



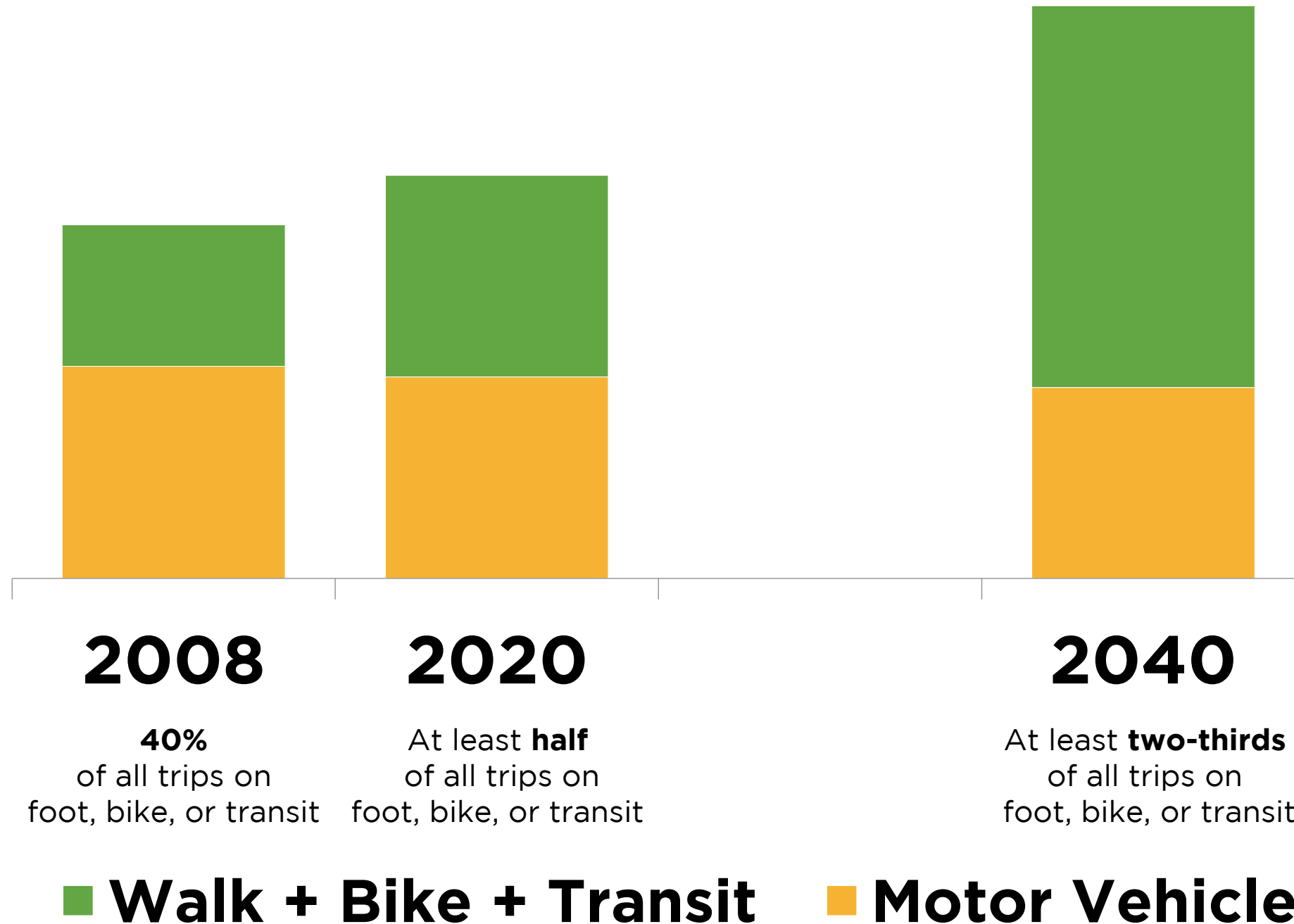
Transportation Update

July 7, 2020

Transportation 2040 Plan



Transportation 2040 Targets



Sustainable Mode Share

- 50% by 2020
- Two-thirds by 2040

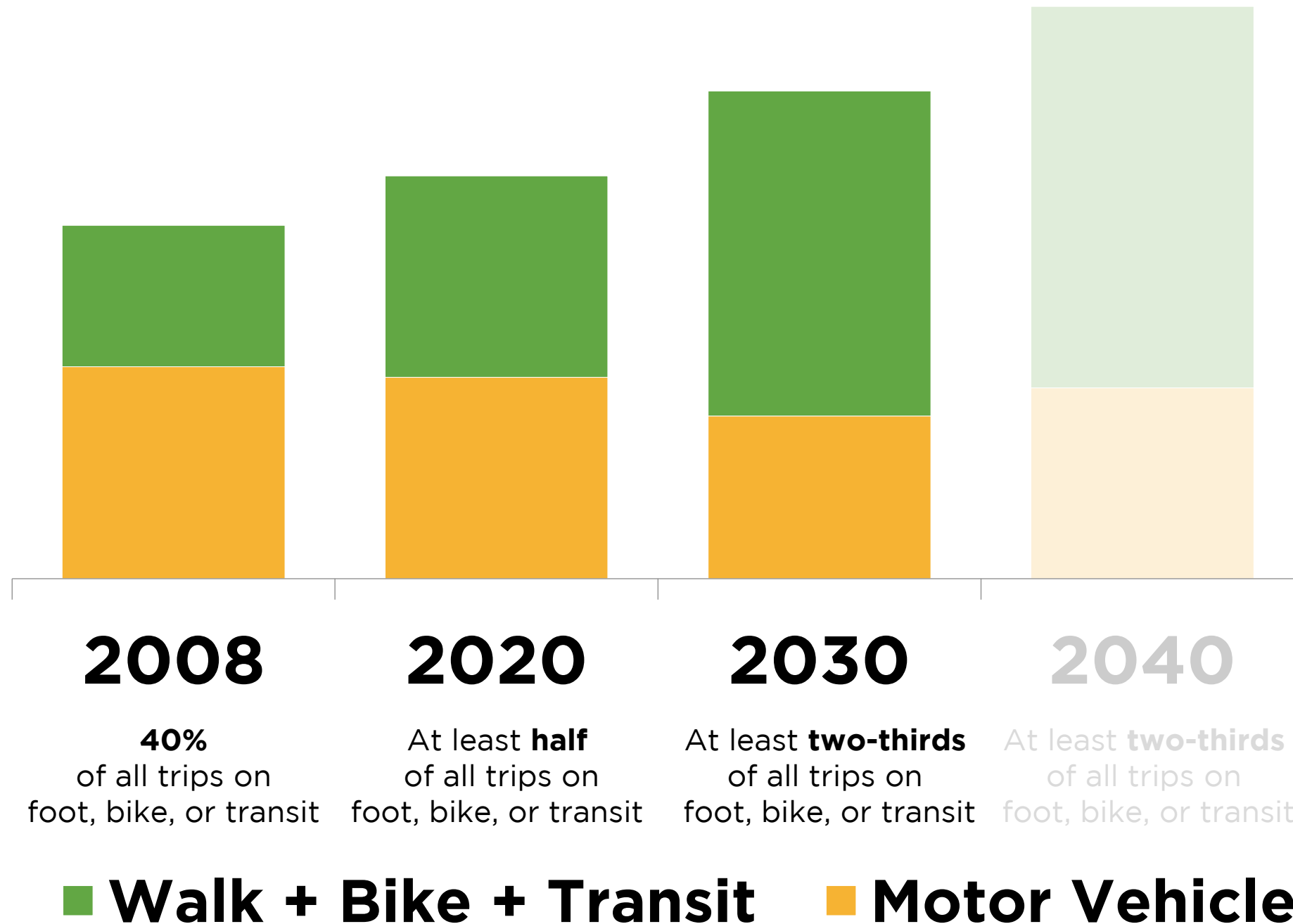
Distance Driven

- Reduce by 20% (from 2007 levels) by 2020

Safety

- Work toward zero traffic-related fatalities

Transportation 2040 Targets



Climate Emergency Update

- Two-thirds of all trips on foot, bike, or transit by ~~2040~~ 2030

People-Moving Capacity

PEOPLE-MOVING CAPACITY: Vancouver Urban Transportation Modes
(in persons per hour per direction - 3 metre lane width)



PRIVATE MOTOR VEHICLE
700—1,100

Typical private motor vehicle capacity on Vancouver arterial streets and potential capacities for walk, bike and transit



REGULAR BUS
1,000—2,000



2-WAY PROTECTED BIKE LANE
2,000—3,000



+ RAPID BUS
B-LINE BUS
2,000—4,000



WEST COAST EXPRESS
3,000—5,000



SIDEWALK
5,000—6,500



SKYTRAIN
16,000—26,000

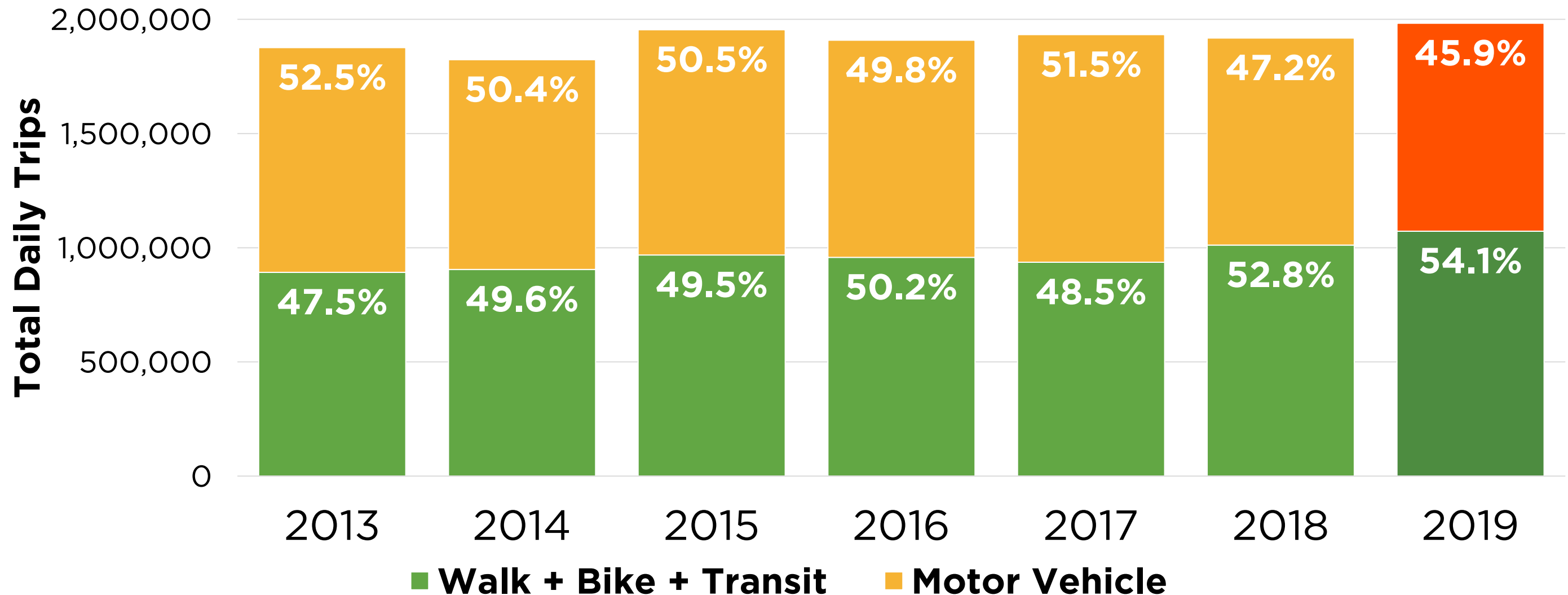
Transportation Is More Than Just Mobility



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

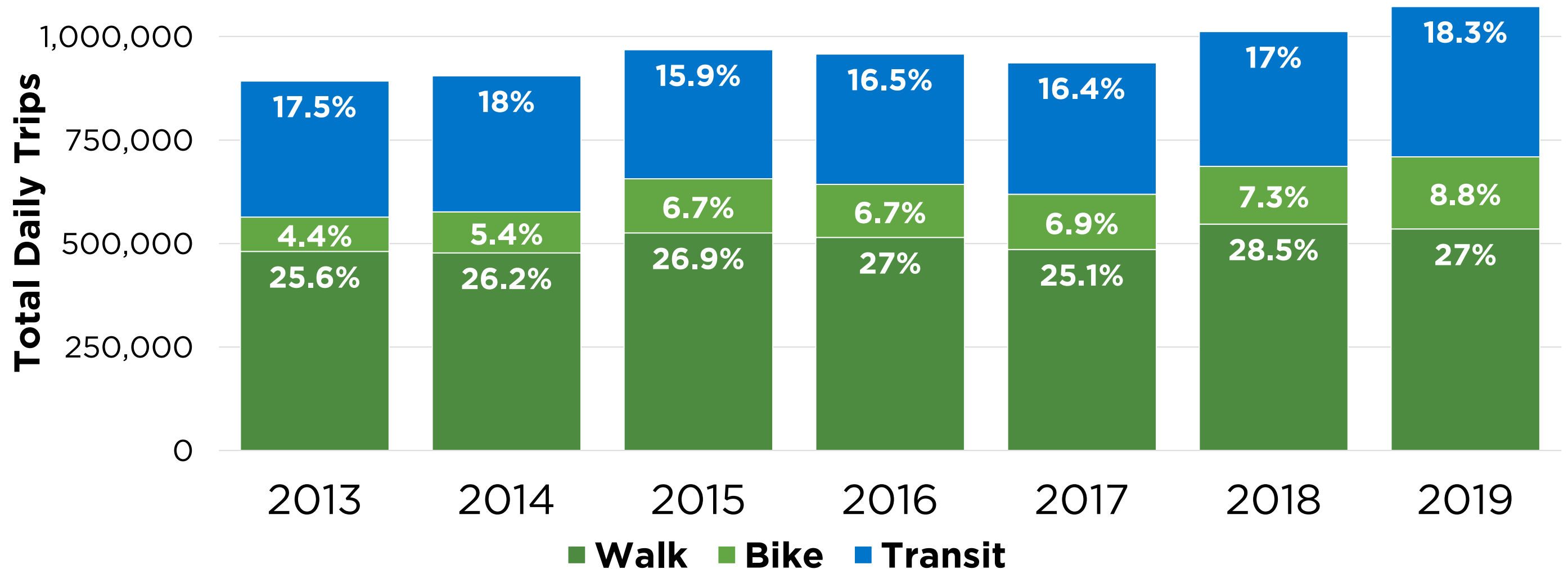
2020 Mode Share Target Achieved

In 2019, **54%** of trips by Vancouverites were on foot, bike, or transit

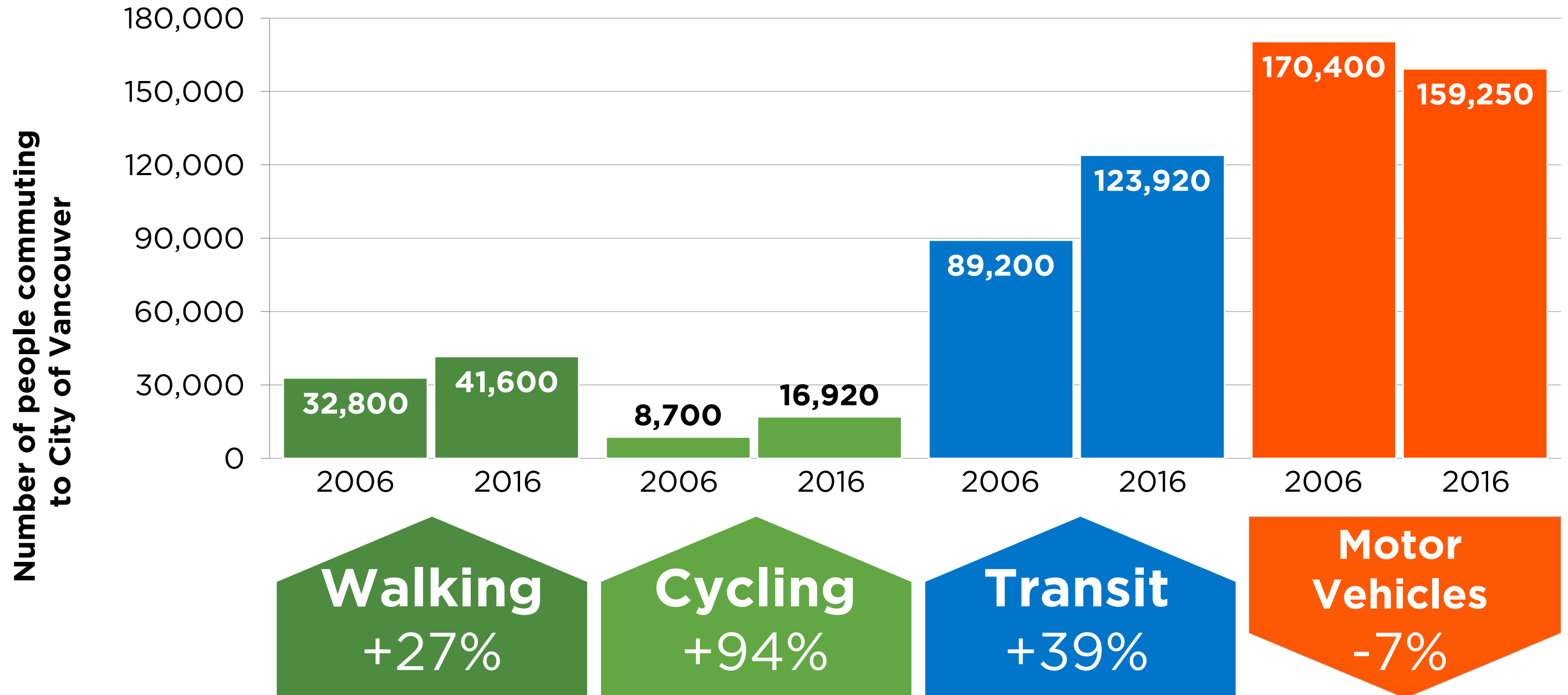


2020 Mode Share Target Achieved

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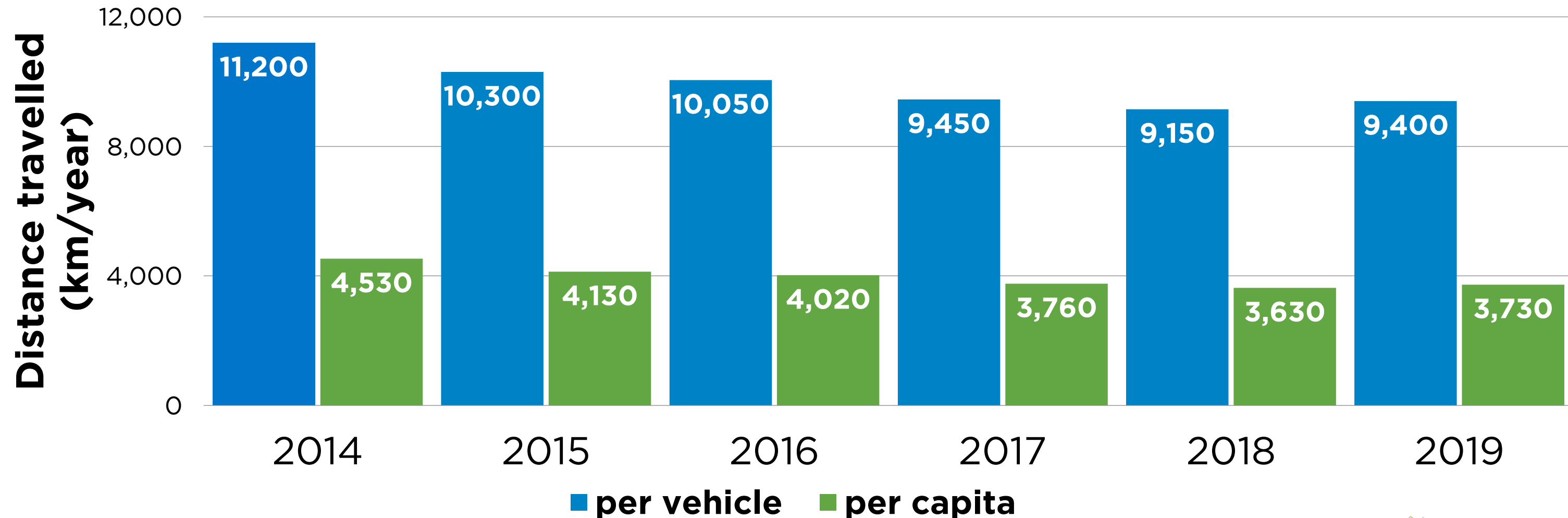


Sustainable Commutes are Increasing



Shorter Trips, Less Driving

- **Shorter trips:** VKT (vehicle km travelled) per vehicle has **fallen 16%** since 2014
- **Less driving:** VKT per capita is dropping even faster



Source: 2014-2019 Panel Survey, City of Vancouver

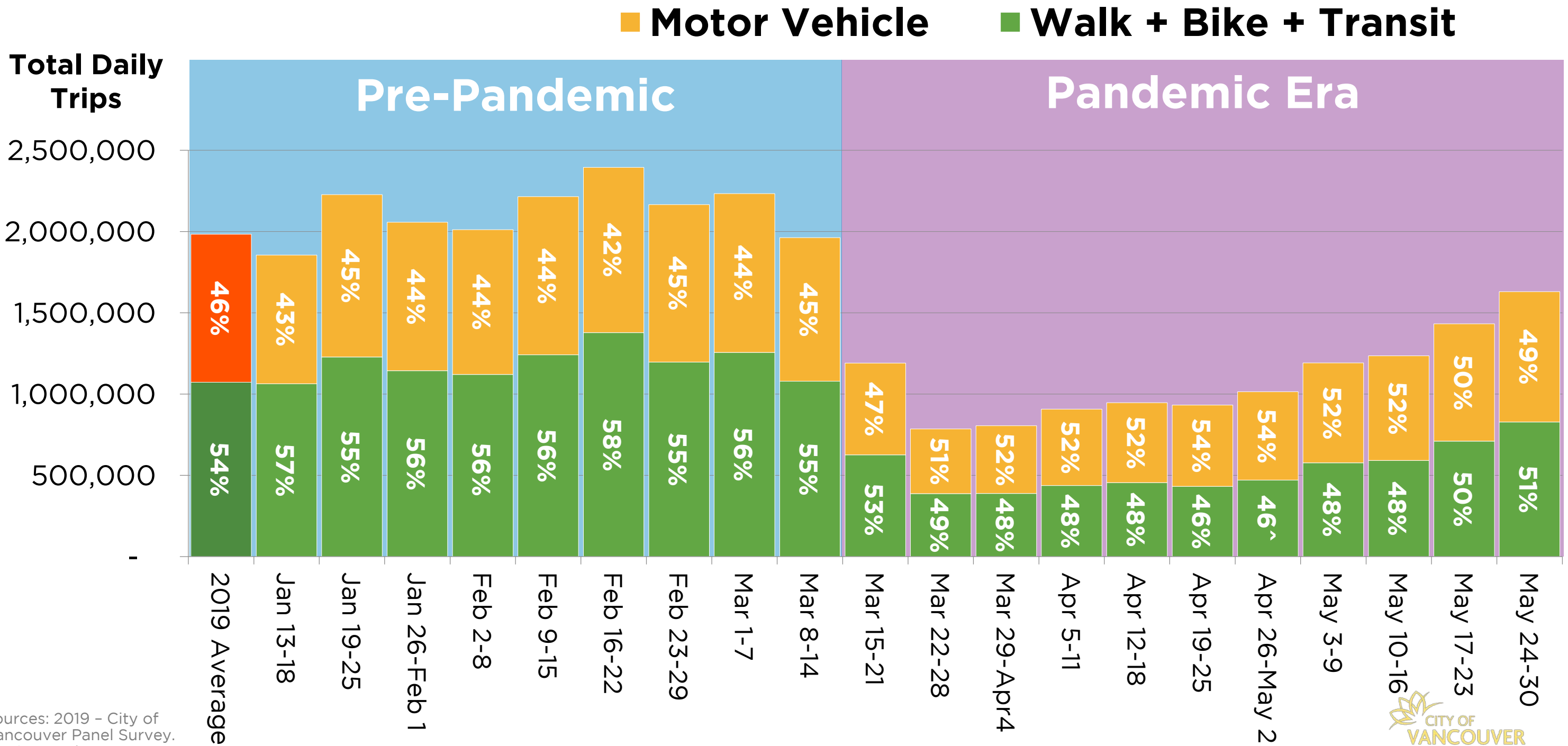
COVID-19 Response

Quick measures to support safe movement, local businesses & community recovery

- Room to Queue
- Room to Move / Slow Streets
- Patios & public seating
- Partnerships



Recovery - Changes to Mobility Patterns



Recovery - Changes to Mobility Patterns

36%
of Vancouverites
plan to **drive more**

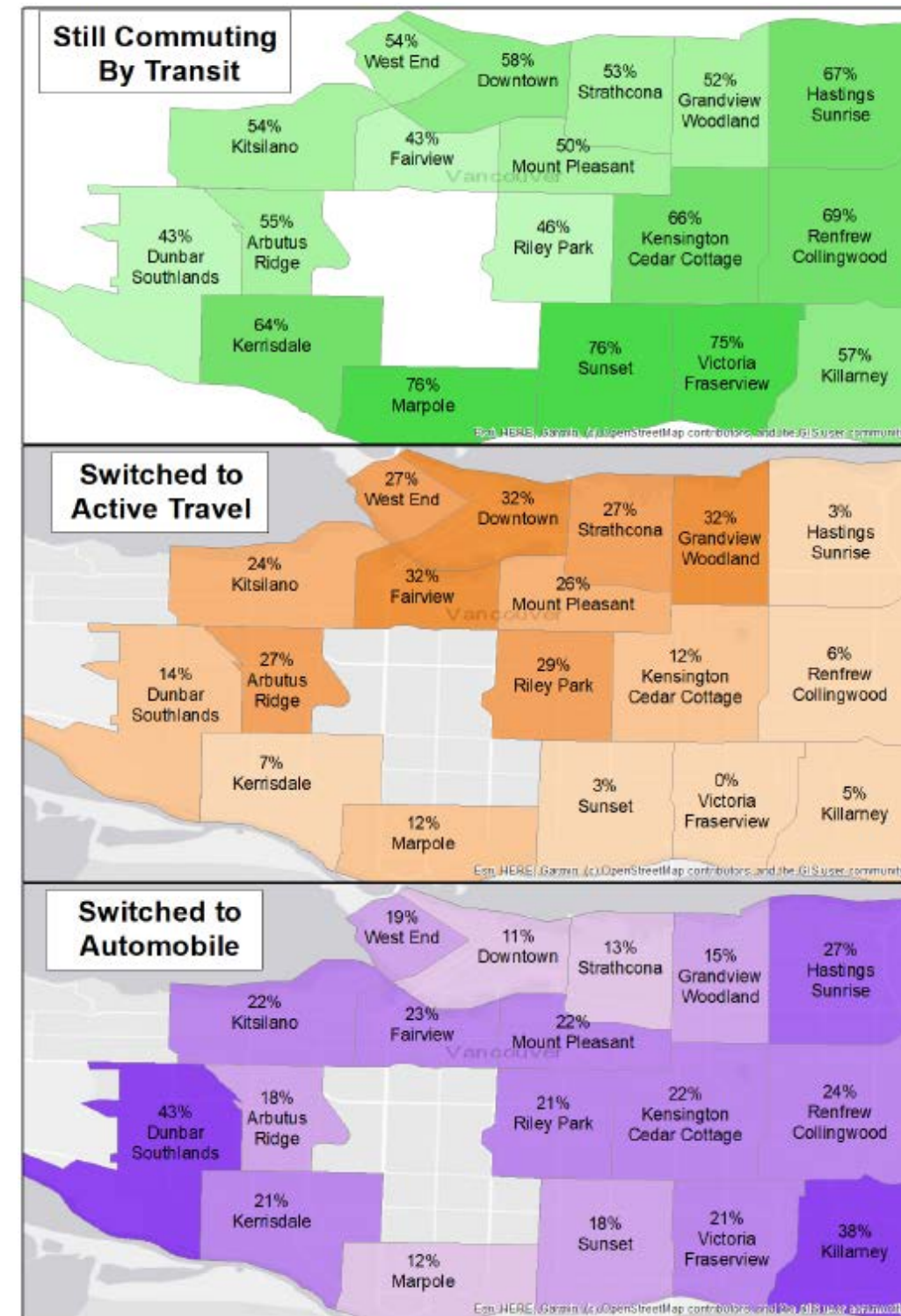
43%
of Vancouverites
would like to **walk**
or **bike more**

Recovery - Changes to Mobility Patterns

19% of former transit commuters **are now driving**

21% of former transit commuters **now taking active modes**

27% of former transit commuters say they plan to **wait until they are vaccinated** before riding transit again

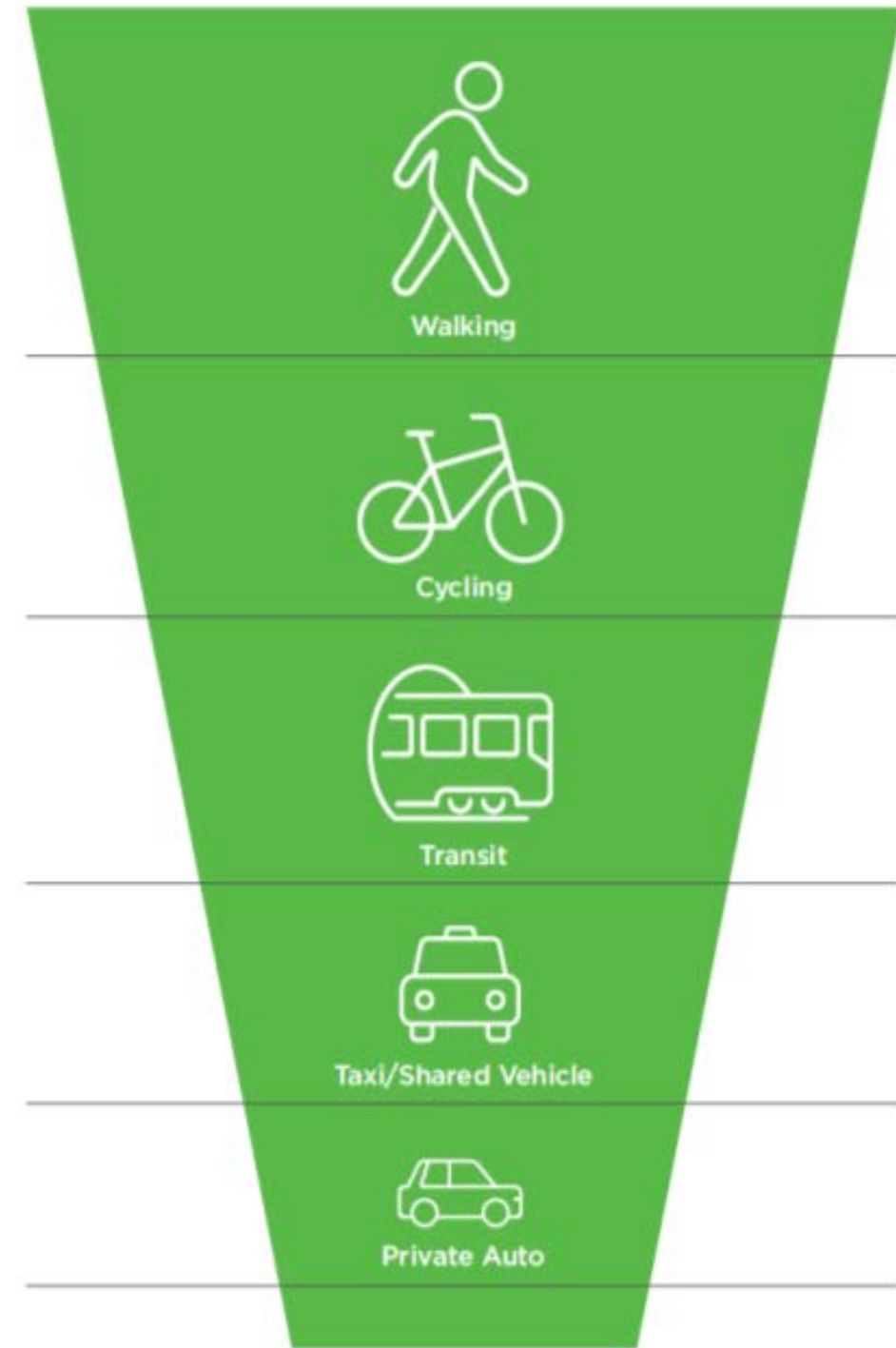


Mobility Recovery Planning: The Opportunity

COVID-19 will have **short-** & **long-term** impacts

Mobility Recovery Planning

- **Not about going back** to the way things were
- **Build Back Better:** opportunity to
 - Recognize changing travel patterns & community needs
 - Re-evaluate urban mobility
 - Create a **more equitable, safe, sustainable, & resilient** transportation system



Mobility Recovery Planning: The Strategies



1. Reallocate Road Space



2. Support Ridership Recovery

(transit and shared mobility)



3. Encourage Active Transportation



4. Support Remote & Flexible Work

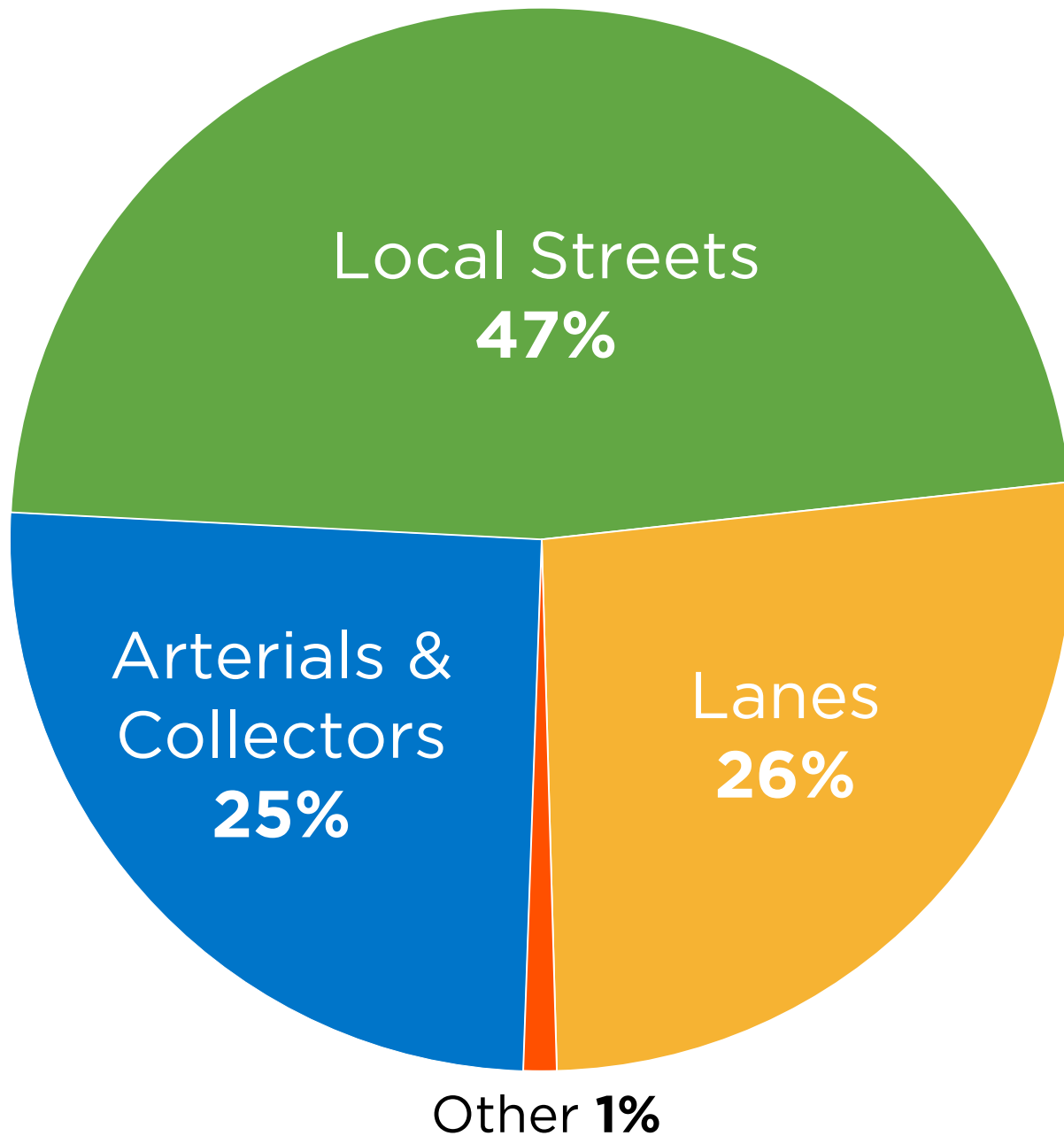


5. Advance Greenways Refresh

- Integrate with
 - Vancouver Plan
 - Climate Emergency Response
- Report back in fall

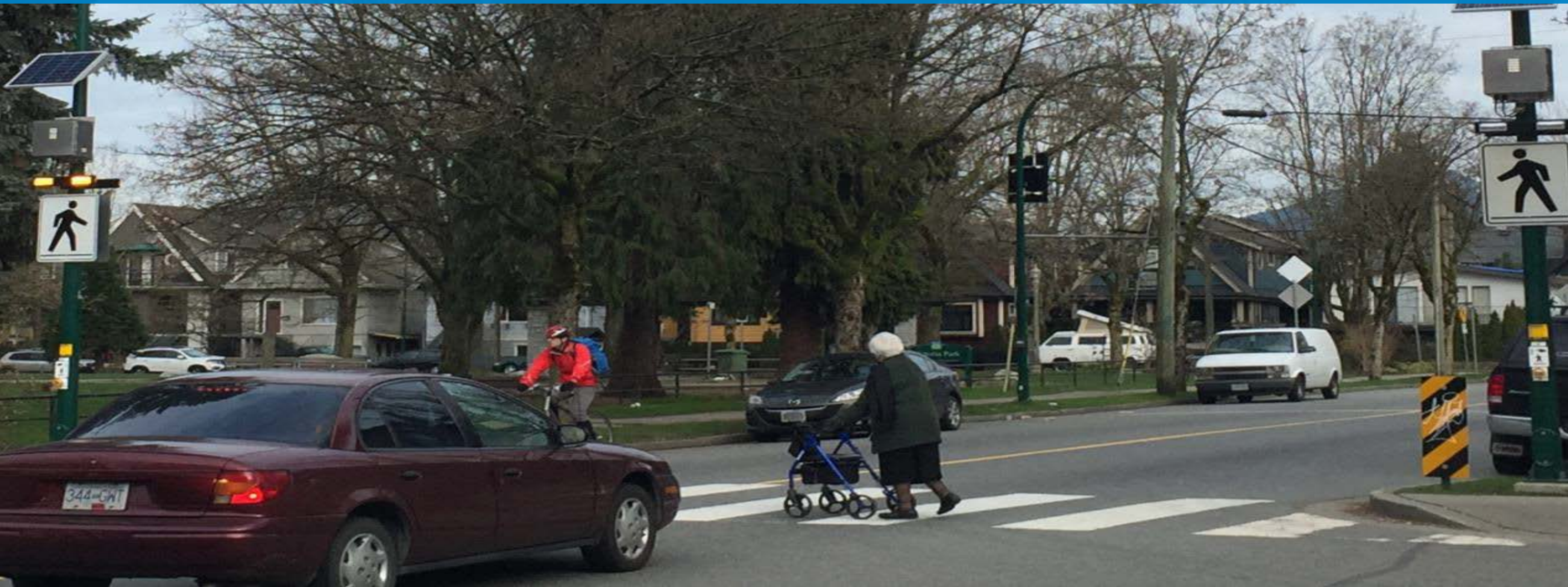
Reallocating 11% of Today's Road Space

Vancouver has 19 km² of roadway:



- 11% = ~30 BC Place Stadium footprints
- Strong public desire to increase active transportation & reallocate road space
- Opportunity to significantly reimagine streets
 - more people-focused
 - opportunities for rest & play
 - provide green infrastructure
- Further work required to define opportunity & challenge, with report back in fall

2020 Transportation Safety Update



Contents



Transportation Safety Policies

1997 Transportation Plan

- Prioritized walking, cycling, and transit
- Neighbourhood traffic calming initiative

Transportation 2040 (2012):

- Set a goal of zero traffic-related fatalities
- Focus on vulnerable road users and safety for all

Moving Towards Zero Action Plan (2016):

- Amended Transportation 2040 target to include zero serious injuries
- Detailed strategies to get there

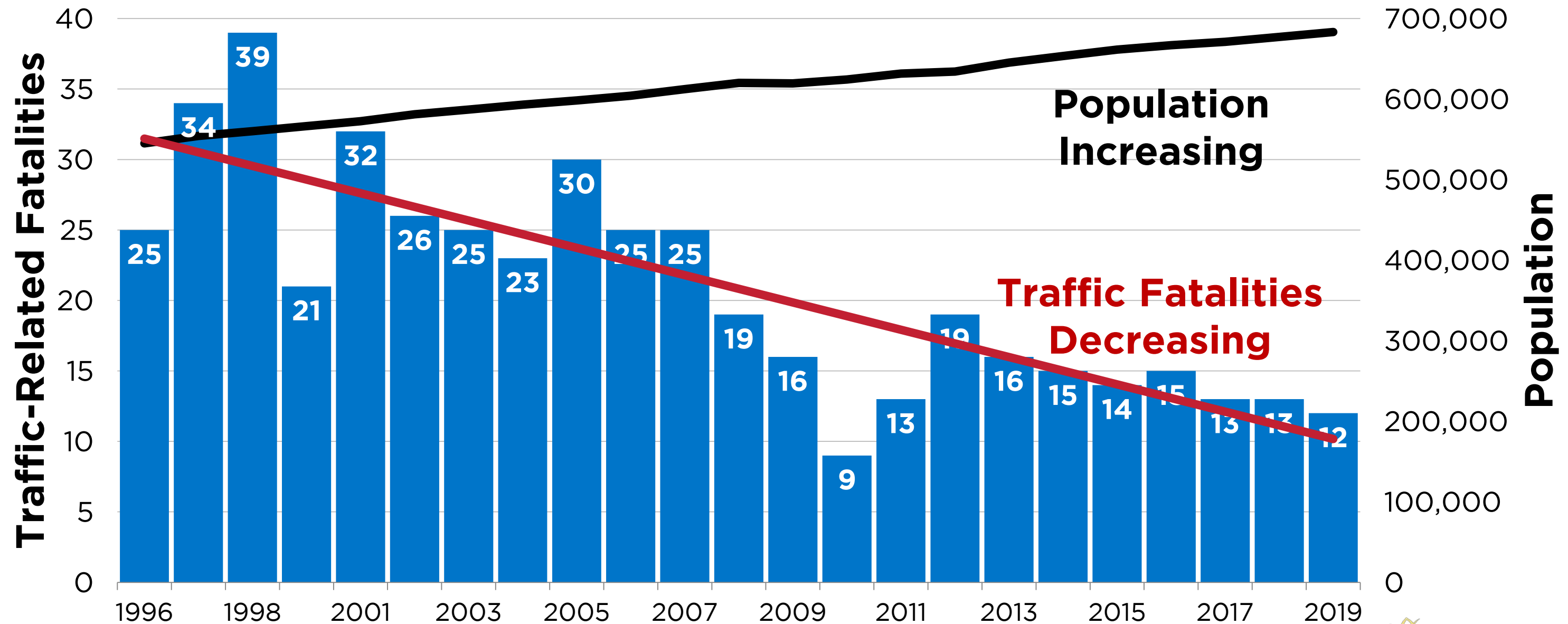


Transportation Safety Policies

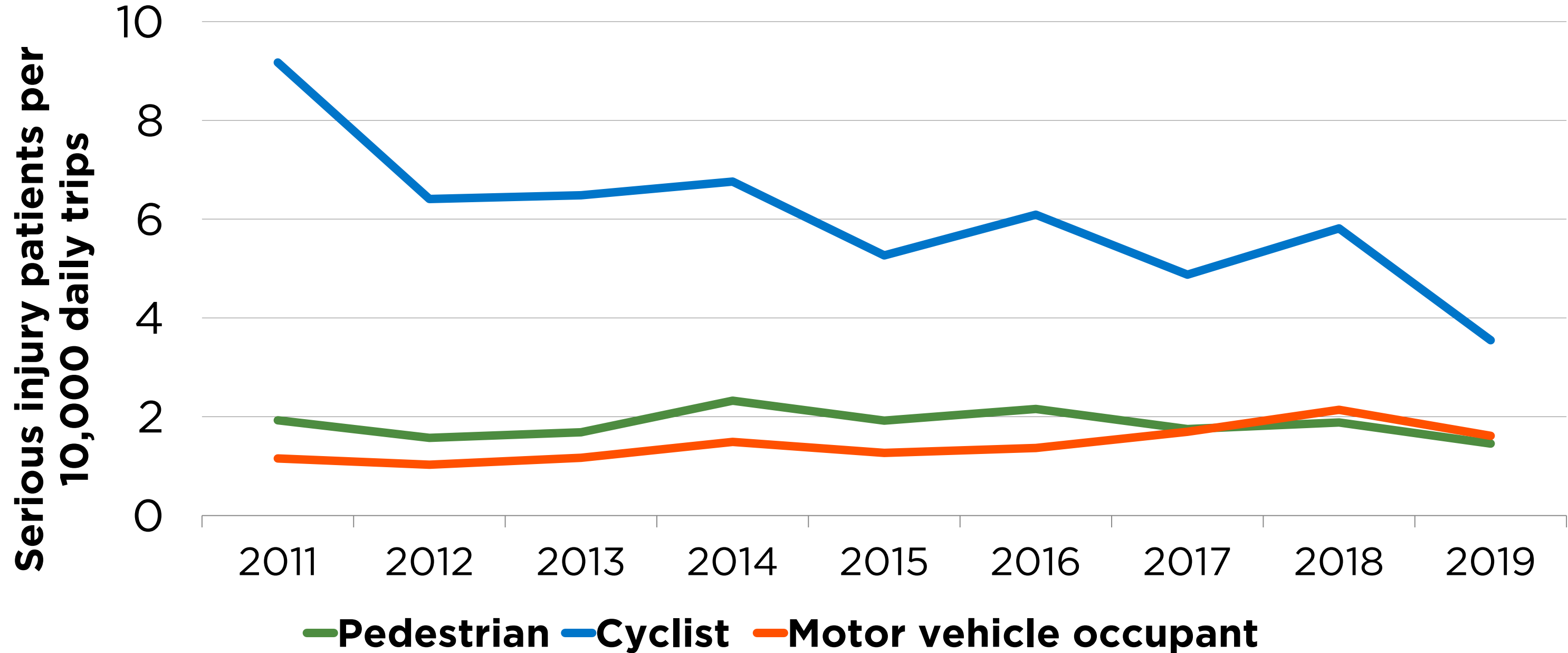
“A strategy to
**eliminate all traffic fatalities
& severe injuries,**
while increasing safe, healthy, equitable mobility for all.”

- Vision Zero Network
visionzeronetwork.org

Transportation fatalities decreasing



Transportation injury rates decreasing

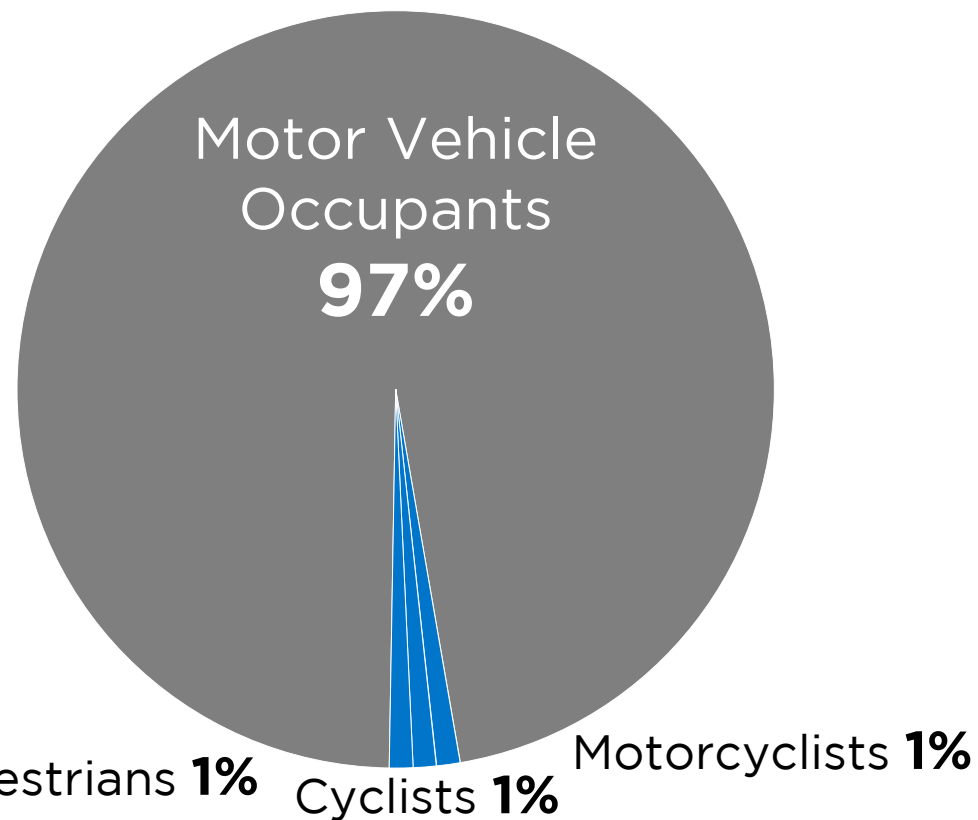


People walking & cycling are more vulnerable

People walking & cycling:
2% of collisions | 53% of serious injuries | 61% of fatalities

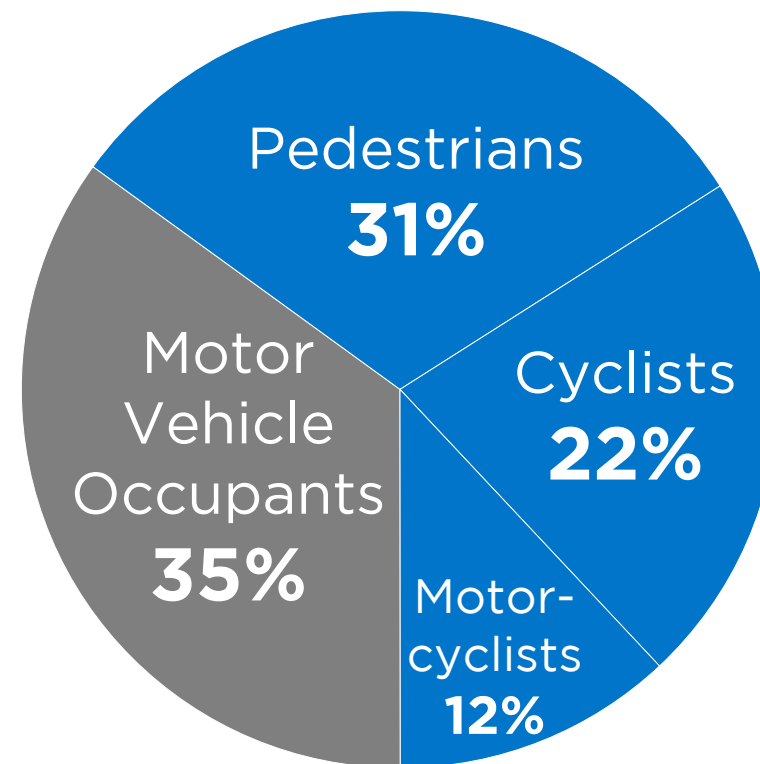
Collisions

60,000 per year



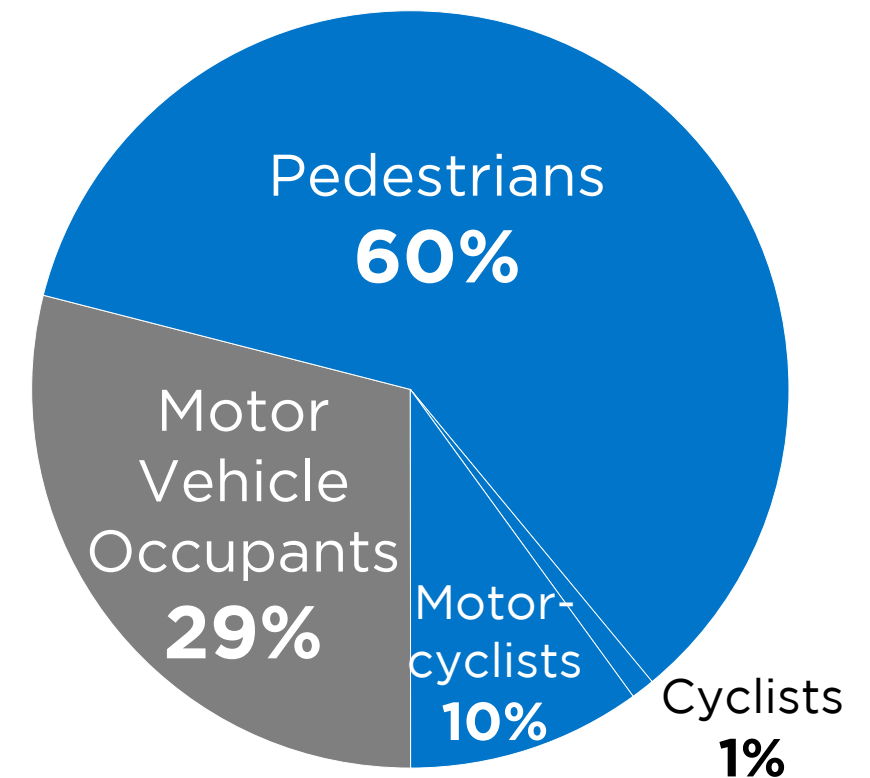
Serious Injuries

320 per year



Fatalities

15 per year



Slow Zone Pilot



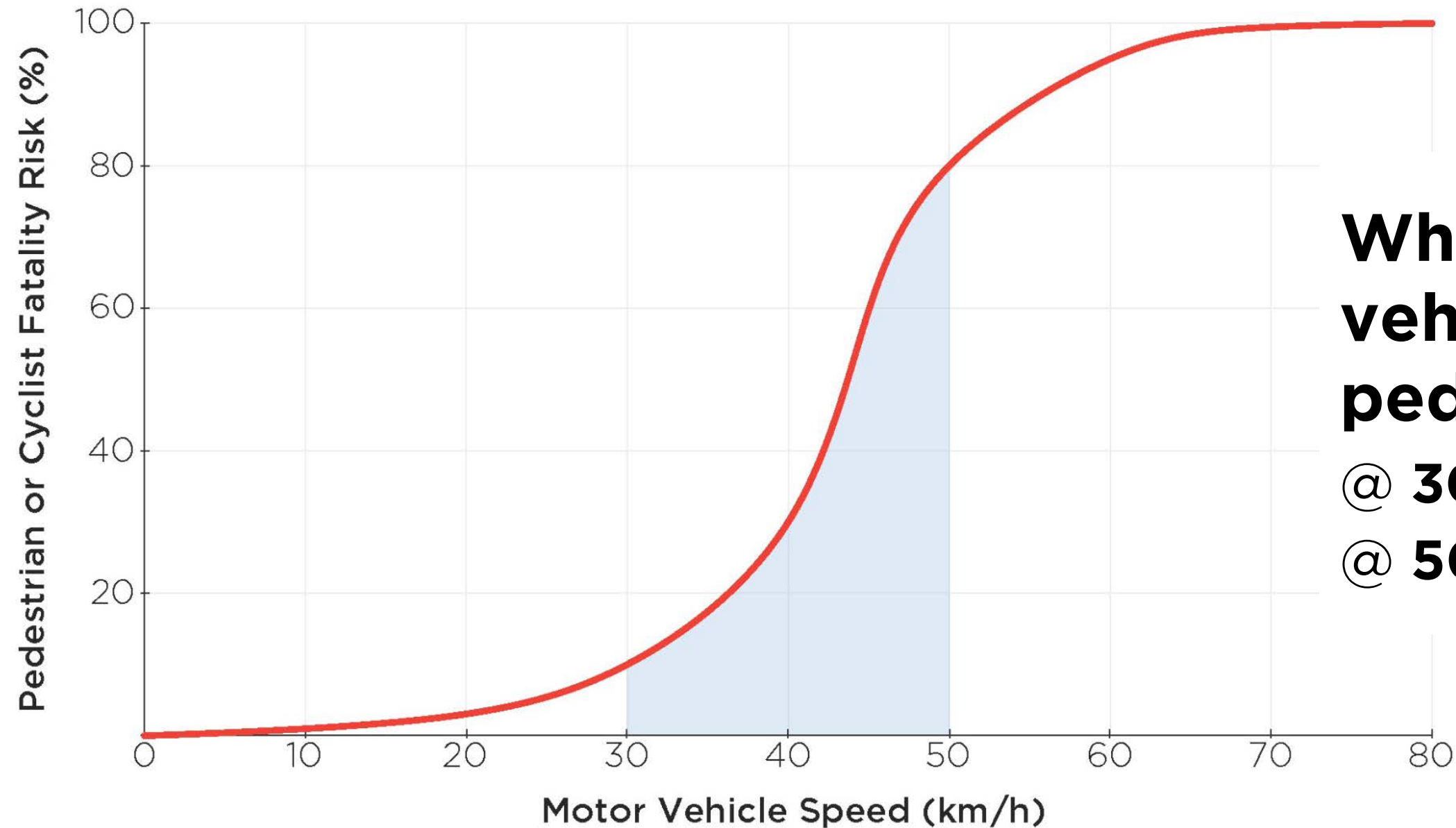
Council Motion (May 2019)

THAT Council direct staff to identify a local street, area, or areas within the city to **pilot a 30 kilometer per hour speed limit demonstration project** and report back with implementation strategy, timing, and budget as well as proposed road design changes.



Why Slow Zones?

Higher Speeds = Higher probability of fatality



When a motor vehicle hits a pedestrian:

@ **30** km/h: **15%** fatality

@ **50** km/h: **80%** fatality

Speed Limits Today

Blanket speed limit on all streets:

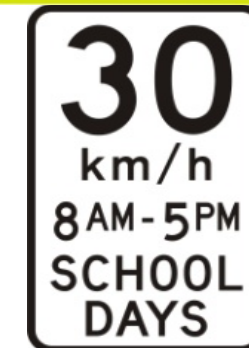
- 50 km/h, unless posted otherwise
- 20 km/h in lanes

30 km/h on residential streets:

- Schools (8-5pm on school days)
- Playgrounds (dawn to dusk)
- Bikeways (24/7)

30 km/h on arterials & collectors:

- Trials (Beach, Victoria, E Hastings, Prior)
- Road geometry doesn't encourage slow speeds
- Minor impact from signage alone



Challenge: Province requires signage on every block

Challenge

- BC MVA requires signs on every block (high cost)

Opportunity

- Recent MVA amendment allows pilots with municipal support
- Province is supportive of pilot to test blanket speed limit reduction on local streets:
 - Following an initial slow zone demonstration
 - With the support of Council



Recommended Two-Step Pilot

Step 1: Slow Zone Demonstration Project

- City to create slow zone using signage on every block in 2020
- Results to inform Step 2 below



Step 2: Pilot with Province to enable blanket speed limit changes

- Test other local street zone(s) using 'gateway' signage
- If successful, enables cost-effective, widespread implementation across city



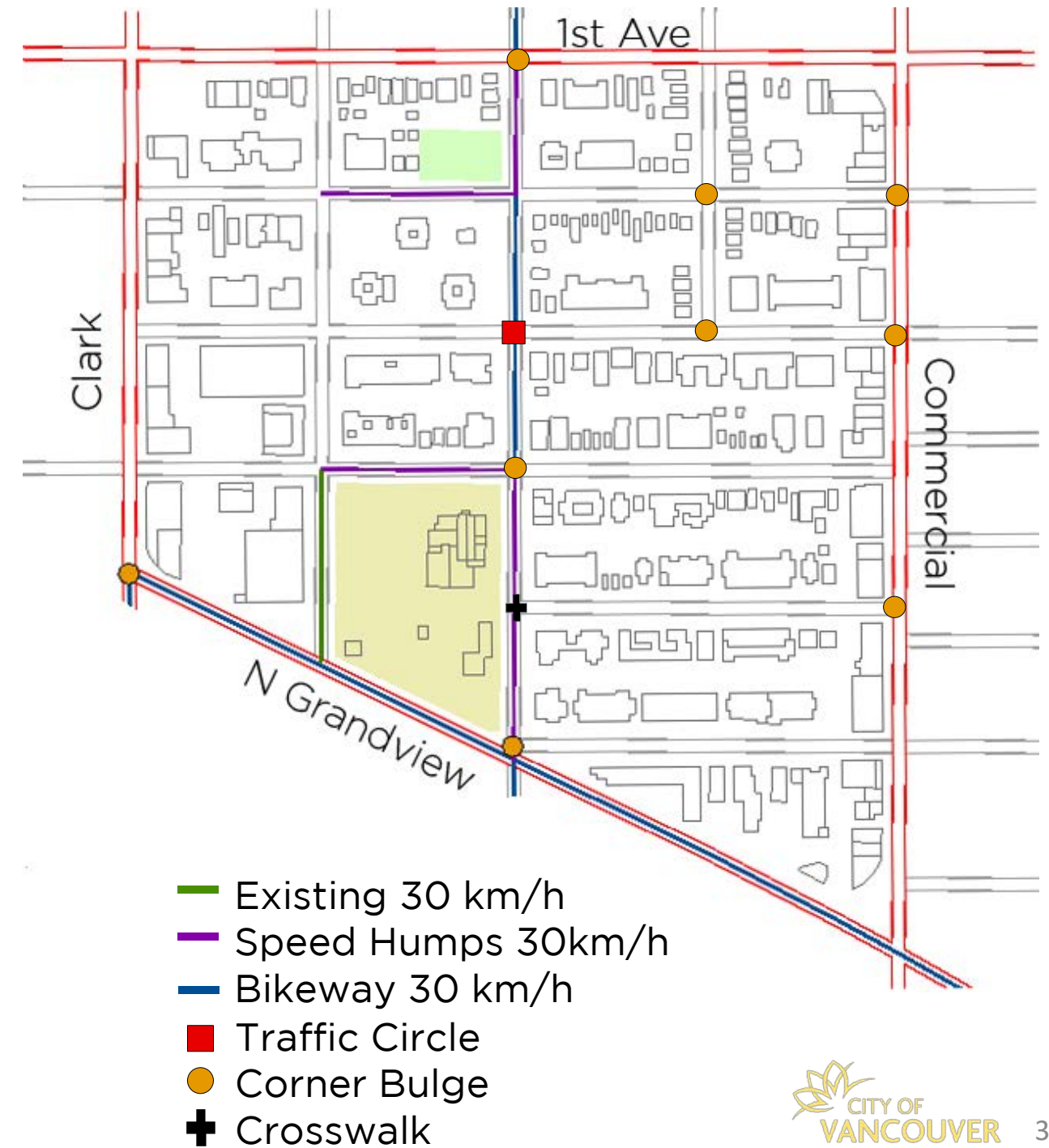
Recommended 1st Demonstration Location

Grandview-Woodland

Bounded by Clark Dr, 1st Ave,
Commercial Dr, North Grandview Hwy

Rationale

- High number of community amenities
- Large vulnerable population
- Existing traffic calming already in place to encourage compliance
- Can be deployed quickly with signage alone, setting up blanket speed limit pilot with Province



Neighbourhood Traffic Management

Neighbourhood Traffic Management Program

New NTM Program to deliver slow zones and improve traffic safety on local streets

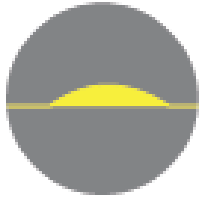
- Community engagement
- Plan development
- Monitoring and evaluation

Staffing / Funding

- With COVID-19 funding challenges, program will be initially run by redeploying existing resources
- Separate funding required to deliver infrastructure improvements



Slow Zone Toolkit



Speed Humps



Entry Gateways



**30 km/h Signage
& Paint**



Street Closures



**Raised
Crosswalks**



**Curb Bulges &
Medians**



Diversions

NTM Early Priority: Hastings-Sunrise



Rationale

- Address issues around Adanac overpass
- Prior commitment made to community during Fortis 1st Ave closure in 2018

NTM Early Priority: Strathcona



Rationale

- Respond to False Creek Flats arterial & Prior-Venables processes

Improving Safety Around Schools

Council Motion (October 2019)



THAT City Council direct staff to collaborate with the Vancouver School Board and report back on recommendations for **improving transportation safety in Vancouver's school zones, while actively promoting walking or rolling to schools.**

School Active Travel Planning (SATP) Program

School Active Travel Planning Process

Phase 1
(4 Months)

Evaluate the Local
Context

Phase 2
(4 Months)

Develop Action
Plan

Phase 3
(1+ Year)

Implement Action
Plan

Phase 4
(4 Months)

Review Action Plan
Status



School Active Travel Planning (SATP) Program



Common School Initiatives



Education
Opportunities



Active Travel
Events



School Programs

School Active Travel Planning (SATP) Program

2012-2019

- Over 34 schools
- Almost 800 action plan items
- Over \$7.5M in upgrades

For 2020

- Engage with 24 schools
 - 3 - new
 - 6 - Year 2
 - 15 - earlier years
- Support additional schools with promotion
- Continue scaling education & outreach measures to reach more schools



Recommended Street & Traffic By-law Change

CITY OF VANCOUVER
BRITISH COLUMBIA



STREET AND TRAFFIC BY-LAW NO. 2849

This By-law is printed under and
by authority of the Council of
the City of Vancouver

(Consolidated for convenience only
to April 19, 2011)

**To expand slow zones around
schools and playgrounds:**

Remove the time-of-day and day-of-week
text to **allow 30 km/h school and
playground zones to operate 24/7.**

Recommended Speed Hump Program Change

Speed Hump Program

- Approved by Council in 1999
- Low cost tool to manage speeds on residential streets

Current consultation:

- Residents surveys requiring 30% response rate with 50% in favor
- Response rates often too low

Recommended change:

- Remove survey requirement for schools, playgrounds and slow zones



Micromobility Pilot

Micromobility Pilot with Province

What is Micromobility?

- Small devices like e-kick scooters & monowheels
- Not currently legal, but many people already own and use them
- Safety concerns, especially when mixing with pedestrians or higher-speed traffic

Proposed Pilot with Province

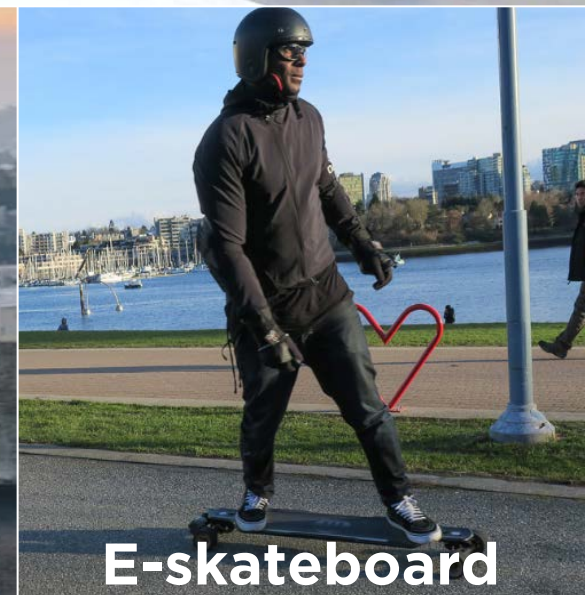
- Would allow **privately-owned micromobility devices** to operate on **protected bike routes and local streets**
- Requires municipal endorsement to proceed
- Could launch in 2021 along with blanket speed limit local street pilot



E-kick scooter



Monowheel



E-skateboard

Shared E-Kick Scooters: Experiences in Other Cities

Staff are not recommending a shared pilot due to:

Safety

- High injury rates
- Conflicts with pedestrians on sidewalk

Accessibility

- Many devices left on sidewalk, **blocking pedestrian movement**

Sustainability

- **Short lifespan** with high environmental lifecycle costs
- Generally **replace walking trips**, not contributing to sustainable mode shift

Resiliency

- During COVID-19, most e-scooter services **abandoned cities**



Recommendations

Slow Zones

- Slow Zone demonstration in Grandview-Woodland
- Work with Province on blanket speed limit pilot

Neighbourhood Traffic Management Plans

- Neighbourhood Traffic Management (NTM) Plans in Strathcona & Hastings-Sunrise

Safety around Schools and Playgrounds

- Street & Traffic By-law - remove time & day restrictions for school & playground zones
- Remove survey requirement for speed humps near schools, playgrounds and slow zones

Micromobility pilot

- Work with province & report back in 2022



A wide-angle photograph of the Vancouver skyline at sunset. The city's skyscrapers, including the prominent tower with a circular observation deck on the left, are silhouetted against a sky with soft pink and orange clouds. The buildings' reflections are visible on the calm water in the foreground.

Questions