Creating Transit-Oriented Communities in Metro Vancouver

Jeff Busby
Manager, Project Planning
TransLink
9 June 2010
Presentation Outline

1. About TransLink & Metro Vancouver
2. Creating Transit-Oriented Communities
3. What TransLink is Doing
4. Concluding Thoughts
TransLink & the Metro Vancouver Region
TransLink & the Metro Vancouver Region
Projected population and employment

Note: these projections are currently being reviewed as part of Metro Vancouver’s regional growth strategy review process.

Source: Metro Vancouver
Challenge: Retrofitting the Auto-Region

Journey-to-Work, 2006 Census
Challenge: Retrofitting the Auto-Region

TRANSIT RIDERSHIP

Transit Supply

- TRANSIT SERVICE
  - Speed & Frequency
  - Reliability
  - Coverage
  - Comfort

- RELATIVE COST OF OTHER MODES
  - Policy Context
  - TDM
  - Market Forces

Transit Demand

- SOCIODEMOGRAPHIC
  - Preferences
  - Attitudes
  - Demographics

- BUILT ENVIRONMENT
  - Land Use
  - Urban Design
  - Infrastructure
1. About TransLink & Metro Vancouver
2. Creating Transit-Oriented Communities
3. What TransLink is Doing
4. Concluding Thoughts
Defining **Transit-Oriented Communities**

Places that facilitate a **decreased reliance on driving** by focusing:

- higher-densities;
- a mix of destinations; and
- pedestrian-friendly design
- within walking distance of frequent transit.
Defining **Transit-Oriented Communities**

Places that facilitate a *decreased reliance on driving* by focusing:

- higher-densities;
- a mix of destinations; and
- pedestrian-friendly design
- within walking distance of frequent transit.

**Commercial Drive, Vancouver**

**Robson Street, Vancouver**
Why Support Transit-Oriented Communities?

Significant Contribution to Key TransLink Objectives

• Supports Transport 2040 Goals
• Increases operational efficiency & cost-effectiveness
• Improves passenger experience & public realm
• Generates new revenue
1. **Destination** Accessibility > Be on the Way!

- The best transportation plan is a **land use** plan.
- If you want to ensure that your development will be able to support frequent transit service, **be on the way** from one major transit destination to another.

![Diagram](image)

- **good transit geography**
- **poor transit geography**
2. **Distance** to Transit

- Within **5-10 minute walk** of frequent transit service
- In order to minimize walking distances, ensure that the neighbourhoods around frequent transit services are **well connected** to transit stops and stations by a **fine-grained network of pedestrian routes**.
3. **Density**

So that most people can easily walk to frequent transit service from their homes and jobs, build up residential and employment density around frequent transit stops and stations, stepping down to match the scale of buildings at the periphery.
4. Diversity

- Enable a rich mix of pedestrian-friendly land uses, a variety of development types, and a wide range of housing tenures and price points.
5. Design

- Put transit at the heart of the community
- Safe, vibrant, livable places

- Pedestrian- & bicycle-friendly
- Minimize negative impacts of motorized traffic
6. **Demand Management**

Manage demand for automobile travel with **carrots** and **sticks**:

- Employee transit passes, carpooling, cycling facilities, and guaranteed-ride-home
- Parking management
- Road pricing
Building Transit-Oriented Communities: the 6 “D”s

1. Good **Destination** accessibility
2. Short walking **Distance** to transit
3. **Density** of jobs & residents
4. **Diversity** of uses
5. Pedestrian-friendly **Design**
6. **Demand** management

Need all SIX “D”s together!
Presentation Outline

1. About TransLink & Metro Vancouver
2. Creating Transit-Oriented Communities
3. What TransLink is Doing
4. Concluding Thoughts
Successes: Be on the Way!

Strong history of transit-oriented regional land use planning
Successes: Be on the Way!

22
Strong history of transit-oriented regional land use planning

Expo Line

Millennium Line

Downtown
Successes: Be on the Way!
Successes: Be on the Way!
Challenges: Urban Design

**BEFORE**
(part of lower level gated off and used for trash & recycling storage)

**AFTER**
(entire lower level opened up to create a new 10th Avenue entrance)
Challenges: Community Integration
Coordinating Transportation & Land Use

A more strategic approach

1) Supply-side
   • Frequent Transit Network (FTN)
   • Transit-Supportive Infrastructure

2) Demand-side
   • Partnerships w/ municipalities on transit-oriented land use planning and development
   • Better integrating transit facilities into the community
Frequent Transit Network (FTN)

At least **every 15 min** throughout the day; 7 days/week

**Framework** for a conversation around **transit** and **land use coordination**
### Frequent Transit Network

<table>
<thead>
<tr>
<th>Transit Service Type</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTN Limited Stop w/exclusive ROW</td>
<td>Fixed Guideway Rapid Transit, Nodal Development 800M (half mile) Catchment</td>
</tr>
<tr>
<td>FTN Limited Stop</td>
<td>Limited Stop Bus Lines, Nodal Development 600M (3 block) Catchment</td>
</tr>
<tr>
<td>FTN Local Stop</td>
<td>Trunk Line Frequent Bus Routes, Linear Development 400M (2 block) Catchment</td>
</tr>
<tr>
<td>Local Stop</td>
<td>Local Bus Routes, No Specific Development 400M (2 block) Catchment</td>
</tr>
</tbody>
</table>
Design Guidelines
Frequent Transit Area Program

Partnerships with municipalities to:

• Better integrate our transit infrastructure into the community

• Co-develop transit-oriented area plans for pedestrian catchments of frequent transit stations and stops
Frequent Transit Area Program

Commercial-Broadway Transit Village Plan
Frequent Transit Area Program

e.g. Surrey Central Transit Village Plan

- Surrey Central SkyTrain Station
- Existing land consumed by surface parking
Real Estate / Joint Development

Newton Transit Exchange (Existing and Future)
Real Estate / Joint Development

Plaza 88 Development, New Westminster
1. About TransLink & Metro Vancouver
2. Creating Transit-Oriented Communities
3. What TransLink is Doing
4. Concluding Thoughts
Lessons Learned

• **Partner with municipalities early on.** The best transportation plan is a land use plan. Avoid costly interventions later!

• **Proactive public sector is needed** to make this type of development more attractive to the private sector.

• **Strategically locate civic buildings** to be key catalysts for more desirable development.

• **Prioritize active transportation.** Walkable urban design is especially crucial to optimizing transit.

• **Resolve tensions** between transportation, urban development, and place-making through good design.
Thank you!

Jeff Busby
Manager, Project Planning
TransLink
jeffrey.busby@translink.ca
Recent Developments: Winter Olympics
Canada Line

• Canada’s first rapid transit line to connect downtown with the airport
• Enabled by private-public partnership
• Completed under budget
• Opened 3 months ahead of schedule

Recent Developments: Winter Olympics

Canada Line Ridership
Aug 17, 2009 to Mar 10, 2010

Note: The data presented is for total ridership and includes Airport Connector and Special Event riders.
Recent Developments: Winter Olympics
Recent Developments: Winter Olympics
Recent Developments: Winter Olympics
### Recent Developments: Winter Olympics

<table>
<thead>
<tr>
<th>Line</th>
<th>Total Boardings (17-day)</th>
<th>Olympic Weekday Average</th>
<th>% change from normal (weekday)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>13,938,000</td>
<td>896,000</td>
<td>8%</td>
</tr>
<tr>
<td>Skytrain</td>
<td>7,223,000</td>
<td>393,800</td>
<td>64%</td>
</tr>
<tr>
<td>Canada Line</td>
<td>3,880,950</td>
<td>228,190</td>
<td>118%</td>
</tr>
<tr>
<td>SeaBus</td>
<td>757,700</td>
<td>43,780</td>
<td>119%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>236,725</td>
<td>17,415</td>
<td>58%</td>
</tr>
<tr>
<td>HandyDART (paratransit)</td>
<td>57,175</td>
<td>4,590</td>
<td>(10%)</td>
</tr>
<tr>
<td><strong>Total System</strong></td>
<td><strong>26,095,000</strong></td>
<td><strong>1,583,775</strong></td>
<td><strong>31%</strong></td>
</tr>
</tbody>
</table>
Recent Developments: Winter Olympics

Success Factors

- Fleet Renewal
- Preventive Maintenance
- New Lines
- Enhanced Staffing
- Augmented Schedules
- Transit Priority
- Park and Rides
- Communications Strategy
- Travel Demand Management
- Crowd Management
- Venue Siting

Winter Olympics