



REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON TRANSPORTATION AND TRAFFIC

MARCH 21, 2006

A Regular Meeting of the Standing Committee of Council on Transportation and Traffic was held on Tuesday, March 21, 2006, at 8:30 a.m., in the Council Chamber, Third Floor, City Hall.

PRESENT: Councillor B.C. Lee, Chair
Mayor Sam Sullivan
Councillor Suzanne Anton
Councillor Elizabeth Ball, Vice-Chair
Councillor David Cadman
Councillor Kim Capri
Councillor George Chow
Councillor Heather Deal
Councillor Peter Ladner
Councillor Raymond Louie
Councillor Tim Stevenson

CITY MANAGER'S OFFICE: Judy Rogers, City Manager

CITY CLERK'S OFFICE: Pat Boomhower, Meeting Coordinator

ADOPTION OF MINUTES

The Minutes of the Standing Committee on Transportation and Traffic meetings of January 17 and February 14, 2006, were adopted.

RECOMMENDATION

**1. Parking Meter Equipment Purchase and Parking Meter Rate Review
(VanRIMS No. 13-5500-31)**

The Committee had before it an Administrative Report dated February 27, 2006, in which the General Manager of Engineering Services reviewed the City's parking meter operations and recommended meter replacements, the purchase of additional equipment and selected parking meter rate changes to better reflect market conditions.

Doug Louie, Parking Management Engineer, reviewed the report and together with Bob Macdonald, Senior Parking Policy Engineer, responded to questions regarding public consultation, occurrence of the last rate increase, the extent parking revenue covers overhead, parking for small or hybrid vehicles, and parking meter technologies.

MOVED by Councillor Cadman

THAT the Committee recommend to Council

- A. THAT Council approve the parking meter rate changes as detailed in Appendices A and B of the Administrative Report dated February 27, 2006, entitled "Parking Meter Equipment Purchase and Parking Meter Rate Review", and that the Director of Legal Services bring forward the necessary By-laws to enact these changes.
- B. THAT Council approve the purchase of parking meter housings, for replacements and new installations in approved areas, at an estimated cost of \$300,000 with \$100,000 provided from the parking meter replacement fund, and \$200,000 from increased parking meter revenue.
- C. THAT Council approve an increase in parking meter maintenance funding of \$35,000 annually starting in 2007, funded from increased parking meter revenue.
- D. THAT Council approve an increase for parking meter depreciation of \$5,000 annually in 2006 and a further \$5,000 annually in 2007, funded from increased parking meter revenues.

CARRIED UNANIMOUSLY

2. Granville Street Redesign Concept Approval (VanRIMS No. 13-1400-22)

The Committee had before it a Policy Report dated March 10, 2006, in which the General Manager of Engineering Services and Director of Current Planning recommended a design concept for downtown Granville Street to be advanced to the final detailed design stage.

The City Manager noted Council's original direction in 2002 and criteria for redesign options, and that staff do not recommend compromising the City's transportation policy priorities; however, should Council wish to do so, a "Modified Flex Boulevard option" was put forth for consideration.

Jerry Dobrovolny, Assistant City Engineer - Transportation, together with Trish French, Assistant Director of Current Planning, Doug Louie, Parking Management Engineer, and Allan Jacobs, Urban Design Consultant, Cityworks, reviewed the report, results of the 1987 trial opening of the transit mall, public consultation in the redesign study, design elements and explained why the "Modified Enhanced Existing" option is recommended by staff over other options.

Staff along with Larry Beasley, Director of Current Planning, Wayne Pledger, Manager, Rapid Transit Office, and Glen Leicester, Vice-President - Planning, TransLink, responded to questions concerning:

- the scale, speed and frequency of transit operation through Granville Mall;
- potential for cafés and increase in number of customers;

- relationship of business success and vehicle access;
- opportunities for outdoor events and street closures;
- parking availability and loading/drop-off spaces;
- pedestrian and cycling safety with respect to the "Modified Flex" option;
- trees, design symmetry and water run-off;
- location, design aspects and costs of the Canada Line station entrance with respect to the street redesign options; and
- consultation, zoning and construction timelines regarding the Canada Line.

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At 10:13 a.m. the Chair stepped down, and the Vice-Chair assumed the Chair.

At 10:15 a.m. Councillor Lee resumed the Chair.

The Committee recessed at 11:59 a.m. in order to participate in the International Day for the Elimination of Racial Discrimination ceremony in Council Chambers, and agreed to close the Speakers List. The Committee reconvened at 1:30 p.m. with all Councillors present to continue hearing registered speakers.

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The following delegations spoke in support of staff Recommendation A - "Modified Enhanced Existing" concept, or the "Enhanced Existing" concept:

Glen Leicester, Vice-President - Planning, TransLink
Richard Campbell, Director of Active Transportation, Better Environmentally Sound Transportation (*material filed*)
Bev Ballantyne, Putting Pedestrians First (*brief submitted - on file*)
David Pritchard, Vancouver Area Cycling Coalition (*material filed*)
Jack Becker
Jim Ramsay, Transport 2000 BC
John Whistler, West End Residents Association

A summary of their comments follows:

- TransLink agreed with City staff regarding the redesign project;
- flex options would increase transit costs, are operationally very complex and would detract from the public realm;
- 60,000 people per day travel through Granville Mall and over 90 percent of the buses used there are clean and quiet;
- opposed to ignoring the City's transportation priorities and plans, the City Plan endorsed by residents, the Kyoto Protocol and limited public funds;
- concerned the City is behind in recognizing the economic advantage of malls closed to vehicles;
- suggested a cost-benefit analysis be presented on how much pedestrians, transit users and cyclists save taxpayers and the environment;
- noted cost and safety concerns with regard to the flex options;
- recommended increasing lane width to 4.3 m for cycling safety;
- disappointed that an extended bus mall and more bicycle parking were not proposed;

- suggested a reduction in shoppers will occur if Granville Mall is opened to cars;
- the street is a vital corridor for pedestrians and demand will increase with Canada Line and increasing downtown population; development must take future patterns into consideration;
- raised concerns about keeping the 900 block as is and noted the left turn at Smithe Street for northbound traffic creates congestion, conflicts and transit delays;
- opposed to flex lanes and noted blocks on Granville Street with vehicle access have not been developing as well economically as closed blocks;
- flex lanes would not be opened at times convenient to motorists;
- needs of downtown core residents should be considered as significant as most want to walk to local stores, tend to walk, cycle or take transit to conduct their activities, and would probably resent a flex lane;
- downtown is key for making Vancouver one of the most livable cities; and
- the staff recommendation is a compromise.

The following delegations spoke in support of the "One Sided Flex North of Smithe" option:

Charles Gauthier, Executive Director, Downtown Vancouver Business Improvement Association (DVBIA) *(brief submitted - on file)*

Dave Park, Assistant Managing Director & Chief Economist, The Vancouver Board of Trade *(brief submitted - on file)*

Henry K.S. Lee, President, Tom Lee Music Co. Ltd. *(material filed)*

Stuart Swain, Vice-President, Cadillac Fairview *(material filed)*

David Goldman, Director, Goldman Investments Ltd.

Blaine Culling, Granville Entertainment Group

Arthur Brock, Canterbury Estates Ltd. *(material filed)*.

A summary of their comments follows:

- encouraged Council to adopt a vision beyond making Granville a place where buses go faster;
- recommended the option proposed by the DVBIA as the best compromise because it includes buses, pedestrians, cyclists, business, events as well as cars under controlled circumstances;
- set the goal of restoring the street and facilitating new investment, vibrancy and growth;
- many of the staff suggestions are too precautionary;
- off-street parking needs to be dealt with and the approach to planning improved;
- recommended three more months be provided to develop an agreeable solution relating to the Granville portion north of Smithe Street;
- recommended embracing a bigger vision for Granville, increased public access and to develop what could be one of the City's premier boulevards;
- the redesign decision is an important issue to longtime businesses and can impact developers' commitment in the area;
- Granville Street, once great, became a disaster for businesses and citizens when the bus corridor was introduced;
- business money is invested on Granville Street and local businesses taxes pay for many city services;

- no other street has been turned over to transit;
- the mall experiment drove out established businesses; no one came and business shifted from Granville to Robson Street; and
- supported the DBVIA proposal to allow traffic through the mall area to service what is gradually being resurrected.

Bruce Haden, HBBH Architect, also provided comments regarding the "Modified Flex" option related to flex lane responsiveness to changes over time, and pedestrian population influencing transit mall success, mall length, security and safety.

Staff and TransLink personnel, along with Tom Timm, General Manager of Engineering Services, Jeff Patterson, Central Area Planner, and Donny Wong, Rapid Transit Office, responded to questions concerning:

- impact of flex lanes on transit, additional buses needed to maintain capacity, and passenger increase expected with the Canada Line;
- traffic signal influences, business hours and time frame for computer models;
- lane width, curb lines, time constraints, trade-offs, and rental rates along Granville;
- preferred location for the rapid transit station; and
- past and potential influences for revitalizing the street.

MOVED by Councillor Cadman

THAT the Committee recommend to Council

- A. THAT Council approve advancing the "Modified Enhanced Existing" concept to the final design stage with modifications to maintain vehicular access along the 900 block as now and to increase occasional vehicular access through the mall by expanding the eligibility of Granville Mall access permits and planned to accommodate two rows of trees on either side of the street.
- B. THAT staff report back on the resources required for undertaking the final detailed design and consultation process, including a schedule for completion and funding sources.

referred

MOVED by Councillor Ladner

THAT the Committee recommend to Council

THAT due to time constraints, the discussion and decision be referred to the Regular Council meeting on April 4, 2006.

CARRIED

(Councillor Cadman opposed)

3. Bike Lane on Dunsmuir Street (VanRIMS No. 13-5200-10)

The Committee had before it an Administrative Report dated March 1, 2006, in which the General Manager of Engineering Services sought Council approval for funding to proceed with the implementation of a bike lane along Dunsmuir Street.

MOVED by Councillor Capri
THAT the Committee recommend to Council

THAT due to time constraints, this item be referred to a future Standing Committee meeting in order to hear delegations.

CARRIED UNANIMOUSLY

The Committee adjourned at 2:10 p.m.

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CITY OF VANCOUVER

REGULAR COUNCIL MEETING MINUTES STANDING COMMITTEE OF COUNCIL ON TRANSPORTATION AND TRAFFIC

MARCH 21, 2006

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, March 21, 2006, at 2:10 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:

- Mayor Sam Sullivan
- Councillor Suzanne Anton
- Councillor Elizabeth Ball
- Councillor David Cadman
- Councillor Kim Capri
- Councillor George Chow
- Councillor Heather Deal
- Councillor Peter Ladner
- Councillor B.C. Lee
- Councillor Raymond Louie
- Councillor Tim Stevenson

CITY MANAGER'S OFFICE: Judy Rogers, City Manager

CITY CLERK'S OFFICE: Pat Boomhower, Meeting Coordinator

COMMITTEE OF THE WHOLE

MOVED by Councillor Stevenson

SECONDED by Councillor Anton

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

CARRIED UNANIMOUSLY

COMMITTEE REPORTS

Report of Standing Committee on Transportation and Traffic
March 21, 2006

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

1. Parking Meter Equipment Purchase and Parking Meter Rate Review
2. Granville Street Redesign Concept Approval
3. Bike Lane on Dunsmuir Street

Items 1 - 3

MOVED by Councillor Chow

THAT the recommendations and actions taken by the Standing Committee on Transportation and Traffic at its meeting of March 23, 2006, as contained in items 1 - 3, be approved.

CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Councillor Ladner

THAT the Committee of the Whole rise and report.

CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Councillor Capri
SECONDED by Councillor Cadman

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

CARRIED UNANIMOUSLY

The Council adjourned at 2:12 p.m.

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