



## ACTIVE TRANSPORTATION POLICY COUNCIL

### MINUTES

NOVEMBER 8, 2017

A meeting of the Active Transportation Policy Council was held on Wednesday, November 8, 2017, at 5:40 pm, in the Business Centre Meeting Room, 2<sup>nd</sup> Floor, Vancouver City Hall.

**PRESENT:** Tanya Paz, Chair  
Joan Andersen  
Benjamin Bolliger  
Brian Cade  
Lisa Corriveau  
Thea Franke  
Molly Millar, Vice-Chair  
Gabrielle Peters  
Benjamin Wells  
Lisa Slakov

**ABSENT:** Gene Chin (Leave of Absence)  
Paul Dragan (Leave of Absence)  
Andy Hong (Leave of Absence)  
Michelle Lee-Hunt (Leave of Absence)  
Shan Parmar (Leave of Absence)

**ALSO PRESENT:** Councillor Heather Deal (Council Liaison)  
Michael Wiebe, Park Board Commissioner  
Paul Storer, Manager, Transportation Design, Engineering Services (Staff Liaison)

**CITY CLERK'S OFFICE:** Lori Isfeld, Meeting Coordinator

### Acknowledgement of Traditional Indigenous Territory

Tanya Paz, Chair, acknowledged that we are on the unceded traditional territory of the Musqueam, Squamish and Tsleil-Waututh First Nations.

### Leave of Absence Requests

MOVED by Joan Andersen  
SECONDED by Lisa Corriveau

THAT the Active Transportation Policy Council approve leaves of absence for Gene Chin, Paul Dragan, Andy Hong, Michelle Lee-Hunt, and Shan Parmar for this meeting.

CARRIED UNANIMOUSLY

## Approval of Minutes

MOVED by Benjamin Wells  
SECONDED by Thea Franke

THAT the Active Transportation Policy Council approve the minutes of the meeting held on September 13, 2017.

CARRIED UNANIMOUSLY

### 1. Arbutus Greenway: Staff Presentation/Feedback Request

Mike Anderson, Transportation Planning, provided a presentation regarding the Arbutus Greenway Project and responded to questions. Discussion ensued and Committee members provided feedback and suggestions. Topics covered included recent planning and design strategies and events, the timeline for further rounds of public engagement, and potential streetcar configuration options. It was noted the Master Plan is slated to go to Council for approval in the summer of 2018, which will be followed by the detailed design phase and then construction.

More details on the Arbutus Greenway project are available at <http://vancouver.ca/streets-transportation/arbutus-greenway.aspx>.

### 2. Chair and Subcommittee Updates

#### (a) Chair Update

Tanya Paz summarized a number of events she attended, including the Council of Councils meeting, Gastown Open House, Burrard Bridge opening, and the Shaping Resilience event hosted by the Vancouver City Planning Commission.

She advised a motion on Northeast False Creek will be brought forward before possibly going to City Council in early 2018.

She also noted that TransLink had requested that ATPC set up a meeting regarding Transit Fare Review, to be attended by a number of the Civic Agencies. The meeting is now scheduled for Thursday, December 14th at 5:30 pm, Committee Room 1.

#### i. Approval of 2018 Meeting Schedule

MOVED by Joan Anderson  
SECONDED by Molly Millar

THAT the 2018 meeting schedule for the Active Transportation Policy Council be approved.

CARRIED UNANIMOUSLY

*ii. Other Updates & Next Meeting Topics*

The Chair provided additional updates on active transportation matters.

*(b) Policy Subcommittee*

*i. Updates & Next Meeting Topics*

Molly Millar provided updates on current and upcoming active transportation policy matters, noting a presentation given by Toby Lewis from Traffic and Data Management on upcoming proposed by-law updates.

Speed limits are a topic the Subcommittee continues to work on and the current approach is to urge City Council to ask the new provincial government for an updated Motor Vehicle Act (proposed Road Safety Act).

Right hand turns was discussed. Molly advised the Subcommittee is working on a motion and will share with ATPC when available.

It was also noted there would be presentation on parking at next week's subcommittee meeting.

*(c) Projects Subcommittee*

*i. Updates & Next Meeting Topics*

Ben Bolliger provided updates on topics dealt with at the last Subcommittee meeting, including Georgia Gateway Project which is in its initial stages, Alexander Street link between Powel Street Overpass and Carrall Bikeway, the Heather Lands project, and a presentation on the Parking By-law updates.

Ben advised items for the next meeting include Millennium Line Broadway Extension and Gastown.

*ii. Accessibility Infrastructure in the City of Vancouver Motion*

Gabrielle Peters introduced the following motion entitled "Accessibility Infrastructure in the City of Vancouver":

MOVED by Gabrielle Peters  
SECONDED by Ben Bolliger

WHEREAS

1. Disabled people currently constitute approximately 14.8% of the population of British Columbia (Stats Can 2012). Although disability occurs in all age groups, the occurrence of disability rises with age and as our population is aging the overall percentage of disabled people will increase, likely substantially;

2. A person may have a disability that is physical, sensory, cognitive, communication, or mental health-related and be either visible or invisible;
3. People with different disabilities may experience different barriers to accessibility;
4. The majority of disabled people have more than one disability;
5. The most common disabilities are related to mobility, pain, and flexibility;
6. Accessibility is an expression, reflection, and necessary condition of social justice;
7. Accessibility recognizes, respects, and protects the human rights of all disabled people;
8. Accessibility is a fundamental requirement for equality and inclusion;
9. Accessibility recognizes that disability is part of the human condition;
10. Accessibility is a vital component of respecting and celebrating diversity;
11. Accessibility is a social determinant of health;
12. Accessibility is a requirement for an active lifestyle;
13. Accessibility is essential ingredient to a healthy city;
14. Lack of accessibility can inhibit and/or prevent disabled people from participating in and contributing to the politics, economy, culture, and overall life of the community;
15. Lack of accessibility contributes to social isolation and loneliness. The effect of loneliness and isolation on mortality is similar to cigarette smoking (Holt-Lunstad, 2010);
16. Lack of accessibility decreases economic opportunity for individuals and cities;
17. Lack of accessibility results in fewer career opportunities and lost income for individuals;
18. Lack of accessibility results in lost revenue for local businesses. The Royal Bank of Canada estimates disabled people's spending power in Canada to be \$25 billion;
19. The Metro Vancouver Regional Growth Strategy's Sustainable Region Initiative says the region has the opportunity and vision to achieve the highest quality of life by embracing social justice and economic

prosperity. This laudable goal cannot be achieved without making Vancouver accessible to all its residents;

20. The City of Vancouver's Transportation 2040 Plan states: "In the next 30 years the number of residents aged 60 and over will more than double. An aging population means changes in travel patterns and more people with physical challenges getting around our city. By building streets and public spaces with accessibility in mind, and providing transportation options that work for all people, we can ensure a future that allows everyone to meet their daily needs and participate in public life";
21. The Transportation 2040 Plan's stated vision for the people of Vancouver is healthy citizens who are mobile in a safe, accessible, and vibrant city that facilitates active lifestyles, supports social interaction, and enables "people of all ages and abilities to get where they need to go in comfort";
22. Vision Zero states, "No loss of life is acceptable." Accessibility is an essential element in preventing loss of life as well as loss *in* people's lives. Inability to move around the city safely, reliably, and without facing dangerous, difficult and sometimes impossible barriers results in loss to individual persons, those around them and the city that could benefit from their presence and participation;
23. The current bike share program does not include any range of adapted bikes that would allow people with different disabilities to utilize the city's bike lanes;
24. Many existing curb ramps, including some recently installed, do not appear to conform to current best practice;
25. 8,000 of the 27,000 intersections in Vancouver do not have any curb ramps at all. These are intersections come without warning and are either impassable or risk causing serious injury;
26. The current city budget allows for 40 curb ramps to be built each year. At the current rate of installation it could require 200 years to completely outfit the city with curb ramps. That time frame is simply unacceptable;
27. Many existing curb ramps are poorly designed and/or maintained and may be difficult, if not dangerous, to use;
28. Calgary and Edmonton budget for approximately 250-350 targeted curb ramp installations per year in intersections without them. They have both been doing so for a number of years. Thus even if Vancouver were to match that number the city would still be significantly behind other cities; and
29. Curb ramps are only useful if sidewalks are also designed and maintained to be accessible.

THEREFORE BE IT RESOLVED

THAT the Active Transportation Policy Council recommends that the City of Vancouver:

1. Budget for 400 new curb ramp installations in intersections (complete intersections meaning all four curbs would be ramped) without curb ramps annually. This moves up the current completion date from 200 years to 20 years from now;
2. Budget for an additional 100 repairs/re-design for existing poorly designed and maintained curb ramps annually over and above its existing budget;
3. Launch a special social media campaign with dedicated web page about accessibility that would include information on how to report sidewalks and curb ramps in need of maintenance for people to report sidewalks in need of maintenance, including an online form;
4. Establish and make public a process and specific time frame for responding to and dealing with above reports;
5. Adhere to and enforce best practice for accessibility during periods of construction;
6. Research the best model for providing access to adapted bike equipment for disabled Vancouver residents;
7. Establish an Accessibility Advisory Council, with duties to include but not be limited to overseeing an accessibility audit of the city and establishing a framework for ensuring accessibility is inspiration not criticism to future design, policies, programs and communications in the city so that Vancouver may become a world leader in accessibility and inclusion; and
8. Define accessibility not as making something bearable but rather making it welcoming, thus resetting the bar from its current '*is it possible?*' to '*is it pleasant, enjoyable, equitable and would it make someone want to?*'

amended

Following discussion on the motion, the following amendment was put forward for consideration:

AMENDMENT MOVED by Joan Anderson  
SECONDED by Benjamin Wells

THAT the motion be amended by striking and replacing Resolved No. 4 to read:

4. Establish transparent and specific guidelines for curb cuts and other accessibility improvements;

FURTHER THAT Resolved Nos. 6, 7 and 8 be struck from the motion, so that they can be reviewed at a future Subcommittee meeting.

CARRIED

(Ben Bolliger, Brian Cade and Gabrielle Peters opposed)

It was also agree to strike WHEREAS No. 23 as a friendly amendment.

The amendments having carried, the motion as amended was put and CARRIED UNANIMOUSLY.

#### FINAL MOTION AS ADOPTED

##### WHEREAS

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3. Launch a special social media campaign with dedicated web page about accessibility that would include information on how to report sidewalks and curb ramps in need of maintenance for people to report sidewalks in need of maintenance, including an online form;
4. Establish transparent and specific guidelines for curb cuts and other accessibility improvements;
5. Adhere to and enforce best practice for accessibility during periods of construction.

CARRIED UNANIMOUSLY

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*At 7:30 pm the Committee agreed to vary the order of the agenda to deal with New Business Item 1, adjourn the meeting and then hear the Staff Liaison Update.*

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**4. New Business**

**(a) Bute-Robson Plaza Motion**

Following discussion, it was,

MOVED by Benjamin Bolliger  
SECONDED by Lisa Slakov

**WHEREAS**

1. The Active Transportation Policy Council is in favour of car-free, accessible spaces to increase opportunities for delightful, active transportation;
2. The City of Vancouver has been piloting a car-free public plaza at Bute and Robson Streets over the summer;
3. The car-free design has resulted in the previously underused space being activated in all weather conditions at various times of the day by people of all ages and abilities and various modes of active transportation.

**THEREFORE BE IT RESOLVED**

THAT the Active Transportation Policy Council urges City Council to make the temporary car-free public plaza at Bute and Robson Streets permanent;

FURTHER THAT the permanent design and activation plan ensures accessibility and that all modes of active transportation can use the space as much and as often as feasible on a year-round basis, and in a variety of weather conditions.

**CARRIED UNANIMOUSLY**

## Adjournment

MOVED by Lisa Slakov  
SECONDED by Brian Cade

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

## Next Regular Meeting

DATE: Wednesday, February 7, 2018  
TIME: 5:30 pm  
PLACE: Business Centre Meeting Room  
2<sup>nd</sup> Floor, Vancouver City Hall

*Note from Clerk: At the request of the Chair, a Special Meeting has been scheduled for Wednesday, January 10, 2018, at 5:30 pm, prior to the start of the ATPC Working Session meeting, to deal with motions related to Cambie Bridge Improvements, Northeast False Creek (after the viaducts), and Parking By-Law Updates.*

The Council adjourned at 7:38 pm.

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