

# North Vancouver Community Associations Network (NVCAN)

## MINUTES from Special Meeting

Date: November 15th 2017  
Location: District Hall, 355 Queens St W  
Time: 7:00 – 9:00 pm

### TOPIC: Translink – Mayor’s ten-year vision

#### Present:

John Miller (Chair)	Lower Capilano
Margaret Fraser (Notetaker)	Lynn Valley
Barry Fenton	Blueridge
Eric G. Andersen	Blueridge
Katherine Fagerlund	Deep Cove
Diana Belhouse	Delbrook
Sharlene Hertz	Delbrook (attended for last 15 minutes)
Corrie Kost	Edgemont
Eric Skowronek	Edgemont
John Harvey	Lynn Valley
Val Hammerberg	Maplewood
David Knee	Norgate
Paul Tubb	Pemberton
Karen Barnett	Seymour
Chris Sallis	Strathcona
Val Moller	Woodcroft

#### Regrets:

Jane Chersak	Evergreen
Babs Perowne	Woodcroft

#### Presenters:

Sabrina Lau-Texier	Manager (sabrina.lautexier@translink.ca)
Sarah Tseng	Senior Planner (sarah.tseng@translink.ca)

Translink Strategy and Plan Development

- 1. Welcome:** John M. welcomed everyone to the meeting at 7p.m. and introduced Sara and Sabrina. Introductions round the table.
- 2. Presentation:** Translink is officially the South Coast BC Transportation Authority Act (not a crown corporation or not-for-profit). It runs the day to day operations, through a Board of Directors and sub-committees. They fund road building, but municipalities decide how to spend the money (which roads and when etc.) much depends on the province giving ok to development tax issue. Major Road Networks (MRN’s) might include widening road, adding signals as well as regular maintenance.

Time taken to acquire new buses can be three years – specialized build, plus driver training etc. Buses have useful life of 20 years Hard to get enough drivers.

**Funding:** \$17.2 billion comes from fees, fares, taxes (gas and property) bridge tolls and parking. \$3.6 billion comes from Federal government. New to this is a small development fee. Much depends on the province giving okay to development tax issue. Public Transport Infrastructure Fund

**Planning:** Regular Growth Strategy is done every 5 years (due to end 2017). The current Regular Transit Strategy covers 2013-2018. Mayor's Council works on a ten year vision. Analysis requested to ensure changes/upgrades made on appropriate bus routes: challenge is overcrowding on 10 specific routes. For the North Shore, Translink considerations include better safety at Phibbs Exchange (lighting, shelters). Also looking at funds for bike paths, walking paths etc. The 10 year plan includes improved process for better transit to/from Deep Cove

**Q.** What about more water travel being included in discussion? Facilities already in place could offer "stations". Look at New Westminster "Q to Q" run.

**A:** Yes, this is going to be looked at again.

**Public consultation** planned for first quarter (Q1) of 2018 on updates: In Q3 2018 data will be given to Province, especially re: B-line/transit priority measures.

**Mobility pricing:**

- more people, but not enough buses
- all about timing
- individual recommendations from the committee (e.g. different for each municipality)

**NVCAN suggestions:** We could be thinking of something like Sydney, Australia where there is a "strong anchor" – large numbers, lots of sea buses etc. Also consider van pools and park and ride (no cost). Blueridge had done a survey two years ago of their own bus routes and how they might be improved without increased cost. Eric A. will re-send to Sara for consideration. It was suggested that this be a six month pilot project to "show good faith" to the North Shore, as we may be lower in residency requirements, but our issues are huge as we have nowhere to expand. Noted: coming soon are implementations of low carbon fuels, self-driving cars, electric bus project (now in process)

**Q&A Period:**

**Q.** With all the development and increased density planned for the 2 Town Centres and 2 Villages, what impact will this have on traffic/transit?

**A:** Assessed with study – more buses during 2017 - ongoing

**Q.** Bridge traffic both Lions Gate and Second Narrows frequently have accidents or holdups with 1-1/2 to 3 hour waits. The increase in congestion from the increased density will worsen these conditions. What mitigation plans does Translink have?

**A:** Not Translink responsibility. Province responsible for bridges.

**Q.** Will new or extensions to existing bus lanes be added? If so, when is construction projected to start?

**A:** In ten year plan.

**Q.** There is talk of B-line express bus service, but roads are currently clogged. What provisions are being planned to accommodate this service?

**A:** Under review in the Marine-Main Frequent Transit Corridor Study. Plus adding more sea bus options - probably not until 2018 for B-line.

**Q.** We hear that 'Translink will provide the service when the customers are there'. The Official Community Plan for the District of North Vancouver is 5 years into a 20 year

development timeline. And currently there are development plans pending at the District offices for over 7,000 new residential units. We believe Translink should be planning for that increase now. Can you comment on this.

**A:** It is part of 2019 planning but no definite timeline.

Sara and Sabrina happy to answer any further questions. Presentation Slides are in the Addendum to these Minutes.

Group expressed appreciation for the presentation – well presented, good detail, good answers.

3. **Approve Minutes.** The September 30, 2017 minutes were adopted.
4. **December 13th luncheon. Minimal interest at this time – TBA.**
5. **New Business. Survey for Mobility Pricing available at [www.itstimenv.ca](http://www.itstimenv.ca).**
6. **Community Association Roundtable.**  
**Delbrook.** Sharlene Hertz reported that Delbrook requested for support for moratorium of development. Discussion ensued. No consensus around the table. Each CA to decide if it wants to have a survey or petition or other ways of support or not to offer support at this time.
7. **Adjournment:** Meeting adjourned at 9 p.m.