



TRANSPORTATION ADVISORY COMMITTEE

MINUTES

JULY 22, 2026

A meeting of the Transportation Advisory Committee was held on Wednesday, July 22, 2026, at 5:34 pm by electronic means.

PRESENT: Marlene Chow, Chair
Zachary Bennett
Caryn Duncan
Anthony Floyd
Katherine Hosford
Jessie Rehwald*
Jennifer Siddon

ABSENT: Luke Bailey (Leave of Absence)
Kareen Hassib (Leave of Absence)
Stephanie Mak (Leave of Absence)

ALSO PRESENT: Chris Darwent, Associate Director, Transportation Design;
Staff Liaison

CITY CLERK'S OFFICE: Tamara Tosoff, Meeting Coordinator

*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 Zachary Bennett
SECONDED by Caryn Duncan

THAT the Transportation Advisory Committee approve Leaves of Absence for Stephanie Mak, Luke Bailey, and Kareem Hassib for this meeting.

CARRIED UNANIMOUSLY
(Jessie Rehwald absent for the vote)

Approval of Minutes

MOVED by Anthony Floyd
SECONDED by Zachary Bennett

THAT the Transportation Advisory Committee approve the minutes from the meeting of May 27, 2026, as circulated.

CARRIED UNANIMOUSLY
(Jessie Rehwald absent for the vote)

1. Liaison Updates

The Staff Liaison provided updates and responded to questions and comments.

2. Working Session Updates (June 17, 2026)

The Committee discussed micromobility options and scooter share. Following discussion, it was

MOVED by Zachary Bennett
SECONDED by Jessie Rehwald

WHEREAS

1. The Vancouver Plan, a long-range land use plan to guide growth and change over the next 30 years, was adopted on July 22, 2022. The Vancouver Plan envisions a transportation system that “connects people to jobs and daily needs in an equitable way, prioritizing low-cost, healthy ways of getting around, while supporting the economy”;
2. Transportation 2040 includes a goal of eliminating all traffic-related fatalities and serious injuries and a target that at least two-thirds of all trips be made by foot, bike, or transit;
3. The Vision Zero Safe Mobility Plan sets an ultimate goal to eliminate all serious injuries and fatalities from the transportation network and sets a target to reduce traffic fatalities and serious injuries by at least 5% annually;
4. 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;
5. The City supported the launch of Mobi public bike share system in 2016 with a one-time grant of \$5 million to support initial start-up of this shared micromobility service;
6. In 2024, shared micromobility expanded in Vancouver with the introduction of the Lime shared e-scooter system and without any direct public funding;
7. Shared micromobility services in Montreal (Bixi) and Toronto (Bike Share Toronto) receive financial support from the local government for all capital costs, while in Vancouver these costs are borne by Mobi and Lime; and
8. Shared micromobility can function as both a standalone and complementary transportation option to other sustainable travel modes such as walking and transit.

THEREFORE BE IT RESOLVED

- A. THAT the Transportation Advisory Committee recommend that City Council bring forward a motion directing staff to evaluate and analyze the following shared micromobility items within the City of Vancouver, including:
- i. The potential impact of a one-time infusion of capital funds to each of the shared micromobility services to support and accelerate service area expansion and fleet growth, including low, medium, and high capital funding scenarios;
 - ii. Exploring options to reduce user costs, both generally and for means-tested, lower income, or otherwise equity-seeking groups;
 - iii. Identifying potential opportunities to leverage non-City funding sources, such as may be available through regional, provincial, or federal programs;
 - iv. The potential impacts and feasibility of a longer term transition to a City-supported model similar to those used in Montreal and Toronto;
 - v. Comparison of funding and operational models across peer jurisdictions such as those within Metro Vancouver, the Capital Regional District, or other comparable regions;
- B. THAT the above analysis may help inform future decision-making by providing a clearer understanding of potential shared micromobility for City Council, staff and the public.

CARRIED

(Jennifer Siddon opposed)

The Committee discussed Gastown car-free options. Following discussion, it was

MOVED by Caryn Duncan

SECONDED by Anthony Floyd

WHEREAS

1. The Gastown Public Spaces Plan originally proposed a “people-focused” Gastown that embraced a “bold, forward-looking vision”;
2. The Gastown Public Spaces Plan ran two pilot projects to test different visions for Gastown: one in 2024 that involved a car-free July and August experience; the other in 2025 that was significantly reduced in scope to car-free Sundays between June 15 and August 31;
3. The 2026 Gastown Public Spaces Plan will again be limited to car-free Sundays and for an even shorter period, between July 5 and September 6;
4. The data outcomes for the 2024 pilot project reported that 84% of people and 79% of Gastown residents wanted the car-free pedestrian zone to be summer-

long in future summers and the 2025 pilot project reported that 59% of community respondents wanted a return to a summer-long pedestrian zone;

5. The City's Transportation 2040 Plan has a hierarchy of transportation modes that prioritizes walking, cycling and transit, with private auto as the lowest priority;
6. Transportation 2040 identifies Water Street as a Potential Pedestrian-Priority Street;
7. Transportation 2040 includes a policy (W 2.1.1) to “expand special event and public space programs (such as VIVA Vancouver) to enable and encourage creative street uses, for example through pilots, competitions, and funding partnerships;” and
8. Vancouver has enthusiastically embraced the Granville Street pedestrian zone during the World Cup;

THEREFORE BE IT RESOLVED

- A. THAT the Transportation Advisory Committee (TRAC) urges the City to support a car-free people-focused Water Street from Richards Street to Maple Tree Square that is summer-long, from June 1 to September 15;
- B. THAT the Transportation Advisory Committee recommends ensuring that the design of the space is permeable, safe and accessible to everyone including people walking, cycling and using other mobility devices;
- C. THAT the Transportation Advisory Committee supports a two-way permanent cycling connection on Water Street to fill the gap in the bike network between Richards Street, the Portside Greenway route along Alexander Street and the Carrall Street Greenway;
- D. THAT the Transportation Advisory Committee supports that a car-free Water Street offer various amenities including public washrooms, for example the Portland Loo, drinking fountains, patio space, public benches, other street furniture, a bike valet and other micro mobility support such as scooter stations.
- E. THAT the Transportation Advisory Committee recommends community-driven programming of the space through ongoing events organized by a committee that includes, residents, community organizations and businesses, to inform and enliven the space.

CARRIED UNANIMOUSLY

(Jennifer Siddon abstained from the vote)

3. Subcommittee Updates

None.

4. New Business

The Committee discussed the final meeting in September. Members were requested to forward proposed motions and agenda items for discussion to the Co-Chairs to assist with agenda preparation.

ADJOURNMENT

MOVED by Zachary Bennett
SECONDED by Jennifer Siddon

THAT this meeting be adjourned

CARRIED UNANIMOUSLY

Next Meeting:

DATE: Wednesday, September 23, 2026
TIME: 5:30 pm
PLACE: Business Centre Meeting Room, Second Floor, City Hall/
Teams Online

The Committee adjourned at 7:08 pm.

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