



**Retrofitting Existing Streets & Neighbourhood to
Support Active Living & Active Transportation**
Dale Bracewell, Manager, Active Transportation



- 1 City of Abbotsford *
- 2 Village of Anmore
- 3 Village of Belcarra
- 4 Bowen Island Municipality
- 5 City of Burnaby
- 6 City of Coquitlam
- 7 Corporation of Delta
- 8 City of Langley
- 9 Township of Langley
- 10 Village of Lions Bay
- 11 District of Maple Ridge
- 12 City of New Westminister
- 13 City of North Vancouver
- 14 District of North Vancouver
- 15 City of Pitt Meadows
- 16 City of Port Coquitlam
- 17 City of Port Moody
- 18 City of Richmond
- 19 City of Surrey
- 20 Tsawwassen
- 21 City of Vancouver
- 22 District of West Vancouver
- 23 City of White Rock
- 24 Electoral Area A

*City of Abbotsford is a member of Metro Vancouver with respect to the provision of park services.

Scale: 1:285,000
0 1 2 4 6 8 10 Km



metro vancouver

Produced by Metro Vancouver, May 2010
For illustrative purposes only

Vancouver
600,000

Metro Vancouver
2,200,000

Goals



ECONOMY

Support a thriving economy while increasing affordability



PEOPLE

Healthy citizens in a safe, accessible, and vibrant city



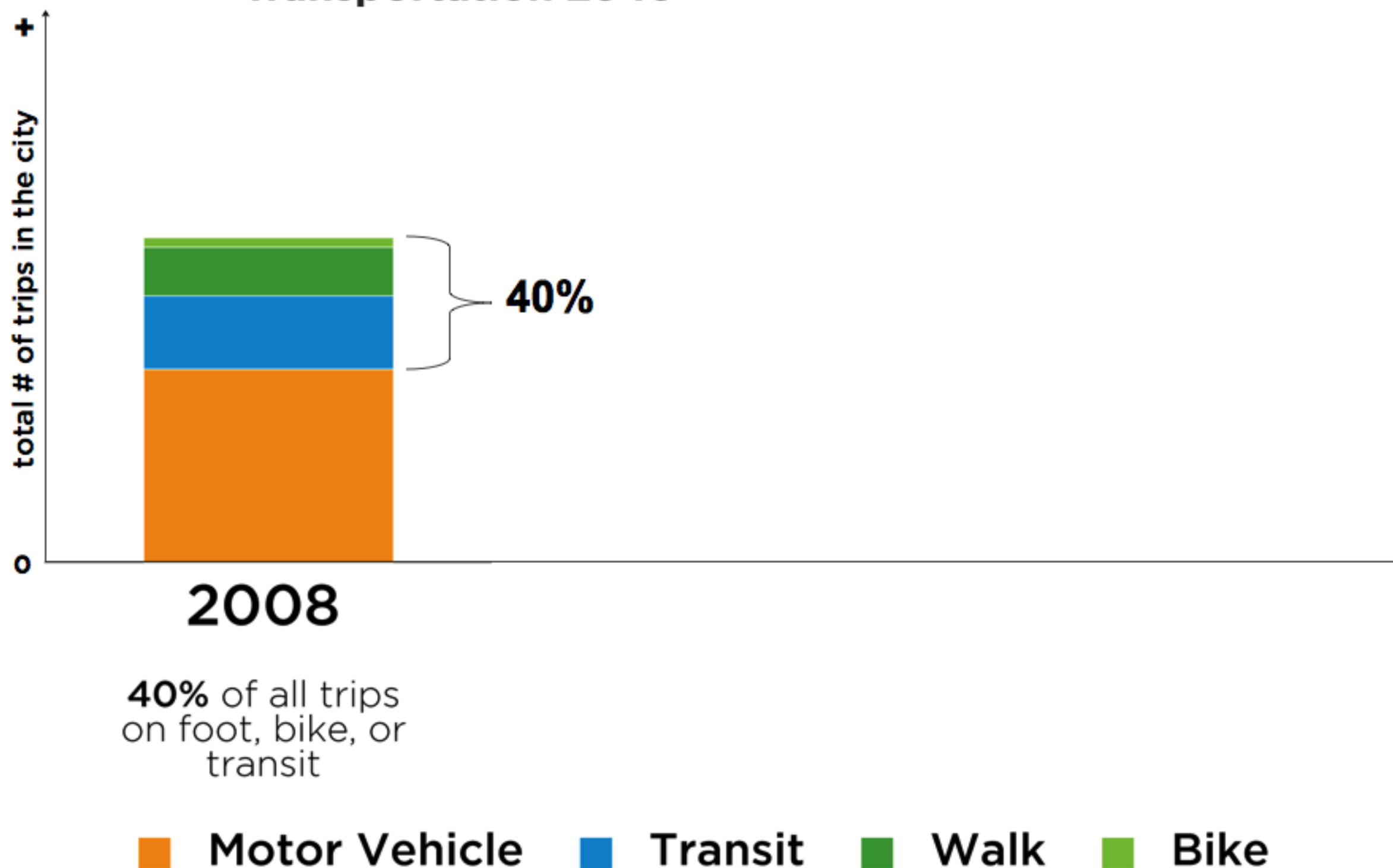
ENVIRONMENT

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

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

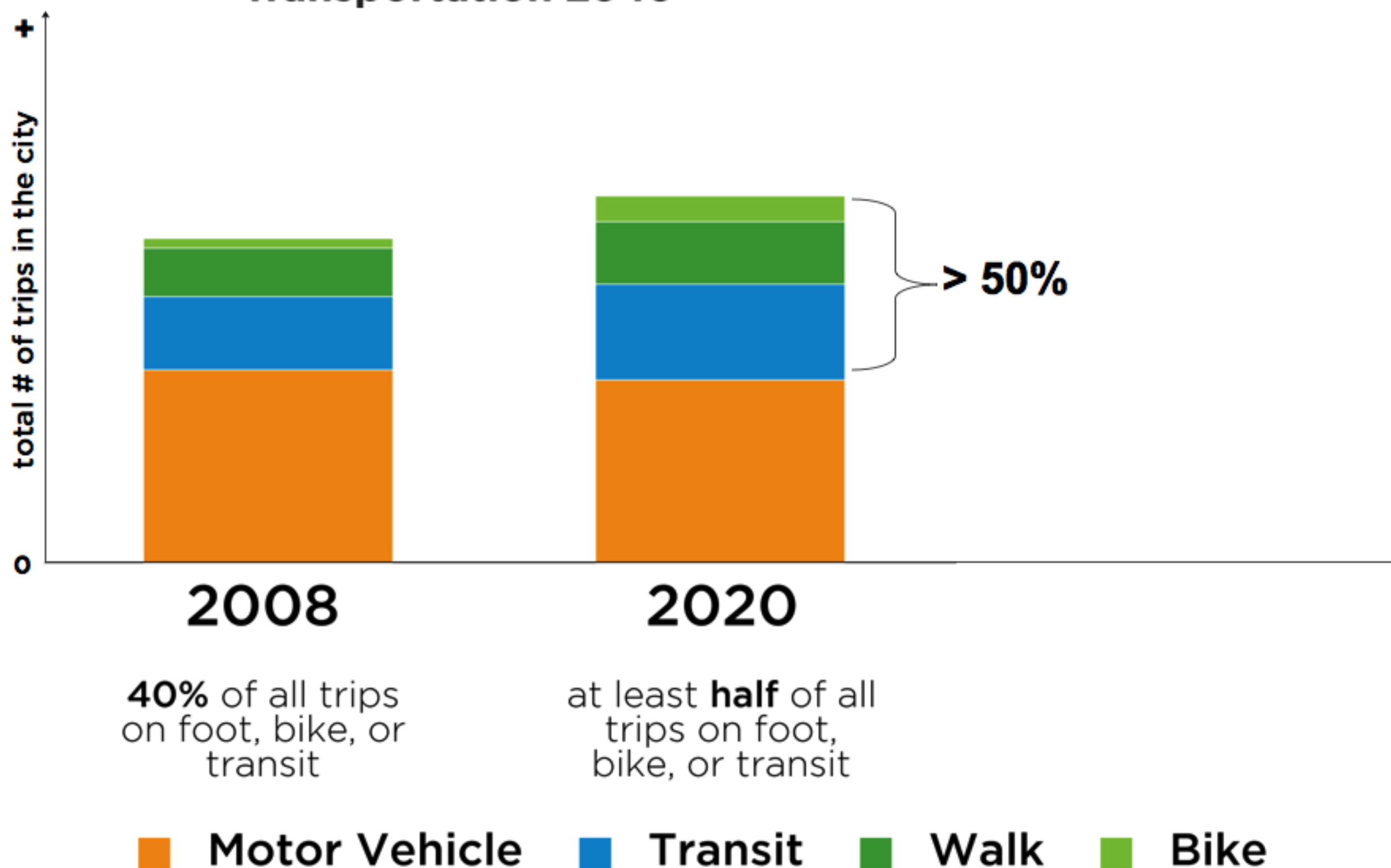
Trends and Targets

Transportation 2040

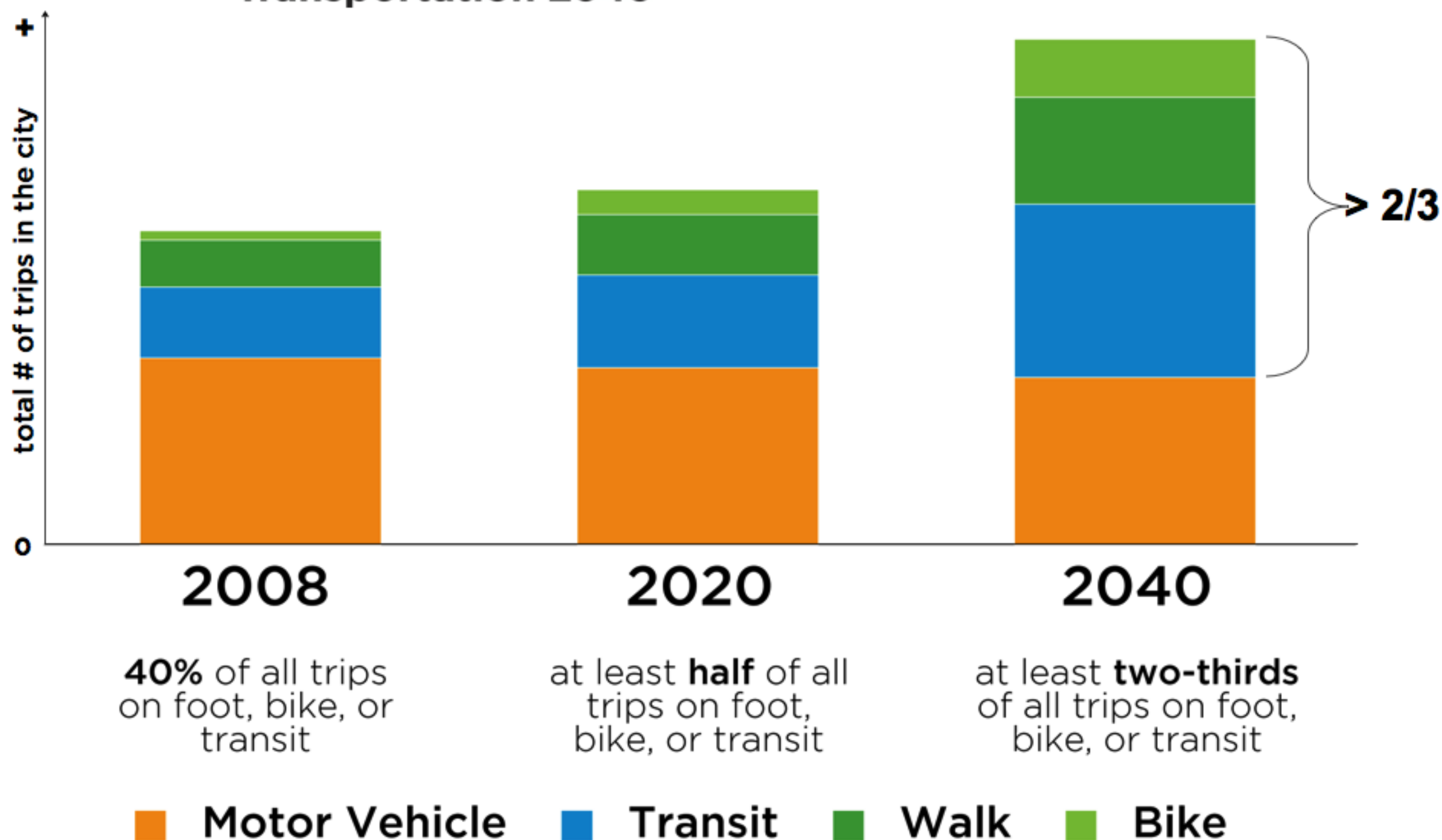


Transportation 2040

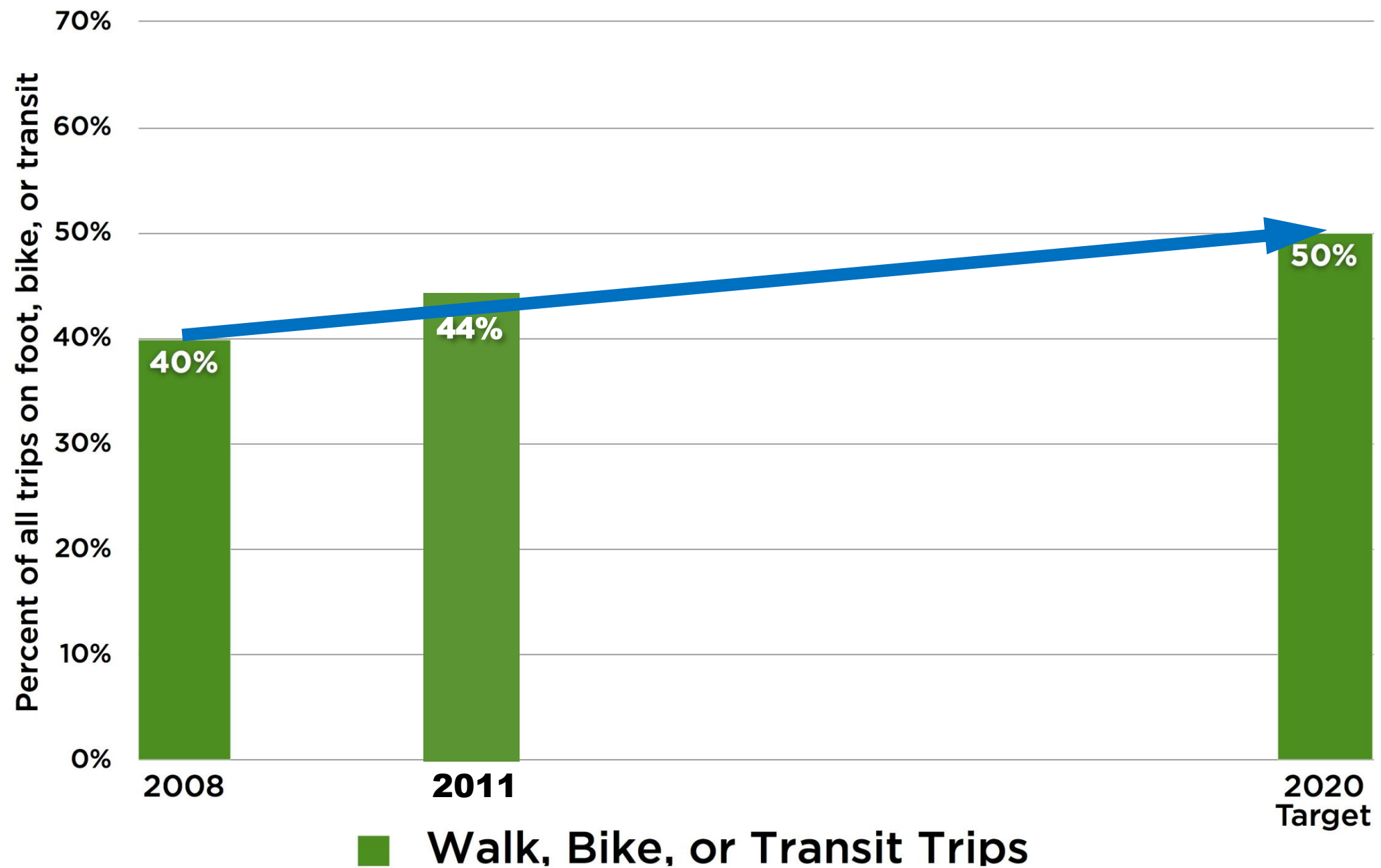
PLAN TARGETS



Transportation 2040



Moving Towards Our Targets

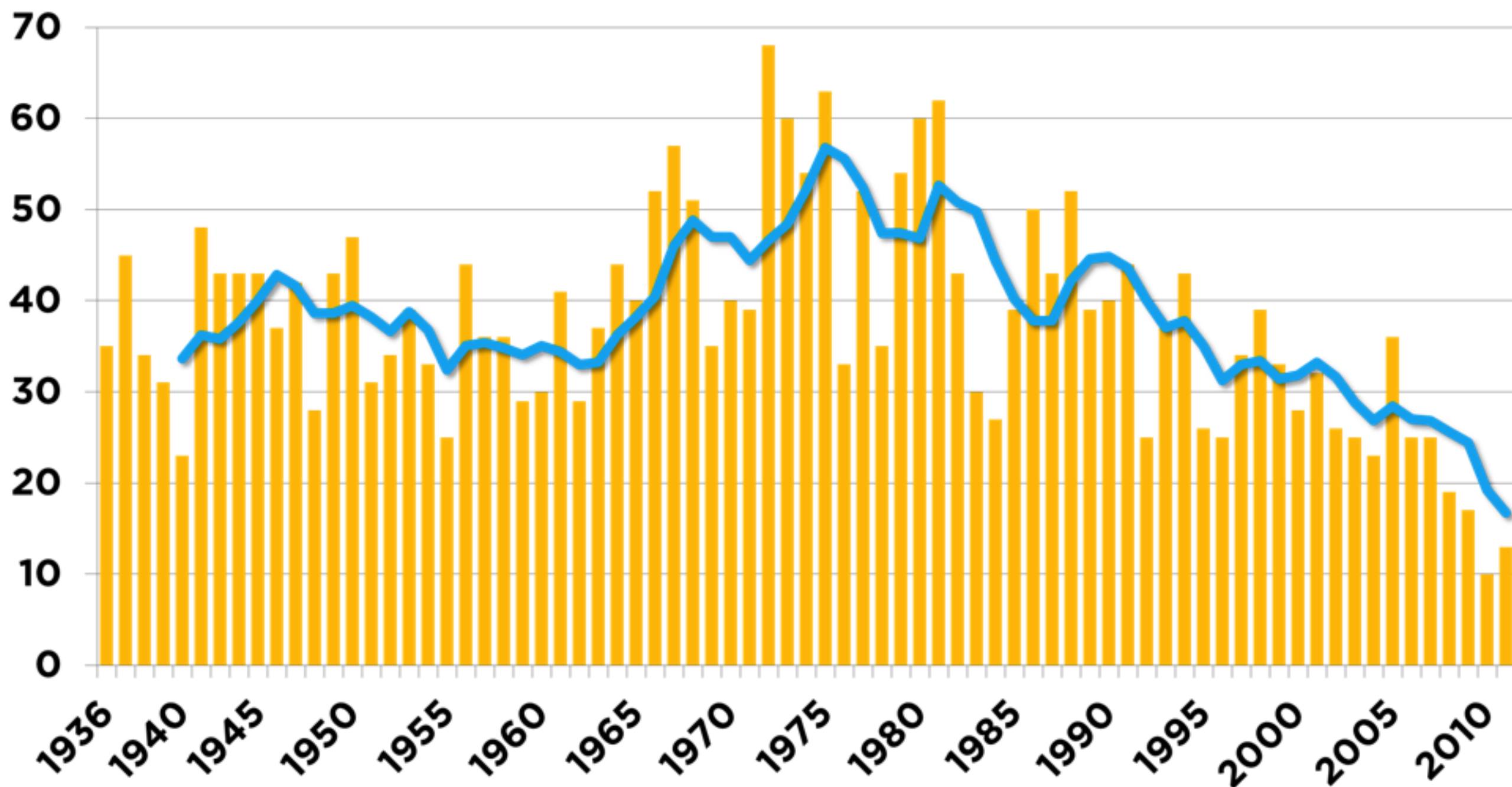


For all trips originating in the City of Vancouver. Source: 2008 and 2011 TransLink Trip Diaries.
Opinions expressed do not necessarily represent the views of TransLink.

A photograph of a tree-lined sidewalk. In the foreground, an elderly couple is walking towards the camera. The man is wearing a light blue shirt and dark trousers, carrying a black suitcase. The woman is wearing a light-colored top and trousers, carrying a red bag. To their left, a person is riding a bicycle. In the background, a yellow car is visible on the street. The scene is filled with mature trees and dappled sunlight on the pavement.

Zero Fatality Safety Target

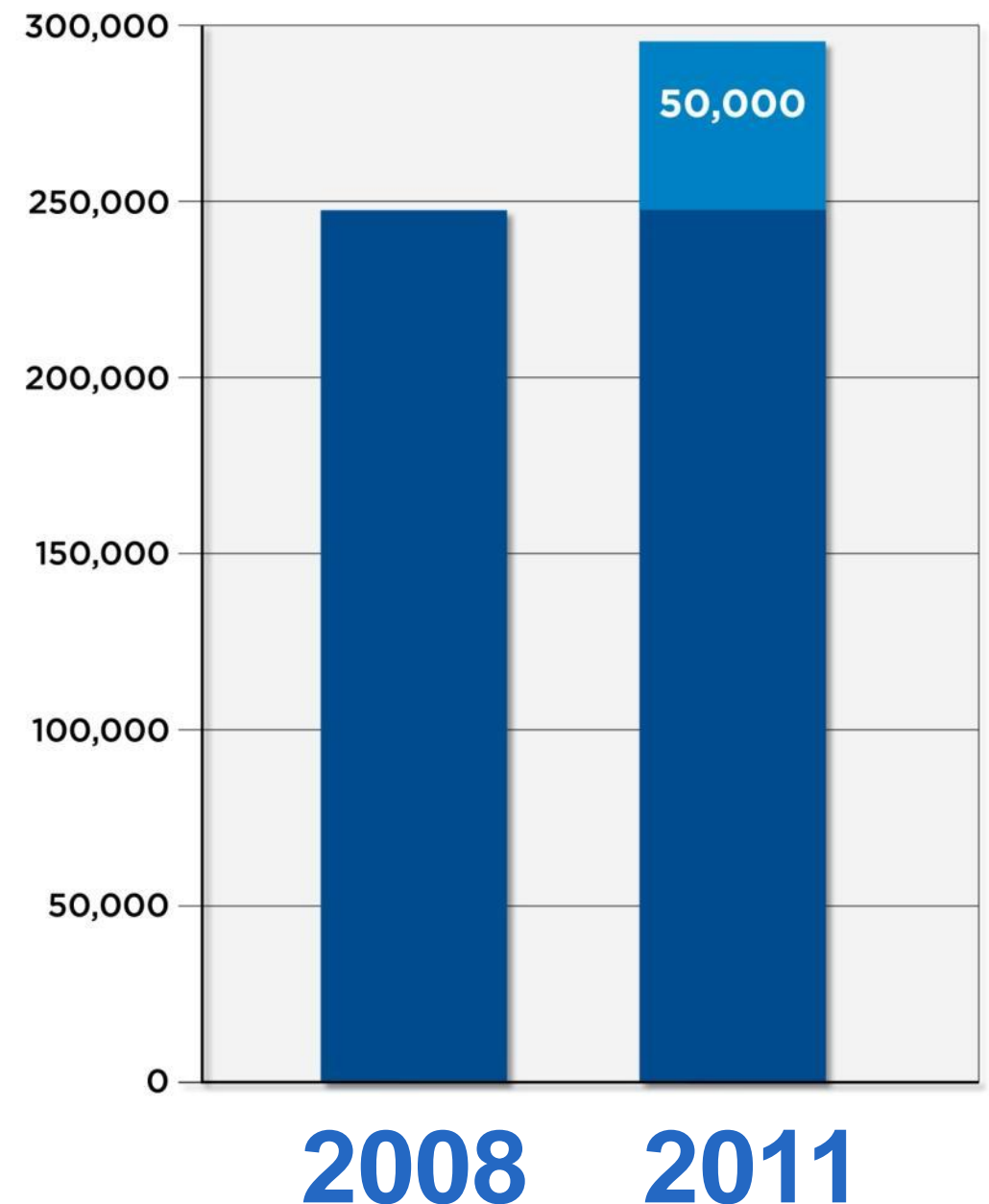
Transportation Fatalities: on the decline since 1970s



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

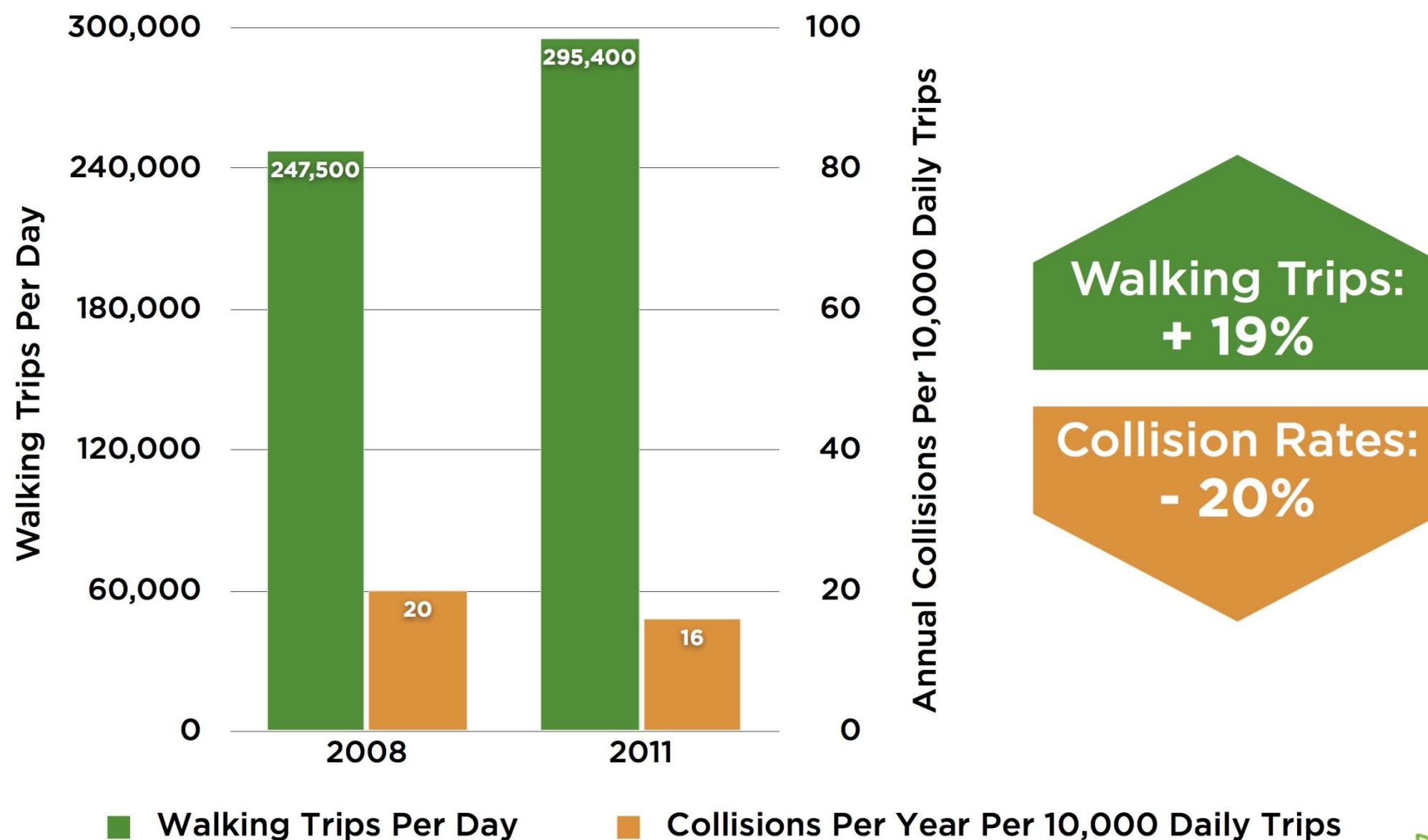


*Daily trips originating in City of Vancouver. The research and analysis is based on TransLink Trip diary
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Walking Safety in Numbers

Safety in Numbers

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

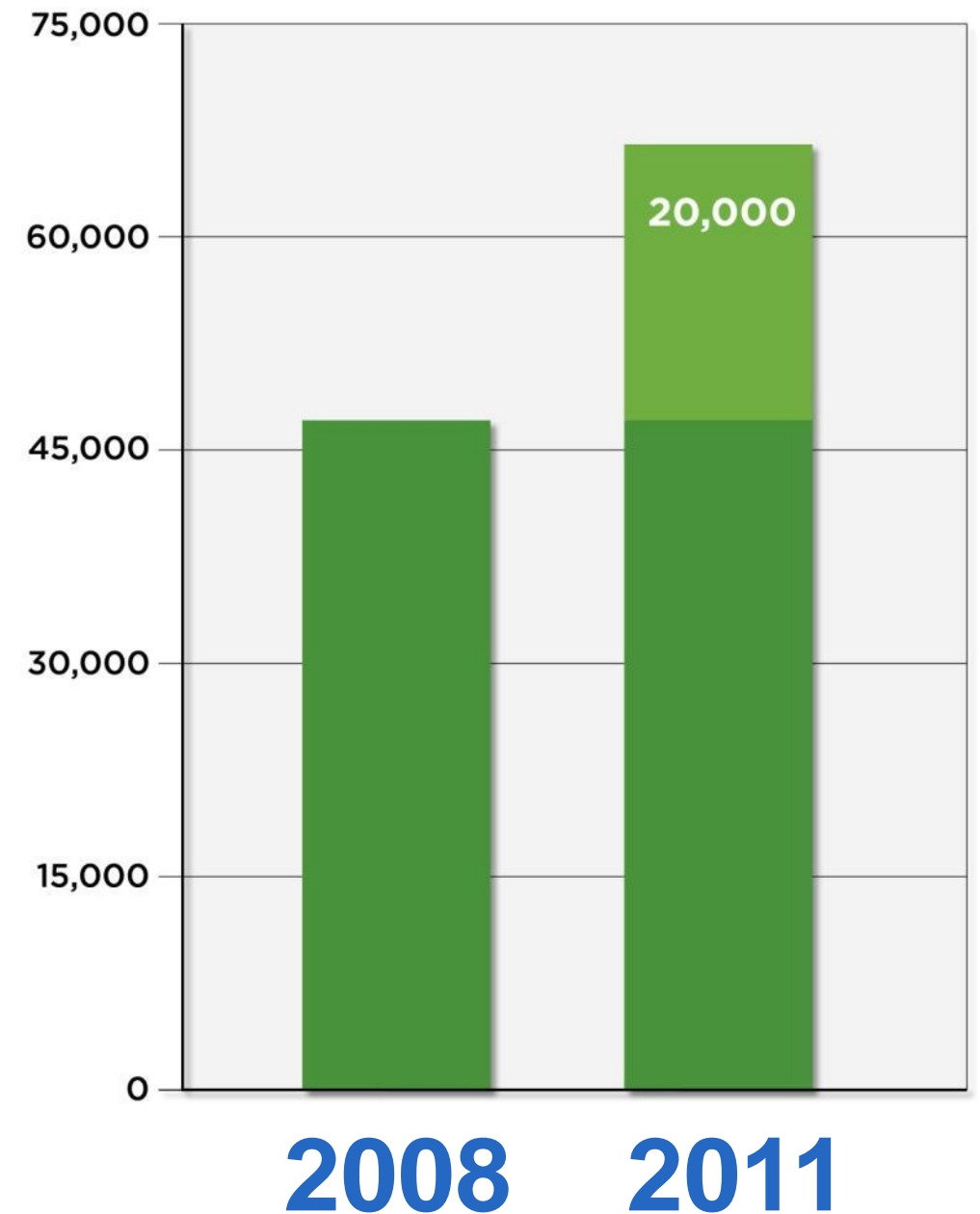


All numbers for the City of Vancouver. Collision rates based on ICBC data averaged over 3 years (2007-2009 and 2010-2012). Trip rates based on TransLink trip diaries conducted in Fall 2008 and Fall 2011. Opinions expressed do not necessarily represent the views of TransLink.

Recent Cycling Trends

Daily Cycling Trips

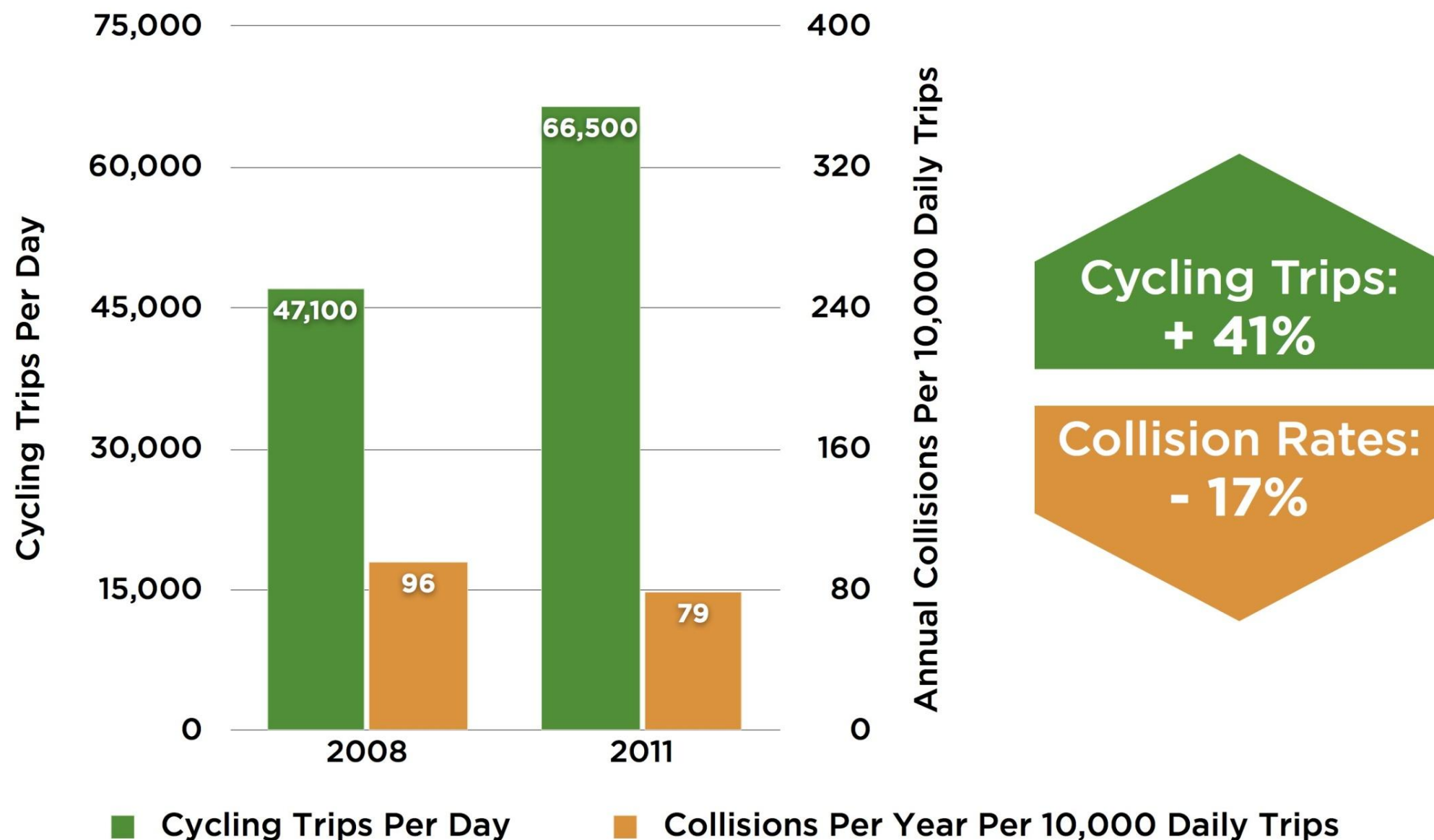
- Approximately 20,000 new daily cycling trips in 2011
- Approximately 67,000 daily cycling trips in 2011
- Over 40% increase in cycling trips since 2008
- Fastest growing mode



*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



DOWNTOWN
Vancouver City Centre Station



Vancouver Art Gallery 3mins
Burrard Street 5mins

CENTRAL BUSINESS DISTRICT



Robson Street 3mins
Robson Square 4mins

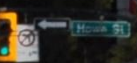
Granville Station 2mins



HOTEL

GEORGIA

Granville



New Wayfinding Standard
Granville Street



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



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



Movable Furniture
Granville Street



Picnurbia
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



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

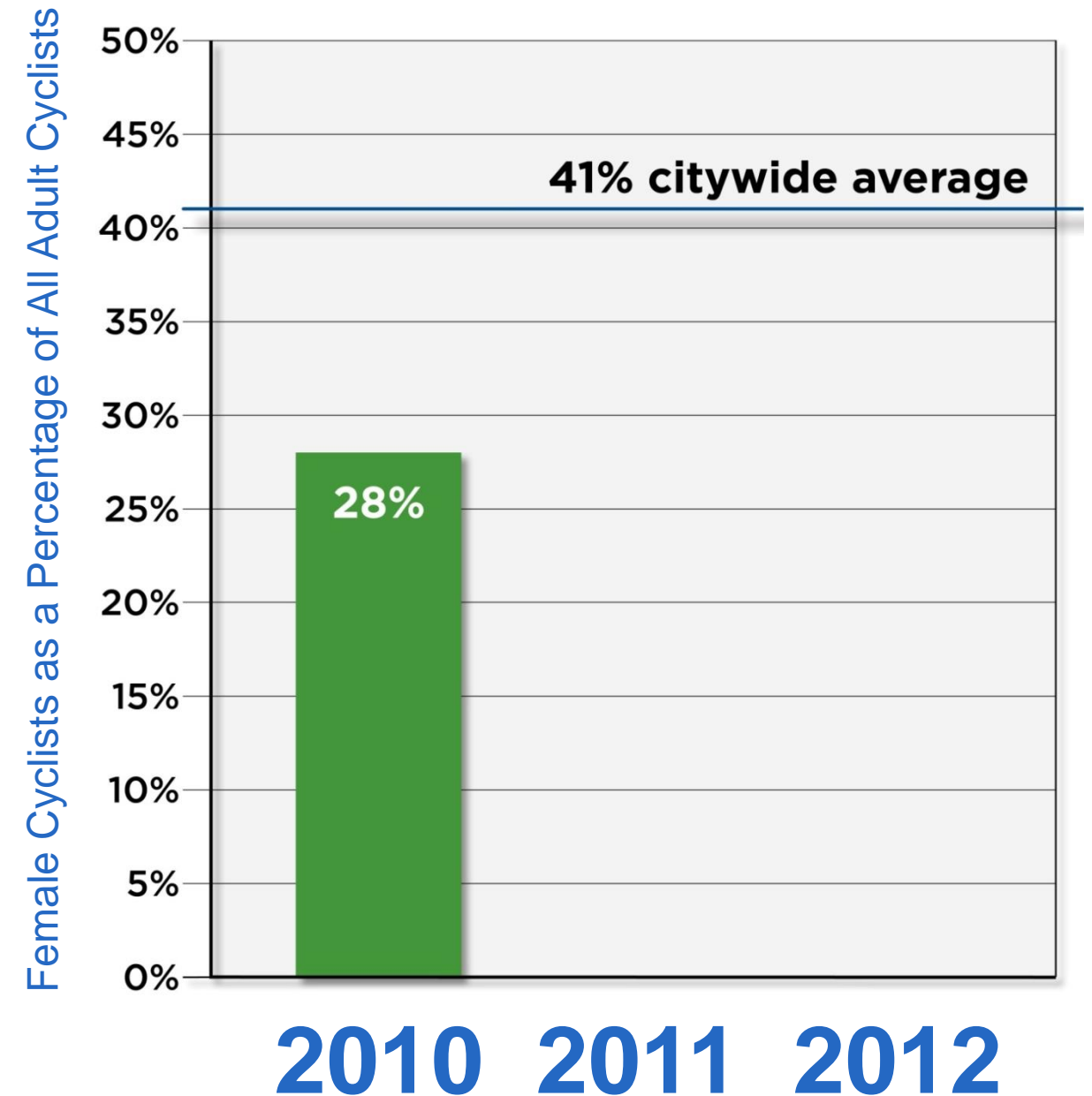
“A higher proportion of girls and women walking and cycling is seen to be an indicator of the quality and safety of a city’s infrastructure.”



Closing the Cycling Gender Gap

Hornby Street Ratio

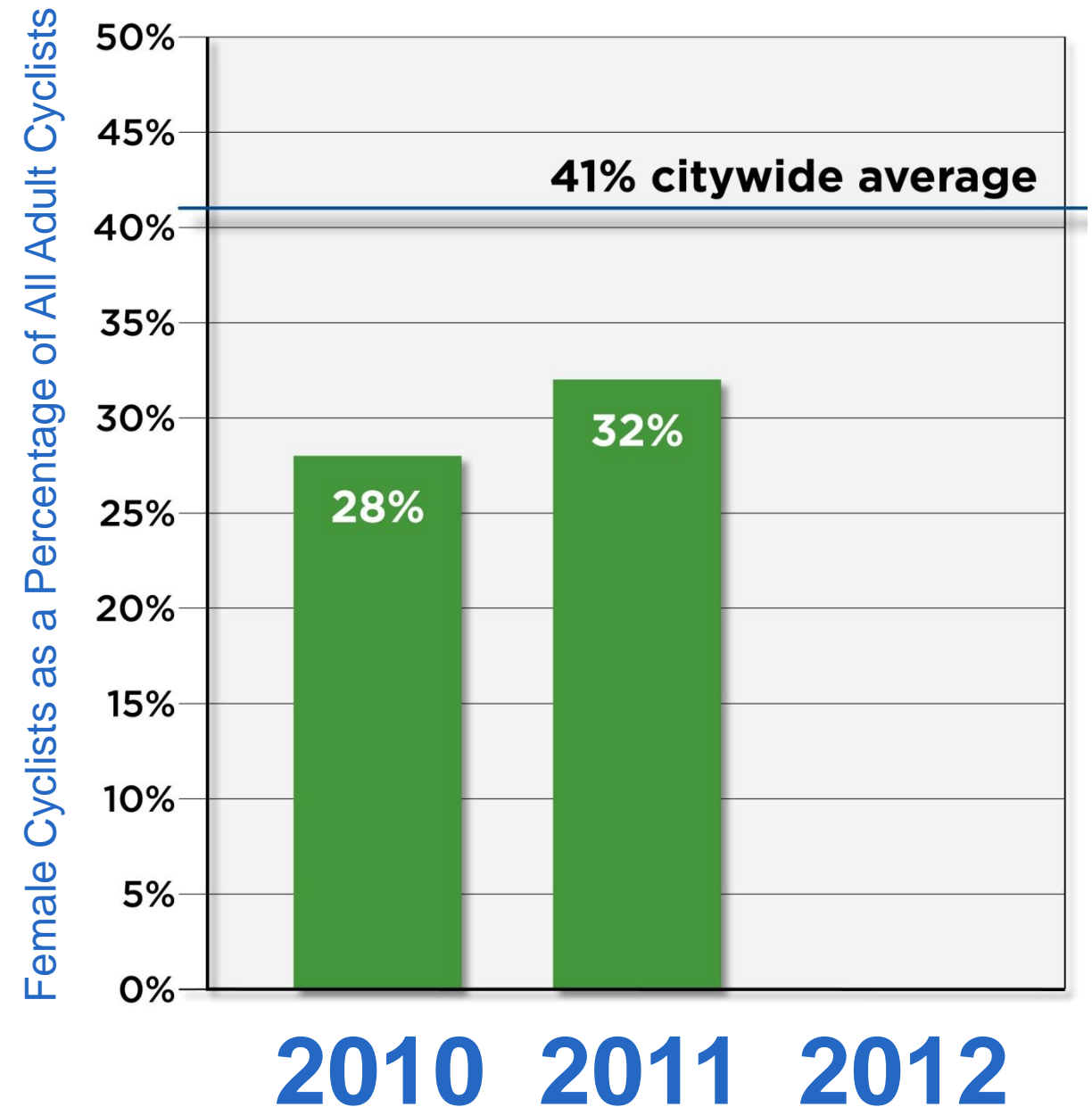
- Painted lane (2010) 28%



Closing the Cycling Gender Gap

Hornby Street Ratio

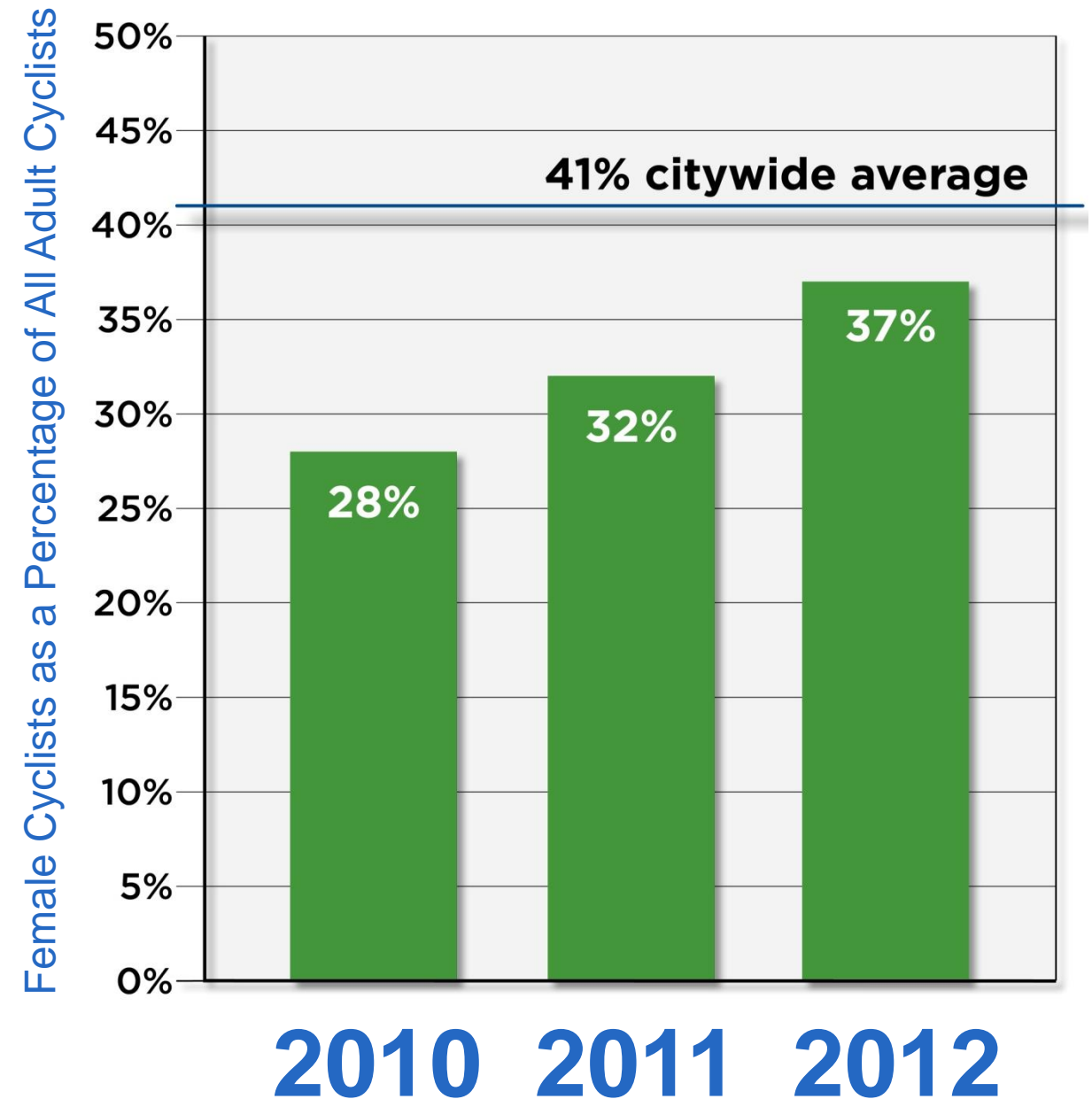
- Painted lane (2010) 28%
- Separated lane (2011) 32%



Closing the Cycling Gender Gap

Hornby Street Ratio

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



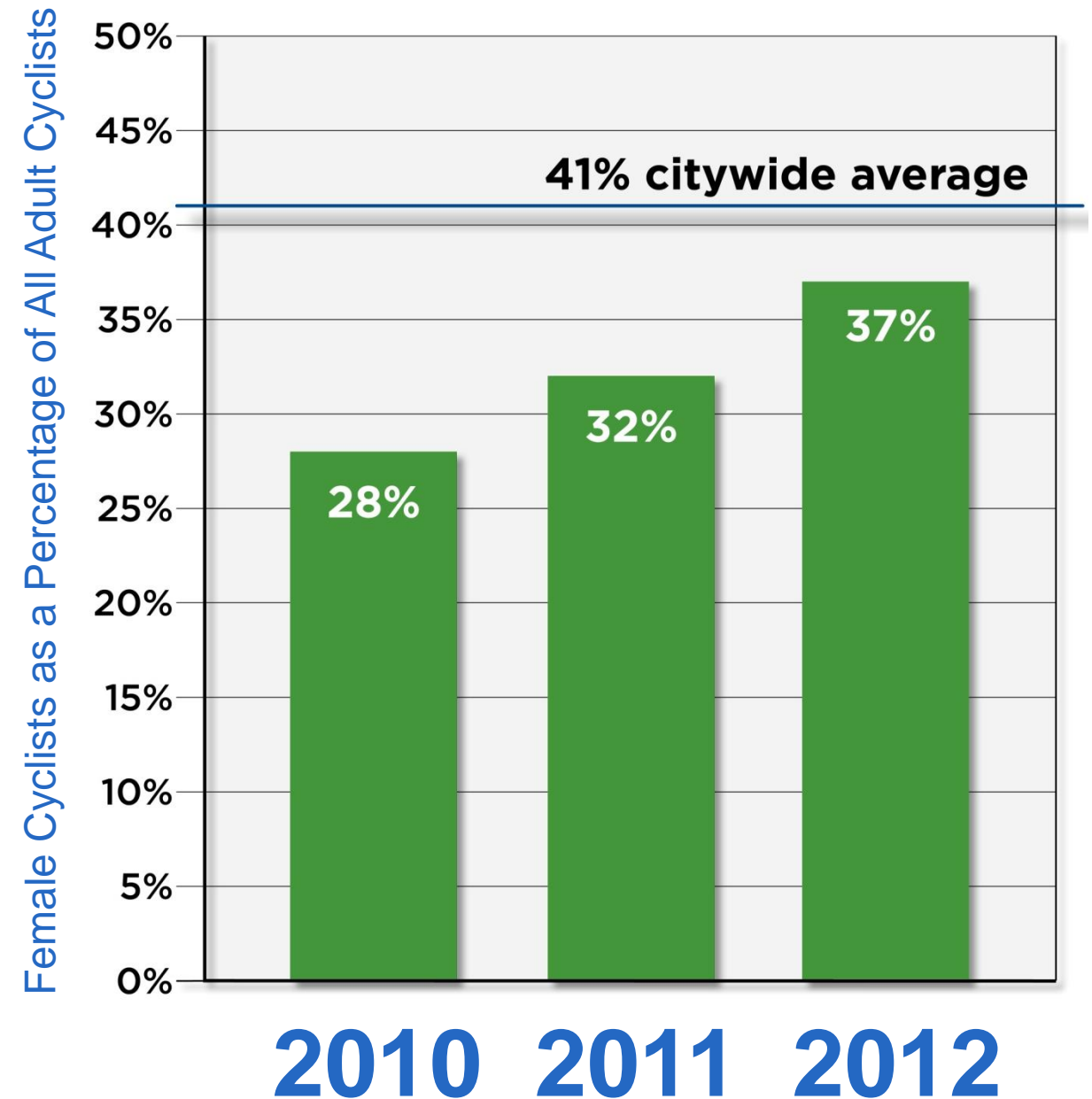
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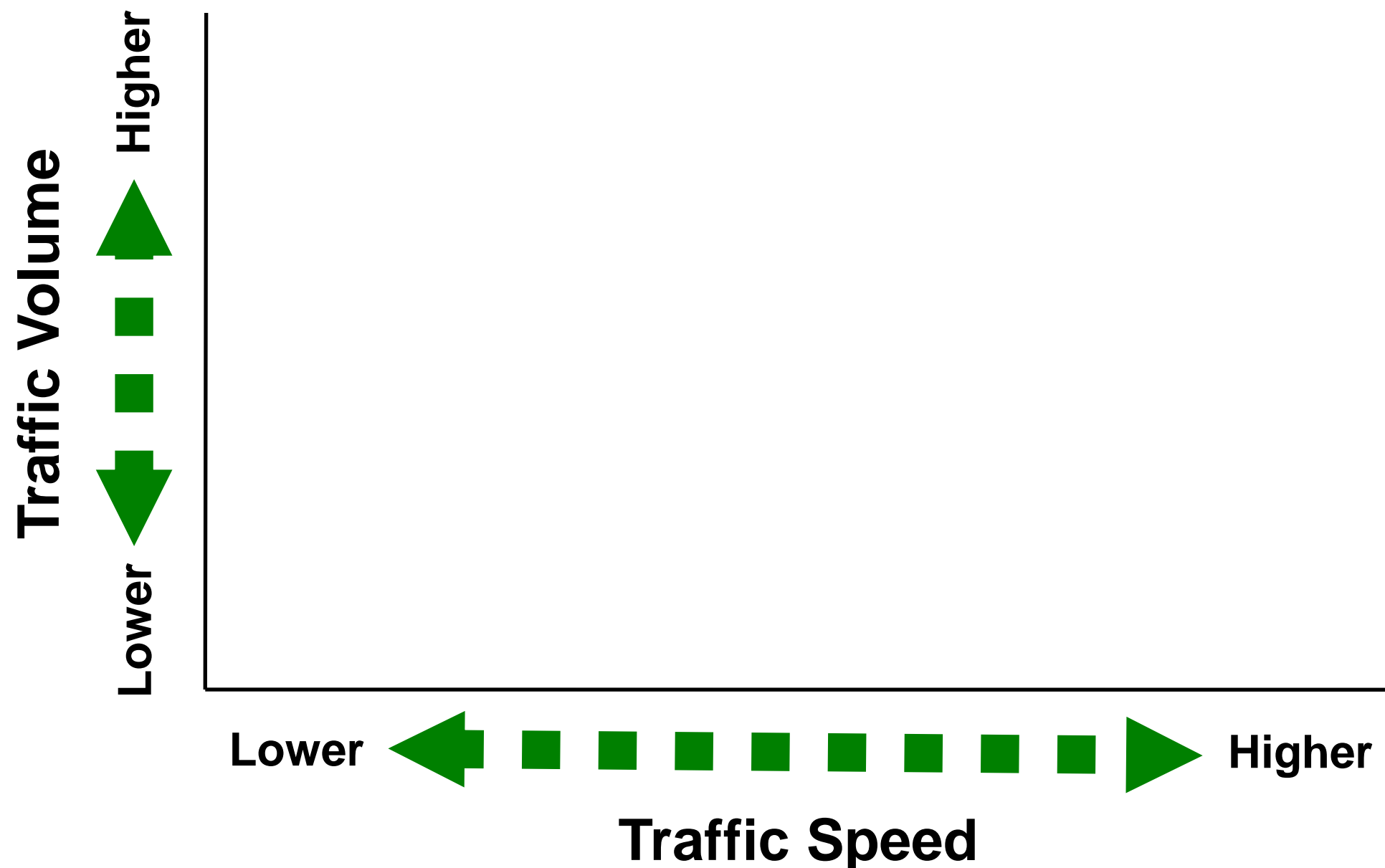
City-wide

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



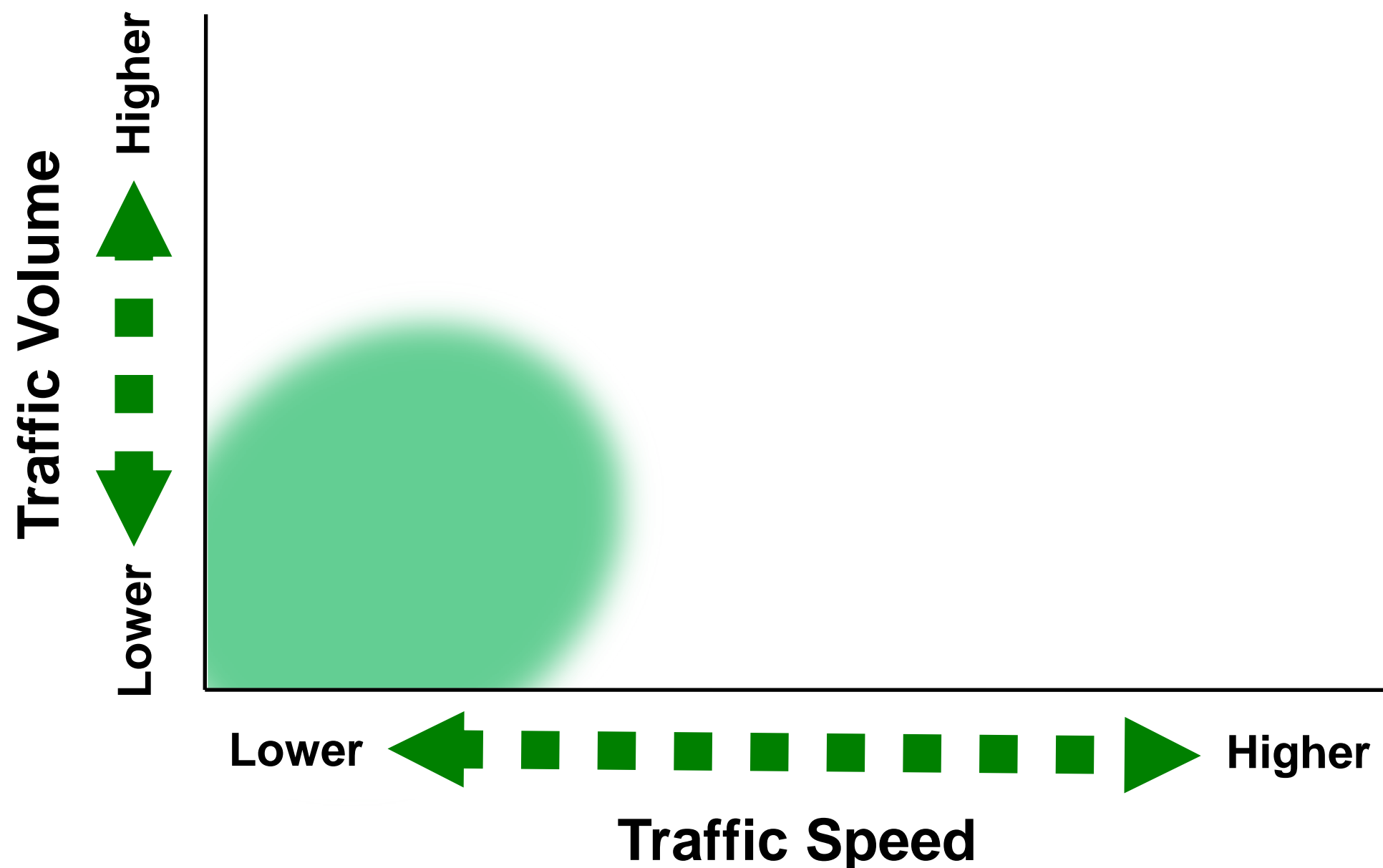
Designing for All Ages and Abilities

Based on research and results of completed projects:



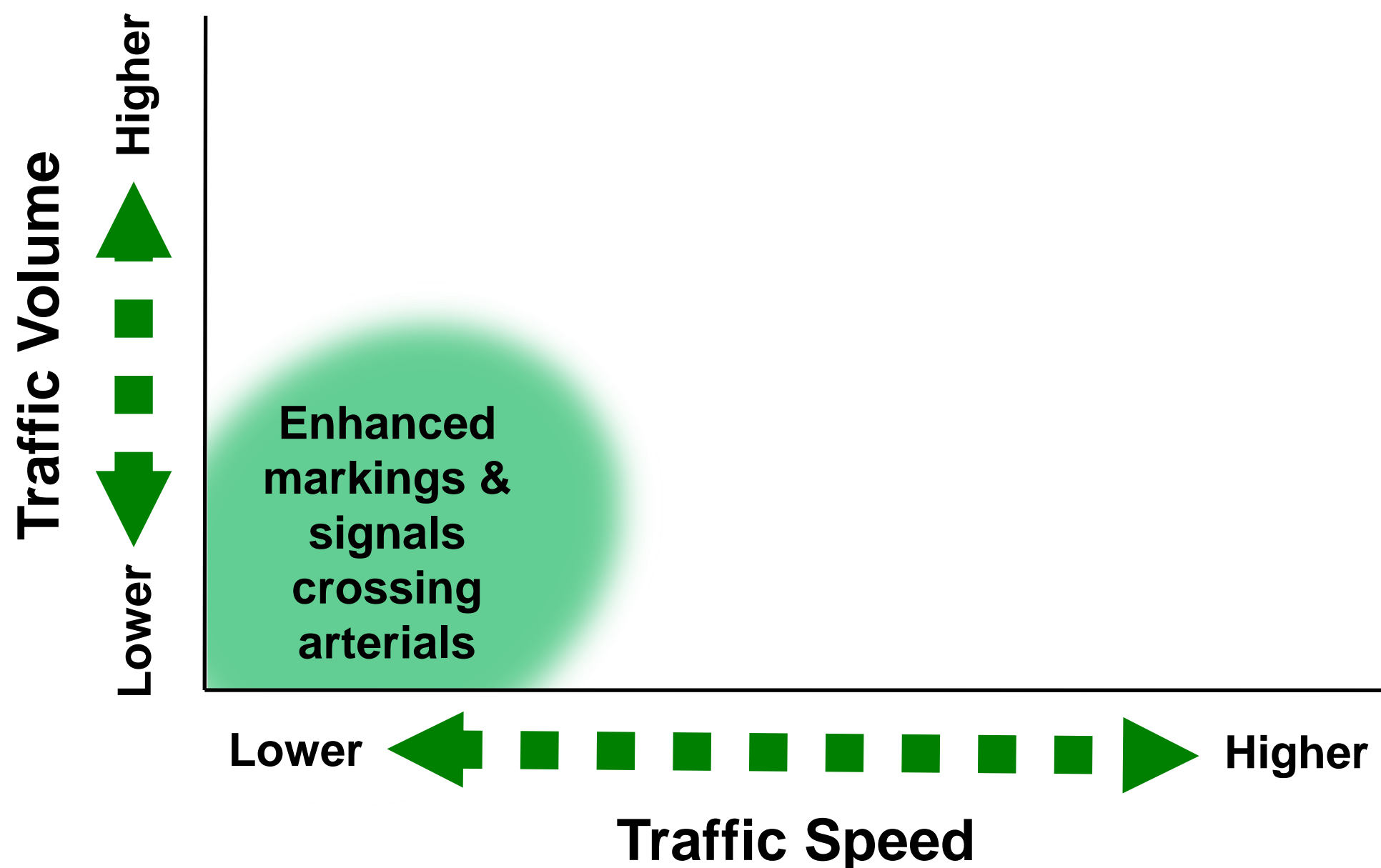
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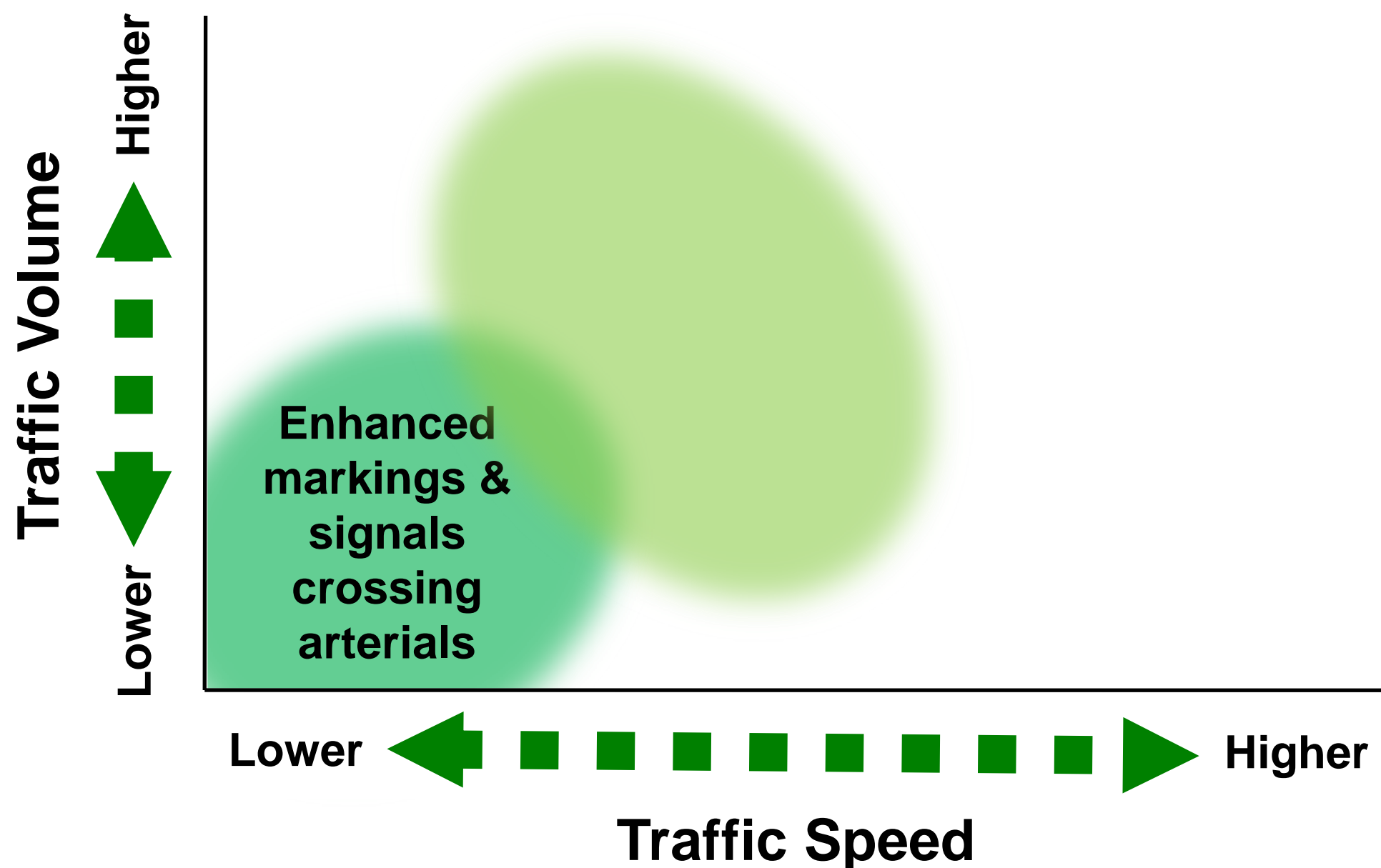
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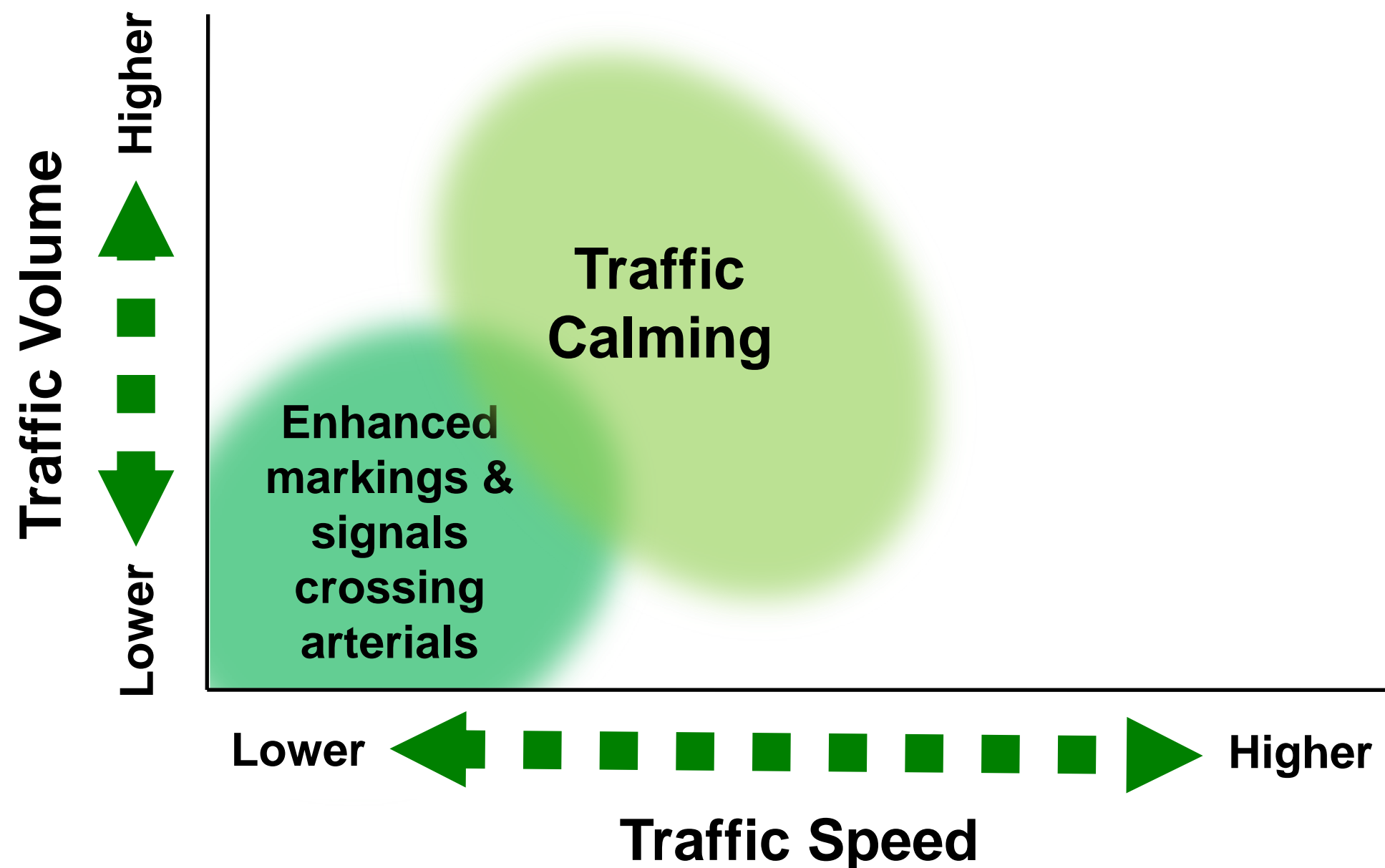
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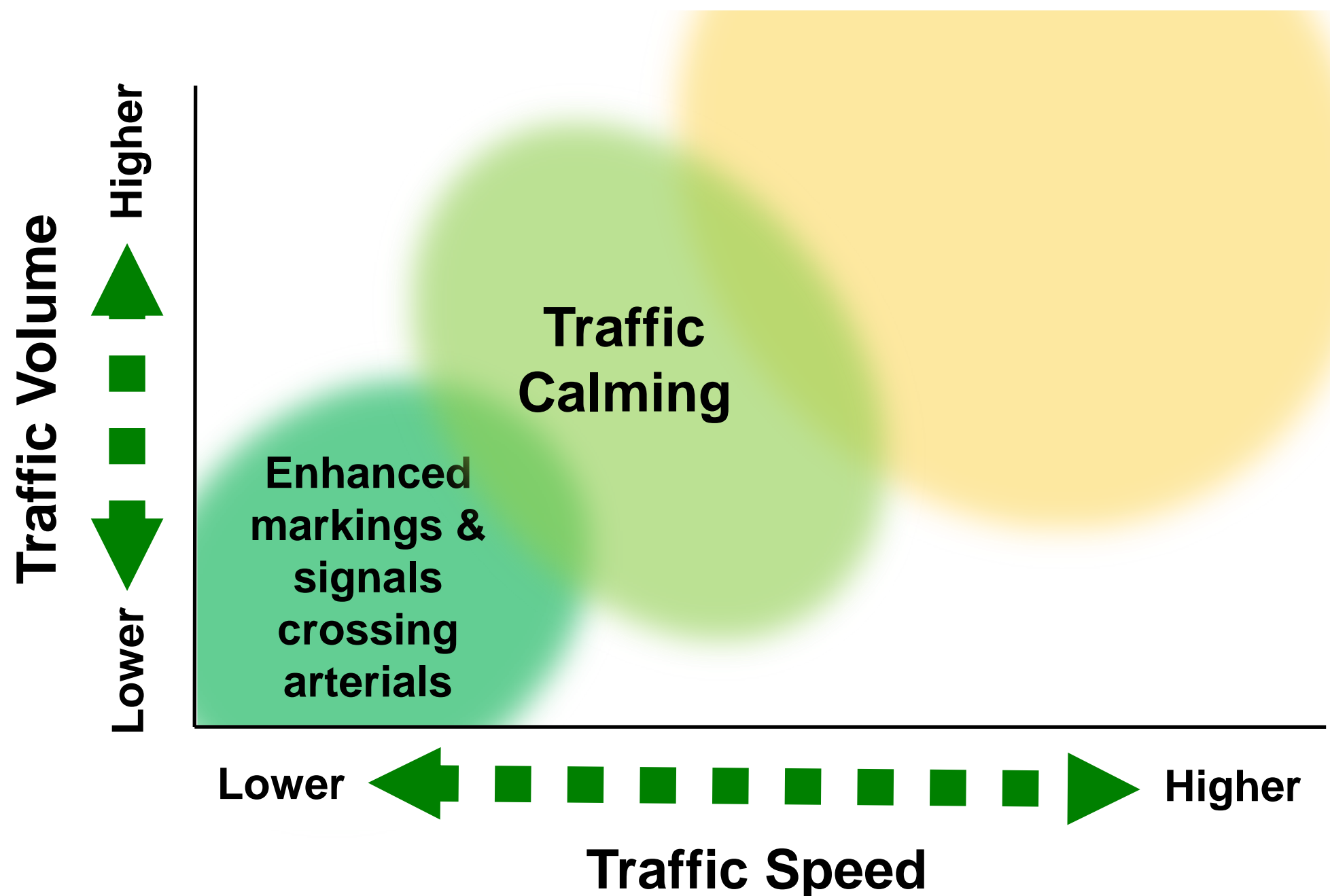
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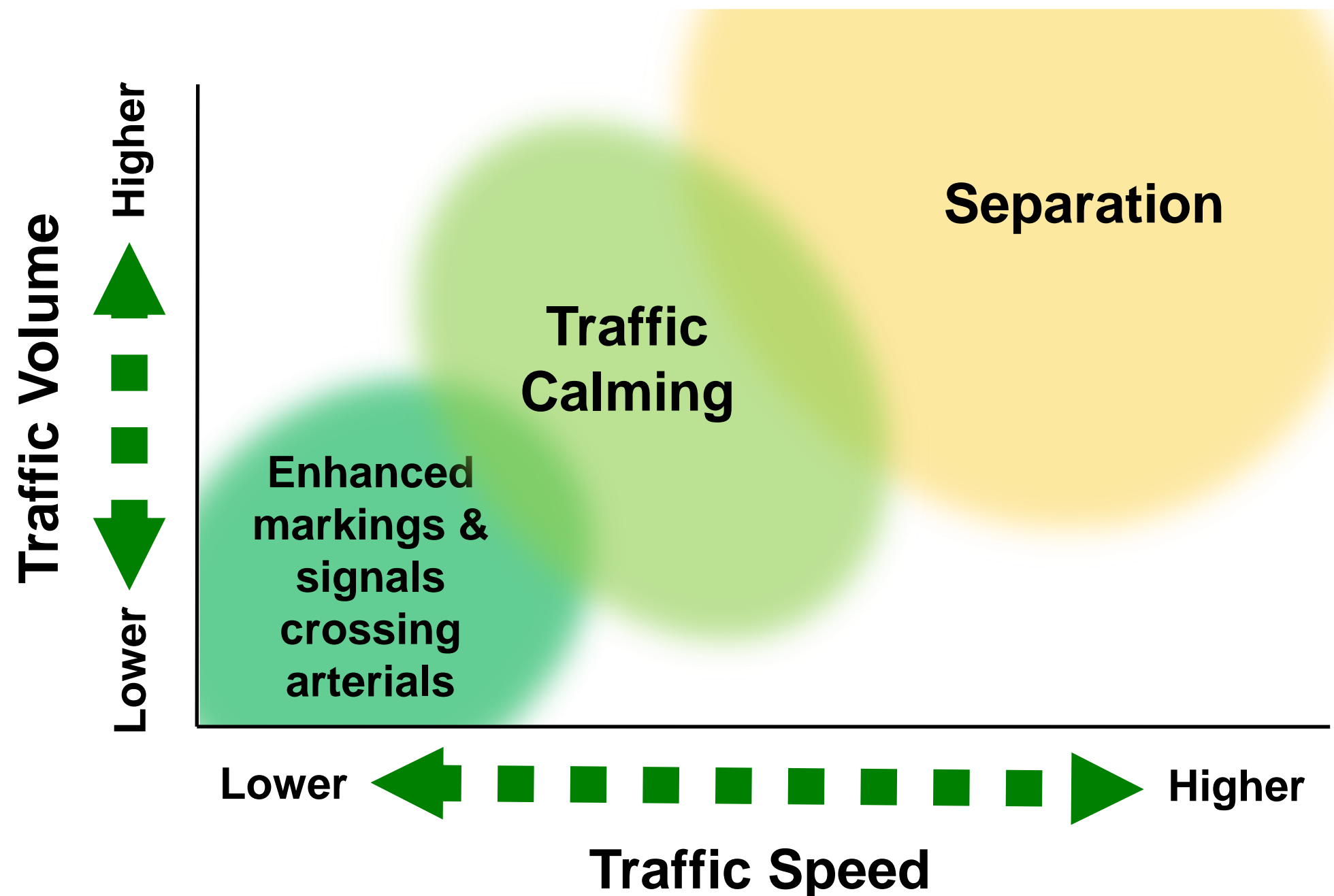
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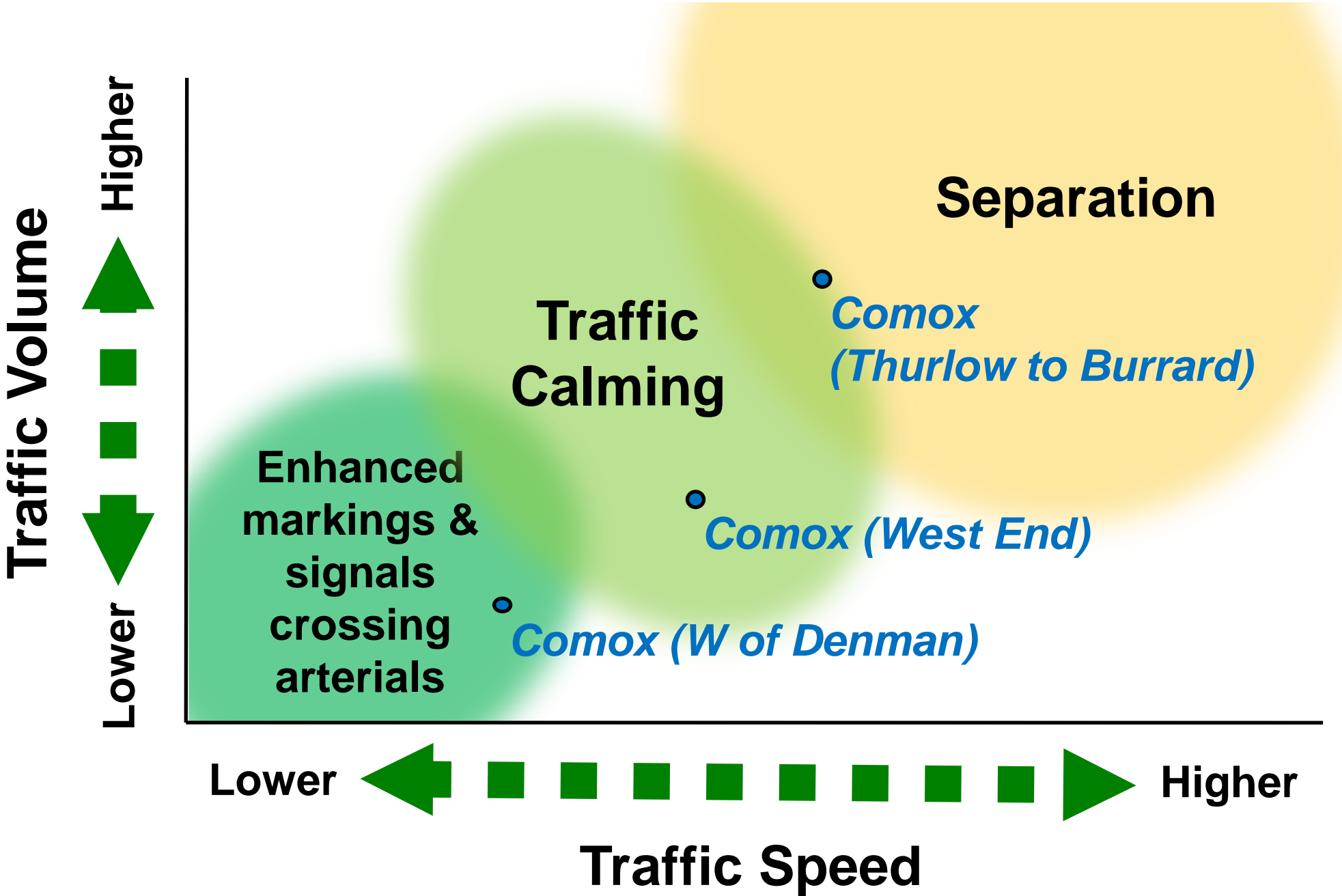
Designing for All Ages and Abilities

Based on research and results of completed projects:



Designing for All Ages and Abilities

Based on research and results of completed projects:



Moving Towards All Ages and Abilities

Less Comfortable

More Comfortable



All Ages & Abilities Facilities



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 of a public consultation event. In the foreground, a group of people are gathered around a table, looking at and pointing to large sheets of paper that appear to be architectural plans or maps. A man with glasses is on the left, smiling. A woman with curly hair is on the right, looking down at the plans. In the background, other people are walking on a sidewalk. The scene is outdoors and brightly lit.

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









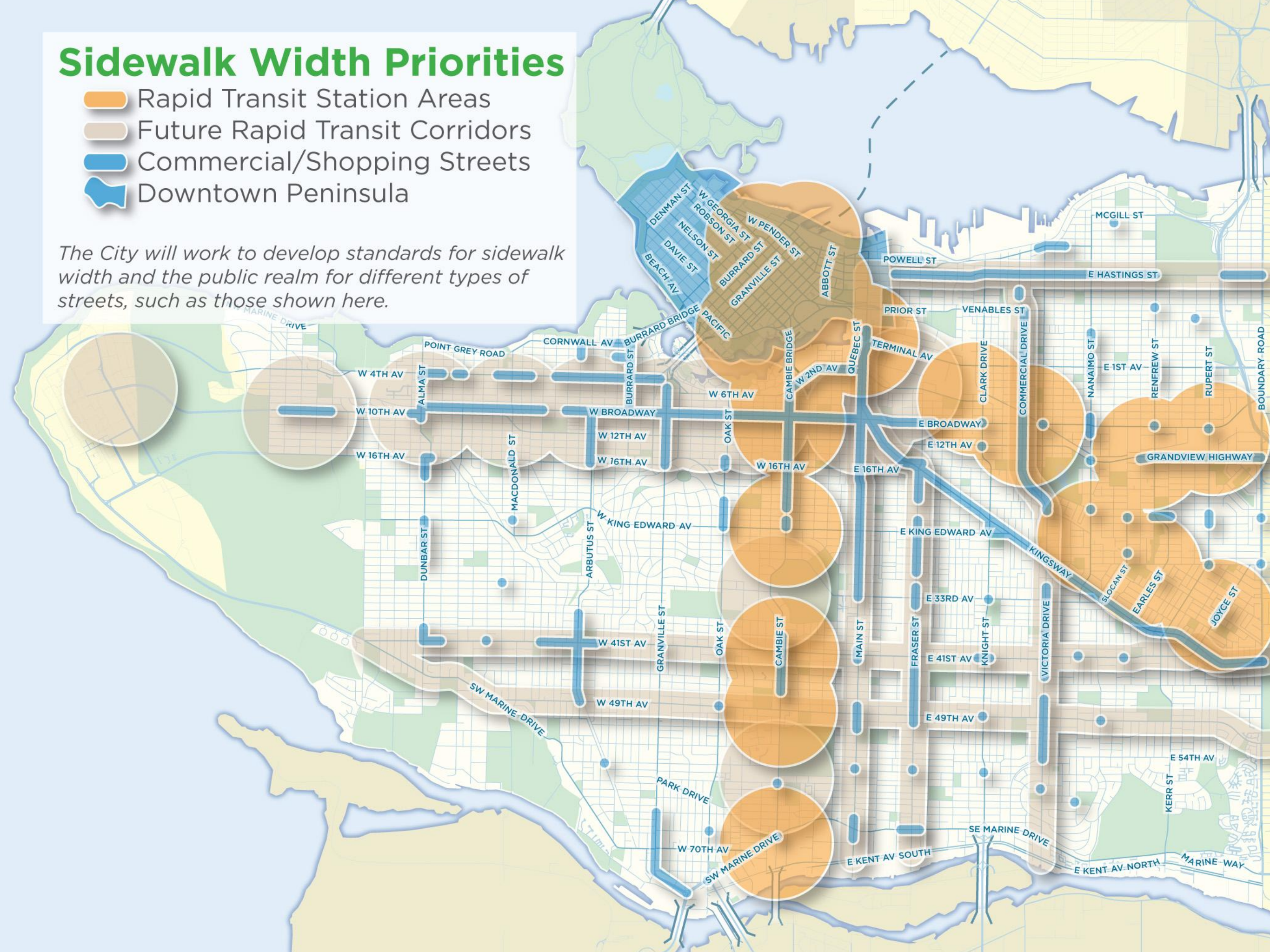
IMPLEMENTATION PRINCIPLES

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

Sidewalk Width Priorities

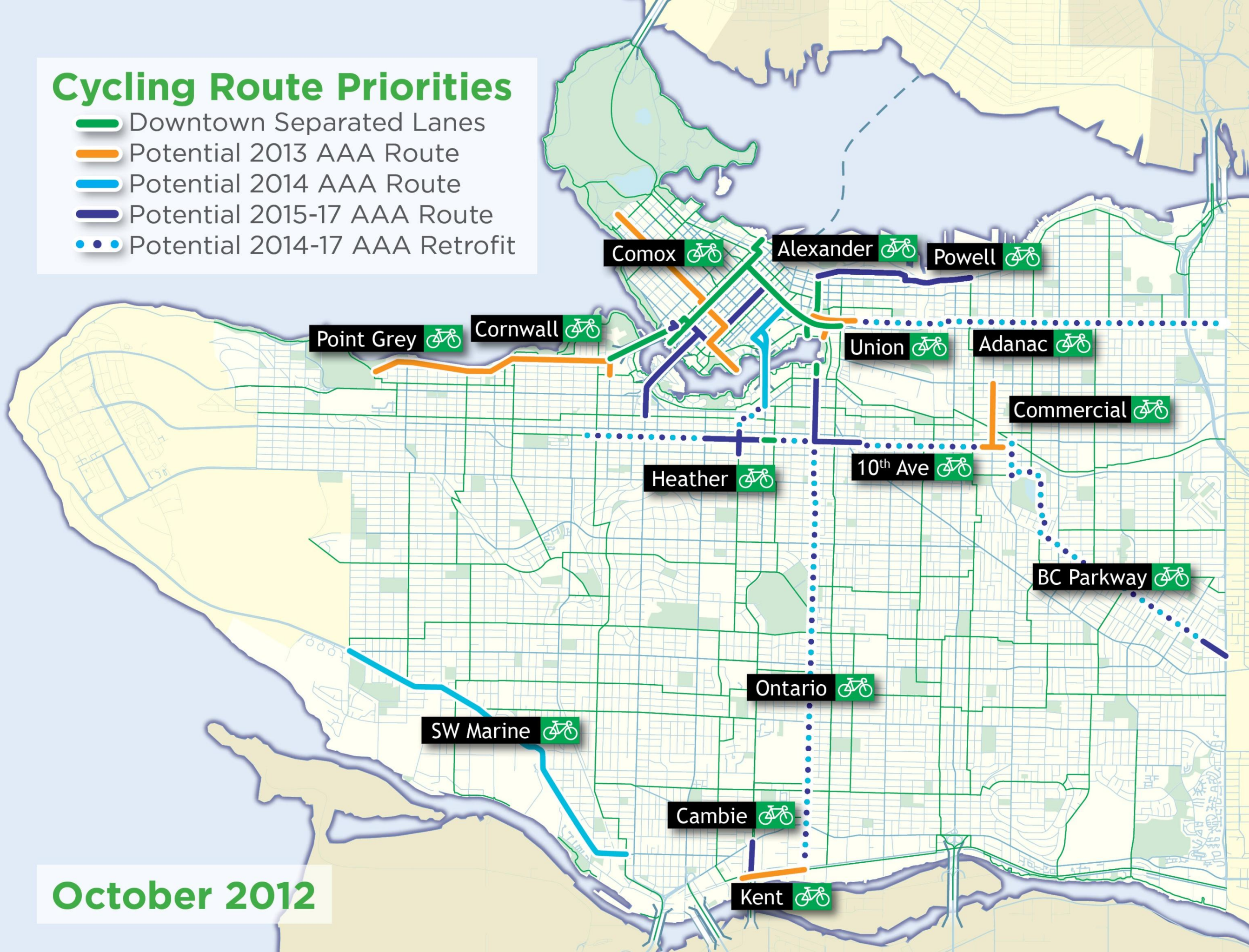
-  Rapid Transit Station Areas
-  Future Rapid Transit Corridors
-  Commercial/Shopping Streets
-  Downtown Peninsula

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

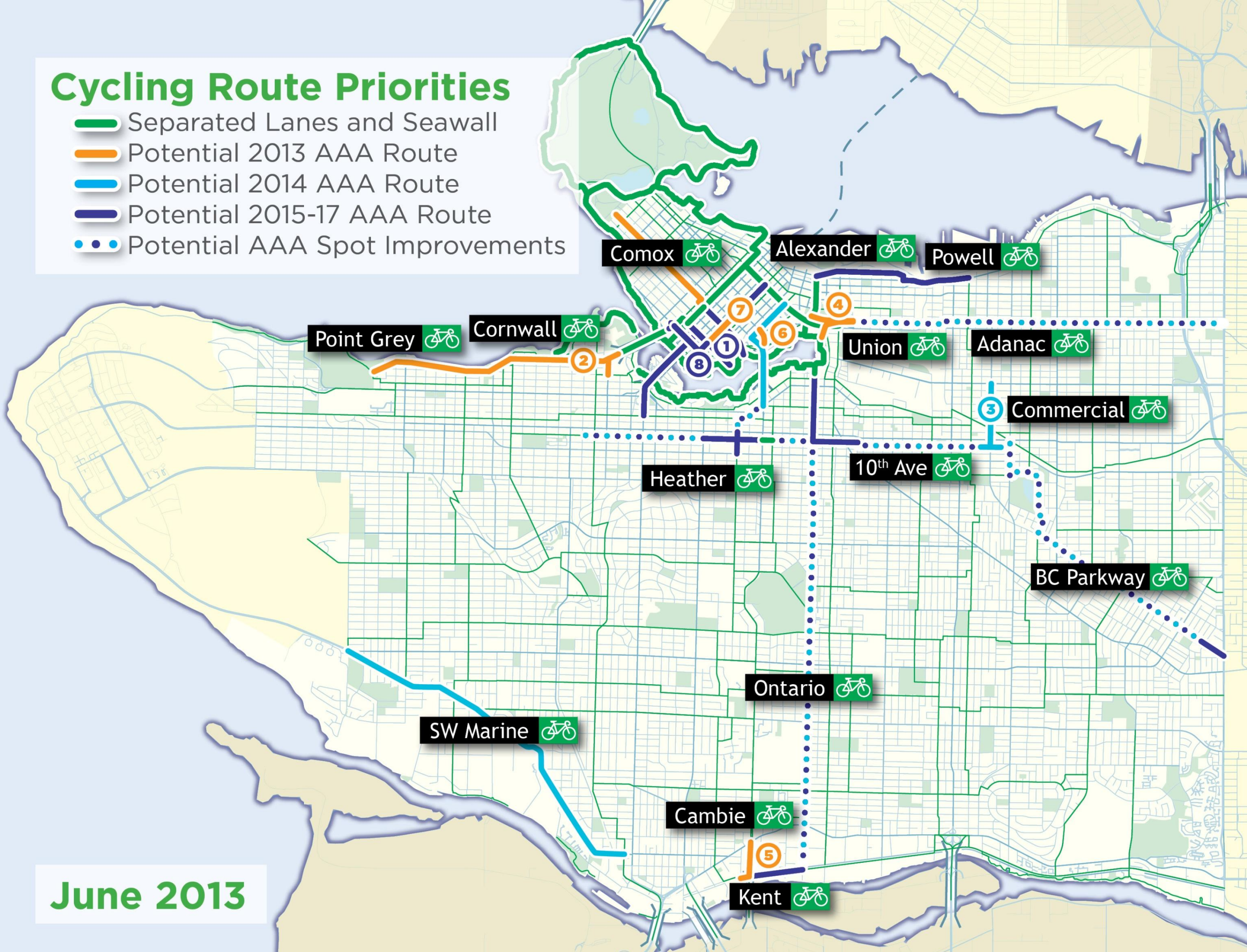
-  Downtown Separated Lanes
-  Potential 2013 AAA Route
-  Potential 2014 AAA Route
-  Potential 2015-17 AAA Route
-  Potential 2014-17 AAA Retrofit



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



CitvStudio



Work With our Health Partners



COALITIONS LINKING ACTION
& SCIENCE FOR PREVENTION

An initiative of:

CANADIAN PARTNERSHIP
AGAINST CANCER



PARTENARIAT CANADIEN
CONTRE LE CANCER

ASAP

active streets / / active people



CENTRE
for **HIPO** Health
and **Mobility**

Vancouver
CoastalHealth
Research Institute

Healthier lives through discovery



HEALTH & COMMUNITY DESIGN LAB

School of Population and Public Health

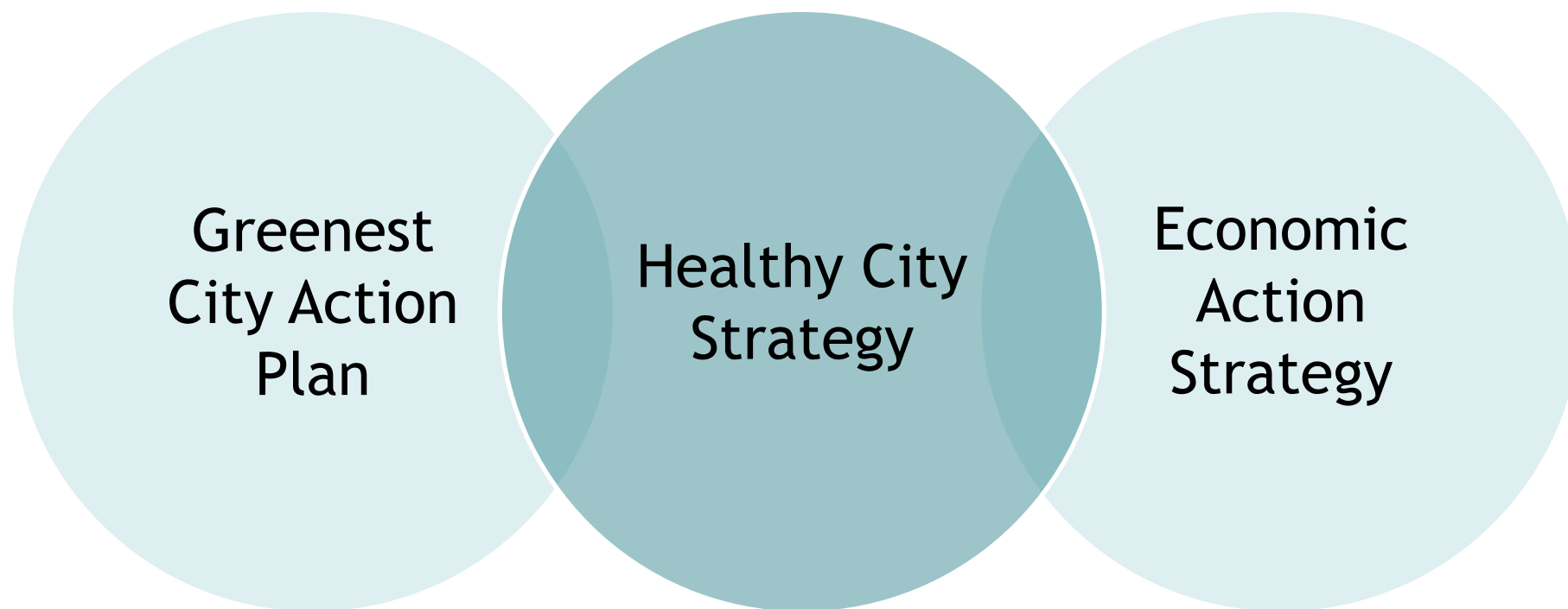
HEALTHY **CANADA**
by design



HEART &
STROKE
FOUNDATION

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

