



**BOLD  
CLIMATE  
ACTION  
NEEDED** !

# How we move.

How we transport people and goods around our city is one of the most important factors in individual health, community prosperity, and the wellbeing of our environment.



#### TARGET 1

NO  
ACTION  
CARDS

[VancouverPlan.ca](http://VancouverPlan.ca)

#### TARGET 2

x6  
ACTION  
CARDS

#### TARGET 3

x4  
ACTION  
CARDS

- Nearly 40% of carbon pollution generated in Vancouver comes from burning fossil fuels to power vehicles, which causes climate change, air pollution and smog. We need to think differently about how we move.
- With Vancouver adding approximately 100,000 residents in the next 20 years, and a rapid increase in jobs, there will be more trips around our city than ever before, yet we have limited road space to take these trips.
- Since walking, cycling, and transit are lower carbon emitters, the City of Vancouver wants to encourage people to shift to these sustainable transportation forms. What's more, transit, walking and cycling are more efficient than individual driving trips.
- We have the opportunity to not only reduce emissions, but to plan our communities in ways that make them safer, healthier and greener by providing services and amenities close to where people live. We can reduce the number of single occupancy vehicle trips by increasing the convenience of active transportation and public transit and then support the rapid transition to electric vehicles for those remaining trips.

This work builds on, and in some cases accelerates, actions identified in Transportation 2040, the City's long-term strategic vision for how people and goods move around our neighbourhoods and through our streets.

# Target:

**By 2030, 90% of people live within an easy walk and roll of their daily needs.**



Imagine living within just a short walk or roll of... everything. You get groceries from the market; visit your community centre for activities; attend appointments with your doctor or hairdresser; hop on rapid transit to go to work—all minutes away from your front door.

- This is the vision the City of Vancouver has for our residents by 2030. Living close to one's needs helps to improve quality of life. People who can easily walk to resources are physically healthier, exercising more and spending more time outside.
- They are also likely to be mentally healthier, too, since walking is a relaxant, in addition to a social tool that helps you get to know neighbours, local shopkeepers and other people who make your community thrive.
- As a city, we need to discover how we can support as many people walking/rolling as possible. We'll begin by understanding what amenities Vancouverites want to have within easy walking distance, and what makes walking the most enjoyable—and safe—within our City.

Actions to meet this target will be determined as part of the City of Vancouver's long term strategic plan, the Vancouver Plan which is currently under development. Visit [vancouverplan.ca](http://vancouverplan.ca) to get involved.

# Target:

**By 2030, two thirds of trips in Vancouver will be by active transportation and transit.**



- A lot has changed over the past ten years with more than half of trips taken in Vancouver now being made on foot, bike, or transit! Through the development of more complete communities and by providing more walking/rolling and cycling infrastructure and transit services, the distance driven per person in Vancouver has decreased by 38% since 2007 while the number of trips by walk/roll, bike and transit has increased by at least 45%.
- With Vancouver's street network largely built out and a growing population and economy, it is more important than ever to improve the efficiency and reliability of our transportation system. By expanding the ways in which people can make safe and convenient active transportation and transit trips we can reduce congestion, improve air quality, and reduce carbon pollution in our city.
- To be successful we must support this switch for people of all ages and abilities, through incentives that consider different income thresholds and community planning that considers different abilities. We need to transition more of our current vehicle travel and parking lanes to enable more dedicated places for public transit, walk/rolling and cycling. We must enable more people trips in the same amount of space while managing congestion and minimizing negative impacts to the environment.
- Note for dialogue participants: Transit in Vancouver is not a City service, it is provided by TransLink.

# Action:

## Implement Transport Pricing In The Metro Core

Many cities around the world use, or are working toward, a form of Transport Pricing to improve air quality, reduce pollution, reduce noise, manage congestion, and reallocate space toward sustainable modes. Over the next three years, we will explore a Transport Pricing model that more equitably distributes street space and transportation costs and benefits.

## What does this look like?

- Over the next two years, we will be engaging with the public to explore a pricing system that works for Vancouver.
- We are going to talk to people who will be impacted so we can understand and address their concerns to ensure we make this action successful.
- Currently, public infrastructures like roads are funded in part by the provincial gas tax, which is unstable and has been on the decline with the uptake of electric vehicles and declining car use.
- Transport pricing can help make up the gas tax shortfall and encourage a move away from dependence on other taxes used to fund roadway infrastructure that do not relate to the use of street space.



### **BENEFITS**

- **Individual health**
- **Community health**
- **Resilience**
- **Equity**



# Action:

## Expand And Improve Our Walking/Rolling, Biking Network.

People will drive less if there are more safe, connected, convenient, and reliable options for using active transportation.



## What does this look like?

- Improved walking and cycling routes throughout the city that are connected to major destinations, services, jobs and where people live.
- At least two pedestrian-priority streets in the metro core that are either car-free or car-light.
- At least two major commercial streets, with shopping and services, will be enhanced to make it easier and more enjoyable to walk, cycle, and take transit. This could include expanded sidewalks, more green space, protected bike lanes, and more benches and parklets.
- Electric bikes will be added to the public bike share program.
- Incentive programs will make it easy for Vancouverites to use electric bikes rather than cars, especially low income households and households with children and seniors.



### **BENEFITS**

- **Individual health**
- **Community health**
- **Resilience**
- **Equity**

# Action:

## Reduce Reliance On Motor Vehicles In The Broadway Plan Area And The Jericho Lands

We plan to increase walking/rolling, cycling and transit in the Broadway and Jericho Land areas by creating complete communities with a mix of housing, jobs and services within walking distance; building better infrastructure for walking/rolling and cycling; and, working with partners to provide reliable, connected and convenient transit service.

## What does this look like?

- 80% of trips will be made by active transportation and transit (currently, approximately 60% of trips are by active transportation and transit in the Broadway area).
- This means that if a person makes five trips in one day, four of those trips will be by sustainable transportation, whereas today in the Broadway area, three out of five trips are by sustainable modes.
- Rapid transit, including the SkyTrain extension, along with safer and more convenient walking and cycling networks will be key to realizing this goal.



### **BENEFITS**

- **Individual health**
- **Community health**
- **Resilience**

# Action:

## Improve Bus Speed And Reliability

Providing commuters with reliable alternatives to driving, especially during peak hours, will make it easier for more people to take transit.



## What does this look like?

- Prioritizing buses over other traffic and parking on city streets by:
  - expanding bus lanes
  - providing bulb-outs for easier boarding
  - using intersection priority to allow buses to bypass congestion
- These improvements would be completed on the routes in the city where bus passengers experience the most delays, especially in and out of the Metro Core.
- There will be at least five priority routes completed by 2025 and 10 routes by 2030.



### **BENEFITS**

- **Community health**
- **Resilience**
- **Equity**

# Action:

## Encourage More Walking, Biking And Transit Use

Encouragement and promotional programs to help people make sustainable transportation choices, and reduce their driving trips.



## What does this look like?

- Cycling and walking promotional programs.
- Marketing campaigns to promote new transportation infrastructure.
- Working with employers to encourage and incentivize their staff to commute by walking, biking, transit or carpooling.



### **BENEFITS**

- **Individual health**
- **Community health**
- **Equity**





# Action:

## Support Sustainable Transportation Options Through New Developments

We plan to signal a culture shift for new developments by putting more emphasis on creating spaces for people and bikes, integrating shared cars, and having robust connections to transit.



## What does this look like?

- Reduce the amount of parking that developers are required to provide in new buildings and set limits on how much parking can be provided.
- Require new developments to provide better walking, biking, and transit options for their residents, tenants, and neighbours.



### **BENEFITS**

- **Individual health**
- **Community health**
- **Resilience**
- **Equity**



# Target:

**By 2030, 50% of the kilometres driven on Vancouver's roads will be by zero emissions vehicles.**

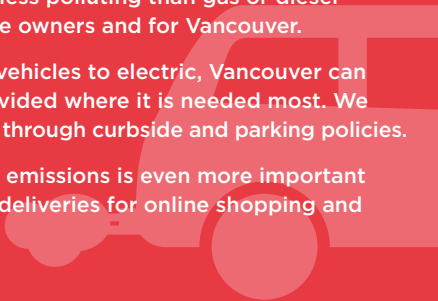


Not all trips can be made by walking, cycling or using public transit—but many can. Ensuring that we reduce our reliance on cars and, in particular, single-user, fossil fueled cars, is an essential step in fighting the climate crisis. Doing so has numerous benefits for us as individuals and as a city. Less cars means cleaner air, safer transit routes and more walkable communities.

When we choose to drive, zero emissions vehicles, like electric cars, are ideal, and new technologies mean that zero emissions options are also available for freight or heavy duty purposes. With a minimum of 93% of the electricity in BC coming from hydroelectricity, electric cars are much less polluting than gas or diesel vehicles. That's great news for electric vehicle owners and for Vancouver.

To support the rapid transition of remaining vehicles to electric, Vancouver can work to ensure charging infrastructure is provided where it is needed most. We can further encourage electric vehicle uptake through curbside and parking policies.

Ensuring that half of all vehicle trips are zero emissions is even more important with increased vehicle traffic expected from deliveries for online shopping and ride hailing services.



# Action:

## Zero Emission Parking Plan

The cost and availability of parking can influence our travel choices, housing and business costs. Management of on-street parking in Vancouver is a way for the City to encourage a shift to zero emission vehicles.



## What does this look like?

- Currently, only 10% of the local streets in Vancouver have permit parking. By 2022, permit parking will apply city-wide.
- The cost of parking for gas and diesel vehicles will increase to encourage residents and businesses to switch to zero emissions vehicles. We'll do this in two ways, with:
  - a small surcharge to parking meter rates for gas and diesel vehicles.
  - a more significant surcharge to street parking permits for gas and diesel vehicles.



### **BENEFITS**

- **Community health**
- **Green jobs**
- **Resilience**
- **Equity**

# Action:

## Expand The Public Charging Network

We're making it easier for anyone to use a zero emissions vehicle. Whether or not you can charge at home, an expanded public charging network means that when you need to drive, you can conveniently switch to a zero emissions vehicle.



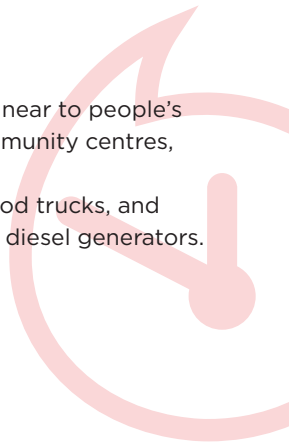
## What does this look like?

- Increase the number of public charging stations near to people's homes, and at convenient locations such as community centres, retail, and libraries.
- Provide power to other activities such as film, food trucks, and special events so that they don't need to rely on diesel generators.



### **BENEFITS**

- **Community health**
- **Resilience**
- **Equity**





# Action:

## **Increase Electric Vehicle Charging In Buildings**

**We are planning to support the use of zero emission vehicles for more Vancouver residents and visitors by incentivizing electric vehicle charging in existing rental buildings and requiring more charging in new non-residential buildings.**



## What does this look like?

- Incentives to add electric vehicle charging in rental buildings that complement those already provided by senior governments.
- Requirements for electric vehicle charging in new non-residential buildings to improve charging options in new office buildings, grocery stores, and other non-residential parking areas. These would complement requirements already in place for new residential buildings.



### **BENEFITS**

- **Community health**
- **Resilience**
- **Equity**

# Action:

## **Support Charging Infrastructure For Passenger Fleets**

Vehicles within passenger fleets can drive long distances each year, making shifts to zero-emission vehicles particularly effective at reducing pollution.



## **What does this look like?**

- We plan to work with passenger fleet providers such as taxi, ride-hail, and car share to identify charging locations and provide other supports for transitioning their fleets to electric vehicles.



### **BENEFITS**

- **Community health**
- **Resilience**

