



## TRANSPORTATION ADVISORY COMMITTEE

### MINUTES

**MARCH 30, 2022**

A meeting of the Transportation Advisory Committee was held on Wednesday, March 30, 2022, at 5:32 pm, via electronic means.

**PRESENT:**

Molly Millar (Chair)  
Angela Jarvis (Vice-Chair)  
Colin Brander  
Eugene Chin  
Michael Feaver  
Jeannie Furmanek  
Ingrid Hawkins  
Connie Hubbs\*  
Kino Roy  
Barrett Soron

**ABSENT**

Joan Andersen (Leave of Absence)  
Natalie Buglioni (Leave of Absence)  
Leanna Favaro (Leave of Absence)  
Bridgitte Taylor (Leave of Absence)  
Sampath Satti

**ALSO PRESENT:**

David Rawsthorne, Transportation Design Branch,  
Staff Liaison  
Paul Krueger, Transportation Planning Branch, Staff  
Liaison  
Jordan McAuley, Planner, Park Board

**CITY CLERK'S OFFICE:**

Ana Denissenko, Committee Clerk

\* 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 Barrett Soron  
SECONDED by Colin Brander

THAT the Transportation Advisory Committee approve Leave of Absence requests for Joan Andersen, Natalie Buglioni, Leanna Favaro, and Bridgitte Taylor.

CARRIED UNANIMOUSLY  
(Connie Hubbs absent for the vote)

### **Approval of Minutes**

MOVED by Colin Brander  
SECONDED by Barrett Soron

THAT the Transportation Advisory Committee approve the Minutes from the meeting of January 12, 2022, as circulated.

CARRIED UNANIMOUSLY

### **1. City of Vancouver Municipal Election 2022 – Presentation**

Rosemary Hagiwara, Director, Business and Election Services provided a presentation on outcomes of the 2018 election process, and goals for the 2022 election, and subsequently responded to questions and comments.

### **2. Broadway Plan Motion**

MOVED by Colin Brander  
SECONDED by Barrett Soron

WHEREAS the draft Broadway Plan:

- Does not include a separated facility for cycling along Broadway that would enable access to most existing and planned destinations within the plan area;
- Concentrates all daily destinations along Broadway and other high streets;
- Includes a key direction to “Provide a dense and greenway-integrated network of All Ages and Abilities (AAA) cycling/micromobility routes connected to key destinations and the SkyTrain stations”;
- Acknowledges that “To reach the Climate Emergency Action Plan target of 80% sustainable mode share by 2030 within the Broadway area, it will be critical to provide a high quality network of cycling facilities that serves all types of trips and connects people to their daily destinations”;
- Vision includes “A safe, direct network for people of all ages and abilities connects people to SkyTrain stations and other key destinations, making cycling and using e-scooters easy and convenient”; and

WHEREAS the City’s transportation “hierarchy of modes” for moving people is: 1. Walking; 2. Cycling; 3. Transit; 4. Taxi/Commercial Transit/Shared Vehicles; 5. Private Automobiles; and

WHEREAS the Greenest City Action Plan seeks to achieve a majority (over 50%) of trips taken by bicycle, foot, or transit, and this target would be more likely to be achieved if we incorporate cycling infrastructure on major routes such as Broadway; and

WHEREAS the Climate Emergency Action Plan seeks to achieve a ⅓ mode share for active transportation and transit by 2030, 80% near rapid transit stations; and

WHEREAS relevant Transportation 2040 policies or actions include:

- “Separated cycling facilities are to be included in all new major roadway design and construction”;
- “C 1.2.2 c) prioritizing critical gaps in the network and connections to key destinations, including schools, community centres, major transit stations, and commercial high streets”;
- “C 1.2.5 Incorporate separated bicycle facilities into the design and construction of all new major roads”;
- “C 3.1.1: Provide safe, convenient, and legible connections between major transit stations and the bicycle network”;
- “G 2.3: Support low-impact goods and services movement and delivery”;
- “G 2.3.1: Support regulations, incentives, and other strategies to facilitate efficient low-impact goods and services movement, including consideration of:
  - a) "hub and spoke" delivery models incorporating urban freight consolidation centres;
  - b) flexible loading options for cycle-based and other small-scale vehicles; and
  - c) right-sizing of service and delivery vehicles”;and

WHEREAS the City’s Complete Streets Policy Framework states that “the key principles to consider when designing Complete Streets include:

- “Improving safety, comfort, and accessibility for all modes, with a focus on walking, cycling and taking transit for people of all ages and abilities”;
  - “Providing direct and convenient access to shops, services, workplaces, and other destinations for all modes of transportation”;
- and

WHEREAS a lack of protected bike lanes will result in people biking and using other forms of micromobility on sidewalks, creating conflicts with people walking and rolling, whereas ongoing subway construction has shown that car traffic on Broadway will significantly decrease if fewer traffic lanes are provided;

THEREFORE BE IT RESOLVED THAT the Transportation Advisory Committee support the draft Broadway Plan’s intention to “Connect the cycling network with commercial retail to support local businesses and to make it easier to access daily services without a vehicle”;

and

FURTHER THAT the Transportation Advisory Committee recommend adhering to existing policy and transportation priorities by installing protected bike lanes on Broadway.

CARRIED UNANIMOUSLY

### **3. Neighbourhood Traffic Management Motion**

MOVED by Gene Chin

SECONDED by Michael Feaver

WHEREAS the Transportation Advisory Committee received a report and update on the Neighbourhood Traffic Management strategy from city staff on February 16, 2022; and

WHEREAS staff predicted in a November 2021 report to Council that there is a low likelihood of meeting the City's transportation mode share target; and

WHEREAS the City's transportation "hierarchy of modes" for moving people is: 1. Walking; 2. Cycling; 3. Transit; 4. Taxi/Commercial Transit/Shared Vehicles; 5. Private Automobiles; and

WHEREAS the Greenest City Action Plan seeks to achieve a majority (over 50%) of trips taken by bicycle, foot, or transit, and this target would be more likely achieved if we incorporate cycling infrastructure on major routes such as Broadway; and

WHEREAS the Climate Emergency Action Plan seeks to achieve a two-thirds mode share for active transportation and transit by 2030; and

WHEREAS relevant Transportation 2040 policies or actions include:

- "M 1.3 Manage traffic to improve safety and neighbourhood livability";
- "M 1.3.1 Continue to implement strategic traffic calming on local streets to improve safety and neighbourhood livability by:
  - a) prioritizing measures around neighbourhood bike routes, schools and other key pedestrian generators;
  - b) considering a street's function in the broader transportation network when determining the degree and type of traffic calming;
  - c) considering neighbourhood access issues prior to implementing diversion measures on local streets with high traffic volumes (>2500 vehicles per day); and
  - d) ensuring neighbourhood access for emergency responders";
- "W 2.2.4 Use traffic calming measures as opportunities to create mini-plazas or parklets";
- "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;
  - f) accommodating unconventional bikes and other forms of active transportation, such as cargo bikes, delivery tricycles, in-line skates, and skateboards;
  - g) highlighting potential conflict zones with pavement markings; and
  - h) prioritizing cyclist movements on key routes using tools such as reorienting stop signs and synchronizing traffic signals at the prevailing speed of bicycle traffic";

- “C 1.2.2 c) prioritizing critical gaps in the network and connections to key destinations, including schools, community centres, major transit stations, and commercial high streets”;
- “G 3.1.1 Work with emergency responders when developing new traffic calming plans and designs”;
- “G 3.2 Provide up-to-date, readily-accessible information on traffic calming measures and closures”;
- “G 3.2.1 Maintain and make available to emergency service providers an inventory of traffic calming measures, road closures, and other detours. Provide information online and in an open format to support mobile application development”;

THEREFORE BE IT RESOLVED THAT the Transportation Advisory Committee supports the existing policy of an 11% target reallocation of road space to active transportation including public transit and recommends setting a date for achieving this target;

FURTHER THAT the Transportation Advisory Committee recommends a more rapid pace of deployment of the neighbourhood traffic management program beyond 2 neighbourhoods per year and recommends setting a target date for applying neighbourhood traffic management in every neighborhood in Vancouver;

FURTHER THAT the Transportation Advisory Committee recommends investigating the implementation of Low Traffic Neighbourhoods as a form of traffic management that reduces commuter traffic in neighbourhoods;

FURTHER THAT the Transportation Advisory Committee supports the installation of non-moveable barriers or bollards that are more likely to remain in place while also maintaining access for emergency vehicles; and

FURTHER THAT the Transportation Advisory Committee recommends emphasis be placed on implementing safe routes to schools as part of this program.

CARRIED UNANIMOUSLY

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

The Committee proceeded to Subcommittee and Liaison Updates as part of New Business.

Jeannie Furmanek provided the following updates from the Bike Network Gaps and Active Transportation in South-East Vancouver Subcommittee:

- Previous work on bike lane system was revisited and gaps identified;
- Google map was created to look at the bike routes;
- Heard back from the City regarding projects related to the bike routes that are currently under consideration.

Barret Soron provided the following updates from the Bus Improvements and Climate Emergency Plan Subcommittee:

- Set Subcommittee goals and reviewed the Committee Work Plan;
- Discussed Neighbourhood Traffic Management Program;
- Next meeting is April 13.

Jordan McAuley provided the following updates:

- Public engagement on Kitsilano Greenway has ended; details can be found at the [Shape Your City Website](#).

Paul Krueger provided the following updates and responded to questions:

- Officially starting in June as Staff Liaison with TRAC;
- Council quiet period is coming up in June, which will result in pausing all public and community planning engagement activities

## **ADJOURNMENT**

MOVED by Barret Soron  
SECONDED by Connie Hubbs

THAT this meeting be adjourned.

CARRIED UNANIMOUSLY

### **Next Meeting:**

DATE: May 18, 2022  
TIME: 5:30 pm  
PLACE: TBD

The Committee adjourned at 7:26 pm.

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