



FONVCA AGENDA

Wednesday April 15th 2015

Place: DNV Hall 355 W. Queens Rd V7N 2K6

Time: 7:00-9:00pm

Chair: Adrian Chaster –EUCCA – Tel: 604-986-8887

Email: Adrian.Chaster@gmail.com

Regrets:

1. Order/content of Agenda

- a. Chair Pro-Tem Suggests:

2. Adoption of Minutes of March 18th

- *a. <http://www.fonvca.org/agendas/apr2015/minutes-mar2015.pdf>

Note: (*) items include distributed support material

- b. Business arising from Minutes.

3. Roundtable on “Current Affairs”

A period of roughly 30 minutes for association members to exchange information of common concerns.

- a. EUCCA
- b. Delbrook CA
- c. Blueridge CA
- d. Others

4. Old Business

- a) Update: OCPIK by Corrie Kost
- b) Update on Community Workshop
- c) Revision to FONVCA E-mail List – BCA

5. Correspondence Issues

- *a) Review of correspondence for this period

Distributed as non-posted addenda to the full package.

6. New Business

- a) Back-Door Municipal Tax Increase

* http://www.vancouversun.com/story_print.html?id=10913565&sponsor=

7. Any Other Business

- a) Does Transit Really Reduce Congestions?

* <http://daily.sightline.org/2011/02/25/can-better-transit-reduce-congestion/>

The comments are well worth a read! Subject matter controversial.

- b) The Miracle of Minneapolis – A lesson for all

* <http://www.theatlantic.com/magazine/archive/2015/03/the-miracle-of-minneapolis/384975/>

- c) Another FONVCA style Umbrella Group

* <http://www.falsecreekresidents.org/sample-page/>

- * d) NEWS-CLIPS Listing ~Mar16-Apr12 2015

8. For Your Information Items

(a) Mostly NON-LEGAL Issues

i) Sustainability & Parking Stalls

* <http://www.cnv.org/~media/DF0A037A614D448E969AB0AE7A8FBB94.pdf>

* http://www.plan4sustainabletravel.org/key_themes/parking/

ii) Why Can't Public Transit be Free?

* <http://www.citylab.com/commute/2015/01/why-cant-public-transit-be-free/384950/>

iii) High Ceilings Encourage Consumption

One of the reasons Supermarkets have such high ceilings!

* <https://mnlth.co/blog/an-unexpected-factor-influencing-the-shoppers-mind/>
<http://www.sauder.ubc.ca/Faculty/Divisions/Marketing/~medi a/Files/Faculty%20Research/Publications/Zhu%20-%20Ceiling%20Height.ashx> ← read this one as a pdf file

iv) Transportation Modality Risks over time

* <http://journalistsresource.org/studies/environment/transportation/comparin g-fatality-risks-united-states-transportation-across-modes-time>

(b) Mostly LEGAL Issues

i) Saanich staff spy on Council Computer Activity

* <https://www.oipc.bc.ca/news-releases/1776>

* <https://www.oipc.bc.ca/news-releases/1774>

https://www.oipc.bc.ca/media/16671/ir_f15-01-districtofsaanich-30mar2015-posted.pdf

ii) BC Society Act changes amended

* <http://wcel.org/media-centre/media-releases/public-interest-legal-organizations-react-proposed-bc-society-act-change>

* <http://wcel.org/resources/environmental-law-alert/mini-slapp-provisions-dropped-new-bc-societies-act>

"dropping a proposed provision in BC's new Societies Act that could have seen non-profits dragged into court frivolously by their critics"

iii) Group threatens lawyers monopoly

* <http://www.vancouversun.com/Mulgrew+lawyers+hope+their+monopoly+practicing/10686157/story.html>

iv) Referendums in Canada

<http://www.parl.gc.ca/content/lop/researchpublications/bp328-e.htm>

9. Chair & Date of next meeting

7pm Wed May 20th 2015

FONVCA Received Correspondence/Subject

16 March 2014 → 12 April 2015

LINKED or NO-POST	SUBJECT

Past Chair Pro/Tem of FONVCA (Jan 2010-present)

Apr 2015

Adrian Chaster	Edgemont & Upper Capilano C.A.
Mar 2015 John Miller	Lower Capilano Community Residents Assoc.
Feb 2015 Eric Andersen	Blueridge C.A.
Jan 2015 Diana Belhouse	Delbrook CA & S.O.S.
Nov 2014 Val Moller	Woodcroft rep.
Oct 2014 Brian Albinson	Edgemont & Upper Capilano C.A.
Sep 2014 John Miller	Lower Capilano Community Residents Assoc.
Jun 2014 Diana Belhouse	Delbrook CA & S.O.S
May 2014 Eric Andersen	Blueridge C.A.
Apr 2014 Val Moller	Woodcroft rep.
Mar 2014 Peter Thompson	Edgemont & Upper Capilano C.A.
Feb 2014 John Miller	Lower Capilano Community Residents Assoc.
Jan 2014 Dan Ellis	Lynn Valley C.A.
Nov 2013 Diana Belhouse	Delbrook CA & S.O.S
Oct 2013 Val Moller	Woodcroft rep.
Sep 2013 Eric Andersen	Blueridge C.A.
Jun 2013 Peter Thompson	Edgemont & Upper Capilano C.A.
May 2013 John Miller	Lower Capilano Community Residents Assoc.
Apr 2013 Paul Tubb	Pemberton Heights C.A.
Mar 2013 Dan Ellis	Lynn Valley C.A.
Feb 2013 Diana Belhouse	Delbrook C.A. & SOS
Jan 2013 Val Moller	Woodcroft & LGCA
Nov 2012 Eric Andersen	Blueridge C.A.
Oct 2012 Peter Thompson	Edgemont & Upper Capilano C.A.
Sep 2012 John Hunter	Seymour C.A.
Jun 2012 Paul Tubb	Pemberton Heights C.A.
May 2012 Diana Belhouse	Delbrook C.A. & SOS
Apr 2012 Val Moller	Lions gate C.A.
Mar 2012 Eric Andersen	Blueridge C.A.
Feb 2012 Dan Ellis	Lynn Valley C.A.
Jan 2012 Brian Platts	Edgemont & Upper Capilano C.A.
Nov 2011 Paul Tubb	Pemberton Heights
Oct 2011 Diana Belhouse	Delbrook C.A. & SOS
Sep 2011 John Hunter	Seymour C.A.
Jul 2011 Cathy Adams	Lions Gate C.A.
Jun 2011 Eric Andersen	Blueridge C.A.
May 2011 Dan Ellis	Lynn Valley C.A.
Apr 2011 Brian Platts	Edgemont & Upper Capilano C.A.
Mar 2011 Val Moller	Lions Gate C.A.
Feb 2011 Paul Tubb	Pemberton Heights ← Special focus on 2011-2015 Financial Plan
Jan 2011 Diana Belhouse	S.O.S.
Dec 2010 John Hunter	Seymour C.A. ← Meeting with DNV Staff on Draft#1 OCP
Nov 2010 Cathy Adams	Lions Gate C.A.
Oct 2010 Eric Andersen	Blueridge C.A.
Sep 2010 K'nud Hille	Norgate Park C.A.
Jun 2010 Dan Ellis	Lynn Valley C.A.
May 2010 Val Moller	Lions Gate C.A.
Apr 2010 Paul Tubb	Pemberton Heights
Mar 2010 Brian Platts	Edgemont C.A.
Feb 2010 Special	
Jan 2010 Dianna Belhouse	S.O.S

Notetaker

T.B.D.

Diana Belhouse
John Miller
Arlene King (Norgate)
Eric Andersen
John Miller
Diana Belhouse
Eric Andersen
Dan Ellis
John Miller
John Gilmour
Diana Belhouse
John Miller
Eric Andersen
Sharlene Hertz
John Gilmour
Cathy Adams
Dan Ellis
Sharlene Hertz
Sharlene Hertz
John Miller
Sharlene Hertz
Cathy Adams
Sharlene Hertz
Kim Belcher
Diana Belhouse
John Miller
Dan Ellis
John Hunter
John Miller
Cathy Adams
Eric Andersen
Paul Tubb
Dan Ellis
John Hunter
Cathy Adams
Brian Platts/Corrie Kost
Diana Belhouse
Eric Andersen
Brenda Barrick
None
John Hunter
Paul Tubb
Eric Andersen
Cathy Adams
Cathy Adams
Dan Ellis
Diana Belhouse
K'nud Hille

FONVCA

Draft Minutes of Regular Meeting, Wednesday March 18th, 2015

Place: DNV Hall 355 W. Queens Rd V7N 2K6

Time: 7:00-9:00pm

Chair: John Miller Tel: 604-985-8594 Email: jlmam@shaw.ca

Attendees:

Eric Andersen

Corrie Kost

Val Moller

Diana Belhouse(notetaker)

John Miller Chair pro-tem

Irene Davidson

Blueridge C.A.

Edgemont & Upper Capilano Comm. Assoc.

Assoc. of Woodcroft Councils

Delbrook C.A. and S.O.S.

Lower Capilano Comm. Res. Assoc.

Norgate Park C.A.

Doug Curran

Guest

1. Order/content of Agenda

a) Call to Order at ~7:10 pm

2. Adoption of Minutes of Feb 18th, 2015

a) <http://www.fonvca.org/agendas/mar2015/minutes-feb2015.pdf>

Minutes were adopted as circulated

b) No business arising from Minutes

3. Presentation by Jim Francis – Wavemaker Consulting – 604-983-9283

Highlights from his book “A Practical Guide on ‘How Not to Suck at Public Speaking’” – 50 ways to leave your fears behind and become a great presenter - were presented. It was a practical and lighthearted commentary enjoyed by all of us.

Why it's important? – because one's ability to communicate is the single greatest factor contributing to success in business. Described use of a soap box – as in Hyde Park, London, England. Although his book deals with 50 issues his talk dealt with the 6 most important issues.

1. **Put things in Perspective(2)** – fear, risks, expectations.
Fear can help clear the mind – focusing on the moment – and is seen by audience as strength. Risk - of bruising ego.
Expectation – perfection not good – need to connect with audience.
2. **Make it all about them(5)** - Ask yourself – “What do you want them to do?” Show them how to do it.
3. Thumbs up to –think of the best time in your life...
Thumbs down – think of the worst time in your life...
Focus on the positive.
Help stamp out STD – Stinkin-Thinkin-Disorder
When you think of something bad/negative – snap the elastic around your wrist – makes to think positively. Negative thoughts hurt! I am – I can – I will...

4. **DON'T' SCRIPT!(7) – DON'T READ, DON'T MEMORIZE**

Instead

- tell them what you are going to tell them
- tell them – 3 things about each of the three things (most that audience can absorb)
- tell them what you told them

5. **Accessorize(9)**

Use pictures, prizes, quotes, stories, jokes, etc

6. **Show some emotion (sensitive side)(33) – so people can get emotionally involved**

Your audience will forget what you said, what you did, but they will never forget how you made them feel
Talk to the head - but speak to the heart.

4. Roundtable on 'Current Affairs'

a) **EUCCA – Corrie Kost**

Update on huge watermain replacement on Capilano Rd.. Most impacted people still unaware of expected traffic impact. Expect it will impact Edgemont Village and business. Compensation has been suggested due to impacts/disruptions. Edgemont Senior Living (ESL) development area cleared. Expected to parallel Cap Rd watermain timing. Hoped that Grosvenor (Thrifty) development **won't** significantly parallel Cap Rd watermain timing.

Severe congestion at 2nd Narrows Bridgehead may be result of volume of construction all over the North Shore involving a large number of commercial/construction trucks coming to/from lower mainland.

b) **Delbrook – Diana Belhouse**

Spring bulletin (Delbrook Dialogue) being prepared. Approaching a sponsor to finance a mail drop or other way to reach a wider audience in Delbrook area.

c) **Blueridge C.A. – Eric Andersen**

New issue of Newsletter coming out. A meeting on the Transit Plebiscite will be held at Canlan Ice Centre on March 24th. Mayor Walton for the YES side, Journalist Bob Macken for the NO side. Concern expressed about the current bus route in Blueridge area – alternate circulation routes being explored.

e) **Woodcroft – Val Moller**

- Iranian celebration "NOROOZ" now on.
- Concern about buses (impeding traffic) on Capilano Rd.
- Modification to Fullerton Rd. upon Woodcroft property to be discussed at their upcoming AGM. Requires a 75% vote in favour to pass.

d) **LCCRA - John Miller**

Two motels proposed to be changed to a new Hotel – Best Western and Comfort Inn have submitted application to DNV for a 22 storey tower and an 11 storey hotel. This extra density was not anticipated in the OCP – having separated from the original concept of a 5 storey hotel with all other upper floors for rental apartments. This is a huge change to the OCP.

e) **Norgate Park CA – Irene Davidson**

Problem with local bees. Many successful hives in Norgate has resulted in swarming everywhere during summers. Concerns in this area are still traffic congestion and construction the same as any other area. Lack of bus lanes on Marine Drive is problematic. 4ft sidewalks while new developments have 16ft setbacks.

5. Old business

a) OCPIC – Corrie reported that working group is still creating the appropriate measures/indicators for quality of life, etc. There is a potential problem on dealing with secondary suites / coach houses. Are they to be considered as an “attached” or “detached” units? More information is being sought.

Job created on the North Shore are not necessarily going to the residents – exacerbating traffic congestion on/off North Shore. Good working relations between citizen group and staff. Earliest date for presentation to Council expected to be May.

b) Update on Community Workshop

Workshop to take place at some future date.

Discussion took place towards end of this meeting on which attendees of this meeting would contact which associations re:

- obtaining up to date names of contact person and their email address
- determining if these associations are still active and INTERESTED in FONVCA’s plans to hold a workshop at Canlan with lunch for all associations attending.

Date of such a workshop was to be determined at the April FONVCA meeting.

Members to report results of calls to Eric or Corrie

The assigned associations are:

Eric Andersen:	Blueridge Community Association Deep Cove Community Association Inter-River Community Association Lynn Valley Community Association Panorama Drive Ratepayers Association Strathcona Community Association Seymour Community Association Seymour Valley Community Association
John Miller:	Lower Capilano Community Residents Association Capilano Gateway Association Hillcrest Avenue Community Association Pemberton Heights Community Association Treelynn Residents Association
Diana Belhouse:	Delbrook Community Association Save our Shore Norwood Queens Community Association Friends of Calder Forrest
Corrie Kost:	Edgemont and Upper Capilano Community Association Grousewoods/Capilano Residents Association Maplewood Community Association Sunset Gardens Neighbourhood Association Indian Arm Ratepayers Association Woodlands Sunshine Cascade Ratepayers Association
Irene Davidson:	Norgate Park Community Association Keith Lynn/Brooksbank Community Association Lions Gate Neighbourhood Association
Vall Moller:	Association of Woodcroft Councils

6. Correspondence issues

a) 0 regular emails.

b) Non-Posted Emails:

2 non-posted emails – recommended and unanimously agreed to post them.

7. New Business

a) Revision to FONVCA Email List

- to be discussed by Blueridge C.A. at a future FONVCA meeting

b) March 4th DNV Budget Presentation

Due to conflicts with other public events scheduled at the same time only 4 CA's were able to attend Rick Danyluk's annual presentation to FONVCA. DNV municipal taxes to increase about 2.5%, but notably, Metro infrastructure costs (eg. water) are rising 5 times faster than inflation.

c) Some Robert's Rules Material

Rules relating to "Amending a Motion" and a "Parliamentary Motions Guide", attached to the full package, were briefly discussed.

e) News-Clips listing for March 2015

Listing some 80+ items that are available at <http://www.fonvca.org/agendas/mar2015/news-clips/>

8. Any Other Business

- A copy of letter by Corrie Kost to DNV proposing that UBCM endorse a motion by DNV to allow **municipalities to do away with printed newspaper legal notifications** (eg. of public hearings) was briefly discussed.
- An article on "North America's Most Congested Cities" – published by GPS maker TOMTOM rated **only Los Angeles as worse in congestion than #2 rated Vancouver.**
- A list was provided showing **timelines and severity of impact of major private developments** to take place in DNV in the coming few years.
- A UBC publication listing their **Public Hearing Procedural Rules**, with highlights illustrating that overall time limits cannot be imposed so long as *"remarks are limited to relevant matters and that an individual not repeat things he or she has already said"*.
- Extract from OCP showing recently revised shadow study requirements (specifically – the **extension to showing building shadows at 6pm**)

9. For Your Information Items:

Details of these items (split into non-legal and legal issues) are listed in the agenda – with some items - marked with an (*) having the linked material included in the distributed full agenda package. Corrie provided a short overview of some of these items. No discussion.

Copies of the recent DNV publication "DEEP COVE PARKING & ACCESS COMMUNITY DIALOGUE" were made available to interested members.

10. Date and Chair of next FONVCA meeting:

7pm Wed. April 15th 2015 – Chair Pro-tem – EUCCA, Location: DNV Hall.

Meeting Adjourned: ~ 9:15 pm

FONVCA AGENDA ITEM 6(a)

Pete McMartin: Back-door tax increase stings in pricey Lower Mainland

As TransLink's hypothetical sales tax hike generates rage, stealth tax on homeowners quietly pulls in cash

BY PETE MCMARTIN, VANCOUVER SUN COLUMNIST MARCH 24, 2015 10:04 AM



The provincial government's changes to the threshold of the homeowner's grant will cost many Lower Mainland homeowners more than the proposed TransLink sales tax hike, columnist Pete McMartin writes.

On **Page 58 of this year's B.C. Budget and Fiscal Plan**, there it was, largely unnoticed and unremarked upon. It's in the blood-from-a-stone chapter of the budget, the one entitled Tax Measures.

It reads:

"The threshold for the phase-out of the home owner grant is maintained at \$1,100,000 for the 2015 tax year. For properties valued above the threshold, the grant is reduced by \$5 for every \$1,000 of assessed value in excess of the threshold."

Lately, taxpayers have directed their outrage at the .5 percent sales-tax rise being proposed as a funding vehicle for Metro's transit plans. Fuelling that outrage has been the Canadian Taxpayers Federation, champion of the No side.

But for thousands of Metro homeowners, who have seen their housing costs and assessments zoom into the stratosphere in recent years, the homeowner grant phase-out could cost them even more.

This has received little media attention, certainly nothing like the coverage the proposed sales tax has inspired.

An astute reader named David — who preferred I not use his last name — pointed this out after reading a column I did on the percentage of homes in the city of Vancouver now assessed over \$1 million.

In that column, I cited urban planner Andy Yan of Bing Thom Architects, who found that 66 per cent of homes in the city of Vancouver proper were assessed at over \$1 million in 2014, up from 33 per cent in 2010.

The result of this rise?

Many homeowners are going to get a tax hit this year once their assessment goes over \$1.1 million. It will cost them more than a .5 per cent rise in sales tax.

Wrote David in an email:

"In 2014, the Province reduced the phase-out threshold from \$1.295 million to \$1.1 million at a time when assessments were rising quickly. Before that, they always made sure that the threshold rose in step with assessments so that the vast majority of homeowners continued to qualify for the (grant)."

However, with this year's startling rise in Metro house prices, and the assessments that, in time, will reflect that rise, many homeowners will see the \$570 tax grant evaporate completely. In B.C., the grant is reduced by \$5 for every \$1,000 an assessment is above the \$1.1 million cap. A home assessed at \$1,214,000 or more, then, will fail to qualify for any amount.

"Given all the fuss about the transit tax and an estimated cost per household in the \$125 to \$250 range," David wrote, "why is this possible \$570 tax increase to many Lower Mainland homeowners getting no press or interest from (No side campaigner) Jordan Bateman? At least we know the transit tax goes to transit but the extra \$570 goes into the even less accountable general revenue pot."

Good point. While the attention of Metro Vancouver taxpayers has been fixated on a tiny rise in a sales tax that local municipal governments want for real and needed improvements in transit, few have noticed that the provincial government is extracting tax — through the back door, as it were — simply for general revenue.

This is not the case for as many homeowners living outside of the Fraser Valley or the Capital Region. In northern or rural B.C., residents enjoy a larger homeowners grant of up to \$770, and their properties must be assessed at \$1,254,000 — or \$40,000 more than Metro residences — before their grant is reduced to zero.

But in Metro? More homeowners are feeling the squeeze. According to Yan, the assessments of some 5,600 single-family detached homes just within the city of Vancouver rose above the \$1.1 million grant cap in the last year. That's a 17-per-cent rise. That number would be undoubtedly much greater if one includes condos, townhomes and apartments, and homes in other municipalities like West Vancouver, Burnaby, North Vancouver, Surrey or Richmond — all of which have homes assessed at well over \$1.1 million.

The provincial Ministry of Finance argues that the grant structure still provides relief to those who need it most, and fair enough, though the nature of the real estate market here has meant that the number of those getting relief has fallen while the cost of housing has risen.

Expect this whipsaw to continue. It's a tax coming to a neighbourhood near you, if it hasn't already.

pmcmartin@vancouversun.com

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Does Transit Really Reduce Congestion?

Despite what you may think, bus and rail may not do much to ease gridlock.

Clark Williams-Derry (@ClarkWDerry) on February 25, 2011 at 10:05 am



There's plenty of evidence that building roads doesn't do much to relieve congestion. This fairly exhaustive [literature review](#) from the [Victoria Transport Policy Institute](#) shows that building new road space in an urban area tends to encourage drivers to take advantage of faster-moving traffic by making extra trips.

Table 2 Portion of New Capacity Absorbed by Induced Traffic

Author	Short-term	Long-term (3+ years)
SACTRA		50 - 100%
Goodwin	28%	57%
Johnson and Ceerla		60 - 90%
Hansen and Huang		90%
Fulton, et al.	10 - 40%	50 - 80%
Marshall		76 - 85%
Noland	20 - 50%	70 - 100%

Estimates vary, but it seems that somewhere between most and all of any new road capacity is quickly occupied by new "induced" traffic. (See, for example, the chart to the right from the VTPI lit review.)

Reading this body of literature, Brookings Institution researcher Anthony Downs argues that [traffic congestion has become an inescapable fact of urban life](#). In fact, he argues, the steps we take to fight congestion—such as

building new roads—often carry the seeds of their own destruction:

Visualize a major commuting freeway so heavily congested each morning that traffic crawls for at least thirty minutes. If that freeway were magically doubled in capacity overnight, the next day traffic would flow rapidly because the same number of drivers would have twice as much road space.

But very soon word would get around that this road was uncongested. Drivers who had formerly traveled before or after the peak hour to avoid congestion would shift back into that peak period. Drivers who had been using alternative routes would shift onto this now convenient freeway. Some commuters who had been using transit would start driving on this road during peak periods.

Downs calls the shift of drivers from other times, routes, or modes the principle of "Triple Convergence"—a force that tends to keep traffic congestion at a rough equilibrium regardless of how much money a metro area throws at road construction.

But to me, that raises an interesting question: if a city can't build it's way out of traffic congestion by adding new roads, what about investments in transit? Transit advocates sometimes [argue](#) that bus or rail investments can help ease traffic, by getting people out of their cars.

Yet as far as I can tell, the evidence for this isn't so good.

[This paper](#) by researcher Antonio Bento and colleagues suggests that significant increases in bus service have essentially *no effect* on vehicle travel. Rail service increases do decrease vehicle travel, but by a surprisingly modest amount.

[This paper](#) by researchers from the University of Toronto found—unsurprisingly—that increases in road capacity were quickly matched by increases in traffic volumes. But it also found that increases in transit service had no effect on traffic volumes. In the authors' words: "*these results fail to support the hypothesis that increase provision of public transit affects [vehicle miles traveled].*"

And [this study](#) from a University of California-Davis found that higher residential densities and greater land use mix did decrease vehicle travel—but found no statistically significant link between better transit service and less driving.

I'm sure that there's more literature on this issue, some of which finds stronger connections between transit and vehicle travel. But in general, based on what I've found I have to align myself with Anthony Brooks and transit planner [Jarrett Walker](#), who both argue that transit investments have little impact on how much driving goes on in a crowded urban area. To quote Walker:

To my knowledge...no transit project or service has ever been the clear direct cause of a substantial drop in traffic congestion. So claiming that a project you favor will reduce congestion is unwise; the data just don't support that claim.

Transit is good for an awful lot of things. It helps move people to where they want to go; it gives people who prefer not to drive, or who can't drive, a decent transportation option for many trips. It can reduce a region's reliance on risky fossil fuels; and on and on. But for folks who hope that transit investments will offset the impacts of road expansions—well, sadly, I don't think the evidence lines up that way.

[Read more in Land Use & Transportation](#)

Comments

John Newcomb says:

February 25, 2011 at 12:11 pm

Take-away message from your article is that its better to do nothing in the face of traffic congestion - and I agree. There will be lots of political pressure to provide more roads, buses, and trains, but at the end of the day, those who commute should be prepared for congestion (drive a hybrid, put nice music on the car radio) and look at it as the price they pay for choosing to live in cheap suburbs or exburbs.

[Reply](#)

Eric Doherty says:

February 25, 2011 at 12:49 pm

What this shows is that if you follow the logic and language of the road builders, and look at only the situations likely to produce marginal changes, you just get stuck in logical traffic jams. In fact, there is very good evidence that people on rapid transit (with dedicated transit lanes) avoid experiencing traffic congestion. Good quality transit gives people what they want - a way not to waste their time in congested traffic. It is people's experiences we need to think, talk about, and measure - not cars' experiences. If you look at the few 'test tube' studies available where big coordinated measures were taken to make transit more attractive you do see traffic volumes and congestion reduced radically. For example, when the U-pass program was put into place at the University of British Columbia, combined with parking price increases and staggered class times, traffic congestion disappeared from the access roads as traffic volumes dropped. But in any case, I have no ambition to eliminate traffic congestion. I enjoy watching cars stuck in traffic as I whiz by in a transit or bike lane.

[Reply](#)

Uncle Vinny says:

February 25, 2011 at 1:05 pm

The Economist had a terrific article years ago about congestion that really stuck with me. They argued that you want major roads to be heavily congested during at least some periods of the day, or else you've over-built. The goal is to price major roads according to the demand so that you're getting maximum utility out of the public investment in that road. If we encourage people to think of a certain level of congestion as a sign of efficiency (odd, isn't it!?), and give them alternatives (transit in faster lanes, time-shifting commutes, safe walking/biking routes), maybe people will change how they feel about it.

[Reply](#)

Matt the Engineer says:

February 25, 2011 at 1:37 pm

Anything we do to make it easier to commute long distances will induce sprawl. In the case of rail we can at least create dense nodes at stations, which is better than the pure sprawl created by cars. This in my mind is the best reason to support rail – if your choice is between building more roads or building rail, neither will reduce congestion but at least rail can create dense nodes and provide reliable and fast transportation. Now let's go a step further. If you replace a traffic lane with a transit lane (rail or bus), would this increase congestion? Logic and the research listed above would suggest the answer is no.

[Reply](#)

Andrew says:

February 25, 2011 at 2:46 pm

It seems to me that building a good transit service is no difference than building more lanes of traffic from the perspective of congestion relief. You will move some people out of their cars and into transit, but their spaces will simply be replaced by other drivers making more or longer trips. Investing in transit does however give you a more robust transportation system than simply investing only in roads. People do then have choices if fuel or parking prices get to high. But transit is not for everyone, just as well as driving is not for everyone. As has been said, and has been illustrated amply around the world, the only way to deal with congestion is through road pricing, or parking pricing or through fuel costs. (or more recently illustrated by eliminating the need to travel through job losses). Having a good transit system in place (and/or having well designed communities which reduce the need to travel) will make it practical and fair to introduce pricing schemes if we ever decide to get serious about dealing with the congestion issue. In the meantime were just shifting money from taxpayers pockets to road builders pockets with very little to show for it.

[Reply](#)

Chris Bradshaw says:

February 26, 2011 at 7:54 am

This is an important finding. Transit-systems subsidies have been justified for over 50 years on the assumption that expanding roads to the centres of cities is prohibitively expensive and that expanding/improving transit, while costing public money, is cheaper. This 'truth' has been promoted by the downtown land interests and the fringe land interests who know that lots of movement between their two realms is necessary their their pocketbooks. But the major factor that predicts transit use to workplaces is the cost of parking (which occupies more land than the worker). And it is why so little transit service exists to non-central worksites: parking is free. But this is not a problem to the local road engineers, who point out that there is much more 'expandability' to the roads that do NOT feed the city centre, since they are bordered by low-density uses and setbacks that have been mandated as part or more recent roadbuilding practices. The congestion-reduction rationale also justifies the transit 'biz' dichotomy of "choice" and "captive" riders: The former are peak-hour-only users who are assumed to own cars that they use (have to use) for non-peak, non-commute trips; while the latter are those who don't have cars (at one for their exclusive personal use) and whose transit patronage can be taken for granted. I just added to my blog, <http://www.hearthhealth.wordpress.com> yesterday about the second difference between the two groups: 'Choice' patrons use the service almost exclusively during peak periods, while the latter, many of them seniors, caregivers with kids, and workers with part-time or odd-hours jobs, use a system with much different characteristics, the difference being justified by need to provide better service to 'compete' with personal car use. As a result, the off-peak user has to walk further to reach a service that is less frequent and slower, to a closer destination; all for the same fare. No wonder off-peak ridership is so low and why so many non-commuters are looking for alternatives to it.

[Reply](#)

Scott says:

February 27, 2011 at 1:21 pm

I assume by "congestion" you're referring to the phenomenon where the road becomes so full of cars that their average speed is reduced. But I'm not sure that's the best way to look at it. What people care about is how fast they INDIVIDUALLY can get from where they are to where they want to go, when they want to go there. When you increase transportation capacity—whether by adding road space or increasing frequency of buses—then you enable more people to get where they want, when they want, faster than if the same number of people used the existing infrastructure. There may be the same level of "congestion" in the sense that the road is still full of cars and the

average speed is not increased, but there are more people going places, so it's not like you haven't gained something. The problem I have with the induced demand argument is that it assumes the additional trips people are making aren't valuable.

[Reply](#)

Kuba says:

February 28, 2011 at 9:13 am

I find Andrew's response quite telling, price (inducements) and fairness in accessibility (social equity) are elements of a shift away from excessive VMT. Building transit/alt. networks, in light of stronger accountability and controlling investments (where do we spend transpo \$'s), and factoring in external factors like health and climate/carbon impacts brings us around to a better long term approach. And, it's not just rigorous studies that tell the story (such as the UC Davis one), there are others that could be brought to bear - well being, social values, public space, quality of life, etc.

[Reply](#)

Quimby says:

February 28, 2011 at 10:05 am

Does that University of Toronto study really indicate that expanding transit capacity does not affect overall VMT? I can see how more people using transit may not necessarily improve congestion, but if it doesn't result in any decrease in VMT that seems to be a wholly different problem of much greater concern. In that case, transit isn't reducing our dependence on oil. And if it doesn't improve congestion (avoiding the need for highway expansions) or reduce oil use, it's losing its primary environmental justifications.

[Reply](#)

Bernadette Keenan says:

March 1, 2011 at 5:49 pm

I am curious about how they calculate the change in congestion? A change in the number of vehicles? And are the buses and trains empty? Because if they are full and the number of cars stays the same with little or no net increase then the congestion problem if not relieved, has at least been contained. There may not be a reduction in cars, but if there is no increase over time, the transit is a success in alleviating the problem.

[Reply](#)

Todd Litmanq says:

March 2, 2011 at 11:48 am

Clark, I am happy that you used information from my report on generated traffic, but for this column you might also want to review another report, "Smart Congestion Reductions II: Reevaluating The Role Of Public Transit For Improving Urban Transportation," (http://www.vtpi.org/cong_reliefII.pdf). A summary version of this paper was published as, "Evaluating Rail Transit Benefits: A Comment," in Transport Policy, Vol. 14, No. 1, January 2007, pp. 94-97. This research indicates that high quality (comfortable, convenient, affordable, and integrated into a community), with grade separated routes (bus lanes or rail lines) can significantly reduce urban traffic congestion on parallel roadways. Several studies described in the study show that cities with such transit systems do have substantially lower per capita congestion delay. Congestion does not disappear, but it is never as bad as it would be if the transit system did not exist. High quality transit complements other congestion reduction strategies such as road pricing. A Puget Sound region study found that motorists were four times more responsive to congestion fees if they live in an area with high quality transit service than in other areas. The take-away message is that transit can make significant contributions to congestion reductions, but it needs to be high quality so it actually attracts people out of cars. This is only one of many reasons to implement high quality transit.

[Reply](#)

Clark Williams-Derry says:

March 2, 2011 at 12:46 pm

Todd -As always, you make important points. That said, I wonder if simply building high-quality transit, all by itself, would really reduce congestion. It seems to me like a great complement for road pricing, to increase car travel elasticities. Quimby - Even if transit didn't reduce congestion per se, it might still have excellent environmental justifications. Cities with good transit can often support higher population densities—so transit might let you fit more people into the same space. And that, in turn, can affect per capita energy consumption, both for residences and for transportation. In short, you can have a heavily congested city—think New York City—that also has dramatically lower energy consumption per capita than a sprawled out city. And good transit is one of the things that allows a place like New York to work—without buses & trains, NYC, or the central areas of Seattle, Portland, Vancouver, DC, Boston, etc., are essentially impossible.

[Reply](#)

Eric Doherty says:

March 9, 2015 at 7:24 pm

"I wonder if simply building high-quality transit, all by itself, would really reduce congestion"

This is a 'how many angels can dance on the head of a pin' kinda question. Who cares when transit improvement are normally done along with complementary measures such as reducing parking supply? Lets look at success in the real world with the full set of complementary measures working with improved transit.

PS - The Koch Bro's agents up here in Vancouver BC love this post.

[Reply](#)



Clark Williams-Derry says:

March 9, 2015 at 9:55 pm

For the record, were I a Vancouver resident I'd DEFINITELY vote in favor of more Translink funding. Not necessarily because it cuts congestion, but for reasons of economic equity, energy efficiency, long-run land-use impacts, and the many other benefits of transit.

I think your mention of the U-Pass/B-line experience is a useful counterpoint to my argument. And there's also this interesting take on a Los Angeles transit strike:

http://are.berkeley.edu/~mlanderson/pdf/Anderson_transit.pdf

"Using a simple choice model, we predict that transit riders are likely to be individuals who commute along routes with the most severe roadway delays. These individuals' choices thus have very high marginal impacts on congestion. We test this prediction with data from a sudden strike in 2003 by Los Angeles transit workers. Estimating a regression discontinuity design, we find that average highway delay increases 47% when transit service ceases."

Todd Litman also has a useful description of one way that grade-separated transit can affect congestion, here:

<http://www.vtpi.org/tranben.pdf>

"Traffic congestion tends to maintain equilibrium: it increases until delays discourage additional peak-period vehicle trips. High quality, grade-separated transit can reduce traffic congestion costs by reducing the point of equilibrium, offering travelers an alternative to driving, and by supporting compact development which reduces travel distances."

This makes good sense to me, though I'm not sure how it plays out in conditions of substantial latent demand.

A final note — In your comments from 2011 (above) you say:

"I have no ambition to eliminate traffic congestion. I enjoy watching cars stuck in traffic as I whiz by in a transit or bike lane."

I agree with you on the first sentence...not because I enjoy congestion or watching people in congestion, but because I think that congestion is a misguided metric of transportation success. Reducing travel times & transportation seems like a reasonable ambition, but congestion is a poor proxy for those goals.

But your second sentence might give some readers pause...if you're going to laud a plan for reducing congestion, it's probably not a good idea to say that you like watching cars stuck in traffic.

Weezy says:

March 10, 2015 at 6:57 am

"For the record, were I a Vancouver resident I'd DEFINITELY vote in favor of more Translink funding. Not necessarily because it cuts congestion, but for reasons of economic equity, energy efficiency, long-run land-use impacts, and the many other benefits of transit."

Clark: So try justifying Sound Transit's rail costs. Unlike any peer, it confiscates decades of heavy regressive taxes as security for a mountain of long-term debt. Seattle has become MORE inequitable since rail operations began. It has not decreased "long-run land use impacts" and it can not do so. It primarily serves people using SeaTac Airport (many of whom are not locals). Despite its grandiose taxing and spending it has not increased the percentage of Seattle residents who use public transit to commute (that figure remains at 18%) — that figure comes from the US Census ACS survey:

http://en.wikipedia.org/wiki/List_of_U.S._cities_with_high_transit_ridership

Do you have any idea of the regressive tax cost to the public of the aberrant financing plan that unaccountable board is setting in to place? Serious question . . . "greenies" seem to take pride in acting oblivious about the negative impacts on households and communities regressive taxes cause when the subject of commuter rail comes up.

Todd Litman says:

March 2, 2011 at 2:39 pm

Clark, Yes, transit oriented cities often have more intense congestion (automobile traffic speeds are significantly reduced), but residents of those cities drive less and the distances they must travel are shorter, so they experience less total per capita congestion delay. I suggest that you read the recommended paper (http://www.vtpi.org/cong_reliefII.pdf), and the 'Congestion Costs' chapter of my report "Transportation Cost and Benefit Analysis" (www.vtpi.org/tca), which discuss the different ways that congestion can be measured. Yes, high quality transit that attracts travelers who would otherwise drive and stimulates more compact, mixed land use development can significantly reduce per capita energy consumption and pollution emissions, but that is just one of the total benefits. It also provides substantial consumer financial savings (less money spent on vehicles and fuel), more dollars circulating in the local economy, accident reductions, improved public fitness and health, road and parking facility cost savings, and improved mobility for non-drivers, to name a few. For more information see "Rail Transit in America: Comprehensive Evaluation of Benefits" (www.vtpi.org/railben.pdf).

[Reply](#)

Quimby says:

March 9, 2011 at 2:40 pm

Those are good points, Clark, but don't they go more to land use decisions? The UCD study you cite, for one, seems to say transit alone may not do it—it has to be combined with changes in development patterns. I can see how congestion is a separate issue, but I would have thought that transit even in isolation would bring down VMT. For congestion, people may change their routes or travel times to fill the highway back up after transit is brought in. But I assumed that those people riding the bus/train would represent reduced VMT. As the comments indicate, maybe it's the case that the transit is helping to offset population growth and an otherwise increasing VMT, although I would have thought studies would factor that in before stating that VMT remains flat. I guess my take away is that it seems like to reduce oil use transit may need to be combined with other incentives (higher gas prices; appropriate housing options).

[Reply](#)

Daniel Henderson says:

March 14, 2011 at 7:52 pm

Without having time to read the research, I look around on the light rail in East Portland each day and see hundreds of people right there with me who aren't driving. The population keeps growing, and we knew that was going to happen. The total of 9 interstate lanes going into and through the Portland area are still adequate, if not ideal, because of all of the transit options. And then there are the folks who don't own a car at all because of other options. Congestion, however it's measured, is just one way to look at it. Pride is another. I'm reminded of the strides Portland has made to be livable every time I step on the light rail.

[Reply](#)



John Karras says:

February 17, 2014 at 12:50 pm

I like this article and think it's actually very important. So many cities (and their public and private sector leaders) talk about the need to reduce traffic congestion. And so much money and time is wasted in the name of clearing away bad traffic. The reality is that expanding roads creates more traffic and while building new transit lines won't get rid of traffic jams, it does provide options...something that roadway expansion does not. And I like the mention of the many other benefits of transit at the end of the article.

[Reply](#)

Eric Doherty says:

March 9, 2015 at 7:13 pm

Oh come off it Clark. When transit is greatly improved, people experience less congestion delays - just not the creme de la creme who refuse to ride transit. But people who ride transit are generally not white and wealthy, so they don't count in most measures of 'congestion'.

And there are clear examples of transit improvement reducing congestion, even for the white creme de la creme in their imported SUVs. (Yes major transit improvements almost always come bundled with other measures such as increased parking costs. This is the real world.)

Lets start with U-pass & B-line bus improvements at the University of BC in Vancouver Canada. Traffic congestion almost disappeared within weeks over a significant segment of the city. Google it.

[Reply](#)

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The Miracle of Minneapolis

NO OTHER PLACE MIXES AFFORDABILITY, OPPORTUNITY, AND WEALTH SO WELL. WHAT'S ITS SECRET?

By Derek Thompson

If the American dream has not quite shattered as the Millennial generation has come of age, it has certainly scattered. Living affordably and trying to climb higher than your parents did were once considered complementary ambitions. Today, young Americans increasingly have to choose one or the other—they can either settle in affordable but stagnant metros or live in economically vibrant cities whose housing prices eat much of their paychecks unless they hit it big.

The dissolution of the American dream isn't just a feeling; it is an empirical observation. In 2014, economists at Harvard and Berkeley published a landmark study examining which cities have the highest intergenerational mobility—that is, the best odds that a child born into a low-income household will move up into the middle class or beyond. Among large cities, the top of the list was crowded with rich coastal metropolises, including San Francisco, San Jose, Los Angeles, San Diego, and New York City.

Last fall, Jed Kolko, the chief economist for the online real-estate marketplace Trulia, published a study of housing affordability, which looked at homeowners' monthly payments in each city relative to the area's median income. By Kolko's measure, the 10 least affordable cities in the country included, predictably and dispiritingly, San Francisco, San Jose, Los Angeles, San Diego, and New York City. The most affordable were strewn through the Rust Belt and the Deep South, where people have become detached from the more dynamic parts of the economy.

These studies, and similar findings, tap into a broader worry. When a city grows rich, its wealth tends to outpace its housing supply, forcing prices higher and making vast swaths of the city unaffordable for middle-class families. And once the rich are ensconced, they typically resist the development of more housing, especially low-income housing, anywhere in their vicinity. In America's 100 biggest metro areas, six in 10 homes are considered "within reach" of the middle class. But in the 20 richest cities, fewer than half are.

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Only three large metros where at least half the homes are within reach for young middle-class families also finish in the top 10 in the Harvard-Berkeley mobility study: Salt Lake City, Pittsburgh, and Minneapolis–St. Paul. The last is particularly remarkable. The Minneapolis–St. Paul metro area is

richer by median household income than Pittsburgh or Salt Lake City (or New York, or Chicago, or Los Angeles). Among residents under 35, the Twin Cities place in the top 10 for highest college-graduation rate, highest median earnings, and lowest poverty rate, according to the most recent census figures. And yet, according to the Center for Housing Policy, low-income families can rent a home and commute to work more affordably in Minneapolis–St. Paul than in all but one other major metro area (Washington, D.C.). Perhaps most impressive, the Twin Cities have the highest employment rate for 18-to-34-year-olds in the country.

What's wrong with American cities? is a question that demographers and economists have debated for years. But maybe we should be looking to a luminary exception and asking the opposite question:

What's right with Minneapolis?

In the mid-1800s, companies that included the forerunners of Pillsbury and General Mills sprang up along the Saint Anthony Falls, the only major waterfall on the Mississippi River, in the center of Minneapolis. They saw in its cascade the ideal setting for water-powered mills. But when they tried to tunnel under the bedrock in 1869, the limestone collapsed, altering the falls. Thanks to a giant engineering project led by the Army Corps of Engineers, the falls were permanently restored in 1885. Although it hardly matches the sublime natural drama captured by 19th-century painters, the Minneapolis landmark still flows, rarely floods, and never breaks.

Myron Orfield, the director of the Institute on Metropolitan Opportunity at the University of Minnesota, recently described to me this short but perfect waterfall, “the ideal size for milling,” and I couldn’t help but think that the Saint Anthony Falls were a metaphor for the city’s advantages: a blend of geographical blessings and thoughtful city planning—all of which, to an outsider, looks deceptively boring.

The Twin Cities’ geographical blessings are subtle. Unlike America’s coastal megatropolises, Minneapolis doesn’t benefit from a proximity to other rich cities and their intermingling of commerce. Instead, it’s so far from other major metros that it’s a singular magnet for regional talent. “There’s basically nothing between us and Seattle, so we’ve historically had all these smaller cities in Iowa, Nebraska, the Dakotas, and Montana that are our satellites,” Orfield told me.

Minneapolis–St. Paul is the headquarters for 19 *Fortune* 500 companies—more than any other metro its size—spanning retail (Target), health care (UnitedHealth), and food (General Mills). In the past 60 years, 40 Minneapolis-based businesses have made it onto *Fortune*’s list. “We’re not like Atlanta, where half of its *Fortune* 500s moved there,” Myles Shaver, a professor at the Carlson School of Management at the University of Minnesota, told me. “There is something about Minneapolis that makes us unusually good at building and keeping large companies.”

Shaver’s theory, which he’s developing into a book, is that Minneapolis is so successful at turning medium-size companies into giants because its most important resource never leaves the city: educated managers of every level, who can work at just about any company. Shaver looked at the outward migration of employed, college-educated people who earn at least twice the national average income—his proxy for the manager demographic—and found that of the 25 largest American cities, only one had a lower rate of outflow than Minneapolis (although he couldn’t compute data for three others). Among all college-educated workers, Minneapolis also had the second-lowest outflow. “It bears out the old adage: ‘It’s really hard to get people to move to Minneapolis, and it’s impossible to get them to leave.’”

Why is that? And how has the city stayed so affordable despite its wealth and success? The answers appear to involve a highly unusual approach to regional governance, one that encourages high-income communities to share not only their tax revenues but also their real estate with the lower and middle classes.

In the 1960s, local districts and towns in the Twin Cities region offered competing tax breaks to lure in new businesses, diminishing their revenues and depleting their social services in an effort to steal jobs from elsewhere within the area. In 1971, the region came up with an ingenious plan that would help halt this race to the bottom, and also address widening inequality. The Minnesota state legislature passed a law requiring all of the region's local governments—in Minneapolis and St. Paul and throughout their ring of suburbs—to contribute almost half of the growth in their commercial tax revenues to a regional pool, from which the money would be distributed to tax-poor areas. Today, business taxes are used to enrich some of the region's poorest communities.

Never before had such a plan—known as “fiscal equalization”—been tried at the metropolitan level. “In a typical U.S. metro, the disparities between the poor and rich areas are dramatic, because well-off suburbs don’t share the wealth they build,” says Bruce Katz, the director of the Metropolitan Policy Program at the Brookings Institution. But for generations now, the Twin Cities’ downtown area, inner-ring neighborhoods, and tony suburbs have shared in the metro’s commercial success. By spreading the wealth to its poorest neighborhoods, the metro area provides more-equal services in low-income places, and keeps quality of life high just about everywhere.

For decades, Minneapolis was also unusually successful at preventing ghettos from congealing. While many large American cities concentrated their low-income housing in certain districts or neighborhoods during the 20th century, sometimes blocking poor residents from the best available jobs, Minnesota passed a law in 1976 requiring all local governments to plan for their fair share of affordable housing. The Twin Cities enforced this rule vigorously, compelling the construction of low-income housing throughout the fastest-growing suburbs. “In the 1970s and early ’80s, we built 70 percent of our subsidized units in the wealthiest white districts,” Myron Orfield said. “The metro’s affordable-housing plan was one of the best in the country.”

The region’s commitment to dispersing affordable housing throughout the metro area has since diminished. But the fiscal-equalization plan has proved durable.

The Twin Cities’ housing and tax-sharing policies have resulted in lots of good neighborhoods with good schools that are affordable for young graduates and remain nice to live in even as their paychecks rise. This, in turn, has nurtured a deep bench of 30- and 40-something managers, who support the growth of large companies, and whose taxes flow to poorer neighborhoods, where families have relatively good odds of moving into the middle class.

It’s an open question whether the ingredients of the Minneapolis miracle can be packed and shipped to other cities as neatly as its Pillsbury cookies. Minnesota and other states in the Midwest with cheap housing are blessed with land in all directions. Coastal cities are forever bounded by the world’s least developable real estate—the ocean. Yet cities such as San Francisco are also infamous for resisting the construction of new affordable housing.

No other large American city has adopted a plan like Minneapolis’s to sprinkle business taxes across a region in order to keep the poorest areas from falling too far behind. But in 2008, Seoul imported a version of Minneapolis’s tax-sharing scheme. Since then, the gap in funding for social services among the city’s districts has narrowed. According to a 2012 analysis by Sun Ki Kwon, then a graduate student at the University of Kentucky, this has helped Seoul’s poorest communities grow their tax bases while only minimally affecting the city’s richest districts.

One reason the American dream has come apart is that too few cities have shared their resources—and real estate—between the rich and the rest. This isn’t a fact of nature, like the mountains and oceans that restrain our coastal metros. It is a policy of our own choosing. The lesson of Minneapolis is that even our richest cities are free to make a different choice.

This article available online at:

<http://www.theatlantic.com/magazine/archive/2015/03/the-miracle-of-minneapolis/384975/>
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FONVCA AGENDA ITEM 7(c)

About The FCRA



False Creek

The **False Creek Residents Association** is dedicated to improving the quality of life for everyone that lives around and visits False Creek – the heart of the city of Vancouver.

Members of existing community organizations came together to form an umbrella organization to represent the interests of all residents around the creek. The founding organization was the False Creek South Neighbourhood Association in collaboration with the North False Creek Residents Association, Citygate Inter-tower Community Group, and the Keefer Place Community Group (now known as the “Crosstown Residents Association”).

All residents are encouraged to participate actively in the Association – attending meetings, presenting briefs to City Council, identifying community issues and concerns.

Members of the association include community organizations, strata corporations, cooperative associations, and individuals who make their home around False Creek. In addition we have collaborative relationships with many of the businesses and cultural organizations that are based around the Creek.

The FCRA was formally incorporated under the BC Societies Act, is guided by a Board of Directors elected each year at our [Annual General Meeting](#), and today represents thousands of residents living in buildings stretching from the Burrard Bridge on the North Shore, around the Creek to the Burrard Bridge on the South Shore.

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Aerial view of False Creek

FONVCA AGENDA ITEM 7(d)

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NOTICE OF PUBLIC HEARING

WHO: City of North Vancouver

WHAT: Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2015, No. 8404 (Increase Off-Street Parking Space Width and Manoeuvrability)

WHERE: City Hall, in the Council Chamber at 141 West 14th Street, North Vancouver

WHEN: Monday, March 23, 2015, at 6:30 pm

Notice is hereby given, under the provisions of the *Local Government Act*, that a Public Hearing will be held to receive representations in connection with the following proposed amendment to "Zoning Bylaw, 1995, No. 6700":

**"Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2015, No. 8404"
(Increase Off-Street Parking Space Width and Manoeuvrability)**

The proposed Zoning Bylaw Amendments apply to off-street, 90-degree angled parking spaces and would widen the minimum parking space width requirement and prohibit column projections into the required parking space dimensions for all land uses.

Pursuant to the provisions of the *Local Government Act*, all persons who believe they may be affected by the above proposal will be afforded an opportunity to be heard in person and/or by written submission. Written or electronic (email) submissions should be sent to the attention of the City Clerk at **kgraham@cnv.org** or by mail to City Hall.

Electronic submissions must be received no later than 4:00 pm on Monday, March 23, 2015, to ensure their availability to Council at the Public Hearing. Once the Public Hearing has concluded, no further information or submissions can be considered by Council.

The proposed Bylaw and relevant background material may be viewed at City Hall between 8:30 am and 5:00 pm, Monday to Friday, except Statutory Holidays, from March 12, 2015. It may also be viewed online at **www.cnv.org/publichearings**.

Please direct all inquiries to **Tessa Forrest, Planning Analyst, Community Development Department**, at **604-990-3946** or **tforrest@cnv.org**.

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14th STREET, NORTH VANCOUVER, BC, ON MONDAY, FEBRUARY 2, 2015.

REPORTS OF COMMITTEES, COUNCIL REPRESENTATIVES AND STAFF

4. Off-Street Parking Stall and Maneuverability Review – File: 6410-01

Report: Planning Analyst, Community Development, January 28, 2015

Moved by Councillor Bell, seconded by Councillor Bookham

PURSUANT to the report of the Planning Analyst, Community Development, dated January 28, 2015, entitled "Off-Street Parking Stall and Maneuverability Review":

THAT as per Option 2 of the January 28, 2015, report, "Zoning Bylaw, 1995 No. 6700, Amendment Bylaw, 2015, No. 8404" (Increase Off-Street Parking Space Width and Manoeuvrability), be considered and referred to a Public Hearing.

CARRIED

Councillor Clark and Mayor Mussatto are recorded as voting contrary to the motion.

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14th STREET, NORTH VANCOUVER, BC, ON MONDAY, FEBRUARY 2, 2015.

BYLAW - INTRODUCTION AND FIRST READING

- 5. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2015, No. 8404"
(Increase Off-Street Parking Space Width and Manoeuvrability)**

Moved by Councillor Bell, seconded by Councillor Bookham

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2015, No. 8404" (Increase Off-Street Parking Space Width and Manoeuvrability), be given introduction and read a first time.

CARRIED UNANIMOUSLY

The Bylaw was introduced and read a first time.

Memo

E-MAILED

File: 6410-01


To: Tessa Forrest, Planning Analyst, Community Development
From: Karla Graham, City Clerk
Date: February 5, 2015
Re: **Off-Street Parking Stall and Manoeuvrability Review**

City Council, at its Regular meeting of Monday, February 2, 2015, endorsed the following resolution:

"PURSUANT to the report of the Planning Analyst, Community Development, dated January 28, 2015, entitled "Off-Street Parking Stall and Maneuverability Review":

THAT as per Option 2 of the January 28, 2015, report, "Zoning Bylaw, 1995 No. 6700, Amendment Bylaw, 2015, No. 8404" (Increase Off-Street Parking Space Width and Manoeuvrability), be considered and referred to a Public Hearing."

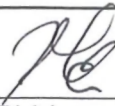

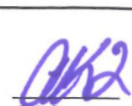
The Public Hearing will be scheduled for Monday, March 23, 2015, in the Council Chamber, City Hall, 141 West 14th Street, North Vancouver.


Karla Graham, MMC
City Clerk

(Electronic version of report posted on www.cnv.org/city_hall/council_meetings/council_meeting_agenda)

cc P. Lurbiecki, Assistant City Clerk



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: Tessa Forrest, Planning Analyst

SUBJECT: OFF-STREET PARKING STALL & MANOEUVRABILITY REVIEW

Date: January 28, 2015 File No: 6410-01

The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.

RECOMMENDATION:

PURSUANT to the report of the Planning Analyst, dated January 28, 2015, entitled "Off-Street Parking Stall & Manoeuvrability Review":

THAT as per Option 1 of said report, Zoning Bylaw, 1995 No. 6700, Amendment Bylaw, 2014, No. 8404" (Increase Off-Street Parking Space Width and Manoeuvrability) be considered and referred to a Public Hearing.

ATTACHMENTS:

1. Stall and Manoeuvring Aisle Minimum Width Requirements, Selected Metro Vancouver Municipalities, 2014. (Document # 1232417)
2. Sources: Literature on Off-street Parking (Document #1202309)
3. (Option 1) Zoning Amendment Bylaw No. 8404 (Document #1233345)
4. (Option 2) Zoning Amendment Bylaw No. 8404 (Document #1243282)

PURPOSE:

This report examines the City's regulations with respect to the size and configuration of off-street parking stalls, manoeuvring aisles, and column projections.

BACKGROUND:

At the regular meeting of Council held March 4, 2014, Council directed staff to review and report on current off-street parking and manoeuvring requirements:

WHEREAS current vehicle parking stall dimensions for regular size stalls have not changed significantly since the late 1960s, except for the introduction of shorter length stalls for smaller vehicles:

WHEREAS there are still a significant number of larger sized vehicles being sold and in use:

AND WHEREAS the narrowness of most parking stalls results in inconvenience for drivers and increases the possibility of vehicle damage:

THEREFORE BE IT RESOLVED THAT staff review and report on the adequacy of current automobile parking stall widths, the accessibility/manoeuvrability of parking lot driveway aisles, and the encroachment of structural support columns on parking stalls, for both residential and commercial properties. The review should include recent trends and opportunities for possible improvements.

DISCUSSION:

The City's parking stall and manoeuvring aisle dimensions determine the amount of space needed to provide required parking and have impacts on safety and comfort for drivers and passengers. This section addresses the City's current regulations, regional trends, best practices in off-street parking design, and evaluates potential impacts of changes to the City's standards.

Current Regulations

The majority of off-street parking in the City is at a 90-degree angle—this type of parking stall is therefore the focus of this review. Most existing parking stall and manoeuvring aisle dimensions for off-street parking stalls in the City were established in the 1967 Zoning Bylaw and have been carried forward into the present Zoning Bylaw.

The relationship between manoeuvring aisle and stall widths is such that a wider aisle can permit a narrower parking stall and vice versa, while still offering the same degree of vehicle manoeuvrability. The flexibility in this ratio is limited by the need to have sufficient room for door opening.

City parking stall and manoeuvring aisle minimum dimension requirements for 90-degree angled off-street parking for regular cars are as follows:

Stall Width	Stall Length	Manoeuvring Aisle
2.44 m (8 ft)	5.49 m (18 ft)	6.7 m (22 ft)

In addition, as illustrated in Figure 1, stalls adjacent to walls are required to be 0.305 metres (1 foot) wider and columns are not permitted in the centre 3.048 metres (10 feet) and the rear 0.30 metres (1 foot) closest to the aisle. As per a Bylaw Amendment in 2003, where permitted, columns are allowed to project into the stall up to 20.32 centimetres (8 inches).

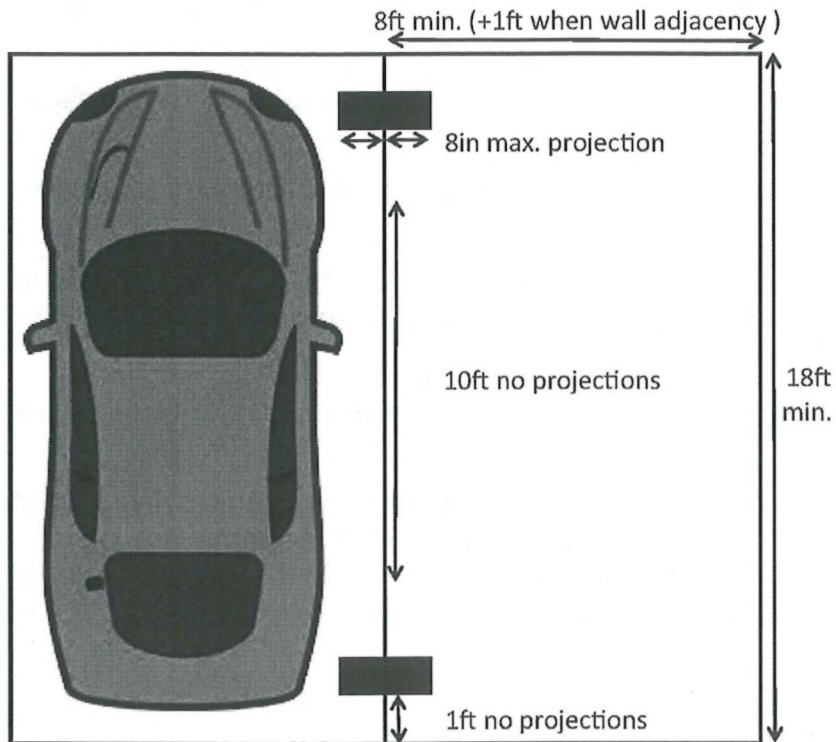


Figure 1: City of North Vancouver Requirements for Parking Stall Dimension and Setbacks from Structures.

Most new development includes parking built in accordance with these minimum standards. Commercial and mixed-use developments, however, have sometimes included larger than required stalls and manoeuvring aisles to meet the needs of commercial tenants, recognizing that stalls serving higher turnover uses can provide a more comfortable experience for users through more generous dimensions.

Trends

With the decline of North American fuel prices in the 1990s and into the 2000s, light trucks, vans and sport utility vehicles became more popular for daily transportation needs resulting in an increase in the number of these larger vehicles. However, more recently, with increasing concerns about climate change, small vehicles such as Smart Cars and hybrid and electric vehicles have also gained a share of the market.

British Columbia Statistics projects that by 2031 there will be an approximately 60 percent increase in the number of North Shore residents aged 65 or older. Shifts in vehicle preferences, combined with the projected increase in seniors in the City, has raised questions about appropriate parking stall dimensions.

Regional Comparisons

As part of this review, the City's 90-degree angled parking stall and manoeuvring aisle dimensions were compared to eight other Metro Vancouver municipalities. This analysis resulted in the following key findings (see also Attachment 1):

- at 2.4 metres (8 feet), the City's minimum parking stall width is the narrowest in the region by 0.06 metres (0.2 feet);
- at 6.7 metres (22 feet), the city's minimum manoeuvring aisle width is consistent with the regional average;
- at 5.5 metres (18 feet), the City's parking stall length requirement is consistent with the regional average;
- Vancouver, Coquitlam, Surrey, and New Westminster offer multiple options for stall-to-aisle ratios (a more narrow stall width in exchange for a larger aisle width), providing flexibility in parking design;
- all municipalities, including the City, require an increase in stall width when located adjacent to a wall; and,
- requirements related to structural columns vary between municipalities; most Metro municipalities require additional stall width when columns are present, prohibit column projections, or have a larger minimum width requirement for all stalls than is currently required by the City.

Parking Stall Width

A parking stall must accommodate the size of a 'design vehicle' with its doors open. The Insurance Corporation of British Columbia (ICBC) established a design vehicle measuring 5 meters (16.4 feet) long and 1.85 meters (6.1 feet) wide (which is between the size of a Toyota Camry and a Dodge Grand Caravan).

Literature on off-street parking (see Attachment 2) suggests that land use—which influences turnover rates and driver familiarity with the parking facility—should be considered when determining comfortable door opening dimensions. Residential uses, which generally have lower vehicle turnover, can accommodate a smaller door swing width, while a wider dimension is preferred for high-turnover, non-residential uses. Recommended dimensions to comfortably accommodate door opening range from 0.55 metres (1.8 feet) for residential uses to 0.61m to 0.68m (2.00 to 2.25 feet) for non-residential uses.

Combining the ICBC design vehicle width and recommended door opening width for residential uses meets the City's current minimum stall width of 2.4 metres (8 feet). For non-residential uses, suggested stall widths range from 2.46 metres (8.1 feet) to 2.53 metres (8.3 feet). This indicates that the City's current requirement could be increased to better accommodate non-residential uses.

Manoeuvring Aisle Width

Manoeuvring aisle dimensions, stall dimensions and column placement all contribute to comfort manoeuvring in and out of stalls. Retaining the current aisle width, combined with an increased stall width and prohibiting column projections, would contribute to improved manoeuvrability.

Column Encroachments

Controls for structural column placement along the length of a stall are used to ensure unobstructed door opening and maintain comfortable vehicle manoeuvring. Columns projecting into stalls, even outside of the door swing area, reduce the maneuvering space for egress and ingress by effectively narrowing the width of the stall.

Prohibiting column projections would eliminate the impacts of column encroachments on manoeuvrability.

Proposed Parking Dimensions

The potential impact of revisions to the City's parking standards was examined using a minimum parking space width of 2.5 metres (8.2 feet) for non-residential uses, retaining the current width of 8 feet for residential uses, and prohibiting columns from encroaching into the stall area for all uses.

Applying these requirements to a typical four storey mixed-use development with a parking requirement of 30 commercial and 144 residential regular stalls, staff found the following impacts:

For residential stalls:

- the total area required per stall would increase by 0.8 square metres (9 square feet) or 6 percent; and
- an additional area of 120 square metres (1,296 square feet) would be required, meaning nine fewer parking stalls could be provided in the same area; and,

For commercial stalls:

- the total area required per stall would increase by 1.9 square metres (20.3 square feet) or 8 percent; and,
- an additional area of 35 square metres (378 square feet) would be required, meaning three fewer parking stalls could be provided in the same area.

Changes to the minimum required off-street parking stall width would have land use implications for new developments. Given that in some cases, developers have built wider commercial stalls than the minimum requirements or have provided more parking stalls than required, new requirements may not have a significant impact on some projects.

OPTIONS FOR CONSIDERATION:

Option 1 – Increase Minimum Parking Stall Width for Residential Visitor and Other Non-Residential Uses Only and Prohibit Column Projections for All Uses (Recommended)

Retain the current off-street parking dimension requirements for Residential Uses and introduce larger parking stall widths for Residential Visitor, Commercial, Industrial and Public Assembly Uses based on higher rates of vehicle turnover. Prohibit columns from projecting into parking stalls for all uses. This option would:

- Increase the minimum width for parking stalls from 8.0 feet (2.4 metres) to 8.2 feet (2.5 metres) for all commercial, visitor and other non-residential uses.
- Prohibit column projections into parking stalls for all uses.

Should Council wish to pursue this option the following motion is in order:

THAT as per Option 1 of said report, (Option 1) Zoning Bylaw, 1995 No. 6700, Amendment Bylaw, 2014, No. 8404" (Increase Off-Street Parking Space Width and Manoeuvrability) be considered and referred to a Public Hearing.

AND THAT it be considered and referred to a Public Hearing.

Option 2 – Increase Parking Stall Widths for All Uses and Prohibit Column Projections

Introduce larger parking stall widths for all uses and prohibit columns from projecting into parking stalls for all uses. This option would:

- Increase minimum width for a parking stalls from 8.0 feet (2.4 metres) to 8.2 feet (2.5 metres) for all uses.
- Prohibit column projections into parking stalls for all uses.

Should Council wish to pursue this option the following motion is in order:

THAT as per Option 2 of said report, (Option 2) Zoning Bylaw, 1995 No. 6700, Amendment Bylaw, 2014, No. 8404" (Increase Off-Street Parking Space Width and Manoeuvrability) be considered and referred to a Public Hearing.

AND THAT it be considered and referred to a Public Hearing.

Option 3 – Receive and File This Report

Should Council wish not to consider revisions to the City's parking stall dimensions at this time, no further action is required.

INTEGRATED TRANSPORTATION COMMITTEE REVIEW:

Proposed amendments to parking stall width and design were presented and discussed at the Integrated Transportation Committee meeting held November 5, 2014. The Integrated Transportation Committee resolved:

THAT the Integrated Transportation Committee has reviewed the proposal to amend parking stall widths and supports Option 1, amending parking stall widths for commercial, visitor and other non-residential uses only. The Committee also recommends staff consider:

1. giving preferred locations to small vehicles as an incentive to small vehicle use; and
2. exploring flexibility in the width of small car spaces to reflect the fact that these cars are typically narrower than standard vehicles.

Further discussion addressed the need to reassess the dimensions of small car parking stalls. Full-size vehicles often use these stalls indicating that their dimensions could be reduced to limit their use to small cars and use less area in parking lots.

FINANCIAL IMPLICATIONS:

None.

INTER-DEPARTMENTAL IMPLICATIONS:

This report was prepared in coordination with the Engineering Parks and Environment Department and the recommendations in this report were reviewed and endorsed by the Civic Projects Team.

SUSTAINABILITY COMMENTS:

Social Sustainability: Larger stall widths would improve accessibility and comfort for users, particularly those with reduced mobility and parents travelling with children.

Environmental Sustainability: Larger stall widths may contribute to the attractiveness of driving over transit and active transportation including cycling and walking and may result in more hardscape surfaces contributing to stormwater runoff.

Economic Sustainability: Increase in parking dimensions could result in more functional parking facilities for commercial uses. It could also result in more land being utilized for off-street parking facilities, which could lead to increased costs that may be passed on to homebuyers and renters.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

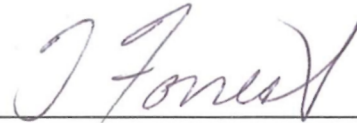
Objective 7.2.10 of the draft Official Community Plan supports strategies to reduce vehicle use but also supports the provision of adequate parking for commercial uses:

Ensure a balance between transportation demand management principles seeking to discourage single-occupant vehicle travel behaviour and providing adequate and appropriate parking to support local businesses.

Increasing land demand to fulfill parking requirements does not support Objective 2.2.2 in the draft Official Community Plan that prioritizes managing facilities to increase the attractiveness of sustainable forms of transportation over vehicle travel:

Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures...

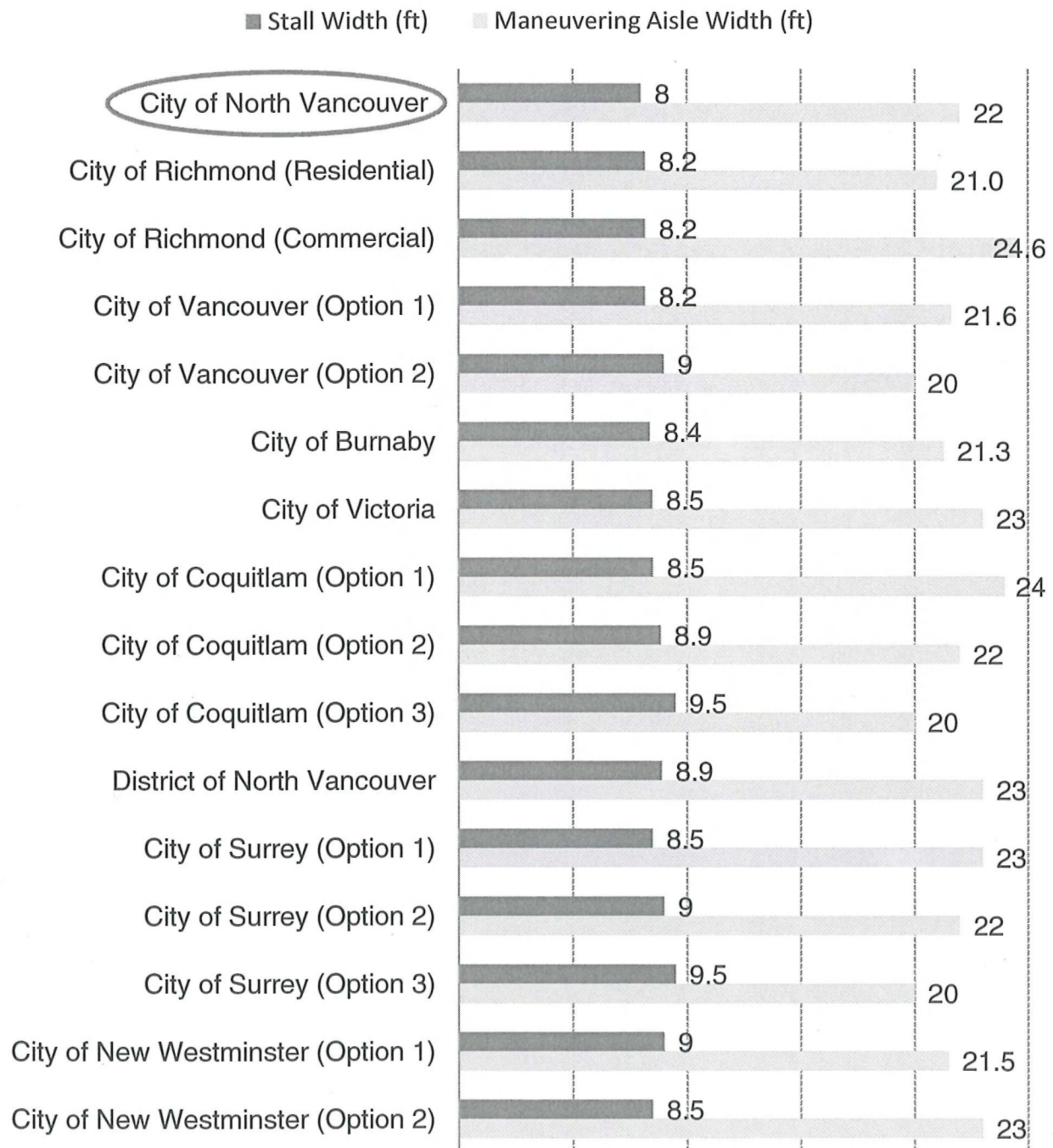
RESPECTFULLY SUBMITTED:



Tessa Forrest, RPP
Planning Analyst

TF/skj

Stall and Manoeuvring Aisle Minimum Width Requirements, Selected Metro Vancouver Municipalities, 2014.



Sources: Literature on Off-street Parking

Admin. "Are Cars Getting Bigger?" *Zero to 60 Times*. 12 Aug. 2014.
<http://www.zeroto60times.com/blog/2013/03/cars-bigger/>

Creative Transportation Solutions and Aplin & Martin Consultants Ltd. *Revised Draft: District of North Vancouver Parking & Loading Standards*. District of North Vancouver, District of North Vancouver, 2005.

Ezekiel Dada and Mike Furuya. *Parking Dimensions*. The Parker, 2nd Quarter 2010.

Insurance Corporation of British Columbia. *Safety Design Guidelines for Parking Facilities*. Insurance Corporation of British Columbia, Vancouver: 1998.

Luz, Christian R. and Mary S. Smith, "Parking Geometrics". *The Dimensions of Parking*. Urban Land Institute (Ed.), Washington, DC: Urban Land Institute, 2000. Pp 43 - 48.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8404

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2015, No. 8404**” (Increase Off-Street Parking Space Width and Manoeuvrability)
2. DIVISION IV “PARKING AND LOADING”, PART 9, SECTION 906 “GENERAL PARKING AND ACCESS REGULATIONS”, is hereby amended by:

A. Amending Figure 9-2 in Section 906(2) as follows:

- (1) Replace the column title “Stall Width” with “Space Width: Residential”.
- (2) Insert the bolded column shown in this table.

Angle X	Regular A	Small Car A ¹	Space Width: Residential B	Space Width: Residential Visitor & Non- Residential B	Effective Length C	Maneuvering Aisle D	Direction of Traffic
90°	5.486 (18')	-	2.44 (8')	2.5 (8.2')	5.486 (18')	6.7(22')	two-way or one-way
90°	-	4.65 (15.25')	2.44 (8')	2.5 (8.2')	4.65 (15.25')	6.7 (22')	two-way or one-way
60°	5.486 (18')	-	2.44 (8')	2.44 (8')	5.97 (19.59')	5.28 (17.33')	one-way
60°	-	4.65 (15.25')	2.44 (8')	2.44 (8')	5.24 (17.19')	5.28 (17.33')	one-way
60°	5.486 (18')	-	2.44 (8')	2.44 (8')	5.97 (19.59')	6.096 (20')	two-way
45°	5.486 (18')	-	2.44 (8')	2.44 (8')	5.6 (18.38')	3.86 (12.67')	one-way
45°	-	4.65 (15.25')	2.44 (8')	2.44 (8')	5.01 (16.43')	3.86 (12.67')	one-way
45°	5.486 (18')	-	2.44 (8')	2.44 (8')	5.6 (18.38')	6.096 (20')	two-way
Parallel	6.7 (22')	-	2.44 (8')	2.44 (8')	-	5.486 (18')	two-way
Parallel	6.7 (22')	-	2.44 (8')	2.44 (8')	-	3.5 (11.5')	one-way

- (3) Replace “* = Maximum 35% Parking Spaces allowed with A1 dimensions as per Section 906(3)(b)” as follows:

NOTE:

Maximum 35% Parking Spaces allowed with A¹ dimensions as per Section 906(3)(b). Non-residential uses include Residential Visitor, Commercial, Industrial and Public Assembly Uses.

- B. Deleting Section 906(3)(a) in its entirety and replace it as follows:

“A Parking Space for Residential Uses shall be not less than 2.438 metres (8 feet) in width. A Parking Space for Residential Visitor, Commercial, Industrial and Public Assembly Uses shall be not less than 2.5 metres (8.2 feet) in width. All Parking Spaces shall not be less than 5.486 metres (18 feet) in length and shall have heights with a clear headroom of 2.134 metres (7 feet);”

- C. Amending Section 906(3)(d) as follows:

Delete in its entirety, “that structural columns may project into one side of a Parking Space by no more than 20.32 centimetres (8 inches) provided that the centre 3.048 metres (10 feet) and the rear 0.30 metres (1 foot) of the Parking Space along its length shall have no such projections;”

And replace it with “for structural columns providing they are located outside of the centre 3.048 metres (10 feet) and the rear 0.30 metres (1 foot) of the Parking Space along its length; no column projections are permitted within the required dimensions of the parking stall;”

READ a first time by the Council on the <> of <>, 2015.

READ a second time by the Council on the <> day of <>, 2015.

READ a third time and passed by the Council on the <> day of <>, 2015.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the <> day of <>, 2015.

MAYOR

CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8404

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2015, No. 8404**” (Increase Off-Street Parking Space Width and Manoeuvrability).
2. DIVISION IV “PARKING AND LOADING”, PART 9, SECTION 906 “GENERAL PARKING AND ACCESS REGULATIONS”, is hereby amended by:
 - A. Amending Figure 9-2 in Section 906(2) as follows:
 - (1) Delete in its entirety “2.44 (8)” for 90 degree angled parking in the “Stall Width” column and replace with “2.5 (8.2)”
 - (2) Replace the column title “Stall Width” with “Space Width”.

Delete in its entirety “2.44 (8)” for 90 degree angled parking in the “Stall Width” column and replace with “2.5 (8.2)”
 - B. Amending Section 906(3)(a) as follows:

Delete in its entirety “2.438 metres (8 feet)” and replace with “2.5 metres (8.2 feet)”

C. Amending Section 906(4)(d) as follows:

Delete in its entirety, "that structural columns may project into one side of a Parking Space by no more than 20.32 centimetres (8 inches) provided that the centre 3.048 metres (10 feet) and the rear 0.30 metres (1 foot) of the Parking Space along its length shall have no such projections;"

And replace it with "for structural columns providing they are located outside of the centre 3.048 metres (10 feet) and the rear 0.30 metres (1 foot) of the Parking Space along its length; no column projections are permitted within the required dimensions of the parking stall;"

READ a first time by the Council on the <> day of <>, 2015.

READ a second time by the Council on the <> day of <>, 2015.

READ a third time and passed by the Council on the <> day of <>, 2015.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the <> day of <>, 2015.

MAYOR

CITY CLERK

http://www.plan4sustainabletravel.org/key_themes/parking/

THEME 11 - PARKING

Parking refers to the amount of space planned for the storage of cars and other vehicles (on and off-street) in new development and to the management of space in existing and new developments. It also includes provision for two wheelers (motorised) and bicycles. People do not necessarily park within their destination site so it is necessary to consider parking provision and management in the context of local parking conditions and policies as well as regional standards, where they exist. Servicing is also becoming increasingly important, covering retail, home and other deliveries.

Parking policy is a central element in [traffic demand management](#), however is much under-utilised. It can be used beyond the traditional management of space, i.e. ensuring safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.

Parking provision can be used to encourage less car use in order to improve traffic and environmental conditions in an area and to contribute to broader transport and sustainable development objectives. Parking through restriction of spaces and/or pricing typically complements a variety of measures designed to promote the use of non-car alternatives. It can even be linked to other objectives such as giving priority to low emission vehicles, such as in Richmond and Westminster (London).

Both the amount of parking space and the form in which it is provided (i.e. within the curtilage of private developments, in allocated or unallocated off-street spaces, and in on-street bays) have implications for, and need to be consistent with, wider issues of neighbourhood design and street layout. Car free and low car housing developments have been developed in a number of locations such as Camden and Westminster (London).

Key Questions

1. To what extent can parking control impact on car use?

By definition, the physical amount of car parking space available in a locality places a ceiling on the number of car-based 'trip ends' which can occur within it. The significance of this for the overall volume of traffic depends on the amount of through traffic otherwise permitted within the area. In town and district centres and in residential neighbourhoods, a combination of physical layout and traffic management measures (plus the availability of alternative main roads) would normally seek to minimise through traffic – hence the volume of parking space has a critical influence in such places.

Deliberately limiting the amount of space within a particular development below potential demand levels only has a restraining influence on car use to the extent that alternative spaces are

not available on street and/or that illegal parking is subject to an effective enforcement regime. Otherwise indiscriminate parking on footways, verges and other unsuitable places is likely to occur. In practice therefore 'sub-demand' provision is only suitable in areas which are or are planned to be controlled parking zones, i.e. subject to decriminalised parking enforcement.

2. How important is the form in which parking space is provided?

There is a general presumption that as large as possible a proportion of the permitted space associated with a development (other than its operational requirements) should be in the form of publicly available spaces. This allows:

- Less space to be needed in total because the peaks and troughs of demand associated with particular land use are evened out (i.e. the same space in town centres may be used for different types of journeys during the weekday, evenings, weekends etc; in residential areas there may be joint use of spaces by residents and visitors)
- Use of spaces is subject to, and consistent with, overall management policies for the area.

To maximise the benefits from available public space in town centres and older commercial areas (and to avoid potential displacement to other centres or out-of town developments) management regimes therefore usually discriminate in favour of shorter stay parking. This also deters parking by commuters which in turn reduces the traffic volumes that would otherwise arise in the morning and evening peak periods.

In residential areas close to town centres, other employment areas or visitor attractions (e.g. sports stadia), a combination of designated bays plus a permit system allows available public spaces to be used to meet residents' needs and to exclude or limit parking by commuters, shoppers, spectators etc.

In new developments, if a proportion of parking spaces not assigned to particular dwellings are rented, this provides an incentive for households to review their level of private car ownership, possibly opting for car club membership instead.

The requirement for less space in individual properties may also enable a development proposal to be accommodated on a more central site, thus supporting the sequential approach to site selection required in PPS6 (in respect of retail and leisure uses).

English Partnerships (now part of the Homes and Communities Agency) has published a useful toolkit covering car parking issues - '[Car parking: what works where](#)'.

Selective Policy Guidance [Show](#)

Planning Checklist: Parking and Servicing

Practitioners should generally apply separate parking considerations to the main categories of development: business, retail and leisure and residential. All can be conceived in relation to density and public transport accessibility.

Business (excluding retail and leisure):

11.1. Explore the potential for reducing car commuting through the management of publicly available space and through the adoption of travel plans by employers, possibly with a gradual reduction of available space and a Workplace Parking Levy component. If pursued collectively on a neighbourhood basis this facilitates economies of scale in the provision of non-car alternatives and investment on a partnership basis.

11.2. Develop coordinated parking strategies for Travel to Work Areas. Local planning and local transport authorities can work within a framework set by the Regional Strategy. For example:

- within Local Development Frameworks, include maximum parking standards for new employment development, thresholds for the preparation of Transport Assessments, and the location of park and ride sites and any other major public car parks
- within Local Transport Plans, include policies and proposals for controlled parking zones, workplace travel plans (including for example car pool, car share, public transport marketing and facilities for cyclists), workplace parking levies where applicable, and complementary transport improvements.

Retail, leisure and similar uses:

11.3. Align the provision and pricing of public spaces with the opportunities available for access by non-car modes (since the car and non-car modes will be in more direct competition than is the case with commuting) having regard to the scale and nature of any competition between out of town developments with free parking and town centre policies.

11.4. Develop visitor travel plans with reference to customer catchment areas.

Residential areas:

11.5. Include maximum parking standards for new residential development.

11.6. In controlled parking areas, potential measures to encourage reduced levels of car ownership and smaller, more fuel efficient vehicles include the pattern of charges set for residents' permits, a programme of personalised travel planning, the promotion of car club and car share schemes, walking and cycling and local public transport services and the preferential allocation of public parking places (i.e. provision for low emission vehicles).

11.7. In major new housing developments, similar measures should be pursued through residential travel plans negotiated as a condition of planning permission.

11.8. Use the expected impacts of such measures to amend the nationally generated forecasts of household car ownership in setting parking standards for new developments and lessen the requirement for parking space by providing shared spaces (some of these available for use by visitors).

11.9. In controlled parking areas, access to shared space or separate garages should be subject to a rental charge. This is a more equitable distribution of the associated development costs and encourages households to review their car ownership levels.

11.10. To discourage household cars ‘spilling over’ on to the street or other publicly available spaces (where garages are used for purposes other than car storage), minimise the proportion of dwellings with their own private garages (with car ports or hard standing utilised instead).

An important issue is to coordinate strategies across local authority boundaries, and within and between settlements. There has been a recent trend to relax parking standards within some local authorities – this should be resisted, with parking provision utilised as a key tool in managing the demand for travel.

All types of development should provide adequate access and temporary parking for delivery vehicles, but especially new residential development with reduced accommodation for household car ownership. All new developments, where applicable, should also include, or make accommodation for, future charging sites for electric or other alternatively fuelled vehicles.

Evidence and Examples

The evidence given here is necessarily selective, but gives an introduction to the research on this topic. More details are found in the [background technical report](#).

Parking has received comparatively little study compared to congestion, traffic safety and the environmental impacts of transport. This is despite almost every car trip involving parking at both ends and cars spending over 80% of the week parked (RAC Foundation 2004, in Marsden 2006).

Ill-conceived parking policies can have a detrimental effect on travel and the urban environment but integrated, well-formed policies have been shown to contribute to “more efficient use of the transport network, lower emissions, higher densities and better, more inclusive urban design” (Marsden, 2006). Parking policies create a strong link between spatial and transport planning and so have been given particular attention here.

Evidence suggests that commuters are generally less likely to shift modes in response to parking policies (availability or pricing) than people travelling for non-work purposes. Therefore, an area-wide parking strategy is necessary with regard to car-based work trips so that commuters do not simply shift their parking location – the most likely behavioural response from this group (unless improved alternatives are provided).

The Nottingham [Workplace Parking Levy \(WPL\)](#) is proposed by the City Council, with funding raised to be used in the extension of the sub-regional tram system. The WPL is part of an integrated approach to land use/transport planning and public transport delivery at City and County levels. Nottingham has the highest share of bus commuting of any large city outside London (Census 2001).

A study of Edinburgh commuters has shown that people are willing to walk unexpectedly long distances for free parking. This finding further supports the need for area-wide parking policies (Rye et al, in Marsden, 2006).

With respect to **retail and leisure** uses, there is commonly resistance by local politicians and traders to controlled parking schemes incorporating an element of demand restraint on the basis that this will divert trade and investment to competing centres [a similar experience was found with pedestrianisation scheme implementation]. There is insufficient evidence to counter this position definitively but overall there does not seem to be any systematic relationship between parking provision and urban vitality (Marsden, 2006). Central London would be the extreme counter-example.

A complex set of factors affect the fortunes of individual centres. As well as the volume, price and convenience of parking provision itself other factors include the quality of the centre's 'offer', the availability of non-car alternatives and the nature and accessibility of competing centres. Inevitably in places where major out-of town shopping developments were permitted in the past traditional centres suffered an initial loss of trade. City centres can of course compete as they offer a distinct product (e.g. recent developments in Manchester, Liverpool, Birmingham and Bristol, etc.) however the volume of free parking available at out-of-town developments still provides difficulties. This is especially so where out of town retail centre rivals that in the city centre.

There is also evidence which appears to refute the anecdotal observation that car borne shoppers to centres engage in much higher spending than people using other modes (Sharp, in Marsden, 2006).

The evidence on **residential** parking is even more limited. Balcombe and York (1993) find some substitution from driving to short walk trips among residents with a limited on-street parking supply for fear of losing their parking space. However, there are potential negative effects of limited parking on the street environment and potentially a push toward moving to more suburban areas for residents who want (another) car (Marsden, 2006).

In the London Borough of Richmond-Upon-Thames, [residential parking permits](#) in controlled parking zones are based on vehicle type with owners of higher emitting vehicles paying more. This is intended to encourage residents to buy lower emitting vehicles when purchasing a new car. The Borough intends to extend this scheme of differential prices by vehicle type to include non-resident parking in public spaces.

Advice on calculating expected car ownership levels and their implications for the amount and form of residential parking provision is given in WSP et al (2007).

Further reading [here](#)

Why Can't Public Transit Be Free?

The main goal of transportation that costs riders nothing—getting people out of their cars—can't be achieved by eliminating fares.

- [Joe Pinsker](#)
- [@jpinsk](#)
- Jan 29, 2015
- [57 Comments](#)

<http://www.citylab.com/commute/2015/01/why-cant-public-transit-be-free/384950/>



Reuters/Carlos Barria

About 500 subway riders in Stockholm have an ingenious scheme to avoid paying fares. The group calls itself Planka.nu (rough translation: "dodge the fare now"), and they've banded together because getting caught free-riding comes with a steep \$120 penalty. Here's how it works: Each member pays about \$12 in monthly dues—which beats paying for a \$35 weekly pass—and the resulting pool of cash [more than covers any fines members incur](#). As an informal insurance group, Planka.nu has proven both successful and financially solvent. "We could build a Berlin Wall in the metro stations," a spokesperson for Stockholm's public-transit system [told The New York Times](#). "They would still try to find ways to dodge."

These Swedes' strategy might seem like classic corner-cutting, but there's a dreamy political tint to their actions. Like similar groups before them—Paris's Métro-cheating "[fraudster mutants](#)," for example—they argue that public transportation should be free, just like education, parks, and libraries (and health care, in some parts of Europe). Planka.nu in particular laments the superiority of the car in what it calls "the current traffic hierarchy." "The pure act of putting oneself behind the wheel seems, for almost everyone, to lead to egotistic behavior," the group [writes in one online manifesto](#). "We are confident that one is not born a motorist, but rather becomes one."

These fare-dodging collectives' egalitarian dream happens to align with some hopes of U.S. policy makers. There's an intuitive, consequentialist argument that making public transit free would get drivers off the road and reduce greenhouse-gas emissions. In the U.S., where government subsidies cover between 57 and 89 percent of operating costs for buses and 29 to 89 percent of those for rail, many public-transit systems are quite affordable, costing in most cases less than \$2, on average. If it might make transit more accessible to the masses and in the process reduce traffic and greenhouse-gas emissions, why not go all the way and make transportation free?

Free transit attracts the "wrong" crowd—the "right" crowd, of course, being wealthier people with cars.

The earliest urban experiment in free public transit took place in Rome in the early 1970s. The city, plagued by unbearable traffic congestion, tried making its public buses free. At first, many passengers were confused: "There must be a trick," a 62-year-old Roman carpenter [told The New York Times as he boarded one bus](#). Then riders grew irritable. One "woman commuter" predicted that "swarms of kids and mixed-up people will ride around all day just because it doesn't cost anything." Romans couldn't be bothered to ditch their cars—the buses were only half-full during the mid-day rush hour, "when hundreds of thousands battle their way home for a plate of spaghetti." Six months after the failed, costly experiment, [a cash-strapped Rome reinstated its fare system](#).

Three similar experiments in the U.S.—in Denver, Colorado, and Trenton, New Jersey, in the late 70s, and in Austin, Texas, around 1990—also [proved unfruitful](#) and shaped the way American policy makers viewed the question of free public transit. All three were attempts to coax commuters out of their cars and onto subway platforms and buses. While they succeeded in increasing ridership, the new riders they brought in were people who were already walking or biking to work. For that reason, they were seen as failures.

[A 2002 report](#) released by the National Center for Transportation Research indicated that the lack of fares attracted hordes of young people, who brought with them a culture of vandalism, graffiti, and bad behavior—which all necessitated costly maintenance. The lure of "free," the report implied, attracted the "wrong" crowd—the "right" crowd, of course, being wealthier people with cars, who aren't very sensitive to price changes. The NCTR report concluded that eliminating fares "might be successful for small transit systems in fairly homogenous communities, it is nearly certain that fare-free implementation would not be appropriate for larger transit systems."

[Another report](#) followed up 10 years later, revisiting the idea of a fare-free world. The report reviewed the roughly 40 American cities and towns with free transit systems. Most of the three dozen communities had been greatly successful in increasing ridership—the number of riders shot up 20 to 60 percent "in a matter of months." But these successes were only to be found in communities with transit needs different from those of the biggest cities; almost all of the areas studied were either small cities with few riders, resort communities with populations that "swell inordinately during tourist seasons," and college towns. In other words, slashing fares to zero is something that likely wouldn't work in big cities.

What makes more sense than implementing free transit on a grand scale is deploying it as a specialized tool.

Despite that, one big city has tried. In January 2013, Tallinn, the capital city of Estonia, announced that it was making public transit [free to all of its citizens](#). [A study released a year later](#) revealed that the move only increased demand by 1.2 percent—though it did inspire Estonians that year to register as Tallinnian citizens [at three times the normal rate](#). The authors of the Tallinn study reached the same conclusion as the NCTR: Free subway rides entice people who would otherwise walk, not people who would otherwise drive.

What makes more sense than implementing free transit on a grand scale is deploying it as a specialized tool. By the summer of 2013, officials in [Singapore](#), for example, noticed that the city's subways were getting unsustainably crowded during peak hours, between 8:15 and 9:15 in the morning. In response, the city [comped rides for anyone who got off the train in a city center before 7:45](#). The shift made a significant difference. Before the rule change, peak-hours riders outnumbered off-peak riders about three to one; after, that ratio was closer to two to one.

Getting people less frustrated with the concept of paying for public transportation, though, might just be a matter of telling them about its operating costs. [Public transit is wildly expensive](#), but also, as noted above, heavily subsidized. [A 2014 study](#) in *Transportation Research* found that simply telling people just how heavily subsidized their subways and buses were made them willing to pay more money to ride. (Perhaps the [recent price hike](#) in New York's public-transit system would have gone over more smoothly had the system's subsidies also been publicized.)

[Perhaps the cost of public transportation shouldn't be looked at from an angle of reducing traffic and emissions](#). Sure, that's a noble question, but those turnstile-hopping Swedes might have a point. Maybe free public transit should be thought of not as a behavioral instrument, but as a right; [poorer citizens have just as much of a privilege to get around conveniently as wealthier ones](#). If the debate shifted from means-to-an-end thinking to pure egalitarianism, the hope of free public transit might actually be realized. Until then, there's always Planka.nu.

This post originally appeared on [The Atlantic](#).

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The unexpected factor that's influencing your shopper's minds

By: Iris ten Teije / Category: Shopper Intelligence / Comments: 1

Retail is about detail. Shoppers make many decisions subconsciously and the shoppers' minds are fickle and under the influence of many environmental factors. Thus, retailers sometimes need to think about the less obvious details of their trade. Factors that may seem trivial and where you never even thought about can actually be a huge (subconscious) influence to shoppers. Look at your retail space through the eyes of an architect, for instance; architects know that the places we inhabit influence how we think, including how we shop. One such feature that should not be ignored and will be discussed today is ceiling height.

From our work at different clients we noticed that in some stores an architectural divide between floors exists. For instance, a store where the ceiling of the highest floor is lower than those of the other floors. Especially when shoppers go from a floor with a high ceiling to a floor with a low ceiling, it might feel even more cramped than it actually is, with the high ceilings still fresh in the shoppers' minds. This fact might be affecting your shoppers in a way you would not want to.

Ceilings and personal space

A room with a low ceiling feels cramped, but also intimate (think of a small wooden house, or bunk beds). Both suggest that we might not want to share such a room it with strangers, including other shoppers. Personal space is like an imaginary bubble, and if somebody enters it we feel uncomfortable. For close friends, that bubble is small, whereas it is bigger for strangers. Turns out, if we have less vertical space (low ceiling), we demand more horizontal space, so the bubble is wider (read more).

Therefore, a room with a lower ceiling will leave us open to more “invasions” of our personal space. These invasions feel discomforting, sometimes even make us angry or scared. In shopping, they divert our attention from the product and even threaten that some of that negative emotions will “spill-over” on the products, store or the brand. Research has found that specifically women are more affected by this.

Ceilings and way of thinking

But ceiling height also has another, more subtle influence on us. High ceilings are associated with freedom, and they also make our thoughts more free. One study demonstrated that making the ceiling only 2 feet taller (around 0.5m), from 8 to 10 feet, will make people think more abstractly and open-mindedly. This is because of relational processing, which means that people think in a way where they search for similarities between objects, connect otherwise disparate ideas and stay open-minded instead of searching for faults. The opposite, item-specific processing, means that people pay attention to details of each specific thing or idea.

In a retail setting, if you want the shoppers’ to be influenced by associations, you want them to think relationally, for which a higher ceiling is better. A shopper thinking relationally will be influenced more strongly by what the products share: the brand and the brand-evoked associations. He or she will be more immersed in the brand idea and less in each particular product. And if the brand has a positive association for a shopper, the products will also feel more positive.

Of course it’s not possible to change the height of a store’s ceiling, but it is possible to take the gained insights into account and make a ceiling clutter-free and remove non-essential fixtures, this will remove attention from the (low) ceiling. Another option is to paint the ceilings and walls in a light color, which makes the room feel more spacious. Lastly, stronger lightning can also be effective as this makes people less sensitive to intrusions to personal space. And the broader takeaway should be that it’s essential to always be aware that -seemingly- trivial factors can be a crucial part of the shopping experience.

Share:   

Tags: ceiling height / in-store analytics / influencing shopper mind / shopper mind /

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PUBLIC HEALTH, TRANSPORTATION

U.S. transportation safety over time: Cars, planes, trains, walking, cycling

Tags: [bicycling](#), [cars](#), [safety](#) | Last updated: October 5, 2014

Last updated: October 5, 2014



(Wikimedia)

In May 2013 the National Highway Traffic Safety Administration released estimates of U.S. traffic fatalities for 2012, and the results were troubling: [34,080 people](#) died in motor-vehicles crashes last year, an increase of 5.3% over 2011's total and a reversal of the long-term downward trends. The meaning of the one-year shift is unclear and there is a great deal of nuance within all the numbers, but the [litany of deaths](#) remains sobering — an average of more than 93 every day.

The lowest year in recent history was 2011, when 32,367 people died on U.S. roads and highways. As horrifying as that number is, it actually constitutes progress: In 1994, 40,716 died on the roads — 26% more, and nearly 112 deaths per day. Beyond the absolute numbers, progress has been made in overall [mortality rates](#): 1.1 per 100 million vehicle miles travelled in 2011 (it rose to 1.16 in 2012). Much of this is due to advances in vehicle safety — air bags, anti-lock brakes and increased crashworthiness. But technology can have its drawbacks as well: Since 1980 the average horsepower of U.S. cars [more than doubled](#), and speed limits have risen significantly, greatly increasing the potential for damage, loss of life and injuries. Motorcycling is also on the rise, and fatality rates have increased in lockstep with its popularity and inherent riskiness.

A 2013 study in *Research in Transportation Economics*, "[Comparing the Fatality Risks in United States Transportation Across Modes and Over Time](#)," looks at the historical trends to paint a fuller picture of where this all stands. The researcher, Ian Savage of Northwestern University, prefaces his findings with an important caveat on measures of "safety":

The focus on fatalities is primarily motivated by a greater confidence that this measure of safety is reported more consistently and accurately across modes and time. In general, cross-sectional and time-series comparisons in fatalities are also indicative of differences in non-fatal injuries, illnesses, and property damage. Albeit that the correlation is not perfect. In particular, fatalities are a poor measure of some of the environmental risks associated with the transportation of oil products and hazardous materials. In addition many of the advances in safety in recent decades have focused on "crashworthiness" whereby design changes have been made to increase the survivability of crashes and mitigate the severity of injuries. Consequently it is possible that a reduction in fatalities may be partly compensated for by an increase in the number of injuries.

Savage's analysis involved two datasets: The first involved the relative risk of different travel modes — cars, buses, planes, trains, and more — from 2000 to 2009; the second was a time-series analysis for each mode from 1975 to 2010. The findings of the study include:

- Between 2000 and 2009, on average 43,239 people in the United States died each year in transportation-related incidents. Based on the average number of U.S. residents over that period, the annual risk of dying in a transportation-related accident is 1 in 6,800.
- Transportation-related fatalities constituted just under 2% of the 2.43 million deaths per year from all causes in the United States, or 1 in 56. Transportation was the biggest source of all "unintentional injury deaths" (38%) — those not caused by old age, disease, suicide or homicide.
- Whatever the vehicle, highways are by far the most common place of transportation fatalities in the United States: 94%. If deaths that take place at rail-highway grade crossings are included, the total is even higher, at just over 95%.
- Despite significant fatality rates for highway travel, overall transportation is becoming less dangerous: "The rate in 2010 is just one-third of that in 1975 (1.11 versus 3.35 fatalities per 100 million vehicle miles). The 1980s and early 1990s were the era of the greatest rate of improvement."

Average annual fatalities in the United States, 2000-2009						
	Private Transportation			Commercial Transportation		
	Crashes solely involving private users	Crashes with commercial highway carriers	Crashes with commercial non-highway carriers	Passengers	Employees	Bystanders
Highway Modes						
Cars and light trucks	26,678	3,766	245 ^a	7 ^b	9 ^b	n.a
Pedestrians & bicycles	4,930	545	592 ^c	n.a	n.a	n.a
Motorcycles	3,989	156	2 ^a	n.a	n.a	n.a
Large Trucks	n.a	n.a	n.a	n.a	724	n.a
Buses	n.a	n.a	n.a	30	9	n.a
Non-Highway Modes						
Maritime	704	0	1	42	85	1
Aviation ^d	548	0	1	74	21	2
Railroads	n.a	n.a	n.a	7	27	4
Rail Transit	n.a	n.a	n.a	22	3	0
Pipeline	n.a	n.a	n.a	n.a	5	12
Totals						
Total	36,849	4,467	839	182	883	19
U.S. Total	43,239					

Cars, trucks and SUVs

- Nearly three-quarters of people who died in highway crashes (74%) were occupants of automobiles and light trucks. More than half (55%) occurred in single-vehicle incidents without a prior collision, including roll-overs; vehicles striking fixed objects, animals or debris; or catching fire.
- The proportion of fatal single-vehicle crashes is much higher for light trucks (66%) than it is for automobiles (47%). Light trucks — including minivans, pickups and SUVs — often have a relatively higher center of gravity and thus a greater propensity to roll over.
- Drivers or passengers in cars or light trucks faced a fatality risk of 7.3 per billion passenger-miles: "A person who was in a motor vehicle for 30 miles every day for a year faced a fatality risk of about 1 in 12,500. Relative to mainline trains, buses and commercial aviation the risk was 17, 67, and 112 times greater, respectively."
- Because private individuals operate the vast majority of motor vehicles, their risk is highly dependent on personal behavior: "Unlike the commercial modes where passengers are victimized randomly, the risk to individual highway users varies considerably depending on age, alcohol consumption and the type of road used." (See highway risk factors below.)
- "One might argue that transportation equipment, and in particular the motor vehicle, must be the most dangerous machines that we interact with on a daily basis," the researcher states. "The annual toll in motor vehicle crashes exceeds the deaths resulting from the next most dangerous mechanical device, firearms, by about 40%."

Motorcycles

- Nearly 10% of all highway fatalities — one in ten — were motorcyclists: "When a motorcycle is involved in a collision with another vehicle, the motorcyclist invariably

receives more serious injuries. The ratio of fatalities in two-vehicle collisions was 70 motorcyclist fatalities for each fatal injury sustained by the occupant of the other vehicle."

- Over the period studied, motorcycles became increasingly popular, with use rising as much as 75%. As a consequence, fatalities have increased proportionally. This trend has been exacerbated by the "general rollback in the number of states requiring motorcycle riders to wear helmets." ([Earlier research](#) has indicated that when a state repeals or weakens a helmet-use law, motorcyclist fatalities typically rise nearly 40%.)
- Motorcycles had a fatality rate of 212 per billion passenger miles, by far the highest of all modes: "A motorcyclist who traveled 15 miles every day for a year, had an astonishing 1 in 860 chance of dying — 29 times the risk for automobiles and light trucks."

Highway risk factors

- Urban roads are far safer than those in rural areas: "Based on data from 2009, highways in rural areas have a fatality risk that is 2.7 times greater than that in urban areas. In general the lower average speeds, greater provision of lighting, greater deployment of traffic control devices and fewer curves in urban areas more than compensate for factors such as the greater number of intersections and the presence of pedestrians."
- Gender and youth play are significant factors in fatality risk: Males are three times more likely to die in a road accident than females, while people between the ages of 18 and 29 are at a 50% to 90% greater risk.
- Seat-belt use is a significant factor: Half of vehicle occupants who die in automobiles and light truck incidents (49%) were not wearing seat belts or using child safety seats.
- Alcohol played a role in approximately a third of all highway fatalities, with at least one of the involved parties having a blood-alcohol level above 0.8 grams per deciliter.
- [Related research](#) has shown that drivers using cell phones show greater impairment than drunk drivers, and hands-free systems offered no improvement over handheld devices. Cell-phone conversations have a more profound effect on driver performance than other forms of in-car distraction, including talking to passengers and listening to the radio.

Trains

- Mainline railroads claimed an average of 876 lives a year, the majority of which occur during collisions with highway users and pedestrians. The largest number of deaths, 490, involve people and vehicles not at grade crossings, and a significant portion of those deaths, approximately 85 to 110, were possibly suicides.
- The balance of rail-related deaths involve motorists at grade crossings (281), pedestrians at grade crossings (68) employees and contractors working on the tracks (26). Per year on average, only seven passengers traveling on mainline trains die.
- The overall fatality rate for long-haul train service is 0.43 per billion passenger miles. Excluding pedestrians and others not on trains — 64% of total fatalities assigned to railroads — the fatality rate is approximately 0.15 per billion passenger miles.

Buses

- Vehicles with a capacity of 10 passengers or more represented just 0.1% of the total fatalities. On average, there were approximately 40 fatalities per year, with drivers and

other bus-company employees representing 25% of lives lost.

- Scheduled and charter service accounted for 44% of total [bus fatalities](#). The balance of deaths occurred with school buses (23%), urban transit (11%) and a variety of private shuttles, church buses and other services (22%).
- The fatality rate per billion passenger-miles for buses is relatively low, 0.11. However, this is still 65% greater than that for aviation, and doesn't include victims of crime. (Also, see statistics on ["curbside" bus services](#).)

Airlines

- The majority of aviation fatalities that occur each year (85%) involved private aircraft (known as "general aviation"). On average, 549 people die each year in activities such as recreational flying (41% of flight hours), business travel (24%), and instruction (17%).
- Excluding acts of suicide and terrorism, commercial aviation was the safest mode of travel in the United States, with 0.07 fatalities per billion passenger miles: "A person who took a 500-mile flight every single day for a year, would have a fatality risk of 1 in 85,000." (One variable to note: Takeoffs and landings are where the risk is, not in the number of miles flown, [so risk-per-flight calculations](#) are higher.)

Walking, bicycling

- Between 2000 and 2009, on average 6,067 pedestrians and bicyclists died on U.S. highways and in collisions with other modes of transport. Of these, 4,930 died when hit by cars and trucks operated by private users, 545 deaths resulted from collisions with commercial carriers, and 592 from commercial users not on highways.
- [In all, fatalities of pedestrians and bicyclists make up nearly 15% of annual average highway fatalities.](#) More than 90% of pedestrian fatalities occurred when the victims were hit by automobiles and light trucks.
- A [related study](#) on risk factors for on-road cycling commuters indicated that prior to car-bicycle accidents, [89% of cyclists were traveled in a safe and legal manner.](#) In addition, [vehicle drivers were at fault in 87% of the events.](#)

A related 2013 study published in the *Annals of Emergency Medicine*, "[Safety in Numbers: Are Major Cities the Safest Places in the United States?](#)" examined the overall injury risk in urban areas compared with suburban and rural areas. Among the conclusions: Rural counties demonstrated significantly higher death rates than urban counties — 1.22 times greater for the most rural compared with the most urban. The majority of the difference was in unintentional incidents such as accidents, but some increase in suicide risk was also seen in rural areas. Overall, the study finds, "U.S. urban counties were safer than their rural counterparts, and injury death risk increased steadily as counties became more rural."

Also of interest is a 2013 report by the World Health Organization. "[Global Status Report on Road Safety 2013: Supporting a Decade of Action.](#)" The study was based on country-level data and included information on newer risk factors such as cell phone use while driving. Among the findings, the report states that more than 1.24 million people die every year as a result of road traffic injuries, making it the eighth leading cause of death globally, and the leading cause of death for young people aged 15-29. Based on anticipated trends, by 2030 road accidents are projected to be the fifth leading cause of death globally.

Keywords: cars, trains, Amtrak, Northeast Corridor, planes, airlines, pedestrians, bicycling, safety, distracted driving, alcohol, multitasking, driving

Writer: [Leighton Walter Kille](#) | October 5, 2014

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Mar. 30, 2015

Key features of District of Saanich employee monitoring software violate employee privacy rights

VICTORIA—In an investigation report released today, B.C. Information and Privacy Commissioner Elizabeth Denham is recommending that the District of Saanich disable key features of its employee monitoring software including keystroke logging, automated screen shots and continuous tracking of computer program activity because they violate the privacy rights of employees and elected officials.

Commissioner Denham has also recommended the District destroy all data collected by the software, Spector 360. The District has agreed to do so following the conclusion of the Commissioner's investigation.

"Public bodies have a responsibility to secure and protect their computers and networked systems against internal and external threats, however they must also respect an employee's legal right to privacy," said Commissioner Denham.

"When the District of Saanich implemented employee monitoring software, staff enabled tools that would collect sensitive personal information from employees including personal websites visited, online banking transactions, confidential correspondence, and private passwords or images.

"The District can only collect personal information that is directly related to and necessary for the protection of IT systems and infrastructure. An employee's every keystroke and email, or screen captures of computing activities at 30-second intervals clearly exceeds that purpose and is not authorized by privacy law."

The Commissioner also found that the District failed to provide adequate notice to employees and elected officials about the amount and type of personal information it was collecting.

"The District has written policies for the use of its equipment and facilities, which employees must read and sign before starting work. But the policies do not describe the personal information collected by the District as required by privacy law," said Denham.

The Commissioner makes five recommendations for change, chief among them the implementation of a comprehensive privacy management program and the appointment of a privacy officer for the District of Saanich.

“One of the most disappointing findings in my investigation is the District’s near-complete lack of awareness and understanding of the privacy provisions of B.C.’s *Freedom of Information and Protection of Privacy Act*. The law has been in place for more than 20 years, yet the District appears to not understand its most basic privacy provisions.

“I therefore recommend that the District immediately appoint a chief privacy officer, who will audit the District’s current access to information and privacy practices, and provide staff training to make sure employees understand and follow through on the District’s access to information and privacy obligations,” said Denham.

Investigation Report F15-01: Use of employee monitoring software by the District of Saanich is available for download at: <https://www.oipc.bc.ca/report/investigation-reports/>

Cara McGregor
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OFFICE OF THE
INFORMATION &
PRIVACY COMMISSIONER
for British Columbia

Protecting privacy. Promoting transparency.

Media Advisory

March 27, 2015

Information and Privacy Commissioner to release report regarding District of Saanich use of employee monitoring software

VICTORIA — On Monday, March 30 at 9:30 a.m., B.C. Information and Privacy Commissioner Elizabeth Denham will release an investigation report examining the use of employee monitoring software by the District of Saanich.

Commissioner Denham initiated an investigation on Jan. 20, 2015, following public statements by Saanich Mayor Richard Atwell and persistent unanswered questions about the use of employee monitoring software by the district.

The Commissioner's report sets out the timeline concerning the district's implementation of employee monitoring software, and makes findings about whether the district's use of such software complies with the *Freedom of Information and Protection of Privacy Act*.

Investigation Report F15-01: Use of employee monitoring software by the District of Saanich will be available for download Monday at 9:30 a.m. at:

<http://www.oipc.bc.ca/report/investigation-reports>

A news release will be issued summarizing the report.

For more information or to request an interview, contact:

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Public interest legal organizations react to proposed BC Society Act changes

<http://wcel.org/media-centre/media-releases/public-interest-legal-organizations-react-proposed-bc-society-act-change>

Wednesday, March 25, 2015

VANCOUVER – Legal organizations reacted today to the news that the provincial government has removed a problematic provision from its proposed new Society Act. Draft legislation had included a provision that would have made it possible for members of the public to file legal challenges against non-profits when, in the opinion of the individual, the non-profit had acted “to the detriment of the public interest”.

In October 2014, more than two dozen non-profits wrote to the government to object to that section of the new legislation, stating that permitting such litigation would “have the potential to intimidate many societies, and to divert resources away from the valuable work being carried out by societies.” The letter also indicated that the public interest was already protected in a number of ways, and that creating an open-ended ability to file challenges against non-profit societies is unnecessary.

“We’re delighted that the government has listened to hundreds of societies and tens of thousands of British Columbians, dropping a proposed provision in BC’s new Societies Act that could have seen non-profits dragged into court frivolously by their critics,” said Andrew Gage, Staff Counsel at West Coast Environmental Law Association.

“This proposal made absolutely no sense, and we’re pleased the government has listened to the overwhelming concerns of non-profits in BC by getting rid of it,” added Josh Paterson, Executive Director of the BC Civil Liberties Association. “The proposal to allow legal challenges could have tied non-profit and volunteer organizations up in litigation merely because an individual disagreed with them, and threatened freedom of expression.”

Mary Childs, lawyer at Ethos Law firm who was closely involved in the efforts by the non-profit community to have the public legal challenge provision eliminated, added: “The new legislation now strikes a better balance between accountability and autonomy. The changes mean that the potential for abusive litigation has been reduced.”

-30-

Contact:

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Mary Childs, Lawyer, Ethos Law Group, 604-569-3022 ext.1

Josh Paterson, Executive Director, BCCLA, 604-630-9752

<http://wcel.org/resources/environmental-law-alert/mini-slapp-provisions-dropped-new-bc-societies-act>

Mini-SLAPP provisions dropped from new BC Societies Act

25 March, 2015

Today [Bill 24](#), a new [Societies Act](#), was introduced in the BC Legislature (government release [here](#)). We are very happy to be able to confirm that the controversial “Section 99”, which had been proposed in a government discussion paper, has been dropped. We’re inviting British Columbians to [thank Finance Minister de Jong](#) for listening to British Columbians.



↘ Last September wrote an [Environmental Law Alert](#) sounding the alarm about [section 99](#), a provision that would have allowed the critics of a non-profit society to drag the organization into court:

The most alarming of the proposed changes is the provision entitled “Complaints by Public” (s. 99), which allows any person “whom the court considers to be an appropriate person” to seek an order from the BC Supreme Court that a society is acting unlawfully or is “carrying on activities that are detrimental to the public interest.” The court is empowered to make a wide range of orders against the Society under this provision.

While we believe that it is likely that the courts will seek to interpret this section narrowly – recognizing that there are many competing views of what is in the public interest, and the courts should not be choosing between them – the mere fact that a society could find itself in court having to explain why a critic is not an “appropriate person” under this section, and possibly having to justify its actions to the court, will be extremely intimidating to many societies. And this type of action would waste valuable time and resources that could be better put towards the work of the society. ... The section invites harassment of societies by any deep-pocketed and litigious opponents (mini-SLAPP suits, in effect).

We are proud to have played a role in mobilizing people to speak out against section 99 through [a joint sign-on letter](#) (which we co-drafted with Mary Child of Ethos Law, and which was signed by over 50 societies), and through an action alert on our website. But ultimately, this was a group effort, and we're also proud of the hundreds of community groups and tens of thousands of citizens that made their voices heard and persuaded the government to drop section 99.

We also appreciate the willingness of the BC Government to listen to concerns from BC's societies. Finance Minister de Jong took seriously the public concerns related to the proposed Act, and the end result reflects this important democratic step. We will have a stronger *Societies Act* going forward as a result of the government listening to British Columbians.

This is not to say that all of the concerns with the Act have been resolved. While the broad section 99 has been removed, other sections of the Bill still allow a Society's members to apply to court in certain circumstances and could be abused, encouraging societies to limit who can become members. The government is still looking at whether and how it will allow youth to hold positions of responsibility in a Society (although at least they are looking at it – planning to create rules through regulations).

However, the Act also has many strong points, and we believe that today's Bill generally represents a balanced new *Societies Act* that will serve BC non-profits and British Columbians well.

If you, like us, appreciate that Finance Minister Michael de Jong listened to British Columbians, and dropped section 99, please take a moment to thank him using our [quick and easy email form below](#).

By Andrew Gage, Staff Counsel, West Coast Environmental Law Association

FONVCA AGENDA ITEM 8(b)(iii)

Ian Mulgrew: B.C. lawyers hope to end their monopoly on practicing law

Public would benefit from greater access to legal advice

BY IAN MULGREW, VANCOUVER SUN COLUMNIST DECEMBER 28, 2014



While lawyers can charge hundreds of dollars an hour, paralegals, for example, work for a fraction of that. The Law Society of B.C. hopes to expand legal services to non-lawyer legal service providers.

The Law Society of B.C. wants to end the lawyers' monopoly on practicing law and is asking Victoria to give it the power to open up its business to competition.

The Society wants the provincial government to change the Legal Profession Act to permit new classes of service providers and authorize the regulatory body to set the credentialing requirements and govern them.

The landmark Dec. 5 decision sees the benchers who govern the legal profession acting in the public interest even though some of the province's roughly 13,000 lawyers are howling.

It is the culmination of several years' work, though the Society task force that recommended the move cautioned there remains much more to be done.

"There must be some standards to the services provided," concluded a 48-page report from the 11-member blue ribbon group led by former Law Society president Art Vertlieb.

"There is no point in creating a system that enables people to retain uninformed legal advice, as that advice will in most cases exacerbate already existing legal problems."

The task force acknowledged some lawyers opposed the proposal and raised valid concerns.

"Much as public need cannot be viewed in a one size fits all fashion, legal service providers have vastly different incomes," the report said.

"There is a risk that creating new categories of legal service providers will create competition for legal services not only in areas of unmet need but for underserved and for served areas as well."

But it added: "If an expansion of legal services to non-lawyer legal services providers is in the public interest, the fact that it creates competition with existing legal services providers is extraneous to the consideration."

Over the last year, the task force consulted with major legal players and conducted research to figure out where the greatest need was, what new services might be provided, who might provide them and how they would be credentialed and regulated.

It delivered its report earlier this month recommending the Law Society open up several areas of legal work: family law, employment law, debtor/creditor law, advocacy before administrative tribunals, advocacy in Small Claims Court, Traffic Court infractions in Provincial Court and representation in mediations and arbitrations.

What was almost universally acknowledged, the group said, was that the public would benefit from greater access to legal advice, assistance with preparing and interpreting documents, and advocacy services.

While lawyers can charge hundreds of dollars an hour, paralegals, for example, work for a fraction of that because they have far less legal education and handle less serious work.

But in B.C. they handle only minor legal tasks or poverty law services such as welfare rights, EI appeals or landlord-tenant disputes — areas where lawyers traditionally don't practise or are too expensive to consult.

This move envisions a marketplace like Ontario's, where nearly 6,000 paralegals, for instance, handle proceedings in small claims courts, matters under the Provincial Offences Act, Highway Traffic Act, issues in a summary conviction court under the Criminal Code, and can appear before various tribunals.

In this province, the lawyers' hegemony on legal services has led to a situation in which the poor and middle class can't afford to defend or assert their rights, creating a serious justice deficit.

With access to justice slipping out of reach for so many British Columbians, the Law Society thinks these changes can help remedy that.

The task force spent some time considering whether the Law Society was the right body to act as regulator of all legal service providers.

In England, there are multiple legal service regulatory bodies operating under an omnibus regulator.

Similarly, B.C. health care providers have different regulators all operating under the aegis of an omnibus regulator.

The task force said the Law Society was the proper body to regulate new classes of legal service providers in order to best ensure consistency of standards and provide maximum transparency.

Still, don't expect to see relief from high lawyer's fees soon — the legislative agenda for the spring is filled, which means the government probably won't have the necessary amendments ready until 2016.

There are also myriad details to work out and extensive consultation to occur with various tribunals, courts, schools and a wide range of stakeholders.

The education requirements and the scope of practice, for example, will take concerted effort and consultation to develop.

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