



# Active Transportation Update







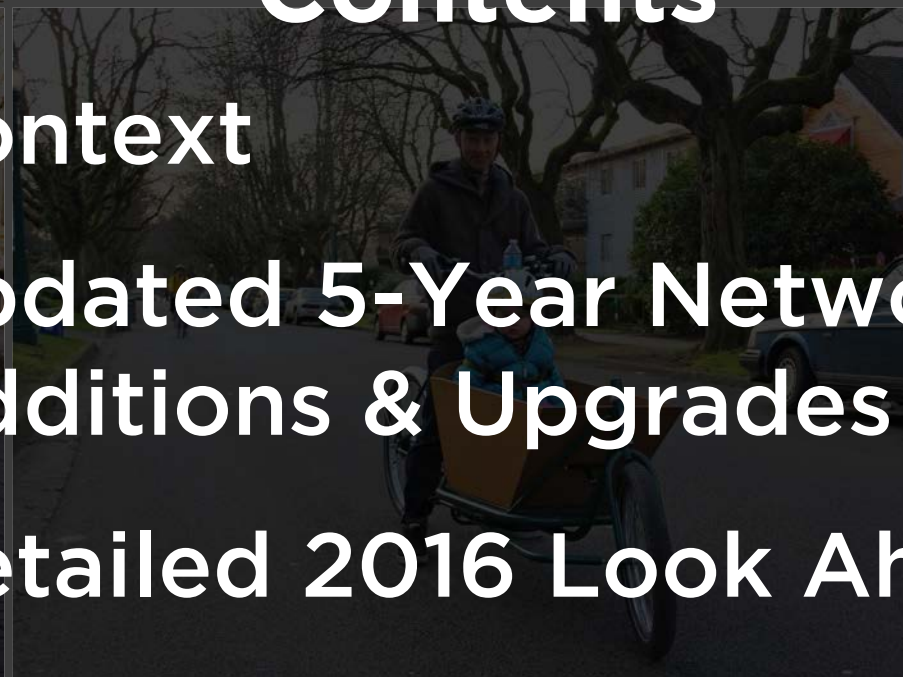
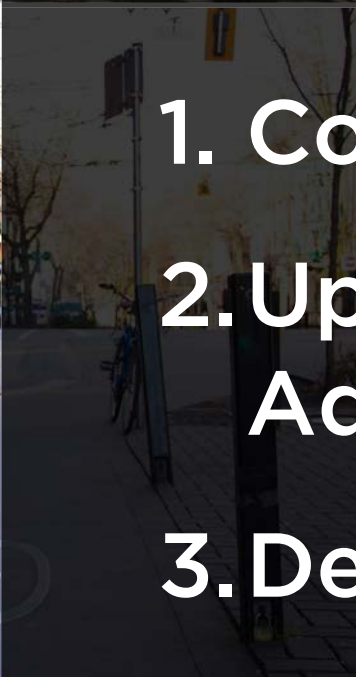
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1. Context

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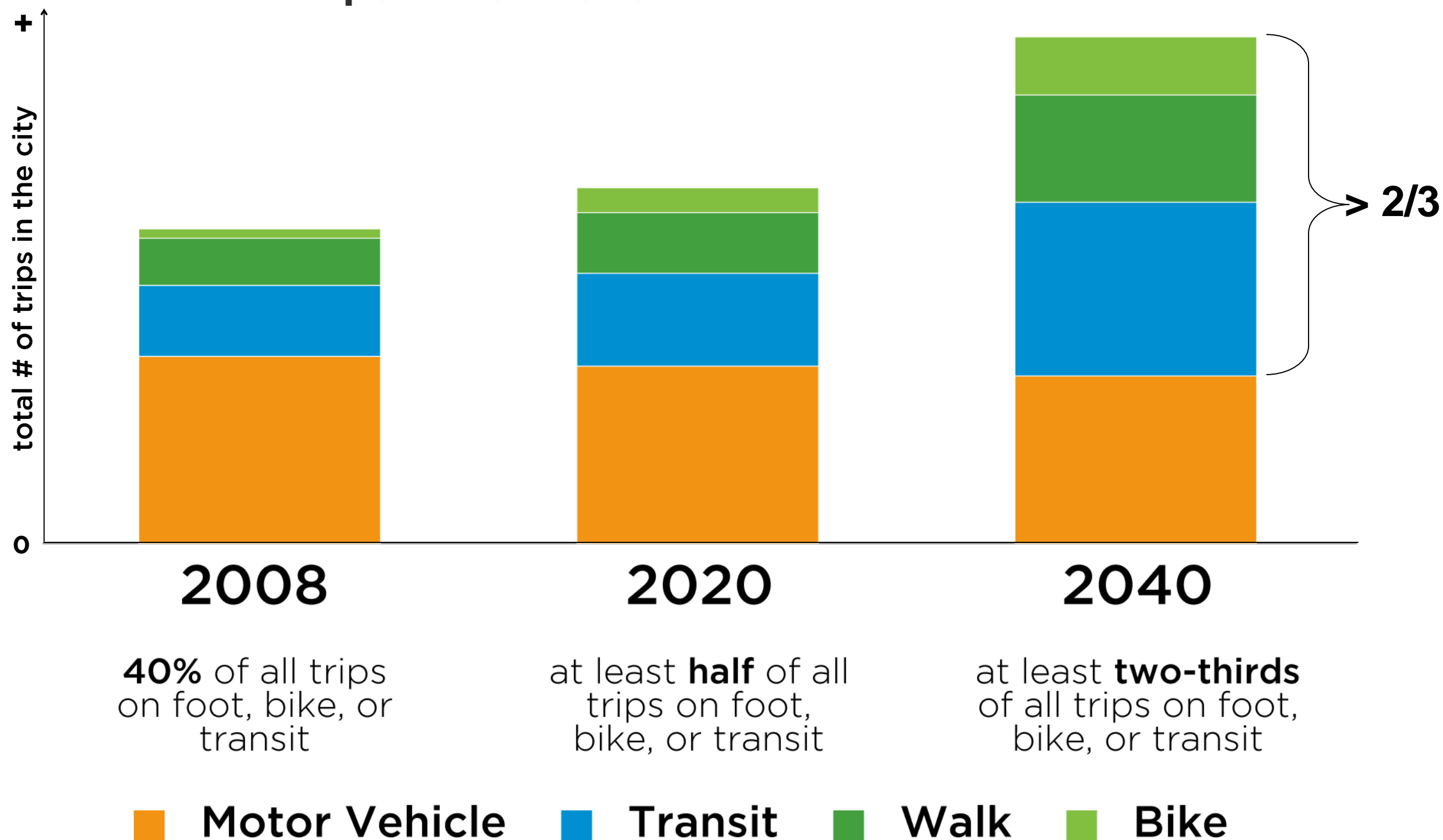








## Transportation 2040

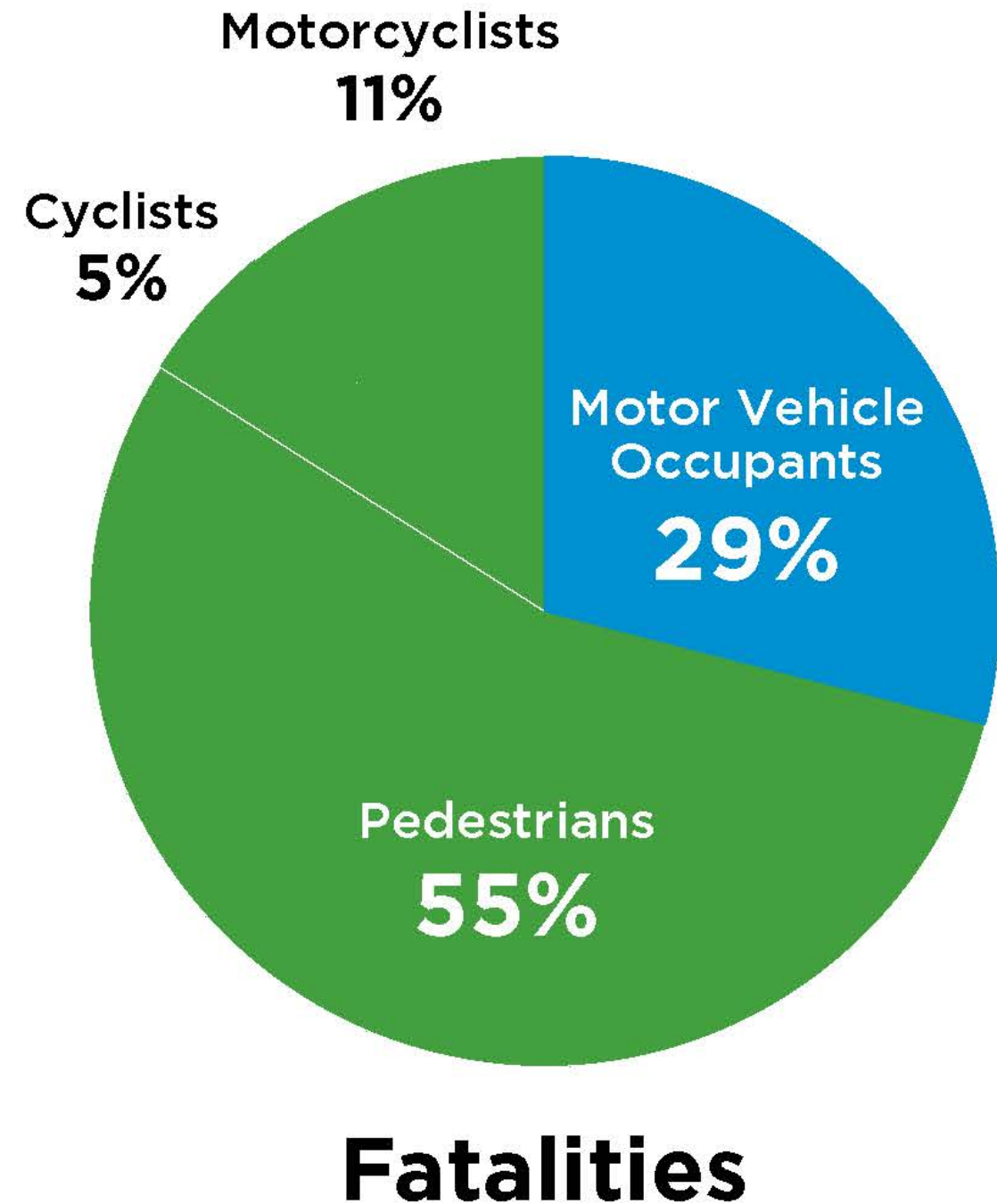
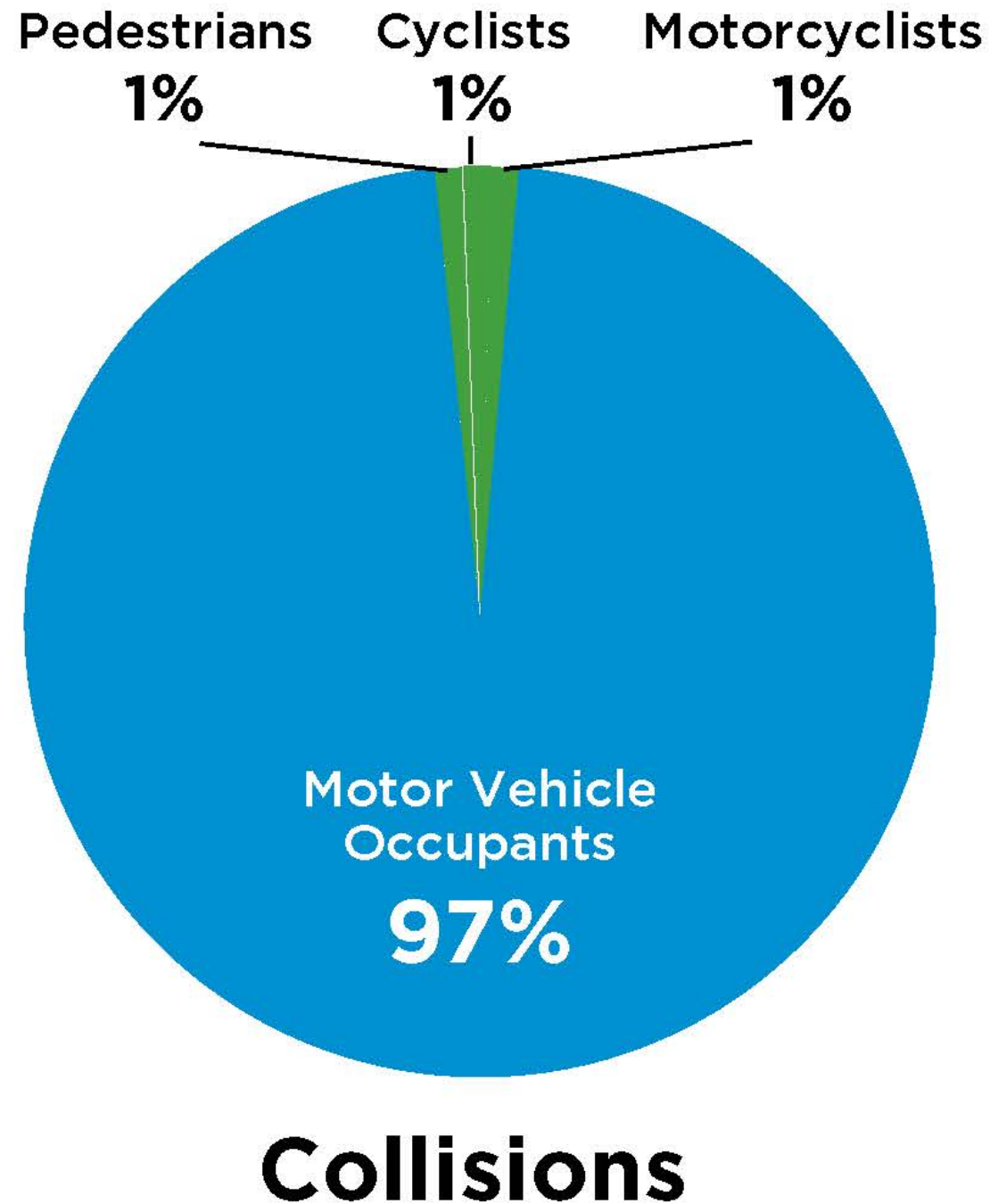






# Vulnerable road users

Pedestrians, cyclists, and motorcyclists are involved in only **3%** of collisions, but account for over **70%** of fatalities.





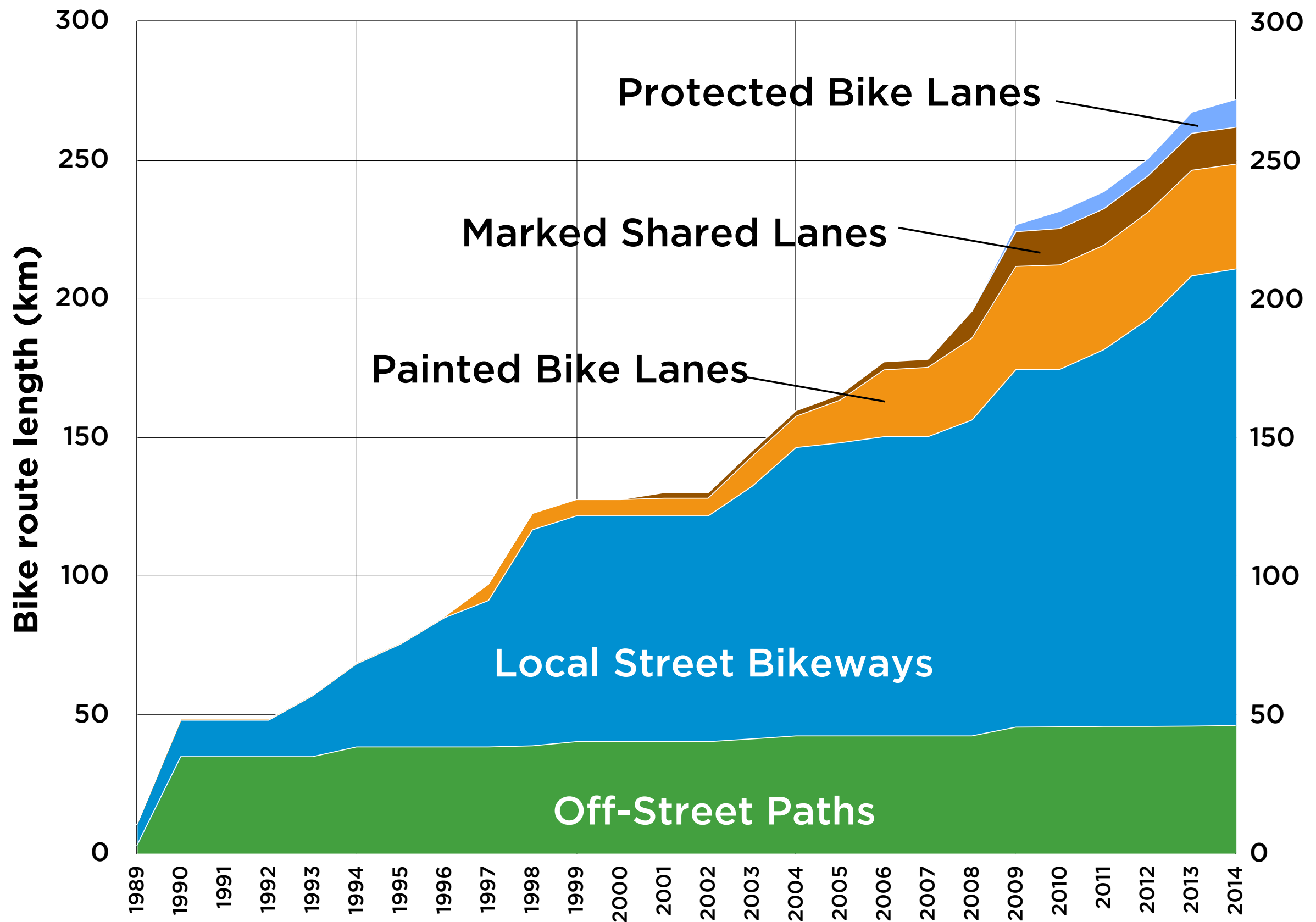


Make walking and  
cycling  
**safe, convenient,**  
and **comfortable**  
for people of  
**all ages and abilities**





Vancouver's bike network has grown steadily over the years, but not every route feels safe for all ages & abilities





# DESIGNING FOR ALL AGES & ABILITIES



**Reduce car speeds & volumes**



**Physically separate users**



# Designing for All Ages and Abilities

Less Comfortable

More Comfortable



All Ages & Abilities Facilities



**Shared Use Lane**



**Bicycle Lane**



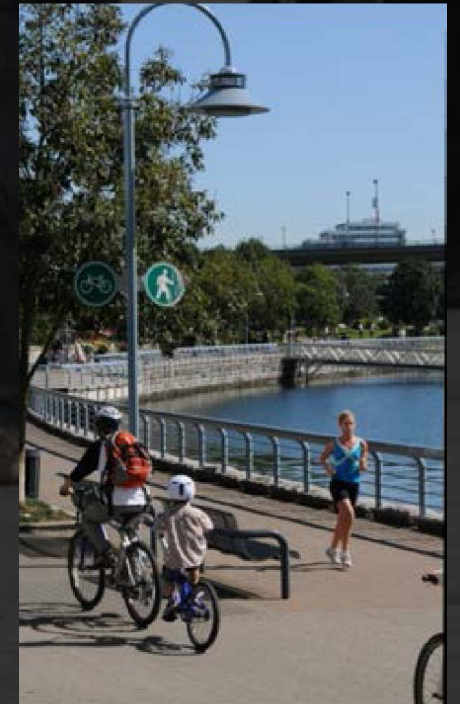
**Buffered Bike Lane**



**Local Street Bikeway**



**Protected Bike Lane**



**Off-Street Pathway**



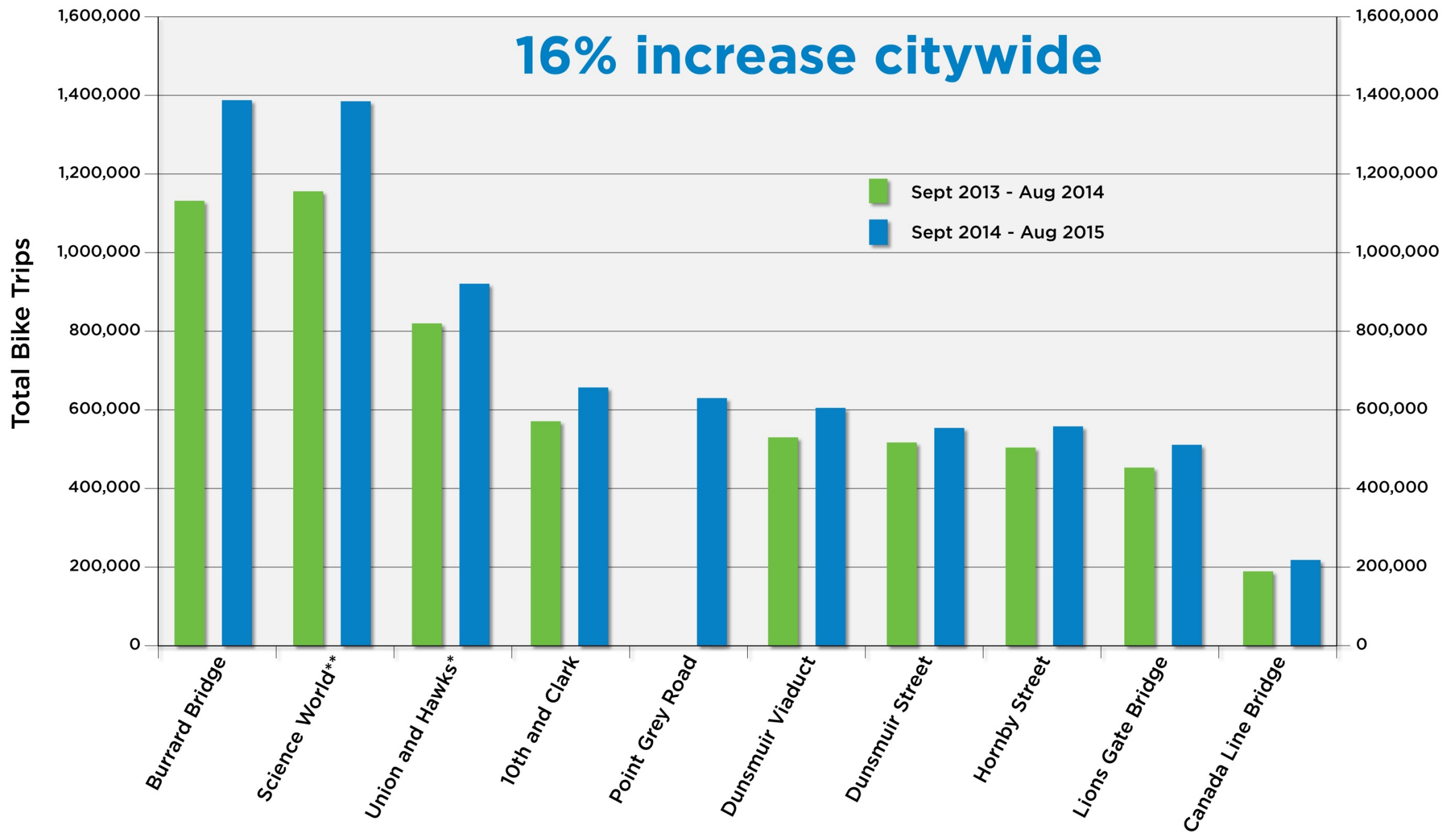
# IMPROVING INFRASTRUCTURE, INCREASING RIDERSHIP

**Bike volumes** across the Burrard Bridge **jumped 30% to over 1.3 million annually** in the first year after the Burrard-Cornwall improvements





# 2015: A record-breaking year for people cycling



\* estimated total due to 1 month of missing data

\*\* estimated total due to 3 months of missing data

Source: Permanent bike counters across the city.





# 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

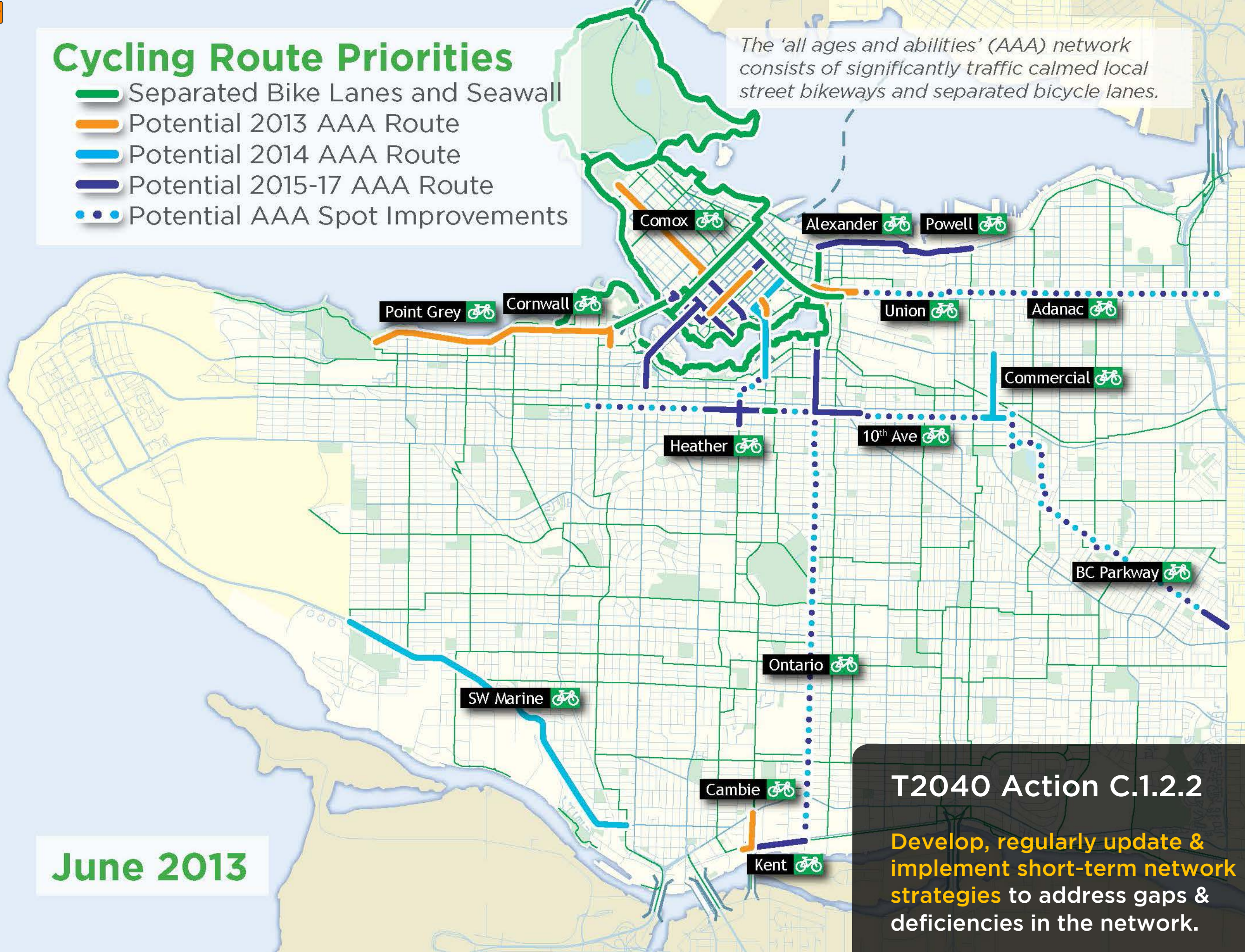
- topography
- route directness
- impacts to transit, traffic
- impacts to loading, services, local businesses



# Cycling Route Priorities

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

The 'all ages and abilities' (AAA) network consists of significantly traffic calmed local street bikeways and separated bicycle lanes.



June 2013

## T2040 Action C.1.2.2

Develop, regularly update & implement short-term network strategies to address gaps & deficiencies in the network.





## **Stakeholder engagement included:**

- **2013 priority trade-off workshop (ATPC, cycling groups, staff)**
- **2014 survivor game (ATPC)**
- **2015 bike-to-work week public engagement, T2040 stakeholders**





# 5-Year Cycling Network Additions & Upgrades 2016-2020

- Planned New Route
- Planned Upgrade

Detailed alignment and timing subject to change.

The aspiration for new routes and route upgrades is All Ages & Abilities (AAA). However, this may not always be achievable in the near term.

Upgrades can range from a series of small spot improvements to more significant changes.

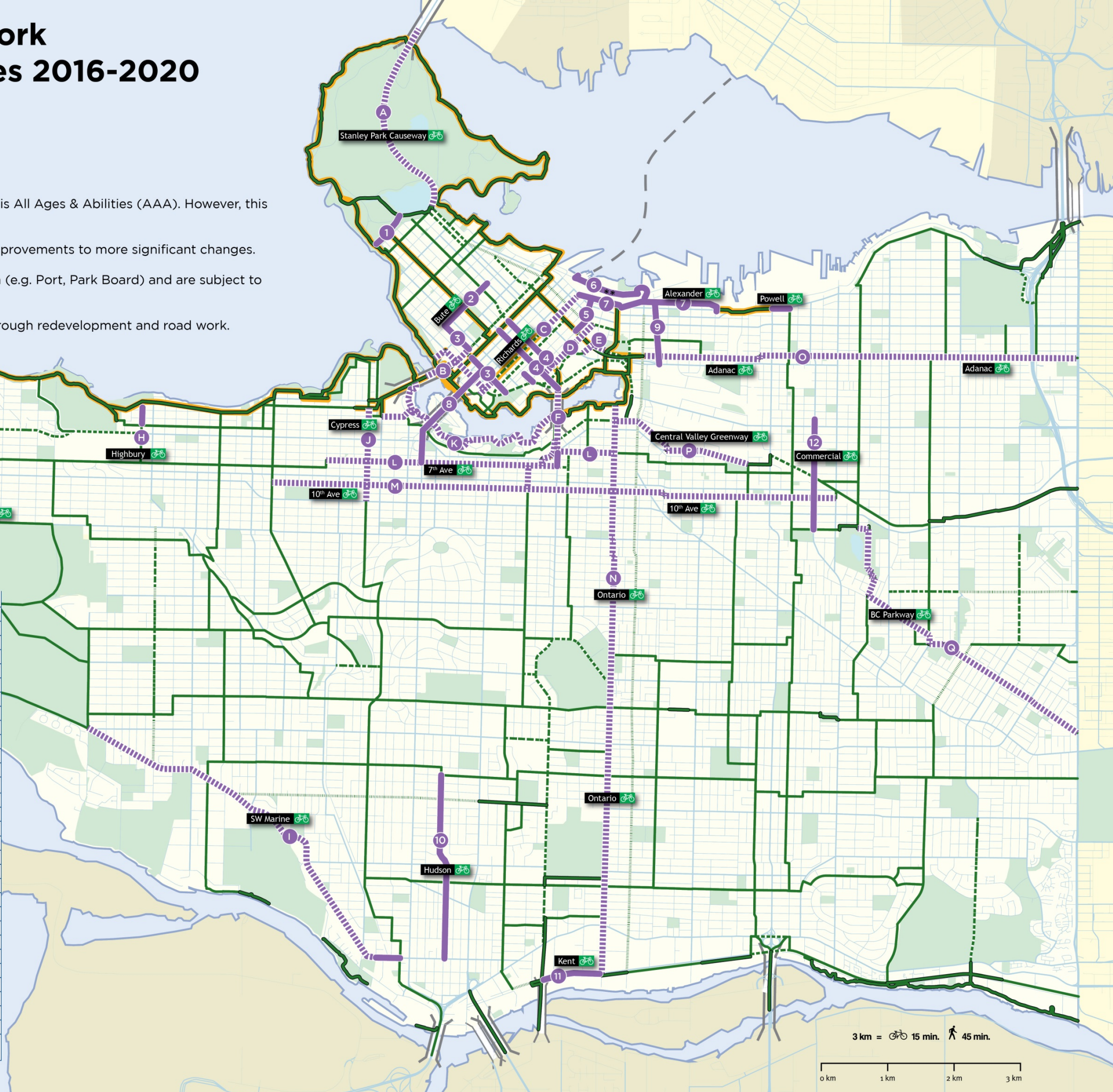
Some projects fall on land outside City jurisdiction (e.g. Port, Park Board) and are subject to outside approval.

Not shown: minor additions and improvements through redevelopment and road work.

#	New Route
1	Park Lane*
2	Bute
3	Burnaby-Drake
4	Smithe-Nelson
5	Cambie Street
6	West Waterfront Road**
7	Water - Alexander - Powell (Portside Greenway)
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial Drive
	Upgrade
A	Stanley Park Causeway*
B	Burrard-Pacific + connections
C	Richards
D	Beatty
E	Expo Boulevard
F	Cambie Bridge
G	Blanca
H	Highbury
I	SW Marine Drive
J	Cypress
K	South False Creek Seawall
L	7th Avenue - 5th Avenue (Off-Broadway)
M	10th Avenue
N	Ontario
O	Adanac
P	Great Northern Way - 1st Ave (Central Valley Greenway)
Q	BC Parkway

\* Park Board jurisdiction. \*\* Port Authority jurisdiction.  
Number sequencing does not imply priority.

November 2015







# Detailed 2016 Look Ahead

1. Beatty St. Bikeway\*

2. Cambie St.

3. Richards St. Bikeway\*

4. Smithe | Nelson

5. Helmcken Access  
Improvement

6. Cambie Bridge\*

7. 10<sup>th</sup> Ave\*

8. SW Marine Drive\*

9. South False Creek  
Seawall\*

10. Burrard Bridge\*

11. Stanley Park Causeway\*

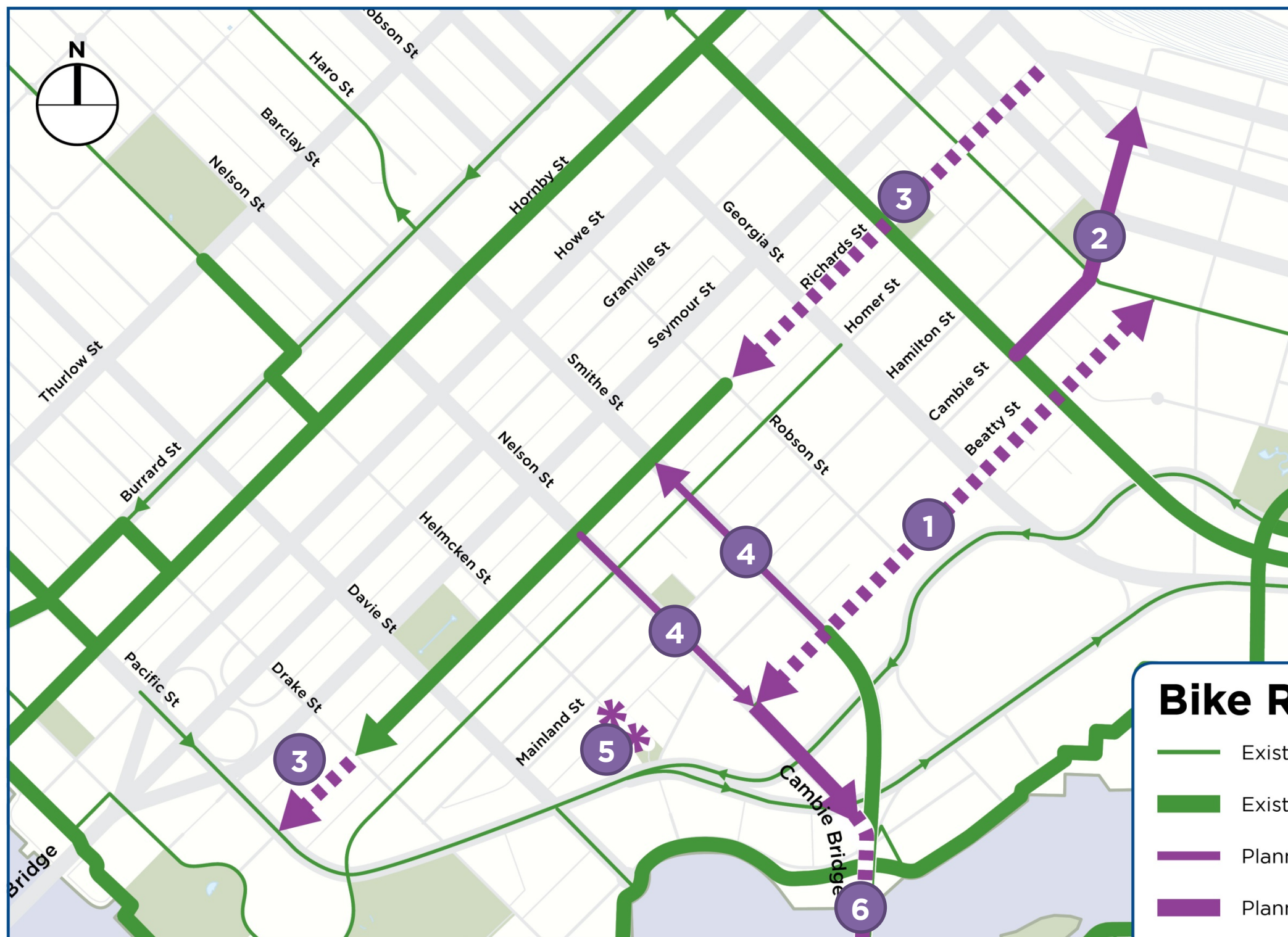
12. Cypress Bikeway\*

13. Point Grey Road Phase 2\*

14. Spot Improvements  
(ongoing)

\* Indicates upgrade to existing route





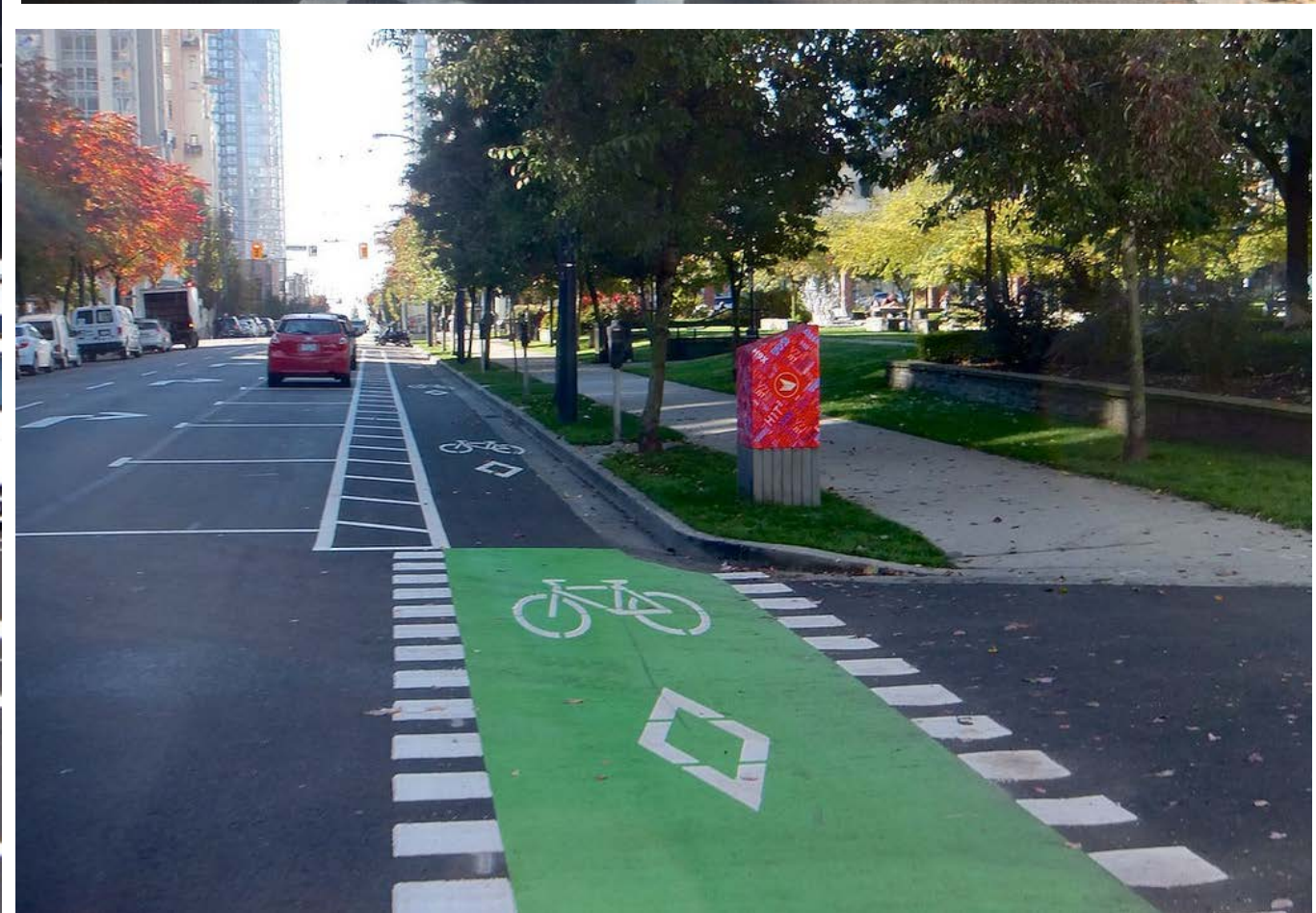
1. Beatty\*
2. Cambie St.
3. Richards\*
4. Smithe | Nelson
5. Helmcken Access Improvement
6. Cambie Bridge\*

## Bike Routes

- Existing Route
- Existing Protected Route
- Planned New Route
- Planned New Protected Route
- Planned Protected Upgrade
- Planned Access Improvement

**2016-17 Look Ahead: Downtown**  
Planned New or Upgraded Bike Routes





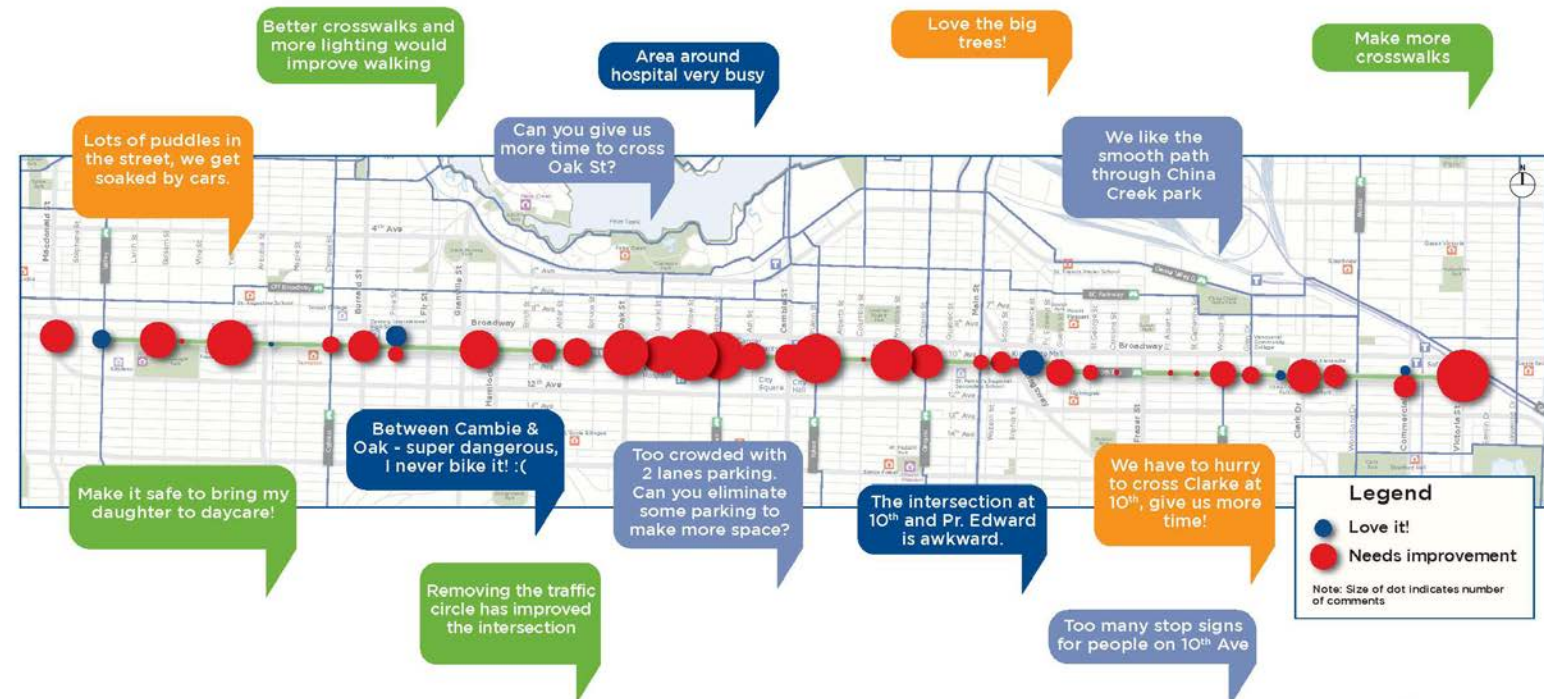


# 10<sup>th</sup> Avenue Bikeway Upgrades



## What you've told us so far

Earlier this year, we asked people walking and cycling on 10<sup>th</sup> Avenue to share their experiences on the corridor. We received lots of comments about areas that people enjoy, and areas that people are concerned about. This feedback will help inform some of the tough design challenges ahead. This is what we heard:



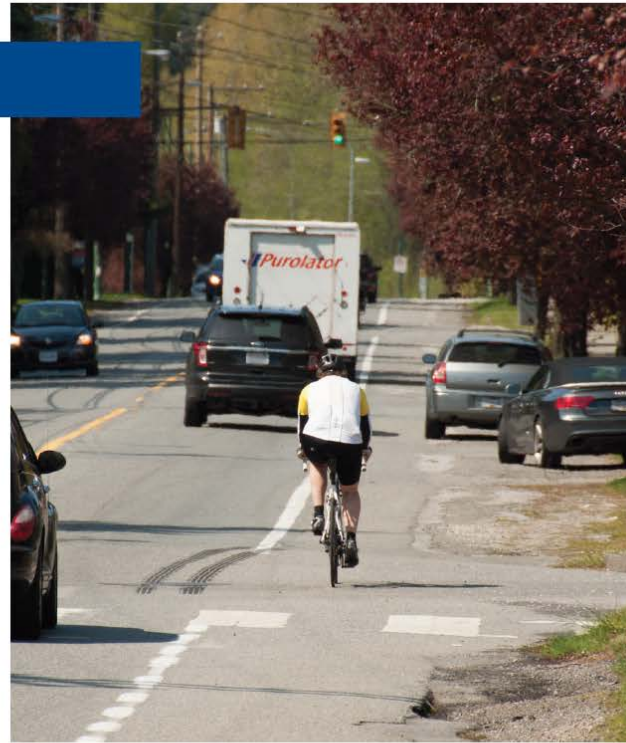
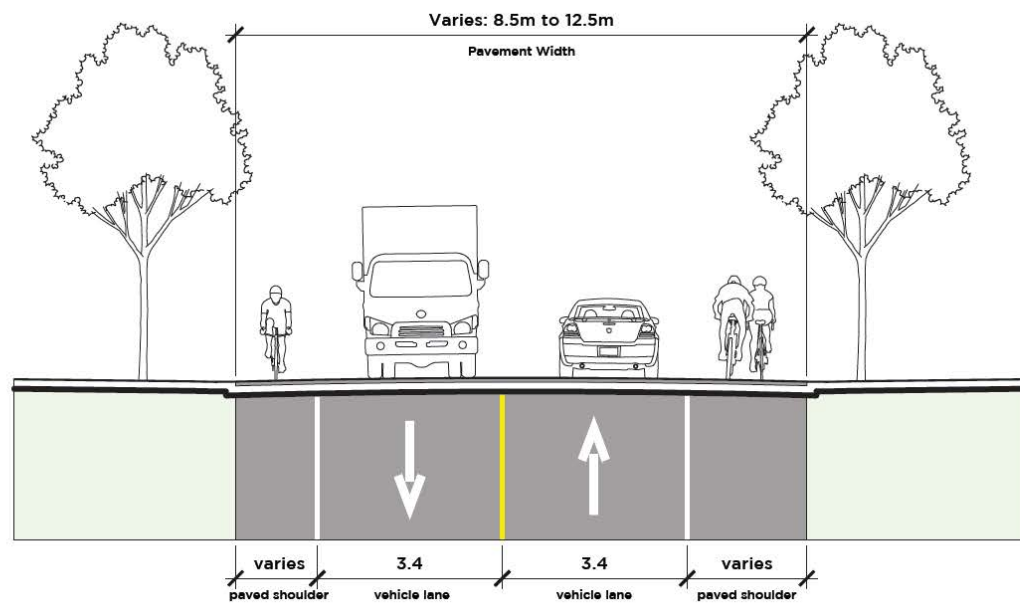
For more information, visit [vancouver.ca/10th-avenue](http://vancouver.ca/10th-avenue)  
 October 2015

- Goal: upgrade one of Vancouver's busiest routes to AAA
- Treatments will vary depending on location
- Busiest sections (e.g. hospital precinct) may require protected design
- Phase 1 consultation in Fall 2015
- Phase 2 consultation in early 2016



# SW Marine Drive Bikeway Upgrade

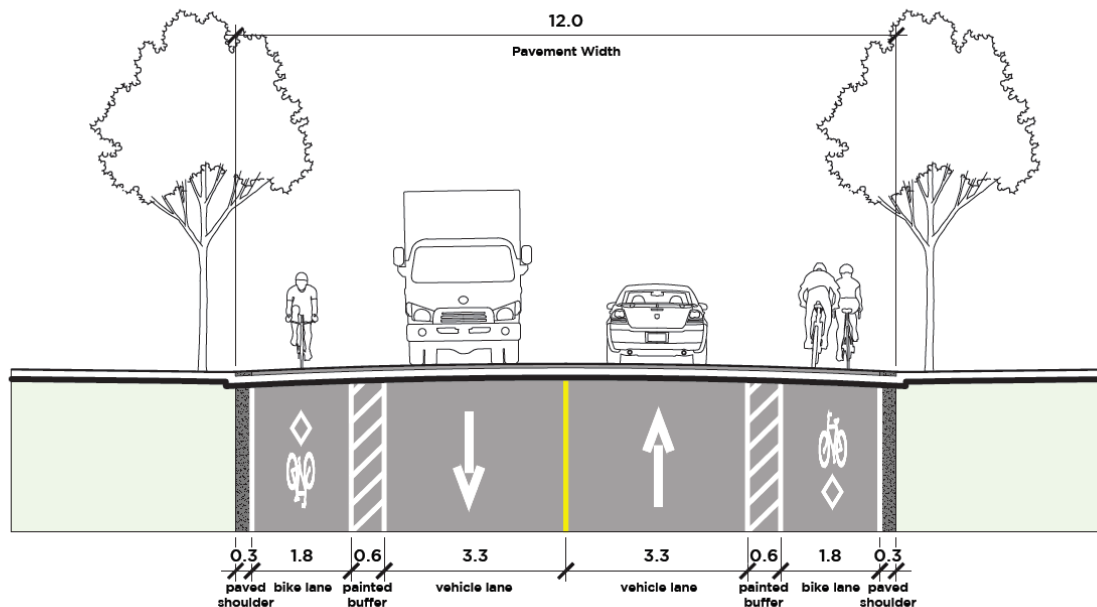
## Existing Cross Section



SW Marine Drive is shared with trucks and buses, as well as private motor vehicles. The travel lane width is insufficient for safe passing.



## Recommended Design



- Required road rehabilitation provides opportunity for incremental improvement
- Provides consistent minimum width & painted buffer



# South False Creek Seawall Upgrades

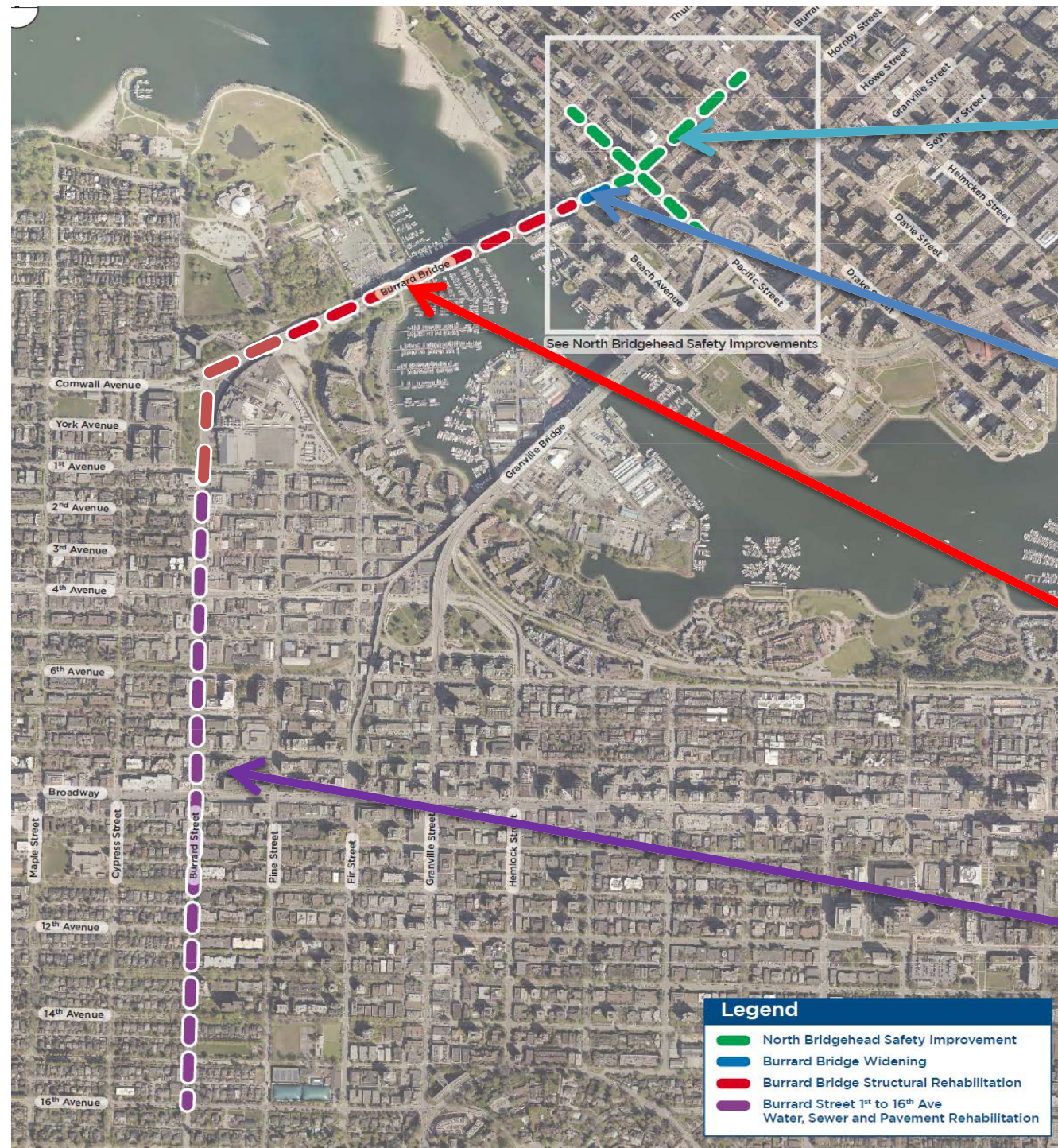
- Provide separate walking & biking paths
- Improve sight lines
- Upgrade pedestrian amenities
- Treatments vary depending on location
- Phase 2 engagement in early 2016





# Burrard Bridge & Cypress Bikeway

- Major safety improvements at Burrard-Pacific intersection (2<sup>nd</sup> highest collision location in city)
- Allow walking on both sides of bridge
- Improve connections with existing bike routes
- Coordinated with required bridge rehabilitation and nearby water & sewer work
- Approved by Council in Summer 2015
- Construction to begin in early 2016



- Safety improvements
- Active transportation connections

- Bridge rehabilitation
- Bridge widening

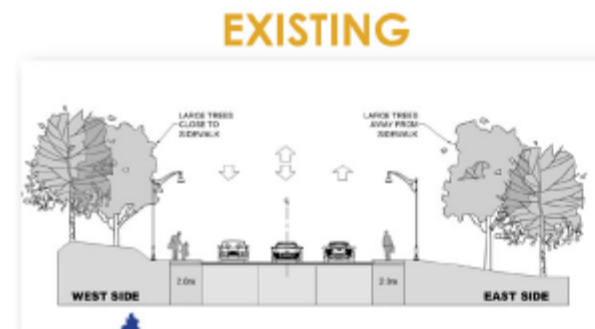
- Bridge rehabilitation
- Lane reallocation

- Sewer separation
- Water main reconstruction

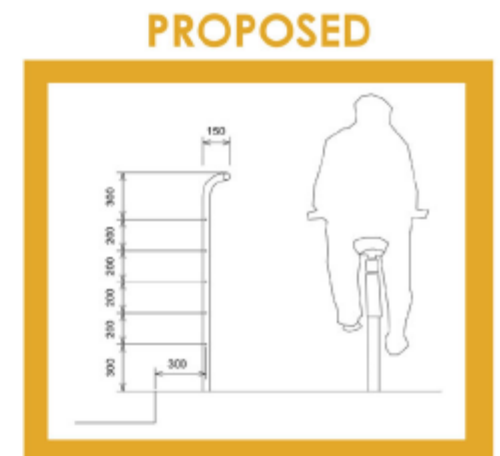
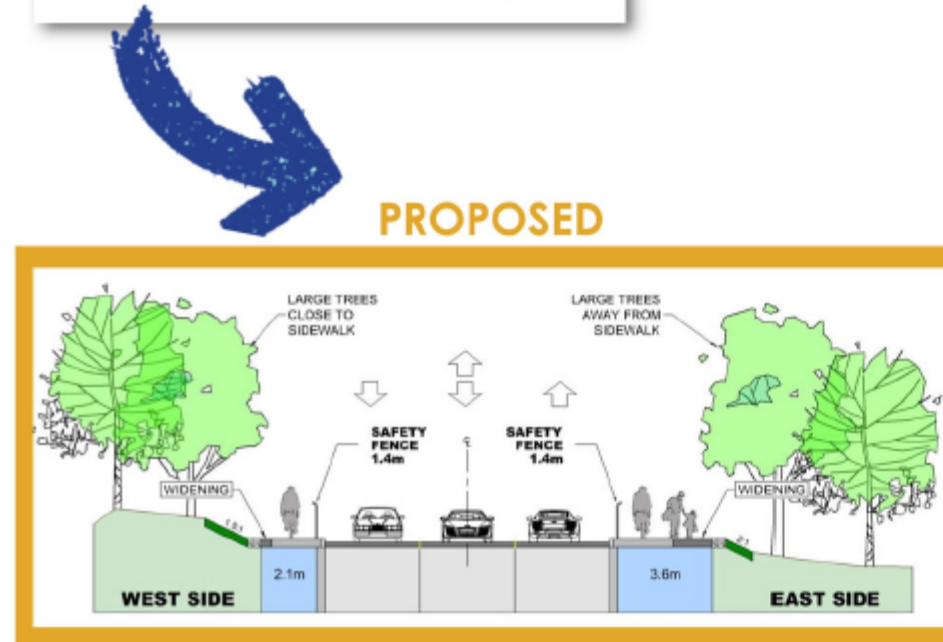


# Stanley Park Causeway Upgrade

- Led by BC MOTI
- Consultation in December 2014
- Endorsed by Park Board in March 2015
- Construction began in September 2015



- Narrow sidewalks
- No fence between sidewalk & roadway
- Conflicts between users



## East Side Multi-Use Pathway

- Sidewalk widened by 1.9 m for two-way pedestrians & one-way cycling
- Additional widening around obstacles (light poles, gantries, electrical boxes)

## West Side Cycling Only Pathway

- Sidewalk widened by 0.4 m for one-way cycling
- Pedestrians will be directed to use the East side
- Two or three wider opportunities for passing (cyclist "passing lanes")

## Safety Fence

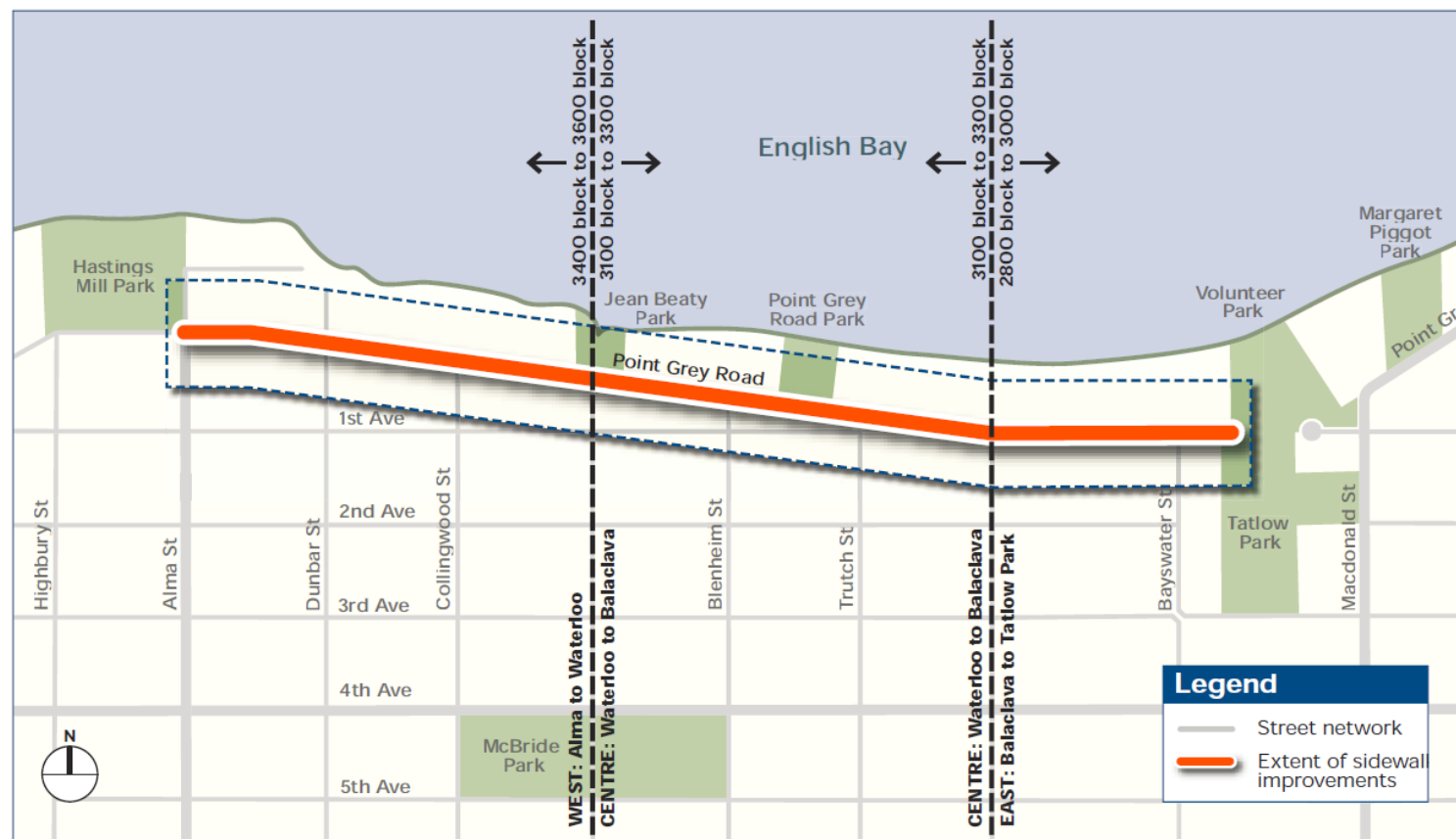
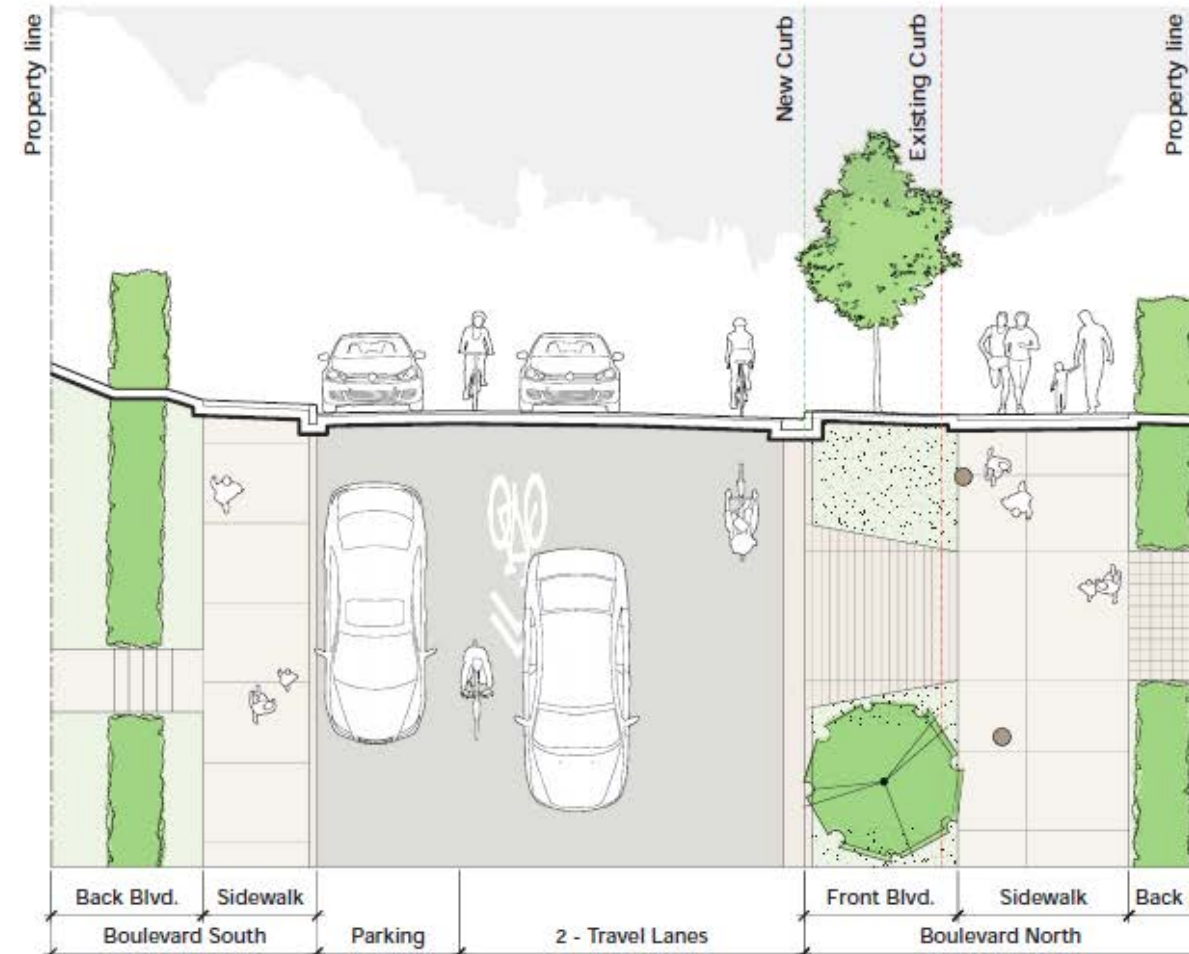
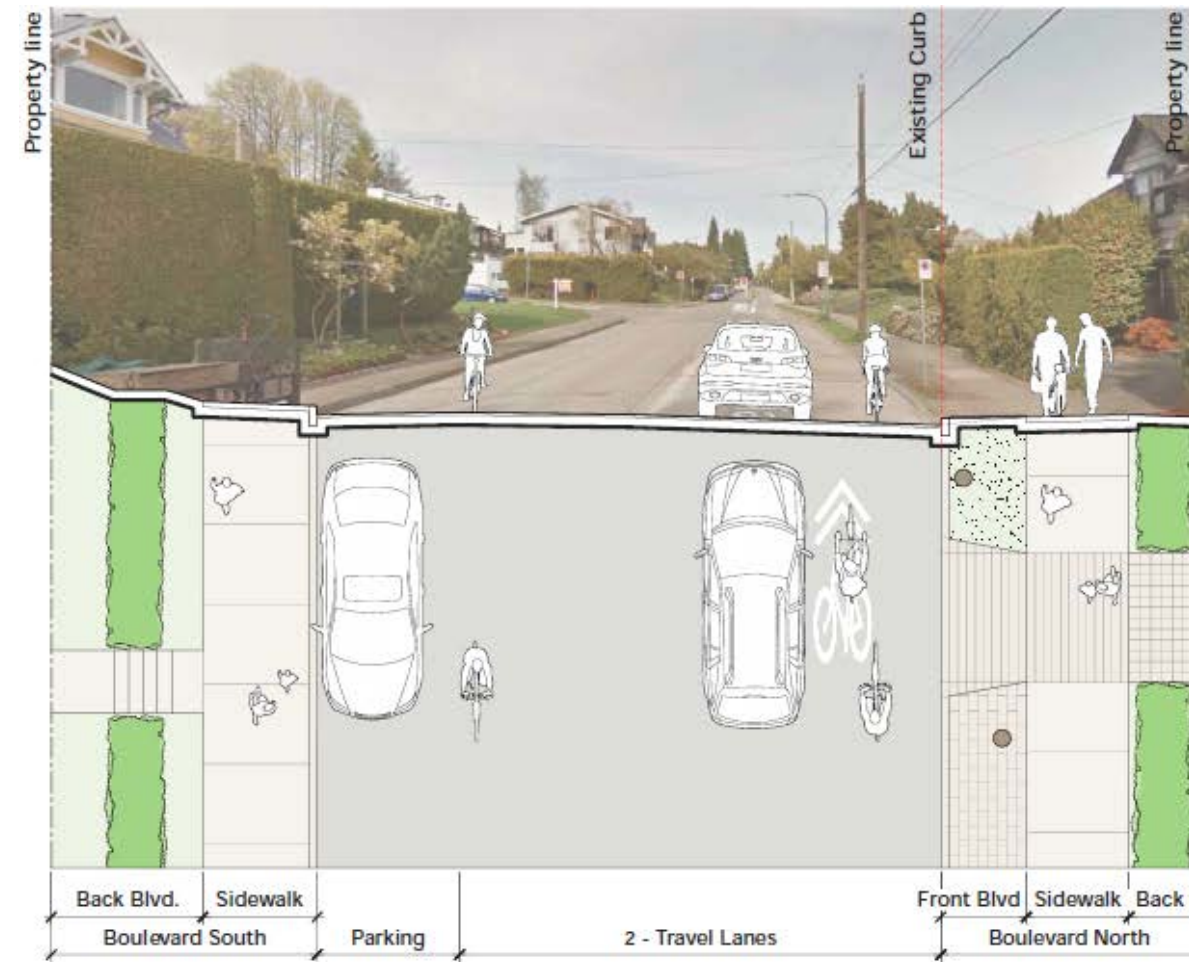
- 1.4 m overall height
- 0.3 m setback from road
- 300 mm between sidewalk & lowest cable
- Includes steel shoulder rub rail and cable fencing





# Point Grey Rd Public Realm (Phase 2)

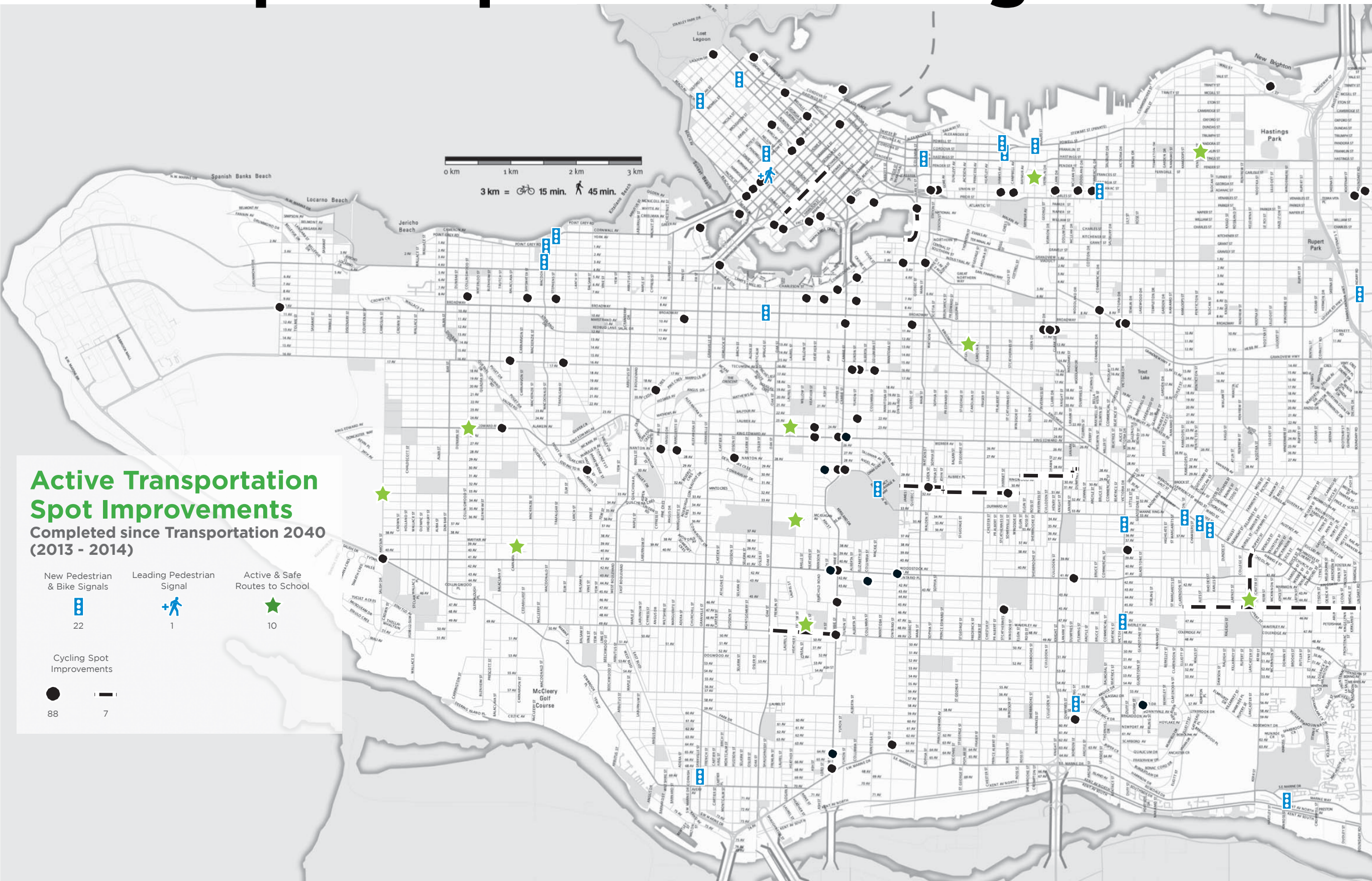
- Widen north side sidewalks
- Provide smoother accessible surfaces
- Add pedestrian lighting & other amenities
- Expand green space at Point Grey Rd. park







# Spot Improvement Program

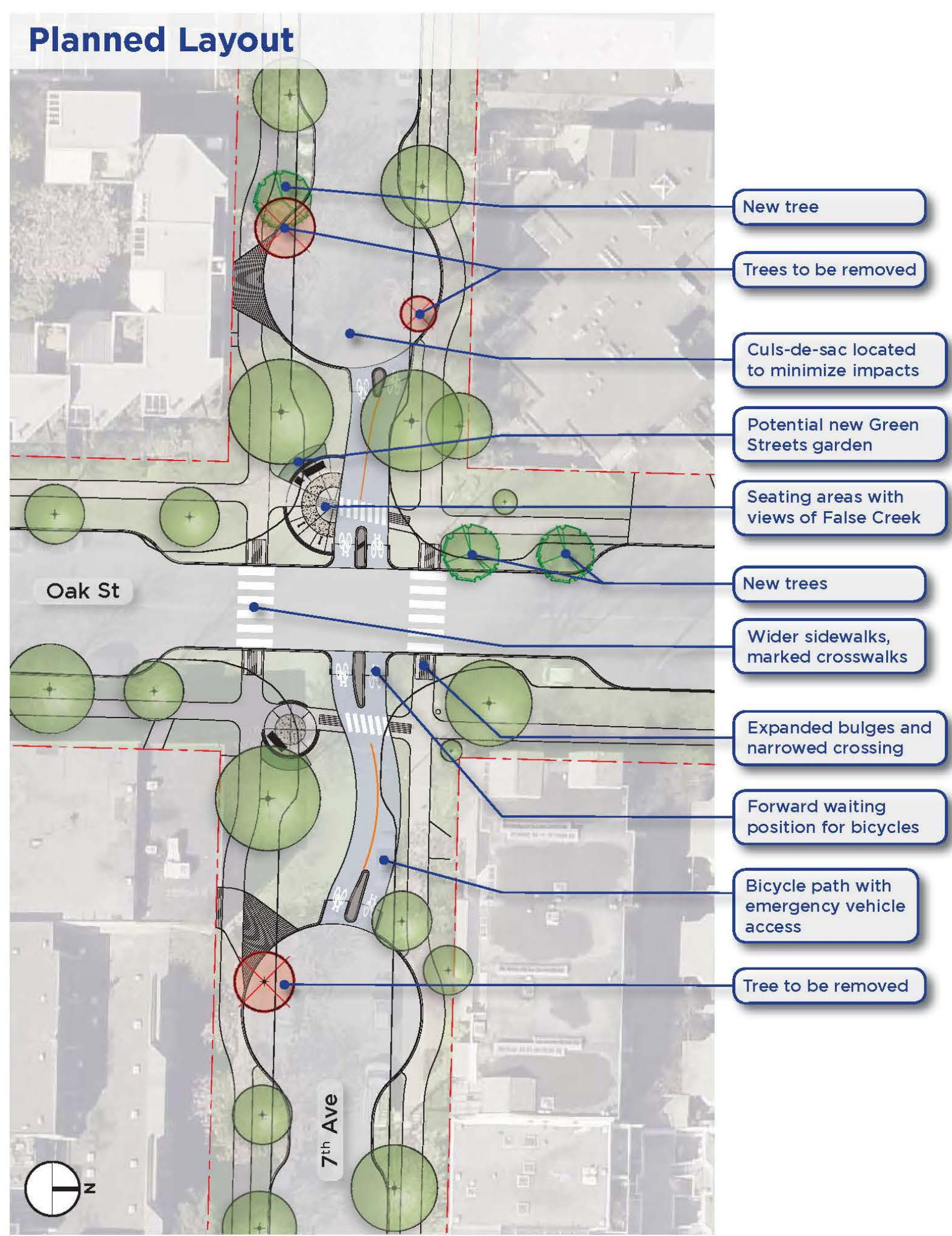


100+ improvements in the last two years



# Major Spot Improvement: Oak & 7th

- Reduce car traffic along Off-Broadway Route
- Improve crossings for walking & biking
- Create mini-parks
- Consultation took place in 2015
- Construction in early 2016







# Pilot to allow Skateboarding in Protected Bike Lanes

Legitimize skateboarding as  
a form of transportation

Reduce conflicts with people  
walking or driving

Currently allowed on local  
streets

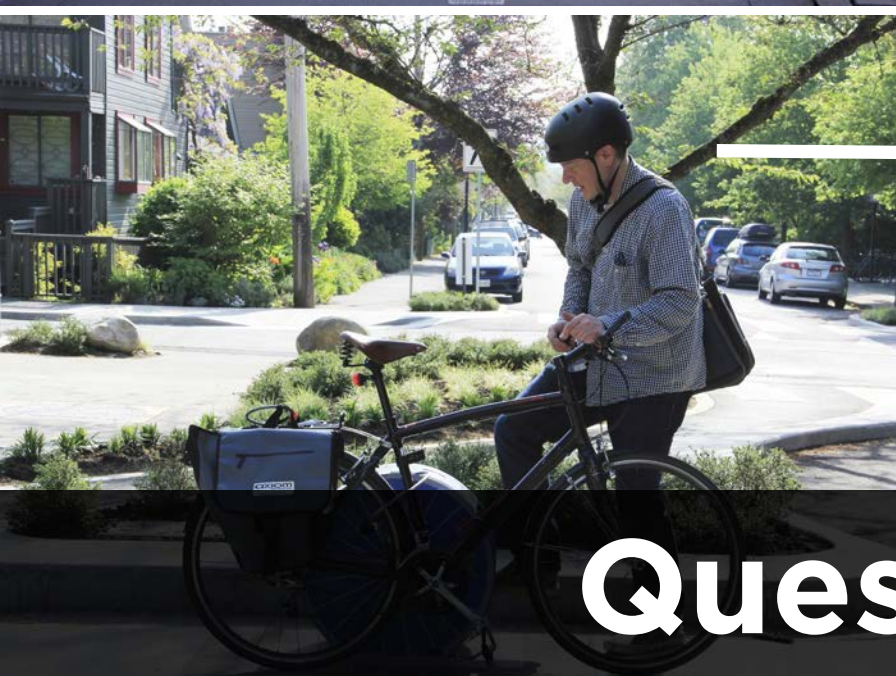
Endorsed by ATPC

Trial period to include  
evaluation & monitoring

Bylaw change also includes  
in-line skates & push scooters

Bylaw change harmonizes  
safety requirements with  
those for cycling





# Questions & Comments