2019 Annual Transportation Workshop:
Parking Management &
State of Cycling

November 4, 2019
Agenda

• Parking Management Strategy (30 min)
• Connected Cycling Network Update (30 min)
• Discussion / Next Steps (30 min)
2019 Projects

Other 2019 Projects:
- Marine - Main Corridor RapidBus
- LED Street Lighting Program
- Advanced Traffic Management System (ATMS)
- Transportation System Optimization
- Sustainment Program

Transit
Walking
Cycling
Safe Routes to School
Road
2020 Projects (Proposed)

Other 2020 Projects:
- Advanced Traffic Management System (ATMS)
- Transportation System Optimization
- Corridor Studies
- INSTPP Related Studies
- Policy Updates
Parking Management
Parking Issues in the District

- Private
- On-Street
- Parks and Attractions
District On-Street Parking Regulations
Parking Management Goals

- Improve Livability
- Maintain Access to Public Space
- Promote Economic Activity
- Encourage Sustainable Transportation
- Support Town Centre Development
- Manage Demand of Parks & Tourist Sites
On-Street Parking Regulatory Tools

- **Resident Parking Only (RPO)**: Unequitable access for public to business, public spaces and schools
- **Unrestricted Parking**: Ineffective and inefficient parking management strategy
- **Time Limited with Resident Exempt**: Increase parking turnover while residents are exempt
- **Time Limited Parking**: Increase parking turnover and availability, and better access to businesses
- **Pay Parking**: Increase parking turnover and availability where demand is very high

**PARKING TURNOVER & AVAILABILITY**
## Considerations for Parking Regulatory Tools

<table>
<thead>
<tr>
<th>Residential Parking Only (RPO)</th>
<th>Pay Parking and/or Time Restricted with/without Resident Exemption (RE)</th>
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<tbody>
<tr>
<td>Zoning and current land uses</td>
<td>Town and Village Centres</td>
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<tr>
<td>Parking Demand</td>
<td>Access to public parks, recreational facilities, and open space</td>
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<td>Community input</td>
<td>High-density residential buildings</td>
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<td>Nearby schools, new developments, or public parks</td>
<td>Access to businesses</td>
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<td>Potential impacts to adjacent streets</td>
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Principals of Parking Policy

Parking Management Goals
- Improve liveability
- Maintain access to public spaces
- Promote economic activity
- Encourage sustainable transportation
- Support town centre development
- Manage demand of around parks & tourist sites

Regulatory Tools
- Resident Parking Only (RPO)
- Time Restriction with/without Resident Exemption (RE)
- Pay Parking

Key Indicators for Decision-making
- Peak parking demand
- Parking duration
State of Cycling: Update
OCP 2030 Target

“35% of District resident trips are by walking, cycling or transit”

Active mode split
2011: 17.5%
2017: 19.9%

Source: TransLink Trip Diary
Cyclist Volumes: Spring AM Peak Hour

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<thead>
<tr>
<th>Year</th>
<th>LVR</th>
<th>KEITH</th>
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<tr>
<td>2017</td>
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<td>2019</td>
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Cyclist Volumes: Spring PM Peak Hour

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</table>
• Advance NS e-bike share framework
• Pilot e-bike speed limits on Spirit Trail
• Corridor Plans (Deep Cove Rd & Delbrook Ave)
• Upgrade wayfinding signage
• Equipment & crew to sweep and remove snow from new cycle-tracks year round

2017-2019  2020-2023 (proposed)
Recommendations

- Implement three priority routes
- Reallocate arterial road space for cycling
Next Steps

THAT Committee endorse the goals for on-street parking as presented in the report dated October 25, 2019

THAT Committee endorse Resident Parking Only, Time Restriction with Resident Exemption, and Pay Parking as available parking management tools

THAT Committee endorse availability of on-street and off-street parking based on peak parking demand occupancy as a key decision indicator for approval and implementation of the street parking regulatory tools

THAT staff prepare a Street Parking Policy for Council consideration based on the endorsed goals, tools and indicators

THAT staff prepare a plan for a pay parking pilot program at Fromme and/or Lynn Canyon and/or Panorama Parks coordinated with on-street parking regulations

THAT Committee endorse the three cycling route priorities as identified in this Report

THAT Committee endorse road space reallocation recommendations on arterials for cycling connections
Thank You