



ACTIVE TRANSPORTATION POLICY COUNCIL

SPECIAL MEETING MINUTES

JANUARY 10, 2018

A Special Meeting of the Active Transportation Policy Council was held on Wednesday, January 10, 2018, at 5:35 pm, in the Business Centre Meeting Room, 2nd Floor, Vancouver City Hall.

PRESENT: Tanya Paz, Chair
Joan Andersen
Benjamin Bolliger
Gene Chin*
Lisa Corriveau
Michelle Lee-Hunt
Molly Millar, Vice-Chair
Shan Parmar*
Benjamin Wells
Lisa Slakov

ABSENT: Brian Cade (Leave of Absence)
Paul Dragan (Leave of Absence)
Andy Hong (Leave of Absence)
Gabrielle Peters (Leave of Absence)

ALSO PRESENT: Lynn Guilbault, Project Manager, Stakeholder and Community Relations, Transportation Planning Branch, Engineering Services (Staff Liaison)
Paul Storer, Manager, Transportation Design, Engineering Services (Staff Liaison)

CITY CLERK'S OFFICE: Lori Isfeld, Meeting Coordinator

Acknowledgement of Traditional Indigenous Territory

Tanya Paz, Chair, acknowledged that we are on the unceded traditional territory of the Musqueam, Squamish and Tsleil-Waututh First Nations.

Leave of Absence Requests

MOVED by Lisa Corriveau
SECONDED by Molly Millar

THAT the Active Transportation Policy Council approve leaves of absence for Brian Cade, Paul Dragan, Andy Hong, and Gabrielle Peters, for this meeting.

CARRIED UNANIMOUSLY
(Gene Chin and Shan Parmar absent for the vote)

The Chair noted that Thea Franke had resigned from the Policy Council and that she'd thanked Thea for her service.

1. Payment-in-Lieu Parking Program

MOVED by Tanya Paz
SECONDED by Benjamin Bolliger

WHEREAS

1. In residential and commercial buildings, the City of Vancouver will accept an amount of money in lieu of the requirement to provide a certain number of parking spaces known as Payment-in-Lieu (PIL);
2. The cost of a PIL parking space (Parking Bylaw 6059, Section 4, Schedule A) has not been updated recently and construction costs have increased significantly; and
3. The City of Vancouver's Transportation 2040 Plan is intended to encourage fewer privately-owned vehicles in the city.

THEREFORE BE IT RESOLVED

THAT the Active Transportation Policy Council recommends to City Council that the City of Vancouver:

1. Update the cost of a PIL space and ensure the cost is updated annually in line with construction costs; and
2. Expand the current geographical boundary for waiving parking requirements for commercial or residential payment-in-lieu relief.

CARRIED UNANIMOUSLY
(Gene Chin absent for the vote)

2. Northeast False Creek Plan

MOVED by Benjamin Bolliger
SECONDED by Molly Millar

WHEREAS

1. The City of Vancouver is engaged in a full-scale redevelopment of Northeast False Creek that will see a major increase in the number of residential units in the area, including social housing and a new street network. This redevelopment is an opportunity to improve the needs of active transportation users and thus increase the active transportation and transit mode shares within the city to align with Transportation 2040 Plan goals;

2. One of the objectives of the Northeast False Creek street network is to be accessible, significantly improving the public realm through initiatives such as adequate sidewalks and curb ramps, to accommodate pedestrians and those with additional mobility considerations (wheelchairs, walkers, strollers, etc.), space for patios, and protected bicycle facilities, while creating a street network which is less expensive to maintain. Also, the provincial government has a vision to make BC a truly inclusive province by 2024 by:
 - Providing people of all abilities with the opportunity to participate fully in their communities;
 - Challenging our attitudes and beliefs about disabilities; and
 - Recognizing the value and contributions that people with disabilities make to our workplaces, communities and economy;
3. Northeast False Creek is in close proximity to rapid transit lines and various active transportation facilities such as the Seaside Greenway, the Union/Adanac bike route, Beatty, Dunsmuir, Ontario, and the future Pacific Boulevard/Great Street;
4. There is no maximum number of private vehicle parking spaces for multi-unit dwellings in the City of Vancouver;
5. The Active Transportation Policy Council is encouraged that the City of Vancouver will forgo a minimum parking requirement for vehicles in residential buildings in Northeast False Creek - except for the provision of vehicle parking for persons with disabilities, visitors, pick-up and drop-off, and car share vehicles;
6. The standards and bylaws for safe, accessible, bicycle parking in new residential units is not up to date;
7. The Mobility Pricing Independent Commission is currently evaluating models of decongestion pricing to reduce single ownership vehicle use on our roadways (and reflect more accurately the overall cost of driving), while hopefully providing funds for public transit and active transportation, and making those modes safer and more efficient; and
8. The City of Vancouver is experiencing a housing crisis and unbundling residential units from parking spots can reduce the cost of residential housing units and better accommodate residents who wish to use active transportation.

THEREFORE BE IT RESOLVED

THAT the Active Transportation Policy Council recommends to City Council that the City of Vancouver:

1. Ensures that the principles of the modal hierarchy, as committed to in the Transportation 2040 Plan, are implemented in a meaningful way, by placing the needs and safety of active transportation users first, with the most vulnerable users at the top, and by de-prioritizing private vehicle ownership;

2. Ensures that the Northeast False Creek Plan adheres to the best accessible design standards, enabling individuals using all modes of active transportation to enjoy the significant public realm improvements safely and conveniently;
3. Institutes a maximum residential parking standard, capping the number of parking spots in all new residential builds, while also creating an incentive for developers to reduce further the number of parking spots to lower than the maximum;
4. Requires that parking spots be unbundled (sold separately) from any new residential units;
5. Enacts a bylaw that would create safe, easily accessible, and convenient bike parking in residential units which would require mandatory bicycle storage minimums per bedroom and devoting at least 15% of bike parking for cargo bikes, bike trailers, trikes, and business carts/bikes; and
6. Ensures the parking standards adopted as part of the rapidly proceeding Northeast False Creek redevelopment prioritize active transportation.

CARRIED UNANIMOUSLY
(Gene Chin absent for the vote)

3. Cambie Bridge Improvements

MOVED by Benjamin Bolliger
SECONDED by Benjamin Wells

WHEREAS

1. The City and HUB have received concerns from the general public about the congested conditions on the Cambie Bridge multi-use path (MUP), and there has been an increase in Vancouver General Hospital Emergency Department visits as a result of injuries sustained on the Cambie Bridge by people walking and riding bicycles;
2. As per the City's active transportation route plans, the Cambie Bridge is the second False Creek bridge to receive improvements after Burrard Bridge, which is now complete, and the Cambie Bridge offers a direct connection to downtown and has, with further improvements to the Nelson and Smithe Streets bicycle routes, potential to provide a significant connection to the south shore of False Creek from the West End and Downtown; and
3. Over the last 20 years, vehicle volumes have declined while bicycle volumes have doubled between 2010 and 2017.

THEREFORE BE IT RESOLVED

THAT the Active Transportation Policy Council recommends to City Council that the City of Vancouver:

1. Extends the Nelson Street protected bicycle lane further west to provide a significant, additional catchment area for this route - and the Active Transportation Policy Council asks that this be planned for implementation soon;
2. Delineates areas for people walking and wheeling from people bicycling and skateboarding on 6th Avenue;
3. Monitors volumes and reports back after one year, recognizing this project is an interim measure to having an All Ages and Abilities facility;
4. Relocates any benches that would be in the new marked bicycle path and adding reflectors to them;
5. Improves the Cambie Street and West 2nd Avenue intersection crosswalks and elephant's feet; and
6. Continues to allow the bicycling and skateboarding in both directions on the current east side MUP (and continues to be for people walking and wheeling in both directions). Clear delineation of paths for each will allow higher volumes than the current freestyle MUP.

FURTHER THAT the Active Transportation Policy Council:

1. Fully supports the creation of a dedicated and protected southbound bicycle/skateboard/in-line skate lane to relieve pressure on the east side MUP; and
2. Is concerned about the reduced level of barrier protection planned for the south end of the ramp, which should also have a speed limit of 30 kph for vehicles.

CARRIED UNANIMOUSLY

Adjournment

MOVED by Shan Parmar
SECONDED by Lisa Slakov

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

Next Regular Meeting

DATE: Wednesday, February 7, 2018
TIME: 5:30 pm
PLACE: Business Centre Meeting Room
2nd Floor, Vancouver City Hall

The Special Meeting adjourned at 6:25 pm.

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