



ACTIVE TRANSPORTATION POLICY COUNCIL

MINUTES

September 12, 2018

A meeting of the Active Transportation Policy Council was held on Wednesday, September 12, 2018, at 5:32 pm, in Committee Room 1, 3rd Floor, Vancouver City Hall.

PRESENT: Molly Millar, Vice-Chair
Joan Andersen
Benjamin Bolliger
Brian Cade
Gene Chin
Lisa Corriveau
Shan Parmar
Gabrielle Peters
Lisa Slakov

ABSENT: Paul Dragan (Leave of Absence)
Andy Hong
Michelle Lee-Hunt
Tanya Paz, Chair
Benjamin Wells

ALSO PRESENT: Paul Storer, Manager, Transportation Design Branch (Staff Liaison)

CITY CLERK'S OFFICE: Leslie Tuerlings, Meeting Coordinator

Acknowledgement of Traditional Indigenous Territory

The Vice-Chair acknowledged that we are on the unceded traditional territory of the Musqueam, Squamish and Tsleil-Waututh First Nations, and we give thanks for their generosity and hospitality on these lands.

Leave of Absence Requests

MOVED by Lisa Corriveau
SECONDED by Ben Bolliger

THAT the Active Transportation Policy Council approve a leave of absence for Paul Dragan, for this meeting.

CARRIED UNANIMOUSLY

Approval of Minutes

MOVED by Lisa Slakov
SECONDED by Brian Cade

THAT the Active Transportation Policy Council approve the minutes of the regular meeting held on July 4, 2018.

CARRIED UNANIMOUSLY

1. Member and Subcommittee Updates

a) *Vice-Chair and other Members*

None

b) *Policies Subcommittee*

i. Parking – Motion

MOVED by Lisa Corriveau
SECONDED by Lisa Slakov

WHEREAS

1. The Transportation 2040 Plan states that managing parking is one of the City's biggest opportunities to support a smart and efficient transportation system.
2. Street space currently used for car parking is a shared, public amenity that has been largely subsidized for private automobile owners. Some of this shared public space could be used in a more equitable manner by more people.
3. The Transportation 2040 Plan recommends reducing the need for off-street parking by more effectively managing on-street parking. Possible approaches include:
 1. gradually increasing permit costs to reflect market value;
 2. limiting the number of permits per household;
 3. increasing costs for each additional permit per household;
 4. capping the total number of permits and allowing residents to trade rights; and/or
 5. piloting a neighbourhood parking benefit district, where permit costs are increased and a portion of the revenue is directed towards local improvements such as sidewalks, lighting, and nearby amenities.
4. The Transportation 2040 Plan recommends using off-street parking requirements to support reduced auto ownership and use by:
 1. Developing and implementing a strategy to: (a) eliminate minimum parking requirements downtown, near rapid transit stations, and for guaranteed rental residential developments, and (b) revise minimum requirements elsewhere based on target mode shares;
 2. Introduce parking maximum allowances throughout the city based upon current ownership levels or existing mode share.

5. Fair parking policies will ultimately manifest in less driving than we see today, which will make all forms of active transport safer, and make it easier to fund active transportation improvements, while reducing noise, pollution, and risk for all.
6. On July 4, 2018, the Active Transportation Policy Council approved a motion entitled "Bike Parking Retrofit Program for Existing Residential Developments".

THEREFORE BE IT RESOLVED

THAT the Active Transportation Policy Council recommend that the City of Vancouver:

1. Ensure that the principles of the modal hierarchy, as committed to in the Transportation 2040 Plan, are implemented in a meaningful way, placing the needs and safety of active transportation users first, with the most vulnerable users at the top, and de-prioritizing single occupant vehicle users.
2. Provide abundant, convenient, secure, and covered-where-feasible bicycle parking and end-of-trip facilities at all city destinations, retail areas, and high usage areas like downtown and provide charging stations and air pumps for mobility scooter and power wheelchair, and electric bicycle users.
3. Investigate the adequacy of accessible parking supply and its suitability by conducting a thorough audit, directly consulting with the disabled community (not only via organizations) bearing in mind future requirements of an aging population, and increasing the number of accessible parking spots as needed.
4. Move toward eliminating minimum parking requirements downtown, near rapid transit station hubs and rental residential buildings, and review and revise minimum targets elsewhere.
5. Expand requirements for increasing car sharing in developments and provide incentives for increasing car sharing in existing buildings.
6. Institute a maximum residential parking development standard, capping the number of parking spots in all new residential builds, while also creating opportunities for developers to further reduce the number of parking spots to lower than the maximum to better reflect the needs of the residents.
7. Expand the Transportation Demand Management Tool Kit to include electric cars designed for people in wheelchairs, adaptive bikes, and other vehicles that increase accessible mobility options.
8. Require that parking spots be unbundled (sold separately) from any new residential units.
9. Expand the payment-in-lieu program where parking funds can be used to acquire, establish, or improve existing or additional parking facilities.

10. Enact 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 devote a percentage of bike parking for cargo bikes, trikes, business carts/bikes, mobility scooters, and other adaptive equipment.
11. Ensure there are adequate and accessible drop-off zones for people using taxis or HandyDart. Many current drop-off zones are not wheelchair accessible. All drop-off zones and accessible parking should have wheelchair-accessible access directly to the sidewalk (curb cut).
12. Remove FSR exceptions for parking.

CARRIED UNANIMOUSLY

c) Projects Subcommittee Update

Ben Bolliger provided an update on the Projects Subcommittee noting that they received an informative presentation from staff regarding the patio space and parklet program. It was also noted that he attended the Vancouver City Planning Commission's meeting regarding their upcoming "A City for All" Summit.

2. Liaison Updates

Paul Storer, Staff Liaison, provided an update on numerous closures that have been completed and responded to questions. It was also noted that staff will be bringing the Phase 1 Accessibility Strategy to Council next week.

3. New Business

The Committee discussed opportunities to advise a newly elected Council of motions approved by ATPC throughout previous terms.

Adjournment

MOVED by Ben Bolliger
SECONDED by Brian Cade

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

The Council adjourned at 7:19 pm.

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