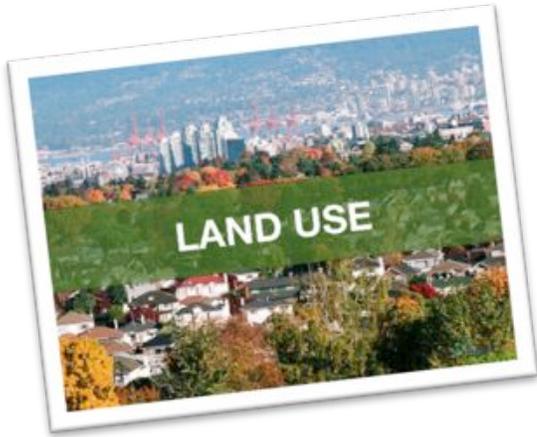


Big Picture Transportation Strategies

As the City of Vancouver develops the Transportation Plan, it is building on past initiatives. The Greenest City planning process in particular engaged **thousands of residents over the past year, resulting in lots of ideas to consider for the plan**, including the ones on these pages.

Consider these ideas as a starting point for Vancouver's transportation future. Keep in mind the 'big picture' of achieving a healthy, prosperous and livable city as well as existing transportation policy goals and targets.



1. Land Use

Land use and transportation go hand in hand. Good land use decisions can reduce the distance people travel and support walking and cycling by bringing people closer to their daily destinations. Reduced commuting time can also increase quality of life.

Some land use strategies are:

- **Mixed land use** (commercial, residential, business together)
- **Densities** that support walking, cycling, and transit
- New **housing choices** that put the majority of residents close to jobs, schools, and transit
- Identify **missing amenities** in neighbourhoods (grocery stores, pharmacies and other daily needs)

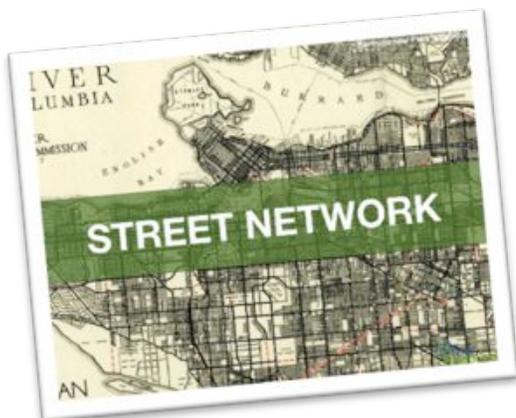
The Transportation Plan won't result in a new zoning map for the city, but it will support future land use directions.

2. Walking

Walking is the City's number one transit priority. Active transportation choices such as walking, cycling and scootering should feel safe, convenient, comfortable, and fun for people of all ages and abilities.

For walking specifically, this could mean actions like:

- Improve **pedestrian safety** with safer crossings, count-down signals, reduced speed limits
- Better **pedestrian amenities**, like wider sidewalks, more accessible design, pedestrian lighting, weather protection, street furniture, and wayfinding
- **Accessible design** like smoother sidewalks, sidewalk ramps, signal timings to allow for safe crossings, audible signals, bus stop design
- Address significant **gaps and barriers** in the network where it's difficult to continue travel as a pedestrian



3. Street Network

Vancouver needs a range of street types that recognize different functions – pedestrian, business, transit or trucks – while supporting local character.

Strategies that impact our city network and street structure include:

- **Structural changes**, for example options to remove some or all of the Georgia and Dunsmuir viaducts
- Identify potential for road **re-allocation**
- Expand the use of **waterways** for moving people and goods



4. Public Spaces

Great transportation cities have a culture of walking and active transportation by using streets and public rights-of-way creatively. Supporting strategies include:

- Support temporary and permanent improvements to public space with expanded **infrastructure & programs**
- Transform road space or on-street parking into **mini-plazas or patios**
- **Close street ends** that meet commercial streets to create community gathering spaces, help traffic calm and protect neighbourhood bike routes and greenways.
- Establish car free corridors and **pedestrian priority streets**

5. Cycling

Cycling should feel safe, convenient, comfortable, and fun for all types of riders. Strategies to support transportation by bicycle could include:

- For routes on busy arterials or commercial streets, **separated routes** with some kind of buffer between bikes and moving traffic
- For neighbourhood routes, enhanced **traffic calming** like reduced speed limits or diverters to discourage car through-traffic.
- Improving **end use facilities**, like secure bike parking at transit hubs and other key locations and on-street corrals that increase bike parking while freeing up sidewalk space
- Implement a **bike share** system
- Support **school education** & training programs that teach students cycling skills



As much as possible, facilities should be designed so that they work for other types of active transportation, such long boarding or e-cycling.

6. Transit

The City of Vancouver is committed to supporting improvements that increase the capacity of public transit. It is important to make sure that transit service that is fast, frequent, reliable, fully accessible, and comfortable.

Although the City doesn't own or operate the region's transit system, they can support improvements to transit in a number of ways:

- Work directly with TransLink and the Province to rapid transit in the **Broadway Corridor**
- Identify and support other **transit priorities** such as bus improvements, Downtown streetcar, protect corridors for future opportunities
- Advocate for **new ways to pay for transit**, such as vehicle levies and congestion pricing (which also send pricing signals that support sustainable transportation choices)
- Build **public spaces** that are supportive of transit, like bus bulges and lane or signal priority
- Support continued implementation of the Universal Transit Pass (**U-Pass**) for university students



7. Goods Movement & Services

Vancouver's economy relies on an efficient road and rail network for goods movement and service delivery. Partnerships between the City and businesses are essential for economic growth while reducing greenhouse gas emissions.

Strategies for sustainable goods and service delivery include:

- Protect rail corridors and **increase rail capacity** for goods movement
- **Preserve space** for city-serving industrial activities
- Encourage the “**right sizing**” of goods movement and service vehicles, including smaller vehicles for pedestrian environments, and larger ones that reduce CO2 production for large loads
- Consider using **transit infrastructure** such as train tracks during **off-peak** periods
- Promote **low-impact goods movement** such as hybrid vehicles or electric bikes



8. Demand Management

Some policies and programs can help reduce congestion and decrease the downside of car commuting by encouraging drivers to choose alternatives to travelling in private automobiles.

Strategies to manage demand on roads and other transportation infrastructure:

- Continue to **lower parking minimums** for new developments and implement maximum parking allowances
- **Unbundle** the cost of parking and housing
- Improve management of **on-street parking**
- Make **unused parking** spaces available to others in the area
- Advocate for legislative change to support things like pay-as-you-drive **insurance**
- Work with TransLink and other partners to increase telework, live-work, and other programs that **eliminate the need for trips**
- Expand support for **car sharing** programs



9. Low Carbon Vehicles

Even with an increase in walking, cycling, and transit, Vancouver's next thirty years will still have vehicles on the road for personal and goods movement. Adoption of clean vehicles may be critical to successfully meet Vancouver's 2020 greenhouse gas targets.

Accordingly, there's opportunity to support the shift to low-and zero-emissions vehicles through things like:

- Require **charging infrastructure** in new buildings
- Develop **retrofit programs** for existing buildings
- Support electric **taxis** with **plug-in stations**

