



TRANSPORTATION ADVISORY COMMITTEE

MINUTES

JUNE 17, 2020

A meeting of the Transportation Advisory Committee was held on June 17, 2020, at 5:34 pm, by electronic means.

PRESENT: Molly Millar, Chair
Joan Andersen
Colin Brander
Eugene Chin
Lisa Corriveau
Michael Feaver
Karen Fung
Isabel Garcia
Sanjith Gopalakrishnan
Brad Griffin, Vice-Chair
Mahdi Hassan Nayebi
Angela Jarvis
Darius Maze
Bridgitte Taylor

ABSENT: Jimin Park (Leave of Absence)

ALSO PRESENT: Councillor Colleen Hardwick, Council Liaison
David Rawsthorne, Civil Engineer, Transportation Design Branch, Staff Liaison
Jordan McAuley, Planner, Parks and Recreation, Staff Liaison
Paul Storer, Director, Transportation Design Branch, Staff Liaison
Geoffrey Keyworth, Civil Engineer, Transportation Planning Branch, Staff Liaison

CITY CLERK'S OFFICE: Kathy Bengston, Committee Clerk

WELCOME

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

1. Leave of Absence Requests

MOVED by Joan Andersen
SECONDED by Colin Brander

THAT the Transportation Advisory Committee approve a leave of absence for Jimin Park for this meeting.

CARRIED UNANIMOUSLY

2. Approval of Minutes

MOVED by Brad Griffin
SECONDED by Colin Brander

THAT the Transportation Advisory Committee approve the Minutes from the meeting of January 29, 2020, as circulated.

CARRIED UNANIMOUSLY

3. Motions

a. City of Vancouver Reallocation of Space

Bridgitte Taylor, introduced the motion, with background reasoning, and the Committee's expectation of the City.

MOVED by Joan Andersen
SECONDED by Bridgitte Taylor

WHEREAS

1. Cities around the world are re-allocating roads and expanding sidewalks for the purposes of enabling greater physical distancing and resuming business activities such as patio dining.
2. The City of Vancouver and many local residents have expressed interest in expanding public space and implementing traffic calming measures to allow for businesses and social activities to resume while still maintaining physical distancing.
3. The City of Vancouver approved measures to temporarily expand patios, restaurants and bars beginning on June 1, 2020 in response to the risks of COVID-19.
4. Provincial Health Authorities have mandated occupancy restrictions and social distancing guidelines for businesses including restaurants, cafes and pubs.
5. Businesses in Vancouver, particularly small businesses, are struggling to stay afloat amid occupancy restrictions.
6. Research indicates that planned public space can have various co-benefits in addition to the physical benefits, including poverty reduction, economic stimulus, and socio-cultural benefits.

7. The need for travel and indoor-fitness alternatives has resulted in a spike in bicycle sales in Vancouver, and an increase in new cyclists on the road which is putting pressure on maintaining physical distancing among existing cycling routes.
8. The City of Vancouver's Transportation 2040 plan aims to make active transportation, such as walking and cycling, safer and more accessible through the improvement of public space, including "addressing locations with insufficient sidewalk width by...reallocating road space...".
9. Transportation 2040 also aims to "enable and encourage the creative use of streets", including through car-free and slow street approaches. Potential locations identified by the City included:
 - 800-block of Robson Street,
 - portions of Robson and/or Granville Street,
 - Hamilton and/or Davie Streets between Nelson and Davie
 - other locations as identified.
10. The City's Climate Emergency Big Move #2 aims to accelerate the implementation of the Transportation 2040 plans by 10 years, to 2030 ("By 2030, two thirds of trips in Vancouver will be by active transportation and transit").
11. Vancouver City Council has endorsed motions to support slower residential streets and encourage safe shared use and has recently approved a scope of work for the Greenways Plan that would increase public space for a number of uses, including safe distancing for those walking, rolling or cycling.
12. The City has initiated street reallocation during the pandemic through a Slow Streets program that improves public space to queue, load and move.
13. Vancouver City Council has directed staff to prepare a report that would increase public space throughout the city through reallocating a minimum of 11% of today's street space.
14. A year-long pilot program that re-allocates roads and expands sidewalks towards public space would provide valuable information on how to accelerate the plans identified in Transportation 2040.
15. Public health officials are anticipating a "second wave" of the pandemic to occur in fall 2020, rendering the need to continue the pilot program beyond summer months.

THEREFORE, BE IT RESOLVED

THAT the City of Vancouver implement a one-year pilot program re-allocating road space and expanding sidewalks to allow for safe physical distancing while walking, rolling, cycling, as well as for dining and other public realm uses;

FURTHER THAT at the end of the program, the City review for key outcomes for future program implementation;

FURTHER THAT the City expedite improvements to the Granville Bridge that would create adequate space for safe physical distancing while walking, cycling and rolling on the Bridge;

FURTHER THAT re-allocation designs allow for the seamless continuation of transit routes and usage;

FURTHER THAT the City undertakes road reallocation and patio expansions while ensuring equitable access to space, including that there is adequate space for both public and private use;

FURTHER THAT associated actions prioritize road closures and traffic calming measures around civic facilities such as libraries and community centres and other public facilities such as schools and skytrain stations;

FURTHER THAT Robson (between Burrard and Seymour), Water and Mainland (between Nelson and Davie) streets are converted into slow streets for the duration of the pilot program, reducing the space for vehicles and increasing space for social distancing;

FURTHER THAT the Slow Streets initiative is applied throughout the city, including along key bicycle routes;

FURTHER THAT the City of Vancouver collaborate with the Park Board to convert the temporary reallocation of travel lanes on Beach Avenue to a one-year pilot and extend the reallocation along Pacific Avenue to the Burrard Bridge;

FURTHER THAT traffic calming measures be implemented along the Seaside bypass at Granville Island, the Burrard Bridge, and through Olympic Village, to allow for safe social distancing practices;

FURTHER THAT the City consider road re-allocation measures in neighbourhoods with high levels of housing insecurity, to ensure that enough space is available for residents to safely physically distance; including the Downtown Eastside along East Hastings Street;

FURTHER THAT the City explore with Translink faster and more reliable bus travel to reduce trip and wait times;

FURTHER THAT the City take steps towards integrating the greenways network with slow streets, including making modifications to the greenways network to make cycling safer and more accessible for commuting and recreation;

AND FURTHER THAT road and sidewalk re-allocation be done in such a way that it is consistent with implementing the City of Vancouver's Transportation 2040 plans, with special attention to the goals and principles identified towards strengthening pedestrian, cycling, transit networks, and public spaces.

CARRIED UNANIMOUSLY

b. Stanley Park – Exploring Options to Reduce Motor Vehicle Traffic

Joan Andersen, introduced the motion for the Committee’s consideration.

MOVED by Gene Chin

SECONDED by Lisa Parker

WHEREAS

1. The Vancouver Park Board responded to the COVID-19 pandemic by taking several measures to enable citizens to enjoy our parks while physical distancing.
2. The Vancouver Park Board closed Stanley Park to all motorized vehicles (with some exceptions) starting April 8, 2020 and closed the Stanley Park Seawall to cycling on April 10, 2020.
3. The Vancouver Park Board will be temporarily establishing a separated bike lane on Stanley Park Drive when reintroducing motor vehicle traffic to Stanley Park Drive.
4. The Vancouver Park Board collaborated with the City of Vancouver to successfully implement the closure to vehicular traffic of two travel lanes on Beach Ave, in order to increase space for pedestrians on the Seawall and sidewalks and for cyclists on the road.
5. Social media commentary and anecdotal feedback has been largely positive about the closure.
6. Vancouver is among the cities in Canada with the densest neighbourhood populations, and many residents rely on park spaces to be their backyards where they can exercise, breathe fresh air and relax with nature.
7. Provincial Health authorities have encouraged residents to be outside where they can exercise and where the virus is less likely to spread.
8. There has been, according to Park Board staff, a “big increase in people using parks for exercise”.
9. There has been a significant increase in the daily average number of bikes going through Stanley Park since the road reallocation. Comparing the daily average from 2019 with that of April 9 to May 10th, the increase was 77%.
10. Recreational cycling is up all across the City.
11. The City of Vancouver’s [Climate Emergency Response report](#) (2019) contains a set of six “Big Moves” adopted by Council to reduce Vancouver’s carbon pollution by reducing emissions and building on and expanding on existing work to fight climate change.
12. The City’s ambitious Climate Emergency Big Move #2 accelerates 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. (“By 2030, two thirds of trips in Vancouver will be by active transportation and transit”).
13. Approximately 30% of Vancouver’s greenhouse gas emissions come from motorized vehicles.
14. Overcrowding of the Stanley Park portion of the Seawall is an issue that pre-dates the COVID-19 crisis.
15. Uncomfortable walking experiences along Beach Avenue and conflicts between pedestrians and cyclists along the Seaside Greenway were issues identified in the 2013 West End Community Plan, which called for improved cycling connections to the Burrard Bridge along Pacific Street and Beach Avenue.

16. The reallocation of the eastbound lanes of Beach Avenue to cycling, greatly reduced crowding on the seawall and increased access for active transportation to Stanley Park.
17. Cities around the world are converting temporary transportation changes introduced as a result of the COVID-19 pandemic into permanent transportation improvements and/or as opportunities to conduct formal pilots to test new approaches to encouraging active transportation. Several cities are introducing new permanent measures to increase walking and cycling in their cities to achieve Climate Emergency Goals and to provide attractive, safe, non-polluting alternatives to public transit, so that transit is able to meet distancing guidelines and automobile traffic is not increased.
18. The C-40 Cities group, which includes Vancouver, has set up a Global Mayors COVID-19 Recovery Task Force to support a COVID-19 recovery that is healthy, equitable and sustainable.
19. A year-long pilot of restricted vehicle access to Stanley Park Drive could provide valuable information for the Stanley Park Comprehensive Planning process and West End Waterfront Master Plan and allow for community consultation.
20. The Vancouver Park Board asked Park Board staff on June 8, 2020 to explore the long-term feasibility of reducing motor vehicle traffic in Stanley Park.

THEREFORE BE IT RESOLVED

THAT the Transportation Advisory Committee send a letter to the Park Board acknowledging the June 8, 2020 motion to explore the long-term feasibility of reducing motor vehicle traffic in Stanley Park and recommending the Park Board take action as described in this motion;

FURTHER THAT the Vancouver Park Board approve a one-year pilot that would reduce motor vehicle traffic in Stanley Park, provide a protected bike lane on Stanley Park Drive and ensure that equitable access is provided to Stanley Park attractions for those unable to walk, roll or cycle;

FURTHER That the Park Board explore long-term options for reallocating road space within Stanley Park that provide car access to parking near major attractions;

FURTHER That the Park Board work with the City and TransLink to extend bus service to Second Beach;

FURTHER THAT the Park Board collaborate with the City of Vancouver to convert the temporary reallocation of travel lanes on Beach Avenue to a one-year pilot and extend the reallocation along Pacific Avenue to the Burrard Bridge;

FURTHER THAT all of the Seawall along Jericho, Locarno and Spanish Banks be made into separated and paved walking and cycling/rolling paths, each wide enough to allow residents to meet COVID-19 distancing guidelines;

FURTHER THAT the Park Board work with the City to provide appropriate, safe, well-connected and well-signed space for walking, cycling and rolling on and near Kits Beach and Kits Point;

FURTHER THAT the Park Board ensure the appropriate level of bike parking in parks is provided;

FURTHER THAT the Park Board continue to keep public washrooms accessible and open;

AND FURTHER THAT the Park Board ensure civic facilities such as community centres are safely accessible by walking, rolling or cycling and users have sufficient room to queue.

CARRIED UNANIMOUSLY

4. Liaison Updates

David Rawsthorne, Civil Engineer, Transportation Design Branch, provided a brief update on current transportation design issues during the COVID-19 pandemic, which included the reduction in funding, and how to manage existing projects such as Nanaimo St., and Ontario St. bikeway. He also noted that the Granville Bridge Connector Phase 3 is scheduled to go to Council in Fall 2020.

Geoffrey Keyworth, Civil Engineer, Transportation Planning Branch, provided brief updates on the Climate Emergency Response, Mobility Recovery Planning, the Broadway Subway project and actions taken in relation to the COVID-19 pandemic.

Jordan McAuley, Planner, Parks and Recreation, noted an increase in park usage by the public in a safe way. This data is being collected by Parks and Recreation staff, to be used in preparation for the Fall season.

5. Subcommittee Updates

a. Projects Subcommittee

None.

b. Policy Subcommittee

None.

6. New Business

None.

ADJOURNMENT

MOVED by Angela Jarvis
SECONDED by Colin Brander

THAT this meeting be adjourned.

CARRIED UNANIMOUSLY

Next Meeting:

DATE: September 30, 2020
TIME: 5:30 pm
PLACE: WebEx Online

The Committee adjourned at 7:34 pm.

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