

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
patterns mostly
00:21:07 --> 00:21:09: everywhere in the in the world,
00:21:09 --> 00:21:13: 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
Burke
00:21:34 --> 00:21:36: or constructed next slide.
00:21:36 --> 00:21:39: After careful review of many factors,
00:21:39 --> 00:21:43: including continuing the valued C bus service of the five
00:21:43 --> 00:21:44: alignment,
00:21:44 --> 00:21:48: the alignments, the North Shore local government leaders
resolved to
00:21:49 --> 00:21:51: focus their advocacy on 2 alignments,
00:21:51 --> 00:21:54: both rooted across the Second Narrows bridge.
00:21:54 --> 00:21:59: Second narrows narrows. Next to or in conjunction with the
00:21:59 --> 00:22:00: Second Narrows Bridge.
00:22:00 --> 00:22:04: Both the gold and purple alignment provide a compelling set
00:22:04 --> 00:22:06: of future benefits.
00:22:06 --> 00:22:09: We know these are strong results compared to other similar
00:22:09 --> 00:22:11: assessments in the region,
00:22:11 --> 00:22:13: province and across the country.
00:22:13 --> 00:22:16: This is a great lead into the transit regional planning
00:22:16 --> 00:22:17: process,
00:22:17 --> 00:22:20: where alternatives will be introduced for comparison,
00:22:20 --> 00:22:24: including the various technologies and associated costs,
00:22:24 --> 00:22:27: and I really do believe that the planets are lining
00:22:27 --> 00:22:27: 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: it comes to something like this?
00:51:24 --> 00:51:27: And you know, for people who are supportive and want
00:51:27 --> 00:51:29: to get this across the finish line as we've said
00:51:29 --> 00:51:30: 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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