



## REPORT TO COUNCIL

### STANDING COMMITTEE OF COUNCIL ON TRANSPORTATION AND TRAFFIC

MAY 24, 2005

A Regular Meeting of the Standing Committee of Council on Transportation and Traffic was held on Tuesday, May 24, 2005, at 9:30 a.m., in the Council Chamber, Third Floor, City Hall.

**PRESENT:** Councillor Fred Bass, Chair  
\*Mayor Larry Campbell (Civic Business - Item 3)  
Councillor David Cadman  
\*Councillor Jim Green (Civic Business - Item 3)  
Councillor Peter Ladner, Vice-Chair  
Councillor Tim Louis  
Councillor Anne Roberts  
\*Councillor Tim Stevenson (Civic Business - Item 3)  
Councillor Sam Sullivan  
Councillor Ellen Woodsworth

**ABSENT:** Councillor Raymond Louie (Leave of Absence - Civic Business)

**CITY MANAGER'S OFFICE:** Judy Rogers, City Manager

**CITY CLERK'S OFFICE:** Pat Boomhower, Meeting Coordinator

\* Denotes absence for a portion of the meeting

#### ADOPTION OF MINUTES

The Minutes of the Standing Committee on Transportation and Traffic meeting of March 29, 2005, were adopted.

#### RECOMMENDATION

##### 1. Women in Transit - Presentation (File 5554)

The Committee had before it a report on the Bus Riders Union project entitled "Women in Transit: Organizing for Social Justice in Our Communities". Jennifer Efting, Bus Riders Union and co-author of the report provided an overview of the community-based research which began in 2004, regarding challenges faced by women using local transit. Ms Efting highlighted five recommendations pertaining to women's safety, accessibility to meetings, bus fares, expansion of bus service, and systemic problems that affect planning and provision of services.

Ms. Efting responded to questions regarding the project's findings and:

- women's transit needs in off-peak hours, spacing of bus stops and bus-only lanes;
- the proportion of women bus riders;
- Transit meetings' accessibility by interurban lines;
- Los Angeles' experience at increasing bus service;
- public's awareness of the "Request to Stop" option;
- low bus fares across the board versus needs-tested low income bus passes; and
- "lower fares" as a priority.

Scott Edwards, Strategic Transportation Planning Engineer, responded to questions regarding lighting and the number of washrooms at or near bus stops. Staff agreed to provide an information memo regarding lighting, washroom availability at SkyTrain and transfer points, and related safety issues.

MOVED by Councillor Louis  
THAT the Committee recommend to Council

- A. THAT Council refer to TransLink for consideration the following recommendations from the Bus Riders Union report entitled "Women in Transit: Organizing for social justice in our communities":
  - i) Ensure all meetings are accessible by bus.
  - ii) Hire phone operators that speak languages overwhelmingly used by bus riders such as Punjabi, Cantonese and Tagalog.
  - iii) Match multi-lingual bus drivers according to the routes they serve.
  - iv) Provide washrooms at close proximity to every major bus stop and SkyTrain station.
  
- B. THAT the following be referred to TransLink and the Vancouver - UBC Area Transit Plan Public Advisory Committee for consideration:
  - i) Prioritize women's safety in the transit system;
  - ii) Involve transit depend women in the planning process;
  - iii) Increase service in off-peak hours;
  - iv) Create more bus priority measures rather than reducing number of bus stops;
  - v) Urge TransLink to lower bus fares to 2004 levels.
  
- C. FURTHER THAT the Bus Riders Union report entitled "Women in Transit: Organizing for social justice in our communities" be referred to the Area Transit Plan Public Advisory Committee.

CARRIED UNANIMOUSLY

## 2. 2005 Traffic Signal Program (File 5761)

The Committee had before it an Administrative Report dated May 4, 2005, in which the General Manager of Engineering Services sought Council's approval for signal installations or modifications at locations listed in the report.

Pat Ryan, Assistant Traffic Management Engineer, provided an overview of the report and noted the following representatives from partner agencies were present to answer questions: Staff Sergeant Kinder Sandhu and Constable Jim Fiddler of the Vancouver Police Traffic Squad, and Paul Goodman, Allison Wong and Aman Kainth of ICBC's Loss Prevention Program.

Mr. Ryan responded to questions regarding intersections requiring further review, pedestrian improvements at Windsor Street and King Edward, at SW Marine Drive and 49<sup>th</sup> Avenue, and near the Dr. Peter Centre, the process for residents to raise concern, crosswalk timing, and ways to increase respect for pedestrians, monitoring motorists and enforcement.

The following spoke in favour of traffic signal improvements:

Harry Mah  
Nigel Fitzpatrick  
Val Cavers, Collingwood Neighbourhood House  
Carla Mountali

A summary of speakers' comments follows:

- the signal budget is too small and five years is too long to wait for a signal requested years ago, meanwhile traffic has increased;
- the intersection at 41<sup>st</sup> Avenue and Wales Street is extremely dangerous for the many pedestrians who are residents and/or using programs and services in Collingwood;
- a pedestrian-controlled traffic signal is needed at 41<sup>st</sup> Avenue and Wales Street where traffic moves too quickly, majority of motorists refuse to obey crosswalk signs, pedestrians are fearful, have to wait too long for an opportunity to cross, and do so at their peril;
- approve the Traffic Signal Program to increase pedestrian safety; many people will benefit from it.

Staff agreed to provide an information memo back regarding pedestrian improvements at the intersection of Windsor Street and King Edward.

MOVED by Councillor Cadman  
THAT the Committee recommend to Council

- A. THAT Council approve the 2005 Traffic Signal Program, with city funding of \$1,297,000 to be provided from the 2005 Streets Basic Capital for the Traffic Signal Program; and that the General Manager of Engineering Services be authorized to install and modify pedestrian and traffic signals, as described in the Administrative Report dated May 4, 2005, entitled "2005 Traffic Signal Program".

- B. THAT additional annual costs of \$22,000 related to ongoing maintenance be reflected in future Operating Budgets, subject to the 2006 budget review process.

CARRIED UNANIMOUSLY  
(Councillor Green absent for the vote)

### 3. Grandview-Woodlands (Napier Street) Traffic Calming Plan - Status (File 8008)

The Committee had before it an Administrative Report dated May 9, 2005, in which the General Manager of Engineering Services presented to Council options for traffic calming in Grandview-Woodlands for further discussion, at the request of the Neighbourhood Traffic Group (NTP) - a residents group.

The Committee also had before it a map (*distributed - on file*) outlining the Neighbourhood Traffic Group's "less diversionary" proposal marked in yellow, existing traffic calming illustrated in white, and other possible measures, *not included* in NTG's "alternative" plan, were shown in blue. It was noted that the measures illustrated in both yellow and blue were part of the plan put forward to the community in 2004, which received less than 60% support.

Jim Hall, Neighbourhood Transportation Engineer, provided an overview of the report and outlined options, the history of traffic calming proposals in the neighbourhood and subsequent surveys results. He noted the neighbourhood suffers from short-cutting commuter traffic coming from downtown heading east.

Mr. Hall, together with Tom Timm, General Manager of Engineering Services and Jerry Dobrovolny, Assistant City Engineer - Transportation, responded to questions regarding:

- the process for developing a plan, determination of the area to survey, and monitoring installed measures;
- east-west street traffic volumes, speeding, and diversionary means to address problems;
- the number of city streets waiting for traffic calming review or measures;
- whether other areas have experienced less than the 60% threshold of support;
- comparison of the 2004 traffic calming plan and NTG's alternate plan; and
- potential impact of the Gateway project on the Grandview-Woodlands neighbourhood.

MOVED by Councillor Cadman

THAT the Standing Committee on Transportation and Traffic meeting be extended and continue to 1:30 p.m. in order to hear as many speakers as possible prior to the recess.

CARRIED  
(Councillor Stevenson opposed)

\* \* \* \* \*

At 12:37 p.m., the Chair stepped down, and the Vice-Chair assumed the Chair.

At 12:42 p.m., Councillor Bass resumed as Chair.

\* \* \* \* \*

The following spoke in favour of staff recommendations for further consultation and monitoring, or in favour of implementing traffic calming measures immediately on a trial basis with a survey after the trial period:

Terry Hizki  
Laura Lawson, Neighbourhood Traffic Group (*brief submitted - on file*)  
Suzanne Dinelle  
Esther Shannon  
Eileen Mosca (*brief submitted - on file*)  
Kevin Inkpen  
Alex Feldman  
Petronella Vander Valk

A summary of speakers' comments follows:

- there is a real divisiveness in the community which may need assistance from a mediator;
- this is an opportunity for the community to come together to solve a neighbourhood problem, and also recognize we do not live in suburbia;
- do not handle an *alternate* plan hastily since many haven't had the opportunity to see or discuss it;
- the division in the community appears to be streets with traffic calming measures already in place against measures which may funnel traffic there, versus the "have-nots" south of Parker Street which want some traffic calming measures to address safety and liveability issues;
- would like 56% approval to be enough for the neighbourhood, since it is a majority and since one third of the survey area already had traffic calming measures;
- suggest letting the community try the measures for a period and the required approval rate will probably be achieved;
- diverters can be moved but a fatality is not reversible;
- take action to address volumes, aggressive driving and high speeds on our street;
- screeches are heard everyday and there is a concern about children and cyclists;
- our neighbourhood has become a conduit for commuter traffic as congestion along routes increases;
- very concerned that more traffic is expected with expansion of the Port Mann Bridge and Highway 1;
- the NTG, an adhoc group, took initiative to try and reduce traffic cutting through the neighbourhood;
- the altered plan of 1986 plus other diversionary measures have pushed traffic south to the point of being 2.5 times the daily volume guideline for vehicle traffic on residential streets;
- it is unsafe for the many children and seniors in the area, as well as for cyclists dodging short-cutting traffic coming from laneways and streets; and
- safety is paramount, prevent an accident, something needs to be done now.

The following supported staff recommendations for monitoring effectiveness of neighbourhood speed humps and arterial changes at two intersections on Clark Drive, and spoke against diversionary measures and against a variance of the required 60% approval:

Mary-Lynn Burke (*brief submitted - on file*)  
Robin Barnett  
Eric Fergie (*brief submitted - on file*)  
Samatha Gale  
Paul Neilson  
Tim Glasheen (*brief submitted - on file*)  
David Massullo  
Carmen Lovison (*petition submitted -on file*)  
Frank and Doreen Zupan (*brief submitted - on file*)  
Dianne Bell

A summary of speakers' comments follows:

- the issue has been voted down three times (in 2003, 2004 and regarding the chicanes) plus the chicanes took two years to remove;
- 56% is flawed and not a majority of the whole, as the previous survey missed a significant portion of residents needing English translation, and some who voted "yes" were referring to the trial period only and didn't realize the whole neighbourhood would have to approve removal of measures;
- the current process and consultation is rushed and lacking; it's "outrageous" to implement without notifying the residents of a changed plan;
- road blocks divide a neighbourhood, impede emergency and other vehicles that need access and are an "eye-sore";
- the NTG is a small group of residents not representative of the neighbourhood; those of us who voted "no" are not receiving NTG notices of meetings;
- the neighbourhood shouldn't be treated differently, nor should it jump the queue ahead of other neighbourhoods;
- the required 60% approval is City policy; granting a variance sets a dangerous precedent; rules of engagement must apply to everyone;
- suggest a left-turn advance arrow at Victoria Drive and 1<sup>st</sup> Avenue during evening rush hours and one at Victoria and Venables Street for morning rush hours;
- respect the previous vote, our community and democracy;
- we are all equal in paying our taxes and having our voices heard;
- "it's sad" that the community is divided and needs to heal; this won't be helped by dictating measures that have been already voted down;
- try moderate measures such as speed bumps, and focus on pedestrian safety on Victoria Drive; and
- yellow ribbons worn today indicate those who are against diverters; Just say *No*.

\* \* \* \* \*

The Committee recessed at 1:30 p.m. and reconvened at 7:30 p.m. to continue hearing from speakers, with all members present except for Councillors Green, Stevenson and the Mayor who were on civic business and Councillor Louie on sick leave.

\* \* \* \* \*

The following spoke in *general* support of implementing traffic calming measures as soon as possible, and/or in favour of one diversionary measure per street:

Geoffrey Hull  
Micheal Aeberhardt  
Laurel Aeberhardt  
Bing Jensen  
Dexter Smith, Grandview-Woodlands Area Council (*brief submitted - on file*)  
Jill Smith  
Hrothgar Mathews  
David Sanderson  
Suzanne Hawkes  
Jeff Steudel  
Peter Trainor (*brief submitted -on file*)  
Emily Chu  
Sue Melnychuk  
Mark Vance  
Holly Kellar  
Barbara Beatty

A summary of speakers' comments follows:

- still have at least 56% of our community concerned about the traffic problem and that wants traffic calming;
- Grandview-Woodlands residents have been waiting since 1989 for a full traffic calming plan;
- we live on one of the streets that does not have a physical barrier;
- traffic volume numbers don't address the high speed of cars traveling through this area and the fact that "no left turn" signs are often ignored;
- there is a problem of "way too many cars" traveling through; the point is to bring the volumes closer to the guideline of 1000 cars per day;
- while there is broad support for traffic calming, the key difference is that three streets have diversionary measures in place and enjoy the benefits of traffic calming;
- it appears to be public safety versus convenience; many with small children as well as cyclists and seniors are in support of proposed measures;
- Grandview-Woodlands was designated as a model pedestrian community, yet it is "traffic central"; it's a bad mix with so many children in the area aged of 2 - 11 years;
- children need to be escorted to school;
- have experienced 30 cars careening by as we attempt to cross and have heard people lean on their horns when they have to wait for pedestrians or HandyDart;
- with only one lane open, one has to back up to the intersection for that commuter;

- support a more aggressive plan but am willing to compromise to see action;
- consider the less diversionary plan proposed by the NTG which is reasonable;
- NTG is a volunteer lobby group whose objective is to reduce traffic volumes in the neighbourhood and it has engaged the public;
- the convenience for others to travel comes at a huge cost to my children's safety and quality of life;
- asking for a balanced plan;
- one component of the 1986 traffic calming plan (on Napier Street) was removed in 1989 and the removal of a traffic barrier is the same as adding one, in that traffic flow is affected;
- the neighbourhood is in "consultation fatigue"; approve one diverter per street for a trial period;
- if Napier loses their diverters then the others (in the area) should lose theirs;
- the issue is fairness and where the boundaries are drawn for the vote;
- healing can't happen without something constructive taking place;
- our neighbourhood is suffering, it's not safe and it needs traffic calming;
- reduce the speed limit; and
- somehow mediate change; we elected you to do the job for us; we need the experts to make the decisions for all neighbours.

MOVED by Councillor Louis  
THAT the Committee recommend to Council

THAT the "less diversionary" plan submitted by the Neighbourhood Traffic Group, be implemented for six months only, on a trial basis, with a neighbourhood vote to occur at the end of six months in the area of Parker Street South and the results of that poll reported to Council. A notice to be distributed of the proposed changes to neighbourhood residents prior to installation with funding of \$80,000 provided from the Local Area Traffic plans and Other Improvements program (A5a), subject to approval of the 2005 Streets Basic Capital budget.

amended

AMENDMENT MOVED by Councillor Roberts

THAT the motion be amended by substituting the words with:

THAT staff be instructed to continue to work with the neighbourhood to develop a less diversionary plan using the Neighbourhood Traffic Group's plan as a basis and that a vote be held in six months by residents of Parker Street South to 1<sup>st</sup> Avenue and from Nanaimo Street to Victoria Drive.

CARRIED  
(Councillors Cadman, Louis and Woodsworth opposed)  
(Councillors Green, Stevenson and the Mayor absent for the vote)



AMENDMENT MOVED by Councillor Cadman

THAT the motion be amended by inserting at the beginning:

THAT Council approve Option 1 as described in the Administrative Report dated May 9, 2005, entitled "Grandview-Woodlands (Napier Street) Traffic Calming Plan - Status", staff monitoring and reporting back on the effectiveness of non-diversionary traffic calming initiatives including:

- the addition of nine speed humps in the neighbourhood which will be constructed this summer; and
- the arterial changes to the intersections of Venables Street and Clark Drive, and 1<sup>st</sup> Avenue and Clark Drive which were installed in mid March, 2005.

CARRIED UNANIMOUSLY

(Councillors Green, Stevenson and the Mayor absent for the vote)

MOTION AS AMENDED

THAT the Committee recommend to Council

- A. THAT Council approve Option 1 as described in the Administrative Report dated May 9, 2005, entitled "Grandview-Woodlands (Napier Street) Traffic Calming Plan - Status", staff monitoring and reporting back on the effectiveness of non-diversionary traffic calming initiatives including:
  - the addition of nine speed humps in the neighbourhood which will be constructed this summer; and
  - the arterial changes to the intersections of Venables Street and Clark Drive, and 1<sup>st</sup> Avenue and Clark Drive which were installed in mid March, 2005.
- B. THAT staff be instructed to continue to work with the neighbourhood to develop a less diversionary plan using the Neighbourhood Traffic Group's plan as a basis and that a vote be held in six months by residents of Parker Street South to 1st Avenue and from Nanaimo Street to Victoria Drive.

CARRIED UNANIMOUSLY

(Councillors Green, Stevenson and the Mayor absent for the vote)

The Committee adjourned at 10:11 p.m.

\* \* \* \* \*



**CITY OF VANCOUVER**  
**REGULAR COUNCIL MEETING MINUTES**  
**STANDING COMMITTEE OF COUNCIL ON**  
**TRANSPORTATION AND TRAFFIC**

**MAY 24, 2005**

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, May 24, 2005, at 10:11 p.m., in the Council Chamber, Third Floor, City Hall, following the Standing Committee on Transportation and Traffic meeting, to consider the recommendations and actions of the Committee.

**PRESENT:** Councillor Sam Sullivan, Deputy Mayor  
Councillor Fred Bass  
Councillor David Cadman  
Councillor Peter Ladner  
Councillor Tim Louis  
Councillor Anne Roberts  
Councillor Ellen Woodsworth

**ABSENT:** Mayor Larry Campbell (Civic Business)  
Councillor Jim Green (Civic Business)  
Councillor Raymond Louie (Sick Leave)  
Councillor Tim Stevenson (Civic Business)

**CITY CLERK'S OFFICE:** Pat Boomhower, Meeting Coordinator

**COMMITTEE OF THE WHOLE**

MOVED by Councillor Ladner  
SECONDED by Councillor Roberts

THAT this Council resolve itself into Committee of the Whole, Deputy Mayor Sullivan in the Chair.

CARRIED UNANIMOUSLY

**COMMITTEE REPORTS**

**Report of Standing Committee on Transportation and Traffic**  
**May 24, 2005**

Council considered the report containing the recommendations and actions taken by the Standing Committee on Transportation and Traffic. Its items of business included:

1. Women in Transit - Presentation
2. 2005 Traffic Signal Program
3. Grandview-Woodlands (Napier Street) Traffic Calming Plan - Status

**Items 1 -3**

MOVED by Councillor Cadman

THAT the recommendations and actions taken by the Standing Committee on Transportation and Traffic at its meeting of May 24, 2005, as contained in items 1-3, be approved.

CARRIED UNANIMOUSLY

**RISE FROM COMMITTEE OF THE WHOLE**

MOVED by Councillor Louis

THAT the Committee of the Whole rise and report.

CARRIED UNANIMOUSLY

**ADOPT REPORT OF COMMITTEE OF THE WHOLE**

MOVED by Councillor Roberts  
SECONDED by Councillor Woodsworth

THAT the report of the Committee of the Whole be adopted.

CARRIED UNANIMOUSLY

The Council adjourned at 10:13 p.m.

\* \* \* \* \*