
IT'S TIME TO CURE CONGESTION IN METRO VANCOUVER

Anyone who tries to get around the region knows: Metro Vancouver is suffering from congestion.

It's the congestion on our roads and transit system that frustrates commuters every single day and that is affecting our quality of life, our economy and our environment.

We're in this situation because we haven't had sustained investment in transportation in Metro Vancouver for almost a decade. Our population is growing and we haven't been keeping up. Since the opening of the Canada Line in 2009, Metro Vancouver has grown by 250,000 people and is expected to increase by another 1 million by 2040.

The good news is — we can cure congestion. It starts by reducing traffic on our roads and overcrowding on our transit system, and giving people more workable options for getting around the region. But we can only move forward if all

three levels of government continue to work in partnership to make smart, sustained investments in transportation — now and in the future.

The next provincial government will decide whether traffic in this region gets better or worse. In the lead up to the B.C. election, the Mayors' Council is calling on all major provincial parties to commit to curing congestion.

The first step is to complete the 10-Year Vision for Metro Vancouver Transit and Transportation, a region-wide plan for more transit services, better roads and active transportation infrastructure.

The federal government has stepped up with \$2.2 billion for rapid transit projects, and the provincial government offered to match it. We need the next provincial government to follow through with that important commitment, and also provide other critical support to complete the 10-Year Vision.

We're asking all B.C. political parties and Metro Vancouver voters: Join us in making congestion an issue in this election.

THE LEADERSHIP WE NEED

The Mayors' Council on Regional Transportation has a comprehensive plan for urgently-needed transportation investments, and the federal government has offered billions of dollars to help pay for it. We need to ensure the provincial government follows through on a commitment to match this funding and works with the Mayors' Council to deliver other important transit and road projects in the 10-Year Vision.

In this provincial election, we are calling on B.C. political parties to commit to partnering with federal and regional governments to cure congestion, for everyone who lives and works in Metro Vancouver.

We need the next provincial government to take the following actions by Fall 2017, so we can complete the 10-Year Vision:

1. Follow through on the current government's commitment to match the federal government, dollar for dollar, in its investment of \$2.2 billion towards rapid transit improvements and the construction of Broadway Subway and Surrey LRT.
2. Support essential upgrades to the existing SkyTrain network by investing a \$360 million share towards additional rail cars and station upgrades, to address overcrowding and ready the system for expected future demand.
3. Follow through on the existing provincial commitment to provide at least 1/3 of the capital costs towards replacing the aging Pattullo Bridge, and, on an urgent basis, assist in securing an additional federal share in the project.
4. Develop a funding strategy with TransLink to deliver provincial financial support towards improving HandyDART service, in recognition of its critical role in providing access to the provincial healthcare system for residents who can't use conventional transit services.
5. Commit to authorizing a development cost charge for transit in the fall legislative session so it can be enacted by TransLink by 2020, as one of the regional revenue sources for Phase One of the 10-Year Vision, to keep the plan on track and fairly funded.
6. Support the expansion of bus service region-wide, improvements to road conditions for drivers, and enhanced safety for cyclists and pedestrians — by working with the Mayors' Council to ensure that remaining operating and capital costs of the Vision are fully funded in a manner that is fair and equitable to Metro Vancouver taxpayers.

STRONG CONGESTION RELIEF

By committing to make smart, sustained investments in public transit, roads, bridges and active transportation, B.C.'s political parties can keep Metro Vancouver MOVING and help cure congestion.

The parties have a historic opportunity to help deliver much-needed transportation improvements across Metro Vancouver, including:

New rapid transit projects for a growing population:

- **BROADWAY SUBWAY** — Extending the Millennium SkyTrain line down the busy Broadway corridor in Vancouver
- **SURREY LRT** — Building a new light rail system to connect neighbourhoods in Surrey and Langley

Better, more frequent public transit service:

- **UPGRADING SKYTRAIN** — More rail cars, increased frequency, and station upgrades on the existing SkyTrain system
- **MORE BUS SERVICE** — New B-Lines and increased frequency on bus routes region-wide
- **ACCESSIBILITY** — More HandyDART service for people who can't use the conventional transit system

Improving road conditions for drivers:

- **PATTULLO BRIDGE** — Replacing the aging Pattullo with a new four-lane bridge
- **BETTER, SAFER ROADS** — Improvements to the major road network to improve safety and reduce bottlenecks

The 10-Year Vision also includes expansion and improvements to SeaBus, WestCoast Express, and increased funding for regional cycling and walking networks.

SMART, SUSTAINED INVESTMENT IN BETTER ROADS & TRANSIT

The 10-Year Vision will be rolled out in three phases, each timed to the delivery of new projects and services.

Phase One approved — started January 2017

More frequent service on buses, SkyTrain, West Coast Express, SeaBus & HandyDART; road improvements

Phase Two starting January 2018

New rapid transit projects in Surrey and Vancouver; replacing the Pattullo Bridge; further expansion of bus, SkyTrain, SeaBus and HandyDART service; more road improvements

Phase Three starting 2020

More bus, rail, and HandyDART service; continued improvements to roads, cycling, and walking



WE ARE HERE

We can't complete Phase Two without additional commitments from the provincial government.

EVERYONE BENEFITS

The benefits of moving forward with the 10-Year Vision are clear.

SAVING TIME

Faster commutes, fewer pass ups, and expanded services and schedules means more time spent with family and friends. It also means more options for moving around the region for work or play. Completing the 10-Year Vision would save commuters as much as 30 minutes on their daily travels.

BETTER COMMUTES

Residents who choose to use their vehicles will spend less time stuck in traffic slowdowns. Transit riders will be more comfortable on less crowded trains and buses, and pedestrians and bicycle riders will be safer and more supported. Just by completing the 10-Year Vision, we can reduce road congestion by up to 20%.

IMPROVING AFFORDABILITY

Making smart investments in transportation will give residents more options and save them money. If we can make it easier to get around the region, residents will have better access to affordable options for housing and transportation. And for drivers, the less time you spend idling, the less money you will spend on gas and maintenance.

A STRONGER ECONOMY

As Canada's primary Asia-Pacific gateway, the ability to efficiently and effectively move both people and goods across the Metro Vancouver region supports and benefits both the local and Canadian economies.

FOR OUR HEALTH AND ENVIRONMENT

With less traffic, there will be fewer serious collisions and more opportunities for active travel. And creating a robust system which increases transit use and helps limit the number of cars idling on the roads gives Metro Vancouver the ability to maintain our current carbon footprint, even as the region grows by more than 1 million people.

MOBILITY FOR ALL

Every day, thousands of passengers with physical and cognitive disabilities who can't use conventional public transit count on HandyDART to get them where they need to go. It's their only way around. For two out of every three of these Metro Vancouver residents, where they need to go on any given day is to get provincially-funded health care, from medical appointments, to outpatient services and supports. Even with recent and planned future increases, HandyDART users only get half as many trips per capita than passengers who live in other cities. That's a reflection of the lack of provincial support for these citizens and for HandyDART, which is a backbone of the provincially funded healthcare system, and a cause of significant frustration and anxiety for HandyDART riders. Investing in HandyDART will make sure its riders can get where they need to go, when they need to get there.

We believe these kinds of improvements are what Metro Vancouver residents want to see their regional and provincial governments working in partnership to achieve.



“People want better transit and less traffic congestion. The 10-Year Vision charts the course to get us there and we need all levels of government to commit to making it happen.”

CHARLES GAUTHIER, PRESIDENT & CEO,
DOWNTOWN VANCOUVER BUSINESS IMPROVEMENT ASSOCIATION

“Completing the 10-Year Vision will help our most vulnerable, like low-wage earners who are heavy transit users and seniors, for whom transit is a lifeline.”

MICHAEL MCKNIGHT, PRESIDENT AND CEO,
UNITED WAY OF THE LOWER MAINLAND



“We must invest in transit and transportation to move our region onto the international playing field.”

ELIZABETH MODEL, CHAIR,
BETTER TRANSIT AND TRANSPORTATION COALITION

“Better public transit and transportation brings people together from labour, business, environment, health and community groups - it just makes social, economic and ecological sense.”

GAVIN MCGARRIGLE, AREA DIRECTOR,
BRITISH COLUMBIA, UNIFOR



“Investing into our transportation system in the Lower Mainland will help to facilitate the success of new Canadians who will call this area home.”

SASHA RAMNARINE, BOARD MEMBER,
IMMIGRANT SERVICES SOCIETY OF BC

“Investing in public transit is an investment in health. Improved air quality and regular activity that comes from walking to and from transit reduce our risk for numerous chronic diseases. Transit makes our communities healthier.”

SCOTT MCDONALD, CEO,
BC LUNG ASSOCIATION AND CHAIR, BC HEALTHY LIVING ALLIANCE



WHERE DO THE PARTIES STAND?

On May 9, when Metro Vancouver residents cast their ballots in the B.C. general election, they need to know what each of the provincial parties will do to address traffic congestion and overcrowding on public transit in Metro Vancouver. As mayors and community leaders responsible for setting priorities for what the region needs from the transit and transportation system, we are asking political parties aspiring to form the next provincial government to respond to the *Cure Congestion Questionnaire*, below.

The Mayors' Council has embarked on a public outreach campaign so residents can learn about the 10-Year Vision and plans to improve transit, roads, and active transportation infrastructure, and we'll post the responses we receive at CureCongestion.ca so voters can make an informed choice at the ballot box.

THE CURE CONGESTION QUESTIONNAIRE

1. Do you agree that reducing congestion in Metro Vancouver — for the benefit of the region's economy, health and environment — should be a priority for the next provincial government?
2. What is your vision for the British Columbia government's responsibility to work with other levels of government to reduce traffic congestion and improve public transit across Metro Vancouver?
3. How will you work with the Mayors' Council to deliver the 10-Year Vision for Metro Vancouver Transit and Transportation?
4. If elected, will your government follow through on the current government's commitment to match the federal government's investment of \$2.2 billion towards rapid transit service expansion, including the Broadway Subway and Surrey LRT?
5. If elected, will your government follow through on the current government's commitment to provide at least one-third of the capital costs towards replacing the gaining Pattullo Bridge, and assist in securing an additional federal share in the project?
6. What role should the Province of BC play in improving HandyDART service?
7. What should the Province of BC do to ensure that the remaining operating and capital costs of the Vision are fully funded in a manner that is fair and equitable to Metro Vancouver taxpayers, in order to enable the region to improve road conditions and expand bus and rail service to meet the needs of our growing population?

Parties should submit their answers to Mike Buda, Executive Director of the Mayors' Council at mike.buda@mayorscouncil.ca by **Friday, April 21, 2017 at 12 noon.**



Gregor Robertson
Mayors' Council Chair
Mayor of Vancouver



Linda Hepner
Mayors' Council Vice-Chair
Mayor of Surrey

“As regional leaders, we’ve heard loud and clear from the residents of Metro Vancouver that they have had enough of congestion. It is time to solve this problem. Completing the 10-Year Vision is the critical first step, and we need all three levels of government to work in partnership to make it happen.”

**SUFFERING FROM CONGESTION?
THERE IS A CURE.
CURECONGESTION.CA**

