

# 2025 Transportation Snapshot

City of Vancouver





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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷə́y̓əm (Musqueam Indian Band), Skwxwú7mesh Úxwumixw (Squamish Nation), and səlilwətał (Tsleil-Waututh Nation).

# Overview

## Introduction

The 2025 Transportation Snapshot offers an overview of how people travelled around Vancouver. It highlights key travel trends, infrastructure investments and improvements, and project milestones from the past year.

Guided by the Transportation 2040 Plan and accelerated by the Climate Emergency Action Plan, the City of Vancouver is working toward a target of two-thirds of all daily trips being made by active transportation and transit by 2030.

This report details how projects supported walking, biking, rolling, and transit in 2025. Past Snapshots at [vancouver.ca/vango](https://vancouver.ca/vango) reveal how travel patterns and transportation improvements have evolved over time. Let's get started!



## 2025 Highlights



**53%** of all daily trips were made by active transportation and transit.



Vancouver City Council unanimously approved **reducing speed limits** on local streets to 30 kilometres per hour (km/h).



Vancouver City Council increased the 2025-2026 Transportation Safety Program budget by **\$5.5 million** to expand pedestrian safety upgrades, including signals, Rectangular Rapid Flashing Beacons (RRFBs), Leading Pedestrian Intervals (LPIs), and longer crossing times in high-traffic areas.



**The Granville Connector** opened, providing a safe, accessible and seamless route for everyone to walk, bike or roll from downtown Vancouver to Central Broadway and the Arbutus Greenway.



City staff engaged businesses, stakeholders, and community members regarding proposed **bus priority changes** along Granville Street, Kingsway, and Main Street.

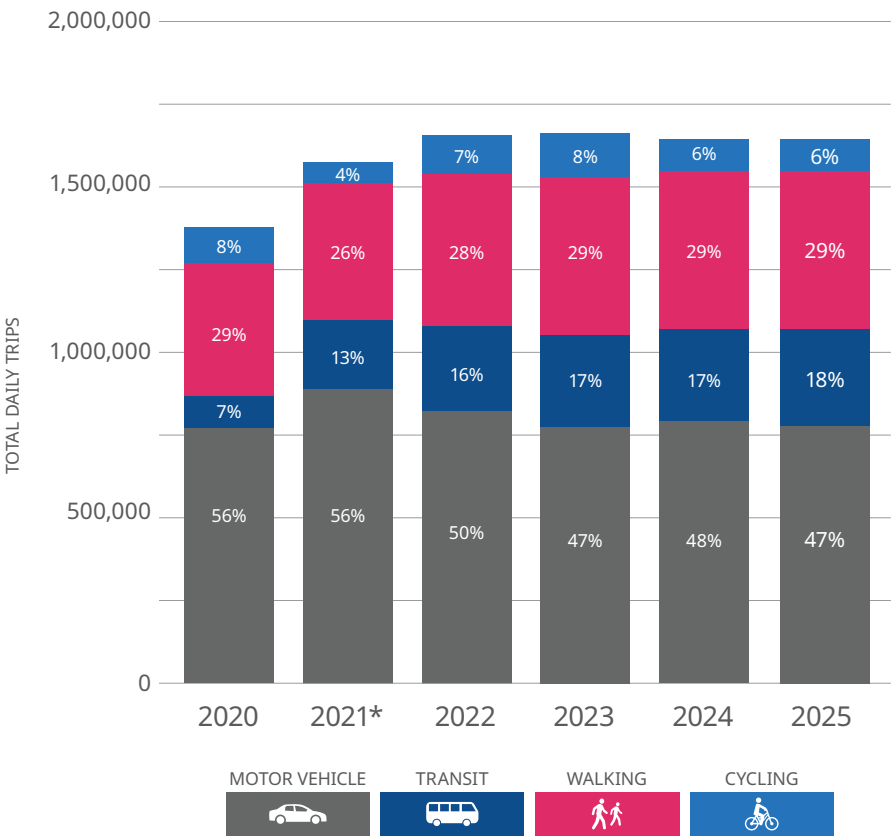


**Car-sharing** continues to be a key travel option in Vancouver, with more than 2,300 vehicles in the Evo car-share fleet and about 700 vehicles in the Modo car-share fleet operating across the city.

# Mode Share

## Sustainable transportation rebounds in 2025

In Vancouver, approximately **53%** of estimated daily trips were made by walking, biking (including micromobility devices), or transit in 2025.



Source: [2025 Vancouver Transportation Survey](#)

\* In 2021, 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.



## Granville Connector Officially Opens

In July 2025, the City of Vancouver opened the Granville Connector, transforming the Granville Bridge into a safer and more accessible route for walking, biking, and rolling. The project reallocated vehicle space to create a protected pathway, improving connections between downtown, Central Broadway, and the Arbutus Greenway and supporting more sustainable travel choices.

Additional upgrades, including new intersections and the removal of the north bridge loops, lay the groundwork for future housing and more connected communities.

With a final cost of approximately \$54 million, the project was made possible through a strong partnership with TransLink, which contributed \$8 million through its Local Government Funding Programs.

Together, these improvements help people of all ages and abilities travel across the city more easily and safely.



# Granville Connector – 2025 Grand Opening

"We're proud to be taking another step forward in addressing Vancouver's infrastructure deficit while expanding our city's robust active transportation network. The completion of the Granville Connector project will be a game changer as we move toward delivering a more connected, inclusive, and sustainable city."

– Ken Sim, Mayor of Vancouver



"Granville Bridge used to be a huge barrier for walking and cycling, and now it's joining Cambie and Burrard bridges as a fully protected and accessible active transportation link across False Creek, connecting two key employment and growth areas. We're grateful to residents and businesses for their patience during construction and to TransLink for its support in making this vision a reality."

– Lon LaClaire,  
General Manager of Engineering Services

Source: <https://vancouver.ca/news-calendar/granville-connector-opens-july-2025.aspx>

# Vision Zero

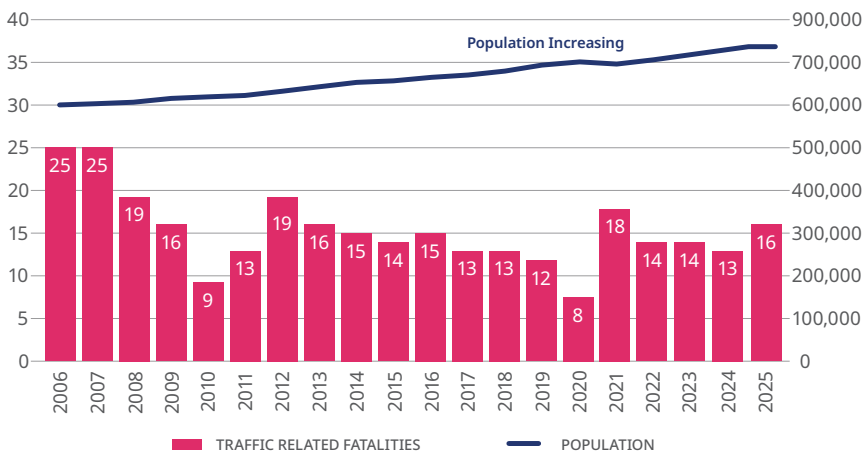
## Vision Zero Safe Mobility Plan

Cities around the world have adopted Vision Zero as a strategy to eliminate traffic fatalities and serious injuries. This approach relies on Safe Systems principles, considering every aspect of safety—from street and vehicle design to human behaviour and post-collision response. Vision Zero acknowledges human vulnerability and error, emphasizing the need for collective action to improve safety for everyone.

The City of Vancouver continues to advance its Vision Zero commitment to eliminate traffic fatalities and serious injuries. The [Vision Zero Safe Mobility Plan](#) will deliver targeted safety improvements across the network, including redesigned intersections, upgraded pedestrian crossings and signals, and speed management measures such as 30 kilometres per hour (km/h) neighbourhood slow zones.

## Traffic fatalities remain stable over time

Traffic fatalities in Vancouver have decreased since 2006, and have remained relatively stable in recent years.



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

## 30 km/h speed limits coming to local streets

In July 2025, Vancouver City Council voted to lower local street speed limits to 30 kilometres per hour (km/h) to improve pedestrian and cyclist safety.

The default municipal speed limit in British Columbia is 50 km/h. Under the Motor Vehicle Act, municipalities may set lower limits on specific streets with signage and by-law. In Vancouver, existing 30 km/h zones, such as greenways, school zones, and playground zones, provided a foundation for expanding lower speed limits more broadly. The Vancouver Street & Traffic Bylaw was amended to extend the 30 km/h limit to all local streets citywide.

Over the next three years, signs will be installed at 25 neighbourhood slow zone entrances. Seventeen zones already use traffic calming features and maintain speeds below 30 km/h. The remaining eight will get additional traffic calming through the Neighbourhood Traffic Management Program. There is a total of 160 neighbourhood zones that require signage to lower the speed limit to 30 km/h. Future expansion to more neighbourhoods will depend on available capital funding.

Source: <https://vancouver.ca/news-calendar/30-kmh-speed-limits-coming-to-local-streets-july-2025.aspx>



## Creating safe and accessible connections

The City continues to improve priority intersections and accessibility features to make travel safer and easier for everyone. An [additional \\$5.5 million](#) in pedestrian safety funding for 2025 and 2026 will support new traffic signals, flashing beacons, LPIs, crosswalks and longer crossing times.

### 9 Signalized intersections (NEW!)

New or upgraded signals provide safe crossing opportunities for all modes of transportation. This year, nine fully signalized intersections were installed across the city, marking a notable increase from recent years.

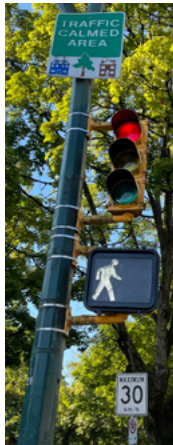


### 30 Signal accessibility upgrades installed

The City has completed **82** accessibility signal upgrades since 2021, including pedestrian push buttons with audible tones and vibrations to support people with limited vision.

### 32 Leading Pedestrian Intervals installed (LPIs)

LPIs allow people to start walking while the light is red for vehicles. This improves pedestrian visibility and safety by giving them a head start into the intersection. **89** LPIs have been installed since 2021.



### 11 Rectangular Rapid Flashing Beacons installed (RRFBs)

RRFBs are bright, flashing lights that pedestrians activate to alert drivers to stop for people crossing the street. **46** RRFBs have been installed since 2021.



### 101 Curb ramps installed

Curb ramps on street corners provide improved access for people using strollers, wheelchairs, walkers, canes, and other mobility aids. **1,054** curb ramps have been installed as part of the dedicated curb ramp program since 2021.





## DID YOU KNOW?

Each year, the City of Vancouver receives community requests for Rectangular Rapid Flashing Beacons (RRFBs) and pedestrian signals. Through the City's Vision Zero program, RRFBs are installed annually to advance its goal of eliminating traffic fatalities and serious injuries.

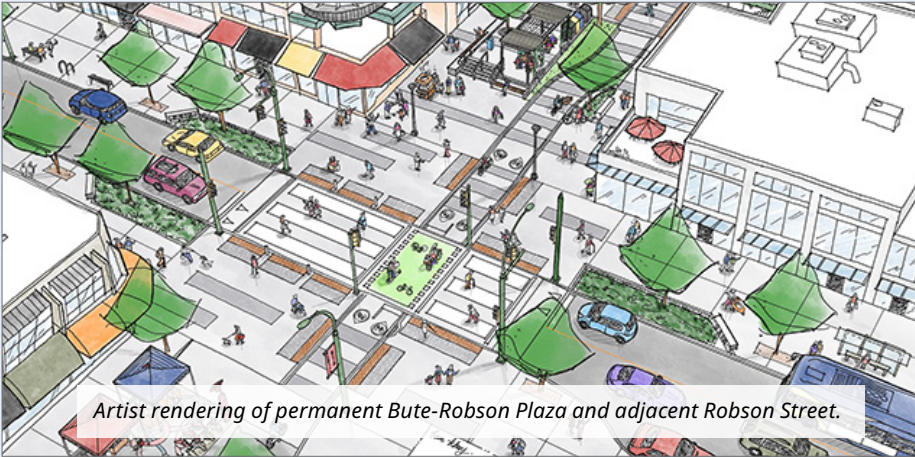
The City selects Rectangular Rapid Flashing Beacon (RRFB) locations based on several factors. These include warrants (based on national guidelines), proximity to community amenities, distance to alternative crossings, collision history, and resident feedback. RRFB installations typically do not attract significant attention. However, the new RRFB and crosswalk at Yew Street and West 12<sup>th</sup> Avenue in Kitsilano did just that!

Local residents initiated the project after members of the nearby Seasons Arbutus Retirement Community raised safety concerns. To mark the beacon's activation, residents, City Engineering staff, and City councillors gathered for a community ribbon-cutting event. The event highlighted the value of community and City collaboration. It also showed the importance of safety improvements for mobility and independence among older adults.

*Source: City of Vancouver*

# Travel Mode

## Walk, Bike, Roll, Sit, Eat, & Enjoy!



### DID YOU KNOW?

In December 2025, the City completed construction of the permanent Bute-Robson Plaza, creating a safer, more walkable, and accessible public space that supports community gathering and everyday travel for people of all ages and abilities. The project area includes Bute Street between Haro Street and Eihu Lane, as well as the adjacent blocks on Robson Street east and west of the intersection.

Key improvements include:

- Raised intersection crossing and new street lighting
- Separated bike lane and seating areas through the plaza
- Green rainwater infrastructure & new landscaping, including trees and plants
- Bus bulbs and improved bus stop amenities on Robson Street
- Wider sidewalks on Robson Street
- Upgraded traffic signal at the Bute Street and Robson Street intersection

Source: [vancouver.ca/bute-robson-plaza](https://vancouver.ca/bute-robson-plaza)

# Walking

## Vancouverites continue to walk the walk

A survey of more than 3,700 Vancouver residents found that 73% consider their neighbourhood walkable, with walking remaining the preferred mode for the following trips:

**48%**

of trips made to restaurants.

**46%**

of trips made for recreation.

**38%**

of trips made for shopping.

Source: [2025 Vancouver Transportation Survey](#)



# Cycling

## Where are people biking and rolling?

The City uses temporary and permanent counters, manual counts, and other methods to monitor bicycle and shared micromobility volumes on select routes. Here are five key locations across the city where people biked or rolled in the summer of 2025.

*Source: City of Vancouver*

*Note: The average daily summer counts occurred between June and September 2025 as part of the Annual Summer Count program. Counts are rounded to the nearest hundred.*



## Cycling & Rolling Network

Vancouver has over **337 kilometres (km)** of bike lanes, greenways, and scenic routes, with 32% of the network classified as All Ages and Abilities (AAA), making it suitable for all riders. This includes a 28-km ride along a seawall through Stanley Park, English Bay, and False Creek. As the network expands, so does the way people use it.

### Plan your ride

The new interactive Cycling Map helps riders explore the network with detailed routes and a “Locate Me” feature for easy navigation. Download a copy or pick one up at a nearby Community Centre or library branch. To request a service or report an issue, visit [Van311.ca](https://van311.ca).

Source: [vancouver.ca/cycling-map](https://vancouver.ca/cycling-map)



## 2025 Project Highlights

### Closing the gap on Pacific Street

In April 2025, the City installed a new eastbound protected bike lane on Pacific Street between Jervis Street and Thurlow Street. Construction of the bike lane was coordinated with the Route 23 transit upgrades and helps close a key gap between two of the city's busiest cycling routes, Beach Avenue and the Burrard Bridge.



### Connecting to the Granville Connector via Drake Street

The City is upgrading Drake Street between Burrard Street and Pacific Street to improve safety and connections to the Granville Bridge Connector. Phase three began in August 2025, extending the protected bike lanes east of Granville Street and improving the Burrard intersection for a safer downtown corridor.

### New signal at Victoria Drive & East 10<sup>th</sup> Avenue

In 2025, the City installed a new traffic signal at Victoria Drive and East 10<sup>th</sup> Avenue to improve safety and comfort for people walking and cycling, including access to the 10<sup>th</sup> Avenue bikeway, Central Valley Greenway, and Laura Secord Elementary School.



## City delivers major infrastructure upgrades in Dunbar–Southlands and Arbutus Ridge

In 2025, the City completed major upgrades on West King Edward Avenue between Arbutus Street and Dunbar Street, enhancing safety, infrastructure, and public spaces.

While improving underground infrastructure, the City enhanced the intersection of West King Edward Avenue and the Arbutus Greenway to create a safer, more accessible, and more comfortable experience for all users. Enhancements include separated pedestrian and cycling paths for increased safety, traffic signal timing changes to minimize conflicts with vehicles, and reconstructed curb ramps and medians to improve accessibility.

Additionally, more benches along the greenway provide resting areas, extended painted bike lanes offer safer cycling connections, and upgraded bus stops with larger landing areas and reinforced pads support accessible and reliable transit for all riders.

These changes support sustainable transportation, improve accessibility, and enhance comfort for everyone travelling along West King Edward Avenue and the Arbutus Greenway.

These upgrades were completed with funding support from partners, including a \$1 million grant from TransLink.

Source: <https://vancouver.ca/news-calendar/infrastructure-upgrades-dunbar-southlands-arbutus-oct-2025.aspx>



# Transit

## Route 23 Gets an Upgrade

In April 2025, TransLink upgraded Route 23 by replacing community shuttle buses with larger standard buses, boosting capacity and making rides less crowded and more reliable.

The new low-floor buses improved accessibility for passengers with mobility devices and strollers. To support this change, the City upgraded bus stops along the route and improved Beach Avenue, Pacific Street, and Bidwell Street through lane reconfigurations, parking adjustments, bike-share station relocations, and pavement upgrades. These coordinated improvements have made transit easier and safer for everyone.

### Key Improvements



#### Accessibility Upgrades

29 bus stops extended or upgraded with new landing pads and accessibility improvements.



#### Faster Service

A more direct route and 10 stops removed to help speed up service.



#### Complete Streets

Street changes support safer walking, biking, and transit connections.

### Changes in Boardings

**+30% ↑**

Entire route

**+44% ↑**

Stadium-Chinatown  
Station

**+42% ↑**

University  
Canada West

Source: TransLink data (June 2025)

## Fun Facts

Do you know the difference between a 27-foot community shuttle and a 40-foot standard bus? Here are some fun facts!

The 27-foot community shuttle is a compact, small bus that can seat up to 24 passengers. Standing is not allowed, meaning passengers are left behind at bus stops when all seats are full.

Some community shuttle buses have higher steps, making boarding harder for some passengers.



The 40-foot standard bus is the bigger sibling.

Nearly 50% longer, it is more than double the capacity of a community shuttle. It can carry about 50 passengers, with about 35 seats and room to stand when it's busy.

With wider aisles and more interior space, it better accommodates wheelchairs, strollers, and busy peak-hour crowds, helping reduce overcrowding and missed pickups.



## Bus Priority Toolkit

Every day, buses carry thousands of people while taking up minimal road space. When the City reduces transit delays and congestion, residents and visitors can travel faster, more reliably, and with greater accessibility.

The City keeps buses moving smoothly through traffic with:

- Dedicated transit lanes
- Reduced conflicts with curbside parking and loading
- Better spacing between bus stops
- Reduced merging at bus stops
- Intersection improvements such as turn bays, turn restrictions, signal timing changes, and bus-priority signals

An example of these measures includes extending the hours of the Broadway bus lane. This extension helps reduce delays and provides more consistent travel during peak periods.

To further enhance accessibility and street appeal, the City also integrates transit upgrades with public realm improvements.

For example, following a 2020 trial, the City made the Robson Street bus bulbs permanent and further transformed the area with wider sidewalks, welcoming spaces, and sustainable rainwater systems.





## Broadway Subway Project Updates

The City continues to play an important role in the provincially led Broadway Subway Project by:

- Looking after streets, water pipes, sewers, development, land use, and transportation planning in the corridor
- Working with the Province to support businesses and residents along Broadway
- Offering advice to the Province on the street-level design of the stations and construction planning

## 2025 Project Highlights

### Track Installation

In 2025, more than 19 kilometres of rail out of a total of 22 kilometres were installed between VCC-Clark Station and Arbutus Street.



### Raise the Roof

The roofs over each of the underground stations along Broadway and at Great Northern Way-Emily Carr were completed in 2025.

### Beginning Systems Installation

Crews began installing systems and equipment inside the SkyTrain stations, such as these tunnel ventilation fans at Arbutus Station.



For more information, visit [broadwaysubway.ca](https://broadwaysubway.ca) and [vancouver.ca/broadwaysubway](https://vancouver.ca/broadwaysubway).  
For project photos, visit: [broadwaysubway.ca/construction/photos-and-videos](https://broadwaysubway.ca/construction/photos-and-videos).

**PROJECT HIGHLIGHT**

## Traffic calming continues in the Hastings-Sunrise (Adanac Overpass) neighbourhood

City crews are installing traffic calming upgrades in the Hastings-Sunrise (Adanac Overpass) neighbourhood, guided by community feedback on local traffic concerns. In 2024, crews kicked off improvements by installing speed humps and posting 30 km/h signs throughout the neighbourhood to slow traffic.

The momentum carried into 2025, bringing even more upgrades to local streets, such as:

- A right-turn-only diverter at Lillooet and Charles
- A raised crossing at Charles and Rupert
- A raised crossing at Kitchener and Rupert

These enhancements help reduce speeds, discourage shortcutting, and make neighbourhood streets safer and more comfortable for people walking, biking, and rolling. More traffic calming measures are on the way, with installations planned for 2026 and 2027.

Source: [shapeyourcity.ca/adanac-overpass](https://shapeyourcity.ca/adanac-overpass)



# Bike Share

## A bold, new look

Mobi by Rogers operates Vancouver's public bike share system, offering classic and e-bikes at over **265** stations across the city. Riders use the bicycles for quick trips across neighbourhoods and key transit routes. In 2025, Mobi recorded over one million trips for the third consecutive year, reflecting strong, growing ridership.

Demand for e-bikes has soared since they rolled onto the scene in 2022, though classic bikes are still a city favourite. From 2022 to 2025, e-bikes made up about a quarter of all trips (that's over **1,200,000** zippy e-bike rides versus **3,220,000** classic spins!).

In fall 2025, Mobi launched a bold new look with neon green and pink branding, supported by Simplii Financial, making e-bikes even easier to spot at **31** charging e-stations and all stations citywide. Mobi keeps Vancouver rolling, one colourful ride at a time.

Visit [mobibikes.ca](https://mobibikes.ca) to get more information on how to get started today!



Source: [vancouver.ca/news-calendar/new-electric-look-for-e-bikes-this-fall-sept-2025.aspx](https://vancouver.ca/news-calendar/new-electric-look-for-e-bikes-this-fall-sept-2025.aspx)

# E-Scooter Share

## 2025 - The Year Vancouver Went Lime



**159**  
Stations

**810**  
Devices

**863,357**  
Rides Taken

Since launching in September 2024, Lime has energized Vancouver's streets as the city's shared e-scooter operator, growing the Shared E-Scooter System (SES) from **47** stations and **144** e-scooters to over **150** stations and **800** devices in 2025.

In spring 2025, Lime expanded into Downtown Vancouver and the West End, improving connectivity across key destinations. The network continues to grow into new neighbourhoods, with expansions south and east of Downtown, enhancing coverage, accessibility, and overall system convenience.

### Ride smart: Quick e-scooter safety tips

#### Share the road safely

Biking, e-biking, or scooting is fun, healthy, and super convenient.

Let's make the journey safer by:

- Following the rules of the road
- Yielding to people walking
- Slowing down in busy areas
- Using bike lanes and [cycling routes](#) where possible
- Giving at least one metre of space when passing
- Being seen and heard, and using signals



Check out the latest rules and safety tips on how to scoot around town at [vancouver.ca/e-scooters](https://vancouver.ca/e-scooters).

## PROJECT HIGHLIGHT

# Canada Place: One-Way Traffic Pilot

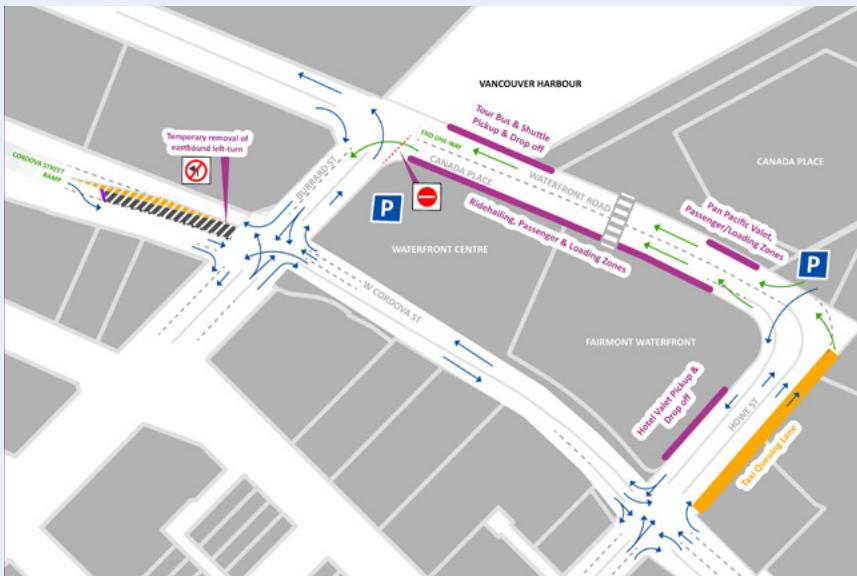
The City launched a one-way vehicle circulation pilot along Canada Place in 2025, between Howe and Burrard streets to improve pedestrian safety and manage the surge in vehicle traffic during peak tourist times at one of Vancouver's busiest corridors.

The pilot rolled out just before the peak cruise ship season, when more than 1.2 million passengers visit Vancouver and over 300 cruise ships dock each year. The pilot aimed to:

- Reduce pedestrian-vehicle conflict points
- Improve safety at the Canada Place cruise ship terminal
- Enhance circulation for tour buses, taxis, and other vehicles
- Add new pick-up and drop-off spaces for ride-hailing vehicles on the south side of Canada Place near the cruise ship terminal

Due to its success, the City has now made the one-way circulation permanent.

## Canada Place – one way pilot with two way Howe Street and single lane southbound



Source: [vancouver.ca/streets-transportation/tour-bus-zones.aspx](https://vancouver.ca/streets-transportation/tour-bus-zones.aspx)



# School Active Travel Program

## School programs and initiatives

The [School Active Travel Program](#) collaborates with school communities and partners to improve safety, identify transportation challenges and opportunities, and encourage more children and families to walk, bike, roll, and take transit to school. In 2025, **74%** of schools participated in at least one program or initiative.

## 2025 School infrastructure highlights

### 12 new school slow zones

added on arterials, complete with signage and paint improvements, bringing the total across the city to 31.

### 9 schools

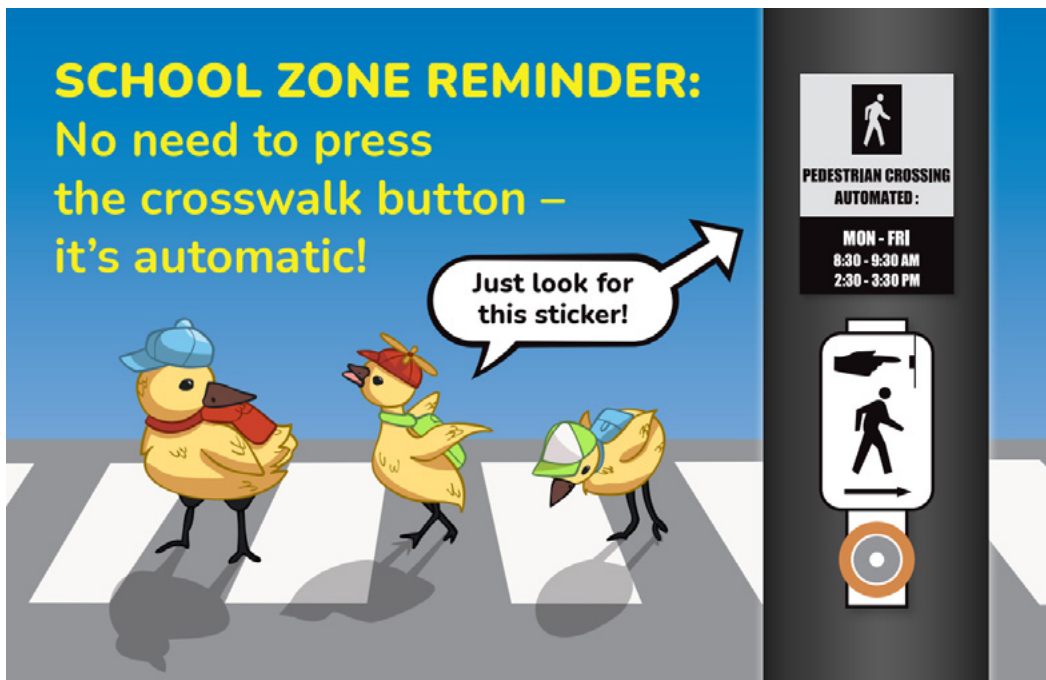
participated in School Travel Planning to address barriers to active travel, with actions and infrastructure plans tailored to each school.

## DID YOU KNOW?

Since 2012, the City has partnered annually with three to six schools through the School Travel Planning (STP) Program to identify transportation challenges, improve safety, and encourage more kids to walk and cycle to school. To date, 49 schools have joined the STP journey.

The City has also invested about \$11 million in school-area safety upgrades as part of the 2023–2026 Capital Plan. Since 2023, roughly 112 out of 148 school communities across Vancouver have benefited from at least one safety improvement, ranging from minor measures to major upgrades. These changes roll out through programs like School Spot Improvements, School Slow Zones on Arterials, Neighbourhood Traffic Management (NTM), Rectangular Rapid Flashing Beacons (RRFBs), Vision Zero, new Pedestrian/Bike Signals, and more.

Source: [vancouver.ca/school-travel-planning](https://vancouver.ca/school-travel-planning)



## DID YOU KNOW?

In 2025, the City installed new pedestrian recall signals near Charles Dickens Elementary School to make crossings at Kingsway and Windsor Street and at Kingsway and Glen Drive safer and easier for students and families.

During school pick-up and drop-off times, the walk signal activates automatically—no push button required. At Windsor Street and Kingsway, the upgrade also includes a leading pedestrian interval (LPI) and longer walk times. At Glen Drive and Kingsway, the crossing was also upgraded with longer walk times to help improve safety during the busiest times of day.

*Source: City of Vancouver*

## Promoting Active Travel and Transit

The City promotes walking, biking, rolling, and transit through educational programs at schools prioritized using an equity framework, ensuring all communities benefit. In 2025, the City expanded its reach with new or enhanced programs, initiatives, and partnerships.

**29** schools got a boost for their active travel adventures thanks to the Walk Bike Roll Mini Grants. In 2025, the City supercharged the program by introducing new funding streams and bigger grants up to \$1,500, to help encourage more Walking School Bus and Bike Bus programs in the 2025–2026 intake.



**3,315** students joined cycling education courses delivered by HUB Cycling at 37 schools, getting hands-on skills and confidence to ride safely—and have fun on two wheels.



**3** Vancouver schools hopped on board HUB Cycling's new Bike Bus Program, launching organized weekly group rides to school. Instructors and volunteers led the way along set routes, making the journey to class safer and more social. The program expanded to five schools during the 2025-26 school year.



**10,300** kilometres were travelled by Vancouver students participating in the Walking School Bus Program delivered by the Society for Children and Youth of BC. Together, they avoided over 2,500 kilograms of greenhouse gas emissions while walking to and from school.



Source: [vancouver.ca/schoolactivetravel](https://vancouver.ca/schoolactivetravel)

## School Streets

In 2025, the School Streets Program transformed the daily school run into a car-free community celebration. Temporary street closures during pick-up and drop-off gave families more space to walk, bike, and roll safely while creating vibrant, people-friendly school zones. Edith Cavell Elementary, L'École Bilingue, Gordon Elementary, Strathcona Elementary, and Selkirk Elementary joined the program, bringing the total number of schools that have participated in the program to 13 schools citywide.

The program also launched a new paid-leader pilot in equity-seeking communities and teamed up with Bike to School Week and Bike Buses to make active school travel more fun, safe, and accessible.

### Program Highlights

**22%**

of families reported walking more.

**39%**

of families reported biking more.

**70%**

of students felt a stronger connection to the school community.

**92%**

of students reported the street felt safer.

Read the 2025 program report at [vancouver.ca/files/cov/school-streets-report-2025.pdf](https://vancouver.ca/files/cov/school-streets-report-2025.pdf).

## Year-Round School Streets Program

The City is participating as a “Level-Up” community in the National Active School Streets Initiative (NASSI), led by Green Communities Canada and funded by the Public Health Agency of Canada. The Canada-wide initiative aims to implement 30+ different School Streets initiatives across six provinces.

Over three years (2025-27), City staff will work with two local schools in equity-seeking communities to test a year-round School Streets paid staff model.

Lord Selkirk Elementary is the first school to participate, implementing their School Street daily during pick-up and drop-off from September 2025 to June 2026.

*Source: City of Vancouver*





# Encouragement & Promotions

In 2025, the City ramped up efforts to make active travel and transit safer and more accessible for everyone. The City expanded and supported programs and initiatives that encouraged people to walk, bike, roll, and ride transit with confidence.

**2,900+**

bikes and scooters found a secure parking spot at Bike Valets in 2025, with seasonal locations like Gastown car-free Sundays and local events making it easy for riders to park their wheels and join the fun.



**5,100+**

participants pedalled more than **611,324** km and logged **45,498** trips during HUB Cycling's Spring and Fall Go by Bike Week in 2025—proving just how far pedal power and community spirit can take Vancouver!



**800**

riders lit up the night during HUB Cycling's Bike the Night, travelling 10 km along the seawall and over the new Granville Connector.



**715+**

participants joined one of **38** Vancouver Jane's Walks, turning city streets into lively classrooms and connecting with neighbours along the way.





## DID YOU KNOW?

HUB Cycling brings the joy of cycling to life with inclusive, skill-building programs designed for every community. Riders boost their biking confidence, make new friends, and share plenty of laughs along the way.

Across six fun, hands-on sessions, participants build practical riding skills, learn basic bike maintenance, and discover safer ways to navigate the city — all while gaining encouragement from a supportive cycling community.

The **StreetWise Cycling Education Centres (SWCEC)** courses help more people choose bikes for everyday transportation, supporting healthier lifestyles and reducing climate impacts across the region. With strong demand for beginner courses, HUB Cycling continues to provide evidence-based training that builds confidence and improves safety on city streets.

Supported by the City of Vancouver, HUB Cycling rolled out **46** action-filled StreetWise courses in 2025, including special sessions for seniors and women, reaching over **407** adults ready to pedal into adventure.

Source: [hubcycling.ca/education/adults](https://hubcycling.ca/education/adults)

## Walk Bike Roll Community Partnership Program

Launched in 2023, the Walk Bike Roll Community Partnership Program helps communities get moving by funding active travel initiatives in disproportionately impacted neighbourhoods. With support ranging from \$500 to \$5,000, the program funds projects that make walking, biking, rolling, and taking transit more accessible and fun, including group bike and e-scooter rides, cycling workshops, and bike maintenance classes.

Between 2023 and 2025, the program supported 20 projects across 12 organizations.

Got a great idea to help your community walk, bike, or roll more? Don't miss your chance to apply!

Visit the Community Partnership Program page for more details at [vancouver.ca/WBR-Community-Partnership-Program](https://vancouver.ca/WBR-Community-Partnership-Program).



## DID YOU KNOW?

BEST Mobility's Eco-Voyage program brings sustainable transportation to life through engaging workshops for newcomers and youth. Participants get hands-on guidance on walking, biking, rolling, public transit, and shared mobility options, including Mobi bike-share, Lime e-scooter-share, and car-share services like Modo and Evo.

Workshops explore how to navigate the city with confidence, covering topics such as trip-planning tools, wayfinding, road rules, etiquette, safety features, and the benefits of using multiple transportation modes.

With support from the City of Vancouver, Better Environmentally Sound Transportation (BEST) delivered **18** Eco-Voyage workshops, reaching **407** participants. The series included **two** pilot secondary school sessions and **16** workshops for newcomers and youth, helping people build practical skills for everyday travel across Vancouver.

To find out how to get involved, visit [best.bc.ca/eco-voyage](https://best.bc.ca/eco-voyage).



# Community Engagement

## 2025 Public Engagement Highlights

### Killarney Traffic Calming

The City is implementing quick-build traffic calming in the Killarney neighbourhood through the Neighbourhood Traffic Management Program, targeting local streets within Boundary Road, E 49<sup>th</sup> Avenue, Kerr/Rupert Street, and Kingsway.

The project team partners with the community to assess, design, and deliver measures that slow traffic, reduce shortcutting, and make streets safer for all.

Phase 1 engagement took place from February 19 to March 28, 2025, combining online input with in-person sessions at the Killarney Community Centre. The Cantonese Seniors Club and Killarney Youth Council joined interactive discussions and activities, learned about traffic calming and civic processes, and contributed feedback to support neighbourhood transportation improvements. Phase two engagement took place in late 2025, with implementation of the traffic calming measures scheduled for 2026.

To learn more, visit: [shapeyourcity.ca/killarney-traffic-calming](https://shapeyourcity.ca/killarney-traffic-calming).

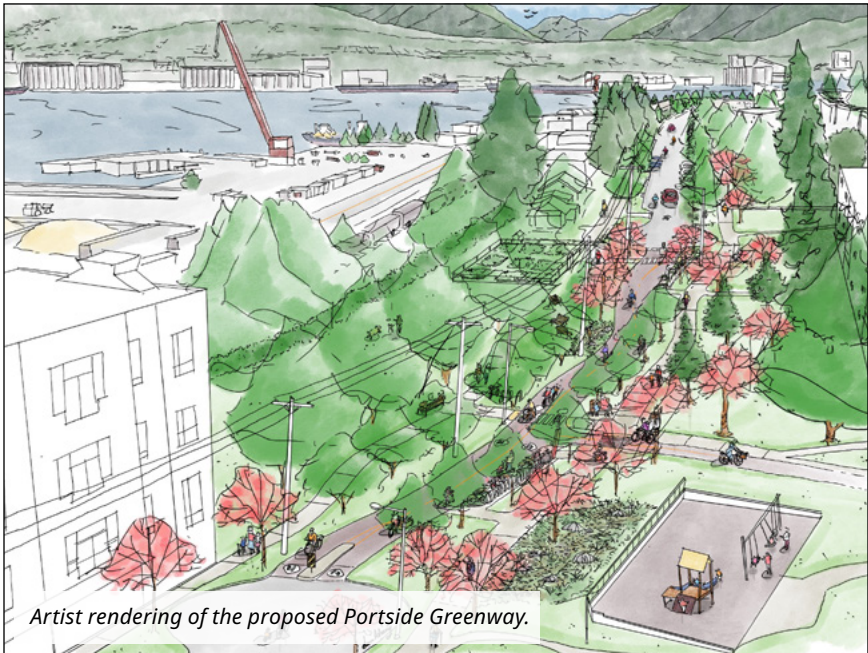


## Portside Greenway: Wall Street Segment

The City plans to upgrade the seven-kilometre Portside Greenway along Vancouver's northern edge, stretching from Gastown to the city's eastern boundary. This project will create a continuous, high-quality route for safe walking, biking, and rolling. The greenway has four distinct segments, each offering unique opportunities and challenges.

In 2023, staff engaged the public on the project's overall goals. In 2024, the City shared design approaches for the Wall Street segment and gathered feedback, leading to a refined car-light design in 2025 that received strong community support. Construction on Wall Street will proceed in phases, beginning in the west zone in 2027 and continuing with the central and east zones after 2028. The City will provide additional community updates before construction begins while planning and analysis continue for the remaining segments.

For more information on how to get involved, visit:  
[shapeyourcity.ca/portside-greenway](https://shapeyourcity.ca/portside-greenway).



*Artist rendering of the proposed Portside Greenway.*

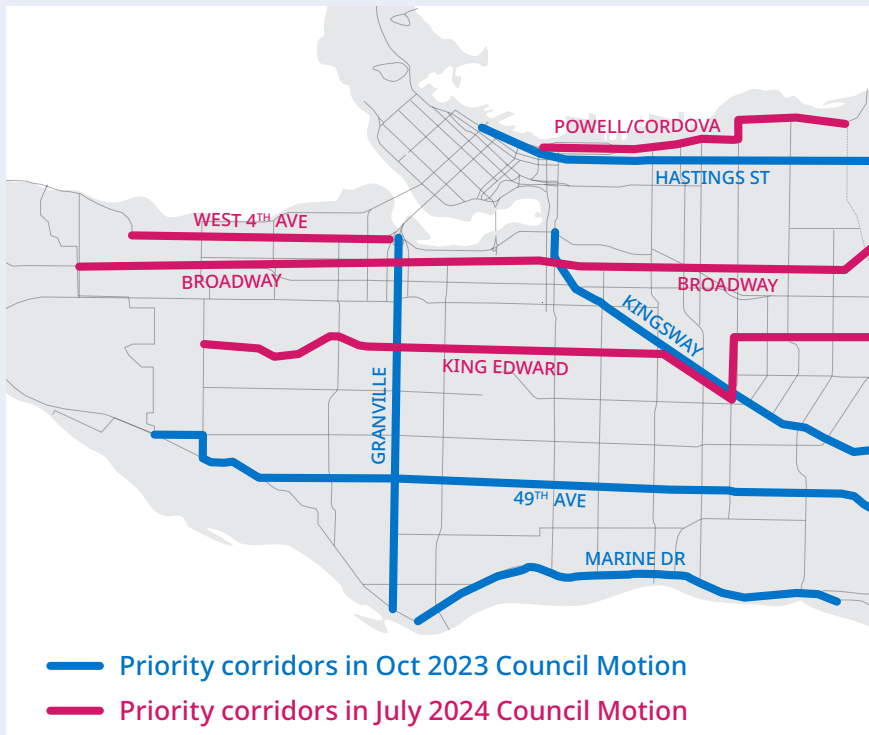


## Prioritizing buses on Granville Street, Kingsway and Main Street

Traffic congestion and delays cost the region an estimated \$115 million in additional bus operating costs each year, according to TransLink. About 40% of regional bus delays occur in Vancouver and UBC. These delays also reduce reliability, increase crowding, and lower passenger comfort. To improve performance, City Council has directed staff to enhance bus speed and reliability along nine major corridors across Vancouver, aiming for at least a 10% improvement in travel times.

In partnership with TransLink, the City is changing how streets operate to prioritize transit. Improvements include new and extended bus lanes, refined stop spacing, and intersection upgrades. These efforts form part of the city's broader corridor planning. In 2025, the City engaged businesses, stakeholders, and community members on proposed curbside changes along Granville Street, Kingsway, and Main Street. Through 2026, the City will continue planning, engaging, and implementing changes on these corridors, as well as 49<sup>th</sup> Avenue.

Source: [vancouver.ca/improvebus](https://vancouver.ca/improvebus)



# Prioritizing Bus Transit along Kingsway-Main Street and Route 19

Extended bus lanes, relocated bus stops and improved intersections. Starting early 2026.



More than 48,000 bus trips are impacted by delays on the Kingsway-Main St corridor each day. We're making it easier for buses to stay on time and move more people.

## BUS LANE UPDATES

Bus lane areas and hours of operations will be extended along the corridor. Curbside parking, loading, or delivery will not be permitted during bus lane hours.

## BUS STOP UPDATES

TransLink is proposing to add five new stops near crosswalks with traffic signals and remove about one in five stops that are too close together.

## These changes will:

- Keep buses moving smoothly through traffic
- Provide more reliable bus service and shorten travel time for thousands of transit riders on routes 19, 3, 8, 25, and 26
- Improve traffic flow at major intersections
- Balance and mitigate impacts to parking and loading for businesses, where possible



## YOUR FEEDBACK MATTERS

Take the TransLink survey until November 9 to share your thoughts on bus stop changes.

## BUS LANES, PARKING AND INTERSECTIONS

kingswaybuspriority@vancouver.ca  
3-1-1  
vancouver.ca/kingsway-transit

## BUS STOPS

buspriority@translink.ca  
604-953-3333  
translink.ca/route19



# Transportation Policy & Direction

## Accessibility Strategy

The Accessibility Strategy reflects our commitment to support the full participation of persons with disabilities by establishing and maintaining inclusive services, programs, and infrastructure, and by identifying, removing, and preventing barriers.

Source: [vancouver.ca/accessibility-strategy](https://vancouver.ca/accessibility-strategy)

## Active Mobility Plan (2023-2027)

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

Source: [vancouver.ca/files/cov/2023-06-20-memo-active-mobility-plan-2023-2027.pdf](https://vancouver.ca/files/cov/2023-06-20-memo-active-mobility-plan-2023-2027.pdf)

## 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/climate-emergency](https://vancouver.ca/climate-emergency)

## Healthy City Strategy

The Healthy City Strategy is guided by our vision of "A Healthy City for All". It is a long-term, integrated plan for healthier people, healthier places, and a healthier planet.

Source: [vancouver.ca/healthycity](https://vancouver.ca/healthycity)

## Older Persons Strategic Framework

The Older Persons Strategic Framework envisions Vancouver as a city where older persons are valued, engaged, and supported. To achieve that vision, the Framework will ensure that the City integrates a strategic aging lens across the City's work, as well as delivers and enables programs, services, facilities, and built environments that are inclusive and supportive of the aging population.

Source: [vancouver.ca/older-persons](https://vancouver.ca/older-persons)

## Transportation 2040

Transportation 2040 is a long-term strategic vision for the city. It includes high-level policies and detailed actions to help guide transportation decisions and public investments for the years ahead.

Source: [vancouver.ca/transportation2040](https://vancouver.ca/transportation2040)

## Transport 2050 (TransLink)

Transport 2050 is a long-range vision for the Metro Vancouver region that 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](https://transport2050.ca)

## 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 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](https://vancouver.ca/files/cov/transportation-demand-management-action-plan.pdf)

## Vancouver Official Development Plan (ODP)

The Vancouver Official Development Plan (ODP) is a city-wide land use plan that guides how Vancouver will grow and develop over the next 30 years and beyond. Adopted in 2026, the Vancouver ODP replaces the Vancouver Plan (2022) and sets the legal policy framework for housing, land use, transportation, climate action, infrastructure, and more.

Source: [vancouver.ca/official-development-plan](https://vancouver.ca/official-development-plan)

## Vision Zero Safe Mobility Plan

Vision Zero is a strategy adopted around the world to eliminate traffic fatalities and serious injuries. It uses a Safe Systems approach that considers all aspects of safety, from street and vehicle design to human behaviour and how we respond to collisions when they do occur. Vision Zero recognizes that humans are fragile and can make mistakes – and that we need to work together to improve safety for all.

Source: [vancouver.ca/vision-zero](https://vancouver.ca/vision-zero)



**For more information:**

Web: [vancouver.ca/vango](http://vancouver.ca/vango)

Email: [walkbikeroll@vancouver.ca](mailto: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

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