Transport 2050: TOD Opportunities & Challenges

TABRINA CLELLAND, Senior Planner, TransLink Strategic Planning & Policy
Regional planning frameworks are designed to be foundational and to support & complement each other.
Past growth and transportation plans have shaped our region and options for getting around, today.
A history of transit-oriented regional growth management
Partnering for Regional Success

TOD-related planning responsibilities are shared between regional agencies & member jurisdictions

| Regional growth management | Regional multi-modal transportation planning | Local land use planning and zoning |

And 21 other local elected governments
Partnering for Regional Success

The RTS mandates TransLink to work with partner agencies to support the RGS (Metro 2040) and focus growth in:

- Designated urban centres,
- Frequent Transit Development Areas, and
- Along the Frequent Transit Network (FTN)
Living Near the Frequent Transit Network (FTN)

65% of the region’s ~2.5M pop. live **within 800 m** of FTN (70% within 1 km)
  • Increased 6% from 2011-2016
  • Estimated: will have increased another 3.2% from 2016-2018

77% of the new homes built **within 800 m** of the FTN (2016) were **multi-family**
TransLink Role in TOD: Aligned Land Use & Transportation

- Area Transportation Plans
- Partner Planning
- Adjacent & Integrated Development Process
- TravelSmart
Transit-Oriented Communities Design Guidelines (the 6D’s)

- Good Destination accessibility
- Short Distance to transit
- Pedestrian-friendly Design
- Density of jobs & residents
- Diversity of uses
- Demand management
Transit Use Has Increased

26%
Growth in Metro Vancouver population (since 2002)

117%
Growth in number of transit trips (since 2002)

Transit ridership is at an all-time high, but overcrowding is a problem. The region is becoming more compact, walkable, and transit-oriented. Walking, cycling, and transit are not viable everywhere. Our reliance on car trips remains high.
**TOD Successes**

- Increase in the number of new homes near transit
- Increased transit ridership
- Continued and strengthened collaboration

**TOD Challenges**

- Decreased housing affordability
- High service demand and overcrowding
- Increased demand to redevelop industrial lands near SkyTrain
METRO VANCOUVER CONTINUES TO GROW

1993
1.6 million

2019
2.5 million

2050
3.7 million
We are nearing the finish line

A Long-Range Transportation Plan for Greater Vancouver

Transport 2021 (1993)

What’s next?
Next Stop: Transport 2050

• With Mayors’ Council’s 10-year Vision, most of Transport 2021 has been delivered

• Transport 2050 will help us navigate the next 30 years
Transport 2050
AUTOMATION

CONNECTIVITY

ELECTRIFICATION

SHARED MOBILITY
The Region Is Becoming More Unaffordable

Average Annual Housing Costs for Renters

Average Annual Transportation Costs

Source: Metro Vancouver: Housing and Transportation Cost Burden Study
Congestion Continues to Be a Growing Problem

- 69% of the workforce commutes by car
- More than 4 out of 5 people lose time each week to congestion
- Congestion costs the economy $500 million - $1.6 billion / year
Options for Addressing Congestion to be considered for Transport 2050
Making More Efficient Use of Road Space

People-Moving Capacity (pphpd – 3 metre width)

- **PRIVATE MOTOR VEHICLE**: 700–1,000
- **REGULAR BUS**: 1,000–2,000
- **B-LINE**: 2,000–2,500
- **2-WAY PROTECTED BIKE LANE**: 2,000–3,000
- **B-LINE with DEDICATED LANE**: 3,000–4,000
- **WEST COAST EXPRESS**: 3,000–5,000
- **SIDEWALK**: 5,000–6,500
- **SKYTRAIN**: 16,000–26,000
Road Usage Pricing

The Mobility Pricing Independent Commission (MPIC) identified key principles for road usage charging including:

1. Deliver meaningful reductions in traffic congestion
2. Design system in a way that seeks to promote equity
3. Use revenues to pay for transportation investments
Promote Shared Vehicles

Promotion
Price Incentives
Regulations
Transport 2050: Engagement Process

Phase 1: Develop Values, Vision, and Ideas | Spring & Summer 2019

Phase 2: Consider Ideas and Trade-offs | Spring 2020

Phase 3: Draft the new Regional Transportation Strategy | Fall 2020
What We Heard: Phase 1 Engagement

Value
- Parks and natural areas
- Access (transportation options, shops, amenities)

Concerns
- Affordability
- Climate change
- Congestion

Priorities
- More transit
- Cost-effective & Efficient
- Environmentally friendly
4,000+
BOLD AND CREATIVE IDEAS
Promoting virtual offices
Car-free city centres
Moving goods on transit
Get involved at Transport2050.ca