

Complete Streets Policy Framework





Recommendations:

- Council receive for information the Citywide Complete Streets policy framework
- Council approve amendments to the Street & Traffic Bylaw to facilitate street modifications to support Transportation 2040 safety and mode share targets, and delivery of more Complete Streets
- Council instruct the Director of Legal services to bring forward for enactment amendments to the Street and Traffic By-law

Complete Streets

Why Complete Streets?

- Help achieve Transportation 2040 targets on mode share and safety
- Renewable City Strategy
 - *T.1.2 Enhance and accelerate the development of complete streets and green infrastructure*
- Deliver better streets for all users and promote sustainable transportation

Also Supported by

- Other Citywide policies:
 - Greenest City Action Plan
 - Healthy City Strategy
 - Citywide Integrated Rainwater Management Plan (IRMP)
- ATPC Motion



What are Complete Streets?

Transportation Perspective

- Consider needs of people of all ages & abilities
- Integrate planning for all modes of travel
- Ensure critical mobility and access functions are met
- Respond to local context, and connectivity and reliability of the broader transportation network



What are Complete Streets?

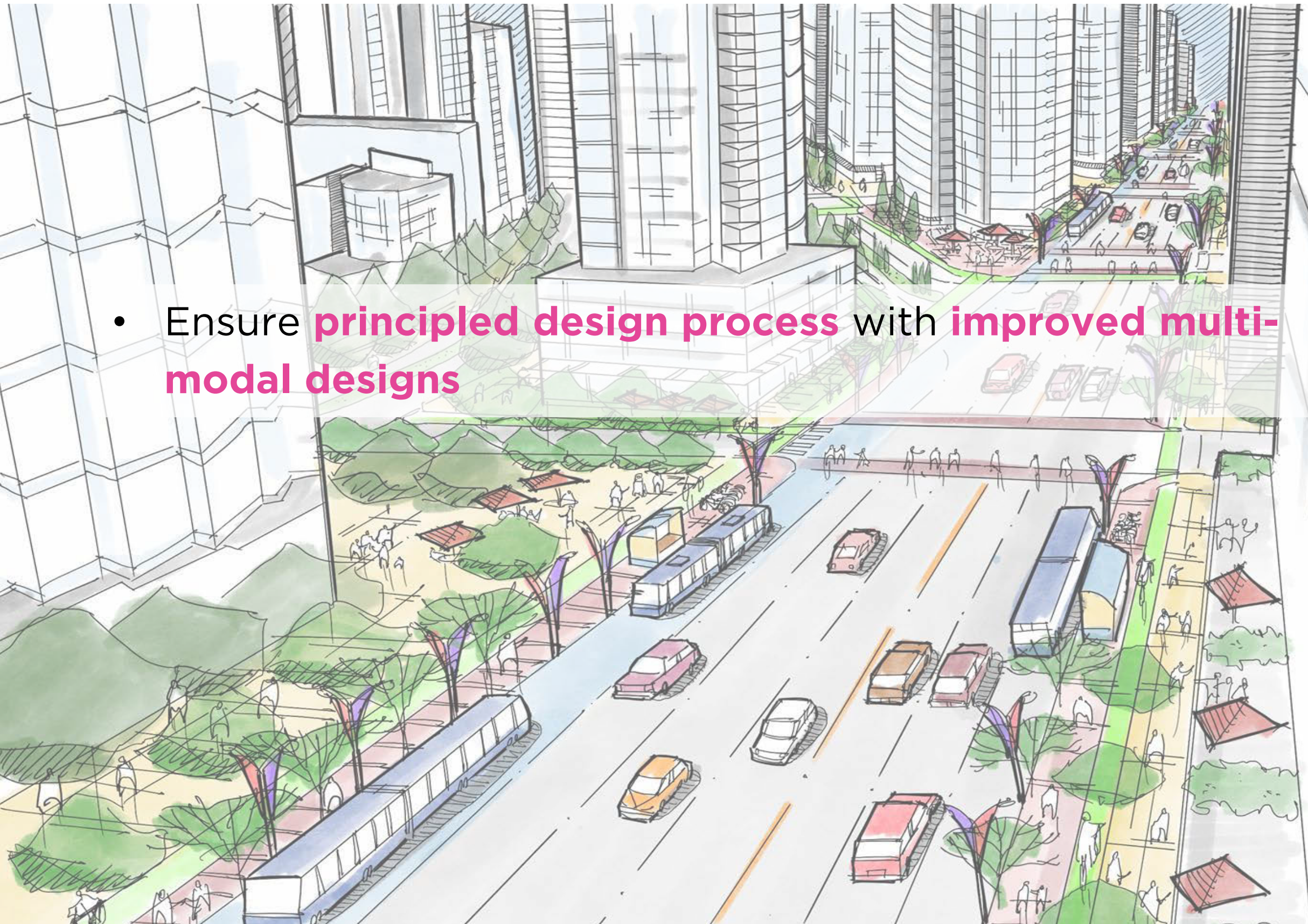
Broader Perspective

- Bring a holistic lens to street design
- Integrate seamlessly land use, transportation, urban design, green infrastructure and public space
- Promote public life and deliver context sensitive public realm
- Help create Complete Communities

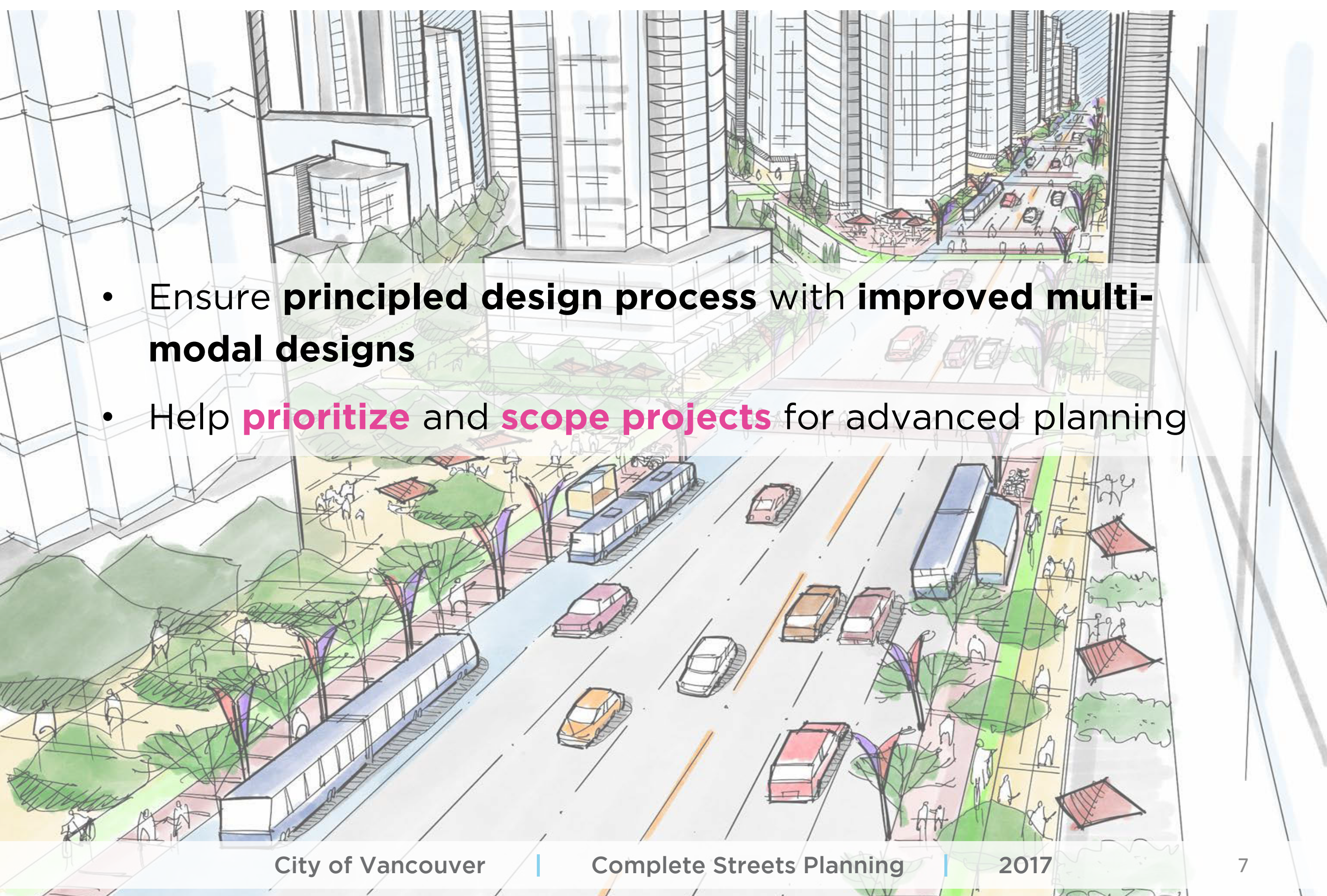


Benefits of a Complete Streets Approach

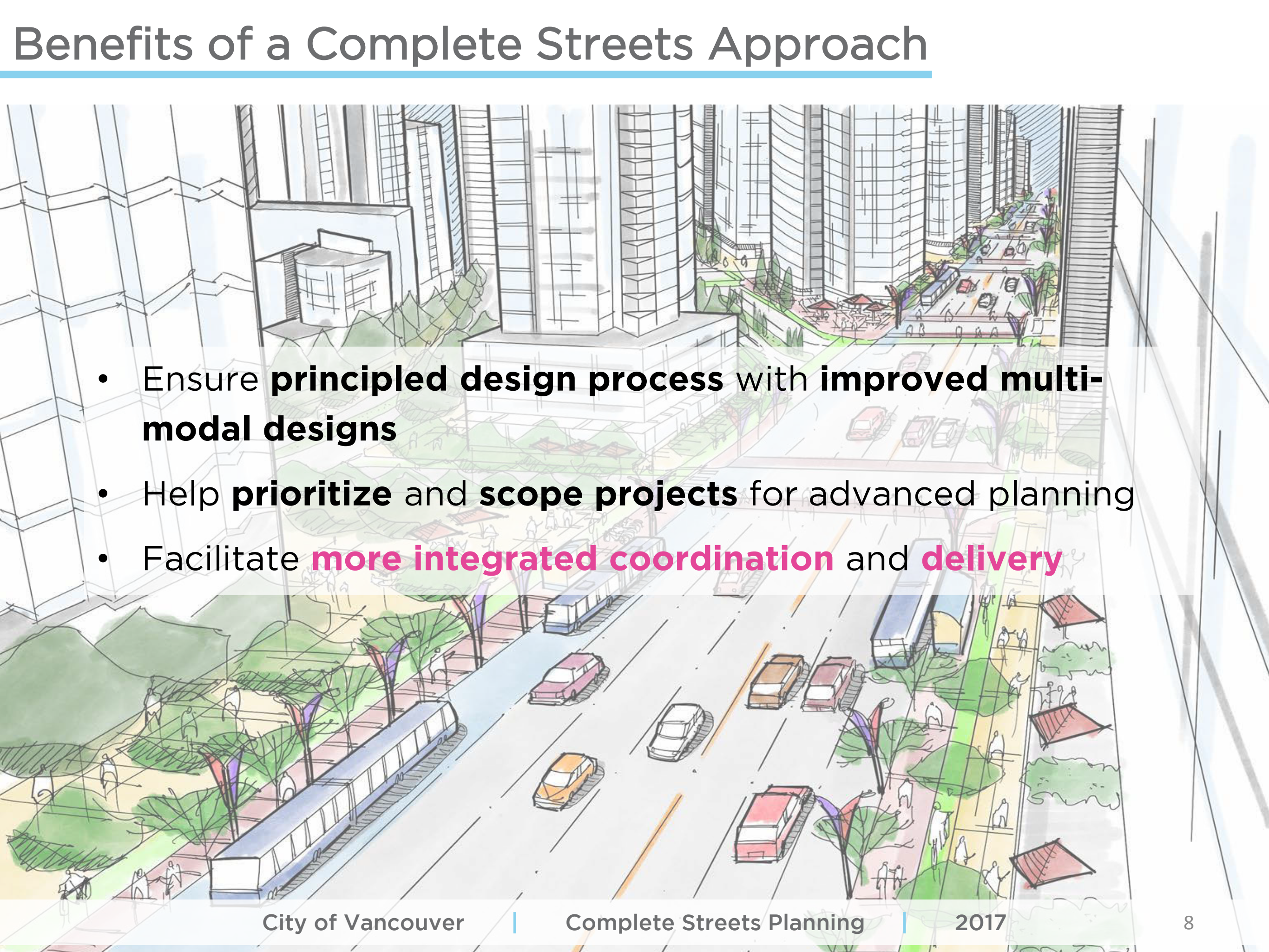
- Ensure **principled design process** with **improved multi-modal designs**



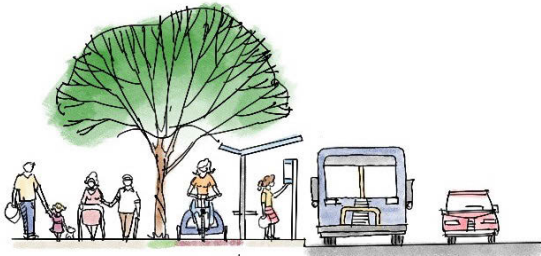
Benefits of a Complete Streets Approach

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- Ensure **principled design process** with **improved multi-modal designs**
 - Help **prioritize** and **scope projects** for advanced planning

Benefits of a Complete Streets Approach

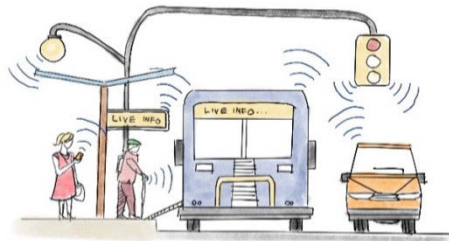
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- Ensure **principled design process** with **improved multi-modal designs**
 - Help **prioritize** and **scope projects** for advanced planning
 - Facilitate **more integrated coordination** and **delivery**

Complete Streets Principles



Transportation

- Mobility
- Deliveries & Emergency
- Safety
- Curbside Management
- Accessibility
- All Users & Modes



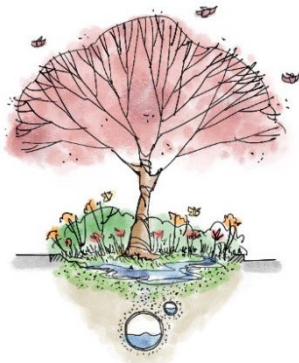
Adaptable

- Flexible
- Smart
- Reliability



Placemaking

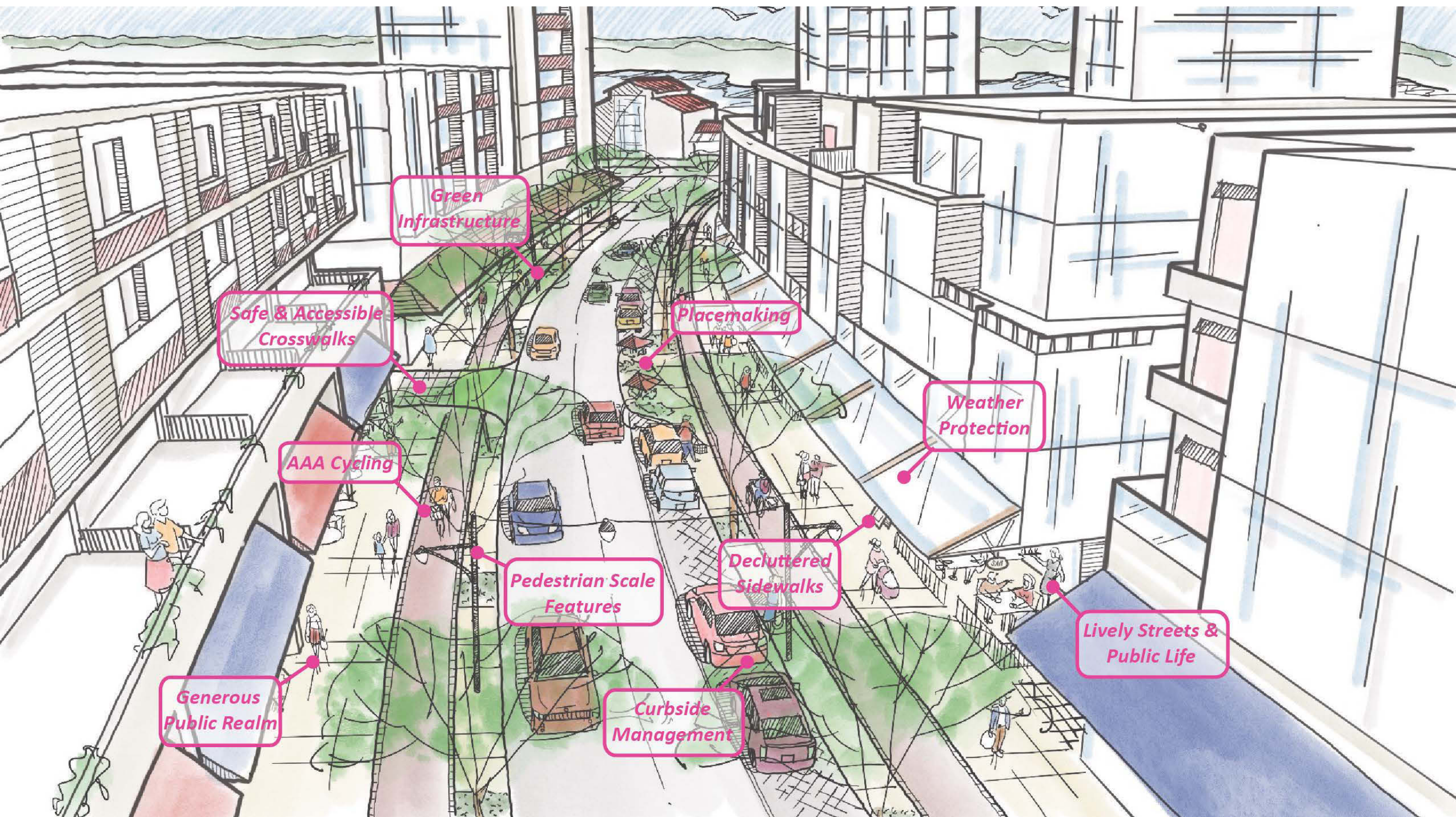
- Land Use
- Vibrant
- Delightful
- Weather Protection
- Sociable
- Contextual



Green Infrastructure

- Storm-water Management
- Street Trees
- Habitat

Example of a Complete Street



Street Typology and Network Considerations

Not a one-size-fits all approach

Typologies informed by:



Street Typology and Network Considerations

Not a one-size-fits all approach

Typologies informed by:

- **Transportation function** within a broader network
 - Major Road Network (MRN)
 - Truck Route & Truck Areas
 - Transit (FTN)
 - Greenways

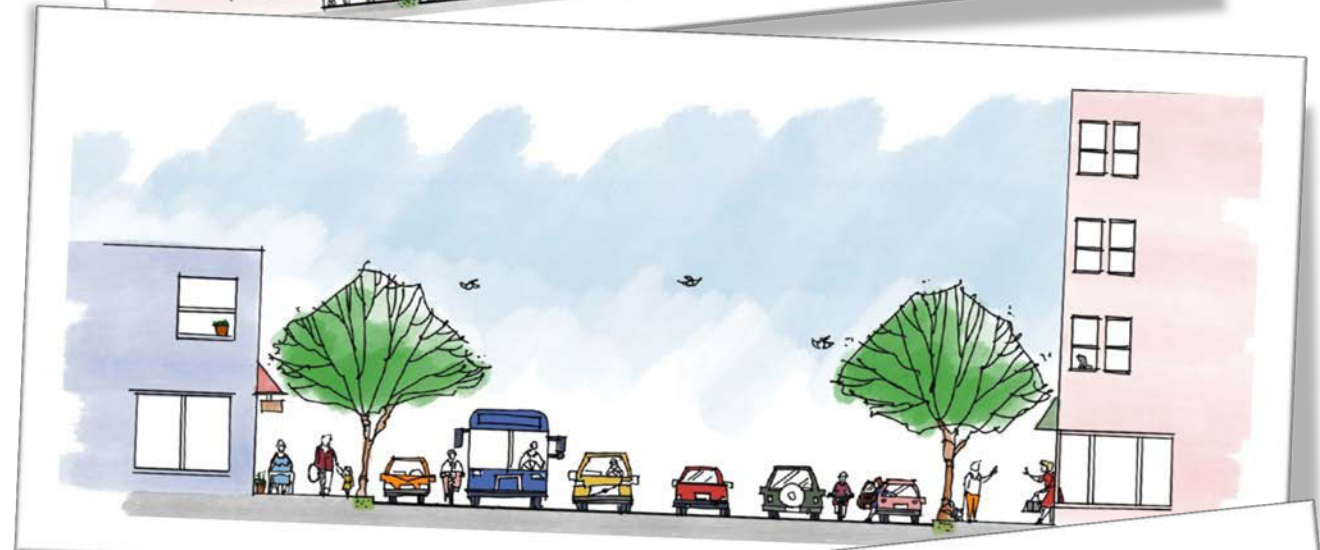
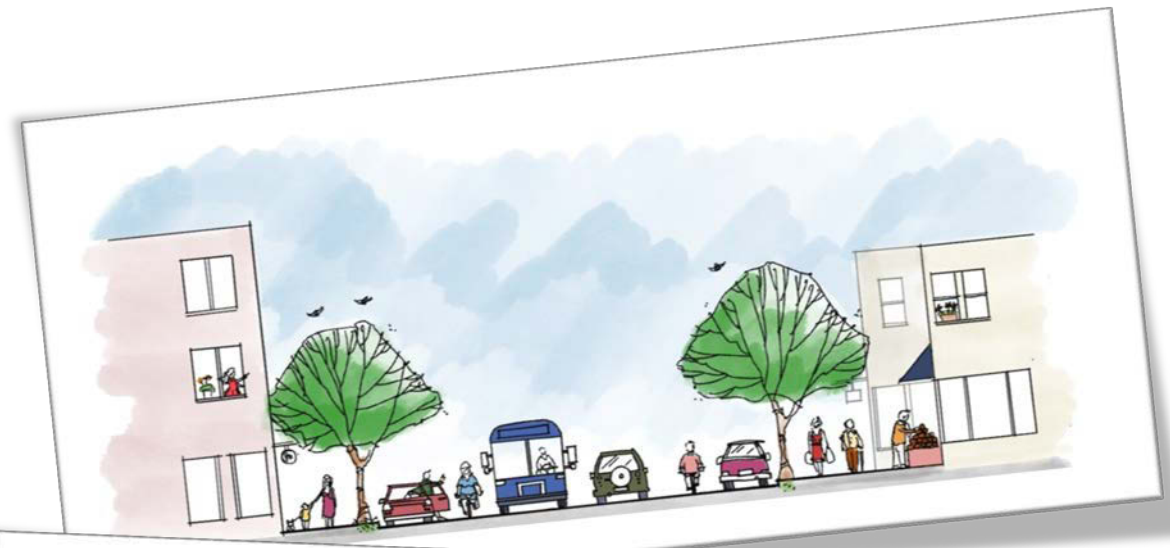


Street Typology and Network Considerations

Not a one-size-fits all approach

Typologies informed by:

- **Transportation function** within a broader network
- Available **right-of-way**

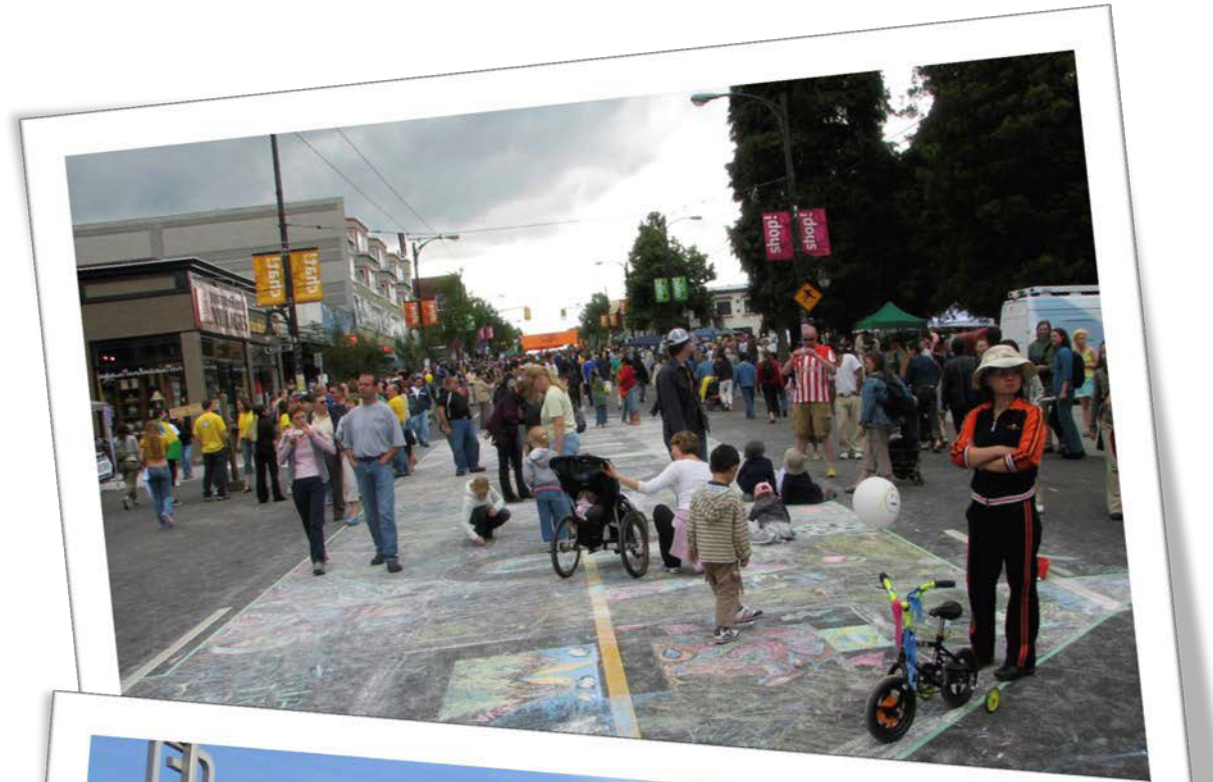


Street Typology and Network Considerations

Not a one-size-fits all approach

Typologies informed by:

- **Transportation function** within a broader network
- Available **right-of-way**
- **Type of street** driven by land use intensity and activity



Street Typology and Network Considerations

Not a one-size-fits all approach

Typologies informed by:

- **Transportation function** within a broader network
- Available **right-of-way**
- **Type of street** driven by land use intensity and activity
- **Other factors** that make a street **unique**



Opportunity to Improve Delivery

Existing City Engineer Authority:

- First enacted in 1944
- Allows for motor vehicle infrastructure:
 - **Mark and modify traffic lanes** for moving vehicles
 - **Designate and regulate parking** on streets
 - **Locating and establishing** vehicle traffic controls on streets
- But doesn't allow for:
 - **Modification** to improve **walking, biking** and **transit** infrastructure (per T2040)



Opportunity to Improve Delivery

Recommended **amendments to modernize** the Street and Traffic By-law

Update City Engineer's delegated authority to

- **Reallocate public right-of-way** for different modes and uses
- **Divert general motor vehicle traffic** from streets
- **Reroute transit** access onto different streets

Allows for more efficient delivery of improvements to achieve T2040 targets



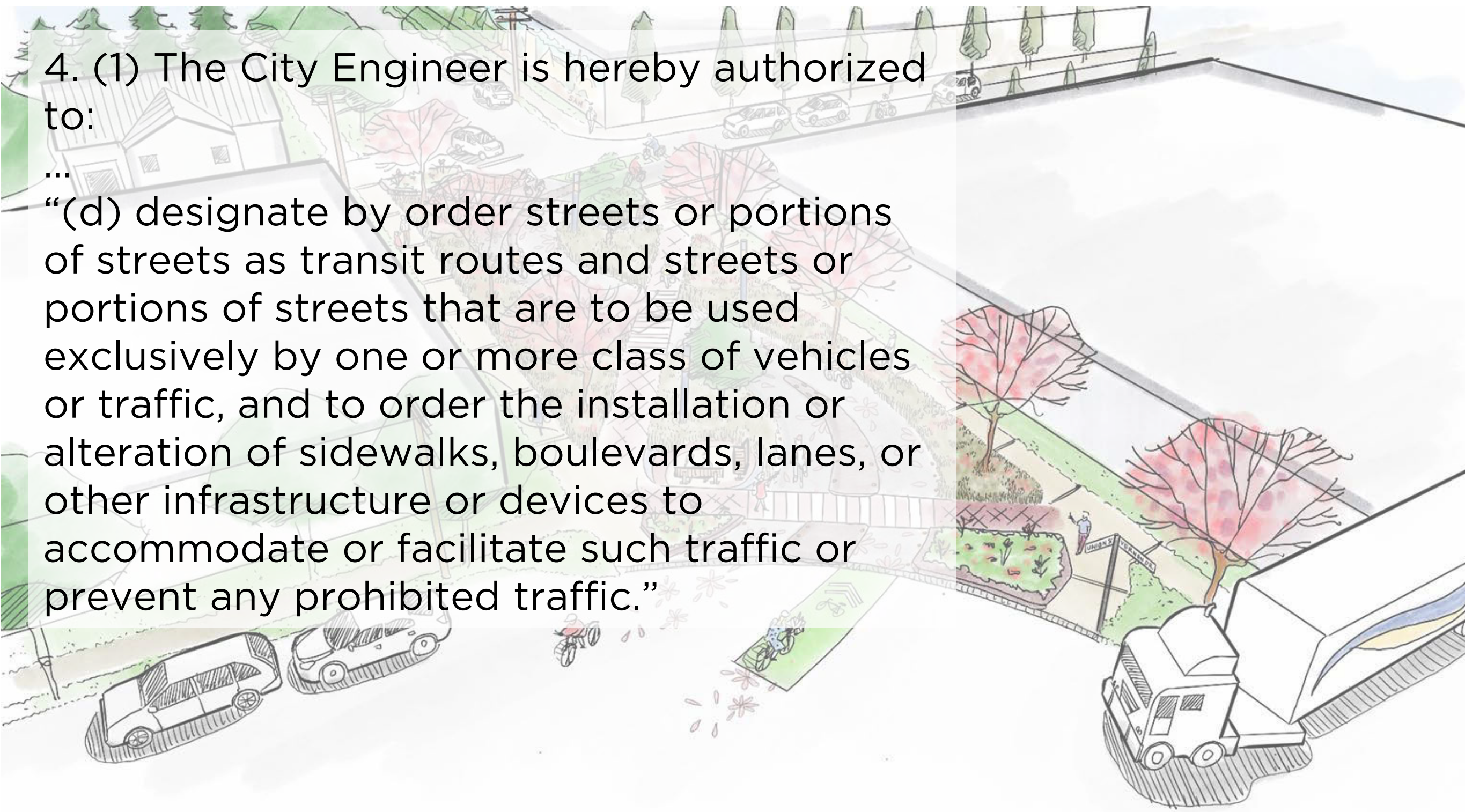
Opportunity to Improve Delivery

Recommended by-law amendments

4. (1) The City Engineer is hereby authorized to:

...

“(d) designate by order streets or portions of streets as transit routes and streets or portions of streets that are to be used exclusively by one or more class of vehicles or traffic, and to order the installation or alteration of sidewalks, boulevards, lanes, or other infrastructure or devices to accommodate or facilitate such traffic or prevent any prohibited traffic.”



Opportunity to Improve Delivery

Recommended by-law amendments

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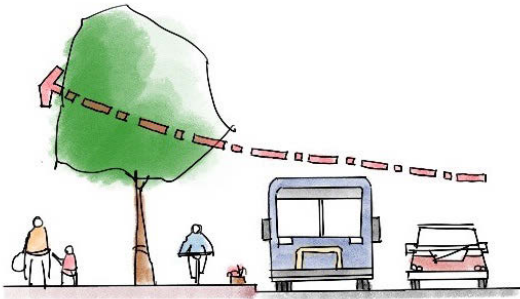
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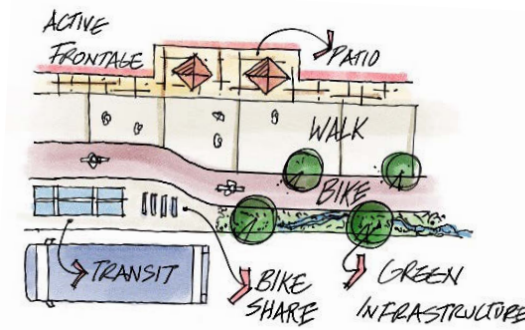
Commitment to
appropriate &
meaningful
consultation

Planning for Complete Streets

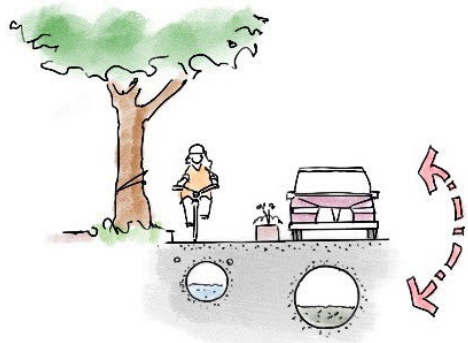
Identification and strategic prioritization of Complete Street Corridors:



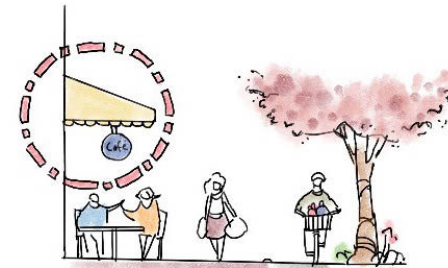
Improved Mode Share and Safety



Newly Constructed Streets



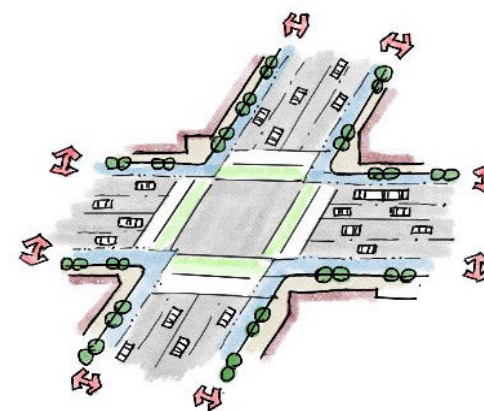
Street Rehab Coordination Opportunities



Destination-Rich Streets



Rapid Pace of Redevelopment



Underused Asphalt

Implementation Considerations

- Reallocating road space on any major corridor, particularly on destination-rich streets with limited right-of-way
- Delivering and coordinating corridor-length improvements through parcel-by-parcel development
- Continuing interdisciplinary approach to city building



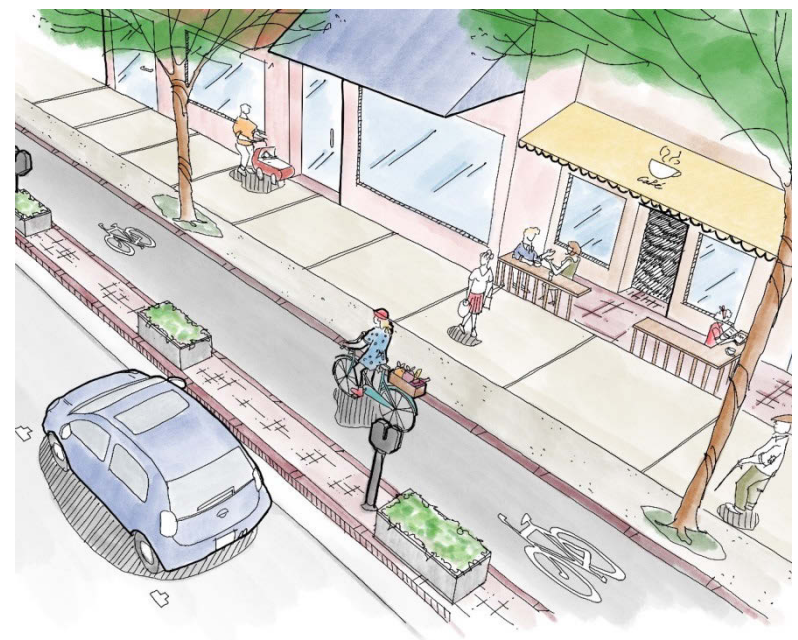
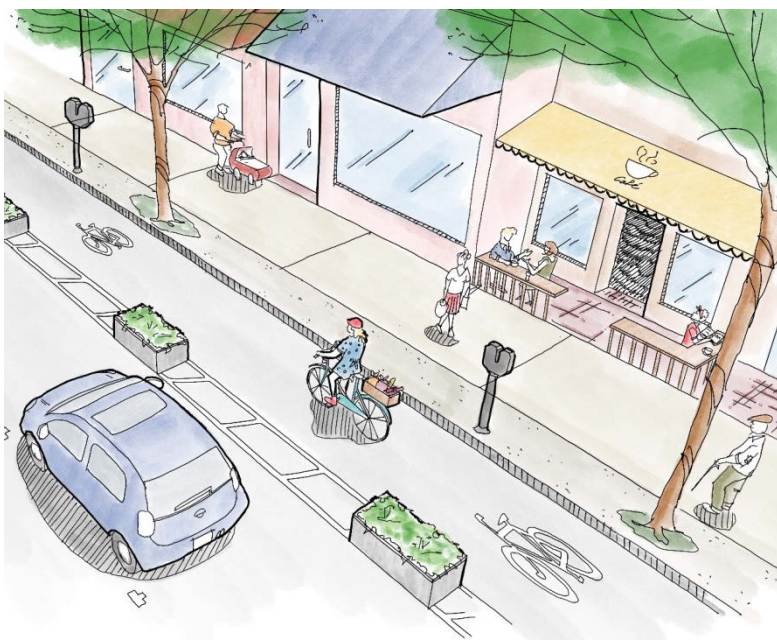
Funding and Delivery

A range of treatments without adding significant capital costs:

- Coordinate to minimize cost
- Low cost treatments that can be implemented quickly
- Phasing towards higher quality and more permanent treatments

Potential funding sources remain the same & context sensitive:

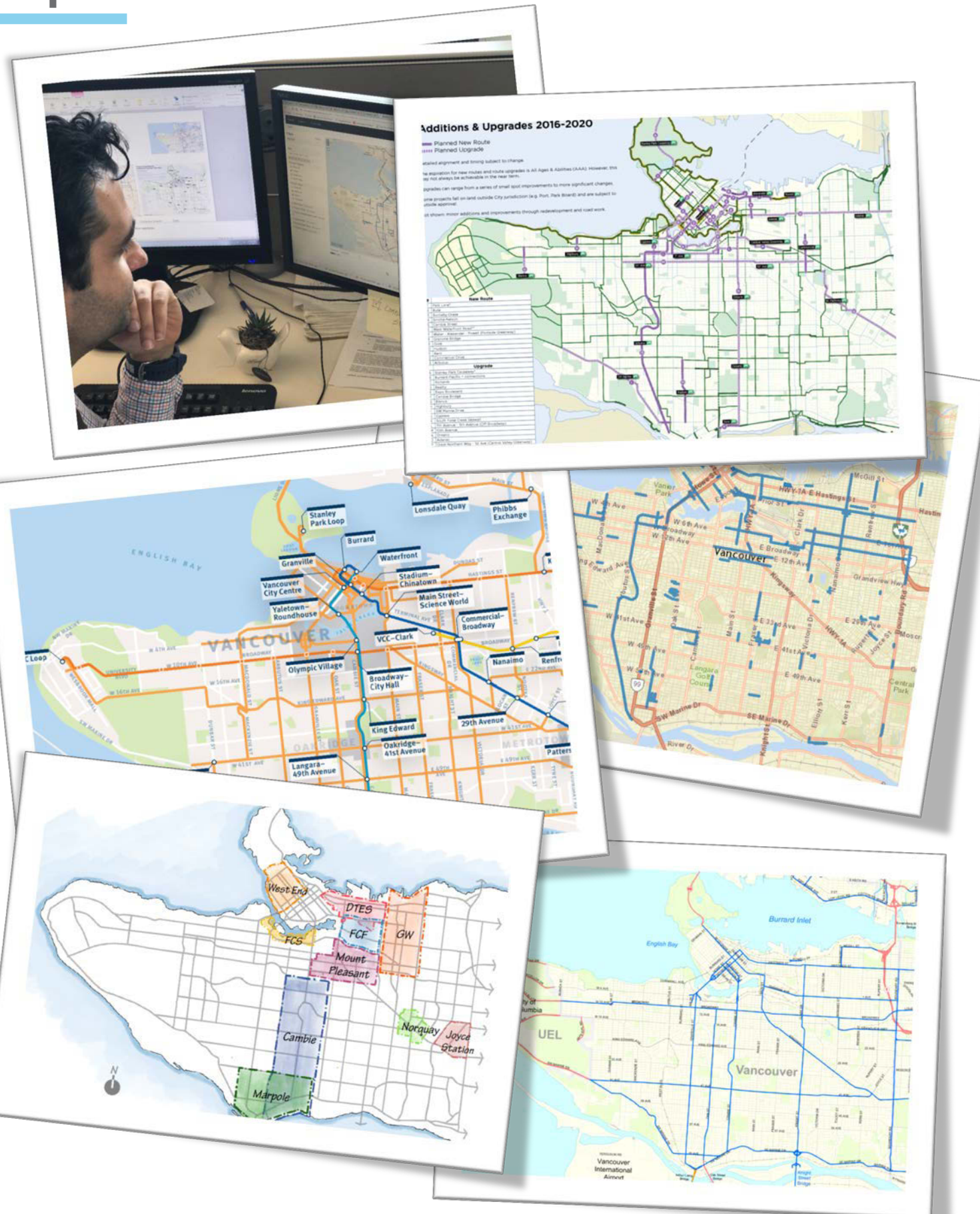
- Capital Plan including Transportation Development Cost Levies (DCLs)
- Community Amenity Contributions (CACs) & Rezoning Conditions
- TransLink funding partnerships (MRN, cycling, walking to transit)



Complete Streets Next Steps

Continue Complete Streets Planning by:

- Communicating more broadly our Complete Streets Program
- Strategically identifying potential corridors
- Leveraging development review opportunities
- Coordinating with street infrastructure renewal
- Prioritizing corridors for design & implementation

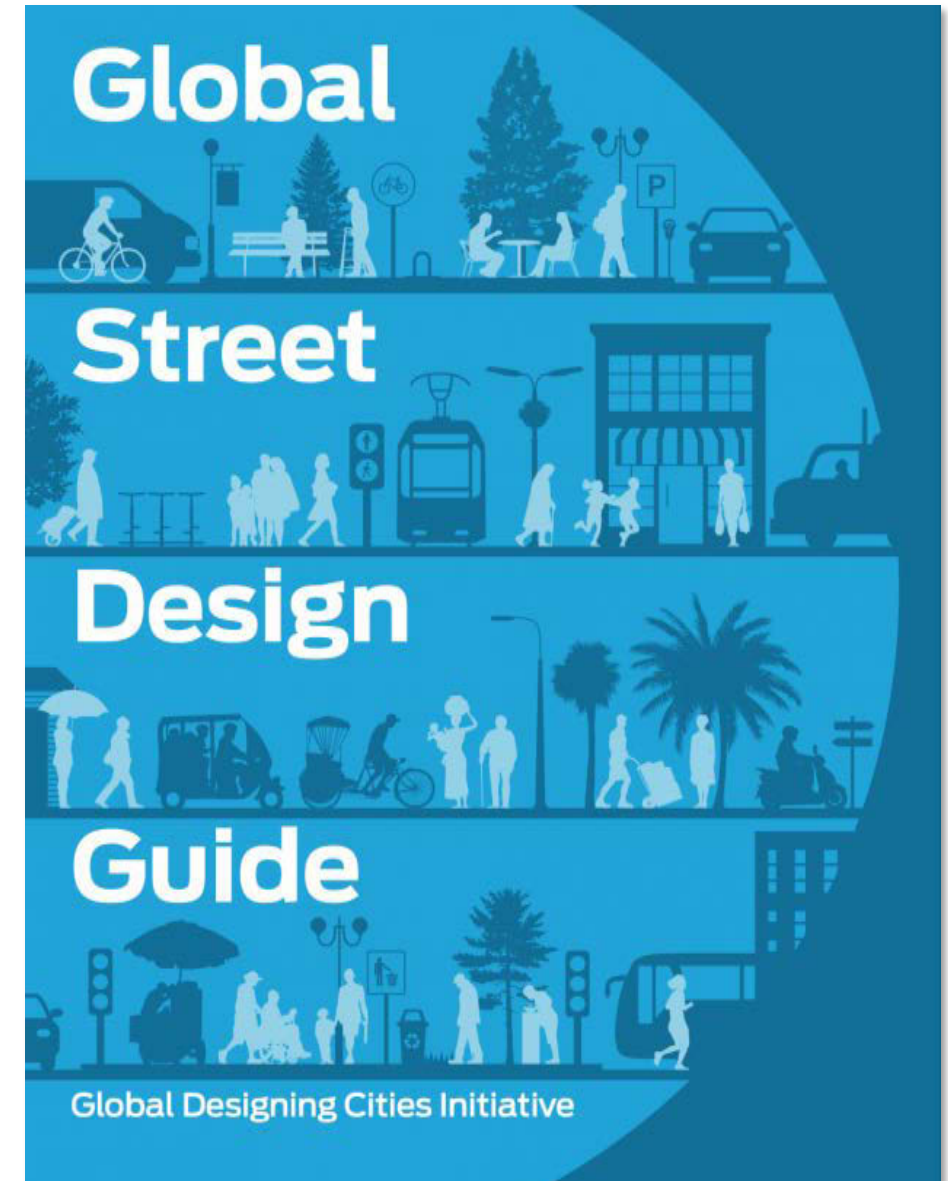


Global Designing Cities Initiative

City of Vancouver is endorsing the NACTO Global Street Design Guide to advance our Complete Streets planning and the sustainable street design community worldwide

NACTO Global Street Design Guide

- Improves dialogue with cities around the world in creating a common vision for city streets
- Highlights opportunities to rethink our streets to improve public health, mitigate climate change, enhance the local economy and foster a vibrant public life



Questions & Comments

