

**MINUTES OF THE SPECIAL MEETING  
OF THE BOARD OF PARKS AND RECREATION  
HELD IN THE PARK BOARD OFFICE  
ON MONDAY, JANUARY 31, 2000**

<b>PRESENT:</b>	<b>Chair</b>	- <b>Duncan Wilson</b>
	<b>Vice-Chair</b>	- <b>Laura McDiarmid</b>
	<b>Commissioners</b>	- <b>Roslyn Cassells</b>
		- <b>Allan De Genova</b>
		- <b>Clarence Hansen</b>
		- <b>Dianne Ledingham</b>
		- <b>Christopher Richardson</b>
	<b>General Manager</b>	- <b>Susan Mundick</b>
	<b>Director of Planning &amp; Operations</b>	- <b>Pieter Rutgers</b>
	<b>Director of Queen Elizabeth District</b>	- <b>Liane McKenna</b>
	<b>Director of Vancouver East District</b>	- <b>Allan Argent</b>
	<b>Director of Stanley District</b>	- <b>Jim Lowden</b>
	<b>Director of Corporate Services</b>	- <b>Anita Ho</b>
	<b>Manager of Public Affairs</b>	- <b>Terri Clark</b>
	<b>Recorder</b>	- <b>Julie Casanova</b>

The Chair called the meeting to order and welcomed former Park Commissioners Evelyn Atkinson, David Chesman, Nancy Chiavario, Alan Fetherstonhaugh, Mary Ann Fowler, Jim Harvey, Donna Morgan and Patrick Warren. The Chair also recognized Ron Wood, Mayor of West Vancouver and John Clarke, Council member from the Municipality of West Vancouver.

Commissioner Wilson advised the Board that as he is employed by the Insurance Corporation of British Columbia, one of the partners referred to in the staff report, he will not participate in the discussions with regard to the Stanley Park Causeway issue before the Board and left the room on a potential conflict of interest.

Commissioner McDiarmid chaired the meeting.

Commissioner McDiarmid asked for a show of hands to allow the delegations to speak for three minutes, there was no response.

Moved by Commissioner Cassells,

THAT the delegation be given ample time to provide information to the Board to make a proper decision and,

THAT the Commissioners have ample time to ask questions to understand the issue to make a good decision.

THERE WAS NO SECONDER TO THE MOTION.

Commissioner McDiarmid asked for a show of hands to allow two minutes per delegation, the count was five in support and one against.

### **Stanley Park Causeway**

Board members received copies of a staff report dated January 26, 2000 recommending that the Board approve recommendations A to C.

Moved by Commissioner De Genova,

A. THAT the Board approve the attached Stanley Park Causeway Term Sheet (Appendix 1), also to be approved by the British Columbia Transportation Financing Authority (BCTFA), the Insurance Corporation of British Columbia (ICBC), TransLink and the City of Vancouver, including:

1. Commitment to a long-term objective to remove private automobile traffic from the Stanley Park Causeway by 2030, in conjunction with developing a new crossing of Burrard Inlet.

2. Comprehensive safety upgrade to the Stanley Park Causeway and park entrance as follows:

(a) Widening the three Causeway vehicle lanes from 2.95 metres to 3.5 metres, and re-aligning the s-curve at Lost Lagoon.

(b) Rebuilding the Park Drive overpass at Prospect Point.

(c) Rebuilding the Pipeline Road underpass at Lost Lagoon.

(d) Rebuilding the pedestrian Chilco Street underpass.

(e) Developing Stanley Park loop as the new all-season terminus for Stanley Park buses.

(f) Turning Chilco bus loop and Chilco Street between Georgia and Alberni Streets into park space.

B. THAT no additional or altered legal rights shall arise from this approval in terms of the Provincial tenure of the Causeway as outlined in the agreement of July 12, 1999, between the Province and the Park Board.

C. THAT the Board authorize the General Manager to amend the July 12, 1999 Causeway Agreement to reflect the changes described in Recommendations A. (2) and B. of this report.

The General Manager introduced

- Frank Blasetti, Senior Vice-President of Project Development and Implementation, BCTFA
- Geoff Freer, Lions Gate Bridge Project Director, BCTFA
- John Doyle, Director Communication and Public Affairs, BCTFA
- John Pump, ICBC Provincial Progress, Manager for Road Improvement
- Ken Dobell, CEO, Translink
- Dave Rudberg, City Engineer

The General Manager advised the Board that throughout the meeting these staff were available to answer questions related to road safety and designs as well as accident statistics.

The General Manager reviewed the key points in the term sheet with the Board with regard to the roles and responsibilities of the parties for pursuing the long term objective and for funding and delivery of the short term improvements. Each of the parties is committed to a long-term objective to remove private automobile traffic from the Stanley Park Causeway and Lions Gate Bridge by January 1, 2030. The funding arrangement would be as follows:

- BCTFA will fund 100% of improvements north from Lost Lagoon overpass to the Lion's Gate Bridge - 5M
- remaining improvements cost shared on a 50/50 %

50% BCTFA

ICBC

50% City Council

Translink

- Park Board does not make any financial contribution.

Jim Lowden, Director of Stanley District presented the details regarding the scope of the project.

Dave Rudberg, City Engineer, advised the Board that the proposal was for a five foot widening of the causeway and improvement to the s-curve. This will not increase the number of lanes through the park nor increase traffic. The most important achievement will be public safety.

Ken Dobell, CEO Translink, stated that their objective was to put greater emphasis on alternate transportation to single occupancy vehicle. Their draft strategic plan proposes a levy on automobiles as a way of supporting an investment in alternative transportation in the region. However, they still need to spend money on upgrading roads to facilitate transit and bicycle movement, to relieve congestion and to improve safety. On this prospective this is a good project for Translink to be involved with.

## **DELEGATIONS**

Ron Rothwell, Friends of Stanley Park stated that he was against giving away land and trees. There is little or no benefit for Stanley Park in this arrangement.

Bob Gateman stated that he was concerned with the trade off in return for a commitment of objective. He would like security for the objective and money ear-marked for this proposal.

Michelle Monrusat stated that she was against the proposal and the public did not have an opportunity to provide input.

Nancy Chiavario stated the important issue with regard to the causeway is speed and enforcement. If speed limit is enforced accidents will be reduced. Ms. Chiavario asked the Board to slow down the process and also to give consideration to the First Nations.

Don Buchanan stated that the public information process was not good and he was opposed to cutting trees in the park.

Eleanor Hadley stated that the Board should now allow West and North Vancouver to take over Stanley Park. She was concerned that the rose gardens and children's playground will be lost in the transition.

Donna Morgan stated that the Board has no mandate to make this decision. There has not been a public consultation, this is not about safety but speed. If the speed is lowered, traffic will be safer. Increasing the width of the lanes will cause motorists to speed which will in turn increase accidents. She has spoken with other former park commissioners Foley, Thorne and Wilson and they are all against this proposal.

Murray Manson stated that the Park Board's mandate is to preserve parkland. All the safe things can be done without widening the causeway.

It is not up to the Board to solve traffic problems.

John Whistler urged the Park Board to reject the proposal, if there is a real safety issue let the Province over-ride the Park Board but the Board's mandate is to save Stanley Park.

David Cadman stated that he was opposed to the proposal. There is no commitment for a third crossing as yet and the Board should keep to their commitment made at the time of election that there will be no widening of the causeway.

Diane King stated that she does not support this recommendation. If the width of the lane was a concern, why did the construction go ahead. Widening the lane on the causeway will give precedent to other roads in Vancouver being widened in the name of safety.

Anita Romaniuk questioned the public process. She stated that the main issue on the causeway was speed and the Park Board's mandate was to protect Stanley Park.

Munna Prasad stated that he was opposed to the widening of the causeway, the Commissioners duty is to uphold the mission statement of the Park Board.

Chris Kean stated that urban transportation has been a problem and more cars will create more pollution.

Dan Rogers was opposed to the widening of the Stanley Park causeway, there is no new information on safety. He asked the Board to keep their commitment and turn the motion down.

Ray Straatsma stated that the improvements to Stanley Park as indicated should not be contingent on the widening of the causeway. It does not make sense to spend public funds to move gridlock around the city. He asked the Board to address the issues and leave the lanes as they are, a lower speed limit will lower the accident rate. The bicycle and pedestrian path do not meet standards are there plans to improve them?

Lorne Mayencourt stated that he cared about Stanley Park and supports the recommendation. There is a serious safety issue which need to be addressed. There was a previous proposal to replace the Lion's Gate Bridge which was rejected by the cyclists.

Gerald Lockhart stated that there were no basis to support the 30 years time frame and he was against the widening. Stanley Park is a people's park and not a car park, just pave the present lanes.

Tom Nichols stated that the lane widening proposal was wrong and it goes against Park Board's mandate. There has been no public process,

the bicycle path is not well planned. The safety improvements can be achieved without sacrificing park space. The Board should reject the proposal.

Bev Ballantyne asked the Board to do the right thing and not widen the causeway. Wider road encourages speed and accidents are more serious. Drivers should slow down and drive according to conditions.

Richard Campbell stated that the process was inadequate. He would like to have the sidewalks widened to give cyclists and pedestrians more space. If safety is an issue then remove one lane and put up a physical barrier.

Jim Harvey asked the Board to be principled and have integrity, they should get rid of the causeway. The Board needs to maintain autonomy from the city.

Doreen Dick stated that she was strongly opposed to the widening of the causeway. If the tunnel is imminent, why spend all the money. Reclaiming Chilco bus loop will not compensate for the loss of trees and the s-curve is actually good because it calms the traffic.

Reimer Kroeher, a resident of North Vancouver, stated that the bike path should be away from the causeway and not beside it. The width of the sidewalks are inadequate and should be widened.

Connie Fogal stated that there was a promise by the Commissioners that there will be no widening of the causeway. She asked the Board not to abandon their mandate and to have a proper public process.

Lee Johnson stated that he is strongly opposed to the proposal. Design the safety features within the footprints, no more encroachment in to the park.

Norris Morgan, a West Vancouver resident, stated that he was in favour of paying a toll for a tunnel. The widened lane will not increase speed, but it will allow room for cars to pull over if necessary.

Marilyn Baker stated that there should be a public consultation process. There is no binding deal and taking parkland for cars is not acceptable.

June Binkert stated that the Park Board has always been adamant to not allow widening of the causeway. She asked the Board to consider their responsibility for Stanley Park and keep their former position.

Marie Claire, a pedestrian, stated that the widened lane will increase the speed and the severity of accidents. The report does not address safety. The Province is pushing a highway through the park.

Christine Lampa and Brian Herring were against the widening of the causeway. They asked the Board to rethink and get a better deal for Stanley Park. They want to eliminate cars now and not in thirty years.

Phil Sunderland encouraged the Board to accept the proposal. There is a need to deliver safe and effective transportation with the least environmental impact.

Joseph Moore stated that there needs to be a democratic process on this issue. Will safety really be addressed? We need to protect the park.

Carole Walker stated that cars should be moved out of the park. There has not been a proper public process. The Board should fulfill their mandate and protect the park.

John Irwin stated that the widened causeway will increase traffic in Stanley Park. This is a misuse of public funds.

Alan Fetherstonhaugh stated that the public process was faulty, there should have been a public workshop. Park Board's mandate is to preserve and enhance parks and is an independent body that makes decisions for the park. Widening the causeway will not reduce accidents as most of the accidents are rear-enders. The major problem is the three lane causeway and the blame belongs to the Provincial Government.

Guy Wera was against the proposal, the Province should build a tunnel. He represents the cyclists whose request for a widened sidewalk is being neglected.

Valerie Jerome asked the Board to not give away parkland. Global warming is a fact and we must accept responsibility, the safety issue can be addressed by lowering the speed limit to 50 or 40 km.

Gordon Parke stated that he was in favour of the proposal the causeway lanes are too narrow and is dangerous.

Martin Testa stated that he was against the proposal and questioned why an environmental impact study was not done.

Rob Wynan was against the proposal. He stated that staff were not making a true representation and they have to fight for a livable region.

Edna Tepper stated that it appears the Board has made up its mind and was wasting everyone's time. The Park Board is not a traffic board and they should keep to their mandate to protect parks.

Vicky Parr was opposed to the proposal, the widened lanes will increase traffic at a higher speed. There will be additional buildings in the park and increased signage. She asked the Board to turn the proposal down,

as their mandate was to protect the park.

Korky Day suggested that we should have a two lane bridge to have a wider lane. He would like to see more SeaBuses and was strongly against the proposal to widen the causeway.

Edward Dinter stated that widening the lanes will not improve safety, just increase the speed. Do not bow to pressure, the Board needs to look at other options that would made the causeway safer without widening it.

Alex Wallace stated that it was speed and a bad road surface that causes the accidents. He asked the width of the sidewalks be increased for bicycles. Put up lights along Park Drive to address security for cyclists.

Russell spoke on behalf of Paul Bogaert, he was against the proposal and asked the Board to work together with the public to solve the problem.

Martin Toren stated that there has been a lack of communication, there should have been a public meeting on this issue.

Doug Hopwood stated that the proposal has some good things in it, but there are flaws. 30 years is a long time, it has no meaning since there is no accountability. If eliminating cars from Stanley Park is acceptable why not start now? The speed limit should be reduced and enforced.

Roger Latta and John Clarke, Chair, Trans Vision, 2000 advised the Board that a group of business organizations has come up with a proposal to build a third crossing. They are waiting for approval from the Province. This project will take about eight years to complete.

Imtiaz Popat stated that he was against the proposal to widen the causeway. It is the Board's mandate to make decisions for trees and not traffic. An environmental impact study has not been done.

Helen Shaver asked the Board to not destroy the park and the environment. The First Nations people should be also be consulted.

Colin Metcalfe stated that if it is dangerous then the Board should fix it so no one else will get hurt. He asked the Board to do whatever was necessary to make the causeway safer.

David Chesman stated that the City of Vancouver has been reducing lane width to calm traffic on many streets. He is against the widening of the lanes on the causeway. The Board's mandate is to protect the park.

Commissioner De Genova referred to the point of public consultation raised by the delegations and amended his motion.

Moved by Commissioner De Genova,



**That the Board defer this matter to a public consultation process in two weeks at a suitable location.**

**- Carried.**

(Commissioner Cassells contrary)