



ACTIVE TRANSPORTATION POLICY COUNCIL

MINUTES

JUNE 1, 2016

A meeting of the Active Transportation Policy Council was held on Wednesday, June 1, 2016, at 5:34 pm, in the Business Centre Meeting Room, 2nd Floor, Vancouver City Hall.

PRESENT: Tanya Paz*, Chair
Dean Alexander
Joan Andersen
Ben Bolliger
Gene Chin
Lisa Corriveau
Paul Dragan
Molly Millar, Vice-Chair
Shan Parmar
Lisa Slakov
Adam Vasilevich

ABSENT: Veronika Bylicki (Leave of Absence)
John Calimente
Peggy Harowitz (Leave of Absence)
Amelia Huang (Leave of Absence)

ALSO PRESENT: Lon LaClaire, Director, Transportation Division
Lynn Guilbault, Project Manager, Stakeholder &
Community Relations, Active Transportation
Paul Storer, Manager, Transportation 2040
Cst. Alana Blackadar, VPD Liaison

CITY CLERK'S OFFICE: Tina Hildebrandt, Meeting Coordinator

* Denotes absence for a portion of the meeting.

Introductions and Welcome to New Member Shan Parmar

The meeting began with roundtable introductions and a welcome to new member Shan Parmar and guest Gary Clevon.

Leave of Absence Requests

MOVED by Paul Dragan
SECONDED by Joan Andersen

THAT the Active Transportation Policy Council approve leaves of absence for Veronika Bylicki and Amelia Huang for this meeting.

CARRIED UNANIMOUSLY

Approval of Minutes

MOVED by Joan Andersen
SECONDED by Lisa Corriveau

THAT the Active Transportation Policy Council approve the minutes of the meeting held on May 4, 2016, as amended on the first page to add Amelia Huang under PRESENT.

CARRIED UNANIMOUSLY

1. Subcommittee Updates

(a) Projects Subcommittee Update

(i) *Three motions recommending parking policy updates*

On-Street Parking Motion

MOVED by Dean Alexander
SECONDED by Gene Chin

WHEREAS:

1. The Active Transportation Policy Council (“ATPC”) is in favour of additional revenue sources for the City of Vancouver that can be used to pay the maintenance costs for existing transportation infrastructure as well as create new active transportation infrastructure;
2. A significant portion of the City’s land is devoted to on-street parking which must be maintained and repaired by the City, but is used at little or no cost;
3. The provision of low-fee or free on-street parking leads to more trips in vehicles rather than active transportation modes;
4. The ATPC supports increasing the amount of street space in the city available for plazas, parklets, patios, active transportation, and transit; and
5. The ATPC supports measures that will reduce traffic congestion and improve traffic flow for all transportation modes.

THEREFORE BE IT RESOLVED THAT the Active Transportation Policy Council recommends:

1. Vancouver City Council direct staff to determine the yearly cost of repairing and maintaining on-street parking spaces in the city;
2. Vancouver City Council direct staff to study the effects of introducing graduated on-street pricing on all City streets, including City revenues,

affordability for residents, transportation mode choice and the availability of on-street space;

3. Vancouver City Council direct staff to review current on-street parking regulations on major arterials (e.g. West Georgia Street, Broadway, Hastings Street) to investigate the impact on bus travel times if daytime on-street parking were removed in favour of dedicated bus lanes;
4. Vancouver City Council direct staff to review and revise residential permit parking rates with consideration of off-street rental parking market rates and affordability; and
5. Vancouver City Council direct staff to review expanding metered parking areas and times.

CARRIED

(Ben Bolliger opposed)

Intersection Safety Motion

MOVED by Joan Andersen

SECONDED by Molly Millar

WHEREAS:

1. The majority of active transportation-motor vehicle collisions occur at intersections¹;
2. Inadequate sightlines due to foliage overgrowth or vehicles parking too close to intersections can increase the rate of collisions and near collisions; and
3. The City of Vancouver supports Moving Towards Zero approach to traffic safety by aiming to have no fatalities or serious injuries due to vehicle traffic in the city.

THEREFORE BE IT RESOLVED THAT the Active Transportation Policy Council recommends:

1. Vancouver City Council direct staff to review best practices to determine adequate corner sight distances for all users, and increase the current allowable parking distance of 6 metres to the nearest sidewalk and 9 metres to the nearest edge of pavement of an intersecting street²;

¹ Wang & Nihan, Accident Analysis & Prevention, Volume 36, Issue 3, May 2004

² City of Vancouver, Parking when there is no signage <http://vancouver.ca/streets-transportation/unsigned-streets-and-lanes.aspx>

2. Vancouver City Council direct staff to build protected intersections and raised crosswalks at priority intersections;
3. Vancouver City Council direct staff to create additional protected left turn signals for vehicles to allow safe left turns at regular intervals on arterial roads, and increase the number of intersections where left turns are banned, in order to reduce collisions and allow pedestrians and cyclists to cross safely; and
4. Vancouver City Council ask staff to examine high collision locations in order to improve sightlines with vegetation trimming and removal of obstructions that may impede sightlines.

CARRIED UNANIMOUSLY

Bicycle Parking Motion

MOVED by Dean Alexander
SECONDED by Ben Bolliger

WHEREAS:

1. Bicycle parking is essential to support the city's bicycling infrastructure;
2. There is a shortage of bicycle parking throughout the City of Vancouver
3. Most bicycle parking is currently located adjacent to sidewalks or next to buildings, taking space from safe pedestrian access;
4. The lack of secure bicycle parking is a major disincentive to using existing bicycling infrastructure; and
5. One vehicle parking stall can accommodate up to 10 bicycles.

THEREFORE BE IT RESOLVED THAT the Active Transportation Policy Council recommends:

1. Vancouver City Council direct staff to create a map of safe, secure, all-weather bicycle parking locations;
2. Vancouver City Council direct staff to develop a bicycle parking plan that increases the number of safe, secure, all-weather bicycle parking facilities;
3. Vancouver City Council ensure policies include the requirement that all parking and civic facilities provide suitable, safe, all-weather bicycle parking;
4. Vancouver City Council direct staff to determine locations close to key destinations where on-street vehicle parking stalls can be converted to bicycle parking stalls; and

5. Vancouver City Council direct staff to convert these on-street vehicle parking stalls into bicycle parking facilities.

CARRIED UNANIMOUSLY

(ii) *Kits Beach and Balsam/Point Grey Road active transportation routes Motion*

MOVED by Lisa Slakov

SECONDED by Gene Chin

WHEREAS:

1. The Active Transportation Policy Council passed a motion at its meeting held April 23, 2014, that called for action on this section of the Seaside Greenway and no improvements have been made;
2. The Seaside Greenway is, for almost all of its 28 km, an AAA path for both people walking and biking and this section of the Greenway is uncomfortable and unsafe for the number of users on a narrow path;
3. The city cycling map shows the path that follows the sea as an AAA cycling route, the path is not well marked for people biking and, in fact, bike sign removals and pavement signage changes in the parks in May 2016 indicate that people biking should be routing through a dangerous parking lot and taking the on-road route, which is far from AAA. Consequently, people looking for an AAA route along this stretch are increasingly being directed onto the unsafe roadways in the area;
4. Vancouver City Council and the Park Board recently agreed to make significant improvements to the Greenway stretch between the Cambie Street Bridge and the Burrard Bridge (South Side False Creek), ensuring a largely AAA route for people walking and biking on this stretch; these improvements will lead to increased numbers of people using the Greenway, including east of the Burrard Bridge, making that stretch even less safe and comfortable;
5. The Park Board and Vancouver City Council and their respective staff recently collaborated on the plan for the improvements to the South Side False Creek, leading to an excellent process and results. However, there is no plan to address improvements on the section in question;
6. The City of Vancouver is committed to increasing the number of people using active transportation in Vancouver yet this section of the Greenway is a significant failure for people walking and on bikes, whether Vancouver residents or tourists; and
7. The Seaside Greenway is, according to the City's webpage, "the most popular recreational spot in the city"; the section in question is completely unequipped to deal with this popularity.

THEREFORE BE IT RESOLVED THAT the Active Transportation Policy Council (“ATPC”) recommends the Park Board and the City of Vancouver direct staff to make immediate improvements to the existing Seaside Greenway between Burrard Bridge and Point Grey Road, as described in the motion passed at the ATPC meeting held April 23, 2014, “improvement of markings on the existing shared path ... To maximize the value of stencils and signage, the Active Transportation Policy Council encourages the Park Board to consult with stakeholders such as the ATPC, HUB and the Vancouver Public Space Network”. In addition, current safety hazards such as the entrance and exit to and from the Greenway at Balsam and Cornwall and the fenced off desire line path, also at the west end of Kitsilano Beach Park need to be addressed immediately;

FURTHER THAT the ATPC recommends the Park Board and the City of Vancouver direct staff to commence immediately a process for improvements to this section that will allow for a separated AAA path for people walking and biking in the area.

CARRIED UNANIMOUSLY

(iii) *Southeast Marine Drive/Knight Street Bridge Off-Ramp Improvements Motion*

MOVED by Tanya Paz

SECONDED by Paul Dragan

WHEREAS:

1. The City of Vancouver approved a hierarchy of transportation in 1997 that has pedestrians at the top, then bicyclists and skateboarders next, then transit after that;
2. The Active Transportation Policy Council is encouraged to see the City incorporating active transportation components in some new construction; and
3. Southeast Marine Drive and Knight Street has the highest collision rate in Vancouver and the 4th highest collision rate in BC, and from 2009-2013 there were 529 injury collisions (ICBC).

THEREFORE BE IT RESOLVED THAT the Active Transportation Policy Council supports the initial plans for the Southeast Marine Drive/Knight Street Bridge Off-Ramp Improvements project in general and recommends the following additions:

1. The multi-use paths for active transportation should be widened to new City of Vancouver standards. Space can be taken by narrowing vehicle lanes which also increases safety.
2. With a new left turn bay for vehicles on Southeast Marine Drive, the Active Transportation Policy Council suggests having a protected phase in the traffic signal for pedestrians.
3. Consider benches, litter cans, and shelter (from heat, rain, etc.) for those who have just walked or bicycled across Knight Street Bridge.

4. The portion of Borden Street between Southeast Marine Drive and East 59th Avenue should be upgraded to a neighbourhood greenway (with significant traffic calming). Without this upgrade there is no direct link with the other northbound City bike routes for cyclists coming off the Knight Street Bridge. Also, once these traffic changes are made, Borden Street will less likely be an often used truck/traffic route. North of East 59th Avenue, with a slight zig onto 59th westbound then zag northbound onto Dumfries Street would work as it is a neighbourhood greenway already.
5. Consider in the plan the increase in population of those moving to Fraser Lands with reduced vehicle ownership and how they might use active transportation to travel to Richmond.
6. Please consider space for a future bus loop in the area.

CARRIED UNANIMOUSLY

(b) Policy Subcommittee Update

(i) Complete Streets Policy Motion

MOVED by Molly Millar
SECONDED by Lisa Slakov

WHEREAS:

1. Vancouver City Council recently referenced a commitment to Complete Streets as part of the “Renewable City Strategy” approved at the Regular Council meeting on November 3, 2015;
2. Transportation 2040 is a comprehensive framework for a progressive green transportation strategy, but it does not mention Complete Streets and it is not specific enough to be considered a Complete Streets Policy;
3. A Complete Streets Policy should be based on the ten well accepted elements of Smart Growth America’s comprehensive Complete Streets Policy, which are:
 - includes a vision for how and why the community wants to complete its streets;
 - specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles;
 - applies to both new and retrofit projects including design, planning, maintenance, and operations for the entire right of way;
 - makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions;
 - encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes;

- is adoptable by all agencies to cover all roads;
 - directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs;
 - directs that Complete Streets solutions will complement the context of the community;
 - establishes performance standards with measurable outcomes; and
 - includes specific next steps for implementation of the policy;
4. Other cities around the world have adopted a Complete Streets Policy and put that policy into practice including relevant North American examples such as Austin, TX; Calgary, AB; and Reading, PA;
 5. Opportunities to improve infrastructure for active transportation are being lost without a Complete Streets Policy being in effect;
 6. A Complete Streets Policy supports the goal of Vision Zero (Moving Towards Zero) and developing and implementing a Complete Streets Policy is an effective strategy for implementing the recently passed City Council motion in support of Moving Towards Zero.

THEREFORE BE IT RESOLVED THAT the Active Transportation Policy Council recommends Vancouver City Council direct staff to develop a Complete Streets Policy for Council approval that:

- indicates performance standards with measurable outcomes of an adopted Complete Streets Policy will be established and progress will be reported on annually to City Council;
- is incorporated into the policies and activities of all relevant Departments and cover all transportation corridors, roads, streets, lanes, greenways, and pathways;
- includes specific next steps for implementation of the policy; and
- is consistent with Transportation 2040, and the Healthy Cities, the Renewable City, and the Greenest City Strategies.

CARRIED UNANIMOUSLY

(ii) *CoV sites: Bike Friendly Business Certification Motion*

MOVED by Adam Vasilevich
SECONDED by Lisa Corriveau

WHEREAS HUB has a Bike Friendly Business Certification program;

WHEREAS the Active Transportation Policy Council believes a bike friendly certification program will encourage active transportation; and

WHEREAS the City of Vancouver should be a leading bike friendly employer.

THEREFORE BE IT RESOLVED THAT the Active Transportation Policy Council recommends the City Manager, Chief Librarian and General Manager, Vancouver Board of Parks and Recreation, each select at least one of their facilities to be evaluated and certified as a Bike Friendly Employer.

CARRIED UNANIMOUSLY

(iii) Adult Cycling Education for Bike Share Motion

MOVED by Molly Millar

SECONDED by Ben Bolliger

THAT the Active Transportation Policy Council supports the idea of providing adult cycling education for bike share users and that the City of Vancouver use the expected funds from TransLink's TravelSmart program to support this initiative;

FURTHER THAT the ATPC recommends the City of Vancouver match these funds in order to increase the number of bike share users who receive the training.

CARRIED UNANIMOUSLY

(Tania Paz absent for the vote)

2. City Council Liaison Update

None

3. Chair and Member Updates

(a) *Chairs of Councils Meeting Update*

The Chair provided a brief update on the Chairs of Councils Meeting held recently.

(b) *Moving Towards Zero, 800 Robson Street*

None

(c) *Southside False Creek, Point Grey Road Improvements*

None

(d) *Other Liaison Updates: HUB, Car Free Day*

None

4. Park Board/VSB/VPD Liaison Updates

Molly Millar provided an update on VSB matters, including Bike to School Week, noting 44 classrooms or schools registered for the event held May 30th to June 3rd. She also responded to questions.

Cst. Alana Blackadar, VPD Liaison, provided an update on pedestrian safety issues related to left and right turning vehicles, and Distracted Driving Month, noting there were 1,931 distracted driving tickets given out in April. She also noted today is the first day of the increased penalty. Cst. Blackadar also responded to questions.

5. ATPC 2016-17 Priorities

Due to time constraints, this item was postponed to the next meeting.

6. Staff Liaison Update

Staff provided updates on various items such as registration for Pro Walk Pro Bike Pro Place in September, Arbutus Greenway plans, updates on parking enforcement issues during downtown bike infrastructure construction, and an update on Burrard Street and Burrard Bridge construction.

7. New Business

None

ADJOURNMENT

MOVED by Tanya Paz
SECONDED by Molly Millar

THAT this meeting be adjourned.

CARRIED UNANIMOUSLY

Next Meeting:

DATE: Wednesday, September 28, 2016
TIME: 5:30 pm
PLACE: Business Centre Meeting Room 2nd
Floor, Vancouver City Hall

The Council adjourned at 7:30 pm.

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