

**From:** "Mochrie, Paul" <Paul.Mochrie@vancouver.ca>  
**To:** "Direct to Mayor and Council - DL"  
**Date:** 6/20/2023 5:12:44 PM  
**Subject:** Memo - Active Mobility Plan 2023-2027  
**Attachments:** Memo - Active Mobility Plan 2023-2027 - RTS 15618.pdf

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Dear Mayor and Council,

Please see the attached memo from Lon LaClaire on **Active Mobility Plan 2023-2027**. A short summary of the memo is as follows:

Active Mobility Plan (AMP) - which replaces the previous 5 year cycling plan and integrates major walking and public realm improvements - provides near-term infrastructure priorities for walking, rolling and cycling based on CEAP direction to meet 2/3 sustainable mode share target by 2030.

AMP is made up several maps for walking programs and major active transportation corridor projects:

- Walking Priority Areas Map: which identifies areas where enhanced walking infrastructure can have the most impact.
- Sidewalk Priorities Map: which identifies high priority gaps in the City's sidewalk network.
- Curb Ramp Priorities Map: which identifies high priority missing curb ramps across the City.
- Major Corridors Map: which is developed as a replacement of 5-year cycling plan and integrates major walking and public realm improvements

It is estimated about 69 km of the entire plan (114 km in total) needs to be delivered over the next 5 years to support meeting the active transportation mode share targets.

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

Best,  
Paul

**Paul Mochrie (he/him)**  
City Manager  
City of Vancouver  
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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

June 19, 2023

TO: Mayor and Council

CC: Paul Mochrie, City Manager  
Armin Amrolia, Deputy City Manager  
Karen Levitt, Deputy City Manager  
Maria Pontikis, Chief Communications Officer, CEC  
Rosemary Hagiwara, Acting City Clerk  
Teresa Jong, Administration Services Manager, City Manager's Office  
Mellisa Morphy, Acting Chief of Staff, Mayor's Office  
Trevor Ford, Director of Operations, Mayor's Office  
Paul Storer, Director of Transportation  
Kati Tamashiro, Manager of Transportation Planning

FROM: Lon LaClaire  
General Manager, Engineering Services

SUBJECT: Active Mobility Plan 2023-2027

RTS #: 15618

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This memo introduces and provides background information on Vancouver's Active Mobility Plan (AMP) 2023-2027 to Council. The AMP provides near-term infrastructure priorities for walking, rolling, and cycling building off of CEAP directions and the previous 2018-2022 cycling network plan.

### Background

The City's Transportation 2040 Plan (T2040) is a long-term strategic vision that helps guide transportation and land use decisions as well as related public investments. T2040, approved in 2012, sets ambitious mode share targets such that over two-thirds of all trips in the city will be made on foot, bike or transit by 2040. It also includes a safety goal of zero transportation-related fatalities and recognizes that people on foot and bikes are overrepresented in traffic related fatalities and serious injuries. T2040 calls for the development of a short-term (5 year) cycling implementation plan that focuses on building a complete network, with recurring updates as improvements are completed.

In 2020, Council adopted the Climate Emergency Action Plan (CEAP) which advances the two-thirds sustainable mode share target to 2030 and ensures that equity is a key consideration in

this work. CEAP directs staff to develop and implement 5-year Active Transportation Priority Plans to help achieve the mode share target.

In 2022, Council approved the Vancouver Plan, which sets a vision for expanding the greenway network so residents live within a five minute walk of a greenway placing more emphasis on high quality active transportation, recreational and public space corridors to support walking, rolling and cycling for people of all ages and abilities. Additional background information including the state of current Active Transportation infrastructure, historic trends and mode share targets can be found in *Appendix A*.

### **Active Mobility Plan**

The AMP was developed to focus walking and cycling investments to help achieve CEAP mode share targets and equity considerations. It also helps to inform the public and businesses about potential locations of upcoming work. The AMP includes several maps for walking programs and major active transportation corridor projects.

Active Mobility Plan is made up of the following maps:

- **Walking Priority Areas Map**
- **Sidewalk Priorities Map**
- **Curb Ramp Priorities Map**
- **Major Corridors Map**

The description of these maps are provided in Appendix C with the maps attached in Appendix D. A list of all the major corridors, their extents and descriptions is also included in Appendix E.

### **Financial and Delivery Considerations**

It is estimated that about 69km (60 km of Greenways and Complete Street and 9 km of major walking /Public Realm Improvements) of the major active transportation corridor projects will need to be delivered in the next 5 years to support meeting CEAP mode share targets. This is roughly double the historic project delivery rate. Even with quick-build techniques, this will not be able to be delivered with the current level of design staff, construction crew capacity and budget. Active transportation programs and major corridor projects will be implemented based on available resources.

In order to close the gap in CEAP mode share target, the major corridors that have the most potential to increase sustainable mode share will be advanced for implementation. These include:

- Pedestrian priority streets in downtown such as Water Street and Granville Street
- Complete streets in metro core such as Melville Street, Drake Street and E 1<sup>st</sup> Avenue
- Major greenways that expand the all ages and abilities (AAA) network in under-served areas such as the Portside Greenway, the Masumi Mitsui Greenway extension and Bute Greenway in metro core.

If you have any questions on this memo please do not hesitate to contact me directly.

A handwritten signature in blue ink, appearing to read 'Lon LaClaire'.

Lon LaClaire, M.Eng., P.Eng.  
General Manager, Engineering Services

604.873.7336 | [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca)

## State of Active Transportation Infrastructure

The City has approximately 1400km of streets<sup>1</sup> that are used for walking and cycling. There are approximately 2250 km of existing sidewalks<sup>2</sup>, making the network 80% complete. About 450km of new sidewalks are needed to complete the network.

The City's cycling network is approximately 330 km, 31% of which is considered suitable for All Ages and Abilities (AAA).<sup>3</sup> T2040 policy provides direction to expand and upgrade the cycling network to be comfortable for all ages and abilities as well as to efficiently connect people to destinations.

## Historic Delivery Trends

There are a number of city programs to build, improve and maintain walking infrastructure. Each year, the city has been building between 1-2km of sidewalks and about 200 new curb ramps. A summary of the walking-related programs are described in *Appendix B*.

The City has been building and upgrading cycling facilities following the 2018-2022 Cycling Network Plan. Cycling routes are also built through project coordination opportunities and responding to emerging priorities such as the COVID-19 pandemic response. A total of 29km of new or upgraded cycling routes have been built over the past 5 years (2018-2022) as shown in *Table 1*.

In addition to the city delivered projects, development provides many walking, rolling, cycling and public realm upgrades.

*Table 1: New and Upgraded Cycling Routes from 2018-2022*

Route Type	Planned in 2018-2022 plan (km)	Completed Planned Routes (km)	Completed Coordinated and Emerging Priority Routes (km) <sup>4</sup>	Percent Completed Routes
New	29	10	4	43%
Upgraded	39	10	5	
Total	68	20	9	

## Mode Share Trends

Pre-pandemic, sustainable modes (walking, cycling, and transit) had been growing steadily at about 1% per year. From 2013 to 2019 (a seven-year period), the sustainable mode share among Vancouver residents grew by 6.6 % to 54% of all trips.<sup>5</sup> Cycling mode share grew the most with a 4.4% increase. Walking and transit grew more modestly, each with roughly a 1% mode share increase.

<sup>1</sup> Vancouver street centreline length excluding laneways, private roads, and Hwy 1 (MOTI jurisdiction)

<sup>2</sup> Per 2018 data.

<sup>3</sup> Vancouver bikeway data as of January 2023

<sup>4</sup> Not planned

<sup>5</sup> Per Vancouver Transportation Survey (VTS) formerly known as Vancouver Panel Survey

During the COVID 19 pandemic, travel patterns dramatically changed with fewer overall trips and a lower proportion of trips by sustainable modes (down to 44%). Primarily, the proportion of transit trips dropped significantly from 18% of trips in 2019 to 7% in 2020.

Post-pandemic (since 2022), transit ridership has rebounded substantially and sustainable mode share is approaching pre-pandemic levels. Assuming sustainable mode share reaches its pre-pandemic peak of 54% this year, a total mode share growth of 13% or just under 2% a year is needed to reach the CEAP two-thirds mode share target by 2030. This represents a doubling of the pre-pandemic trends.

With the Broadway Subway opening in 2026, it is anticipated that the transit mode share will increase by 1-2%. Despite this major project, substantial walking and cycling investments are needed to achieve CEAP targets. For walking, this could mean investments that go beyond standard sidewalks, such as pedestrian priority streets. For cycling, it means accelerated implementation of the AAA network to address key gaps and to connect destinations. An improved cycling network will also support the rapid growth in various personal e-mobility devices thereby increasing the mode share.

## Appendix B - Summary of Walking-Related Programs in 2023-2026 Capital Plan

<b>Capital Program</b>	<b>Summary</b>	<b>2023-2026 Capital Plan – Streets<sup>6</sup></b>
Street Lighting	Rehabilitation and installation of street lighting, which enhances both placemaking and public safety.	\$44.3 M
Sidewalk Rehabilitation	Rehabilitate existing sidewalks based on condition assessments.	\$5 M
Traffic Signals	Rehabilitate and installation of traffic signals, which aids pedestrians in crossing streets.	\$51.4 M
Bus Transit Improvements	Delivers bus reliability improvements and accessibility upgrades.	\$5 M
Active Transportation & Complete Streets	Improves the pedestrian and cycling network, prioritizing safety improvements along routes to transit, schools, parks, community, and healthcare facilities.	\$38.4M
New Sidewalks	Installs missing sidewalks around the City.	\$4.9 M
Transportation Planning & Monitoring	Monitors transportation trends in the City, including pedestrian travel activity.	\$12 M
Street Improvements delivered through development (in-kind)	Delivers street improvements, which enhances the public realm.	\$70.0 M
School Program	Work with schools and partners to develop education, enforcement, and engineering strategies including identifying safe routes and making walking infrastructure improvements.	\$3.0 M
At-grade Rail Crossings	Improving connectivity and safety over railway crossings.	\$5.0 M
Transportation Safety	Identify and install infrastructure upgrades with the target of zero traffic related fatalities and serious injuries for all modes.	\$2 M
Neighbourhood Traffic Management & Spot Improvements	Implements neighbourhood focused traffic management plans to reduce speeds, shortcutting as well as improve safety and comfort for people walking and cycling.	\$2 M
Pedestrian Curb Ramps	Identify locations with inadequate or missing curb ramps and prioritizes their installation.	\$4 M
Horticulture	Supports horticulture assets, which enhances public life.	\$1 M
Street Furniture and Bike Racks	Provides street amenities such as bus shelters and benches	\$0.5 M
Public Gathering / Plazas	Partners with business and communities to create welcoming and accessible public gathering spaces.	\$5.8 M
Equity & Cultural Redress Public Space Projects	Supports cultural expression and redress for public space projects.	\$2 M

<sup>6</sup> Source: 2023-2026 Capital Plan (<https://vancouver.ca/files/cov/2023-2026-capital-plan.pdf>)



## Appendix C - Active Mobility Plan Map Descriptions

Active Mobility Plan is made up of the following maps:

### **Walking Priority Areas Map**

The Walking Priority Areas Map identifies areas where enhanced walking infrastructure can have the most impact and is used to inform priorities on walking programs in the City. Priority areas were determined based on access to everyday destinations, high population density, close proximity to rapid and frequent transit, and, equity, considering demographic and spatial factors. The walking priority area map is used in conjunction with other program-specific criteria to determine priorities for other walking programs such as Sidewalk and Curb ramp Priorities.

### **Sidewalk Priorities Map**

The Sidewalk Priorities Map identifies high priority gaps in the sidewalk network across the City. This map has been developed by combining program specific considerations with the Walking Priority Areas Map. Program considerations include the street type (classification), the number of sides of missing sidewalks and network connectivity. Approximately 13 kilometres of missing sidewalks have been prioritized for 2023-2027 pending funding availability. Other sidewalks may be constructed or improved through project coordination and development opportunities.

### **Curb Ramp Priorities Map**

The Curb Ramp Priorities Map identifies high priority missing curb ramps. This map has been developed considering proximity to critical destinations such as senior centres, hospitals, community centres and rapid transit and high walking priority areas. A total of 219 intersections (615 curb ramps) have been identified for curb ramp installation during 2023-2027. Implementation will also take into consideration community requests and coordination opportunities.

### **Major Corridors Map**

The major active transportation corridors map was developed as a replacement of the 5-year cycling plan, and it integrates major walking and public realm improvements. A list of all these corridors, their extents and descriptions are also provided in Appendix E.

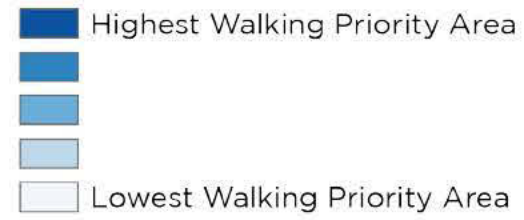
The map categories are as follows:

- **Major Walking/Public Realm Improvements:** These are typically busy walking corridors such as retail streets, where street space reallocation for walking and public realm improvement is envisioned.
- **Complete Streets:** These are busy major streets where high quality facilities for all modes of transportation are planned. For active modes, this typically includes wide sidewalks buffered from traffic as well as protected bike lanes.
- **Greenways:** These are predominantly local streets that are envisioned to be traffic calmed for an enhanced walking, cycling and public space experience. They can include portions of off street pathways or protected bike lanes to bridge gaps along short segments of busier streets.

## Corridor Selection Process

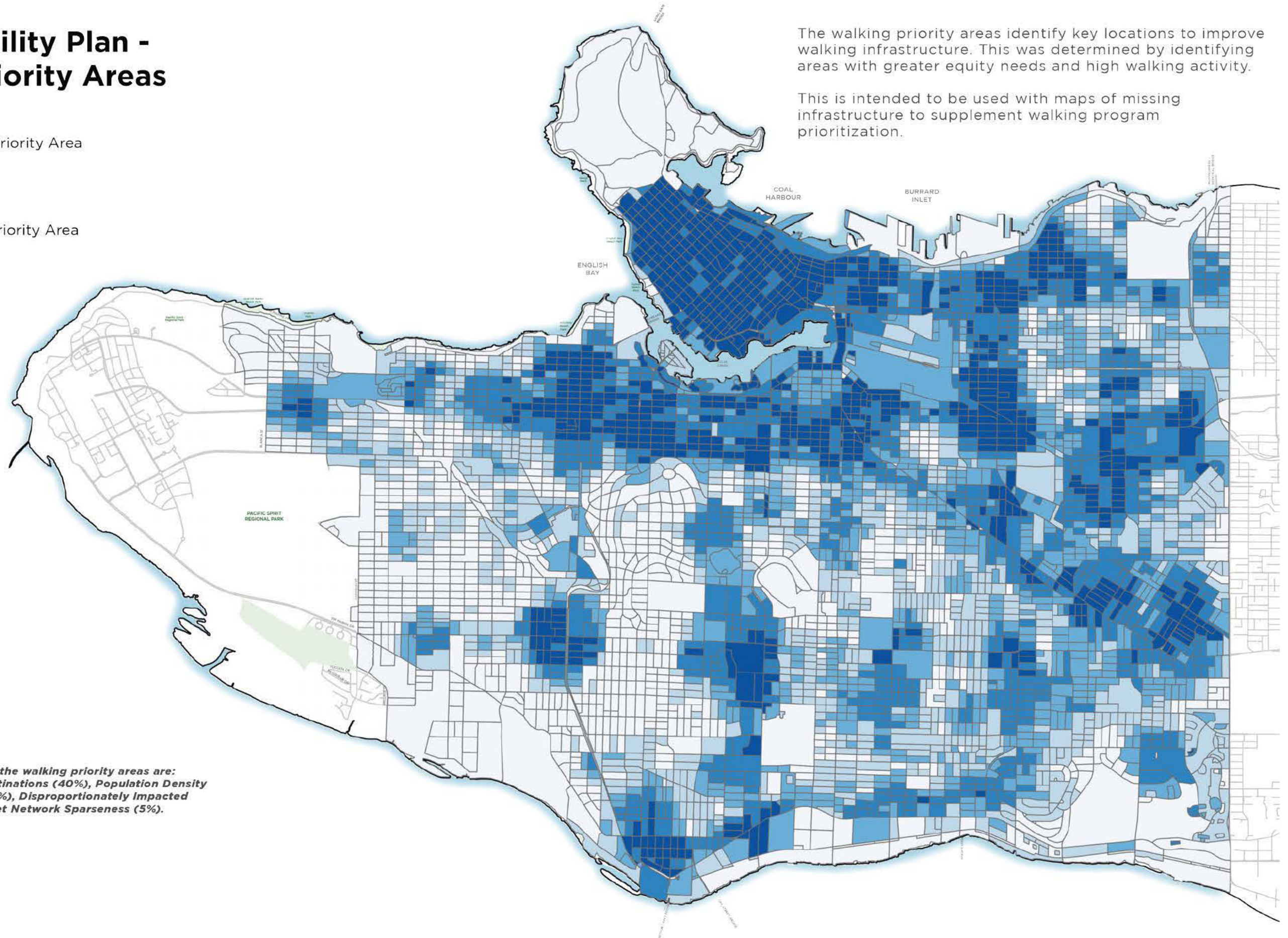
The selection of routes for this version of the Active Mobility Plan was based on an assessment of candidates from previous maps and plans (ie. T2040, VanPlan, 5-year cycling plan, Greenways Refresh, Area Plans, TransLink's Major Bike Networks, and Slow Street programs), and key gaps identified by the public and staff. Key considerations for selecting candidate routes include completing network gaps, addressing dangling nodes, providing access to destinations, safety and equity, and deliverability of projects. A total of 114 km of major corridor projects are included in the map. A list of all these routes, their extents and descriptions are included in Appendix E. Implementation will require further planning, design and Council approvals for complex projects.

# Active Mobility Plan - Walking Priority Areas 2023-2027



The walking priority areas identify key locations to improve walking infrastructure. This was determined by identifying areas with greater equity needs and high walking activity.

This is intended to be used with maps of missing infrastructure to supplement walking program prioritization.

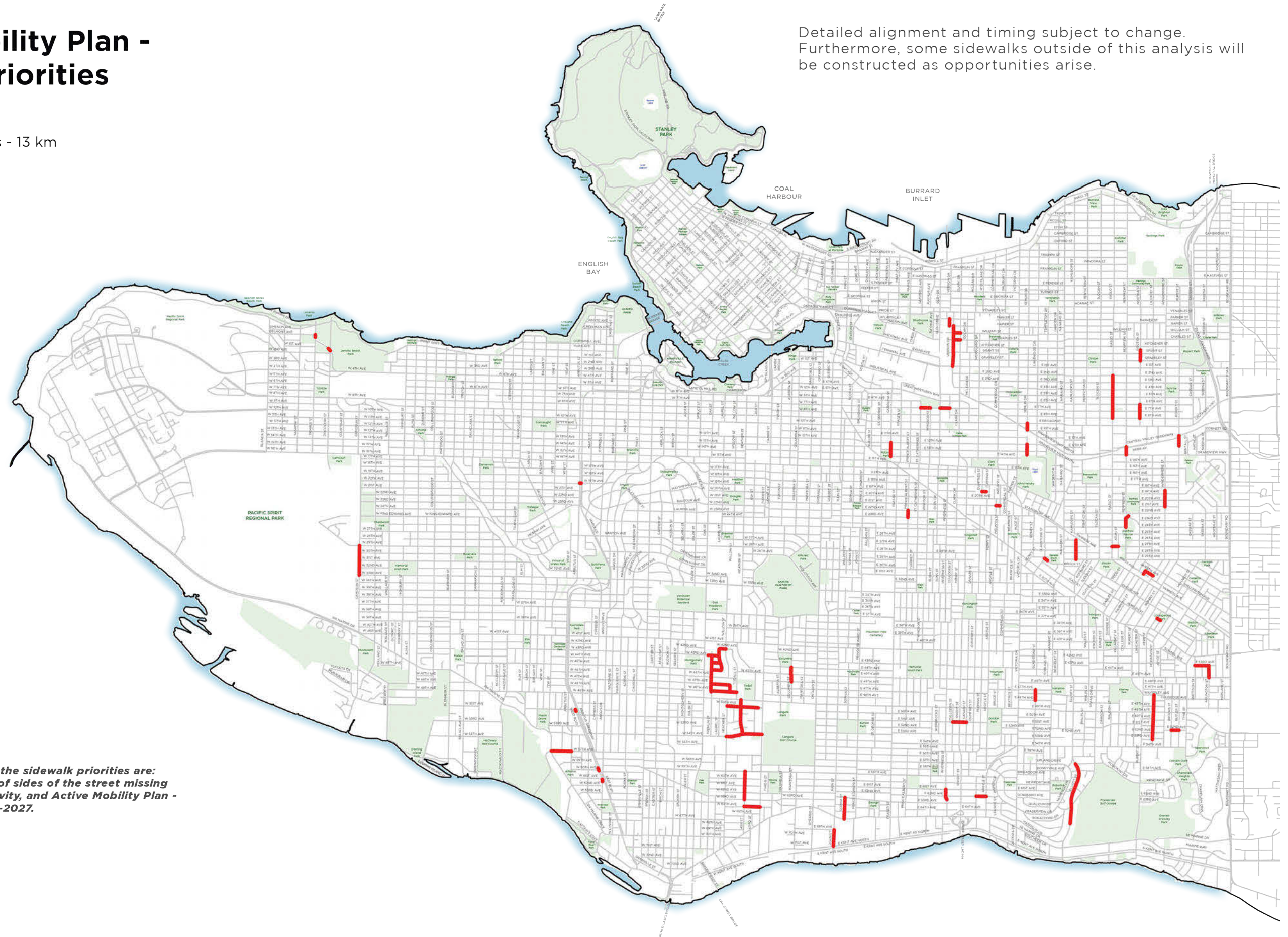


*The criteria used to identify the walking priority areas are: Complete Communities/Destinations (40%), Population Density (25%), Transit Proximity (20%), Disproportionately Impacted Populations (10%), and Street Network Sparseness (5%).*

# Active Mobility Plan - Sidewalk Priorities 2023-2027

— Sidewalk Priorities - 13 km

Detailed alignment and timing subject to change.  
Furthermore, some sidewalks outside of this analysis will  
be constructed as opportunities arise.

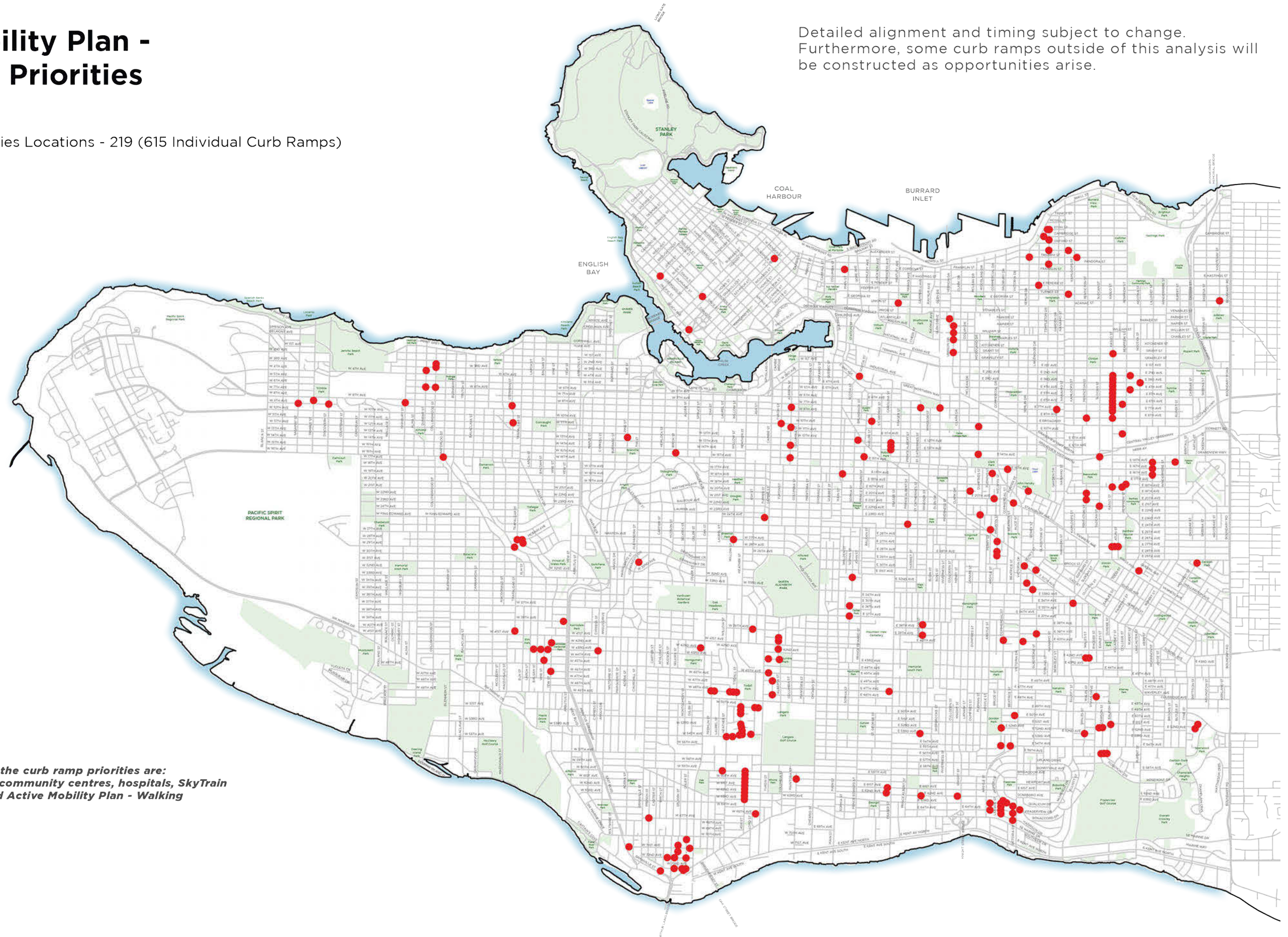


*The criteria used to identify the sidewalk priorities are:  
road network type, number of sides of the street missing  
sidewalks, network connectivity, and Active Mobility Plan -  
Walking Priority Areas 2023-2027.*

# Active Mobility Plan - Curb Ramp Priorities 2023-2027

● Curb Ramp Priorities Locations - 219 (615 Individual Curb Ramps)

Detailed alignment and timing subject to change.  
Furthermore, some curb ramps outside of this analysis will  
be constructed as opportunities arise.



*The criteria used to identify the curb ramp priorities are:  
Proximity to senior centres, community centres, hospitals, SkyTrain  
stations, RapidBus stops and Active Mobility Plan - Walking  
Priority Areas 2023-2027.*

# Active Mobility Plan

## Major Corridors 2023 - 2027

### Major Pedestrian/Public Realm Improvements

- ① West End Commercial Streets
- ② Granville - Downtown
- ③ Water
- ④ 4th Ave
- ⑤ Granville - South
- ⑥ Broadway
- ⑦ Main - Mt Pleasant
- ⑧ Main - Punjabi Market
- ⑨ Commercial
- ⑩ East Fraser Lands Stairs

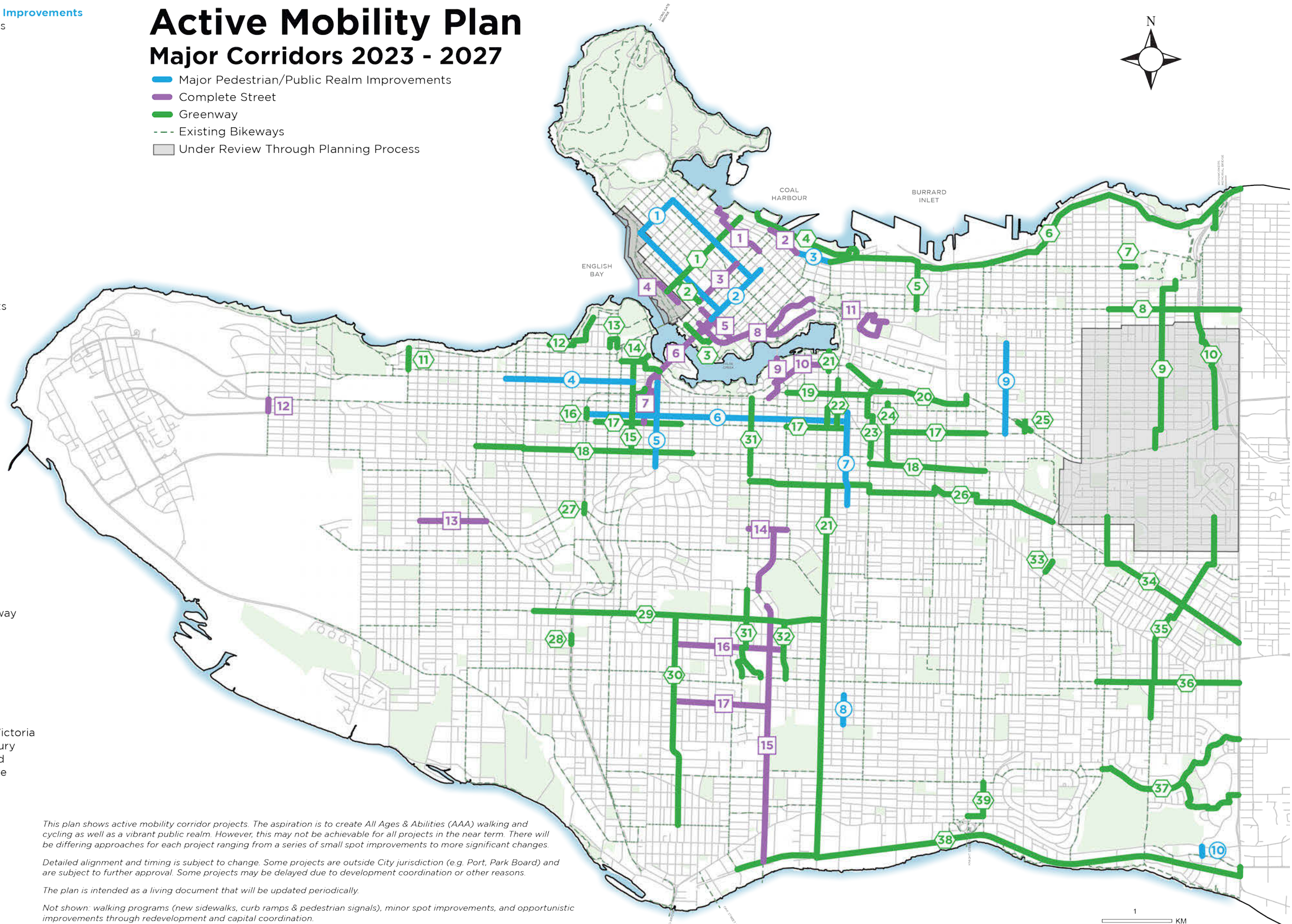
### Complete Street

- ① Melville
- ② Cordova
- ③ Burrard
- ④ Pacific
- ⑤ Drake
- ⑥ Granville Connector
- ⑦ Fir Ramp
- ⑧ Pacific - Expo
- ⑨ Cambie Ramp
- ⑩ 1st Ave
- ⑪ New St Paul's Hospital Streets
- ⑫ Blanca
- ⑬ King Edward - Dunbar
- ⑭ King Edward - Cambie
- ⑮ Cambie
- ⑯ 41st Ave
- ⑰ 49th Ave

### Greenway

- ① Bute
- ② Burnaby
- ③ Beach
- ④ Waterfront Road
- ⑤ Hawks
- ⑥ Portside
- ⑦ Pandora
- ⑧ Adanac
- ⑨ East Side Crosscut
- ⑩ Skeena
- ⑪ Highbury
- ⑫ Seaside - Kitsilano Beach
- ⑬ Greer - Cypress - Chestnut
- ⑭ Seaside Bypass - 1st Ave
- ⑮ Pine
- ⑯ Arbutus Greenway at Broadway
- ⑰ 10th Ave
- ⑱ 14th Ave - 15th Ave
- ⑲ 5th Ave
- ⑳ Central Valley Greenway
- ㉑ Ontario
- ㉒ Quebec
- ㉓ Prince Edward
- ㉔ St George
- ㉕ Central Valley Greenway at Victoria
- ㉖ 18th Ave - 19th Ave - Stainsbury
- ㉗ Arbutus Greenway at King Ed
- ㉘ Arbutus Greenway at 41st Ave
- ㉙ 37th Ave
- ㉚ Hudson
- ㉛ Heather
- ㉜ Alberta
- ㉝ Gladstone
- ㉞ BC Parkway
- ㉟ Kerr - McHardy
- ㊱ 45th Ave
- ㊲ Masumi Mitsui
- ㊳ Kent
- ㊴ Borden

- Major Pedestrian/Public Realm Improvements
- Complete Street
- Greenway
- - - Existing Bikeways
- ▭ Under Review Through Planning Process



*This plan shows active mobility corridor projects. The aspiration is to create All Ages & Abilities (AAA) walking and cycling as well as a vibrant public realm. However, this may not be achievable for all projects in the near term. There will be differing approaches for each project ranging from a series of small spot improvements to more significant changes.*

*Detailed alignment and timing is subject to change. Some projects are outside City jurisdiction (e.g. Port, Park Board) and are subject to further approval. Some projects may be delayed due to development coordination or other reasons.*

*The plan is intended as a living document that will be updated periodically.*

*Not shown: walking programs (new sidewalks, curb ramps & pedestrian signals), minor spot improvements, and opportunistic improvements through redevelopment and capital coordination.*

1 KM

Appendix E - Route Descriptions

Major Pedestrian/Public Realm Improvement

Map #	Route	From	To	Description	Length New (km)	Length Upgrade (km)	Equity - Low Served Area
1	West End Commercial Streets (Robson, Davie, Denman)	Denman St Davie St	Granville St Robson St	The West End commercial streets (Robson, Denman and Davie) are vibrant centres for locals and visitors to shop, work and play. Part of the West End Community plan changes being explored are to improve walkability, strengthen public life and support local businesses.		3.5	
2	Granville St-Downtown	Georgia St	Drake St	Granville St is a major downtown entertainment and retail corridor that is heavily-used by people walking and taking transit. The plan is to reinforce Granville as a people-first 24-Hour entertainment street that prioritizes people walking, shopping, gathering and celebrating.		1.0	
3	Water St	Richards St	Carrall St	Water St is a major retail corridor in the heart of the City's historic centre. The street is in need of repair. It is proposed to work towards a pedestrianized Water Street and make it car-free or car-light either on a seasonal or year-round basis. The overarching goal is a more vibrant, people-friendly destination and the enabling of ongoing activations including patios, music, events, festivals and active transportation opportunities.		0.5	
4	W 4th Ave	McDonald St	Pine St	West 4 <sup>th</sup> Ave is a major shopping street. It is proposed to be strengthened as a walkable shopping street with a vibrant public realm. Improvements may include widened sidewalks, patio spaces, corner and bus bulges and enhanced public spaces.		1.8	
5	Granville St - South	4th Ave	16th Ave	South Granville Village is a major retail area. It is proposed to be strengthened with improved walkability and a vibrant public realm. Improvements may include widened sidewalks, patio spaces, corner and bus bulges and enhanced public spaces.		1.2	
6	Broadway	Arbutus Greenway	Main St	Broadway is the commercial heart of Vancouver's 2nd downtown. Broadway St is planned to be developed as a 'Great Street', by creating a more comfortable place to walk, roll, gather and connect to transit services. Improvements will be made through the Broadway Subway project and redevelopment. Improvements will include wider sidewalks, the addition of street trees and more opportunities for street elements such as seating, street side patios and merchandise displays.		3.6	
7	Main St - Mount Pleasant	7th Ave	21st Ave	Main Street in Mt Pleasant is a major retail area. It is proposed to be strengthened with improved walkability and a vibrant public realm. Improvements may include widened sidewalks, patio spaces, corner and bus bulges and enhanced public spaces.		1.4	
8	Main St - Punjabi Market	47th Ave	51st Ave	Punjabi Market is a three-block commercial district along Main Street and a destination for South Asian culture. It is proposed to be strengthened with improved walking infrastructure, a vibrant public realm and cultural expression. Improvements may include widened sidewalks, patio spaces, corner and bus bulges and enhanced public spaces as well as culturally rooted placemaking.		0.4	
9	Commercial Dr	Charles St	10th Ave	Commercial Drive is a major retail corridor. It is proposed to be improved as a pedestrian first high street with slower traffic, widened sidewalks, patio spaces, and enhanced placemaking.		1.3	
10	East Fraser Lands Stairs	Marine Way	SE Marine Dr	East Fraser Lands is a rapidly developing part of the city. A new public stairway is proposed to connect distinct parts of the neighbourhood that are separated by a steep slope.	0.1		Yes

## Complete Streets

Map #	Route	From	To	Description	Length New (km)	Length Upgrade (km)	Equity - Low Served Area
1	Melville St	Broughton St at Seawall	Dunsmuir St at Hornby St	Melville St is a downtown one-way street with a westbound painted bike lane. It can be upgraded to a protected two-way cycle lane to help address a regional gap in the cycling network. It would connect the existing and well used Dunsmuir bike lanes to the Lions Gate Bridge.	0.7	0.3	
2	W Cordova St	Burrard St	Richards St	Cordova St is part of a missing active transportation connection between the Seaside and Portside greenways. Improvements for walking and cycling would be coordinated closely with Water Street and Gastown Street network upgrades. Upgrades would also facilitate more comfortable pedestrian movement between the cruise ship terminal and Gastown.	0.5		
3	Burrard St	Robson St	Burnaby St	Burrard is a major downtown street connecting the central business district to the Burrard Bridge. It is one of the heaviest-used downtown streets by people biking that does not have a physically protected lane. In the southbound direction there is painted bike lane and in the northbound direction people biking share the bus lane. Upgrading it with protected bike lanes would improve safety and comfort and is proposed to be coordinated with redevelopment.		0.8	
4	Pacific St	Jervis St	Thurlow St	Pacific St is a minor arterial in the West End and is well used by people biking. It is the most direct and least steep route between Beach Ave (the Seaside Bike Route) and the Burrard Bridge. Improving the active travel connection with protected bike lanes would fill a network gap and reduce conflicts between street users.	0.4		
5	Drake St	Hornby St	Pacific Blvd	Drake St is a minor arterial in Downtown. It will be converted into a one-way street for motor vehicles with a two-way protected bike lane. It will connect the Granville Bridge connector to the downtown active transportation network.	0.6		
6	Granville Connector	Drake St	10th Ave	Granville Bridge is a major eight-lane bridge over False Creek, originally designed as part of an unbuilt freeway network. Phase 1 of the project will reallocate two lanes of excess capacity into wider walking space and a two-way protected bike lane on the west side of the bridge. Construction will be completed in 2024.	1.8	0.2	
7	Fir Ramp Connection	Granville Bridge	Fir St at 10th Ave	The Fir ramp allows for a flat elevated connection between Downtown and Central Broadway using the Granville Bridge connector. One lane of Fir St and the Fir ramp would be reallocated for a protected bike lane.	0.9		
8	Pacific - Expo	Howe St	Pat Quinn Way/Abbott St	Pacific St and Expo Blvd will be reconfigured into complete streets as proposed in the Northeast False Creek Plan. This work will create a more resilient street network and will be coordinated with future development and the demolition of the existing viaducts.		2.8	
9	Cambie Bridge South off Ramp	Cambie Bridge	6th Ave	The Cambie Bridge south off ramp has a narrow protected bike lane with glue down flex posts. There is an opportunity to widen the lane to existing city design standards and to provide more durable protection in coordination with planned structural upgrades to the Cambie Bridge.		0.4	
10	1st Ave	Spyglass Pl	Ontario St	1st Ave is a well-used painted cycling lane and part of the Seaside Bypass active travel route. It is proposed to be upgraded with a protected bike lane to improve safety and comfort for people cycling.		0.9	
11	New St Paul's Hospital	N/A	N/A	The new/reconstructed streets around the new St Paul's Hospital will be built to provide access for all modes of transportation, including people on bikes and e-scooters.	1.1		
12	Blanca	8th Ave	10th Ave	This short section of Blanca street is proposed to be upgraded with an AAA cycling connection from 8th Ave to 10 <sup>th</sup> Ave/University Blvd. This would improve an uncomfortable section of the main bike route to UBC.		0.2	Yes
13	King Edward - Dunbar	Dunbar St	Quesnel Dr	East of Quesnel Dr, the King Edward corridor has existing painted bike lanes. The bike lane would be extended westward in coordination with a sewer replacement project.	1.0		
14	King Edward - Cambie	Heather St	Yukon St	King Edward is envisioned as a complete street in the Cambie Corridor Plan and will connect bike lanes on Cambie St to the rest of the network. Street improvements will be delivered through redevelopment.	0.5		



Complete Streets

Map #	Route	From	To	Description	Length New (km)	Length Upgrade (km)	Equity - Low Served Area
15	Cambie	King Edward	Kent Ave	Cambie St is a major street on top of the Canada Line. It is proposed to become a complete street per the Cambie Corridor Plan and is being delivered through redevelopment.	0.4	4.2	
16	41st Ave	Hudson St	Alberta St	41st Ave is a major street in the emerging Oakridge Town Centre. It is planned to become a complete street per the Cambie Corridor Plan and implemented with redevelopment.	1.4	0.2	
17	49th Ave	Hudson St	Cambie St	49th Ave is a major street in the emerging Oakridge Town Centre. It is planned to become a complete street per the Cambie Corridor Plan and implemented with redevelopment.	0.5	0.9	Yes

## Greenways

Map #	Route	From	To	Description	Length New (km)	Length Upgrade (km)	Equity - Low Served Area
1	Bute St	Cordova St	Pacific St	The Bute Greenway is a major walking and cycling greenway envisioned from shore to shore across the West End. It includes several existing plazas. Significant public realm improvements are proposed near Robson St.	0.7	0.8	
2	Burnaby St	Bute St	Burrard St	Burnaby St is a local walking and cycling street connecting the Burrard Bridge to the West End. It is envisioned to upgrade the route making it more comfortable for people of all ages and abilities		0.4	
3	Beach Ave	Hornby St	Richards St at Pacific St	Beach Ave between Hornby and Richards is heavily used as an informal seaside bypass route. Completing the gap between the existing Beach Ave bike lane and Beach Crescent and wayfinding as a formal bypass would allow more people to use this route and reduce conflicts along the seawall.		0.5	
4	W Waterfront Rd	Seawall at Harbour Green Park	Main St	W Waterfront Rd provides a direct active transportation connection between the Coal Harbour Seawall and the Portside greenway. The majority of the route is on port jurisdiction. Improvements for active transportation will be explored with opportunities to reimagine the waterfront working with the port authority.	1.8		
5	Hawks Ave	Powell St	Union St	Hawks Ave is a local street in the Strathcona neighbourhood. It is proposed to be upgraded as a greenway to provide enhanced walking and cycling connections between the Portside Greenway and Adanac Street.	0.6		
6	Portside	Carrall St	Boundary Rd	Portside is a seven kilometre greenway following the city's northern edge, spanning Gastown and the city's eastern boundary. The project would create a high quality continuous route that prioritises safe comfortable, walking and biking with great spaces along the way.	1.1	5.9	
7	Pandora St	Kaslo St	Renfrew St	This project will complete the easternmost block of the Pandora bikeway connecting to Hastings Park pathways. Work includes a new signal at Renfrew which is being coordinated with street rehabilitation work.	0.2		
8	Adanac St	Slocan St	Boundary Rd	Adanac is a major east-west bikeway and future greenway in VanPlan. The eastern section across Hwy 1 has relatively high vehicle volumes and buses and thus is not safe and comfortable for all ages and abilities. Upgrades will be coordinated with the Hastings-Sunrise neighbourhood traffic calming.		1.9	
9	East Side Crosscut	Windermere St at Hastings St	Nootka St at Central Valley Greenway	The Eastside Crosscut is a proposed major north-south greenway from Burrard Inlet to the Fraser River. This project would establish the northern part of the greenway between the Portside and Central Valley Greenways, following existing park paths and local streets. The greenway is proposed to be built in coordination with the Hastings-Sunrise neighbourhood traffic calming project.	2.1	0.4	Yes
10	Skeena St	Adanac St	Central Valley Greenway	The Skeena Greenway is a proposed relatively flat and direct walking and cycling connection between the Central Valley Greenway the 2nd Narrows Bridge. It will use a combination of local streets, lanes and off street paths adjacent to Highway 1. A feasibility study of the key gaps will inform implementation opportunities. It would connect hard to reach parks, low income housing and enhance the greenway network in an underserved part of the city.	1.8		Yes
11	Highbury St	1st Ave	3rd Ave	Highbury St is an existing local street bikeway south of 3rd Ave. The bikeway is proposed to be extended northward three blocks to connect to Point Grey Road.		0.3	
12	Seaside – Kitsilano Beach	Balsam St	Arbutus St & McNicoll Ave	The Seaside greenway adjacent to Kitsilano Beach is one of the most popular sections of the 28km Seaside route. The project will upgrade and separate walking and cycling paths to improve safety and comfort. It will also improve park entry points.		0.9	
13	Greer Ave – Cypress St – Chestnut St	N/A	N/A	A new connection is being built to service the Seákw development using Greer and Cypress streets in Kits point. This project would provide AAA Active Transportation lanes on the connection to Seákw.		0.3	
14	Seaside Bypass – 1 <sup>st</sup> Ave	Burrard St	Granville St/ Creekside Dr	The Seaside Bypass route reduces pressures on busy portions of the seawall by providing a more direct alternative. This section of the bypass also facilitates connections to the Burrard bridge, nearby commercial areas, and enhances access to the Seákw development. It is envisioned to be upgraded to accommodate people of all ages and abilities.		0.8	

Map #	Route	From	To	Description	Length New (km)	Length Upgrade (km)	Equity - Low Served Area
15	Pine St	1st Ave	14th Ave	Pine St is envisioned as a high quality greenway connecting the Arbutus Greenway and Seaside Greenway. The route is also planned to extend southward to the 14th Ave Greenway per the Broadway plan.	1.3		
16	Arbutus Greenway at Broadway	N/A	N/A	The Arbutus Greenway is a major north-south walking and cycling route. Upgrades are being done to better integrate the greenway with the Broadway Subway Arbutus Station.		0.1	
17	10th Ave	Maple St <sup>7</sup>	Woodland Dr*	10th Ave is a major east-west active transportation corridor. It has high bike volumes and several sections of the street do not meet AAA guidelines. Improvements would involve a variety of measures including traffic calming and diversion, sections of protected bike lanes and public realm improvements.		3.5	
18	14th - 15th Ave	Balaclava St*	Woodland Dr*	The 14th Ave greenway provides an alternative to 10th Ave around the hospital precinct. It is envisioned to be extended east and west to provide a more robust network.	4.8		
19	5th Ave	Yukon St	Brunswick St at Central Valley Greenway	5th Ave is a local street that is part of the Off-Broadway Greenway. Vehicle volumes exceed what is considered comfortable for a shared cycling street. Upgrades may include traffic calming or protected bike lanes coordinated with redevelopment.		1.2	
20	Central Valley Greenway	Main St at 1st Ave	Clark Dr at Grandview Hwy	The Central Valley Greenway is a major east-west walking and cycling route through Vancouver. Through redevelopment, the sections between Main and Clark will be upgraded with separated walking and cycling paths.		2.1	
21	Ontario	Seawall at Creekside Park*	Kent Ave*	Ontario St is an established citywide greenway mostly on local streets. The corridor is well used for active transportation. Improvements are intended to improve safety and comfort for AAA walking and cycling. This could include traffic calming measures and enhanced public spaces.		5.9	
22	Quebec St	3rd Ave	10th Ave	Quebec St is the first north-south street on the east side of False Creek and is a natural connection for all modes. This project would extend existing active transportation lanes south to 10th Ave to enhance network connections. It would also provide a slightly less steep route up the Mt Pleasant hill than the nearby Ontario Greenway.	0.7		
23	Prince Edward St	5th Ave	14th Ave	Prince Edward is an established greenway route south of 14th Ave. The Broadway Plan envisions extending the greenway connection northward to the Great Northern Way Station.	1.0		
24	St George St	6th Ave	15th Ave	St. George Rainway is a green rainwater infrastructure and sustainable transportation project. It aims to re-imagine the street to support nature, active mobility, community and learning.	0.9		
25	Central Valley Greenway at Victoria Dr	N/A	N/A	The Central Valley Greenway at Victoria and Broadway has been identified by the public as a challenging intersection to cross. It also serves as a primary connection to the 10th Ave bikeway. An All Ages and Abilities intersection upgrade may be coordinated with planned utility work.		0.4	
26	18 <sup>th</sup> Ave - 19 <sup>th</sup> Ave – Stainsbury Ave	Heather St	Gladstone St	The 18th - 19th - Stainsbury route fills a network gap using local streets. This route would improve connections between Mt. Pleasant and the BC Parkway and requires a new signal at Victoria Dr and Stainsbury Ave.	4.8		Yes
27	Arbutus Greenway at King Edward Ave	N/A	N/A	The Arbutus Greenway is a major north-south walking and cycling route. Most of the corridor has separate space for walking and cycling. This project separates walking and cycling and addresses safety concerns at the King Edward intersection. It also facilitates bike turns to the painted bike lane along King Edward Ave.		0.1	
28	Arbutus Greenway at 41st Ave	N/A	N/A	The Arbutus Greenway is a major north-south walking and cycling route. Most of the corridor has separated space for walking and cycling. This project separates walking and cycling and addresses safety concerns at the 41st intersection.		0.1	
29	37th Ave	Larch St	Ontario St	37th Ave is a local street that is part of the Ridgeway Greenway. The greenway runs adjacent to several parks and schools and in some sections has higher traffic volumes than desired. This upgrade may include a series of spot improvements such as traffic calming, short sections of protected bike lanes, and enhanced public realm.		4.2	

<sup>7</sup> Denotes there are gaps in the corridor. Not the entire corridor is being upgraded.

Map #	Route	From	To	Description	Length New (km)	Length Upgrade (km)	Equity - Low Served Area
30	Hudson St	37th Ave	67th Ave	Hudson is a local street that is proposed to be upgraded as an enhanced corridor for walking and cycling. It would fill an active travel network gap in the Marpole Area.	2.9		Yes
31	Heather St	6th Ave*	45th Ave*	Heather St is an existing north-south bikeway. The northern section is envisioned to be upgraded to a more comfortable walking and cycling greenway per the Broadway Plan. The southern section will be extended and straightened to connect with the Oakridge Centre redevelopment	1.3	1.5	
32	Alberta St	37th Ave	45th Ave	The Alberta Greenway was identified as part of the Cambie Corridor plan to address demands on drainage, active transportation and public space in the growing neighbourhood. It will be designed as a blue-green system connecting area parks.	0.8		
33	Gladstone St	29th Ave	Kingsway	Gladstone is a north-south local street bikeway. Upgrades near Kingsway are planned through redevelopment		0.2	
34	BC Parkway	Slocan St at 22nd Ave	BC Parkway at Boundary Rd	The BC Parkway is a major east-west regional greenway. This project would complete the gap between off-street pathways on Slocan St and provide a new direct and less hilly connection to Burnaby across Boundary Road. The improvements are being done by TransLink and once complete will enable a continuous AAA route.		2.9	Yes
35	Kerr – McHardy St	Skeena St at 22nd Ave	Kerr St at 49th Ave	The Kerr - McHardy route is a local street system that would connect Champlain Heights' existing bike lanes on Kerr St to Joyce Collingwood SkyTrain Station and neighbourhoods to the north. Building an active transportation route on this alignment would help fill a significant network gap.	3.3		Yes
36	45th Ave	Wales St	Boundary Rd	On the eastern side of Vancouver, 45th Ave is a local street that is part of the Ridgeway Greenway. It connects Central Park in Burnaby to Killarney Park and community center and is one of the busiest active travel routes in this part of the city. 45th Ave has high motor vehicle volumes for a shared cycling street and the City has received requests for improvements. Improvements may include sections of protected bike lanes, traffic calming, and enhanced public realm.		2.0	Yes
37	Masumi Mitsui	Vivian Dr	Boundary Rd	The Masumi Mitsui Greenway is a major citywide greenway from Vancouver's original greenway plan. This project would bridge the final gap on the eastern side of city through Champlain Heights. It will enable a continuous citywide greenway connecting to Central Park and Rumble St pathways in Burnaby. The greenway may involve traffic calming local streets, protected bike lanes, enhanced parks pathways and an improved public realm.	3.8		Yes
38	Kent Ave	Heather St	Boundary Rd	Kent Ave is a relatively flat east-west corridor on the south end of Vancouver. It is a key part of the active travel network and proposed as a regional greenway. Some sections have heavy industrial and vehicle traffic and are not comfortable for walking and cycling. A variety of treatments including shared or separated off-street paths, protected bike lanes and spot improvements will be considered.	0.8	6.8	Yes
39	Borden St	Borden at 59th Ave	Knight St at 64th Ave	Borden is a local street near the Knight St Bridge. The northbound shared walking and cycling path on the bridge currently ends at 64th St. Adding the connection between 64th along Borden to 59 <sup>th</sup> Ave would close a gap in the network.	0.7		