



## TRANSPORTATION ADVISORY COMMITTEE

### MINUTES

**SEPTEMBER 18, 2024**

A meeting of the Transportation Advisory Committee was held on Wednesday, September 18, 2024, at 5:35 pm, in the Business Center Boardroom, 2<sup>nd</sup> floor, City Hall, and by electronic means.

**PRESENT:**

Marlene Chow, Chair  
Luke Bailey  
Jamie Banks  
Zachary Bennett\*  
Mike Feaver  
Caryn Duncan  
Anthony Floyd  
Carmen Kwan  
Jen Lindenberg  
Stephanie Mak  
Jennifer Siddon\*

**ABSENT:**

Jarred Anderson, Vice Chair (Leave of Absence)

**ALSO PRESENT:**

Chris Darwent, Manager, Transportation Design,  
Staff Liaison  
Insp. Ken Athans, Vancouver Police Department Liaison

**CITY CLERK'S OFFICE:**

David Yim, Meeting Coordinator

\*Denotes absence for a portion of the meeting

### Welcome

The Chair acknowledged we are on the unceded territories of the Musqueam, Squamish, and Tsleil-Waututh Nations.

### Leave of Absence Requests

MOVED by Michael Feaver  
SECONDED by Zachary Bennett

THAT the Transportation Advisory Committee approve a Leave of Absence for Jarred Anderson for this meeting.

CARRIED UNANIMOUSLY

## **Approval of Minutes**

MOVED by Caryn Duncan  
SECONDED by Jen Lindenberg

THAT the Transportation Advisory Committee approve the Minutes from the meeting of July 31, 2024, as circulated.

CARRIED UNANIMOUSLY

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Prior to the start of item 1, Jennifer Siddon declared a Conflict of Interest on the proposed motions in this meeting due to her being a consultant of the projects being referenced in the motions. Jennifer Siddon left the meeting during the voting on motions 3, 4 and 5.

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### **1. Dunsmuir/Melville Street Upgrades: Downtown Bike Network Expansion Inquiry Session**

Staff from Engineering Services responded to questions.

### **2. Liaison Updates**

Liaisons provided updates and responded to questions.

### **3. Subcommittee Updates**

Subcommittee members provided updates and responded to questions.

MOVED by Zachary Bennett  
SECONDED by Caryn Duncan

WHEREAS

1. The City of Vancouver is undertaking Broadway Plan implementation updates consisting of three components: Broadway Plan review, City Hall campus, and Broadway public realm and streetscape plan;
2. The Broadway Plan was approved and took effect in 2022 and includes direction to enhance Broadway as a “Great Street”, provide and support healthy transportation options, and create and enhance parks and public spaces as guiding principles for transportation;
3. Transportation 2040 includes a goal of eliminating all traffic-related fatalities and serious injuries and has a target that at least two-thirds of all trips be made by foot bike or transit;
4. Council’s Climate Emergency Action Plan Big Move 2 is that by 2030, two thirds of trips in Vancouver will be by active transportation and transit; and

5. Council unanimously approved the motion “Taking Urgent Action to Boost Street Capacity and Speed up Transit Service for Vancouverites” on July 24, 2024.

THEREFORE BE IT RESOLVED

- A. THAT the Transportation Advisory Committee recommend that the Broadway Plan review prioritizes robust and connected sustainable transportation infrastructure with the goal of making walking, rolling, cycling and transit the preferred transportation choice in the area and include the following:
  - i. Accessible sidewalks, AAA cycling facilities, bus priority measures, shared micromobility, and clear wayfinding as part of new developments and City projects;
  - ii. Prioritization and allocation of City and relevant grant funding for the safe and fast buildout of active travel networks, including signalized pedestrian crossings, sidewalks, and cycling facilities;
  - iii. Integration of Crime Prevention Through Environmental Design (CPTED) principles in developing or improving transportation infrastructure, particularly along major off-Broadway pedestrian and cycling corridors (such as Heather Street, 7th and 10th Avenues), including designated greenways, cycling routes and within 800 metres of Broadway Subway stations or other transit hubs;
  - iv. Implementation of traffic calming and other prioritization measures to safely integrate pedestrian, rolling and wheeled traffic in shared spaces with high volumes, such as the Arbutus Greenway, other greenways, sidewalks and shared paths; and
  - v. Reduction of tripping and other hazards through improved maintenance and upgrading of sidewalks, street lighting and curbs in key pedestrian corridors.
- B. THAT the Transportation Advisory Committee recommend that the City Hall campus site include:
  - i. A vehicle-free greenway on West 10th Avenue between Cambie and Yukon Streets, including the intersection of 10th and Yukon;
  - ii. A new public plaza between the Broadway-City Hall station and Vancouver City Hall that provides a clearly visible, accessible path for active travel;
  - iii. Bus priority measures along the frontages of Cambie Street and Broadway; and
  - iv. Active ground-floor uses and a permeable site that allows for efficient pedestrian connections to and through the site.
- C. THAT the Transportation Advisory Committee recommend that the Broadway Public Realm and Streetscape Plan include:

- i. Expanded green infrastructures like trees, rain gardens and rainwater tree trenches, including a net increase in the number of trees and retention of healthy trees, where reasonable;
- ii. Retention and protection of public space to allow for future AAA micro-mobility and/or cycling lanes along Broadway;
- iii. Clear, safe, and legible connections between Broadway and parallel bike routes such as 7th or 10th Avenues;
- iv. Clear and visible wayfinding for pedestrians and people travelling by active transportation, indicating distance, times, and directions to significant destinations and other active transportation routes;
- v. Secure and easily identifiable parking for bicycles, scooters and other personal mobility devices; and
- vi. Expanded park and public spaces in the Broadway corridor, including the spaces for pedestrians and active transportation users through the creation of parklets that prohibit motor vehicle through access.

CARRIED UNANIMOUSLY

MOVED by Zachary Bennett  
SECONDED by Jen Lindenberg

WHEREAS

1. The City of Vancouver is undertaking planning for a significant area of the city, centered around the Rupert and Renfrew Millennium Line SkyTrain stations;
2. The City of Vancouver released a draft Rupert and Renfrew Station Area Plan in summer 2024 that envisions significant increases in density, jobs and population in the plan area;
3. Transportation 2040 includes a goal of eliminating all traffic-related fatalities and serious injuries and a target that at least two-thirds of all trips be made by foot, bike, or transit; and
4. Council's Climate Emergency Action Plan Big Move 2 is that by 2030, two thirds of trips in Vancouver will be by active transportation and transit.

THEREFORE BE IT RESOLVED THAT the Transportation Advisory Committee recommend that the Rupert and Renfrew Station Area Plan:

- i. Prioritize the rapid and safe implementation of active transportation corridors and completion of missing sidewalks, especially within 800m of SkyTrain stations through City capital funding and available regional and provincial cost-sharing programs as well as redevelopment;
- ii. Upgrade the Central Valley Greenway for increased safety and user-friendliness. This includes new traffic calming measures at Kaslo and Slocan Streets, better

- wayfinding, visibility, and route delineation at Rupert and Renfrew SkyTrain stations, closure of North Grandview Highway between Slokan and Kamloops Streets to motor vehicles;
- iii. Implement street closures, traffic filtering and blue/green infrastructure and other strategies to reduce vehicle traffic, support sustainable transportation, and create place making and gathering opportunities, especially in areas where significant new density, jobs and population are anticipated;
  - iv. Coordinate with TransLink to identify and speedily implement bus priority measures and improved facilities for bus passengers;
  - v. Provide detailed plans for continuous, clear and improved walking and active transportation connections to major destinations and development sites (SkyTrain stations, Skeena Terrace, 3200 E Broadway) as well as to adjacent active transportation facilities in the City of Burnaby;
  - vi. Provide clear and visible wayfinding along walking and active transportation routes in the plan area, indicating distance, times, and directions to significant destinations and other routes; and
  - vii. Consider relaxations for the number and type of loading spaces for development sites that may be constrained by groundwater issues or the Still Creek watershed and that are in proximity to SkyTrain stations to support more viable redevelopment opportunities and active ground-floor commercial and retail uses.

CARRIED UNANIMOUSLY

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Prior to the discussion on the following motions, Zachary Bennett declared a Conflict of Interest on motions associated with TransLink due to his employment with TransLink. Zachary Bennett left the meeting during the voting on motions 3 and 5.

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MOVED by Stephanie Mak  
SECONDED by Michael Feaver

WHEREAS

1. Ready access to public transit is essential to building sustainable, livable communities; to a robust, resilient economy; and to achieving national climate action goals;
2. Metro Vancouver is projected to have over 1 million new residents, an increase of 33% over the next 16 years, for a total population of 3.5 million people;
3. TransLink, Metro Vancouver's regional public transit system, is already running over full capacity and overcrowding is projected to be 4 to 5 times worse by 2025;
4. TransLink's comprehensive Access for Everyone expansion plan calls for a massive increase in bus service to nine congested or high-growth corridors; bus

fleet electrification; and investments in active transportation;

5. Without an immediate increase in secured funding from senior governments, TransLink has indicated it will be unable to fully implement its expansion plan and will instead have to make service cuts within the next 18 months;
6. The provincial election scheduled for October 19, 2024 provides an opportunity to seek commitments on transit funding from the parties that may form the next Provincial government; and
7. The Government of Canada has committed to create the New Permanent Transit Fund, as an ongoing permanent source of federal support for public transit, however the funding is not scheduled to begin until 2026-27.

THEREFORE BE IT RESOLVED

- A. THAT the Transportation Advisory Committee urge the Mayor and Council of the City of Vancouver to further call upon the Government of Canada and the Province of British Columbia to immediately provide secure, ongoing funding for regional public transit services at levels that will sustain current capacity and will provide for future expansion to meet the needs of the growing population.
- B. THAT the Transportation Advisory Committee authorize a letter containing this motion to be sent to the leaders of BC provincial parties contesting the upcoming provincial election, and to the Honorable Chrystia Freeland, Deputy Prime Minister and Minister of Finance, and the Honorable Sean Fraser, Minister of Housing, Infrastructure and Communities, and all Members of Parliament representing Vancouver.

CARRIED UNANIMOUSLY

(Zachary Bennett and Jennifer Siddon absent for the vote due to Conflict of Interest)

MOVED by Luke Bailey

SECONDED by Michael Feaver

WHEREAS

1. The City of Vancouver committed to the goals set in the [2017 Transportation 2040 Safety and Mode Share Targets Plan](#)<sup>1</sup> to make cycling routes safe for all ages and abilities;
2. According to the [2012 Transportation 2040 Plan](#)<sup>2</sup>, Vancouver's ultimate safety goal is to, by 2040, "eliminate all fatalities from its transportation system" and "build cycling routes that feel comfortable for people of all ages and abilities" that will lead to at least 2/3rds of all trips being made by walking, cycling, and transit; and

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<sup>1</sup> City of Vancouver. *Vancouver's 2017 Transportation Design Guidelines: All Ages and Abilities Cycling Routes*. 2017. <https://vancouver.ca/files/cov/design-guidelines-for-all-ages-and-abilities-cycling-routes.pdf>

<sup>2</sup> City of Vancouver. *Vancouver's 2012 Transportation Plan 2040*. 2012.

<https://vancouver.ca/files/cov/Transportation 2040 Plan as adopted by Council.pdf>

3. The goals stated above have not yet been reached and are still in need of further strategizing and plan refinement to achieve the goal within the remaining 15-year timeline.

THEREFORE BE IT RESOLVED

- A. THAT the Transportation Advisory Committee support the plan outlined in the petition '[Vancouver: Take Action on Your 2017 Bike Safety Commitments](#)' with 2,997 signatures (Sept 17<sup>th</sup>, 2024)<sup>3</sup>, and ask the City to recommit to the goals of the 2017 *Transportation 2040 Safety and Mode Share Targets*, and to use the autonomous authority delegated to the City Engineer to direct staff and resources to improve safety on all "Local Street Bikeways" in Vancouver to meet the *Transportation Design Guidelines, All Ages and Abilities Cycling Routes* approved and published by the City of Vancouver in March 2017;
- B. THAT the Transportation Advisory Committee recommend that the City create a plan to install modal filters such as bollards, planters, barriers and pedestrian plazas on Local Street Bikeways at a minimum of every 800m to reduce the number of vehicles on Local Street Bikeways, making them safer and more attractive for people on bikes and other active transportation users of all ages and abilities;
- C. THAT the Transportation Advisory Committee recommend that the City eliminate parking on one side of the street of narrow Local Street Bikeways with grades at or exceeding 5% to make cycling on steep hills safer;
- D. THAT the Transportation Advisory Committee recommend that the City eliminate parking in front of new buildings along any narrow Local Street Bikeway;
- E. THAT the Transportation Advisory Committee recommend that the City eliminate parking on any narrow Local Street Bikeway adjacent to any public building or space (e.g., parks, schools, or community centers);
- F. THAT the Transportation Advisory Committee recommend the City complete these improvements by 2028, and provide annual progress reports from the Manager of Engineering Services until the Transportation 2040 Plan reaches 100% of its targets.

CARRIED UNANIMOUSLY

(Jennifer Siddon absent for the vote due to Conflict of Interest)

MOVED by Luke Bailey

SECONDED by Jennifer Siddon

WHEREAS

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<sup>3</sup> *Vancouver: Take Action on Your 2017 Bike Safety Commitments* with 2,997 signatures. September 17<sup>th</sup>, 2024. <https://www.change.org/p/vancouver-take-action-on-your-2017-bike-safety-commitments>

1. [A senior was killed by a hit-and-run driver](#), running a red light, at East Hastings Street and Nanaimo Street on March 6, 2024, in broad daylight<sup>4</sup>;
2. There have been [14 crashes at this intersection](#) involving pedestrians hit by drivers and reported to ICBC from 2019 – 2023<sup>5</sup>. In the same period, 339 total crashes have been reported at this intersection;
3. The [Transportation 2040 Plan](#)<sup>6</sup> adopted by City council in 2012 prioritizes “Safety” as a direction principle and commits to the goal of reaching zero fatalities and serious injuries by 2040. In the “Walking” section of the plan, the first action priority is: “Address pedestrian safety “hotspots” with a high number of collisions or fatalities, starting by implementing recommendations from the 2012 Pedestrian Safety Study and through future safety assessments as needed”;
4. Vancouver’s [2012 Pedestrian Safety Study](#)<sup>7</sup> identified the Hastings Street corridor as a primary arterial where a significant number of pedestrian collisions occur;
5. TransLink’s [2023 Bus Speed and Reliability Report](#)<sup>8</sup> which includes a “Bus Priority Vision” that identifies 20 “Priority Corridors” for urgent bus priority improvements (e.g. dedicated bus lanes, signal improvements/upgrades), and includes the Hastings Street corridor and the Hastings-Nanaimo intersection;
6. On July 24 2024, Vancouver Council passed the motion "*Taking Urgent Action to Boost Street Capacity and Speed up Transit Service for Vancouverites*", which committed that the City of Vancouver work with TransLink to design and implement dedicated bus lanes in accordance with TransLink's 2024 Bus Speed and Reliability Report along the eight priority corridors in Vancouver, including Hastings Street;
7. A petition started by residents from Sunrise-Hastings in response to this latest intersection death on March 7, 2024. A long string of comments from signatories in the online petition detail negative experiences using the Hastings-Nanaimo crosswalks, and express upset at the recent death, along with a wish for action by the City to prevent this pattern of traffic violence from continuing.

THEREFORE BE IT RESOLVED

- A. THAT the Transportation Advisory Committee support the sentiment and requests in the Change.org petition [‘Implement Permanent Safety Measures at Hastings & Nanaimo Intersection’](#) with 665 signatures (as of July 15, 2024)<sup>9</sup>, which includes local residents and regular intersection users.

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<sup>4</sup> [Suspect Arrested After Senior Killed in Hit-and-Run - CTV News Vancouver](https://bc.ctvnews.ca/suspect-arrested-after-senior-killed-in-hit-and-run-vancouver-police-1.6797649). 2024.

<sup>5</sup> Insurance Corporation of British Columbia. [ICBC Lower Mainland Crashes 2019-2023](https://public.tableau.com/app/profile/icbc/viz/LowerMainlandCrashes/LMDashboard). 2023.

<sup>6</sup> City of Vancouver. [Vancouver's 2012 Transportation Plan 2040](https://vancouver.ca/files/cov/Transportation_2040_Plan_as_adopted_by_Council.pdf). 2012.

<sup>7</sup> City of Vancouver. [Vancouver's 2012 Pedestrian Safety Study](https://vancouver.ca/files/cov/pedestrian-safety-study-2012-final-report.pdf). 2012.

<sup>8</sup> TransLink. [TransLink's 2023 Bus Speed & Reliability Report, containing the Bus Priority Vision](https://view.publitas.com/translink/bus-speed-and-reliability-report-2023/page/1). 2023.

<sup>9</sup> [Implement Permenant Safety Measures at Nanaimo-Hastings Intersection with 665 signatures](https://www.change.org/p/implement-permanent-safety-measures-at-hastings-nanaimo-intersection). July 15, 2024. <https://www.change.org/p/implement-permanent-safety-measures-at-hastings-nanaimo-intersection>



- B. THAT the Transportation Advisory Committee recommend that the City urgently consider safety improvements at this and other intersections in the Hastings corridor as a part of corridor-scale upgrades. These safety improvements may include prohibiting right turns on red, implementing leading pedestrian intervals, shortening the crossing distance for pedestrians, and adding protected bike lanes.
  
- C. THAT the Transportation Advisory Committee recommend that the City collaborate with TransLink on their own urgent request for bus-focused improvements in the Hastings corridor to be taken advantage of, and that the 'clean slate' provided by such corridor redesign be used to advance safety improvements as per the City's Transportation 2040 goals of zero fatalities and serious injuries on City streets.

CARRIED UNANIMOUSLY

(Zachary Bennett and Jennifer Siddon absent for the vote due to Conflict of Interest)

#### **4. New Business**

None.

#### **ADJOURNMENT**

MOVED by Michael Feaver

SECONDED by Zachary Bennett

THAT this meeting be adjourned.

CARRIED UNANIMOUSLY

**Next Meeting:** November 20, 2024 at 5:30 pm

The Committee adjourned at 7:11 pm.

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