

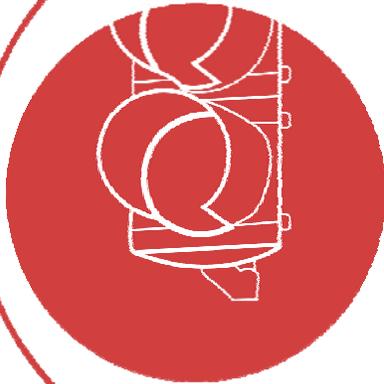
# FCM

Federation of Canadian Municipalities

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## **Sustainable Transportation Strategies**

*from the City of Vancouver's Green Municipal Fund  
final report on Sustainable Transportation in  
Southeast False Creek*



**FCM Centre for Sustainable Community Development**  
24 Clarence Street, Ottawa, Ontario K1N 5P3  
[www.sustainablecommunities.fcm.ca](http://www.sustainablecommunities.fcm.ca)

***Sustainable Transportation Strategies — from the City of Vancouver's Green Municipal Fund Final Report on Sustainable Transportation in Southeast False Creek (GMEF 3188)***

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**Sources:**

Green Municipal Fund project: Sustainable Transportation in Southeast False Creek (GMEF 3188)

Date project completed: November 2002

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GMF grant: \$30,000

**The full report from this GMF-funded initiative is available at  
<[www.sustainablecommunities.fcm.ca](http://www.sustainablecommunities.fcm.ca)>.**

**Cette publication est disponible en français sous le titre *Stratégies de transport durable – du rapport final du Fonds municipal vert (FMV) de la Ville de Vancouver sur le transport durable à Southeast False Creek.***

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Ottawa, Ontario K1N 5P3

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## Preface

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### Introduction

Urban transportation and land-use management are central issues for today's municipal governments. While there are many approaches to managing these issues, selecting the most appropriate sustainable transportation strategies can be challenging.

This document presents an excerpt from the final report submitted by the City of Vancouver for its Sustainable Transportation in Southeast False Creek study (GMEF 3188),<sup>1</sup> completed with support from FCM's Green Municipal Fund (GMF). It outlines sustainable transportation options identified for the Southeast False Creek development. While this document does not include all options available to Canadian municipalities, it provides an overview of some of the choices municipal governments can consider when selecting the best solutions for their communities.

### About this document

GMF-funded feasibility studies, field tests, sustainable community plans and capital projects are contributing to a growing body of knowledge every year. FCM shares this knowledge through various types of events and publications, including workshops, case studies, articles, reports, an electronic newsletter, and excerpts from final study and project reports. By showcasing what individual municipalities have accomplished in their communities through excerpts such as this, FCM aims to share the tools and lessons learned from these initiatives and support and inspire other municipalities in Canada to pursue and achieve their own sustainable development goals and initiatives.

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### The Green Municipal Fund

The Government of Canada endowed FCM with \$550 million to establish the GMF to provide a long-term, sustainable source of financing for municipal governments and their partners.

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<sup>1</sup> City of Vancouver. "Exhibit B-1 – Evaluation of Sustainable Transportation Strategies: 'Long List.'" *Southeast False Creek Transportation Study*. November 2002. B2–B8.

GMF provides low-interest loans and grants, builds capacity, and shares knowledge to support municipal governments and their partners in developing communities that are more environmentally, socially and economically sustainable. Funding is allocated to studies and capital projects in six sectors of municipal activity: brownfields, energy, planning, transportation, waste and water. To ensure the greatest possible impact, GMF invests in the best examples of municipal leadership in sustainable development — examples that can be replicated in other communities.

GMF is managed by the FCM Centre for Sustainable Community Development (CSCD).

## For more information

CSCD encourages readers to consult the complete study report for more information and ideas about sustainable transportation. The report is available on the CSCD website at <[www.sustainablecommunities.fcm.ca](http://www.sustainablecommunities.fcm.ca)>.

### Project contact

Robin Petri, Manager, Engineering,  
Southeast False Creek and Olympic Village  
City of Vancouver  
Tel.: 604-871-6878  
E-mail: [robin.petri@vancouver.ca](mailto:robin.petri@vancouver.ca)

For other GMF initiatives of this type or category, or from this municipality, province or territory, please contact FCM's Capacity Building Transportation Campaign, at 613-907-6214 or at [transportation@fcm.ca](mailto:transportation@fcm.ca).



# Sustainable transportation strategies

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Southeast False Creek is a 36-hectare area of former industrial land near downtown Vancouver that is being redeveloped with the vision of becoming a model of sustainable development in which residential development is encouraged. The following list introduces sustainable transportation options identified through an extensive literature review undertaken for the City of Vancouver's Sustainable Transportation in Southeast False Creek study (GMEF 3188).

The strategies included in this excerpt are arranged by category as presented in the final study report. Using this list, the city held a stakeholder workshop to select a "short list" of strategies that were deemed the most likely to reduce car trips to and from the Southeast False Creek development, and most appropriate for implementation.

Please consult the complete study report on the CSCD website at <[www.sustainablecommunities.fcm.ca](http://www.sustainablecommunities.fcm.ca)> for more details about the strategies that were explored, the short list that was developed, and other aspects of transportation planning that were considered for this development.

## Transit

### Community transit pass

Free/discounted transit pass program for all residents and employees of SEFC, typically paid for by developers in lieu of reduced parking requirements, property owners as amenity, or by residents. Community transit pass programs (often called "EcoPass") exist for neighbourhoods, universities, and employers.

### Employee pass program

Employees of firms of 25+ staff are eligible for a 15% reduction on annual transit passes.

### Payment innovation

Making the cost of bus travel easy, affordable, and convenient. e.g. community transit passes (annual pass cards), 'smart cards' (credit/debit card-like payment).

### Improved service

Additional routes, higher frequencies, bigger buses, shuttle buses, express service, more shelters, safer stops.

### Improved False Creek ferry service

Improved ferry service frequencies and additional ferry stops/stations in SEFC area.

### Dedicated transit lanes

Gives transit priority on road network, allows transit to compete with efficiency of car travel.

### Trip linking

Ensuring that transit stops link with other facilities and services, allowing travellers to dovetail errands with commute. Fares should allow for stopovers without penalty.

**Tax-exempt employer-provided transit benefits**

Offering employees tax-exempt transit passes as an alternative to free parking. Allowed in US but requires a change in the Canadian tax code.

## Land use

**Transit-oriented development/complete community design**

Development of full-service, multi-modal (all transport modes, but emphasis on transit, walk, bike), higher-density, urban communities where one can work, live, shop and recreate in one area, with all amenities within a 5–10 minute walk.

**Location-efficient mortgages**

Where banks give credit to people who choose to live where they do not need a car (downtown, near transit hub). Savings go towards servicing higher mortgage (often needed to buy higher-priced downtown real estate).

**Jobs–housing balance**

City policies allowing live/work developments within SEFC.

## Pedestrian

**Personal safety improvements**

Improving built environment to remove barriers to walking. Eg: lighting, low landscaping, phone booths, “eyes on the street” surveillance.

**Safer and more pleasant pedestrian planning**

Infrastructure that supports “pedestrian-friendly” or “walkable” environments. Eg: wide unobstructed sidewalks, resting areas, boulevards, safe crossings, pedestrian-activated lights, public art, at-grade retail, plazas, parks, places of interest, street vendors, sidewalk cafés, etc.

## Cycling

**Bicycle network improvements**

Improvements to cycling network and environment. Eg: bike lanes, separated paths, designated safe routes, shortcuts, resting places, water fountains, benches, etc.

**Bicycle facilities**

Facilities that support, encourage and raise profile of cycling. Eg: uniquely designed public bike racks — highly visible, frequently placed, conveniently located.

**End-of-trip facilities**

Improvements that support bike commuters and address barriers. Eg: shower facilities, locker and towel service, secure, convenient lock-up.

**Bike/transit integration**

Supporting inter-modal travel. e.g. Bike racks on buses, storage lockers at transit stations.



### **Safe cycling courses**

Nationally recognized commuter cycling courses, which improve skills, teach rules of the road and safety measures. Employers often sponsor these courses.

## **Carpool/vanpool**

### **Maximize use of fleet vehicles**

Put otherwise idle vehicles into service to vanpool after hours, private shuttle, support other TDM programs.

### **HOV lanes**

Travel lanes designated for high-occupancy vehicles (qualifying number per vehicle varies 2+ to 4+), serves as incentive to carpool/vanpool, use transit.

### **Ridematching service**

Programs that organize and match commuters with one another. Regional Internet-based systems available or small-scale, site-specific systems.

### **Vanpooling service**

8 or more commuters sharing a van, to one or various locations. A not-for-profit service, often sponsored by a foundation or an employer (e.g. Jack Bell Foundation).

### **Instant or non-organized carpool**

Spontaneous or unplanned carpooling opportunities arise when convenient meeting areas are provided. These carpoolers have no commitment to one another other than that particular trip. (Common in areas where there are HOV lanes or tolls.)

## **Pricing**

### **Increased fuel tax**

Increased taxes on auto fuel, to make transparent the hidden costs of auto travel. Use funds to support underfunded alternative modes.

### **Road pricing**

Charging drivers to use specific roadways in attempt to gain congestion relief.

### **Variable insurance costs**

Link costs of vehicle ownership to use — known as “distance-based insurance” (i.e. sell insurance by the slice).

### **Full-cost pricing/accounting**

Integrating social and environmental costs into the price of auto travel, to make transparent the hidden costs of auto travel, and to influence travel behaviours.

## Policy

### **Revenue-neutral tax shifting**

Shifting taxes away from socially desirable activities to those that are harmful or risky.

### **Reform motor-carrier regulations**

Reducing/eliminating regulations that restrict transportation service competition and innovation. For example, private bus, shuttle, and shared taxi services are often prohibited or restricted in order to maintain monopolies for existing service providers.

### **Allow strategic congestion**

Maintaining roadway capacity at congested levels without building more capacity — forces some travellers to seek alternative modes.

### **Trip reduction bylaws**

Mandatory region-wide regulations that require employers and developers to reduce vehicle trips to specific locations.

## Parking

### **Price parking**

High prices for parking reveals “true” cost of vehicle ownership, encourages cheaper forms of transportation.

### **Variable parking rates**

Discourage monthly passes, encourage hourly, daily.

### **Reduced and maximum parking requirements**

Lower parking requirements for residential and commercial/retail developments. The use of maximum vs. minimum parking bylaws to discourage over-building parking garages.

### **Preferred parking**

Reserved, sometimes guaranteed, stalls in convenient locations for high-occupancy vehicles travelling to site. Eg: “Carpool/Vanpool Only” stalls.

### **Shared parking**

Where parking spaces are shared by more than one user, which allows parking facilities to be used more efficiently.

### **Sliding scale parking**

Parking fees linked to the number of occupants in the vehicle. High-occupancy vehicles receive free or substantially subsidized parking.

### **Park-and-ride facilities**

Creation of parking lots for suburban commuters to meet and connect with transit or other carpoolers.



## Services/innovations

### **Car-share co-ops/car rentals**

Supporting the creation of collective car ownership schemes, providing access to cars without requiring personal ownership. Car-share vehicles typically located on neighbourhood streets/hubs for easy access. Car-share clubs can also serve as “station cars” — allowing commuters/transit users to access shared vehicles at transit stations.

### **Walking school bus**

Program whereby parents/volunteers walk a group of kids to/from school to reduce traffic problems at schools and provide an ‘active’ transportation option for kids/parents.

### **Home delivery services**

Businesses providing home delivery for groceries and other products.

### **Bike share/bike co-ops**

Distributed network of bicycles, parked at bike stations, available for free or nominal fee.

### **Integrated transportation systems**

Integration of transit, False Creek ferries, car-share clubs, taxis, parking, bike-share clubs, etc. into a single, convenient, operating and payment system (typically smart card technology), to improve transportation options.

## Enabling programs

### **Marketing & education**

Campaigns that work to instruct and remind travellers about alternatives — works to change entrenched habits.

### **TMA or Transportation management associations**

Partnerships that coordinate implementation of various strategies. Eg: transportation fair, parking management. TMAs can also coordinate special event transportation plans.

### **Monitoring**

Developing indicators and targets, recording successes, barriers and making adjustments to ensure ultimate goals are achieved. Broadcast results to participants.

## Planning

### **Least-cost planning**

Strategies to reduce demand are considered equally with traditional engineering planning, which tends towards increasing road capacity.

**Traffic calming**

Describes various physical, design and psychological changes that make streets more “livable” and safer for all modes of travel. May include narrower streets, bicycle lanes, on-street parking, speed bumps, traffic circles, alternative road surfaces, sidewalk extensions, planned community street activities (e.g. street hockey or block party).

**Workplace strategies****Cashing out in lieu of free parking**

Giving all commuters, regardless of mode, the cash equivalent of “free” parking (if provided to staff), allowing commuters the choice as to where they wish to spend their money. Used to equalize the hidden benefit drivers get with free parking at work site.

**Telecommuting**

High-tech infrastructure and building design (live/work) that enables people to work at home.

**Guaranteed ride home**

Provides employees with a free or subsidized ride home in cases of overtime or family emergency. Designed to overcome barriers to using carpool/vanpool programs, transit and sometimes cycling.

**Compressed work week/flex time**

Allows workers to add extra time to each day in lieu of reducing their work week. Also, overtime can be converted to time off instead of extra pay.

**Hotelling**

When employees share workstations by using them on a rotational basis. This accompanies compressed work weeks and telecommuting. Cost and office savings can be used to support other programs/subsidies.

**Flexible hours**

Employers support workers to change their work hours to accommodate rideshare opportunities. Effective at shifting peak-hour travel.

**Travel subsidy**

Employer rewards commuters who take alternative modes by subsidizing the expenses associated with their mode of choice: transit discount, walking shoe subsidy, money for bike repairs and parts.

**Work-related travel programs**

Aimed at offering alternatives to employees for travel trips (work-related and personal) during work hours. Eg: bike fleet, free transit tickets, policy to carpool to meetings.

**Teleconferencing/video conferencing**

Employer policy that supports and encourages meetings by phone. Requires appropriate technology.

**Satellite offices**

Larger companies may establish full-service offices closer to communities (often suburbs), resulting in reduced commuting time, stress, pollution produced. Some compatible businesses may choose to have a shared satellite office to reduce costs.

