



Are Streetcars a Missing Link in Metro Vancouver?

Exploring the Question from a Place-making and Regional Planning Perspective

**Christina DeMarco
Metro Vancouver**

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0583. S. W. & A. Ry. - Tyngsboro























9 UBC
10 UBC
11 UBC
12 UBC
13 UBC

UBC
2X



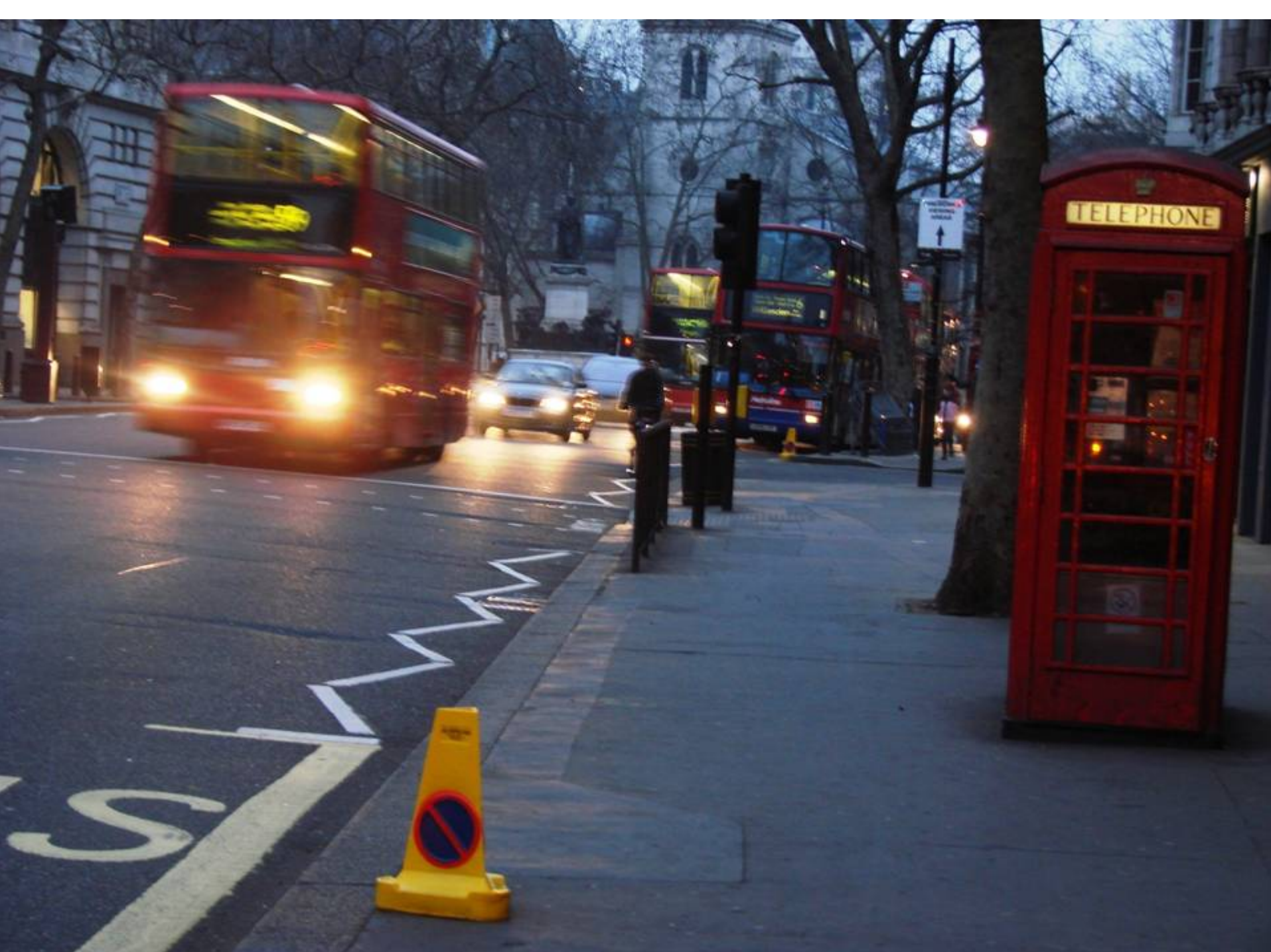
B
LANE
24hrs



BUS









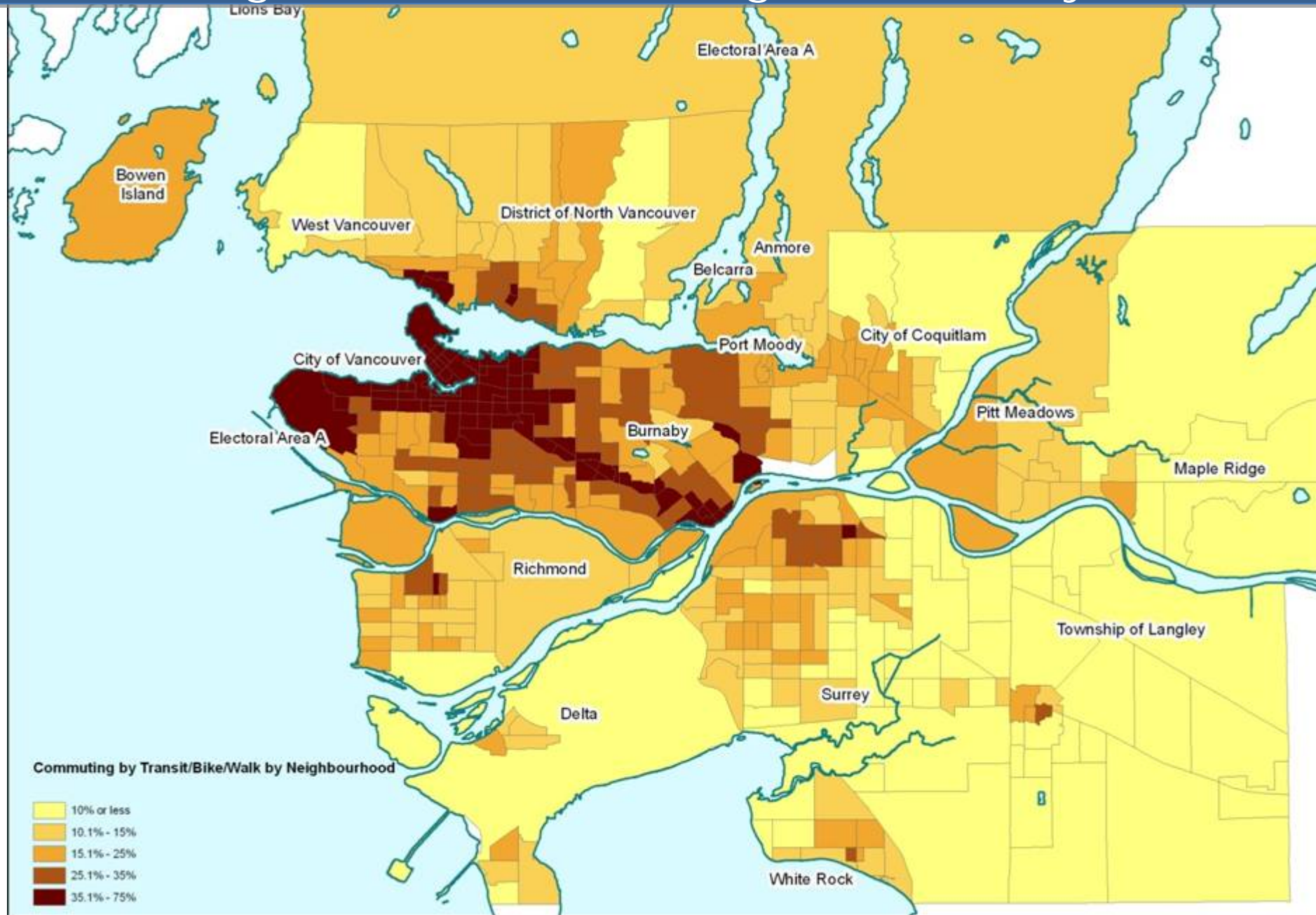




3 Key Questions...

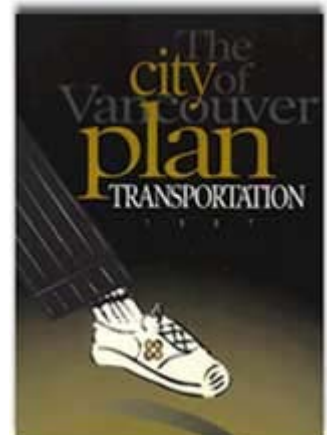
1. What problem are we trying to solve?
2. What urban land use patterns are in place now, what transportation system serves it, and how do they relate to future land use patterns.
3. How the costs and benefits of alternatives evaluated?

How we get to work in the region: Walk, Cycle, Transit



City of Vancouver Transportation Plan (1997)

*..Council policies are focusing on transportation
as a means to a better city, rather than as a
goal in itself. Council and residents are
becoming as concerned with the needs to
protect neighbourhoods from the impacts of
traffic, as they are to achieving a high level of
mobility”*



-Solutions will be most often a combination of transit supply, land use, urban and public realm design, demand management, including pricing.

-What importance do we place on shorter trips versus longer trips? How do we accommodate both?

U-Pass Example

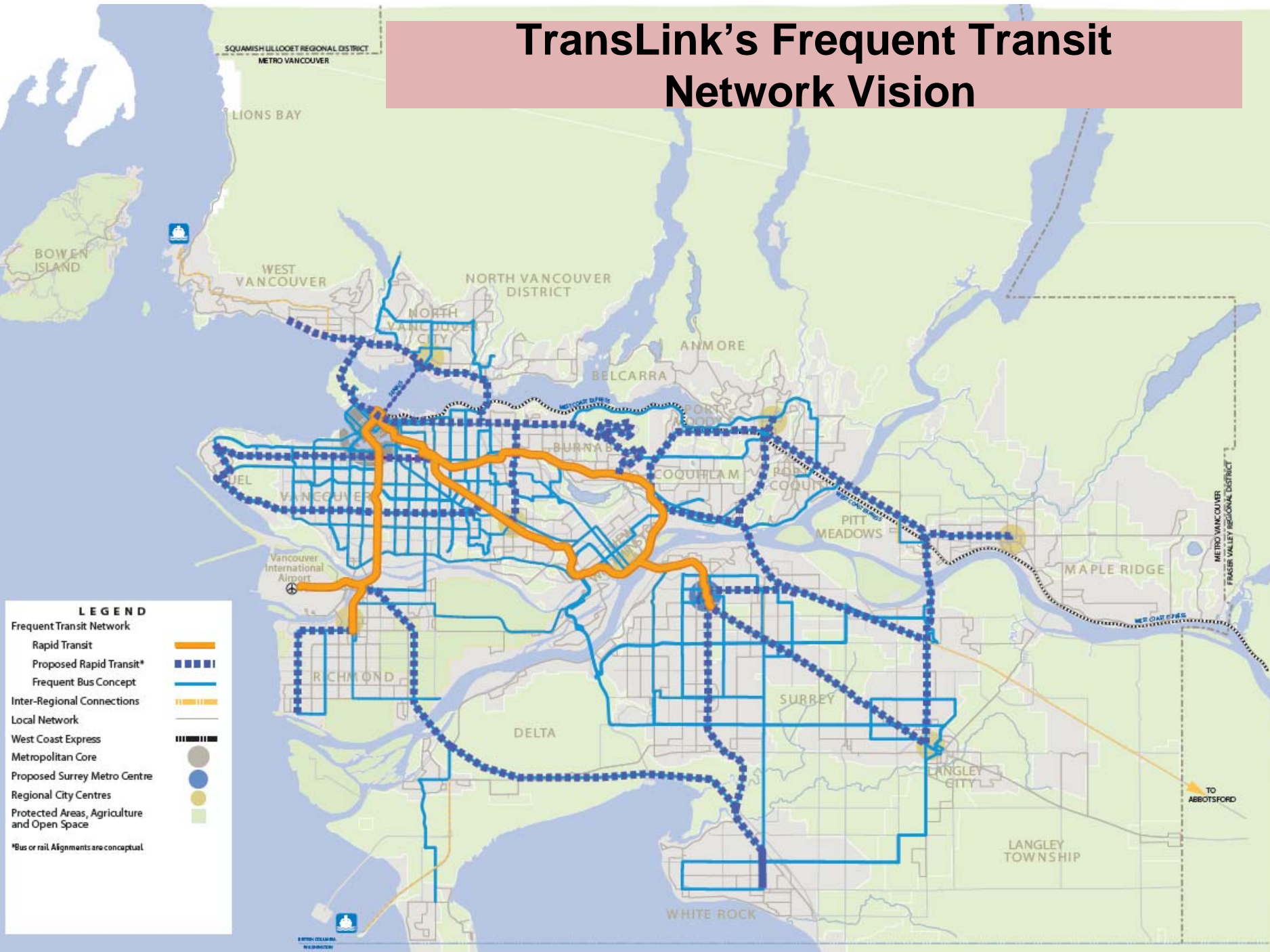
- UBC wanted to build a new community
- Vancouver residents were concerned with traffic impacts of growth
- Students said better transit services were needed
- Modelled program on successful examples elsewhere (in this case U of W)
- The result was extraordinarily successful in shifting students to transit through a combination of pricing, better service, reduction in parking supply and increase in parking prices

3 Key Questions...

2. What urban land use patterns are in place now, what transportation system serves it, and how do they relate to aspirations for future land use patterns.



TransLink's Frequent Transit Network Vision



LEGEND

- Frequent Transit Network
- Rapid Transit
- Proposed Rapid Transit*
- Frequent Bus Concept
- Inter-Regional Connections
- Local Network
- West Coast Express
- Metropolitan Core
- Proposed Surrey Metro Centre
- Regional City Centres
- Protected Areas, Agriculture and Open Space

*Bus or rail Alignments are conceptual









Southern Cross Station

Melbourne Train Network

metlink



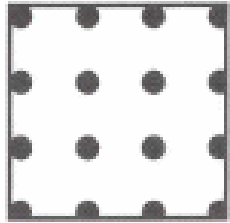
Information

Traveling Zones

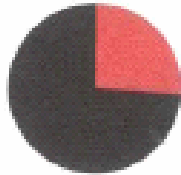
MAP NOT TO SCALE
Effective December 2005

MELBOURNE

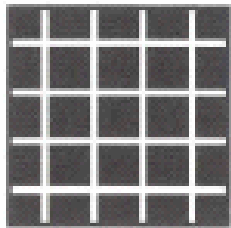
pop 3 132 806 area 208 135



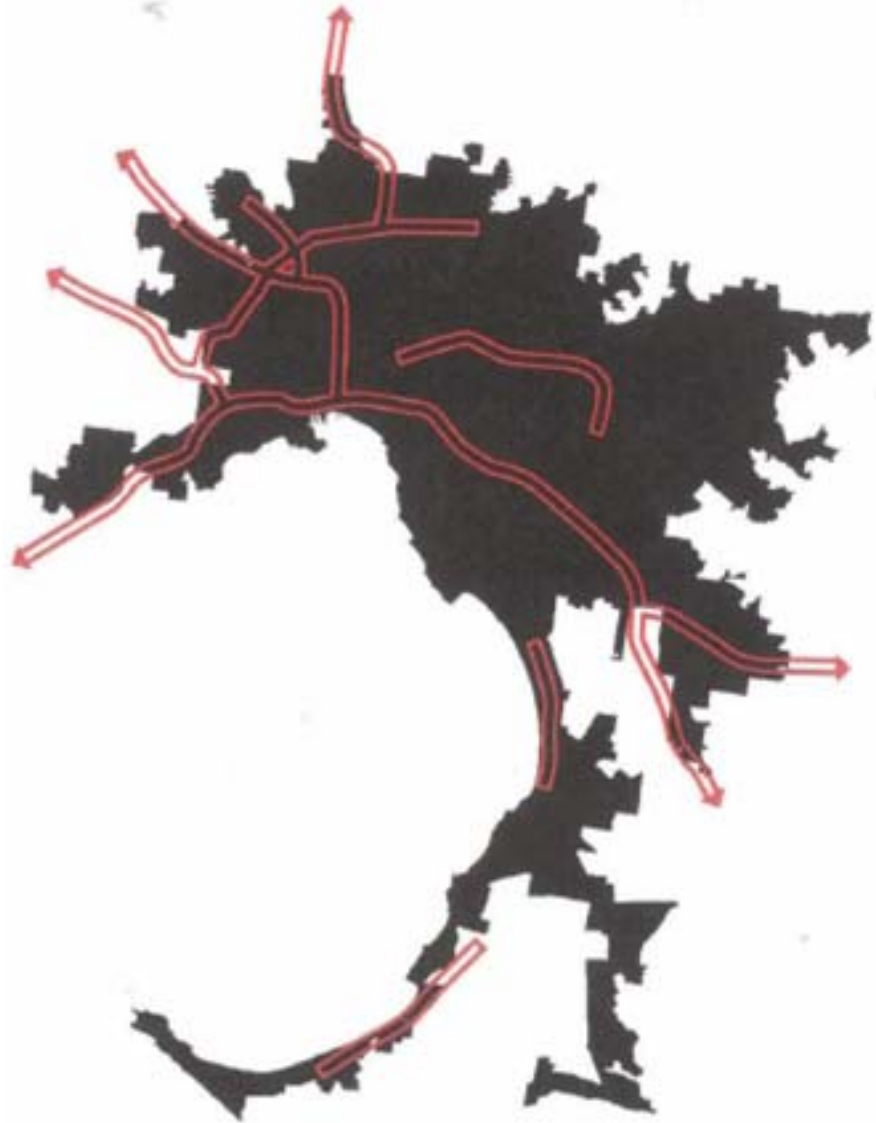
15.1 pop/ha



74%

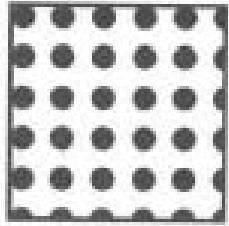


9.5 m/pers



VANCOUVER

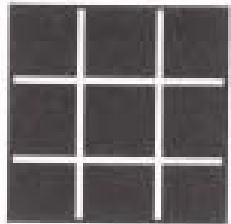
pop 1817681 area 77 220 ha



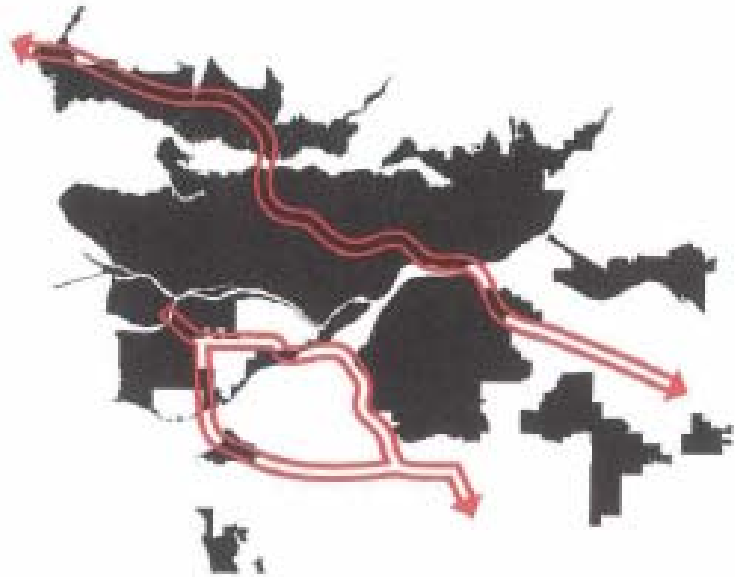
23.5 pop/ha



79%

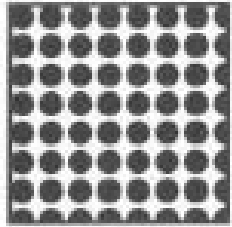


5.1 m/pers



V I E N N A

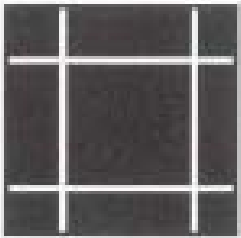
pop 1 763 295 area 44 044 ha



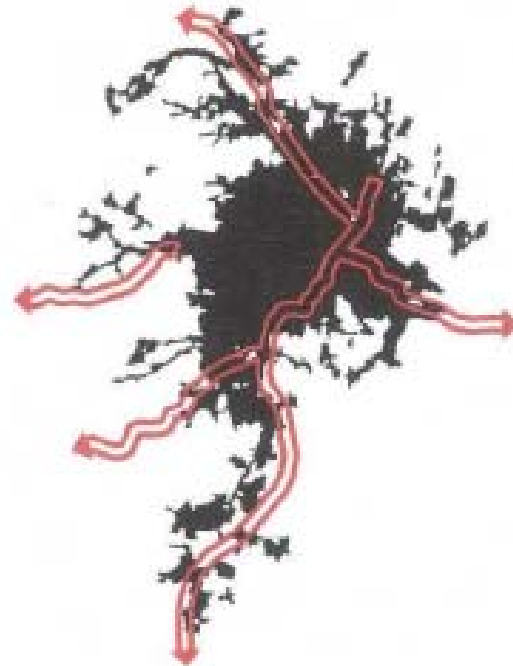
40.0 pop/ha



41%

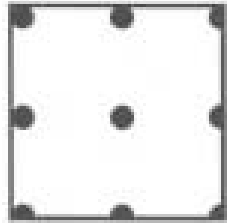


1.8 m/pers



ATLANTA

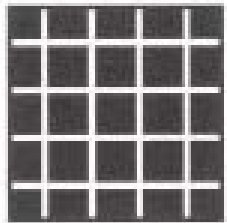
pop 3 499 840 area 511 952 ha



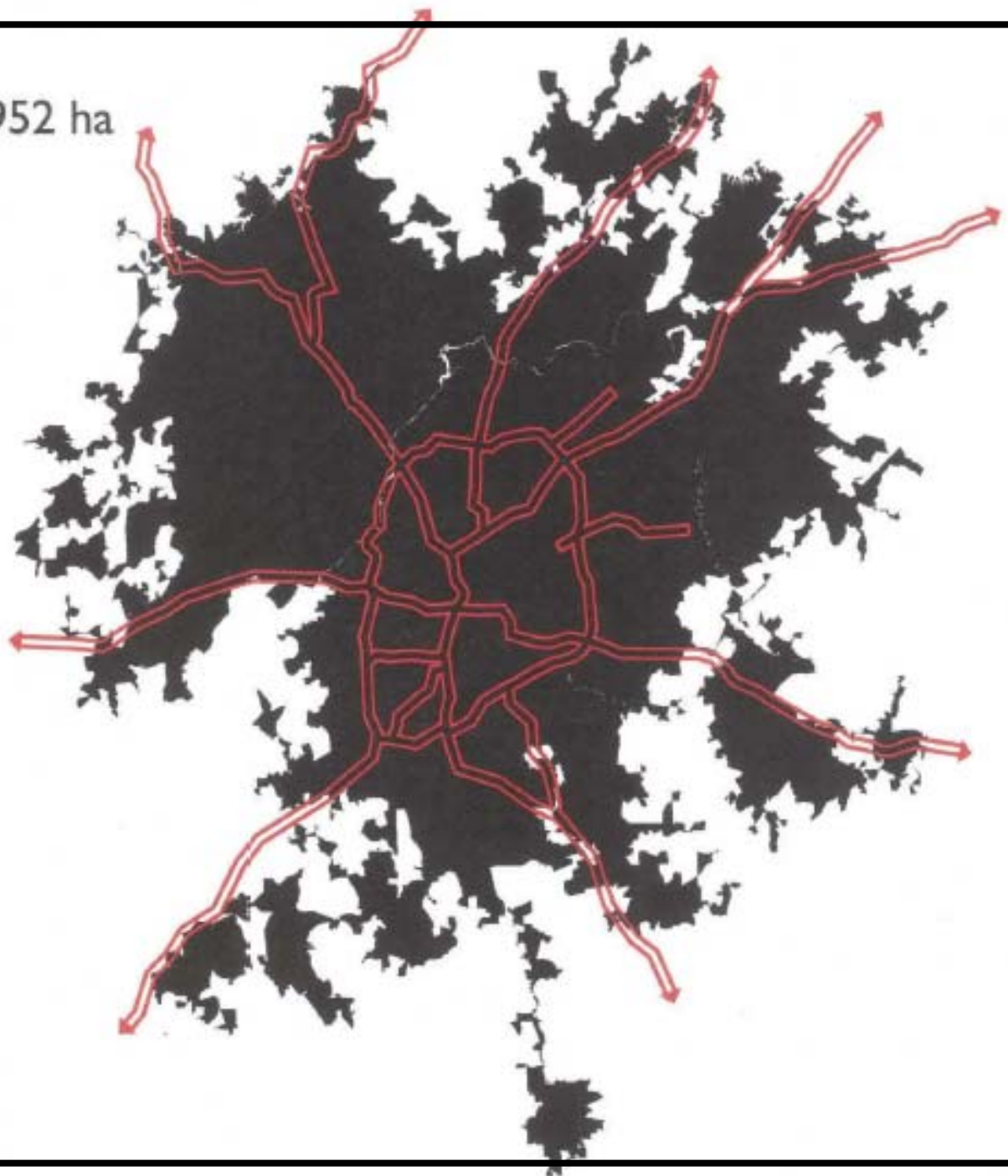
6.8 pop/ha



95%



8.7 m/pers



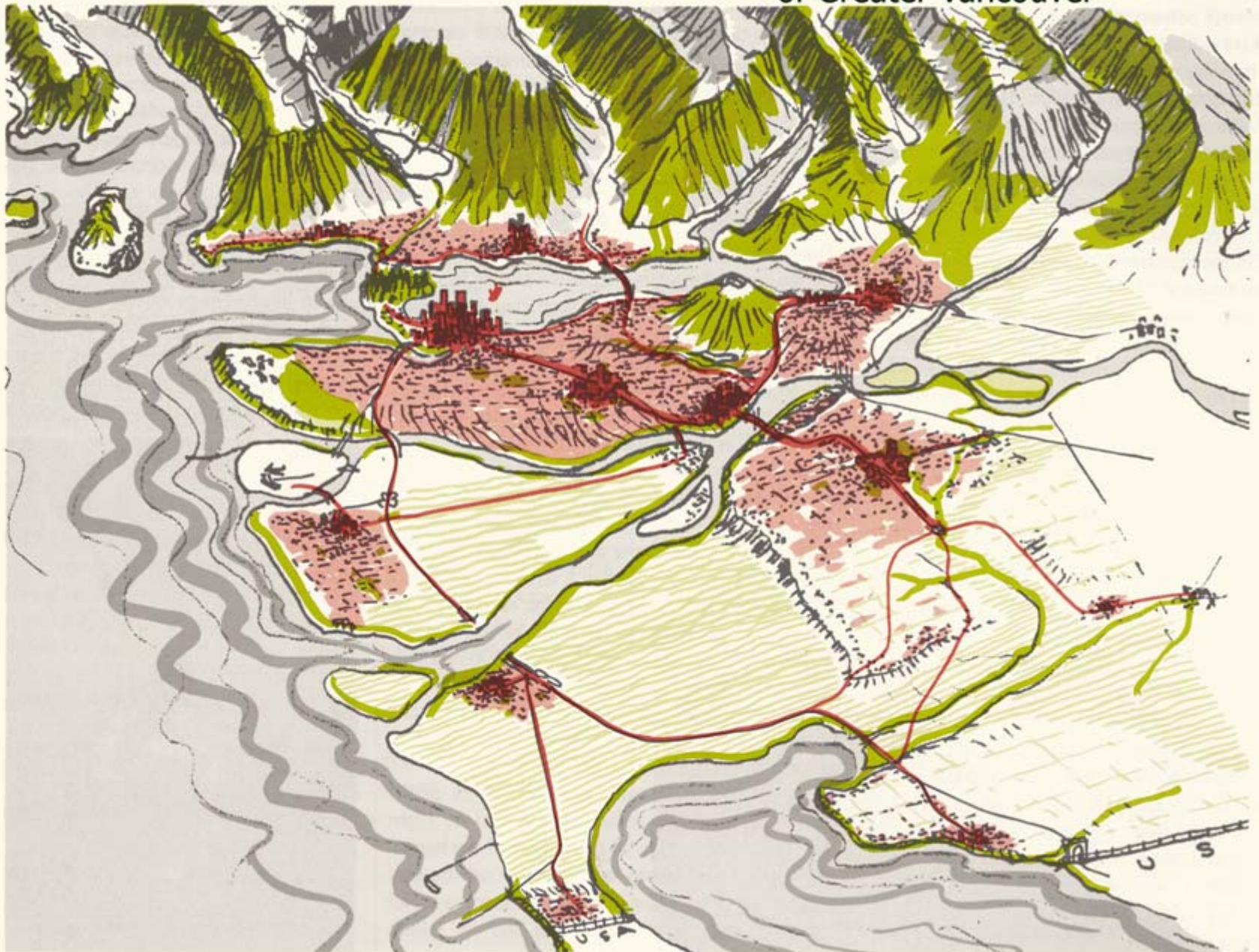
PLAN SHOWING INTERURBAN TRANSIT LINES VANCOUVER & DISTRICT



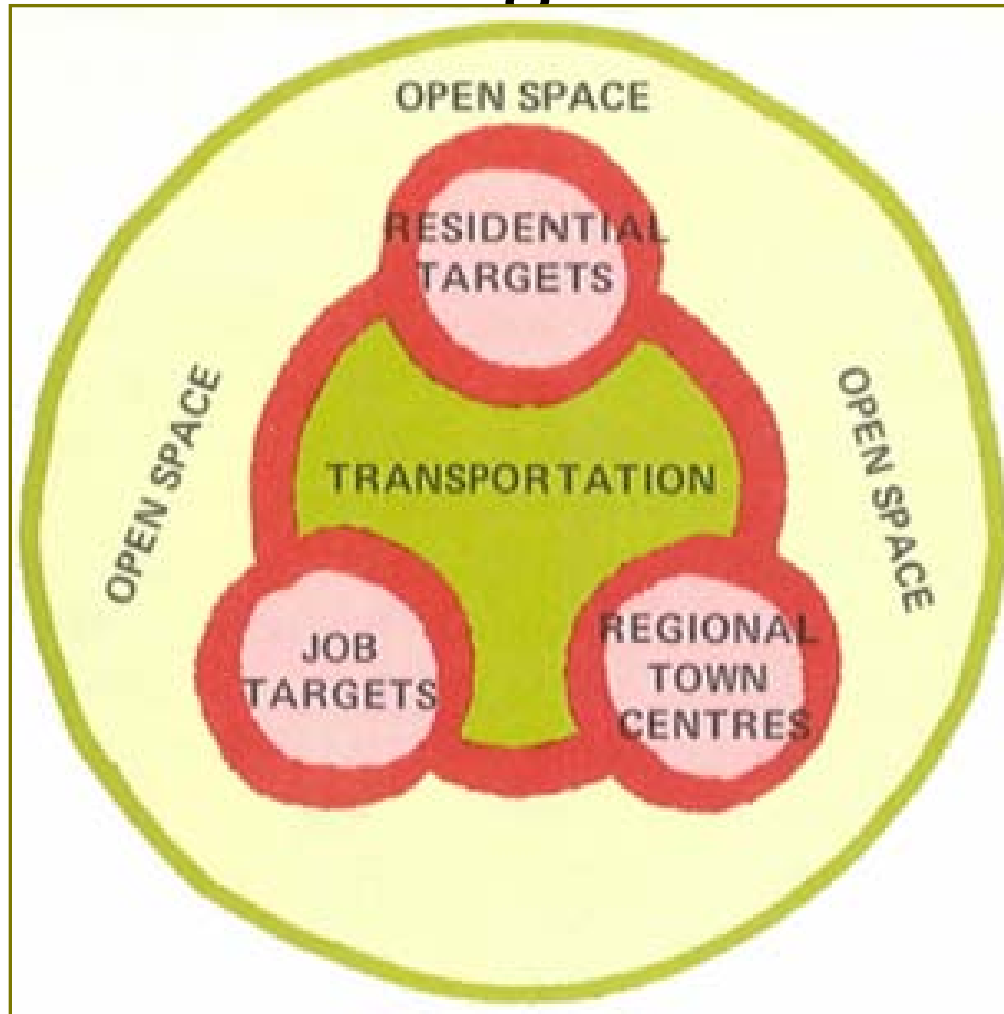
MAP SUPPLIED BY B. C. ELECTRIC RAILWAY CO.

THE REGIONAL PICTURE IN 1986

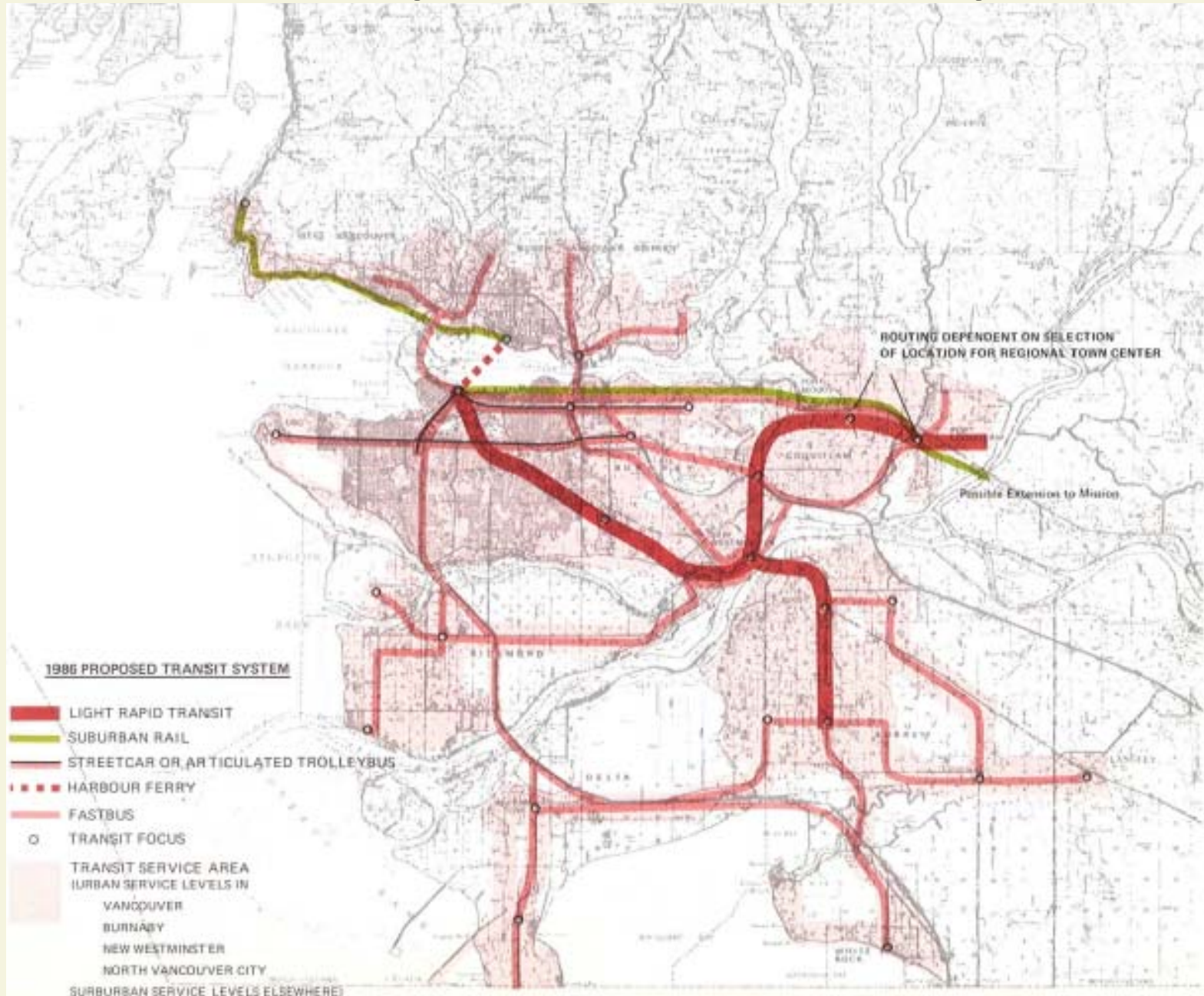
* Source: The Livable Region 1976/1986
Proposals to Manage the Growth
of Greater Vancouver



Strategy for Managing Growth in this Region



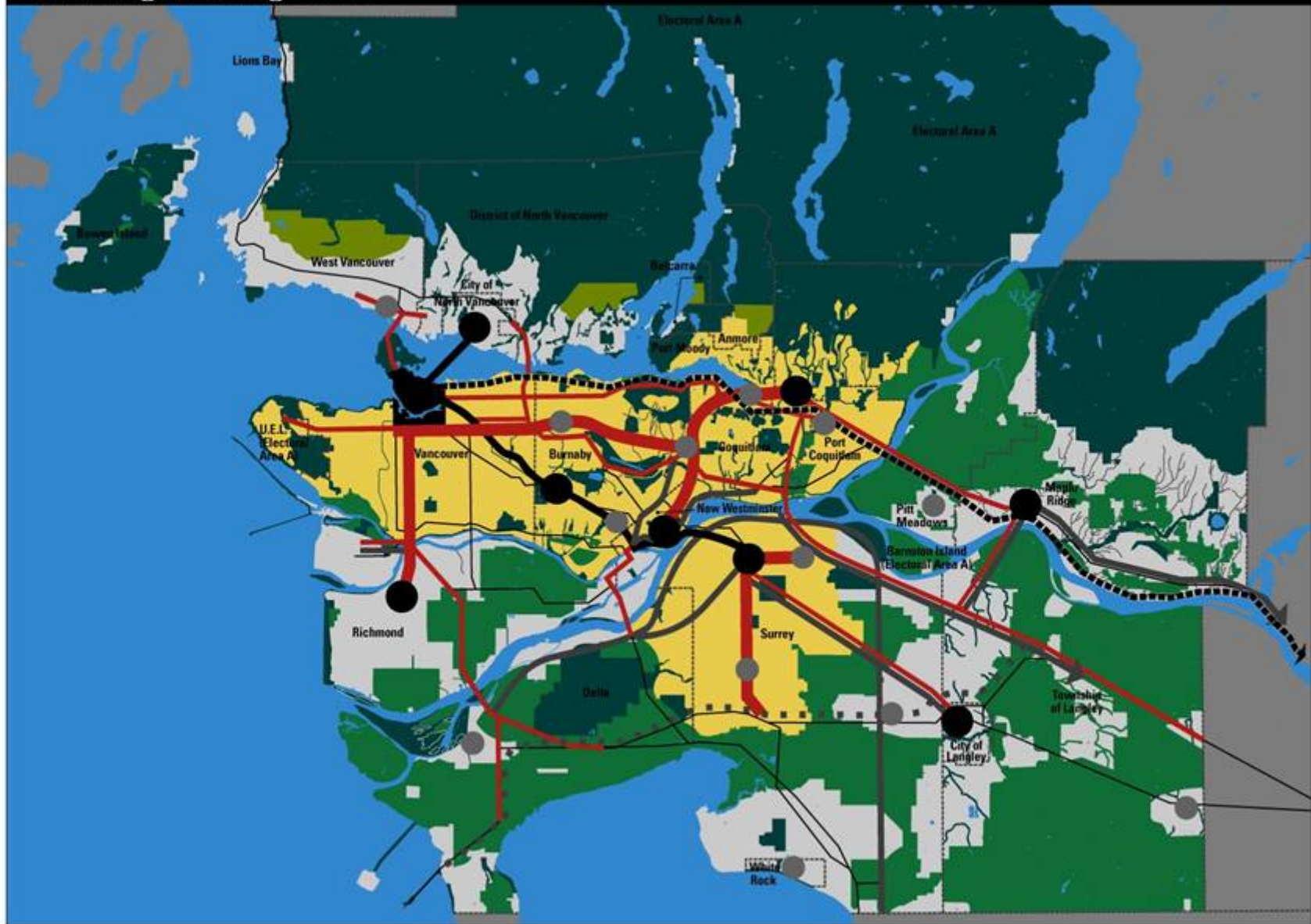
1986 Proposed Transit System



Livable Region Strategy

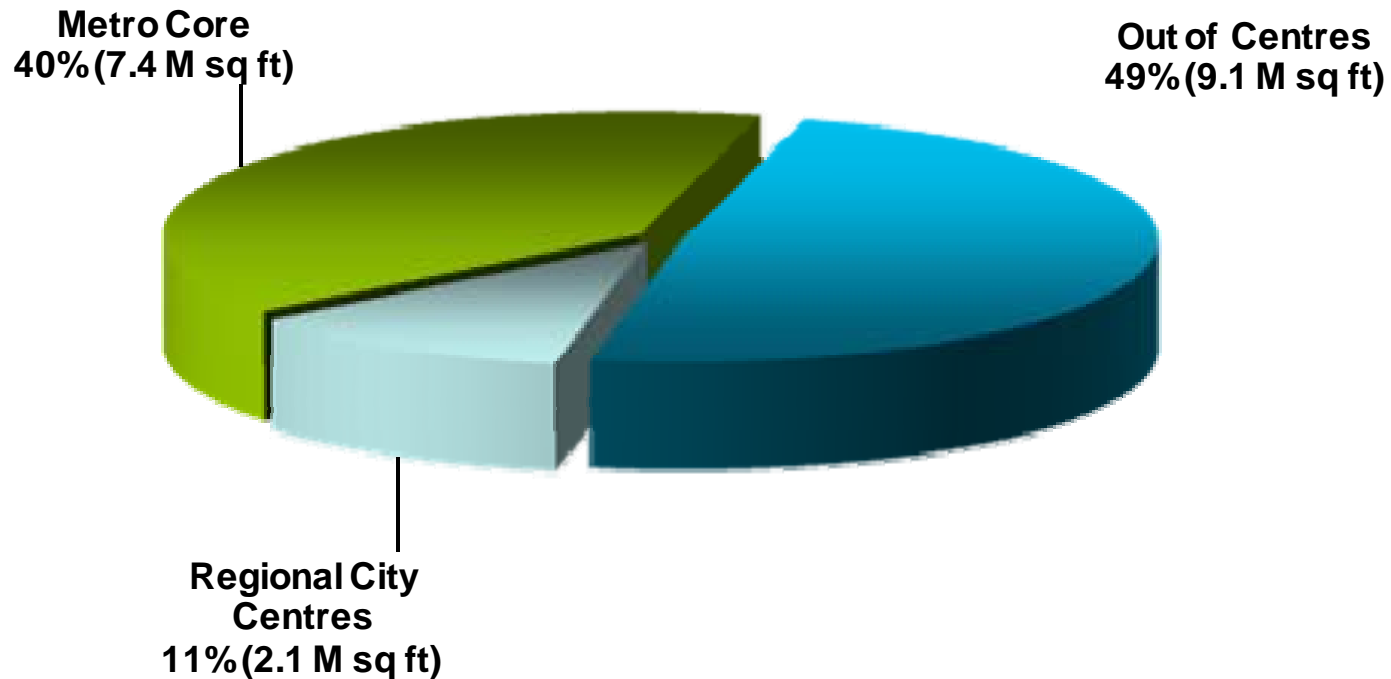
A good transit system is the backbone of regional development. It will help make Regional Town Centres viable and in turn transit-oriented Regional Town Centres will help make high quality transit service economically possible.

Livable Region Strategic Plan



Getting Office Jobs in the Right Locations

Distribution of Office Floorspace Growth in Metro Vancouver (1990-2006)



How workers get to work

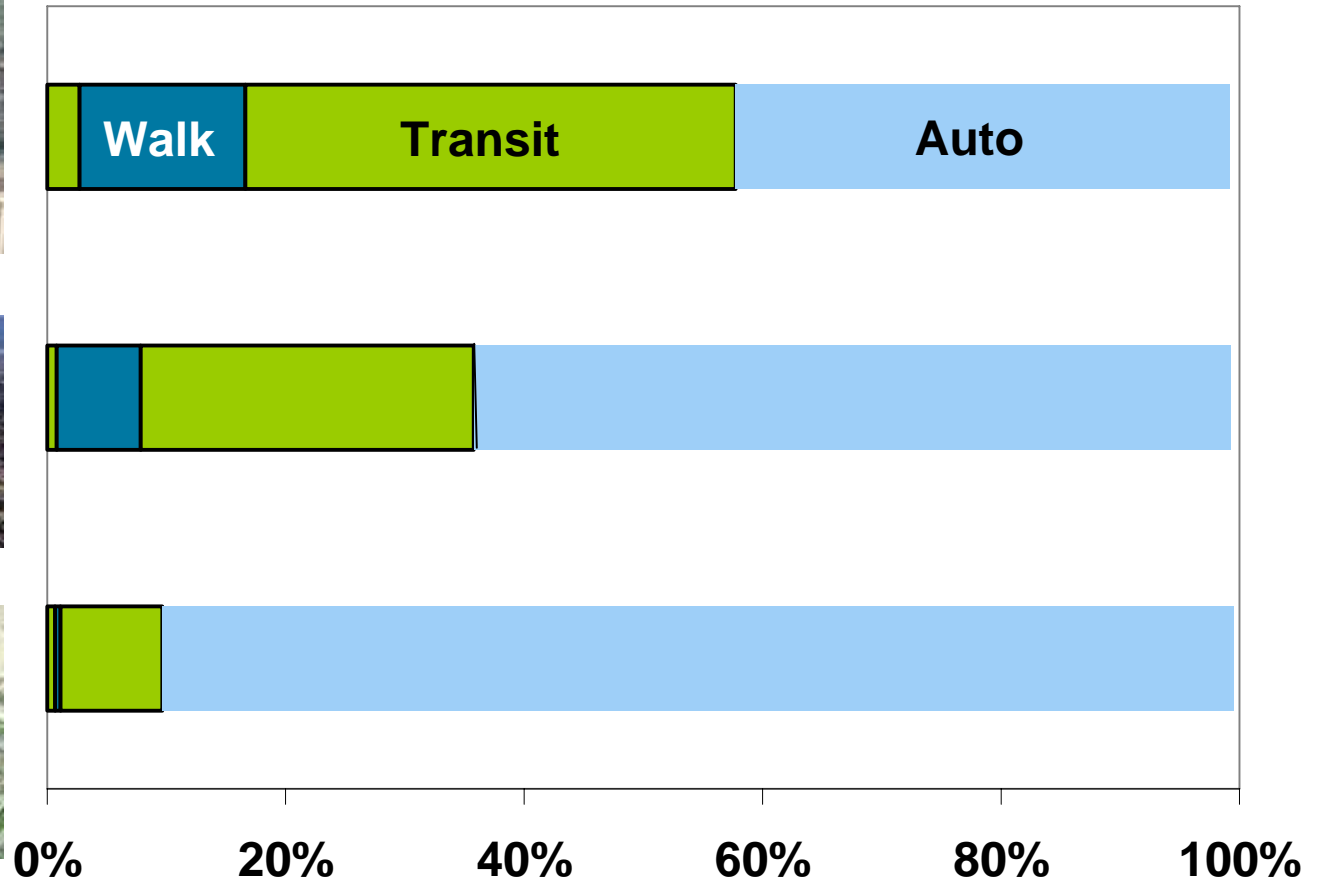
Metro Core



Metrotown

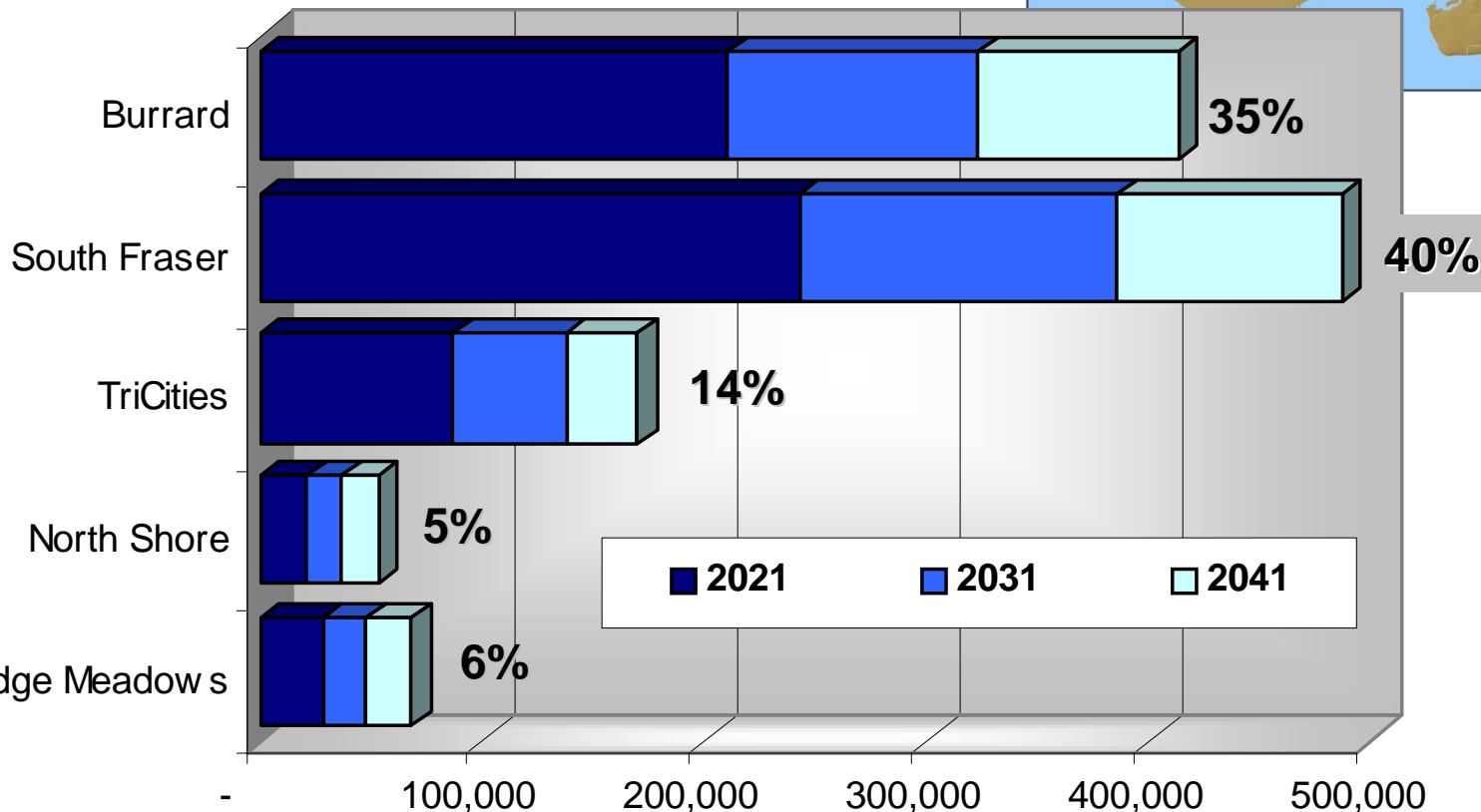
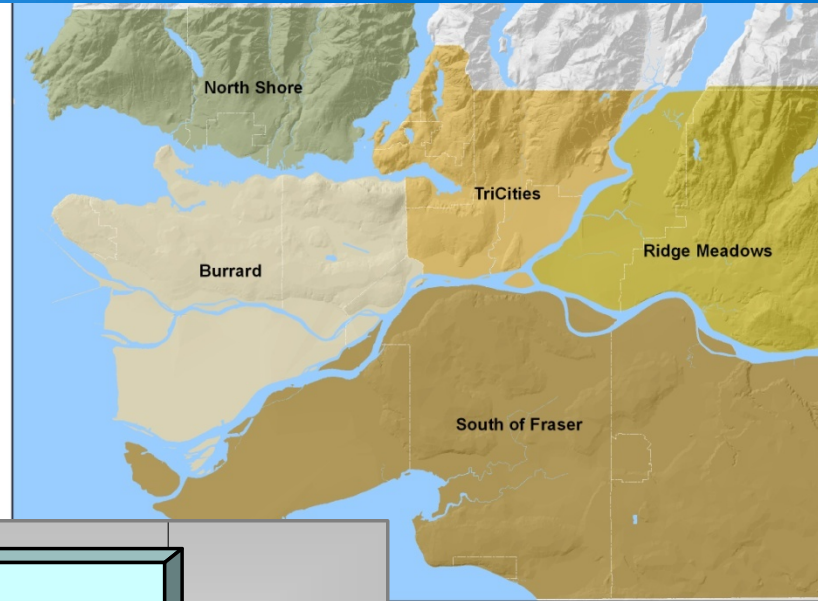


Office Park



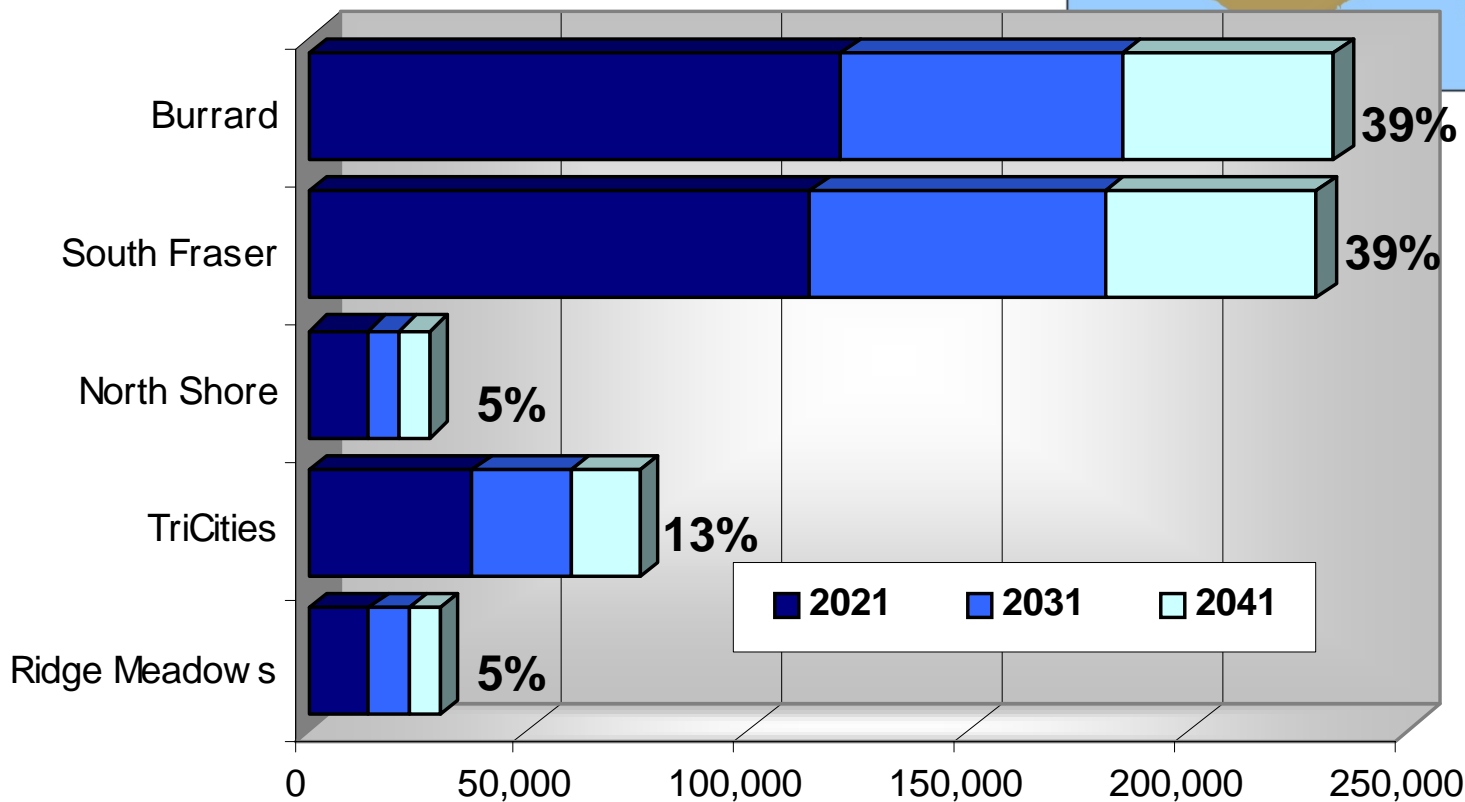
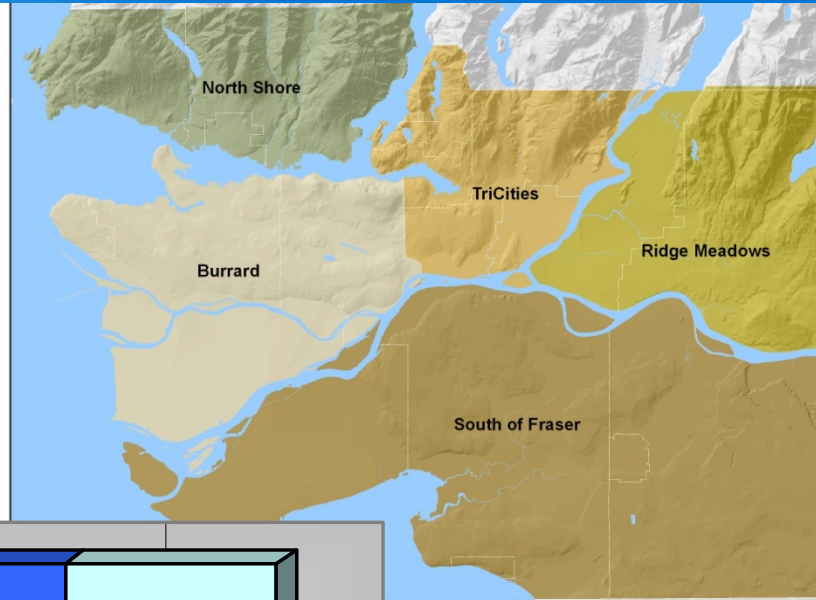
Subregional Growth

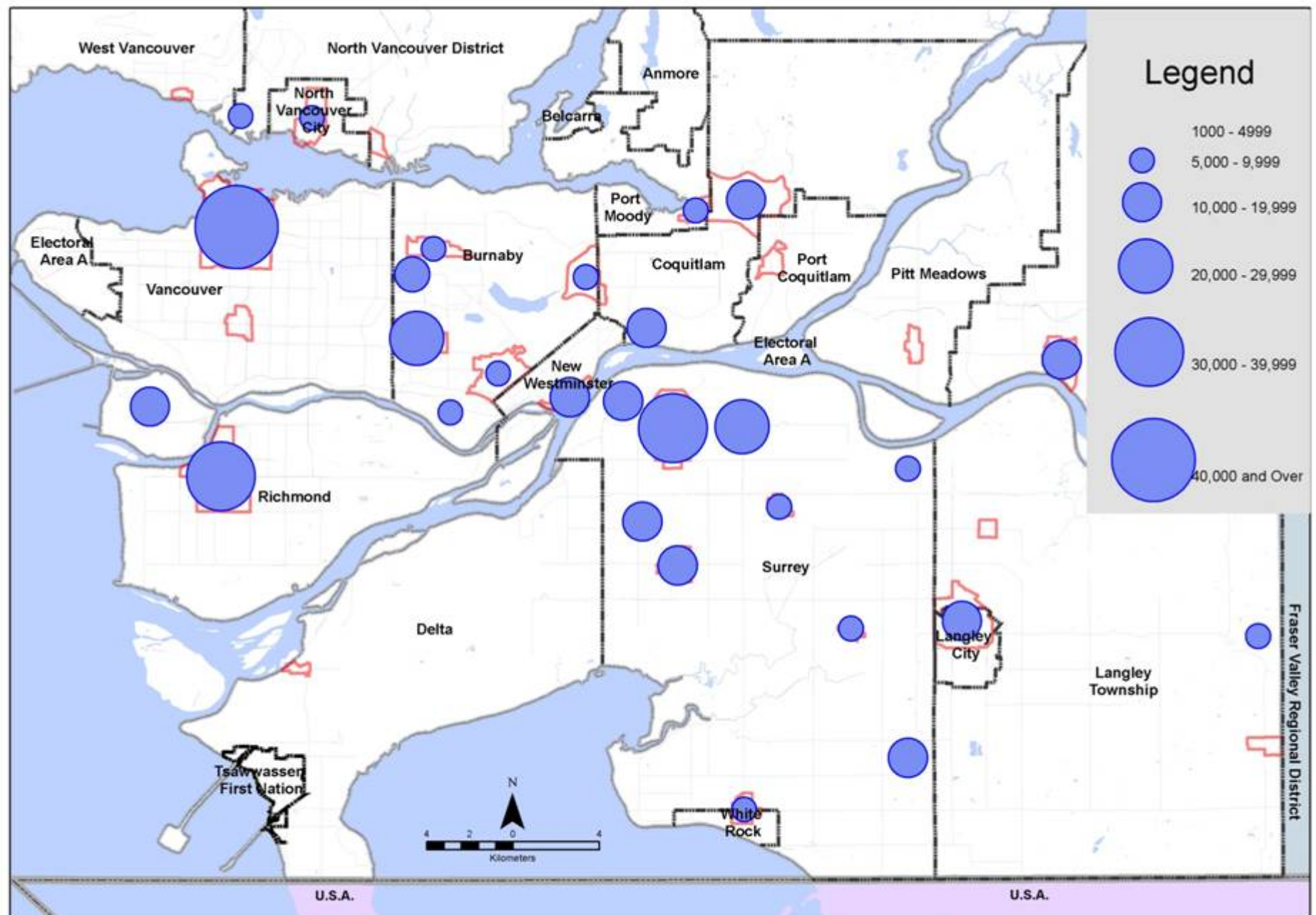
Population Growth 2006 - 2041



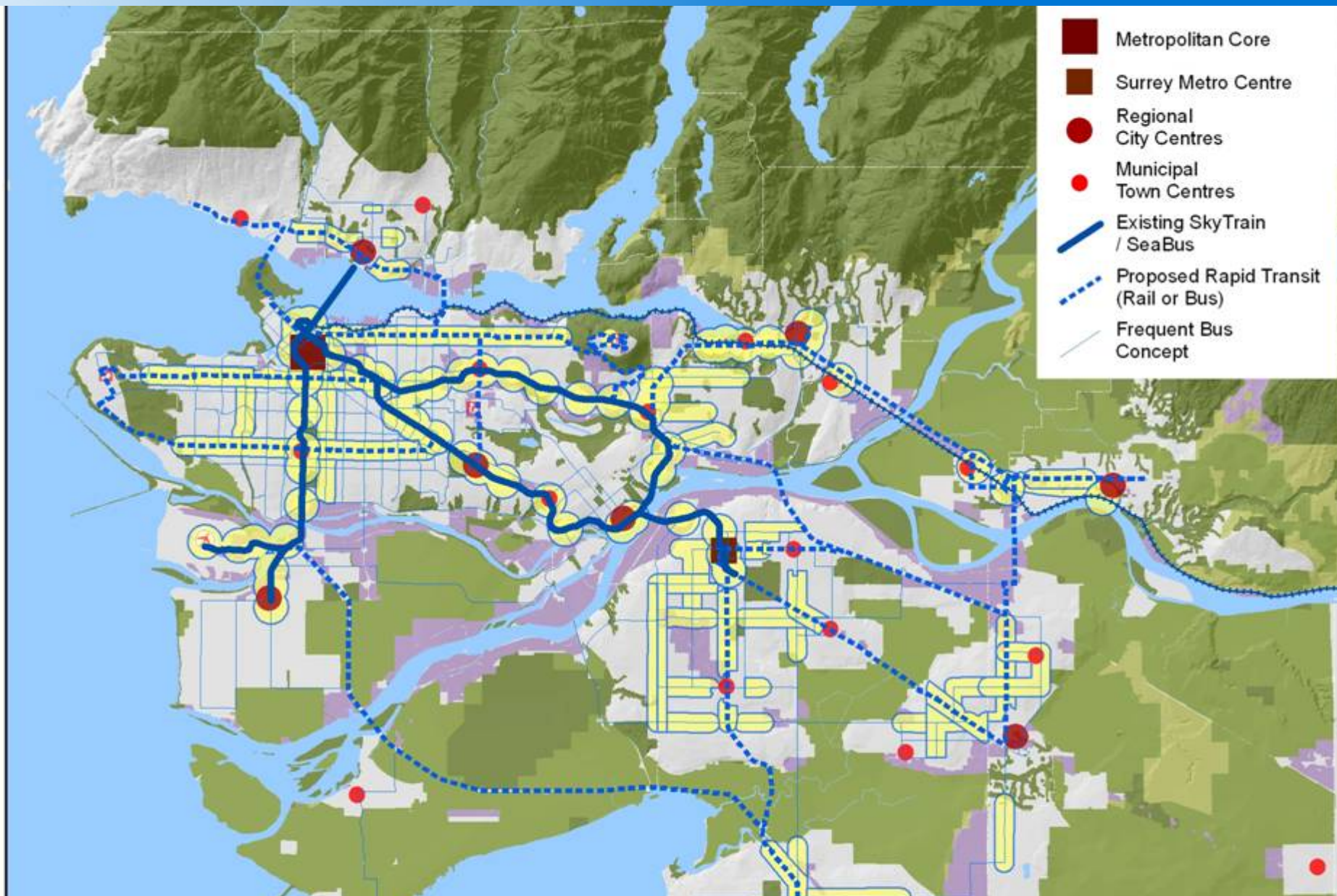
Subregional Growth

Employment Growth 2006 - 2041

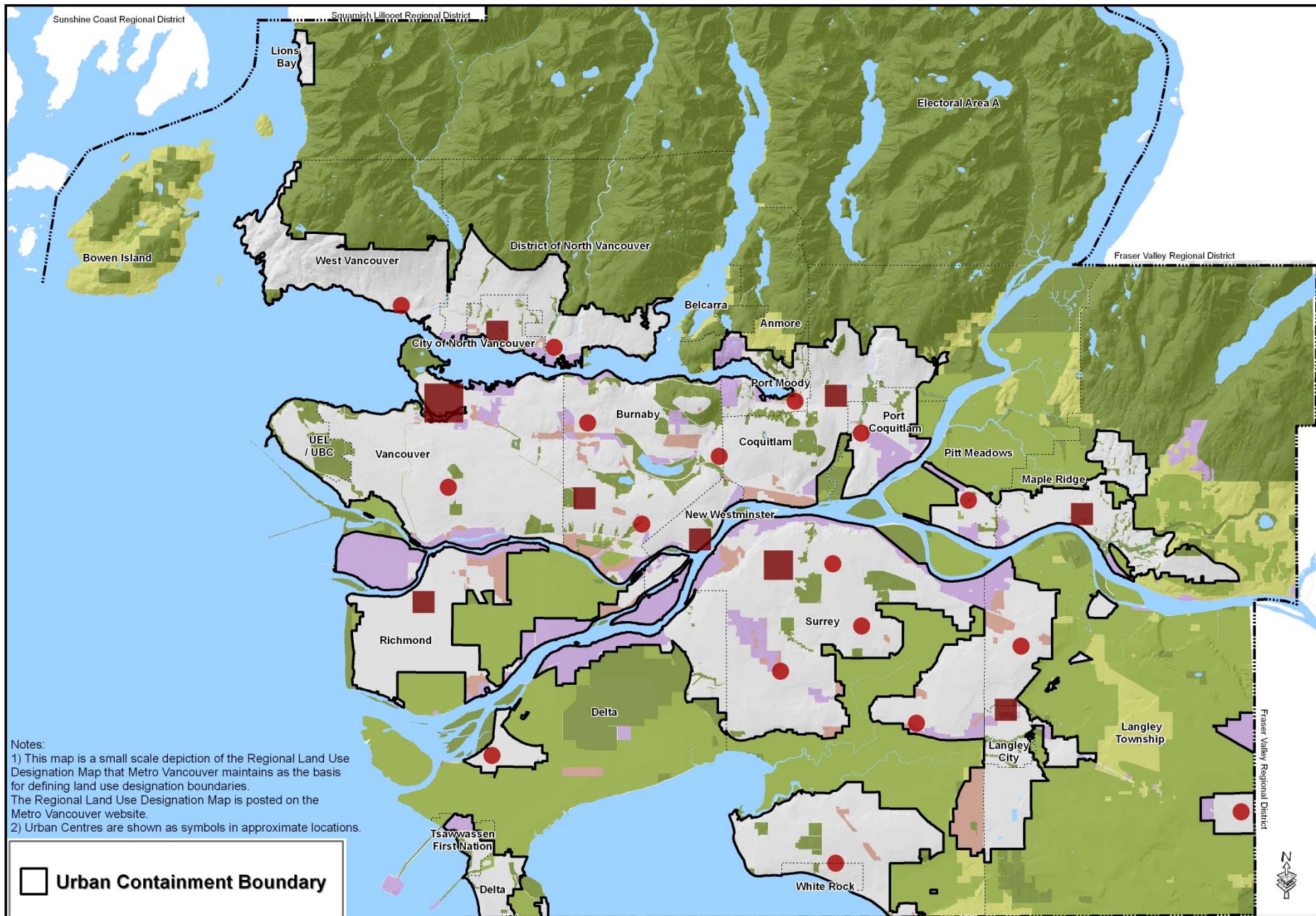




Employment Growth to 2041



Metro Vancouver 2040



Evaluating Costs and Benefits

- Systematic and transparent as possible on social, economic, and environmental costs and benefits
- What makes the short list and why or why not?
- Who benefits and who loses?
- Capital and operating costs
- Cost per new rider
- Reduction in Greenhouse gas emissions

Evaluating Costs and Benefits

- Catalyst for development?
- Studies are always a combination of technical work and value judgments
- *“Your heart has its reasons, your mind doesn’t know.”*

...and then the
city started to
feel better.

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