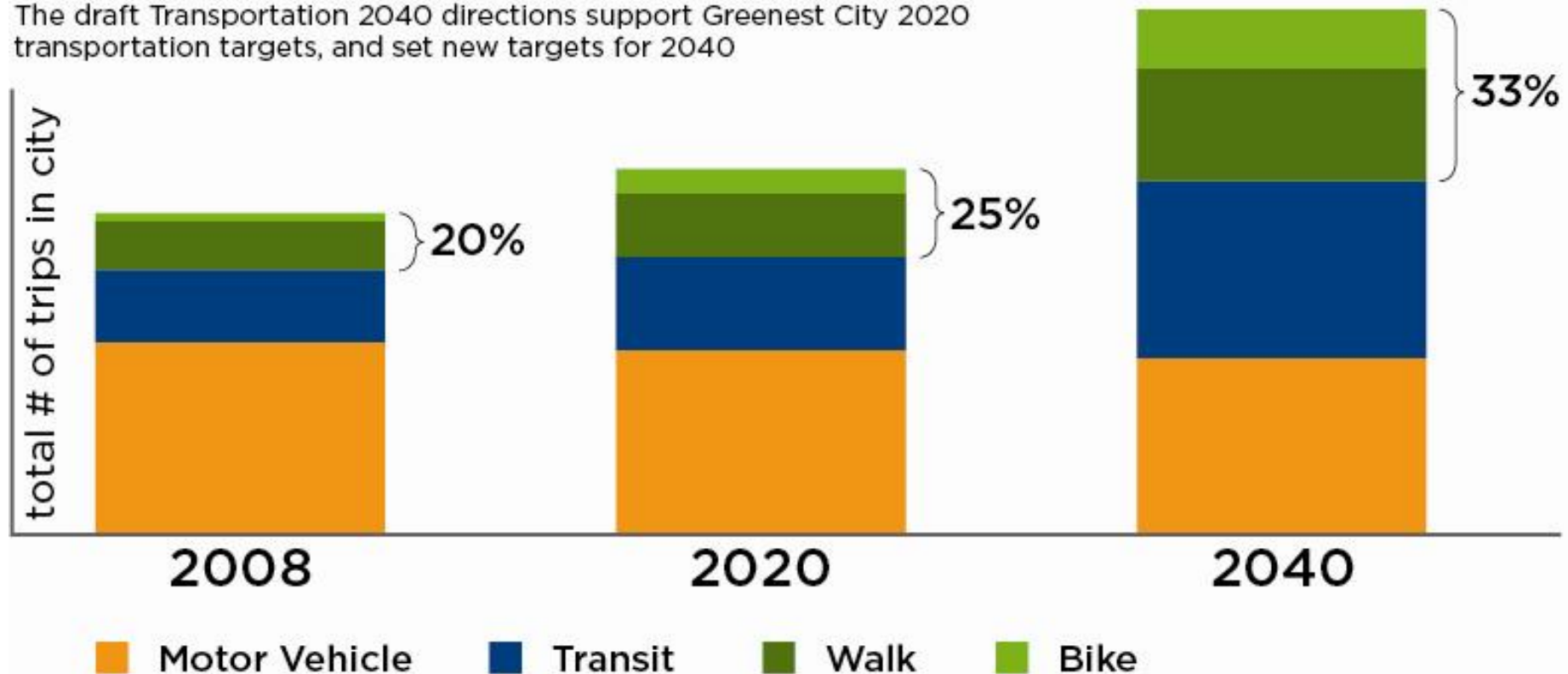


Walking and Cycling Targets

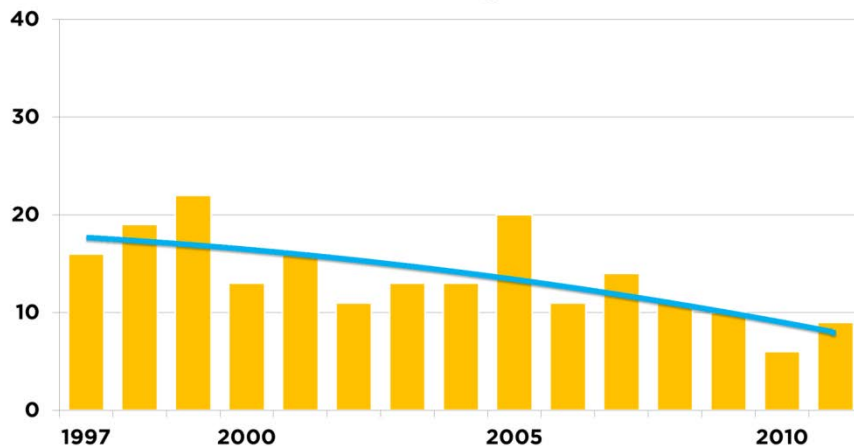
TARGETS

The draft Transportation 2040 directions support Greenest City 2020 transportation targets, and set new targets for 2040

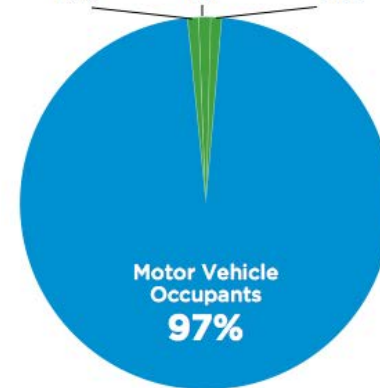


Safety Goal: Zero Fatalities

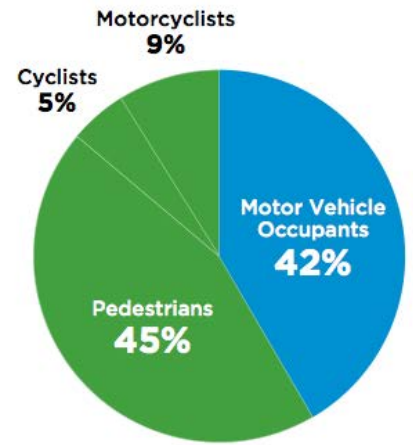
Walking



Pedestrians 1% Cyclists 1% Motorcyclists 1%



Collisions





Fatalities

Downtown Network

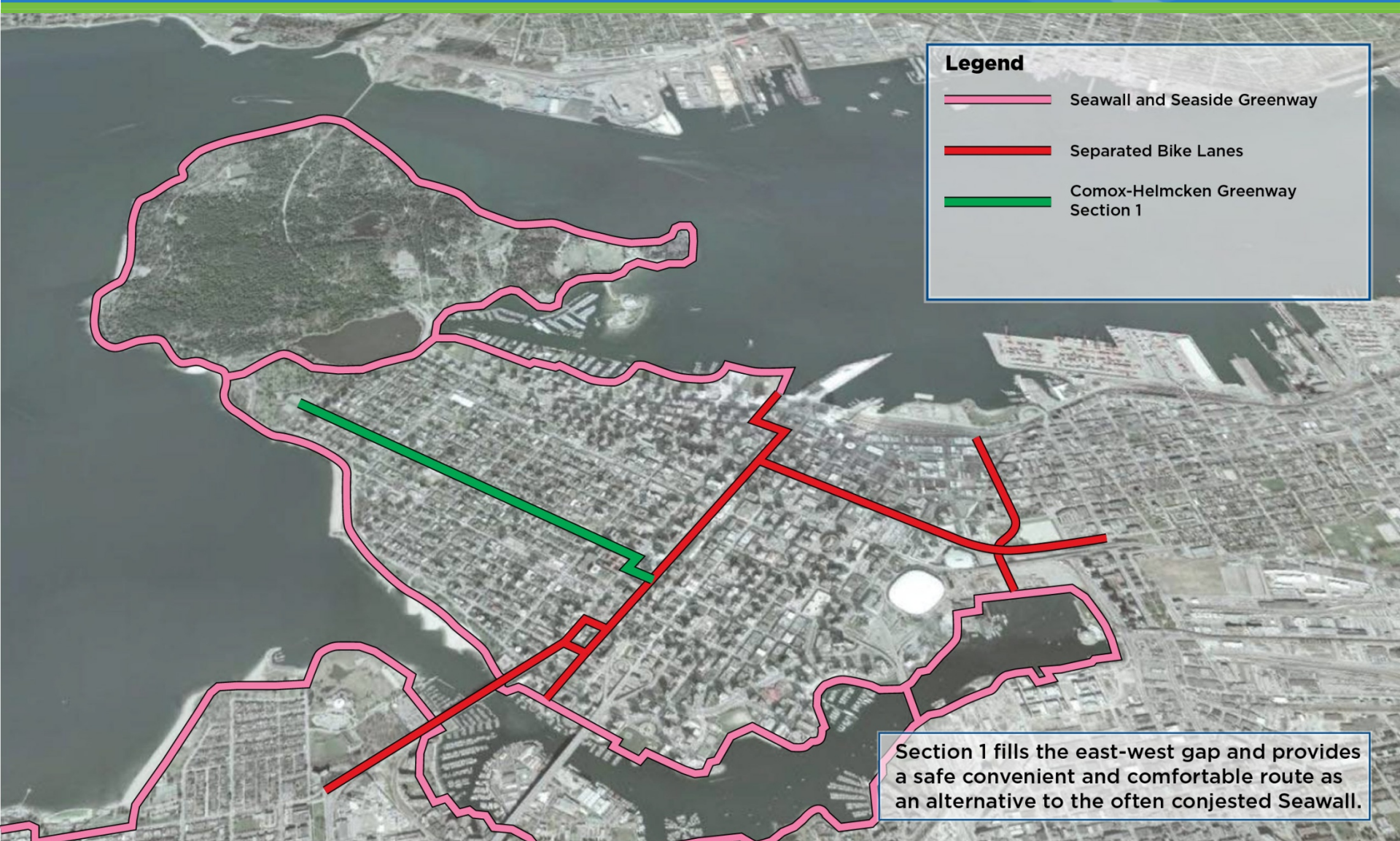


Legend




-  Seawall and Seaside Greenway
-  Separated Bike Lanes

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

Downtown Network

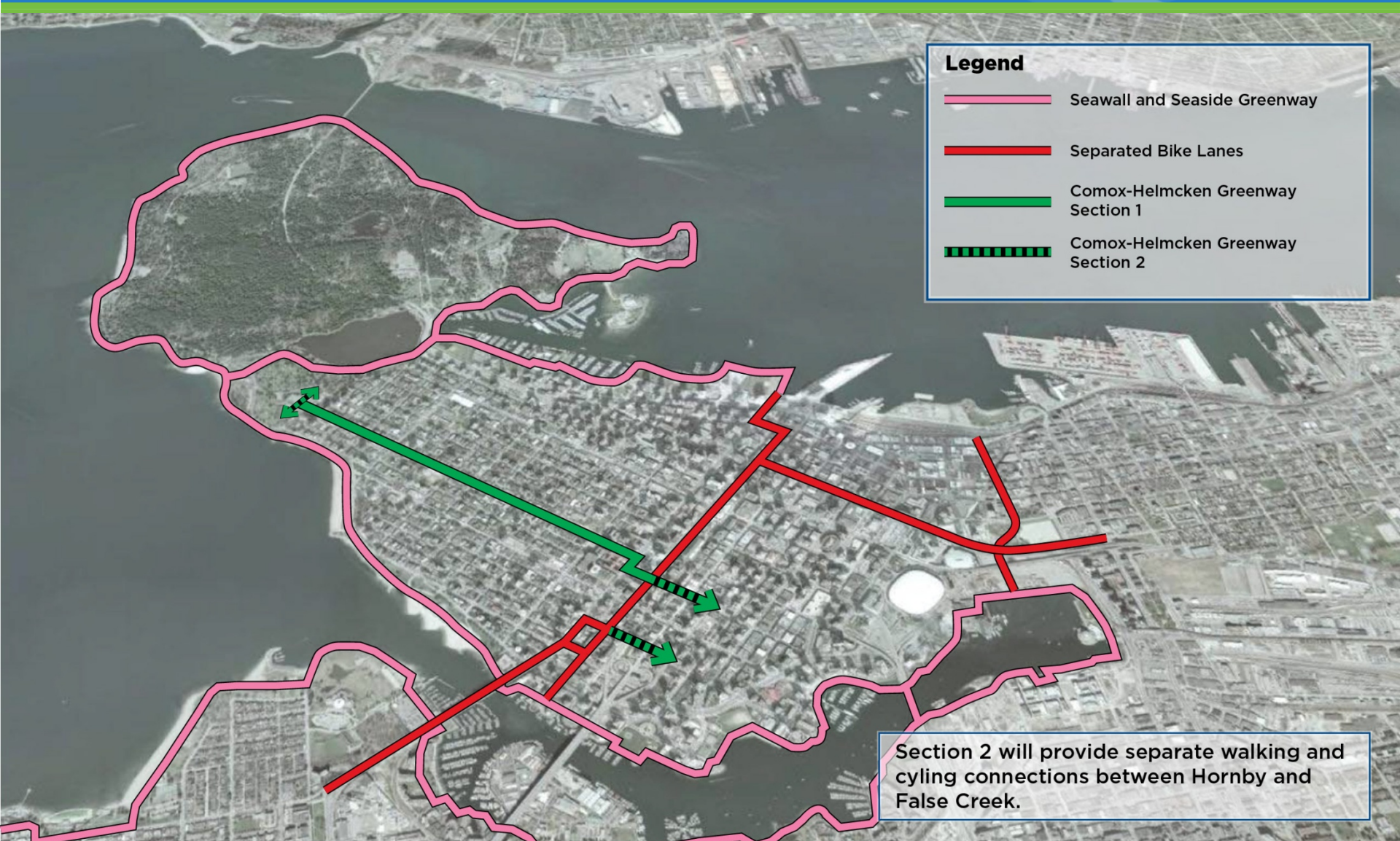


Legend

-  Seawall and Seaside Greenway
-  Separated Bike Lanes
-  Comox-Helmcken Greenway Section 1

Section 1 fills the east-west gap and provides a safe convenient and comfortable route as an alternative to the often congested Seawall.

Downtown Network

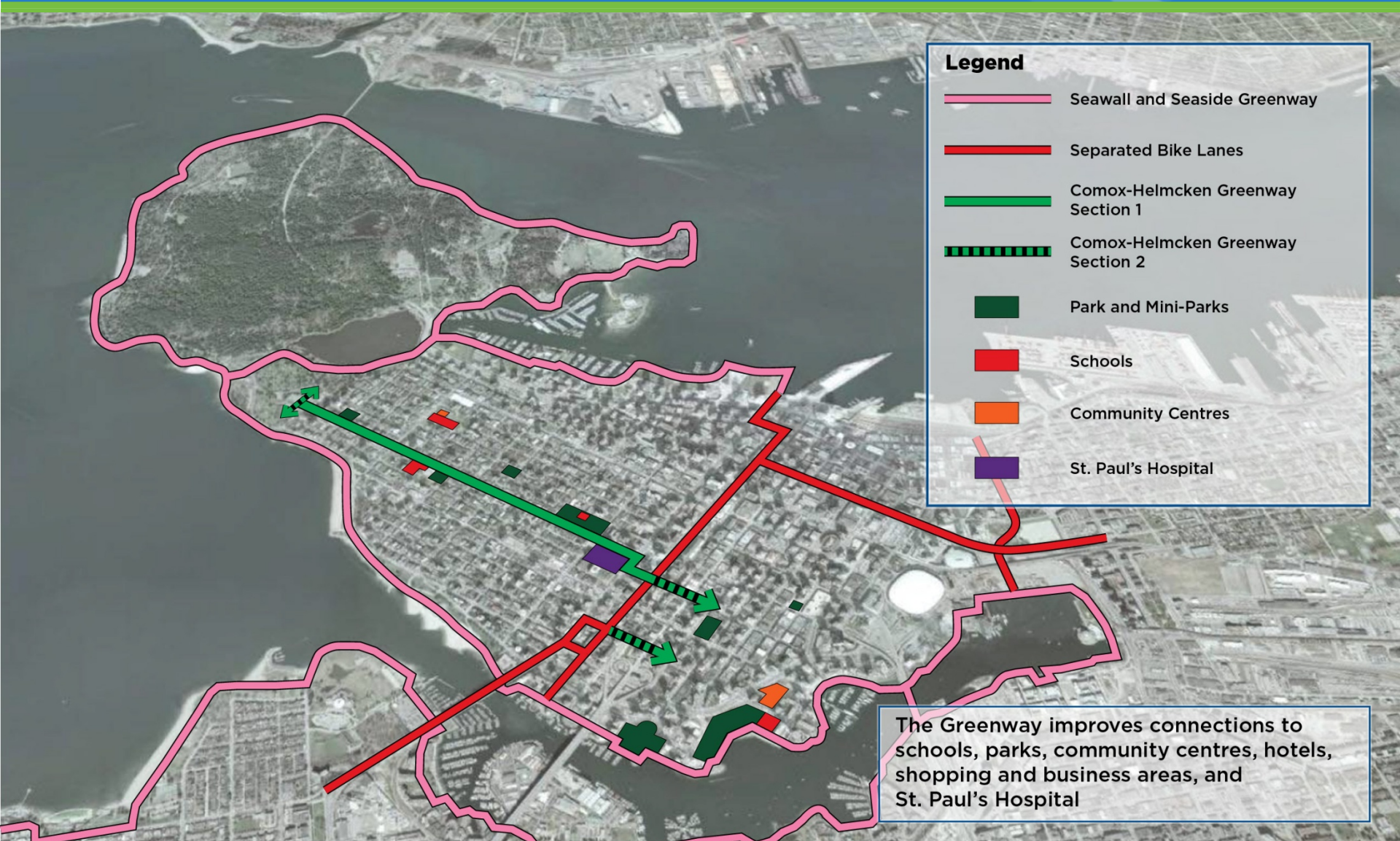


Legend

- Seawall and Seaside Greenway
- Separated Bike Lanes
- Comox-Helmcken Greenway Section 1
- Comox-Helmcken Greenway Section 2

Section 2 will provide separate walking and cycling connections between Hornby and False Creek.

Downtown Network



The Plans

Greenways Plan
(1995)

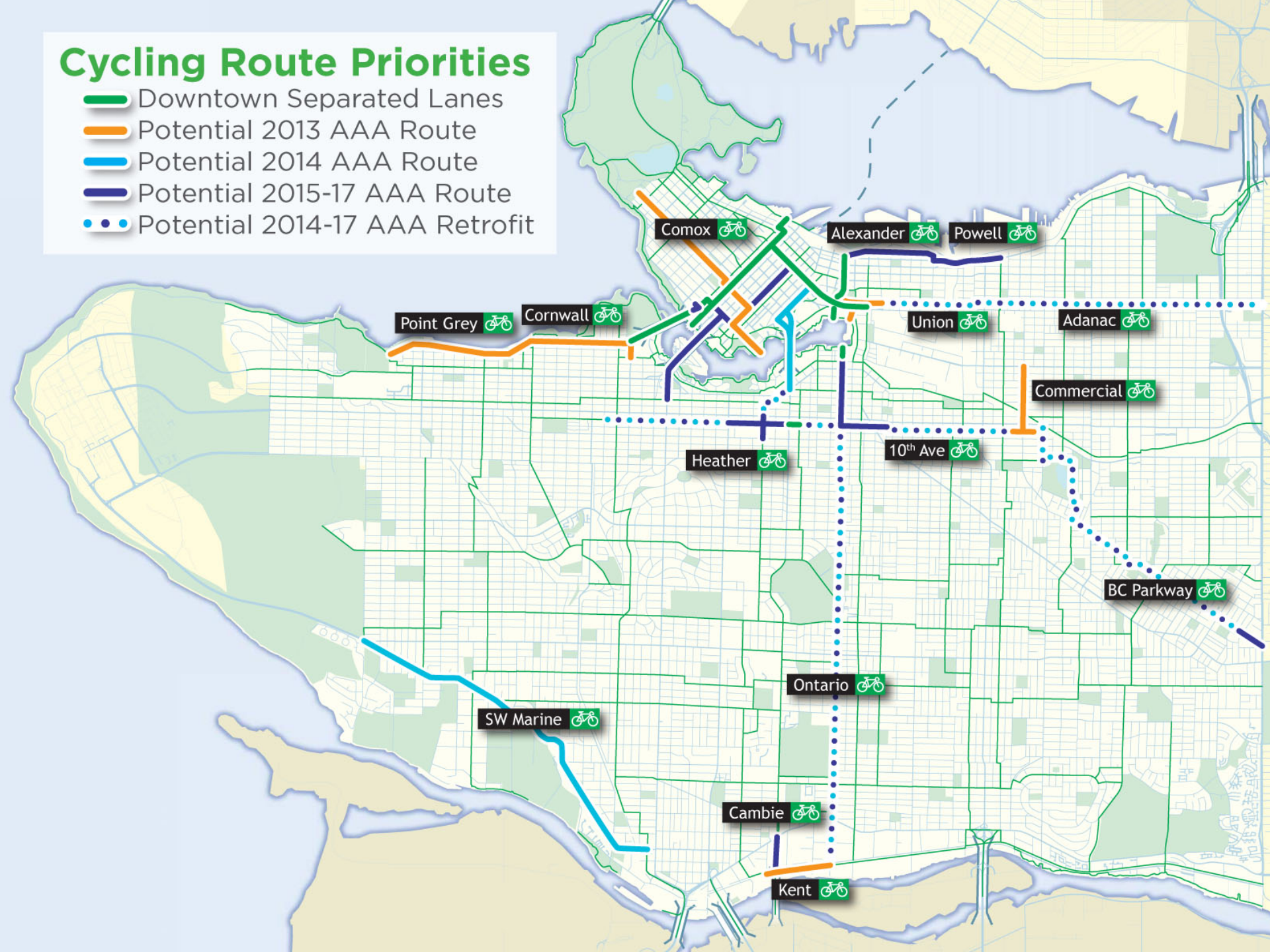
Downtown
Transportation
Plan (2002)

Transportation
2040 Plan (2012)



Cycling Route Priorities

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



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



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, DV BIA, 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

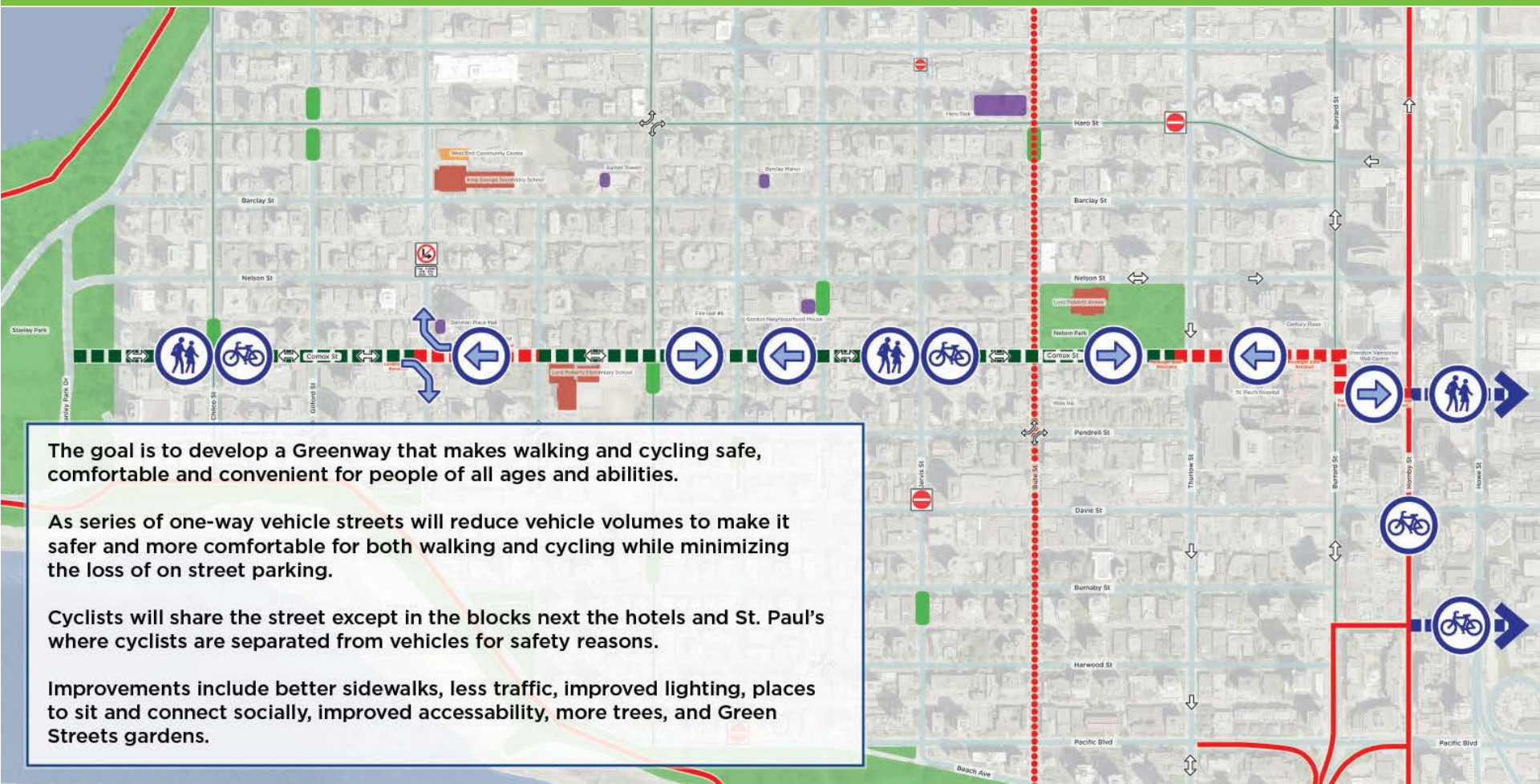


TransLink



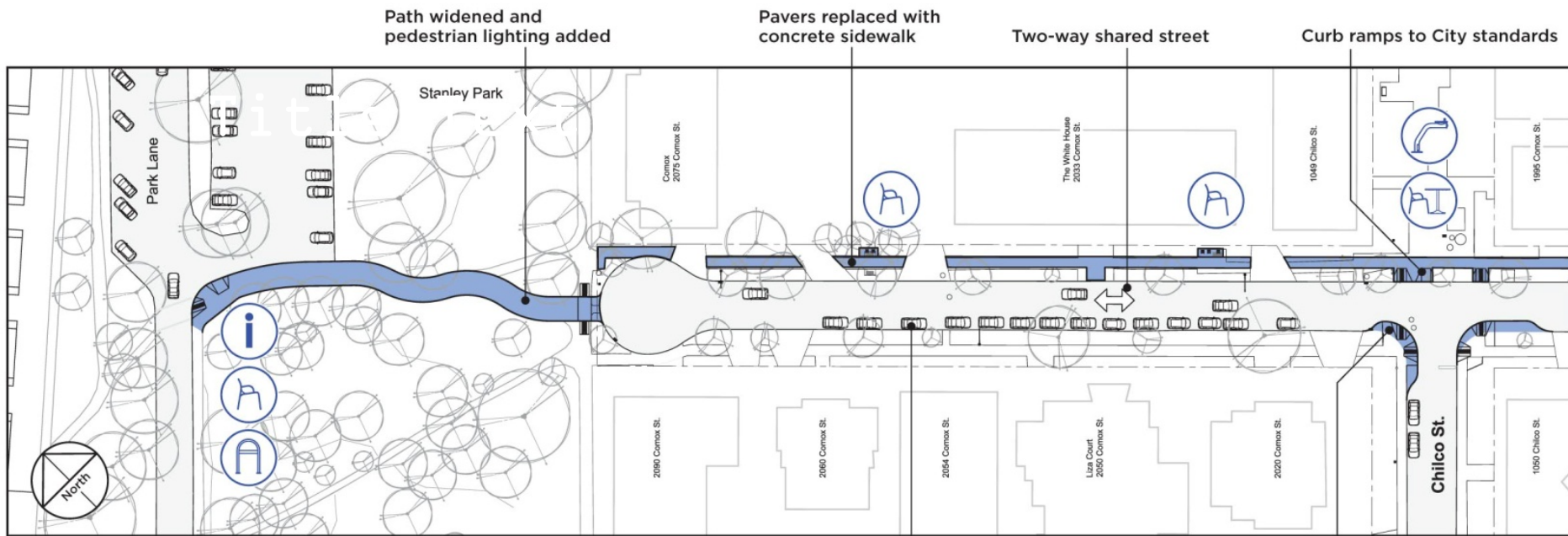
ICBC

Project Summary
















THANK YOU!



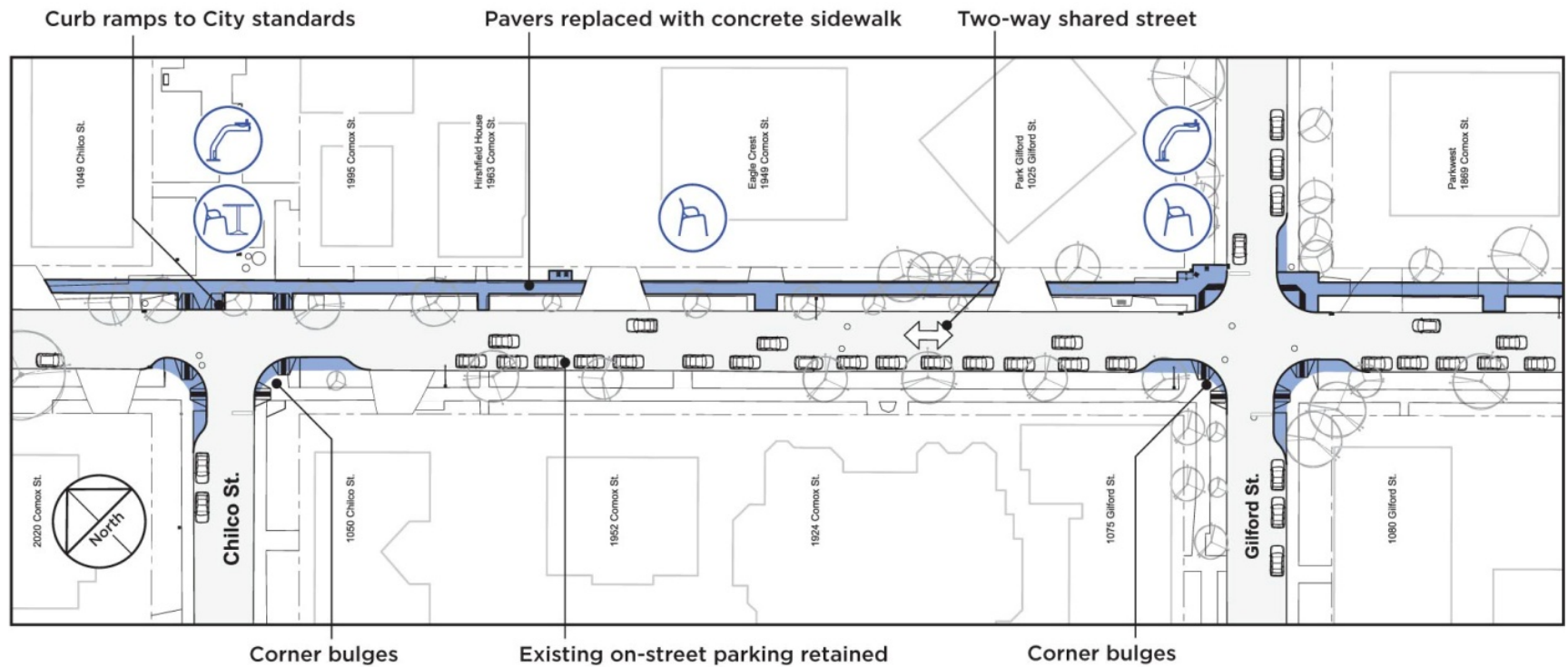
Existing on-street parking retained

Corner bulges

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

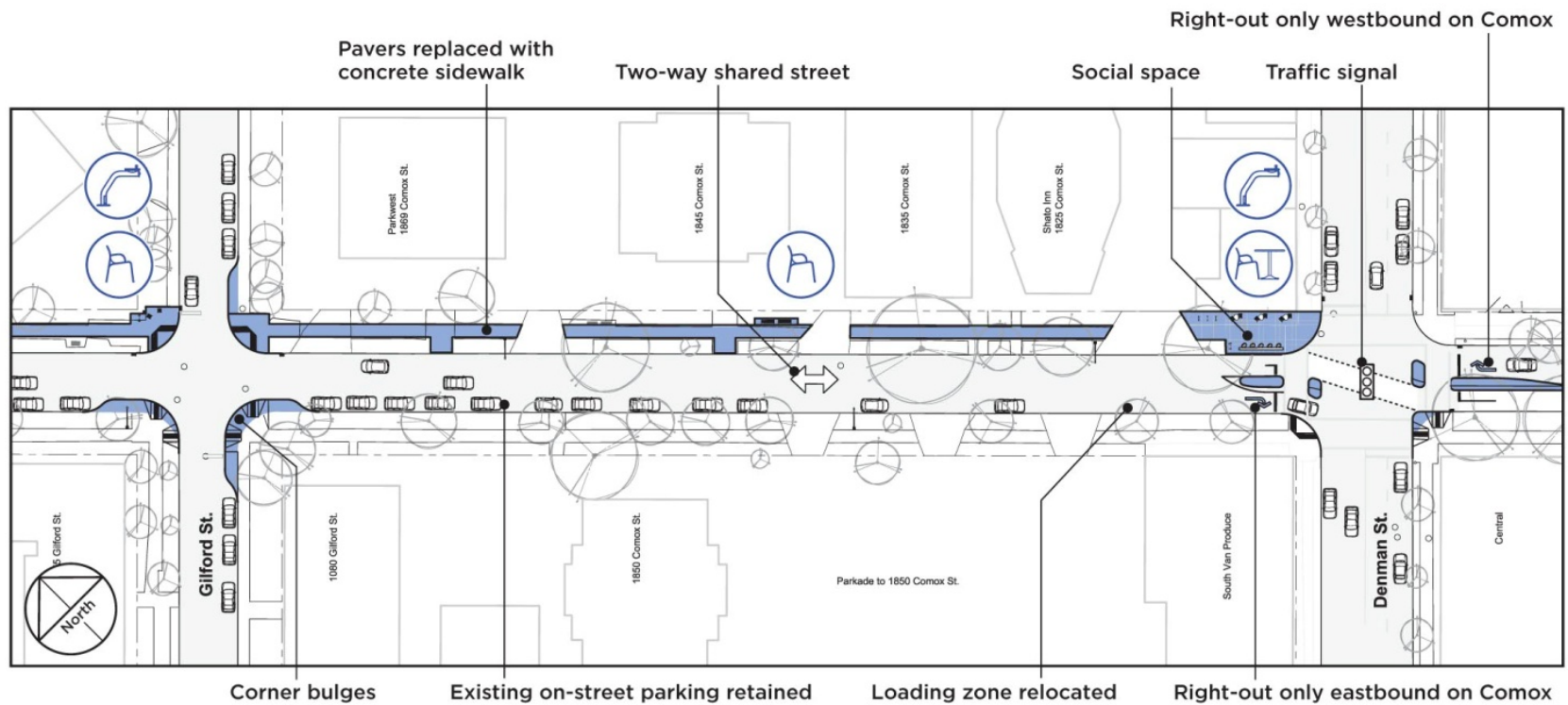
Stanley Park to Chilco



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

Chilco to Gilford



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

Gilford to Denman

Existing on-street parking
replaced with loading zone

Passenger zone retained

Two on-street parking spaces retained

Curb ramps to City standards

Social space

Right-out only westbound on Comox

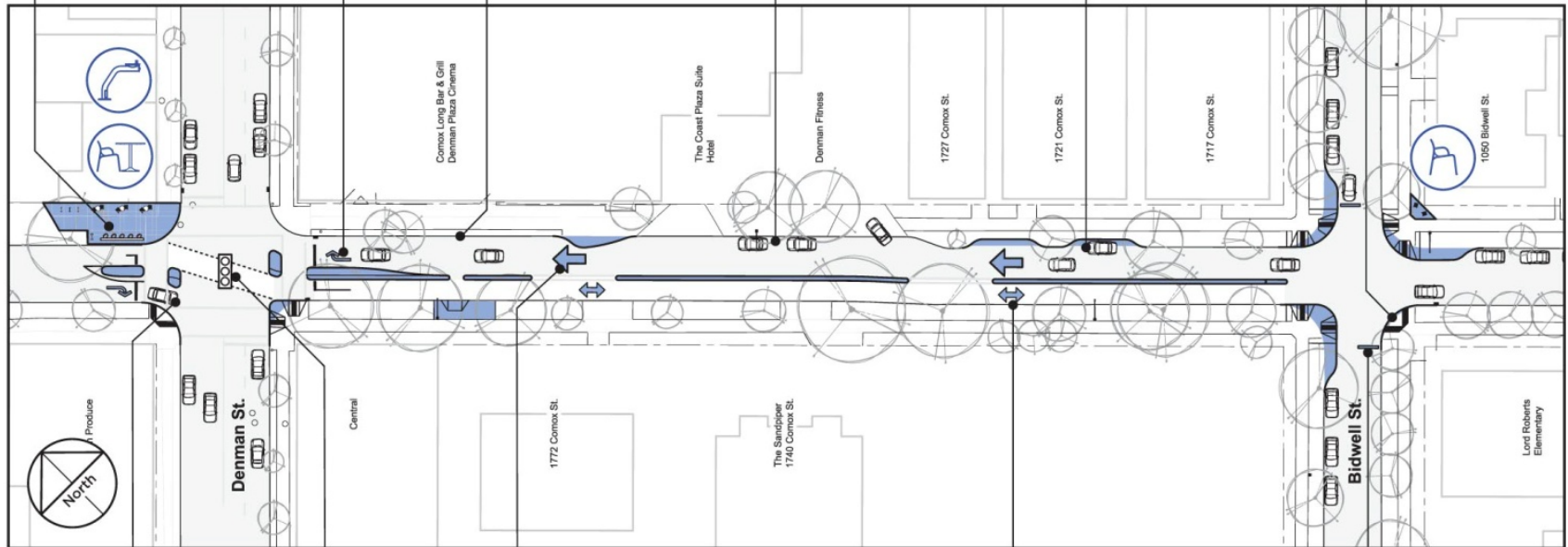
Right-out only eastbound on
Comox

Traffic signal

One-way street

Stop signs relocated to control north-south traffic

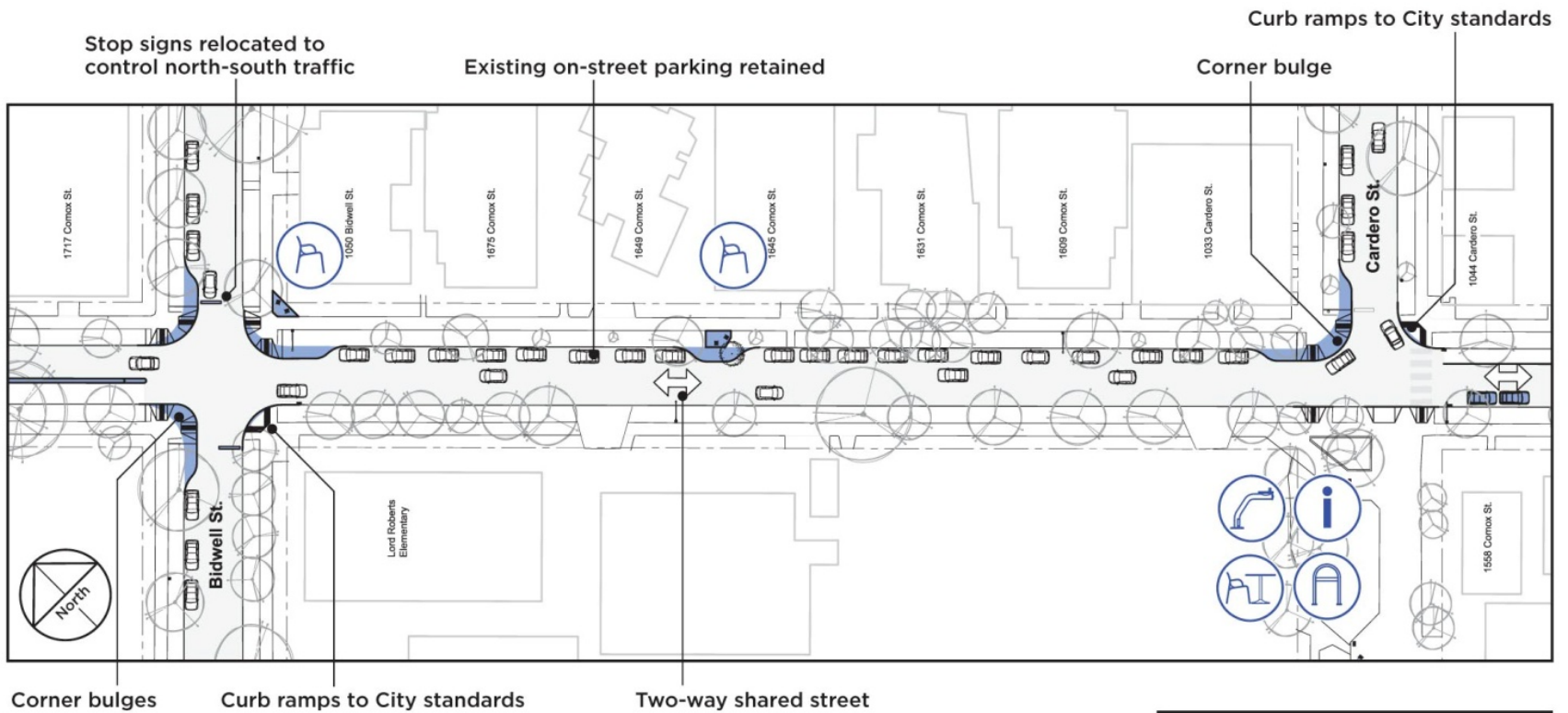
Two-way separated bike lane











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

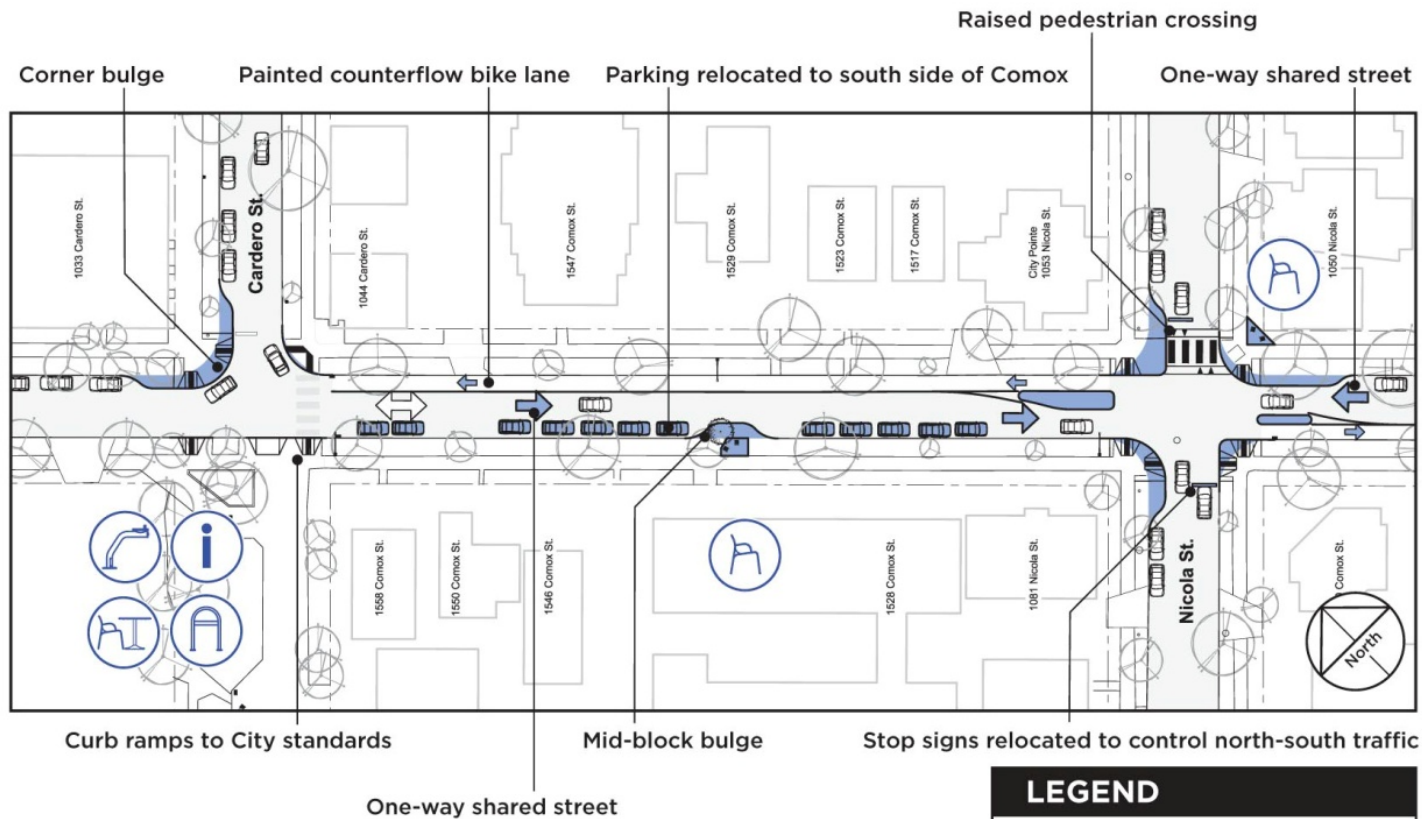
Denman to Bidwell



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

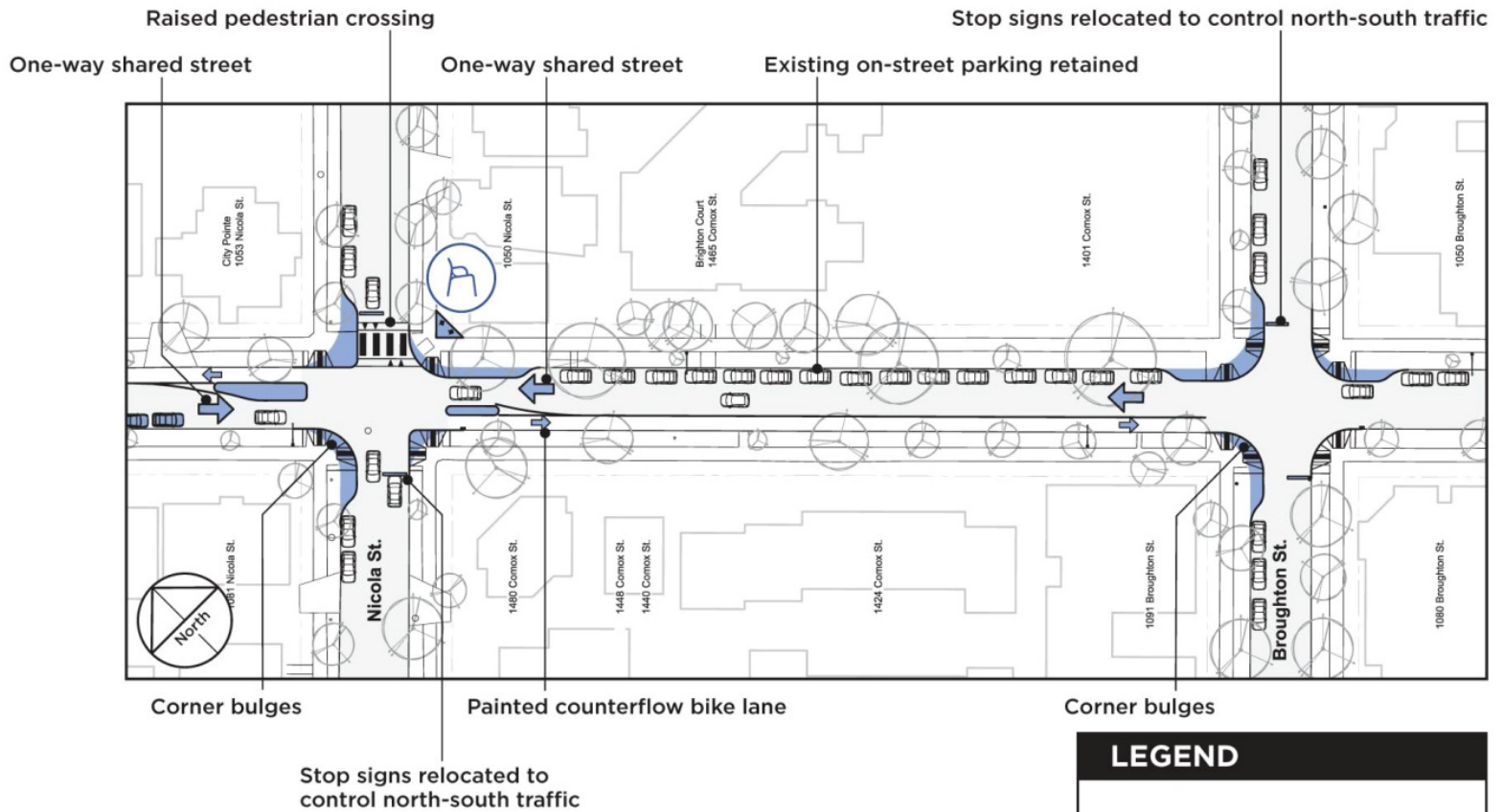
Bidwell to Cardero



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

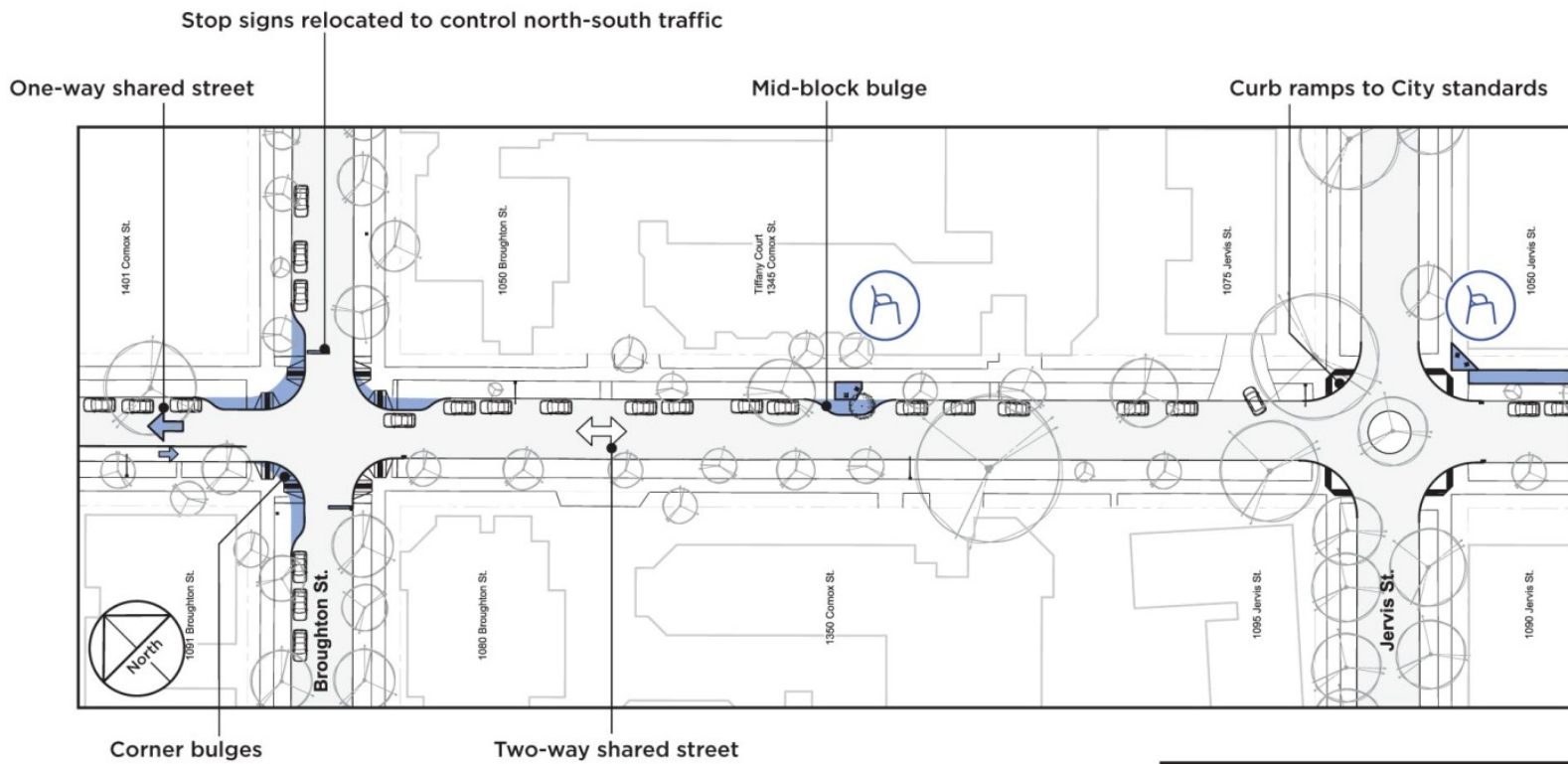
Cardero to Nicola














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

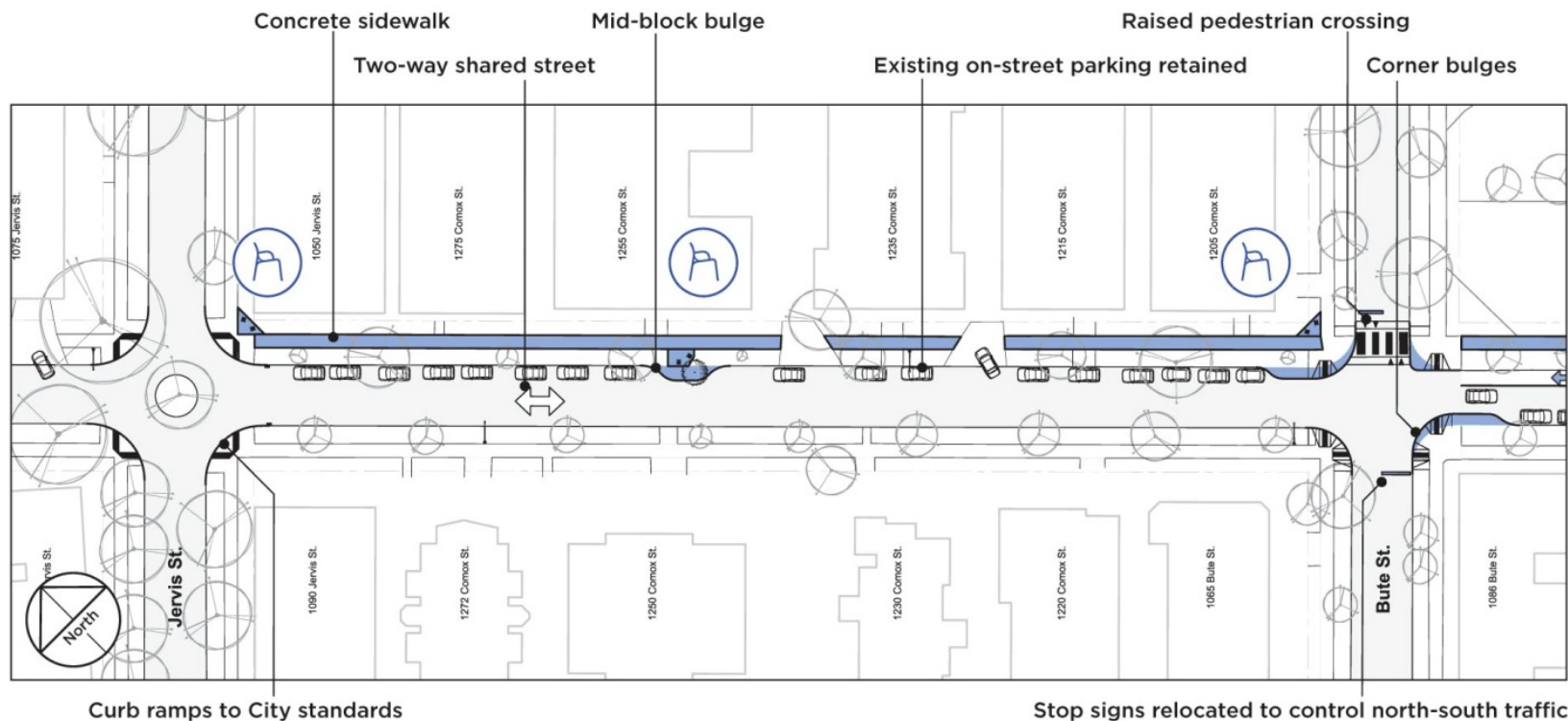
Nicola to Broughton



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

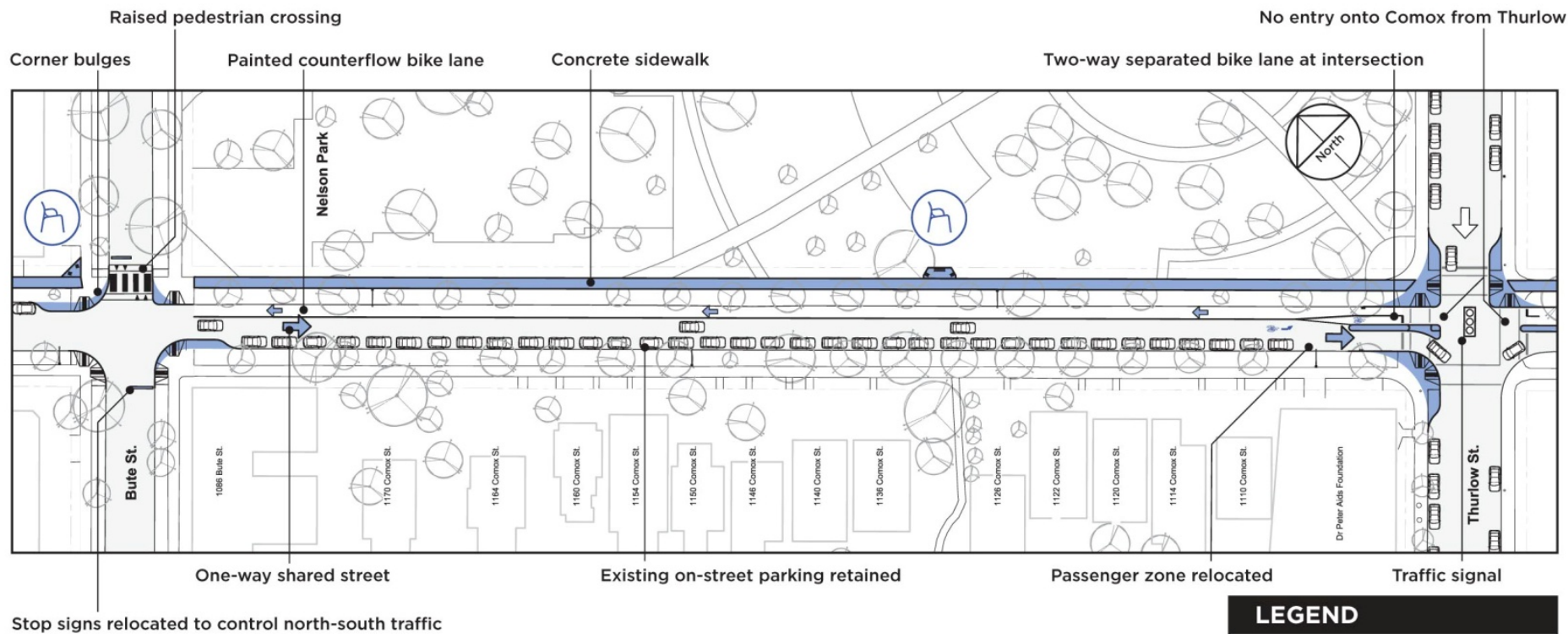


Stop signs relocated to control north-south traffic

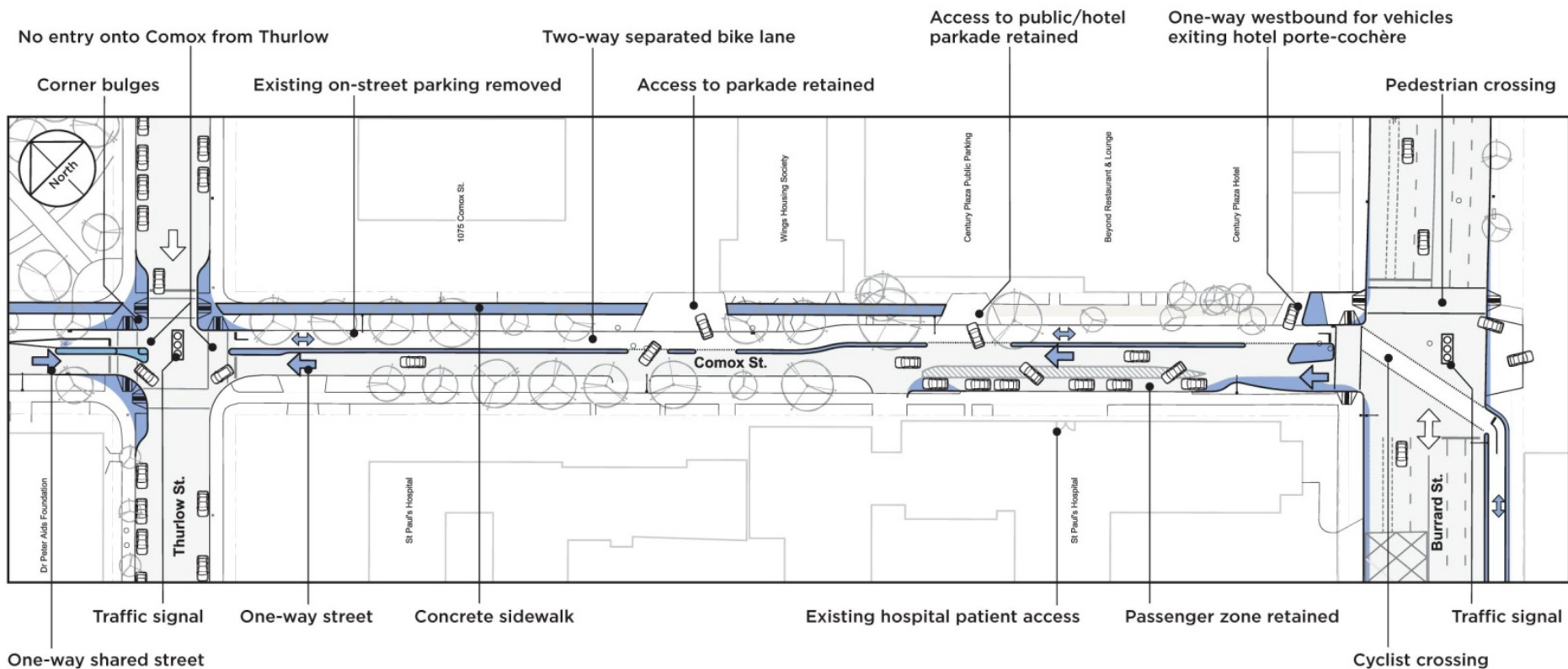
LEGEND

-  Existing two-way street
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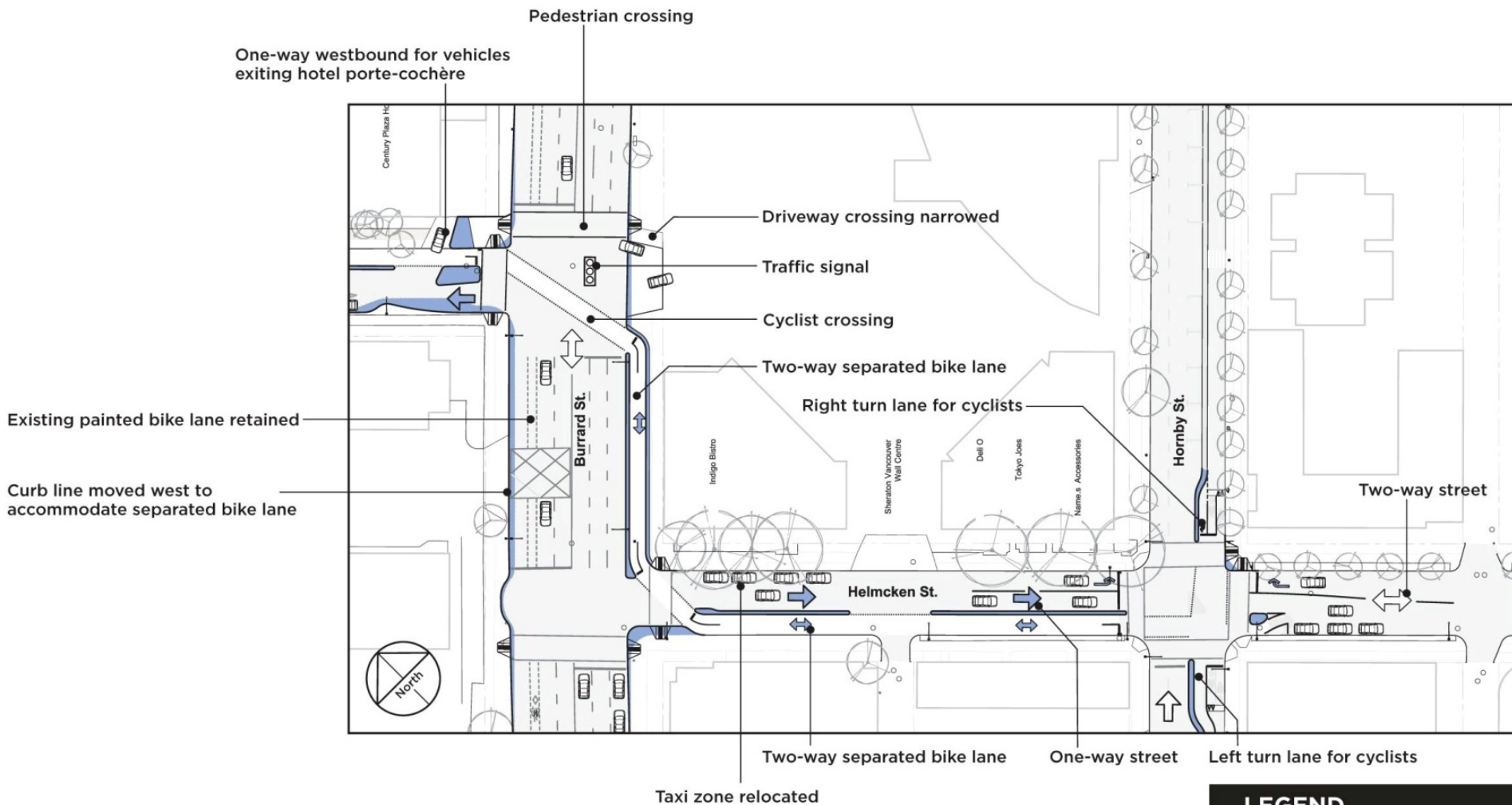
Jervis to Bute



Bute to Thurlow









Thurlow to Burrard



Burrard to Hornby

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