

6. Reducing Truck Pollution in Clark-Knight Corridor and Other City Streets

At the Regular Council meeting on May 28, 2019, Council referred the following motions to the Standing Committee on Policy and Strategic Priorities meeting on June 12, 2019, to hear from speakers, with a start time of 3pm.

MOVED by: Councillor Swanson

WHEREAS

1. Homes, schools and businesses lining Vancouver's Clark-Knight Corridor are exposed to as much or more traffic pollution than neighbourhoods closest to North America's busiest highway, the 401 north of Toronto, according to a [July 2018 study](#) by University of Toronto professors in collaboration with Environment and Climate Change Canada, the Ontario Ministry of Environment, Conservation and Parks, and Metro Vancouver;
2. The researchers put the blame for the high levels of traffic pollution along the Clark-Knight Corridor, which has 10 times less traffic than the 401, on the high number of older, heavy-duty diesel trucks travelling back and forth to the Port of Vancouver;
3. Exposure to high levels of traffic pollution is linked to increased risk of residents and workers developing respiratory diseases, such as asthma and heart disease, according to Health Canada. Of particular danger is soot, which is indicative of diesel exhaust, a carcinogen associated with lung cancer;
4. The study's authors warned that elevated levels of traffic pollution can be detected as far as 250 metres from major roads, putting millions across the country and thousands living in Vancouver at risk of suffering serious health issues from living on or near major roads;
5. A 2017 study by a professor in UBC's school of population and public health found Canada ranked third the highest rate per 100,000 of new cases of childhood asthma with traffic pollution responsible for about 20% of the cases, indicating that Metro Vancouver guidelines for pollutants such as nitrogen dioxide may not be strong enough to prevent disease;
6. In 2017, the Clark Drive air quality monitoring station was the only one in Metro Vancouver that failed to meet the region's standards to limit nitrogen dioxide emissions;
7. Vancouver's high housing costs and low vacancy rates mean that it's the residents with the lowest incomes, especially families with children and seniors, who end up living near the Clark-Knight Corridor, putting them at risk of serious health consequences;

8. The City of Vancouver's planning and zoning policies as well as the cost of land have historically favoured putting social housing, multi-family projects, purpose-built rentals and now modular housing along arterial routes, exposing exponentially more people to the hazards of traffic pollution;
9. Environment and Climate Change Canada plans to step up air-quality monitoring across the country; the BC government is developing initiatives to cut greenhouse gas emissions, including new standards for fuels and incentive programs to upgrade emission controls for older diesel trucks; and, the Port of Vancouver, TransLink and the trucking industry are investigating cleaner, alternative fuel options for heavy trucks;
10. The City of Vancouver is participating in C40 Cities Climate Change Leadership Group initiatives, including its Freight Academy, to tackle these issues while developing the City's Climate Emergency Response; and is committed to transitioning to 100 % renewal energy before 2050;
11. New buildings along major roads in the city now include mechanisms to reduce noise and air pollution on balconies and outdoor courtyards.

THEREFORE BE IT RESOLVED

- A. THAT Council request that the Mayor and Vancouver's Metro Vancouver delegates to:
 - 1) seek an update from Metro Vancouver on progress made on its Air Quality and Climate Change Plan; and
 - 2) initiate actions to strengthen the region's guidelines for permitted pollutants such as nitrogen dioxide.
- B. THAT Council direct staff to investigate the status of actions the Port of Vancouver, the BC Government, TransLink, Transport Canada and the trucking industry are considering to develop fuel options that reduce emissions from heavy trucks using the Clark-Knight Corridor and other heavy truck routes and report back what actions Council can take to ensure speedy implementation.
- C. THAT Council direct staff to support Council-led motions to be submitted to the next Union of BC Municipalities and the Federation of Canadian Municipalities meetings to seek support for significant strengthening of provincial and federal regulations restricting traffic pollution, particularly of the particulates (soot) emitted by heavy trucks as well as requiring fuel alternatives that significantly reduce pollution on major roads.
- D. THAT Council direct staff, as part of the city wide planning process, to examine the city's zoning, building codes, and planning policies and practices, such as prioritizing placement of multi-family buildings on arterials, to determine that the same standards of health and safety are applied equally to all residents.

- E. THAT Council direct staff to investigate methods to protect future housing developments on the Clark-Knight Corridor and other major truck routes until the City can ensure that the health of residents will not be unduly compromised.
- F. THAT Council direct staff to seek recommendations from Vancouver Coastal Health and Metro Vancouver for measures residents of existing housing can take to best mitigate the impact of traffic pollution such as improved air filters, sound proofing, air purifiers, that might help existing residents mitigate the impact of traffic pollution, including fully informing residents of the dangers of eating garden produce, leaving windows open.
- G. THAT Council direct staff to inform the Vancouver School Board of these actions and work with the VSB determine the impact of ever-increasing traffic pollution on the three elementary schools most directly affected (Fleming, Queen Alexandra and McBride).

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