



TRANSPORTATION ADVISORY COMMITTEE

MINUTES

SEPTEMBER 14, 2022

A meeting of the Transportation Advisory Committee was held on Wednesday, September 14, 2022, at 5:30 pm, via electronic means.

PRESENT:

Molly Millar (Chair)
Angela Jarvis (Vice-Chair)
Joan Andersen
Colin Brander
Eugene Chin
Michael Feaver
Jeannie Furmanek
Ingrid Hawkins
Connie Hubbs
Kino Roy

ABSENT

Sampath Satti
Barrett Soron
Bridgitte Taylor

ALSO PRESENT:

Paul Krueger, Transportation Division, Staff Liaison
Jordan McAuley, Planner, Park Board Staff Liaison
Trustee Lois Chan-Pedley, School Board Liaison

CITY CLERK'S OFFICE:

Brian Fukushima, Committee Clerk

Welcome

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

Leave of Absence Requests

None.

Approval of Minutes

MOVED by Eugene Chin
SECONDED by Ingrid Hawkins

THAT the Transportation Advisory Committee approve the Minutes from the meeting of July 13, 2022, as circulated.

CARRIED UNANIMOUSLY

1. Liaison Updates

Trustee Chan-Pedley provided updates on the following:

- Vancouver School Board's Strategic plan;
- Financial report and budget;
- Student assessment reports; and
- School Active Travel Program.

2. Shared E-Scooter Pilot Staff Presentation

Staff:

Matej Mekar, Policy Analyst

Cail Smith, Policy Analyst

Matej Mekar provided a presentation and responded to questions.

3. Southeast Bike Lane Motion

MOVED by Joan Andersen

SECONDED by Connie Hubbs

WHEREAS:

1. 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;
2. Cycling is the fastest growing mode of transportation by Vancouver residents, increasing its share of all trips from under 5% in 2013 to nearly 9% of trips in 2019, and in order to meet the climate emergency mode-share target, the cycling network needs to be expanded and upgraded to make cycling safe, convenient, and comfortable for people of all ages and abilities;
3. Providing safe cycling infrastructure, i.e., separated bike lanes, encourages more Vancouverites to use cycling as their mode of transportation;
4. The existing bike network in Vancouver has some noticeable gaps and closing the gaps improves safety and comfort and encourages more people to bike;
5. The Transportation Advisory Committee's 2021-2022 Work Plan identified as its Number 1 Objective, Resolving Gaps in the Bike Network;
6. The 2040 Transportation Plan calls for building cycling routes that feel comfortable for people of all ages and abilities and expanding the cycling network to efficiently connect people to destinations;

7. Council approved the Vancouver Plan which envisages people moving around safely and comfortably, using the city's high-quality network of transit, greenways and bike lanes;
8. The Vancouver Plan calls for the city to prioritize equity-focused risk reduction and service improvement planning in areas of the city with the highest unmet need and to continue to align land use and transportation to build neighbourhoods that help people meet their daily needs without having to drive transforming road space from spaces for vehicles to places for people;
9. The Disproportionately Impacted Populations index which measures visible minority, Indigenous identity, rent burden, household income, single parent family, limited English, and seniors variables shows the concentration of populations experiencing systemic barriers to be the highest in the Southeast section of the city;
10. The city's Climate Emergency Action Plan points out that walking, cycling and transit are inherently more equitable forms of transportation given that they are far less expensive than owning and operating a private vehicle—if high-quality walking and cycling infrastructure is provided, and transit service is frequent and reliable and connects people to where they need to go;
11. Consultations conducted for the City's Climate Emergency Action Plan found high support for reallocating road space to walking, cycling and transit, as well as protection for these modes;
12. Parts of Southeast Vancouver are lower density and lack local amenities. Relatively more car-oriented neighbourhoods such as some of those in Southeast Vancouver include low-income people who are unable to afford cars and must rely on transit or low-quality cycling infrastructure to travel;
13. The Park Board's VanPlay strategy using geospatial data identified a significant number of underserved areas and Initiative Zones in Southeast Vancouver where increased investment should be targeted;
14. City staff are currently working on a new Five-year Cycling Network Plan aimed at creating a safer, more convenient, direct, and comfortable cycling network;
15. Several routes in Southeast Vancouver were included in the City's Greenway Plan and these parts of the City's Greenway Network have not been completed, and
16. The City's Transportation 2040 plan identifies the city's southern edge as a complex area requiring further study to enhance walking, cycling, transit and goods movement connections to and through the area with an objective of improving walking and cycling network connectivity;

THEREFORE BE IT RESOLVED THAT:

- A. The transportation Advisory Committee recommends Council prioritize greenway improvements in Southeast Vancouver;

- B. The Transportation Advisory Committee recommends Council direct staff to work with the Park Board to build a bike network in Southeast Vancouver as part of its 2021–2025 Five-Year Cycling Plan and consider cycling improvements on the following routes:
- Kent Avenue or Fraser River Trail completion as per the City’s proposed alignment on Kent Avenue;
 - Crowley Crawl—a more accessible alignment for the Eastside Crosscut greenway between 45th and Kent through Everett Crowley Park and Captain Cook Park with grades under 3.5%, typical of other greenways in Vancouver (the City’s Greenways Plan shows the Eastside Crosscut on Elliott where the grade is up to 14% near SE Marine Drive).
 - Masumi Mitsui Greenway completion as per the City’s proposed greenway alignment;
 - 45th Avenue (Ridgeway) east of Nanaimo Street—the City’s Greenways Plan indicates that this greenway exists, but it is has high traffic volumes and lacks effective traffic calming;
 - Kingsway as per earlier versions of the City’s Greenways Plan;
- C. Because of the Committee transition and election period, a cover letter containing this motion be sent to the incoming Council and Park Board.

CARRIED UNANIMOUSLY

4. Bus Signage Accessibility Motion

MOVED by Colin Brander
SECONDED by Joan Andersen

WHEREAS:

1. The City of Vancouver’s Climate Emergency Action Plan commits the City to encourage transit use as one means of achieving Big Move 2 that calls for two-thirds of all trips in Vancouver by 2030 to be made on foot, bike or transit;
2. The National Association of City Transportation Officials’ Transit Street Design Guide calls for network and route maps at each transit stop as a way to increase the attractiveness of transit and thereby increase usage;
3. A significant percentage of Vancouver residents (26% according to the 2016 Census) moved within the City in the five years between 2011-2016 and may not know where the local buses go in their new neighbourhood;
4. Translink’s 2022-2027 Customer Experience Action Plan calls for making it easier to navigate the transit system but limits the expansion of passenger information displays to key bus stops and loops;
5. Some buses follow routes on several different streets and can be difficult for users to predict where they may go;

6. Some bus stops serve multiple bus routes and individual route maps would assist users in choosing their best route;
7. Relying on smartphones to find out where buses go at the stops where there are no maps is not a strategy that works for the approximately 20% of the Canadian population that does not have a smartphone including Seniors who are disproportionately represented in that group with an estimated 39% of Seniors without smartphones and others who have barriers to using smartphone technology;

THEREFORE BE IT RESOLVED THAT the Transportation Advisory Committee recommends that Mayor and Council request that Translink expand its Customer Experience Action Plan to include the placement of accessible individualized bus route maps at all bus stops in the City.

CARRIED

5. Annual Committee Report

MOVED by Eugene Chin
SECONDED by Ingrid Hawkins

THAT the Annual Committee Report be approved in principle.

CARRIED UNANIMOUSLY

6. New Business

None.

ADJOURNMENT

MOVED by Ingrid Hawkins
SECONDED by Eugene Chin

THAT this meeting be adjourned.

CARRIED UNANIMOUSLY

Next Meeting: TBD

The Committee adjourned at 7:14 pm.

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