

TRANSPORTATION 2040

Plan as adopted by Vancouver City Council on October 31, 2012

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A. SETTING THE STAGE

OVERVIEW

A transportation vision for the City of Vancouver:

By 2040, we envision a city with a smart and efficient transportation system that supports a thriving economy while increasing affordability; healthy citizens who are mobile in a safe, accessible, and vibrant city; and a city that enhances its natural environment to ensure a healthy future for its citizens and the planet.

Transportation 2040 is a long-term strategic vision for the city that will help guide transportation and land use decisions and public investments for the years ahead. It provides a blueprint for us to move forward, build upon our past successes, and rise to meet new and emerging challenges.

The plan sets long-term targets and includes both high-level policies and specific actions to achieve this vision. Many of the goals, targets, and policies are shared by the Greenest City 2020 Action Plan, which is a wide-ranging strategy to make Vancouver the greenest city in the world based on 10 goal areas, of which green transportation is one. The process to develop the Greenest City 2020 Action Plan set the stage for consultation on, and development of, Transportation 2040. The plan supports not only Greenest City, but other City, regional, and provincial policies as well.

Section A: Setting the Stage provides some background and context to the plan, describing plan development, partnerships, relevant policy, and the transportation challenges we face as we plan for the future. This sets the stage for *Section B: Directions*, the core of this plan, which provides policy direction and actions. *Section C: Delivering the Plan* describes some current areas of focus for transportation planning in the city that embody the directions provided by this plan and put concepts into action.

CONSULTATION AND PLAN DEVELOPMENT

The directions contained in this plan are based upon best practices from around the world as well as local expertise and public input. Key inputs include:

- Broad **public consultation** in 2011 focused on ideas generation, with over 8,000 people participating at events including town hall meetings, artist-facilitated co-design workshops, surveys, and online discussion boards
- Detailed **public review** of draft directions in 2012, with over 10,000 people participating at public events, open houses, and festivals, as well as through social media and 944 responses to an online questionnaire
- Ongoing **engagement** with over 50 stakeholder groups, including representatives from other government agencies, emergency services, health care and social service providers, industry leaders, non-profit organizations, and local business groups
- A **peer review** by leading transportation experts from around the world
- Approved high-level direction and detailed ideas generated through the **Greenest City** planning process, which were the result of extensive public engagement in 2010

CITY'S ROLE

The City has a number of ways in which we can influence travel behaviour and effect change in transportation. Transportation is complex, as issues often extend beyond municipal or even regional boundaries, and many players are involved through overlapping jurisdictions. Some things are largely within the City's control, like our public rights-of-way, street infrastructure, land use, and much of the built environment. Other things fall under regional, provincial, or federal jurisdiction—like transit, ports, and regional infrastructure planning. In this latter case, the City is a partner, stakeholder, and advocate for local transportation issues.

The City's role in transportation includes:

- Building and maintaining City-owned public rights-of-way and infrastructure, including **streets, sidewalks, and public spaces**
- Guiding development on private property through **land use and urban design** policies and guidelines
- Managing how our streets are used through **rules, regulations, and pricing**
- **Advocating and partnering** with outside agencies on things beyond our jurisdiction
- **Educating and empowering** citizens to make sustainable transportation choices
- Providing **leadership**, both locally and around the world

PARTNERSHIPS

A successful plan is only possible by working with others. Partnerships are critical to achieving success, particularly in a region with 21 other municipalities, regional transportation and planning agencies, and many overlapping jurisdictions and interests.

Major partners include:

- TransLink, the regional transportation agency
- The Province of British Columbia
- Metro Vancouver and neighbouring municipalities
- Vancouver Coastal Health and other health care agencies and providers
- Schools and academic institutions
- Port Metro Vancouver, a federal authority
- Vancouver International Airport, a federal authority
- Rail companies
- ICBC, the provincial auto insurance provider
- Trucking, taxi, and commercial transit providers
- Transportation non-profit organizations
- Local business and community associations
- Enforcement and emergency service providers

Many organizations, such as TransLink and the provincial government, have set their own transportation targets and developed strategies to address them. Coordination is important, and the City is working to ensure consistency with the 2045 regional transportation strategy TransLink is currently developing, as well as with past plans and strategies such as the Provincial Transit Plan.

The City has also been coordinating with other municipalities within the region, both directly and through TransLink's Major Roads and Transportation Advisory Committee. Its regular meetings explore regional transportation issues within and between Metro Vancouver's municipalities.

PLANNING CONTEXT

The City and its partners have been working together on transportation issues through a number of related plans.

Regional and Provincial Governments

TransLink sets regional priorities for transportation and Metro Vancouver for land use planning. In 2008, the provincial government outlined its support for regional transit investment, including the UBC Line.

- Metro Vancouver: Regional Growth Strategy (2011)
- TransLink: Transport 2040 (2008) and Transport 2045 (in development)
- British Columbia: Provincial Transit Plan (2008) and Climate Action Plan (2008)

Neighbouring Municipalities

Vancouver's neighbours have transportation plans that speak to increasing travel by foot, bicycle, and transit, though they vary in focus, approach, and scale. Vancouver's transportation network connects to the north and south via five road bridges (managed by various agencies) and dedicated rail and ferry links. Numerous streets connect to the east and west.

- District of North Vancouver: Transportation Plan (2012)
- District of West Vancouver: Strategic Transportation Plan (2010)
- City of North Vancouver: Long-Term Transportation Plan (2008)
- University Endowment Lands: Official Community Plan (2005)
- Burnaby: Transportation Plan (2004)
- Richmond: Official Community Plan – Transportation (1999, update in 2012)

Institutional Partners

Both Port Metro Vancouver and the Vancouver International Airport are planning to increase their freight and passenger capacity. The University of British Columbia's Point Grey Campus relies on direct and reliable transit connections.

- Port Metro Vancouver: Port 2050 (2010)
- Vancouver International Airport: Your Airport 2027 (2007)
- University of British Columbia: Strategic Transportation Plan (2005, renewal ongoing)

Previous City of Vancouver Transportation Plans

Transportation 2040 succeeds Vancouver's 1997 Transportation Plan, which recognized that the city's future did not lay in road expansion. Other transportation related plans supplement this work.

- Downtown Transportation Plan (2002)
- Bicycle Plan (1999)
- Transportation Plan (1997)
- Greenways Plan (1995)

Other City Plans and Initiatives

Transportation 2040 builds upon the Greenest City process and supports goals from other strategic planning documents.

Completed

- Mayor's Task Force on Housing Affordability (2012)
- Greenest City Action Plan (2011)
- Housing and Homelessness Strategy (2011)
- Vancouver Economic Action Strategy (2011)
- Cambie Corridor Plan (2011)
- Central Waterfront Hub Framework (2009)
- Metro Core Jobs and Economy Land Use Plan (2007)
- CityPlan (1993) and community plans (various years)

In Progress

- Broadway Corridor Land Use Vision
- Community Plans
- Healthy City Strategy
- Tourism Vancouver Master Plan

RISING TO THE CHALLENGES

Our world is constantly changing. Vancouver faces a number of challenges—some old, some new, some global in nature, and others unique to our region. With commitment and creativity we can face our transportation future head-on by supporting our economy, protecting the environment, and improving quality of life for everyone.

A Growing City with Limited Road Space

The city is growing. Over the next 30 years, we're expecting about 130,000 new residents and close to 90,000 new jobs, bringing more trips and more life to the city. The street network is largely built out, leaving few opportunities for building new roads, but by using our existing streets more efficiently we can move more people in the limited space we have.

Demand for Transit

Vancouver has one of the busiest transit systems in North America. Unlike in most cities, transit demand far exceeds capacity, but ongoing funding challenges have limited service improvements. If stable, long-term funding can be found, strategic investments will increase transit capacity, helping us meet existing and future demand, and enabling us to reach City, regional, and provincial transportation targets.

Costs of Sedentary Lifestyles

The financial burden of physical inactivity is substantial, costing the provincial health care system more than \$570 million in 2005. About 45% of British Columbians are overweight or obese, and the rate of obesity in BC children has nearly tripled in the past 25 years. We can help reverse this trend by making active transportation choices like walking and cycling more convenient and comfortable, so that physical activity becomes part of the daily rhythm of life.

High Cost of Housing

Vancouver is an expensive city and the high cost of living is a concern for many residents. Although housing costs are usually viewed as the main problem, transportation is a big part of the solution. By building complete communities where homes, workplaces, and schools are near to each other, and by providing inexpensive transportation choices that reduce travel by private automobile and therefore parking demand, we can help residents save thousands of dollars each year.

Aging Population

In the next 30 years, the number of Vancouver residents aged 60 and over will more than double. An aging population means changes in travel patterns and more people with physical challenges getting around our city. By building streets and public spaces with accessibility in mind, and providing transportation options that work for all people, we can ensure a future that allows everyone to meet their daily needs and participate in public life.

Rising Fuel Prices

Fossil fuel prices have increased significantly in the past decade, and will continue to rise as global oil production peaks. By prioritizing sustainable transportation options, we can reduce oil dependency and help our residents, businesses, and local industry survive and even thrive in a post-carbon world.

Climate Change

Fossil fuels are a source of carbon, released into the atmosphere as a greenhouse gas when burned for energy. Climate change is already having severe impacts around the world, and conditions will worsen unless greenhouse gas emissions are sharply reduced. In the City of Vancouver, vehicles account for over 30% of greenhouse gas emissions. We can make a big difference by prioritizing sustainable transportation choices that use renewable fuels or use fuels more efficiently (transit, ride-sharing, and low-carbon vehicles), or don't use fuel at all (walking, cycling).

Growing Downtown

Vancouver's downtown is home to more people, jobs, and activity than ever, and it plays a critical role as a cultural and economic centre for the city, region, and province. A vibrant, accessible, and walkable downtown is viewed as a key aspect in making Vancouver an appealing destination for visitors and new residents. By offering more public space on our streets, we can strengthen the downtown's role as a gathering place for the city and region. By providing a range of mobility options within our limited road space, we can also increase our ability to move people to, from, and within downtown.

GOALS

Transportation 2040 is about more than just mobility. The plan includes a number of goals that fall under the three pillars of sustainability. Together they address the challenges we face and support an economically, environmentally, and socially sustainable city. The goals support each other across issues; striving for a social goal, for example, will also move forward economic and environmental goals and advance overall sustainability.

These goals are aligned with transportation goals in the City’s Greenest City 2020 Action Plan. Relevant Greenest City goals include:

- Making the majority of trips on foot, bike, and transit
- Eliminating dependence on fossil fuels
- Breathing the cleanest air of any major city in the world



Economy

We envision **a smart and efficient transportation system that supports a thriving economy while increasing affordability.**

Our goals to support this economic vision are to:

- Enable the exchange of goods, services, and ideas throughout the city and region by making better use of our limited road capacity and transportation networks
- Foster a quality of life that retains and attracts businesses and employees while enhancing the city’s global image
- Provide inexpensive transportation options that make it easier for households to go car-lite or car-free, resulting in more money that can be spent on housing or in the local economy
- Support the city’s continued role as an international tourist destination, major port, and Asia-Pacific gateway



People

We envision **healthy citizens in a safe, accessible, and vibrant city.**

Our goals to support this social vision are to:

- Facilitate and encourage active lifestyles while improving air quality
- Support vibrant public spaces that encourage a culture of walking, cycling, and social interaction
- Work to eliminate traffic-related fatalities, and address concerns of personal security
- Enable people of all ages and abilities to get to where they need to go, comfortably and safely



Environment

We envision **a city that enhances its natural environment, ensuring a healthy future for its people and the planet.**

Our goals to support this environmental vision are to:

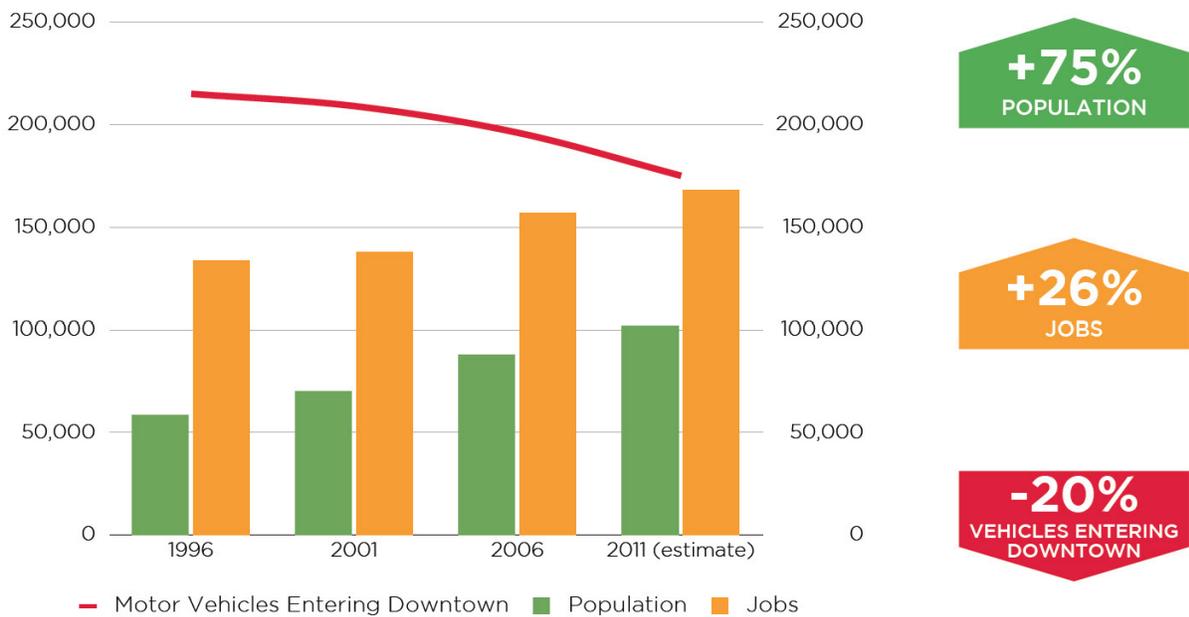
- Keep the air we breathe clean and reduce greenhouse gases and other emissions
- Support compact community development, helping to preserve natural habitat and agricultural land throughout the region
- Improve access to open spaces and fresh local produce
- Be resilient in the face of climate change and increasing fuel prices, helping residents and local businesses survive and even thrive in a post-carbon era

TRENDS

Over the past 15 years, the number of people living, working, and travelling in the city has grown, and there are more trips in the city than ever. Despite this, the total number of cars entering the city and downtown has declined. The overall growth has been accommodated on foot, bicycle, and transit. The charts below show the trend occurring in: (1) Vancouver (citywide); and (2) the downtown core.



Source: City of Vancouver estimates based on screenline counts and census information. Change in population & job numbers have been rounded to the nearest 1%, and screenline counts to the nearest 5%.



Source: City of Vancouver estimates based on screenline counts and census information. Change in population & job numbers have been rounded to the nearest 1%, and screenline counts to the nearest 5%.

TARGETS

Transportation 2040 includes specific and measurable targets that align with the larger goals of the plan. The targets inspire action, ensure accountability, and help us ensure we are on the right track towards meeting our goals.

Mode Share

Mode share refers to the proportion of trips made by each mode (or method) of travel. It is one of the most common ways of measuring travel behaviour and setting long-term targets, and it provides a good understanding of how people get around. The mode share target in this plan is a measure of all person trips to or within the city, for any purpose. The target reflects the increasing number of trips that will occur with population and job growth in the future.

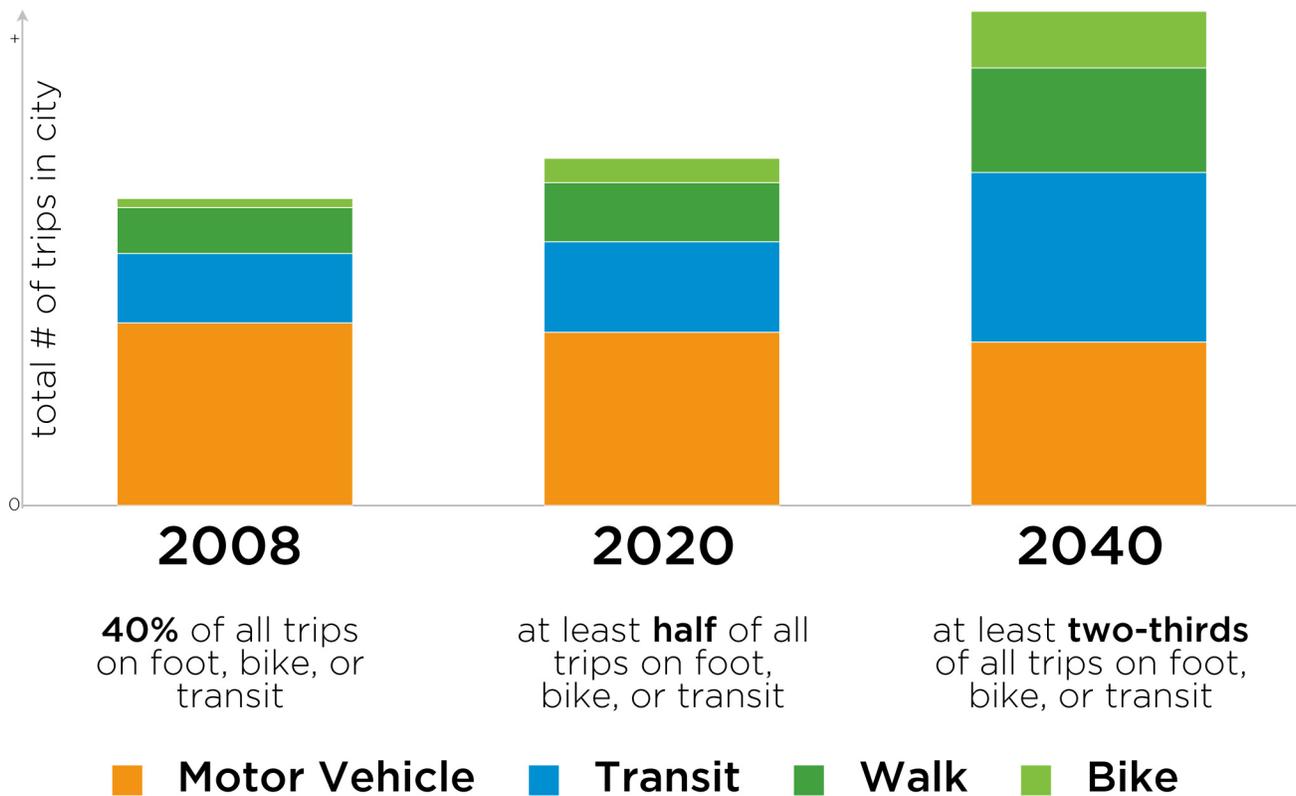
Trip diaries and surveys are typically the primary source of quantitative data for mode share, although trip counts are important to help validate results.

Transportation 2040 builds upon Greenest City targets. The relevant Greenest City target for mode share is:

- Making the majority (over 50%) of trips on foot, bike, and transit by 2020

New 2040 Target

By 2040, at least two-thirds of all trips will be made on foot, bike, or transit. The total number of trips by sustainable modes will grow significantly, while motor vehicle volumes will slightly decline.



The mode share target was developed using TransLink's regional transportation model as well as a robust trend analysis. The regional model considered a range of factors, including forecasted population and employment growth, shifting demographics, changing transportation costs, and planned regional road and transit projects. The trend analysis provided a more refined understanding of recent changes in travel behaviour and active transportation trips. It looked at a number of data sources including pedestrian, cyclist, and motor vehicle volumes at various locations, growing transit passenger volumes as services have been added, and census and TransLink trip diary surveys.

Monitoring mode share also allows us to track our progress in supporting goods and services movement. Through our traffic counts, we know that goods and services movement typically accounts for 1–5% of traffic on any given street, with a maximum of 8% on Knight Street, the city's busiest truck route. The mode share target in the plan supports a slight reduction in general motor vehicle traffic on our streets, which is consistent with past trends and provides more space for services and deliveries.

Distance Driven

A target for the number of kilometres travelled by vehicle (vehicle kilometres travelled, or VKT) is important because it can provide a measure of fuel consumption and emissions. It also accounts for trips 365 days a year. Unfortunately, limited data availability makes VKT a difficult measure to reliably track.

Transportation 2040 builds upon Greenest City targets. The relevant Greenest City target for distance driven is:

- By 2020, the average distance driven per resident is reduced by 20% (from 2007 levels)

The Greenest City distance driven target is based on detailed preliminary work done in 2009 by the regional transportation target working group, which was led by Metro Vancouver and included representatives from TransLink, the City, and other municipalities.

Existing 2020 Target

Transportation 2040 supports the Greenest City target for reducing distance driven.

Tracking Progress

Limited data availability and reliability can make it difficult to set targets and track progress. Improved data collection, monitoring, and modelling are an important part of this plan, and require commitment and support from the City, TransLink, and partner agencies. See the *Tracking Progress* section for specific policies and actions on these topics.

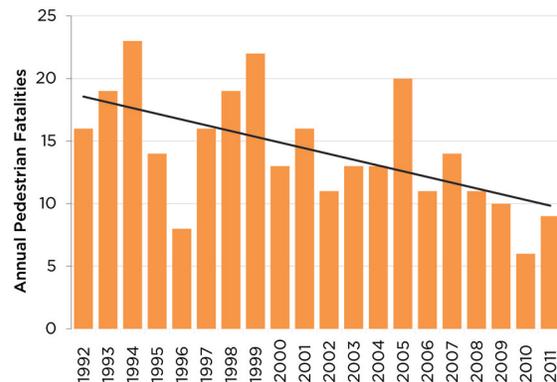
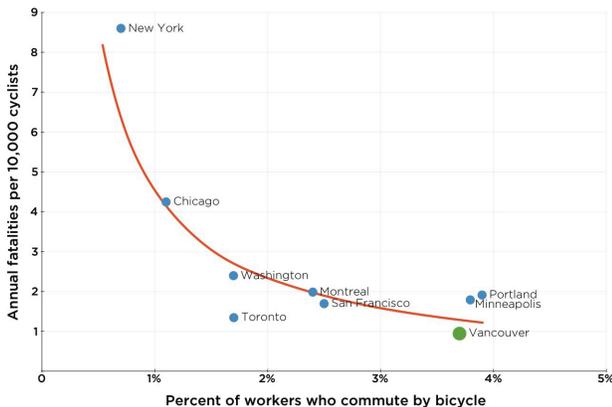
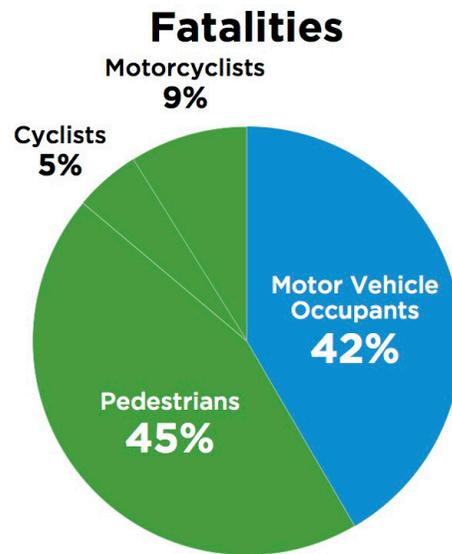
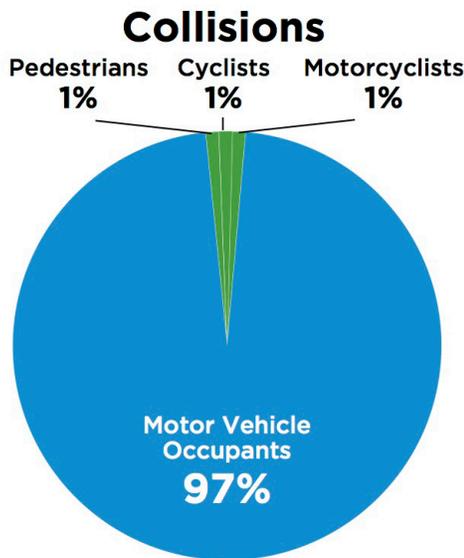
SAFETY GOAL

Our goal is to move toward zero traffic-related fatalities.

Vancouver's ultimate safety goal is to eliminate all fatalities from its transportation system. We recognize the magnitude of this challenge, and that responsibility is dispersed across multiple jurisdictions. However, we also see that great strides are being made around the world to this end and that more and more public and private agencies are recognizing that zero fatalities is the only acceptable goal.

We will work closely with our partners to examine the location and contributing factors of any collisions resulting in death and identify appropriate steps to take in response, whether they be engineering, enforcement, and/or education interventions. A special emphasis will be placed on safety for at-risk groups (for example, children, seniors, and those with mobility challenges).

This plan may very well not achieve this goal on its own, but we believe it is a worthy first step. One fatality is one too many.



Source: Pucher, J. and Buehler R., "Analysis of Bicycling Trends and Policies in Large North American Cities: Lessons for New York", University Transportation Research Center, March 2011.

B. DIRECTIONS

DIRECTIONS OVERVIEW

This plan includes high-level policies and specific actions grouped into the transportation-related categories listed below. Each category includes a short vision statement to help summarize the overall intent. The following pages describe the background story, policies, and actions for each of these categories.

- **Land Use** — Use land use to support shorter trips and sustainable transportation choices.
- **Walking** — Make walking safe, convenient, comfortable, and delightful. Ensure streets and sidewalks support a vibrant public life and encourage a walking culture, healthy lifestyles, and social connectedness.
- **Cycling** — Make cycling safe, convenient, comfortable, and fun for people of all ages and abilities.
- **Transit** — Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.
- **Motor Vehicles** — Manage the road network efficiently to improve safety and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low-carbon vehicles.
- **Goods, Services, and Emergency Response** — Support a thriving economy and Vancouver’s role as a major port and Asia-Pacific gateway while managing related environmental and neighbourhood impacts. Maintain effective emergency response times for police, fire, and ambulance.
- **Education, Encouragement, and Enforcement** — Encourage sustainable transportation choices and educate all road users to promote safe and respectful behaviour. Support legislation and enforcement practices that target dangerous conduct.

Although several categories reflect individual modes of travel, this is for organizational purposes only. In reality we are a multi-modal city. No one person relies on a single way to get around for every trip. Instead we do what is convenient and practical, making different choices depending on where we are going, what the weather is like, and what we have to do that day. A person might cycle to a nearby transit station, take the train towards their office, and walk the rest of the way; or mostly cycle on sunny days, combine walking and transit when it rains, and use car-sharing when there is a need to haul heavy things.

At its core this plan supports a multi-modal city with more transportation choices for people living in, working in, or just visiting Vancouver.

MOVING PEOPLE, GOODS, AND SERVICES

Moving People

The City's transportation decisions will generally reflect a "hierarchy of modes" for moving people, as prioritized below.

1. **Walking**
2. **Cycling**
3. **Transit**
4. **Taxi / Commercial Transit / Shared Vehicles**
5. **Private Automobiles**

The hierarchy is intended to help ensure that the needs and safety of each group of road users are sequentially considered when decisions are made, that each group is given proper consideration, and that the changes will not make existing conditions worse for more vulnerable road users, such as people on foot, bicycle, and motorcycle. Each time a new roadway is designed or an existing one changed, opportunities for improving walking and cycling will be reviewed. Separated cycling facilities are to be included in all new major roadway design and construction.

This is a general approach and does not mean that users at the top of the list will always receive the most beneficial treatment on every street. In highly constrained urban environments, it is not always possible to provide the ideal facilities for all users' needs, and compromises sometimes have to be made, including accommodating some users on parallel streets. This is especially the case for streets with limited rights-of-way that play a special role for a particular mode or use (such as transit or goods movement). Where modes lower in the hierarchy are prioritized, the reasons for this approach will be outlined and improvements to parallel alternative routes considered.

Moving Goods and Delivering Services

The efficient movement of goods and services is critical to city, regional, and national well-being.

Long-Distance Goods Movement

Vancouver plays a vital role as a port city and Canada's premier Asia-Pacific gateway. Container volumes through Vancouver ports are expected to grow significantly in the coming years. To accommodate this anticipated growth while reducing related impacts, the City supports shifting more long-distance, high-volume goods movement to rail, improving truck efficiency, and exploring alternatives such as short-sea shipping.

Local Goods and Services

Smaller scale local movements and deliveries are essential to a thriving economy and high quality of life. Many of the trucks in the city are delivering goods and services that we rely on every day. As the number of people living and working in the city continues to grow, volumes of goods and services moving about will also increase. This plan includes a number of actions to support this increased activity while reducing related environmental and neighbourhood impacts, including continuing to manage an efficient local truck network, encouraging low-impact vehicles—such as cargo tricycles and electric or low-emission trucks—and managing on- and off-street loading spaces to ensure access to homes and businesses.

Emergency Services

Emergency services require special consideration. This plan includes a number of measures to help ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion. At the same time, efforts to minimize response times should not be at the expense of traffic calming and other measures intended to reduce crashes and improve safety.

LAND USE

Use land use to support shorter trips and sustainable transportation choices.

BACKGROUND STORY

It is often said that the best transportation plan is a good land use plan, and for good reason. The built environment influences travel behaviour in a number of ways, often referred to as the “5Ds of the Built Environment”:

- *Destinations* – locating major destinations and centres at rapid transit stations or along corridors makes them easy to serve efficiently by frequent transit
- *Distance* – a well-connected, fine-grained pedestrian network enables shorter, more direct walking connections and is easier to serve cost-effectively with transit
- *Density* – higher levels of residential and employment density support more local amenities within walking and cycling distance, and justify high levels of transit service
- *Diversity* – a diverse mix of land uses and housing types makes it easier to live, work, shop, and play without having to travel far
- *Design* – well-designed buildings and public realm create places that feel interesting and safe to walk or cycle in

Good land use decisions have been and will continue to be a major part of Vancouver’s transportation successes. Over the years, we have strived to build complete communities that bring people closer to their daily destinations and make walking the easiest and most convenient option for many trips. We design buildings that put eyes on the street, fostering feelings of safety, and locate density to support high levels of efficient transit service.

Transportation 2040 is not a detailed land use plan. Consequently, this section does not contain specific actions, but rather high-level directions that are intended to help guide future land use plans and decisions to support sustainable transportation choices.

POLICIES AT A GLANCE

1. Land Use Directions

- 1.1. Prioritize and encourage a dense and diverse mix of services, amenities, jobs, and housing types in areas well-served by frequent, high-capacity transit
- 1.2. Locate major trip generators near rapid transit stations or along transit corridors
- 1.3. Design buildings to contribute to a public realm that feels interesting and safe

L 1. LAND USE DIRECTIONS

L 1.1. Prioritize and encourage a dense and diverse mix of services, amenities, jobs, and housing types in areas well-served by frequent, high-capacity transit

Areas that can be well-served by transit have greater capacity for people and jobs, so it makes sense to consider higher density developments in these areas. At the same time, not all station areas are the same, so it is important to recognize local context, including neighbourhood character and the need to preserve industrial land.

A diverse land use mix is also important, since it brings people closer to their daily destinations, reducing the distances people travel and supporting sustainable and affordable choices like walking and cycling. A diversity of housing choices and tenures, including affordable, accessible, and family housing, is especially important near high-capacity transit so that households can be less car-dependent. Residents who forgo car ownership can apply the resulting savings—which can amount to \$10,000 or more per year—to housing or other expenses. The savings increase further when residents are given a choice not to purchase parking they do not need. In effect, more money is available to spend on housing that costs less.

L 1.2. Locate major trip generators near rapid transit stations or along transit corridors

An efficient transit corridor connects multiple high-demand locations along a reasonably direct line. For the customer, transit becomes more competitive since it is often the fastest, most direct route between any two points on the line. For the transit provider, more destinations and riders can be captured in fewer kilometres travelled leading to more cost-effective service provision.

Locating major destinations at rapid transit stations or along frequent transit corridors makes them easy to serve efficiently with high quality transit. As a result, fewer trips need to be made by automobile.

L 1.3. Design buildings to contribute to a public realm that feels interesting and safe

Well-designed buildings help to increase the safety and attractiveness of the street environment, and can strongly influence whether someone chooses to walk, cycle, take transit or drive. Appropriately-scaled buildings maintain visual interest for people on foot or bike who are traveling at relatively slow speeds. Active frontages with many windows and doors create “eyes on the street”, increasing feelings of personal security. The City will continue to implement design guidelines for new buildings that support an interesting, pedestrian-scaled streetscape, and pursue measures to consolidate driveways and locate motor vehicle access points in lanes and away from bicycle routes and pedestrian paths wherever possible.

WALKING

Make walking safe, convenient, comfortable, and delightful. Ensure streets and sidewalks support a vibrant public life and encourage a walking culture, healthy lifestyles, and social connectedness.

BACKGROUND STORY

Pedestrians will continue to be the City's top transportation priority. We recognize that almost everyone is a pedestrian for at least part of each journey—whether they walk, cycle, take transit, or drive. Walking, which includes movement with wheelchairs and other mobility aids, is the cheapest and most space-efficient way to travel, increases opportunities for community interaction, and is healthy for both people and the environment. It's also good for business—our most successful commercial streets tend to be the ones with the highest pedestrian volumes.

Vancouver is a leader in North America when it comes to walking. A big part of our success is that our city was laid out on a network of closely spaced streets, so walking routes are almost always direct. Good land use planning has also been critical, bringing people closer to their daily destinations and making walking the easiest and most convenient option for many trips. Increasingly, we have strived to build an environment that is accessible and interesting for walking.

However, there is plenty of room for improvement. In some parts of the city, sidewalks are too narrow, bumpy, or missing curb ramps. Some streets are unpleasant to walk along because there is little or no buffer between people on foot and moving traffic, or the streets have long blocks with limited opportunities to safely cross. Insufficient pedestrian lighting or poorly designed buildings and spaces can make some places feel less safe, particularly at night.

This plan seeks to build upon our successes and address deficiencies by focusing on pedestrian safety and accessibility, by addressing gaps in the network, providing wider sidewalks in congested areas, and creating more interesting streets and public spaces that feel safe and support a vibrant public life. New development, especially in areas outside the downtown, will create opportunities to bring destinations closer together and improve the pedestrian environment.

Education, encouragement, and enforcement are also important parts of our walking strategy, and are covered in a separate section.

POLICIES AT A GLANCE

1. Pedestrian Network

- 1.1. Make streets safer for walking
- 1.2. Provide generous, unobstructed sidewalks on all streets
- 1.3. Make streets accessible for all people
- 1.4. Make streets and public spaces rain-friendly
- 1.5. Address gaps in the pedestrian network
- 1.6. Provide a blueprint for great pedestrian realm design
- 1.7. Make the city easy to navigate on foot

2. Public Spaces

- 2.1. Enable and encourage creative uses of the street
- 2.2. Create public plazas and gathering spaces throughout the city

CYCLING

Make cycling safe, convenient, comfortable, and fun for people of all ages and abilities.

BACKGROUND STORY

For many people, cycling is a healthy, fun, and inexpensive way to travel. It creates no emissions, costs little, and can be a great way to experience the city's streets and neighbourhoods while getting exercise.

Cycling can also be practical, since it is often the fastest way to get around for short and medium length trips. Many trips in the city are less than 5 km, which is less than 20 minutes by bike.

There is also mounting evidence that cycling is good for local business. Surveys show that cyclists often have more disposable income than drivers, and are more likely to shop locally.

While cycling is growing in popularity, many people are discouraged from riding because it seems dangerous or impractical. There are many challenges, including a lack of direct routes, finding convenient and secure parking, weather, and topography, but the biggest concern for most people is motor vehicle traffic.

In the past, we have mostly built facilities that appeal to people who are already comfortable riding in traffic. To reach more people, efforts must be made to make cycling appeal to a wider audience. This includes building routes that are comfortable for everyone, including children, the elderly, and novice cyclists.

Education, encouragement, and enforcement are also important parts of our cycling strategy, and are covered in a separate section.

POLICIES AT A GLANCE

1. Cycling Network

- 1.1. Build cycling routes that feel comfortable for people of all ages and abilities
- 1.2. Upgrade and expand the cycling network to efficiently connect people to destinations
- 1.3. Maintain bikeways in a state of good repair
- 1.4. Make the cycling network easy to navigate

2. Parking and End-of-Trip Facilities

- 2.1. Provide abundant and convenient bicycle parking and end-of-trip facilities

3. Multi-Modal Integration

- 3.1. Make it easy to combine cycling with other forms of transportation
- 3.2. Provide a public bicycle system

TRANSIT

Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.

BACKGROUND STORY

Great transit is essential to our success as a multi-modal city. Transit complements walking and cycling by extending the range a person can travel and seamlessly linking pedestrian-oriented neighbourhoods to one another. It competes with driving for long-distance trips by providing an inexpensive and environmentally-friendly alternative to the private car. It moves very large numbers of people in small amounts of space, supporting a growing economy without contributing to congestion. By providing low-barrier access to key destinations, it supports an inclusive city where everyone can meet their daily needs.

Great transit is:

- *Fast* — competing favourably with driving over long distances
- *Frequent* — with minimal wait times and long service hours, providing the freedom to travel at any time
- *Reliable* — with predictable travel times that people can trust
- *Accessible* — usable by everyone, including people with mobility, visual, hearing, and cognitive impairments
- *Comfortable* — with the capacity to meet demand and allow travel with dignity
- *Complete* — linking key destinations throughout the region, with convenient and attractive connections between lines

Ridership in Vancouver has grown significantly in recent years, and new services such as the Canada Line have been met with instant success. This success has brought significant challenges however. Unlike in most North American cities, transit demand in Vancouver far exceeds capacity. Overcrowded buses routinely pass long line-ups of waiting passengers, and there are trip denials on HandiDART. To meet existing demand and support our long-term targets, more service is essential. Service optimization can help somewhat, but significant new investment is needed—and that requires new and improved funding sources.

While the City does not own or operate the transit system (TransLink is responsible for the region's transit planning and delivery), the City can support high ridership and improved, cost-effective service by building transit-supportive streets and public spaces, by protecting corridors and sites for future routes and stations, and through transit-supportive land use.

POLICIES AT A GLANCE

1. Transit Network

- 1.1. Advance new and improved rapid transit
- 1.2. Advance new and improved local transit
- 1.3. Improve transit reliability and speed using transit priority measures
- 1.4. Support increased water-based transit
- 1.5. Support improved inter-regional transit

2. Transit-supportive Public Realm

- 2.1. Support a transit system that is easy to navigate
- 2.2. Provide easy connections and comfortable waiting areas throughout the network

3. Integration with Other Modes

- 3.1. Make it easy to combine cycling and transit trips (cross-reference)
- 3.2. Provide a public bicycle system (cross-reference)
- 3.3. Support improved integration with taxis (cross-reference)

4. Accessibility

- 4.1. Support a universally accessible transit system with a goal of equal transit outcomes for people of all incomes, ages, and abilities

5. Neighbourhood Impacts

- 5.1. Reduce transit-related environmental and noise emissions
- 5.2. Maintain transit streets to a high standard

6. Transit Financing

- 6.1. Support stable and equitable long-term transit funding sources
- 6.2. Support effective fares that encourage transit use

MOTOR VEHICLES

Manage the road network efficiently to improve safety and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low-carbon vehicles.

BACKGROUND STORY

Private automobiles will continue play an important role in Vancouver for the foreseeable future. This plan aims to make roads as safe and operationally efficient as possible. At the same time, it supports a gradual transition to fewer car trips. We know the number of people living, working, and visiting the city is continuing to grow. This means more trips on finite road space—trips that cannot be accommodated by driving. We have made great progress in recent years, with motor vehicle volumes into the city and downtown declining despite significant growth in overall travel.

The City's challenge is to maintain this trend, continuing to accommodate the trips that need to be made by automobile while encouraging a shift towards more sustainable modes and improving overall quality of life. There are many benefits to this approach:

- By shifting some trips to other modes, more space is created for cars and trucks that *do* need to be on the road—for goods movement, services and deliveries, and emergency response, for example.
- By providing options that reduce the need to drive or own a car, we can help residents save thousands of dollars each year—money that can be spent on housing or in the local economy.
- By improving safety, we can reduce the number and severity of injuries and fatalities for all modes. The vast majority of traffic collisions resulting in serious injury or death involve at least one motor vehicle.

Since private automobiles are not going to disappear anytime soon, it is important to support the shift to low-emission vehicles in order to meet our long-term air quality and emissions targets.

POLICIES AT A GLANCE

1. Road Network

- 1.1. Optimize network operations to manage congestion impacts
- 1.2. Consider impacts to transit, commercial vehicles, and general traffic flow prior to reallocating road space
- 1.3. Manage traffic to improve safety and neighbourhood livability

2. Parking

- 2.1. Use off-street parking requirements to support reduced auto ownership and use
- 2.2. Support strategies that reduce the need for parking
- 2.3. Separate parking and housing costs to increase housing affordability
- 2.4. Approach parking as a shared district resource
- 2.5. Design parking to be flexible and adaptable
- 2.6. Make it easier for drivers to find available parking spaces
- 2.7. Manage parking in neighbourhoods
- 2.8. Provide accessible parking for persons with disabilities
- 2.9. Support cycling, low-carbon vehicles, and car sharing (cross-reference)
- 2.10. Support efficient loading and servicing (cross-reference)

3. Car Sharing

- 3.1. Support increased car sharing

4. Other Demand Management Tools

- 4.1. Support transportation demand programs that are employer-, institutional-, and district-based
- 4.2. Support regional road or congestion pricing, with revenue directed towards sustainable transportation improvements
- 4.3. Support insurance options that reward drivers for driving less

5. Low-Carbon Vehicles

- 5.1. Provide charging infrastructure to support electric vehicles
- 5.2. Support early deployment of low-carbon and electric vehicles

6. Taxis

- 6.1. Support improved taxi service
- 6.2. Support safe use of taxis for persons with disabilities

GOODS, SERVICES, AND EMERGENCY RESPONSE

Support a thriving economy and Vancouver’s role as a major port and Asia-Pacific gateway while managing related environmental and neighbourhood impacts. Maintain effective emergency response times for police, fire, and ambulance.

BACKGROUND STORY

The efficient movement of goods and services is critical to city, regional, and even national well-being.

At one end of the spectrum, Vancouver plays a vital role as a port city and Canada’s premier Asia-Pacific gateway. Port Metro Vancouver moves \$75 billion worth of goods each year to around 160 countries, supporting almost 20,000 jobs in the city, and around 130,000 jobs across Canada. By 2030, container volumes are expected to increase by 70% for the two terminals within city boundaries. The Vancouver International Airport is also seeing significant growth in all sectors.

At the other end of the spectrum, smaller-scale local movements and deliveries are key parts of a thriving local economy and high quality of life. As the number of people living and working in the city continues to grow, the volumes of goods and service vehicles will also increase. The City can have an influence on this level of goods movement by advocating for low-impact vehicles, and by managing on- and off-street loading spaces to ensure easy access to homes and businesses. Vancouver is a worldwide tourist destination, and supporting visitors who travel by air, cruise ships, and tour buses is also important.

As our city continues to grow, patterns of production and distribution are changing, and not always in predictable ways. Changes in global supply chains—such as the opening of a new port in Asia, or port expansion in Vancouver or Prince Rupert or California—can have implications locally. So can the price of fuel, or an increase in local food production. By emphasizing strategies that reduce oil dependence and support production within the region, this plan will help local businesses succeed in a post-carbon era.

Emergency services need special consideration. It is critical that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion. At the same time, efforts to minimize response times should not come at the expense of traffic calming and other measures intended to reduce crashes and increase safety.

POLICIES AT A GLANCE

1. Regional-and-Beyond Goods and Services Movement

- 1.1. Protect and improve rail corridors for goods and passenger movement
- 1.2. Support truck movement on key regional routes
- 1.3. Support Port Metro Vancouver efforts to reduce port-related environmental and traffic impacts
- 1.4. Support Vancouver International Airport as British Columbia’s primary air gateway

2. Local Goods and Services Movement

- 2.1. Maintain an efficient network of designated truck routes
- 2.2. Provide for efficient loading and unloading
- 2.3. Support low-impact goods and services movement and delivery
- 2.4. Support local production and distribution to reduce the need for large-scale transport

3. Emergency Response

- 3.1. Consider emergency vehicle access in street designs and traffic calming measures
- 3.2. Provide up-to-date, readily accessible information on traffic calming measures and closures

ENCOURAGEMENT, EDUCATION, AND ENFORCEMENT

Encourage sustainable transportation choices and educate all road users to promote safe and respectful behaviour. Support legislation and enforcement practices that target dangerous conduct.

BACKGROUND STORY

Although much of this plan focuses on developing infrastructure to support our long-term goals, effective promotion and encouragement are vital for success. Recent research has found that complementary promotional programs can significantly increase the use of new walking and cycling infrastructure. This plan seeks to capitalize on the City's infrastructure investments by significantly expanding our focus on the encouragement of sustainable travel.

As more people have started to walk and cycle for everyday transportation and recreation, we have also heard increasing concerns about conflicts among road users. We need to educate more people on how to use our transportation infrastructure safely and respectfully so that everyone feels comfortable and safe regardless of how they choose to move around. There should be no inherent risk in choosing one way to travel over another.

We also hear requests for additional enforcement and changes to legislation to make walking and cycling easier and more comfortable. This plan calls for balanced enforcement practices focused on behaviours that endanger vulnerable road users, such as people on foot and bikes, as well as behaviours that cause unnecessary congestion.

POLICIES AT A GLANCE

1. Encouragement and Promotion

- 1.1. Promote walking and cycling as fun, practical, and healthy transportation choices

2. Education

- 2.1. Support education and awareness programs to improve safety and reduce conflicts
- 2.2. Support cycling skills training to improve cyclist safety and confidence

3. Enforcement and Legislation

- 3.1. Support enforcement practices that protect vulnerable road users
- 3.2. Support enforcement practices that can help to manage congestion impacts
- 3.3. Support laws that protect vulnerable road users
- 3.4. Work to reduce bicycle theft