

TEAM POLICY - MAY 1978  
TRANSPORTATION SUB COMMITTEE

ISSUE I

At its May 1976 policy convention, TEAM went on record as supporting the progressive expansion and improvement of public transit as the best way to give Vancouver the most effective and economical transportation, with the least disruption of the environment and the maximum encouragement of local community life as envisaged by the Livable Region Plan. The 1976 policy is expressed in 33 separate statements, some of which are very specific and some of which are very general.

OBJECTIVE I.1

To affirm the essential thrust of the 1976 policy and to emphasize in 1978 features of it which will demonstrate to the citizens of Vancouver that public transit can and should be an economic and effective tool for creating a more attractive urban environment.

Policy proposals...../2

POLICY PROPOSALS

BE IT RESOLVED THAT:

I.1.(a) The City of Vancouver educate the public as to the real cost (as opposed to the out-of-pocket cost) to both individuals and civic government of a public transit system vis à vis the car/road/parking area system.

(b) The City of Vancouver expand the park-and-ride system in cooperation with neighbouring municipalities.

(c) The City of Vancouver produce, distribute and display, in cooperation with B.C. Hydro, colour coded maps to facilitate the use of the public transit system or features of the system.

(d) The City of Vancouver add to its development by-laws specifications accommodating and promoting public transit in the way that motor vehicles are now accommodated and promoted by such by-laws.

(e) The City of Vancouver confirm its commitment to develop light rapid transit systems in cooperation with neighbouring municipalities and senior governments.

(f) The City of Vancouver adopt a policy of selective land acquisition in order to participate in increased values created by the development of an L.R.T. system.

A *Step*

*major solution to our urban bus*

*BY CYCLE ROUTES*