Transportation Challenges and Successes In Metro Vancouver

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A shared vision (1975)
Realizing Metro Vancouver’s Vision

Regional Vision

- Livable Region Plan 1975
- Livable Region Strategic Plan 1996
- Transport 2021 1993
- Transport 2040 2008
- Regional Growth Strategy 2011
- Regional Transportation Strategy 2013-2014
The Region is Growing

Today

2M
1.25M

1 million more people
500,000 more jobs

In 30 years

3M
1.75M
Quality of Life is High but Declining

TODAY
Good / Very Good
65%

2045
Worse than today
42%
Most Important Local Issues

- affordability
- transit
- housing
- transportation
Car will still play important role. But we don’t physically have the space to accommodate all of these new trips by car.
50% of Trips by Walking, Cycling, Transit

Today
- 1.6 M trips
  - 27% walking, cycling, transit
  - 73% driving

In 30 years
- 4.4 M trips
  - 50% walking, cycling, transit
  - 50% driving
A Steep Hill to Climb

Percentage of trips by walk, bike, transit

- 2011: The region as a whole is at 27%
- 2011 and 2045 Target: 50%
Benefits of a 50% target
As a region, we maintain our global position as one of the best places in the world to live because we meet our transportation needs in a way that simultaneously enhances the health of our people and communities, economy, and environment.
TransLink
South Coast BC Transportation Authority

- Public Transport
- Roads and Bridges
- Regional Cycling
- Intelligent Transportation Systems
- Transportation Demand Management
- Vehicle Emissions Testing
Transportation & Land Use Coordination
TransLink’s mandate includes supporting the Regional Growth Strategy.
Metro Vancouver

Frequent Transit Network

• Higher density, mixed use areas focused on the FTN

• 800m radius from a rapid transit station, 400m from frequent bus

• Areas for accommodating about 27% of new housing and jobs

Source: Metro Vancouver
Frequent Transit Network in Metro Vancouver
Centres & Corridors Concept:
FTN forms key organizing framework

Source: Metro Vancouver
Design Guidelines
TransLink
Design Guidelines

The 6 Ds
- Destination
- Distance
- Design
- Density
- Diversity
- Demand
Transit Passenger Facility and Transit Oriented Community Design

TRANSIT-ORIENTED COMMUNITIES DESIGN GUIDELINES

TRANSIT PASSENGER FACILITIES DESIGN GUIDELINES

1. SkyTrain Station
2. Guideway
3. Streetscape including bus stops
4. Bus exchange
5. Station site
6. Integrated or associated development
7. TOD neighbourhood
Sub-Regional Planning
Aligning Land Use and Transit

North Shore Area Transit Plan
2040 Transit Network Vision

Transit Networks
- **Rapid**
- **Conceptual Rapid (Transport 2040)**
- **Frequent**
- **Conceptual Frequent (Transport 2040)**

Other Network Services
- Basic/Supportive
- Inter-Regional
- Connections to Major Destinations
- Areas of Concentrated North Shore Population and Employment
New Communication Tools

How did TransLink’s Bus Service Perform in 2012?

How We Measured Up

Services that appear in the Top 25 of all three Key Performance Indicators:

Services that appear in the Bottom 25 of all three Key Performance Indicators:
Town Centre & Neighbourhood Planning
Lougheed Town Centre – Existing Context
Lougheed Town Centre – Proposed Urban Structure
Peak Period Hourly Bus Volumes & Routing
Pick-up, Drop-off, and Layover Functions
Reconfigured Exchange
Station Area Planning
City of Coquitlam
Transit-Oriented Development Strategy

- Corridor-wide vision to shape future growth, advance City goals
- Consolidates existing TOD policies and introduces new ones
- Three geographic areas:
  - Core
  - Shoulder
  - Corridor
- Includes area-specific policies
- Sets stage for updating NPs
Coquitlam TOD Strategy
Goal for Burquitlam

- “To promote the transition of the area toward a more compact and mixed use development that is supportive of transit users and contains amenities for local users”

- Neighbourhood Planning process for Burquitlam scheduled for Winter 2013 - 2014
Burquitlam FTDA
Policies in City’s Regional Context Statement

• To accommodate 8% of City’s pop growth and 6% of employment growth

• Example policies
  - Parking reductions in Core and Shoulder areas
  - Density in FTDAs allowed up to 4.5 FAR
  - Directs major trip generating uses to Centres and FTDAs
Burquitlam Opening Day Concept
Burquitlam Redevelopment Concept
Burquitlam Station Area Plan
Burquitlam Station Area Plan

Process

- April 2012 – MOU Signed
- July 2012 – Procurement
- Oct 2012 – Project Kick-Off
- Nov 2012 - Design Workshop
- Aug 2013 - Final Concept Plan

Cost-sharing agreement is for $150,000, with each agency contributing $75,000.
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Brentwood Town Centre Transit Integration
Development Integration and Passenger Circulation
On-street Transit Infrastructure

SECTION B-B
WILLINGDON AVE. CROSS SECTION @ BUS STOP

Roadway
11' Bus Stop
8'–4" Bus Loading
8' Bike Path
17' +/- Pedestrian Path
(Width Varies for Retail Variety & Street Interest)
New Westminster Station Integration
New Westminster Station Integration
New Westminster Station Integration
Transit Facility Upgrades & Multimodal Investments
Expo Line Upgrade Strategy

Increasing capacity and improving accessibility, customer amenity and community integration

TransLink has begun necessary station upgrades on the Expo Line identified in the Expo Line Upgrade Strategy. Upgrades are prioritized for stations with the most significant deficiencies.
View from North-East
Passenger Amenities

Improved passenger safety, comfort, and accessibility

- new landscaping
- new lighting
- tactile pads (not shown)
- retained bus shelters
- new trip planning signage
- repaved passenger platform
- new benches
Existing Transit Furniture

1. Carrier Rail Street Furniture Design (Nanaimo Station)
2. Floor Mounted Street Furniture Design (Lougheed Station)
3. Lack of Modularity (Brentwood Bus Exchange)
4. Inconsistent Placement (Nanaimo Bus Exchange)
5. Insufficient Weather Protection (22nd Street Bus Exchange)
6. Different Eras of Street Furniture (SeaBus and West Coast Express)
TransLink Coordinated Furniture Suite
Conceptual Design
Legacy Wayfinding
Wayfinding and Passenger Information Strategy

Sign Typology, Transit Facility - External.
Improved Circulation, Safety and Visual Attractiveness

Before

After
Upgraded Staff Facilities

This security building is poorly integrated into the passenger facility behind it and blocks sightlines that would otherwise offer better natural surveillance from the surrounding area.
Multimodal Showcase Projects
Community Integration

This facility entrance structure is surrounded by active, animated public space and is integrated with underground retail and office developments to provide accessible, animated and safe use during hours of transit operations. Vancouver City Centre Station, Vancouver.

Streetscape adjacent to Broadway–City Hall Station organized to provide good pedestrian comfort, including sidewalk capacity, frontage definition, furnishings and sidewalk edge zones. West Broadway, Vancouver.
Thank you
Enjoy your visit to Metro Vancouver!