

From: "Mochrie, Paul" <Paul.Mochrie@vancouver.ca>
To: "Direct to Mayor and Council - DL"
Date: 1/21/2022 12:30:27 PM
Subject: Climate Emergency Action Plan: Active Transportation Update
Attachments: ENG - Memo to Mayor Council - CEAP Active Modes.pdf

Dear Mayor and Council,

Please see the attached memo from Lon LaClaire regarding CEAP Active Modes. A short summary of the memo is as follows:

- CEAP set a target to have two-thirds of all daily trips be by sustainable modes by 2030. Meeting this target will be challenging given the level of infrastructure delivery required to enable much of this change.
- Progress is being made towards the development of the City's first walking plan. This will include several key programs including the pedestrian signal program, curb ramp program and sidewalk improvements.
- An updated five-year bike map and prioritization framework is being developed that will outline the interventions needed to meet our 2030 targets. There are now almost 100km of all ages and abilities bike routes, almost twice what existed in 2011. In that time the number of cycling trips has more than doubled.

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or lon.laclaire@vancouver.ca.

Best,
Paul

Paul Mochrie (he/him)
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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations.

MEMORANDUM

January 21, 2022

TO: Mayor and Council

CC: Paul Mochrie, City Manager
Armin Amrolia, Deputy City Manager
Karen Levitt, Deputy City Manager
Katrina Leckovic, City Clerk
Lynda Graves, Administration Services Manager, City Manager's Office
Maria Pontikis, Chief Communications Officer, CEC
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Theresa O'Donnell, General Manager, PDS
Doug Smith, Director, Sustainability Group
Paul Storer, Director, Transportation

FROM: Lon LaClaire
General Manager, Engineering Services

SUBJECT: Climate Emergency Action Plan: Active Transportation Update

RTS #: N/A

As part of the Climate Emergency Action Plan (CEAP) adopted by Council in November 2020, Council directed staff to develop five-year active transportation and transit plans to help achieve the Big Move 2 target of 2/3 of all trips by walk/bike/transit by 2030. These five-year plans will accelerate our mode shift and other Council priorities such as the Greenways Refresh (integrated into the Vancouver Plan), the Vision Zero strategy and the 11% Road Space Reallocation target.

This memo complements the recent CEAP update presentation (November 3, 2021), providing more information on both walking and cycling. It outlines the current trajectory which shows that Vancouver is not currently on track to meet our mode share target and discusses how this could be corrected. This memo also highlights relevant walking and cycling projects completed in the past year and how additional climate emergency funding in 2021 enabled a variety of improvements to be delivered.

Other updates on sustainable transportation projects were provided as part of the most recent Transportation Update (RTS 14524, June 22, 2021), which included rapid actions taken during the pandemic, such as the Slow Streets program. A separate memo on transit will be sent to Council in the first half of 2022.

Overall Sustainable Travel Mode Share Update

Forty percent of Vancouver's carbon pollution comes from gas and diesel vehicles. As part of Big Move 2, the CEAP set a target to have two-thirds of all daily trips be by sustainable modes by 2030. This is ten years ahead of the previous target from Transportation 2040. As per **Appendix A**, while Vancouver's overall sustainable mode share has generally been increasing, progression at our current rate will not meet our Big Move 2 target.

The five-year walking and cycling plans described in this memo include the scale of active transportation investments needed to reach our targets, which will be refined over time. In addition to contributing to reduced pollution, these capital investments would result in significant financial savings for residents (through reduced vehicle ownership/operational costs), health benefits and a more efficient use of street space.

While the walking and cycling plans focus on infrastructure, it is important to note that the City also uses other tools to make active transportation safer and more convenient. Key among these are land use changes that help people live and work closer to their daily destinations (currently being advanced through Vancouver Plan and other land use plans such as Broadway Plan), and supportive promotion and enabling programs.

Walking Update

Progress is being made towards the development of the City's first Five-Year Walking Plan, which will outline the interventions needed to reach our Big Move 2 target. To increase walking, the City needs to make it safe, comfortable, accessible and convenient to walk to transit and to destinations. This requires investment in several key programs:

- Pedestrian Signal Program
- Curb Ramp Program
- Sidewalk Improvements

While the Five-Year Walking Plan is being developed, projects are being developed and delivered that will make it easier for people to access employment, groceries, education and other destinations on foot.

Appendix B contains more details on the three key programs of the Five-Year Walking Plan, as well as a summary of walking infrastructure delivered in 2021.

Cycling Update

The current Five-Year Bike Map (2018 – 2022) helps staff prioritize projects and inform the public of upcoming potential corridors that will go through an engagement and design process. Coordination with development and other infrastructure projects also influence the prioritization of investments.

The primary CEAP indicator for people cycling is the total length of AAA (all ages and abilities) cycling network, which are routes that feel comfortable not just for experienced riders, but for families with children, beginners, and others uncomfortable mixing with motor vehicle traffic.

Appendix C illustrates the growth in AAA routes over the last decade. As indicated, there are now almost 100 km of AAA bike routes, almost twice what existed in 2011. In that time the number of cycling trips more than doubled, demonstrating the need for safe, comfortable bike facilities to encourage people to cycle. The recent Transportation Panel Survey reports over 109,000 daily cycling trips in 2020.

Appendix D outlines some key elements that will be included in the update to the Five-Year Bike Map. It also illustrates the cycling improvements to be delivered by the end of 2021. Three examples of projects completed or underway in the past year are also included.

Financial context

The Five-Year Walking Plan will be completed by the middle of 2022 and an updated Five-Year Bike Map with a prioritization framework will be completed by early 2023. As they are developed, these will inform, and be informed by, the development of the next capital plan (2023-2026). Staff will provide for Council consideration, options that will enable the City to meet its 2030 targets.

On December 7, 2021, Council also approved an increase to the general tax levy to create a fund dedicated to Climate Emergency Action. In 2022, \$2M of this fund will be used to support walking, cycling and transit projects.

Upcoming Work

Staff will finalize the Five-Year Walking Plan and Bike Map while continuing to implement walking and cycling improvements. Major projects this year include start of construction on the Granville Bridge Connector and Drake St walking and cycling routes, which will seamlessly link the Arbutus Greenway to Drake St and the new Richards St Complete Street. Other projects include new curb ramps, sidewalk infill, and pedestrian signals. In addition, there will be public engagement for key projects including the Portside and Bute greenways, as well as planning for the Eastside Crosscut greenway.

If you have any questions with regard to these five-year plans, please contact me directly.



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Appendix A – Sustainable Mode Share Trend

Accelerated action is needed to reach our mode share target



Source: 2013-2020 Panel Surveys, City of Vancouver. Sustainable mode share defined as walking, cycling, and transit.

Pre-pandemic:
Sustainable mode share increased about **1%** per year.
It's not enough.

What is needed?
To reach our climate emergency target, **sustainable mode share must grow 30% faster** than pre-pandemic rates.

Appendix B – Walking Plan Outline & Infrastructure Delivered in 2021

Five-Year Walking Plan Outline

Pedestrian Signal Program:

Signalized crossings encourage more people to walk by making it easier to cross busy streets, resulting in shorter, safer and more direct trips. CEAP objectives are being integrated into the existing “new signal” prioritization framework by focusing on locations that provide the biggest benefit, including prioritizing signals that provide increased access to transit.

Curb Ramp Program:

There are both long and short term goals for the curb ramp program. In the short term, the aim is to be able to quickly install new curb ramps at street corners where they are requested (over 600 current requests). In the longer term, all sidewalks at intersections should have curb ramps. There are approximately 3,800 locations to be completed out of 27,000. Curb ramps are essential to make the city accessible for people with disabilities as well as others using wheeled devices (e.g. motorized wheelchairs, baby strollers, etc.) and are delivered through City construction and through new development.

Sidewalk Improvements:

In terms of sidewalk improvements, both the Regional Transportation Strategy (2013) and the Mayor’s Council 10-Year Vision (2015) prioritize early and significant investment to improve walking access to transit. Through the Walking Infrastructure to Transit (WITT) funding program, the City partners with TransLink to fund and construct new or improved pedestrian connections to transit infrastructure. These upgrades can include new or enhanced sidewalks, as well as other accessibility improvements such as curb ramps, crossings and tactile walking surface indicators. TransLink’s draft Transport 2050 plan also highlights the need to invest significantly in walking infrastructure across the region.

In addition to these programs, the walking plan will also outline how walking investments will be directed to benefit the full diversity of Vancouver’s population. This includes ensuring investments occur in historically underserved neighbourhoods.

Walking Infrastructure Delivered in 2021

Progress on walking infrastructure in the past year includes:

- Construction of 0.8 km of new and improved sidewalks along Brock St, Penticton St, Elliott St and 41st Ave
- Progress on the design and delivery of 2 km of new sidewalks in the vicinity of the Marine Drive and Renfrew SkyTrain stations
- Construction of over 200 curb ramps and 15 pedestrian crossings
- Completion of a feasibility study for a staircase along River District Crossing between Marine Way and SE Marine Dr to connect the River District and Champlain Heights neighbourhoods and improve access to the #100 bus for River District residents

Additional funding was approved as part of the 2021 budget. \$1.5M of this was used to fast-track a range of pedestrian infrastructure in addition to our annual programs. The map below

shows the location of these fast tracked investments across the city. They include 24 pedestrian ramps, six bulges, two rectangular rapid flashing beacons (RRFBs), two new crosswalks, a raised crosswalk, a median refuge, and a new pedestrian signal.

In addition to the above, new sidewalks and other walking infrastructure have also been delivered through new developments.

Location of Fast Tracked Pedestrian Infrastructure



Appendix C – Growth in the All Ages and Abilities Cycling Routes



Note: This total length metric includes protected cycling routes on busy streets, some local routes with measures to ensure low motor vehicle volumes and speeds, and some greenway segments where cycling infrastructure substantially meets Vancouver's All Ages and Abilities (AAA) guidelines.

Appendix D – Five Year Bike Map Outline, Cycling Improvements Due to be completed by End of 2021& Example Projects

Elements of the new Five Year Bike Map

An updated Five Year Bike Map is being developed with the aim of meeting our 2030 Big Move 2 target. This will include a more explicit prioritization framework that will include elements from UBC's proposed Bike Safety Index in order to address both mode split and safety goals.

Also underway, the Greenways Refresh, Vancouver Plan and Broadway Plan will align with the update to the Five Year Bike Map. An assessment of existing greenways has been completed, and a denser network is being considered to service future population and job growth across the city.

The bike network prioritization framework will take into account many factors including increased access to employment and other opportunities. Like the walking plan, it will consider how new cycling connections can benefit the full diversity of Vancouver's population, including currently underrepresented groups. By providing safe, comfortable access to employment, shops, and services, an expanded cycling network can help low-income and other historically-marginalized groups meet their daily needs without requiring a motor vehicle, helping advance both climate and equity goals.

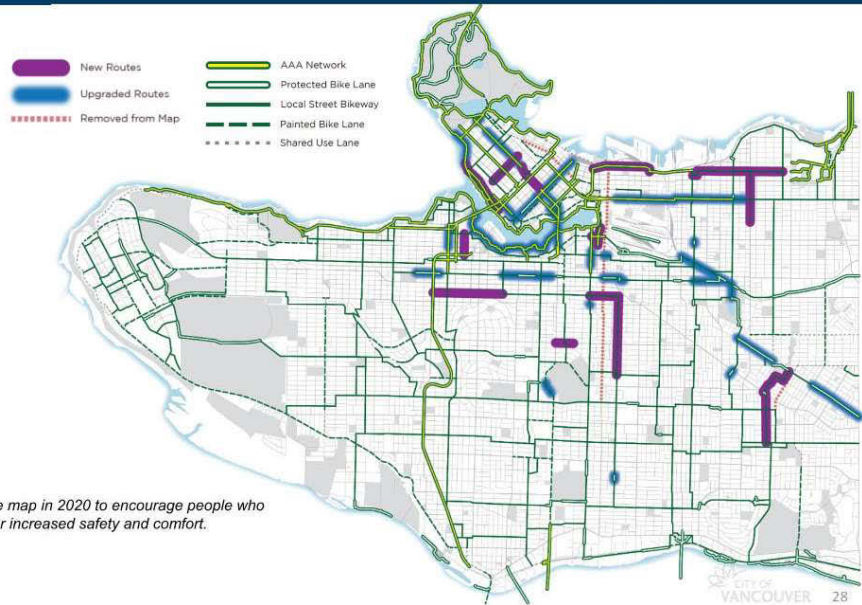
Cycling Network Improvements (2018-2021)

New Routes:
14.5 km

Upgraded Routes:
18 km

Total Network: **331 km**

7.5 km of shared-use lanes were removed from the map in 2020 to encourage people who cycle to choose routes with lower traffic volumes for increased safety and comfort.



Map from the Transportation Update, RTS 14524, June 22, 2021.

Examples of Projects Completed or Underway in the Past Year

Beach Ave Interim Updates:

- The initial quick-implementation between Park Lane and Hornby St delivered a functional cycling path using traffic cones
- The second phase improved the safety features of the cycling route, such as upgrading the barrier between motor vehicles and the two-way bike path, while also improving pedestrian crossings
- The second phase also addressed concerns relating to the initial implementation, including returning two-way traffic between Denman St and Pacific St, as well as restoring two-way transit service
- The first phase was popular with the public, receiving a 90% positive response rate from 2,500 surveys

Richards Green Complete Street Improvements:

- Created a new two-way north-south AAA cycling connection linking Waterfront Station, Gastown, Yaletown, and the Seawall
- Included new pedestrian curb ramps and sidewalk rehabilitation to improve accessibility
- Incorporated green infrastructure to reduce street runoff and promote large tree canopies which also help address urban heat

Central Valley Greenway (CVG) Upgrade:

- Successful candidate under TransLink's new recovery stream of the Bicycle Infrastructure Capital Cost Share Program for rapid implementation of Major Bikeway Network corridors (up to 100% TransLink cost share)
- Planned measures upgrade the CVG between Clark Dr and BC Parkway in an interim manner to AAA standards, including:
 - Converting N Grandview Hwy to 1-way motor vehicle circulation and installing two-way protected bike lanes
 - Closing the Woodland overpass to motor vehicles to help manage turn conflicts and improve walking and cycling connections
 - Adding a new signal at Victoria and 8th Ave as an interim measure to improve the CVG crossing at Broadway