



CITY OF
VANCOUVER | VanGO

2023 Transportation Snapshot City of Vancouver





Contents

Overview 2

Mode Share 4

Travel Mode 5

 Walking & Rolling 5

 Cycling 9

 Transit 13

 Bike Share 16

 Car Share 18

Vision Zero 20

School Active Travel Program 22

Encouragement & Promotions 27

Neighbourhoods 30

Community Engagement 32

Transportation Policy & Direction 34

The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations.

Overview

Introduction

The City of Vancouver works to improve mobility and access for people who walk, bike, roll, or take transit.

Different policies help shape this work. The [Transportation 2040 Plan](#) outlines long-term transportation objectives and public investment strategies. This plan builds on past achievements and emerging challenges. It aims to have two-thirds of all daily trips made by active transportation and transit by 2040, a target accelerated to 2030 through the [Climate Emergency Action Plan](#).

Various data and project resources, including the annual Vancouver Transportation Survey, enhance our understanding of travel behaviour in Vancouver. These tools help us tell the story of how people move around the city, guiding our transportation planning and policy decisions.

Take a look at the annual Snapshot. It highlights key trends from 2023, new infrastructure projects, engagement initiatives, and more.



2023 Highlights



53%

of all daily trips were made by active transportation and transit.



The Slow Streets network was updated with durable concrete gateway entrances.



Speed limits were lowered on arterial and collector streets in nine school zones.



1,000,000+

Vancouver's public bike share system, now rebranded as Mobi by Rogers, surpassed one million rides in a single calendar year for the first time.

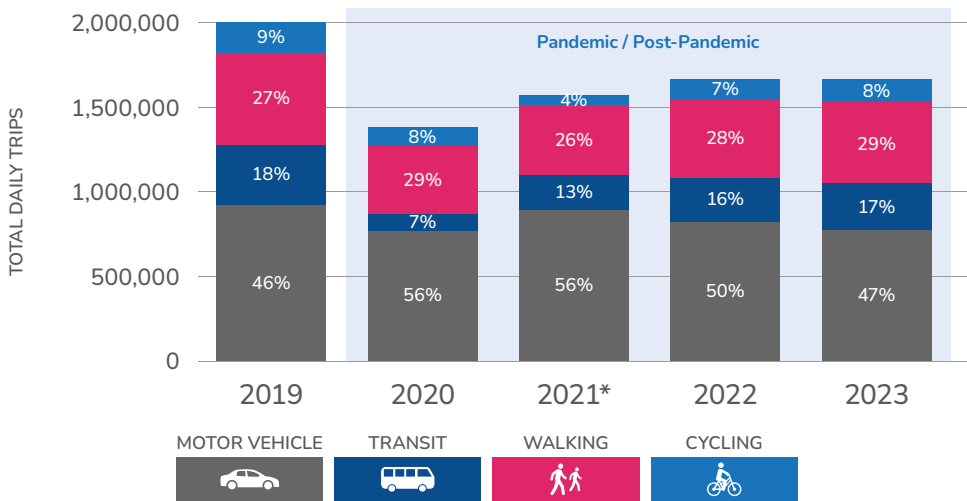


Construction began on the Granville Bridge to convert two west-side travel lanes into separated walking, biking, and rolling routes.

Mode Share

Sustainable mode share on the rise

In 2023, 53% of estimated daily trips were made by walking, biking (including micromobility and electric micromobility devices), or transit – a steady increase from 2022.



Source: 2023 Vancouver Transportation Survey

**In 2021, methodological changes were introduced to reach a more comprehensive sample source. Despite this change, one can expect that the meaningful differences in the results from year to year signal actual changes in the population and travel patterns.*

❓ DID YOU KNOW?

As Vancouver’s population continues to grow, there has been a decline in reliance on personal vehicles. The average distance travelled per person in a vehicle during 2023, measured by vehicle kilometres travelled (VKT), decreased by 10 kilometres from 2022.

Source: 2023 Vancouver Transportation Survey

Walking and Rolling

Where are people visiting?

Of 3,302 residents surveyed, Vancouverites reported walking more than other modes for various trip purposes, including:



47%

of trips made to restaurants.



42%

of trips made for recreation.



38%

of trips made for shopping.

Source: 2023 Vancouver Transportation Survey





❓ DID YOU KNOW?

Walking is the most popular mode of transportation in the West End (52%) and False Creek (51%) areas.

Source: 2023 Vancouver Transportation Survey

Building a safer city to walk and roll

We continue identifying and improving priority intersections to create a safer city for all road users.

3

Pedestrian/Bicycle signals installed

When the signal is activated using the push button, the traffic light turns red to allow pedestrians and cyclists to cross the street while motor vehicles are stopped.



8

Rectangular Rapid Flashing Beacons installed (RRFBs)

RRFBs are bright, flashing lights that pedestrians activate to help drivers notice them when crossing the street.

10

Accessible pedestrian signals installed

When pushed, these buttons feature tones and vibrations to help people with visual impairments safely cross the street.



36

Signal timing changes completed

Implementing changes such as leading pedestrian intervals (14 LPIs) to give pedestrians a head start at intersections, along with increasing walk times (22) near schools or areas with older adults, can enhance pedestrian safety.



What's new with electric scooters?

Electric scooters (e-scooters) are an accessible and sustainable way to move around and explore Vancouver.

E-scooters now account for 3% to 11% of all bike-like devices in the city.

Where can you scoot?

- All city streets marked 50 km/hr or less
- All greenways, bikeways, bike lanes, and protected cycle lanes
- Seawall and park paths where bikes are allowed

Source: vancouver.ca/escooters

❓ DID YOU KNOW?

Lime launched its shared e-scooter system in Vancouver on September 12, 2024.

The service area initially covers 29 stations in the Grandview-Woodlands and Hastings-Sunrise neighbourhoods, with plans to expand to other locations in the near future.

Source: vancouver.ca/sharedescooters

Cycling

Where are people cycling?

The City uses temporary and permanent counters, manual counts, and other methods to evaluate bicycle and micromobility volumes on select routes. Based on locations with available data, here are the most popular locations where people cycled or rolled in the summer of 2023.

Source: City of Vancouver

Note: The average daily summer counts took place between June to September in 2023. Counts are rounded to the nearest hundred based on average daily summer counts for 2023.



The cycling network at a glance

The cycling network is growing with safer, more comfortable routes for people to enjoy.



334 km

Cycling Network



33%

All Ages and Abilities
(AAA) segments



DID YOU KNOW?

New Active Mobility Plan (2023-2027)

The 2023-2027 Active Mobility Plan replaces the old five-year cycling plan and integrates major improvements in walking and the public realm. It outlines potential new projects to help improve the active transportation network in Vancouver. The plan supports the City's goals related to health, safety, equity, accessibility, affordability and complete communities.

Source: vancouver.ca/active-mobility-plan

2023 Project Highlights

Construction began on the Granville Connector

Construction began on the Granville Bridge to convert two west-side travel lanes into separated walking, biking, and rolling routes. Similar to the protected lane on the Burrard Bridge, this upgrade will help enhance safety and accessibility on the bridge.



New bike lane on West First Avenue

A two-way protected bike lane was built on [West First Avenue](#), from the Seawall to Pine Street. This is the first step in linking the Arbutus Greenway and the Seaside Greenway (Seawall).

Phase 1 of the St. George Rainway has started

Construction began on a new [local street bikeway](#), designed for all ages and abilities, running from West Tenth Avenue to West Fifth Avenue.





DID YOU KNOW?

Electric bike rebates spark high demand

In June 2023, B.C. residents could apply for \$350 to \$1,400 rebates on electric bike (e-bike) purchases, depending on income level. The popular provincial program highlighted how e-bikes can be a practical, convenient transportation option that can replace many short car trips in the city.

Learn more at bcebikerebates.ca.

Transit

Growth in transit ridership

The Metro Vancouver region leads in transit ridership compared to similar cities in Canada and the United States, ranking third in bus ridership and fourth in rail rapid transit despite being only the 22nd largest urban area. TransLink has also seen significant growth, with a 20% increase in ridership from 2022 and an 87% recovery post-COVID. In Vancouver, transit made up about 17% of daily trips, with the Vancouver/UBC sub-region accounting for roughly 46% of system-wide boardings in 2023.

2023 Top 3 Busiest Bus Routes



Bus Network Improvements

Robson Street

The bus bulb at Burrard Street was upgraded to widen the sidewalk and waiting area for passengers.

Commercial Drive

Between First Avenue and Fourth Avenue, southbound bus stops were consolidated to match the northbound stops. New interim bus bulbs were also added at Third Avenue to make bus service more reliable and quicker.

Routes 2 and 25

Over 150 bus stops were extended and upgraded with accessible landings to fit larger buses for more capacity. TransLink is now operating articulated buses on Routes 2 and 25.

Source: 2023 Vancouver Transportation Survey and [2023 Transit Service Performance Review](#)



Broadway Subway Project

The City plays a key role in the provincially-led Broadway Subway Project by helping to manage infrastructure and transportation planning, representing local businesses and residents, and advising on station design and construction planning.

2023 Project Highlights

SkyTrain tunnel

In 2023, tunnel boring machines (TBMs) Elsie and Phyllis constructed more than 4,000 metres of new SkyTrain tunnel.



Tunnel Boring Machine (TBM) breakthroughs

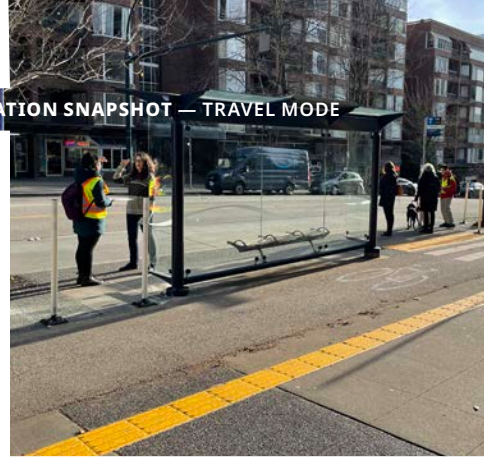
The TBMs also completed seven breakthroughs on the project at new underground station sites.

Elevated guideway deck

The 700-metre-long elevated guideway deck was completed, connecting the Broadway Subway Project to the Millennium Line.



Learn more at broadwaysubway.ca and vancouver.ca/broadway-subway.



❓ DID YOU KNOW?

Bus Stops Adjacent to Cycling Infrastructure

The City of Vancouver was one of five municipalities selected to trial new designs at island platform bus stops. An island platform has a bike lane that separates the bus boarding area from the sidewalk.

Three downtown locations were tested with the new design elements to help assess accessibility for people with disabilities or limited mobility. TransLink led this project in partnership with the BC Ministry of Transportation and Infrastructure (MoTI) to help create a new design guideline for island platform bus stops.

Scan the QR code to see the full report.

Source: translink.ca





Bike Share

Mobi rebrands and expands

In 2023, Vancouver's public bike share system was rebranded as Mobi by Rogers. An increase in electric bike rides contributed to a 33% rise in annual ridership. For the first time since the system launched in 2016, bike share trips exceeded one million rides in a calendar year.

Public bike share was expanded to the University of British Columbia Vancouver campus, with three stations installed in fall 2023 and 100 e-bikes added to the system.

By the end of 2023

2,600

bikes in the system
(600 e-bikes)

18

total e-bike charging station
(e-stations)

990

Community Pass members*

250

total stations in the system

1,236,843

total rides taken in 2023

5,676,766

total rides taken since 2016 launch

* Learn more about the Mobi Community Pass equity program at mobibikes.ca/en/community-pass.

Source: Mobi by Rogers and City of Vancouver

Mobi Youth Community Pass Pilot Program

In 2022-2023, a \$20 Youth Community Pass was piloted at Britannia Secondary School in partnership with Mobi by Rogers to make bike sharing more accessible and affordable.

Over 65 students participated, which led to a much higher use of the Mobi station next to Britannia during peak school commute hours. Plans are underway to expand this program to additional schools in 2024.

Learn more at mobibikes.ca/en/youth-community-pass or by scanning the QR code.





Car Share

Car share on the move

Car sharing services provide residents with vehicle access when needed. In Vancouver, 3,012 active car share vehicles are available through Evo and Modo, a 13% increase from 2022. Vancouver also has approximately 100 dedicated two-way car share spaces.

Did you know?

37% of residents have memberships with at least one of the two car share operators in the city.

For more information about the car share services, visit:

- Evo: evo.ca
- Modo: modo.coop

Learn more about where you can park at vancouver.ca/carsharing.

Source: 2023 Vancouver Transportation Survey and City of Vancouver



Vision Zero

Improving safety across the city

Vancouver is committed to eliminating all traffic-related serious injuries and fatalities. Our efforts focus on improving safety for all road users, especially vulnerable groups like older adults and children.

As part of this commitment, the City has implemented several pedestrian infrastructure upgrades, including flashing beacons (RRFBs) and leading pedestrian intervals (LPIs). We also reduced the speed limit on Cornwall Avenue (from Trafalgar Street to Cypress Street) to 40 kilometres per hour at all times to enhance road safety. This initiative is an extension of the Schools on Arterials Slow Zones pilot, also launched in 2023.

**In the past 12 years (2011-2023),
traffic-related serious injuries have fallen.**



Walking

↓ 36%

from 1.9 to 1.2 injuries
per 10,000 daily trips.

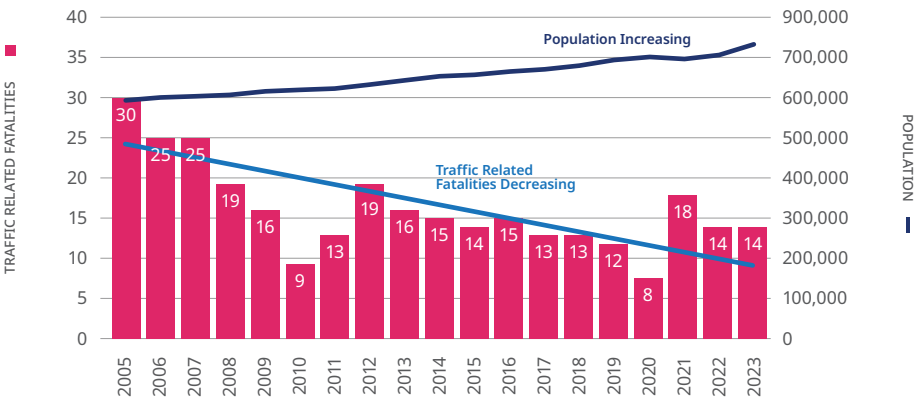


Cycling

↓ 36%

from 9.2 to 4.0 injuries
per 10,000 daily trips.

**Traffic-related fatalities are stabilizing post-COVID while
the population continues to grow.**



Source: Government of British Columbia Population Estimates, Vancouver Police Department Traffic Fatality Data, Vancouver General Hospital, Traffic Injury Data (2011-23), City of Vancouver Panel Survey (2013-23) and TransLink Trip Diary (2011)

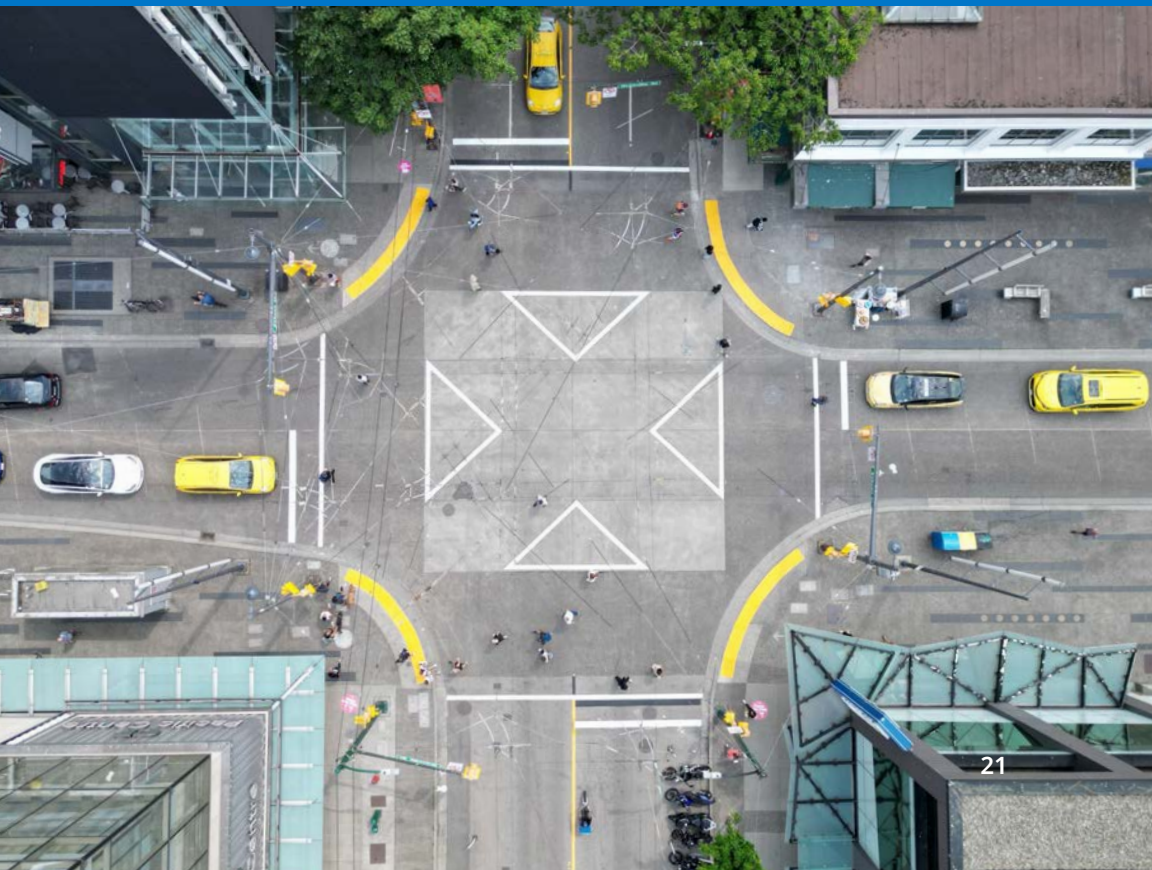
❓ DID YOU KNOW?

Pedestrian scramble at Granville Street and Robson Street

In 2023, Vancouver City Council approved a pedestrian scramble pilot at Granville Street and Robson Street for the summer of 2024. Based on traffic analysis and preliminary signal timing design, staff recommended this location due to the consistently high pedestrian crossing volumes, restricted vehicle turning movements, and presence of upgraded signal infrastructure.

The pilot allows people to cross in all directions simultaneously, including diagonally, while vehicle traffic is stopped in all directions.

Source: City of Vancouver



School Active Travel Program

School programs and initiatives

The School Active Travel Program helps make getting to and from school safer. The program also encourages families to walk, bike, and use other forms of active travel. In 2023, 65% of schools participated in at least one program activity or initiative.

2023 School Infrastructure Highlights

18

Infrastructure improvements

were made at schools, including new curbs, sidewalks, raised crosswalks, curb bulges, curb ramps, crosswalks, and more.

5

Schools

participated in School Travel Planning to address barriers to active travel, with actions and infrastructure plans tailored to each school.

DID YOU KNOW?

School Speed Reduction Pilot

In March 2023, the City launched the School Slow Zones on Arterials pilot. The initiative reduced speed limits to 40 kilometres per hour (km/h) on non-Major Road Network arterial streets and 30 km/h on collector streets in nine elementary school zones during school hours, from 8 a.m. to 5 p.m. on school days, or at all times.

To promote awareness, animal-themed lawn signs were displayed around schools, encouraging drivers to slow down.

Depending on the pilot's results, the program may be expanded to include additional schools and corridors in the future.

Learn more at vancouver.ca/school-slow-zones.



School education and encouragement program highlights

The City of Vancouver facilitates and supports education and encouragement programs. The programs are prioritized through an equity framework to help promote behaviour change and encourage families to try active travel.

28

schools received Walk Bike Roll Mini-Grants to support school-led active travel projects, impacting **4,960** students.



3,545

students participated in cycling education courses delivered by HUB Cycling at **41** schools.

37

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



2

schools participated in the Walking School Bus, where an organized group of students walked to school together with adult leaders.



❓ DID YOU KNOW?

Bike Bus Highlight

General Gordon Elementary ran a weekly bike bus program throughout spring 2023 with the support of the Walk Bike Roll Mini-Grant. A bike bus is a group of students travelling to and from school by bicycle with the support of adults who pick up students (like a school bus) along the way.

The City of Vancouver joined Gordon's Bike Bus and captured the unique and inspiring experience in a special video. We invite you to scan the QR code and [check it out!](#)



School Streets

In the 2022-23 school year, we expanded the School Streets Program to seven local schools. A School Street is a car-free block next to a school where people can walk, bike, or roll. The goal is to make school areas safer and encourage more walking, biking, rolling, and using transit.

We also partnered again with the Society for Children and Youth of BC (SCY) to bring Play Streets to select School Street locations. Play Streets offer on-street creative play activities to promote safe outdoor play and build community connections.

Program Highlights



33%

of secondary students reported walking more.



19%

of families reported driving less.



21%

of families reported biking more.



441

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

Read the 2023 program report at vancouver.ca/files/cov/school-streets-report-2023.pdf or scan the QR code.



Encouragement & Promotions

Active travel promotions and initiatives

In 2023, Vancouver supported several exciting programs and initiatives to help advance the use of active transportation and transit.

1,049

people participated in the annual Walk 30 Challenge across B.C.



34

StreetWise Cycling Education Centre courses were offered through HUB Cycling reaching over **250** adult participants.

2,656

bikes were parked at the two new seasonal Bike Valets at Vancouver City Centre and the West End, along with the Gastown Grand Prix event.



700

people of all ages and abilities participated in **31** Jane's Walk events in Vancouver.

Cycling on the rise

Each year, HUB Cycling hosts Go by Bike Week. The campaign encourages people to log all their cycling trips, whether for work, shopping, socializing, or leisure. Participants and teams can track bike trips, kilometres cycled, and greenhouse gas emissions saved.

Metro Vancouver Spring & Fall Go by Bike Week Results



8,837

total participants



53,485

trips by bikes



615,870

kilometres cycled



DID YOU KNOW?

2023 Bike to Shop

In 2023, 158 people pledged to try shopping by bike during the Bike to Shop campaign!

Source: HUB Cycling



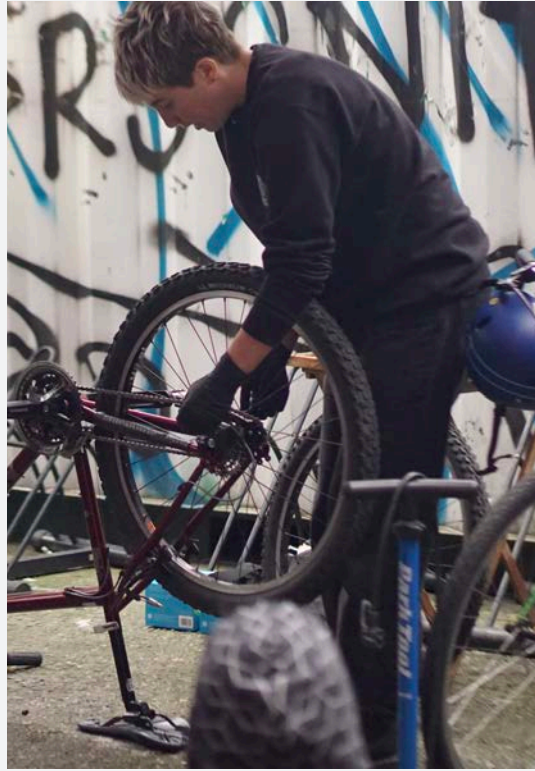
Walk Bike Roll Community Partnership Program

In 2023, the Walk Bike Roll Community Partnership Program launched. The program helps support active travel initiatives among disproportionately impacted communities. Funding ranges from \$500 to \$5,000 to help start new projects or grow existing ones.

2023 partners included:

- Aboriginal Mothers Centre Society and Kickstand
- Marpole Neighbourhood House
- Our Community Bikes
- The Bike Kitchen

Learn more at vancouver.ca/WBR-Community-Partnership-Program.



Neighbourhoods

Neighbourhood Traffic Calming

The Neighbourhood Traffic Management Program (NTMP) focuses on implementing traffic calming measures to address vehicle speeds and volumes on local streets using quick-build solutions like speed humps. The program aims to enhance safety and increase comfort for people walking, biking, or rolling on these streets.

In 2023, staff engaged with two neighbourhoods in the Hastings-Sunrise area of Vancouver to tackle traffic issues like shortcutting and speeding traffic. Residents, businesses, and other stakeholders gave feedback on proposed traffic calming plans to lower vehicle speeds and volumes.

For the full engagement summaries, visit shapeyourcity.ca/adanac-overpass or shapeyourcity.ca/clinton-park-area-traffic-calming.



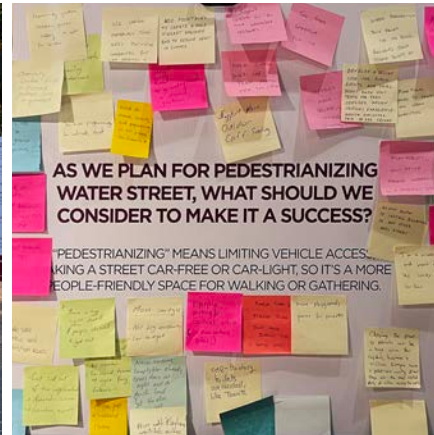
Slow Streets network update

Launched in response to the COVID-19 pandemic, Slow Streets used signs and temporary barriers to make it easier for people of all ages and abilities to walk, bike, and roll in their neighbourhoods.

In 2023, the network was updated with durable concrete gateways to encourage drivers to slow down when entering local streets.

Source: vancouver.ca/slow-streets





Community Engagement

Gastown Public Spaces Plan

In response to the May 2023 Council Motion, “A People-Focused Gastown: A Bold, Forward-Looking Vision for a Vibrant and Prosperous Neighbourhood,” staff have initiated a planning and design process for Gastown streets and public spaces.

A multi-phased engagement process is taking place. The City is investing in Gastown through needed repairs, the Water Street Pedestrian Zone Pilot, and a Public Spaces Plan, which will guide the enhancement of public spaces, street network improvements and future investment in the area.

The Gastown Public Spaces Plan will explore longer-term improvements to laneways, public spaces, and a pedestrianized Water Street.

Learnings from the Water Street Pedestrian Zone Pilot will shape future pedestrian zones and a long-term vision for Water Street.

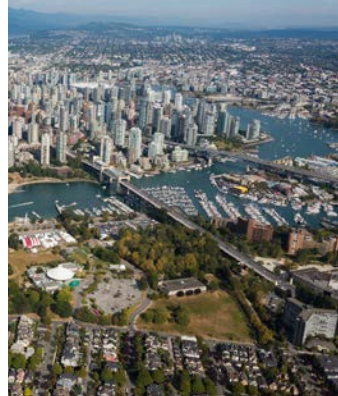
Learn more at vancouver.ca/gastown.

2023 Public Engagement — Transportation Project Highlights

Kits Point Transportation Changes

In preparation for the community growth associated with the Señákw Development, the City of Vancouver engaged with the Kitsilano community to discuss proposed transportation upgrades. These improvements include separated bike lanes, upgraded intersections, wider sidewalks, and designated loading zones.

shapeyourcity.ca/senakw-kits-point



Davie Village: Space for People

We're exploring changes to walking and public spaces on West End commercial streets. In 2023, we engaged businesses and the public about their needs and aspirations for Davie, Robson, and Denman streets. We're beginning to implement this feedback, starting with a proposed design for Davie Village.

shapeyourcity.ca/west-end-streets

Arbutus Greenway and West 41st Avenue intersection improvements

We are planning improvements to the Arbutus Greenway and West 41st Avenue intersection to make it safer and more accessible for all users. Improvements will include more physical separation between people walking and biking on the greenway.

vancouver.ca/arbutus41st



Transportation Policy & Direction

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: vancouverplan.ca

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: vancouver.ca/streets-transportation/transportation-2040.aspx

Climate Emergency Action Plan

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.

Source: vancouver.ca/green-vancouver/vancouvers-climate-emergency.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 (2021-2025). The plan is part of our climate emergency response and builds off the 2016 Active Transportation Promotions and Enabling Plan.

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



Active Mobility Plan (2023-2027)

Our 2023 to 2027 Active Mobility Plan (AMP) outlines upcoming infrastructure projects to advance our active transportation network, including maps for major corridor projects and walking programs.

Source: vancouver.ca/streets-transportation/pedestrian-accessibility.aspx

Transport 2050 (TransLink)

A long-range vision for Metro Vancouver will guide transportation decisions for the next three decades to make transportation options more convenient, reliable, affordable, safe, comfortable, and environmentally sustainable.

Source: transport2050.ca



For more information:

Web: vancouver.ca/vango

Email: walkbikeroll@vancouver.ca

Phone: 3-1-1

Outside Vancouver: 604-873-7000

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

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