

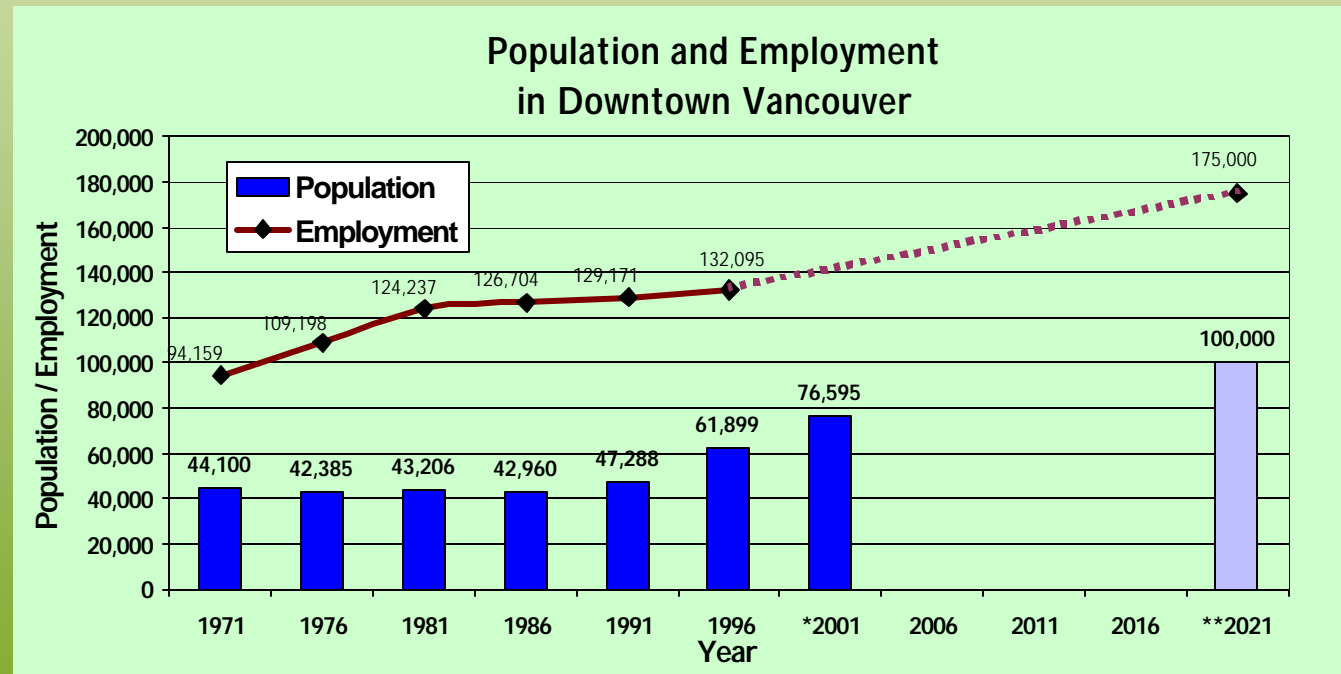


# Plan Analysis, Trends and Directions



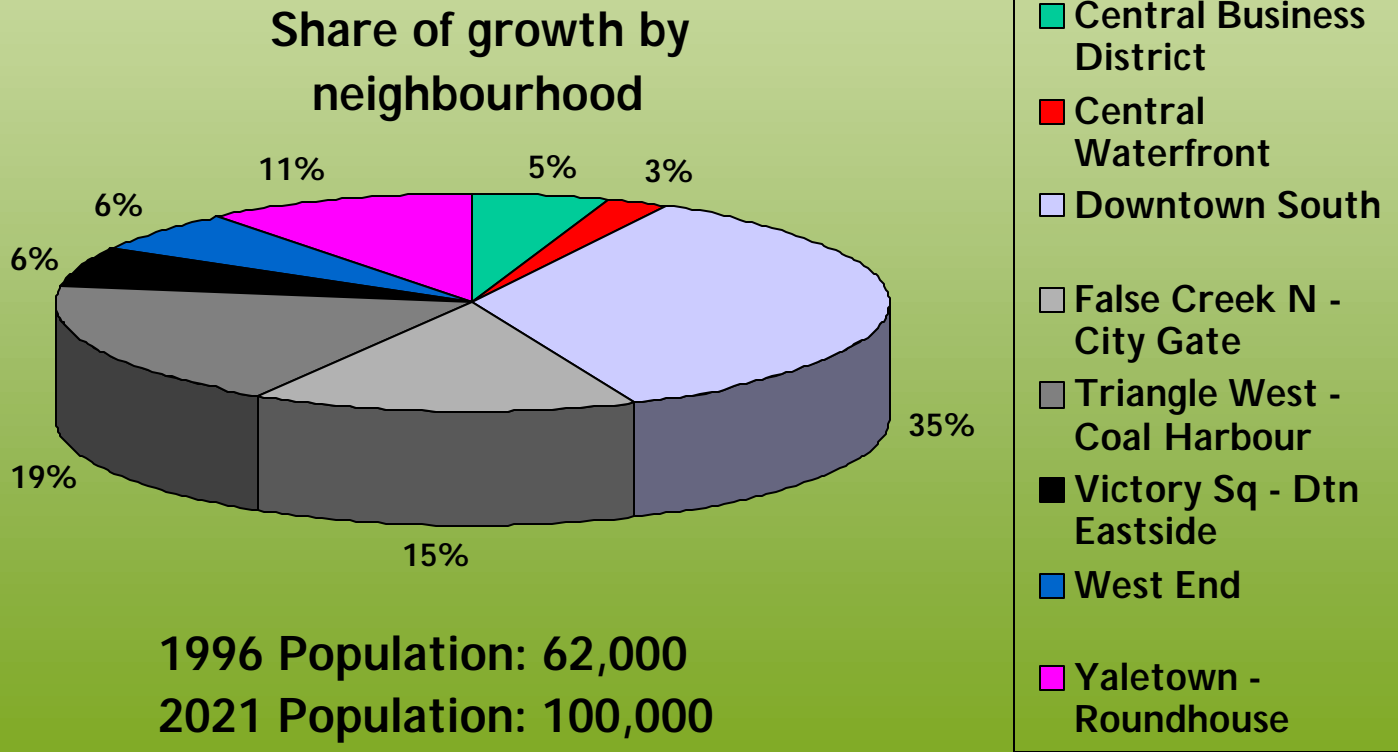
# Downtown is growing and may get more congested

- The number of trips to, from and within downtown to increase by 35%.





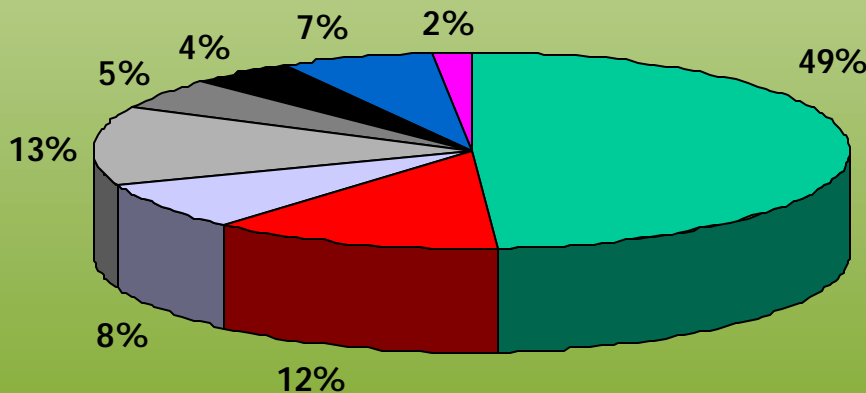
# Where downtown will the population growth occur?





# Where downtown will the employment growth occur?

Share of growth by neighbourhood



- Central Business District
- Central Waterfront
- Downtown South
- False Creek N - City Gate
- Triangle West - Coal Harbour
- Victory Sq - Dtn Eastside
- West End
- Yaletown - Roundhouse

1996 Employment: 134,000

2021 Employment: 174,000



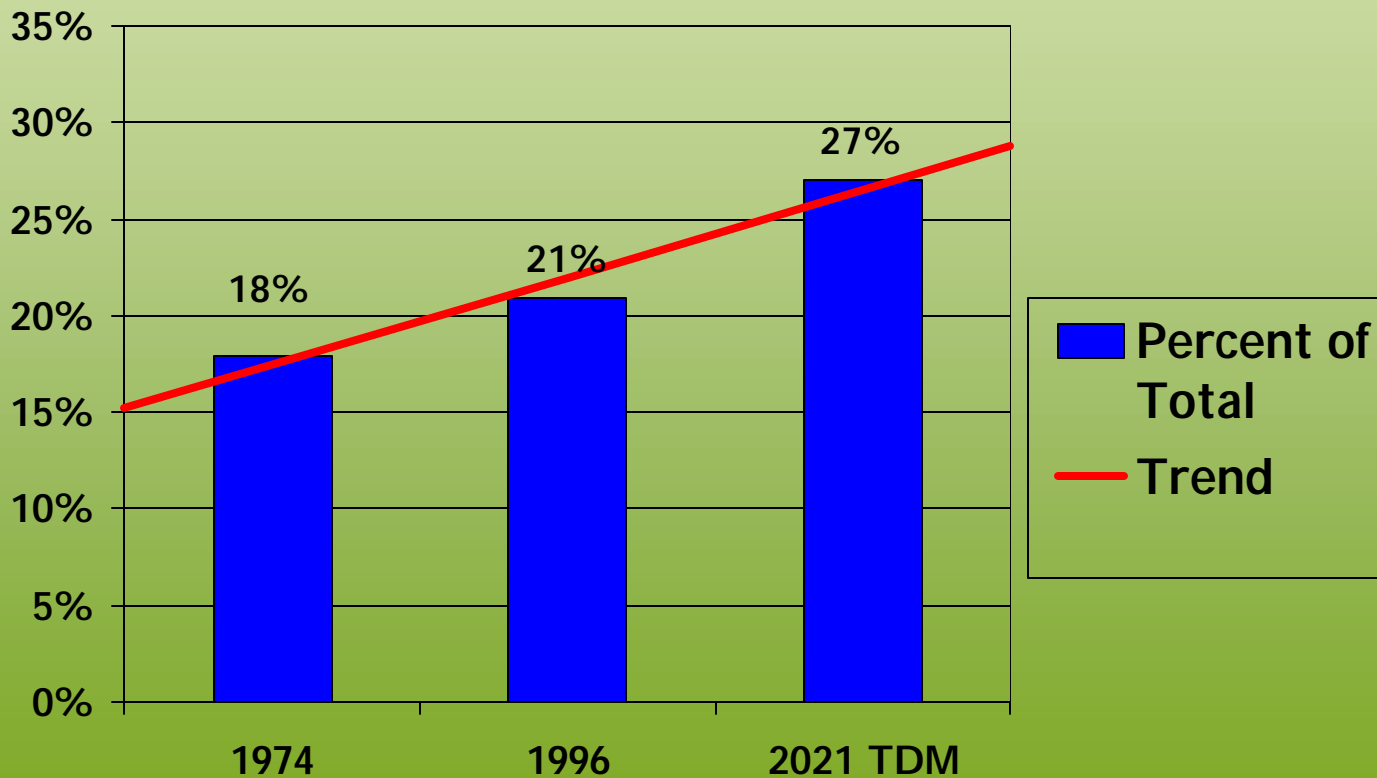
# How can additional trips to, from & within downtown be accommodated?

- 'Living First': more downtown residents living closer to where they work
- Balanced transportation system--more choices
- Managing transportation demand





# AM Peak: Trips Wholly Within Downtown as Percentage of All Trips to Downtown





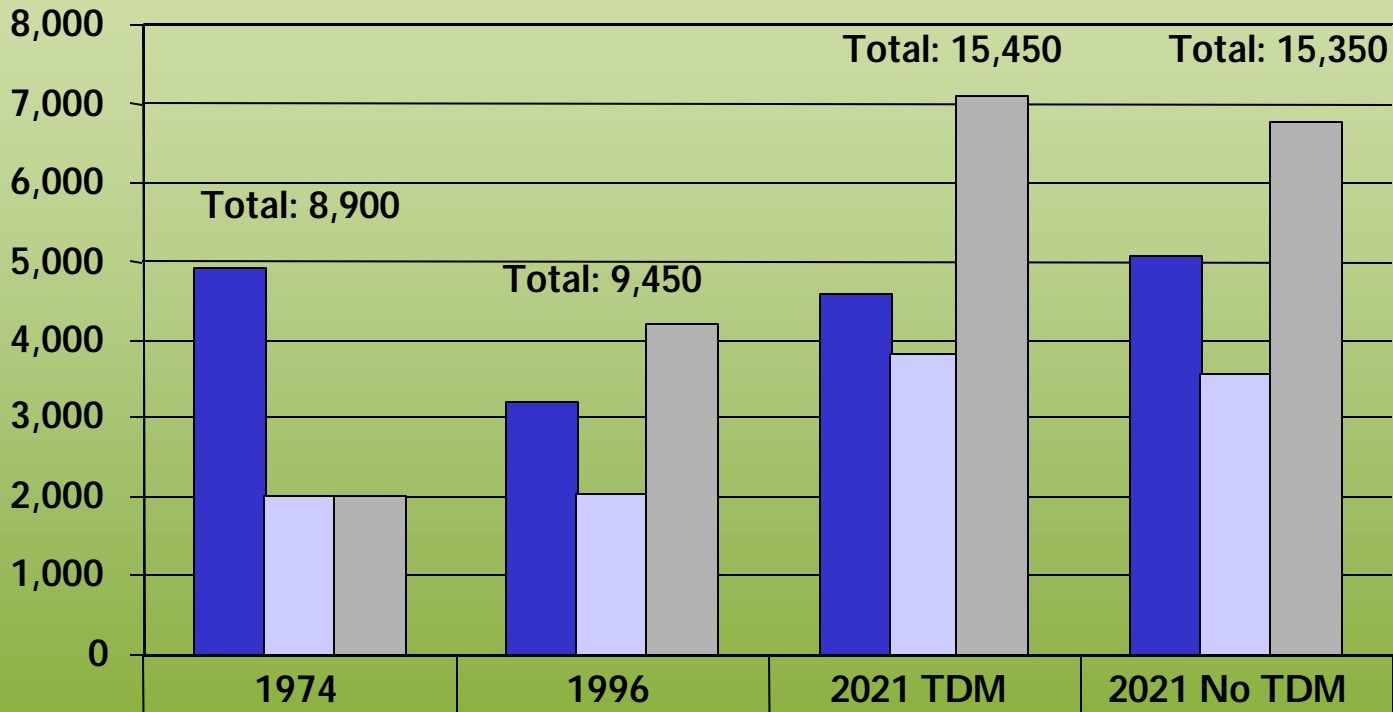
# Quality & Safety of Pedestrian Environment

- Downtown residents less likely to drive
- Downtown residents most likely to walk or bike



# AM Peak: Trips Wholly Within Downtown

## 1974, 1996 and 2021 projected



■ Auto	4,900	3,200	4,550	5,050
■ Transit	2,000	2,050	3,800	3,550
■ Walk/bike	2,000	4,200	7,100	6,750



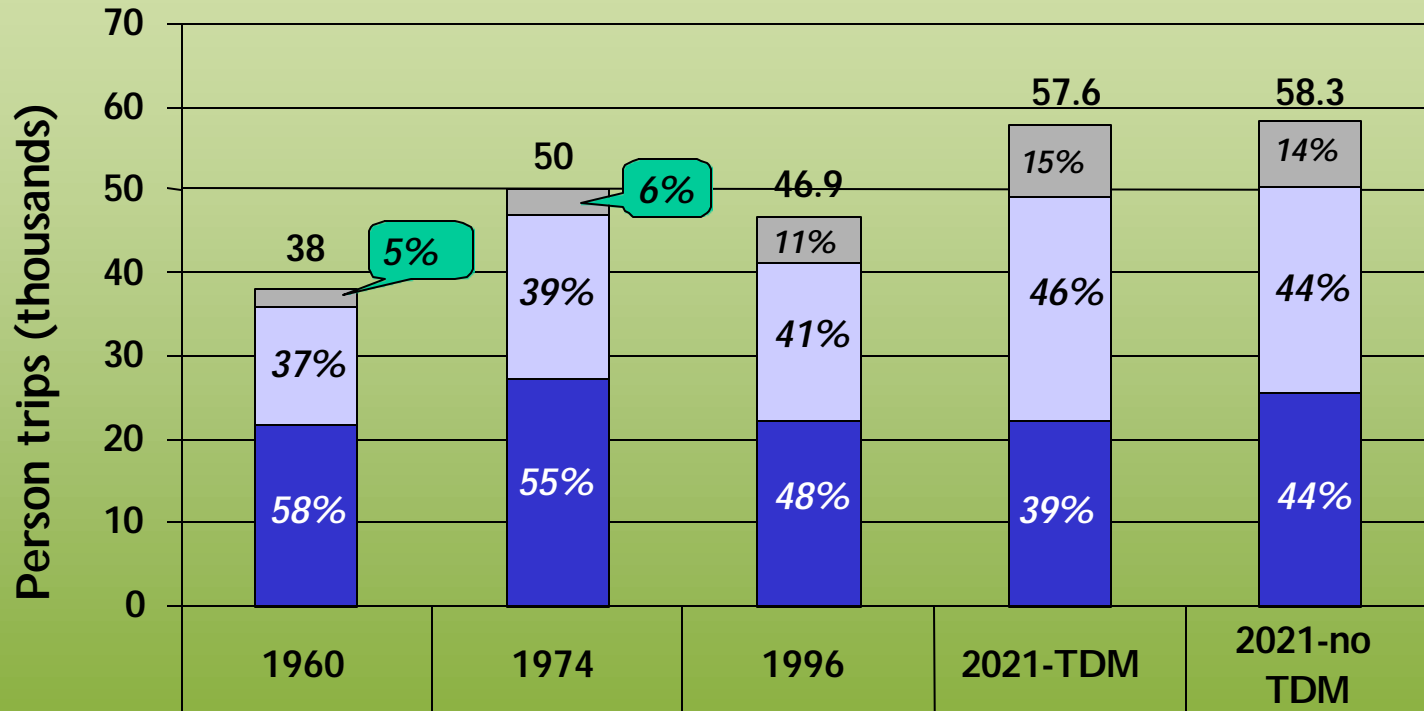


# The opening of SkyTrain in 1985 changed the nature of transportation to and from downtown Vancouver

- Number of person trips by vehicle increased by 6%
- Number of transit users increased by 54%



# Peak Hour Person Trips to Downtown Destinations by Transportation Mode

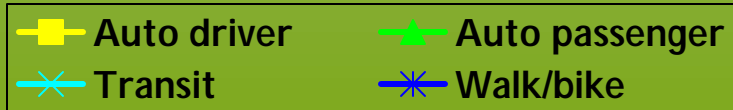
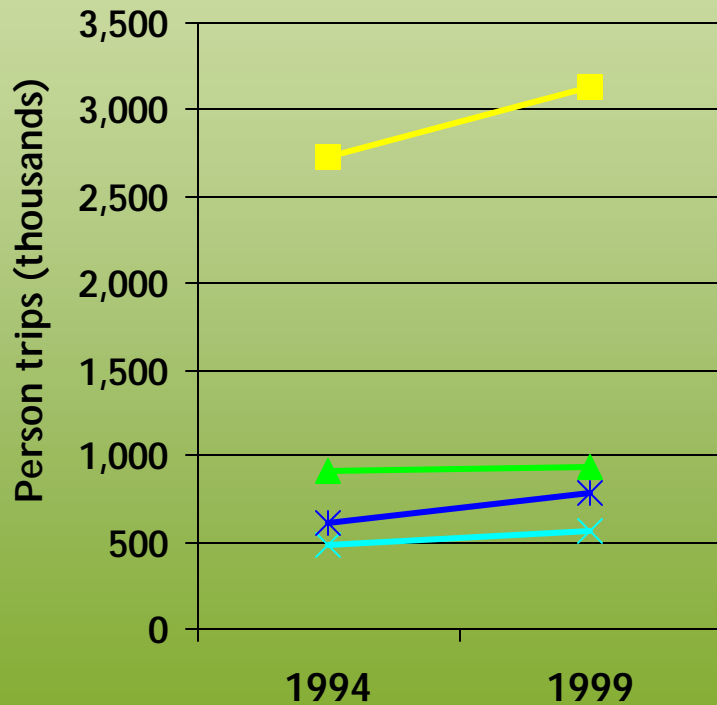


	1960	1974	1996	2021-TDM	2021-no TDM
Walk/Bike	2	2.9	5.2	8.4	8
Transit	14	19.7	19	26.6	24.6
Auto	22	27.4	22.4	22.6	25.7

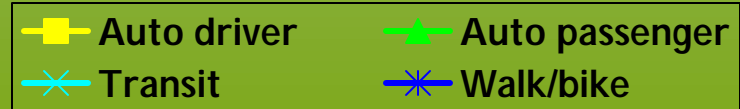
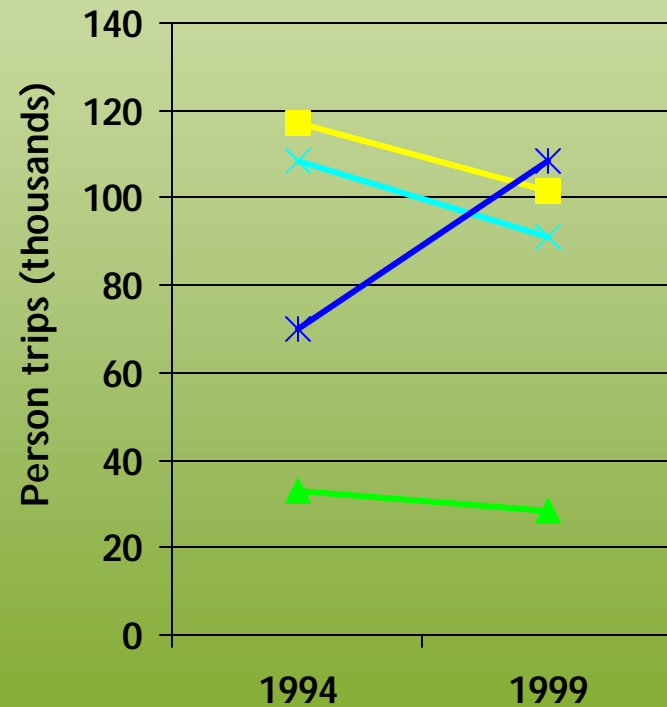


# Trips to Downtown by Travel Mode (24 hrs)

All GVRD



Trips to Downtown

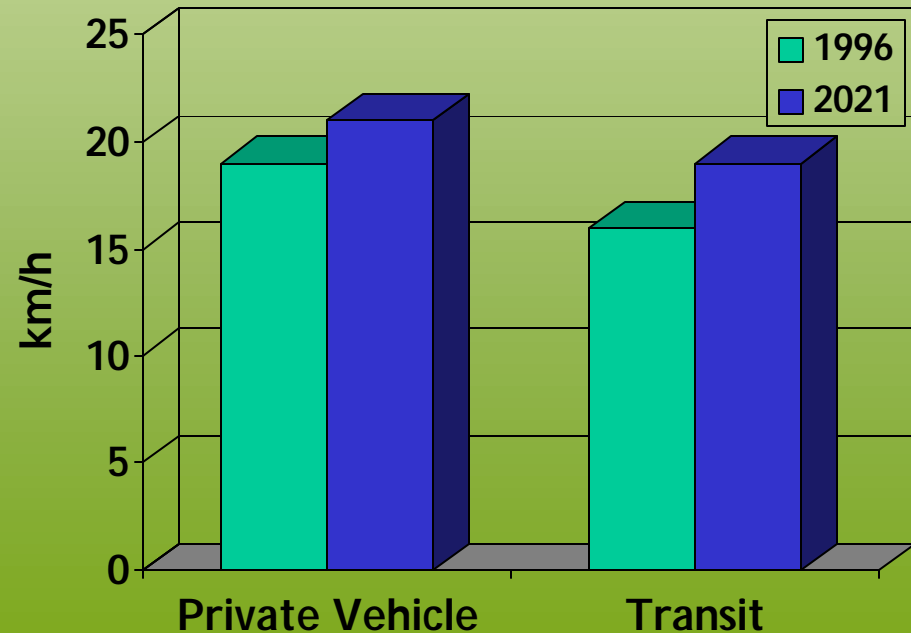




# Accessibility of Downtown may Improve

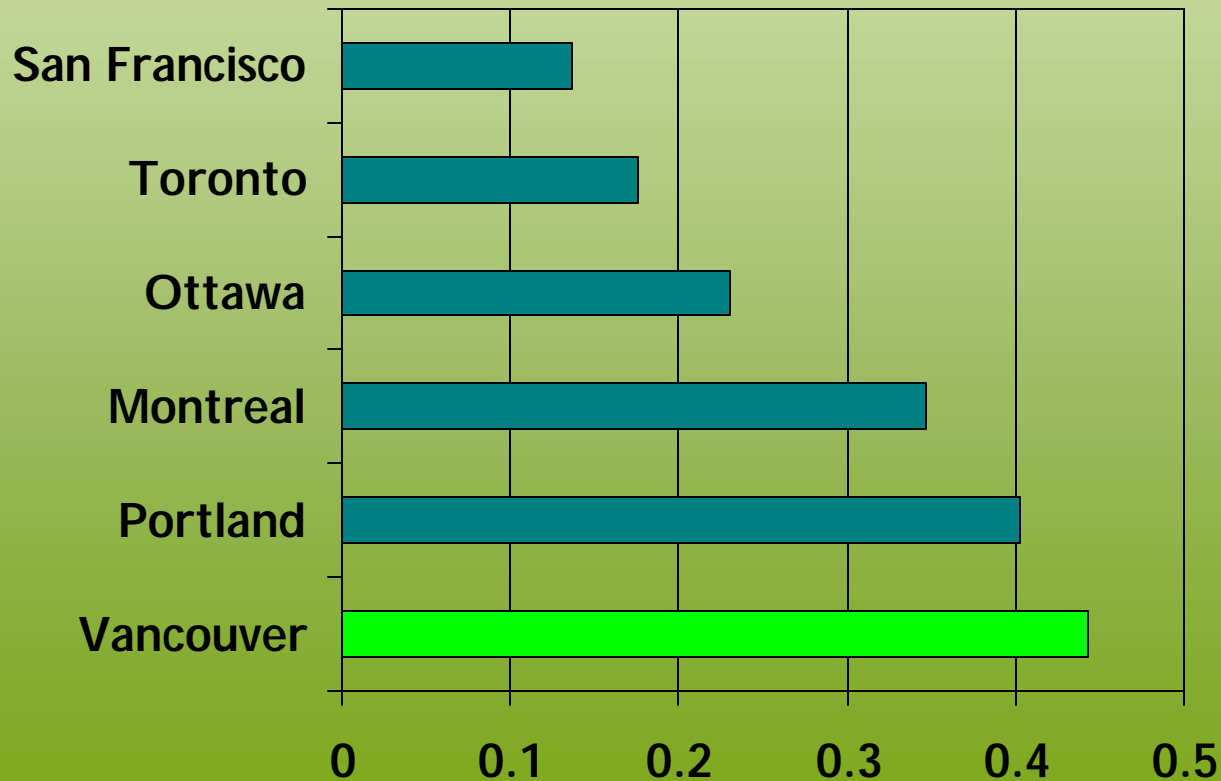
- Improved vehicle access
- Even more improved transit access

Estimated AM rush hour average trip speeds





# Downtown commercial parking spaces per employee (1990)





# **A Strategy for Meeting Downtown Vancouver's Transportation Challenges**

- Ensuring a robust vehicular circulation system
- Improved loading and delivery access
- New and expanded rapid transit service
- Assuring on-street and other parking for visitors
- A commuter bicycling network
- Pedestrian priority routes and areas