



Update from the Director of Transportation

City Council

May 16, 2017



Transportation Update

Transportation Data

2016 Transportation Monitoring Report

Zero Traffic-Related Fatalities Plan

Major Transportation Updates

Arbutus Greenway

Transportation 2040

Walking + Cycling in Vancouver/ AAA

Council Reports

Complete Streets Policy Framework

Congestion Management Strategy

An aerial photograph of a city waterfront, likely Vancouver, showing a dense urban area with numerous high-rise buildings, a marina with many sailboats, and a large bridge crossing the water. In the background, there are snow-capped mountains under a clear blue sky. A semi-transparent blue horizontal band is overlaid across the middle of the image, containing the main title text.

Transportation Data

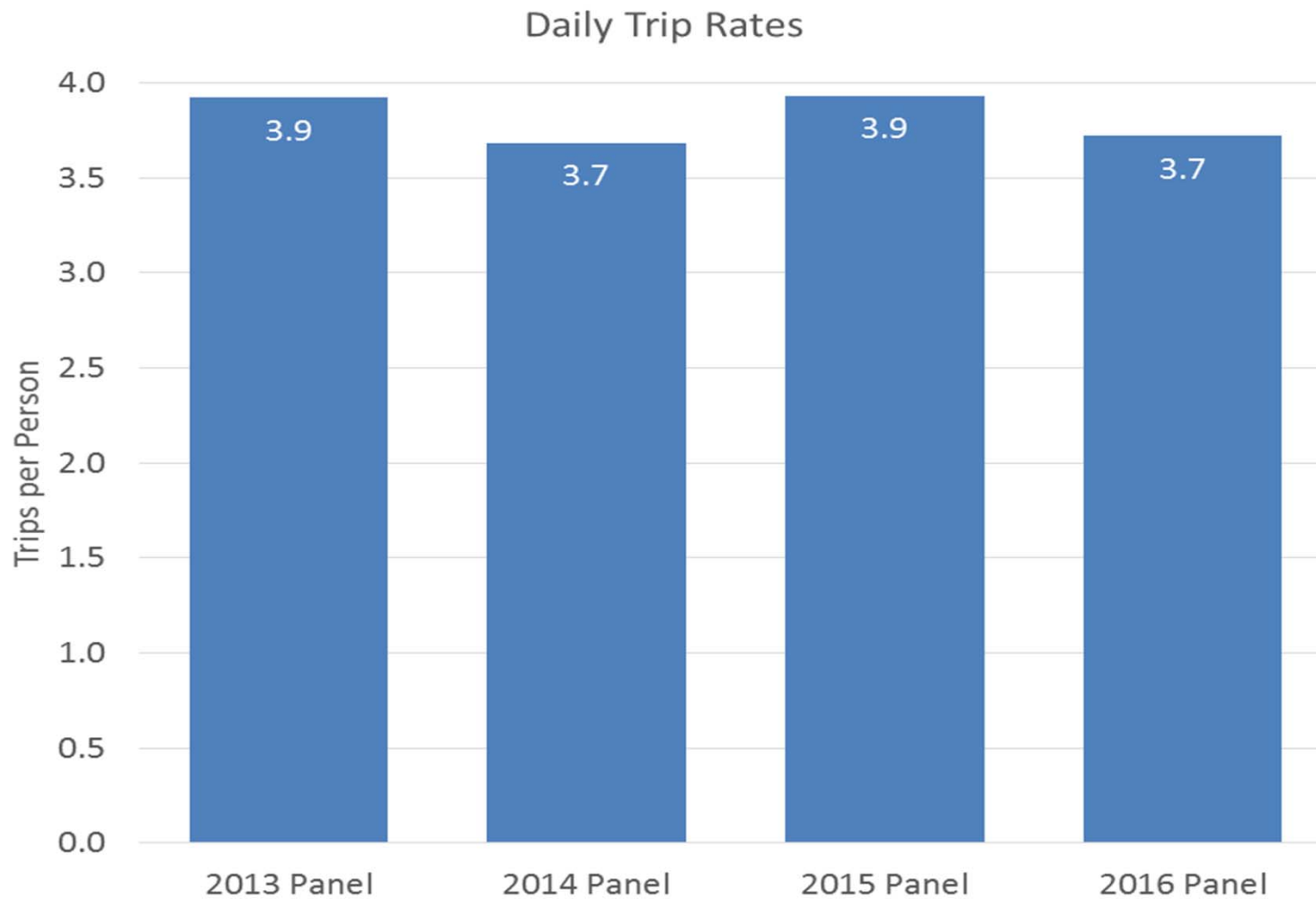
**2016 Transportation
Monitoring Report**

**Zero Traffic-Related
Facilities Plan**

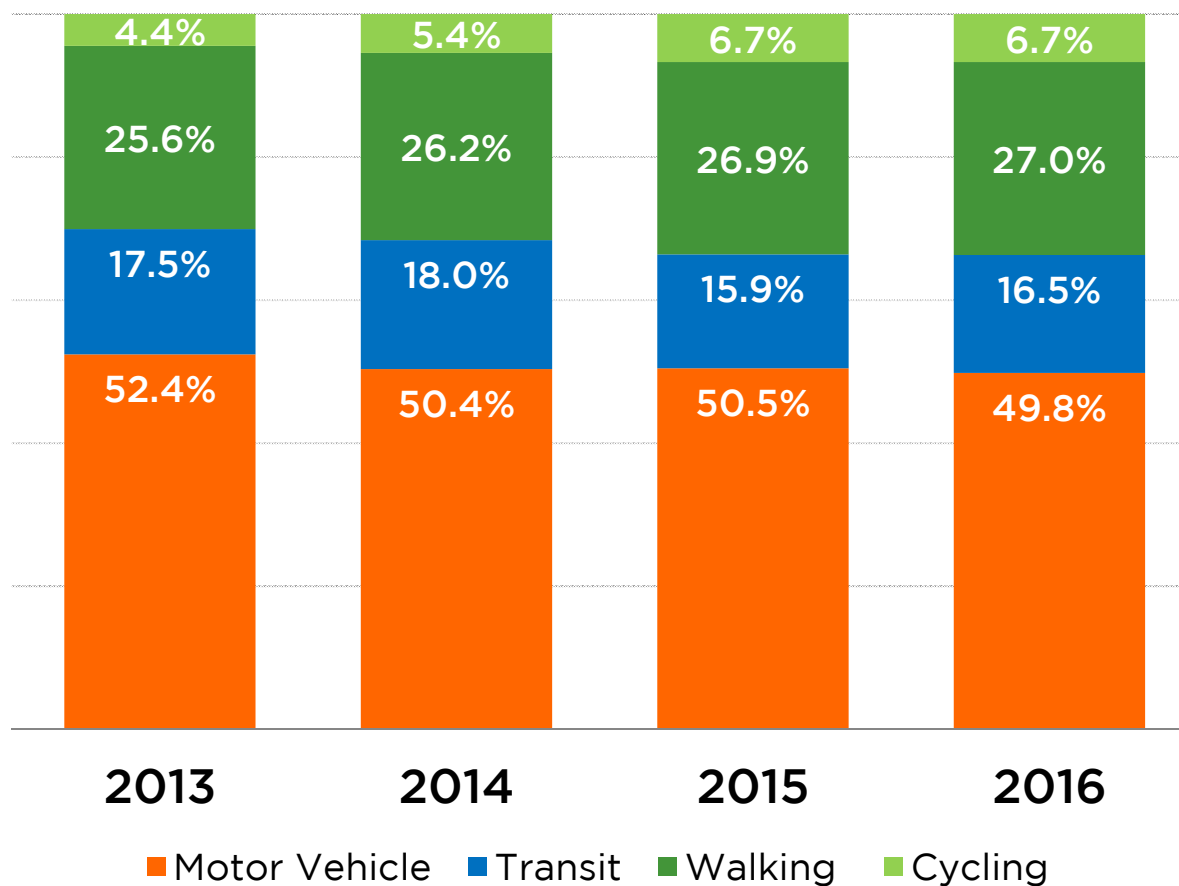


2016 Transportation Monitoring Report (Panel Survey)

Daily Trip Rates

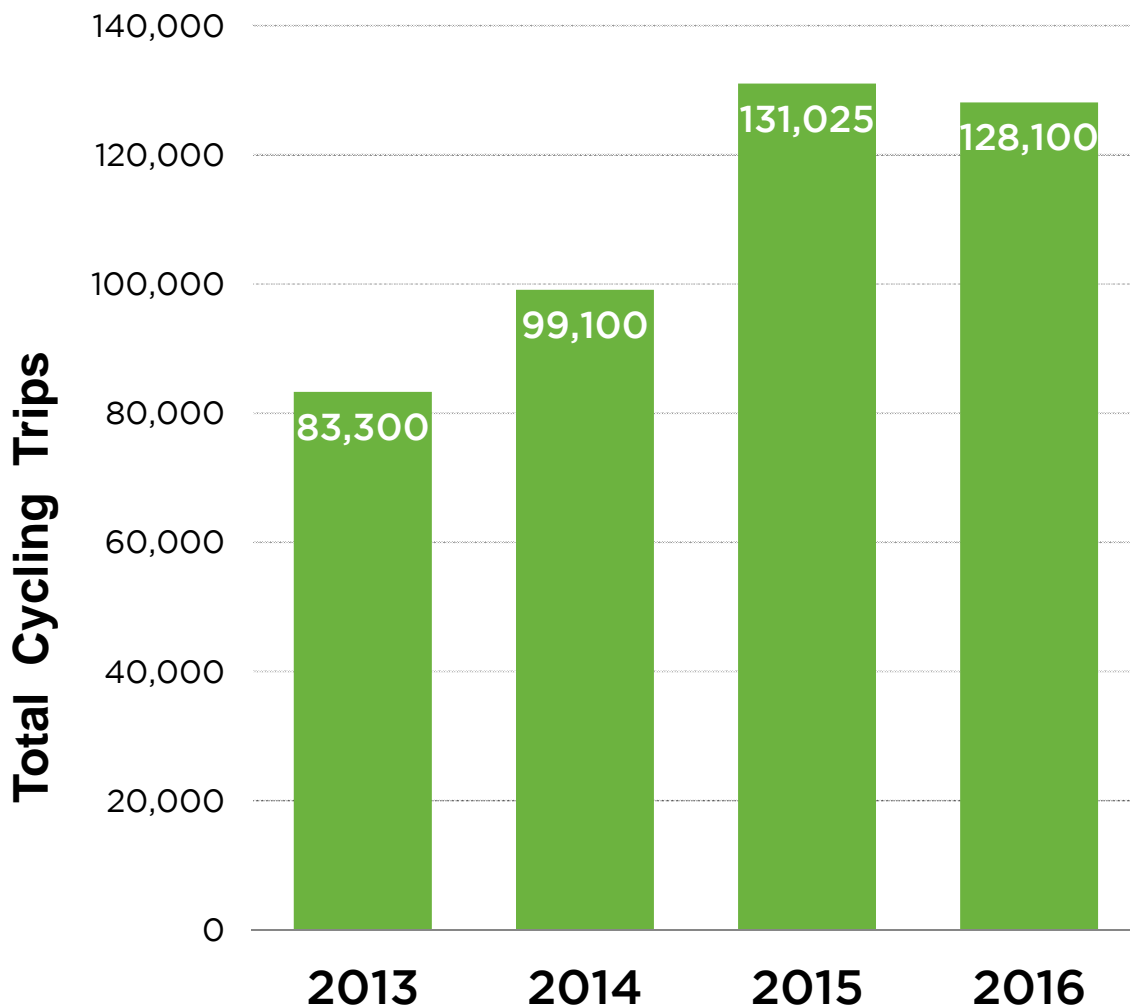


Daily Trips by Mode of Travel



Source: 2013-2015 Panel Surveys, excluding recreational trips

Total Daily Cycling Trips

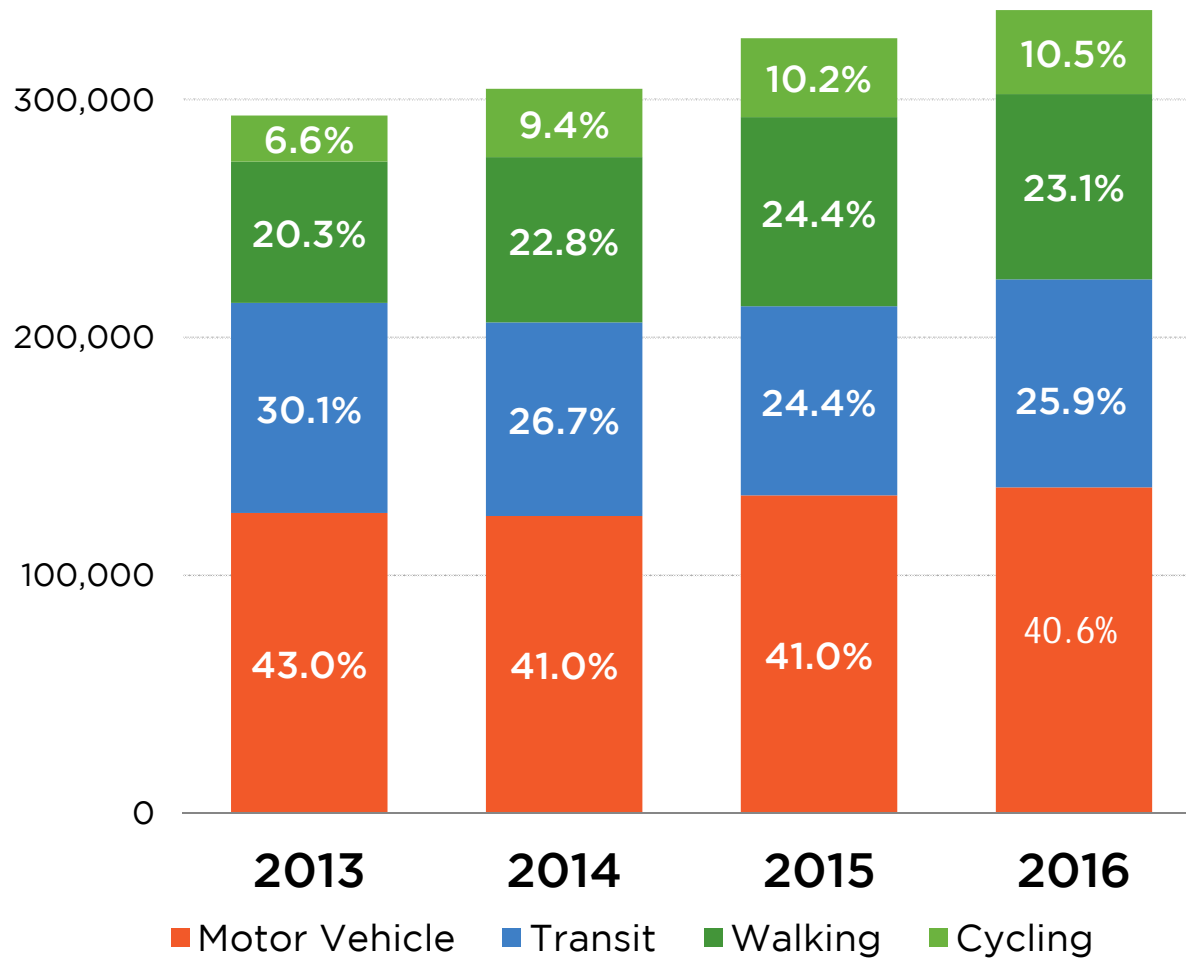


Total cycling trips increased 54% from 2013 to 2016

Approaching 2020 target of 7% of all trips

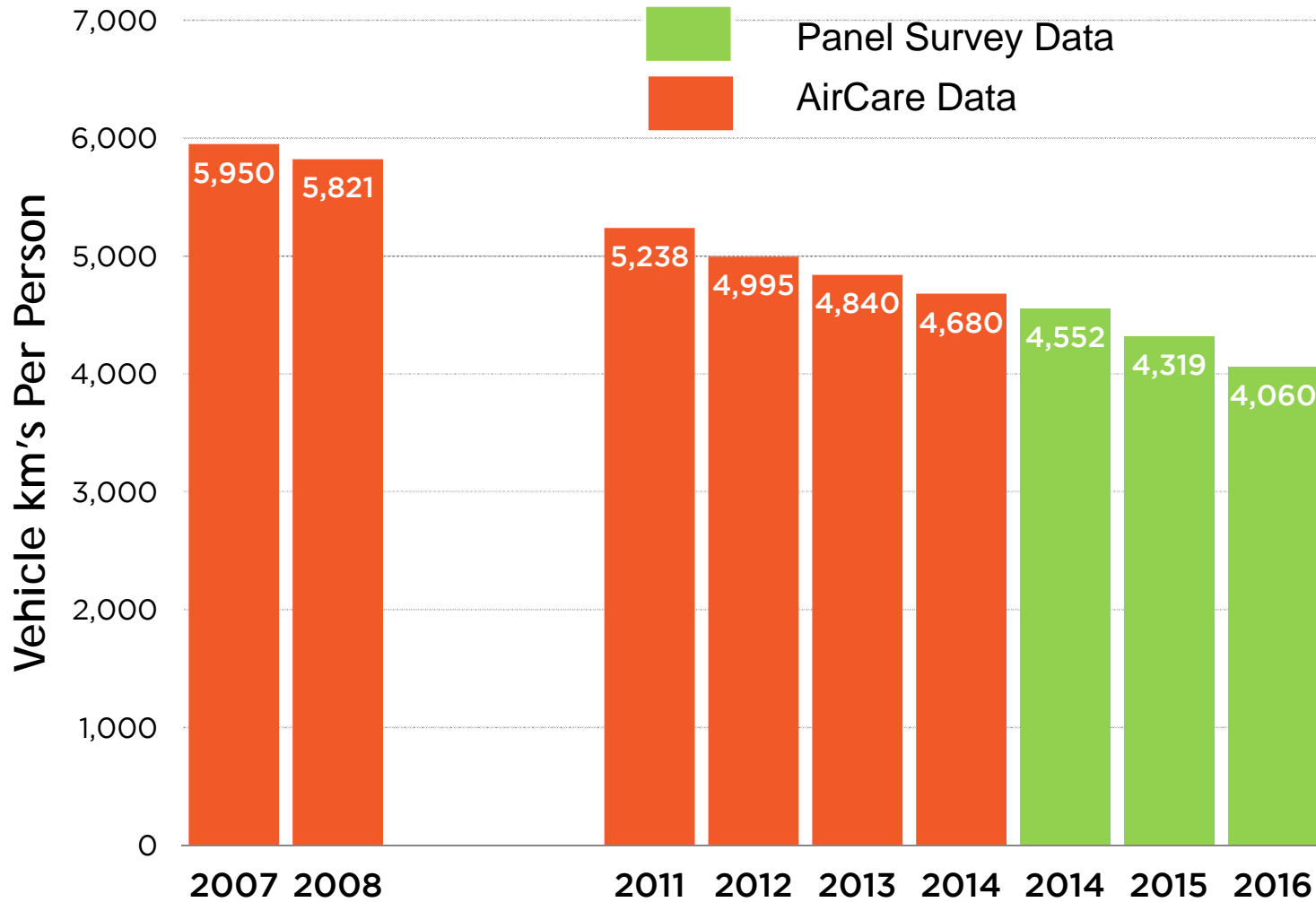
Source: 2013-2015 Panel Surveys, excluding recreational trips

Work Trips by Mode of Travel



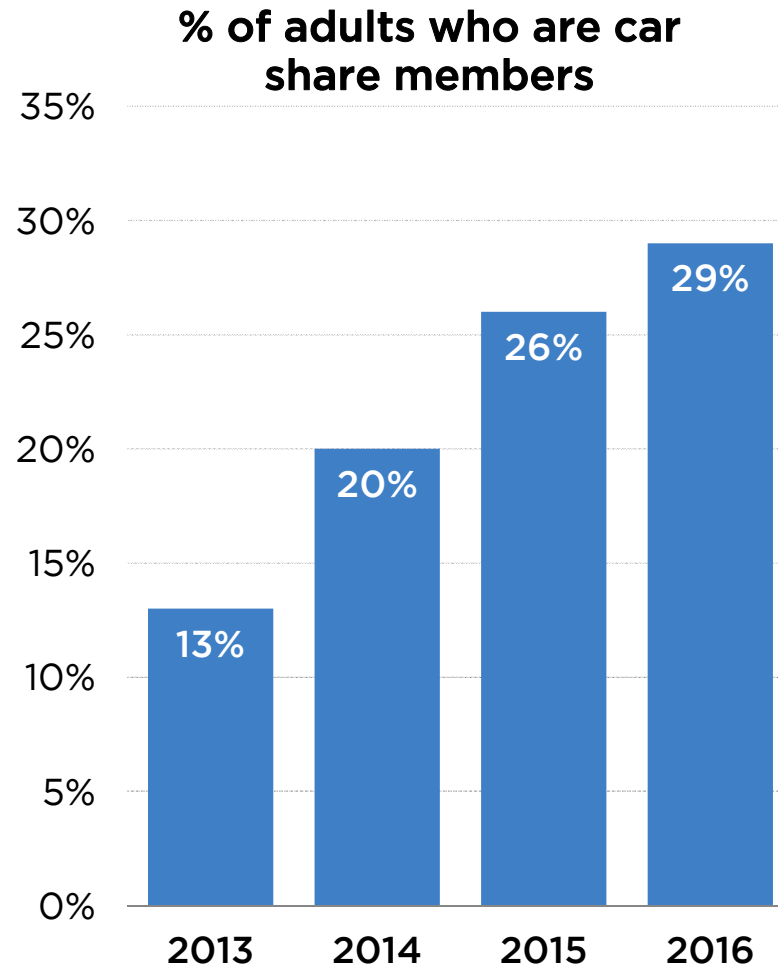
Source: 2013-2015 Panel Surveys, excluding recreational trips

Annual Distance Driven per Person



Source: *ICBC Vehicle Data and AirCare Data Odometer Readings. **City of Vancouver Panel Surveys

Growing Car Share in Vancouver



Source: 2013-2015 Panel Surveys. City of Vancouver.



Zero Traffic-Related Fatalities Plan

Zero Traffic-Related Fatalities Plan

- **May 2016 - Initial Program Launch**
- **December 2016 - Detailed Strategy**
- **Spring Annual Updates**

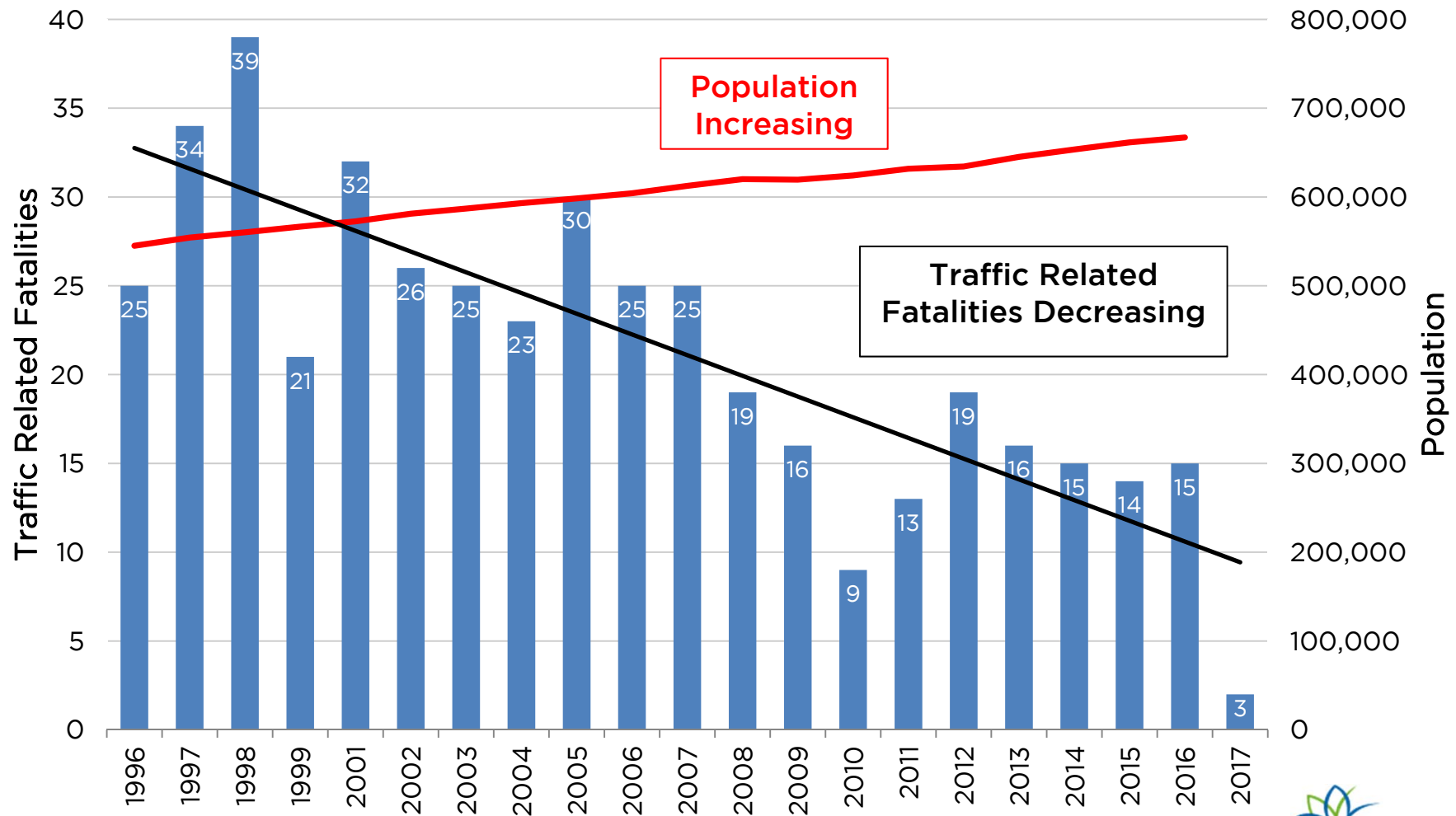
Zero Traffic-Related Fatalities Plan

- 1. Enhance Collision & Injury Data**
- 2. Evaluate and Prioritize Locations**
- 3. Implement Engineering Initiatives**
- 4. Prioritize Enforcement**
- 5. Education & Public Outreach**

1. Enhance Collision & Injury Data: Current Data Sources

- **Transportation Related Fatalities – VPD**
 - Summary reports as they occur
 - Annual review
- **Collisions involving – ICBC**
 - Summary reports each year
 - Annual review
- **Health Injury Data - NEW**
 - Hospital data - Vancouver Coastal Health
 - Ambulance data – BC Ambulance

1. Enhance Collision & Injury Data: Transportation-Related Fatalities



Source: VPD Traffic Fatality Data (1996-2017)

1. Enhance Collision & Injury Data: Hospital Injury Data Summary

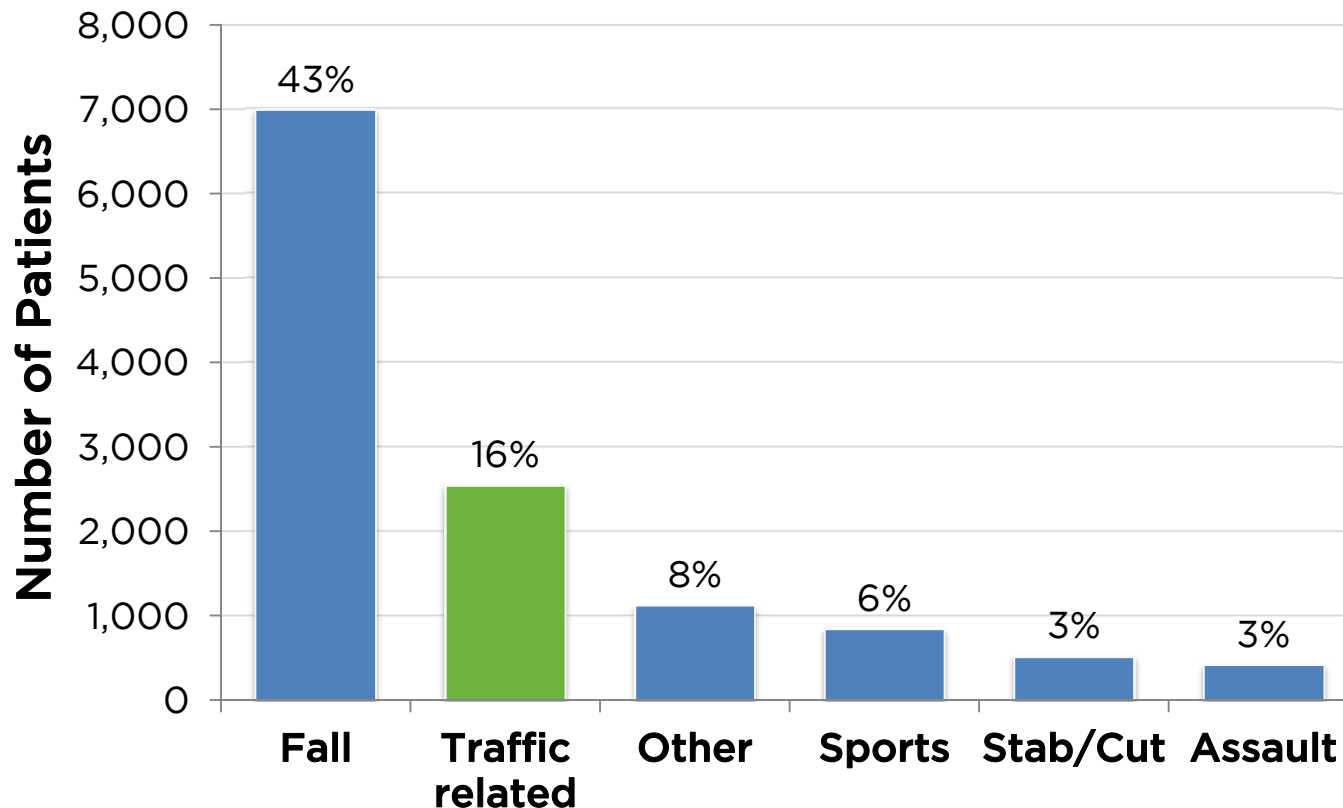


OBJECTIVES:

- Quantify serious injuries
- Understand injury demographics
- Insight on non-motor vehicle collisions

1. Enhance Collision & Injury Data: Hospital Injury Data Summary

Serious Injuries by Type

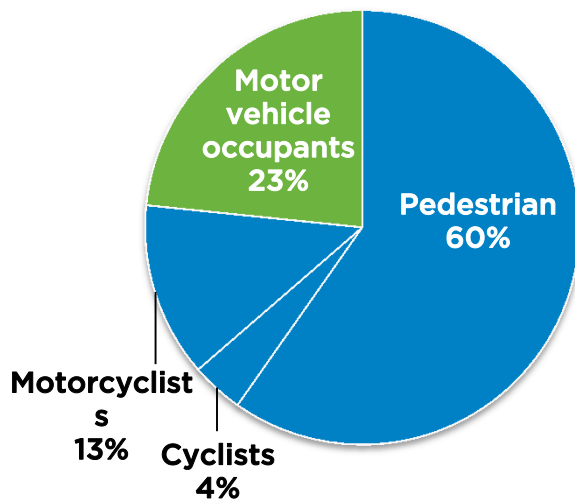


Traffic-related injuries are the 2nd highest cause of serious injuries arriving at VGH

Source: VGH Injury Data (2011- 2016)

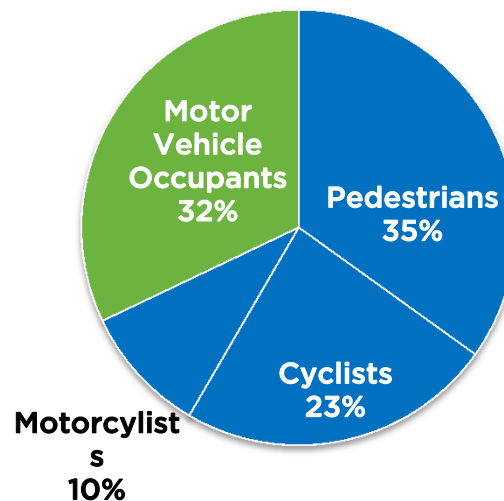
1. Enhance Collision & Injury Data: Hospital Injury Data Summary

Fatalities



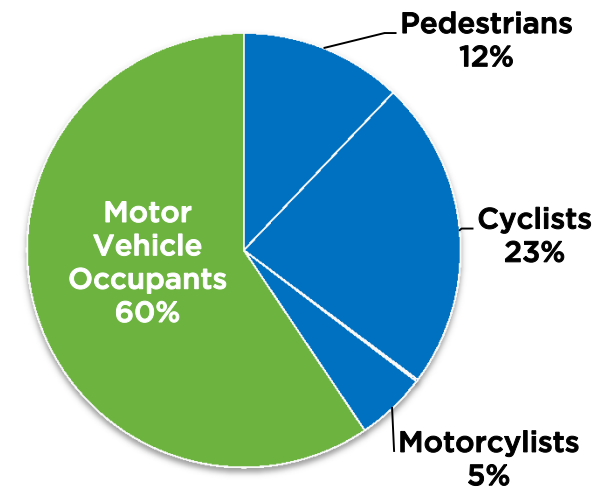
~15 fatalities per year

Serious Injuries



~300 serious injuries per year

Minor Injuries



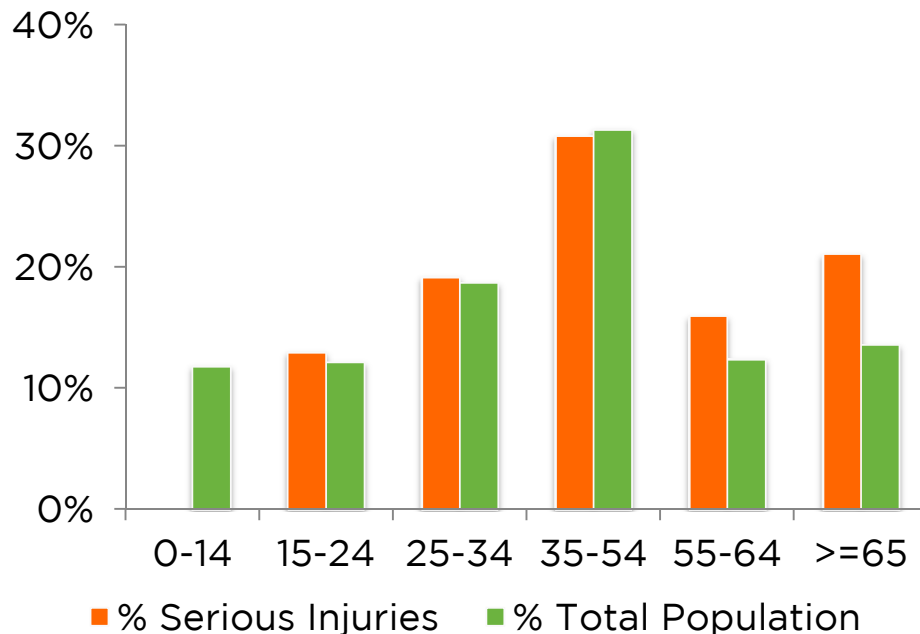
~2,000 minor injuries per year

Source:
VPD Traffic Fatality Data (2011-16)
VGH Hospital Injury Data (2011-16)

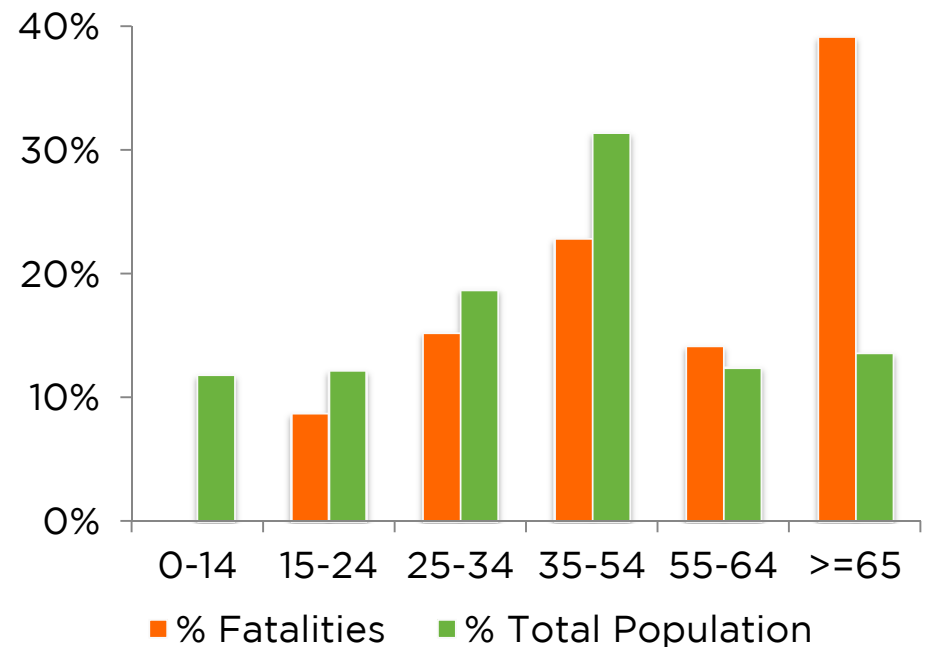
1. Enhance Collision & Injury Data: Hospital Injury Data Summary

Seniors: Higher risk of fatality & serious injuries

Serious Injuries by Age



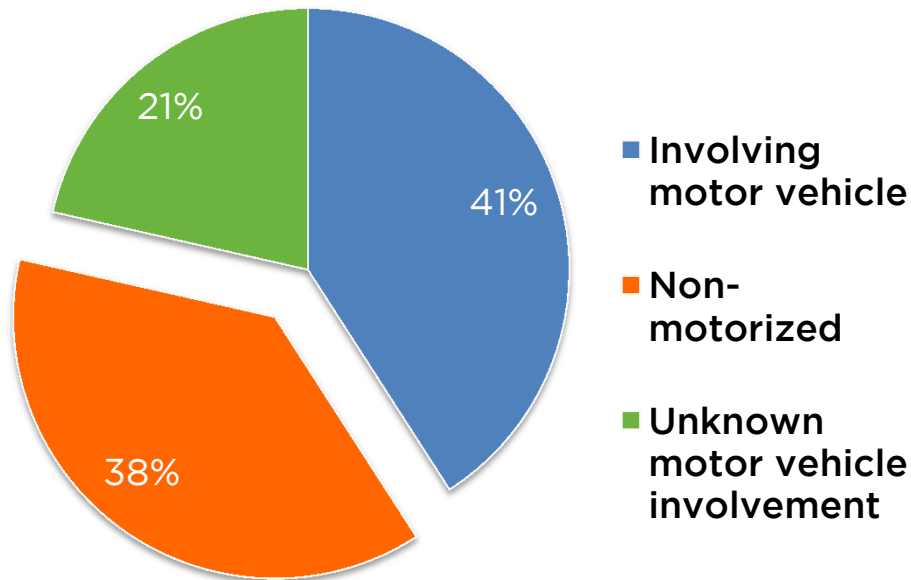
Fatalities by Age



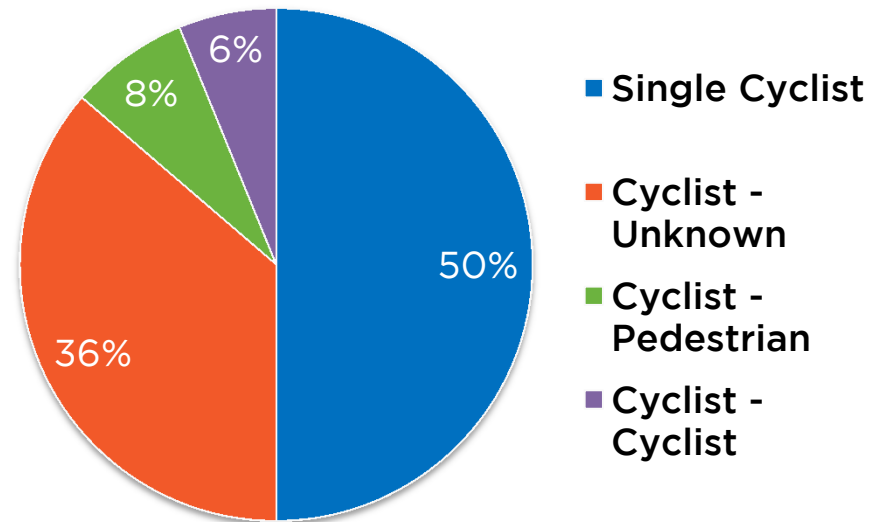
Source: VPD Traffic Fatality Data (2011-15), VGH Traffic Injury Data (2011-2015) & Census 2011 Population Data

1. Enhance Collision & Injury Data: Hospital Injury Data Summary

All Cycling Serious Injuries

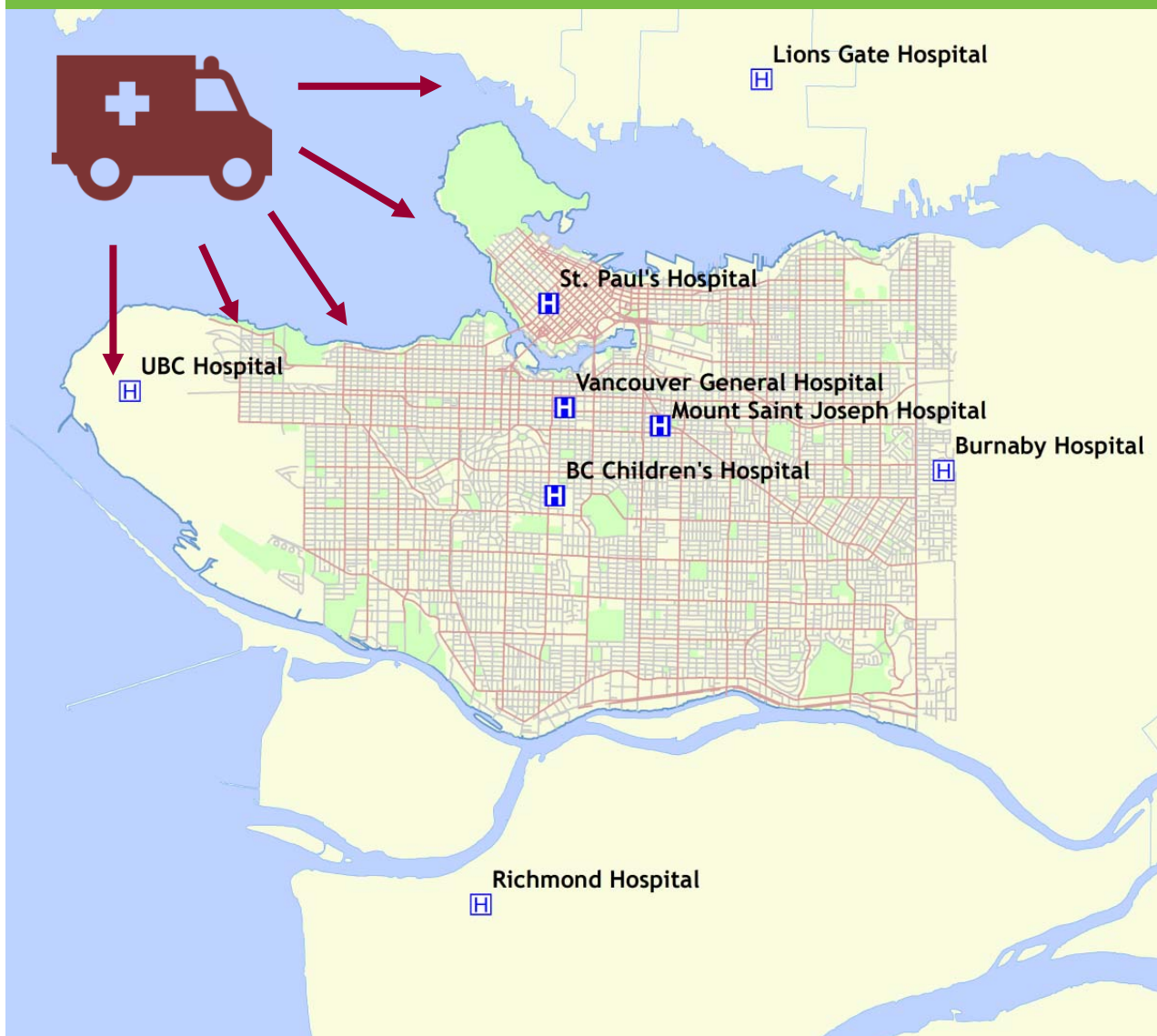


Non - Motorized Cycling Serious Injuries



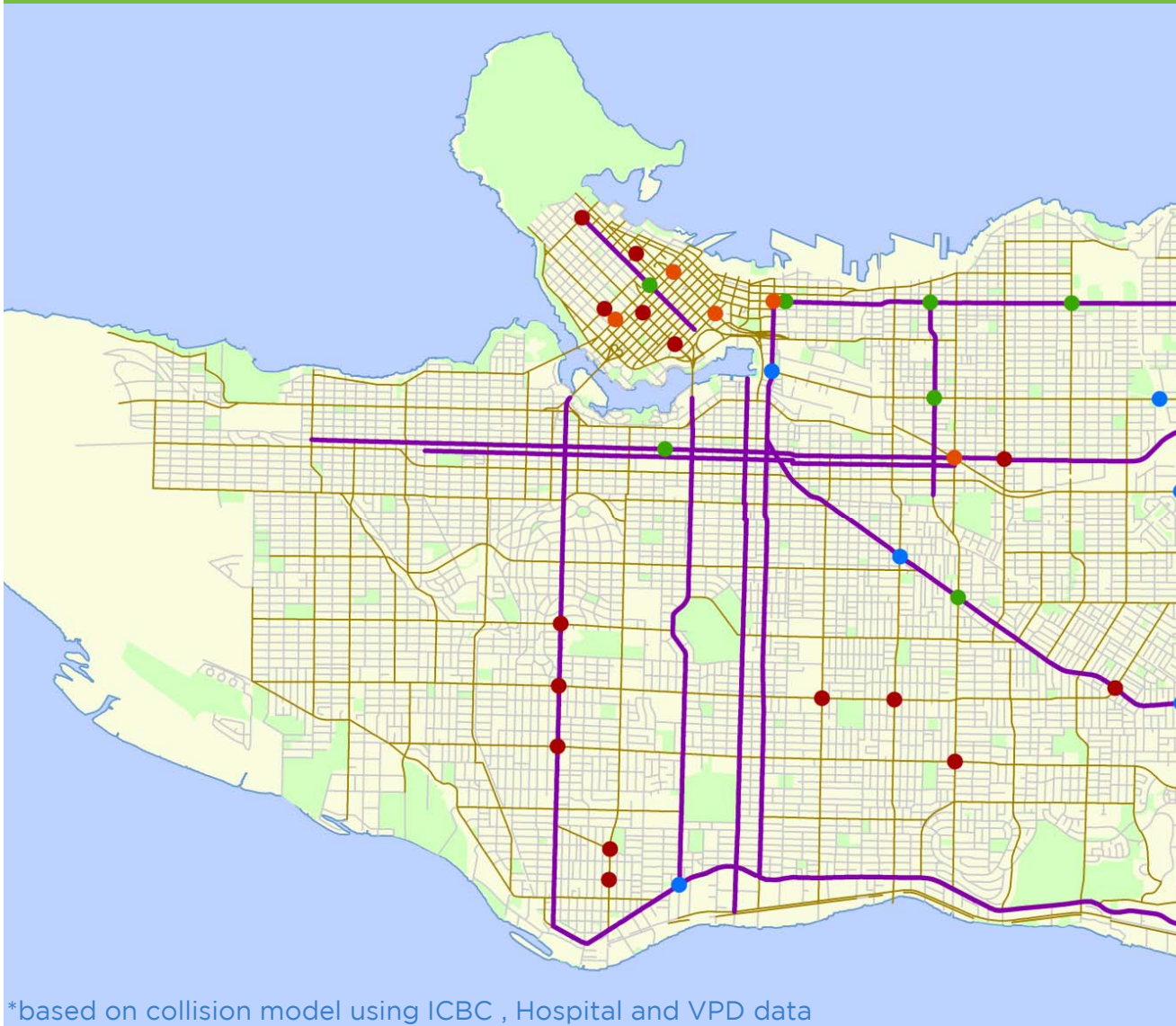
Source: VGH Traffic Injury Data (2011-2015)

1. Enhance Collision & Injury Data: Ambulance Data















**BC Ambulance
collects GPS
coordinates with
patient pick-up
and hospital
drop-off
locations**

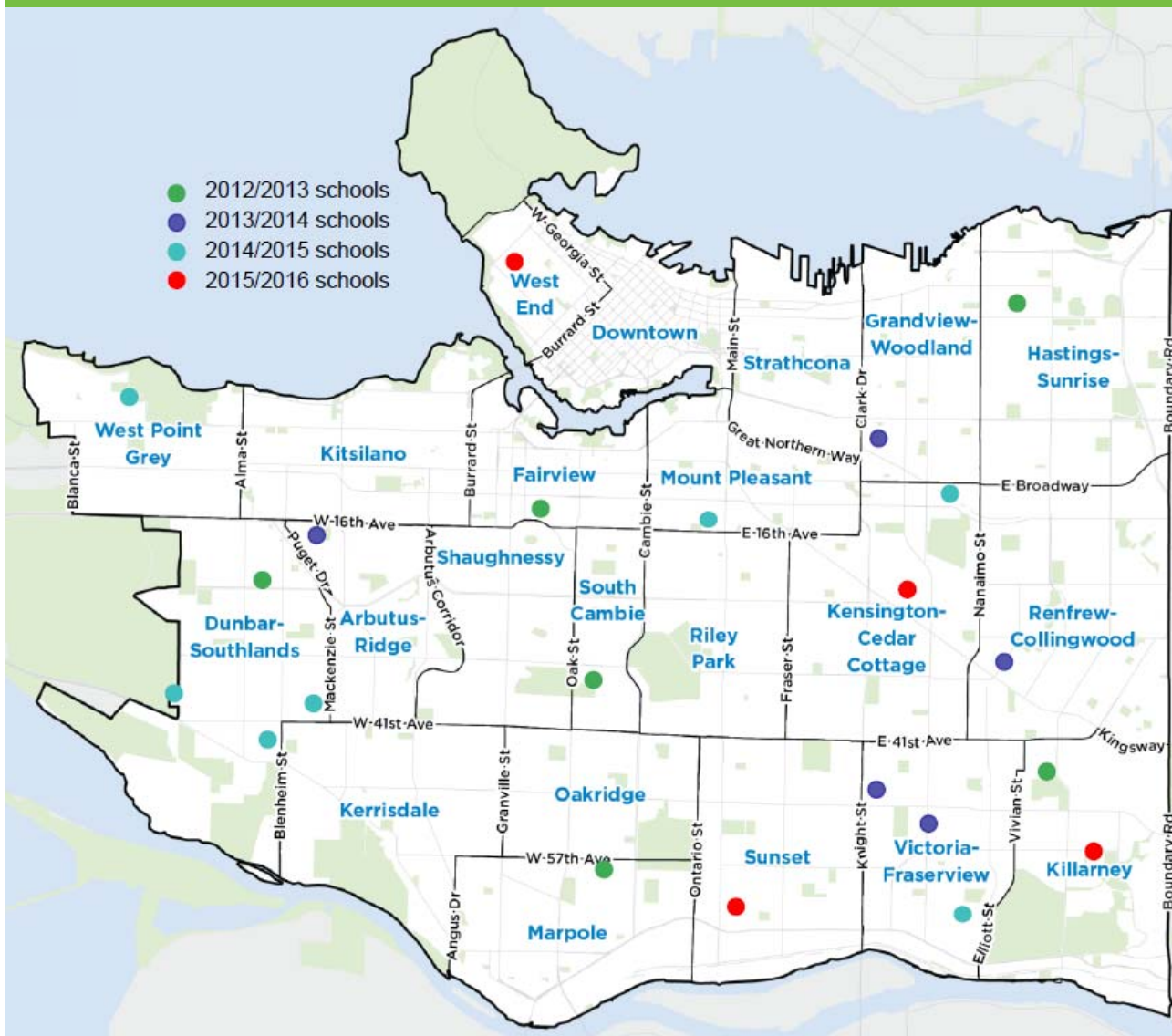
2. Evaluate & Prioritize Locations: Priority Areas of Focus



Top Corridors & Intersections for Deep Dive

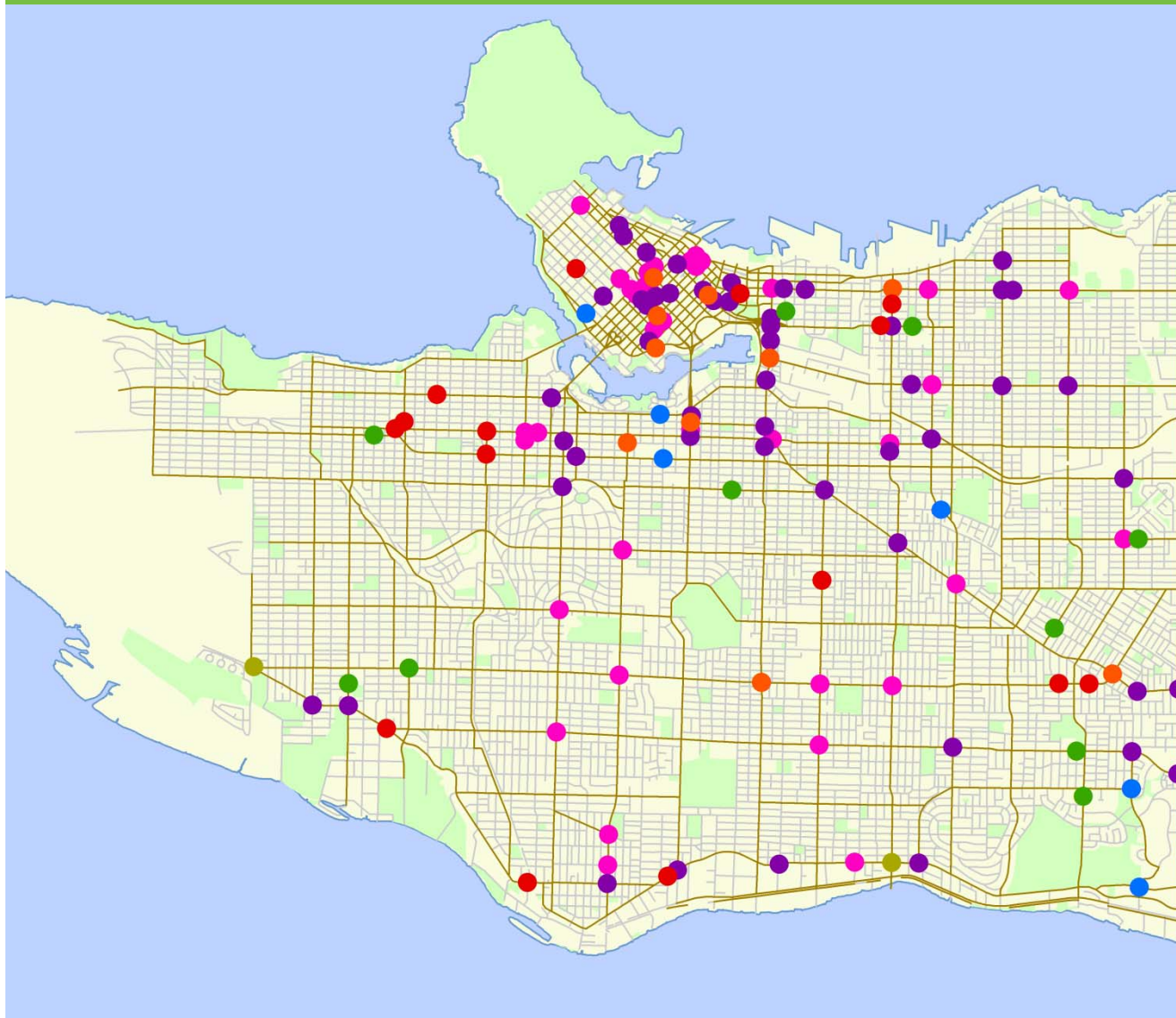
-   (15)
-   (10)
-   (10)
-   (10)
-    

2. Evaluate & Prioritize Locations: Improved School Safety Programs



- More data focused
- Work with VSB
- Delivery of program in-house
- Accelerate countermeasures to more schools

3. Implement Engineering Initiatives: Countermeasures



By countermeasure

Treat overrepresented types of collisions:

- Left turn
- Right turn
- Driver failure to yield
- Jaywalking
- Collisions after dark

- LPI (6)
- Turning Mov. Changes (12)
- Geom./Signal Changes (2)
- Flashing Beacons (10)
- Signals (15)
- LED Lighting (50)
- Slower Walking Speeds (60+)

4. Prioritize Enforcement

- **VPD Traffic Section**
Enforce unsafe and reckless pedestrian and cycling behaviors in high incident areas
- **VPD Commercial Vehicles Unit**
Inspection and enforcement of commercial vehicles and use of truck routes



5. Education and Public Outreach

- Develop a Zero Traffic-Related Fatalities website
- Report to Council annually on progress
- Conduct Walking Safety Campaign
- Continue to work with Traffic Safety Working Group
- Disability Awareness training for staff



Next Steps

- **Serious injury data analysis**
- **Priority Intersections & Corridors**
- **Engineering Action Plan**
- **Education & Public Outreach**

Report Back Spring 2018



Major Transportation Updates



Arbutus Greenway

Transportation 2040

2016 Walk/Bike Report Card

AAA Guidelines

Arbutus Greenway Project

vancouver.ca/arbutus-greenway

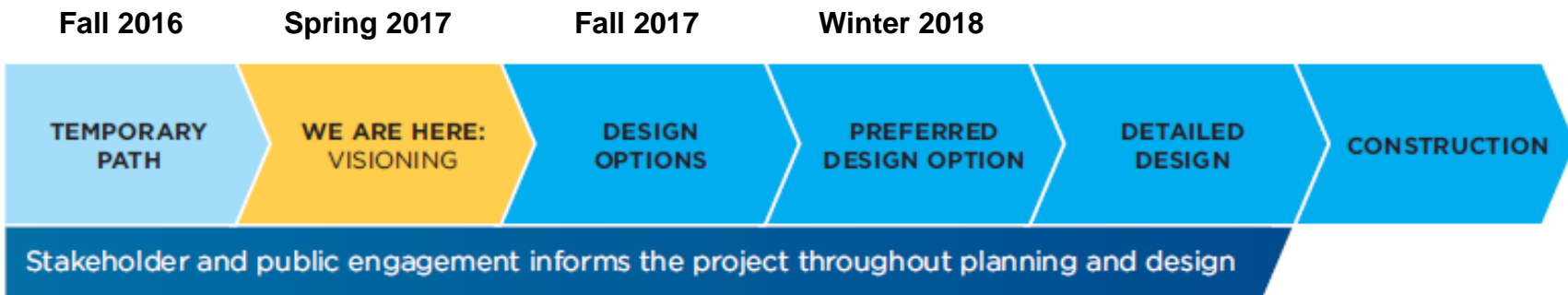


Temporary Pathway

- ❖ Facilitated public engagement session
- ❖ 100% of asphalt placed, 100% of rail crossings removed
- ❖ Construction and design of signalized intersections at Burrard Street, Broadway, 12th Avenue, 41st Avenue and SW Marine Drive are being progressed
- ❖ Installation of benches, waste receptacles, portable washrooms, road markings, bark mulch, topsoil and wildflower seeding ongoing



Permanent Pathway

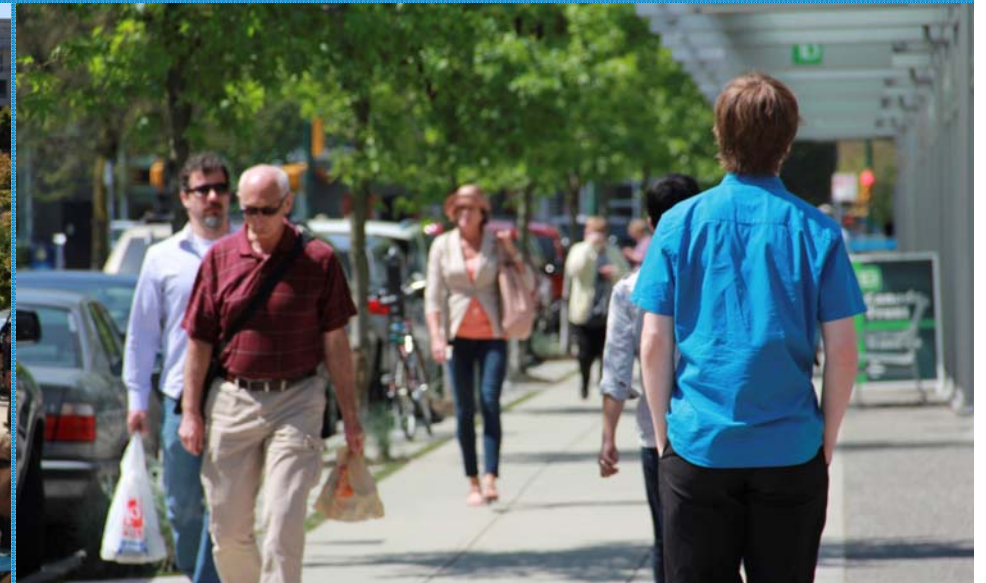


- ❖ Consultation on vision and values completed
 - From January 18th - February 15th, we invited public input on vision and values for the future greenway
 - Included Talk Vancouver survey, open houses, stakeholder meeting, hot chocolate “City Hall” pop-ups and an online Reddit forum
 - More than 4,000 participant interactions
- ❖ Evaluation of bids for Master Plan Design Consultancy Request for Proposal underway. Expected contract award this June.





TRANSPORTATION 2040 Implementation Update





A HEALTHY CITY FOR ALL
VANCOUVER'S HEALTHY CITY STRATEGY
2014-2025 | PHASE I



CITY OF VANCOUVER
GREENEST CITY
2020 ACTION PLAN
PART TWO: 2015-2020



**Foundation for
Transportation in Vancouver**



Major progress in every area

72 high level policies and **183** detailed actions under **7** themes:

- Land Use
- Walking
- Cycling
- Transit
- Motor Vehicles
- Goods, Services & Emergency Response
- Encouragement, Education, Enforcement

Most actions have an ongoing component and are underway

Key Projects / Emerging Areas of Focus



- Wider Sidewalks in Commercial Areas & Near Transit
- False Creek Bridges
- Vibrant Public Spaces
- All Ages & Abilities Cycling Network
- Public Bike Share
- Seawall Improvements
- Viaducts & Eastern Core
- Broadway Corridor Rapid Transit
- Comprehensive Parking Strategy
- Arbutus Corridor
- Burrard Inlet Crossings
- Fraser River Area
- Rail Corridor Strategies
- Major Road Network

Major Accomplishments - First 4 years



- **Active Transportation:** Burrard Bridge upgrades, Seaside Greenway completion, Arbutus Greenway, AAA bike network expansion, 150+ spot improvements, Mobi bike share launch
- **Public Space:** Jim Deva Plaza, 800-block Robson, citywide parklet program
- **Transit:** advanced funding to support transit expansion including Broadway Subway, downtown trolley network expansion
- **Motor vehicles:** electric vehicle charging infrastructure strategy, West End residential parking strategy, meter pricing strategy
- **Goods, services, emergency response:** Powell Street overpass
- **Encouragement, education, enforcement:** active transportation promotion & enabling strategy, improved access through construction zones

Upcoming Projects

- Granville and Cambie Bridges
- Gastown Transportation Planning Study
- Viaducts + False Creek Flats
- Broadway Subway
- Mobility Pricing (regional)
- Regional goods movement strategy implementation

Challenges

- **Transit funding** – next steps
- **Reallocating road space** on limited right-of-way
- **Managing congestion** while supporting transition towards more walking, cycling and transit

Active Transportation Promotion and Enabling Plan (ATPEP)

- Guides approach to increasing the number of people who walk and cycle to their destinations
- Identifies strategies in **4 main action areas**, a number of **pilot projects**, and campaigns



Walking + Cycling in Vancouver

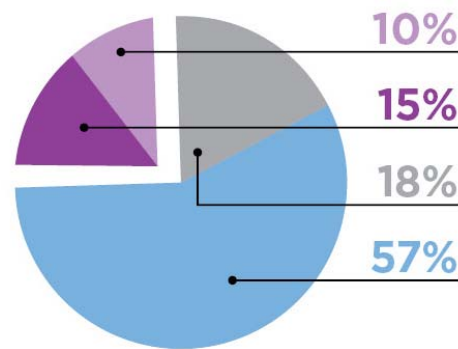


- Featuring data from Panel Survey, bike counters, and active transportation survey
- Highlighting new infrastructure improvements
- 2016 Report Card is now available

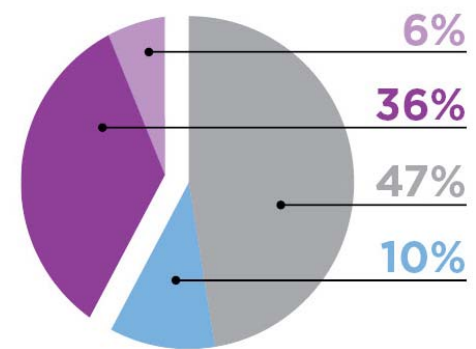
Walking + Cycling in Vancouver

2016 Report Card

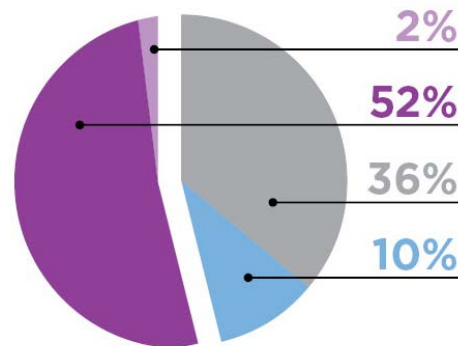
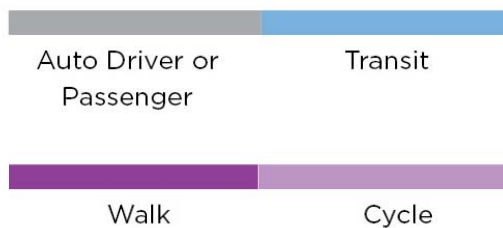
Mode Share by Destination



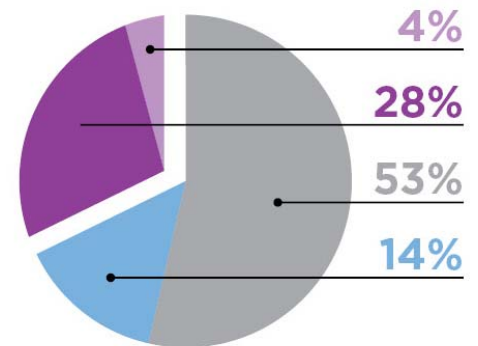
To School



Shopping



Dining/Restaurant



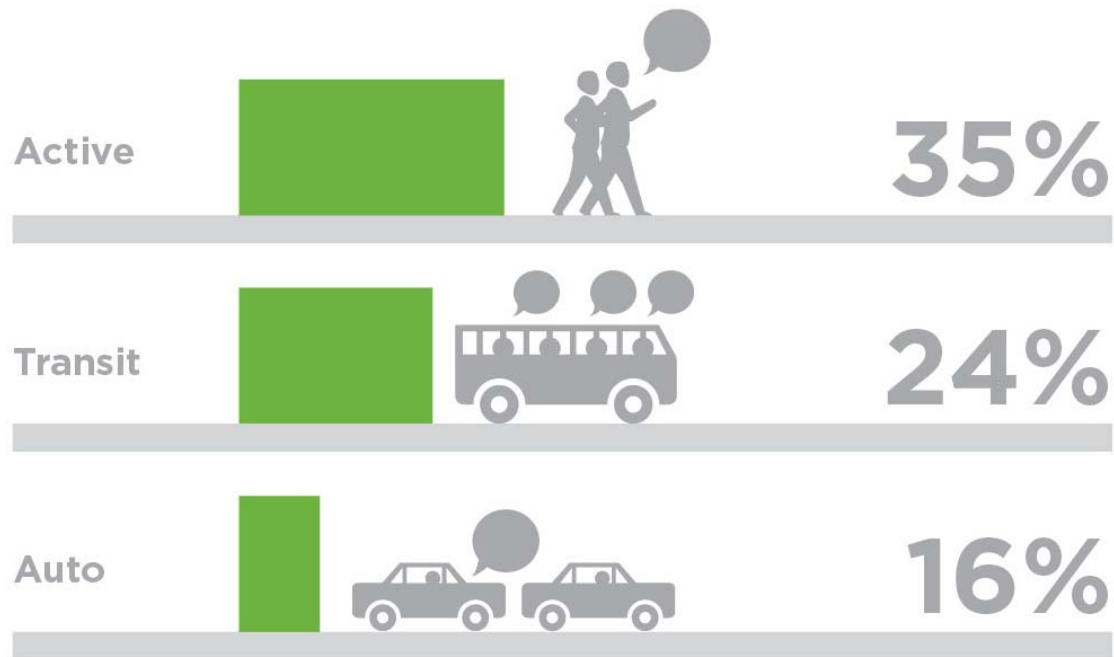
Recreation, Social + Entertainment

Source: 2016 Transportation Panel Survey

Walking + Cycling in Vancouver

2016 Report Card

Likelihood of a Friendly Social Interaction During Trip by Mode



Source: 2016 Transportation Panel Survey

Transportation Design Guidelines All Ages and Abilities Cycling Routes



The guideline provides 10 “general rules” to consider when designing or designating a route “AAA”.

Sharing what we have learned with other cities around the world.


Transportation Design Guidelines:
All Ages and Abilities Cycling Routes



Version 11
March, 2017





Overview: The City of Vancouver has a vision to make cycling safe, convenient, comfortable and fun for all ages and abilities (AAA), including families with children, seniors, and new riders. An inviting and connected network of low stress “AAA” routes will provide a wide spectrum of the population the option to cycle for most short trips.

This guideline provides 10 “general rules” to consider when designing or designating a route “AAA”. It is intended as a living document that will be updated and supplemented periodically as we learn from local projects, research, and other leading cities.



Rule #1: Build the types of cycling facilities that feel comfortable for all

Less Level of Comfort More

						
Unsuitable for AAA facility			Suitable for AAA facility			

Many types of traditional bike facilities only appeal to people who are comfortable riding in traffic. However, bikeways on quiet streets, protected bike lanes, and off-street pathways appeal to people who are interested in cycling but concerned for their safety.²

The general approaches to creating AAA cycling routes on city streets are:

- Ensuring low motor vehicle speeds and volumes on local streets, or
- Providing physical separation on busy streets

Rule #2: Target motor vehicle volume below 500/day (below 50/peak hour)

Local Street Bikeway

Reducing the number of interactions between motor vehicles and people cycling can improve safety and comfort. At a volume below 500 vehicles per day, most people cycling will encounter less than one motor vehicle per block in the peak hour.

Considerations:

- On routes with more than 500 vehicles/day (more than 50/hr), consider additional traffic calming or diversion to bring volumes down to the target value.
- Routes with up to 1,000 vehicles/day (100/hr) may be considered AAA after carefully considering speed, parking turnover and passing opportunities.
- On routes where low motor vehicle volumes are not possible to achieve, separation of bikes from vehicles is needed.

Transportation Design Guidelines







All Ages and Abilities Cycling Routes



vancouver.ca/cycling-improvements

Level of Comfort

← Less More →

					
Major Street Shared Use Lane	Painted Bicycle Lane	Paint Buffered Bike Lane	Local Street Bikeway	Protected Bike Lane	Off-Street Pathway

Build the types of cycling facilities that feel comfortable for all



Unsuitable for AAA facility
Suitable for AAA facility

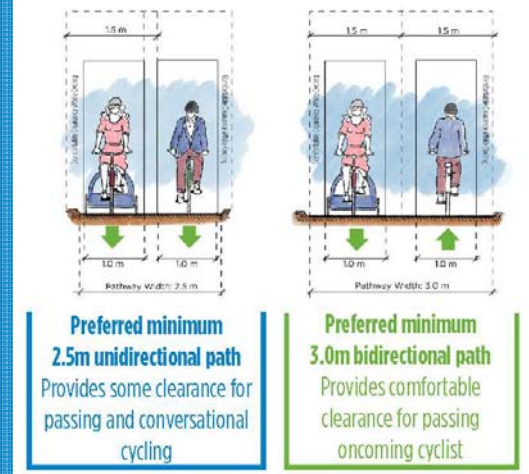
Design bike lane width for comfortable passing:

- 2.5m (8ft) unidirectional
- 3.0m (10ft) bidirectional

Consider the interplay between parking and roadway width:

- 8m (26ft) allows parking on one side
- 10m (33ft) allows parking on both sides

	
Too narrow for comfortable passing	Allows for comfortable passing





Questions & Answers



Complete Streets Policy Framework

Congestion Management Strategy

