



## TRANSPORTATION ADVISORY COMMITTEE

### MINUTES

**September 18, 2019**

A meeting of the Transportation Advisory Committee was held on Wednesday, September 18, 2019, at 5:30 pm, in the Business Centre Meeting Room, Second Floor, Vancouver City Hall.

**PRESENT:** Molly Millar, Chair  
Joan Anderson  
Colin Brander  
Eugene Chin  
Lisa Corriveau  
Bethany Dobson  
Michael Feaver  
Karen Fung  
Isabel Garcia  
Sanjith Gopalakrishnan  
Angela Jarvis  
Molly Millar  
Jimin Park  
Bridgitte Taylor

**ABSENT:** Brad Griffin (Leave of Absence)  
Mahdi Hassan Nayebi (Leave of Absence)

**ALSO PRESENT:** Commissioner John Irwin, Park Board Liaison  
David Rawsthorne, Civil Engineer, Transportation Design Branch, Staff Liaison  
Jordan McAuley, Planner, Park Board  
Geoffrey Keyworth, Senior Transportation Planning Engineer, Transportation Planning Branch

**CITY CLERK'S OFFICE:** Kathy Bengston, Committee Clerk

### WELCOME

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

### **Leave of Absence Requests**

MOVED by Eugene Chin  
SECONDED by Brigitte Taylor

THAT the Transportation Advisory Committee approve leaves of absence for Brad Griffin, and Mahdi Hassan Nayebi.

CARRIED UNANIMOUSLY

### **Approval of Minutes**

MOVED by Mollie Millar  
SECONDED by Eugene Chin

THAT the Transportation Advisory Committee approve the Minutes from the meeting of June 19, 2019, as circulated.

CARRIED UNANIMOUSLY

### **1. Election of Chair and Vice-Chair (2019 – 2020)**

Following due process, the Committee elected Molly Millar as Chair, and Brad Griffin as Vice-Chair, for the term ending December 31, 2020.

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At this point in the meeting Molly Millar assumed the Chair.

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### **2. West Georgia Complete Street**

Rich Carmona, Transportation Planning, provided an overview on the status and strategy of the West Georgia Complete Street and responded to questions.

The Project website can be found at link here <https://vancouver.ca/streets-transportation/west-georgia-complete-street.aspx>

### **3. Ride Hailing**

Chris Darwent, Parking Management, presented on Ride Hailing Services in BC and responded to questions.

MOVED by Joan Anderson  
SECONDED by Bridgette Taylor

#### WHEREAS

1. Research shows that ride hailing is increasing congestion in cities where it exists and is not having a positive impact on climate emergency goals;
2. Ride Hailing may interfere with increased cycling, walking and rolling and the use of public transit;
3. Ride Hailing may reduce the safety of vulnerable road users.

THEREFORE BE IT RESOLVED THAT the Transportation Advisory Committee (TRAC) recommends Vancouver City Council adopt measures being put forward to mitigate the negative impacts of ride hailing;

FURTHER THAT the Transportation Advisory Committee (TRAC) recommends Vancouver City Council encourages the Province to enact further measures to increase accessibility and the use of Electric Vehicles; and

FURTHER THAT the Transportation Advisory Committee (TRAC) recommends Vancouver City Council increase fines and enforcement relating to any behavior that impinges on other road users, especially vulnerable users;

AND FURTHER THAT the Transportation Advisory Committee (TRAC) recommends Vancouver City Council collect occupancy data on ride hailing vehicles including in non-revenue trips (e.g. when the vehicle is empty and circulating).

CARRIED UNANIMOUSLY

### **4. Staff Liaisons Reports**

David Rawsthorne, Staff Liaison, provided a brief update and responded to questions on Kerr Street, and 10 Avenue near Arbutus Street.

Geoffrey Keyworth, Senior Transportation Planning Engineer, provided an update on the 41 Avenue B-Line, noting the following:

- Infrastructure work largely complete. Final sign installation to delineate bus lanes in within next two weeks.
- Anecdotal reports from bus drivers indicate reduced journey times already.
- RapidBus launch, along with increased frequency and real-time bus information motions will start in January.

- Second phase of work including engagement, around changes at East and West Boulevard in Kerrisdale, beginning 2020.

## **5. Liaison Reports**

Commissioner John Irwin provided the following updates on Park Board Activities:

- Vanplay – Parks and Recreation Services Master Plan: Strategic Bold Moves and Playbook Implementation Plan
- Kitsilano Bike Path
- Beach Express Bus motion passed at June 24 meeting

Chair will speak with Councillor Hardwick to obtain her activities, which she will share at the next regular meeting.

## **6. False Creek Flats Arterial**

Michael Feaver provided background on the creation of the motion, which was discussed and further edited by the committee.

MOVED by Michael Feaver

SECONDED by Sanjith Gopalakrishnan

### **WHEREAS**

1. A survey and community panel report showed mixed public support for all options.
2. There was a community panel subgroup that prioritized transit and active transportation and recommended no arterial, and preserving electric vehicle transit and goods movement.
3. The William Street and Malkin Avenue alignments were dropped from consideration.
4. The proposed alignment needs to ensure reliable transport from the east of new St. Paul's Hospital and from downtown.
5. Goods movement needs to be maintained from Produce Row to both east and west.
6. The proposed arterial line will be grade separated to address safety and rail capacity.
7. The Transportation 2040 Plan "supports a gradual transition to fewer car trips."
8. The Climate Emergency Response states "that Council accelerate the existing sustainable transportation target by 10 years, so that by 2030, two thirds of trips in Vancouver will be by active transportation and transit."

9. The Climate Emergency Response states “that Council adopt the target that by 2030, the embodied emissions in new buildings and construction projects will be reduced by 40% compared to a 2018 baseline.”
10. Citywide priorities and those of the Transportation Advisory Committee may differ from those of the surrounding community.

THEREFORE BE IT RESOLVED THAT Transportation Advisory Committee (TRAC) draw the attention of and recommends City Council to consider the following criteria in deciding on the arterial option:

- A. That Vancouver City Council (VCC) elevate the transportation priorities in the 2040 plan to top criteria for selecting the preferred option.
- B. That VCC put a priority on the option which best meets the accelerated transportation target.
- C. That VCC consider the following observations on the top two options from a transit, cycling, rolling, and walking perspective.
- D. The National alignments require significantly greater embodied emissions to construct than the Prior alignment.
- E. The primary benefits of the National alignments compared to the Prior alignment, namely the increased safety and reduced noise and pollution from private auto traffic in Strathcona, could be achieved more cost-effectively by prohibiting private auto traffic access through a new Prior underpass.
- F. There are significant drawbacks to the National alignments related to transit accessibility.
- G. Spending \$300 M on one or more other projects will likely produce greater benefits than maintaining private auto capacity in this corridor.

FURTHER THAT, if Council chooses to proceed with the Prior alignment, TRAC recommends that it consider:

- H. Maintaining pedestrian and cycling crossings of Prior along the grade leading to the underpass of the Burrard Inlet line (i.e. Raymur, Vernon), or adding a walking and cycling path adjacent to the Burrard Inlet line on its overpass over Prior.
- I. Planning for a direct connection between the Adanac greenway and the proposed north-south walking and cycling route between Glen and Clark identified in the False Creek Flats Plan, possibly using the BI line bridge over Prior to facilitate this connection.
- J. Providing traffic calming on adjacent streets, especially along and across Union.
- K. Planning for a more direct connection between the Adanac greenway and the “walk-the-line” path than envisioned in the False Creek Flats Plan.

- L. Setting the maximum grade on paths on new structures to well under 5%, to make any new crossing more accessible, especially to people with disabilities.
- M. Planning for a more direct connection between the Adanac greenway and the “walk-the-line” path than envisioned in the False Creek Flats Plan.
- N. Setting the maximum grade on paths on new structures to well under 5%, to make any new crossing more accessible, especially to people with disabilities.

AND FURTHER THAT, The Transportation Advisory Committee recommends that the City of Vancouver transfer the learning from the Prior/Venables process to considering liveability improvements along other arterials in the City.

CARRIED UNANIMOUSLY

## **7. TRAC Motions and Follow-ups**

The Chair led a conversation on when or how to review report status of past motions of the Transportation Advisory Committee (TRAC), previously known as the Active Transportation Policy Council motions.

## **8. Subcommittee Structure & Membership**

The Chair led conversation on creating subcommittees, and will draft terms of reference and share with the committee at the next working session. Michael Feaver, directed members to review an electronic document.

MOVED by Molly Millar  
SECONDED by Colin Brander

THAT the Transportation Advisory Committee is in agreement of forming a project and policy subcommittee, effective immediately.

CARRIED UNANIMOUSLY

## **9. New Business**

None.

## **ADJOURNMENT**

MOVED by Joan Andersen  
SECONDED by Michael Feaver

THAT this meeting be adjourned.

CARRIED UNANIMOUSLY

**Next Regular Meeting:**

DATE: Wednesday, November 20, 2019  
TIME: 5:30 pm  
PLACE: Business Centre Meeting Room  
Second Floor, Vancouver City Hall

The Committee adjourned at 7:32 pm.

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