



TRANSPORTATION ADVISORY COMMITTEE

MINUTES

January 29, 2020

A meeting of the Transportation Advisory Committee was held on Wednesday, January 29, 2020, at 5:33 pm, in Business Centre Meeting Room, Second Floor, City Hall.

PRESENT: Brad Griffin, Vice-Chair
Colin Brander
Eugene Chin
Lisa Corriveau
Bethany Dobson
Michael Feaver
Karen Fung
Isabel Garcia
Mahdi Hassan Nayebi
Angela Jarvis
Jimin Park
Bridgitte Taylor

ABSENT: Joan Andersen (Leave of Absence)
Sanjith Gopalakrishan (Leave of Absence)
Molly Millar (Leave of Absence)

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

CITY CLERK'S OFFICE: Kathy Bengston, Committee Clerk

WELCOME

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

Introduction

The Vice-Chair welcomed Laura Jane, Senior Stakeholder Relations and Promotions Lead, Transportation Planning Branch.

Leave of Absence Requests

MOVED by Colin Brander
SECONDED by Lisa Corriveau

THAT the Transportation Advisory Committee approve leaves of absence for Joan Andersen, Sanjith Gopalakrishan and Molly Millar, for today's meeting.

CARRIED UNANIMOUSLY

Approval of Minutes

MOVED by Colin Brander
SECONDED by Karen Fung

THAT the Transportation Advisory Committee approve the Minutes from the meeting of November 20, 2019, as circulated.

CARRIED UNANIMOUSLY

1. Granville Bridge

The Vice-Chair introduced a motion on the Granville Bridge Connector for the Committee's consideration.

MOVED by Michael Feaver
SECONDED by Jimin Park

WHEREAS:

1. Transportation 2040 identifies the following challenges related to the Granville Bridge:
 - a. Sidewalks are narrow and uncomfortable, and inaccessible for many people due to steps at ramp crossings;
 - b. Motor vehicles travel at high speeds and there are no cycling lanes on the bridge;
 - c. Off-ramps that were designed to accommodate high-speed traffic create additional connectivity challenges at either end of the structure.
2. Transportation 2040 identifies the Cambie and Granville bridges as early candidates for new all ages and abilities cycling routes;
3. The previous Active Transportation Policy Council identified the Granville Bridge as its top priority for additions and upgrades to the cycling network, using a methodology that took into consideration: safety, grade, travel times, gaps in the network, destinations, demographics, etc.;

4. Transportation 2040 includes policies or actions to:
 - a. W 1.2.3: Identify, prioritize, and address locations with insufficient sidewalk width by: a) removing or relocating obstacles, b) reallocating road space, c) requiring setbacks in new developments;
 - b. W 1.3.1: Continue to install or replace missing or deficient curb ramps; develop criteria for prioritizing implementation;
 - c. W 1.3.2: Continue to install accessible pedestrian signals citywide through ongoing replacement programs, at locations prioritized in consultation with representatives of the visually-impaired community;
 - d. W 1.3.5: Provide accessible public restrooms in high-demand locations, through measures including:
 - a) monitoring the performance of existing automated public toilets (APTs), and installing and maintaining additional APTs, if successful;
 - b) maintaining or extending hours for City-owned facilities at parks, libraries, community centres, and other locations;
 - e. W 1.3.7: Provide opportunities for rest at regular intervals by increasing the amount of seating available on and along sidewalks and other pedestrian paths;
 - f. W 1.4.3: Incorporate rain-friendly design features into public spaces;
 - g. W 1.5.1: Improve pedestrian connectivity and accessibility by addressing gaps and deficiencies in the network. High priority locations include:
 - a): False Creek Bridges;
 - h. W 2.2.1: Create pedestrian-priority streets and spaces, considering needs for cycling, transit, services, and deliveries to determine appropriate design treatments. Potential locations (subject to additional consultation) include:
 - a): portions of Robson and/or Granville Streets;
 - i. T 1.3.1: Develop and implement transit priority measures in partnership with TransLink by:
 - b): supporting and strategically implementing priority measures;
 - j. M 1.1.1: Continue to optimize network operations such as signal timings and rush-hour parking regulations to manage congestion while supporting other plan goals;
 - k. M 1.3.3: Explore opportunities to normalize bridge ramps and arterial intersections that have highway-style loops, odd angles, slip lanes, or other features that create a hostile pedestrian environment;

5. The Climate Emergency Response includes an Accelerated Action to explore opportunities to accelerate the completion of accessible and equitable active transportation networks, and close key gaps, including the Granville Bridge pathway.

THEREFORE BE IT RESOLVED THAT the Transportation Advisory Committee supports the following:

- The West Side Plus option of the proposed Granville Bridge Connector;
- The inclusion of means prevention on the Granville Bridge;
- The inclusion of place-making features along the West Side of the Granville Bridge;
- The potential implementation of transit priority measures, if necessary, that will minimize travel time and travel time variability for buses, including designating bus-only lanes on Granville Street and on the Granville Bridges; and
- Supports including measures that will moderate car speeds while minimizing delays, including by timing signals in accordance with speed limits.

FURTHER THAT the Transportation Advisory Committee recommends the following:

- Consideration of an option to close Granville Street between Smithe and the Granville Bridge to restrict private vehicles, parking, while widening the narrow and crowded sidewalks, and permitting deliveries, at least at some times of day;
- That measures be included in the design to ensure safety for all users, including by ensuring the bike lanes have at least a minimum width or by adding means to prevent collisions between oncoming cyclists; and
- Including amenities such as seating, washrooms, and water stations in the final design for the Granville Bridge or at the bridgeheads.

CARRIED UNANIMOUSLY

2. Drake Street and Richards Street

Jimin Park introduced a motion on the Drake Street and Richard Street upgrades for the Committee's consideration.

MOVED by Michael Feaver
SECONDED by Jimin Park

WHEREAS

1. The Drake project provides a direct and safe route for cycling between the Granville Bridge and the middle of downtown;
2. The Drake project complements the Granville Bridge project;
3. A gap in the safe cycling network exists between Hornby and Beatty and between Dunsmuir and the seawall in a part of downtown with numerous amenities;
4. A gap in the cycling network between the Granville Bridge and the rest of the AAA cycling network would exist without improvements on Drake;
5. A gap in the cycling network exists for trips between the West End and Yaletown that could be addressed by the proposed improvements on Drake;
6. Transportation 2040 includes actions or policies to:
 - a. C 1.1.1: Adopt and implement planning and design guidelines to support a network of routes that feel comfortable for people of all ages and abilities (Class AAA), including design treatments and interventions for:
 - a) providing physically separated bicycle facilities on busy streets where motor vehicles or speeds will remain high;
 - b) managing and reducing motor vehicle traffic volumes and speeds on neighbourhood routes through traffic diversion and other calming measures;
 - c) providing sufficient operating space for bicycle traffic through parking management and other measures;
 - d) designing safe intersections and crossings with improved visibility and managed conflicts (for example, through turn restrictions and signal priority);
 - e) reallocating road space from general traffic and/or motor vehicle parking where appropriate;
 - b. C 1.2.2: Develop, regularly update, and implement short-term (approximately 5-year) network improvement strategies to address gaps and deficiencies in the network, in consultation with residents, businesses, and other stakeholders.

- c) prioritizing critical gaps in the network and connections to key destinations, including schools, community centres, major transit stations, and commercial high streets; and;
- c. E 1.1.2: Continue a 'safe routes to school' program that connects schools to their surrounding neighbourhood with high quality walking and cycling routes for at least one block, complemented by promotional strategies that encourage students to use active travel modes;
- d. W 1.6.2: Explore opportunities to improve local ecology when designing and (re)building streets and other rights-of-way, for example by improving wildlife habitat and stormwater management, restoring native flora, increasing the number, size, and health of street trees, and daylighting lost streams.

THEREFORE BE IT RESOLVED:

- A. THAT the Transportation Advisory Committee supports the proposed upgrades of Drake Street as proposed by staff.
- B. THAT the Transportation Advisory Committee recommends that further improvements to better connect the Drake street cycling facility to the seawall and Elsie Roy Elementary School should be explored.

CARRIED UNANIMOUSLY

3. ShareNow Parking Spaces

Karen Fung introduced a motion on the ShareNow parking spaces for the Committee's consideration.

MOVED by Karen Fung
SECONDED by Michael Feaver

WHEREAS

1. ShareNow, formerly known as car2go, has announced that it will cease car-sharing operations in Vancouver effective February 29, 2020;
2. Free-floating car sharing comprises a significant portion (66%) of the usage of car-sharing in Vancouver overall;
3. Transportation 2040 identifies car-sharing as an important mode to support through parking and other policies, as it has been shown to have a significant impact on rates on car ownership and frees up road space for other uses;
4. The discontinuation of the ShareNow service means that a significant amount of both on-street and off-street parking formerly assigned for ShareNow vehicles, will

now no longer be dedicated to car-sharing specific uses or sustainable trips or travel modes generally;

5. The City of Vancouver has declared a climate emergency and is now aiming to achieve its Transportation 2040 mode share and vehicle kilometers travelled targets in an accelerated time frame, by the year 2030.

THEREFORE BE IT RESOLVED:

- A. THAT the Transportation Advisory Committee recommends that the City consider changing the designations of on-street parking that is currently dedicated to ShareNow to support the priorities outlined in Transportation 2040 by allowing for a combination of the following uses:
 - i. Additional facilities for bicycle parking, weather protected facilities, charging facilities for e-bikes, and parking for specialized bicycles such as cargo bikes, adaptive bicycles, and tricycles;
 - ii. Designated parking, charging, and storage areas for micro-mobility devices;
 - iii. Accessible seating or on-street public spaces (e.g. through the Parklet program);
 - iv. Loading zones for zero-emissions vehicles, including cycle delivery vehicles;
 - v. Parking spaces for cars displaying a parking permit for people with disabilities;
 - vi. Drop-off and pick-up spaces for zero-emission and low-emission vehicles;
 - vii. Parking for other car-sharing vehicles.
- B. THAT the Transportation Advisory Committee recommends that the City consider changing the designations of off-street parking currently designated to ShareNow to support the priorities outlined in Transportation 2040, by allowing for a combination of the following possible uses:
 - i. Parking spaces for zero-emissions vehicles;
 - ii. Parking spaces and micro-distribution hubs for zero-emissions vehicles, including cycle delivery vehicles;
 - iii. Parking spaces for cars displaying a parking permit for people with disabilities; and
 - iv. Designated parking, charging, and storage areas for micro-mobility devices.

CARRIED UNANIMOUSLY

4. Council of Councils

Michael Feaver provided a brief update on the January 13, 2020, event, and responded to questions from members.

5. Street Light

Brad Griffin, Vice-Chair, provided information on the LGBTQ2+ Committee's concerns with pedestrian safety in regards to the street lighting in the City, and the opportunity for a combined motion from TRAC and LGBTQ2+. The Policy subcommittee will review this potential motion at their next working session.

6. Liaison Updates

Jordan McAuley, Park Board Planner, received questions from the Committee regarding lighting in parks, which Michael Feaver will compile and send to Jordan.

Geoffrey Keyworth, Senior Transportation Planning Engineer, provided the following brief updates:

- Bold Actions for a Climate Emergency event, February 3, The Orpheum Theatre
- Urban Freight Strategy
- Motor Vehicle Act Pilot Project

David Rawsthorne, Staff Liaison, provided a brief update and responded to questions on the following:

- Three Open Houses on Granville Bridge Connector, with upcoming workshops
- Drake St Project Open House
- New General Manager of Engineering Services
- Director of Transportation position opening

7. Subcommittee Updates

a. Projects Subcommittee

Jimin Park provided a brief activity update and directed question to the staff liaison on presenting to Council.

b. Policy Subcommittee

Karen Fung provided a brief activity update including urban freight strategy.

8. New Business

Geoffrey Keyworth shared information regarding promotion on transportation demand management, and school travel planning, with April 15 as suggested presentation date.

ADJOURNMENT

MOVED by Karen Fung
SECONDED by Angela Jarvis

THAT this meeting be adjourned.

CARRIED UNANIMOUSLY

Next Meeting:

DATE: Wednesday, March 18, 2020
TIME: 5:30 pm
PLACE: Business Centre Meeting Room
Second Floor, City Hall

The Committee adjourned at 6:52 pm.

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