



Retrofitting Existing Streets & Neighbourhood to Support Active Living & Active Transportation

Dale Bracewell, Manager, Active Transportation





Goals



ECONOMY

Support a thriving economy while increasing affordability



PEOPLE

Healthy citizens in a safe, accessible, and vibrant city



ENVIRONMENT

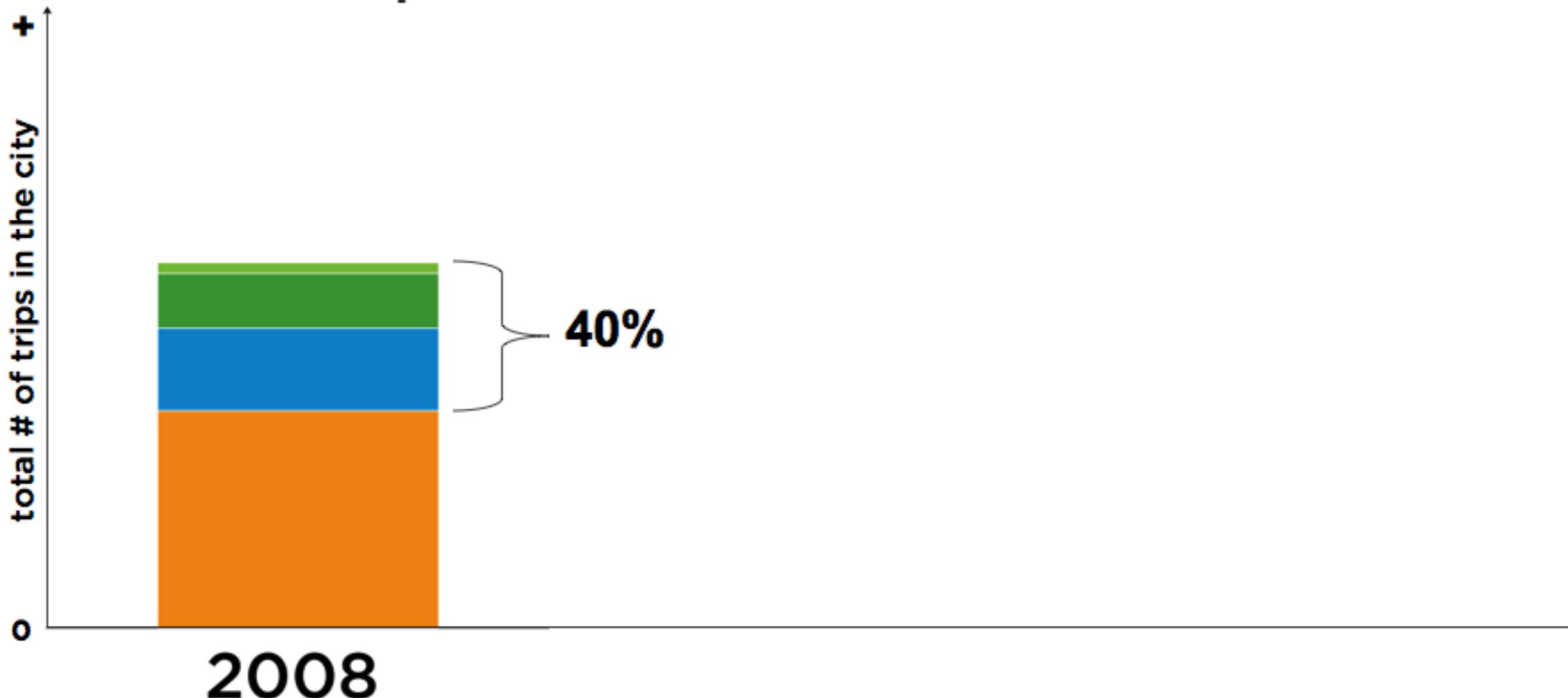
City that enhances its natural environment for its people and the planet



- Mobility
- Health
- Safety
- Accessibility
- Affordability
- Public Life
- Resiliency

Trends and Targets

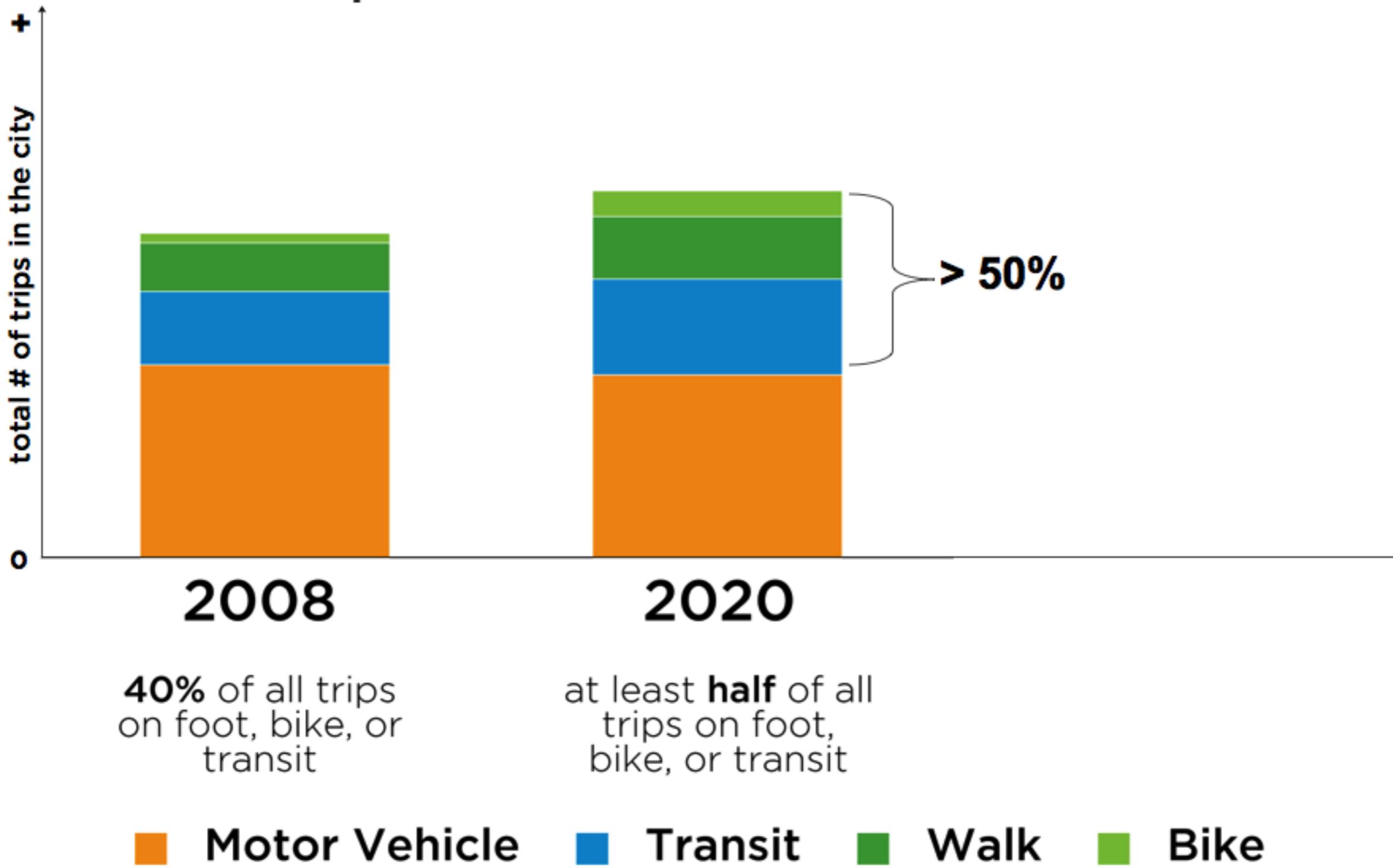
Transportation 2040



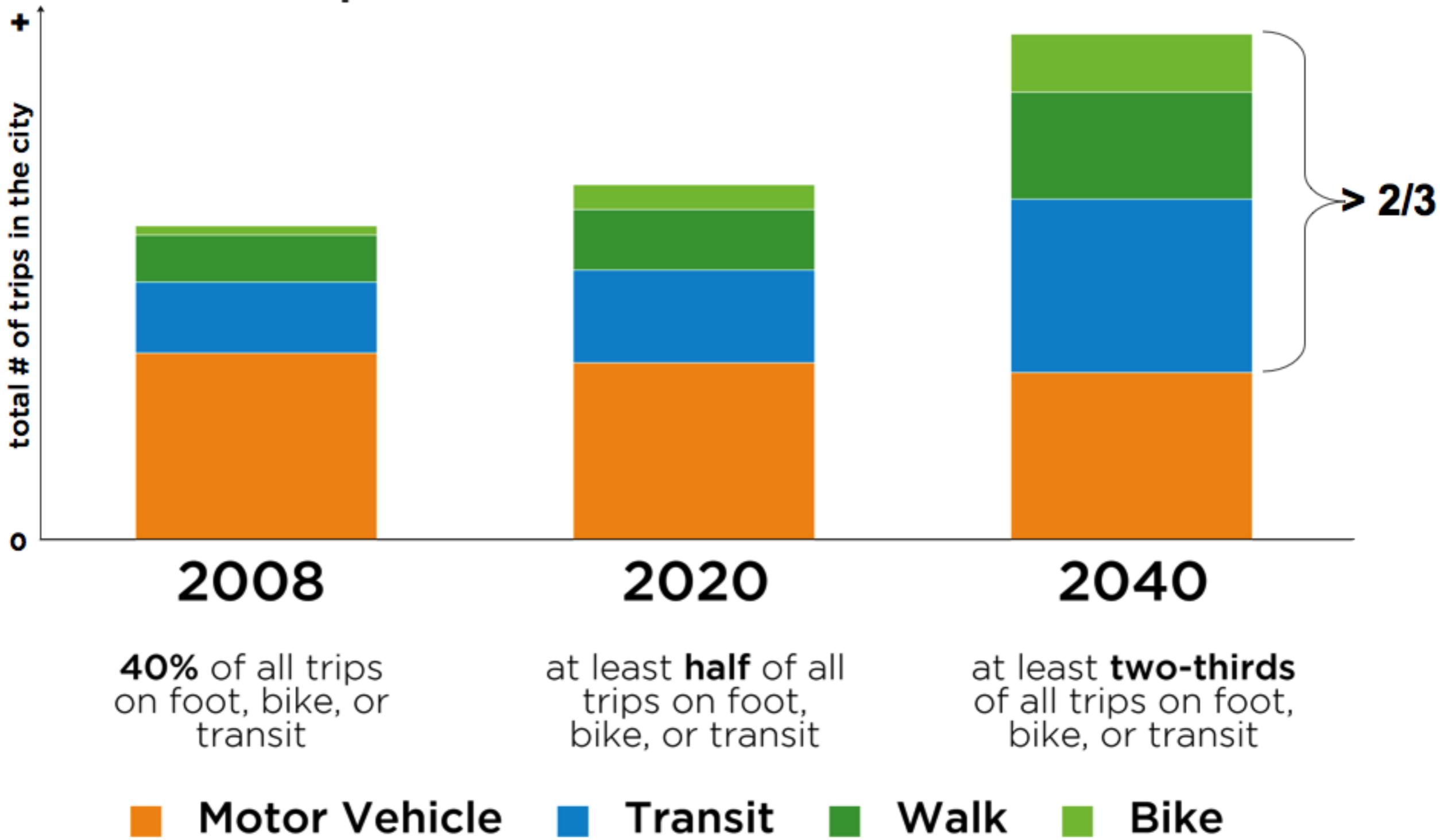
40% of all trips
on foot, bike, or
transit

■ Motor Vehicle ■ Transit ■ Walk ■ Bike

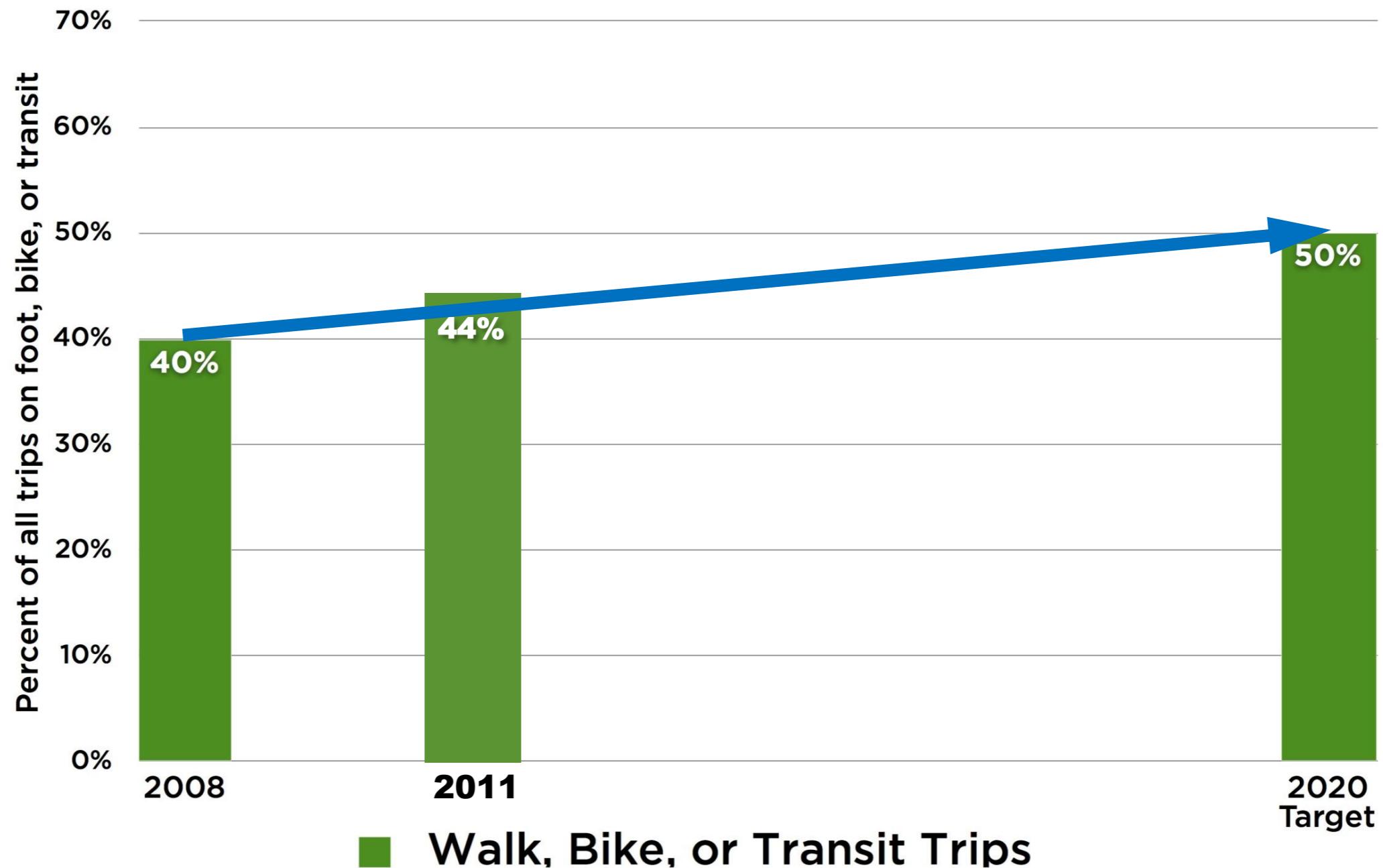
Transportation 2040



Transportation 2040



Moving Towards Our Targets

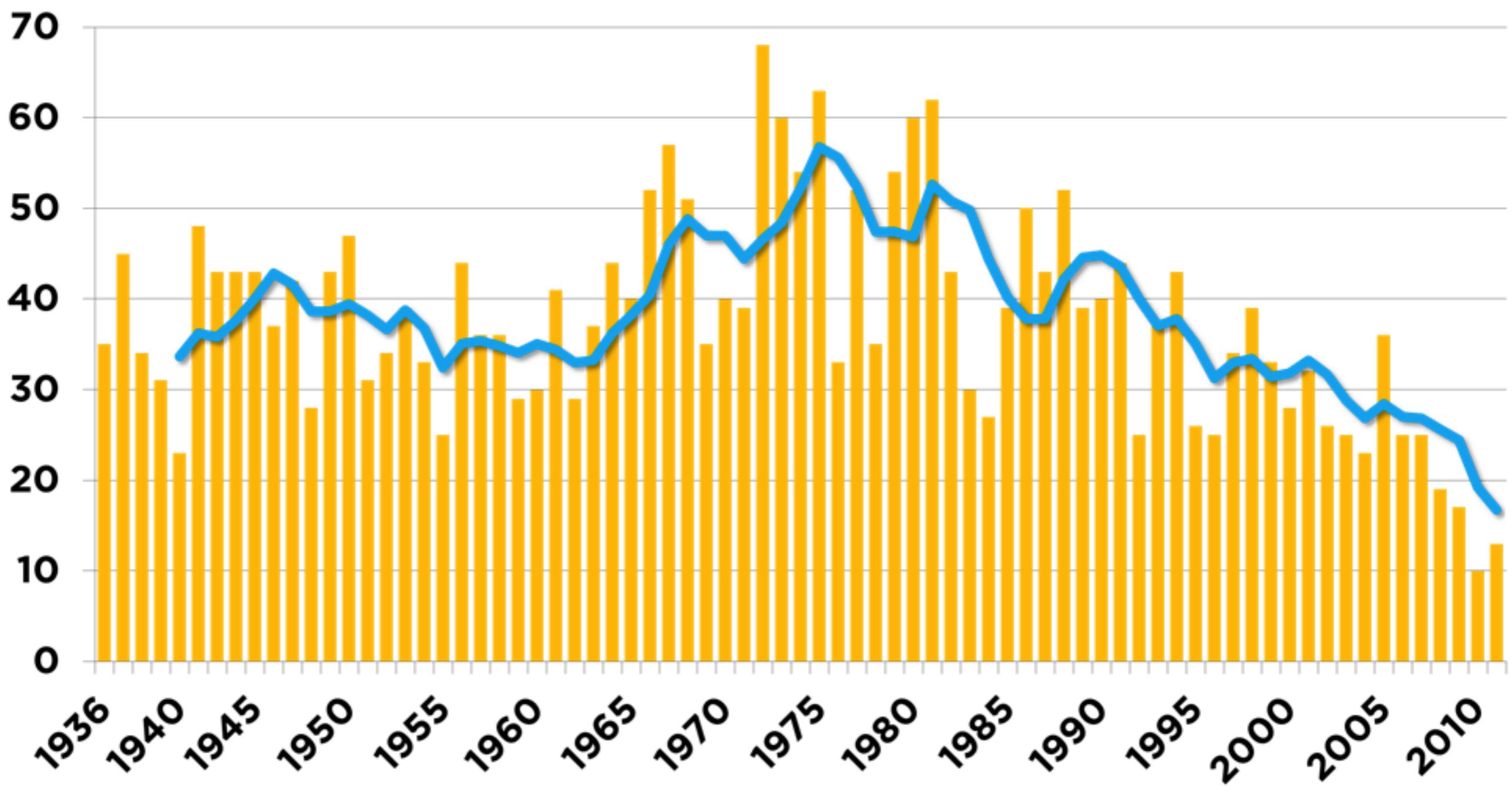


For all trips originating in the City of Vancouver. Source: 2008 and 2011 TransLink Trip Diaries.
Opinions expressed do not necessarily represent the views of TransLink.

A photograph of a man walking on a paved sidewalk. He is wearing a blue shirt and light-colored pants. The sidewalk is lined with tall palm trees. In the background, a yellow van is parked on the left, and a building with a red sign is visible. The overall scene is bright and sunny.

**Zero Fatality
Safety Target**

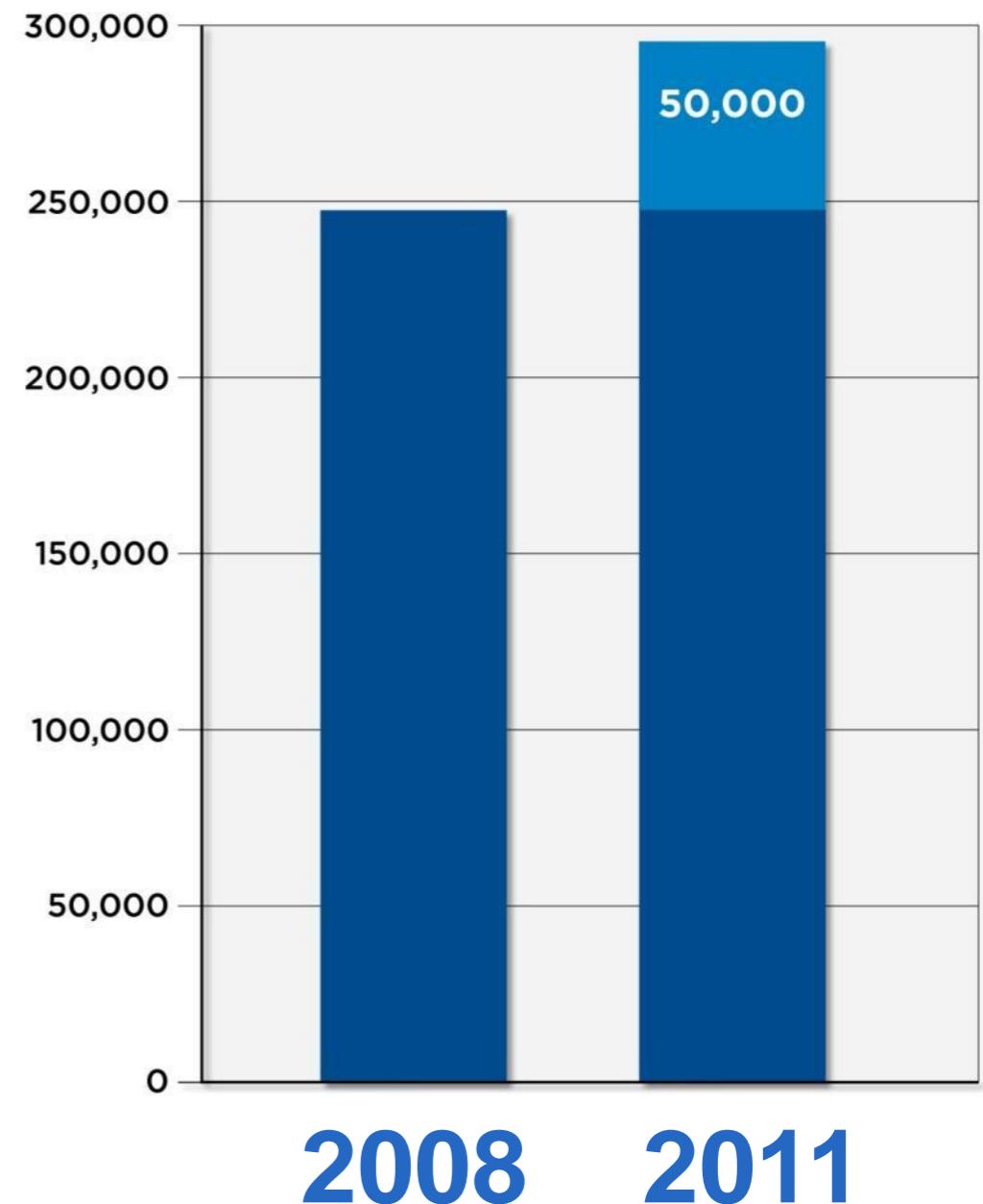
Transportation Fatalities: on the decline since 1970s



Recent Walking Trends

Daily Walking Trips

- Approximately 50,000 new daily walking trips in 2011
- Approximately 300,000 daily walking trips in 2011
- Almost 20% increase in walk trips since 2008

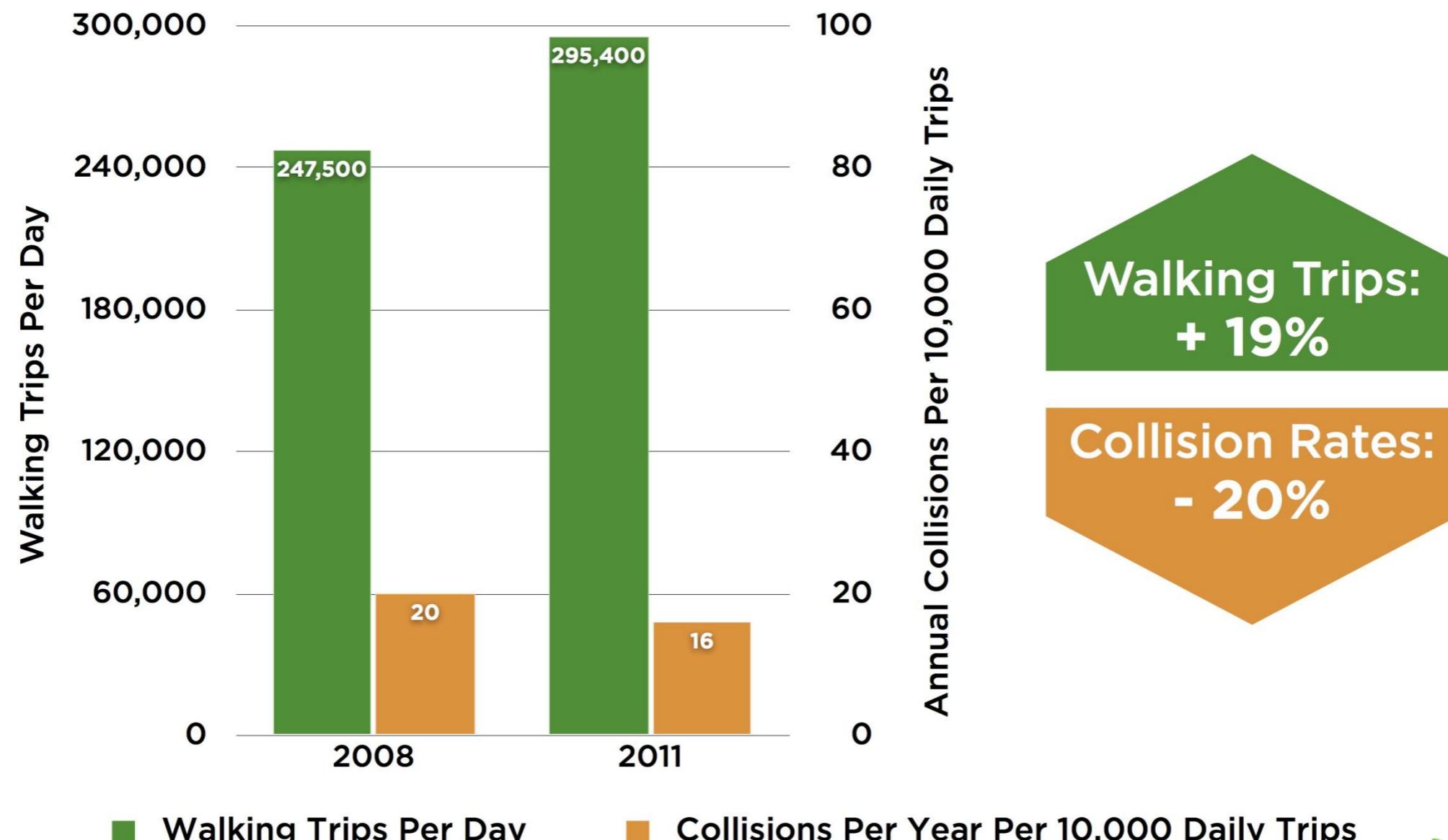


*Daily trips originating in City of Vancouver. The research and analysis is based on TransLink Trip diary
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Walking Safety in Numbers

Safety in Numbers

Collision rates between motor vehicles & pedestrians decrease as more people walk

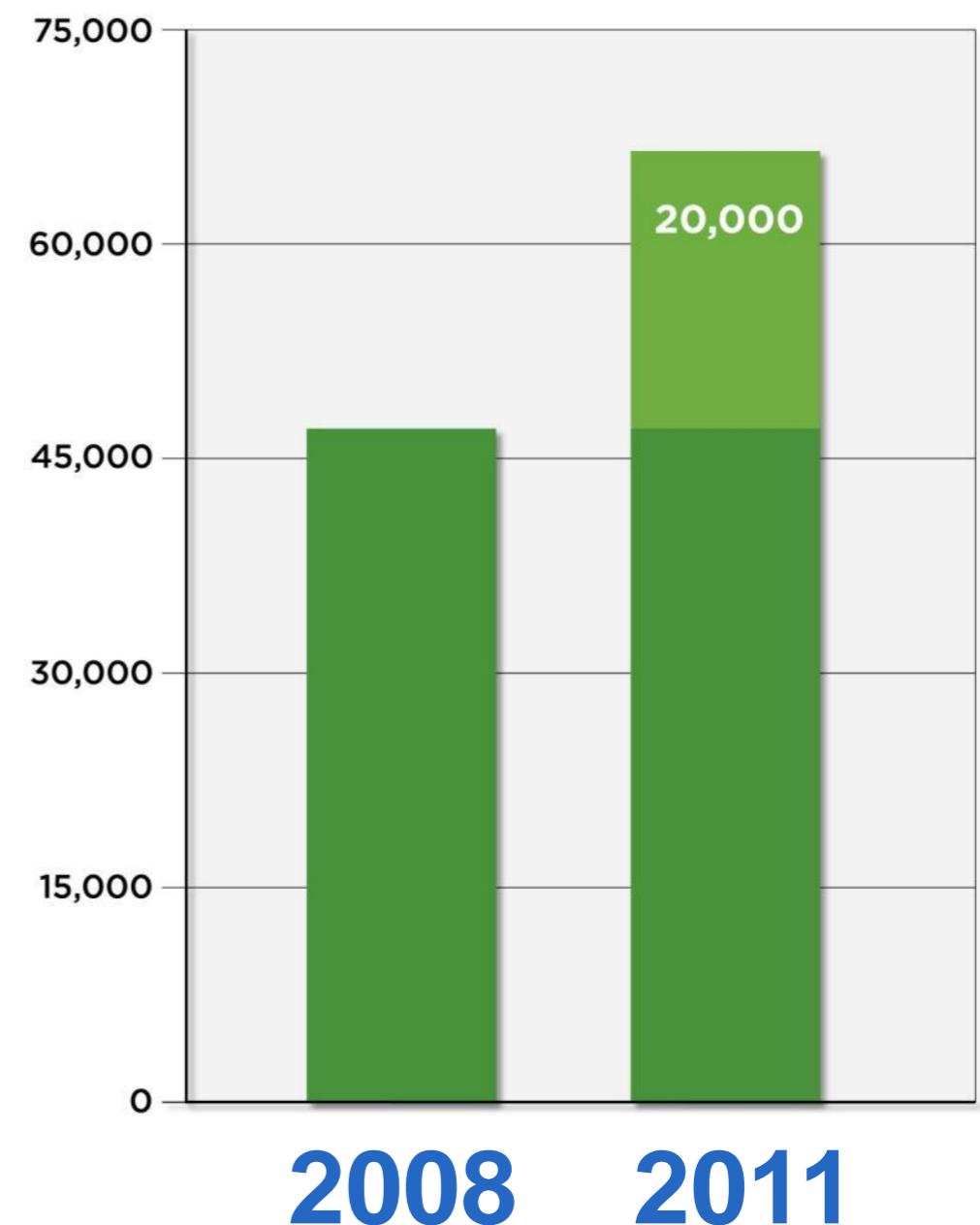


All numbers for the City of Vancouver. Collision rates based on ICBC data averaged over 3 years (2007-2009 and 2010-2012). Trip rates based on TransLink trip diaries conducted in Fall 2008 and Fall 2011. Opinions expressed do not necessarily represent the views of TransLink.

Recent Cycling Trends

Daily Cycling Trips

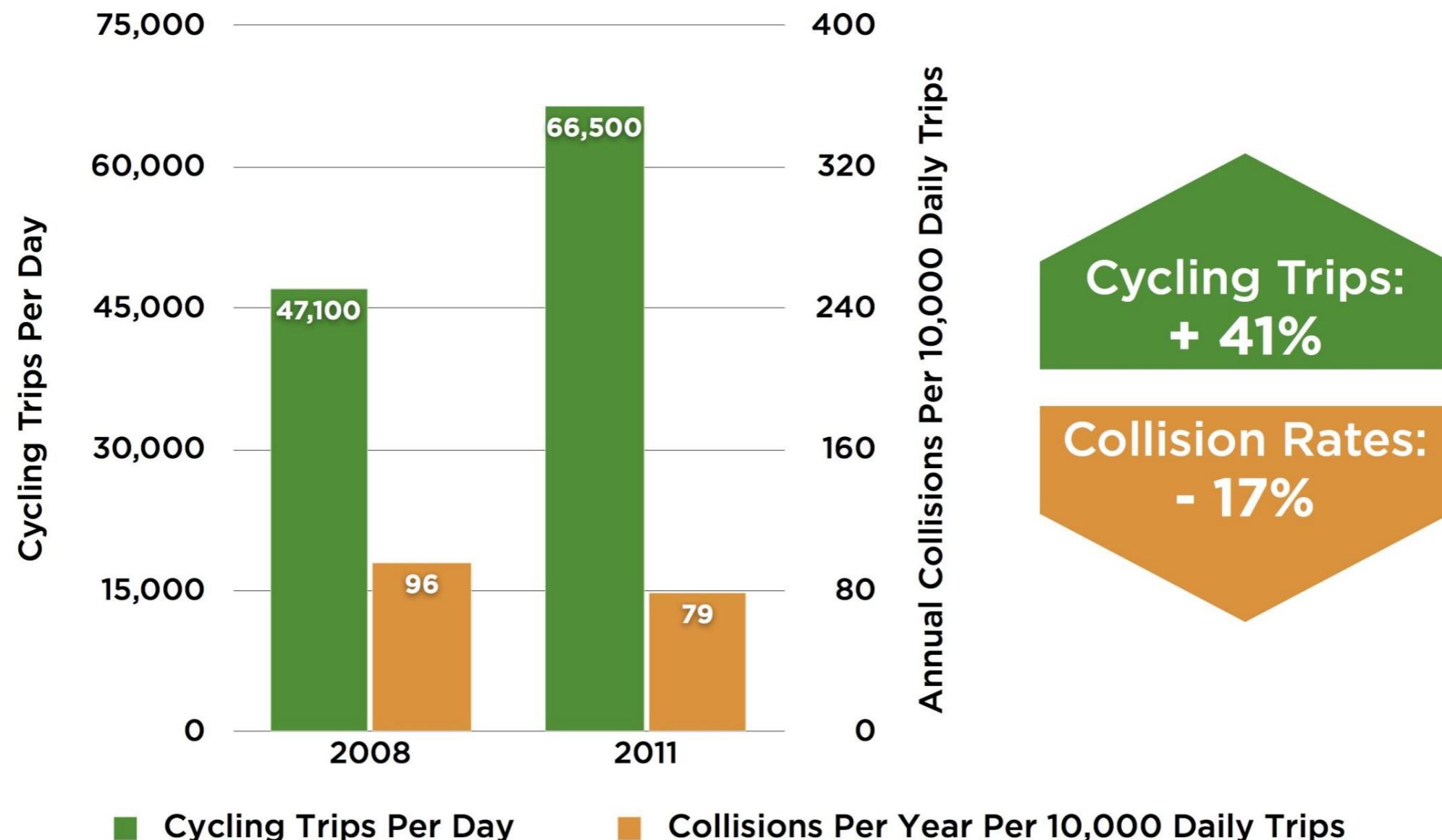
- Approximately 20,000 new daily cycling trips in 2011
- Approximately 67,000 daily cycling trips in 2011
- Over 40% increase in cycling trips since 2008
- Fastest growing mode



*Daily trips originating in City of Vancouver. The research and analysis is based on TransLink Trip diary Data and the opinions expressed do not represent the views of TransLink

Cycling Safety in Numbers

**Safety in Numbers:
Collision rates decrease as more people cycle**



All numbers for the City of Vancouver. Collision rates based on ICBC data averaged over 3 years (2007-2009 and 2010-2012). Trip rates based on TransLink trip diaries conducted in Fall 2008 and Fall 2011. Opinions expressed do not necessarily represent the views of TransLink.

Directions

Land Use

Walking
Cycling
Transit

Motor Vehicles
Goods and Services

Education, Encouragement, Enforcement

LAND USE

support **shorter trips &
sustainable transportation
choices**



Design buildings to support safe, interesting public realm

WALKING
make walking
safe, convenient &
delightful
support a
vibrant public life



Make streets **safer, more **comfortable** & more **accessible****



Address **gaps** in the pedestrian network



Address **gaps** in the pedestrian network



Curb Extension
Manitoba Street



Mini Traffic Circle
Jervis Street



New Wayfinding Standard
Granville Street



Create **vibrant** & interesting **streets** & **public spaces**



Create **vibrant & interesting streets & public spaces**



Movable Furniture
Granville Street



Picnuria
Robson Square

CYCLING

make cycling
safe, convenient,
comfortable & fun
for people of
all ages and abilities

Before



After



Build routes that are **comfortable & convenient**



Prioritize

- Gaps in the network
- Areas with high existing or potential ridership
- Priority destinations, e.g. schools, community centres, high streets, transit stations
- High collision locations

Other Factors

- topography
- route directness
- impacts to transit, traffic
- impacts to loading, services, local businesses



Before

Provide secure & abundant parking



Separated Bike Lane
Dunsmuir Street



Separated Bike Lane
Burrard Street Bridge



Local Street Bikeway
10th Avenue near Manitoba



Local Street Bikeway
10th Avenue at Oak



Local Street Bikeway
37th Avenue at Fraser



Local Street Bikeway
10th Avenue at Cambie

Moving Towards Our Targets

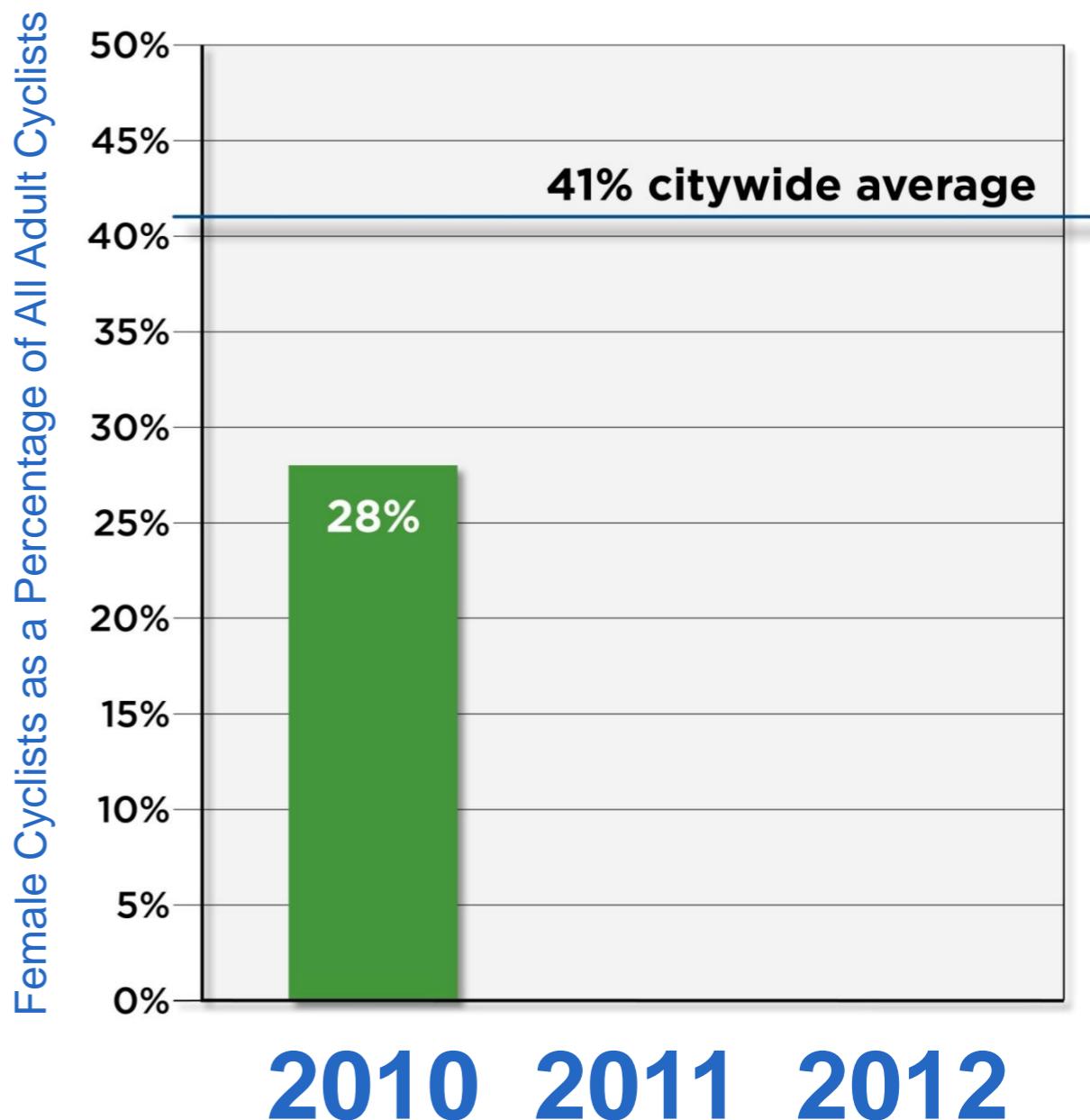
“A higher proportion of girls and women walking and cycling is seen to be an indicator of the quality and safety of a city’s infrastructure.”



Closing the Cycling Gender Gap

Hornby Street Ratio

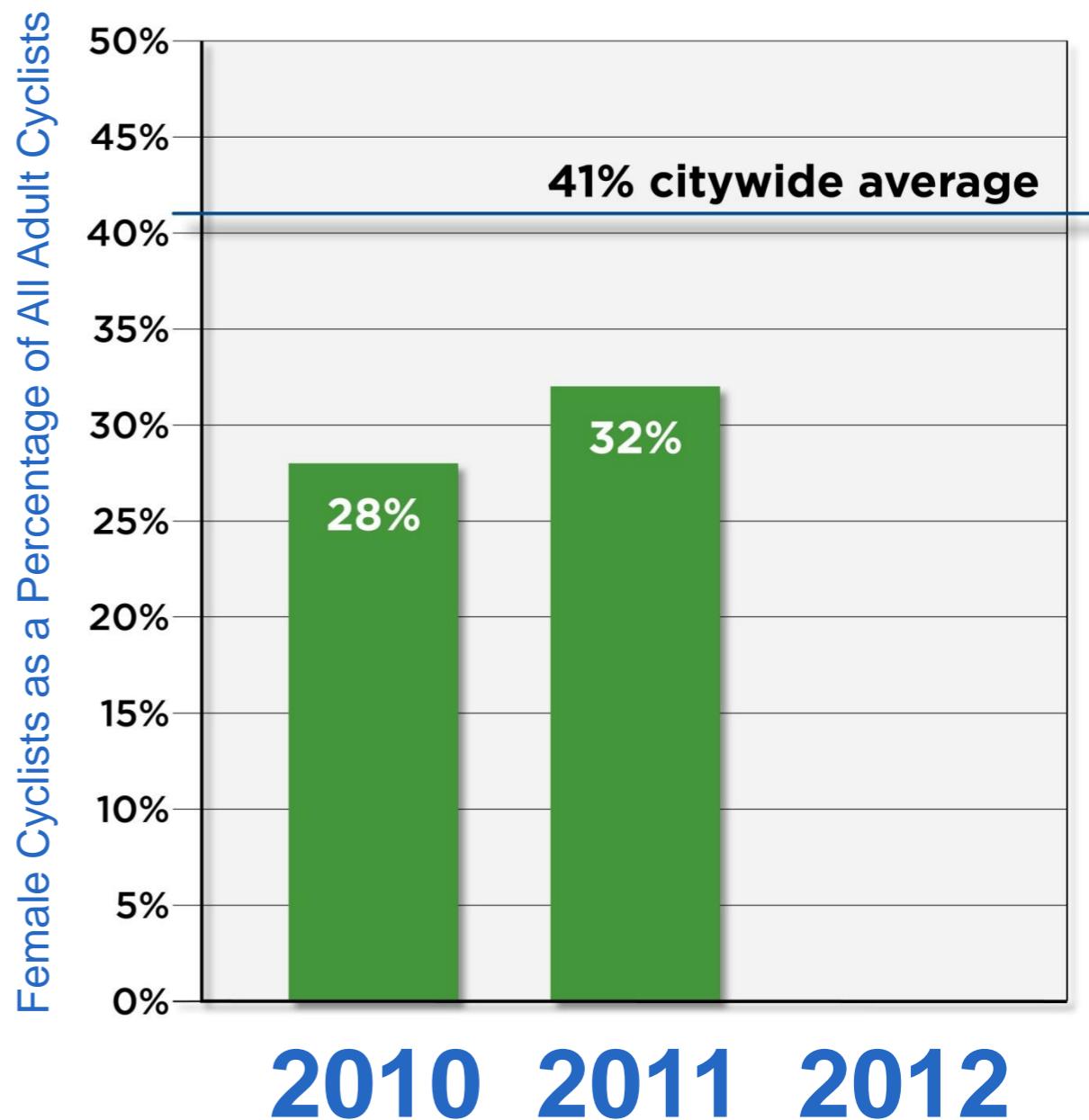
- Painted lane (2010) 28%



Closing the Cycling Gender Gap

Hornby Street Ratio

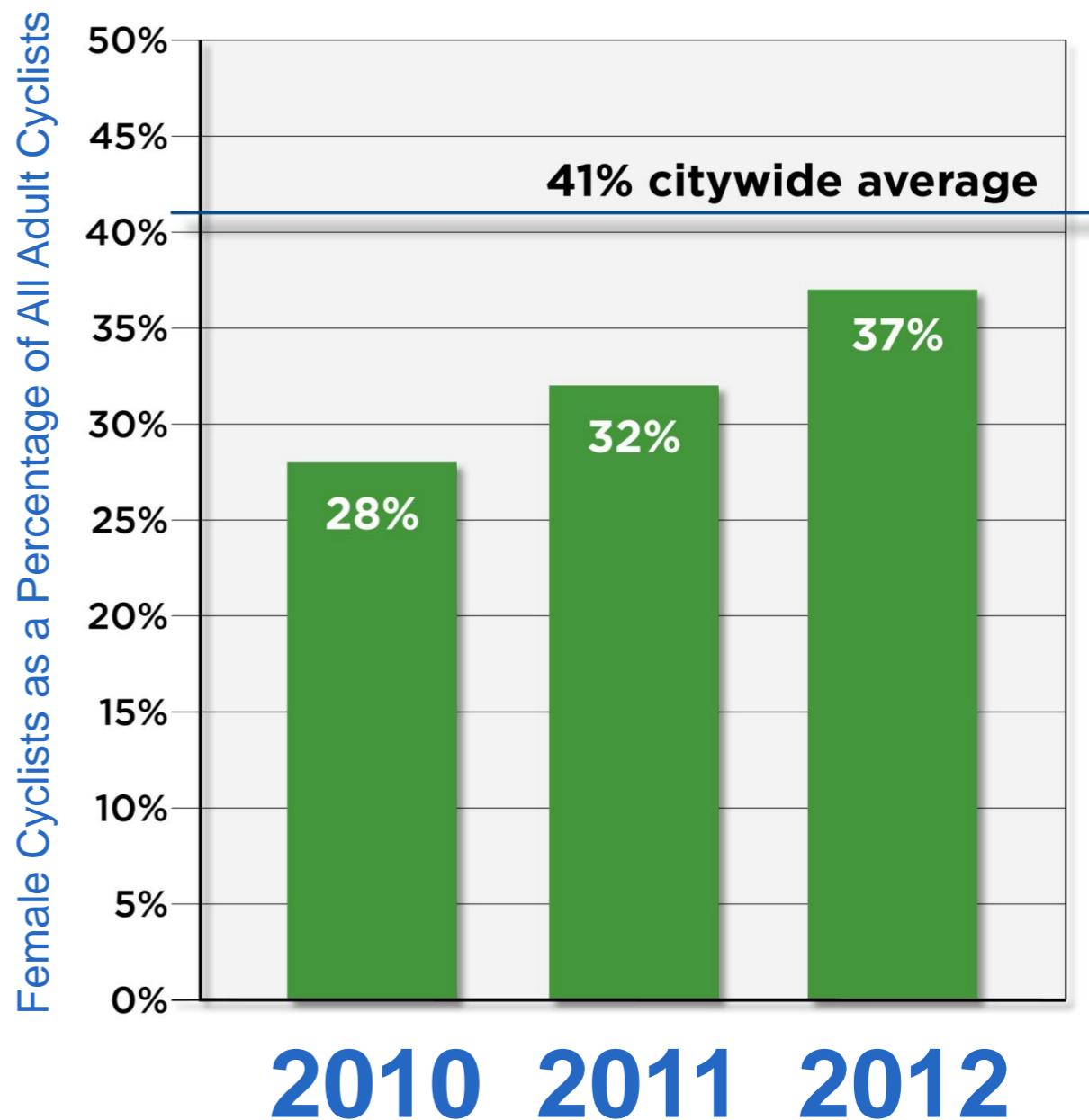
- Painted lane (2010) 28%
- Separated lane (2011) 32%



Closing the Cycling Gender Gap

Hornby Street Ratio

- Painted lane (2010) 28%
- Separated lane (2011) 32%
- Separated lane (2012) 37%



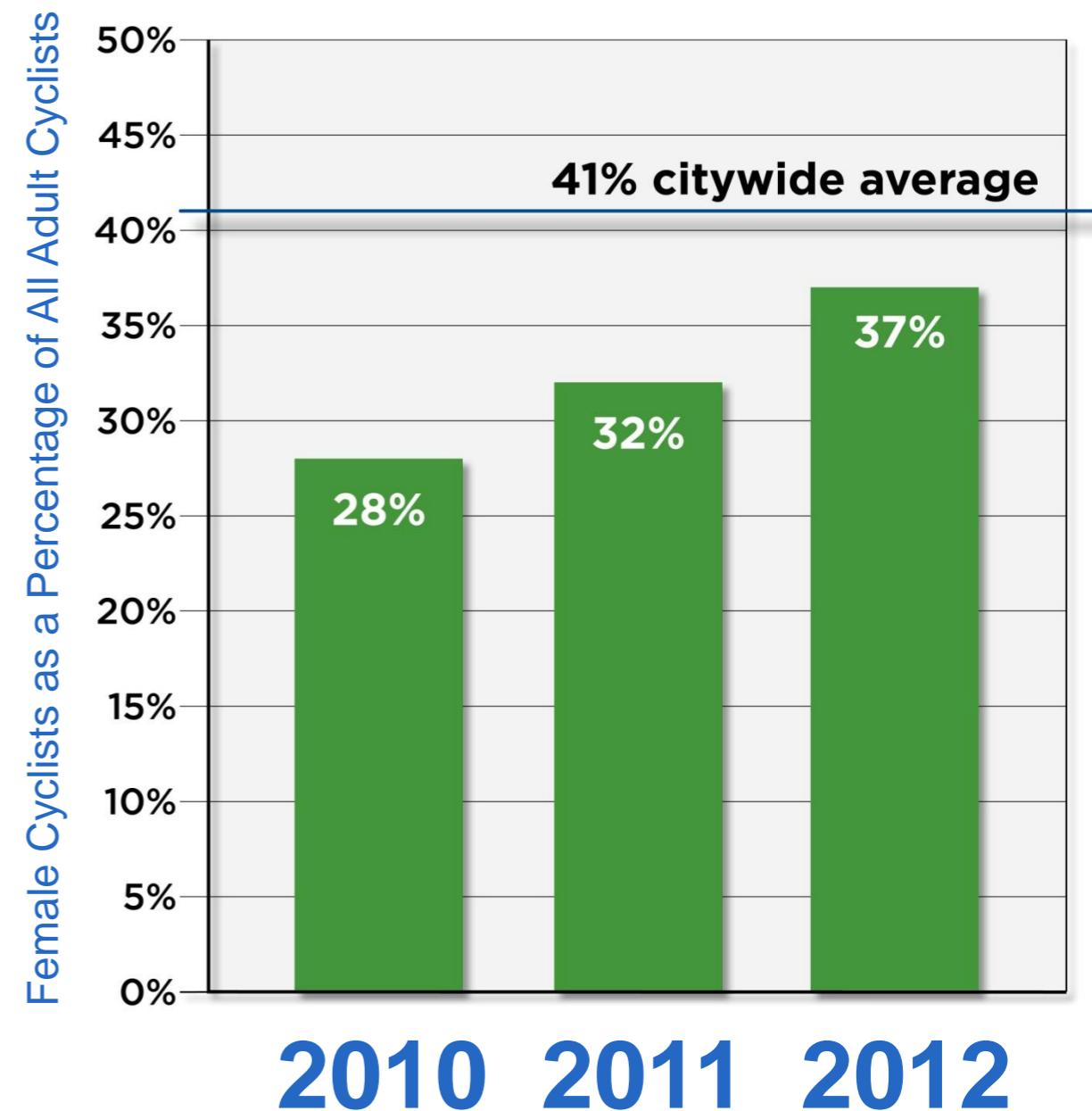
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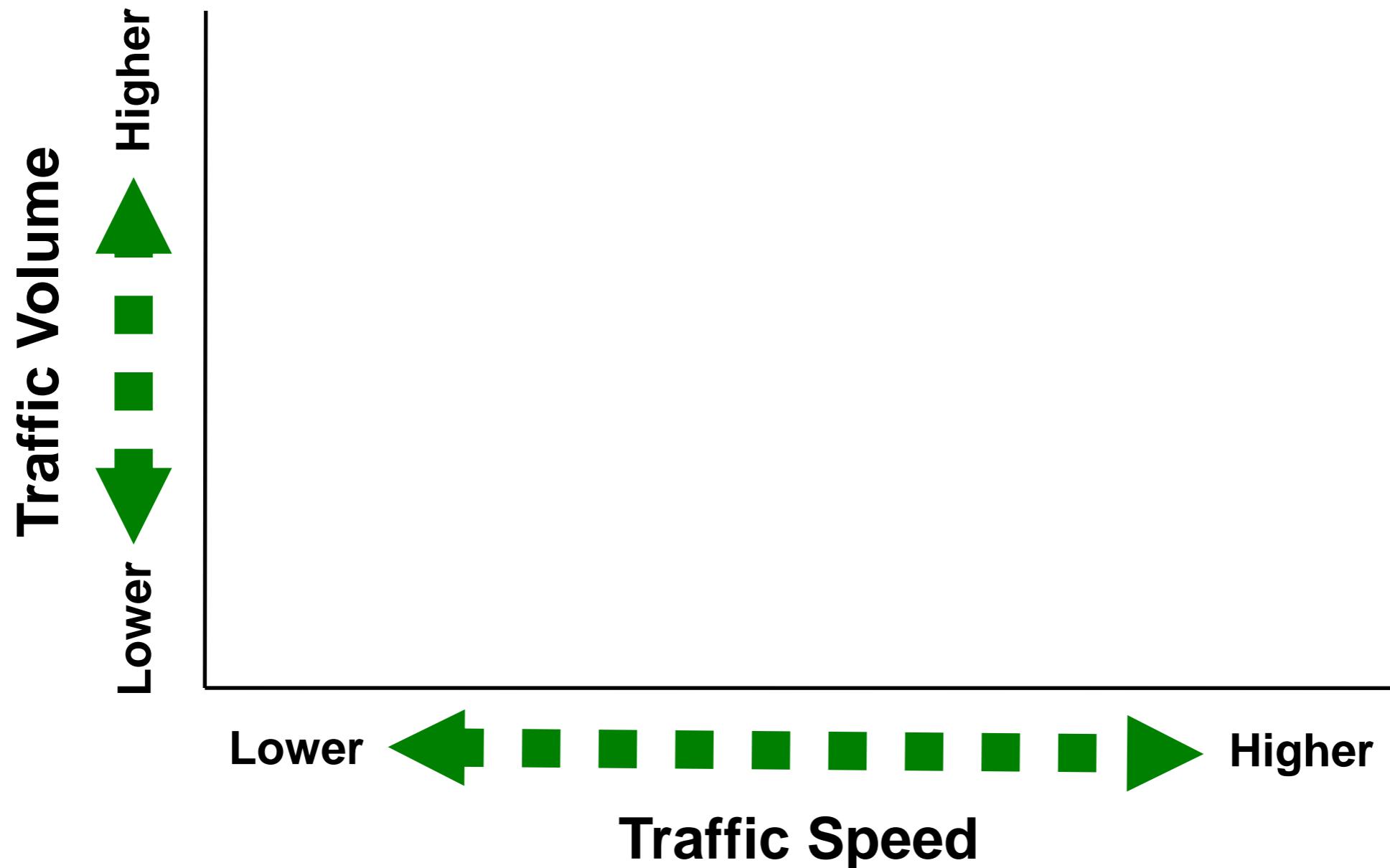
City-wide

- Vancouver (2011) 41%
- Portland (2012) 31%
- San Francisco (2011) 28%



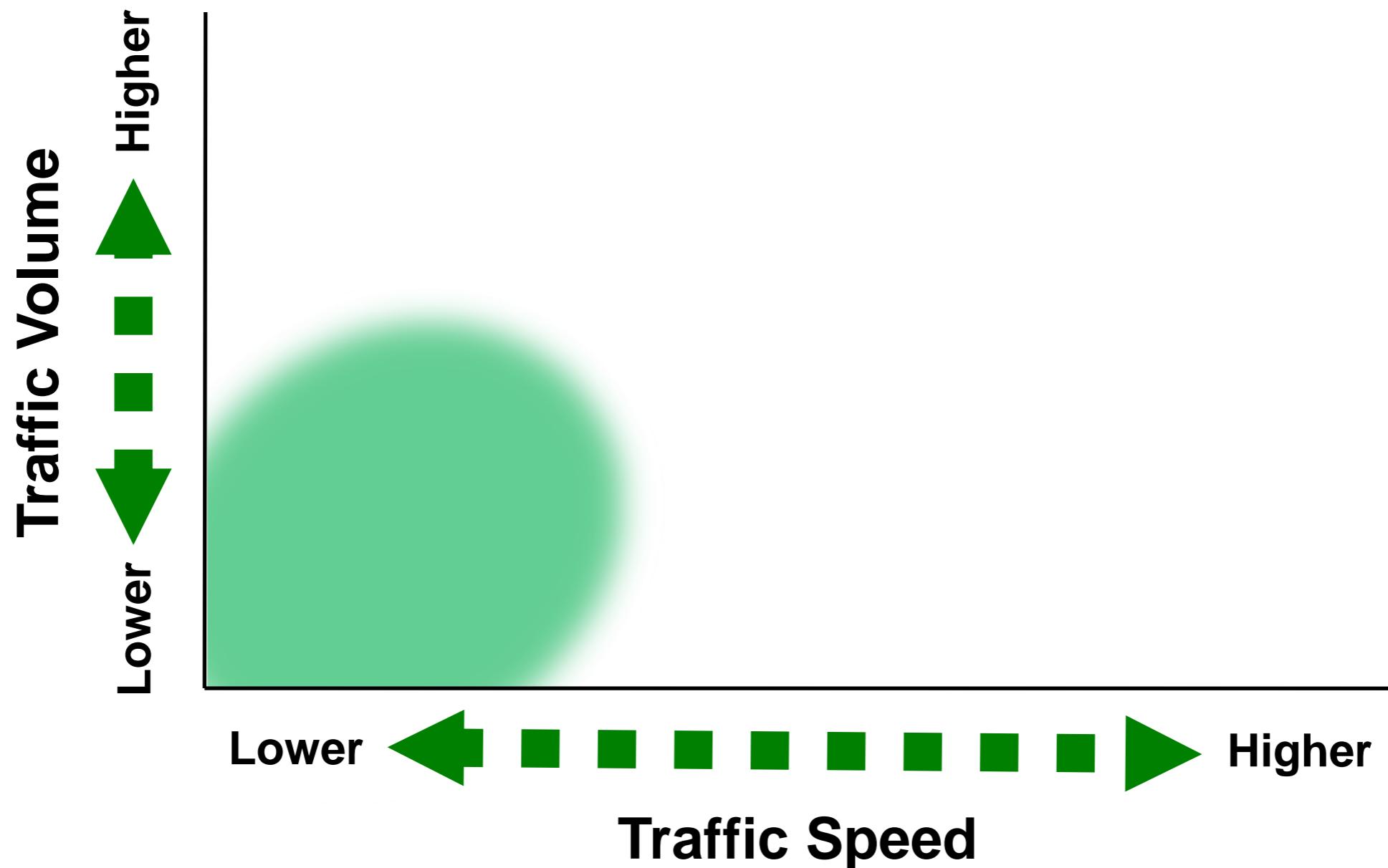
Designing for All Ages and Abilities

Based on research and results of completed projects:



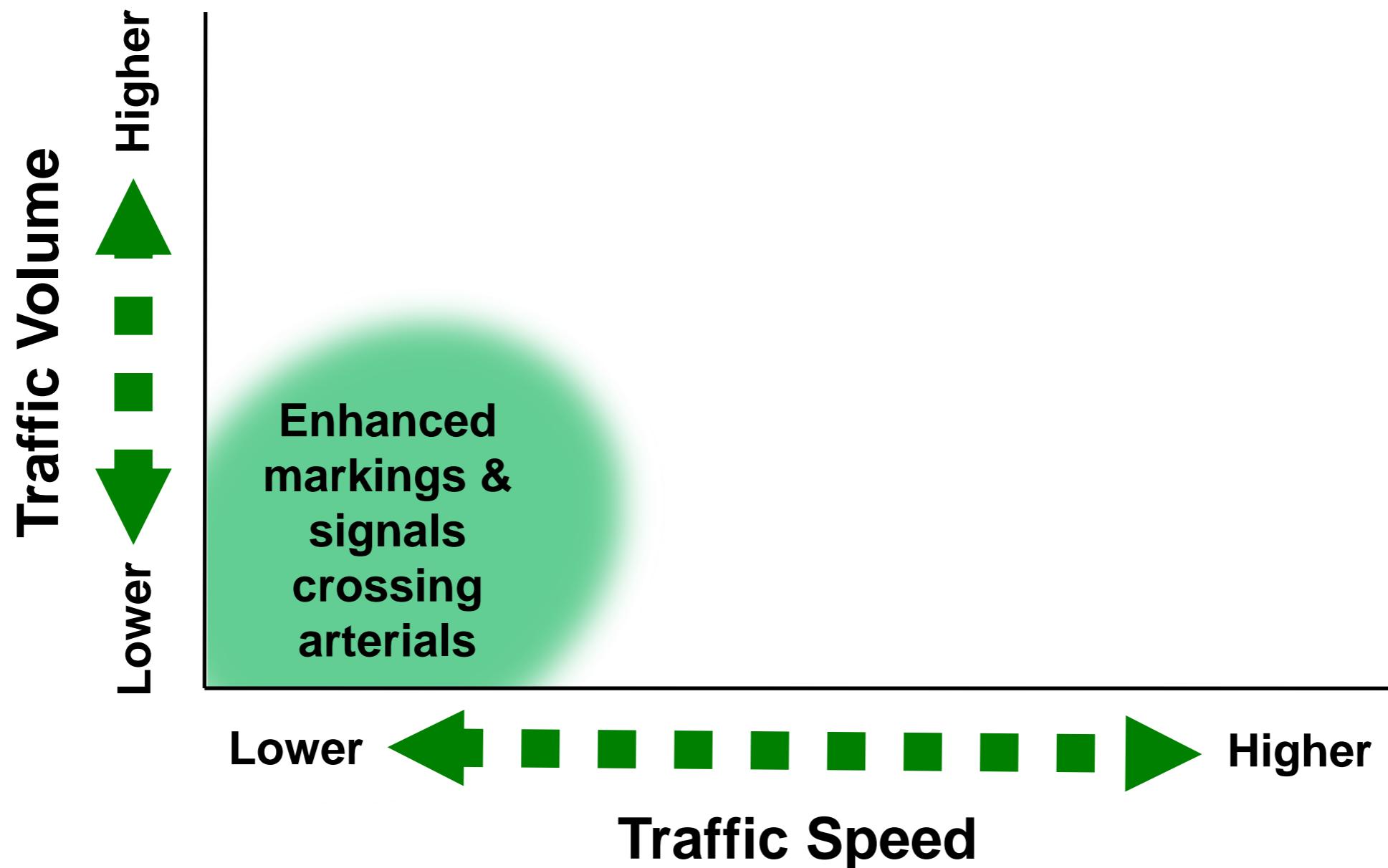
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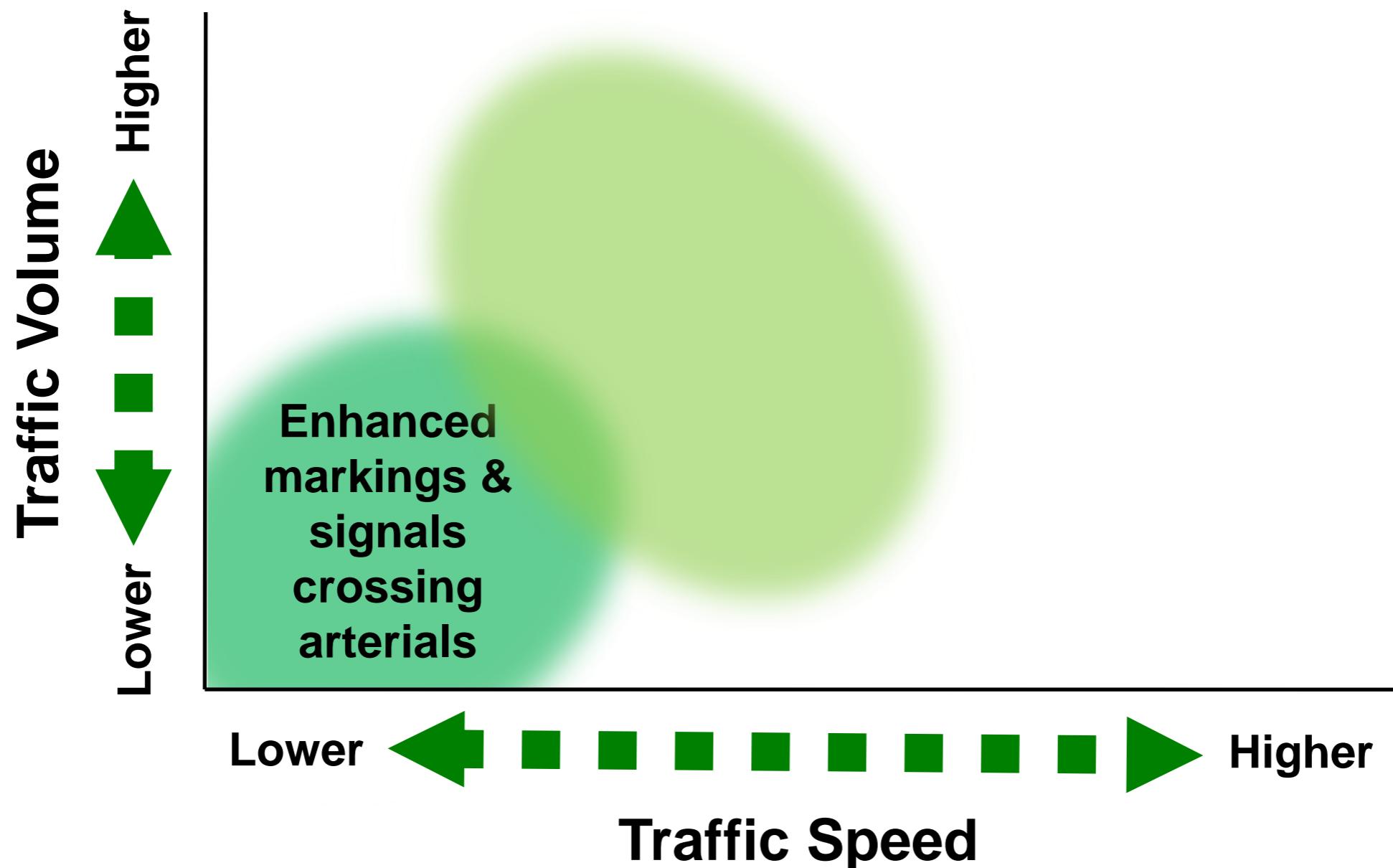
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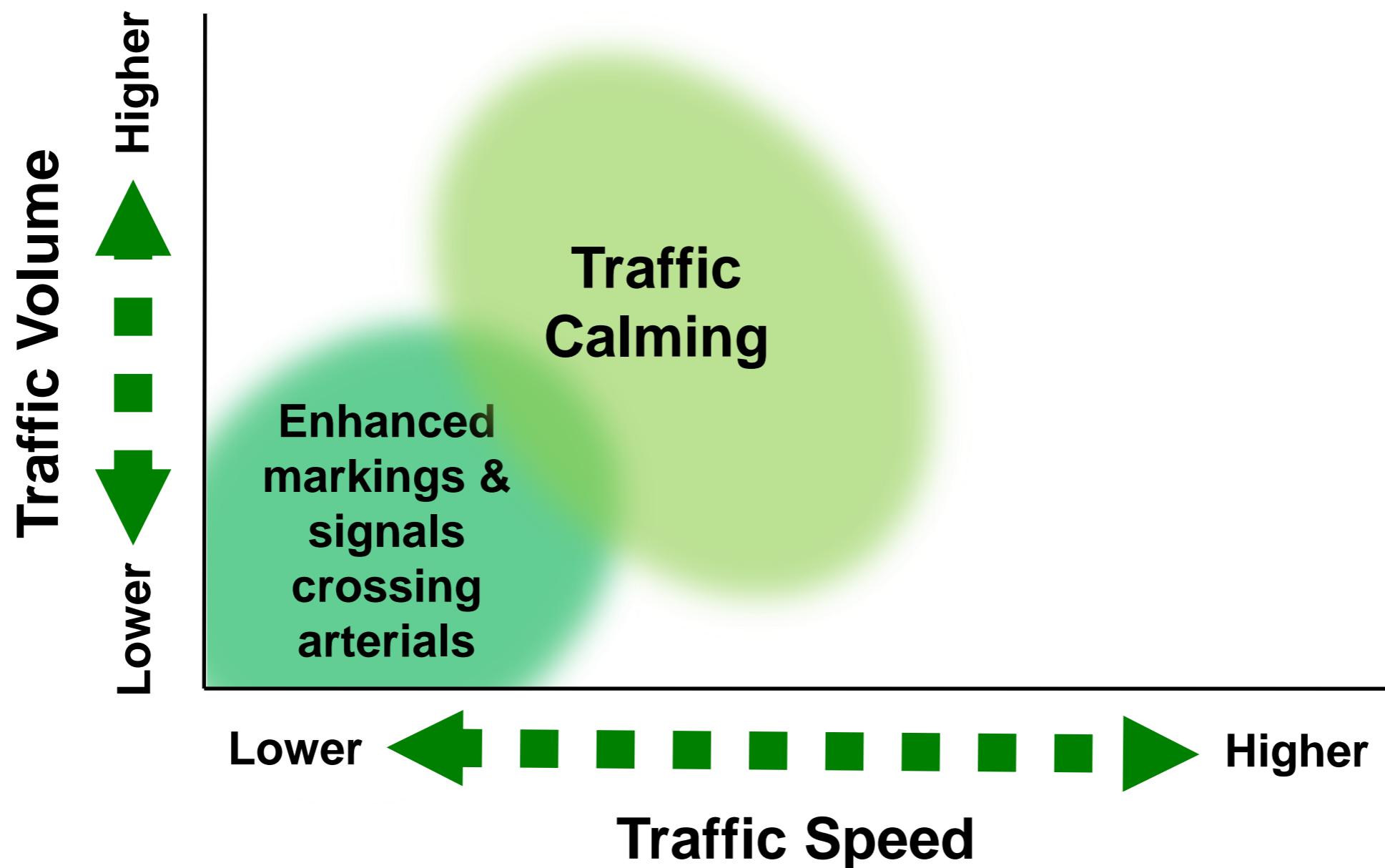
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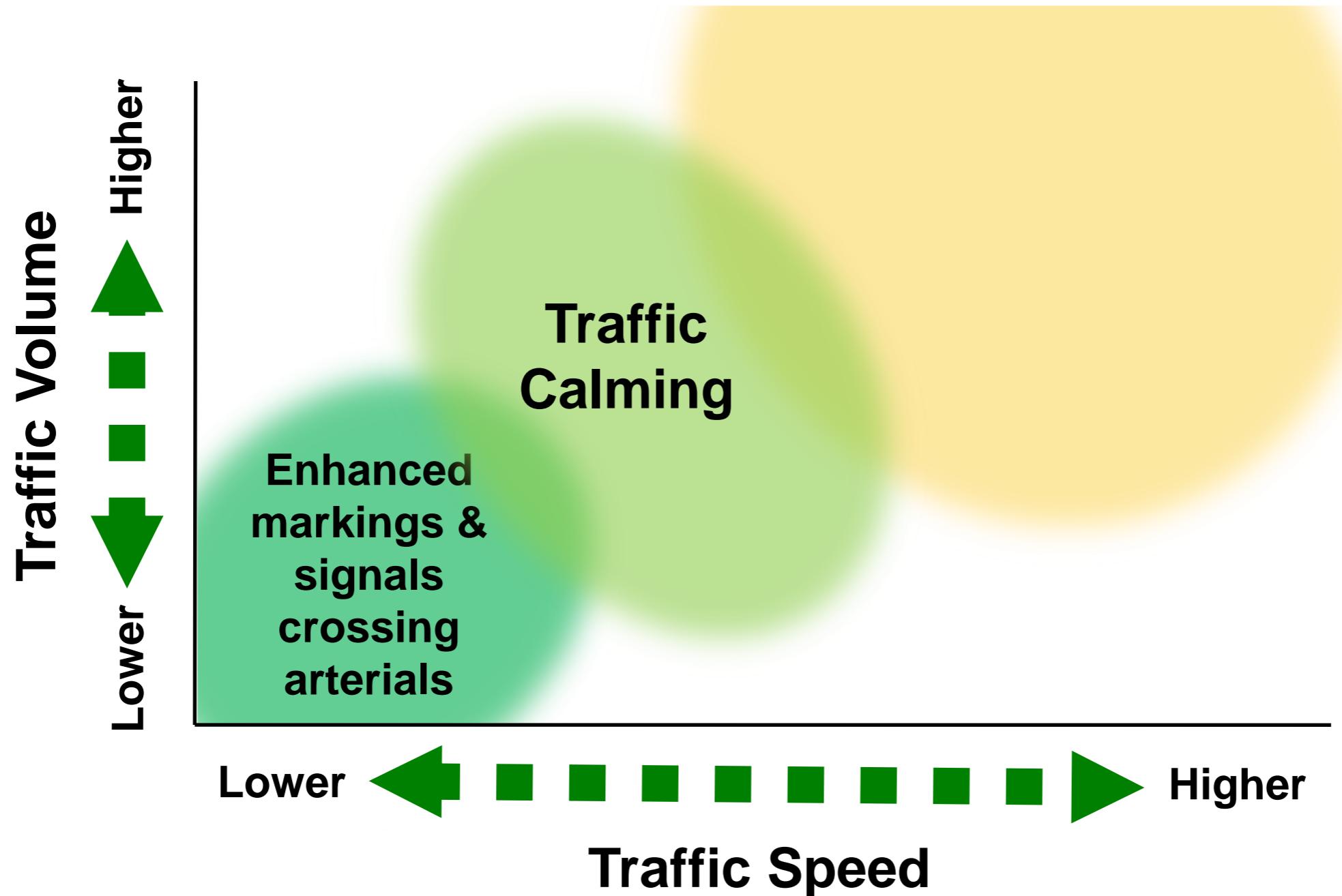
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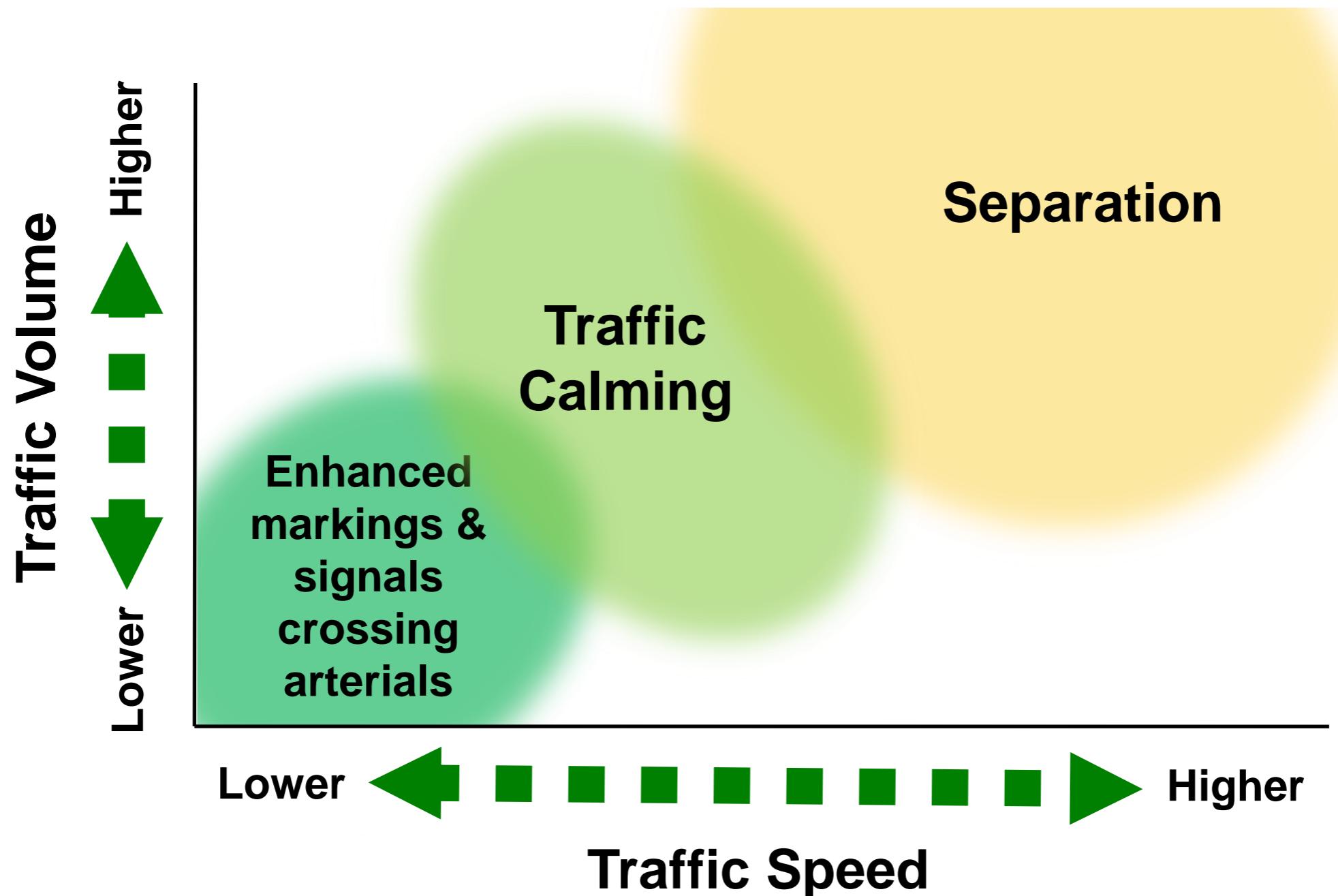
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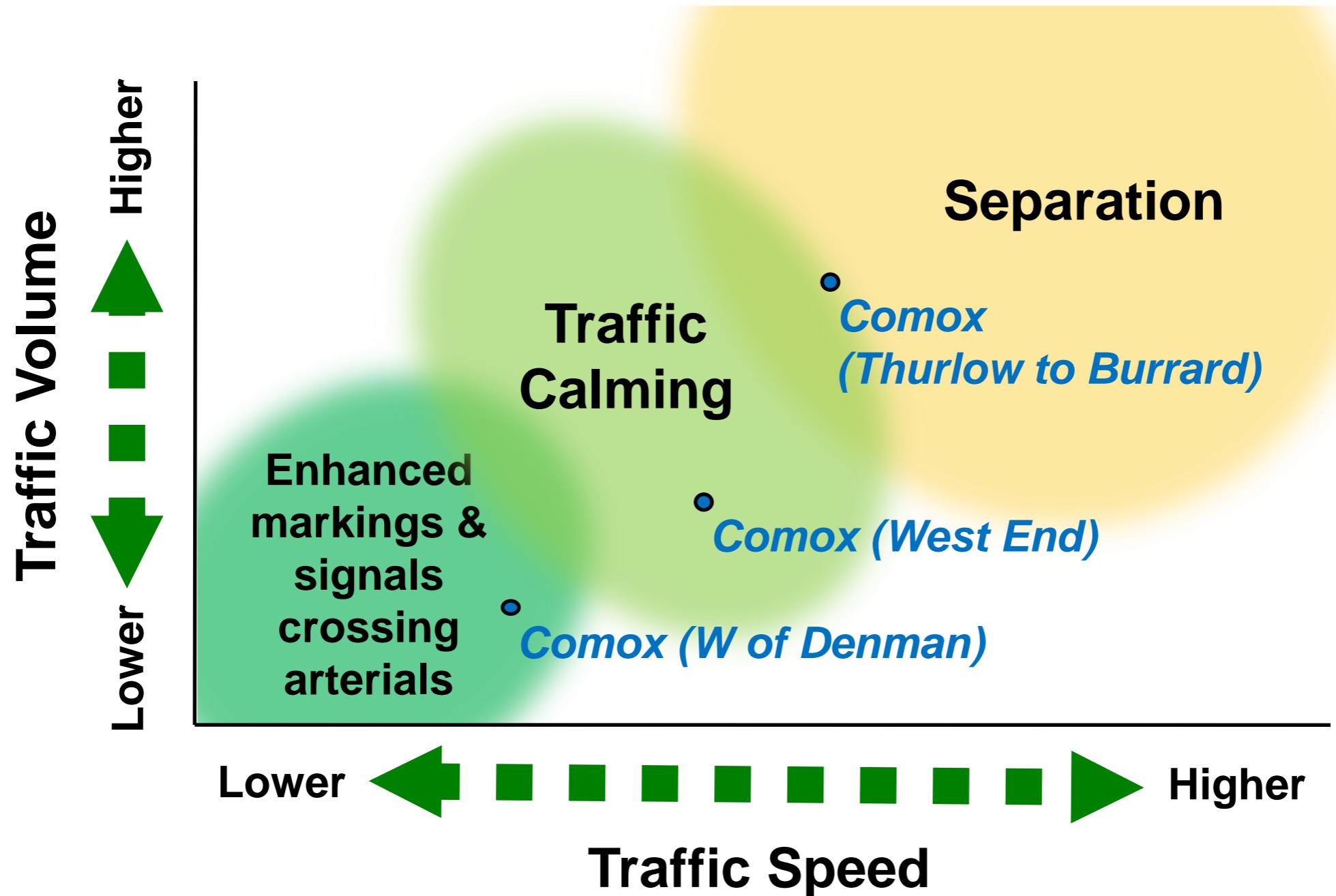
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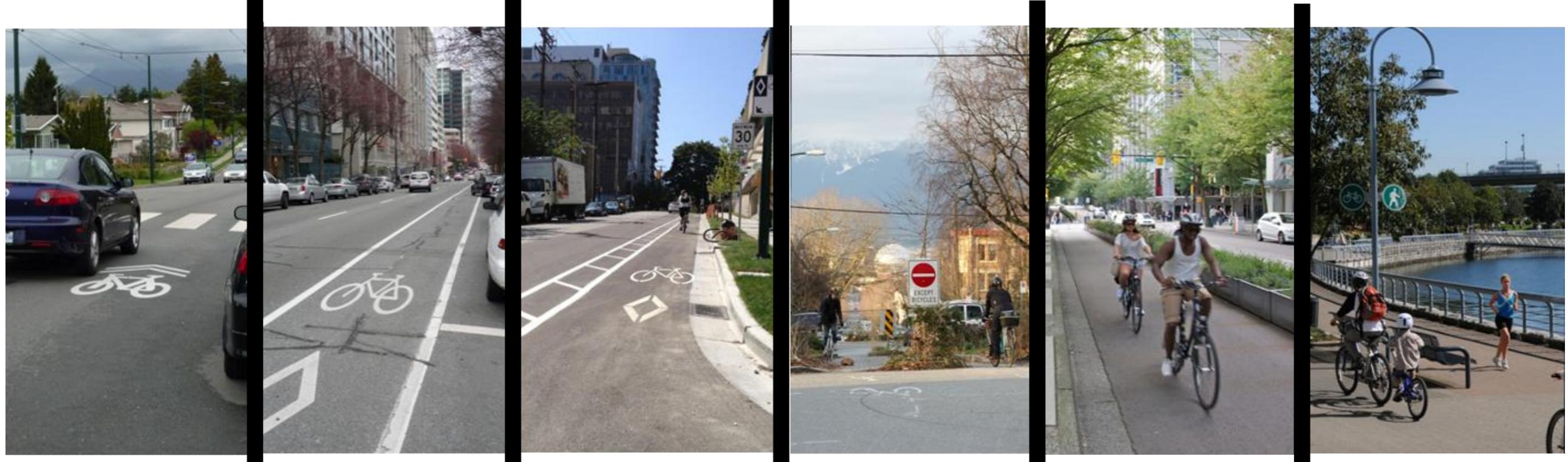


Moving Towards All Ages and Abilities

Less Comfortable



More Comfortable



Shared Use
Lane

Bicycle
Lane

Buffered
Bike Lane

Local Street
Bikeway

Separated
Bike Lane

Off-Street
Pathway

TRANSIT

increase capacity

ensure service is
**fast, frequent, reliable,
accessible & comfortable**

MOTOR VEHICLES

improve **safety** &
manage **congestion**

make it easier to **drive less**
accelerate shift to **low**
carbon vehicles

GOODS & SERVICES

support a **thriving**
economy & major port
while **reducing impacts**

ensure **effective**
emergency response



Support different scales of movement



Maintain effective emergency response times

3 Es

encourage sustainable
choices

educate all road users to
promote safety & respect

enforce to target
dangerous conduct



Promote Walking and Cycling as **Everyday Options**



Educate All Road Users, including in Schools



Support Changes to Protect Vulnerable Road Users

Delivering the Plan

A photograph showing a group of people, including adults and children, gathered outdoors. They are looking at a large sheet of paper or map spread out on a table. The scene is bright and sunny, with shadows cast on the ground.

Public Consultation

Phase 1 (2011): Listening and Learning

8,000+ participants

Phase 2 (2012): Directions and Discussion

10,000+ participants

Active Transportation Policy Council

Established in 2011

- Advises Mayor & Council on directions, policies and guidelines relating to all active transportation modes
- Advises staff on education and promotion of active modes and partnership opportunities





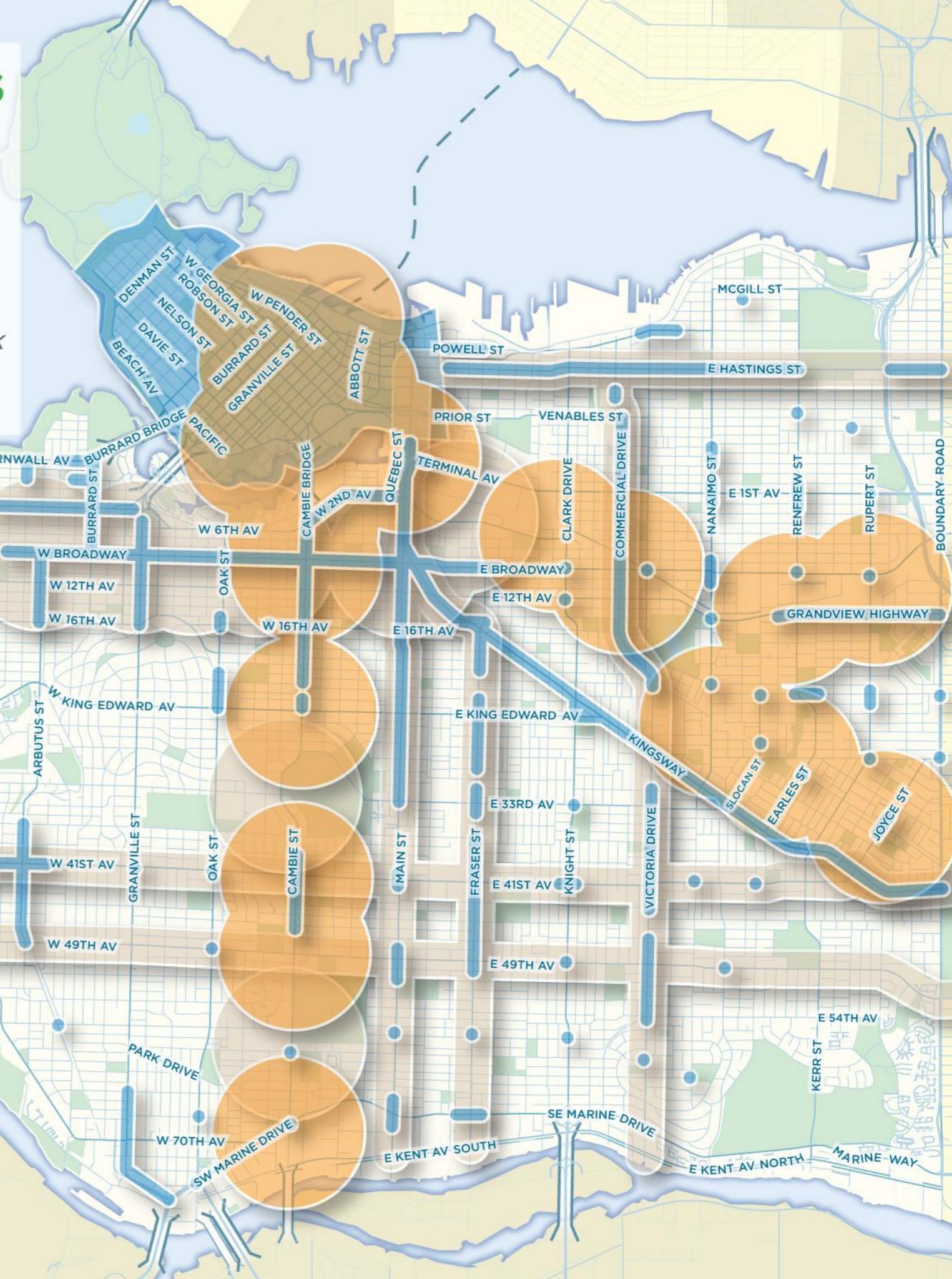
IMPLEMENTATION PRINCIPLES

- **Invest wisely**
- **Think big picture**
- **Be opportunistic**
- **Innovate**
- **Monitor, learn, adapt**
- **Work together**

Sidewalk Width Priorities

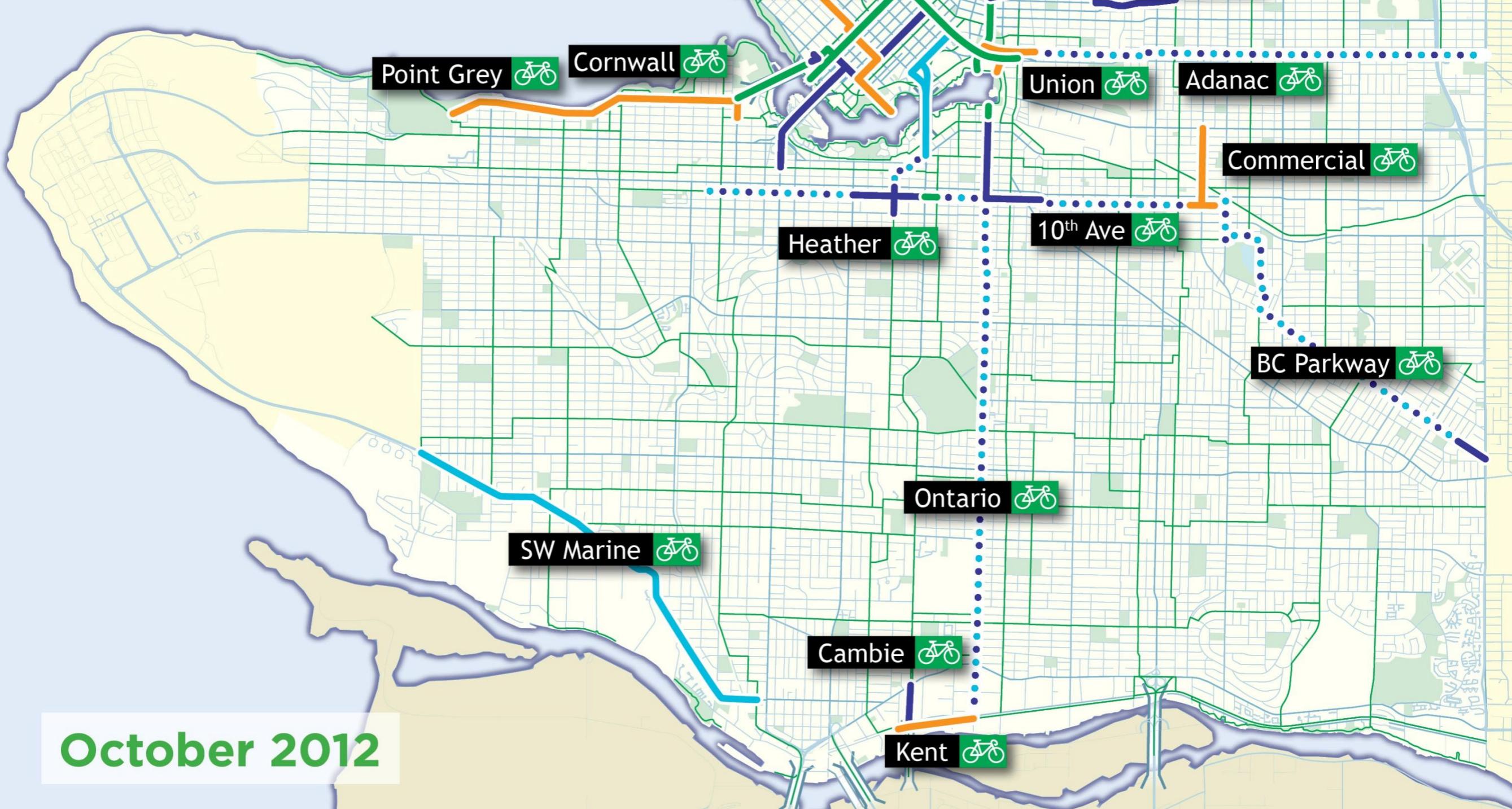
- Rapid Transit Station Areas
- Future Rapid Transit Corridors
- Commercial/Shopping Streets
- Downtown Peninsula

The City will work to develop standards for sidewalk width and the public realm for different types of streets, such as those shown here.



Cycling Route Priorities

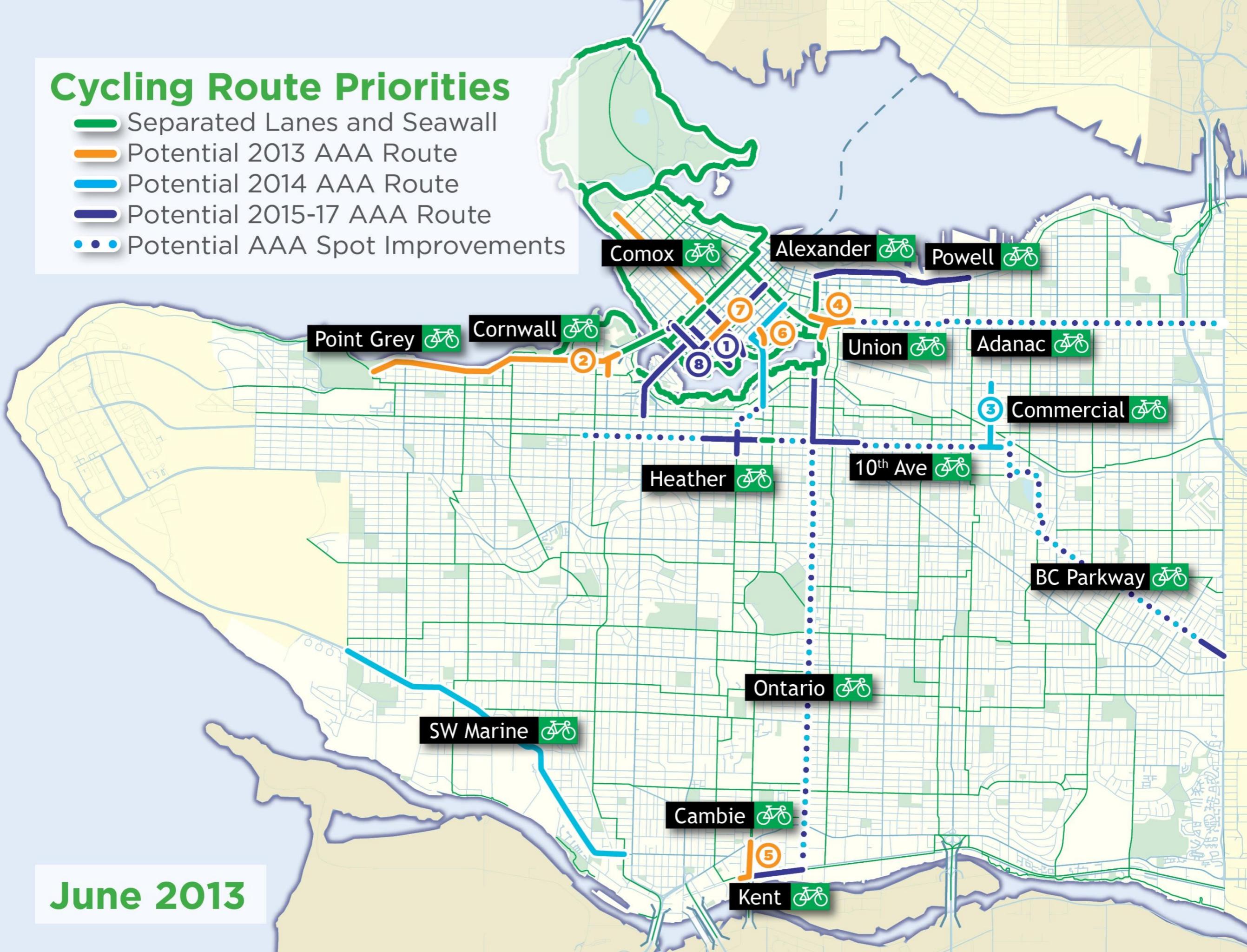
- Downtown Separated Lanes
- Potential 2013 AAA Route
- Potential 2014 AAA Route
- Potential 2015-17 AAA Route
- Potential 2014-17 AAA Retrofit



October 2012

Cycling Route Priorities

- Separated Lanes and Seawall
- Potential 2013 AAA Route
- Potential 2014 AAA Route
- Potential 2015-17 AAA Route
- Potential AAA Spot Improvements



June 2013

Work With our Transportation Partners



Your **Cycling** Connection



CityStudio



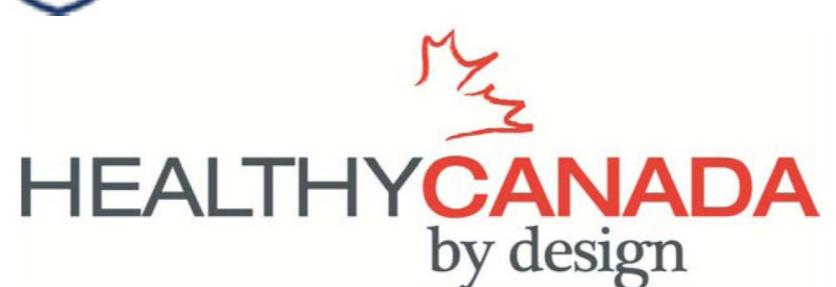
Langara.
THE COLLEGE OF HIGHER LEARNING.



Work With our Health Partners

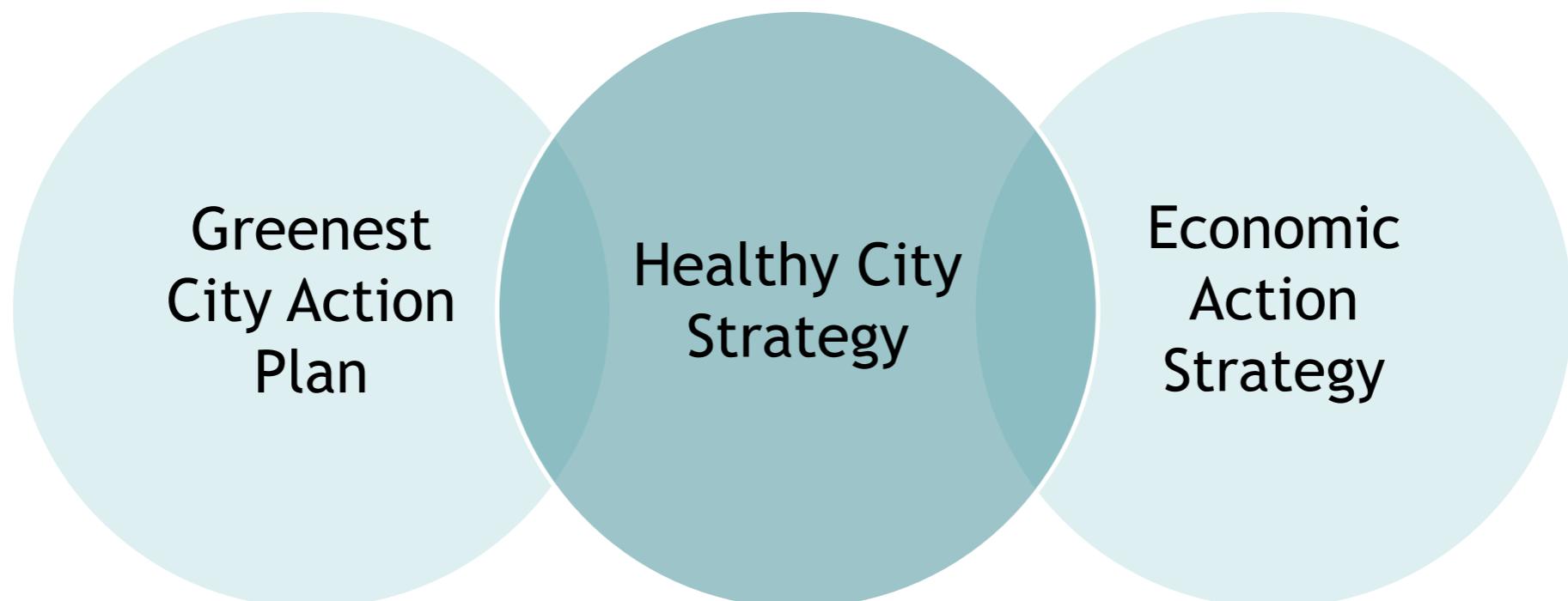


An initiative of:



Comprehensive Approach

Three Bold And Ambitious Plans For Sustainability



CoV Sustainability Approach =
Environmental+Social+Economic

Developing the Healthy City Strategy

Draft Framework - 20 Key Building Blocks

