

Draft Transportation 2040 Plan



Council Presentation | 2012-10-30

Goals and Context



ECONOMY



PEOPLE



ENVIRONMENT

More than just Mobility

- Health
- Safety
- Accessibility
- Affordability
- Public Life
- Resiliency



Strong Link to Other Initiatives

Complete

- Mayors Task Force on Housing Affordability (2012)
- Greenest City Action Plan (2011)
- Vancouver Economic Action Strategy (2011)
- Cambie Corridor Plan (2011)
- Housing and Homelessness Strategy (2011)
- Metro Core Jobs and Economy Land Use Plan (2007)

Underway

- Healthy City Strategy
- Community Plans
- Broadway Corridor Land Use Vision

Work With our Partners

Federal
Provincial
Regional
Municipal



- Railways, borders, waterways & airways; project funding
- Airport planning
- Port planning



- Provincial highways; project funding



- Transit / regional transportation authority; funds regional roads & bikeways
- Land use & growth projections; air quality monitoring



Land use planning; builds & maintains street infrastructure

Moving People, Moving Goods

Moving People

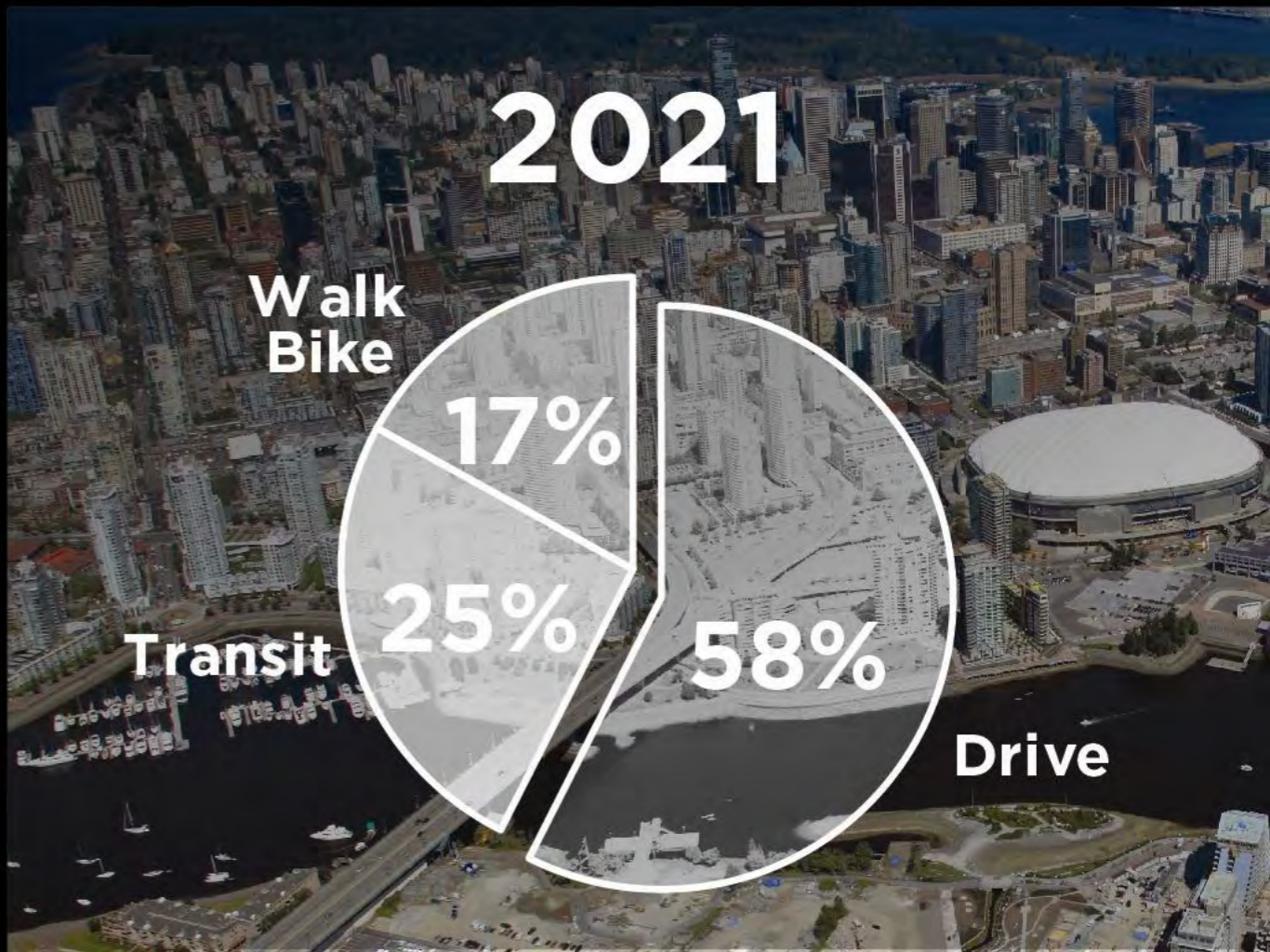
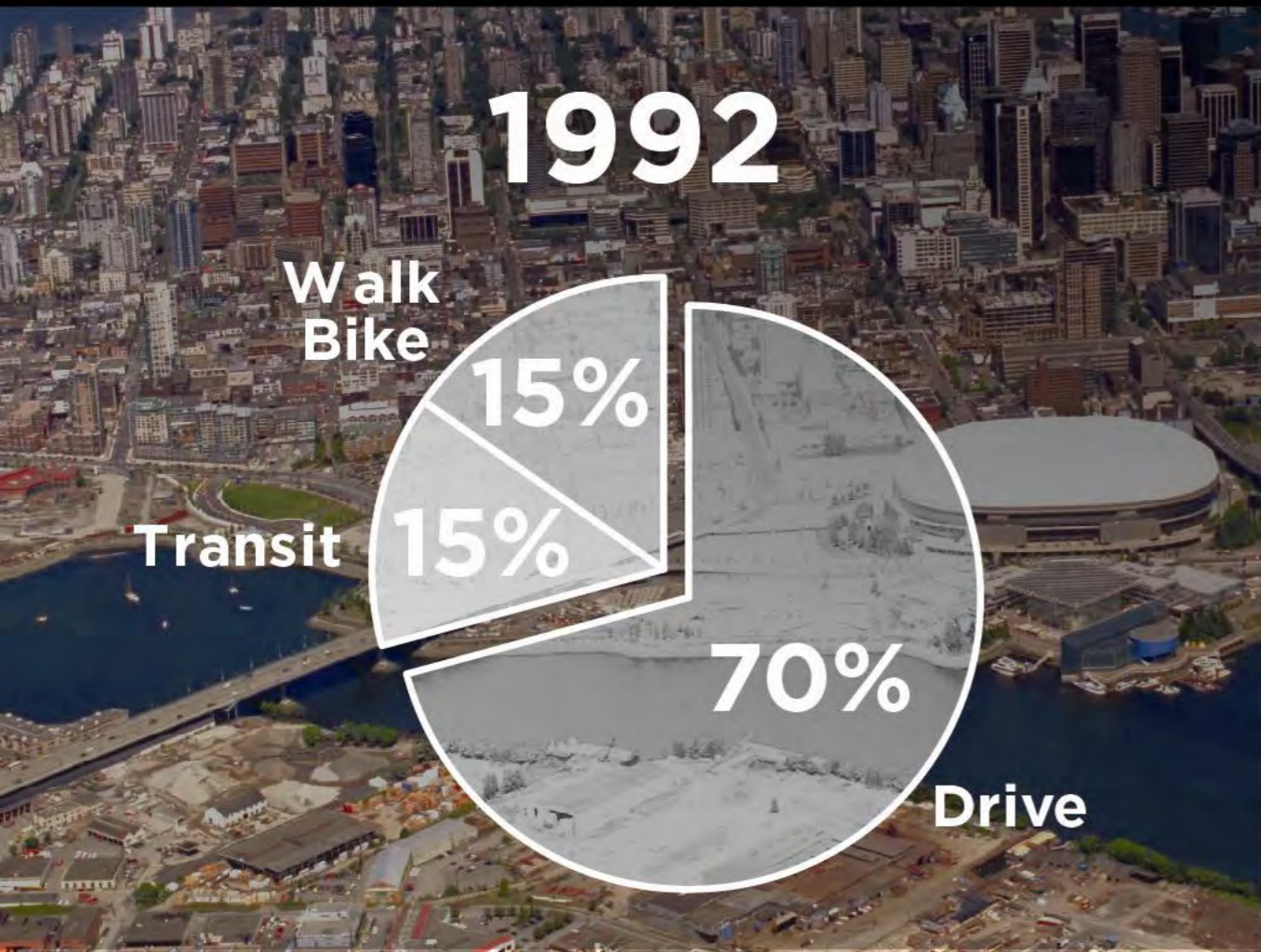
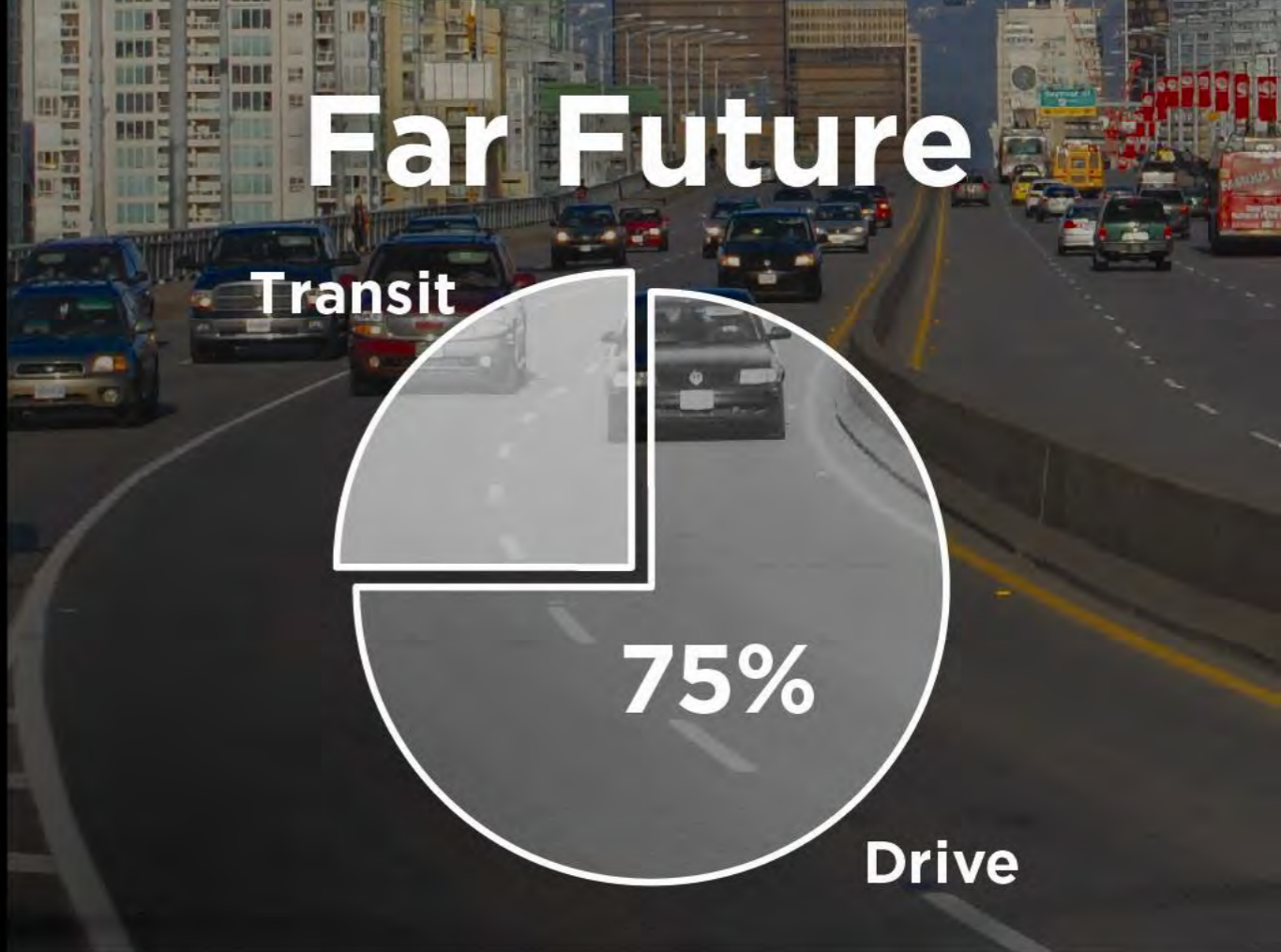
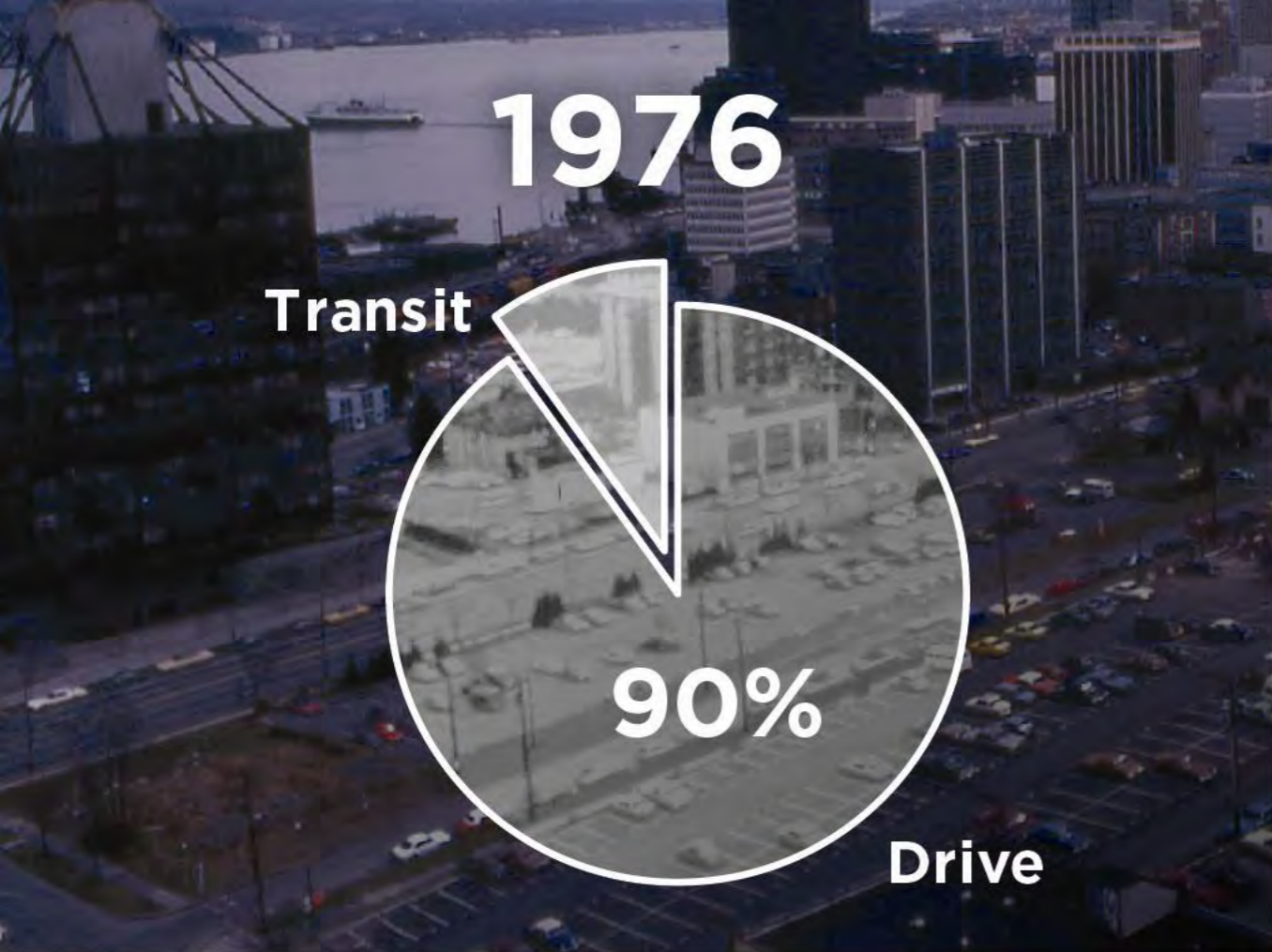
1. Walking
2. Cycling
3. Transit
4. Taxi / Commercial / Shared
5. Private Auto

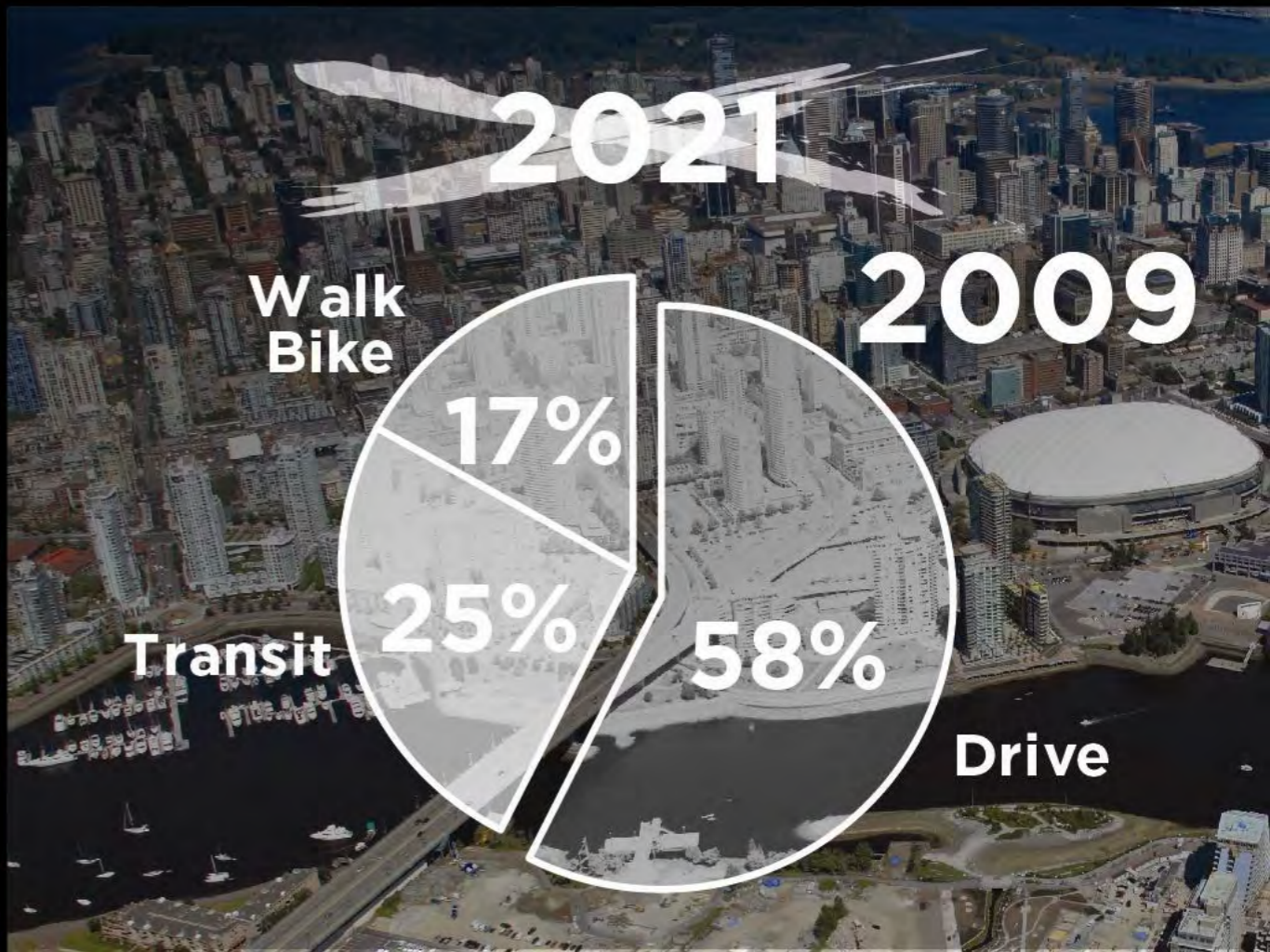
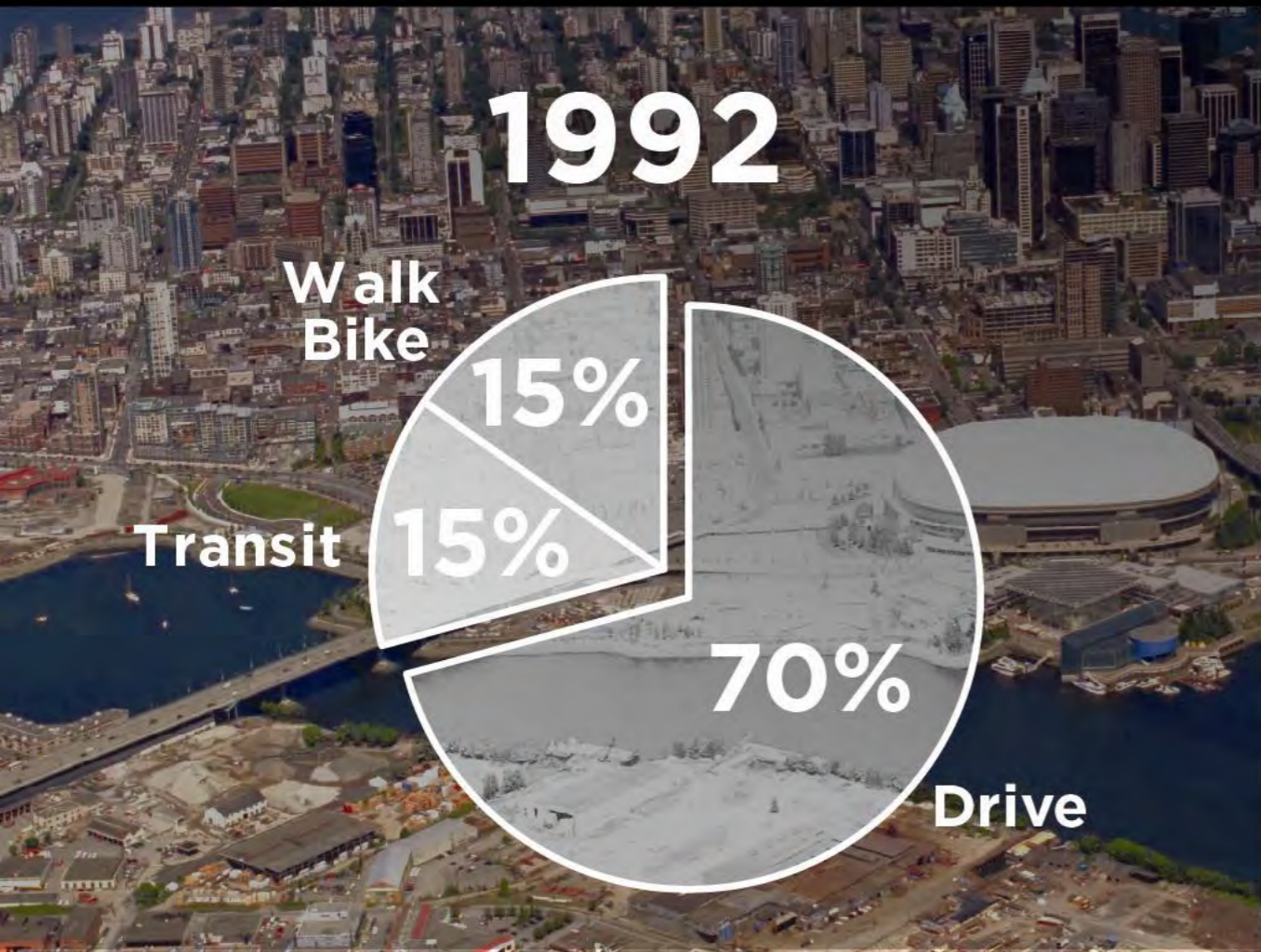
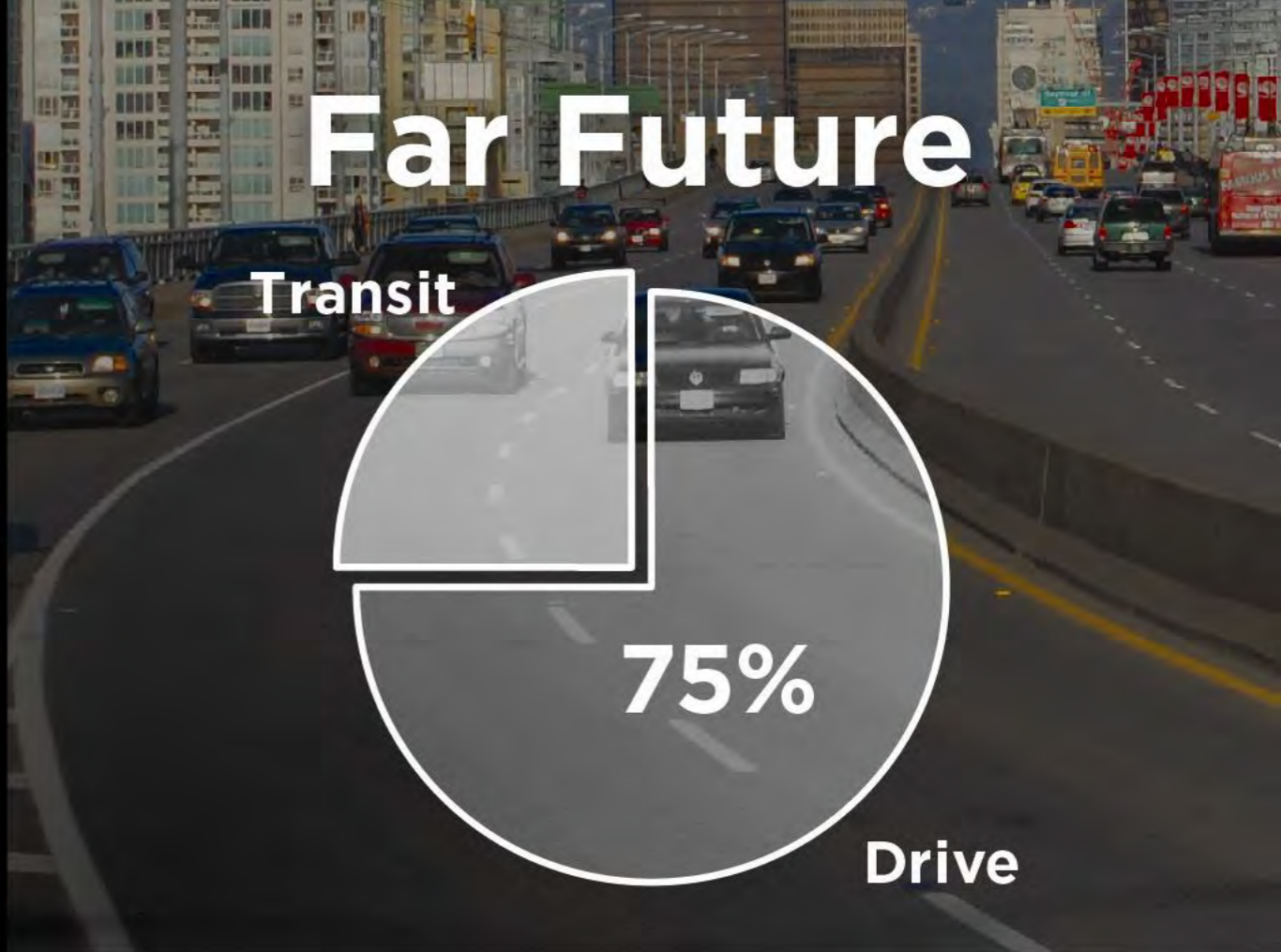
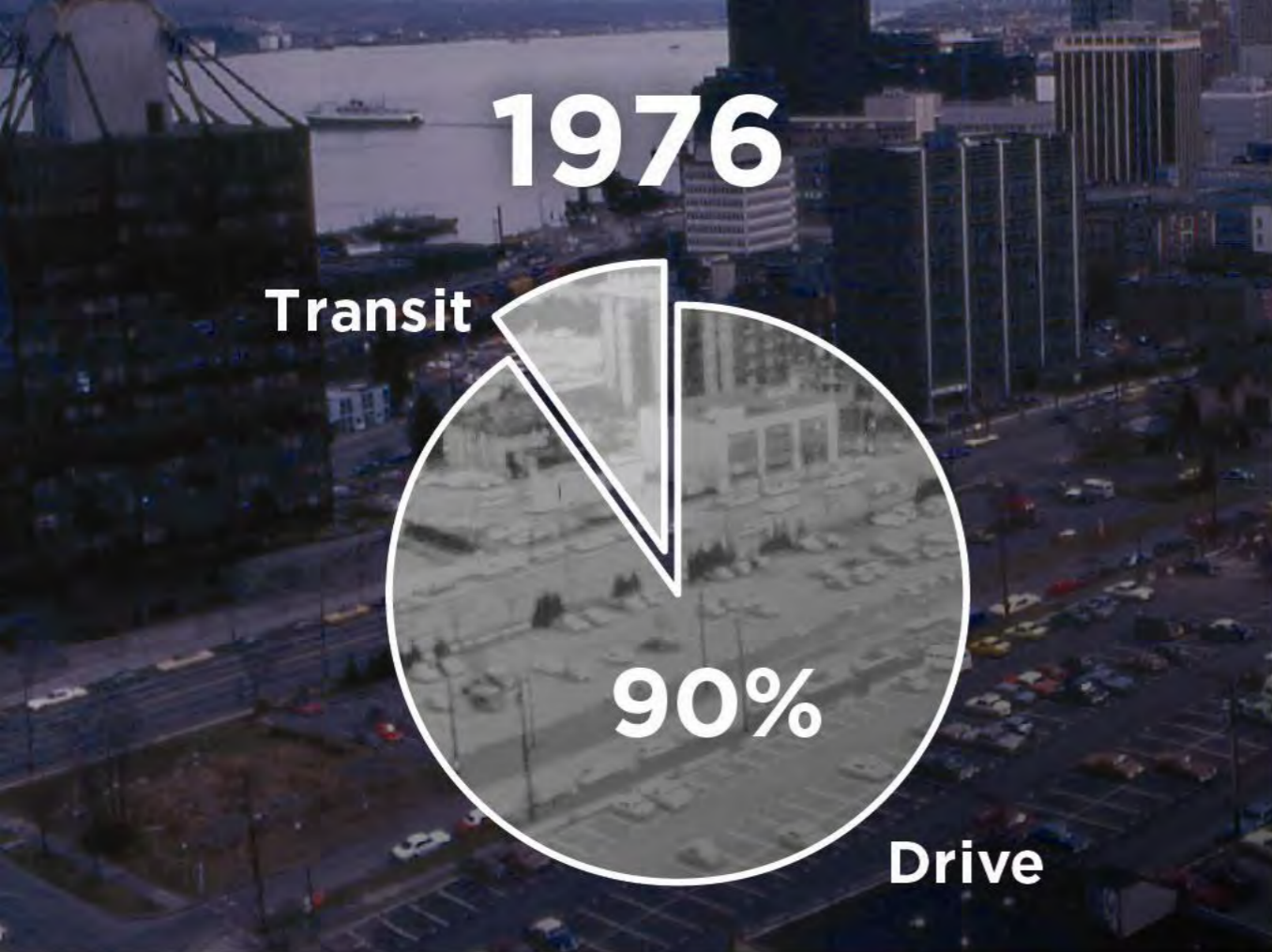
Moving Goods & Delivering Services

- Port / Long Distance
- Local Goods / Services
- Emergency



Trends and Targets





Keys to Success

- Transit Improvements
- Land Use
- Focus on Walking/
Cycling
- Partnerships



Since 1997 Plan: More Trips, Fewer Cars

City

+18%
POPULATION

+16%
JOBS

-5%
VEHICLES ENTERING
CITY

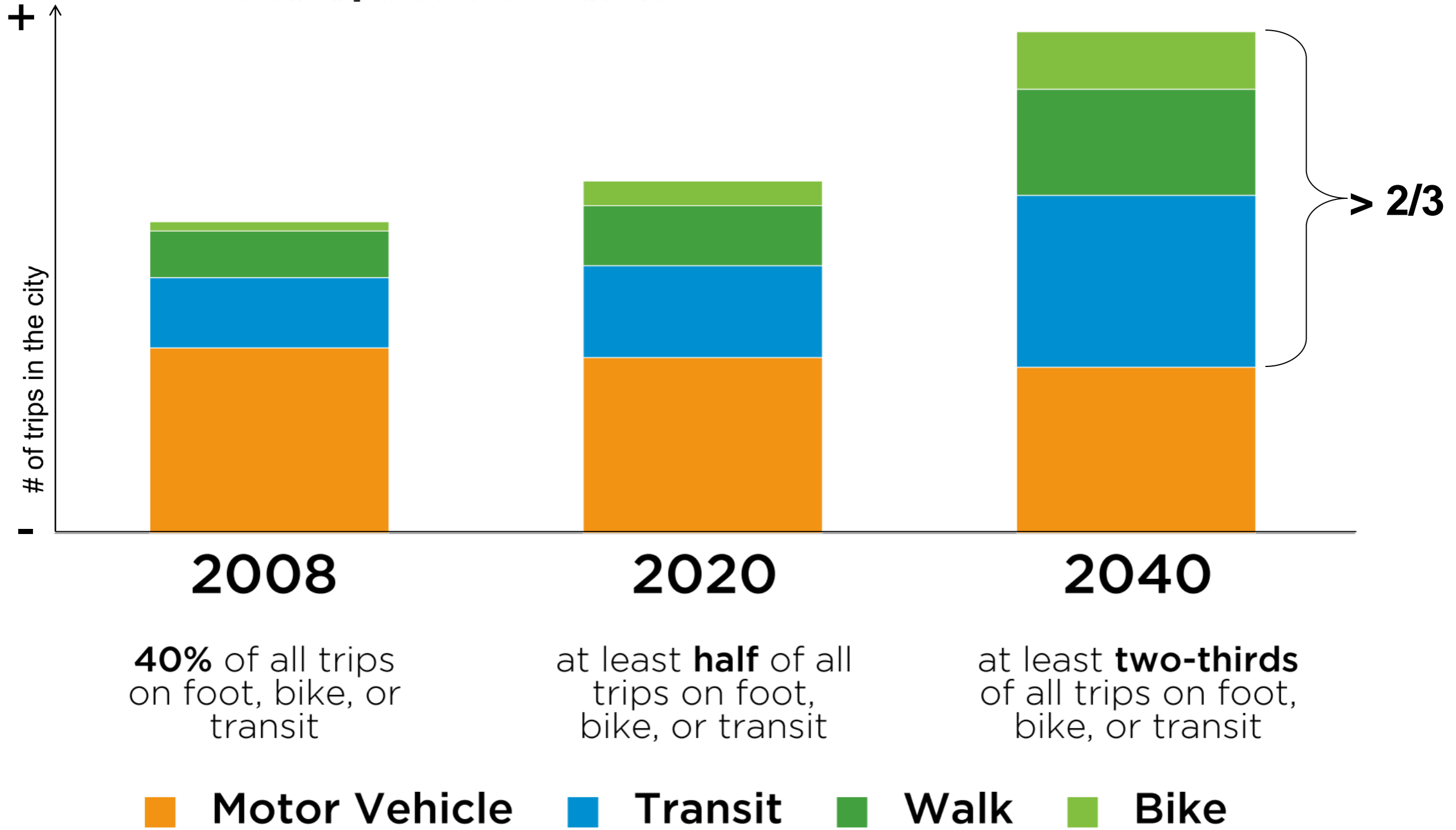
Downtown

+75%
POPULATION

+26%
JOBS

-20%
VEHICLES ENTERING
DOWNTOWN

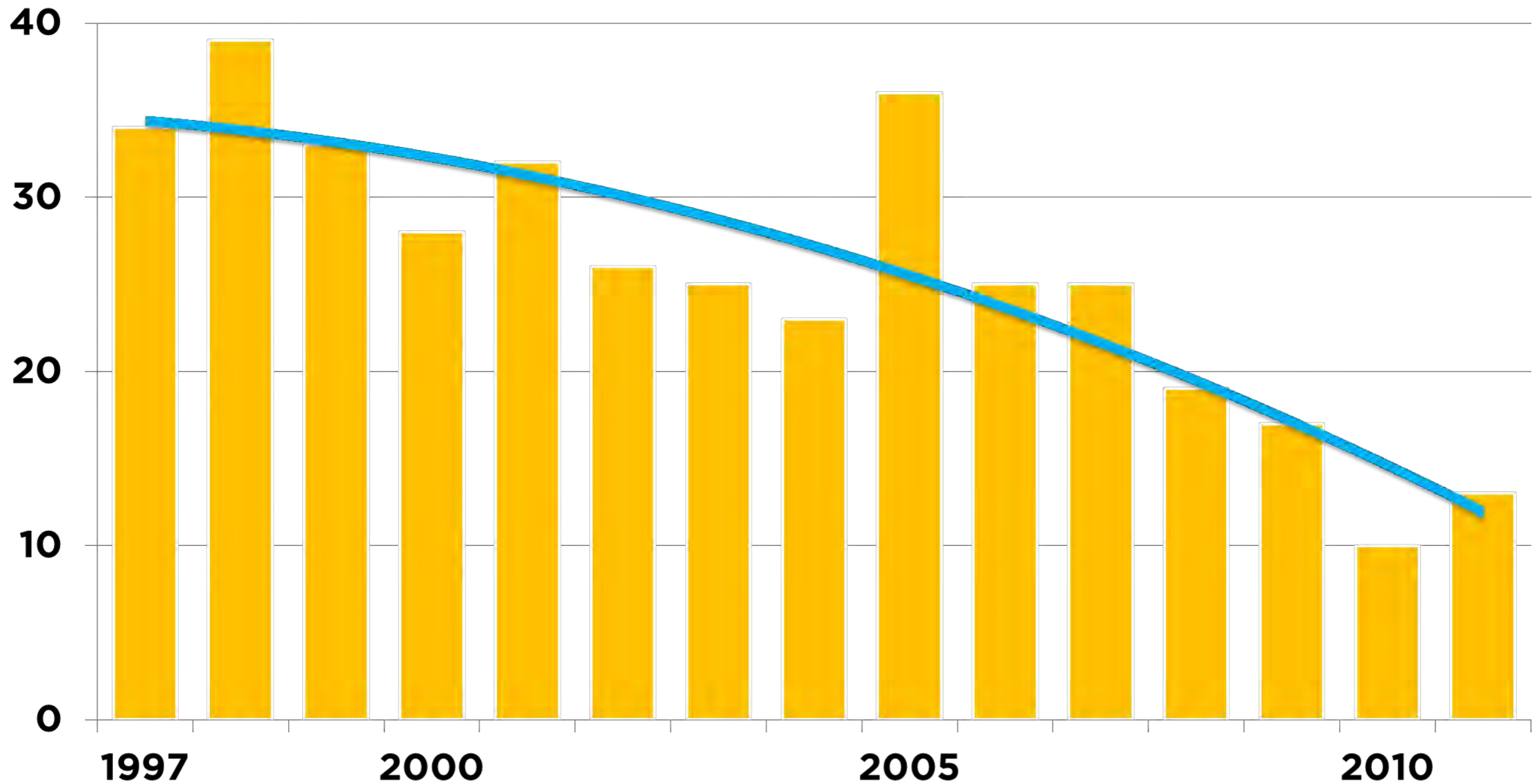
Transportation 2040



For all trips originating in the City of Vancouver.
 Source: 1994, 1999, 2004, and 2008 TransLink Trip Diary Surveys. 1994, 1999, and 2008 data was collected in the Fall, while 2004 data was collected in the Spring and adjusted for seasonal transit variation. 2008 data corrected for removal of 0-4 age group (non included in past survey results). Trips by commercial drivers (couriers, taxis, trucks, and bus drivers) not included.

Planning for Safety

Transportation Fatalities



Developing the Plan

Process Highlights

- Public Consultation
- Ongoing Stakeholder Engagement
- Coordination with Other City Initiatives
- Technical Analysis
- Peer Review



A photograph of a public consultation event. Several people are gathered around a table, looking at a large drawing or map. A man in a grey shirt and sunglasses is pointing at the drawing. A woman in a black top is looking at the drawing. A young boy in a blue t-shirt is sitting on a blue chair. The background shows a busy street with other people walking. A semi-transparent dark box is overlaid on the image, containing text.

Public Consultation

Phase 1 (2011): Listening and Learning

8,000+ participants

Phase 2 (2012): Directions and Discussion

10,000+ participants

Phase 2: How We Reached Out

Consultation Activity

Quantity

Participants**

Stakeholder & Community Meetings
(invited to)

23

454 attendees

Public Events
(Open Houses, Festivals,
Community and City Events)

29

2,929 participants

Website

1

5,127 visitors

Online Questionnaire

1

944 responses

Emails

1 account

98 emails

Twitter

1 account

356 followers

Facebook

1 website

293 likes

TOTAL

59

10,201 participants

* Online questionnaire was posted on June 12, 2012.

** Totals may include those who participated in multiple consultation methods.

International Peer Review - Overall

Anthony Perl

Director of SFU Urban Studies Program

Eric Miller

Professor, University of Toronto

Tom Miller

Portland Transportation Director

International Peer Review - Policy

Glen Weisbrod – Goods Movement/Economy

President, Economic Development Research Group

Donald Shoup – Motor Vehicles/Parking

UCLA Professor, parking expert and author

Peter McCue – Walking

Executive Officer, New South Wales Premier's Council for Active Living

Neils Tørsløv – Cycling

Director of Traffic Department, Copenhagen

Jarrett Walker – Transit

Author and international transit consultant

Policy Directions

Directions on Specific Topics

- Land Use
- Goods & Services
- Motor Vehicles
- Walking & Public Space
- Cycling
- Transit
- Encourage, Educate, Enforce



Land Use

Support shorter trips &
sustainable transportation
choices

Land Use Directions

- Locate major **activity generators** near high capacity transit
- Support **higher densities near transit** stations while recognizing local context
- Build **complete communities**
- **Design** buildings to contribute to public realm



Goods & Services

Support a thriving economy & major port while reducing impacts.

Ensure effective emergency response.

Goods and Service Directions

- Protect and improve **rail corridors**
- Support **different** scales of movement and delivery
- Maintain **curb space & laneways** for deliveries
- Reduce **environmental & neighbourhood** impacts
- Maintain effective **emergency response** times



Motor Vehicles

Improve **safety** &
manage congestion.

Make it easier to **drive less.**

Motor Vehicles Directions

- **Minimize traffic congestion**
- **Allocate and manage parking effectively**
- **Improve safety** for all road users
- **Support car-sharing & other programs that make it easier to drive less**
- **Accelerate shift to low carbon vehicles**



Walking

Make walking
safe, convenient & delightful.

Support a
vibrant public life.

Walking & Public Space Directions

- Create **vibrant & interesting streets & public spaces**
- Address **gaps** in the pedestrian network
- Improve street **safety, comfort, & accessibility**
- **Promote** walking culture



Cycling

Make cycling **safe,**
convenient, comfortable
& fun for people of
all ages and abilities

Cycling Directions

- Build routes that are **safe, comfortable & convenient**
- Provide **secure & abundant parking**
- Improve **integration** with transit
- Promote cycling as an **everyday option**
- Focus on **education & safety**



Transit

Increase **capacity**
& ensure service is
fast, frequent, reliable,
accessible & comfortable

Transit Directions

- **Broadway rapid transit** a top priority
- Make waiting areas more **accessible** and **comfortable**
- Support **reduced noise & emissions**
- Support new **funding** sources

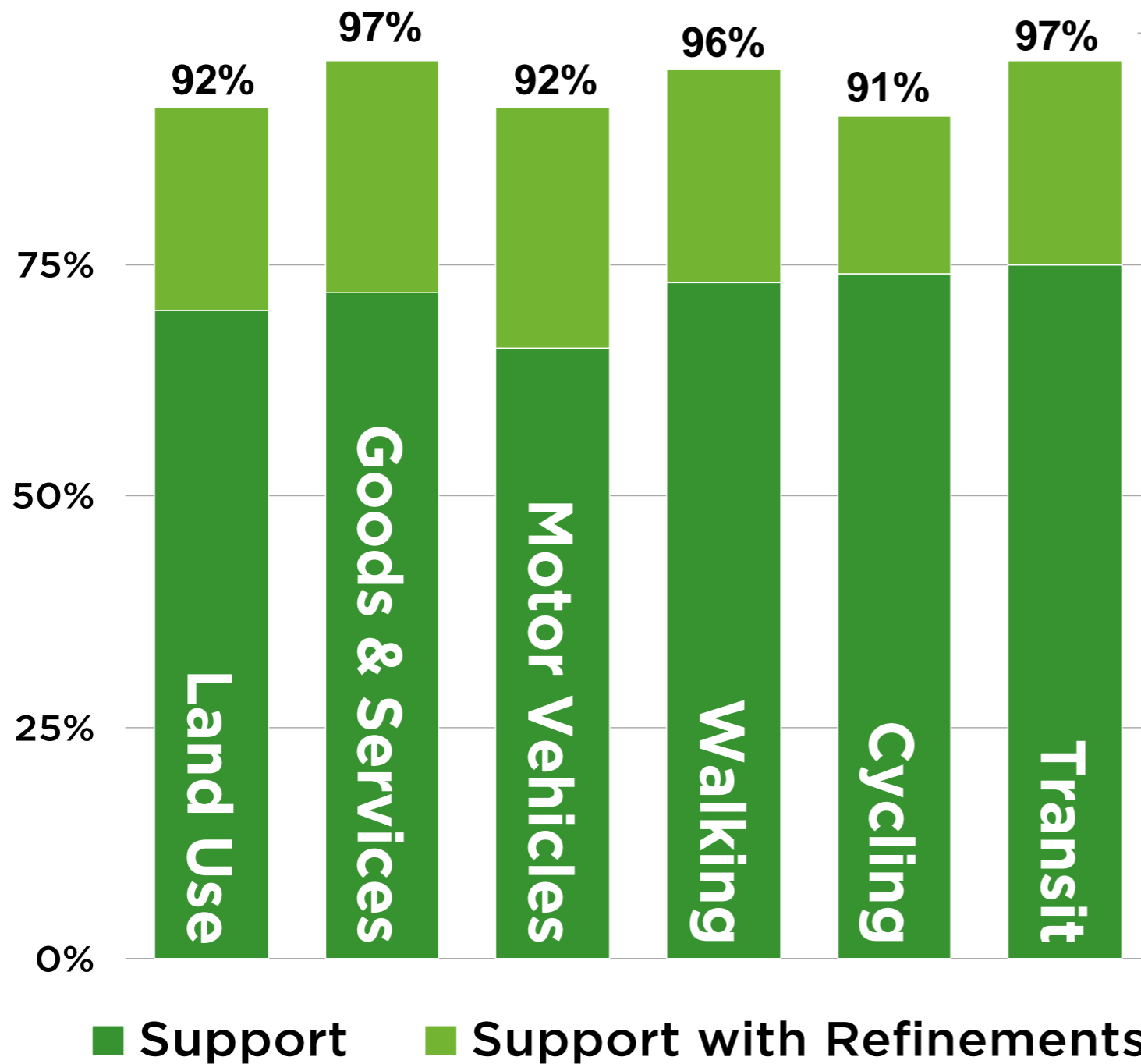


Encourage sustainable
transportation choices

Educate to promote safe &
respectful behaviour

Enforce and support legislation that
targets dangerous behaviour

Strong Public Support



Over **90%**
support or
conditional
support for
proposed
directions.