CITY OF VANCOUVER

TRANSPORTATION ADVISORY COMMITTEE

MINUTES

SEPTEMBER 23, 2026

A meeting of the Transportation Advisory Committee was held on Wednesday, September 23, 2026, at 5:30 pm, in the Business Center, second floor, City Hall, and by electronic means.

PRESENT:	Marlene Chow, Chair Luke Bailey Caryn Duncan Anthony Floyd Stephanie Mak Jessie Rehwald
ABSENT:	Zachary Bennett (Leave of Absence) Kareen Hassib (Leave of Absence) Katherine Hosford (Leave of Absence) Jennifer Siddon (Leave of Absence)
ALSO PRESENT:	Chris Darwent, Associate Director, Transportation Design; Staff Liaison
CITY CLERK'S OFFICE:	David Yim, Meeting Coordinator

Welcome

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

Leave of Absence Requests

MOVED by Anthony Floyd
SECONDED by Jessie Rehwald

> THAT the Transportation Advisory Committee approve Leaves of Absence for Zachary Bennett, Kareen Hassib, Katerine Hosford, and Jennifer Siddon for this meeting.

CARRIED UNANIMOUSLY

Approval of Minutes

MOVED by Caryn Duncan
SECONDED by Stephanie Mak

THAT the Transportation Advisory Committee approve the minutes from the meeting of July 22, 2026, as circulated.

CARRIED UNANIMOUSLY

1. Approval of Vision Zero Safe Mobility Plan Motion

MOVED by Anthony Floyd
SECONDED by Luke Bailey

THAT the Transportation Advisory Committee confirm the following recommendations contained in the letter to Mayor and Council dated June 1, 2026, entitled “Council Recommendation: Support for the Vision Zero Safe Mobility Plan”:

WHEREAS

1. The General Manager of Engineering Services has submitted a report to Vancouver City Council dated May 26, 2026, recommending that Council approve the Vision Zero Safe Mobility Plan as outlined in the report and presented in Appendix A;

2. The Plan reaffirms the City of Vancouver’s commitment to eliminate traffic fatalities and serious injuries from the transportation network, and sets a municipal target aligned with TransLink’s regional target to reduce traffic fatalities and serious injuries by at least 5% annually until reaching zero by or before 2050;

3. The Plan is grounded in the international Vision Zero Safe Systems approach, including five interconnected elements: Safe Speeds, Safe Streets, Safe People, Safe Vehicles, and Post-Crash Response;

4. The Plan recognizes traffic deaths and serious injuries as preventable public health issues, emphasizes shared responsibility and proactive system-level design, and recognizes that the transportation system should be designed so that human mistakes do not result in death or severe injury;

5. The report notes that, between 2015 and 2024, over 130 people died on City of Vancouver streets and more than 90,000 people were injured in collisions, and that progress in reducing traffic fatalities and injuries has slowed in recent years;

6. The Plan centres equity by recognizing that people using less-protected modes of transportation, including people walking, cycling, and using mobility devices, are disproportionately harmed in collisions, and that children, youth, older persons and elders, people with mobility challenges, and low-income populations face particular transportation safety risks;

7. The Plan uses a data-informed approach to identify trends, track progress toward goals, and prioritize safety interventions based on fatalities and serious injuries, the presence of vulnerable road users, protection of at-risk groups, coordination opportunities, and feasibility;

8. The Plan's strategic framework is intended to guide the City's transportation safety work in the years ahead, help prioritize future projects and programs, inform related budget conversations, and support partner-led initiatives; and

9. The Plan's near-term actions identify work intended to make meaningful progress over the next five years, note that some actions fall within existing budgeted programs and projects while others depend on future funding, and commit to updating the near-term actions at least every two years;

10. The near-term actions include continuing the default 30 km/h speed limit on local streets; beginning to reduce speed limits on major streets, potentially starting with the downtown peninsula and at least three commercial high streets and three residential arterials or collectors outside downtown by 2031; and supporting lower speeds through signal retiming and appropriate design measures;

11. The near-term actions also include improving coordination with repaving and reconstruction projects; delivering safety improvements at high-injury locations and corridors; improving crossings, accessibility, sidewalks, cycling and micromobility facilities, and transit priority where appropriate; advancing school and community safety programs; advocating for provincial changes including blanket speed limits and enhanced automated enforcement; improving City-owned vehicle safety; publishing annual traffic fatality reports; improving serious injury data; developing a High Injury Network map; and piloting conflict analysis and other data tools;

12. The Transportation Advisory Committee has consistently supported measures that improve safety for people walking, rolling, cycling, taking transit, and driving, and many elements of the Plan align with motions and priorities previously advanced by the Committee.

THEREFORE BE IT RESOLVED

A. THAT the Transportation Advisory Committee supports the Vision Zero Safe Mobility Plan and recommends that Council approve the Plan.

B. THAT the Transportation Advisory Committee supports the Plan's target of reducing traffic fatalities and serious injuries by at least 5% annually until reaching zero by or before 2050.

C. THAT the Transportation Advisory Committee supports timely implementation of the Plan's near-term actions, including safe speed reductions on local and major streets; data-informed safety improvements at high-injury locations and corridors; improvements for people walking, rolling, cycling, using micromobility, taking transit, and driving; school and community safety programs; vehicle safety measures; improved serious injury data; annual traffic fatality reporting; and regular updates to the near-term actions.

D. THAT the Transportation Advisory Committee encourages Council and staff to ensure that implementation of the Plan is supported through appropriate budget consideration, transparent public reporting, and

ongoing engagement with advisory committees, equity-denied communities, seniors and elders, people with disabilities, children and youth, transit users, active transportation users, emergency services, and other affected road users.

E. THAT the Transportation Advisory Committee encourages Council and staff to prioritize implementation in a manner consistent with the Plan's equity and data-informed approach, with particular attention to less-protected road users, high-injury locations and corridors, school and community destinations, the Downtown Eastside, and other locations or populations experiencing disproportionate transportation safety risk.

CARRIED UNANIMOUSLY

2. Liaison Updates

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

3. Subcommittee Updates

MOVED by Marlene Chow
SECONDED by Stephanie Mak

WHEREAS

1. The Transportation Advisory Committee provides Council and staff with informed, ongoing, and structured feedback on transportation policies, programs, and initiatives;

2. Advisory committees bring together a diverse group of residents and stakeholders who develop subject matter knowledge over time, enabling thoughtful and consistent review of transportation issues;

3. Advisory committee input complements, but does not replace, broader public engagement processes by providing continuity, institutional knowledge, and regular feedback throughout the development and implementation of policies;

4. Open public consultation is an important component of civic decision-making, but participation can vary significantly by issue and engagement method, whereas advisory committees provide a reliable and representative forum for ongoing dialogue;

5. The Transportation Advisory Committee previously recommended that Council reject the dissolution of the City Advisory Committees on December 15, 2025.

THEREFORE BE IT RESOLVED

THAT the Transportation Advisory Committee recommend that Vancouver City Council continue to support and maintain advisory committees as a key component of the City's public engagement framework;

FURTHER THAT Council recognize the value of advisory committees in providing consistent, informed, and constructive feedback that strengthens decision-making, improves accountability, and enhances community representation in municipal governance.

CARRIED UNANIMOUSLY

MOVED by Anthony Floyd
SECONDED by Caryn Duncan

THAT the Transportation Advisory Committee approve in principle the 2026 Advisory Committee Annual Report.

CARRIED UNANIMOUSLY

4. New Business

None.

ADJOURNMENT

MOVED by Stephanie Mak
SECONDED by Jessie Rehwald

THAT this meeting be adjourned

CARRIED UNANIMOUSLY

Next Meeting:

DATE: Wednesday, January 13, 2027
TIME: 5:30 pm
PLACE: Business Center, second floor, City Hall

The Committee adjourned at 7:21 pm.

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