Number	Policy or Action	Implementation Strategy

W   WALKING

W 1   PEDESTRIAN NETWORK

W 1.1   Make streets safer for walking

Number	Policy or Action	Implementation Strategy
W 1.1.1	Address pedestrian safety "hot spots," starting by implementing recommendations from the 2012 Pedestrian Safety Study and through future safety assessments as needed.	Prioritize hot spots
W 1.1.3	Implement signal measures to prioritize pedestrian movement and safety across intersections, considering measures such as increased time to cross, leading pedestrian intervals, eliminating right turns on red lights, minimizing the requirements to push buttons, and scramble intersections.	Review high-volume pedestrian areas and prioritize
W 1.1.4	Implement an ongoing spot improvement program to address emerging issues of safety and comfort related to walking, such as installing pedestrian-scale lighting along priority walking streets.	Develop spot improvement strategy

W 1.2   Provide generous, unobstructed sidewalks on all streets

Number	Policy or Action	Implementation Strategy
W 1.2.1	Develop minimum and desired pedestrian guidelines for different types of street, outlining sidewalk clear zone widths, accessibility features, surface treatments, and furniture placement.	Develop guidelines and strategies
W 1.2.2	Review and enforce bylaws to ensure sidewalk clear zones remain free of obstructions	Review bylaws
W 1.2.3	Identify, prioritize, and address locations with insufficient sidewalk width by: a)removing or relocating obstacles, b)reallocating road space, c)requiring setbacks in new developments	Identify and prioritize deficient areas

W 1.3   Make streets accessible for all people

Number	Policy or Action	Implementation Strategy
W 1.3.1	Continue to install or replace missing or deficient curb ramps; develop criteria for prioritizing implementation.	Develop prioritization criteria
W 1.3.4	Improve and enforce measures to maintain accessibility around construction zones and special events, for example by requiring contractors to establish temporary paths where necessary, and by implementing an escalating fine structure for contractors who repeatedly break related city bylaws	Review and update construction zone detour guidelines
W 1.3.6	Maintain and update universal accessibility guidelines to help guide urban design and street reconstruction.	Review current street reconstruction guidelines
W 1.3.7	Provide opportunities for rest at regular intervals by increasing the amount of seating available on and along sidewalks and other pedestrian paths.	Develop guidelines and prioritise

W 1.4   Make streets and public spaces rain-friendly

Number	Policy or Action	Implementation Strategy
W 1.4.1	Review and expand weather protection guidelines to encourage or require appropriately wide, continuous, well-designed awnings or canopies for all development in commercial areas throughout the city.	Review and revise guidelines
W 1.4.2	Include strategies to reduce ponding in street maintenance guidelines. Prioritize maintenance at locations with more walking and street activity	Develop strategy to identify and prioritise locations; update maintenance guidelines

W 1.5   Address gaps in the pedestrian network

Number	Policy or Action	Implementation Strategy
W 1.5.1	Improve pedestrian connectivity and accessibility by addressing gaps and deficiencies in the network. High priority locations include:	Identify gaps and prioritize
a)	False Creek Bridges;	Identify costs and prioritize
b)	False Creek Flats / Northeast False Creek;	Identify gaps and prioritize
c)	transit stations with poor connectivity; and	Identify gaps and prioritize
d)	major streets with long blocks and/or limited crossing opportunities.	Identify gaps and prioritize
W 1.5.2	Review crosswalks that are currently closed for pedestrians, and consider opening them wherever feasible and safe.	Identify and review closed crosswalks
W 1.5.3	Develop a strategy to prioritize and address missing or deficient sidewalks	Develop prioritization strategy

W 1.6   Provide a blueprint for great pedestrian realm design

Number	Policy or Action	Implementation Strategy
W 1.6.1	Advance street typologies and guidelines for the pedestrian realm to guide new developments, street and sidewalk restoration, and other improvements. Street types will reflect transportation function and land use context, as well as other local features or special attributes. Guidelines should support multiple objectives including safety and comfort, accessibility, connectivity, public life, local commerce, ease of maintenance, and ecological sustainability.	Explore opportunities to support and acclerate development
W 1.6.2	Explore opportunities to improve local ecology when designing and (re)building streets and other rights-of-way, for example by improving wildlife habitat and stormwater management, restoring native flora, increasing the number, size, and health of street trees, and daylighting lost streams.	Develop criteria for identifying locations

W 2   PUBLIC SPACES

W 2.1   Enable and encourage creative uses of the street

Number	Policy or Action	Implementation Strategy
W 2.1.2	Streamline processes to make it easier to hold temporary and recurring events in public rights-of-way, including development of standard traffic management and transit rerouting plans for commonly used areas.	Review and develop policy

W 2.2   Create public plazas and gathering spaces throughout the city

Number	Policy or Action	Implementation Strategy
W 2.2.1	Create pedestrian-priority streets and spaces, considering needs for cycling, transit, services, and deliveries to determine appropriate design treatments. Potential locations (subject to additional consultation) include:	Refine areas and get feedback from BIAs
a)	800-block Robson Street (Robson Square)	Refine areas and get feedback from BIAs
b)	portions of Robson and/or Granville Streets,	Refine areas and get feedback from BIAs
c)	Hamilton and/or Mainland streets between Nelson and Davie;	Refine areas and get feedback from BIAs
d)	other locations as identified through future planning processes.	Refine areas and get feedback from BIAs
W 2.2.2	Implement a permit-based 'Parklet' program to transform on-street parking spaces into mini-plazas or sidewalk extensions.	Develop strategy to enable
W 2.2.3	Implement a City-led 'Pavement-to-Plazas' program to create low-cost, high-impact public spaces by transforming underused street rights-of-way.	Develop strategy to enable

Number	Policy or Action	Implementation Strategy

C   CYCLING

C 1   CYCLING NETWORK

C 1.1   Build cycling routes that feel comfortable for people of all ages and abilities

Number	Policy or Action	Implementation Strategy
C 1.1.1	Adopt and implement planning and design guidelines to support a network of routes that feel comfortable for people of all ages and abilities (Class AAA), including design treatments and interventions for:	Develop guidelines
a)	providing physically separated bicycle facilities on busy streets where motor vehicles or speeds will remain high;	Develop guidelines
b)	managing and reducing motor vehicle traffic volumes and speeds on neighbourhood routes through traffic diversion and other calming measures;	Develop guidelines
c)	providing sufficient operating space for bicycle traffic through parking management and other measures;	Develop guidelines
d)	designing safe intersections and crossings with improved visibility and managed conflicts (for example, through turn restrictions and signal priority);	Develop guidelines
e)	reallocating road space from general traffic and/or motor vehicle parking where appropriate;	Develop guidelines
f)	accommodating unconventional bikes and other forms of active transportation, such as cargo bikes, delivery tricycles, in-line skates, and skateboards;	Develop guidelines
g)	highlighting potential conflict zones with pavement markings; and	Develop guidelines
h)	prioritizing cyclist movements on key routes using tools such as reorienting stop signs and synchronizing traffic signals at the prevailing speed of bicycle traffic.	Develop guidelines
C 1.1.2	Develop a cycling comfort index to help identify routes that do not meet design guidelines for people of all ages and abilities (Class AAA), and to inform design approaches for new routes and route upgrades.	Develop index

C 1.2   Upgrade and expand the cycling network to efficiently connect people to destinations

Number	Policy or Action	Implementation Strategy
C 1.2.1	Review the existing cycling network to identify missing routes, gaps and deficiencies, with a focus on facilities that feel comfortable for people of all ages and abilities.	Identify long-term network
C 1.2.2	Develop, regularly update, and implement short-term (approximately 5-year) network improvement strategies to address gaps and deficiencies in the network, in consultation with residents, businesses, and other stakeholders:	Create a process for development and updating
a)	using route spacing guidelines for different areas of the city, with closer spacing in the Metro Core and areas with high cycling potential;	Create a process for development and updating
b)	upgrading key existing routes with high existing or potential ridership;	Create a process for development and updating
c)	prioritizing critical gaps in the network and connections to key destinations, including schools, community centres, major transit stations, and commercial high streets; and	Create a process for development and updating
d)	favouring simple and direct connections with few deviations to establish an easily understood and memorable network of routes, while also considering the importance of topography in route choice.	Create a process for development and updating
C 1.2.3	Undertake a cycling safety study to identify cycling safety "hotspots" with a high number of collisions.	Undertake safety study
C 1.2.4	Implement an ongoing spot improvement program for existing bicycle routes to address safety "hotspots" as well as emerging safety, comfort, and bicycle capacity issues, and to fill gaps in the network.	Prioritize hot spots

C 1.3   Maintain bikeways in a state of good repair

Number	Policy or Action	Implementation Strategy
C 1.3.1	Develop and implement maintenance and cleaning guidelines for bike routes, prioritizing routes with high ridership.	Develop maintenance prioritization
C 1.3.2	Improve and enforce measures to maintain comfortable cycling access around construction zones and special events, for example by requiring contractors to establish temporary bicycle lanes, and by implementing an escalating fine structure for contractors who repeatedly break related city bylaws.	Review and update construction zone detour guidelines

C 1.4   Make the cycling network easy to navigate

Number	Policy or Action	Implementation Strategy
C 1.4.1	Develop and implement a consistent, legible wayfinding system on all bicycle routes and greenways. Coordinate with other wayfinding efforts and work with TransLink and neighbouring municipalities to encourage a common approach across modes and local boundaries.	Develop wayfinding strategy

C 2   PARKING & END-OF-TRIP FACILITIES

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

Number	Policy or Action	Implementation Strategy
C 2.1.3	Provide higher-security bicycle parking:	Identify and prioritize locations
a)	prioritizing major transit stations and other high-demand locations;	Prioritize transit stations
d)	converting some motor vehicle parking at City-owned parking lots.	Identify and prioritize locations
C 2.1.4	Implement a strategy to provide abundant bicycle parking on streets and sidewalks while ensuring sufficient space for pedestrian movement, with components including:	Develop strategy and prioritization
a)	guidelines for bike rack design and placement;	Develop strategy and prioritization
b)	an on-street bike corral program;	Develop strategy and prioritization
c)	a prioritization approach for commercial, residential, and other areas; and	Develop strategy and prioritization
d)	an easy way for the public to submit requests for additional bicycle parking.	Develop strategy and prioritization
C 2.1.6	Develop policy to ensure sufficient bicycle parking at corporate-sponsored and community events, for example through valet parking.	Develop policy

C 3   MULTI-MODAL INTEGRATION

C 3.1   Make it easy to combine cycling with other forms of transportation

Number	Policy or Action	Implementation Strategy
C 3.1.4	Work with taxi industry to facilitate on-board carrying capacity of bicycles on taxis.	Review and develop strategy

Number	Policy or Action	Implementation Strategy

T TRANSIT

T 1 TRANSIT NETWORK

T 1.2 Advance new and improved local transit

Number	Policy or Action	Implementation Strategy
T 1.2.2	Explore wider and consistent stop spacing on local routes to attract more riders and provide faster and more frequent service, while balancing the need for local access.	**Review stop spacing guidelines**
T 1.2.4	Support strategic expansion of the trolley network, including extensions as well as mid-route turnaround facilities on busy routes to improve reliability and service flexibility	**Prioritize locations**

T 1.3 Improve transit reliability and speed using transit priority measures

Number	Policy or Action	Implementation Strategy
T 1.3.1	Develop and implement transit priority measures in partnership with TransLink by:	
b)	developing guidelines regarding the application of potential transit priority measures; and	**Develop guidelines for prioritization**

T 2 TRANSIT-SUPPORTIVE PUBLIC REALM

T 2.2 Provide easy connections and comfortable waiting areas throughout the network

Number	Policy or Action	Implementation Strategy
T 2.2.3	Provide safe and comfortable waiting areas at all bus stops where sufficient sidewalk and boulevard space exists. In locations where sidewalk space is too limited for a full shelter, pursue opportunities to locate amenities on private property.	**Review and prioritize key locations**

T 3 INTEGRATION WITH OTHER MODES

T 4 ACCESSIBILITY

T 4.1 Support a universally accessible transit system

Number	Policy or Action	Implementation Strategy
T 4.1.1	Provide accessible waiting and boarding areas at all transit stops, prioritizing improvements at high-demand locations and stops with higher usage by persons with disabilities.	**Review inaccessible stops, develop database and prioritize**
T 4.1.4	Require taxi driver education, training, and testing to ensure safe and sensitive service for customers with disabilities.	**Review training requirements**

T 5 NEIGHBOURHOOD IMPACTS

T 5.2 Maintain transit streets to a high standard

Number	Policy or Action	Implementation Strategy
T 5.2.1	Continue to prioritize maintenance on high-volume bus corridors, and install concrete pads at bus stops to prevent rutting in the pavement.	**Review and prioritize high-volume corridors**

T 6 TRANSIT FINANCING

T 6.1 Support stable and equitable long-term transit funding sources

Number	Policy or Action	Implementation Strategy
T 6.1.2	Explore how development can be used to help pay for rapid transit projects, while recognizing the need for other public amenities that are also required with increased densities.	**Explore funding options**

Number	Policy or Action	Implementation Strategy

M MOTOR VEHICLES

M 1 ROAD NETWORK

M 1.2 Consider impacts to transit, commercial vehicles, and general traffic flow prior to reallocating road space

M 1.2.1	Monitor vehicle volumes to understand traffic trends and potential spare capacity. Where improvements to the walking and/or cycling environments are needed but the ability to reallocate road space is limited, consider alternative approaches such as property acquisition or building setbacks.	**Identify strategy to monitor trends**

M 1.3 Manage traffic to improve safety and neighbourhood livability

M 1.3.2	Refine the traffic calming evaluation process to encourage broad resident discussion and support prior to request submission.	**Review and revise evaluation process**
M 1.3.3	Explore opportunities to normalize bridge ramps and arterial intersections that have highway-style loops, odd angles, slip lanes, or other features that create a hostile pedestrian environment.	**Identify opportunities**
M 1.3.5	Continue to monitor collision rates across the city, and address locations with a high number of incidents.	**Identify and prioritize locations**

M 2 PARKING

M 2.1 Use off-street parking requirements to support reduced auto ownership and use

M 2.1.1	Develop and implement a strategy to: (a) eliminate minimum parking requirements downtown, near rapid transit stations, and for guaranteed rental residential developments, and (b) revise minimum requirements elsewhere based on target mode shares.	**Parking Strategy - Develop areas and revise minimums**
M 2.1.2	Introduce parking maximum allowances throughout the city based upon current ownership levels or existing mode share.	**Parking Strategy - Develop new maximums**

M 2.2 Support strategies that reduce the need for parking

M 2.2.1	Clarify the parking bylaw to reflect broader City transportation objectives, and to actively encourage strategies that reduce parking demand.	**Parking Strategy - Review and revise bylaw**

M 2.3 Separate parking and housing costs to increase housing affordability

M 2.3.1	Continue to encourage the unbundling of parking costs from housing costs throughout the city, by offering a reduction from the minimum parking requirement, for example.	**Parking Strategy - Develop unbundling strategy**
M 2.3.2	Consider requiring unbundled parking costs as a condition of approval for multi-family, mixed-use, and rental developments in the downtown and near rapid transit stations.	**Parking Strategy - Review and develop strategy**

M 2.4 Approach parking as a shared district resource

M 2.4.1	Develop and implement design guidelines for larger developments to enable non-occupant parking access (for example, mechanical parking, multiple levels of security).	**Parking Strategy - Review and develop guidelines**
M 2.4.2	Consider requiring parking in larger developments to be publicly accessible, to enable use as a shared resource.	**Parking Strategy - Review and develop guidelines**
M 2.4.4	Develop a long-term strategy for Downtown parking, considering total parking supply, future demands, and other potential uses.	**Parking Strategy - Update parking target and identify surplus**

M 2.5 Design parking to be flexible and adaptable

M 2.5.1	Modify codes and policy and encourage flexible design so that parking spaces can be converted to other uses (for example, living space, bicycle parking, or storage) in the future as demand changes.	**Parking Strategy - Identify design strategies**
M 2.5.2	Develop retrofit policies for existing buildings with excess parking to enable conversion to other uses.	**Parking Strategy - Identify design changes**
M 2.5.3	Remove peak-period parking restrictions where possible to enable more flexible use of the curb lane, including:	**Review Peak hour restrictions**
a)	widening sidewalks at pinch points and other congested areas, as well as shortening crossings and improving visibility at intersections;	**Review Peak hour restrictions**
b)	creating space for street furniture such as bus stops or bike parking;	**Review Peak hour restrictions**
c)	creating opportunities for patios and parklets; and	**Review Peak hour restrictions**
d)	providing full-time curb parking to serve local businesses.	**Review Peak hour restrictions**

M 2.6 Make it easier for drivers to find available parking spaces

M 2.6.2	Manage curb space with variable or performance pricing strategies, ensuring on-street space availability and reducing traffic caused by drivers searching for available parking.	**Parking Strategy - Identify opportunities and approach for variable pricing**

M 2.7 Manage parking in neighbourhoods

M 2.7.1	Review, adjust and monitor the residential parking permit program to address parking spillover concerns associated with off-street reductions and to better reflect the high value of street space. Possible approaches include:	**Parking Strategy - Review existing policy and practice develop strategy for pilot in Community Plan Area**
a)	gradually increasing permit costs to reflect market value;	**Parking Strategy**
b)	limiting the number of permits per household;	**Parking Strategy**
c)	increasing costs for each additional permit per household;	**Parking Strategy**
d)	capping the total number of permits and allowing residents to trade rights; and/or	**Parking Strategy**
e)	piloting a neighbourhood parking benefit district, where permit costs are increased and a portion of the revenue is directed towards local improvements such as sidewalks, lighting , and nearby amenities.	**Parking Strategy**

M 3 CAR-SHARING

M 3.1 Support increased car-sharing

M 3.1.1	Expand requirements and incentives for car-sharing in new developments.	**Review requirements**
M 3.1.3	Adopt parking design guidelines for larger developments that enable non-residents to access on-site car-sharing vehicles.	**Parking Strategy - Review and develop guidelines**

M 6 TAXIS

M 6.1 Support improved taxi service

M 6.1.1	Pilot and evaluate a program that allows taxis to travel in bus lanes.	**Review pilot**
M 6.1.4	Through the Vancouver Taxi Roundtable, continue working with partners to improve taxi services by:	**Review strategies with roundtable and identify short-term actions**

Number	Policy or Action	Implementation Strategy
M 6.2	**Support safe use of taxis for persons with disabilities**	
M 6.2.1	Require taxi driver education, training, and testing to ensure safe and sensitive service for customers with disabilities.	**Review training requirements**

G GOODS, SERVICES AND EMERGENCY RESPONSE

G 2 LOCAL GOODS & SERVICES MOVEMENT

G 2.1 Maintain an efficient network of designated truck routes

Number	Policy or Action	Implementation Strategy
G 2.1.1	Monitor the local truck network within the city and identify opportunities to improve reliability.	**Develop strategy to monitor truck network**
G 2.1.2	Consider limited expansion of the truck network by designating additional streets as "limited use" routes for small and mid-sized trucks, in consultation with local residents, businesses, and the trucking industry.	**Review and report back on potential strategy and implications**

G 2.2 Provide for efficient loading and unloading

Number	Policy or Action	Implementation Strategy
G 2.2.1	Review loading zone policies to ensure efficient and appropriate short-term use, and consider the following interventions as appropriate:	**Conduct survey of businesses and delivery industry to assess**
G 2.2.2	Revise parking requirements for new development to ensure sufficient off-street loading and parking spaces for smaller service and delivery vehicles.	**Parking Strategy - Review off-street loading requirements**
G 2.2.4	Review the benefits and implications of late night deliveries, as well as the bylaw and policy requirements for potential implementation of related strategies.	**Review benefits and implications**

G 3 EMERGENCY RESPONSE

G 3.1 Consider emergency vehicle access in street designs and traffic calming measures

Number	Policy or Action	Implementation Strategy
G 3.1.2	Work with emergency responders to designate primary emergency response routes where certain traffic calming measures will not be implemented.	**Develop response route map**

G 3.2 Provide up-to-date, readily-accessible information on traffic calming measures and closures

Number	Policy or Action	Implementation Strategy
G 3.2.1	Maintain and make available to emergency service providers an inventory of traffic calming measures, road closures, and other detours. Provide information online and in an open format to support mobile application development.	**Review available information and develop strategy**

E ENCOURAGEMENT, EDUCATION & ENFORCEMENT

E 1 ENCOURAGEMENT & PROMOTION

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

Number	Policy or Action	Implementation Strategy
E 1.1.1	Develop and implement a program to promote walking and cycling as fun, practical, and healthy transportation choices, and a normal part of everyday life.	**Develop promotion strategy**
E 1.1.2	Continue a 'safe routes to school' program that connects schools to their surrounding neighbourhood with high quality walking and cycling routes for at least one block, complemented by promotional strategies that encourage students to use active travel modes.	**Explore options and prioritize potential locations**
E 1.1.4	Develop recurring cyclovia-style event(s) that celebrate active transportation.	**Develop strategy**

E 2 EDUCATION

E 2.1 Support education and awareness programs to improve safety and reduce conflicts

Number	Policy or Action	Implementation Strategy
E 2.1.2	Educate all road users on the proper use of:	**Review and update education strategies**
a)	crosswalks (marked and unmarked);	**Review and update education strategies**
b)	lane crossings and driveways;	**Review and update education strategies**
c)	signals, including pedestrian and bicycle signal indications;	**Review and update education strategies**
d)	traffic calming measures;	**Review and update education strategies**
e)	bicycle boxes;	**Review and update education strategies**
f)	designated bicycle crossings; and	**Review and update education strategies**
g)	other facilities as new designs and treatments are introduced.	**Review and update education strategies**

E 2.2 Support cycling skills training to improve cyclist safety and confidence

Number	Policy or Action	Implementation Strategy
E 2.2.1	Develop and implement a long-term strategy to support cycling education and skills development, including identifying partners and potential resource allocations.	**Develop education strategy**
E 2.2.3	Develop cycling skills training facilities in key locations around the city.	**Identify and prioritize potential locations**

E 3 ENFORCEMENT & LEGISLATION

E 3.3 Support laws that protect vulnerable road users

Number	Policy or Action	Implementation Strategy
E 3.3.1	Review and update City bylaws and advocate for changes to the BC Motor Vehicle Act that:	**Review and identify changes**
a)	provide enhanced legal protection for vulnerable road users;	**Review and identify changes**
b)	clarify definitions and proper use of cycling-specific facilities and traffic control devices;	**Review and identify changes**
c)	address inconsistencies with established safe riding behaviour;	**Review and identify changes**
d)	encourage more walking and cycling while considering safety for all road users; and	**Review and identify changes**
e)	establish guidelines and regulations on the types of electric-assist and electric vehicles that can use active transportation facilities.	**Review and identify changes**