It has been 10 years since the City of Vancouver’s Transportation Plan was adopted in 1997, and our transportation choices have changed to support a more sustainable city.

The 1997 plan emphasized:
- limiting overall road capacity to the 1997 level
- providing more comfortable walking and biking environments
- increasing the provision and use of transit
- calming traffic in neighbourhoods, and
- maintaining an efficient network for goods movement.

The plan identified 70 major initiatives, with six later additions, and set targets for walking, transit, biking and vehicle trips. Fifty initiatives have already been finished. Throughout the city, you’ll notice such improvements as traffic calming in neighbourhoods, new bike lanes and wider sidewalks.

Vancouver’s transportation priorities
1. walking
2. biking
3. transit
4. goods movement
5. single-occupancy vehicles

Vancouver
- Walk 17%
- Bike 3%
- Transit 17%
- Vehicle with passenger 12%

Downtown
- Walk 27%
- Bike 3%
- Transit 30%
- Vehicle with passenger 9%

How we get around…

What’s next?
The City of Vancouver will be developing a new long-range transportation plan with targets up to 2040.

See the City of Vancouver Transportation Plan Progress Report at: vancouver.ca/engsvcs/transport or phone 604.873.7358

A decade of progress

Targets have been reached or surpassed in almost all transportation areas. And this has happened during a period of growth when there has been a 23% increase in trips to Vancouver.
Walk trips
• make up 27% of all trips to Downtown and 65% of trips within Downtown
• account for about 17% of all trips in Vancouver

Bike trips
• in Vancouver have almost tripled to over 50,000 trips a day
• make up 2,700 trips into Downtown in the morning peak period, equivalent to 50 to 60 full transit buses
• are the fastest growing way to get around

Transit trips
• have increased by 20% in the last decade
• to UBC went up 62% within two years of introducing U-Pass
• are up as a direct result of new bus service created by the Area Transit Plan

Vehicle trips
• entering Vancouver are down 10%
• entering Downtown are down by 7%
• represent only 10% of all trips within Downtown

Land-use planning has supported higher densities and neighbourhoods with easy access to shopping and work.

In the past decade the City has doubled the bike network from 80 km to 170 km.

Growth in transit ridership is outpacing all other major Canadian transit systems.

The average kilometres driven by Vancouver registered vehicles is down by 29%.

Why do people walk, take transit or bike?
In the Transportation Plan the City made a clear choice to make investments in such areas as prioritizing pedestrian and bike access and safety, widening sidewalks, calming traffic in neighbourhoods, increasing greenway and bikeway development and making transit improvements. These investments prioritize transportation options other than car use.

How does land use affect transportation?
Higher density neighbourhoods with easy access to shopping and work also promote alternative choices to car use. Trips are now shorter, and transportation systems more sustainable. These investments are paying off, as we see more people choosing to walk, take transit or bike.

Where is Vancouver falling short?
While Broadway has seen a doubling of transit trips in the past five years, targets for Central Broadway are not being met. Drivers make up more than half of trips to and within Central Broadway and the numbers are growing. Bus service on Broadway is nearing capacity and hopes for meeting targets rest with the Canada Line and the Millennium Line extension to Central Broadway.

How does Vancouver compare?
One-third of regional trips are to Vancouver destinations. Vancouver’s move towards sustainable transportation choices is in contrast to regional trends for increased car use. In Vancouver, a larger proportion of people get to work by walking than in cities like Montreal, Seattle, Toronto or Portland. And, except for Montreal, Vancouver has the smallest proportion of people taking cars to work.