



EcoMobility



PRIORITY FOR ECOMOBILITY IN OUR CITIES. A SERIES OF LOCAL STORIES

Vancouver, Canada

Increasing intermodal EcoMobile transport methods

Summary: Typical of most major metropolises, Vancouver has no freeways into or through its downtown area. In 1960, plans for a city freeway were rejected by an alliance of citizens and community leaders. Vancouver's urban development has since been focused on significantly reducing car use.

Shifting Vancouver towards sustainability

Growth in Vancouver's public transit ridership is exceeding all other major Canadian cities. Transit ridership has increased 52% for the Vancouver region over the last 10 years. The modes of transportation include buses, community shuttles, ferries, commuter rail, and an automated rapid transit system known as 'SkyTrain.'

Vancouver's bus service consists of trolleybuses, hybrid compressed natural gas (CNG), and conventional diesels that serve the entire city. The buses are in various sizes including small community shuttles, conventional and articulated. Some routes have dedicated

lanes, which improves their efficiency. Buses are bicycle and wheelchair-accessible and run on renewable energy. The downtown streetcar links high-activity areas in the city with other transit modes. The SkyTrain, which consists of three lines of automated trains, is the world's longest automated light rapid transit system. The SkyTrain led to the development of multiple dense urban centers. The system runs mainly on hydroelectric energy, thus reducing its ecological footprint.



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Cyclists in Vancouver

Cycling: Vancouver's fastest growing transport mode

Vancouver promotes biking as a safe, convenient, and healthy mode of transport. The city intends to integrate the bicycle network with the current transportation network to reduce traffic congestion. Vancouver has over 400 km of bike paths throughout the city. Nearly 60,000 trips (approximately 4%) are made every day on bicycle. In the downtown area and surrounding neighborhoods, this modal share is roughly 11%. Together, biking and walking account for nearly 50% of all downtown trips. More than 3,500 residents commute to work downtown by bicycle each day, an increase of 70% during the last decade. Half of all Vancouver residents commute less than five km to work and 80% commute less than 10 km. These short distances are ideal for biking. The Central Valley Greenway saw almost 2,000 cyclists per day were using this route within one month of its opening in 2009.

Walking: Vancouver's top priority

Seventeen percent of all trips taken in Vancouver are made by pedestrians. Still, the city plans to increase the modal share of walking by making streets easily accessible and safer for pedestrians. The city maintains more than 2,100 km of sidewalks and urges communities to make their sidewalk areas more appealing to walkers by decorating them and planting flowers. The city also maintains "greenways" for pedestrians and cyclists that connect parks, historic sites, communities, and retail areas along the waterfront and through nature sites. They provide alternative ways to travel through the city and create an enriched natural city experience. There are currently 90 km of greenways, with more being developed. The largest is Central Valley Greenway, a 25 km route in the city which links 11 SkyTrain stations, 23 bus routes, 16 bicycle routes, and 11 other greenways.

Fee structure and business model

Vancouver has a ten part goal of becoming the world's greenest city by 2020. One of these goal areas involves transportation. In the last 15 years, the city's population increased 18% and commutes by 16%, but the number of daily vehicles entering the city continues to decline. There are two main goals of this initiative. The first is to achieve over half of all trips in the city by walking, bicycling, or public transport. The second of these goals is to reduce the average distance driven by vehicle per resident by 20%. To assist in meeting these goals, the city has allocated over \$12 million (8.4 million €) per year for cycling paths and other transportation projects.



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Vancouver is a dense city with no highways cutting across.



Vancouver, Canada

The City of Vancouver is one of Canada's main port cities. The city has a population of 640,000 people in an area of 115 km², while the metropolitan area has a population of 2.3 million people. This makes Vancouver the third metropolitan area in the country. Vancouver is one of Canada's largest industrial centers. Port activity generates much of Vancouver's GDP (gross domestic product). Mining and forest products are also a major part of Vancouver's economy. Furthermore, Vancouver has an ambitious plan to become one of the greenest cities in the world. Vancouver has been an ICLEI member since April 1993.

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