



4.5 AUTOMOBILES

ISSUE

Automobiles (cars, trucks, vans, etc.) will continue to be a major travel mode in Richmond, even after transit, walking, and cycling become important travel modes. As such, accommodating automobiles within a changing transportation system, and managing their impacts, are major issues. Also important is the transition towards less reliance on the car (especially single-occupant cars), and encouragement of efficiencies in the use of cars, and of land for parking purposes.

OBJECTIVE 1:

Implement strategic transportation improvements to reduce reliance on the automobile, while recognizing its key role in the overall transportation system.

POLICIES

- a) Place priority on implementing the City Centre Transportation Plan to reduce congestion and enhance circulation in the downtown area;
- b) Support limiting the use of existing travel lane capacity by single-occupant automobiles at all regional and provincial bridges/highways and give priority to high-occupancy vehicles (high priority vehicles (HPV) HOV lane designations).

OBJECTIVE 2:

Manage travel demand at source to reduce single-occupant automobile travel.

POLICIES

- a) Introduce employer incentives to encourage trip-reduction programs such as telecommuting, discounted monthly bus passes, bonuses/rewards for cycling and walking, coordinated carpool programs, etc.;
- b) Reduce school-related automobile trips and traffic congestion by encouraging “walk to school” programs, e.g. walking school buses;
- c) Introduce trip-reduction programs for high school and college students such as rewards for transit, cycling, and walking;



Walking to school



- d) Partner with public- and private-sector agencies to raise awareness of the benefits of travel alternatives to the single-occupant automobile;
- e) Support the establishment of shared automobile ownership such as “car co-ops” to provide cost-efficient, convenient access for occasional automobile users and to reduce parking requirements.

OBJECTIVE 3:

Manage parking and loading activities by balancing the need for convenient access with efficient traffic flow.

POLICIES

- a) Establish parking requirements to ensure a reasonable parking supply at major developments in a manner which recognizes the decreasing demand for automobile use;
- b) Introduce appropriate bylaws to ensure handicapped parking is provided in existing and new developments;
- c) Provide passenger curbside loading and unloading in intensive land use areas in a manner which minimizes any adverse impact on traffic flow;
- d) Permit curb parking in high-activity areas with adequate road capacity, to encourage short-term stays for the benefit of adjacent businesses;
- e) Prohibit curb parking in areas where curb lane capacity is required to facilitate safe and efficient traffic flow;
- f) Reduce individual at-grade downtown parking lots by encouraging centralized public parking facilities;
- g) Allow reduced parking requirements for new developments located near major transit corridors and for developments sharing parking facilities for mixed-use purposes;
- h) Support the use of pay parking at major developments as a transportation demand management tool to reduce automobile use and encourage transit, walking, and cycling.



On-street parking

