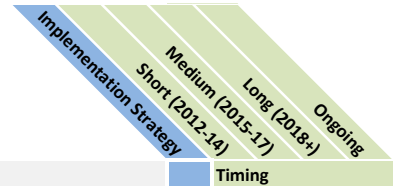


Number	Policy or Action					Timing
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L LAND USE

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					
L 1.2	Locate major trip generators near rapid transit stations or along transit corridors					
L 1.3	Design buildings to contribute to a public realm that feels interesting and safe					



Number	Policy or Action	Timing
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W WALKING

W 1 PEDESTRIAN NETWORK

W 1.1 Make streets safer for walking

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.	Dark Blue	Light Green	Medium Green	Dark Green
W 1.1.2	Implement pedestrian-oriented designs as streets are rebuilt and infrastructure is replaced to improve safety for all modes of travel. (Consider more rapid implementation for measures that demonstrate significant safety gains.) Specific measures include:	Light Blue	Light Green	Medium Green	Dark Green
a)	minimizing crossing distances and curb radii, while considering needs of other road users	Light Blue	Light Green	Medium Green	Dark Green
b)	installing countdown timers and reviewing signal timing to ensure adequate crossing time for people with limited mobility	Light Blue	Light Green	Medium Green	Dark Green
c)	maximizing visibility at crosswalks through appropriate lighting, high-visibility pavement markings, and clear sight lines	Light Blue	Light Green	Medium Green	Dark Green
d)	implementing raised sidewalks or other treatments to prioritize safe walking across lanes, driveways, and some local streets	Light Blue	Light Green	Medium Green	Dark Green
e)	reducing vehicle speeds through traffic calming measures as appropriate.	Light Blue	Light Green	Medium Green	Dark Green
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.	Dark Blue	Light Green	Medium Green	Dark Green
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.	Dark Blue	Light Green	Medium Green	Dark Green
W 1.1.5	Consider ways to improve lane environments for people on foot while maintaining essential functions such as loading, parking, fire access, and services, particularly in locations where:	Light Blue	Light Green	Medium Green	Dark Green
a)	the lane is the shortest path between key walking destinations;	Light Blue	Light Green	Medium Green	Dark Green
b)	and the lane serves as a primary residential and/or business access point.	Light Blue	Light Green	Medium Green	Dark Green
W 1.1.7	Minimize the width and number of new driveways that cross sidewalks and other walking paths.	Light Blue	Light Green	Medium Green	Dark Green

W 1.2 Provide generous, unobstructed sidewalks on all streets

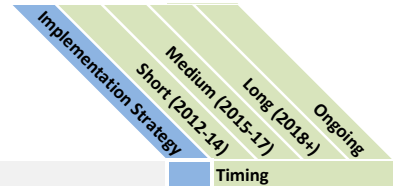
W 1.2.1	Develop minimum and desired pedestrian guidelines for different types of street, outlining sidewalk clear zone widths, accessibility features, surface treatments, and furniture placement.	Dark Blue	Light Green	Medium Green	Dark Green
W 1.2.2	Review and enforce bylaws to ensure sidewalk clear zones remain free of obstructions	Dark Blue	Light Green	Medium Green	Dark Green
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	Dark Blue	Light Green	Medium Green	Dark Green

W 1.3 Make streets accessible for all people

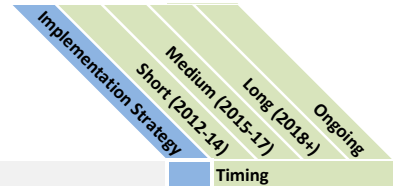
W 1.3.1	Continue to install or replace missing or deficient curb ramps; develop criteria for prioritizing implementation.	Dark Blue	Light Green	Medium Green	Dark Green
W 1.3.2	Continue to install accessible pedestrian signals citywide through ongoing replacement programs, at locations prioritized in consultation with representatives of the visually-impaired community	Light Blue	Light Green	Medium Green	Dark Green
W 1.3.3	Continue to maintain and rehabilitate sidewalks and pathways so they are free of trip hazards and debris; use smooth materials and designs that are comfortable for users of strollers, wheelchairs, or other mobility aids.	Light Blue	Light Green	Medium Green	Dark Green
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	Dark Blue	Light Green	Medium Green	Dark Green
W 1.3.5	Provide accessible public restrooms in high-demand locations wherever possible, through measures including:	Light Blue	Light Green	Medium Green	Dark Green
a)	encouraging TransLink to provide public restrooms at all transit stations	Light Blue	Light Green	Medium Green	Dark Green
b)	monitoring the performance of existing automated public toilets (APTs), and installing and maintaining additional APTs if successful	Light Blue	Light Green	Medium Green	Dark Green
c)	maintaining or extending hours for City-owned facilities at parks, libraries, community centres, and other locations;	Light Blue	Light Green	Medium Green	Dark Green
d)	working with private partners to make their restrooms available for public use; and	Light Blue	Light Green	Medium Green	Dark Green
e)	identifying restroom locations through wayfinding maps and online tools.	Light Blue	Light Green	Medium Green	Dark Green
W 1.3.6	Maintain and update universal accessibility guidelines to help guide urban design and street reconstruction.	Dark Blue	Light Green	Medium Green	Dark Green
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.	Dark Blue	Light Green	Medium Green	Dark Green



Transportation 2040



Number	Policy or Action	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
		Timing				
W 1.4 Make streets and public spaces rain-friendly						
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.	Dark Blue	Light Green	Light Green	Light Green	Light Green
W 1.4.2	Include strategies to reduce ponding in street maintenance guidelines. Prioritize maintenance at locations with more walking and street activity	Dark Blue	Light Green	Light Green	Light Green	Dark Green
W 1.4.3	Incorporate rain-friendly design features into public spaces.	Light Blue	Light Green	Light Green	Light Green	Dark Green
W 1.5 Address gaps in the pedestrian network						
W 1.5.1	Improve pedestrian connectivity and accessibility by addressing gaps and deficiencies in the network. High priority locations include:	Dark Blue	Light Green	Light Green	Light Green	Light Green
a)	False Creek Bridges;	Dark Blue	Light Green	Light Green	Light Green	Light Green
b)	False Creek Flats / Northeast False Creek;	Dark Blue	Light Green	Light Green	Dark Green	Light Green
c)	transit stations with poor connectivity; and	Dark Blue	Light Green	Light Green	Light Green	Light Green
d)	major streets with long blocks and/or limited crossing opportunities.	Dark Blue	Light Green	Light Green	Light Green	Light Green
W 1.5.2	Review crosswalks that are currently closed for pedestrians, and consider opening them wherever feasible and safe.	Dark Blue	Light Green	Light Green	Light Green	Light Green
W 1.5.3	Develop a strategy to prioritize and address missing or deficient sidewalks	Dark Blue	Light Green	Light Green	Light Green	Light Green
W 1.5.4	Work with public and private property owners to assess and improve pedestrian connectivity, particularly within new developments and where the grid is less connected.	Light Blue	Light Green	Light Green	Light Green	Dark Green
W 1.6 Provide a blueprint for great pedestrian realm design						
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.	Dark Blue	Dark Green	Dark Green	Light Green	Light Green
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.	Dark Blue	Light Green	Light Green	Light Green	Dark Green
W 1.7 Make the city easy to navigate on foot						
W 1.7.1	Expand and maintain a pedestrian wayfinding system that is consistent, legible, and user-friendly. Provide data in an open format to support third-party mobile application development.	Light Blue	Dark Green	Light Green	Light Green	Light Green
W 2 PUBLIC SPACES						
W 2.1 Enable and encourage creative uses of the street						
W 2.1.1	Expand special event and public space programs (such as VIVA Vancouver) to enable and encourage creative street uses, for example through pilots, competitions, and funding partnerships.	Light Blue	Light Green	Light Green	Light Green	Dark Green
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.	Dark Blue	Light Green	Light Green	Light Green	Light Green
W 2.2 Create public plazas and gathering spaces throughout the city						
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:	Dark Blue	Light Green	Light Green	Light Green	Light Green
a)	800-block Robson Street (Robson Square)	Dark Blue	Dark Green	Light Green	Light Green	Light Green
b)	portions of Robson and/or Granville Streets,	Dark Blue	Light Green	Dark Green	Light Green	Light Green
c)	Hamilton and/or Mainland streets between Nelson and Davie;	Dark Blue	Light Green	Dark Green	Light Green	Light Green
d)	other locations as identified through future planning processes.	Dark Blue	Light Green	Light Green	Light Green	Dark Green
W 2.2.2	Implement a permit-based 'Parklet' program to transform on-street parking spaces into mini-plazas or sidewalk extensions.	Dark Blue	Light Green	Light Green	Light Green	Light Green
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.	Dark Blue	Light Green	Light Green	Light Green	Light Green
W 2.2.4	Use traffic calming measures as opportunities to create mini-plazas or parklets.	Light Blue	Light Green	Light Green	Light Green	Dark Green



Number	Policy or Action	Timing
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C CYCLING

C 1 CYCLING NETWORK

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

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:	■	■	■	■	■
a)	providing physically separated bicycle facilities on busy streets where motor vehicles or speeds will remain high;	■	■	■	■	■
b)	managing and reducing motor vehicle traffic volumes and speeds on neighbourhood routes through traffic diversion and other calming measures;	■	■	■	■	■
c)	providing sufficient operating space for bicycle traffic through parking management and other measures;	■	■	■	■	■
d)	designing safe intersections and crossings with improved visibility and managed conflicts (for example, through turn restrictions and signal priority);	■	■	■	■	■
e)	reallocating road space from general traffic and/or motor vehicle parking where appropriate;	■	■	■	■	■
f)	accommodating unconventional bikes and other forms of active transportation, such as cargo bikes, delivery tricycles, in-line skates, and skateboards;	■	■	■	■	■
g)	highlighting potential conflict zones with pavement markings; and	■	■	■	■	■
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.	■	■	■	■	■
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.	■	■	■	■	■
C 1.1.3	Minimize the width and number of new driveways that intersect bike routes	■	■	■	■	■
C 1.1.4	Conduct regular surveys to evaluate user comfort and perceived safety on cycling facilities.	■	■	■	■	■

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

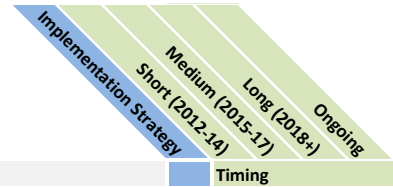
C 1.2.1	Review the existing cycling network to identify missing routes, gaps and deficiencies, with a focus on facilities that feel comfortable for people of all ages and abilities.	■	■	■	■	■
C 1.2.2	Develop, regularly update, and implement short-term (approximately 5-year) network improvement strategies to address gaps and deficiencies in the network, in consultation with residents, businesses, and other stakeholders:	■	■	■	■	■
a)	using route spacing guidelines for different areas of the city, with closer spacing in the Metro Core and areas with high cycling potential;	■	■	■	■	■
b)	upgrading key existing routes with high existing or potential ridership;	■	■	■	■	■
c)	prioritizing critical gaps in the network and connections to key destinations, including schools, community centres, major transit stations, and commercial high streets; and	■	■	■	■	■
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.	■	■	■	■	■
C 1.2.3	Undertake a cycling safety study to identify cycling safety “hotspots” with a high number of collisions.	■	■	■	■	■
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.	■	■	■	■	■
C 1.2.5	Incorporate separated bicycle facilities into the design and construction of all new major roads.	■	■	■	■	■
C 1.2.6	Consider cycling improvements as part of all street capital projects, installing and upgrading routes as opportunities arise through construction and rehabilitation projects.	■	■	■	■	■
C 1.2.7	Work with adjacent municipalities and other partners to improve cycling connections across municipal boundaries.	■	■	■	■	■

C 1.3 Maintain bikeways in a state of good repair

C 1.3.1	Develop and implement maintenance and cleaning guidelines for bike routes, prioritizing routes with high ridership.	■	■	■	■	■
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.	■	■	■	■	■
C 1.3.3	Support the development of a mobile application that makes it easier to make maintenance requests.	■	■	■	■	■

C 1.4 Make the cycling network easy to navigate

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.	■	■	■	■	■
C 1.4.2	Produce and regularly update a citywide cycling map, including a digital version. Provide route information in an open format to support third-party mobile application development.	■	■	■	■	■



Number	Policy or Action	Timing
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C 2 PARKING & END-OF-TRIP FACILITIES

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

C 2.1.1	Periodically review policies for new developments to ensure abundant and conveniently located secure bicycle parking and end-of-trip facilities. Minimum requirements should support long-term mode share targets and ownership levels, and include convenient parking for visitors.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
C 2.1.2	Develop a retrofit program to make it easier to add bicycle parking and other end-of-trip facilities to existing buildings.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
C 2.1.3	Provide higher-security bicycle parking:	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
a)	prioritizing major transit stations and other high-demand locations;	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
b)	piloting at least one downtown bike centre that includes additional maintenance and end-of-trip facilities;	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
c)	providing convenient pay-as-you-go bicycle lockers in high-turnover areas; and	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
d)	converting some motor vehicle parking at City-owned parking lots.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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:	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
a)	guidelines for bike rack design and placement;	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
b)	an on-street bike corral program;	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
c)	a prioritization approach for commercial, residential, and other areas; and	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
d)	an easy way for the public to submit requests for additional bicycle parking.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
C 2.1.5	Provide abundant, covered, and conveniently located bicycle parking at:	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
a)	libraries, community centres, and other civic facilities; and	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
b)	schools (in partnership with the school boards).	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
C 2.1.6	Develop policy to ensure sufficient bicycle parking at corporate-sponsored and community events, for example through valet parking.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
C 2.1.7	Pilot a publicly available bike maintenance station on a high-volume bicycle route.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

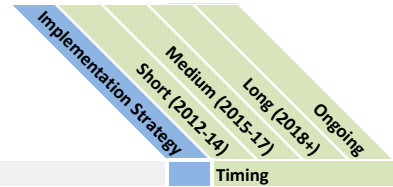
C 3 MULTI-MODAL INTEGRATION

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

C 3.1.1	Provide safe, convenient, and legible connections between major transit stations and the bicycle network.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
C 3.1.2	Work with TransLink to plan and implement abundant, secure, weather-protected bicycle parking at transit stations.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
C 3.1.3	Support measures to expand on-board carrying capacity of bicycles on public transit vehicles.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
C 3.1.4	Work with taxi industry to facilitate on-board carrying capacity of bicycles on taxis.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
C 3.1.5	Advocate for broader measures to accommodate bicycle circulation in new transit stations and station upgrades.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

C 3.2 Provide a public bicycle system

C 3.2.1	Develop and implement a public bicycle system in the Metro Core and other areas with high cycling potential.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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Number	Policy or Action	Timing
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T TRANSIT

T 1 TRANSIT NETWORK

T 1.1 Advance new and improved rapid transit

T 1.1.1	Work with partners to deliver an underground Millennium Line extension serving the Broadway Corridor as a top regional priority	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
T 1.1.2	Support SkyTrain station upgrades and other measures to increase system capacity, frequency, accessibility, and span of service.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
T 1.1.3	Collaborate with TransLink to provide fast, frequent, high-capacity, and fully accessible transit service on high-demand corridors including Broadway, Hastings, 41st/49th Avenue, Commercial/Victoria, and Main/Fraser.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
T 1.1.4	Protect and design for future high-capacity rapid transit corridors and potential station locations.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
T 1.1.5	Support regional transit projects outside city boundaries that demonstrate a strong business case.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

T 1.2 Advance new and improved local transit

T 1.2.1	Work with TransLink and the Province to improve the frequency, capacity, reliability, and service span of local transit, prioritizing high-demand corridors.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
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.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
T 1.2.3	Support new or adjusted services to address transit network gaps.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
T 1.2.5	Advance a Downtown-False Creek-Arbutus streetcar service, through measures including:	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
a)	protecting rights-of-way and designing streets to accommodate the service; and	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
b)	working with TransLink on a business case.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

T 1.3 Improve transit reliability and speed using transit priority measures

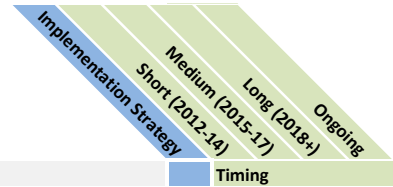
T 1.3.1	Develop and implement transit priority measures in partnership with TransLink by:	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
a)	reviewing transit reliability for different routes, identifying where and why delays are occurring;	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
b)	developing guidelines regarding the application of potential transit priority measures; and	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
c)	supporting and strategically implementing priority measures.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
T 1.3.2	Engage with neighbouring municipalities to ensure that transit quality improvements continue outside city limits	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

T 1.4 Support increased water-based transit

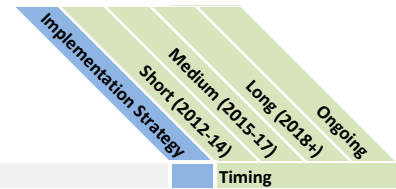
T 1.4.1	Replace or upgrade existing False Creek public docks to improve accessibility, and provide new docks as opportunities arise.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
T 1.4.2	Support the integration of private ferries in False Creek with public transit (for example, Compass Card integration, transit stop locations) and active transportation.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
T 1.4.3	Support new passenger ferry services on False Creek, Burrard Inlet, and/or the Fraser River where a strong business case can be made.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	

T 1.5 Support improved inter-regional transit

T 1.5.1	Work with TransLink as well as other government and private agencies to improve inter-regional transit services, including heavy passenger rail, ferry, coach, and air.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
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Number	Policy or Action	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
T 2 TRANSIT-SUPPORTIVE PUBLIC REALM						
T 2.1 Support a transit system that is easy to navigate						
T 2.1.1	Continue to work with TransLink to deliver consistent and legible wayfinding at and around all rapid transit stations and major transit interchanges.					
T 2.1.2	Work with TransLink to support the provision of real-time information at transit stops, and to provide data in an open format to support third-party mobile application development.					
T 2.2 Provide easy connections and comfortable waiting areas throughout the network						
T 2.2.1	Ensure transit interchanges are designed to facilitate easy and legible connections for people of all ages and abilities, including those with bicycles or mobility aids.					
T 2.2.2	Explore opportunities to improve transit connections at major stations through redevelopment.					
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.					
T 3 INTEGRATION WITH OTHER MODES						
T 4 ACCESSIBILITY						
T 4.1 Support a universally accessible transit system						
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.					
T 4.1.2	Ensure transit stations are designed to facilitate movement for persons with bicycles and mobility aids, for example through clear signage, stairway runnels, accessible fare gates, and large elevators with direct, simple, and quick paths to platforms and parking.					
T 4.1.3	Support alternative delivery mechanisms for paratransit services— including potential increased use of taxis—to lower per-ride costs, improve reliability, and reduce booking times.					
T 4.1.4	Require taxi driver education, training, and testing to ensure safe and sensitive service for customers with disabilities.					
T 5 NEIGHBOURHOOD IMPACTS						
T 5.1 Reduce transit-related environmental and noise emissions						
T 5.1.1	Support specifications for new transit vehicles that reduce noise, vibration and localized emissions.					
T 5.1.2	Support an expanded trolley network.					
T 5.2 Maintain transit streets to a high standard						
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.					
T 5.2.2	Consider high-volume bus routes when reviewing potential additions to the Major Road Network (MRN).					
T 6 TRANSIT FINANCING						
T 6.1 Support stable and equitable long-term transit funding sources						
T 6.1.1	Continue working with funding partners to expand stable, equitable funding sources to meet transit demand and achieve ridership goals. Potential sources include (but are not limited to):					
a)	increased fuel taxes;					
b)	a regional carbon tax;					
c)	vehicle registration fees; and					
d)	regional road pricing.					
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.					
T 6.2 Support effective fares that encourage transit use						
T 6.2.1	Support fare structures that encourage sustainable transportation behaviour and are simple for the customer to understand, with measures in place to ensure everyone can access the system.					
T 6.2.2	Support fare options that encourage transit use by families and visitors.					
T 6.2.3	Encourage bundling of transit fares into the ticket cost of major events.					
T 6.2.4	Support integrating the Compass Card system with other forms of transportation, including bike- and carsharing, parking payment, private ferry services, and taxis.					



Number	Policy or Action	Timing
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M MOTOR VEHICLES

M 1 ROAD NETWORK

M 1.1 Optimize network operations to manage congestion impacts

M 1.1.1	Continue to optimize network operations such as signal timings and rush-hour parking regulations to manage congestion while supporting other plan goals.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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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.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 1.2.2	Work with TransLink to secure strategic additions to the regional Major Road Network (MRN) such as (but not limited to): Burrard Street from Broadway to Georgia Street; Powell Street (and Cordova) between Main Street and Nanaimo Street; and any changes related to the Georgia and Dunsmuir Viaducts.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

M 1.3 Manage traffic to improve safety and neighbourhood livability

M 1.3.1	Continue to implement strategic traffic calming on local streets to improve safety and neighbourhood livability by:	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
a)	prioritizing measures around neighbourhood bike routes, schools and other key pedestrian generators;	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
b)	considering a street's function in the broader transportation network when determining the degree and type of traffic calming;	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
c)	considering neighbourhood access issues prior to implementing diversion measures on local streets with high traffic volumes (>2500 vehicles per day); and	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
d)	ensuring neighbourhood access for emergency responders.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 1.3.2	Refine the traffic calming evaluation process to encourage broad resident discussion and support prior to request submission.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 1.3.4	Work with other jurisdictions to implement neighbourhood-friendly designs on bridges and roads that connect to the city. Ensure that upgrades and replacement infrastructure do not increase capacity for general motor vehicle traffic.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 1.3.5	Continue to monitor collision rates across the city, and address locations with a high number of incidents.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

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.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 2.1.2	Introduce parking maximum allowances throughout the city based upon current ownership levels or existing mode share.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

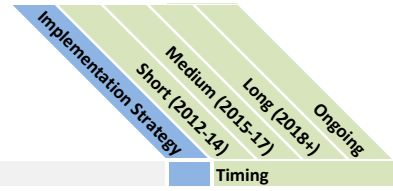
M 2.2 Support strategies that reduce the need for parking

M 2.2.1	Clarify the parking bylaw to reflect broader City transportation objectives, and to actively encourage strategies that reduce parking demand.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 2.2.2	Require demand management plans in all rezonings, multi-family, office, and mixed-use developments. Encourage demand management strategies in all other developments, and allow staff to reduce minimum parking requirements in response.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 2.2.3	Monitor the impacts of demand management plans, and use the results to improve effectiveness and revise policies as appropriate.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 2.2.4	Create a developer-friendly, Council-endorsed toolkit to assist developers and staff in developing transportation management strategies for new development.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

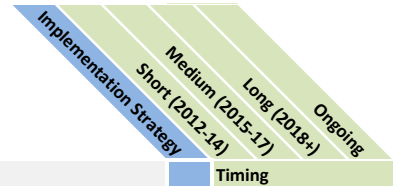
M 2.3 Separate parking and housing costs to increase housing affordability

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.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

Transportation 2040



Number	Policy or Action	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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).	Dark Blue	Medium Green	Light Green	Light Green	Light Green
M 2.4.2	Consider requiring parking in larger developments to be publicly accessible, to enable use as a shared resource.	Dark Blue	Medium Green	Light Green	Light Green	Light Green
M 2.4.3	Allow and encourage developers to lease parking spaces off-site instead of providing new spaces, to take advantage of nearby parking oversupply.	Light Blue	Light Green	Light Green	Light Green	Medium Green
M 2.4.4	Develop a long-term strategy for Downtown parking, considering total parking supply, future demands, and other potential uses.	Dark Blue	Medium Green	Light Green	Light Green	Light Green
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.	Dark Blue	Medium Green	Light Green	Light Green	Light Green
M 2.5.2	Develop retrofit policies for existing buildings with excess parking to enable conversion to other uses.	Dark Blue	Medium Green	Light Green	Light Green	Light Green
M 2.5.3	Remove peak-period parking restrictions where possible to enable more flexible use of the curb lane, including:	Dark Blue	Light Green	Light Green	Light Green	Medium Green
a)	widening sidewalks at pinch points and other congested areas, as well as shortening crossings and improving visibility at intersections;	Dark Blue	Light Green	Light Green	Light Green	Medium Green
b)	creating space for street furniture such as bus stops or bike parking;	Dark Blue	Light Green	Light Green	Light Green	Medium Green
c)	creating opportunities for patios and parklets; and	Dark Blue	Light Green	Light Green	Light Green	Medium Green
d)	providing full-time curb parking to serve local businesses.	Dark Blue	Light Green	Light Green	Light Green	Medium Green
M 2.6 Make it easier for drivers to find available parking spaces						
M 2.6.1	Provide real-time availability information for City-owned off-street parking, through electronic signage and mobile device applications.	Light Blue	Medium Green	Medium Green	Light Green	Light Green
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.	Dark Blue	Light Green	Light Green	Light Green	Medium Green
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:	Dark Blue	Medium Green	Light Green	Light Green	Light Green
a)	gradually increasing permit costs to reflect market value;	Dark Blue	Light Green	Light Green	Light Green	Light Green
b)	limiting the number of permits per household;	Dark Blue	Light Green	Light Green	Light Green	Light Green
c)	increasing costs for each additional permit per household;	Dark Blue	Light Green	Light Green	Light Green	Light Green
d)	capping the total number of permits and allowing residents to trade rights; and/or	Dark Blue	Light Green	Light Green	Light Green	Light Green
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.	Dark Blue	Medium Green	Light Green	Light Green	Light Green
M 2.8 Provide accessible parking for persons with disabilities						
M 2.8.1	Continue to provide parking for persons with disabilities, through measures including:	Light Blue	Light Green	Light Green	Light Green	Medium Green
a)	three-hour access to Residential Permit Parking and Resident Parking Only zones;	Light Blue	Light Green	Light Green	Light Green	Medium Green
b)	thirty-minute access to Regular Loading, Passenger, and No Parking zones, for use while actively loading and unloading persons or materials; and	Light Blue	Light Green	Light Green	Light Green	Medium Green
c)	provision of Disability Zones, implemented in locations based upon requests from people with disabilities.	Light Blue	Light Green	Light Green	Light Green	Medium Green
M 2.9 Support cycling, low-carbon vehicles, and car-sharing						
M 2.10 Support efficient loading and servicing						
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.	Dark Blue	Medium Green	Light Green	Light Green	Light Green
M 3.1.2	Continue to make priority on-street locations available for car-sharing.	Light Blue	Light Green	Light Green	Light Green	Medium Green
M 3.1.3	Adopt parking design guidelines for larger developments that enable non-residents to access on-site car-sharing vehicles.	Dark Blue	Medium Green	Light Green	Light Green	Light Green
M 3.1.4	Support legislative and technological advances that facilitate peer-to-peer car-sharing	Light Blue	Light Green	Light Green	Light Green	Medium Green



Number	Policy or Action	Timing
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M 4 OTHER DEMAND MANAGEMENT TOOLS

M 4.1 Support transportation demand programs that are employer-, institutional-, and district-based

M 4.1.1	Support programs that help large employers, institutions, strata councils, and others develop strategies to reduce motor vehicle trips, and to encourage trips by walking, cycling, and transit.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
M 4.1.2	Demonstrate leadership by providing a transportation demand management program to all City employees and at civic facilities and by sharing strategies and results with others.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 4.1.3	Support a BIA-led pilot to enable small businesses to share resources in developing a district TDM program.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 4.1.4	Support programs such as TransLink's TravelSmart that provide personalized travel advice and support to residents, schools, and workplaces.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	

M 4.2 Support regional road or congestion pricing, with revenue directed towards sustainable transportation improvements

M 4.2.1	Advocate for regional road pricing to reduce congestion and help fund transit and other sustainable transportation improvements. Contribute to the study and evaluation of alternatives.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
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M 4.3 Support insurance options that reward drivers for driving less

M 4.3.1	Support a pilot program for pay-as-you-drive or distance-based insurance premiums.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
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M 5 LOW-CARBON VEHICLES

M 5.1 Provide charging infrastructure to support electric vehicles

M 5.1.1	Continue to require all new developments to include electric vehicle charging infrastructure.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 5.1.2	Develop a retrofit policy to facilitate charging infrastructure in existing buildings.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 5.1.3	Partner with private industry to provide charging locations throughout the city, including retail locations, existing parking lots, and other under-utilized land.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	

M 5.2 Support early deployment of low-carbon and electric vehicles

M 5.2.1	Support the adoption of low-carbon and electric vehicle technology for car-sharing vehicles.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 5.2.2	Convert the City's own fleet to electric, hybrid, or fuel cell vehicles as feasible.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 5.2.3	Create opportunities for low-carbon vehicles, including electric scooters, to park in the city.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	

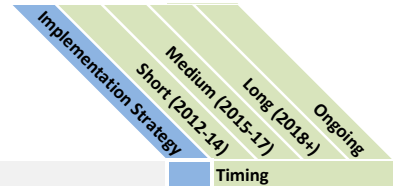
M 6 TAXIS

M 6.1 Support improved taxi service

M 6.1.1	Pilot and evaluate a program that allows taxis to travel in bus lanes.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 6.1.2	Continue to facilitate taxi loading and unloading at high-demand locations.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 6.1.3	Support incorporating taxis into TransLink's SmartCard system.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
M 6.1.4	Through the Vancouver Taxi Roundtable, continue working with partners to improve taxi services by:	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
a)	exploring measures such as low-carbon vehicles, bike racks, fleet optimization, centralized dispatch systems, use of GPS and other technologies, ride sharing, and flat-rate fares for certain trips;	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
b)	encouraging the Ministry of Transportation and Infrastructure and Passenger Transportation Board to implement innovative service improvements;	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
c)	supporting the development of a Province-wide taxi service data collection and monitoring system;	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
d)	streamlining taxi regulations and developing a more comprehensive approach to regional service planning.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	

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.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
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Number	Policy or Action	Timing
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G GOODS, SERVICES AND EMERGENCY RESPONSE

G 1 REGIONAL & BEYOND GOODS & SERVICES MOVEMENT

G 1.1 Protect and improve rail corridors for goods and passenger movement

G 1.1.1	Implement the False Creek Flats Rail Corridor Strategy, subject to refinement based on the Eastern Core Strategy and updated plan directions for walking, cycling, and neighbourhood circulation.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
G 1.1.2	Develop and implement long-term rail corridor strategies to increase capacity and reliability for False Creek Flats, the Grandview Cut, and the north shore of the Fraser River.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	
G 1.1.3	Advocate for improvements to the regional rail network to address major bottlenecks such as the New Westminster Rail Bridge.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

G 1.2 Support truck movement on key regional routes

G 1.2.1	Advocate for the Port to re-open Clark Drive as the primary north-south access point for Port facilities, and to maintain McGill Avenue as the primary eastern access point.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
G 1.2.2	Continue to work with the Port, TransLink, and other partners to maintain efficient goods movement on MRN truck routes, and to plan for future growth.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	

G 1.3 Support Port Metro Vancouver efforts to reduce port-related environmental and traffic impacts

G 1.3.1	Support Port Metro Vancouver initiatives that reduce environmental and traffic impacts.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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G 1.4 Support Vancouver International Airport as British Columbia's primary air gateway

G 1.4.1	Support new and improved passenger connections between the Canada Line and the rest of the existing and planned regional rapid transit network.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
G 1.4.2	Consider airport needs on major transit and road network corridors connecting to the airport, including the Canada Line, Marine Drive, and Cambie, Oak, and Granville Streets.	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing	

G 2 LOCAL GOODS & SERVICES MOVEMENT

G 2.1 Maintain an efficient network of designated truck routes

G 2.1.1	Monitor the local truck network within the city and identify opportunities to improve reliability.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

G 2.2 Provide for efficient loading and unloading

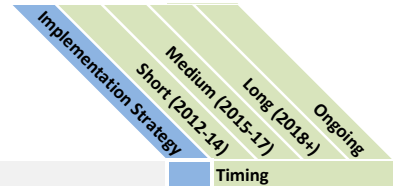
G 2.2.1	Review loading zone policies to ensure efficient and appropriate short-term use, and consider the following interventions as appropriate:	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
a)	reviewing and revising eligibility criteria for commercial vehicle permits, prioritizing goods movement vehicles and couriers;	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
b)	increasing enforcement;	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
c)	introducing paid loading zones, with the potential for variable rate structures to promote turnover; and	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
d)	providing additional loading zones where required.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
G 2.2.3	Ensure commercial laneways continue to support efficient goods movement.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

G 2.3 Support low-impact goods and services movement and delivery

G 2.3.1	Support regulations, incentives, and other strategies to facilitate efficient low-impact goods and services movement, including consideration of:	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
a)	"hub and spoke" delivery models incorporating urban freight consolidation centres;	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
b)	flexible loading options for cycle-based and other small-scale vehicles; and	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
c)	right-sizing of service and delivery vehicles.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
G 2.3.2	Continue to demonstrate corporate leadership in procurement and operations by using low-impact approaches for City-related services and deliveries.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
G 2.3.3	Explore opportunities to optimize services that occur in laneways, to reduce the footprint for waste and recycling collection.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing

G 2.4 Support local production and distribution to reduce the need for large-scale transport

G 2.4.1	Continue supporting local production and distribution through measures including the preservation of industrial land, enabling small-scale manufacturing in some areas of the city, and supporting local urban agriculture.	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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Number	Policy or Action					Timing
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G 3 EMERGENCY RESPONSE

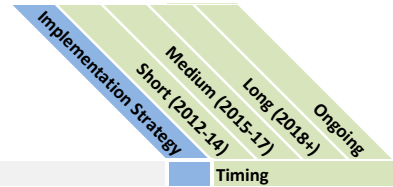
G 3.1 Consider emergency vehicle access in street designs and traffic calming measures

G 3.1.1	Work with emergency responders when developing new traffic calming plans and designs.	Light Blue	Light Green	Medium Green	Dark Green	Lightest Green
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G 3.1.2	Work with emergency responders to designate primary emergency response routes where certain traffic calming measures will not be implemented.	Dark Blue	Dark Green	Light Green	Medium Green	Lightest Green
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G 3.2 Provide up-to-date, readily-accessible information on traffic calming measures and closures

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.	Dark Blue	Dark Green	Light Green	Medium Green	Lightest Green
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Number	Policy or Action	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
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E ENCOURAGEMENT, EDUCATION & ENFORCEMENT

E 1 ENCOURAGEMENT & PROMOTION

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

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.	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
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.	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
E 1.1.3	Continue to support and streamline permitting processes for community events, festivals, and rides that encourage and celebrate active transportation.	Light Blue	Light Green	Medium Green	Darker Green	Darkest Green
E 1.1.4	Develop recurring cycloviva-style event(s) that celebrate active transportation.	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
E 1.1.5	Consider infrastructure that promotes and celebrates cycling, such as bicycle count displays and foot rests at intersection approaches.	Light Blue	Light Green	Medium Green	Darker Green	Darkest Green

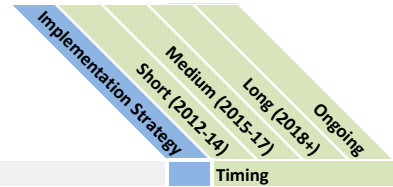
E 2 EDUCATION

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

E 2.1.1	Advocate for making walking safety awareness a key component of all driver training courses and examinations in British Columbia, including for commercial licenses.	Light Blue	Light Green	Medium Green	Darker Green	Darkest Green
E 2.1.2	Educate all road users on the proper use of:	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
a)	crosswalks (marked and unmarked);	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
b)	lane crossings and driveways;	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
c)	signals, including pedestrian and bicycle signal indications;	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
d)	traffic calming measures;	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
e)	bicycle boxes;	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
f)	designated bicycle crossings; and	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
g)	other facilities as new designs and treatments are introduced.	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
E 2.1.3	Work with partners such as TransLink, the Vancouver Police Department (VPD), and ICBC to promote safe and respectful interaction among all road users, particularly as it relates to vulnerable road users.	Light Blue	Light Green	Medium Green	Darker Green	Darkest Green

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

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.	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green
E 2.2.2	Advocate for making cycling skills training a core part of the school curriculum or widely available to youth through other means.	Light Blue	Light Green	Medium Green	Darker Green	Darkest Green
E 2.2.3	Develop cycling skills training facilities in key locations around the city.	Dark Blue	Light Green	Medium Green	Darker Green	Darkest Green



Number	Policy or Action	Implementation Strategy	Short (2012-14)	Medium (2015-17)	Long (2018+)	Ongoing
E 3 ENFORCEMENT & LEGISLATION						
E 3.1 Support enforcement practices that protect vulnerable road users						
E 3.1.1	Work with the VPD to enhance enforcement, education, and awareness approaches targeting behaviours that endanger vulnerable road users. Focus on preventing collisions by improving interactions between people riding, driving, and walking.					
E 3.1.2	Maintain and enforce 30 km/h speed limits on bike routes and greenways.					
E 3.1.3	Encourage further development of the VPD bicycle squad.					
E 3.2 Support enforcement practices that can help to manage congestion impacts						
E 3.2.1	Work with the VPD and bylaw enforcement to enhance enforcement, education, and awareness approaches targeting behaviours that contribute to congestion, such as blocking the intersection box, illegal turn maneuvers, and violation of no-stopping zones.					
E 3.3 Support laws that protect vulnerable road users						
E 3.3.1	Review and update City bylaws and advocate for changes to the BC Motor Vehicle Act that:					
a)	provide enhanced legal protection for vulnerable road users;					
b)	clarify definitions and proper use of cycling-specific facilities and traffic control devices;					
c)	address inconsistencies with established safe riding behaviour;					
d)	encourage more walking and cycling while considering safety for all road users; and					
e)	establish guidelines and regulations on the types of electric-assist and electric vehicles that can use active transportation facilities.					
E 3.3.2	Advocate for provincial legislative changes to enable municipal control over blanket speed limits for City streets.					
E 3.4 Work to reduce bicycle theft						
E 3.4.1	Participate in a regional bicycle theft task force to research, implement, and coordinate programs and enforcement practices that address bicycle theft, including development of a bicycle bait program.					