

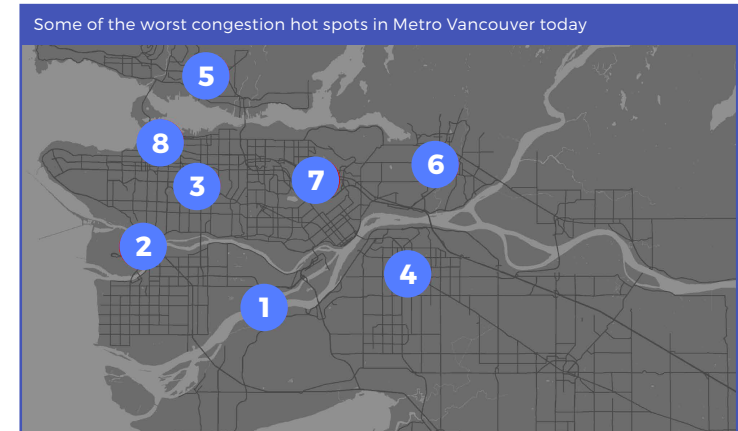
## WHY STUDY MOBILITY PRICING?

Traffic congestion in Metro Vancouver is affecting our quality of life, our environment and our economy. Eighty-nine percent of the region's residents say it's a problem, according to a recent Ipsos survey, and it could get worse as our region welcomes one million new residents over the next 30 years.

What if we could help reduce the congestion that frustrates us so much, by changing the way we pay for transportation? Currently Metro Vancouverites pay fuel tax at the pump, and a portion of our property tax and Hydro bills for transportation. What if we could combat traffic, not necessarily by paying more, but by paying differently?

These questions are the focus of the **Mobility Pricing Independent Commission**, and in February and March 2018, we're asking Metro Vancouverites to give us their feedback on different approaches to 'decongestion charging' that could potentially be introduced in the future, as a strategy for reducing congestion on our roads and bridges. The Commission's ***It's Time* project** is the first step in a multi-year process to research mobility pricing and how it could work in our region.

When the Commission launched *It's Time* in October 2017, we released a report detailing the current state of congestion in the region, and we began to explore some of the important considerations – like affordability and fairness – that we need to address as we study approaches to decongestion charging. The map below from our first report '*Moving Around Metro Vancouver: Exploring New Approaches to Reducing Congestion*' shows some of the worst congestion hot spots in the region today.



- 1 Bridges and tunnels crossing the Fraser River
- 2 Bridges between Richmond, YVR and Vancouver
- 3 Major arterials in the City of Vancouver and western parts of Burnaby
- 4 Urban centres – for example New Westminster, Metrotown, Surrey City Centre and Richmond City Centre
- 5 Various points across the North Shore
- 6 The northeast part of the region – for example Coquitlam, Port Coquitlam and Port Moody
- 7 Regional highways – for example Highway 1 and Highway 91
- 8 Metropolitan core of downtown Vancouver

It is estimated that while only about 5-6% of the total road network was congested during peak times as of 2016, this is expected to rise to 8-11% by 2045. Over 30% of our travel time during peak hours is spent in congestion today, and this is expected to increase to 40% by 2045.

## DECONGESTION CHARGING EXAMPLES

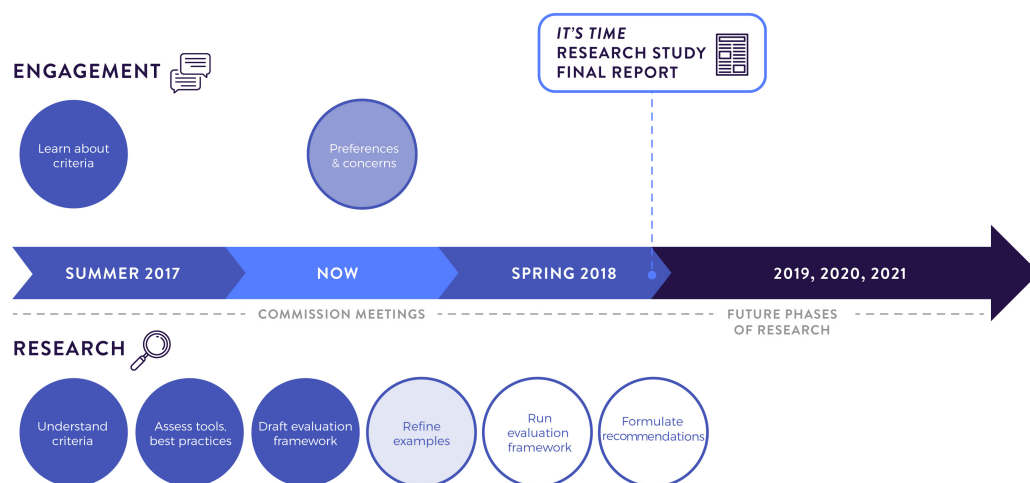
The information on the following pages is intended for discussion purposes, and to demonstrate how decongestion charging could work in Metro Vancouver. In this next phase of engagement, the *It's Time* project is looking for feedback from the public and stakeholders to understand what might happen if we were to use these different policy tools in different ways in Metro Vancouver. In our workshops and in our online engagement, we will also ask for input on the current fuel tax, and whether it should be maintained or reduced if decongestion charging were introduced.

The maps and descriptions on the following pages illustrate several different variations, based on some of the ideas we have heard so far during the project. It's important to keep in mind that these are not

final proposals recommended by the Mobility Pricing Independent Commission. We have more work ahead of us to fully explore and analyze the options, and your feedback will play an important role in shaping the Commission's recommendations, which will be contained in a report to the Mayors' Council and TransLink Board of Directors in late April.

Information about the proposed decongestion charging has been gathered into two approaches; **Congestion Point Charges** and **Distance-based Charges**.

Learn more about the decongestion charging approaches we're studying, on the following pages. Our online public engagement begins February 22. Check back at [www.ItsTimeMV.ca](http://www.ItsTimeMV.ca) to participate and share your views!

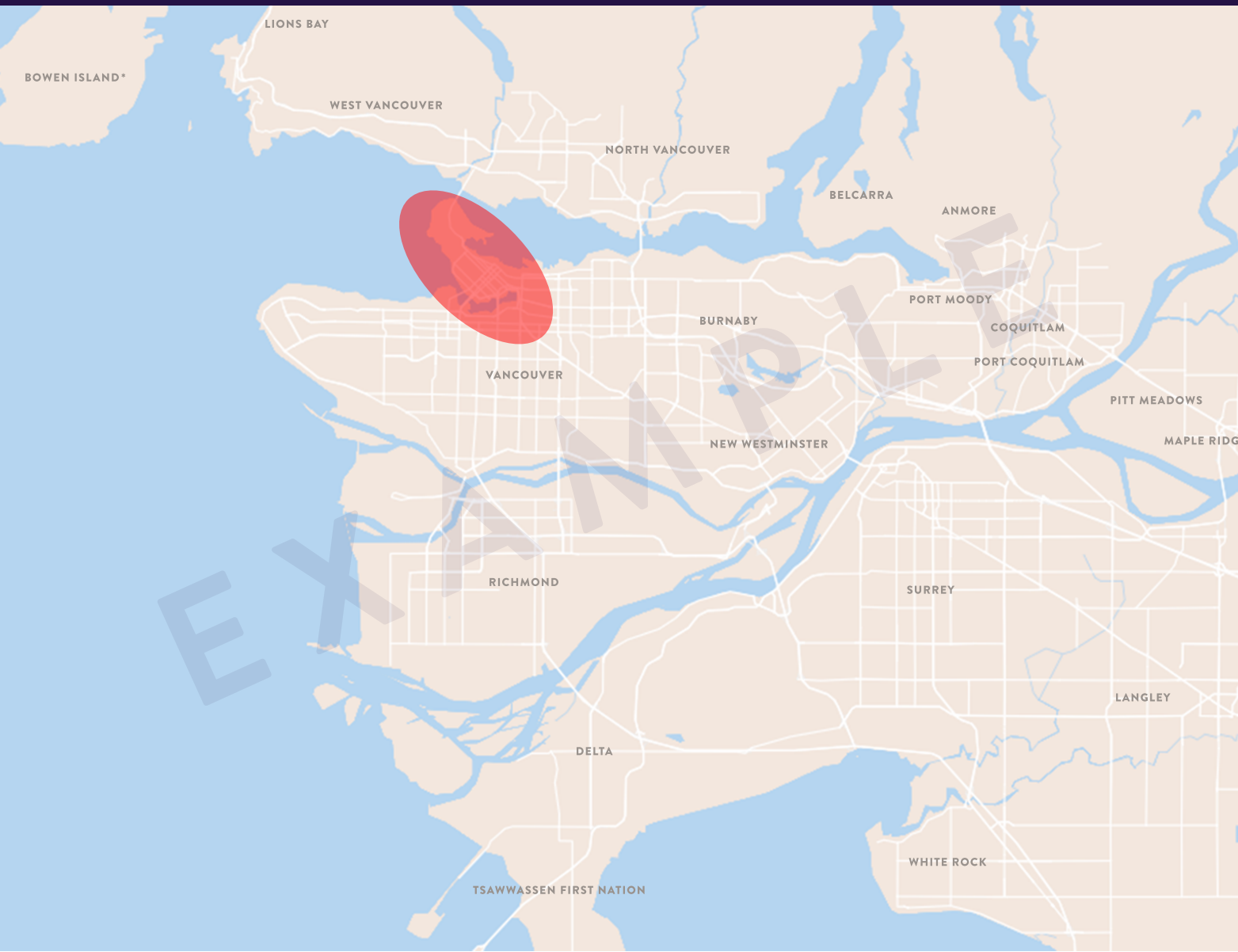


*It's Time* is a multi-phased research and public engagement project exploring how decongestion charging could work in Metro Vancouver. In Phase One, we introduced mobility pricing and decongestion charging to residents and stakeholders, and established parameters for the project by exploring objectives and principles through an extensive stakeholder, advisory group and public engagement conducted in fall 2017. In addition, our research team studied current road congestion conditions and expected future trends in this region, as well as other cities' experiences with decongestion charging, to identify possible approaches to decongestion charging that we will study in Phase Two of the project. From January through March 2018, we will be conducting further research, analysis, and engagement with stakeholders, advisory groups and the public as we prepare our final report.

# CONGESTION POINT CHARGES - DOWNTOWN VANCOUVER EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

- Getting to, from and around downtown Vancouver was identified as one of the top congestion areas
- Good availability of alternative modes of transportation already exist in the area
- Downtown decongestion charging has been effective in many other cities

## Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Drivers may avoid travelling in and out of downtown Vancouver during peak hours which would reduce congestion. Congestion would be reduced in and around downtown Vancouver, major arteries and hot-spots that connect the rest of the region to downtown.

## How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

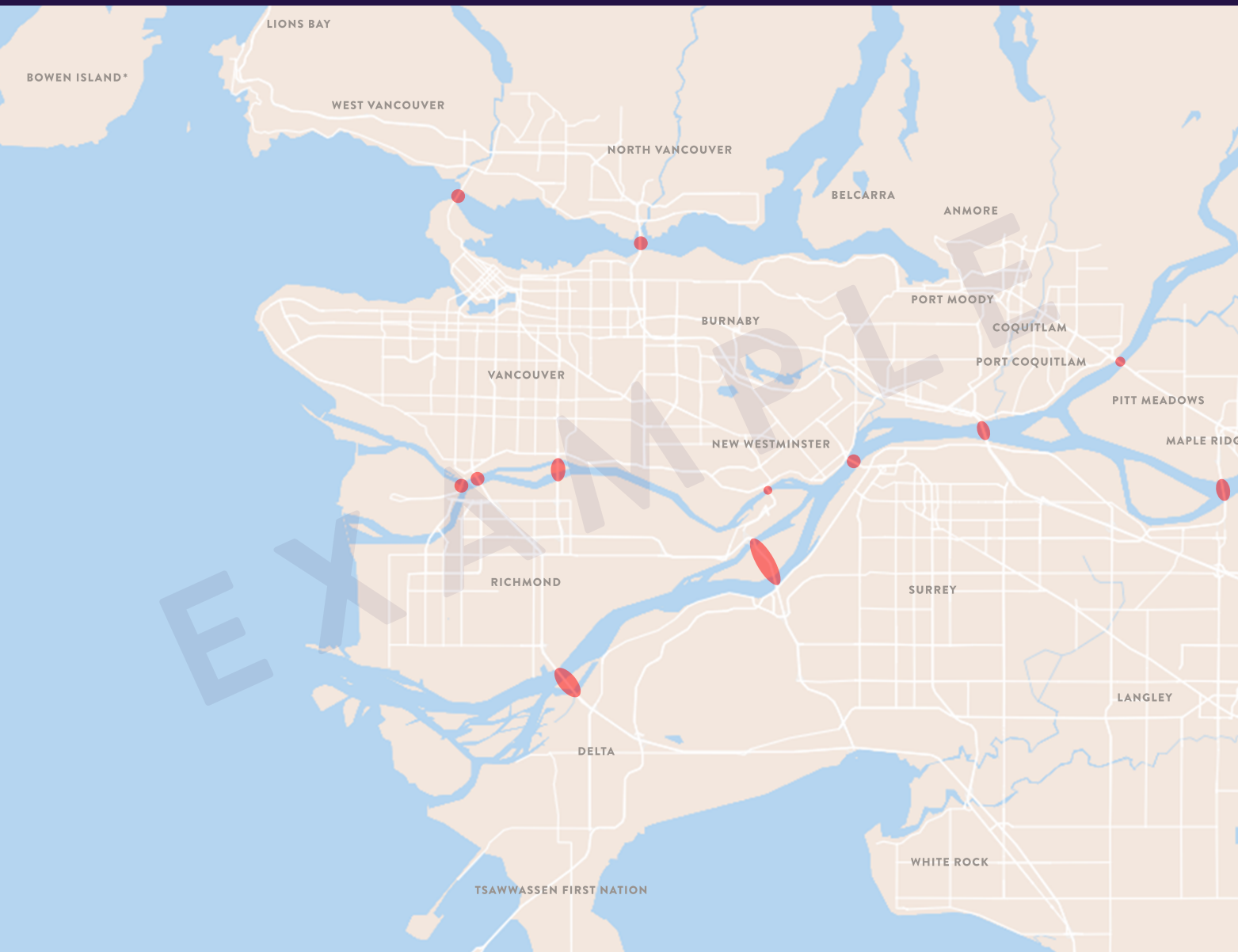
## \*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.

# CONGESTION POINT CHARGES - METRO VANCOUVER CROSSINGS EXAMPLE



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## Why did we choose this example?

- Metro Vancouver crossings were identified as congestion hot spots
- Bridges and tunnels make good natural boundaries which help to reduce the risk of traffic diversion into neighborhoods
- Stakeholders suggested charging small amounts for crossing bridges

## Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hotspots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

If possible, some vehicle users may wish to avoid the charge by not driving. This would reduce congestion on highways, bridges, hot-spots and connecting roads leading to and from bridges.

## How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

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# ONE ZONE DISTANCE-BASED CHARGE EXAMPLE



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## Why did we choose this example?

This is a basic example of distance-based charging. It addresses the region's congestion by applying a charge during peak hours across Metro Vancouver. This example would cover all congestion hot spots identified by stakeholders and the public in Phase 1.

## Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Drivers may avoid the charge by using alternative modes of transportation (if available), which would result in fewer vehicles on the road.

## How much would I pay?

As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

## \*What about Bowen Island?

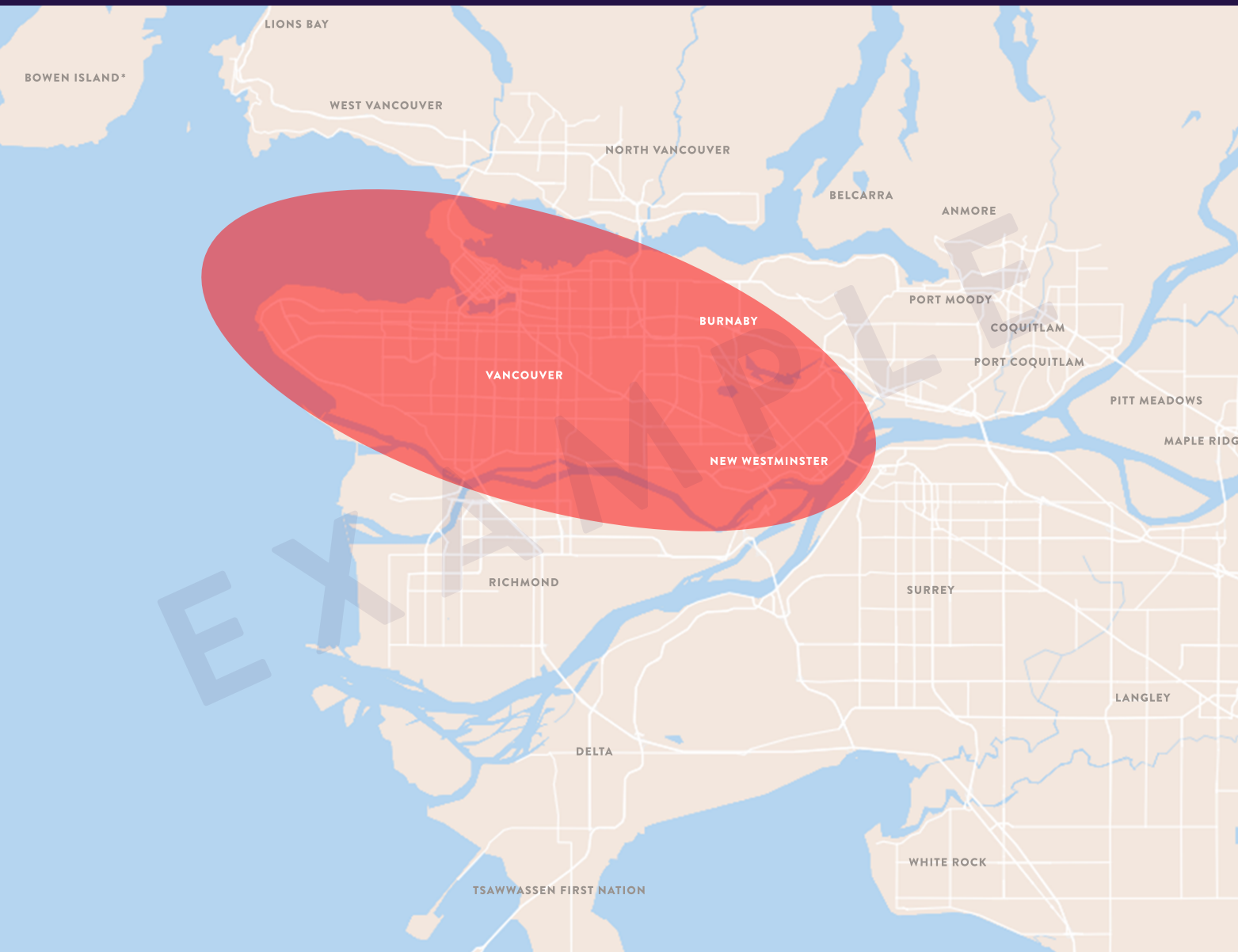
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# CONGESTION POINT CHARGES - BURRARD PENINSULA EXAMPLE



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## Why did we choose this example?

- A number of congested areas in and around the Burrard Peninsula were identified as congestion hot spots
- Congestion points such as bridges and tunnels make good natural boundaries which helps to reduce the impacts of traffic diversion and boundaries would not run through neighbourhoods

## Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Where possible, some vehicle users may avoid the charge by using alternative modes of transportation. This would result in fewer vehicles being on the road inside the Burrard Peninsula. Overall, this example could reduce congestion at hot-spots and along some major regional arteries, highways, and bridges.

## How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

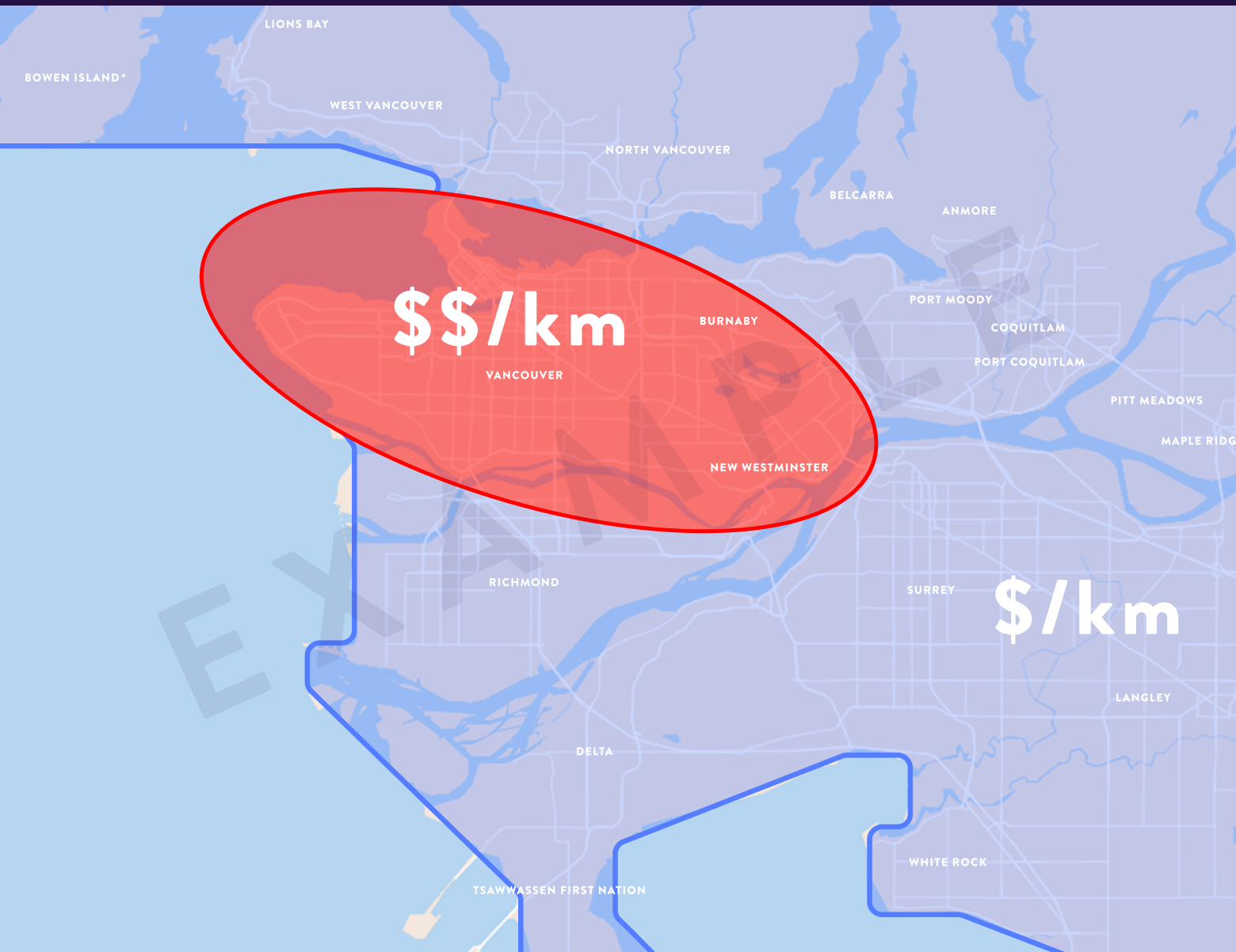
## \*What about Bowen Island?

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# TWO ZONE DISTANCE-BASED CHARGE EXAMPLE



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## Why did we choose this example?

This is a more targeted example of distance-based charging. In this example, travelling through the region's worst congestion area (inside the Burrard Peninsula) during peak hours would have a higher charge.

## Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Drivers may avoid the charge by using alternative modes of transportation (if available), which would result in fewer vehicles on the road.

## How much would I pay?

As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

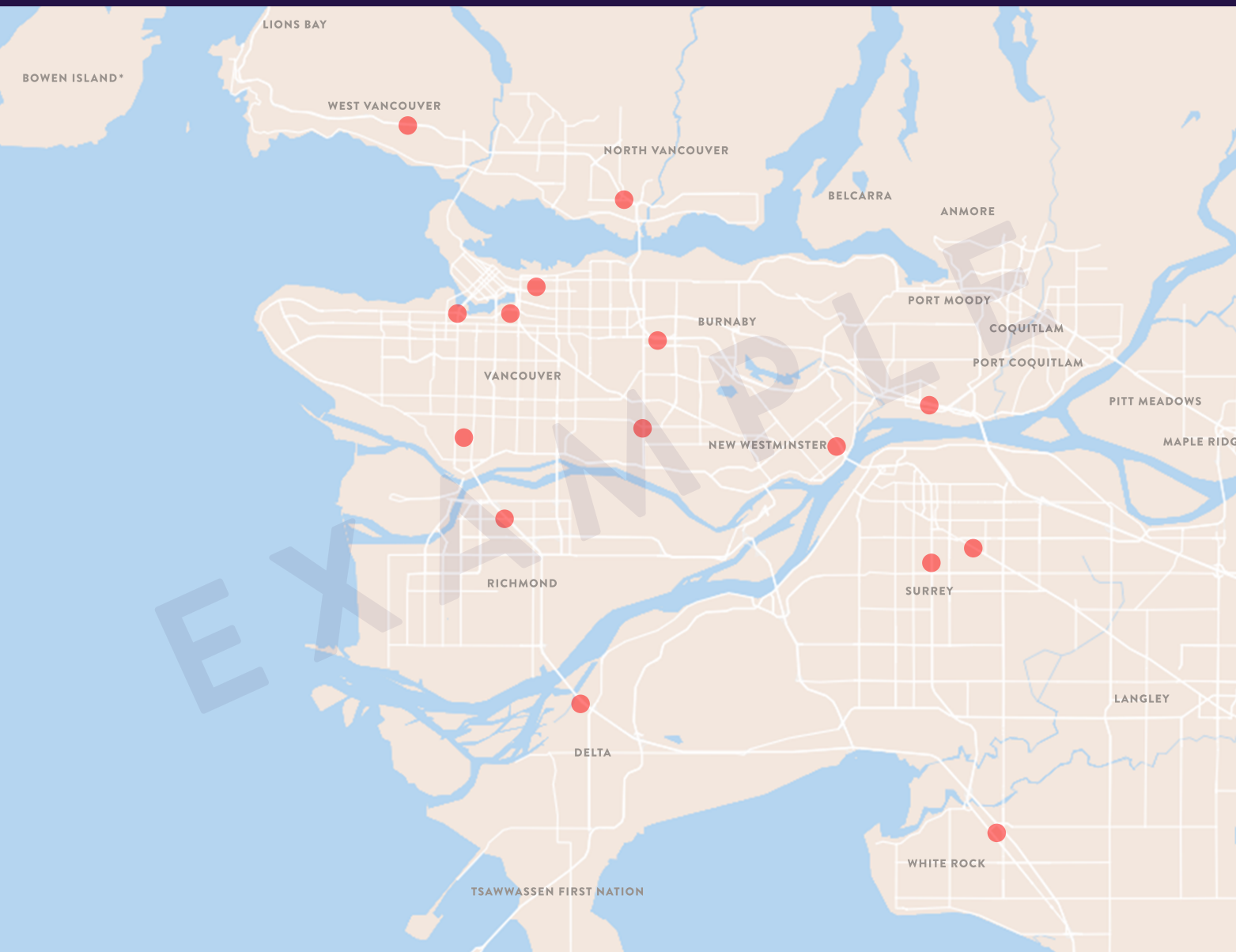
## \*What about Bowen Island?

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# CONGESTION POINT CHARGES - METRO VANCOUVER HOT SPOTS EXAMPLE



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## Why did we choose this example?

This example tries to directly target congested areas, but we still need to explore how to avoid creating undesirable diversionary effects and ensure that boundaries do not run through neighbourhoods.

## Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

If possible, some drivers may wish to avoid the charge by not driving and use other alternative modes of transportation (if available). Other drivers may choose to drive at non-peak travel times or choose other routes. This would reduce congestion on highways, bridges, hot spots and connecting roads leading to and from bridges.

## How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

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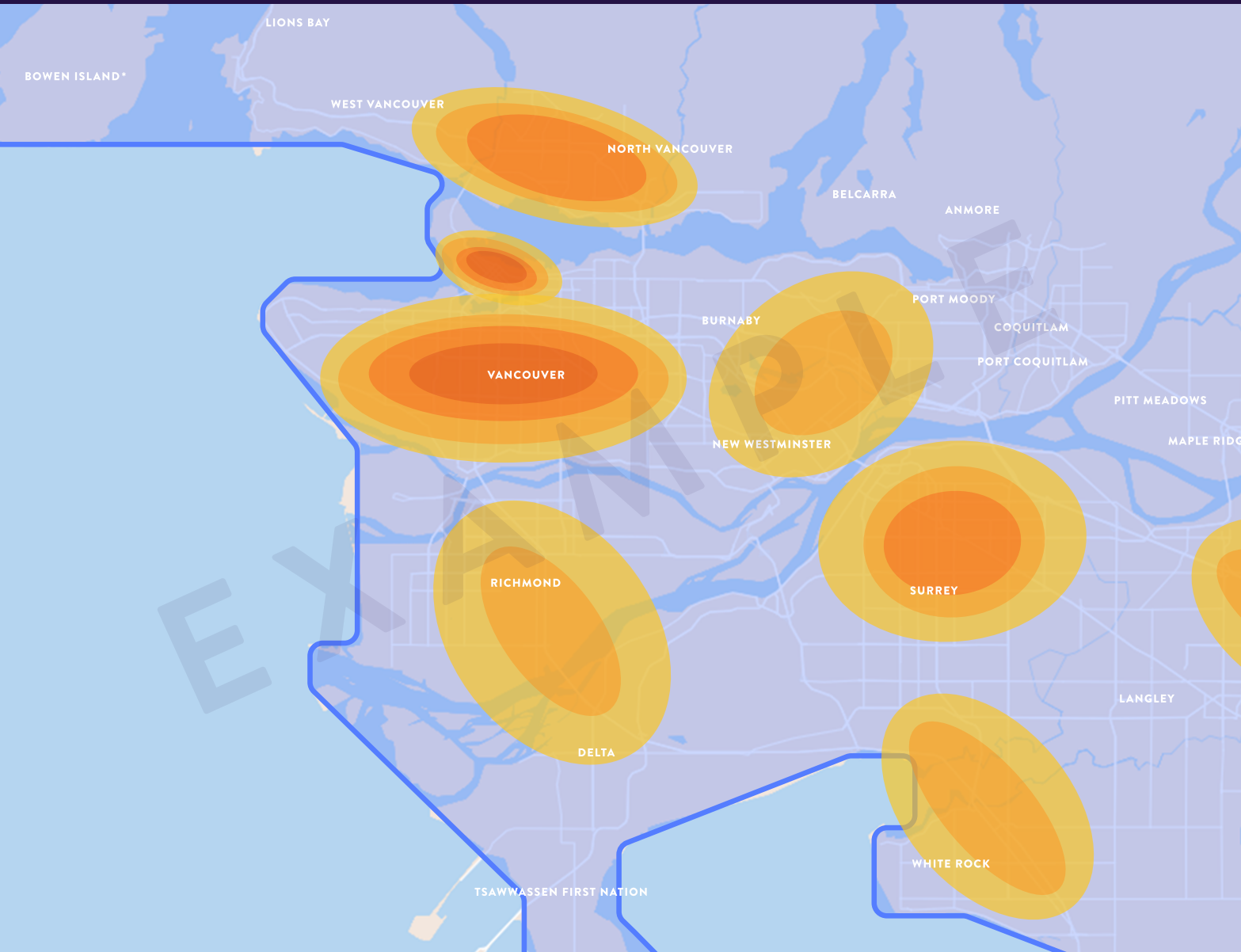
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# MULTI ZONE DISTANCE-BASED CHARGE EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



## Why did we choose this example?

This example is a more effective way to target congestion at hot spots and during peak hours without charging trips that do not contribute to congestion.

## Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

## Where and how would congestion improve?

Some drivers may decide to avoid the charge by choosing other routes, travel times, or modes of transport. This could help to reduce congestion in areas where it is particularly bad. If the charge is higher at congested times of day then it could further reduce congestion at many hot spots throughout the region.

## How much would I pay?

As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

## What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

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