

URBAN VISION SAMPLER

In 1993 the TAC Urban Transportation Council published a Briefing titled **A NEW VISION FOR URBAN TRANSPORTATION**. That Briefing proposes a 30 year generic vision for Canadian urban areas that can be tailor fit to local conditions (see box below). The vision is supported by 13 decision making principles which point the way to a more desirable future (see box on page 2). The vision calls for significant change from past practices in terms of land use and urban structure, the role of private autos relative to other modes, and transportation funding.

The vision and its decision making principles have been formally endorsed by the **Transportation Association of Canada, the Federation of Canadian Municipalities, the Canadian Urban Transit Association, the Institute of Transportation Engineers (District 7 - Canada) and the Transportation and Climate Change Collaborative** (a joint venture of the National and the Ontario Round Tables on the Environment and the Economy). At the municipal level, endorsement have come from **Ottawa-Carleton, Metropolitan Toronto, York Region, Greater Vancouver, Hamilton-Wentworth, Regina and Saanich District**. The vision and its principles are compatible with, and have been useful in recent planning studies in **Winnipeg, London, Montreal** and elsewhere.

This Briefing highlights selected examples of recent provincial, regional and city initiatives that support one or more of the vision's 13 decision making principles. The listing is neither complete nor exhaustive. In general, the jurisdictions shown are represented on the TAC Urban Transportation Council. Some projects, such as master plans and transportation plans are long range, innovative and strategic. Others are tactical and more limited in scope. A contact person and telephone number are provided for each initiative. Readers are encouraged to call these officials to learn more about what works, and how, and why - so that successes can be shared across Canada as we collectively move toward more sustainable urban transportation systems in the future.

A GENERIC VISION FOR URBAN TRANSPORTATION IN 2003

- A long term urban development plan has been approved. It emphasizes multi use town centres and high density, mixed use along connecting corridors. Transit has funding and operating priority in those corridors.
- Short-medium term community/neighbourhood plans have been approved. They emphasize compact, mixed use communities based on pedestrian, cycling and transit friendly design.
- Transit, highways, arterials, parking and truck routes are planned and coordinated across the urban area.
- The percentages of trips made by walking, cycling, transit and high occupancy automobiles are all increasing; the percentage of trips made by single occupant automobiles is decreasing.
- The average distance and time for peak hour commuter travel is decreasing.
- An area wide parking strategy is in place and enforced.
- There are very few places which still require on-street goods transfer.
- The physically challenged enjoy universal access to public transport facilities and services.
- Roads and bridges are in a good state of repair.
- Air pollution from motor vehicle sources is declining.
- Urban transportation infrastructure and services are adequately funded from stable and sustainable revenue sources.
- Political leaders have the support of a well informed public when making decisions on urban development and transportation systems to serve the area.

PROVINCIAL

British Columbia	2
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REGIONAL

Greater Vancouver	6
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CITY

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DECISION MAKING PRINCIPLES IN THE NEW VISION

1. Urban Structure and Land Use

Plan for increased densities and more mixed land use

2. Walking

Promote walking as the preferred mode for person trips.

3. Cycling

Increase opportunities for cycling as an optional mode of travel.

4. Transit

Provide higher quality transit service to increase its attractiveness relative to the private auto.

5. Automobile

Create an environment in which automobiles can play a more balanced role.

6. Parking

Plan parking supply and price to be in balance with walking, cycling, transit and auto priorities.

7. Goods Movement

Improve the efficiency of the urban goods distribution system.

8. Inter-Modal Integration

Promote inter-modal and inter-line connections.

9. New Technology

Promote new technologies which improve urban mobility and help protect the environment.

10. System Optimization

Optimize the use of existing transportation systems to move people and goods.

11. Special User Needs

Design and operate transportation systems which can be used by the physically challenged.

12. Environment

Ensure that urban transportation decisions protect and enhance the environment.

13. Funding/Financing

Create better ways to pay for future urban transportation systems.

PROVINCIAL

BRITISH COLUMBIA

Population 3,282,000

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Growth Strategies Act <i>Catherine McNamara</i> (604)356-0365	A 1995 act to develop new land planning tools that promote coordination among municipalities and regional districts. Regional Growth Strategies (required under the act) must address transportation and work towards a specific list of provincial goals including: avoiding urban sprawl; minimizing auto use; and encouraging walking, cycling and transit use.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	
South Coast Transportation System Plan <i>Kenwood Rayner</i> (604)660-0448	Joint program of the Transportation Financing Authority, Ministry of Transportation and Highways, B.C. Transit, B.C. Ferries, Greater Vancouver Regional District, and the Agricultural Land Reserve Commission. Will develop an integrated transportation plan for the South Coast Region of B.C. that addresses current transportation deficiencies and supports the longer term regional vision.				✓	✓		✓	✓		✓			
Go-Green <i>Sam Brand</i> (604)387-5997	Joint program of the Ministry of Transportation & Highways, Ministry of Environment, Lands and Parks, Environment Canada, B.C. Transit, and local governments to reduce congestion and air pollution in Greater Vancouver and Greater Victoria.			✓	✓	✓								✓
Disability Transportation Strategy <i>Kirk Rockerbie</i> (604)356-1572	Part of an inter-ministry strategy to develop coordinated transportation services for people with disabilities, including increased access to taxi and transit systems.				✓								✓	

PROVINCIAL

BRITISH COLUMBIA (Continued)

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Clean Vehicles and Fuels Program <i>Dennis Rogosa</i> (604)387-9933	Ministry of Environment program to address long term air emission problems in B.C., particularly in urban regions. Specific initiatives are being developed to reduce emissions from existing vehicles, encourage the availability and use of cleaner new vehicles, reduce emissions from existing fuels, encourage the availability and use of cleaner alternative fuels, and improve gasoline distribution and refuelling.									✓			✓	
Transportation Financing Authority <i>Lesley Bennett</i> (604)356-6728	Established to develop an integrated provincial transportation plan and a multi-year funding program.			✓	✓	✓		✓	✓		✓		✓	✓
Commuter Rail Cost-Sharing <i>Kirk Rockerbie</i> (604)387-5997	Province passed legislation in Spring 1995 to allow municipalities and regional transit authorities to cost-share commuter rail operations.				✓									✓
Non-Residential Parking Levy <i>Sam Brand</i> (604)356-1572	Provincial legislation to allow municipalities and regional transit authorities to levy a tax on property used for non-residential parking to create an alternative to general property taxes for transit purposes.				✓		✓							✓
Cycling Network Program <i>Sam Brand</i> (604)387-5997	Cost-sharing program to assist local governments to develop, improve and integrate cycling networks with other transportation modes.			✓					✓				✓	✓
Cycling Policy <i>Sam Brand</i> (604)387-5997	A provincial policy to ensure that cyclists are accommodated on all new and upgraded facilities, subject to safety and cost considerations.			✓					✓					
HOV Regulations <i>Sam Brand</i> (604)387-5997	Projects are underway to develop comprehensive HOV networks in Greater Vancouver, Victoria and the Okanagan. Projects were identified in "Going Places", the 1995 provincial transportation strategy.				✓	✓					✓			
HOV Initiatives <i>Sam Brand</i> (604)387-5997	"Going Places", a September 1995 provincial plan to implement an HOV network in greater Vancouver with studies for Victoria and the Okanagan.				✓	✓					✓			
West Coast Express Service <i>Greg Blasco</i> (604)689-3641	A commuter rail service from Mission to Downtown Vancouver on existing rail track, operated by CP Rail under contract with B.C. Transit. (Began November 1995)				✓									
Sky Train Expansion <i>Ian Graham</i> (604)520-3641	Service extension to Surrey City Center in March 1994. Three new stations and 4 kilometres of track added. 20 new Sky Train cars to be added in the fall of 1995.				✓									
Bike Rack Equipped Buses <i>Glen Leicester</i> (604)540-3396	A pilot program to install bike racks on buses on several routes, including the Tsawwassen Ferry Terminal routes.			✓	✓				✓					
Bicycle Storage Lockers <i>Glen Leicester</i> (604)540-3396	Installed 60 bicycle lockers at two Sky Train stations and two bus exchanges on the Greater Vancouver Network.			✓	✓				✓					

PROVINCIAL

ALBERTA

Population 2,546,000

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Highway Privatization <i>Dave Shillabeer</i> (403)427-0141	Province is outsourcing all highway maintenance and reengineering the department. Projected savings of \$40 million per year, are to be reinvested into strategic highway improvements in urban and rural areas.													✓
Barrier Free Transportation Program <i>Catherine Taylor</i> (403)427-7944	Provincial vision of barrier-free transport system for both local and intraprovincial travel, as well as barrier-free pedestrian environments within municipalities. A three-year program of demonstration projects and initiatives, aimed at advancing the vision, is underway.		✓		✓					✓		✓		✓

ONTARIO

Population 10,085,000

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Planning Review <i>Norma Forest</i> (416)585-6232	Comprehensive Set of Policy Statements issued by Cabinet cover a broad range of policy areas. Implementation Guidelines pertaining to transportation include: efficient use of land, infrastructure, public facilities, and transit; maximizing the efficiency of transportation systems; and promotion of energy efficient transportation.	✓			✓	✓			✓		✓		✓	
Alternative Development Standards Guidelines <i>Norma Forest</i> (416)585-6232	A 1994 initiative of the Ministry of Municipal Affairs and Housing to increase opportunities to create streets and neighbourhoods that are more liveable and affordable, with more efficient infrastructure and greater consideration of the natural environment.	✓	✓	✓		✓	✓			✓			✓	
Transit Supportive Lane Use Guidelines <i>Bruce McCuaig</i> (416)235-5036	A 1992 joint initiative of the Ministries of Transportation and Municipal Affairs to assist municipalities in planning. Guidelines provide design principles for compact, mixed used developments at nodes and along corridors as well as pedestrian friendly streets.	✓	✓		✓				✓					
Shaping Growth in the GTA <i>Rob Mulligan</i> (416)314-6419	Prepared by the Office of the Greater Toronto Area, a recently adopted vision is based on increased densities and a nodal development pattern.	✓			✓	✓			✓				✓	✓
Transportation Plan for the Greater Toronto Area <i>Marvin Rubinstein</i> (416)235-3979	Province, in partnership with Greater Toronto Area regional municipalities, is developing a long range transportation plan which will focus on: preservation of the current network, strategies for optimization through TDM/TSM measures, and selective expansion.	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Highway 407 <i>Mike Cautillo</i> (416)326-6156	69 km electronic toll urban highway across Metro Toronto. Design and construction is by a private sector consortium. Financing is being arranged by the Ontario Transportation Capital Corp. This innovative public/private partnership will result in project completion in 1998 rather than in 2020.					✓		✓		✓				✓
Highway 407 West <i>Mike Cautillo</i> (416)326-6156	Proposed 22 km toll highway parallel to the Queen Elizabeth Way from Oakville to Burlington. Being considered as a develop, design, build, public/private partnership using Ontario Transportation Capital Corp. funding.					✓		✓		✓				✓

PROVINCIAL

ONTARIO (Continued)

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Highway 407 East <i>Paul Jankowski</i> (416)235-5483	Proposed 62 km highway from Markham to Highway 35/115 near Peterborough. A consortia approach for environmental assessments, traffic forecasts and preliminary design/engineering is being considered. Private sector financing is also being explored.					✓		✓		✓				✓
Transit Integration Task Force <i>David Smith</i> (416)235-4017	An integrated fare and service system for all transit systems in the Greater Toronto Area has been introduced.				✓				✓		✓			
HOV Agenda <i>Brian Ogden</i> (416)235-3969	Document outlines provincial policy, a vision and short term actions. Current initiatives include: HOV strategy for the GTA; TDM study; enforcement, marketing and communications strategies; and freeway corridor studies.				✓	✓			✓		✓			
Share-A-Ride <i>Craig Willis</i> (416)235-5033	A community based ride-sharing program, using an automated computerized ride matching system, accessed through a province wide 1-800 number, has been initiated in Markham.					✓				✓	✓			
TDM <i>Tom AppaRoe</i> (416)235-4011	A committee of GTA municipalities has been formed to apply Transportation Demand Management throughout the GTA.					✓	✓				✓			

QUÉBEC

Population 6,896,000

Transportation Plans <i>Christine Duby</i> (418)643-3319	Multi-modal transportation plan for the province and ten regions. Montréal Region plan to 2011 to be completed in 1996, including a regional body with responsibility for all passenger travel in the greater Montréal area. Gasoline taxes and/or non-resident parking fees may be used to help finance the plan.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Planning in Regional Municipalities <i>Christine Duby</i> (418)643-3319	In 1993, the law (Loi sur l'aménagement et l'urbanisme (LAU) was amended. It requires integration of transportation planning with master plans that the regional municipalities must prepare. A transportation planning guide has been produced by the Ministry for municipalities.	✓	✓	✓	✓	✓		✓					✓	✓
Integrated Passenger Transportation <i>Claude Martin</i> (418)643-1543	A study of the pros and cons of giving each region sole responsibility for ground passenger transportation (urban, suburban, disabled, school, taxi, etc.) to local authorities.	✓			✓	✓			✓		✓	✓		✓
Bicycle Policy <i>Marc Panneton</i> (418)644-9683	Provincial policy to establish the bicycle as a regular, secure and integrated mode of transportation.				✓				✓		✓			
Truck Route Network <i>Pierre Mercier</i> (418)643-2991	The province has developed a truck route network in cooperation with municipalities. The goals are to minimize urban congestion and road deterioration, and to optimize truck service levels.							✓			✓		✓	
Environment <i>Louise Maurice</i> (514)873-4953	Provincial policies and regulations aimed at improving the safety of dangerous goods movement and minimizing pollution from road construction, maintenance and operations.												✓	

REGIONAL

GREATER VANCOUVER

Population 1,713,000

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Transport 2021 <i>Clive Rock</i> (604)432-6377	Two year joint project of provincial transportation agencies and the GVRD completed in 1993. Long and medium range transportation plans, based on desired urban form and balanced transportation systems, complement land use principles developed in the Liveable Region Strategic Plan. Priority is placed on walking, cycling, public transit, goods movement and then the automobile.		✓	✓	✓	✓	✓	✓	✓		✓		✓	
Liveable Region Strategic Plan <i>Ken Cameron</i> (604) 432-6379	Completed in 1990 and updated in 1993, the Plan provides the land use basis for developing the long and medium range transportation plans of Transport 2021. Goals included: compact mixed use communities spread throughout the metropolitan region, more opportunities to live and work within the community, and increased transportation choice.	✓	✓	✓	✓	✓					✓	✓	✓	
Air Quality Management Plan <i>Morris Mennel</i> (604)436-6740	Comprehensive long range plan developed in conjunction with Transport 2021 and the Liveable Region Strategy. The Plan examines long term trends in regional air quality and emissions while recommending control programs for most sources of air pollution. Transportation sources are subject to measures including vehicle emissions and fuel quality standards, continuation of Air Care emission and inspection program and introduction of a specific program for heavy vehicles.	✓	✓	✓	✓	✓	✓			✓	✓		✓	

HAMILTON-WENTWORTH

Population 445,000

Vision 2020 <i>Bill Pierce</i> (905)546-4178	The United Nations' Local Agenda 21 Project encourages sustainable communities through local action. Based on Vision 2020, the Region has been designed as Canada's Local Agenda 21 Model Community. Transportation is a key element with emphasis on new land use policies, walking, cycling, transit, less reliance on autos and intermodal integration.	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
Regional Transportation Review <i>Bill O'Brien</i> (905)528-4200 x 210	A strategic transportation study in support of Vision 2020, completed in 1995, outlines strategies and programs for more sustainable transportation in the region.	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓

METROPOLITAN TORONTO

Population 2,276,000

The Liveable Metropolitan Metropolitan Official Plan <i>Lynn Morrow</i> (416)392-8776	The 1994 Plan reduces reliance on auto travel through increased land use densities and improved transit. It promotes nodal development, "reurbanization" and redevelopment of arterials into "main streets". It design for safety, increased transit use and more pedestrian friendly environments.	✓	✓	✓	✓	✓			✓	✓	✓		✓	
Streetscapes <i>Jody Rosenblatt</i> (416)392-3808	Official plan promotes walking by introducing "mainstreet" development (ground floor commercial with 3 to 5 residential stories above) on major arterials. More "streetscape" elements are being added to road construction contracts.		✓											

REGIONAL

METROPOLITAN TORONTO (Continued)

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Cycle Routes David Dunn (416)392-8985	Arterial resurfacing/reconstruction projects now include wider curb lanes for cyclists. Dedicated bike lanes cross 3 major bridges on major cycle routes. A Metro Cycling Committee has been formed to identify new bike lanes.			✓										
Subway Gary McNeil (416)393-3799	The 6.4 km Sheppard Avenue subway in North York, now under construction (\$930 million) will serve a planned high density development and replace a heavily used bus route.				✓									
Pro Transit Strategies Project Rob Pringle (416)392-8329	To determine short term strategies to increase transit ridership.				✓									
HOV Network Tom Mulligan (416)392-8329	HOV lanes have been introduced on 5 major roads. A 600 km HOV system is planned for major arterial roads.				✓	✓								
TDM Plan Rob Pringle (416)392-8115	A Travel Demand Management Action Plan has been introduced to moderate the growth of auto use.					✓								
Parking Supply Rob Pringle (416)392-8115	Metro area municipalities have developed parking supply by-laws that reduce parking requirements for developments well serviced by transit.				✓	✓	✓							
Inter-City Bus Terminal Dick Gordon (416)392-8785	Site location for a new terminal considers proximity to transit services.								✓					
Traffic Signals Leslie Kellman (416)392-5348	A new traffic signal control technology (SCOOT) is being implemented. Traffic signal control and corridor control are integrated in one facility.									✓	✓			
Short Term Congestion Management Tom Mulligan (416)392-8329	Program includes physical and operational improvements in a three year period to relieve traffic congestion, enhance transit and improve pedestrian safety.		✓		✓	✓					✓			
Environment Management Plan Kathleen Llewellyn-Thomas (416)392-8590	A new plan to limit the impact of road construction in environmentally sensitive areas includes on site inspection.													✓

OTTAWA-CARLETON

Population 712,000

A New Vision for Urban Transportation Louis Shallal (613)560-6001 x 1715	In 1993, Regional Council formally adopted the TAC "New Vision for Urban Transportation" as an expression of the future direction of urban transportation in Ottawa-Carleton and directed staff "to prepare a policy direction document custom tailored to Ottawa-Carleton". A Regional Transportation Master Plan is under development, including an implementation strategy for all aspects of transportation.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
JACPAT Louis Shallal (613)560-6001 x 1715	Coordinating role on Interprovincial Planning and Transportation Issues (Quebec/Ontario) eg. interprovincial bridges, capacity, TDM.					✓		✓	✓				✓	✓

REGIONAL

OTTAWA-CARLETON (Continued)

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Transportation Demand Management <i>Brendon Reid</i> (613)560-6001 x 2673	A new TDM Section has been established in the Transportation Planning Division.	✓	✓	✓	✓	✓	✓			✓			✓	
Mobility Centres/ Transportation Gateways <i>Denis Guibord</i> (613)560-6001 x 1603	A feasibility study to identify convenient, comfortable, and safe transfer points to encourage environmentally friendly means of travel, particularly transit.		✓	✓	✓	✓	✓		✓		✓			
Shoulder Bus Lanes <i>Nancy Schepers</i> (613)560-6001 x 2579	Shoulders along sections of the Queensway are being paved to be used exclusively by buses in peak hours.				✓						✓			
Transitway Extension <i>Nancy Schepers</i> (613)560-6001 x 2579	The Transitway is a fully grade separated and dedicated right-of-way for exclusive bus rapid transit. The Southeast extension will be operational autumn 1995 and the construction on the West Extension will start in 1996.				✓				✓				✓	
Transit Priority Task Force <i>Rajan Phillips</i> (613)560-6001 x 1712	An OC Transpo/Regional task force to undertake transit priority measures to reduce travel time and improve reliability.				✓									
Regional Cycling Master Plan <i>Denis Guibord</i> (613)560-6001 x 1603	Joint Region/City of Ottawa plan in which cycling lanes are being incorporated as part of all standard road designs.			✓										
Blue Bike Program <i>Denis Guibord</i> (613)560-6001 x 1603	A demonstration project to promote the use of bicycles by employees for work-related trips. Bicycles equipped with helmets and locks are provided by the employer.			✓										
Signals <i>Denis Guibord</i> (613)560-6001 x 1603	Several audible pedestrian signals are installed each year. Various measures have been implemented at signalized intersections to reduce bus delay. Microwave detection of pedestrians and motion detection of cyclists (to activate signals) are in place or planned.		✓	✓	✓					✓		✓		
Theme Sessions <i>Denis Guibord</i> (613)560-6001 x 1603	Public workshops held to produce position papers on selected Regional transportation/environmental issues. The focus of the first workshop was "Sustainable Communities" and the second was "Enhancing the Role of Public Transit".	✓	✓	✓	✓	✓			✓		✓		✓	
Bike Week and Pedestrian Awareness Day <i>Denis Guibord</i> (613)560-6001 x 1603	Events to raise public awareness that a greater use of bicycling and walking is central to the development of environmentally friendly transportation.		✓	✓										
Green Intersections <i>Denis Guibord</i> (613)560-6001 x 1603	A pilot project to test the effectiveness of various measures to decrease conflicts between pedestrians and vehicles in a channelized right-turn lane.		✓			✓							✓	
Impact Guidelines <i>Rajan Phillips</i> (613)560-6001 x 1712	Transportation Impact Study guidelines for new developments emphasizing TDM and multimodal matters.	✓	✓	✓	✓	✓								



VANCOUVER

Population 510,000

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Clouds of Change - Task Force on Atmospheric Change <i>Ted Droettboom</i> (604)871-7915	A set of recommendations adopted by City Council in 1990 included measures for demand management, emissions control measures, transit improvements and road pricing with the aim of improving local air quality.	✓		✓	✓	✓	✓				✓		✓	
City Plan - Directions for Vancouver <i>Ann McAfee</i> (604)873-7451	In 1995, City Council adopted new policies that set out strategies for growth, transportation and municipal services. Implementation is underway in specific areas.	✓	✓	✓	✓	✓							✓	
Transportation Plan <i>Peter Judd</i> (604)871-6269	The Plan, to be completed in mid 1996, will bring transportation planning into context with the City Plan.		✓	✓	✓	✓		✓			✓		✓	✓
HOV Lanes <i>Elizabeth Ballard</i> (604)873-7393	In consultation with BC Transit and other agencies, the city is implementing bus/HOV lanes on city streets including Granville, Barnet-Hastings and McGill.				✓	✓					✓			
Public Parking <i>Brian Lees</i> (604)682-6744	Joint City of Vancouver/Parking Corp. of Vancouver study of organizational principles important to effective public off-street parking.						✓							

CALGARY

Population 728,000

Calgary Transportation Plan (Go Plan) <i>David Watson</i> (403)268-2326	Approved in May 1995, the plan will establish the direction of transportation and land use for the next 30 years.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Sustainable Suburbs <i>Robin White</i> (403)268-5630	Recent study recommends closely linking transportation facilities with land use. The focus is on mixed land uses with employment opportunities close to residential areas.	✓			✓						✓			✓
Cycle Path/Walkway Network <i>Tully Clifford</i> (403)268-1652	An integrated system of 230 km of pathway for pedestrians and cyclists is in place.		✓	✓										
Low Floor Buses and Handicapped Accessible LRT Stations and Cars <i>John Hubbell</i> (403)277-9730	New buses added to the Calgary Transit Fleet are a low floor handicapped accessible model. The entire LRT system will be handicap accessible by 1996. The Calgary Handibus Association now has 120 accessible vehicles.				✓							✓		
Bikes on Board <i>John Hubbell</i> (403)277-9730	Bikes are allowed on LRT cars during off-peak hours.			✓	✓				✓					
Transit Friendly Design Guide <i>John Hubbell</i> (403)277-9730	A transit friendly design guide for new subdivisions has been prepared.	✓	✓		✓				✓					
Truck and Dangerous Goods Route System <i>Bill Bruce</i> (403)268-1576	A network of truck and dangerous goods routes designed to facilitate goods movement with nominal impact on residential areas.							✓						



REGINA

Population 185,000

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Regina Development Plan Roy Hales (306)777-7614	The 1991 plan promotes a sustainable community and encourages development that improves the quality of urban life. It ensures that development occurs in a cost efficient, environmentally responsible and socially equitable manner.	✓	✓	✓	✓	✓		✓				✓		
Regina Transportation Strategy Monique Kealey (306)777-7424	The 1993 strategy is based on the Development Plan and TAC's New vision for Urban Transportation. It's goal is to promote a sustainable transportation system that is safe, affordable, efficient and environmentally responsible. Objectives include use of alternative modes and fewer single occupant auto trips.	✓	✓	✓	✓	✓		✓				✓	✓	
Bikeway Study Monique Kealey (306)777-7424	Implementation of bicycle routes were approved in principle in 1994. A Bicycle Advisory Committee has been formed to prepare an implementation plan for bicycle improvements.			✓										
Metered Loading Zones Allan Duff (306)777-7419	On street loading zones have been metered at higher rates to discourage use by autos. Couriers and other delivery vehicles can park free with special decals.						✓	✓						

WINNIPEG

Population 629,000

TransPlan 2010 Kenn Rosin (204)986-5293 Doug Hurl (204)986-5207	Review of the urban transportation and land use plan for the Winnipeg region, to be completed in late 1996. Interdisciplinary, consultative approach directed by a five person volunteer steering committee. Will examine all forms of urban transportation for people and goods.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Graham Avenue Transit Mall Bill Menzies (204)986-5737	Transit and bicycle only lanes with street scaping to make a more pedestrian and transit user friendly environment.		✓	✓	✓									
Charleswood Bridge Project Bill Larkin (204)986-5008	Private/public partnership for design, construction, maintenance and financing of the bridge.													✓

LONDON

Population 315,000

Vision 96 Gail Roberts (519)661-5791	Strategic Planning Review Process to define the future community and to approve an Official Plan which incorporates the Annexed area. (2 year process)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
London Transportation Plan Bob Petrie (519)661-4934	The 1994 Plan uses a transportation demand strategy to reduce auto trips, increase auto occupancy, and increase trips by walking, cycling and transit. It is linked to a 10 year Transit Service Strategy. The Plan stresses integration and environmental responsibility and includes public education. Implementation is through a joint committee of Transit, Engineering, Planning and Parks/Recreation.		✓	✓	✓	✓	✓		✓				✓	
Mayor's Downtown Action Team Greg Latham (519)451-1340 x 336	Group of agencies to take action on recommendations to improve the downtown.	✓	✓	✓	✓	✓	✓							





LONDON (Continued)

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Parking Authority Review Victor Cote (519)661-4536	To effectively manage municipal parking, support the CBD, support transit and earn revenue.	✓			✓	✓	✓		✓		✓			✓
Planning Initiative Victor Cote (519)661-4536	Reviews setback requirements. Concentrates office development in the CBD. Concentrates big box developments near or at existing suburban malls. Incorporates transit friendly design in site control plan.	✓	✓	✓	✓	✓	✓		✓		✓			

TORONTO

Population 635,000

City Plan Greg Stewart (416)392-0070	The 1994 Official Plan reflects many of the principles in the New Vision for Urban Transportation.	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	
Traffic Demand Management Tim Laspa (416)392-7711	All non-residential developments with 75 or more parking spaces are required to prepare TDM plans.		✓	✓	✓	✓	✓							
Evaluating the Role of the Automobile Lisa Salsberg (416)392-1086	Recommendations by the Healthy City Office, to reduce traffic and vehicle emissions, are being implemented over time.		✓	✓	✓	✓							✓	
Traffic Calming Andrew Macbeth (416)392-1799	City Council adopted a 1994 policy report which recommends a variety of traffic calming measures.		✓	✓	✓	✓							✓	
Parking Standards John Mende (416)392-7713	Current zoning by-laws imposes both minimum and maximum parking requirements in most classes of non-residential development.					✓	✓							
Cycling Dan Egan (416)392-1143	The city Cycling Committee promotes bicycle routes and paths.			✓										

OTTAWA

Population 314,000

Zoning By-Law Anne Emesaks (613)244-5300 x 3867	New by-law provisions include bicycle parking requirements for new development and redevelopment (through Site Plan Control). The option of accepting bicycle parking as part of cash-in-lieu of parking is being investigated.	✓		✓			✓							✓
Central Area Transportation Strategy Richard Hewitt (613)244-5300 x 3235	Joint city/region/transit/NCC coordinated strategy started in 1994 to promote walking, cycling, transit, traffic calming and more efficient goods movement in the Ottawa central area.		✓	✓	✓	✓		✓				✓		
Pedestrian Master Plan Daphne Hope (613)244-5300 x 3225	The plan will establish criteria for providing pedestrian facilities, maintenance and a long-term implementation strategy.		✓											
Comprehensive Cycle Plan Daphne Hope (613)244-5300 x 3225	Policy and facility design guidelines to promote bicycle use. a cycle route network will be developed over 10-15 years.			✓										

		1 Land Use	2 Walking	3 Cycling	4 Transit	5 Automobile	6 Parking	7 Goods	8 Integration	9 New Tech.	10 Optimization	11 Special Users	12 Environment	13 Funding
Official Plan <i>Jin-Bak Pyun</i> (514)872-8205	Official Plan adopted in 1992 includes an urban transportation policy which corresponds to the TAC "New Vision for Urban Transportation".	✓	✓	✓	✓	✓	✓	✓	✓				✓	
Bicycle Network <i>Benoit Lacroix</i> (514)872-7957	Installed 130 kilometre network of bicycle paths throughout the city.			✓										
Pedestrian Friendly Streets - Official Plan <i>Jacques Besner</i> (514)872-1583	Includes an extensive network of underground walkways in the core area and pedestrian priorities signals system.		✓		✓								✓	
Intermodal Parking <i>Jean Bertrand</i> (514)872-0454	City approved an intermodal parking program in 1992. Three large parking areas at the end of metro lines are in operation.				✓		✓		✓					
Private Parking Policy <i>Jean Bertrand</i> (514)872-0454	City has adopted a parking policy for downtown to discourage long term parking. New zoning regulation introduced the concept of minimum and maximum for parking requirements. City has developed a street reserved parking system for residents. Taxation policy discourages the transformation of vacant land into outdoor parking.	✓			✓		✓		✓				✓	
Green Fleets <i>François Major</i> (514)872-3449	Montreal has joined the International Council for Local Environmental Initiatives' integrated program to reduce urban transportation energy consumption and CO ₂ emissions. Other Canadian participants are Vancouver, Toronto, Ottawa and Edmonton.					✓				✓			✓	

TAC mission: to promote the provision of safe, efficient, effective and environmentally sustainable transportation services in support of Canada's social and economic goals.

This Briefing was prepared by the TAC sponsored Urban Transportation Council, with material supplied by individual provinces and municipalities. For this assistance, TAC is grateful. It was assembled by John Hartman, Council Secretary and member of the TAC Secretariat staff.

TAC is the foremost, broad-based assembly of transportation stakeholders in Canada. It is a national non-profit, non-partisan association of more than 450 voluntary corporate members including the federal, all provincial and territorial and many municipal governments, passenger transport services, goods carriers, contractors, manufacturers, consultants, academic and research groups, and others. It acts as a neutral forum for the discussion of transportation issues and concerns, and as a technical focus in the roadway transportation area. It was founded in 1914 as the Canadian Good Roads Association, became RTAC in 1970 and TAC in 1990.

The mission of the TAC Urban Transportation Council is to provide a forum to address urban transportation issues within the Canadian transportation community.

Its objectives are to:

- identify and prioritize critical urban transportation issues.
- focus attention on those issues.
- produce and distribute impartial, factual information on those issues.
- provide a neutral forum within which active parties can work cooperatively toward common goals.

Membership consists of: municipal elected officials, municipal transportation planners, municipal urban planners, provincial officials, developers, trucking companies, transit operators, motorists, academics and consultants.

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