steve Carney, Manager Regional Transportation provided a presentation on the Second Narrows Crossing Options Development and Rapid Transit Technology Study. Mr. Carney noted the following about the study:

- Completed in Spring 2023 and was circulated to stakeholders including the Ministry, TransLink, First Nations, City of Vancouver, City of North Vancouver, District of West Vancouver, and Burnaby.
- Explores potential alignment options and relevant technology for integrating rapid transit across the second narrows crossing.

- Explores multi-modal Iron Worker Memorial Bridge (IWMB) replacement strategies that address immediate needs for rapid transit, active transportation, capacity, and resiliency, while enabling the continued use of the existing bridge to the end of its structural life.
- Demonstrates that a multi-modal solution can be delivered within several key infrastructure constraints.
- Assesses the performance of various transit technologies including Bus Rapid Transit, Light Rail Transit, and SkyTrain.

Mr. Carney commented on Transport 2050: 10 Year Priorities for Translink and noted that Translink:

- Acknowledges the acute congestion challenges facing the North Shore and commits to delivering a traffic-separated rapid transit connection between Park Royal and Metrotown as soon as possible.
- Recognizes that this is a highly complex and constrained corridor and will begin the required planning work to advance a Bus Rapid Transit option.
- Supports the development of a business case to confirm whether the ultimate technology will be Bus Rapid Transit, Light Rail Transit, or SkyTrain (or a combination), and to confirm the associated alignment, terminus locations, and degree of grade separation including options for a dedicated transit crossing of Burrard Inlet.
- Is committed to increased bus service and transit priority measures, where feasible, between Park Royal and Metrotown to improve bus travel times, operating costs, and grow ridership in advance of more permanent rapid transit investment.

Staff noted that the annual average number of vehicles per lane per day on the Iron Workers Memorial Bridge is approximately 20,000. The second part of the study compares the performance of Bus Rapid Transit and Light Rail Transit with an expanded Ironworkers Memorial Bridge and Skytrain system.

3. Spirit Trail Update

Mr. Carney provided an update on the Spirit Trail eastern extension and noted that there will be a third open house scheduled for consultation. Work on this section of the Spirit Trail is expected to be completed by 2025.

4. Break – 8:05 – 8:15 pm

The Committee provided the following comments:

- Agreement from the three North Shore municipalities and possibly Burnaby will be required to re-allocate vehicle travel lanes to transit only lanes for Bus Rapid Transit as there is no opportunity to widen the road and add new lanes.
- Clarification that language in Translink's 10-year plan indicates that the first five years will involve the construction of Bus Rapid Transit. There is no commitment to build a Skytrain.
- There is an opportunity for reconciliation as a lot of First Nations members are spread across the Lower Mainland and the Burrard Inlet Rapid Transit project presents an opportunity to connect members.
- There is alignment between rapid transit and greenhouse gas reduction through providing more opportunity to reduce personal vehicle use.

During the breakout session, Committee members were asked to consider and brainstorm ideas for the following key questions:

Question 1: What needs to be considered as we engage with the public around removal of vehicle travel lanes to facilitate bus rapid transit between Park Royal and Metrotown?

Feedback Provided:

- Engagement should focus on the purpose of the project and of consultation. Engagement should communicate why questions are being asked and how information will be used. Questions should focus on the benefits and outcomes of the project rather than the process and technology. This can help provide evidence of the desired outcomes of the community when considering specific project components (e.g. removing traffic lanes).
- Importance of assessing support for the concept and to producing a record of engagement to support a decision point.

Question 2: What are the implications for the District's land use planning of bus rapid transit along one corridor and the uncertainty of future SkyTrain potentially along a different corridor? What do we need to keep in mind as we allocate density as the District responds to the Provincial housing directive to include 20 years worth of growth in the 2025 OCP?

Feedback Provided:

It is uncertain where the future SkyTrain corridor will be, and there is a need to continue to coordinate land use and transportation / transit planning as this work continues.

5. Micromobility on the North Shore

Michelle Lam, North Shore Mobility Options Coordinator provided a presentation on Micromobility on the North Shore. Some of the key highlights of the presentation were as follows:

What is Micromobility?

- Small and lightweight devices (“Kick” style e-scooter; E-Bike; E-Cargo Bike) designed for short distance, convenient, low carbon travel.

Shared Micromobility

- Devices that are available for shared use for short term rental.

Ms. Lam provided the following results from the North Shore Transportation Survey (2023):

More people are adopting e-bikes and e-micromobility:

- E-bike ownership increased from 4,100 in 2019 to 18,000 in 2023
- 15% of households possess at least one e-bike.
- 4% of households own at least one other e-micromobility device (e.g., e-scooter, electric hover board, etc.)

Considerable potential for mode shift:

- 44% of auto driver trips are bikeable (less than 4.6 km).
- 14% are walkable trips (less than 1.6 km).

Ms. Lam highlighted the current micromobility programs on the North Shore:

Provincial E-Scooter Pilot Project

- The Ministry of Transportation and Infrastructure (MOTI) sets E-scooter regulations for the pilot project.
- The pilot project enables personal use of e-scooter.
- Recently extended for additional 4 years.
- DNV is one of the 21 participating communities (since 2021).
- Data collection, analysis, and reporting is provided to MOTI.
- Informs micromobility planning and decision making.

North Shore E-bike Share Program

- Lime granted a permit to operate.
- Responsible for all operations and program administration.

- DNV Parking model – Rider can park at Lime groves or areas that do not obstruct pathways.
- Continuing to expand Lime groves to enhance parking compliance.
- Liaising with other governments to share learnings and insights.

Ms. Lam noted the following on the Lime E-bike share program:

Lime has been partnering with the North Shore from 2021 to 2023 and the statistics were presented to Council in Fall 2023. It is estimated that the program has replaced approximately 36,000 vehicle trips.

- The E-bike share program transitioned from a pilot program to a day-to-day operation in 2023. Staff have been working with Lime in terms of public engagement and promoting the E-Bike share service as a mobility option.
- Lime Assist is a program that offers mobility vehicles to seniors or people with disabilities and staff have been acting as a liaison in getting the information to community partners such as the libraries and non-profits.
- Discussions are underway with Lime to possibly expand the current service area from Phibbs Exchange to Deep Cove.

Ms. Lam noted the following about the E-Cargo Bike Lending Pilot Program:

- A partnership with the City of North Vancouver and District of North Vancouver and the District and City Libraries.
- A two-year pilot program with the goal of replacing vehicle trips with a more substantial alternative to regular bicycles.
- Residents can borrow an E-cargo bike at the library and see how it can fit into daily life, i.e. for grocery shopping, freight or carrying passengers.
- This program will be launched in the summer of 2024.

Committee members provided feedback on the following two questions:

Question 1: What are some barriers to using e-bikes or e-scooters, or shared micromobility?

Question 2: What are some benefits/motivators to using e-bikes, e-scooters or shared Micromobility?

Staff noted the following in response to questions received:

- **Usage:** E-bike use is seasonal and peak use is in the summer. Lime scales back the fleet in October as ridership is lower. There have been preliminary discussions with Lime with

respect to taking an E-bike from the North Shore and dropping it off in Vancouver or Burnaby.

- **Fines:** Fines are set by Lime and staff regularly review the penalty system with Lime, request statistics, and are addressing the issue around misplaced e-bikes. Lime has a system that requires the user to take an end-trip photo to stop charges and to ensure e-bikes are returned to safe and the appropriate spots.
- **Equity:** Lime has an equity program called Lime Assist which offers a discount for eligible applicants that meet certain criteria. In addition, Lime is exploring alternative payment methods that does not require a credit card or Smart phone.
- **Data:** Lime shares data that shows the most popular routes that can be used for transportation planning and to look at particular corridors that may need improvements. There are several factors that are considered in decision making, including data from Lime, data on cyclists, and the direction in the OCP to connect to town centres with active transportation links. All of this is considered to identify gaps and inform infrastructure and program investments.

6. Staff Updates

Caroline Jackson, Director, Climate Action, Natural Systems and Biodiversity and Adam Wright, Sustainability Planner, provided the following updates:

- **Movement:** Metro Vancouver Transit Riders is organizing a talk on June 19th at the Segal Centre at SFU Downtown with speakers on tactics for transforming and re-allocating space for transit. [Room to Move, Room to Grow: How Other Cities Expanded Street Capacity \(yapla.com\)](https://yapla.com)

Council recently received reports from staff providing options on responding to the new housing legislation. Council adopted a new Zoning Bylaw which allows for three units on each property. Council also approved two designated transit-oriented areas, one at Phibbs Exchange and the other at Capilano University. Depending on the distance from the centre, these two areas allow for builders to build up to 8 to 12 stories with no minimum parking requirements.

- The Electric Vehicle Strategy will be considered by Council next week.
- The District Facilities team undertook a deconstruction of a District-owned house in the Lions Gate area which did not fall within the deconstruction bylaw as the home was built after 1950. A case study will be prepared documenting the process.
- There will be a Jump on a New Heat Pump Webinar for Homeowners on Wednesday, July 17 at 12:00 pm. The link to register is on the DNV website ([Microsoft Virtual Events Powered by Teams](#)). The federal Greener Homes Grant has recently stopped being offered; however, there is a new partnership between the provincial and federal governments starting on June 18 wherein they are expanding the rebates from low income to middle income households.

7. Committee Terms of Reference/Agenda

A committee member enquired about how the committee should respond to public advocacy requests, and how this might fit within the Committee Terms of Reference. A member asked about agenda-setting and the role of the Committee to put resolutions forward.

Staff noted the following:

- Committee meetings are open to members of the public, however the committee does not normally entertain presentations from community members as it is a Council advisory committee and the focus is to review and provide advice on draft policies, plans, and implementation strategies. Advocacy requests are best made directly to Council as a component of the Council agenda (public input, or as a delegation).
- Committee member can suggest topics to be added to the agenda, and information can be provided on topics that the committee members may be interested in, for example, on proposed regional regulations on small non-road engines (e.g. leaf blowers).

8. Climate Equity Policy Update

A Committee member noted that they can follow up at a subsequent meeting on the proposed agenda item for an update on District policies regarding climate equity.

9. Committee Member Updates

No updates were provided by committee members.

10. Adjournment

The meeting was adjourned at 9:25 pm.