

# Webinar

## ULI British Columbia: North Shore Connects, a Discussion with Mayors Booth and Buchanan

Date: December 08, 2021

00:00:00 --> 00:00:06: As well as. I know that 11:30.  
00:00:06 --> 00:00:06: Going to give people a chance,  
00:00:06 --> 00:00:08: maybe wrap up their other meeting,  
00:00:08 --> 00:00:09: but just as a reminder,  
00:00:09 --> 00:00:11: this is is sort of the the more regular zoom,  
00:00:11 --> 00:00:14: so we just ask everyone stay on mute.  
00:00:14 --> 00:00:16: You can leave your video on if you like,  
00:00:16 --> 00:00:19: but we just ask these Sam mute for the remainder  
00:00:19 --> 00:00:21: so we don't get any background noise.  
00:00:21 --> 00:00:23: My name is Duncan Wlodarczyk and I'm the chair of  
00:00:23 --> 00:00:25: ULI British Columbia,  
00:00:25 --> 00:00:27: and so I'm just here to be your brief host  
00:00:27 --> 00:00:29: today before we pass it on to our our our  
00:00:29 --> 00:00:33: keynote speaker and then as well as our response panel.  
00:00:33 --> 00:00:36: And I'm just going to give people another.  
00:00:36 --> 00:00:41: While in. I see there we go OK.  
00:00:41 --> 00:00:44: Well why don't we wear every 3 minutes passing?  
00:00:44 --> 00:00:46: It was a lot of content to get through so  
00:00:46 --> 00:00:48: I'm gonna let other people file in but I wanna  
00:00:48 --> 00:00:49: again thank all of you.  
00:00:49 --> 00:00:50: Some of you just joined.  
00:00:50 --> 00:00:53: Thank you all for joining us on this sunny very  
00:00:53 --> 00:00:54: sunny nice sunny December.  
00:00:54 --> 00:00:57: Not quite afternoon for what I think would be a  
00:00:57 --> 00:01:01: really interesting conversation about Northshore Connect  
sand and you know  
00:01:01 --> 00:01:03: what what the team over on the North Shore trying  
00:01:03 --> 00:01:08: to do to connect to that that those communities to

00:01:08 --> 00:01:08: our.  
00:01:08 --> 00:01:11: Better serving transits. If I could say I'd call it  
00:01:11 --> 00:01:11: that,  
00:01:11 --> 00:01:14: but I I'm gonna let the the panelists get into  
00:01:14 --> 00:01:16: what that means before we get started.  
00:01:16 --> 00:01:18: I just want to provide sort of our brief remarks  
00:01:18 --> 00:01:19: as as always you will.  
00:01:19 --> 00:01:22: I British Columbia. We do our work on the many  
00:01:22 --> 00:01:26: of the traditional territories of the various indigenous peoples  
have  
00:01:26 --> 00:01:27: here in British Columbia.  
00:01:27 --> 00:01:29: Many of you might be calling in from the same  
00:01:29 --> 00:01:29: location,  
00:01:29 --> 00:01:33: which of me, which is the traditional and unseeded territories  
00:01:33 --> 00:01:34: of the Coast Salish people,  
00:01:34 --> 00:01:36: the mushroom squash and slavery,  
00:01:36 --> 00:01:38: and I just hope you take a moment if you're  
00:01:38 --> 00:01:39: not from there.  
00:01:39 --> 00:01:41: Have you ever calling him from somewhere else?  
00:01:41 --> 00:01:43: Traditional territories just take a moment to recognize that,  
00:01:43 --> 00:01:46: and we appreciate being able to host our events on  
00:01:46 --> 00:01:48: on their traditional lands.  
00:01:48 --> 00:01:50: As always, I also want to thank all of our  
00:01:50 --> 00:01:52: spawn annual sponsors.  
00:01:52 --> 00:01:53: I'm not going to name them all there.  
00:01:53 --> 00:01:55: There's some up here on the OR they're all up  
00:01:55 --> 00:01:56: here on the background.  
00:01:56 --> 00:01:59: But as with their ongoing commitment and support of ULI  
00:01:59 --> 00:02:01: that we're able to put on great events like this  
00:02:01 --> 00:02:03: as as as well as many others,  
00:02:03 --> 00:02:05: and I'm looking very much forward to,  
00:02:05 --> 00:02:07: you know. I think the zoom format has been great,  
00:02:07 --> 00:02:10: but to seeing all of them and hopefully many of  
00:02:10 --> 00:02:10: you.  
00:02:10 --> 00:02:13: Had some in person events as we sort of looked  
00:02:13 --> 00:02:16: to shift back to that as many other organizations have  
00:02:16 --> 00:02:16: in 2022.  
00:02:16 --> 00:02:20: So today I want to jump right in and today  
00:02:20 --> 00:02:22: I'm very pleased to host 22.  
00:02:22 --> 00:02:25: Well, 11 keynote speaker, as well as a response panel.  
00:02:25 --> 00:02:27: Some of the she's joined us before,  
00:02:27 --> 00:02:30: but the first I wanted to introduce Mayor of District

00:02:30 --> 00:02:32: of West Vancouver,  
00:02:32 --> 00:02:34: Mary Ann Booth, who will be riding sort of an  
00:02:34 --> 00:02:36: overview of what North Shore connects is.  
00:02:36 --> 00:02:39: She's the chair of Northshore connects and is a longtime  
00:02:39 --> 00:02:42: resident of West Vancouver working in municipal government  
for over  
00:02:42 --> 00:02:43: a decade.  
00:02:43 --> 00:02:45: She brings experience and vision and passion to her role  
00:02:45 --> 00:02:46: as West Bend.  
00:02:46 --> 00:02:50: Cooper's Mayor Joe served on council for a number of  
00:02:50 --> 00:02:53: years between 2011 and 2018 and was a school trustee  
00:02:53 --> 00:02:57: in the West Vancouver Board of Education from 2005 to  
00:02:57 --> 00:03:00: 2011. At least she was chair for three of those  
00:03:00 --> 00:03:00: years as well.  
00:03:00 --> 00:03:03: She does hold commerce and law degrees from UBC.  
00:03:03 --> 00:03:05: I'm from SFU, so I won't hold that against her,  
00:03:05 --> 00:03:08: but she practiced law for over 20 years in computing  
00:03:08 --> 00:03:10: positions in as a civil litigator,  
00:03:10 --> 00:03:13: business lawyer, lecturer, and provincial Crown prosecutor.  
00:03:13 --> 00:03:18: And it helps council. So once once we get once,  
00:03:18 --> 00:03:20: Mayor Booth provides us with the overview of what  
Northshore  
00:03:20 --> 00:03:21: connects is I'm.  
00:03:21 --> 00:03:22: I'm then going to invite.  
00:03:22 --> 00:03:24: Actually, she'll probably come up.  
00:03:24 --> 00:03:26: I'm gonna invite our panel that will also be there  
00:03:26 --> 00:03:29: to respond to some questions between each other.  
00:03:29 --> 00:03:31: And our moderator, as well as any of you.  
00:03:31 --> 00:03:34: If you have questions I might have to myself.  
00:03:34 --> 00:03:38: So the response, panelists, or speaker to that will be  
00:03:38 --> 00:03:40: layer Mayor Linda Buchanan,  
00:03:40 --> 00:03:42: the city of North Vancouver.  
00:03:42 --> 00:03:44: Mayor Buchanan has spoken at a number of ULI events,  
00:03:44 --> 00:03:46: so we're pleased to have her back.  
00:03:46 --> 00:03:48: You know, in addition to being the mayor of North  
00:03:48 --> 00:03:49: Vancouver,  
00:03:49 --> 00:03:51: she's also the vice chair of the Metro Vancouver Regional  
00:03:51 --> 00:03:53: District or Metro Vancouver.  
00:03:53 --> 00:03:55: I believe she was just re elected to that in  
00:03:55 --> 00:03:56: the last couple weeks,  
00:03:56 --> 00:04:00: if I'm not mistaken. And she was the principal author  
00:04:00 --> 00:04:00: of the.

00:04:00 --> 00:04:04: Northshore Child and Family friendly charter and championed the child

00:04:04 --> 00:04:07: and Youth family municipal strategy and dementia for any action

00:04:07 --> 00:04:09: plan which I know she spoken to us about when

00:04:09 --> 00:04:11: she's come to a previous ULI event.

00:04:11 --> 00:04:13: So I'm excited to have her join Mayor Booth to

00:04:13 --> 00:04:16: talk about Northshore Connect so she also sits on the

00:04:16 --> 00:04:17: board of Translink,

00:04:17 --> 00:04:20: so have some unique perspectives to offer with that,

00:04:20 --> 00:04:21: and I know our moderator,

00:04:21 --> 00:04:25: Emma Macklin, will get into that Emma Macklem is joins

00:04:25 --> 00:04:25: us.

00:04:25 --> 00:04:28: She's a senior consultant at earns close strategies and will

00:04:28 --> 00:04:30: be your host and moderator for today.

00:04:30 --> 00:04:33: Radcliffe is a leading public affairs and consulting firm,

00:04:33 --> 00:04:36: and she works out of the Vancouver office specializing in

00:04:36 --> 00:04:36: federal,

00:04:36 --> 00:04:38: provincial, and municipal government relations,

00:04:38 --> 00:04:40: and I think you know when we were talking about

00:04:40 --> 00:04:41: doing this subject.

00:04:41 --> 00:04:44: I was really excited about what what Northshore Connect could

00:04:44 --> 00:04:44: mean,

00:04:44 --> 00:04:47: so I thought Emma would offer a great great opportunity

00:04:47 --> 00:04:49: to dive into some of those details that she has.

00:04:49 --> 00:04:51: Some of that expertise. So before we get to the

00:04:51 --> 00:04:52: panel,

00:04:52 --> 00:04:53: though, Mayor Booth, I did want to pass it to

00:04:53 --> 00:04:54: you for your remarks,

00:04:54 --> 00:04:56: and I will see you all at the end of

00:04:56 --> 00:04:57: the event.

00:04:57 --> 00:04:59: Thank you again for joining us Mayor Booth.

00:05:04 --> 00:05:08: Step one on mute. Thank you so much Duncan.

00:05:08 --> 00:05:11: So pleased to be here and joined by my fellow

00:05:11 --> 00:05:13: mayor on the North Shore.

00:05:13 --> 00:05:16: Mayor Buchanan. And I'd also want to give a shout

00:05:17 --> 00:05:19: out to the only other wolf female mayor in the

00:05:19 --> 00:05:20: region,

00:05:20 --> 00:05:25: bell Vandebroek. So the North Shore actually has 66%

00:05:25 --> 00:05:27: of their mayors are women,

00:05:27 --> 00:05:31: but in in the region there's only three out of

00:05:31 --> 00:05:33: 23 local governments.

00:05:33 --> 00:05:35: So you got two of them.

00:05:35 --> 00:05:40: There's a fire powered panel.

00:05:40 --> 00:05:44: Like ULI, we are committed to providing thoughtful leadership to

00:05:44 --> 00:05:47: tackle the urban challenges we face as cities,

00:05:47 --> 00:05:50: including in the context of our region,

00:05:50 --> 00:05:52: the province and the country.

00:05:52 --> 00:05:59: Next slide, please. So my presentation today will follow a

00:05:59 --> 00:06:02: three kind of main parts.

00:06:02 --> 00:06:05: First of all, how we got here as Northshore connects

00:06:05 --> 00:06:06: its evolution.

00:06:06 --> 00:06:10: Secondly, focusing on the work of Northshore connects and the

00:06:10 --> 00:06:14: partnership and then finally some of our key priority actions,

00:06:14 --> 00:06:20: including the Burrard Inlet Rapid Transit and its economic impact

00:06:20 --> 00:06:22: assessment next slide.

00:06:22 --> 00:06:24: So going back just in a little bit of time

00:06:24 --> 00:06:27: so we're gonna be talking about how we got here.

00:06:27 --> 00:06:30: The background, the Genesis, if you will,

00:06:30 --> 00:06:33: of the Northshore connects partnership.

00:06:33 --> 00:06:39: Next slide, please. So everyone loves to talk about traffic

00:06:39 --> 00:06:40: and congestion,

00:06:40 --> 00:06:44: but the story really doesn't begin and end there,

00:06:44 --> 00:06:47: and I'd like to just provide a little bit of

00:06:47 --> 00:06:48: context.

00:06:48 --> 00:06:54: Next slide. So SFU's Andy Yan earlier this year,

00:06:54 --> 00:06:58: noted 2 out of the three Nordstrom municipalities saw their

00:06:58 --> 00:07:02: populations shrink in 2020 and over the long term they

00:07:02 --> 00:07:04: have definitely stagnated.

00:07:04 --> 00:07:07: And I will acknowledge that Mayor Buchanan city has been

00:07:07 --> 00:07:10: carrying the load for the rest of us and her

00:07:10 --> 00:07:15: popular cities population has increased commensurate with the region.

00:07:15 --> 00:07:17: So contrary to popular belief,

00:07:17 --> 00:07:21: congestion on the upper levels highway isn't caused by.

00:07:21 --> 00:07:25: Explosive population growth or runaway development?

00:07:25 --> 00:07:29: The answer lies in an analysis of our workforce and

00:07:29 --> 00:07:31: its commuting patterns,

00:07:31 --> 00:07:36: labor force participation stats indicate that we're importing more of

00:07:36 --> 00:07:37: our labor,

00:07:37 --> 00:07:40: not engaging more of our local labor force,

00:07:40 --> 00:07:44: and as an aside, the traffic volume on the Lions  
00:07:44 --> 00:07:48: Gate Bridge is actually gone down slightly as more boomers  
00:07:48 --> 00:07:49: retire,  
00:07:49 --> 00:07:51: and they're no longer commuting downtown.  
00:07:51 --> 00:07:54: During rush hour. It used to be that most of  
00:07:54 --> 00:07:55: our teachers,  
00:07:55 --> 00:08:00: fire departments, and Police Department members lived and  
worked on  
00:08:00 --> 00:08:02: the North Shore and now 75%  
00:08:02 --> 00:08:05: of our workforce commute here.  
00:08:05 --> 00:08:06: And by and by the way,  
00:08:06 --> 00:08:11: West Vancouver has 1700 empty homes,  
00:08:11 --> 00:08:14: 10% of our housing stock is empty,  
00:08:14 --> 00:08:18: which further explains the population decline.  
00:08:18 --> 00:08:26: Next slide. In 2018, the integrated North Shore  
Transportation Planning  
00:08:26 --> 00:08:29: Project or instep,  
00:08:29 --> 00:08:32: led by Bowen Mahu, is now the Minister of State  
00:08:32 --> 00:08:36: for Infrastructure was formed to identify plausible solutions to  
chronic  
00:08:36 --> 00:08:37: congestion,  
00:08:37 --> 00:08:41: impacting all users of the North Shore Transportation  
Network.  
00:08:41 --> 00:08:45: Considering not only the movement of people but also the  
00:08:45 --> 00:08:47: movement of trade and goods,  
00:08:47 --> 00:08:50: the instant report, released in September of 2018,  
00:08:51 --> 00:08:54: identified a number of cross jurisdictional priorities.  
00:08:54 --> 00:08:57: For the near term. The key findings,  
00:08:57 --> 00:09:02: as illustrated on the slide were that land use is  
00:09:02 --> 00:09:04: mostly car oriented,  
00:09:04 --> 00:09:09: transit and alternative travel modes aren't competitive with  
the auto.  
00:09:09 --> 00:09:13: For many trips, measures are lacking to manage Rd use.  
00:09:13 --> 00:09:17: Rd demand exceeds capacity at key times and at key  
00:09:17 --> 00:09:20: pinch points along the road network.  
00:09:20 --> 00:09:22: And I'm not a transportation engineer.  
00:09:22 --> 00:09:26: Actually, Boonma is and I learned that just a little  
00:09:26 --> 00:09:26: bit.  
00:09:26 --> 00:09:30: Of increased capacity or over capacity,  
00:09:30 --> 00:09:33: can just back up the whole system.  
00:09:33 --> 00:09:37: So the road network has gaps that reduced choice and  
00:09:37 --> 00:09:38: increase congestion.  
00:09:38 --> 00:09:42: But the one thing I want to leave everyone with

00:09:42 --> 00:09:45: is that there is no silver bullet.

00:09:45 --> 00:09:50: Next slide. In step sifted through literally thousands of pieces

00:09:50 --> 00:09:54: of input and hundreds of ideas and you know everyone

00:09:54 --> 00:09:58: has an idea about how to fix traffic and they

00:09:58 --> 00:10:02: came up with 13 priorities and just briefly on the

00:10:03 --> 00:10:03: screen.

00:10:03 --> 00:10:05: We all remember the beeline I.

00:10:05 --> 00:10:09: I'm still healing my wounds from the B line,

00:10:09 --> 00:10:11: which is fortunately now called the R2,

00:10:11 --> 00:10:15: which is helping my PTSD actually,

00:10:15 --> 00:10:17: so the beeline advanced too.

00:10:17 --> 00:10:22: Other B lines in the mayors Council vision on the

00:10:22 --> 00:10:28: North Shore evaluate conditions for rapid transit between the

00:10:28 --> 00:10:31: Shore and the Broad Peninsula Vancouver.

00:10:31 --> 00:10:36: Have a coordinated approach to travel man demand

00:10:36 --> 00:10:38: management.

00:10:36 --> 00:10:38: Complete the lower level Rd.

00:10:38 --> 00:10:42: The lower Rd that East West connection into both north

00:10:42 --> 00:10:46: the district of North Bend and West Vancouver.

00:10:46 --> 00:10:50: Improved transit priority access to bridgeheads in both

00:10:50 --> 00:10:55: directions.

00:10:50 --> 00:10:55: Have more responsive incident collision clearing and we've

00:10:55 --> 00:11:00: actually already

00:10:55 --> 00:11:00: accomplished that with the legislative changes about

00:11:00 --> 00:11:00: reporting of damaged

00:11:00 --> 00:11:00: vehicles.

00:11:00 --> 00:11:06: Continue the collaborative forums to plan and implement

00:11:06 --> 00:11:10: projects.

00:11:06 --> 00:11:10: Implement 10 minute frequency and we do have that at

00:11:10 --> 00:11:10: the C bus.

00:11:10 --> 00:11:15: Continue with coordinated cross jurisdictional land use and

00:11:15 --> 00:11:20: transportation planning.

00:11:15 --> 00:11:20: Is key a good transportation plan is a good land

00:11:20 --> 00:11:22: use plan or vice versa.

00:11:22 --> 00:11:26: Complete and and improve the pedestrian and bike networks

00:11:26 --> 00:11:30: to

00:11:26 --> 00:11:30: make them preferred modes in town centres and along the

00:11:30 --> 00:11:32: free frequent transit network.

00:11:32 --> 00:11:35: Complete the lower limb interchange program project,

00:11:35 --> 00:11:39: which is done and then support improved inter regional

00:11:39 --> 00:11:41: transit

00:11:39 --> 00:11:41: between the North Shore and Whistler.

00:11:41 --> 00:11:45: And by the way, it's only recently that the two

00:11:45 --> 00:11:51: bus operator bus authorities Translink and BC Transit started talking

00:11:51 --> 00:11:52: to each other.

00:11:55 --> 00:12:01: Next slide. So cross jurisdictional coordination is key and our

00:12:01 --> 00:12:07: voices as five local governments are amplified by representing 200,000

00:12:07 --> 00:12:11: residents rather than 43,000 residents,

00:12:11 --> 00:12:14: which is the population of my municipality.

00:12:14 --> 00:12:18: So instep evolved to next step.

00:12:18 --> 00:12:22: Quite a clever name, but but difficult for the general

00:12:22 --> 00:12:22: public,

00:12:22 --> 00:12:25: I will say, but maintain the membership made up of

00:12:26 --> 00:12:27: multi government.

00:12:27 --> 00:12:30: Ages agencies, including the district of West Bend,

00:12:30 --> 00:12:34: Squamish Nation District of North Bend City of North Bend

00:12:34 --> 00:12:35: Slave with Tooth Nation,

00:12:35 --> 00:12:39: province of BC, Government of Canada and Translink.

00:12:39 --> 00:12:45: The mandate of next step was the implementation of all

00:12:45 --> 00:12:50: the priorities outlined by instead and the good work of

00:12:50 --> 00:12:52: Boonma MLA MA.

00:12:52 --> 00:12:56: And this is really all about improving livability for our

00:12:57 --> 00:12:57: region.

00:12:57 --> 00:13:03: Next slide. So what are we working on?

00:13:03 --> 00:13:06: So the North Shore connects partnership.

00:13:06 --> 00:13:12: Next slide, please. With initial planning work complete the five

00:13:12 --> 00:13:18: local North Shore governments launched the North Shore connects partnership

00:13:18 --> 00:13:19: on October 19th.

00:13:19 --> 00:13:24: Banks last splashy announcement, we got lots of great coverage

00:13:24 --> 00:13:28: and we're all super excited about this partnership,

00:13:28 --> 00:13:31: so the main goal of working together to advocate for

00:13:31 --> 00:13:36: and implement transportation projects in close coordination with the other

00:13:36 --> 00:13:38: levels of government and.

00:13:38 --> 00:13:42: Agencies involved in the in Step Committee.

00:13:42 --> 00:13:45: And this is our tagline.

00:13:45 --> 00:13:49: My favorite part is so to help everyone spend more

00:13:49 --> 00:13:53: time living and less time commuting next slide.

00:13:55 --> 00:14:00: So the opportunities identified include.

00:14:00 --> 00:14:06: Improving transportation and housing affordability growing regional transit mode share



00:14:06 --> 00:14:11: for more livable communities connecting First Nations communities and enabling

00:14:11 --> 00:14:12: economic development,

00:14:12 --> 00:14:17: which, as chair of the Metro Indigenous Relations Committee,

00:14:17 --> 00:14:22: I am very committed to supporting First Nations economic development

00:14:22 --> 00:14:24: and self-determination.

00:14:24 --> 00:14:28: Sustainable access to the region's recreational playground.

00:14:28 --> 00:14:31: Reliable people and goods movement across the inlet and the

00:14:31 --> 00:14:32: North Shore.

00:14:34 --> 00:14:38: Supporting Northshore businesses so they can fill vacancies,

00:14:38 --> 00:14:41: retain employees, and grow and grow,

00:14:41 --> 00:14:46: and then supporting trade through the Asia Pacific Gateway and

00:14:46 --> 00:14:50: finally creating strong connections to BC Ferries and up the

00:14:50 --> 00:14:51: sea to sky.

00:14:51 --> 00:14:55: Next slide. So a little bit I'm going a little

00:14:55 --> 00:14:58: bit of a deep dive on our priority actions,

00:14:58 --> 00:15:03: and in particular the Burrard Inlet Rapid Transit Study and

00:15:03 --> 00:15:05: initiative next slide.

00:15:08 --> 00:15:11: So North Shore, as mentioned North Shore connects,

00:15:11 --> 00:15:14: is focused on advancing the instep.

00:15:14 --> 00:15:17: Priority actions and related initiatives,

00:15:17 --> 00:15:20: and these are action items which I would just like

00:15:20 --> 00:15:21: to highlight,

00:15:21 --> 00:15:25: so improve coordination between transportation and land use planning.

00:15:25 --> 00:15:29: As I said before, good transportation plan is a good

00:15:29 --> 00:15:30: land use plan.

00:15:30 --> 00:15:34: Developing business cases and a long term vision for the

00:15:34 --> 00:15:36: Translink mayors Council.

00:15:36 --> 00:15:40: Phase three investment plan. Working with Translink,

00:15:40 --> 00:15:44: the province Government of Canada to advance Bert the bird

00:15:44 --> 00:15:45: Burrard,

00:15:45 --> 00:15:48: Inlet Rapid Transit as a key regional transit,

00:15:48 --> 00:15:55: priority supporting and coordinating implementation of North Shore inputs towards

00:15:55 --> 00:15:56: transport.

00:15:56 --> 00:16:01: 2050 and the regional growth Strategy Metro 2050,

00:16:01 --> 00:16:03: advancing the western Lower Level Road.

00:16:03 --> 00:16:08: Ext. And Barrow Spicer connection projects for improved East West.

00:16:08 --> 00:16:12: Connectivity, one of our big problems on the North Shore  
00:16:13 --> 00:16:17: is our topography and that we basically live in a  
00:16:17 --> 00:16:21: huge watershed so crossing all these crossings are all these  
00:16:21 --> 00:16:24: creeks and rivers are difficult to cross,  
00:16:24 --> 00:16:27: leaving us with very few East West connections.  
00:16:27 --> 00:16:31: We have the upper levels we have marine drive and  
00:16:31 --> 00:16:34: what we really need is another third East West connection  
00:16:35 --> 00:16:38: to take some of the pressure off those two routes.  
00:16:38 --> 00:16:42: And then working with the Ministry of Transportation and  
Infrastructure  
00:16:42 --> 00:16:46: to develop improvements for the upper levels corridor  
between Linn  
00:16:46 --> 00:16:48: Valley Rd and the Horseshoe Bay Ferry Terminal.  
00:16:48 --> 00:16:51: The Lynn Valley Interchange program,  
00:16:51 --> 00:16:55: as I mentioned, has been completed and now the study  
00:16:55 --> 00:16:56: is moving West,  
00:16:56 --> 00:17:02: which hasn't really been touched since the upper levels  
highway  
00:17:02 --> 00:17:04: was originally built.  
00:17:04 --> 00:17:08: Coordinating transportation demand management programs.  
00:17:08 --> 00:17:14: Coordinating active transportation improvements and working  
on other recommendations identified  
00:17:14 --> 00:17:16: in the in step action plan.  
00:17:16 --> 00:17:20: Next slide. So as I said,  
00:17:20 --> 00:17:24: our key priority is to bring rapid transit to the  
00:17:24 --> 00:17:27: North Shore as soon as possible.  
00:17:27 --> 00:17:31: So what the purpose of the studies that have been  
00:17:31 --> 00:17:37: going on are to identify technical feasible crossing alignments  
with  
00:17:37 --> 00:17:43: the intent that shortlisted options would undergo more  
detailed engineering  
00:17:43 --> 00:17:48: and costing the study goals are to connect so that  
00:17:48 --> 00:17:50: this connection.  
00:17:50 --> 00:17:52: Bird has a competitive speed,  
00:17:52 --> 00:17:57: capacity and reliability to meet future travel demands.  
00:17:57 --> 00:18:01: Meets operational requirements of the port and seaplanes.  
00:18:01 --> 00:18:09: Enables increased multimodal connections. Supports existing  
and future oriented development.  
00:18:09 --> 00:18:13: Land use planning. Facilitates affordable housing,  
00:18:13 --> 00:18:19: it's environmentally sustainable, supports local and regional  
economies,  
00:18:19 --> 00:18:25: and. Growth equity by enhancing local and regional social  
connections.  
00:18:25 --> 00:18:32: Next slide. So the first stage of the study stage,

00:18:32 --> 00:18:35: one of the study was completed at the end of  
00:18:35 --> 00:18:39: March 2020 and included an assessment of various options to  
00:18:40 --> 00:18:44: extend rapid transit across the Burrard Inlet technical work,  
00:18:44 --> 00:18:49: including engineering feasibility as well as ridership potential,  
00:18:49 --> 00:18:53: and this the first stage identified 6 alignments.  
00:18:53 --> 00:18:56: The stage one work was then followed up by further  
00:18:56 --> 00:18:57: engineering feasibility work.  
00:18:57 --> 00:19:02: That was concluded in September 2020 that helped determine which  
00:19:02 --> 00:19:06: options could be advanced for further development and evaluation,  
00:19:06 --> 00:19:10: and five alignments were advanced.  
00:19:10 --> 00:19:14: This work was utilized as part of the Birt Economic  
00:19:14 --> 00:19:16: Impact Assessment,  
00:19:16 --> 00:19:20: a study commissioned by, and overseen by a partnership Working  
00:19:20 --> 00:19:25: group consisting of representatives from staff and Economic  
00:19:25 --> 00:19:26: partnerships on  
00:19:26 --> 00:19:30: the North Shore.  
00:19:30 --> 00:19:34: It was funded through a grant provided by the Western  
00:19:34 --> 00:19:35: Economic Diversification Canada and its purpose was to evaluate regional  
00:19:35 --> 00:19:38: and provincial network impacts for a business.  
00:19:38 --> 00:19:43: As usual case and. Versus a burnt connection and quantify  
00:19:43 --> 00:19:45: that economic impact at local,  
00:19:45 --> 00:19:49: regional, provincial, and national levels.  
00:19:49 --> 00:19:54: So next slide. The benefits case primarily discuss benefits with  
00:19:54 --> 00:19:58: traditional methods such as travel time savings,  
00:19:58 --> 00:20:03: reliability Savings, vehicle operating cost impacts,  
00:20:03 --> 00:20:06: collision impacts and emission impacts.  
00:20:06 --> 00:20:10: The assessment also undertook a high level re review of  
00:20:10 --> 00:20:13: accessibility and affordability impacts.  
00:20:13 --> 00:20:17: Affordability can be facilitated through rapid transit investment in two  
00:20:18 --> 00:20:18: ways.  
00:20:18 --> 00:20:23: Public Transit provides a direct affordability impact by creating reliable.  
00:20:23 --> 00:20:28: Infrequent access to transport this means community members and employees  
00:20:28 --> 00:20:32: traveling to and from the North Shore can forgo a  
00:20:32 --> 00:20:35: vehicle saving and on average,

00:20:35 --> 00:20:37: \$10,000 a year. I can speak to that.

00:20:37 --> 00:20:40: 'cause my husband and I shared a vehicle for 20

00:20:40 --> 00:20:42: years and it allowed to us to buy a place

00:20:42 --> 00:20:43: at Whistler.

00:20:43 --> 00:20:44: Though significant

00:20:44 --> 00:20:47: savings and anyway, wasn't

00:20:48 --> 00:20:50: a second car wasn't sitting in our driveway.

00:20:50 --> 00:20:54: The other way affordability is facilitated is that rapid transit

00:20:54 --> 00:20:56: can induce development along a corridor,

00:20:56 --> 00:21:00: otherwise known as transit oriented development.

00:21:00 --> 00:21:03: This is something we see happening around the region near

00:21:03 --> 00:21:07: Sky train corridors and is consistent with development

00:21:07 --> 00:21:09: patterns mostly

00:21:09 --> 00:21:13: everywhere in the in the world,

00:21:13 --> 00:21:15: with fast, frequent and reliable transit next slide.

00:21:15 --> 00:21:19: And then of course, going back to my original rationale,

00:21:19 --> 00:21:24: access to jobs within 45 minutes travel time was an

00:21:24 --> 00:21:24: outcome,

00:21:25 --> 00:21:28: particularly in East Vancouver and Burnaby,

00:21:28 --> 00:21:33: which will be substantially improved if an investment like

00:21:34 --> 00:21:36: Burke

00:21:36 --> 00:21:39: or constructed next slide.

00:21:39 --> 00:21:43: After careful review of many factors,

00:21:43 --> 00:21:44: including continuing the valued C bus service of the five

00:21:44 --> 00:21:48: alignment,

00:21:49 --> 00:21:51: the alignments, the North Shore local government leaders

00:21:51 --> 00:21:54: resolved to

00:21:54 --> 00:21:59: focus their advocacy on 2 alignments,

00:21:59 --> 00:22:00: both rooted across the Second Narrows bridge.

00:22:00 --> 00:22:04: Second narrows narrows. Next to or in conjunction with the

00:22:04 --> 00:22:06: Second Narrows Bridge.

00:22:06 --> 00:22:09: Both the gold and purple alignment provide a compelling set

00:22:09 --> 00:22:11: of future benefits.

00:22:11 --> 00:22:13: We know these are strong results compared to other similar

00:22:13 --> 00:22:16: assessments in the region,

00:22:16 --> 00:22:17: province and across the country.

00:22:17 --> 00:22:20: This is a great lead into the transit regional planning

00:22:20 --> 00:22:24: process,

00:22:24 --> 00:22:27: where alternatives will be introduced for comparison,

00:22:27 --> 00:22:27: including the various technologies and associated costs,

00:22:27 --> 00:22:31: and I really do believe that the planets are lining

00:22:27 --> 00:22:31: up.

00:22:27 --> 00:22:31: For the North Shore. Next slide.

00:22:31 --> 00:22:34: Translink, of course, as I mentioned,  
00:22:34 --> 00:22:38: this feeds into the Translink mayors Council planning table,  
00:22:38 --> 00:22:43: and they're currently updating the regional transportation  
strategy called T  
00:22:43 --> 00:22:44: 2050.  
00:22:44 --> 00:22:49: Earlier this fall, Translink release network concept maps as  
part  
00:22:49 --> 00:22:51: of the third round of engagement.  
00:22:51 --> 00:22:55: The network concept shows rapid transit coming to the North  
00:22:55 --> 00:22:58: Shore and this is great to see at first glance  
00:22:58 --> 00:23:01: as there is no demand for improved transit across broad  
00:23:01 --> 00:23:04: inlet for a vastly underserved market.  
00:23:04 --> 00:23:08: This benefit is benefits assessment will be presented to the  
00:23:08 --> 00:23:12: Mayors Council and Translink they've already received a  
copy with  
00:23:13 --> 00:23:16: the goal of prioritizing birth for early investment as part  
00:23:17 --> 00:23:20: of the region's next round of transit and transportation  
investment  
00:23:21 --> 00:23:21: planning.  
00:23:21 --> 00:23:24: Once an investment in rapid transit over the inlet is  
00:23:24 --> 00:23:27: confirmed as part of the regional planning process,  
00:23:27 --> 00:23:31: Northshore connects will support Translink government  
agencies,  
00:23:31 --> 00:23:36: agencies, and stakeholders to determine the most  
appropriate alignment and  
00:23:36 --> 00:23:37: travel technology.  
00:23:40 --> 00:23:43: On CBC Radio this morning I heard an excellent speaker  
00:23:43 --> 00:23:46: who was focusing on a number of easy things we  
00:23:46 --> 00:23:50: can all do to lower our carbon footprint and the  
00:23:50 --> 00:23:52: top one was drive less,  
00:23:52 --> 00:23:56: so we at Northshore connects are very proud and excited  
00:23:56 --> 00:24:00: about all this work and our unique Northshore partnership  
and  
00:24:00 --> 00:24:03: look forward to your comments and questions,  
00:24:03 --> 00:24:05: which my friend and colleague,  
00:24:05 --> 00:24:08: Mayor Buchanan will will be pleased to address.  
00:24:08 --> 00:24:10: Thank you. Thank you for listening.  
00:24:13 --> 00:24:16: Thank you, Mayor Booth. I will turn it to Mayor  
00:24:16 --> 00:24:20: Buchanan if you have any comments or anything to add  
00:24:20 --> 00:24:21: on this.  
00:24:22 --> 00:24:26: Well, First off, I'll just thank my colleague Mayor Booth  
00:24:26 --> 00:24:29: for her presentation and just tell her that she's on  
00:24:29 --> 00:24:30: for questions too.

00:24:30 --> 00:24:35: It's not just. But she did do a great overview  
00:24:35 --> 00:24:35: I,  
00:24:35 --> 00:24:38: I think the the one thing that I would just  
00:24:38 --> 00:24:40: add in terms of she.  
00:24:40 --> 00:24:42: I think she did a good job in terms of  
00:24:42 --> 00:24:46: speaking to the volume that we're seeing on the North  
00:24:46 --> 00:24:49: Shore and a lot definitely needs to to do with  
00:24:49 --> 00:24:53: the labor force with not having access.  
00:24:53 --> 00:24:56: Ability to to the kind of housing that that suits  
00:24:56 --> 00:24:58: their need or is affordable to them.  
00:24:58 --> 00:25:02: So between you know, explosive job growth and lack of  
00:25:02 --> 00:25:04: affordable housing choices.  
00:25:04 --> 00:25:07: It makes it really challenging for the the very people  
00:25:07 --> 00:25:10: who keep our economy going here on the North Shore  
00:25:10 --> 00:25:13: to find you know the housing that works for them.  
00:25:13 --> 00:25:17: So we're seeing this almost counter counter flow of traffic  
00:25:17 --> 00:25:20: of what it used to be back in the 60s  
00:25:20 --> 00:25:23: and 70s when really the North Shore was,  
00:25:23 --> 00:25:28: you know. Probably had some development at that time,  
00:25:28 --> 00:25:30: but really the flow of people out was more than  
00:25:30 --> 00:25:33: the flow of people in and out has completely reversed  
00:25:33 --> 00:25:36: itself the other the other part that I would add  
00:25:36 --> 00:25:40: to that as well, is that we are bookended by  
00:25:40 --> 00:25:45: two major Hwy 1 Highway 1 expansions so we have  
00:25:45 --> 00:25:49: Hwy 1 to the East that has seen rapid expansion  
00:25:49 --> 00:25:52: over the last decade and A and a half and  
00:25:53 --> 00:25:55: is continued to see that.  
00:25:55 --> 00:25:59: When you get past 232 thirty second and then to  
00:25:59 --> 00:26:00: the West,  
00:26:00 --> 00:26:03: we have the whole seat of Sky Corridor that was  
00:26:03 --> 00:26:06: upgraded for the 2010 Olympics.  
00:26:06 --> 00:26:10: Coupled with all that is increased ferry ferry traffic and  
00:26:10 --> 00:26:16: regional and international recreation attractions across the  
00:26:16 --> 00:26:18: North Shore and  
00:26:18 --> 00:26:21: up through Whistler.  
00:26:18 --> 00:26:21: So it isn't just about movement to the North Shore  
00:26:21 --> 00:26:23: or from the North Shore.  
00:26:23 --> 00:26:26: It's also through the North Shore.  
00:26:26 --> 00:26:30: Which is why we are seeing congestion seven days a  
00:26:30 --> 00:26:30: week,  
00:26:30 --> 00:26:34: particularly at peak times, and then sometimes on the  
weekend.

00:26:34 --> 00:26:37: It's more so than during the week day,  
00:26:37 --> 00:26:39: so those are just, you know,  
00:26:39 --> 00:26:42: another piece. The other pieces of which is why.  
00:26:42 --> 00:26:45: To her point, there's no silver bullet here in terms  
00:26:45 --> 00:26:47: of solving this problem,  
00:26:47 --> 00:26:49: we have a multitude of things we're doing collectively.  
00:26:49 --> 00:26:54: As Northshore connects, we have a multitude of things that  
00:26:54 --> 00:26:56: we're doing each as local governments.  
00:26:56 --> 00:26:59: And then what we're doing as a region as well?  
00:26:59 --> 00:27:02: So I'll stop there. 'cause I think she covered off  
00:27:02 --> 00:27:05: the other pieces quite well and more than happy to  
00:27:05 --> 00:27:05: you know,  
00:27:05 --> 00:27:09: we really want to hear from from the people who  
00:27:09 --> 00:27:10: have joined us today.  
00:27:10 --> 00:27:10: Great,  
00:27:10 --> 00:27:13: well thank you both and thank you Duncan for the  
00:27:14 --> 00:27:14: introduction.  
00:27:14 --> 00:27:17: It's a pleasure to be here with Mayor Buchanan,  
00:27:17 --> 00:27:20: and they're both so I will be moderating the next  
00:27:20 --> 00:27:22: part of the session.  
00:27:22 --> 00:27:24: So please do put your questions in the chat.  
00:27:24 --> 00:27:26: I have seen some already.  
00:27:26 --> 00:27:29: Thank you. Brady. Someone's got a lot of questions and  
00:27:29 --> 00:27:32: I will start with a couple and then I will  
00:27:32 --> 00:27:33: turn to the chat.  
00:27:33 --> 00:27:34: So yes please do put them in there.  
00:27:34 --> 00:27:37: I would ask that you put them in the chat  
00:27:37 --> 00:27:40: over unmuting yourself and asking them it's just easier to.  
00:27:40 --> 00:27:45: Coordinate that way, so maybe I'll sort of get started  
00:27:45 --> 00:27:48: with a question about the with Bert.  
00:27:48 --> 00:27:50: I love the acronym, by the way,  
00:27:50 --> 00:27:52: so obviously you have a long list of priorities.  
00:27:52 --> 00:27:54: This is not the only one.  
00:27:54 --> 00:27:56: I think that that one is probably the one that  
00:27:56 --> 00:27:57: gets the most slash.  
00:27:57 --> 00:28:00: It's quite an engineering feat,  
00:28:00 --> 00:28:02: I think to to accomplish something like that.  
00:28:02 --> 00:28:04: Now. There are engineering questions.  
00:28:04 --> 00:28:07: There's funding question their approval questions,  
00:28:07 --> 00:28:09: Mayors Council. There's a ton that needs to happen in  
00:28:09 --> 00:28:11: order to really get this across the finish line.  
00:28:11 --> 00:28:13: So maybe it Mayor Buchanan.

00:28:13 --> 00:28:15: Can you walk us through a little bit of the  
00:28:16 --> 00:28:16: nitty gritty?  
00:28:16 --> 00:28:19: What is it really going to take to make this  
00:28:19 --> 00:28:19: happen?  
00:28:19 --> 00:28:21: And more importantly, most importantly,  
00:28:21 --> 00:28:24: maybe what is the timeline in your view?  
00:28:25 --> 00:28:26: So  
00:28:26 --> 00:28:28: the nitty gritty. So I,  
00:28:28 --> 00:28:30: I think Mayor Booth outlined in terms of what the  
00:28:31 --> 00:28:32: planning process is,  
00:28:32 --> 00:28:34: where we're at right now is,  
00:28:34 --> 00:28:37: you know, the mayors. The mayor's council is given direction  
00:28:37 --> 00:28:37: on,  
00:28:37 --> 00:28:41: you know, as part of the the T 2050 or  
00:28:41 --> 00:28:42: Transportation 2050,  
00:28:42 --> 00:28:46: there was a multitude of lines throughout the region that  
00:28:46 --> 00:28:49: were identified as needing to be advanced in the next  
00:28:49 --> 00:28:51: phase of the mayor's investment plan.  
00:28:51 --> 00:28:53: And so staff have gone away.  
00:28:53 --> 00:28:58: There's 42. A 42 of those they'll come back.  
00:28:58 --> 00:29:01: To really give us the the deeper dive analysis in  
00:29:01 --> 00:29:05: terms of what it means and how many people it's  
00:29:05 --> 00:29:06: going to move.  
00:29:06 --> 00:29:09: The economic impacts. So all the pieces that they bring  
00:29:09 --> 00:29:11: to us for us to make the the decisions that  
00:29:12 --> 00:29:12: we need to do.  
00:29:12 --> 00:29:16: We have a number of America Council meetings in the  
00:29:16 --> 00:29:19: 20 early 2022 where we'll be looking at that and  
00:29:19 --> 00:29:22: then really narrowing it down to what are the priority  
00:29:22 --> 00:29:25: lines that we really want to be focusing on?  
00:29:25 --> 00:29:29: And then where would they fit within that 10 year  
00:29:29 --> 00:29:29: plan?  
00:29:29 --> 00:29:32: From the mayor's perspective in the region,  
00:29:32 --> 00:29:35: you know we are looking to have fast and reliable  
00:29:35 --> 00:29:37: connections throughout the entire region,  
00:29:37 --> 00:29:41: and really, the challenge that we're seeing.  
00:29:41 --> 00:29:46: I mean, obviously all transportation agencies have been  
00:29:46 --> 00:29:49: significantly impacted  
00:29:46 --> 00:29:49: by COVID-19 and the loss of revenue through farebox.  
00:29:49 --> 00:29:51: So there's a big challenge,  
00:29:51 --> 00:29:53: and we're not alone on that,  
00:29:53 --> 00:29:57: so it's a big challenge for us to to to



00:29:57 --> 00:30:00: look to look to manage that piece.  
00:30:00 --> 00:30:03: But we want to make sure that,  
00:30:03 --> 00:30:06: again, that we're reaching all corners of the region and  
00:30:06 --> 00:30:07: the big projects.  
00:30:07 --> 00:30:09: The big projects that get all the headlines.  
00:30:09 --> 00:30:13: So whether it's ubx or Surry Langley Sky train,  
00:30:13 --> 00:30:15: which I know Mayor Vanderbrook,  
00:30:15 --> 00:30:17: has been a champion for for the years and and  
00:30:17 --> 00:30:19: those are moving forward.  
00:30:19 --> 00:30:21: But those projects take decades.  
00:30:21 --> 00:30:24: There is a significant amount of work that needs to  
00:30:24 --> 00:30:25: happen,  
00:30:25 --> 00:30:27: so I think from a mayor's perspective,  
00:30:27 --> 00:30:30: we want to make sure that we are getting the  
00:30:30 --> 00:30:30: lines.  
00:30:30 --> 00:30:33: What we want to see and if it's bus rapid  
00:30:33 --> 00:30:35: transit from for the get go then that's what we  
00:30:35 --> 00:30:37: want to see and be able to move so that  
00:30:37 --> 00:30:41: we can get that that connectivity across the region because  
00:30:41 --> 00:30:44: people are having to move further and further away from  
00:30:44 --> 00:30:46: their places of study or employment.  
00:30:46 --> 00:30:48: And so how do we get them moving?  
00:30:48 --> 00:30:52: But that also requires other pieces to happen so we  
00:30:52 --> 00:30:56: need to make mobility lanes for bus only or goods  
00:30:56 --> 00:31:00: movement only and really have general purpose lanes.  
00:31:00 --> 00:31:03: So reallocating. The the public Rd space that we have  
00:31:03 --> 00:31:05: so that it works for the kinds of movements that  
00:31:05 --> 00:31:08: we need to see and moves the volumes of people  
00:31:08 --> 00:31:11: so. Sorry this is a bit of a long answer  
00:31:11 --> 00:31:14: in terms of the piece that I will say you  
00:31:14 --> 00:31:18: know to get this across the finish line to your  
00:31:18 --> 00:31:20: point Emma is this is a call to action.  
00:31:20 --> 00:31:24: You know this isn't about just you know five partner  
00:31:24 --> 00:31:27: groups with our other levels of government,  
00:31:27 --> 00:31:30: 3 mayors and a chief and and a chairperson of  
00:31:30 --> 00:31:33: our indigenous local governments.  
00:31:33 --> 00:31:35: This isn't, you know, this can't land,  
00:31:35 --> 00:31:37: you know we are. We are the voice of the  
00:31:37 --> 00:31:40: people at that table to get it there.  
00:31:40 --> 00:31:42: But this is a call to action to our communities,  
00:31:42 --> 00:31:46: all five, including Bowen Island,  
00:31:46 --> 00:31:48: Lions, Bay, our business community.

00:31:48 --> 00:31:52: We need to make it very clear to the Mayors  
 00:31:52 --> 00:31:53: Council,  
 00:31:53 --> 00:31:57: to our provincial government, to our federal government that  
 this  
 00:31:57 --> 00:31:59: is what we need on the North Shore.  
 00:31:59 --> 00:32:02: This is impeding people's ability to move,  
 00:32:02 --> 00:32:05: it's impeding or local economy which well,  
 00:32:05 --> 00:32:06: it's not just the local,  
 00:32:06 --> 00:32:08: it's provincial and the national economy.  
 00:32:08 --> 00:32:12: We need everyone. Voice to be loud and proud and  
 00:32:13 --> 00:32:17: really say that the that the North Shore is next.  
 00:32:17 --> 00:32:21: We must have this. I don't think there's any other  
 00:32:21 --> 00:32:24: corridor in the region that is showing this kind of  
 00:32:25 --> 00:32:27: congestion and we need action now.  
 00:32:30 --> 00:32:31: Do  
 00:32:31 --> 00:32:31: you have anything to add?  
 00:32:31 --> 00:32:32: Mayor booth.  
 00:32:33 --> 00:32:36: The only thing I would say is and it kind  
 00:32:36 --> 00:32:38: of comes up as Mayor,  
 00:32:38 --> 00:32:41: Buchanan said. We know we're not so focused on the  
 00:32:41 --> 00:32:42: technology,  
 00:32:42 --> 00:32:44: but in the short term,  
 00:32:44 --> 00:32:48: in the shorter term, we can move this forward.  
 00:32:48 --> 00:32:52: And ultimately, whether it's you know Sky train or light  
 00:32:52 --> 00:32:53: rail rapid transit,  
 00:32:53 --> 00:32:55: those are decisions in the in the long term.  
 00:32:55 --> 00:33:00: But getting a bus rapid transit in the relative short  
 00:33:00 --> 00:33:05: term that connects us to Metrotown and Brentwood and  
 Capilano  
 00:33:06 --> 00:33:07: University,  
 00:33:07 --> 00:33:10: those are quite doable. With the support of the mayor's  
 00:33:10 --> 00:33:11: council.  
 00:33:11 --> 00:33:11: Yeah,  
 00:33:12 --> 00:33:15: so are those conversations on the sort of shorter term,  
 00:33:15 --> 00:33:18: not solutions, but interim solutions.  
 00:33:18 --> 00:33:20: If you will are those those are ongoing.  
 00:33:21 --> 00:33:24: Yes, so that will that that will be the basis  
 00:33:24 --> 00:33:28: of the the mayor next 10 year investment is,  
 00:33:28 --> 00:33:30: you know if we have if we get the Burrard  
 00:33:30 --> 00:33:33: Inlet Rapid Transit or the short term would be how  
 00:33:33 --> 00:33:36: do we deliver that with bus rapid transit in  
 00:33:36 --> 00:33:40: the first you know first one to three years in  
 00:33:40 --> 00:33:42: terms of I mean for me it would be in

00:33:42 --> 00:33:46: the first year if possible because we we are at  
00:33:46 --> 00:33:49: a, you know, at a choke point.  
00:33:49 --> 00:33:51: But that yeah, that part is very doable,  
00:33:51 --> 00:33:54: but as I said, when you start to look at  
00:33:54 --> 00:33:57: then you know a much bigger project of of that  
00:33:57 --> 00:34:01: rapid transit and what kind of technology those studies that  
00:34:01 --> 00:34:03: need to be done in advance in order to to  
00:34:03 --> 00:34:07: get senior levels of government on board with us and  
00:34:07 --> 00:34:09: to also do the feasibility of you know where it  
00:34:09 --> 00:34:11: starts, where it ends, where stations,  
00:34:11 --> 00:34:15: all that those pieces they take a significant amount of  
00:34:15 --> 00:34:15: time.  
00:34:15 --> 00:34:18: Which is, you know, which is why you're seeing one  
00:34:18 --> 00:34:20: of those really large projects happening.  
00:34:20 --> 00:34:23: I sort of want once every decade or decade and  
00:34:23 --> 00:34:26: a half because of the the amount of work that  
00:34:26 --> 00:34:29: that it takes to get to get us to that  
00:34:29 --> 00:34:33: point. In the meantime, I think that's why the mayors  
00:34:33 --> 00:34:36: are very committed to making sure we can deliver rapid  
00:34:36 --> 00:34:39: bus by dedicating dedicated lanes etc.  
00:34:39 --> 00:34:42: And reallocating that Rd space so that the movement can  
00:34:42 --> 00:34:44: happen sooner than later.  
00:34:46 --> 00:34:48: Great, so I do want to get to some of  
00:34:48 --> 00:34:51: those secondary impacts of some projects like this,  
00:34:51 --> 00:34:52: but there is a question in here that I think  
00:34:52 --> 00:34:55: is it applies to to what we're just talking about.  
00:34:55 --> 00:34:58: Andrew is asking any discussion of a connection east over  
00:34:58 --> 00:35:00: the Indian arm to the Tri Cities.  
00:35:00 --> 00:35:04: Think this is a significant origin for North Shore bound  
00:35:04 --> 00:35:04: traffic.  
00:35:04 --> 00:35:07: So in those sort of interim solution discussions,  
00:35:07 --> 00:35:09: is there any any discussion of a connection to the  
00:35:09 --> 00:35:10: Tri cities?  
00:35:10 --> 00:35:11: Not  
00:35:11 --> 00:35:14: at this point, I think in the analysis that's been  
00:35:14 --> 00:35:18: done through the instep and next step projects is where  
00:35:18 --> 00:35:22: we are seeing the majority of people coming is beyond,  
00:35:22 --> 00:35:24: you know, sort of the Langley and beyond,  
00:35:24 --> 00:35:27: so it it isn't so much the people coming from  
00:35:27 --> 00:35:30: the Tri city areas is people that are moving further  
00:35:30 --> 00:35:33: and further afield to the east to find housing that's  
00:35:34 --> 00:35:37: affordable. So it's it's really about how do we rapidly

00:35:37 --> 00:35:40: get them to an already built out transportation hub such  
00:35:40 --> 00:35:41: as Metrotown and then.  
00:35:41 --> 00:35:44: Rapidly move them from there onto the North Shore,  
00:35:44 --> 00:35:47: but no, because we're not seeing that we're not seeing  
00:35:47 --> 00:35:48: the volume,  
00:35:48 --> 00:35:49: so we're going to invest,  
00:35:49 --> 00:35:52: you know, public dollars and invest them wisely and move  
00:35:52 --> 00:35:54: the most number of people.  
00:35:54 --> 00:35:56: That hasn't been a quarter that's been identified.  
00:35:57 --> 00:35:59: OK, thank you for that.  
00:35:59 --> 00:36:02: So moving on to sort of the secondary impacts of  
00:36:02 --> 00:36:04: projects like investments like this.  
00:36:04 --> 00:36:07: I think that when it comes to major transit expansion,  
00:36:07 --> 00:36:10: we're consistently seeing added density as being sort of part  
00:36:11 --> 00:36:12: of the package if you will,  
00:36:12 --> 00:36:14: and I have to say Mayor Booth.  
00:36:14 --> 00:36:17: I was very surprised by the population statistics that you  
00:36:17 --> 00:36:18: shared,  
00:36:18 --> 00:36:20: so you know I was thinking,  
00:36:20 --> 00:36:23: does the do the regions have capacity to handle additional  
00:36:23 --> 00:36:25: density and it sounds like they do.  
00:36:25 --> 00:36:27: There's a lot of empty homes at least in in  
00:36:27 --> 00:36:28: West Vancouver.  
00:36:28 --> 00:36:29: I think the city of North Canada.  
00:36:29 --> 00:36:32: In a different position, but I guess sort of talk  
00:36:32 --> 00:36:35: a little bit about the impacts of investments like this  
00:36:35 --> 00:36:37: from a population change in density perspective.  
00:36:39 --> 00:36:45: Well, as my colleague pointed out and I showed him  
00:36:45 --> 00:36:47: one of my slides.  
00:36:47 --> 00:36:50: Art we have an affordability crisis.  
00:36:50 --> 00:36:51: Well we have it in Vancouver.  
00:36:51 --> 00:36:56: We're now the least most least affordable housing in North  
00:36:56 --> 00:36:57: America.  
00:36:57 --> 00:37:00: Dead last and West Vancouver is actually the worst of  
00:37:00 --> 00:37:00: the worst.  
00:37:00 --> 00:37:03: We have the very high housing costs,  
00:37:03 --> 00:37:07: so really the only way we can do a little  
00:37:07 --> 00:37:09: bit at the margins.  
00:37:09 --> 00:37:12: And I'm really proud that we're actually doing a workforce  
00:37:12 --> 00:37:13: housing project.  
00:37:13 --> 00:37:17: This the district which is for the professional workforce that  
00:37:17 --> 00:37:18: I already mentioned.

00:37:18 --> 00:37:22: Police fire people making between 50 and \$125,000 a year.  
00:37:22 --> 00:37:24: Cannot afford to live in West Vancouver,  
00:37:24 --> 00:37:30: so transportation is really one of the big is going  
00:37:30 --> 00:37:35: to be one of the big drivers of being able  
00:37:35 --> 00:37:35: to.  
00:37:35 --> 00:37:36: Bring people to the North Shore.  
00:37:36 --> 00:37:40: Otherwise West Vancouver is on a trajectory that is not  
00:37:40 --> 00:37:40: pretty.  
00:37:40 --> 00:37:44: And and we're we're we're losing staff.  
00:37:44 --> 00:37:47: We just lost six police officers to Siri,  
00:37:47 --> 00:37:49: and we've actually had to call Siri and say,  
00:37:49 --> 00:37:52: OK, can you can you at least spread this out?  
00:37:52 --> 00:37:54: Because they all live out there?  
00:37:54 --> 00:38:00: So yeah, it's really it's key and.  
00:38:00 --> 00:38:03: Everybody wants to be able to have that 15 minute  
00:38:03 --> 00:38:06: community where you can live,  
00:38:06 --> 00:38:09: work and play close 'cause nobody likes.  
00:38:09 --> 00:38:11: My commute is 3 blocks and I love it.  
00:38:13 --> 00:38:16: So I'll I'll take a stab at this just because  
00:38:16 --> 00:38:20: I often get questions around density given the the city's  
00:38:21 --> 00:38:21: growth,  
00:38:21 --> 00:38:24: which is pretty on par with with the rest of  
00:38:24 --> 00:38:25: the region.  
00:38:25 --> 00:38:29: But I will say, and Maryann knows you know,  
00:38:29 --> 00:38:31: I will say this when I do get the opportunity,  
00:38:31 --> 00:38:33: you know, and she she did say,  
00:38:33 --> 00:38:34: you know, and I appreciate she said it.  
00:38:34 --> 00:38:37: You know my city takes the brunt of of the  
00:38:37 --> 00:38:39: new housing on the North Shore,  
00:38:39 --> 00:38:42: and looking at ways in which to deliver new housing  
00:38:43 --> 00:38:43: and.  
00:38:43 --> 00:38:45: You know, I I do,  
00:38:45 --> 00:38:49: I do need my neighboring municipalities to to to pick  
00:38:49 --> 00:38:52: up what they need to be delivering.  
00:38:52 --> 00:38:55: And I and I think there's two things there's,  
00:38:55 --> 00:38:57: you know the part where we talked about where people  
00:38:57 --> 00:38:59: are unable to find that the workers that are coming  
00:38:59 --> 00:39:00: here are unable to find the kind of housing that  
00:39:00 --> 00:39:04: they need. And I hear almost every day and personally  
00:39:04 --> 00:39:07: from my business advisory roundtables,  
00:39:07 --> 00:39:11: you know the the challenge of attracting and retaining  
workers

00:39:11 --> 00:39:14: on the North Shore is is now beyond being.  
00:39:14 --> 00:39:17: You know significant and I'm not talking entry level jobs  
00:39:17 --> 00:39:21: because that of course is extremely difficult because an entry  
00:39:21 --> 00:39:22: level worker for sure.  
00:39:22 --> 00:39:23: Unless there are, you know,  
00:39:23 --> 00:39:26: a high school student still living at home.  
00:39:26 --> 00:39:29: They're not able to find the work that the housing  
00:39:30 --> 00:39:31: that they need is entry levels,  
00:39:31 --> 00:39:34: but it's also been a challenge to for,  
00:39:34 --> 00:39:38: you know, our professionals. Employers as well.  
00:39:38 --> 00:39:41: We have shipbuilding and you know,  
00:39:41 --> 00:39:44: so we have people with that are delivering family supporting  
00:39:44 --> 00:39:47: jobs who are still finding it hard to find the  
00:39:47 --> 00:39:49: kind of housing they need.  
00:39:49 --> 00:39:53: Monday night at Council we just approved the city just  
00:39:53 --> 00:39:56: approved its housing needs report and which is a report  
00:39:56 --> 00:40:00: that every municipality in British Columbia needs to do for  
00:40:00 --> 00:40:03: the provincial government. So when we talk density,  
00:40:03 --> 00:40:06: you know we sometimes can get into a very and  
00:40:06 --> 00:40:07: I'm going to be really blunt.  
00:40:07 --> 00:40:10: A lazy dialogue around? Oh,  
00:40:10 --> 00:40:14: it's just density and we're just throwing up housing wherever  
00:40:14 --> 00:40:16: we need to throw up housing and it's not just  
00:40:16 --> 00:40:17: about supply,  
00:40:17 --> 00:40:20: it's like transportation. There's no single,  
00:40:20 --> 00:40:22: there's no silver bullet here there's a multitude of policies  
00:40:23 --> 00:40:24: that we need to put in place in order to  
00:40:25 --> 00:40:27: deliver the kind of housing that we need.  
00:40:27 --> 00:40:29: And so doing the housing needs report,  
00:40:29 --> 00:40:32: you know, provides us as councils with the kind of  
00:40:32 --> 00:40:35: housing that we need to deliver so you know,  
00:40:35 --> 00:40:37: it isn't again just throwing up housing,  
00:40:37 --> 00:40:39: it's what. What is the kind of housing that we  
00:40:39 --> 00:40:42: need that supports the people in our community?  
00:40:42 --> 00:40:44: And again, not just workers in our community,  
00:40:44 --> 00:40:46: but it's also, you know our seniors in our community  
00:40:46 --> 00:40:47: who want to age in place.  
00:40:47 --> 00:40:50: And So what kind of housing are they going to  
00:40:50 --> 00:40:50: need?  
00:40:50 --> 00:40:52: What kind of housing do we need better that is  
00:40:52 --> 00:40:55: more affordable and it's putting it in the right place  
00:40:55 --> 00:40:58: so it's the right kind of housing putting it in

00:40:58 --> 00:41:03: the right place, which is usually along the frequent transit  
00:41:03 --> 00:41:04: corridors.  
00:41:04 --> 00:41:06: Places that are close to you.  
00:41:06 --> 00:41:09: Know the walkability so. The things that we have to  
00:41:09 --> 00:41:12: do in our Community that creates that walkability to get  
00:41:12 --> 00:41:15: people to the rapid transit lines or to transit lines.  
00:41:15 --> 00:41:19: The the first, the first and last mile initiatives that  
00:41:19 --> 00:41:21: we do to support people to to be able to  
00:41:21 --> 00:41:22: do that.  
00:41:22 --> 00:41:23: And then it's, you know,  
00:41:23 --> 00:41:25: there's two parts of of the housing.  
00:41:27 --> 00:41:31: Some. Continuum that I think,  
00:41:31 --> 00:41:31: or two parts  
00:41:32 --> 00:41:34: of the housing that we need to be looking at  
00:41:34 --> 00:41:37: exploring more as a we need more when I say  
00:41:37 --> 00:41:40: the right kind we need more purpose built rental housing  
00:41:40 --> 00:41:42: so that it's secure housing.  
00:41:42 --> 00:41:47: So 47% of my residents live in multifamily housing.  
00:41:47 --> 00:41:50: But of those 40, almost 50%  
00:41:50 --> 00:41:52: of them are in secondary rental housing,  
00:41:52 --> 00:41:54: which means at any time they could lose,  
00:41:54 --> 00:41:57: they could lose their housing 'cause somebody else owns it.  
00:41:57 --> 00:41:58: So the other piece to it is.  
00:41:59 --> 00:42:02: Which is something I'm really interested in of asked my  
00:42:03 --> 00:42:04: staff to explore.  
00:42:04 --> 00:42:07: And you know, I'm calling on my federal my federal  
00:42:08 --> 00:42:11: colleagues to to perhaps do a pilot with us in  
00:42:11 --> 00:42:15: the city because it was part of the liberal platform  
00:42:15 --> 00:42:19: is really exploring rent to own rent to own models  
00:42:19 --> 00:42:23: and financial models that really allow because what we have  
00:42:23 --> 00:42:27: is again people who are in family supporting jobs,  
00:42:27 --> 00:42:29: but they're paying such exorbitant rent.  
00:42:29 --> 00:42:32: I can't pay rent and save for a home,  
00:42:32 --> 00:42:34: but they would be able to pay rent that would  
00:42:34 --> 00:42:35: be going for a down payment.  
00:42:35 --> 00:42:38: So how do we? How do we help them to  
00:42:38 --> 00:42:42: get into homeownership and then allow you know the  
00:42:42 --> 00:42:46: purpose  
00:42:42 --> 00:42:46: rental to be available for people who you know because  
00:42:46 --> 00:42:50: many people are will be renting for for now or  
00:42:50 --> 00:42:51: perhaps forever.  
00:42:51 --> 00:42:54: And then it's also delivering the kind of housing for

00:42:54 --> 00:42:55: families such as row housing,  
00:42:55 --> 00:42:58: townhouse like family units that make.  
00:42:59 --> 00:43:01: Get large enough for families to be able to,  
00:43:01 --> 00:43:04: you know, expand their families,  
00:43:04 --> 00:43:08: and then creating a really great city or municipality that  
00:43:08 --> 00:43:09: allows them to,  
00:43:09 --> 00:43:11: you know, extend. You know,  
00:43:11 --> 00:43:14: we perhaps grew up in in single family homes with  
00:43:14 --> 00:43:15: large backyards.  
00:43:15 --> 00:43:17: That's not reality for most people anymore.  
00:43:17 --> 00:43:20: So how do we create really great cities that help  
00:43:20 --> 00:43:22: the parks and the plazas and the public spaces that  
00:43:22 --> 00:43:25: they can go out so that those become the extension  
00:43:25 --> 00:43:27: of people's backyards?  
00:43:28 --> 00:43:30: And like, can I just add one thing to to  
00:43:30 --> 00:43:31: that?  
00:43:31 --> 00:43:34: I know that we've got a couple representatives from British  
00:43:34 --> 00:43:37: Pacific properties on the call and I have to say  
00:43:37 --> 00:43:40: a lot of you know a lot of what we're  
00:43:40 --> 00:43:42: trying to do in West Vancouver is around already.  
00:43:42 --> 00:43:44: Existing neighborhoods and infill and all that,  
00:43:44 --> 00:43:48: but we are planning a master plan for the Cypress  
00:43:48 --> 00:43:50: Village community,  
00:43:50 --> 00:43:53: about the upper levels and one of the first things  
00:43:53 --> 00:43:53: people,  
00:43:53 --> 00:43:56: of course, say an objection is Oh my gosh,  
00:43:56 --> 00:43:58: more traffic, you know, we're going to have people on  
00:43:58 --> 00:44:00: the lions gate in the upper levels.  
00:44:00 --> 00:44:05: And really. A central tenant of that planning process has  
00:44:05 --> 00:44:05: been,  
00:44:05 --> 00:44:09: as I said, that kind of 15 minute community as  
00:44:09 --> 00:44:11: well as access to independent transit.  
00:44:11 --> 00:44:17: And you know this master plan community envisions 6900  
00:44:17 --> 00:44:20: new  
00:44:17 --> 00:44:20: residents over the next 20 to 25 years.  
00:44:20 --> 00:44:23: I mean, we don't know where transportation is going.  
00:44:23 --> 00:44:28: I would say that transportation is the most unpredictable thing  
00:44:28 --> 00:44:31: in in our work in our daily lives.  
00:44:31 --> 00:44:33: I mean, we don't know whether it's going to be  
00:44:33 --> 00:44:35: utility and we don't own cars.  
00:44:35 --> 00:44:36: Is it going to be,  
00:44:36 --> 00:44:38: you know, gondolas, you know?



00:44:38 --> 00:44:41: Is it going to be So what is that model  
00:44:41 --> 00:44:42: and what's going to happen?  
00:44:42 --> 00:44:46: And I don't think the single vehicle single occupancy vehicle  
00:44:46 --> 00:44:47: is going to dominate.  
00:44:47 --> 00:44:53: However, we still have to plan for getting people around  
00:44:53 --> 00:44:57: and so day one of the first occupancy at this  
00:44:57 --> 00:44:58: new village,  
00:44:58 --> 00:45:01: which is in the planning,  
00:45:01 --> 00:45:06: will involve. An independent transit company that links into  
this  
00:45:06 --> 00:45:10: regional network so the future of West Vancouver is kind  
00:45:10 --> 00:45:13: of bifurcated by kind of existing.  
00:45:13 --> 00:45:17: But this plan, which by the way before everyone freaks  
00:45:17 --> 00:45:20: out and it will be limited to about half of  
00:45:20 --> 00:45:23: the mountain side in a very compact form and not  
00:45:23 --> 00:45:27: that single family, spread out to Horseshoe Bay.  
00:45:29 --> 00:45:29: Great,  
00:45:29 --> 00:45:33: thank you. I'm on the on the walkability and livability.  
00:45:33 --> 00:45:35: Question. There's a couple of questions in the chat here  
00:45:35 --> 00:45:36: that I think  
00:45:36 --> 00:45:37: are relevant to that.  
00:45:38 --> 00:45:42: Talking about asking if in step addresses parking specifically  
paid  
00:45:42 --> 00:45:47: parking in busy urban areas to encourage alternate  
transportation.  
00:45:47 --> 00:45:48: And then a question about E bikes as well.  
00:45:48 --> 00:45:53: I think it's an interesting contribution to the walkability  
discussion.  
00:45:53 --> 00:45:58: Quiet Revolution Brady says, which I think is is great.  
00:45:58 --> 00:46:00: Who could rapidly reshape transportation on the North Shore  
and  
00:46:00 --> 00:46:00: where?  
00:46:00 --> 00:46:06: Where do those pieces fit with the transportation agenda?  
00:46:06 --> 00:46:08: Maybe when do you want to go first?  
00:46:08 --> 00:46:11: Sure, so I think when it comes to paid parking  
00:46:11 --> 00:46:15: that is so we haven't discussed that necessarily at  
Northshore  
00:46:15 --> 00:46:16: Connect,  
00:46:16 --> 00:46:19: so I think certainly I mean that comes down to  
00:46:19 --> 00:46:22: each of our local governments looking at what we're doing  
00:46:22 --> 00:46:24: within our local Rd networks.  
00:46:24 --> 00:46:26: Certainly we know that you know,  
00:46:26 --> 00:46:29: paid parking is going to it.  
00:46:29 --> 00:46:32: It does. It's a traffic demand management in terms of

00:46:32 --> 00:46:34: turning people over,  
00:46:34 --> 00:46:37: Foster and. And moving people along.  
00:46:37 --> 00:46:41: It hasn't been a point of conversation at this moment  
00:46:42 --> 00:46:43: within the city.  
00:46:43 --> 00:46:45: I think we are. We do have a transportation plan  
00:46:45 --> 00:46:47: that's coming in front of Council.  
00:46:47 --> 00:46:50: I think actually on Monday,  
00:46:50 --> 00:46:53: which will be our updated transportation plan as a draft  
00:46:53 --> 00:46:56: to counsel and and for us to give some direction  
00:46:56 --> 00:46:57: on that.  
00:46:57 --> 00:47:02: But certainly any new so new development we put down  
00:47:02 --> 00:47:03: parking,  
00:47:03 --> 00:47:06: we reduce the parking. Any new developments we're doing in  
00:47:06 --> 00:47:10: terms of commercial developments have paid parking in  
them.  
00:47:10 --> 00:47:13: Our new Community Center will have paid parking in it.  
00:47:13 --> 00:47:16: The conversation with the community is one that we need  
00:47:16 --> 00:47:16: to have.  
00:47:16 --> 00:47:18: I would say that you know,  
00:47:18 --> 00:47:19: in the midst of COVID,  
00:47:19 --> 00:47:24: when we reallocated Rd space for people and really  
expanded  
00:47:24 --> 00:47:28: the parking into a travel lane and took over travel  
00:47:28 --> 00:47:32: a parking lane for parklets and allowing people to have  
00:47:32 --> 00:47:35: more physical distancing. And the parklets have been a huge  
00:47:35 --> 00:47:36: success.  
00:47:36 --> 00:47:38: We did that on Lonsdale.  
00:47:38 --> 00:47:42: Our major you know, our great St and the majority.  
00:47:42 --> 00:47:44: I mean for some people I know it's a fresh  
00:47:44 --> 00:47:46: a point of frustration for them,  
00:47:46 --> 00:47:50: but for the most part the the response has been  
00:47:50 --> 00:47:56: overwhelmingly positive and from our staff perspective it has  
not  
00:47:56 --> 00:48:00: delayed traffic by for for any you know any length  
00:48:00 --> 00:48:03: of time so we're quite pleased with that as counsel,  
00:48:03 --> 00:48:06: and I think we'll see that as something that'll be  
00:48:06 --> 00:48:08: permanent within the city.  
00:48:08 --> 00:48:11: And I will mention the E bikes 'cause we were  
00:48:11 --> 00:48:14: the first electric all electric E bike share and in  
00:48:14 --> 00:48:18: British Columbia and I know that two municipal other two  
00:48:18 --> 00:48:22: municipalities have joined in the two districts.  
00:48:22 --> 00:48:24: It's been overwhelmingly popular as well.  
00:48:24 --> 00:48:25: It's the first and last mile,

00:48:25 --> 00:48:27: so it's those kinds of things that we put in  
00:48:27 --> 00:48:29: place that really support people.  
00:48:29 --> 00:48:32: So yeah, we've got really positive reviews and I will  
00:48:32 --> 00:48:34: say on the one day on the North Shore,  
00:48:34 --> 00:48:37: about a month or so ago where we we saw  
00:48:37 --> 00:48:38: a complete.  
00:48:38 --> 00:48:43: Better gridlock due to a hole on the ironworkers Memorial  
00:48:43 --> 00:48:46: Bridge that needed to be repaired.  
00:48:46 --> 00:48:50: It was the highest use to date between 3:00 and  
00:48:50 --> 00:48:52: 6:00 PM for electric bikes,  
00:48:52 --> 00:48:55: so you know we're putting in place the the the  
00:48:55 --> 00:48:56: the,  
00:48:56 --> 00:48:58: the pieces that people need to be able to move  
00:48:58 --> 00:48:59: differently,  
00:48:59 --> 00:49:02: and it's about moving all people in different ways,  
00:49:02 --> 00:49:05: so it's not about not driving,  
00:49:05 --> 00:49:08: it's about providing options for people and so for the  
00:49:08 --> 00:49:09: people who need options,  
00:49:09 --> 00:49:11: they help them to move,  
00:49:11 --> 00:49:14: and for the people who really do need to use  
00:49:14 --> 00:49:16: a car that it frees up the space for them  
00:49:17 --> 00:49:17: to move.  
00:49:17 --> 00:49:20: More easily, but it is an ask,  
00:49:20 --> 00:49:22: you know, in terms of building more compact urban,  
00:49:22 --> 00:49:26: you know you know that 15 minute neighborhood is providing  
00:49:26 --> 00:49:29: the the shops and services that they need in a  
00:49:29 --> 00:49:30: very short distances,  
00:49:30 --> 00:49:35: and so again it requires people to make different choices  
00:49:35 --> 00:49:35: and.  
00:49:35 --> 00:49:37: You know I am a public health nurse and I,  
00:49:37 --> 00:49:40: you know, behavioral change is the hardest thing that we  
00:49:40 --> 00:49:41: have to do.  
00:49:41 --> 00:49:44: But again, you can't leave it up to just local  
00:49:44 --> 00:49:48: governments or any level of government to to you know  
00:49:48 --> 00:49:50: we have to put the policies in place,  
00:49:50 --> 00:49:54: but it requires everybody to do their part and make  
00:49:54 --> 00:49:57: the small changes because small changes add up to big  
00:49:57 --> 00:49:57: impact.  
00:49:59 --> 00:50:01: Such an interesting time right now.  
00:50:01 --> 00:50:05: I think that here I'll change during COVID is just  
00:50:05 --> 00:50:06: a whole other.  
00:50:06 --> 00:50:08: It'll be a new chapter in the DSM.

00:50:08 --> 00:50:09: I I I would guess  
00:50:09 --> 00:50:11: it shows us that we were adopted.  
00:50:11 --> 00:50:14: It shows us that we're adoptable though 'cause we we  
00:50:14 --> 00:50:15: did it.  
00:50:15 --> 00:50:16: We had to do it.  
00:50:16 --> 00:50:18: So we are capable of doing it.  
00:50:18 --> 00:50:22: It's sustaining that behavioral change in the long run and  
00:50:22 --> 00:50:24: not being able to easily,  
00:50:24 --> 00:50:26: you know. And if in public health we have a  
00:50:26 --> 00:50:27: line,  
00:50:27 --> 00:50:28: you make the healthy choice.  
00:50:28 --> 00:50:32: The easy choice. You design the environment that that you  
00:50:32 --> 00:50:35: know makes people take that easy choice and that's the  
00:50:35 --> 00:50:36: part about this.  
00:50:36 --> 00:50:39: It's it's why rapid transit is so important,  
00:50:39 --> 00:50:42: because right now there's no competitive choice.  
00:50:42 --> 00:50:44: It's easier to get in your car and drive.  
00:50:44 --> 00:50:47: We need it in order to make it easy for  
00:50:47 --> 00:50:50: people to to get on there to get on rapid  
00:50:50 --> 00:50:52: transit and easily get here.  
00:50:52 --> 00:50:55: And, you know, we. We know in other we know  
00:50:55 --> 00:50:58: in other parts of the world they've been doing it  
00:50:58 --> 00:50:59: for centuries.  
00:50:59 --> 00:51:00: People do it. A lot and they have.  
00:51:00 --> 00:51:03: There's lots of other things they can do with their  
00:51:03 --> 00:51:06: time while they're actually on that versus just driving.  
00:51:06 --> 00:51:10: Yeah, so we think we'll start to wrap up here,  
00:51:10 --> 00:51:12: Mayor Buchanan at the end of your remarks.  
00:51:12 --> 00:51:16: You at the beginning you really issued a call to  
00:51:16 --> 00:51:16: action.  
00:51:16 --> 00:51:18: This is a call to action,  
00:51:18 --> 00:51:20: and there's a question that chat.  
00:51:20 --> 00:51:22: What is your sense on community support and opposition  
00:51:22 --> 00:51:24: when  
00:51:24 --> 00:51:27: it comes to something like this?  
00:51:27 --> 00:51:29: And you know, for people who are supportive and want  
00:51:29 --> 00:51:30: to get this across the finish line as we've said  
00:51:30 --> 00:51:32: what?  
00:51:30 --> 00:51:32: Can they do and who should they be talking to?  
00:51:32 --> 00:51:33: They  
00:51:33 --> 00:51:34: should be writing letters to us.  
00:51:34 --> 00:51:36: They should be writing letters to the mayors Council.

00:51:36 --> 00:51:40: They should be writing letters to senior levels of government.  
00:51:40 --> 00:51:41: They should be. If you're an employer,  
00:51:41 --> 00:51:45: you should be talking to your employees who are traveling  
00:51:45 --> 00:51:45: here.  
00:51:45 --> 00:51:48: I think all employers across the North Shore need to  
00:51:48 --> 00:51:48: be,  
00:51:48 --> 00:51:52: you know, banding together and and elevating their voices  
and  
00:51:52 --> 00:51:55: raising their voices about this is needed in order for  
00:51:55 --> 00:51:58: them to be able to to sustain their businesses on  
00:51:58 --> 00:51:59: the North Shore. And of course,  
00:51:59 --> 00:52:01: we want to make sure that.  
00:52:01 --> 00:52:03: All business can be sustained on the North Shore,  
00:52:03 --> 00:52:07: so you know it requires again everybody to just take  
00:52:07 --> 00:52:11: a few minutes of their time and and support this.  
00:52:11 --> 00:52:14: I don't think this is like something that you know  
00:52:14 --> 00:52:16: this isn't something that isn't so yes or no.  
00:52:16 --> 00:52:19: This is a must that we need on the North  
00:52:19 --> 00:52:20: Shore that supports,  
00:52:20 --> 00:52:24: you know the livability and the prosperity of of  
00:52:24 --> 00:52:27: of those who are lucky enough to already live here.  
00:52:27 --> 00:52:31: It is also about people being able to accept the  
00:52:31 --> 00:52:32: fact that.  
00:52:32 --> 00:52:34: You know our world is changing and we have very  
00:52:34 --> 00:52:35: large global issues.  
00:52:35 --> 00:52:37: We're trying to address at the local level,  
00:52:37 --> 00:52:39: and yes, it means housing has to be different.  
00:52:39 --> 00:52:42: And yes, it means that we have to reallocate Rd  
00:52:42 --> 00:52:46: space in order to provide the opportunities for all people  
00:52:46 --> 00:52:47: to be able to move,  
00:52:47 --> 00:52:50: not just those who are lucky enough to own vehicles  
00:52:50 --> 00:52:52: and move in with their vehicles.  
00:52:52 --> 00:52:56: And it's it's also about supporting the the economies and  
00:52:56 --> 00:52:59: in making this a A a much more livable and  
00:52:59 --> 00:53:02: prosperous place for all people.  
00:53:03 --> 00:53:06: So do you have a sense of the Community support  
00:53:06 --> 00:53:08: and opposition on the project?  
00:53:08 --> 00:53:10: Well, I'd be shocked if you'd be opposed because you  
00:53:10 --> 00:53:13: can play if people aren't complaining about traffic you know  
00:53:14 --> 00:53:16: and we want to address climate change and they want  
00:53:16 --> 00:53:20: to have housing for their children and their grandchildren,  
00:53:20 --> 00:53:23: then there are a multitude of things and you know,

00:53:23 --> 00:53:25: rapid transit absolutely is a must.  
00:53:25 --> 00:53:28: Changing the kind of housing we deliver is absolutely a  
00:53:28 --> 00:53:28: must.  
00:53:28 --> 00:53:32: Providing options for movement is absolutely a must.  
00:53:32 --> 00:53:37: So you know this is about creating the opportunities to  
00:53:37 --> 00:53:41: again be a livable and prosperous community,  
00:53:41 --> 00:53:42: and it has to work.  
00:53:42 --> 00:53:46: We cannot, you know, it might not be exactly how  
00:53:46 --> 00:53:48: we envision it,  
00:53:48 --> 00:53:49: or how they envision it,  
00:53:49 --> 00:53:51: but we have to get to some middle ground of  
00:53:51 --> 00:53:52: how we're going to,  
00:53:52 --> 00:53:56: you know, advance the Northshore to be the the great  
00:53:56 --> 00:53:57: place it is,  
00:53:57 --> 00:54:02: and continue to be the great place that everyone can  
00:54:02 --> 00:54:03: enjoy and.  
00:54:03 --> 00:54:06: If if you're concerned about the future,  
00:54:06 --> 00:54:09: if you're concerned about you know climate change,  
00:54:09 --> 00:54:13: then building transportation. You know all transportation  
options and and  
00:54:13 --> 00:54:14: more compact,  
00:54:14 --> 00:54:16: livable communities with the kind of housing we're delivering,  
00:54:16 --> 00:54:20: that is climate action, so I would be hard pressed  
00:54:20 --> 00:54:23: for someone to argue that this is not something that's  
00:54:23 --> 00:54:24: needed.  
00:54:25 --> 00:54:28: I agree mayor boost you have anything to add to  
00:54:28 --> 00:54:29: that before we wrap up.  
00:54:29 --> 00:54:32: I just want to say that.  
00:54:32 --> 00:54:34: Yeah, like Linda said, traffics a number.  
00:54:34 --> 00:54:35: One issue we hear about,  
00:54:35 --> 00:54:40: so there's huge community support to solve traffic,  
00:54:40 --> 00:54:43: but it's not going to be a third crossing for  
00:54:43 --> 00:54:44: cars.  
00:54:44 --> 00:54:46: Vancouver doesn't want them with.  
00:54:46 --> 00:54:50: That's just inducing demand and so it is.  
00:54:50 --> 00:54:54: The future is going to be rapid transit to the  
00:54:54 --> 00:54:56: North Shore and yeah,  
00:54:56 --> 00:55:00: so I. I think there is support there.  
00:55:00 --> 00:55:02: But there there is going to have to be behavioral  
00:55:02 --> 00:55:03: behavioral change.  
00:55:04 --> 00:55:08: We hope that the Community support translates into mayors  
Council

00:55:08 --> 00:55:11: support and really get this across the finish line.  
00:55:11 --> 00:55:12: Thank you both very much.  
00:55:12 --> 00:55:14: We will turn it to Duncan to conclude the event  
00:55:14 --> 00:55:17: and thank you all for coming and for your questions.  
00:55:17 --> 00:55:18: Thank you very much Emma.  
00:55:18 --> 00:55:19: Thanks  
00:55:19 --> 00:55:22: very much Emma. Thanks for for hosting and moderating  
that.  
00:55:22 --> 00:55:24: And thank you both to mayor a booth and Mayor  
00:55:24 --> 00:55:26: Buchanan for for joining us.  
00:55:26 --> 00:55:27: You know, I think it.  
00:55:27 --> 00:55:29: It's such an interesting topic and it,  
00:55:29 --> 00:55:31: you know, as it was sort of discussed here,  
00:55:31 --> 00:55:33: a lot of people don't necessarily jump to think about  
00:55:33 --> 00:55:36: rapid transit in the North Shore and the same.  
00:55:36 --> 00:55:38: Sort of sentence, but as you both have highlighted,  
00:55:38 --> 00:55:41: it's an absolute must and you know the cost is  
00:55:41 --> 00:55:42: gonna be it gonna be large.  
00:55:42 --> 00:55:45: But the reality is is as mayor booth you highlighted,  
00:55:45 --> 00:55:48: you know the fastest way you can lower your carbon  
00:55:48 --> 00:55:50: emissions or one of the fastest ways is getting onto  
00:55:50 --> 00:55:51: transit.  
00:55:51 --> 00:55:53: And we see what the costs of climate change are  
00:55:53 --> 00:55:56: causing a BC or what they're going to cost us.  
00:55:56 --> 00:55:57: Just in the last little while.  
00:55:57 --> 00:55:59: So cost is kind of needs to start being a  
00:55:59 --> 00:56:01: more relative term inter.  
00:56:01 --> 00:56:03: The cost of inaction versus action,  
00:56:03 --> 00:56:05: and so obviously we only play a small part in  
00:56:05 --> 00:56:05: that,  
00:56:05 --> 00:56:07: and I understand that. But we all need to do  
00:56:07 --> 00:56:07: that and.  
00:56:07 --> 00:56:09: And if it turns out we build better cities,  
00:56:10 --> 00:56:12: all the better, right? I mean I think that that's  
00:56:12 --> 00:56:13: what you both have highlighted is.  
00:56:13 --> 00:56:16: There's an environmental benefit, but there's just a good city  
00:56:16 --> 00:56:17: building benefit from it,  
00:56:17 --> 00:56:20: so we look forward to continuing that conversation with with  
00:56:20 --> 00:56:22: you both and others both on the North Shore and  
00:56:22 --> 00:56:23: around the region.  
00:56:23 --> 00:56:25: I think that this is a topic that will resurface  
00:56:25 --> 00:56:27: again and again along with the rest of the transit

00:56:28 --> 00:56:31: investments that need to happen along with other infrastructure in  
00:56:31 --> 00:56:34: the region. So thank you very much for kicking that  
00:56:34 --> 00:56:35: conversation off for us.  
00:56:35 --> 00:56:37: Thanks again to all our sponsors as always,  
00:56:37 --> 00:56:38: and thanks to all of you.  
00:56:38 --> 00:56:41: For joining us on this again Sunday afternoon and tell  
00:56:42 --> 00:56:44: your bosses that I said it's OK to go out  
00:56:44 --> 00:56:45: and enjoy the sun.  
00:56:47 --> 00:56:50: And then you got your mayor.  
00:56:50 --> 00:56:51: You got two mayors saying it as well.  
00:56:52 --> 00:56:53: So I think we can all get out there,  
00:56:53 --> 00:56:57: right? Thanks very much and we'll see you all again  
00:56:57 --> 00:56:57: thanks.  
00:56:57 --> 00:56:59: Thank you Duncan and Emma.  
00:56:59 --> 00:57:01: Thanks for letting us. Yeah  
00:57:01 --> 00:57:04: thanks maryann.

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