Walking and Cycling Targets

The draft Transportation 2040 directions support Greenest City 2020 transportation targets, and set new targets for 2040.
Safety Goal: Zero Fatalities

Walking:
- 1997: 20
- 2000: 15
- 2005: 10
- 2010: 5

Collisions:
- Motor Vehicle Occupants: 97%
- Motorcyclists: 9%
- Cyclists: 5%
- Pedestrians: 42%

Fatalities:
- Motor Vehicle Occupants: 45%
- Pedestrians: 42%
- Cyclists: 5%
The downtown separated bike lane network and Seawall provide safe convenient and comfortable walking and cycling north-south and along the edge of the Downtown.
Section 1 fills the east-west gap and provides a safe, convenient, and comfortable route as an alternative to the often congested Seawall.
Section 2 will provide separate walking and cycling connections between Hornby and False Creek.
The Greenway improves connections to schools, parks, community centres, hotels, shopping and business areas, and St. Paul's Hospital.
The Plans

Greenways Plan (1995)

Downtown Transportation Plan (2002)

Transportation 2040 Plan (2012)
Public Consultation

Phase 1 – September 2011
• Open houses and walking tours with the public
• Workshops and walking tours with seniors, youth and children
• Meetings with key stakeholders and businesses

Phase 2 – September 2012
• Open houses and meetings with key stakeholders and businesses
Public Survey

Public Support: 74%

Support with refinements

Support

Source: 240 people completed the survey (online and at open houses)
Stakeholders

• Active Transportation Policy Council, Persons with Disabilities Advisory Committee, Seniors Advisory Committee and VSB Committee One
• St. Paul’s Hospital (multiple stakeholders)
• BC Ambulance and Vancouver Fire & Rescue Services
• Century Plaza, Coast Plaza & Wall Centre hotels
• WEBIA, DVBIA, Denman Mall and other businesses
• Vancouver Taxi Association
• Stanley Park Ecology Society
• Vancouver Board of Parks and Recreation
• Handi-Dart and TransLink
• Schools and PAC
• West End Seniors Network
Strategic Partnerships

Centre for Hip health and Mobility
(UBC and Vancouver Coastal Health)

UBC School of Population and Public Health

Vancouver School Board

TransLink

ICBC
The goal is to develop a Greenway that makes walking and cycling safe, comfortable and convenient for people of all ages and abilities.

As series of one-way vehicle streets will reduce vehicle volumes to make it safer and more comfortable for both walking and cycling while minimizing the loss of on street parking.

Cyclists will share the street except in the blocks next the hotels and St. Paul's where cyclists are separated from vehicles for safety reasons.

Improvements include better sidewalks, less traffic, improved lighting, places to sit and connect socially, improved accessibability, more trees, and Green Streets gardens.
THANK YOU!
Stanley Park to Chilco
Chilco to Gilford
Denman to Bidwell

- Right-out only westbound on Comox
- Right-out only eastbound on Comox
- Traffic signal
- One-way street
- Two-way separated bike lane
- Curb ramps to City standards
- Two on-street parking spaces retained
- Passenger zone retained
- Stop signs relocated to control north-south traffic
- Existing on-street parking replaced with loading zone
- Social space
Stop signs relocated to control north-south traffic

Existing on-street parking retained

Curb ramps to City standards

Corner bulge

Corner bulges

Curb ramps to City standards

Two-way shared street

LEGEND

Existing two-way street

Existing one-way street

Proposed one-way street

Proposed two-way bicycle lane

Proposed one-way bicycle lane

Proposed improvement

Proposed bicycle parking

Proposed drinking fountain

Proposed wayfinding

Proposed chairs

Proposed tables and chairs

Bidwell to Cardero
Cardero to Nicola
Nicola to Broughton
Stop signs relocated to control north-south traffic

One-way shared street

Mid-block bulge

Curb ramps to City standards

Corner bulges

Two-way shared street

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LEGEND

Existing two-way street
Existing one-way street

Proposed one-way street
Proposed two-way bicycle lane
Proposed one-way bicycle lane

Proposed improvement

Proposed bicycle parking
Proposed drinking fountain
Proposed wayfinding
Proposed chairs
Proposed tables and chairs

Broughton to Jervis
Concrete sidewalk
Mid-block bulge
Existing on-street parking retained
Corner bulges

Curb ramps to City standards
Stop signs relocated to control north-south traffic

LEGEND

Existing two-way street
Existing one-way street
Proposed one-way street
Proposed two-way bicycle lane
Proposed one-way bicycle lane
Proposed improvement
Proposed bicycle parking
Proposed drinking fountain
Proposed wayfinding
Proposed chairs
Proposed tables and chairs

Jervis to Bute
Bute to Thurlow
Burrard to Hornby

LEGEND

- Existing two-way street
- Existing one-way street
- Proposed one-way street
- Proposed two-way bicycle lane
- Proposed improvement

- One-way westbound for vehicles exiting hotel porte-cochère
- Pedestrian crossing
- Driveway crossing narrowed
- Traffic signal
- Cyclist crossing
- Two-way separated bike lane
- Right turn lane for cyclists
- Two-way separated bike lane
- One-way street
- Left turn lane for cyclists
- Taxi zone relocated
- Curb line moved west to accommodate separated bike lane
- Existing painted bike lane retained
- Burrard St.
- Helmcken St.
- Hornby St.
- Two-way street