

Transportation Snapshot

City of Vancouver 2021

PUBLISHED DECEMBER 2022



Contents

Introduction	4
Equity in Transportation	6
How Vancouverites Moved Around	8
Cycling	8
Walking & Rolling	12
Transit	13
Bike Share	16
Car Share	18
COVID-19 Mobility Response	20
School Active Travel Program	22
Encouragement & Promotions	26
Safety in Numbers	28
Community Engagement	30
Transportation Policy & Direction	32



INTRODUCTION



Overview

In 2012, the City of Vancouver adopted Transportation 2040, a long-term strategic vision for the City that helps guide transportation decisions and public investments for decades ahead. It provides a blueprint on how to move forward, build upon past successes, and rise to meet new and emerging challenges.

The Transportation 2040 Plan also identifies strategies to enhance overall mobility and access in the city of Vancouver by enabling more walking, biking, rolling and transit trips. It includes specific and measurable targets that align with the plan's larger goals, including that two-thirds of all daily trips be made by active transportation and transit by 2040. This goal has been accelerated to 2030 with the Climate Emergency Action Plan that took effect in November 2020.

Various data and project resources are being used to help tell the story of travel behaviour in Vancouver, including key program highlights and trends, new infrastructure, engagement initiatives and more.

INTRODUCTION

The City's annual Transportation Panel Survey, which is one of the data sources used in past reports, is currently under review and is not a data source for the 2021 Transportation Snapshot. Staff are developing new tools to better understand travel behaviour, including where and who experiences barriers to transportation to ensure future projects respond more equitably to those most impacted. We look forward to implementing changes to our practices to further inform our work and transportation planning.



Equity, Diversity & Inclusion

The City of Vancouver is committed to reconciliation, diversity, and inclusion of all people. Within transportation, we recognize decisions have not always attended to the differential needs of communities. Moving forward, we aim to better address systemic barriers and inequalities, many of which have been exacerbated by the COVID-19 pandemic, to improve equitable access to safe, affordable and convenient transportation options.

Our transportation equity work is in its early stages. Meaningfully integrating equity into our work will take time to allow staff to examine and change internal practices, build new relationships with impacted and systemically excluded communities and to co-create solutions with those communities.



EQUITY IN TRANSPORTATION

In 2021, the City was working towards better incorporating equity in our transportation system, including:

City of Vancouver's Equity Framework – Approved by Council in 2021

We are taking a significant step forward in acknowledging and upholding the rights and dignity of all people, addressing historical and current systemic injustice, and reducing harm by adopting our first-ever Equity Framework. We centre our equity work on Indigenous rights, racial justice, intersectionality, and a systems approach to change.

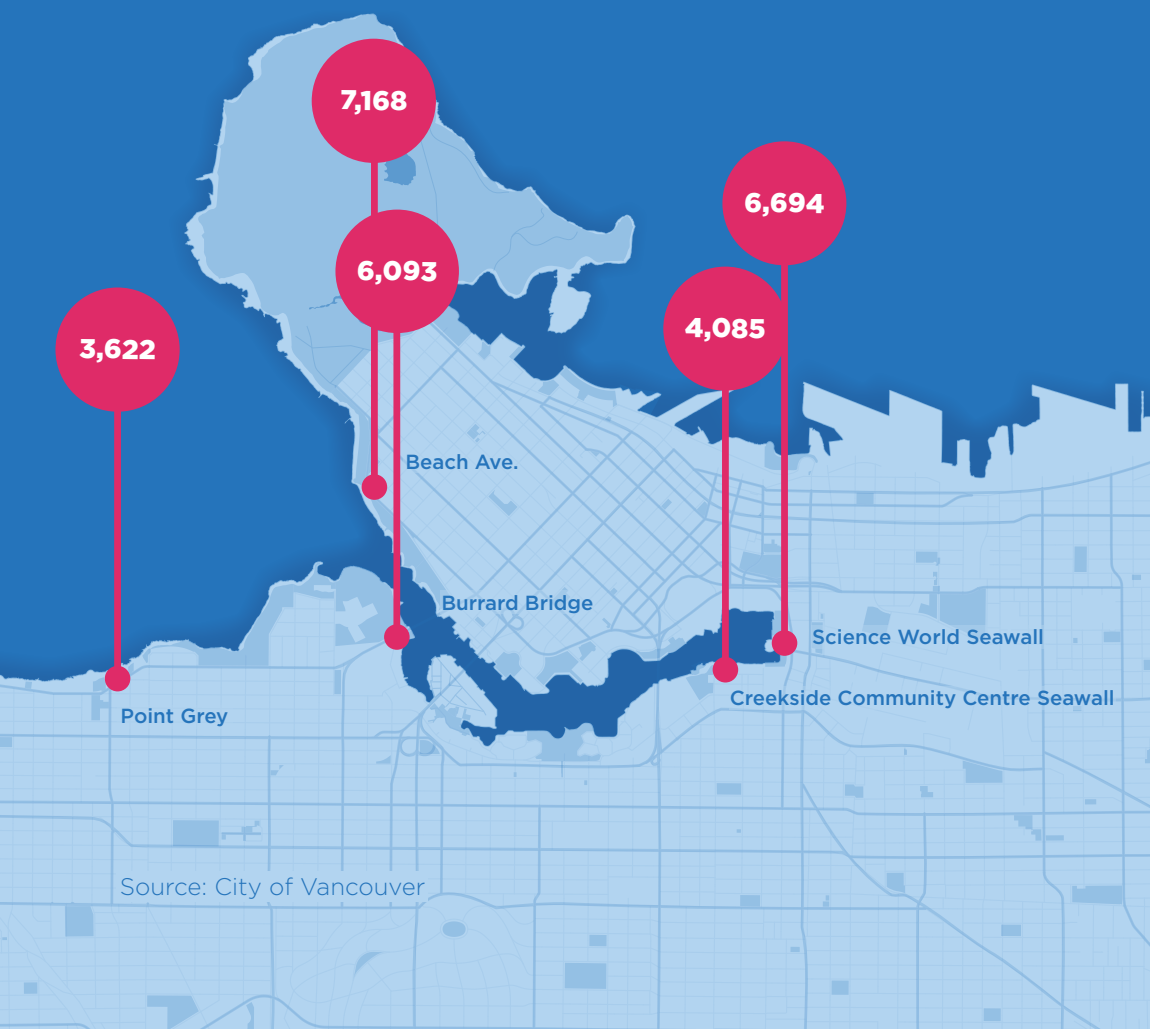
The Equity Framework has been grounded in the fact that Vancouver is located on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliwətaʔ (Tsleil-Waututh) Nations and is built on the history of colonialism and white supremacy, a history that has and continues to negatively impact us but particularly Indigenous, Black, and other racialized communities.

? DID YOU KNOW?

In 2021, the City of Vancouver partnered with the Metro Vancouver Aboriginal Executive Committee, Simon Fraser University, TransLink, and other committees and partners to conduct a Reduced Fare Transit Pilot Study, which provided 100 income-qualified residents with free transit passes for six months. The study looked at how free transit influenced the social determinants of health. This initiative is aligned with the Healthy City Strategy, the emerging Equity Framework, and the Poverty Reduction Plan (under development). For more information, visit <https://council.vancouver.ca/20200915/documents/r6.pdf>

Where are people cycling?

There are permanent and temporary bike counters across the city that are used to evaluate the popularity and use of bicycle routes. Average daily counts show cycling as a continued popular activity in summer of 2021.



Source: City of Vancouver

HOW VANCOUVERITES MOVED AROUND

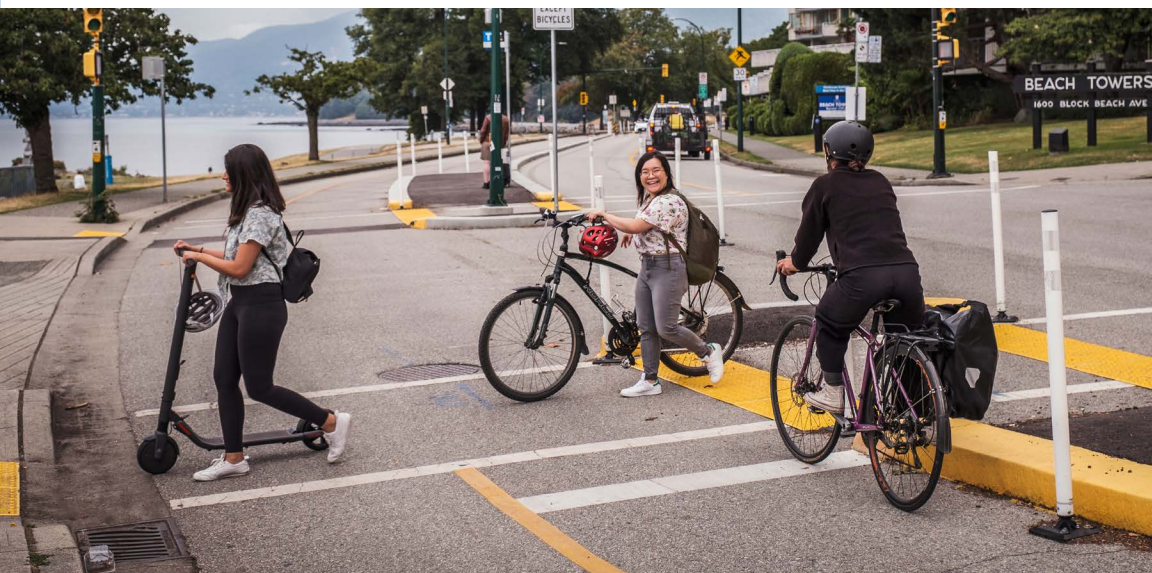
Beach Avenue Design Updates

We made interim safety and design upgrades along Beach Avenue based on public feedback from more than 2,500 residents. As part of the initial COVID-response Room to Move program, eastbound travel lanes along Beach Avenue (Park Lane to Hornby Street) were repurposed to create a temporary wider cycling path as additional space for more walking, biking, and rolling.

In 2021, additional new features were added, including:

- Simple concrete curbing to reduce maintenance costs
- Restoration of eastbound motor vehicles and transit from Denman Street to Jervis Street
- New painted crosswalks
- Added medians to shorten crossing distances
- The introduction of accessible design features, such as tactile surfaces

Beach Avenue continues to be the busiest cycling route in Vancouver, with the highest single day usage at nearly 14,000 bike trips in 2021!



HOW VANCOUVERITES MOVED AROUND

Expanding the cycling network

We are working to make cycling safer and more enjoyable for people of all ages and abilities by continuing to build and expand a network of bicycle routes.

331 km*
Cycling Network



31.1%
All Ages and Abilities
(AAA) segments



* In 2020, 7.5 km of shared-lane road markings (sharrows), were removed from the cycling network on major streets.

DID YOU KNOW?

In 2021, Vancouver City Council approved the use of privately-owned electric kick scooters ("e scooters") along protected bicycle lanes and minor streets as part of a provincially-led three year pilot project. Our participation in the pilot aligns with our commitment to provide alternative, low carbon transportation options as part of the Climate Emergency Action Plan.

HOW VANCOUVERITES MOVED AROUND



Phase 2 of the Richards Green Complete Street improvements project was completed.

The two-way protected bike lane from Pacific Street to Cordova Street is ready to be used.

Construction of a two-way protected bike lane on Smithe Street, from Richards Street to Thurlow Street

A critical gap was filled in the Downtown-West End cycling network.



Upgrades on the Ontario Greenway from Fifth Avenue to 16th Avenue

Upgrades have been completed through traffic calming and diversion, a new plaza at Fifth Avenue, and intersection improvements for the crossing at 16th Avenue.



HOW VANCOUVERITES MOVED AROUND

Building a Safer City to Walk and Roll

In an effort to build a more inclusive, accessible and safer city for all Vancouverites, we continue our work to identify, remove, and address barriers for people walking and rolling.

12

Accessible pedestrian signals installed

These buttons feature tones to help people with vision impairments locate the button, provide vibrotactile feedback when pressed, and create audible tones to safely cross the street.



10

Leading Pedestrian Intervals installed (LPis)

LPis give pedestrians a head start when crossing at intersections. This improves their visibility and reinforces their right-of-way over vehicles.

26

Countdown timers activated

Countdown timers display the number of seconds left for a pedestrian to cross the street. Vulnerable road users can use this information to safely time their crossings.



345

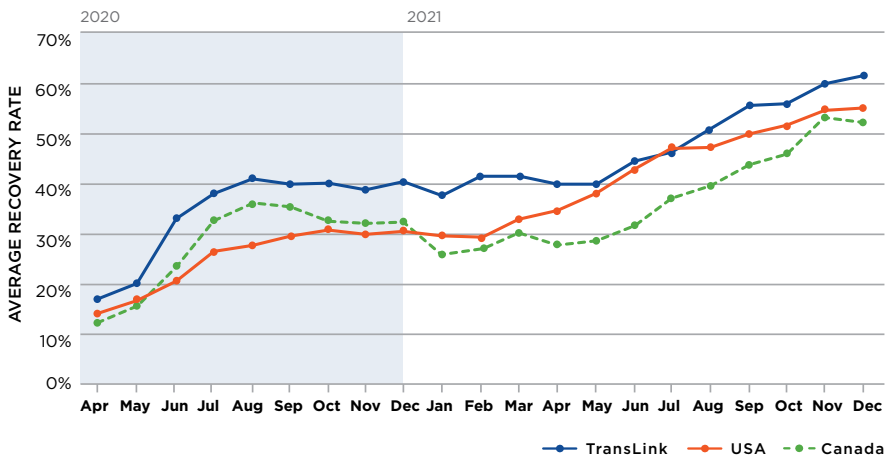
Curb ramps installed

Curb ramps on street corners provide improved access for people using strollers, wheelchairs, walkers, canes, and other mobility aids.

HOW VANCOUVERITES MOVED AROUND

Transit Ridership Slowly Rebounds

In fall of 2021, TransLink's system-wide ridership recovery was 59% of pre-COVID levels, exceeding the average recovery rate across Canadian and American transit agencies.



Source: 2021 Transit Service Performance Review

Bus ridership recovered the strongest out of all transit modes, reaching 62% of 2019 volumes in fall 2021, representing 63% of system-wide boardings across the region.

🔍 DID YOU KNOW?

In fall of 2021, nearly 2.2 million unique customers used the transit system, equivalent to 84% of the Metro Vancouver population.

Source: 2021 Transit Service Performance Review

HOW VANCOUVERITES MOVED AROUND

Bus Network Improvements

Increasing the speed and reliability of buses is an important way to help shift individuals from driving to transit use. Routes 2, 17, and 25 had some of the closest stop spacing in the region, many within 150 - 200 metres of each other. We worked with TransLink to help improve bus trip times and reliability across these routes by consolidating or removing bus stops. This means more evenly spaced stops (around 300 metres), shorter travel times and more reliable service for passengers.

Impact on Travel Times

Route 2 (Macdonald / Downtown)

6-9%

shorter roundtrips (up to 4-6 min) during weekday peak periods and on weekends.

Route 17 (Oak / Downtown)

4-6%

shorter roundtrips (up to 3-5 min) during weekdays and 9% (up to 8 min) on weekends.

Route 25 (Brentwood Station / UBC)

3-7%

shorter roundtrips (up to 4-10 min) throughout weekdays and weekends.



HOW VANCOUVERITES MOVED AROUND



? DID YOU KNOW?

Ninety per cent of approximately 1,800 bus stops across the city are fully accessible. We have a goal of making all stops accessible, where possible.

Source: <https://vancouver.ca/streets-transportation/accessible-public-transit.aspx>

HOW VANCOUVERITES MOVED AROUND

Mobi by Shaw Go Celebrates its Fifth Anniversary

Launched in 2016, Mobi by Shaw Go, the Vancouver's public bike share system, celebrated its fifth anniversary in 2021. Mobi has become integral in helping the City work toward its sustainable mode share goals and continues to change how Vancouverites move around town. Bike share ridership was back on the rise in 2021, following a reduction in numbers due to COVID-19.

By the end of 2021

1,850**Total bikes in the system****202****Total stations in the system****217,352****Total riders since 2016****3,384,723****Total trips taken since 2016****1,106****Equity program members****9,961,574****Total kilometres cycled since 2016**

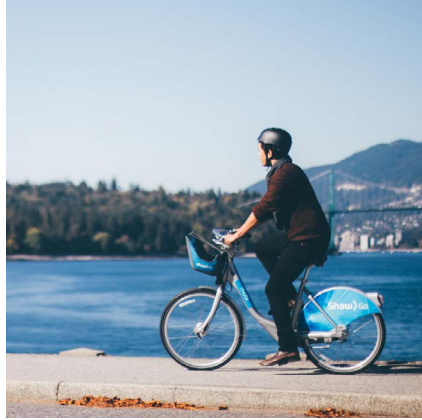
HOW VANCOUVERITES MOVED AROUND

🔗 Did You Know?

The most kilometres cycled on a single Mobi bike is over 9,500 kilometres. That's the equivalent of riding across Canada from Vancouver and back!

Mobi by Shaw Go launched with 16 stations and has grown to over 200 stations throughout Vancouver.


Source: Mobi by Shaw Go





Car Share Services Continue to Grow

Car sharing services are expanding across the city, allowing residents to save money on vehicle ownership while still having access to a vehicle when necessary. In 2021, there were a total of 2,399 active car share vehicles operating in the City of Vancouver.



CAR SHARE HIGHLIGHTS



Station-Based or Two-Way

ZEROCAR clients have access to the first all-electric two-way car share and rental service featuring Tesla vehicles.

Source: <https://www.zerocar.ca>



Station-Based or Two-Way

Members of Modo reserve vehicles for set durations of time, returning vehicles to their home parking location.

Source: <https://www.modocoop>



One-Way Car Share

Members of Evo can leave the car in Evo-designated spaces as well as at parking meters, on residential streets and in two to four hour parking zones.

Source: <https://evo.ca>



Making Streets for People

During the COVID-19 pandemic, we made temporary changes to how we use our city streets and public spaces in an effort to better serve our residents and businesses. These changes were made as part of the 'Making Streets for People' program, which aimed to help residents physically distance, mitigate the risk of COVID-19 to our communities, support economic recovery and address climate change. It included:

- Approving **temporary patios** and creating **pop-up plazas** for everyone to enjoy.
- Creating **social service parklets** in partnership with community organizations to provide core services and spaces to gather, particularly in the Downtown Eastside.
- Calming traffic to make **'slow streets'** more comfortable for people walking, biking and rolling.
- Making more **room to queue up and board buses** at some key stops.
- **Repurposing street space** for more walking, biking and rolling along Beach Avenue and supporting connections into and throughout Stanley Park.
- **Making more room for walking and queuing** along busy streets.

We have monitored these initiatives since their deployment and received feedback from the community. Many of these changes were successful and will transition into permanent spaces or programs overtime.



2021 Highlights



692

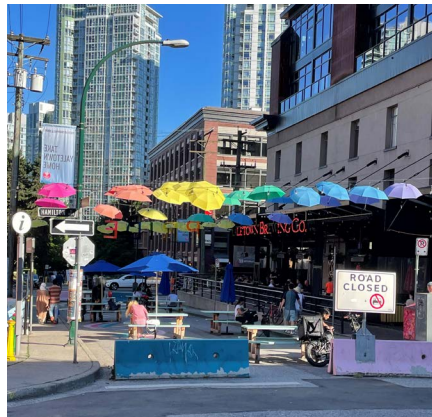
Patio permits

were issued to businesses to create safe and accessible patio spaces.

22

Pop-up plazas

(including two seasonal plazas) were available for people to gather outside and interact with one another.



12

Social service parklets

are typically located adjacent to social service organizations, parklets provide outdoor seating, space for programs and services.

SCHOOL ACTIVE TRAVEL PROGRAM

School Programs & Initiatives

Established in 2012, the School Active Travel Program consults with school communities and stakeholders to improve safety, identify transportation-related challenges and opportunities, and increase the number of children walking, biking and rolling to school.

School Infrastructure Improvement Highlights

To address existing active travel and safety barriers, the City makes infrastructure and spot improvements each year to support schools with identified transportation-related challenges.

In 2021, the following infrastructure improvements were made near Vancouver schools:

3**Flashing Beacons**

Flashing beacons alert vehicles to the presence of pedestrians in crosswalks and help students safely cross the road.

24**Blocks received Speed Humps**

Speed humps reduce vehicle speeds and volumes, improving the safety of students walking, biking, and rolling.

26**Crosswalks**

Crosswalks help create a more walkable environment near schools. Many crosswalks were installed with curb bulges and drop ramps to enhance comfort for people walking.

3**Curbs**

Curbs act as a barrier to separate the sidewalk, creating a more welcoming environment for pedestrians.



SCHOOL ACTIVE TRAVEL PROGRAM



SCHOOL ACTIVE TRAVEL PROGRAM

School Education & Encouragement Program Highlights

We also facilitate education and encouragement programs to further encourage behaviour change and provide opportunities for families to give active travel a try.

In 2021, **45%** of all schools in the City of Vancouver participated in at least one active travel program or initiative.

14

schools participated in the School Active Travel Planning program with infrastructure, education, and encouragement support.

20

schools received Walk Bike Roll mini-grants to support school-led active travel projects, impacting 3,195 students.

3,437

students across 40 schools participated in Bike to School Week hosted by HUB Cycling.

1,456

students took part in cycling education courses delivered by HUB Cycling.

237

students were encouraged to learn about active travel through the Planet Protector Academy's Keep Cool Program.

120

students took part in a skateboarding skills course delivered by the Chill Foundation.

SCHOOL ACTIVE TRAVEL PROGRAM

School Streets Pilot

In partnership with the Vancouver School Board, the City piloted School Streets at three local elementary schools for four weeks, from April 12 to May 7, 2021. During drop-off and pick-up times, one street adjacent to each school was closed to motor vehicle traffic and open for people walking, biking and rolling.

Pilot Impacts

School Streets encouraged more families to use active travel more often to get to and from school during the pilot. To learn more about the program, visit vancouver.ca/schoolactivetravel

32%

of families reported walking more.

**25%**

of families reported biking more.

**29%**

of parents reported driving less.

**231**

families tried walking, biking or rolling to school for the first time.



Source: <https://vancouver.ca/files/cov/school-streets-pilot-report.pdf>

The TDM Action Plan

Published in 2021, the **Transportation Demand Management (TDM) Action Plan** guides the City of Vancouver's transportation promotions and enabling programming to encourage more active transportation and transit use and reduce the number of private vehicle trips.

The TDM Action Plan (2021 – 2025) provides strategic direction and identifies key actions to be developed to help us move closer to the **Climate Emergency Action Plan** goal of having two-thirds of daily trips be taken by active transportation and transit by 2030.

Safe and convenient physical infrastructure for active transportation and transit — combined with policies and other physical interventions that encourage alternatives to driving — are key to getting people to shift their behaviour. However, non-infrastructure TDM tactics can increase the use of new and existing infrastructure, with minimal investment.

What's New

Designed for businesses seeking to foster a sustainable mobility culture at the workplace, our toolkits feature a variety of best practices and resources in sustainable travel and work options across North America and British Columbia.

- **Sustainable Mobility Toolkit for Employers**
- **Remote and Flexible Work Toolkit**

Stay connected with the latest updates and resources at <https://vancouver.ca/streets-transportation/vango.aspx>

🔗 DID YOU KNOW?

VanGO

VanGO is a new visual brand identity designed to promote and support the programs and initiatives developed through our new TDM Action Plan.

2021 Promotional Highlights

Bike to Shop Days

2,245 residents helped support local businesses while cycling around town and exploring their favourite shops.



Spring & Fall Go By Bike Week

5,487
participants

3,158
identified as new to cycling

255,357 km
total distance traveled

55,365 kg
greenhouse gas emissions saved

Source: HUB Cycling



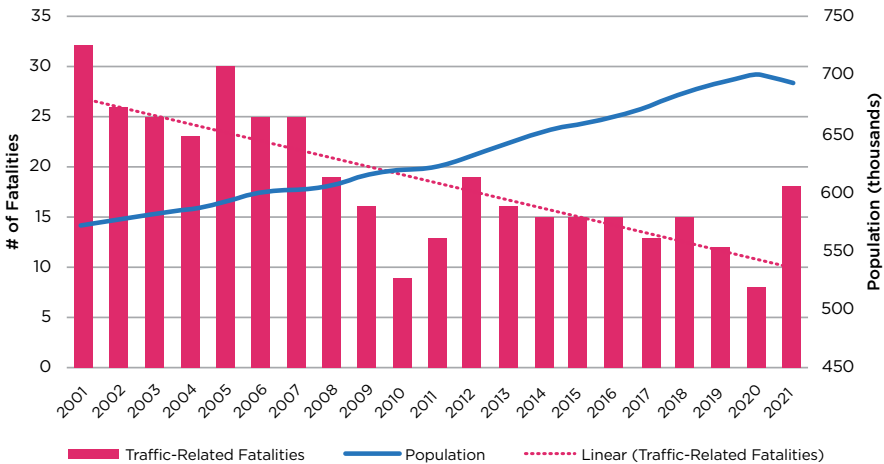
Vision Zero

Our goal is to have zero traffic-related fatalities and serious injuries.

We are working to improve the safety of all road users through lower speeds and infrastructure upgrades.

In March 2021, the City launched a slow zone pilot project in the Grandview-Woodland area. The slow zone was a designated area with a 30km/hr speed limit. The new speed limit was displayed on signs at all entrances to the slow zone which resulted in a decrease in vehicles speeding within the study area.

Traffic-related fatalities are trending downwards, while the population is trending upwards.



Source: Government of British Columbia Population Estimates & Vancouver Police Department Traffic Fatality Data

🔗 Did You Know?

As vulnerable road users, people walking and cycling account for approximately 50% of traffic-related severe injuries and fatalities, even though they are only involved in 4% of collisions. In 2021, the City installed nine flashing pedestrian beacons and three pedestrian signals to help reduce the frequency and severity of collisions involving pedestrians.



What is community engagement?

Community engagement gives residents an opportunity to provide input and feedback on future City decisions. Our goal is to create an engaged city that brings people together to help address issues of common importance, solve shared problems and create positive social change.

Similar to 2020, online tactics and communication channels were the primary method by which we engaged with the community due to the COVID-19 pandemic. Despite the online nature of engagement, we focused on equity-based approaches to inform and influence the City's transportation projects.



❓ DID YOU KNOW?

The City of Vancouver explored improvements to prioritize Bute Street for walking, biking, rolling and a vibrant public space for people of all ages and abilities. In November 2021, staff launched its phase one engagement process to seek feedback on draft project goals and to generate big ideas. Engagement tactics included surveys, walking tours, workshops with key stakeholders, and more!

2021 Transportation & Public Space Engagement Initiatives



3,941

Survey responses



8,387

Emails, 311, phone
calls, social media
responses



3

Public events

268

Stakeholder
meetings



Policy documents that guide transportation planning and investments in Vancouver.

Nearly 40% of Vancouver's carbon pollution comes from burning gasoline and diesel in our vehicles. In November 2020, Council approved the **Climate Emergency Action Plan**, which sets out actions needed to reduce our emissions by 50% by 2030. It includes the following targets:

- 90% of people live within an easy walk or roll of their daily needs
- Two-thirds of daily trips in Vancouver are by active transportation or transit
- 50% of the kilometres driven on Vancouver's roads are by zero-emissions vehicles

Source: <https://vancouver.ca/green-vancouver/vancouvers-climate-emergency.aspx>



Transportation 2040

Transportation 2040 is a long-term strategic vision for the city that will help guide transportation, land-use decisions, and public investments for the years ahead.

Source: <https://vancouver.ca/streets-transportation/transportation-2040.aspx>

Transportation Demand Management (TDM) Action Plan (2021 – 2025)

Published in 2021, the TDM Action Plan provides strategic direction and identifies 75 actions to be developed and implemented over the next five years. The plan is part of our climate emergency response and builds off the 2016 Active Transportation Promotions and Enabling Plan.

Source: <https://vancouver.ca/files/cov/transportation-demand-management-action-plan.pdf>

Transport 2050 (TransLink)

Transport 2050 is a new long-range vision for Metro Vancouver that will guide transportation decisions for the next three decades. The plan aims to make transportation options more convenient, reliable, affordable, safe, comfortable, and environmentally sustainable.

Source: <https://www.translink.ca>

Vancouver Plan

The Vancouver Plan is a visionary long-range land-use plan to create a more livable, affordable and sustainable city for everyone. It guides the City's long-term growth, clarifying where growth and change will occur over the next 30 years.

Source: <https://vancouverplan.ca/>

Places for People Downtown

Places for People Downtown provides a strategy to deliver vibrant public spaces downtown over the next 30 years that puts people first and promotes downtown as a place for all people to enjoy and participate in public life.

Source: <https://vancouver.ca/home-property-development/places-for-people-downtown.aspx>



For More Information:

Email: WalkBikeRoll@vancouver.ca

Phone: 3-1-1

TTY: 7-1-1

Outside Vancouver:

604-873-7000

vancouver.ca/streets-transportation/vango.aspx

Interpretations available, phone 3-1-1

Services d'interprétation disponibles, composez le 3-1-1

致电 3-1-1，可以得到 传译 服务。

致電 3-1-1，可獲 提供 傳譯 服務。

Tulong para sa interpretasyon, tumawag sa 3-1-1

ਵਿਆਖਿਆ ਸੇਵਾਵਾਂ ਉਪਲਬਧ ਹਨ, 3-1-1 ਨੂੰ ਕਾਲ ਕਰੋ

The City of Vancouver acknowledges that it is situated

on the unceded traditional territories of the

xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh

(Squamish), and səlilwətaʔ (Tsleil-Waututh) Nations.