Shaping Transportation and Land Use

Lessons from Vancouver

Holly Foxcroft
Urban Analyst
Urban areas are growing rapidly and dealing with extreme uncertainty.
Transportation + Land Use Planning

1. Governance
2. Planning
3. Local Culture
1. Governance
Population growth: People want to avoid the disruption to their lives which often accompanies rapid population growth—crowded schools, overloaded community services, and the complete lack of services, such as public transit, in some fast-growing areas.

Air and water pollution: People do not want pollution to ruin the clean air and clean water or shatter the quiet which has attracted so many of them here. They want to reduce the smog level over the city, prevent smells from blowing in from the mills, clean up the Fraser River, and reduce noise levels.

Services: People want a broader range of community services near their homes. In addition to the usual shopping centres, they want recreation centres, business services, day-care centres, and educational opportunities.

Natural assets: People want to preserve the natural assets of the Region—the mountain slopes, farmland, beaches, river banks, valleys and wildlife. They want natural places in and close to cities.

Transportation: People want to reduce the time and effort involved in travelling. Eighty percent of the people working in the Region get to their jobs within 45 minutes. They would like to do it in less. They also want to be able to reach parks, beaches and the mountains easily.

Housing: People are worried about the high cost of housing. Many are worried about whether they can afford to buy any type of home, while others are concerned they may be forced to choose housing which does not have the qualities they want.

Transit: People are willing to rely less on their cars, but they want fast, frequent and convenient public transit to take them to work, shopping and recreation areas.

Participation: People want to participate in government decisions which affect their lives.
Shared Regional Policy Objectives

- Concentrated urban growth
- Economic activity directed to the multiple centres
- Protect the environment and mitigate against climate change
- Develop complete communities
- Support transit and non-auto modes of transportation

1976-2016
Commutes have shifted to intra-city and adjacent cities.
2. Planning
Shared regional objectives
Shifting employment centres
Diversification of transportation modes
Densification of housing

City of Vancouver: Consistently voted as one of the world’s most liveable cities
Reallocation of space from cars to people

Parking by-laws

Regional consistency

Constraining urban network has focused on creating smarter roads
Transit and non-auto modes of transportation have increased their mode share through policies to make them COMPETITIVE, CONVENIENT, and SAFE.
Densification has been both the carrot and the stick for transportation system reform.
3. Local Culture
Changing Local Preferences

Decreasing

- Car ownership
- Drivers license holders
- Vehicle kilometers travelled

Increasing

- Desire to live near where people work or go to school
- Commutes by transit, walking, and cycling
- Preference for access/proximity to rapid transit by residents and developers
Negative drivers
- Climate change
- Cost of operating a vehicle
- Noise and air pollution

Positive drivers
- Improved quality of life
- Access to services within communities
- Property values

Existing Transportation and Land Use Infrastructure

Local Culture

Investments In Transportation and Land Use Infrastructure
**LESSONS LEARNED**

1. Provide frequent, reliable transit where people work and live to foster modal shifts away from vehicle use reducing congestion and urban sprawl

2. Develop a transit supportive region through long-term regional agreement and planning that links transportation and land use decisions at the municipal level

3. Provide metro regions with the tools to diversify tax revenues

4. Foster the cooperation of neighbouring municipalities in decision making on infrastructure investment and growth management

5. Foster economic development in nodes within a regional area to create a more robust economic region

6. Recognize that some residents need to utilize vehicles as their primary mode of transportation, but manage how they use their car