



# Shaping Transportation and Land Use

Lessons from Vancouver

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Urban areas are growing rapidly and dealing with extreme uncertainty







# Transportation + Land Use Planning

1. Governance
2. Planning
3. Local Culture



A satellite image of a coastal region. A large body of water is on the left, with a river flowing from the top right towards the center. The river has a winding, meandering path. The land is a mix of green, indicating vegetation, and brown/tan, indicating urban or developed areas. The text "1. Governance" is overlaid in the center of the image.

# 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.*



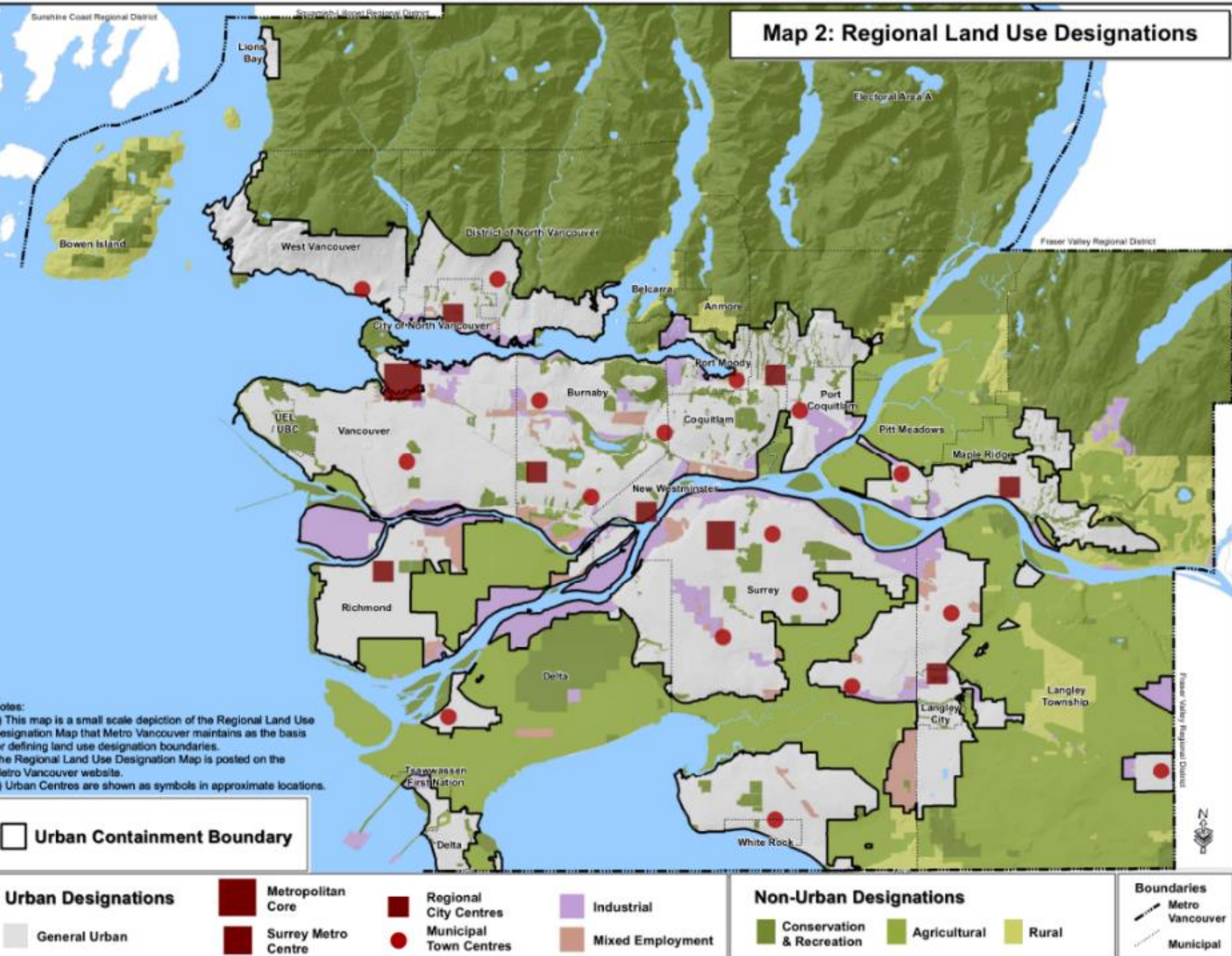
# Shared Regional Policy Objectives

- 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

Strait of Georgia

Metro Vancouver





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

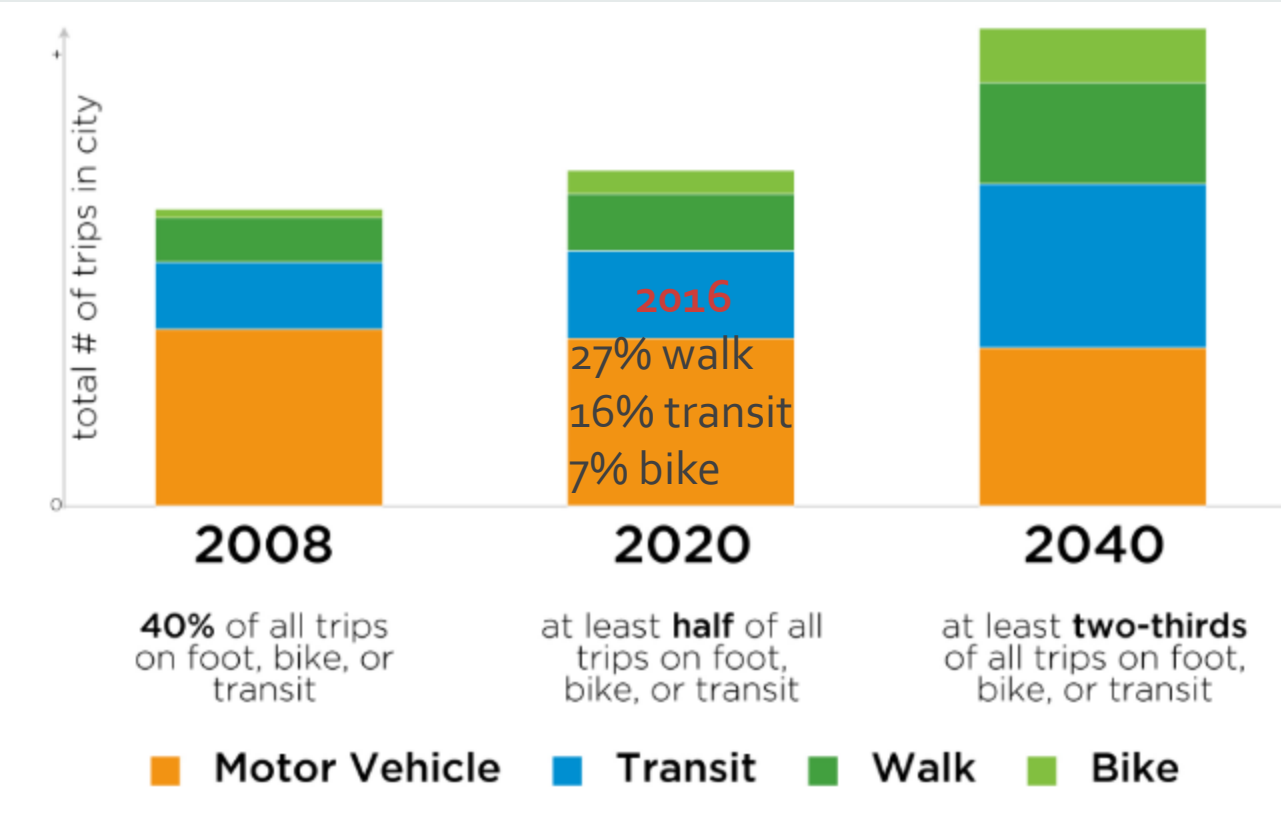
Parking by-laws

Regional consistency

Constrained 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

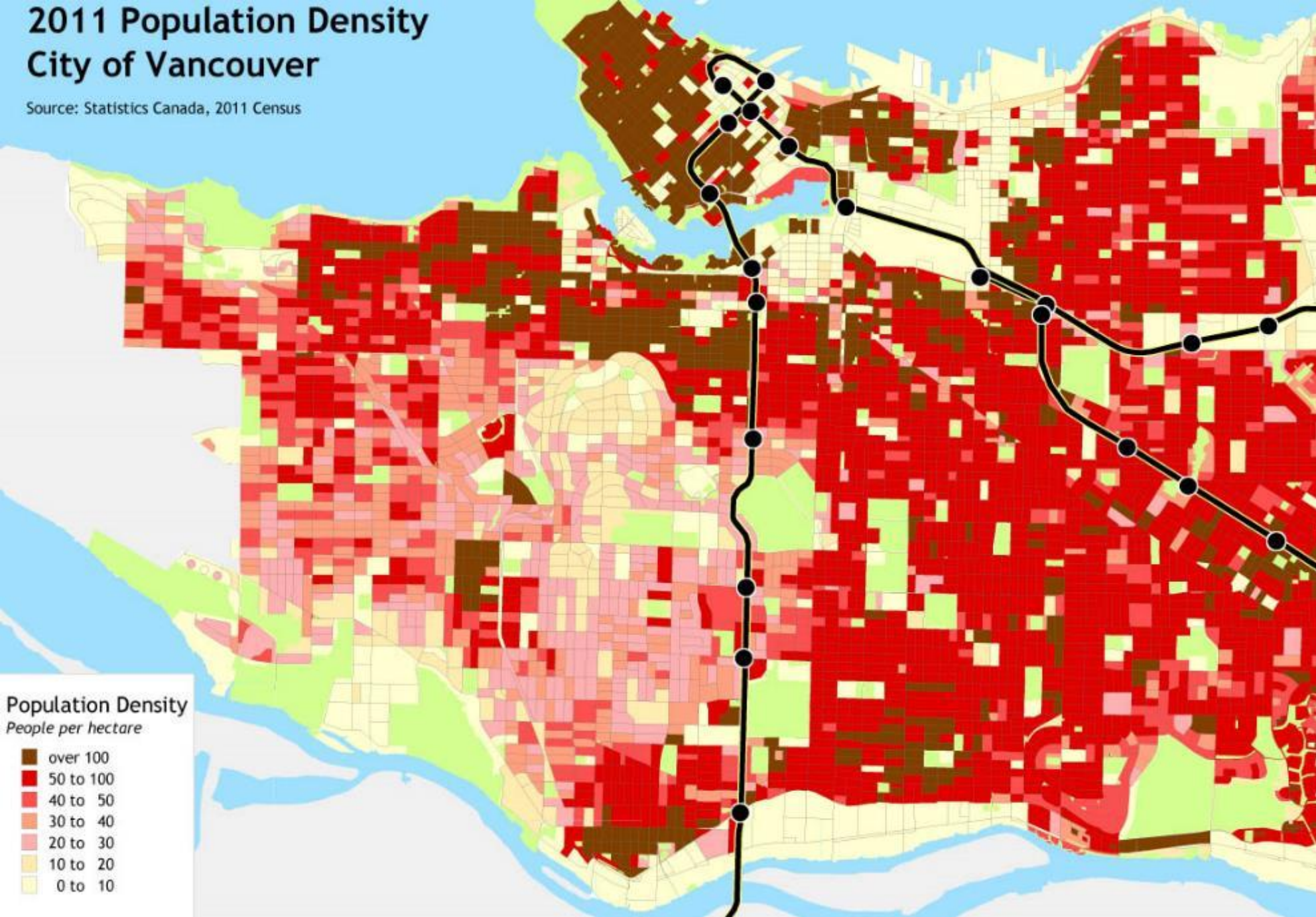


City	Metro Population	Annual Boardings (thousands)	Transit Trips/ Capita/Year
New York City	19,831,858	3,893,854	196/capita
Toronto	5,583,064	987,173	177/capita
Chicago	9,522,434	658,203	69/capita
Los Angeles	13,052,921	620,903	48/capita
San Francisco Bay	6,349,948	476,219	75/capita
Washington, DC	5,860,342	456,915	78/capita
Montreal	3,824,221	433,710	113/capita
Boston	4,640,802	399,594	86/capita
Metro Vancouver	2,313,328	363,163	157/capita
Philadelphia	6,018,800	336,981	56/capita



# 2011 Population Density City of Vancouver

Source: Statistics Canada, 2011 Census



Densification  
has been both  
the carrot and  
the stick for  
transportation  
system reform



### 3. Local Culture





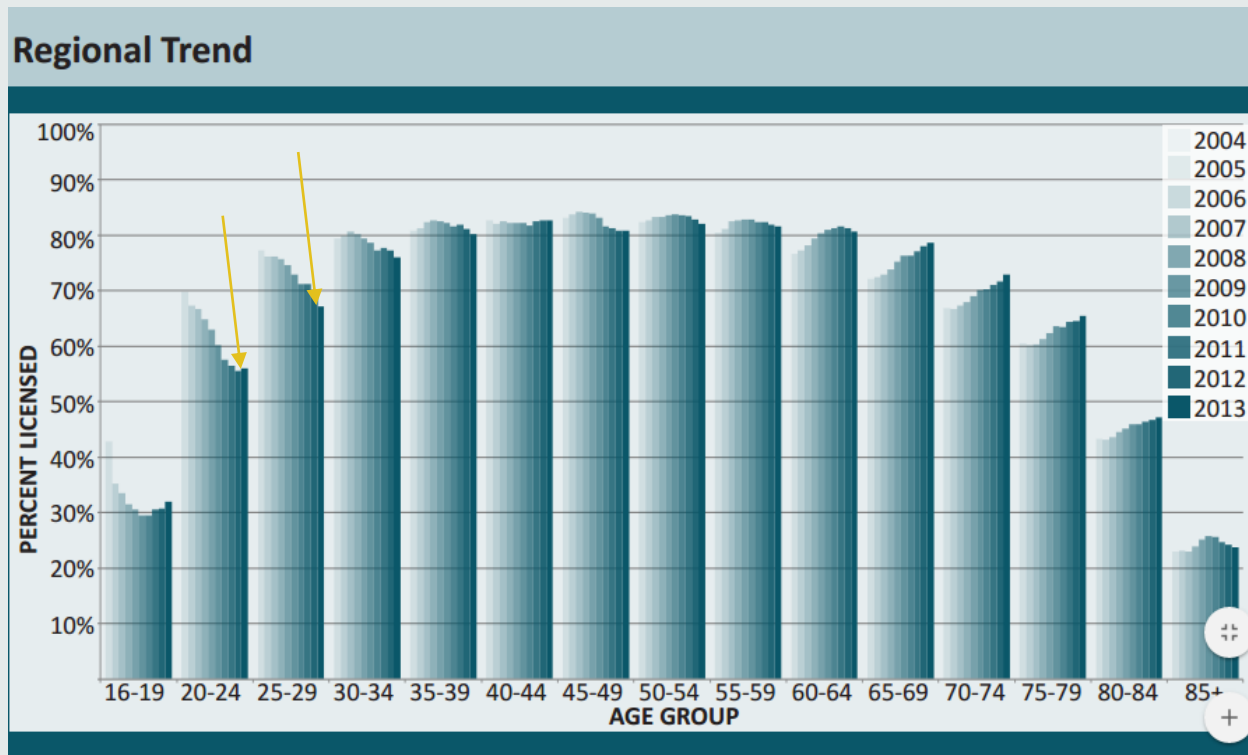
# Changing Local Preferences

## 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

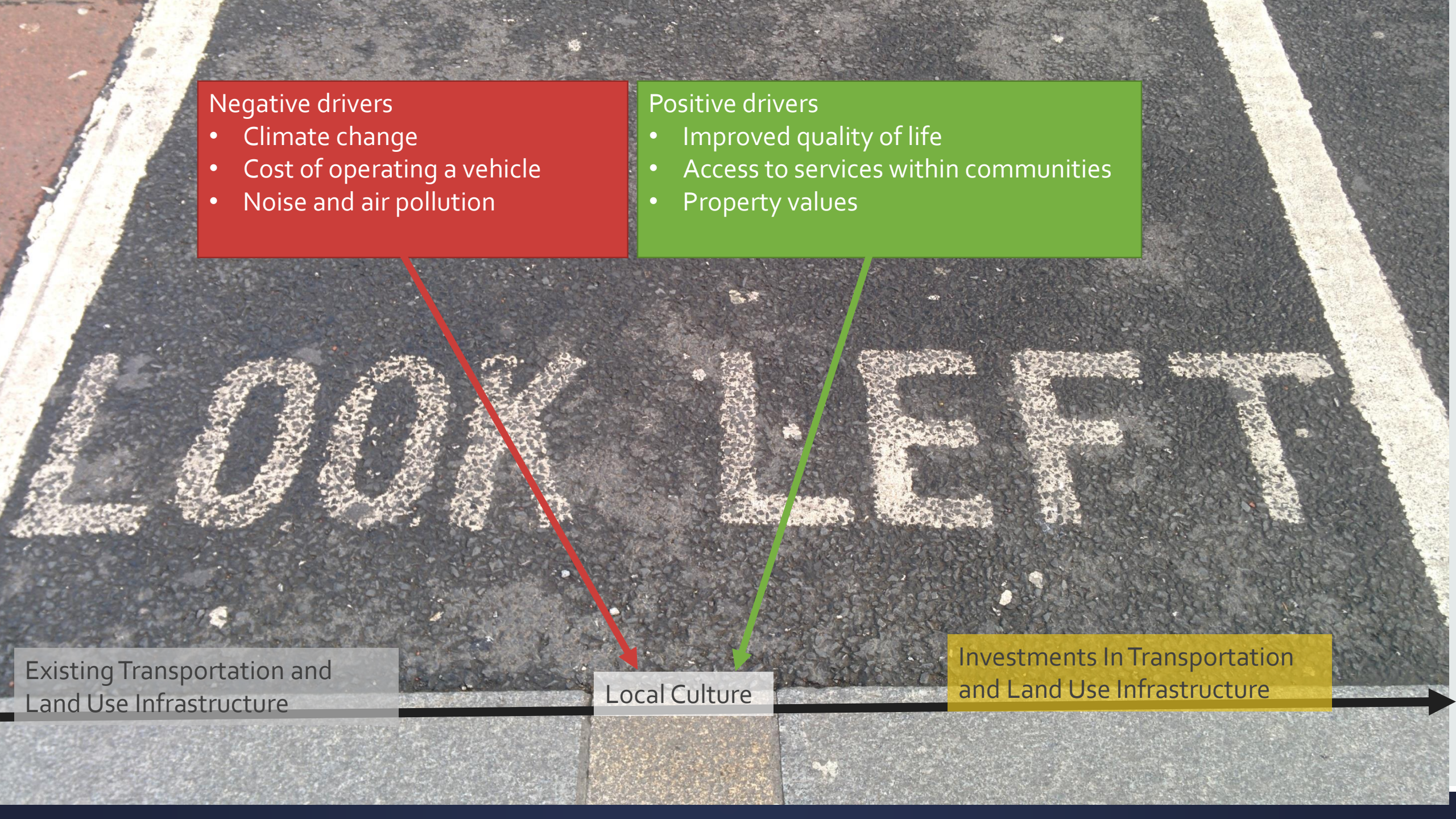
### Positive drivers

- 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