

Parking Advisory Committee

Wednesday, Jan. 22nd, 2025

8 a.m.

Virtually

Vancouver, WA 98660

Virtual meeting: [Click here to join the meeting](#)

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AGENDA

1. Call to order and Roll Call
2. Public Comment
3. Approve Dec. 11, 2024, Minutes
4. Parking Plan – Vote to recommend adoption

Members

Ryan Morin

Chair

Jason Cromer

Vice-Chair

Garrett Ginter

Jocelyn Cross

Travis Schemp

Jonathan Wheeler

Economic Prosperity and Housing Department/Parking

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To request accommodation or other formats, please contact:

Tina Picchioni, Parking Services | 360-487-8650 | TTY: 711 | Tina.Picchioni@cityofvancouver.us

In accordance with the Open Public Meetings Act (OPMA), the meeting will be open to in-person attendance. Options for viewing and/or participating in the meeting remotely will also be accommodated.

Members of the public testifying are asked to limit testimony to three minutes. To submit written comments to the Parking Advisory Committee, email comments to CityParkingServices@cityofvancouver.us.

Anyone needing language interpretation services or accommodations with a disability may contact Tina Picchioni at (360)487-8657 (Voice/TTY 487-8602). Every attempt at reasonable accommodation will be made. To request this agenda in another format, please also contact the phone numbers listed above.

Date: November 13, 2024

Time: 8:00 a.m.

Location

Aspen Conference Room
City Hall
415 W 6th Street
Vancouver, WA 98668

Regular Meeting (Convened in person and via video conference)
The meeting agenda materials referenced in these minutes can be found [online](#).

Item 1: Call to Order and Roll Call

The November 13, 2024, meeting of the Parking Advisory Committee Meeting was called to order at 8 am by President Ryan Morin.

Board Members Present: Ryan Morin, Jason Cromer, Jocelyn Cross, Travis Schemp, Garrett Ginter, Kurt Stonex

Board Members Absent: None

Staff Present: Chris Harder, Gabriel Montez, Anne Stedler, Lori Severino, Maggie Derk, Tina Picchioni, Kimberly Kerlee

Guests: None

Public Comment:

No public comment

Approval of Minutes

Cromer motioned, seconded by Schemp, to approve the Oct. 9th, 2024, minutes. Motion unanimously passed.

Interstate Bridge Replacement Memorandum

Montez presented the Memorandum. Stated that the Parking Advisory Committee is one of the few groups with opportunity to comment via official memo as have meeting during official comment period.

The committee covered the five points of memorandum assuring that it reflects the views of the committee.

Ginter wanting to leverage existing park n rides that already exist, that we are not building more parking but providing access to what is already built.

Members

Ryan Morin
President

Jason Cromer
Vice-Chair

Garrett Ginter
Kurt Stonex
Jocelyn Cross
Travis Schemp
Kurt Stonex

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Morin stated that it is not the validity of park n rides, when it comes to downtown Vancouver, a park n ride would not be successful. In our opinion we feel that park n rides would not be successful in an urban area such as downtown Vancouver.

Montez will edit the memorandum and send it out to the committee for a vote via email.

Agreement that no other changes need to be made on the memorandum.

Parking Plan Update

Montez presented a summary of the Downtown Access, Mobility and Parking Plan reviewing the plan context, scope of work and work to date, high-level of existing conditions, and pillars and actions. Draft plan is currently open for comment. Montez listed the plan objectives. Will look at the three pillars guide 5-year implementation plan 2025 - 2030. The three pillars are: 1) Adopt pricing practices to improve on-street parking supply utilization, 2) Expand public parking supply through shared parking arrangements, 3) Enhance car-free options for getting to and around downtown. Montez provided details for each pillar and calendar for pillars and actions. Encouraged the committee to provide their reactions to the pillars. Does the plan support City vision and goals for downtown?

Schemp and Cross asked why we decided to enforce on Sundays given the lower demand.

Montez stated that simplicity/regularity is a big part of it. There's a lot of demand on the waterfront and Main Street, and demand related to the farmer's market. Thought it would be best to incorporate seven days a week versus shortened Sunday enforcement hours or reducing it all together on Sundays. There will be some revenue increases, but also think it will help us invest in other initiatives. It's not about revenue at all but more about the ability to manage high demand areas and curb space. We don't want folks parking overnight and leaving their cars on Sundays. We want to free those spaces up for the businesses as well as unlock the off-street parking supply.

Schemp asked if there is an argument for why we wouldn't just enforce on Sundays at the Waterfront.

Montez stated consistency is good although it is a valid point. We could incorporate it at a later date, reevaluate as we get more data and bring on more technology where we can support our claims further. The thought was if we're going to do it, no need to do it in two or three years from now. We might as well create that behavior change now.

Cromer stated think looking ahead, this is a good plan ahead of time as well as as more people come. It may not seem like it's generating a lot of revenue, but as density increases, this does seem like a valid step forward with the turnover, especially as the City grows.

Stonex said that it makes sense to just do the high demand area but understand why may be easier to not have to have two different systems.

Montez stated that we want to evaluate every year, as we get more technology we will get more data to inform our decision making.

The committee felt that the high demand/low demand concept, extension of buffer zones, and tier pricing all makes sense.

Cromer asked if we have looked at things like the land value tax or some utility tax on land ownership that's primarily parking.

Montez stated that that is more a Community Development wheelhouse, but we can talk to our internal partners and see if land use tax with regards to parking has been discussed.

Cromer inquired about private lots and management of the funds.

Montez stated that we've had a few conversations with public private owners, but it all depends on their needs and end goals regarding their parking lots. It will be fluid.

Schemp asked if the consultant has evidence of that working in other places.

Montez stated that that's a part of the plan that will come out soon, which is our peer cities. Sacramento and a few other cities have had success. We unfortunately haven't been able to connect with them yet.

Stonex thought that development developers coming in would be willing to share with the City as it is a huge cost to build parking.

Cromer asked if we are aware of any street parking spots within 20' of a crosswalk.

Montez stated that this will be evaluated as we make improvements.

Cromer provided a comment regarding bike share and parking spots. Ten to fifteen bikes can fit into one parking space.

Montez said that we do not have sufficient bike parking and hope to invest in and study and potentially add more corals and parking off-street. It is good infrastructure in our downtown core.

Cromer stated that everyone that he has spoken to and in meetings support a circulator and would be fantastic.

Montez agreed and said we will work on that.

Stonex said that this will be his last meeting and that it has been a pleasure working with the members and staff.

Adjournment

9:06 am

Ryan Morin, Board President

Meetings of the Parking Advisory Committee are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.

WORKING DRAFT

DOWNTOWN ACCESS, MOBILITY AND PARKING PLAN

Vancouver has experienced rapid growth over the past two decades, transforming its downtown in the process. The growth in people living and working downtown and visitors shopping at local businesses and enjoying events and festivals has exposed deficiencies in how the City of Vancouver manages its existing parking assets and the options available to individuals seeking to experience downtown outside of a car.

The Downtown Access, Mobility, and Parking Plan (the “Plan”) is a critical next step for the City of Vancouver to respond to these transformative changes and support mobility and access for the range of stakeholders who live, work, shop and recreate downtown. This Plan is an attempt to leverage not just the public facilities and properties owned by the City, but also the many underutilized private assets to create a modern, connected system for traveling to and within downtown that enhances ease of access and meets the ambitious climate and equity goals adopted by Vancouver City Council.

This plan is based on findings from the [Existing Condition Report](#) and organized into three pillars which represent the strategic mobility and access priorities for the City:

- Pillar 1: Adopt New Pricing Practices
- Pillar 2: Expand Public Parking Supply Through Shared Parking
- Pillar 3: Enhance Downtown Mobility Options

Within each pillar are actions designed to achieve the overarching objective of the pillar. The full list of actions in the Plan reflects an ambitious vision for serving the mobility and access needs of downtown stakeholders and will therefore be implemented over the next 5-10 years depending on the scale of action and available resources.

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Pillar 1: Adopt New Pricing Practices

Purpose

Adopt new demand-driven pricing strategies to create a user-friendly “park once” environment that benefits people who drive downtown, encourages people to walk between destinations without moving their car, and maximizes utilization of the on-street parking supply.

Benefits to People (metrics)

Increase

- Parking turnover, which creates more opportunities for people to access spaces near their destination.
- Use of the low-occupancy on-street parking supply in the downtown.
- Visits downtown by people who might traditionally face barriers, including those with disabilities and low-incomes, historically marginalized communities, families with children and seniors.
- Visibility and accessibility of information guiding people to parking places and destinations, including signs and internet tools.
- Simplicity of parking rates, time limits, and communication about parking that make parking choices easier for people.
- Options for people to “Park Once” and walk or use car-free transportation.
- Access for low wage employees and low-income households to affordable parking and mobility options.
- Infrastructure to better meet the mobility needs of residents, employees and visitors with disabilities.

Reduce

- Driving time needed to find a parking space.
- Parking congestion caused by cars circulating to find parking.

Actions

1. Enforce Paid Public Parking Seven Days a Week.

- On weekends, on-street parking turnover is infrequent in high demand areas of downtown, including the Waterfront creating access challenges for customers and visitors in one of the city’s busiest shopping and restaurant districts.

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- By extending paid parking and enforcement to include Saturday and Sunday, the City will encourage increased turnover and create more opportunities for customers to find parking at their desired destination.
- The City will require and enforce paid parking from 8 a.m. to 6 p.m. seven days a week. Rollout and communication with community members and stakeholders will include advance notice to ensure effective implementation.
- Hours and rates will be monitored and evaluated over time to keep pace with the market, changing customer behaviors, and demand from people visiting, working, and living downtown.

2. Simplify On-Street Parking Regulation

- The imbalance of on-street parking occupancy, with predictable “hot” and “cold” spots, suggests that the City should consider various strategies to redistribute parking throughout downtown. The range of different parking rates, durations and other restrictions creates challenges for visitors to find the parking that works best for their needs and budget.
- Streamlining the rate and duration options of regulated on-street parking spaces will simplify the rules for customers and achieve a better distribution of parking use.
- The City will prioritize short-term parking in high-activity, high-demand parking areas (**High Demand Areas or HDAs**) that are concentrated around large offices, retail and restaurant clusters, and Esther Short and Waterfront Parks. In HDAs, parking rates will be based on market and demand to achieve maximum turnover, and permit parking will be eliminated to focus on short term hourly parking.
- The City will provide longer parking durations in areas with historically low utilization (**Low Demand Areas or LDAs**). In LDAs, parking rates will be based on market and demand, which will be lower than in HDAs, and permit parking will be reduced or eliminated over time to encourage alternate transportation options. To allow for affordable long-term parking, a maximum daily rate may be implemented.
- The boundaries of HDAs and LDA and rates for each area will likely change over time based on the level of parking activity within each area.
- Advance notice of changes in parking rates and boundaries will be provided to the broader community and downtown stakeholders to ensure effective implementation.

3. Evaluate Tier-Based Progressive Pricing

- Tier-based pricing, where hourly rates escalate for longer duration parking, has the potential to give customers more flexibility and control over how long to park a car. To better understand the impacts of this tool and encourage further change in parking decisions, the City will evaluate the use of tier-based pricing as an option for High Demand Areas (HDAs) downtown.
- Progressive pricing encourages active turnover of parking spaces and provides more flexibility for customers who may have needs for parking within HDAs longer than two hours.
- Progressive pricing will only be implemented after in depth evaluation of the efficacy of the pricing changes for HDAs and LDAs described above to address any ongoing utilization dynamics.

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4. Establish Dedicated Parking and Rates for Qualified Low-Wage Hourly Employees

- The lack of dedicated parking for downtown employees, and hourly-wage workers in particular, has been identified as an ongoing challenge with the current parking framework.
- To support the growth of downtown businesses who rely on hourly employees, the City will increase the parking options for low-wage employees by offering affordable hourly rates within LDAs.
- Under this proposal, qualified low wage employees who enroll in this program will be eligible to pay a discounted hourly rate at any on-street space in an LDA.
- The City will partner with downtown employers to increase awareness of this affordable parking option and provide additional information on alternative commute incentives that can be offered to existing employees and job seekers.
- By offering reduced parking rates in combination with incentives to encourage use of transit, bicycle, or other mode alternatives, this action can reduce overall commute costs for low-wage employees.

5. Improve Parking Options for Persons with Disabilities

- Downtown is still underserved in terms of the number of designated parking spaces for persons with disabilities and many of the existing designated parking spots do not meet the size and accessibility requirements for ADA spaces.
- The City will evaluate all existing designated spaces to ensure that they meet ADA size and accessibility requirements and establish a plan to address any deficiencies in the existing spaces.
- In addition to enhancing existing ADA spaces, the City will look for opportunities to add new ADA spaces at the curb and in public lots without a significant reduction in non-ADA designated spaces. New ADA spaces will be added where navigating to and from the vehicle is the most convenient and, where possible, at mid-block.
- As part of the City's work to upgrade payment technology for parking customers, payment options for persons with disabilities will be enhanced. These enhancements include "pay by phone" and "pay by (license) plate" options so people can pay and extend their visit without coming to the pay station and avoid returning to their car to put a pay receipt on the dashboard.
- The City will also replace all non-ADA compliant parking pay stations so all equipment is accessible.
- In addition to addressing the supply and accessibility of ADA spaces, the City will broaden communication about the availability of ADA parking and increase public awareness about ADA uses of public parking, including the rights of people with ADA placards to park in any legal parking space and load and unload in any loading zone designed for passenger loading such as at hotels and convention centers.
- All communication about accessible parking will be made in multiple languages and in collaboration with community partners to address the barriers that have historically restricted access to downtown for some communities.

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6. Establish Buffer Zones Between Residential and Commercial Areas

- Rapid development and the expansion of commercial activity within downtown Vancouver has resulted in increased demands on on-street parking in adjacent residential neighborhoods. While the City has historically protected these neighborhoods from encroachment by commercial patrons, the need for additional street parking requires a blended approach to parking in these “buffer” zones.
- The City plans to expand existing parking buffer zones, including the current Parking Buffer Zone 3A permit, and add new buffer zones where commercial and residential areas meet, such as areas around Uptown Village, to maintain access for people in residential neighborhoods that may be impacted by spillover from parking in adjacent commercial areas.
- Within these buffer zones, the City would allow short term hourly parking in addition to permit parking by neighborhood residents.
- The City will monitor the size and management of buffer zones to best meet the needs of areas downtown where development is occurring or planned.

7. Evaluate Existing On-Street Permits

- While the City’s permit programs serve a need within downtown for regular parkers, including employees and carpoolers, the “all you can park for a fixed price” nature of these permits discourages use of alternative commute options. This parking need could be better served by hourly parking programs and use of underutilized private parking.
- Prior to implementing a reduction in on-street permits, the City will study and develop alternatives to unlimited general access permits.
- The City will also work with downtown employers to adopt and offer Commute Trip Reduction (CTR) programs to encourage employees to use transit, and other mobility and commute options.
- Employers will be encouraged to use private parking, whether on-site or owned by a third party, for employee carpools. This parking option could be used as a benefit for employees and enhance the utilization of existing private parking.

8. Enhance Technology Options for Parking Customers and Operators

- Currently, two-thirds of parking payments occur through the City’s smartphone payment app, Parking Kitty, with the remaining one-third through pay stations and legacy coin meters. User sentiment data suggests that the outdated coin meters cause confusion for users and result in inefficient collections and data tracking.
- The City will continue to invest in technology, including digital payment options, user-friendly pay stations, license plate recognition, and other parking technologies to allow people to:
 - pay by cell phone;
 - extend parking sessions remotely; and
 - avoid displaying a pay receipt on the dashboard.

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- New mobile app technologies could include ways to improve wayfinding and awareness of parking options.
- Technology enhancements will improve the ease of the customer experience, accuracy of parking data, document curb occupancy levels in real time, and increase efficiency of enforcement staff.
- The technology upgrades will occur over a 5-year period and be implemented after extensive public communications and to minimize disruption.

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Pillar 2: Expand Public Parking Supply Through Shared Parking

Purpose

Expand parking supply available to the public through agreements with private parking owners to unlock underused parking for commuters, patrons and special events.

Benefits to People (metrics)

Increase

- Off-street parking options for downtown stakeholders.
- Occupancy at off-street parking locations to relieve parking demand in HDAs.
- Revenue opportunities for private lot owners where with parking oversupply.
- Information available to downtown visitors seeking parking and mobility options.
- Land available for new housing and office development.

Reduce

- Time required for people to find parking.
- Congestion from excess driving to find available parking spaces.
- Need for new off-street public or private parking facilities.
- Cost of new development related to parking.

Actions

1. Pursue Agreements with Property Owners for Public Use of Private Parking

- Downtown Vancouver has 10,000 private parking spaces, most of which are underutilized due to single use agreements and other restrictions on public use. This supply of private parking offers an immediate opportunity to expand public parking without the addition of new public parking structures and lots.
- While many private parking owners have legitimate reasons for maintaining single use parking facilities, the lack of easy to implement solutions for managing public parking is likely preventing some parking owners from integrating other users into their facilities.
- The first step to unlocking private parking supply for public use is to engage with property owners downtown or in the immediate vicinity where satellite parking for commuters or attendees of events could be an option.
- The City will initially offer property owners third-party assessments to illustrate the opportunity to increase parking occupancy and maximize utilization through public use. This utilization analysis will identify the options and barriers to public parking on their facility.

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- The City will also introduce a suite of parking management services and payment options to offer immediate solutions for parking owners to allow public use. Private owners may also be able to manage public use without the City's involvement including the use of third-party operators who provide parking management and payment services to other private parking owners.
- For private parking owners interested in partnering with City for public use, the parties will negotiate agreements that define the working relationship between the City and the private owners.
- The City will also support private parking facilities open to the public use through inclusion of these facilities in any physical or digital wayfinding.

2. Expand Parking Options for Public Events

- Visitors to downtown often experience challenges finding parking near public events, including the Vancouver Farmers Market and other events in Esther Short Park, the Historic Reserve, or the Waterfront. The lack of a coordinated plan that offers multiple off-street parking options and adequate information about those options for visitors is largely the cause of these challenges.
- The City will work with event organizers to evaluate challenges and pain points experienced by people attending events, and identify event-specific solutions and strategies to improve parking practices, reduce congestion to find parking, and encourage both off-site parking and car-free access to events.
- In addition to providing information about existing on-street and off-street public parking options, the City will identify private parking facilities that are willing to provide public parking on event days and facilitate partnerships between event organizers and private parking owners.
- Event organizers will also be asked to include additional signage and messaging about available parking, including multi-language signage to ensure optimal accessibility.

3. Develop a Dispersed Parking Plan for New Light Rail to Downtown

- Current plans for the Interstate Bridge Replacement (IBR) project include two light rail stations in downtown Vancouver that may require up to two new structured parking garages with potentially 1,200 new parking spaces. Given the existing inventory of 14,000 parking spaces in downtown and low utilization of that inventory, a dispersed parking plan using existing parking supply to serve light rail users is a better option for serving downtown without utilizing valuable downtown real estate for new parking supply.
- Structured parking facilities exist within walking distance of both proposed light rail stations that could serve as the foundation of a dispersed parking plan. In addition, the broader constellation of private parking facilities and lots could also be options for parkers seeking different pricing and duration options.
- As part of the work to bring more private parking into the public supply, the City will identify strategic private parking facilities in proximity to proposed light rail stations and, in collaboration with Interstate Bridge Replacement (IBR) partners, negotiate agreements to allow hourly and permit parking for public users.

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- New downtown wayfinding signage will prioritize providing information about the shared parking locations for light rail to ensure that transit users utilize the parking locations best suited to their needs and budgets.
- Because the proposed light rail stations will serve as mobility hubs (see Pillar 3 below) that provide connections to various transit and mobility options, the City will highlight information about these options to reduce demand for park and ride locations over time.

4. Eliminate Parking Minimums and Facilitate Shared Parking Between Developers and Owners of Private Parking

- Required minimum parking ratios for new development encourage the construction of new parking even when existing parking may be available to serve that need. Parking minimums add unnecessary new parking supply downtown, reduce the amount of land available for new housing and office space, and increase the cost of development.
- This plan recommends eliminating minimum parking requirements for residential and commercial uses as part of the new Comprehensive Plan to be adopted by the City in 2025 to allow developers the flexibility to provide parking based on analysis of the market demand and costs of development.
- To assist developers who may want to minimize the amount of new parking in a project, the City will provide information to developers about nearby underutilized private parking and, if necessary, facilitate agreements with owners of existing private parking to serve new development.
- City involvement in negotiating shared parking agreements may assist developers in negotiating with lender and investors who may not be experienced underwriting development deals with off-site parking.
- To the extent that some form of parking minimums is maintained in the new Comprehensive Plan, the code should reduce the requirements for shared and offsite parking arrangements to meet the minimum ratios.

5. Improve Wayfinding and Navigation Systems

- Existing wayfinding downtown is limited and outdated. The lack of a modern wayfinding system is contributing to congestion and a perception of a lack of parking and mobility options.
- The City will develop and install a new wayfinding system that provides real time information on the availability of parking and the location of all mobility options, in addition to directions to downtown destinations and attractions.
- To ensure a new wayfinding system incorporates all current and future mobility options, the first phase of implementation will evaluate and recommend the scope and implementation timing of a new system. The evaluation phase will include a review of best-practice wayfinding signage and digital tools that handle both typical parking demand and peak demand such as special events. The build out of the new system will occur only after a proposed system is studied and fully designed.

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- The phased implementation of new wayfinding will allow for alignment of the system around projected downtown growth and development, activation of private parking assets for public use, and the rollout of new transit and mobility options.

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Pillar 3: Enhance Downtown Mobility Options

Purpose

Actively support and invest in existing and new options for people to adopt car-free behaviors to get to and around downtown and reduce barriers for people transitioning to car-free mobility.

Benefits for People (metrics)

Increase

- Options for reliable car-free movement to and around downtown.
- Amenities and services available for pedestrians, cycling, and other alternative transportation modes.
- Increase connectivity between transportation options.
- Use of curb space for enhancing access and mobility downtown.

Reduce

- Demand for car trips between downtown destinations.
- Obstacles to safe biking and walking downtown.
- Gaps in City-designated bike and pedestrian paths.

Actions

1. Invest in Alternative Transportation Initiatives

- The lack of reliable alternative transportation and mobility options undermines efforts to encourage people to reduce car use to and within downtown.
- The ongoing expansion of C-TRAN Vine service is critical to increasing transit ridership, particularly for people who are traveling to downtown. However, the lack of mobility options for moving within downtown limits the impact of public transit in reducing car use.
- The City will develop an investment strategy for deploying parking funds to establish or grow services that enhance the capacity of existing downtown parking supply by reducing the demand for parking.
- The City has identified the first investment opportunity under this approach: a circulator (shuttle) for short trips between key destinations and employers downtown to allow visitors, residents, and employees to move within the district without reliance a car. This service would allow people to use public transit to travel to downtown or park on the edge of downtown and have a reliable mobility option during their visit.
- By developing an alternative transportation investment strategy, the City will identify and evaluate a range of initiatives, in addition to the circulator, with the potential to support reliable

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car-free mobility downtown for residents, visitors and employees. As described below, the strategy will focus on initiatives that have the potential to improve conditions for bicycles, pedestrians and alternatives for commuters and delivery vehicles.

Bicycles

- The City can help address logistics and security issues cyclists face when doing daily errands by investing in a coordinated network of bike racks, lockers, and corrals.
- The training, repair, supplies, and services of organizations such as Bike Clark County could be augmented to expand their reach, especially to new users.
- The strategy should revisit the feasibility of a bike share or rental program serving downtown and adjacent neighborhoods.
- These actions should complement existing requirements in City development regulations for bike facilities in new developments.

Pedestrians

- The infrastructure for pedestrians can be enhanced through improved signage that provides walking time and distance, information on downtown business offerings, and seating in more locations, including some covered benches for inclement weather.

Commuters and Delivery Services

- The strategy will consider ways to enhance support for commute trip reduction (CTR) programs offered by downtown employers to encourage people to use transit and other non-car modes.
- The City will initiate conversations with private companies offering freight delivery by bicycle to explore the applicability of this model for downtown Vancouver. These companies use satellite warehouses for large freight deliveries which are broken up for smaller “last mile” deliveries by e-bikes to reduce truck traffic and loading zone activity downtown.
- A critical consideration in identifying initiatives suitable for City investment will be the presence of partners capable of launching and managing such initiatives, building effective alliances and support among downtown business and community stakeholders, and developing sustainable funding models.

2. Use Downtown Curb Space to Promote Mobility

- The on-street curb space downtown is a valuable public asset that should be utilized to intentionally promote the goals of this Plan. The City will establish a framework for how to prioritize competing uses of the curb and begin a transition of some dedicated on-street parking to support the use of alternate mobility options.
- The framework will be developed in consultation with downtown and community stakeholders, as well as City transportation and planning officials. Repurposing of existing on-street parking will be targeted to underutilized blocks and high foot traffic areas.

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- The framework will aim to meet desired access and mobility goals by incorporating and prioritizing a range of new curb uses such as:
 - Access points for alternative mobility options (e.g., bike corrals, circulator stops, bike rental hubs);
 - Temporary restaurant seating areas that attract new visitors and enhance the pedestrian environment;
 - Benches where people (pedestrians, bicyclists and transit riders) can rest, repack purchases items or gear, and visit as they move around downtown; and
 - Mobility lanes that increase safety for people on bikes, scooters, skateboards, and skates.
- One priority of the framework will be to identify existing gaps in downtown bike routes (as designated in the City's Transportation System Plan) that could be addressed by repurposing parking spaces. The repurposing of existing parking would occur after evaluation of existing utilization of the parking spaces and the availability of alternative parking nearby.

3. Develop a Mobility Hub Network Plan

- Movement between alternative transportation options is hindered by a lack of coordination to facilitate transfers between different modes. Co-location of mobility options would increase use of non-car options to get to and around downtown.
- In collaboration with transportation and mobility partners, including C-TRAN, the City will develop a plan to establish a network of mobility hubs to enhance transit and alternative transportation connections throughout downtown.
- Mobility hubs can be as simple co-location of two or more mode options or comprehensive transit-oriented development hubs.
- Existing public transit hubs (e.g., Turtle Place) will serve as the foundation for a mobility hub network. The City will seek to enhance existing hubs through improvements to bike parking and potential co-location of new mobility options such as stops for the proposed circulator, bike rental stations, and pedestrian amenities.
- New mobility hubs will be identified in the plan based on existing downtown traffic and pedestrian patterns and the location of potential satellite parking locations that may serve as transition points to other transportation modes.