



REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON TRANSPORTATION AND TRAFFIC

APRIL 18, 2006

A Regular Meeting of the Standing Committee of Council on Transportation and Traffic was held on Tuesday, April 18, 2006, at 9:30 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 Tim Stevenson

ABSENT: Councillor Raymond Louie (Sick Leave)

CITY MANAGER'S OFFICE: Brent MacGregor, Deputy City Manager

CITY CLERK'S OFFICE: Pat Boomhower, Meeting Coordinator

ADOPTION OF MINUTES

The Minutes of the Standing Committee on Transportation and Traffic meeting of March 21, 2006, were adopted.

RECOMMENDATION

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

At the Standing Committee on Transportation and Traffic meeting on March 21, 2006, Council agreed to postpone this matter to a future meeting due to time constraints.

Accordingly, the Committee had before it an Administrative Report dated March 1, 2006, in which the General Manager of Engineering Services recommended funding approval to proceed with the implementation of a bike lane along Dunsmuir Street. The Committee also had before it a map of proposed parking for the 600 block Dunsmuir Street (*on file*).

Sarah Brodie, E.I.T., Projects Branch, reviewed the report and together with Jerry Dobrovolny, Assistant City Engineer - Transportation, and Doug Louie, Parking Management Branch Engineer, responded to questions regarding public consultation, bus loading, pedestrian crossings, parking, signage, heavy traffic hours, lane sharing by cyclists and buses, changes in traffic flow, lane and sidewalk widths, and bicycle facilities.

The following expressed concern about the report recommendations:

Robert Macdonald, Macdonald Development Corporation (*brief submitted - on file*)
Lincoln Penner, St. Regis Hotel

A summary of their comments follows:

- not against bicycle facilities in the City, however, the proposal would take away the St. Regis Hotel's passenger loading lane and zone critical to the Hotel's business;
- request that the current passenger loading lane and three lanes of traffic are protected, or at minimum, have a dedicated recognizable passenger loading area in front of the Hotel;
- since drivers tend to interpret "no parking" as no stopping, a "no parking" zone in front of the Hotel would jeopardize the business's economic viability and ability to invest in the building's heritage upgrading;
- do not see many cyclists pass by the Hotel, especially in the evening;
- trucks tend to straddle lanes and peak hours are extremely dangerous for cyclists and vehicles; why make it more hazardous?
- the proposed passenger-loading across the street would not meet the needs of most of the Hotel's customers;
- suggest narrowing sidewalks slightly and incorporating the bike lane in the northern lane; and
- recommend making Dunsmuir Street an eastbound lane.

The following spoke in support of the report recommendations:

David Pritchard, Vancouver Area Cycling Coalition (*material on file*)
Richard Campbell, Better Environmentally Sound Transportation
Jack Becker

A summary of their comments follows:

- Dunsmuir bike lane will provide a continuous westbound cycling link through the downtown area and needs to be completed as soon as possible to facilitate greater access, as the sea path is not suitable for cycling commuters;
- would have preferred Pender Street for the bike lane;
- support expressed for proposed bike boxes;
- concern expressed about merging bicycle and vehicle traffic;
- to cyclists, bus stops for the Hotel are not different from transit stops;
- should not narrow the sidewalk;
- the cobbled lane has potential for passenger drop-off; and
- encourage staff to look at Seymour Street and allow left turns on a red signal.

Staff noted plans to coordinate changes to Dunsmuir Street with water works construction and that evaluation of traffic and impacts of the bike lane would be affected by the Canada Line construction taking place downtown.

MOVED by Councillor Deal
THAT the Committee recommend to Council

- A. THAT the bike lane on Dunsmuir, from the Dunsmuir Viaduct to Jervis, by way of Melville, be implemented as detailed in the Administrative Report dated March 1, 2006, entitled "Bike Lane on Dunsmuir Street", at a cost of \$75,000.
- B. THAT Council approve funding of \$37,500 for the bike lane on Dunsmuir subject to the approval of the 2006 Streets Basic Capital Budget for The Bicycle Network and \$37,500 from 2005 TransLink Bicycle Program.
- C. THAT commencing in 2007, the annual Operating Budget for Signage be increased by \$3000, without offset and subject to 2007 Budget Review, for maintenance of the route.
- D. THAT Council direct staff to work closely with St. Regis Hotel to determine appropriate signage; and

FURTHER THAT Council direct staff to allow all-day passenger loading to accommodate the St. Regis Hotel and the Hudson, on a trial basis.
- E. THAT Council direct staff to monitor the impact of the bike lane shift in traffic on both the St. Regis Hotel and traffic, with regular reports back to Council.

CARRIED UNANIMOUSLY

2. 2006 Traffic Signal Program (VanRIMS No. 13-5000-30)

The Committee had before it an Administrative Report dated April 4, 2006, in which the General Manager of Engineering Services recommended locations for traffic signal installations or modifications.

Todd Wilson, E.I.T., Traffic Management, reviewed the report and noted partner agency representatives were present from ICBC's Road Improvement Program and the Vancouver Police Department. Staff also advised that there was some unallocated funding from the previous capital plan now available.

Mr. Wilson, together with Tom Timm, General Manager of Engineering Services, and Sergeant Kinder Sandhu, Traffic Section - Vancouver Police Department, responded to questions regarding locations requiring further review, public education, enforcement, signals as part of the Main Street Showcase and anticipated bicycle routes, pedestrian crossings at 57th Avenue and Ross Street and Kerr Street at 55th and 56th Avenues, and assistance for cyclists at the Point Grey Road and Alma Street intersection.

The following spoke in support of the report recommendations:

Mary-Lynn Taylor
Tom Simons
Craig Sheather, South Slope YMCA

Comments provided by the foregoing speakers are summarized below:

- support improvements at 49th Avenue and Alberta Street to assist the many pedestrians who fear crossing due to traffic that will not stop or slow down and traffic coming out of various parking lots;
- request overhead signage to better indicate parking available;
- many accidents have occurred at the 49th Avenue and Alberta Street intersection which is used by a large number of seniors and children; and
- support the proposed traffic light at Point Grey Road and Alma Street for this busy gateway, dangerous intersection, confusing configuration with limited visibility and varying vehicle speeds.

The following delegations expressed concern about the report recommendations and/or locations not part of the recommended list for traffic signal improvements in 2006:

Lillian Newman (*brief submitted - on file*)
Jack Becker, Vancouver Area Cycling Coalition
John Evans
Ms. Wilson

Comments provided by the foregoing speakers are summarized below:

- the recent fatality at Fir Street and 14th Avenue in December 2005 emphasizes the need for pedestrian-controlled signals there;
- ICBC statistics based on reported crash incidents does not include the unreported incidents at the Fir Street and 14th Avenue intersection;
- the traffic signal list should be based on pedestrian volume;
- support the traffic signal program and hope future bike routes, crossing improvements at Cypress Street and King Edward Avenue and other arterial and secondary roads are completed;
- concern expressed that crossings are becoming more difficult at peak hours;
- recommend improvements at 4th Avenue at Balaclava Street and at 45th Avenue and Main Street;
- the Point Grey Road and Alma Street intersection should be addressed through traffic calming solutions instead and noted the significant portion of survey respondents not in favour of a full traffic signal at Point Grey;
- residents near the Point Grey and Alma Street intersection petitioned that a traffic light not be put in due to light and noise pollution, night disturbances, affect on views and property values, and high installation and maintenance costs when less costly solutions should be tried;
- recommend having stop signs on the east and south side, as well as one block east and south of the Point Grey intersection, and that stationary convex mirrors would improve visibility better than a traffic light; and

- rather than sporadic motorist education and enforcement, target all motorists more often.

Staff, together with Jerry Dobrovoly, Assistant City Engineer - Transportation, and Winston Chou, Traffic Management Engineer, responded to questions regarding concerns raised by the foregoing speakers on pedestrian safety, driver respect and speeding issues, accident statistics, traffic volumes, development of priority lists and traffic signal budget, cost-sharing and estimates, coordination with bike routes, signal details, and locations which might be addressed with the additional funding available.

MOVED by Councillor Ball

THAT the Committee recommend to Council

- A. THAT Council approve the 2006 Traffic Signal Program, with City funding of \$1,692,500, 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 April 4, 2006, entitled "2006 Traffic Signal Program";

FURTHER THAT Council approve installation of pedestrian signals for Kerr Street and 55th and 56th Avenue; and

FURTHER THAT Council approve installation of pedestrian signals for Fir Street at 14th Avenue.

- B. THAT Council approve funding of \$1,266,500, in advance of the 2006 Streets Basic Capital Budget for the Traffic Signal Program, and the balance of \$426,000 from the 2005 Capital approved for Traffic Signals.
- C. THAT additional annual costs of \$33,500 related to ongoing maintenance be reflected in future Operating Budgets, subject to the 2007 budget review process.

amended

AMENDMENT MOVED by Councillor Stevenson

THAT the motion be amended by striking out the following words:

"FURTHER THAT Council approve installation of pedestrian signals for Kerr Street and 55th and 56th Avenue; and

FURTHER THAT Council approve installation of pedestrian signals for Fir Street at 14th Avenue."

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Cadman

THAT the amendment be amended by replacing the struck words with the following words:

“FURTHER THAT Council ask staff to bring forward recommendations on priorities for additional traffic signals that can be accomplished this year (2006), with the monies available.”

CARRIED UNANIMOUSLY

The amendment to the amendment having carried, the amendment, as amended, was put and CARRIED UNANIMOUSLY.

The amendment having carried, the motion, as amended, was put and CARRIED UNANIMOUSLY.

FINAL MOTION AS APPROVED

THAT the Committee recommend to Council

- A. THAT Council approve the 2006 Traffic Signal Program, with City funding of \$1,692,500, 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 April 4, 2006, entitled “2006 Traffic Signal Program”; and

FURTHER THAT Council ask staff to bring forward recommendations on priorities for additional traffic signals that can be accomplished this year (2006), with the monies available.

- B. THAT Council approve funding of \$1,266,500, in advance of the 2006 Streets Basic Capital Budget for the Traffic Signal Program, and the balance of \$426,000 from the 2005 Capital approved for Traffic Signals.
- C. THAT additional annual costs of \$33,500 related to ongoing maintenance be reflected in future Operating Budgets, subject to the 2007 budget review process.

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At this point in the proceedings, Council agreed to fix the time to adjourn as 1:00 p.m.

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3. Kerr Street Bicycle Lanes (VanRIMS No.13-5200-10)

The Committee had before it an Administrative Report dated March 31, 2006, in which the General Manager of Engineering Services recommended bicycle lanes be established on Kerr Street between East 49th Avenue and East Kent Avenue.

David Rawsthorne, Greenways and Neighbourhood Transportation Engineer, reviewed the report and responded to questions regarding lane markings and monitoring vehicle speed.

Jack Becker, Director, Vancouver Area Cycling Coalition, spoke in support of staff recommendations, measurement of vehicle speed, and development of bike lanes in the southeastern area of the City. He also recommended Council consider additional design enhancements, including a bike lane between right-turning cars and the straight-through/left-turning lane at the SW Marine Drive and Kerr Street intersection, and physical separation between the proposed bike lanes and vehicles to address the danger of drifting cars on the hill and where the road turns.

MOVED by Councillor Cadman
THAT the Committee recommend to Council

- A. THAT bicycle lanes be established on Kerr Street from East 49th Avenue to East Kent Avenue as described in the Administrative Report dated March 31, 2006, entitled "Kerr Street Bicycle Lanes", with funding of \$47,000 re-allocated from funds remaining following the construction of the 10th Avenue Bicycle Route (CB1EA2EBO7).
- B. THAT, commencing in 2007, the Operating Budget be increased by \$6,000, without offset, subject to the 2007 Budget Review.

CARRIED UNANIMOUSLY

4. Granville Mall By-law Repeal and Replacement (VanRIMS No. 08-4000-11)

The Committee had before it an Administrative Report dated April 3, 2006, in which the General Manager of Engineering Services recommended Council repeal and replace the Granville Mall By-Law for the duration of the Canada Line construction project in order to allow local access and parking for private vehicles to blocks of Granville Mall not impacted by construction and that would otherwise be used only by commercial vehicles and a bus route under the existing Granville Mall By-law.

Donny Wong, Rapid Transit Office, reviewed the report noting support received from the business community for this initiative and responded to questions regarding implications for bicycle travel.

MOVED by Councillor Anton
THAT the Committee recommend to Council

- A. THAT Granville Mall By-law No. 4792 be repealed and a new Granville Mall By-law, generally as set out in Appendix A of the Administrative Report dated April 3, 2006, entitled "Granville Mall By-law Repeal and Replacement", be enacted to allow general vehicle access to Granville Mall during construction of the Canada Line (formerly the Richmond-Airport-Vancouver Rapid Transit Line), and to modernize the language of the by-law.
- B. THAT Council authorize that the \$30,000 in estimated costs to install appropriate signage and public metered street parking on to Granville Mall during construction of the Canada Line, be funded from increased parking meter revenues.
- C. THAT the Director of Legal Services be requested to prepare the new Granville Mall By-law generally as set out in Appendix A of the Administrative Report dated April 3, 2006, entitled "Granville Mall By-law Repeal and Replacement".

CARRIED UNANIMOUSLY

5. Central Valley Greenway Section 2 - Detailed Design (VanRIMS No. 13-4200-40)

The Committee had before it an Administrative Report dated March 9, 2006, in which the General Manager of Engineering Services recommended approval of the detailed design and an increase to the Operating Budget, and to report back on the awarding of the construction contract for Section 2 of the Central Valley Greenway.

Jack Becker, Vancouver Area Cycling Coalition, spoke in support of staff recommendations and requested the City provide safe, efficient crossings at arterial and secondary roads, a traffic signal at Clark Street, and to reconsider the design to assist cyclists crossing to the west side and facilitate their connection to the Adanac Route.

Tom Timm, General Manager of Engineering Services, responded to a question pertaining to operating budget estimates.

MOVED by Councillor Cadman
THAT the Committee recommend to Council

- A. THAT Council approve the detailed design of Section 2 of the Central Valley Greenway as described in the Administrative Report dated March 9, 2006, entitled "Central Valley Greenway Section 2 - Detailed Design", and staff report back on the awarding of the construction contract. Funding for the project to be provided from Streets Basic Capital Account CB2EA6D, approved by Council in 2004.
- B. THAT, commencing in 2007, Council approve the following increases to the Operating Budget, without offset, subject to the 2007 Budget Review:

- \$53,260 to the Streets Operating Budget for horticultural maintenance;
- \$6,350 to the Traffic Operating Budget for sign and paint maintenance;
- \$3,700 to the Sanitation Operating Budget for litter collection and street sweeping; and
- \$3,940 to the Electrical Operating Budget for street lighting.

CARRIED UNANIMOUSLY

6. Central Valley Greenway Section 3 - Detailed Design (VanRIMS No. 13-4200-40)

The Committee had before it an Administrative Report dated March 9, 2006, in which the General Manager of Engineering Services recommended approval of the detailed design and an increase to the Operating Budget, and to report back on the awarding of the construction contract for Section 3 of the Central Valley Greenway.

Douglas Scott, Landscape Architect, Greenways and Neighbourhood Transportation, responded to questions regarding Boundary Road crossing and cost-sharing, BEST's capital campaign, public art, access related to greenway users, Still Creek restoration, businesses, and trucks manoeuvring the City's right-of-way and Gizella Pastry's loading bay.

Jack Becker, Director, Vancouver Area Cycling Coalition, spoke in support of staff recommendations and noted citizens are looking forward to the Greenway as an enjoyable, quiet route. He also highlighted the need for a signalized crossing at Boundary Road, especially for children and given the distance to other crossings.

Rene Fluri, President, Gizella Pastry Ltd., expressed concern about the greenway design between Rupert Street and Boundary Road negatively impacting Gizella Pastry's business and access for large trucks to deliver ingredients and pick up finished product. He noted the company's growth as an international supplier required a large number of employees, parking and access for vehicles ranging from five ton trucks to 53 ft. trailers, with space to accommodate, at the minimum, a 40 ft. refrigerated trailer.

MOVED by Councillor Deal

THAT the Committee recommend to Council

- A. THAT Council approve the detailed design of Section 3 of the Central Valley Greenway as described in the Administrative Report dated March 9, 2006, entitled "Central Valley Greenway Section 3 - Detailed Design", and staff report back on the awarding of the construction contract. Funding for the project to be provided from Streets Basic Capital Account CB2EA6D, approved by Council in 2004.
- B. THAT, commencing in 2007, Council approve the following increases to the Operating Budget, without offset, subject to the 2007 Budget Review:
 - \$48,300 to the Streets Operating Budget for horticultural maintenance;
 - \$13,350 to the Traffic Operating Budget for sign and paint maintenance;
 - \$7,500 to the Traffic Operating Budget for signal maintenance;

- \$8,300 to the Sanitation Operating Budget for litter collection and street sweeping; and
- \$6,940 to the Electrical Operating Budget for street lighting.

C. THAT Council direct staff to establish a 5.0 metre wide Statuary Right of Way on the City owned lot at 2808 East 12th Avenue for greenway proposes. (District Lot THSL, Plan BCP11441, Parcel 1 of PCL A, BCP11439).

CARRIED UNANIMOUSLY

7. Parking Enforcement in Residential Areas (VanRIMS No. 13-5500-20)

MOVED by Councillor Cadman

THAT Council refer the verbal report on "Parking Enforcement in Residential Areas" to a future meeting, due to time constraints.

CARRIED UNANIMOUSLY

The Committee adjourned at 12:58 p.m.

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CITY OF VANCOUVER

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

APRIL 18, 2006

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, April 18, 2006, at 12:58 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 B.C. Lee
Councillor Tim Stevenson

ABSENT: Councillor Peter Ladner
Councillor Raymond Louie (Sick Leave)

CITY MANAGER'S OFFICE: Brent MacGregor, Deputy City Manager

CITY CLERK'S OFFICE: Pat Boomhower, Meeting Coordinator

COMMITTEE OF THE WHOLE

MOVED by Councillor Deal
SECONDED by Councillor Chow

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 April 18, 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. Bike Lane on Dunsmuir Street
2. 2006 Traffic Signal Program
3. Kerr Street Bicycle Lanes
4. Granville Mall By-law Repeal and Replacement
5. Central Valley Greenway Section 2 - Detailed Design
6. Central Valley Greenway Section 3 - Detailed Design
7. Parking Enforcement in Residential Areas

Items 1 - 7

MOVED by Councillor Anton

THAT the recommendations and actions taken by the Standing Committee on Transportation and Traffic at its meeting of April 18, 2006, as contained in items 1 - 7, be approved.

CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Councillor Stevenson

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 Ball

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

CARRIED UNANIMOUSLY

The Council adjourned at 1:00 p.m.

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