

FALSE CREEK SOUTH

TOPIC WORKSHOP 5: Transportation



Wednesday, January 24, 2018 | Creekside Community Centre 5 - 8 PM

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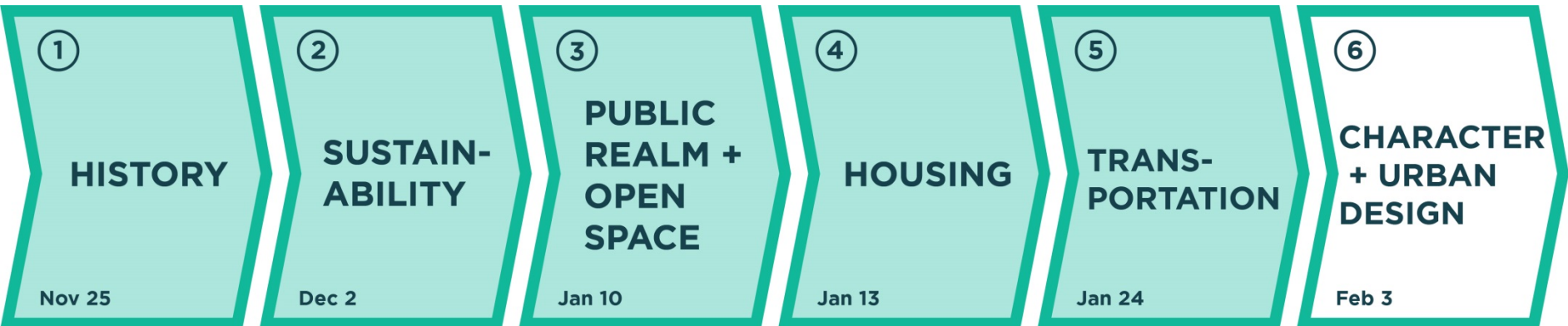


Welcome

FALSE CREEK SOUTH

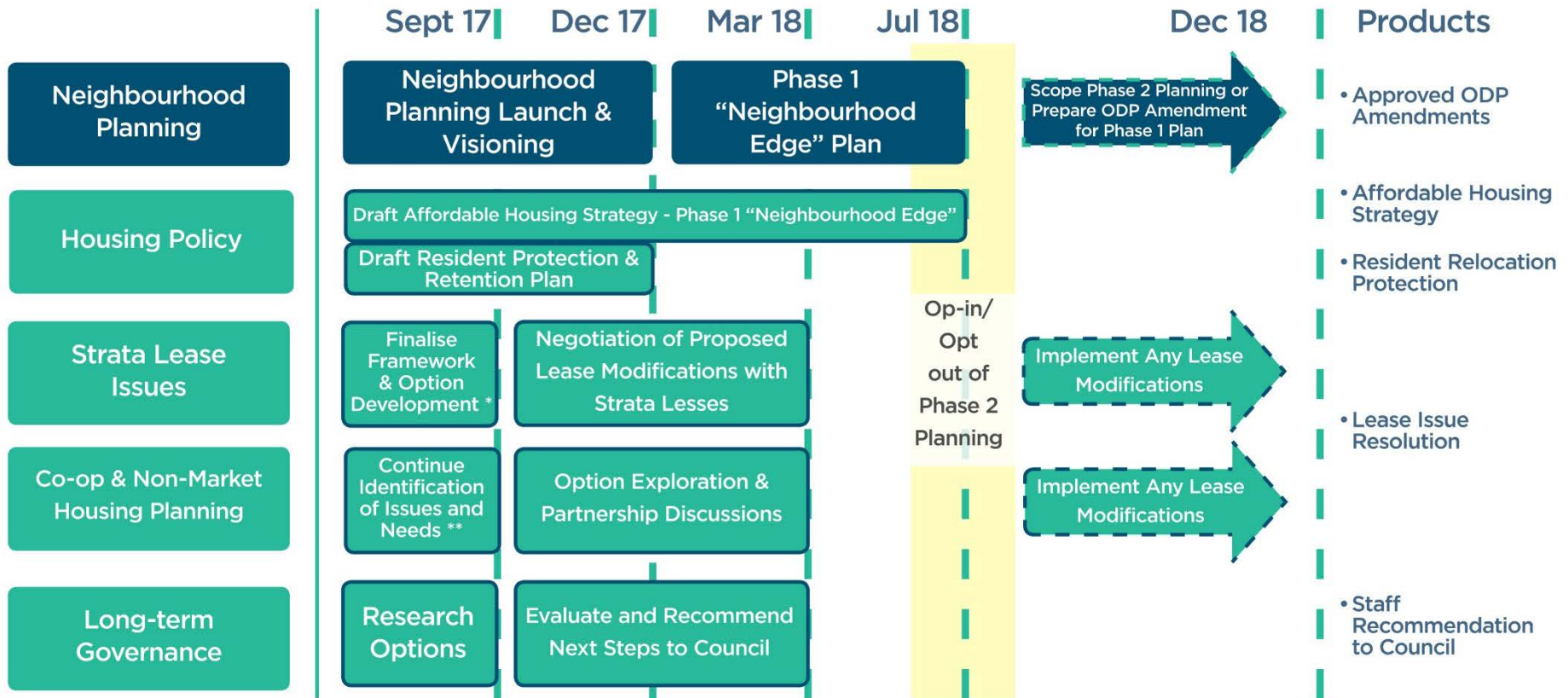
Workshop Series

We Are Here



FALSE CREEK SOUTH

PARALLEL WORK STREAMS:



FALSE CREEK SOUTH

Introductions:

*RePlan, committee of False Creek South Neighbourhood Association

- Mission is to create a dialogue with the City of Vancouver to establish a process to preserve and enhance the False Creek South community beyond lease end, enabling the community to evolve and diversify in a way that is sustainable for existing residents and the City of Vancouver.

TODAY'S OUTLINE

1. Introductions + Background (5Ws)
2. Presentation: Existing Transportation Networks
3. Mapping How We Travel
 - * * * **DINNER BREAK** * * *
4. Presentation: Imagining the Future FCS
5. Future Transportation Scenario Building
6. Closing

FALSE CREEK SOUTH WHO?

- 60% False Creek South residents
- 40% Non-False Creek South residents



FALSE CREEK SOUTH WHAT?

- Explore community values, identify issues, share ideas
- Develop community-wide planning principles
- Plan for Phase 1 “community edge”

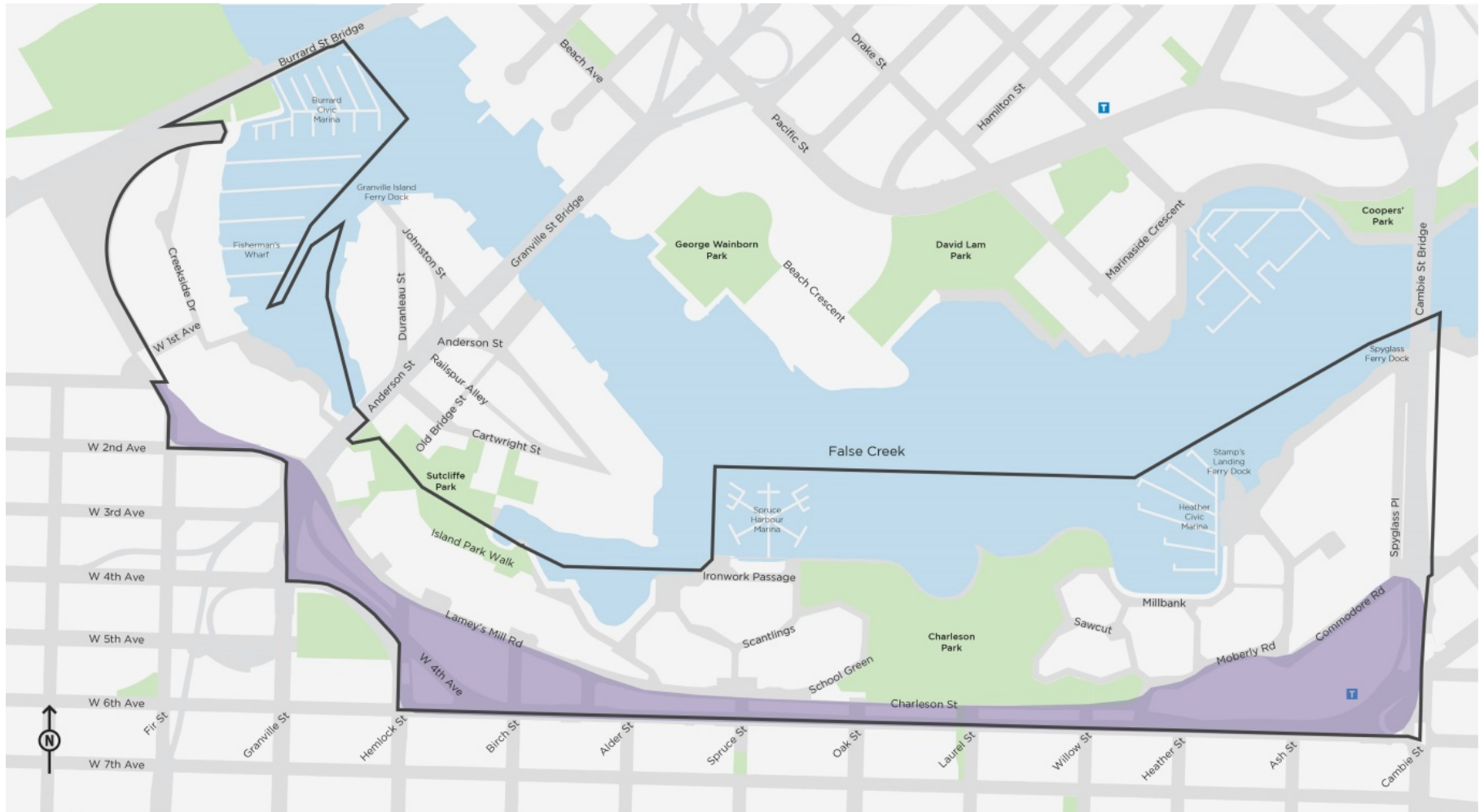


FALSE CREEK SOUTH - WHEN?

Planning Process Timeline



FALSE CREEK SOUTH WHERE?



- LEGEND**
- Area boundary
 - Street
 - Park
 - T Transit station
 - Phase 1 Focus Area

FALSE CREEK SOUTH WHY?

- Upcoming end-of-lease issues
- Housing crisis
- Attract families
- Improve connections



FALSE CREEK SOUTH
WHY? Workshop Objective

What is important about
Transportation and Land
Use Connections in
False Creek South, and
why?

2



Presentation

False Creek South Transportation

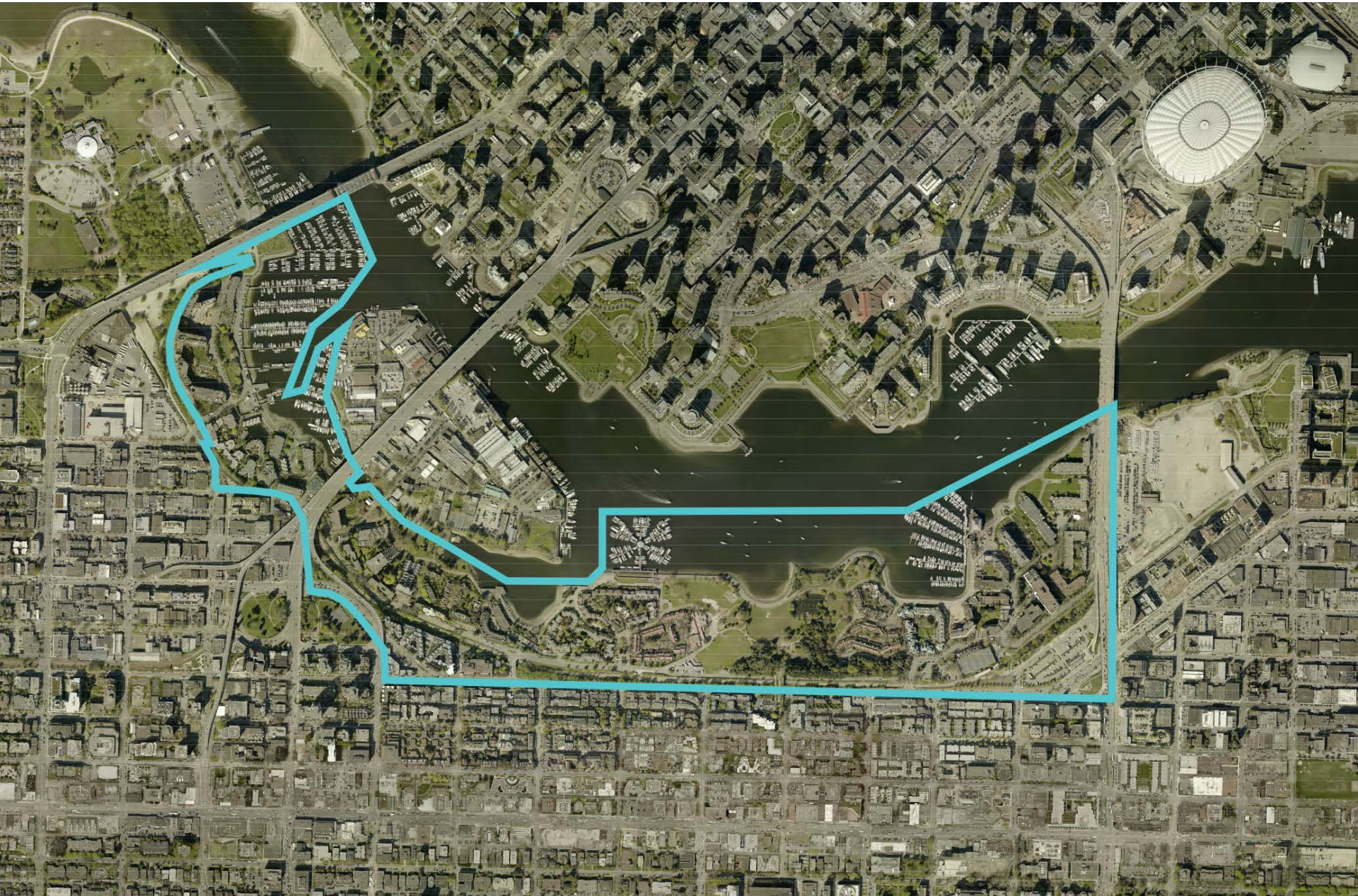
January 24th, 2018
Creekside Community Centre



- Background
- Walking
- Cycling
- Transit
- Water Transportation & Streetcar
- Motor Vehicles
- Shared Mobility

Background

False Creek South is home to approximately 5,400 residents



Public Amenities and Open Spaces



LEGEND

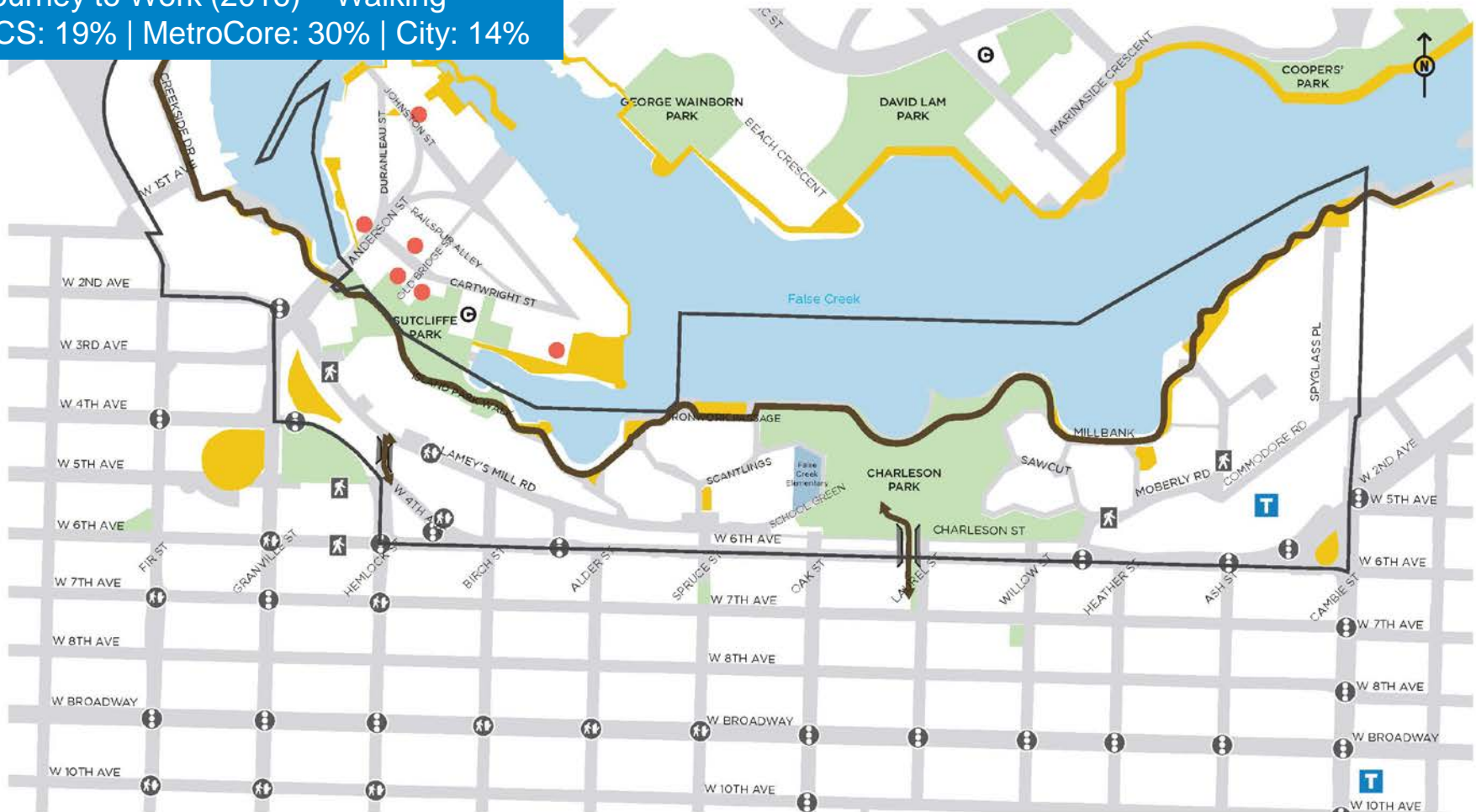
- Area Boundary
- Street
- Park
- Transit Station
- Public Open Spaces
- Community Centre
- School - Public
- Cultural Amenities

Walking

Existing Transportation Network

- Walking

Journey to Work (2016) – Walking*
 FCS: 19% | MetroCore: 30% | City: 14%



LEGEND

- | | | |
|-----------------|--------------------|-------------------------|
| Area Boundary | Public Open Spaces | Enhanced Walking Routes |
| Street | Community Centre | Full Traffic Signal |
| Park | School - Public | Pedestrian Signal |
| Transit Station | Cultural Amenities | Mid-Block Crossings |

*Statistics Canada - Census 2016 - Main mode for the employed labour force aged 15 years and over in private households with a usual place of work or no fixed workplace address

False Creek Walking



Photo credit: Rod Preston



Photo credit: Rod Preston

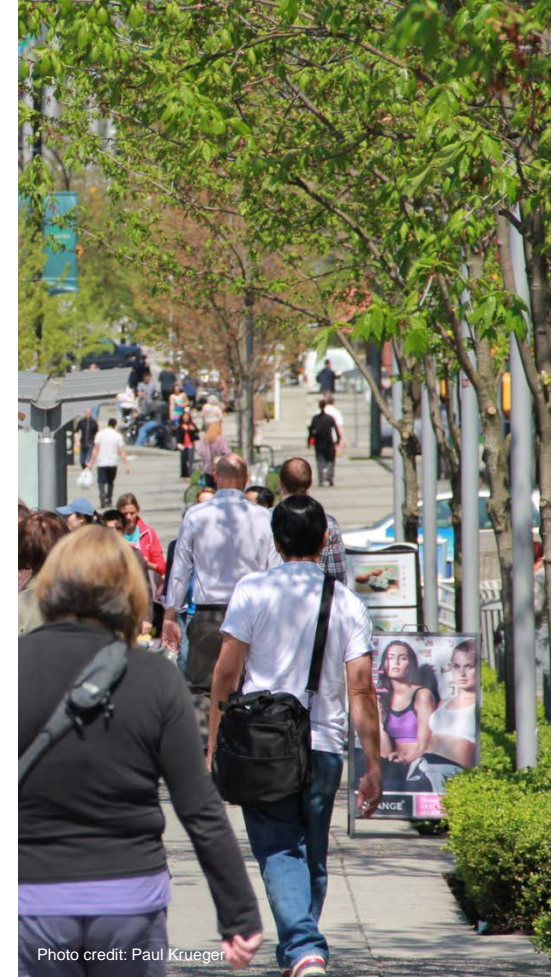


Photo credit: Paul Krueger

Cycling

Existing Transportation Network - Walking and Cycling

Journey to Work (2016) – Cycling*
FCS: 7% | MetroCore: 8% | City: 6%



- LEGEND**
- Area Boundary
 - Street
 - Park
 - T Transit Station
 - Public Open Spaces
 - G Community Centre
 - School - Public
 - Cultural Amenities
 - Enhanced Walking Routes
 - f Full Traffic Signal
 - P Pedestrian Signal
 - M Mid-Block Crossings
 - Bike Route

*Statistics Canada - Census 2016 - Main mode for the employed labour force aged 15 years and over in private households with a usual place of work or no fixed workplace address

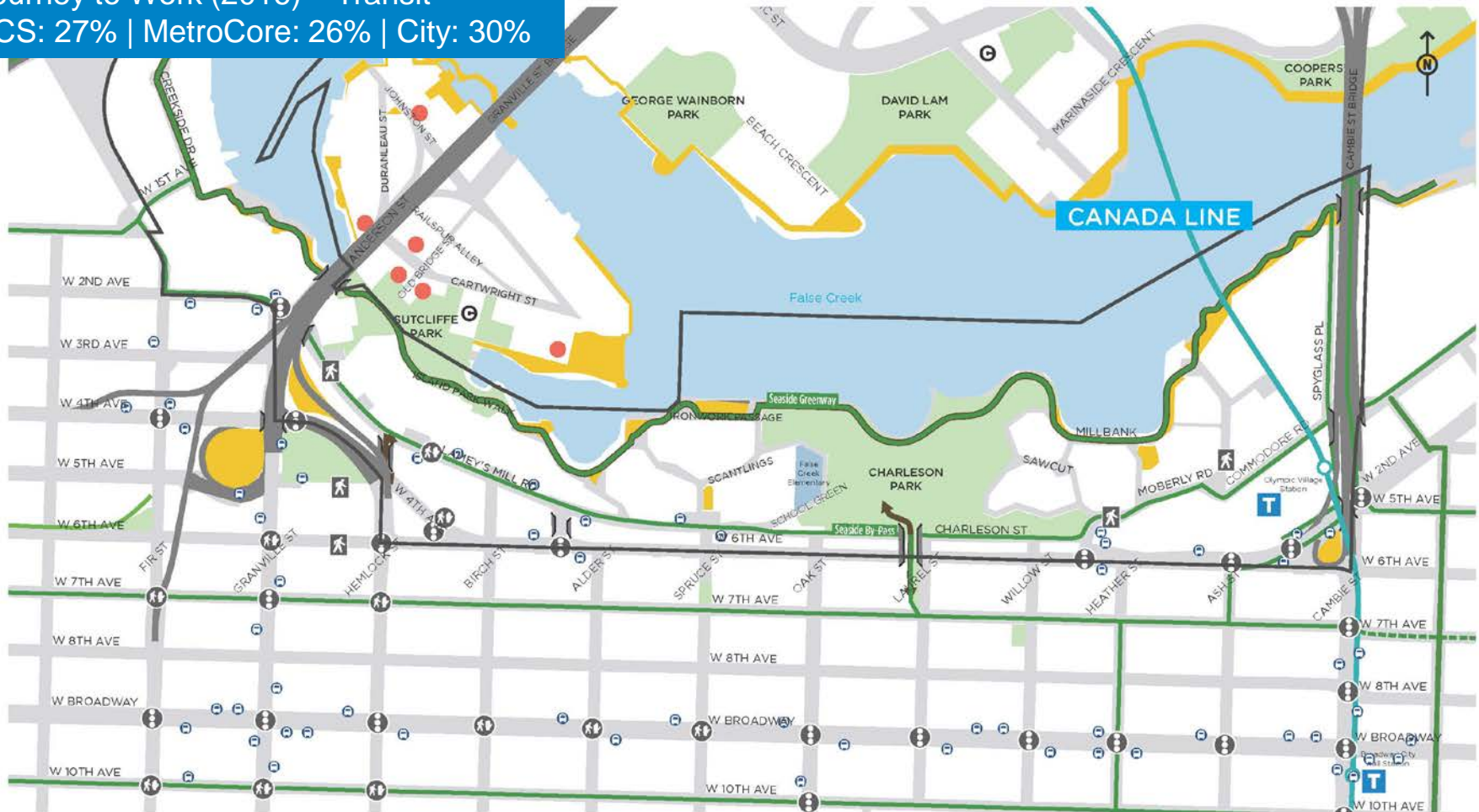
False Creek Seaside Greenway and Bypass



Transit

Existing Transportation Network - Walking, Cycling and Transit

Journey to Work (2016) – Transit*
FCS: 27% | MetroCore: 26% | City: 30%



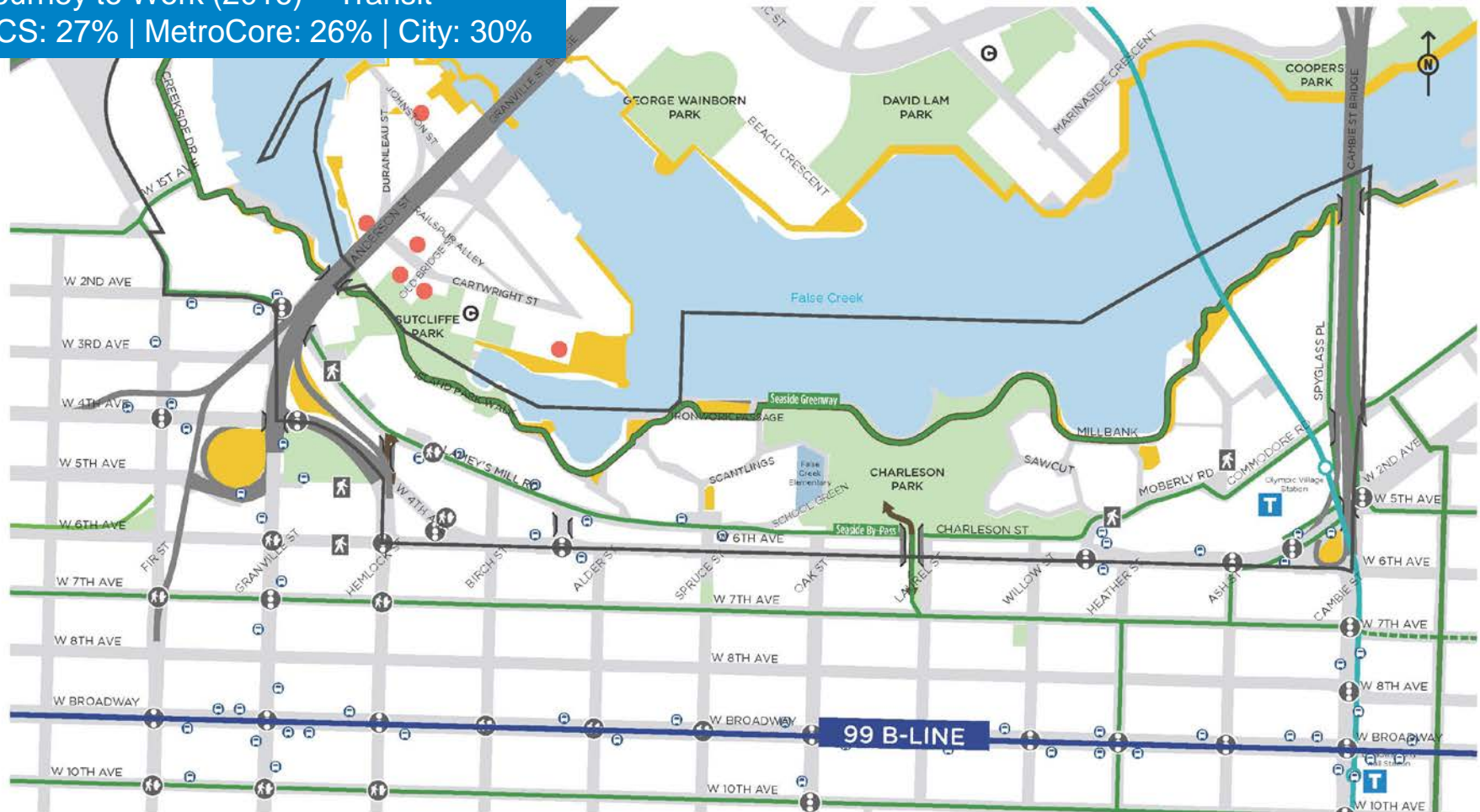
LEGEND

- | | | | |
|-----------------|--------------------|-------------------------|-------------|
| Area Boundary | Public Open Spaces | Enhanced Walking Routes | Bike Route |
| Street | Community Centre | Full Traffic Signal | Bus Route |
| Park | School - Public | Pedestrian Signal | Bus Stop |
| Transit Station | Cultural Amenities | Mid-Block Crossings | Canada Line |

*Statistics Canada - Census 2016 - Main mode for the employed labour force aged 15 years and over in private households with a usual place of work or no fixed workplace address

Existing Transportation Network - Walking, Cycling and Transit

Journey to Work (2016) – Transit*
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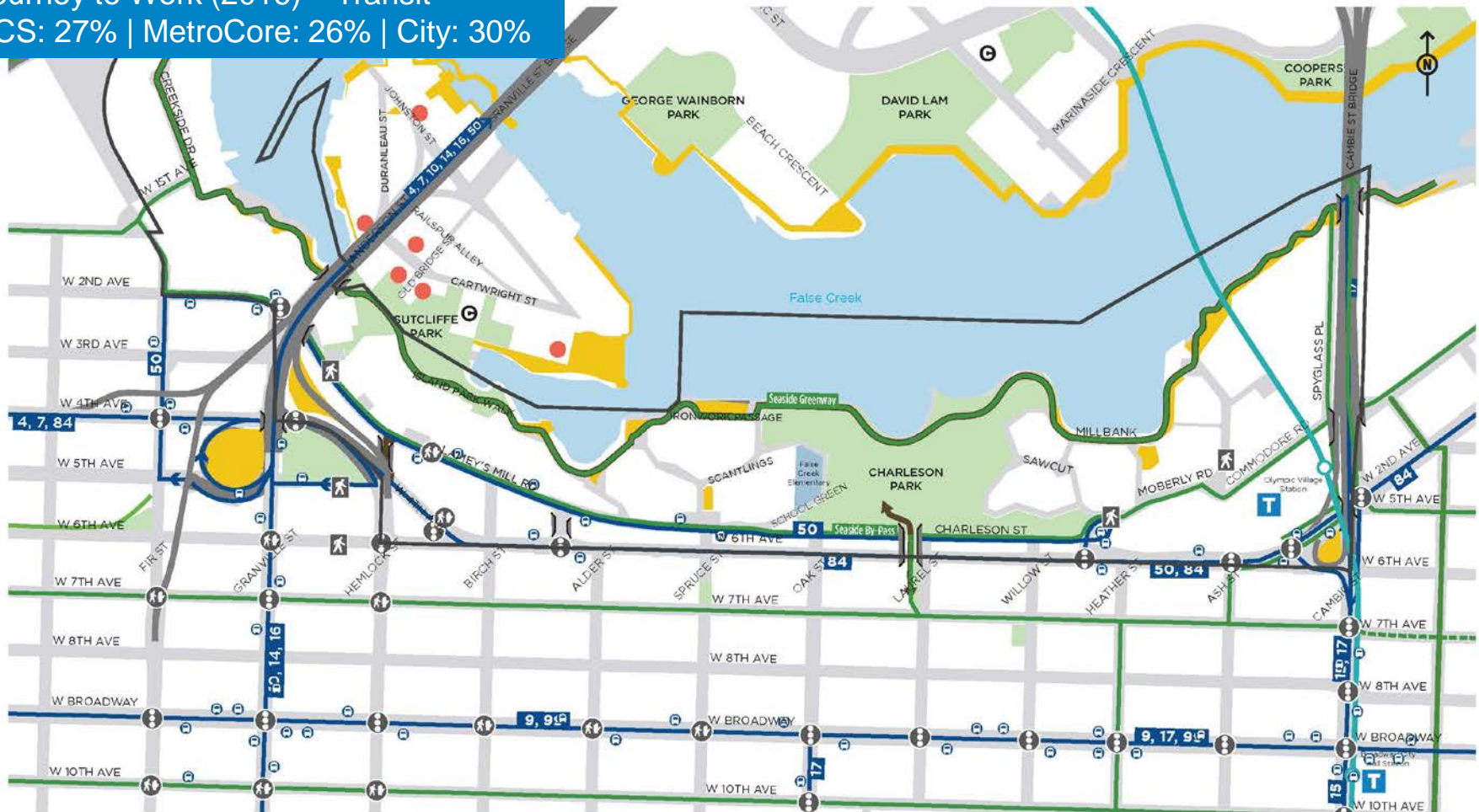
LEGEND

| | | | |
|-----------------|--------------------|-------------------------|-------------|
| Area Boundary | Public Open Spaces | Enhanced Walking Routes | Bike Route |
| Street | Community Centre | Full Traffic Signal | Bus Route |
| Park | School - Public | Pedestrian Signal | Bus Stop |
| Transit Station | Cultural Amenities | Mid-Block Crossings | Canada Line |

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Existing Transportation Network - Walking, Cycling and Transit

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LEGEND

- | | | | |
|-----------------|--------------------|-------------------------|-------------|
| Area Boundary | Public Open Spaces | Enhanced Walking Routes | Bike Route |
| Street | Community Centre | Full Traffic Signal | Bus Route |
| Park | School - Public | Pedestrian Signal | Bus Stop |
| Transit Station | Cultural Amenities | Mid-Block Crossings | Canada Line |

*Statistics Canada - Census 2016 - Main mode for the employed labour force aged 15 years and over in private households with a usual place of work or no fixed workplace address

False Creek South Transit



Photo credit: Dennis Tsang



Photo credit: Canada Line



Photo credit: Dennis Tsang

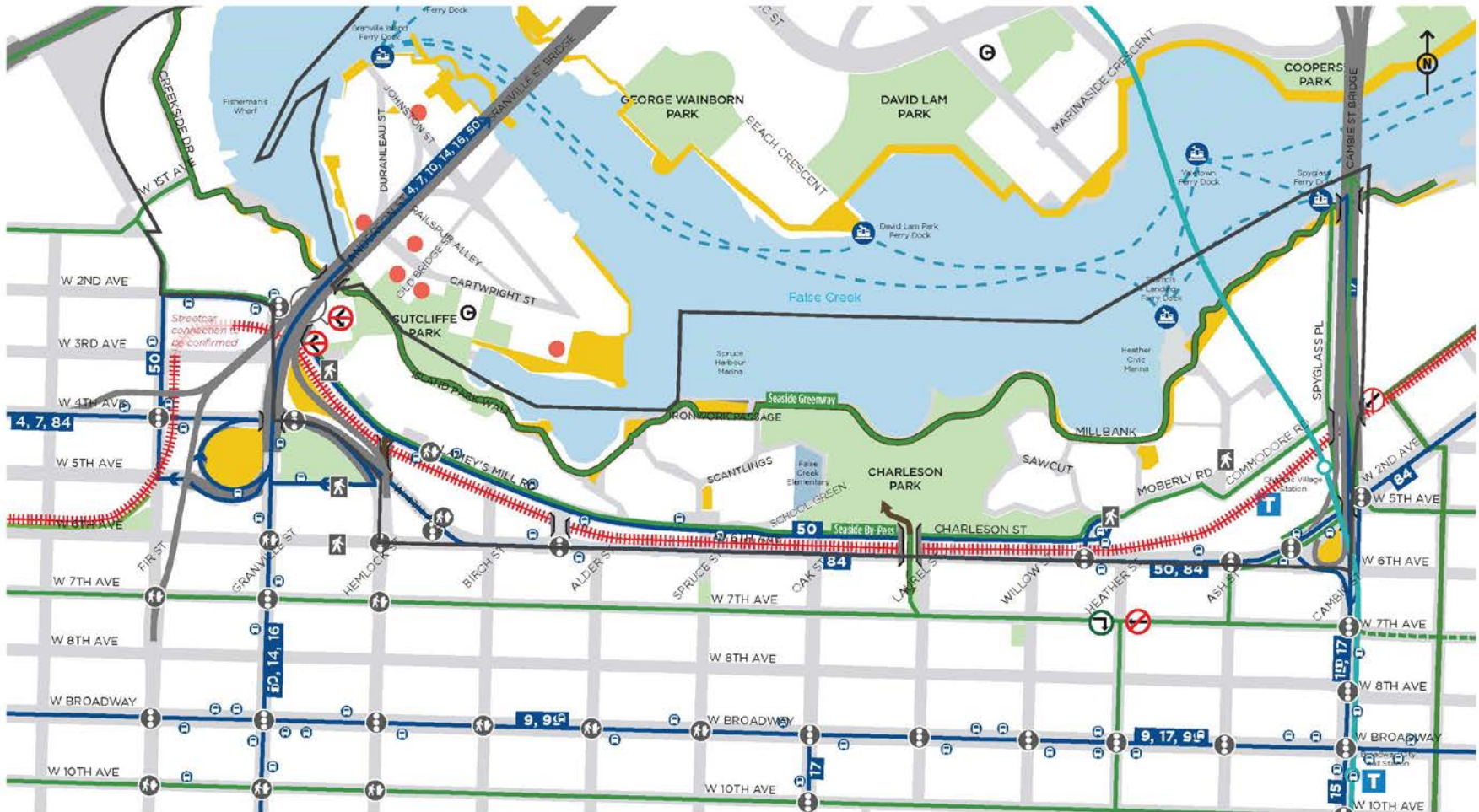


Photo credit: Steve Ghou

Water Transportation & Streetcar

Existing Transportation Network

- Walking, Cycling, Transit, Water Transport & Streetcar



- | | | | | |
|-----------------|--------------------|-------------------------|-------------|----------------------------|
| Area Boundary | Public Open Spaces | Enhanced Walking Routes | Bike Route | Ferry Dock |
| Street | Community Centre | Full Traffic Signal | Bus Route | Potential Future Streetcar |
| Park | School - Public | Pedestrian Signal | Bus Stop | |
| Transit Station | Cultural Amenities | Mid-Block Crossings | Canada Line | |

Water Transportation



Photo credit: Lisa Pinehill



Photo credit: Steve Chou

Future Streetcar Planning



Existing Streetcar Tracks

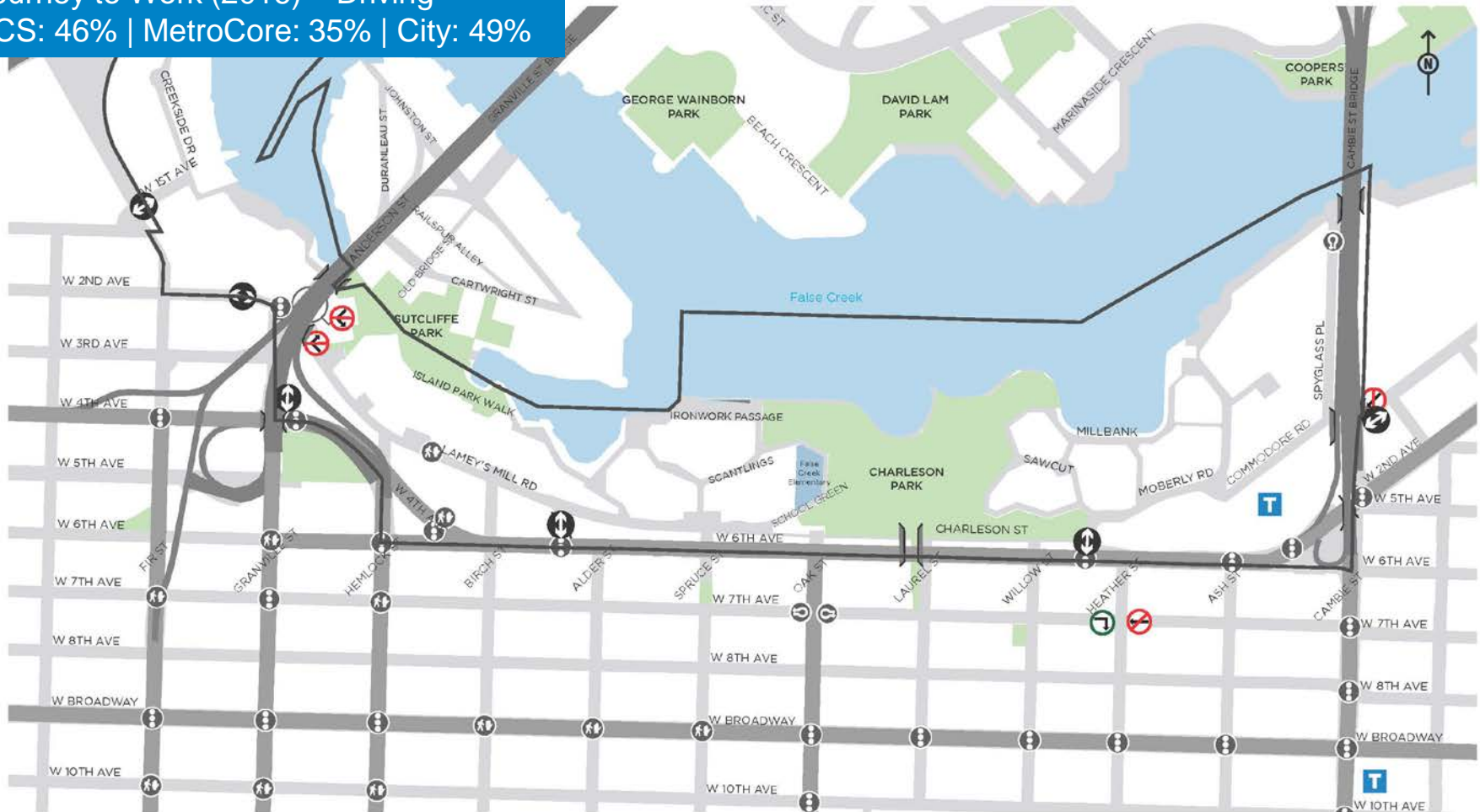


Motor Vehicles

Existing Transportation Network

- Neighbourhood Vehicle Access and Traffic Calming

Journey to Work (2016) – Driving*
 FCS: 46% | MetroCore: 35% | City: 49%

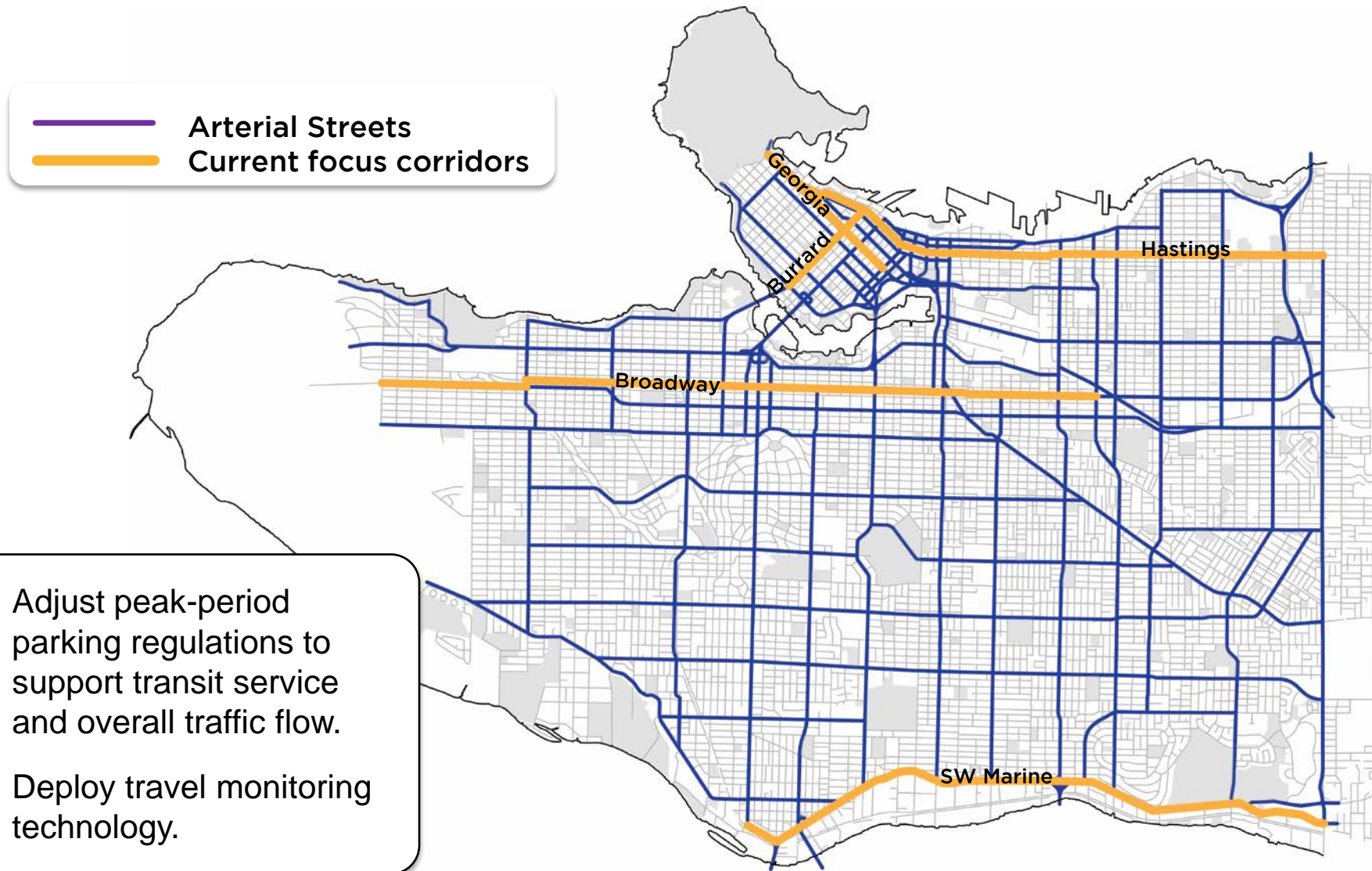


LEGEND

- Area Boundary
- Street
- Park
- Transit Station
- Arterial Street
- Full Traffic Signal
- Pedestrian Signal
- Neighbourhood Motor Vehicle Access
- Motor Vehicle Turning Restriction
- Cul-de-sac

*Statistics Canada - Census 2016 - Main mode for the employed labour force aged 15 years and over in private households with a usual place of work or no fixed workplace address

Congestion Management Strategy



- Transportation 2040: Zero Traffic Related Fatality goal
- Pedestrian & Cycling Safety Studies and Action Plans
- Creation of Traffic Safety Advisory group
- Partnering with hospitals to share serious injury data



Shared Mobility

Car Share and Public Bike Share



LEGEND

- Area Boundary
- Street
- Park
- T Transit Station
- mobi Public Bike Share Station
- 🚲 Bike Route
- 🚗 Car Share Parking Location

Shared Mobility



Photo credit: Modo



3

**Mapping
How We
Travel**

MAPPING HOW WE TRAVEL

- Individual trip diary exercise
- Group mapping
- Discussion: What do you notice?

TEASER: FUTURE TRANSPORTATION SCENARIO BUILDING

- The Health-First Haven
- The Peaceful Utopia
- The Connected City Hub
- The Extreme Green Zone

FCS



Break

4



Presentation

----- Looking to the Future -----

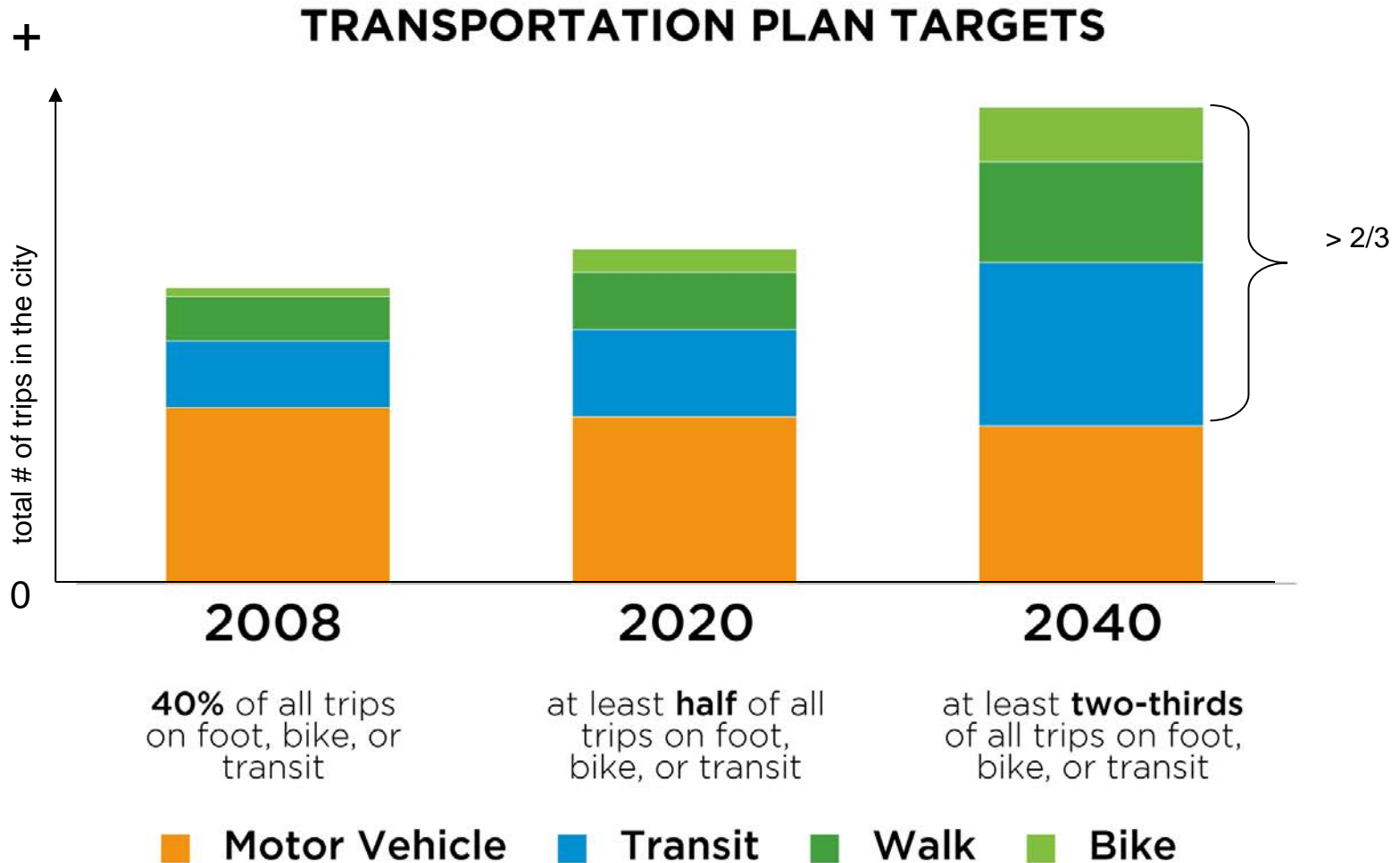
The Changing Face of False Creek South



False Creek South - 1975



False Creek South - 2017



For all trips originating in the City of Vancouver.

2008 data source: TransLink Trip Diary Survey. Trips by commercial drivers (couriers, taxis, trucks, and bus drivers) not included.

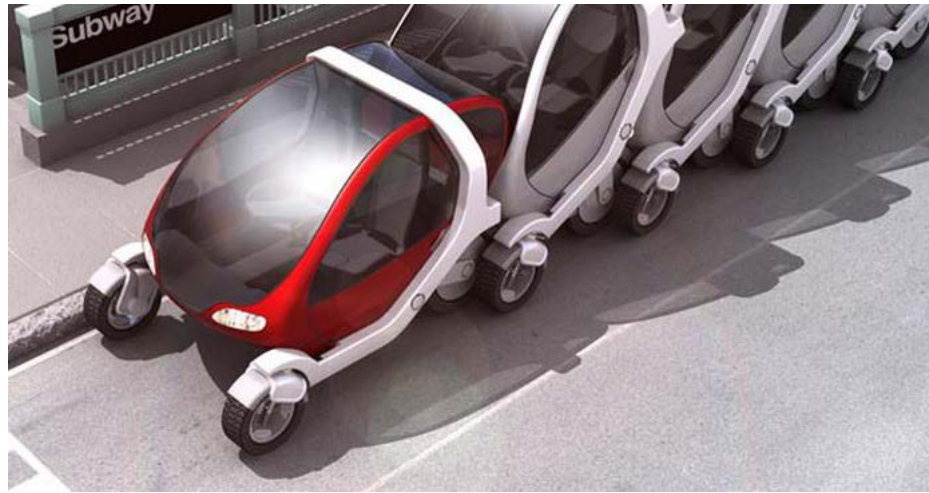
Big Transformations and Trends

RESILIENCY – CLIMATE ADAPTATION AND SEA LEVEL RISE

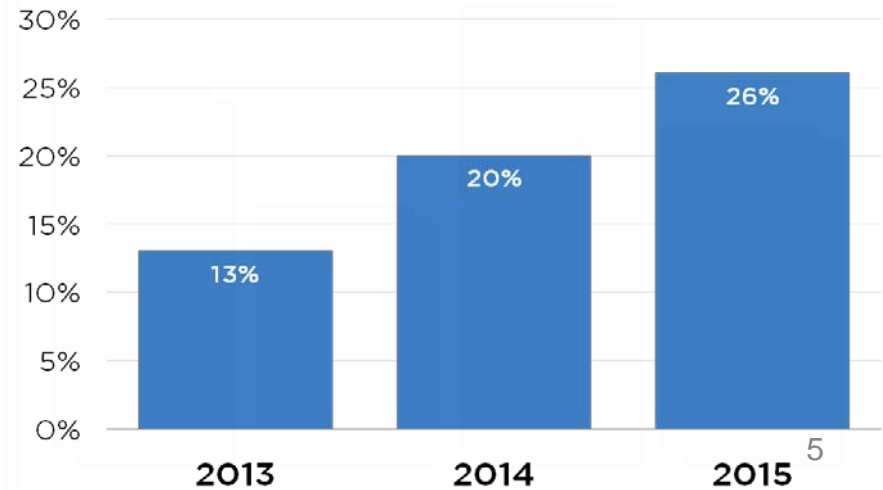


Big Transformations and Trends

TECHNOLOGY – AUTOMATED, CONNECTED, ELECTRIC, AND SHARING



**Growing car share
in the City of Vancouver**
% of adults who are car share members





Reduce traffic congestion

on roads and bridges across the Metro Vancouver region, so people and goods can keep moving, and businesses can thrive



Promote fairness

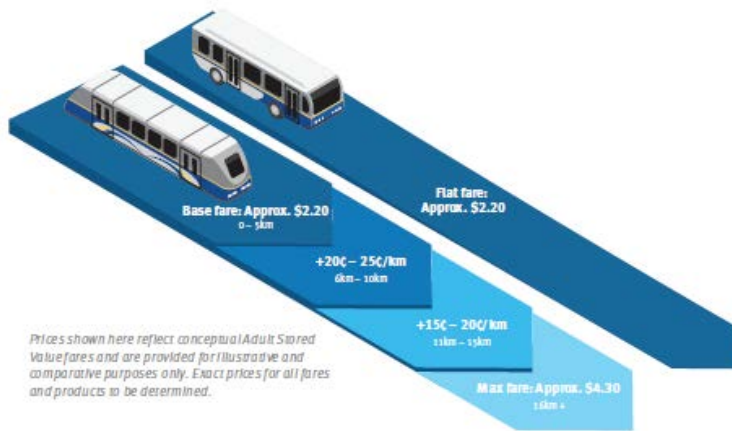
to address concerns around the previous approach to tolling some roads and bridges but not others, as well as providing affordable transportation choices



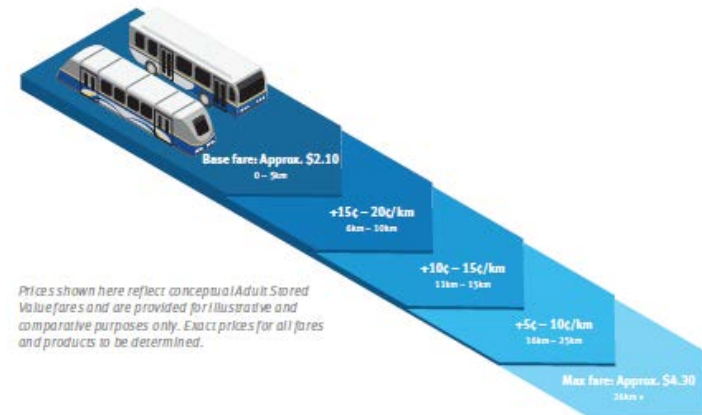
Support transportation investment

to improve the current transportation system in Metro Vancouver for all users

Option 1 Fares priced by KM on rapid transit and flat fare on bus



Option 2 Fares priced by KM across the transit system



Phase 1

Mid 2016

Discover the issues

Phase 2

Early 2017

Define the broad range of options

Phase 3

Late 2017

Develop the best options

Phase 4

Mid 2018

Finalize the recommendation

Stakeholder & Public Consultation

PEOPLE-MOVING CAPACITY: Vancouver Urban Transportation Modes (in persons per hour per direction - 3 metre lane width)



Typical private motor vehicle capacity on Vancouver arterial streets and potential capacities for walk, bike and transit



DRAFT



Transit

Legend

- Canada Line
- Expo Line
- Millennium Line
- Millennium Line Broadway Extension
- West Coast Express
- Elevated SkyTrain
- Tunneled SkyTrain and Stations



Streetcar Streets



Visions of Car-Light



City Centre, Freiburg



After heavy bombing during WWII, Freiburg repaved its city centre with natural stone to maintain character while improving accessibility.

- 'Little streams' add character
- People **walking and cycling** share space
- Slow **streetcars** move people to and from the area
- Vehicles for **deliveries and street maintenance** outside peak times



Götgatsbacken, Stockholm



This is a historic street in Stockholm, which was recently made car-light.

- People **walking and cycling** share space
- **Transit** is nearby or underground
- Vehicles for **deliveries and maintenance** allowed from 11pm to 11am



Gothenburg, Sweden



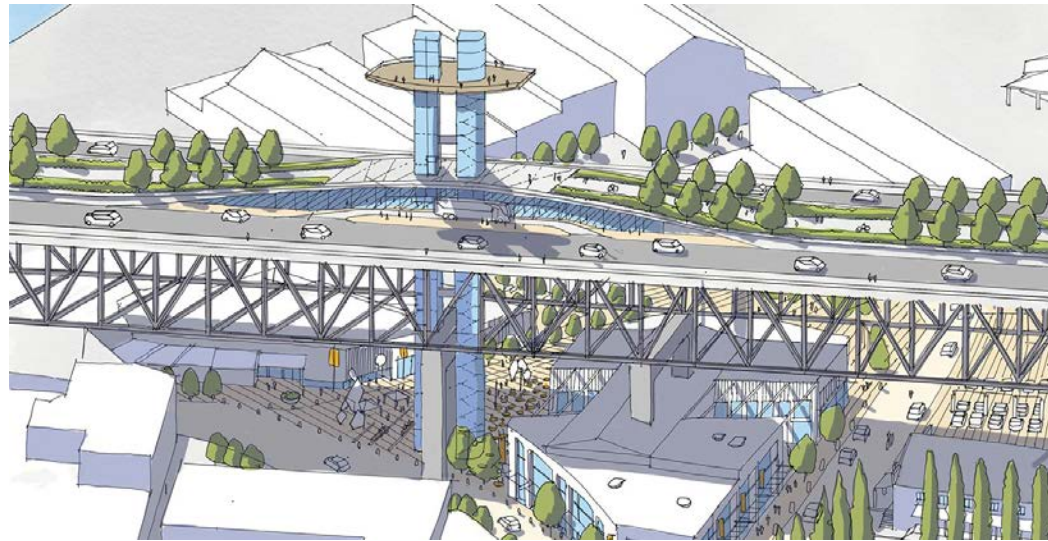
Gothenburg has a small central district that is car-light. To maintain deliveries to businesses, the city has developed an innovative delivery-pool system.

- People **walking and cycling** share space
- Transit **nearby** or underground
- **Electric vans and cargo bikes** for day deliveries
- **Large service vehicles** at night

Complete Streets



Granville Island 2040



Walkable Neighbourhoods



5

**FUTURE
SCENARIO
BUILDING**

FUTURE TRANSPORTATION SCENARIO BUILDING

- Brainstorm
- Map the transportation scenario
- Gallery Walk
- Reflect and discuss

DISCUSSION

- What are features from the scenarios that should be considered in FCS in the future?
- What features from the scenarios concern you?

Thank you!

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