

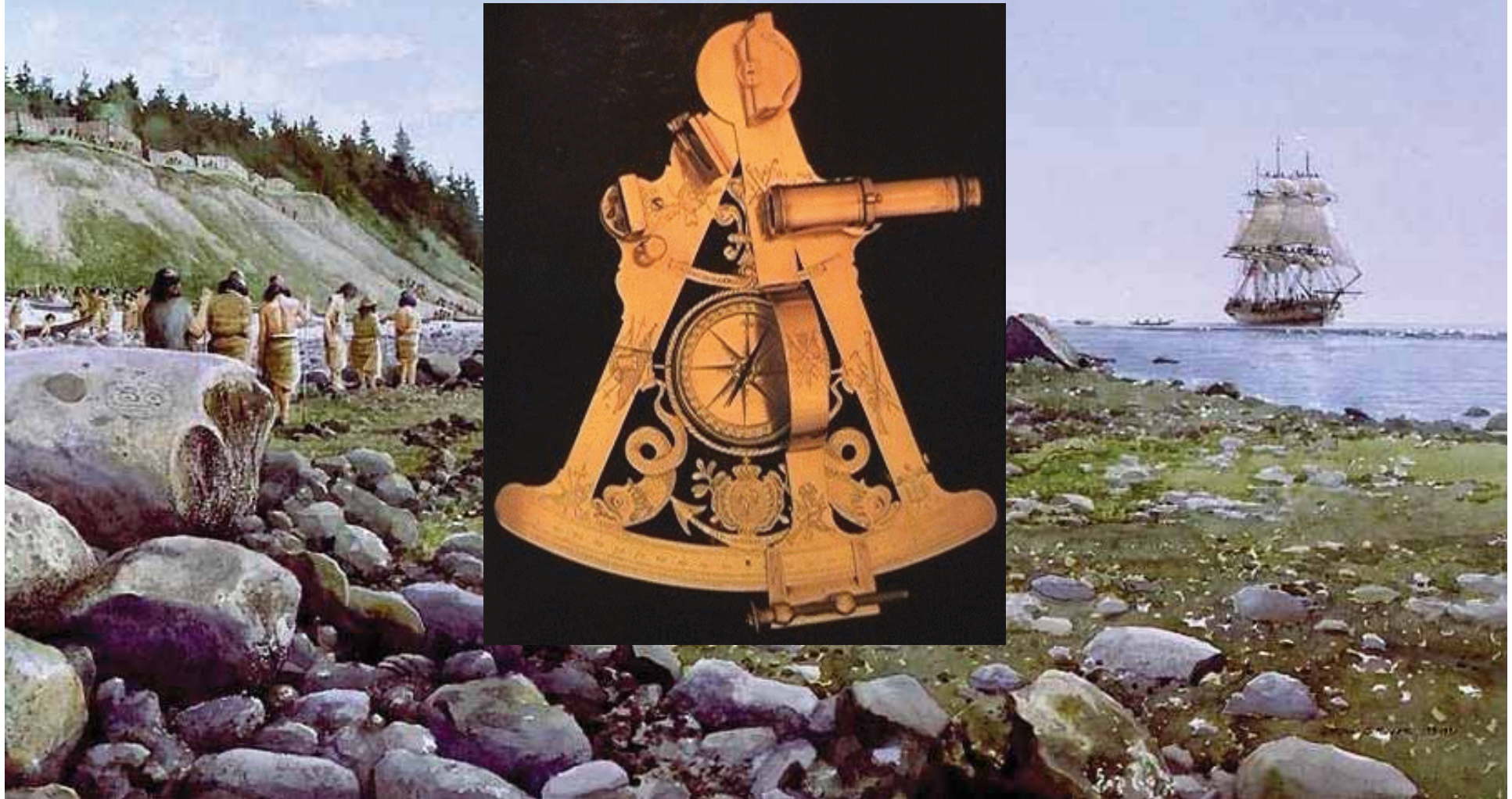
Vancouver in the Sun

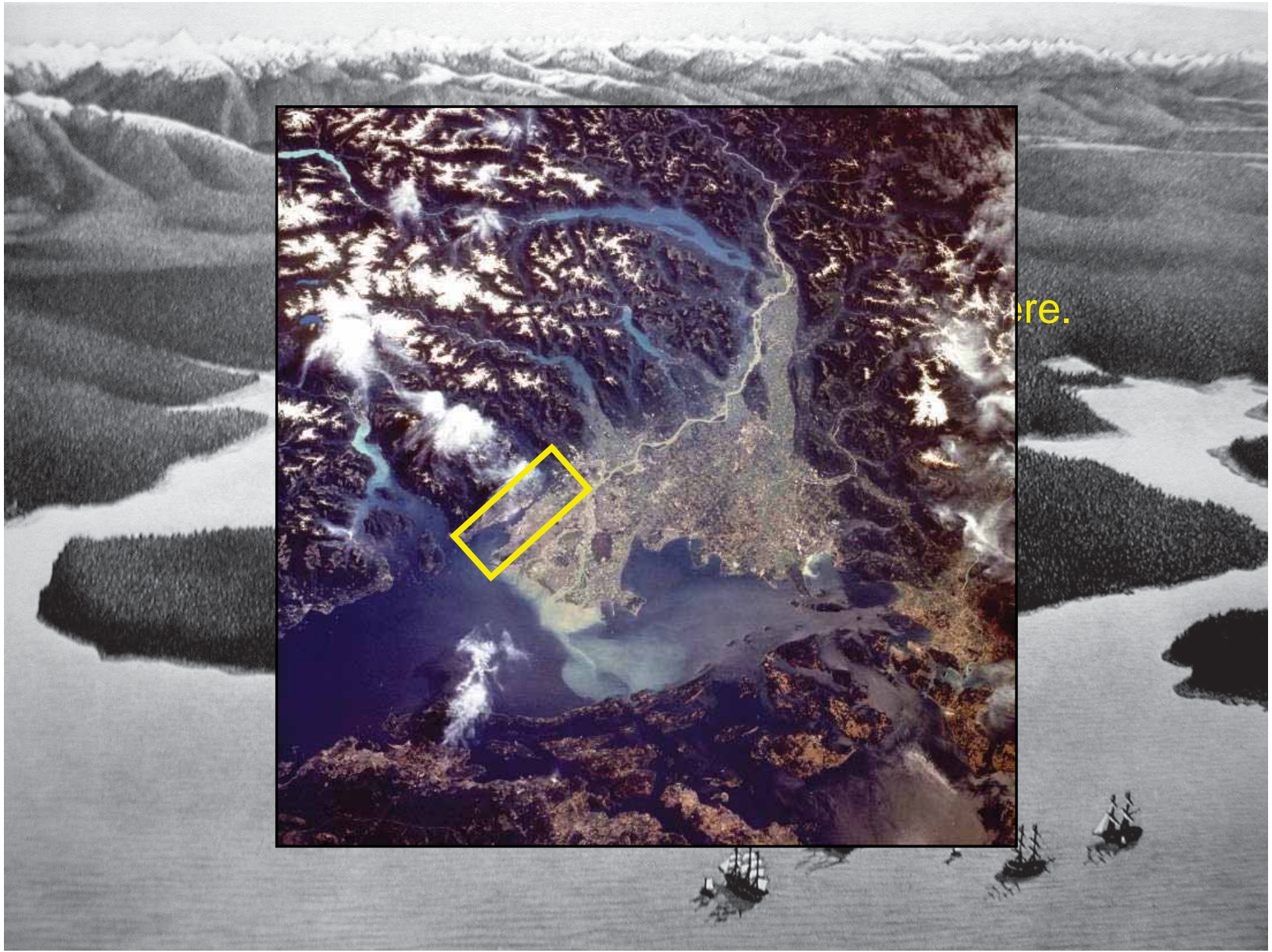


Photo by John Madden

1792

Salish Sea





ere.

1887

C.P.R. ship *Abyssinia* arrives

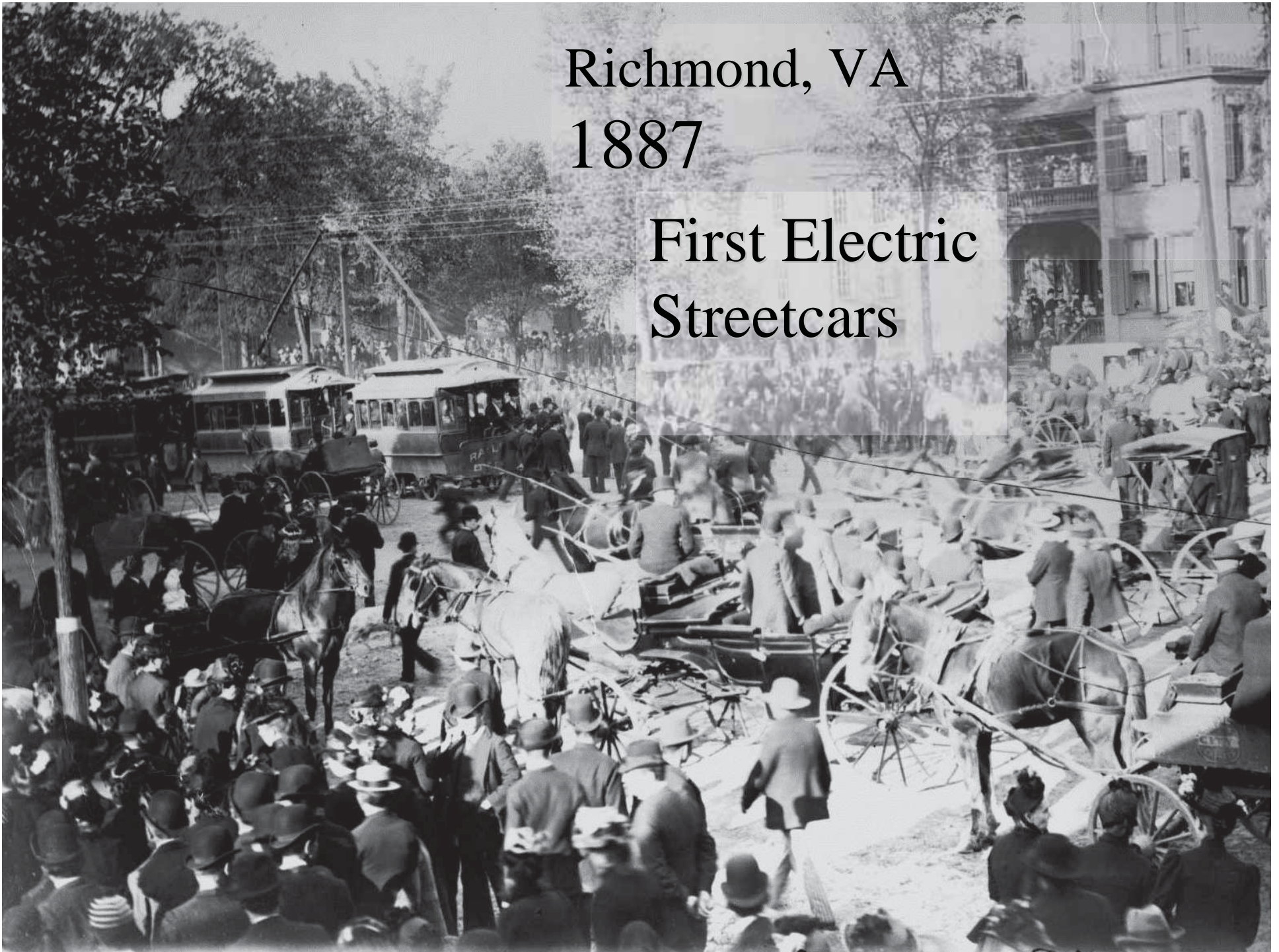


May 23, 1887
CPR train
connects Canada



Richmond, VA
1887

First Electric
Streetcars



1890

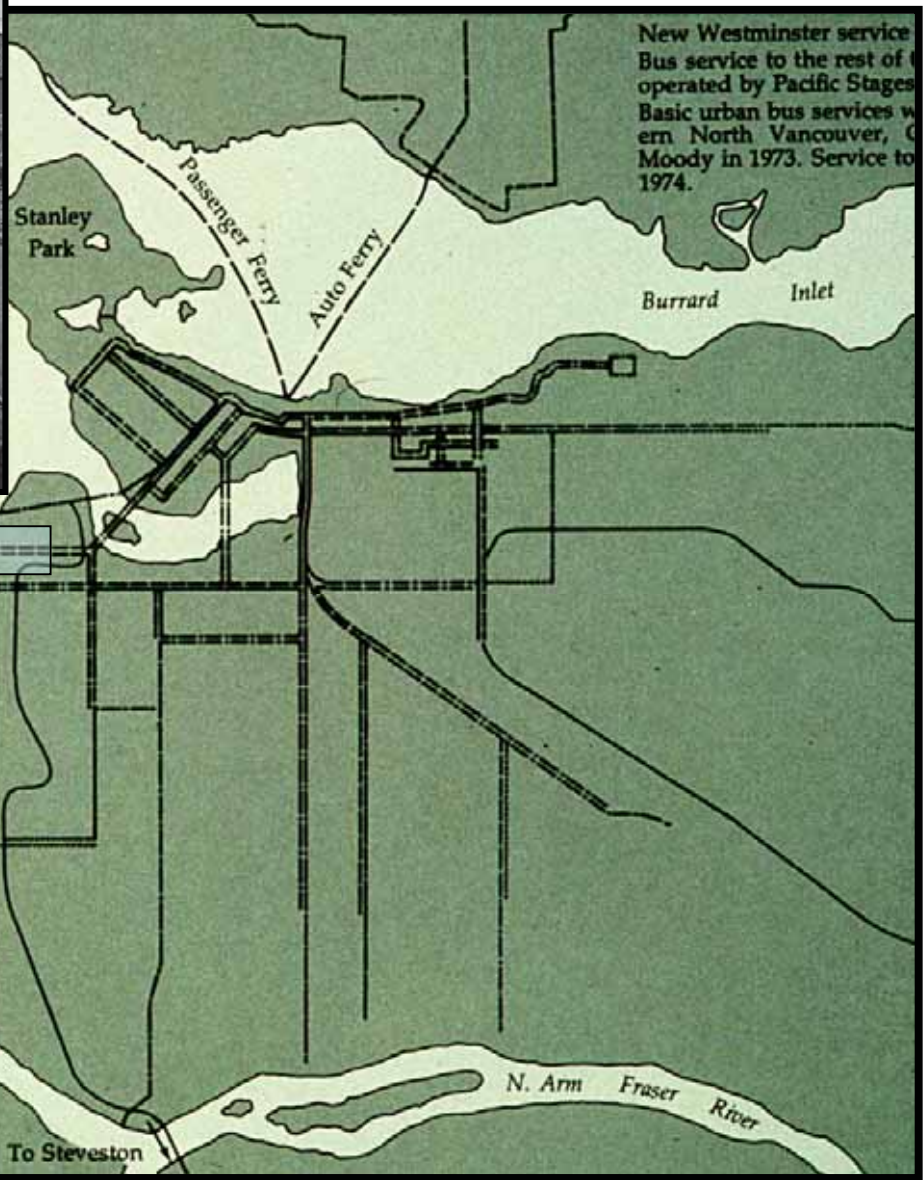
Streetcars in
Vancouver



Suburban City

Kitsilano

Mount Pleasant

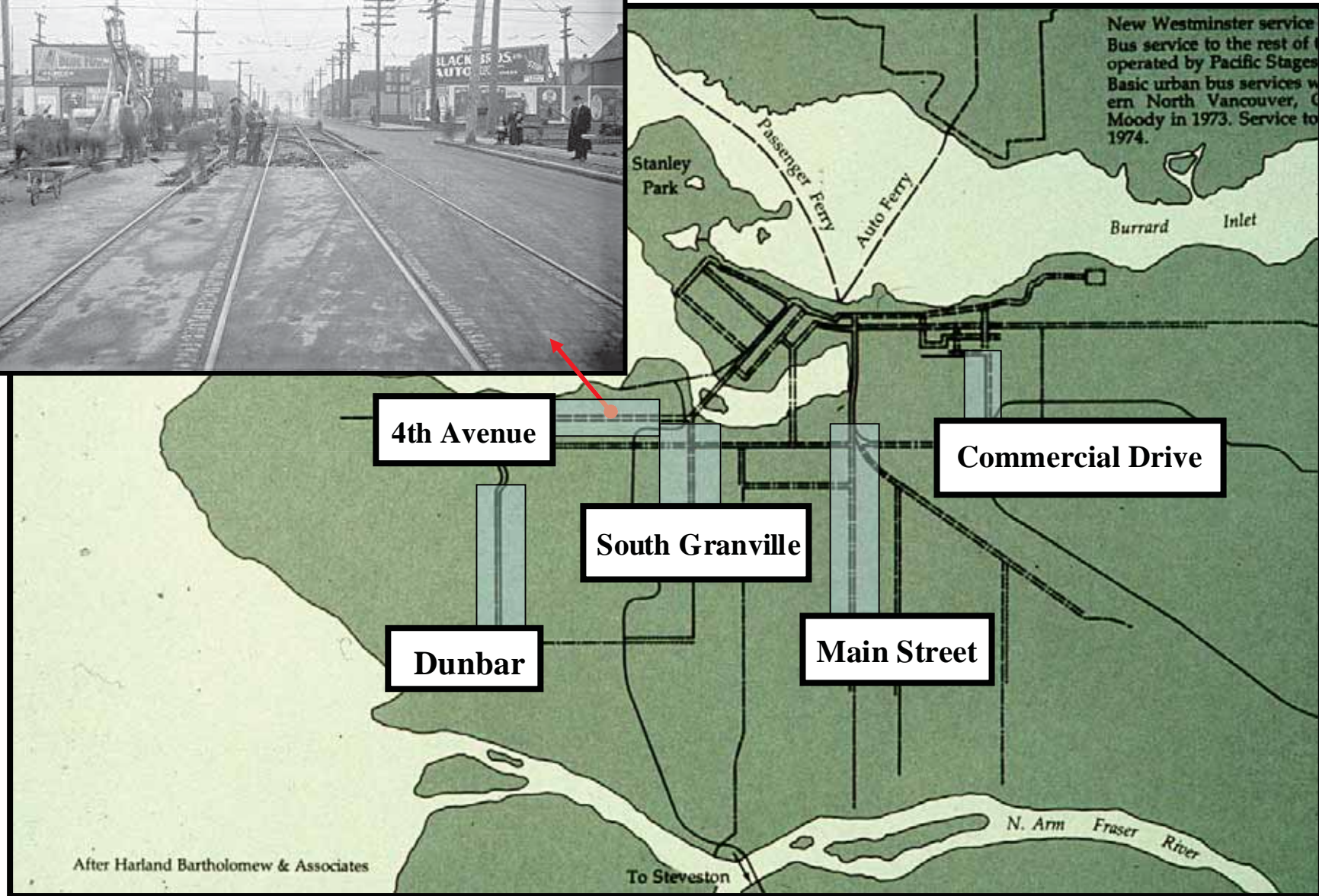


4th Avenue

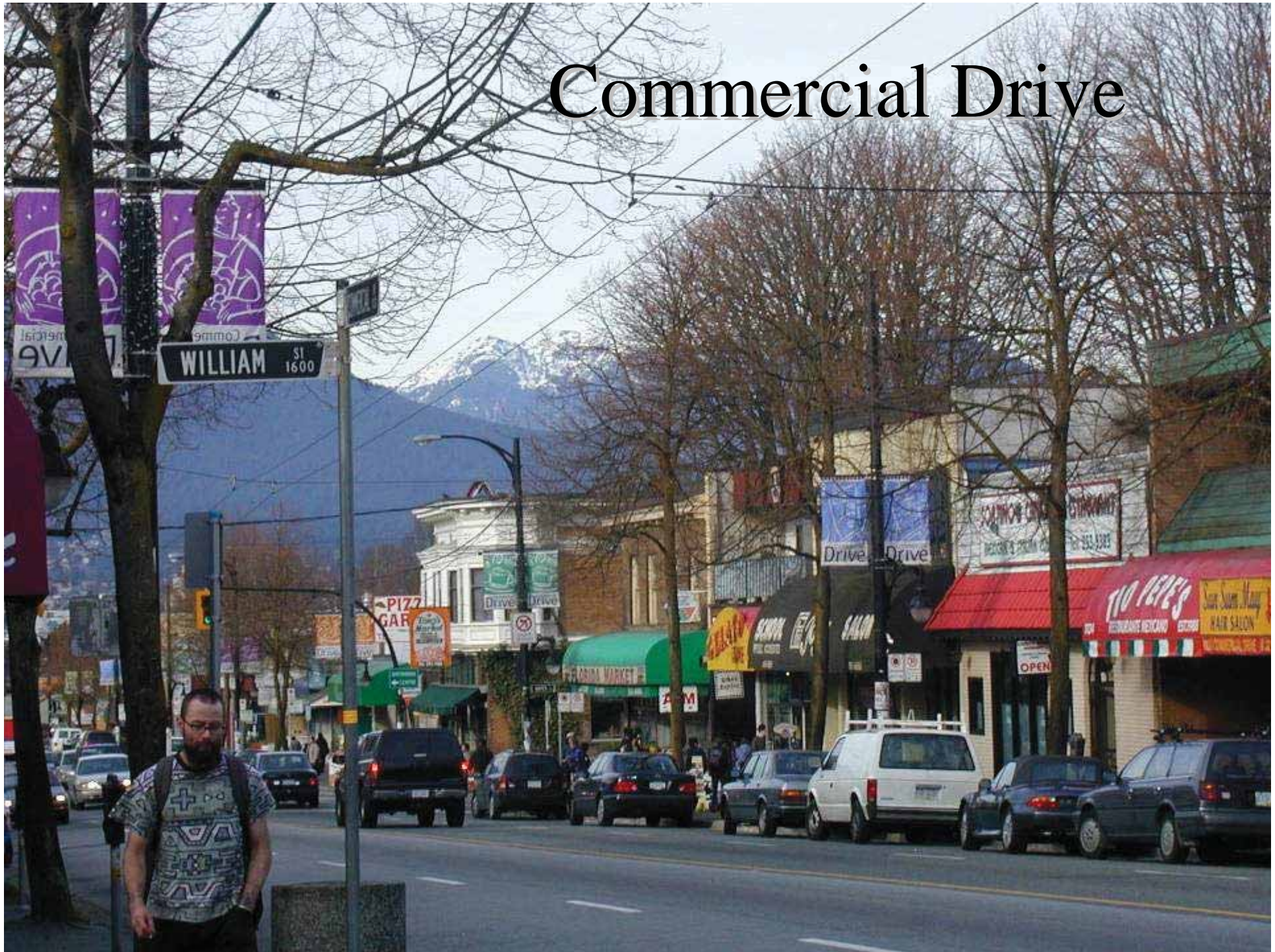
New Westminster service
Bus service to the rest of the
operated by Pacific Stages
Basic urban bus services were
ern North Vancouver, G
Moody in 1973. Service to
1974.

After Harland Bartholomew & Associates

To Steveston



Commercial Drive



Fraser Street



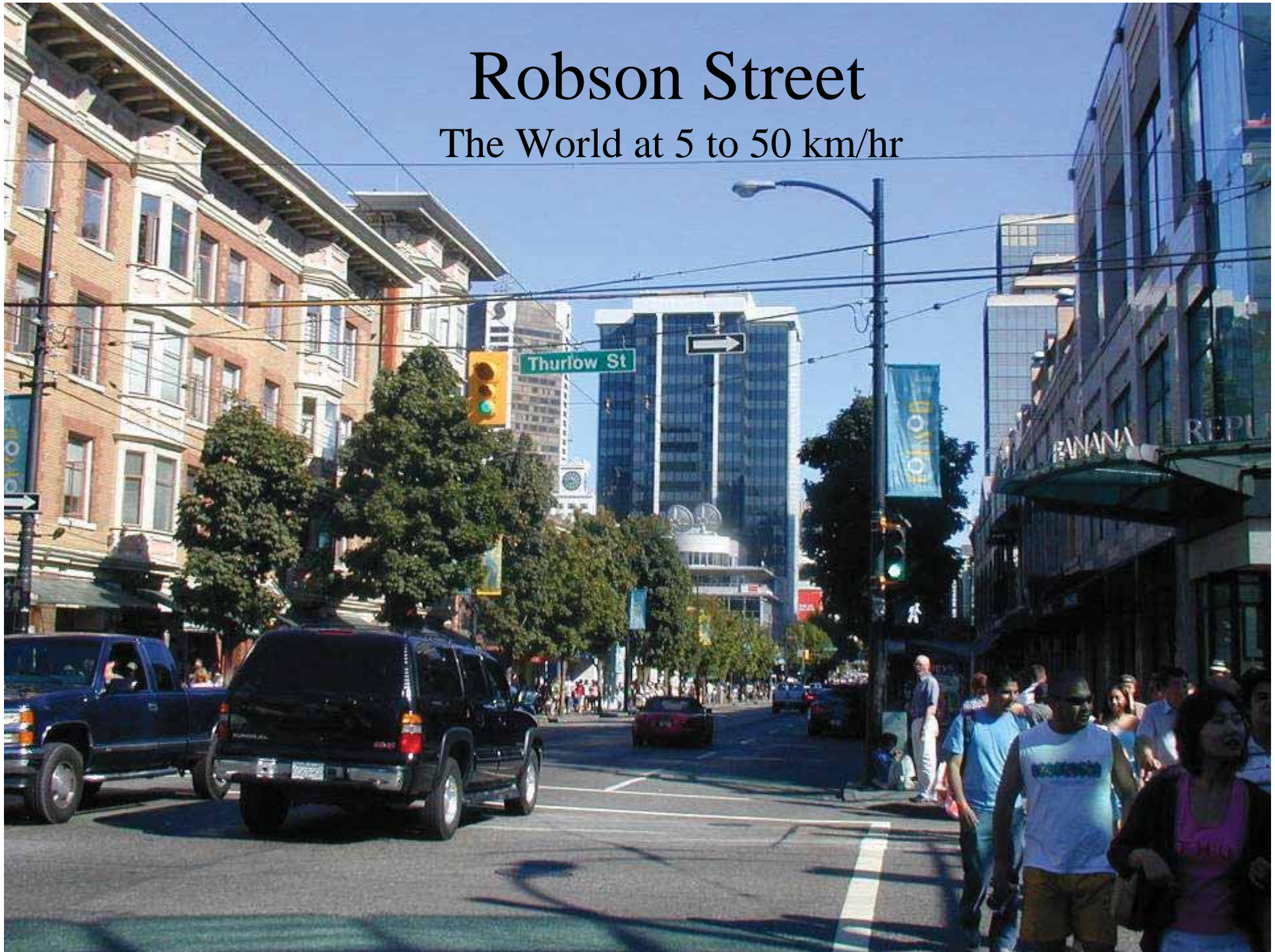
Streetcar Neighbourhoods

- Sufficient density
- Good mix of uses
- Walkable distances

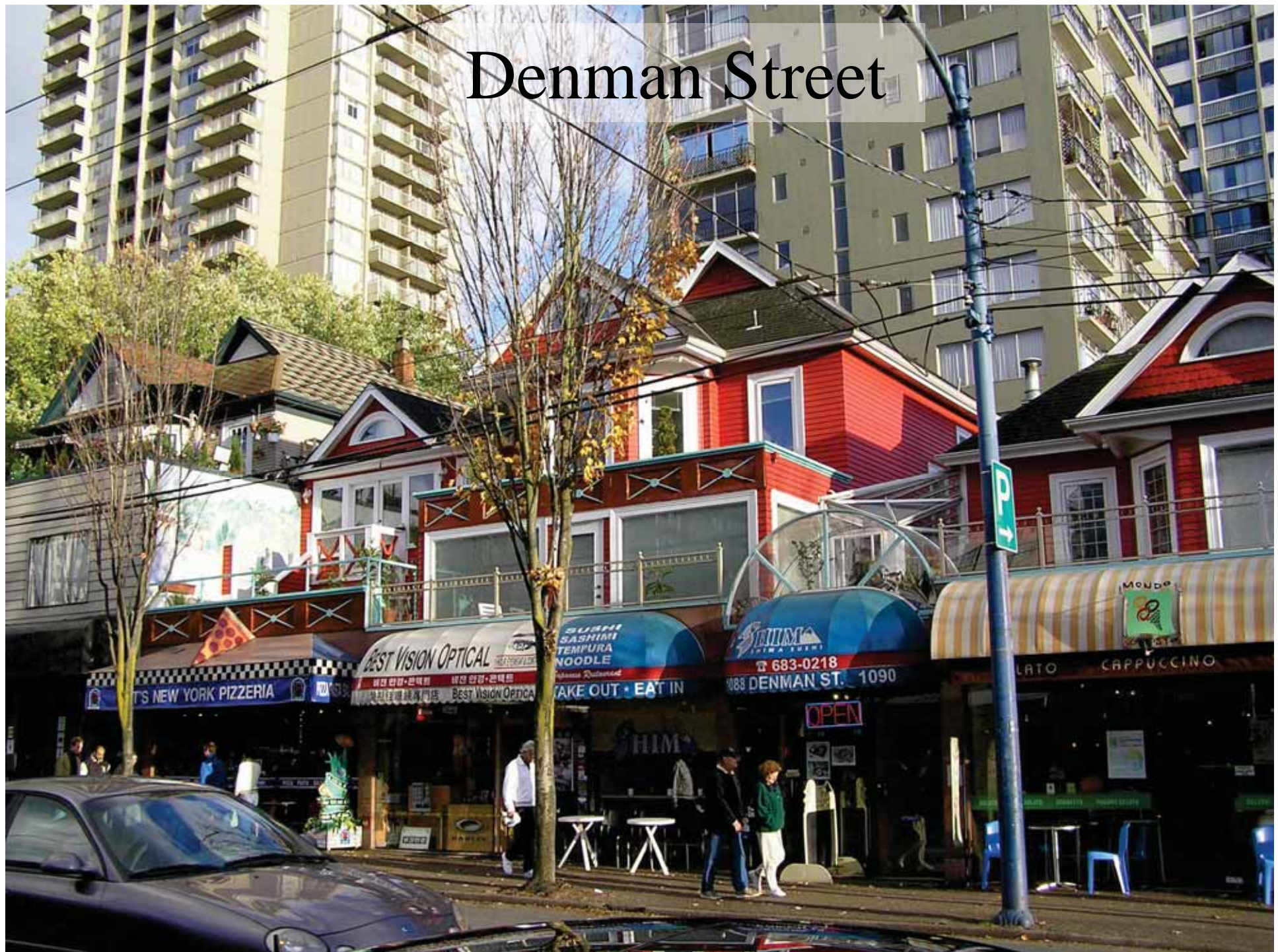


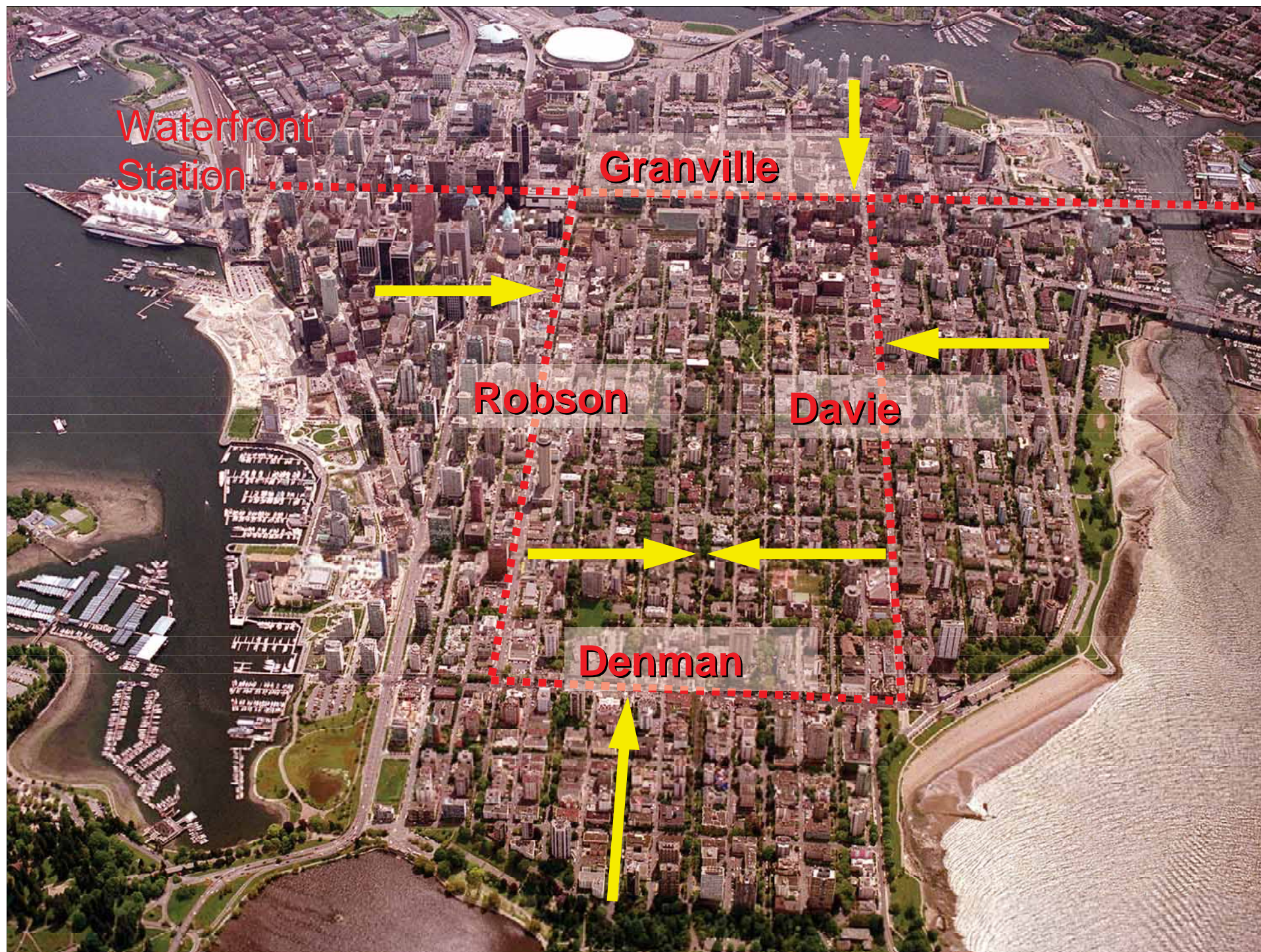
Robson Street

The World at 5 to 50 km/hr



Denman Street









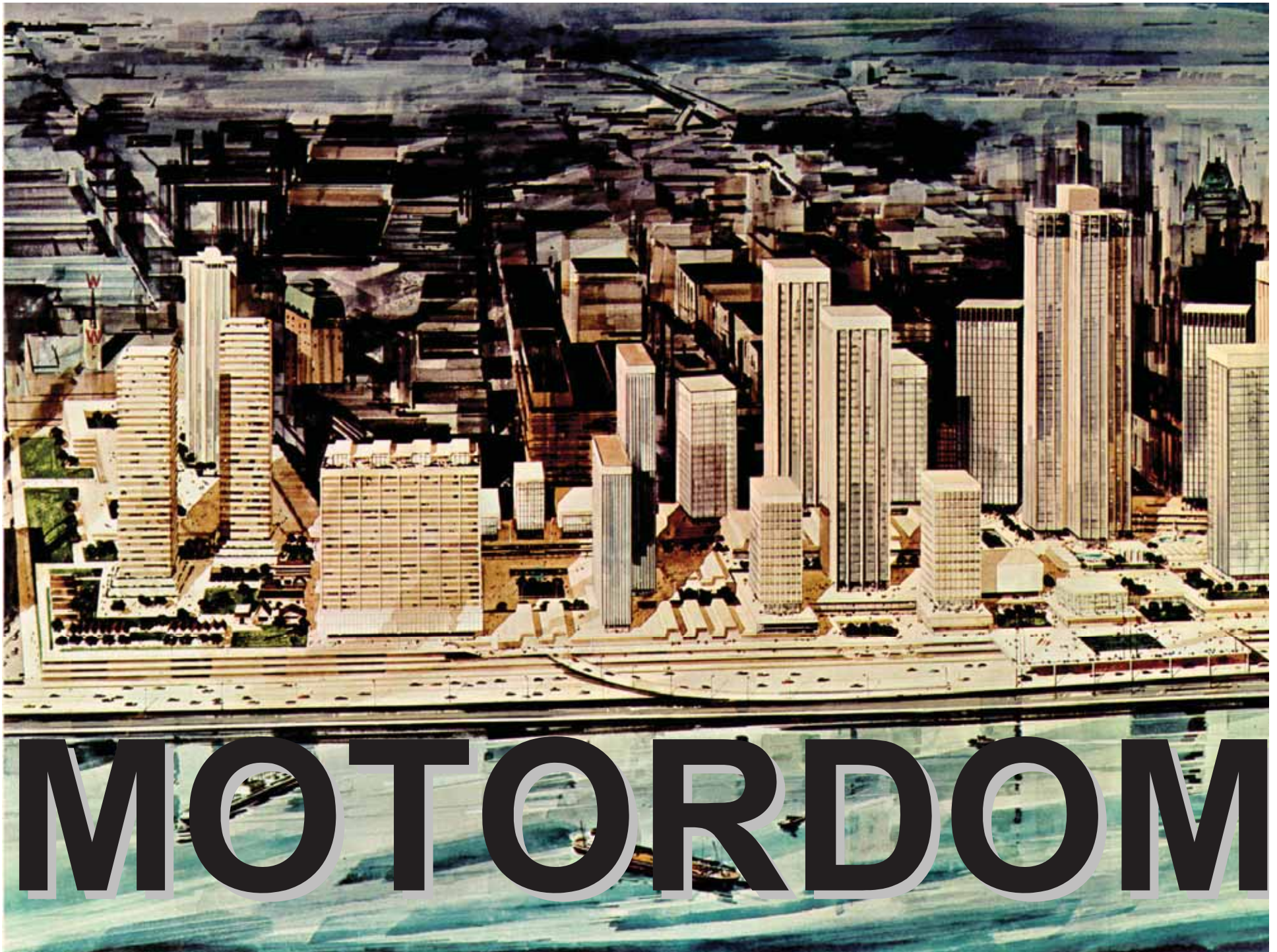
Walking City

Streetcar
Trolley City

The Most
Important
Thing That
Never
Happened

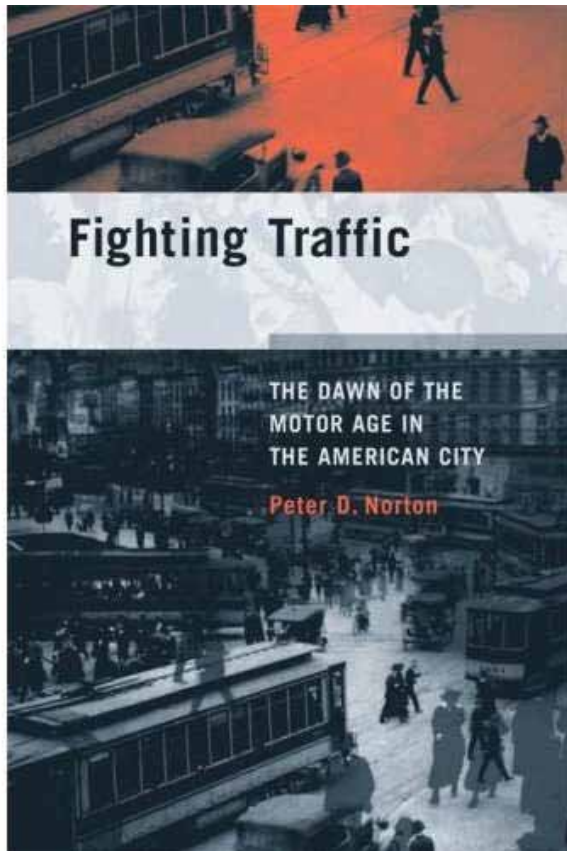


Chinatown Freeway



MOTORDOM

“Motordom”



An **alliance** of automobile clubs, car dealerships and vehicle manufacturers.

Motordom “socially reconstructed the purpose of the street”

Detroit 1917

Campus Martius



“In 1917,
Cleveland lost
twelve school
children in two
weeks to street
accidents ...”



FIGURE 14. City streets as deathtraps, by Edmund W. Gale. *Los Angeles Times*, 9 March 1920, 2:4.

WAR **DON'T JAY WALK** **CAR**





2nd Edition

TRANSPORTATION PLANNING HANDBOOK

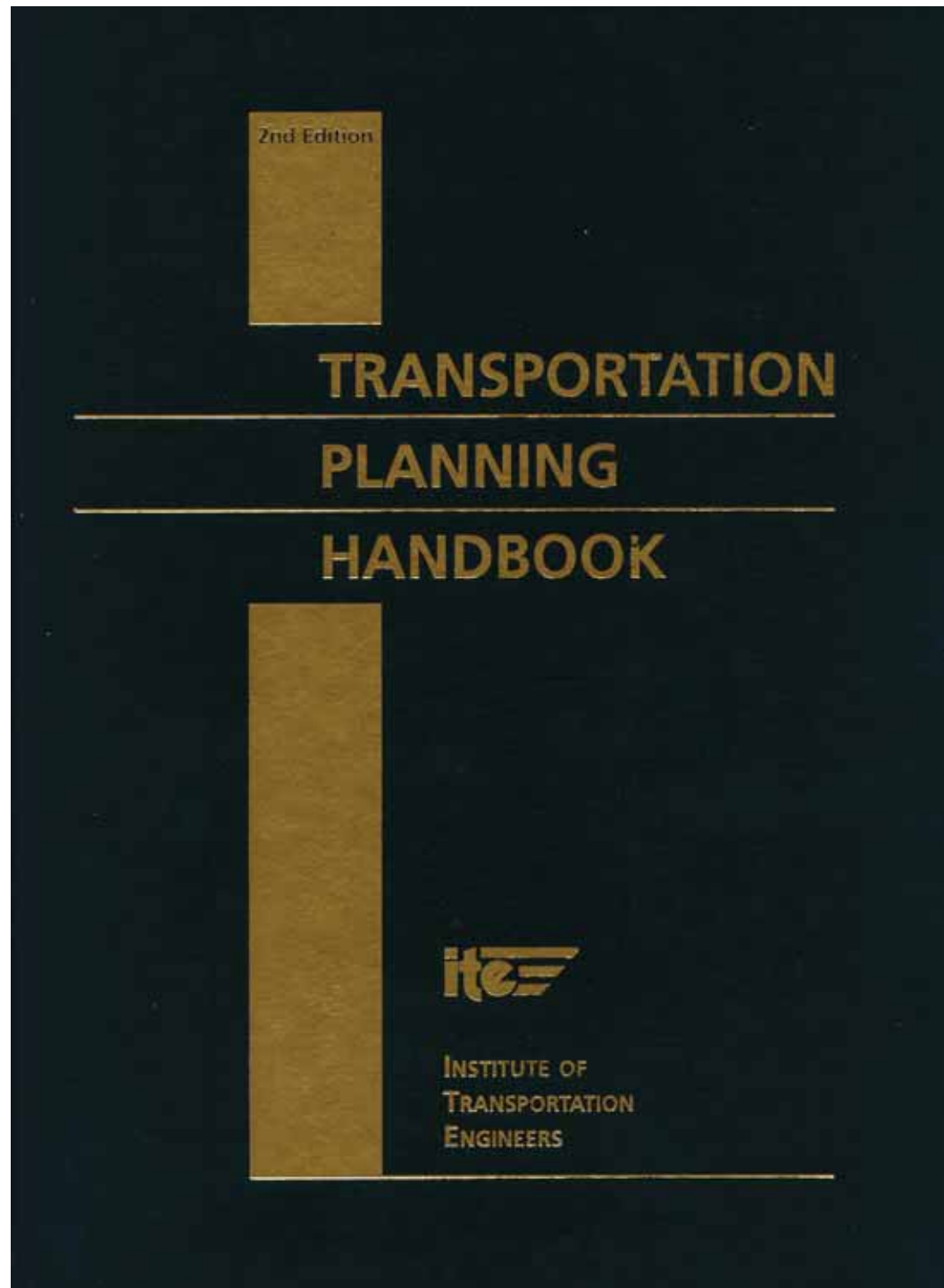


INSTITUTE OF
TRANSPORTATION
ENGINEERS

1942

Florence,
Alabama

Arthur Rothstein



1942

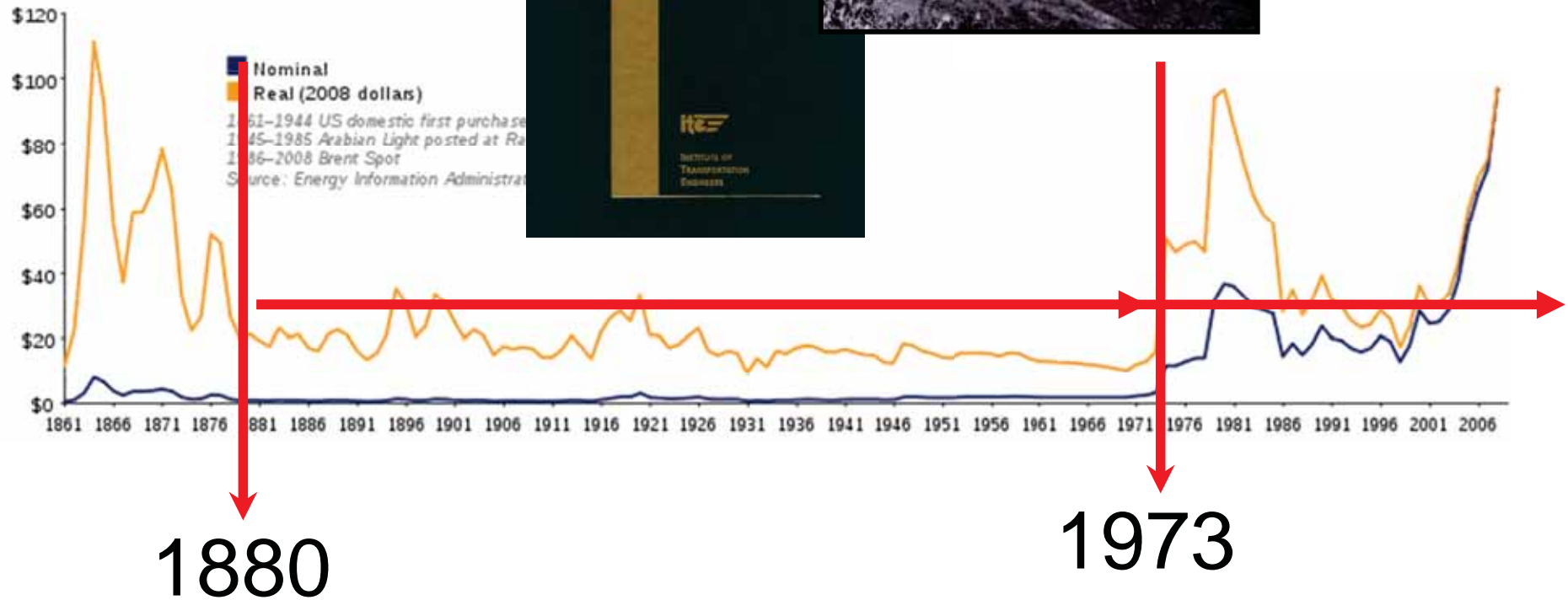
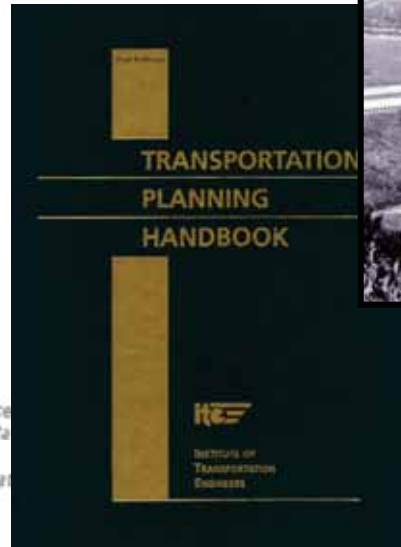
First edition

Institute of
Transportation
Engineers
Handbook.

Dedicated
to the

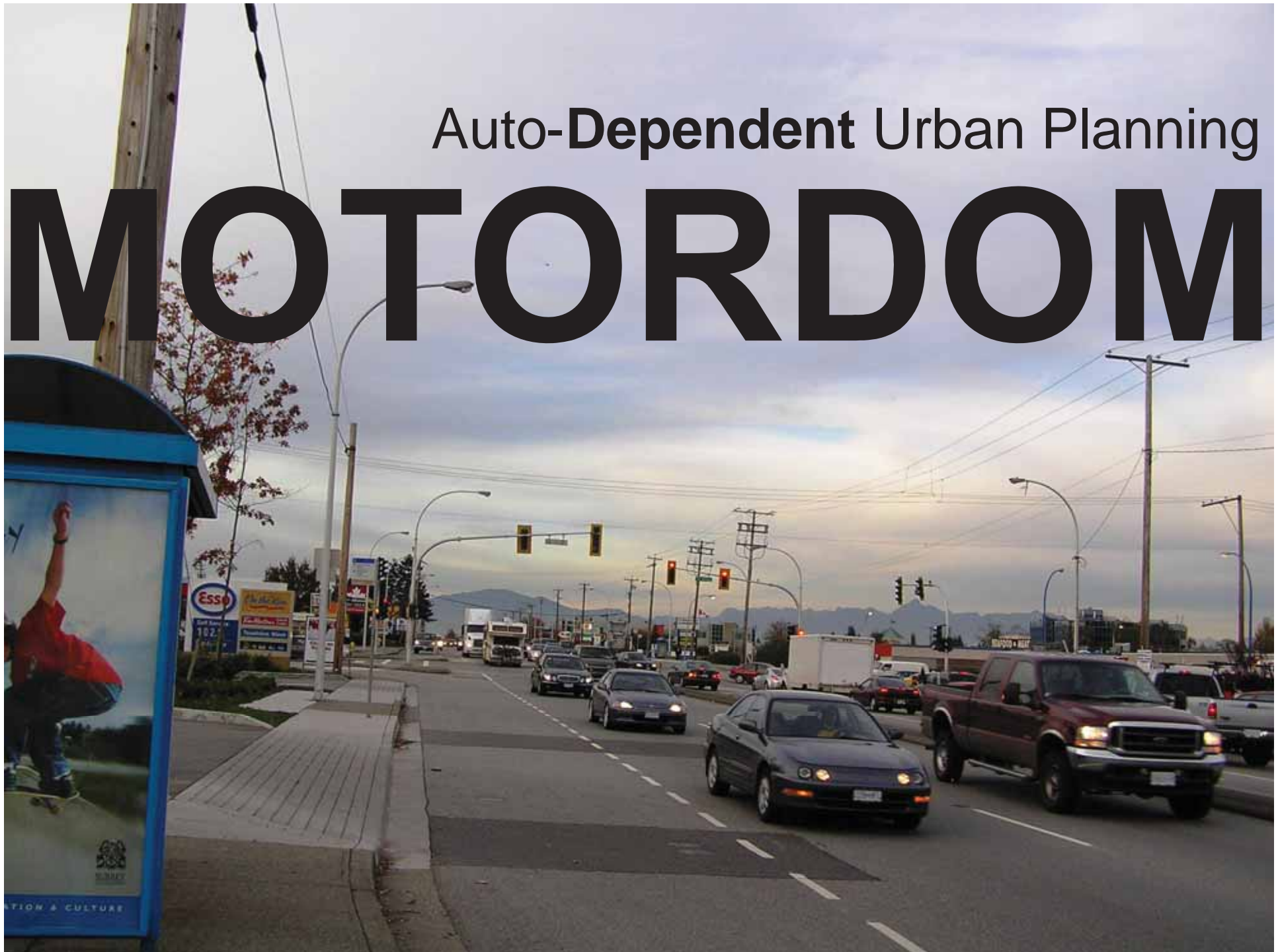
*“efficient,
free and
rapid flow
of traffic.”*

Crude



Auto-Dependent Urban Planning

MOTORDOM



Design for Motordom

- Big and simple
- Flat and square
- Low-density and single-use
- Auto-dependent

Kamloops

Form follows Parking

Kelowna

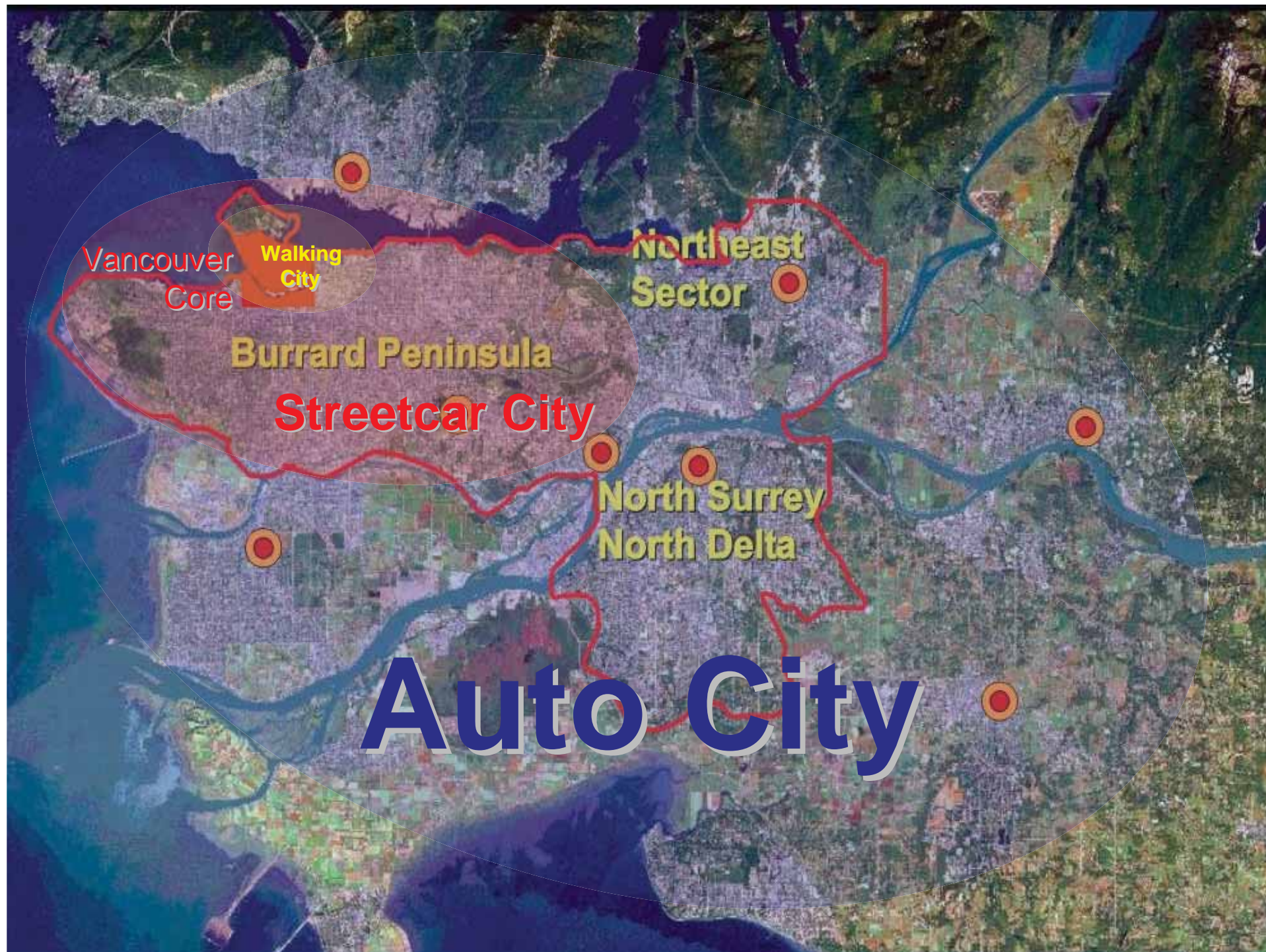


West Kelowna, B.C.



Langley, B.C.





Vancouver
Core

Walking
City

Burrard Peninsula

Streetcar City

Northeast
Sector

North Surrey
North Delta

Auto City

Living With Limits

Vancouver
Core



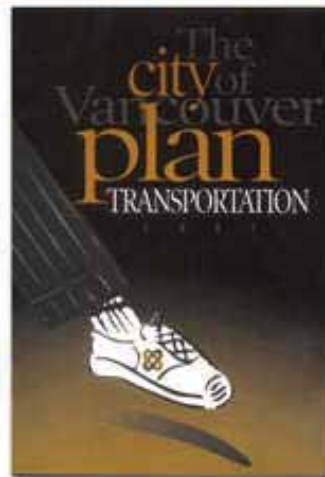
The Livable City

- Density that worked for everyone
- Neighbourhood Planning
- Design and Heritage Control
- New Transportation Priorities

Vancouver's Transportation Priorities

- Walking
- Biking
- Transit
- Goods movement
- Single-occupancy vehicle

1997 City of Vancouver Transportation Plan



Key Elements of 1997 Plan

- No increase in road capacity
- Accommodate growth through walking, cycling, and transit
- Support regional TDM measures
- Maintain good truck access
- Support neighbourhood traffic calming
- Provide services & jobs close to home



Key Elements of 1997 Plan

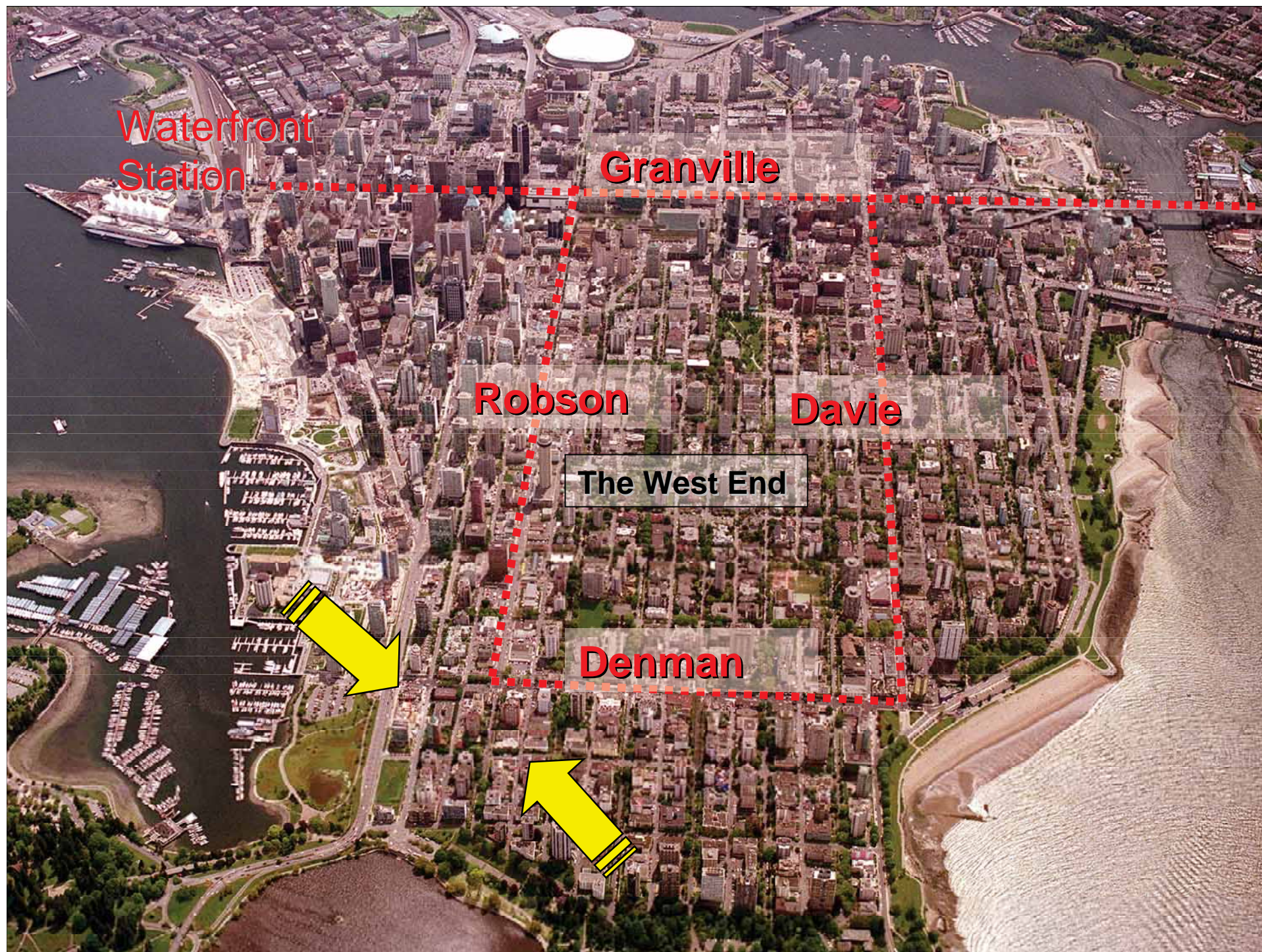
- No increase in road capacity
- Accommodate growth through walking, cycling, and transit
- Support regional TDM measures
- Maintain good truck access
- Support neighbourhood traffic calming
- Provide services & jobs close to home







Congestion is
Our Friend



West End Traffic Calming

1972-81



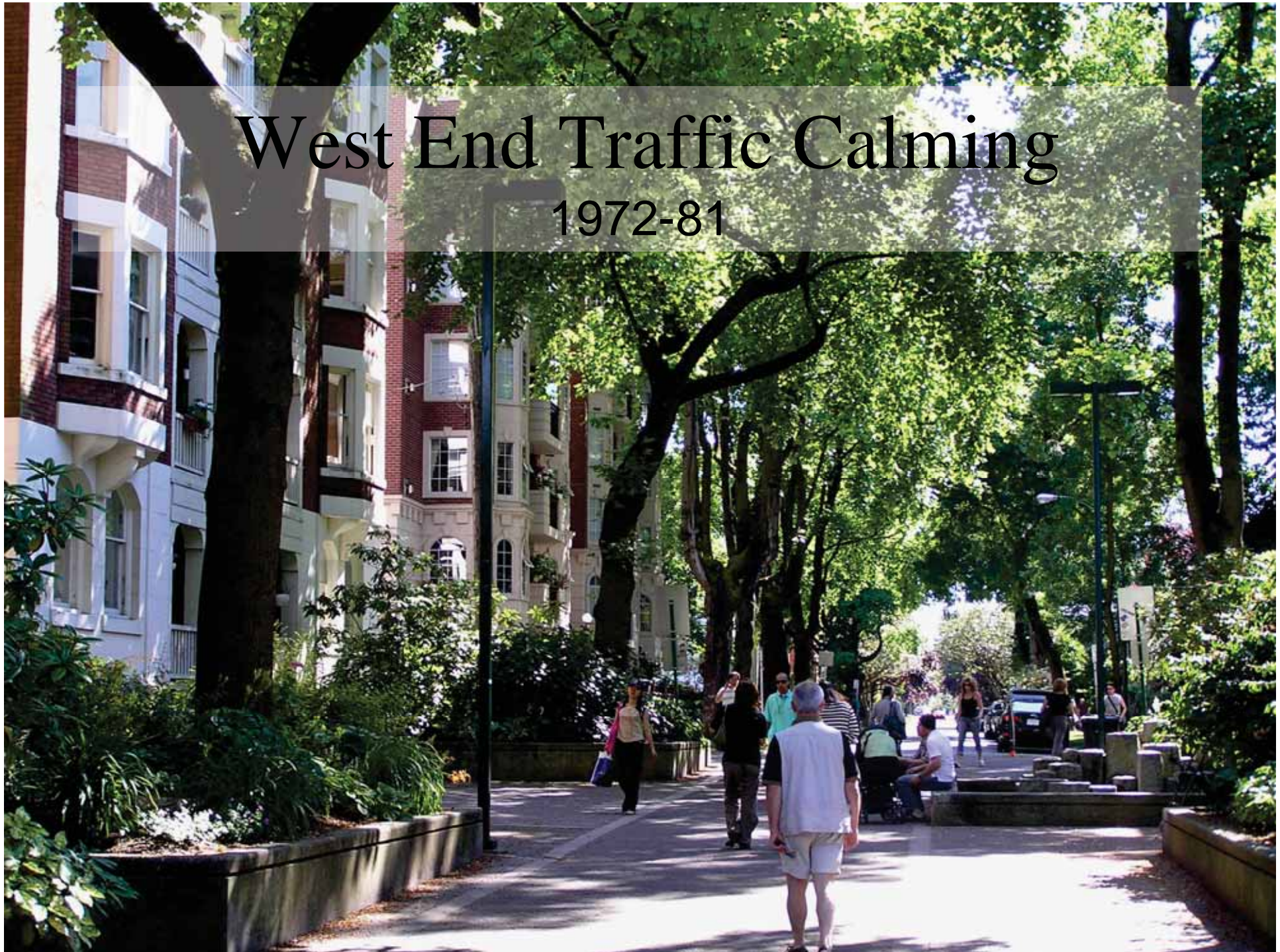
West End Traffic Calming

1972-81



West End Traffic Calming

1972-81



You are here.



1995

You are here.



2009

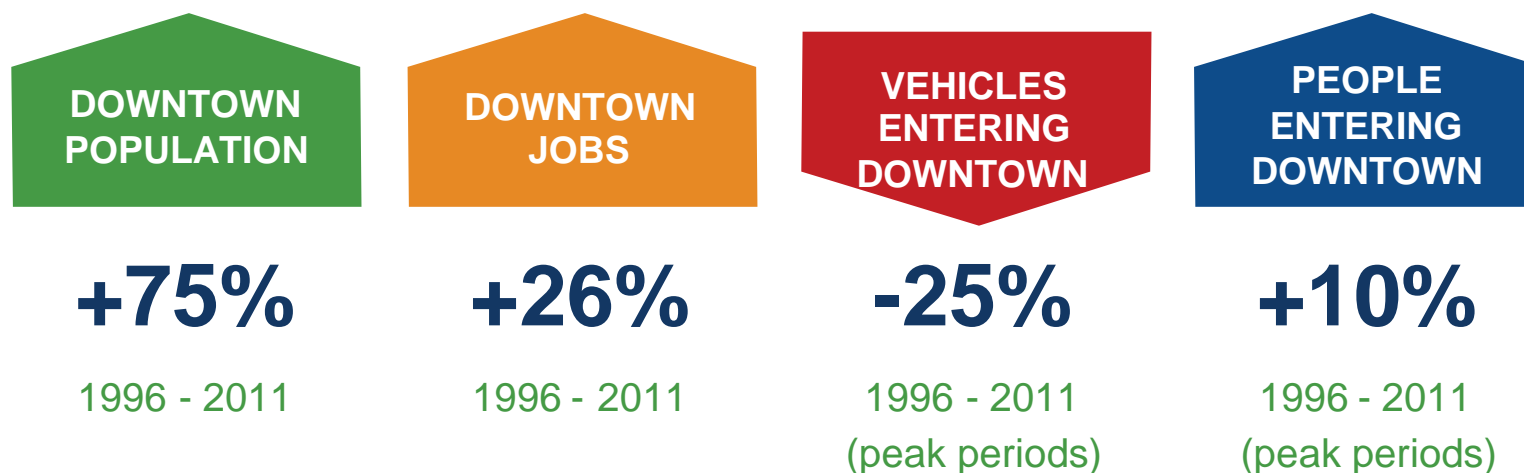


Central Area of Vancouver

Looks like a
20st-century city.

Works like a
19th-century city.

Downtown Vancouver 1996-2011



- More people & jobs
- Less cars, but more trips

Peak periods = 7-9 am, 11am - 1pm, 3-6pm)

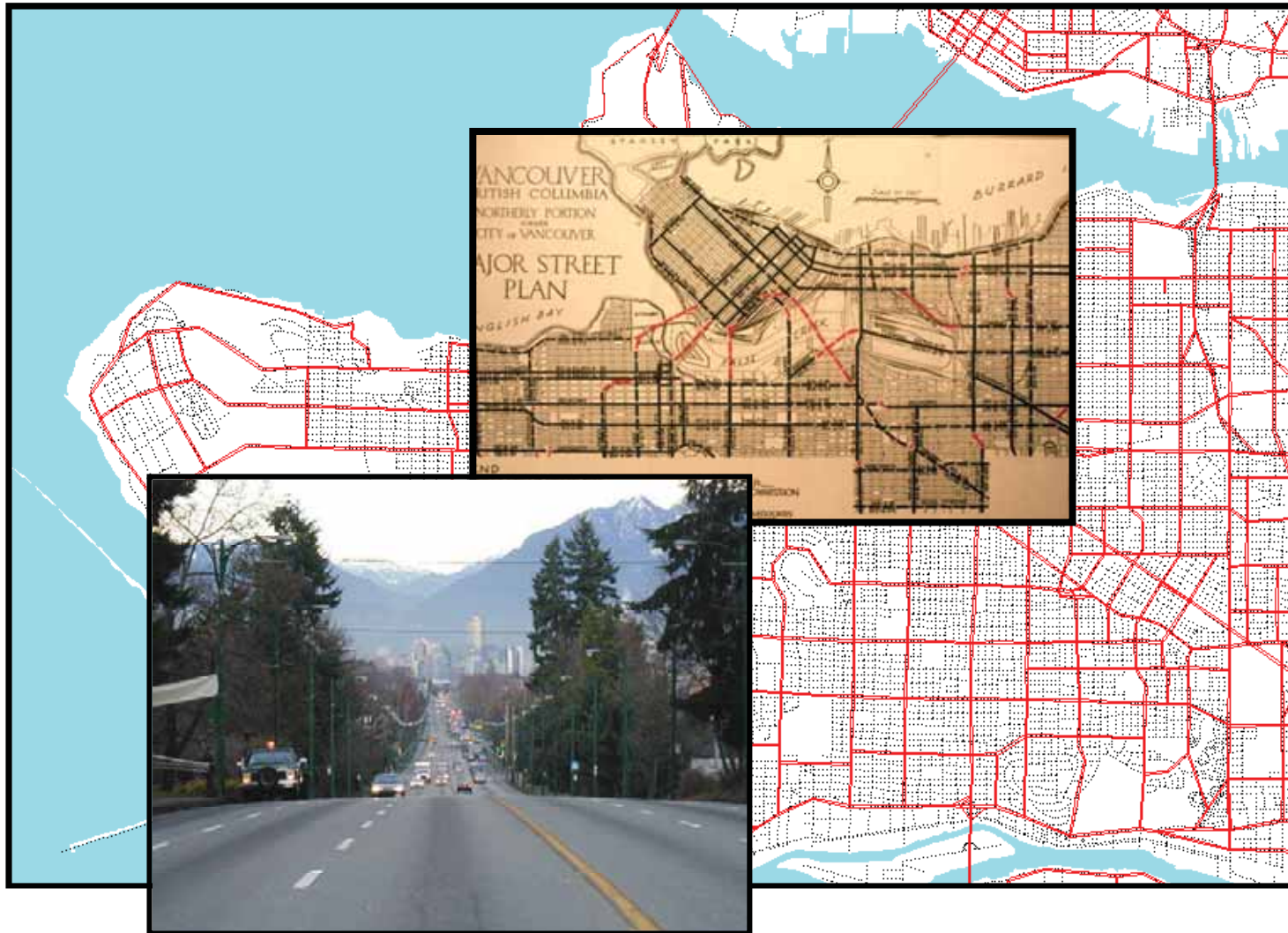
Source: City of Vancouver estimates based on screenline counts and census information.

Change in population & job numbers have been rounded to the nearest 1%, and screenline counts to the nearest 5%.

Robson Square



Layer 1 - The Arterial Grid



Layer 2 – The Sidewalk Grid



Layer 3 – Frequent Transit Network



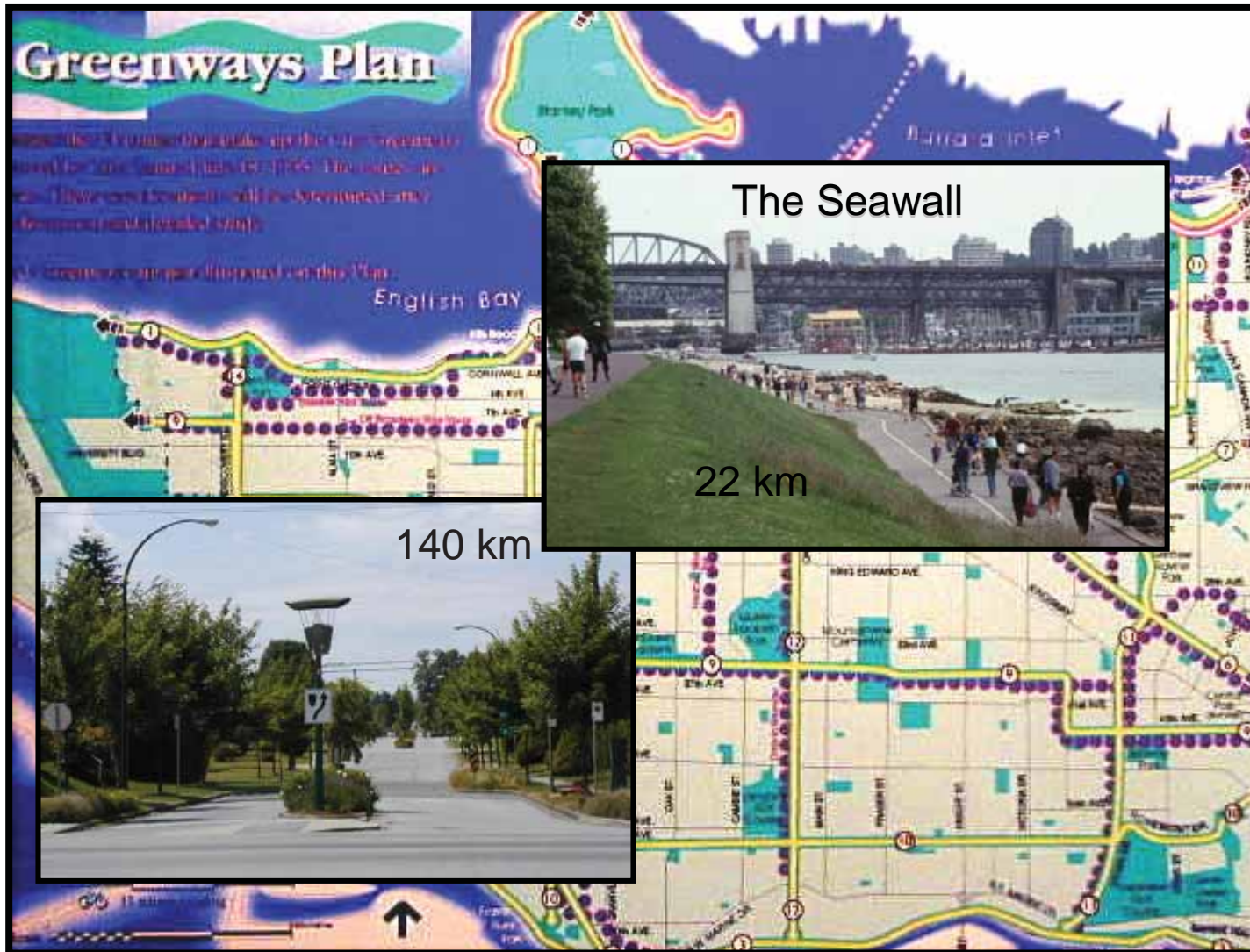
Layer 4 - The Freeways



Layer 5 - The Bikeway Network



Layer 6 - Greenways



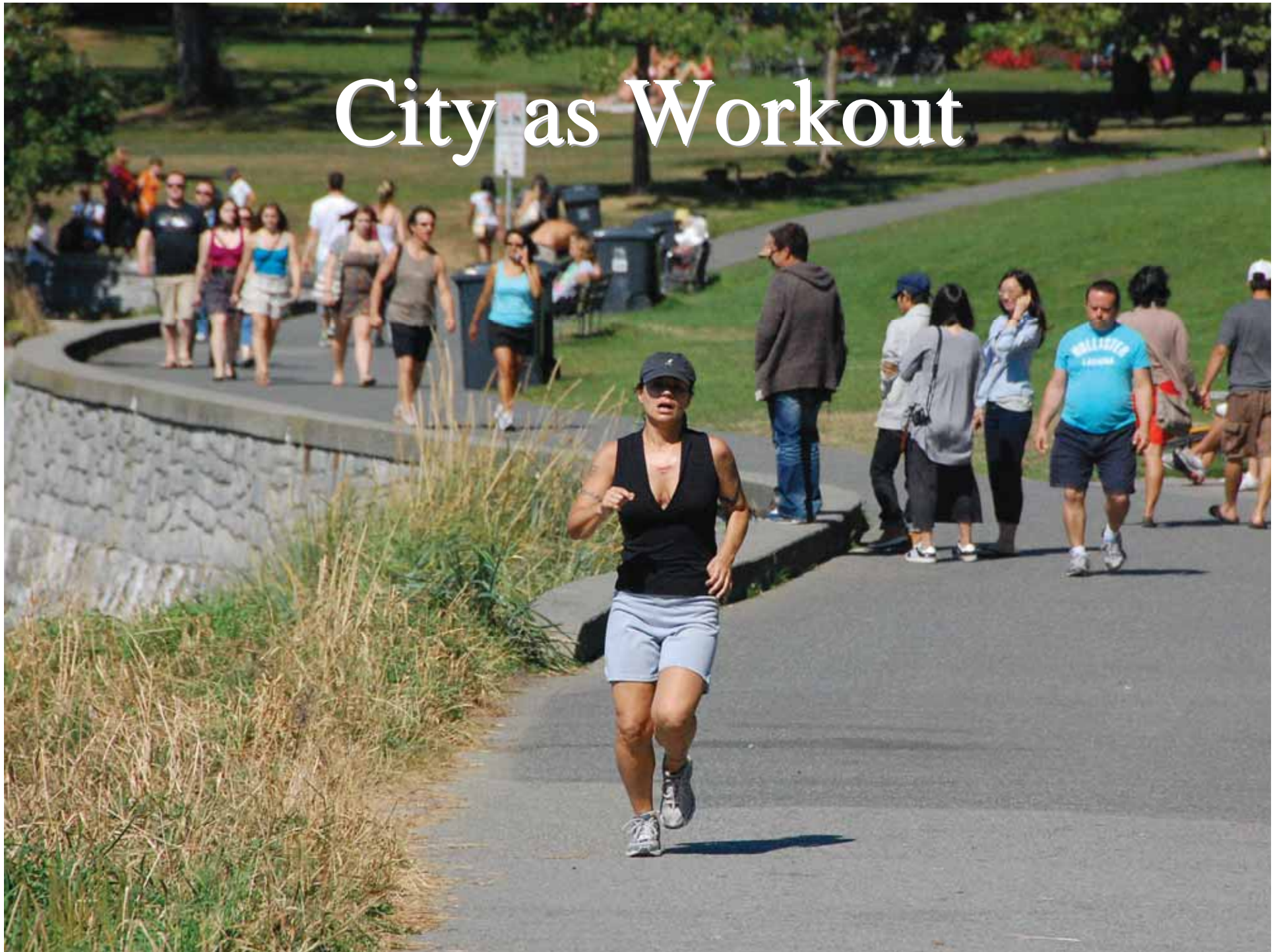
The Seawall



The Seawall



City as Workout





The Olympics

February 22
2010



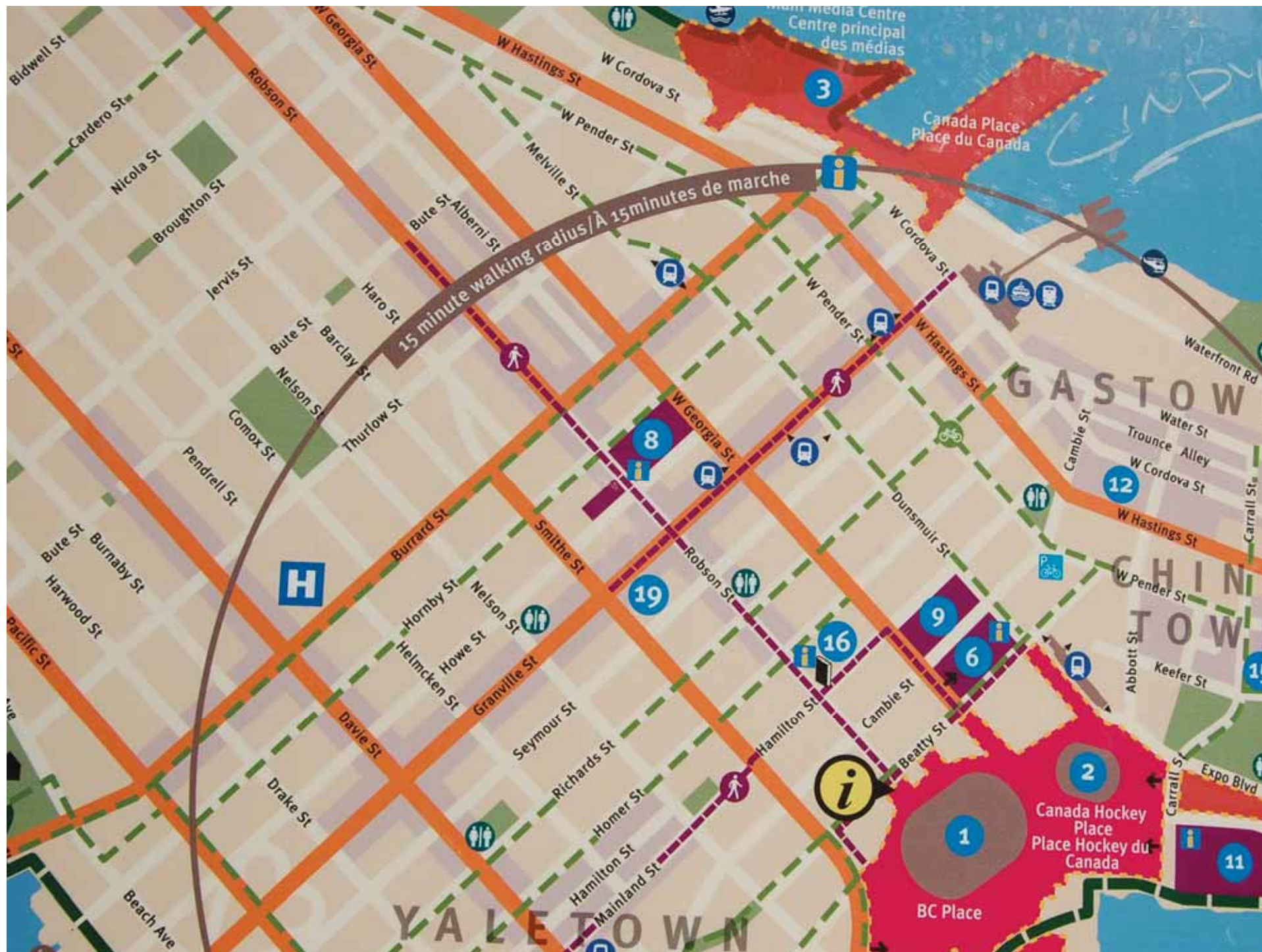


vancouver 2010



We walked.

February 22



2010 Olympics

We reduced car use by 30% and more – consistently.

More than 20,000 pedestrians a day walked across the Burrard and Cambie Bridges.

Cyclists riding at summertime levels.



Festival of Light

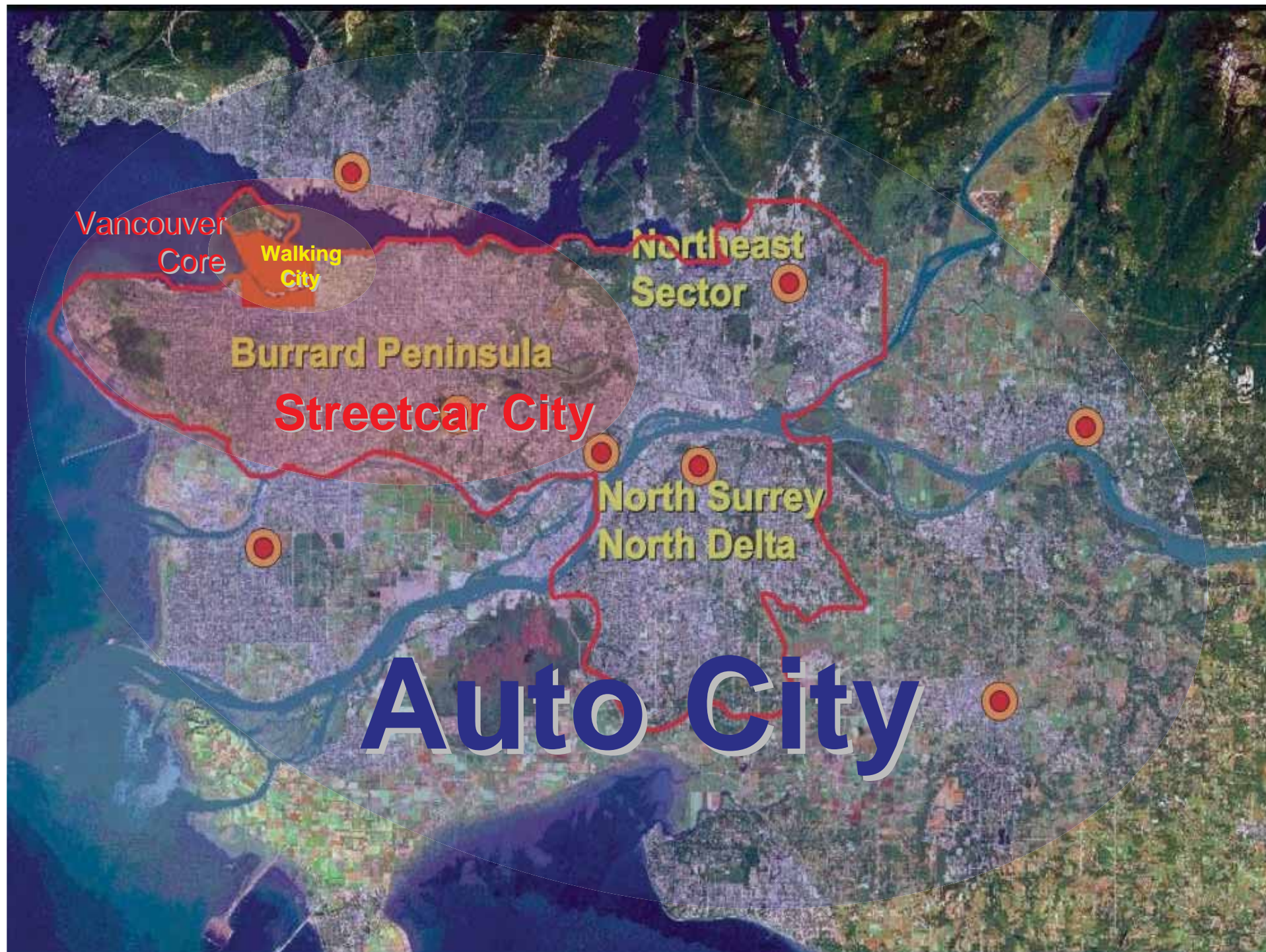
July-August



The Post-Motordom City



Photo by John Madden



Gateway Project

Highway 1 widening



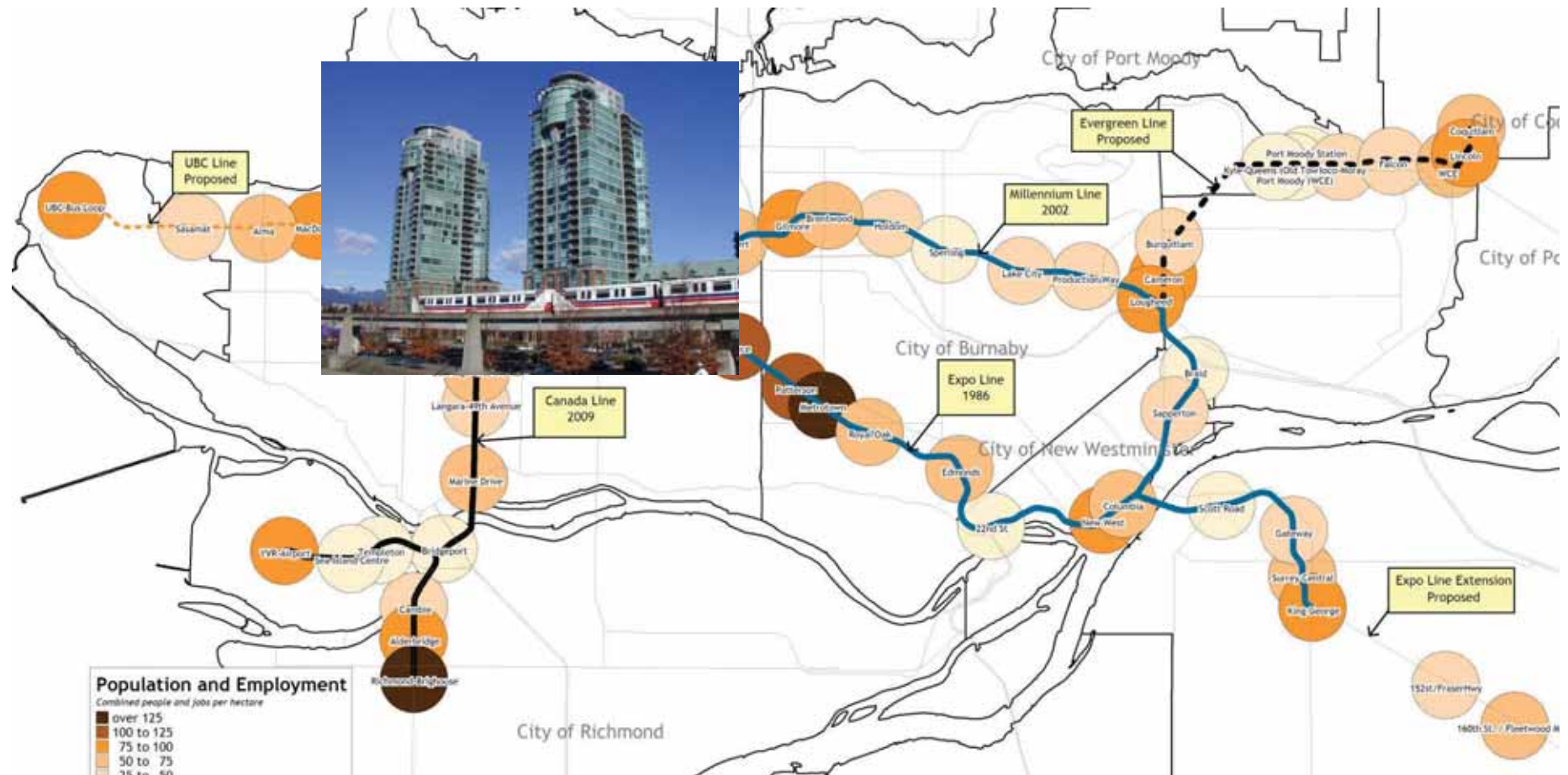
Trans-Canada Highway Metro Vancouver

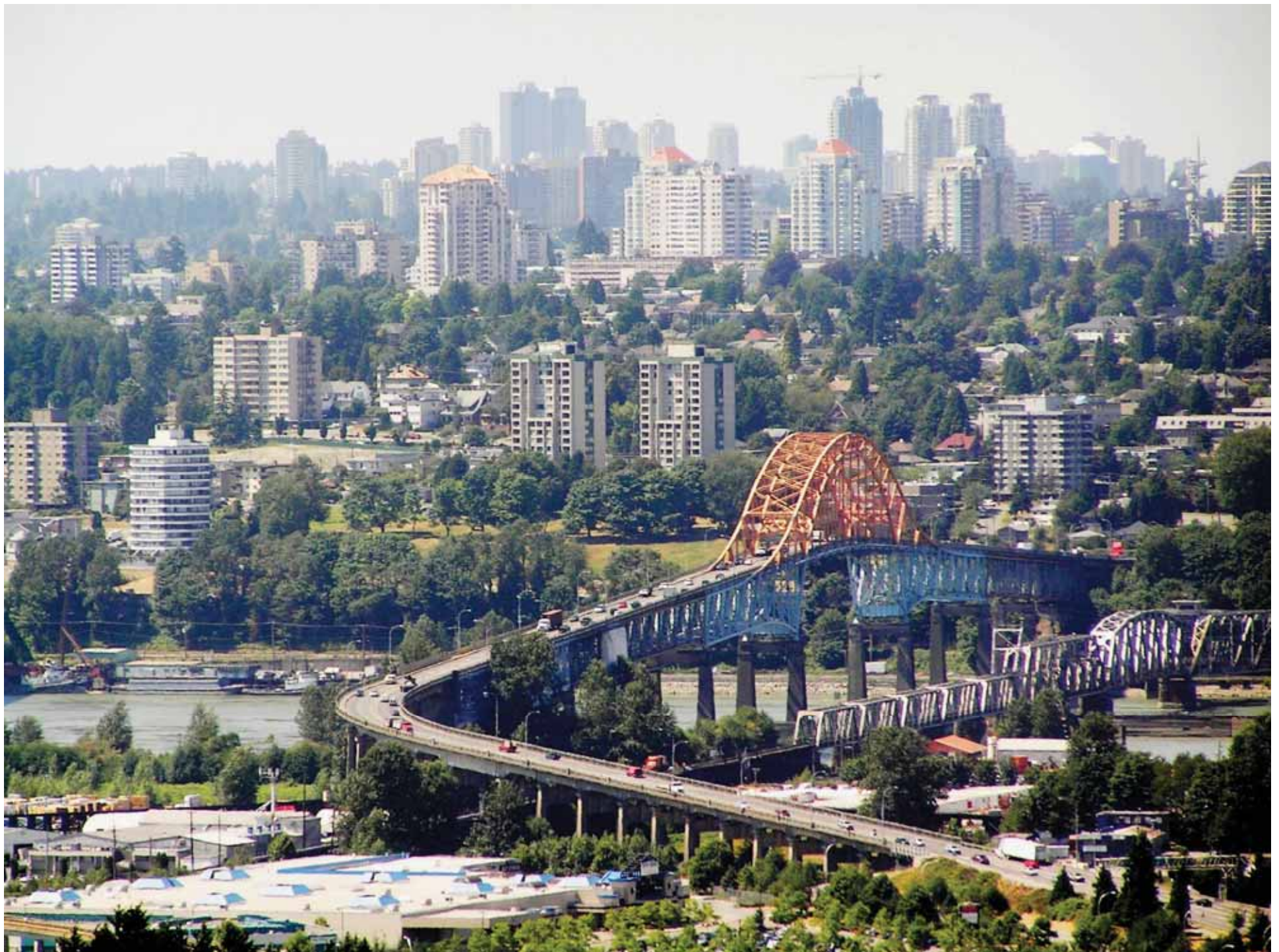


Gateway Project *Pacific Border Crossings*



Population & Employment Density around Rapid Transit Stations

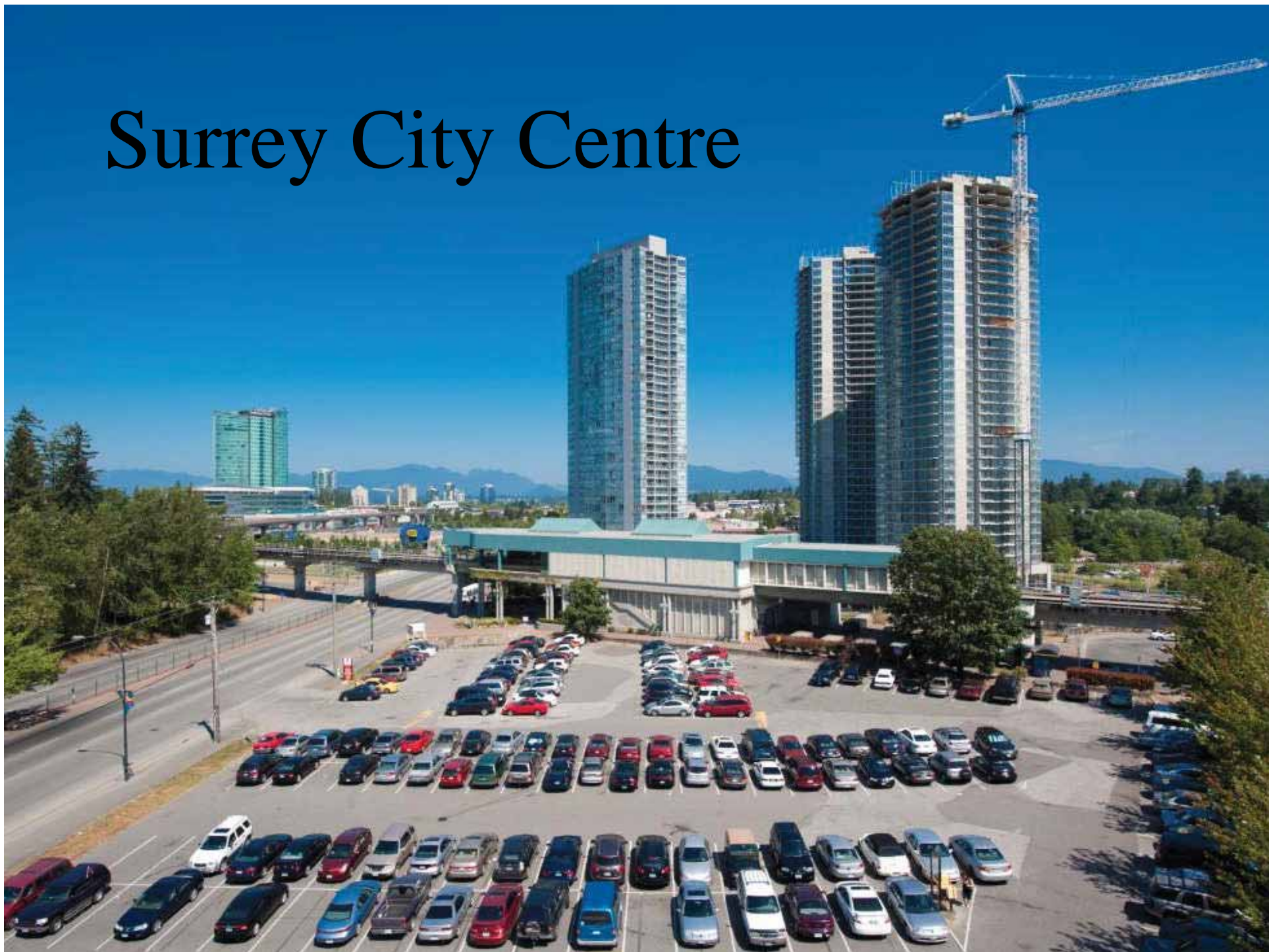




Surrey, B.C.



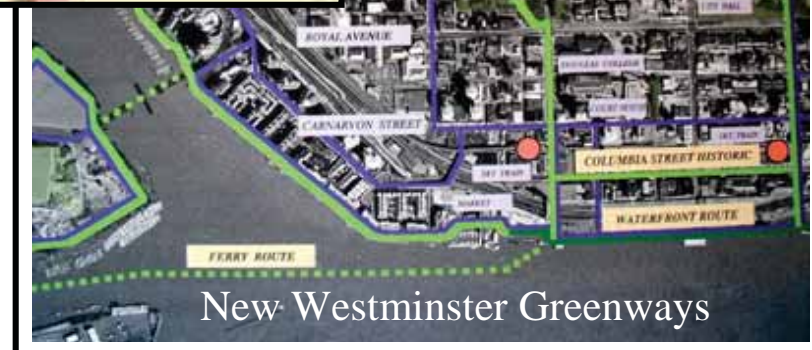
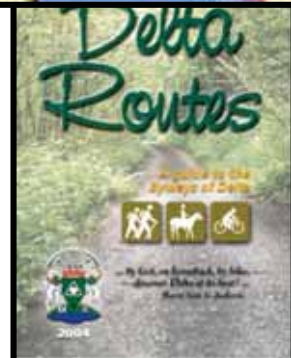
Surrey City Centre

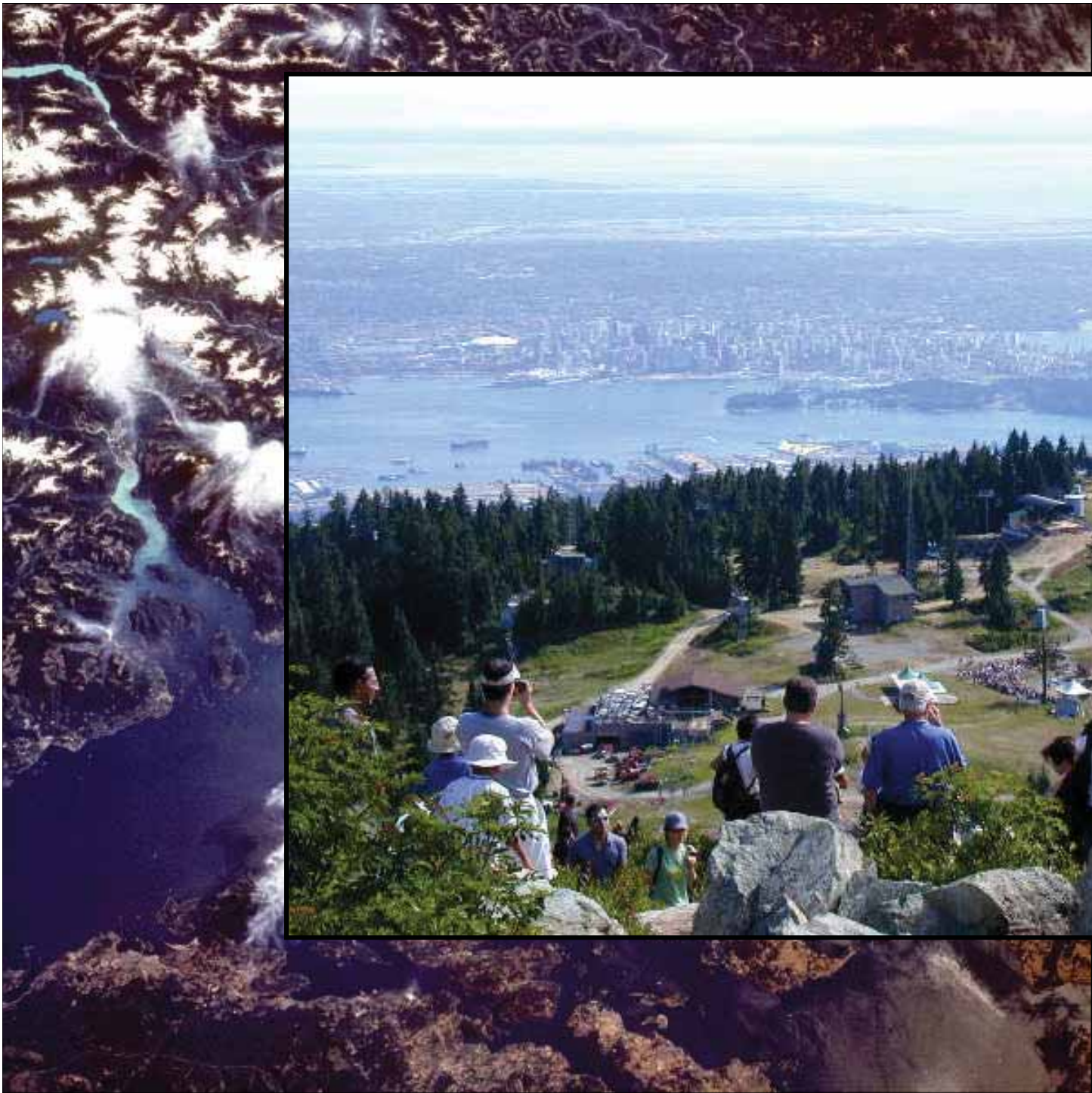






The Regional Greenway System





Metro Vancouver

Post-Motordom Region



Metro Vancouver

The Walkable Region



Gordon Price

SFU City Program

sfu.ca/city

Price Tags

pricetags.wordpress.com

