



Goal: Getting Around

Vancouverites enjoy safe, active, and accessible ways of getting around the city.

Healthy City for All Target

- ❑ By 2020: make the majority (over 50 per cent) of trips on foot, bike or transit (*Greenest City Action Plan/Transportation 2040*).

Indicators in this Fact Sheet

- Transportation Networks
- Ways of Getting Around:
 - All Trips
 - Trips to Work
- Transit Ridership
- Transportation Safety

Key Findings

- Among trips originating in the City of Vancouver, **44 per cent** are made by walking, cycling or transit.
- Over time, **more Vancouverites** are choosing sustainable modes of transportation.
- Metro Vancouver has **high transit ridership** per capita, far exceeding similarly sized cities in North America.

Why it Matters

Although Vancouver has some of the healthiest citizens in North America, chronic health issues associated with sedentary lifestyles are a major concern. Sedentary lifestyles are closely linked to planning and transportation decisions that have happened over the past century. People are unlikely to walk or cycle if it feels unpleasant or unsafe, or if distances make it impractical compared to driving. In some neighbourhoods, parents may feel like they have no choice but to drive their children to school when neighbourhoods are difficult or unpleasant to walk or cycle around.

Active transportation—walking, wheeling, cycling, boarding or riding public transit—allows people to make exercise part of their daily routine. When we walk or cycle to a destination or to a transit stop, we make healthy and sustainable transportation choices that benefit ourselves and the entire community. By making these modes safe, convenient, accessible, comfortable and delightful, we can positively affect the health and well-being of citizens of all ages. Planning and transportation have equity dimensions; enabling sustainable transportation choices can reduce costs and increase access for all members of the community.

There are many health benefits associated with sustainable transportation, including:

- reduced rates of obesity, diabetes, heart disease, and cancer, and improved mental health due to increased physical activity;
- reduced respiratory and cardiovascular disease due to improved overall air quality;
- less exposure to vehicle traffic injury risks and noise stress; and
- increased opportunities for social interaction, which provides benefits for mental health and community well-being.

Achieving results in any or all of these areas can have a real impact on improving quality of life and reducing overall healthcare costs, as well as reducing contributions to climate change and increasing the vibrancy of our communities.

About This Fact Sheet

This series reports on social indicators and trends related to the 12 long-term goals of the City of Vancouver's Healthy City Strategy. More information on the Strategy is available online at vancouver.ca/healthcity4all. **Getting Around** explores indicators of safe, active and accessible mobility, and the degree to which Vancouverites are making active and sustainable transportation choices. The Healthy City for All target of making half of all trips by sustainable modes by 2020 is taken from Vancouver's Greenest City Action Plan and Transportation 2040 plan.

Social research is always imprecise and uncertain. Collaboration, replication and information sharing are crucial to building a more complete and rigorous picture of health and well-being in Vancouver. Readers are encouraged to provide feedback, ask questions and to engage in exploring and interpreting the information presented here.

Areas of Study

Information in this fact sheet is presented for a number of different geographies. Comparisons between Vancouver and other cities refer to individual local governments, as defined by Statistics Canada's census subdivisions. Comparisons between Metro Vancouver and other regions refer to census metropolitan areas.

Within the City of Vancouver, this fact sheet provides information organized in two ways. The map below left illustrates Vancouver's local planning areas (neighbourhoods). Readers should note that the Dunbar-Southlands local area includes the Musqueam First Nation community on the Fraser River, but citywide figures from Statistics Canada exclude the Musqueam unless otherwise noted.



Vancouver's transportation network is closely tied to its neighbours'. Many transportation issues are determined at the regional level. The map above right illustrates the multiple municipalities that comprise the Metro Vancouver region. This is also the service area for Translink, the regional transportation authority.

Engaging with Data Sources

Sources used are noted in each section of this fact sheet. Key online resources include:

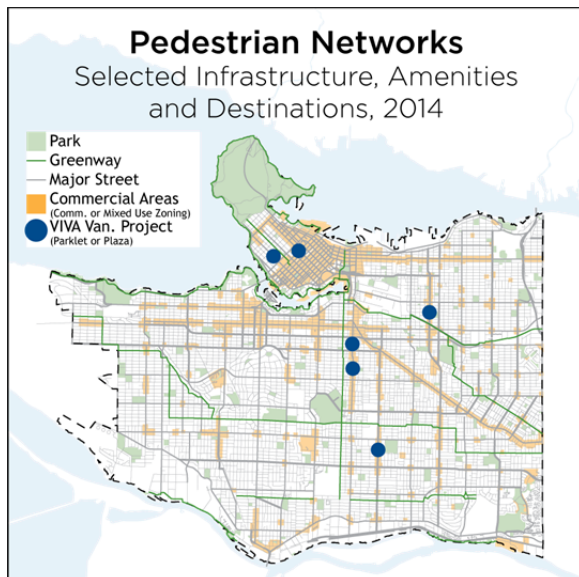
- Information from Statistics Canada's Census of Population and National Household Survey is available online at statcan.gc.ca. Custom neighbourhood profiles ordered by the City of Vancouver are available at data.vancouver.ca.
- Translink publishes information about their survey and monitoring programs at translink.ca.
- Extensive information about the City of Vancouver's Transportation Plan can be found at vancouver.ca/transportation2040.

Transportation Networks in Vancouver

Sustainable transportation choices require safe, accessible and convenient facilities, infrastructure and services that support them. This page outlines some features of Vancouver's transportation networks.

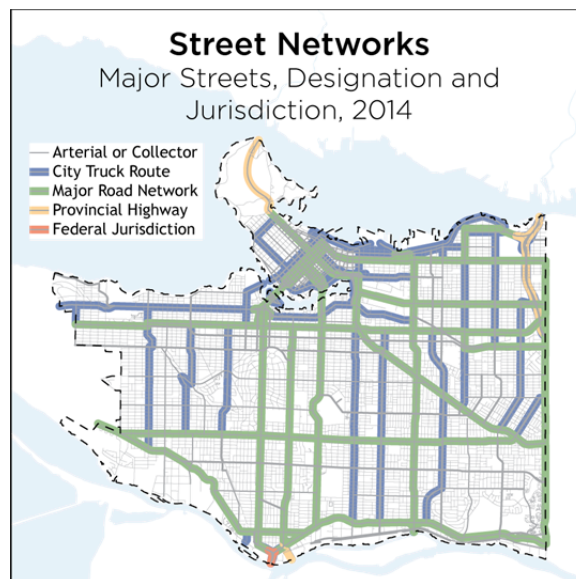
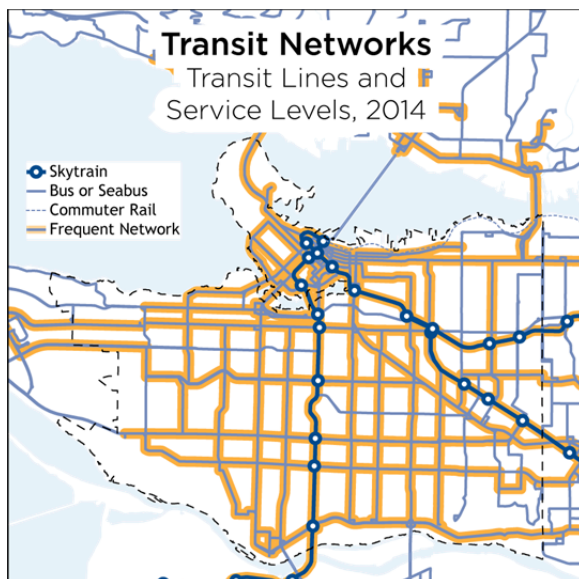
Walking, which includes people who may use mobility aids, is supported by ensuring a complete network of safe and accessible paths and crosswalks and by creating interesting routes and destinations for all. The map below left illustrates recreational greenways, commercial areas, parks and parklets throughout the city.

Vancouver's **cycling** network consists of a variety of bikeway facility types, from shared local streets to painted lanes to separated bike lanes. In recent years the City has developed more AAA (all ages and abilities) bikeways, highlighted on the map below right.



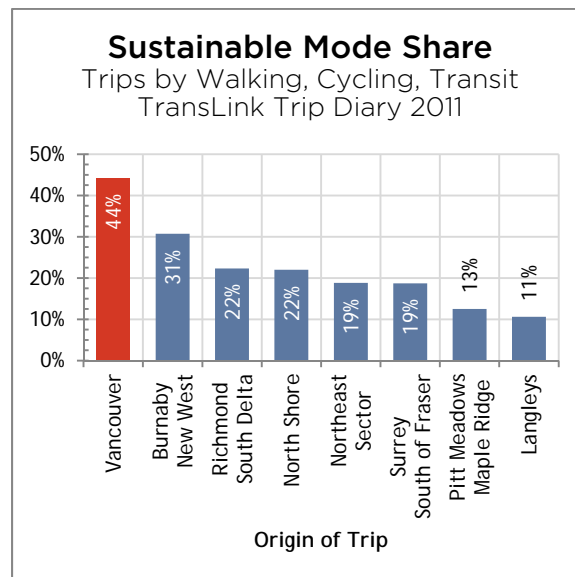
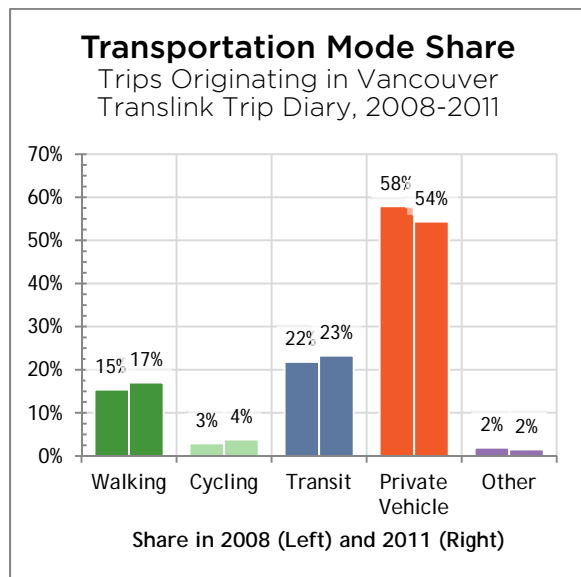
Vancouver's **transit** network consists of rapid, grade-separated services, such as the SkyTrain, but also a well-established grid of local services serving arterial corridors. Most local service in the City of Vancouver is part of Translink's frequent transit network, providing service at least every 15 minutes throughout the day.

Finally, Vancouver's **street** network is predominantly an arterial grid; there are no freeways through the core of the city. This makes major streets important multi-modal transportation corridors, with commensurate challenges for the allocation of space among different forms of transportation and different jurisdictions.

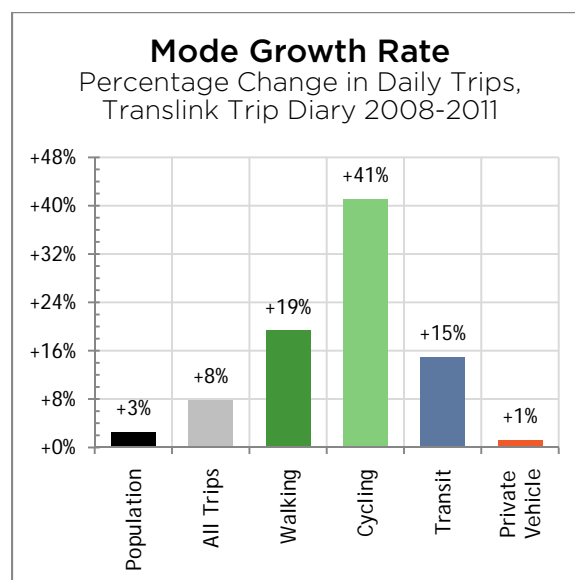
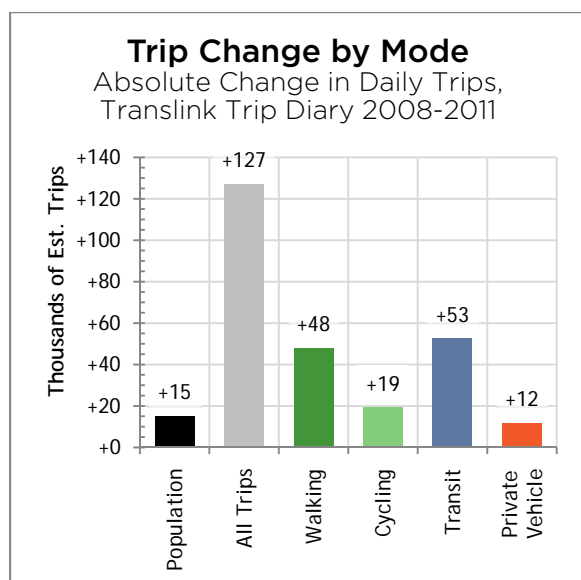


Indicator: Ways of Getting Around - All Trips

Vancouver leads the Metro region in sustainable transportation. As of 2011, 44 per cent of all trips in the city were made by walking, cycling or transit. Vancouver's walking and cycling mode shares were much higher than in any other part of the region. Only Burnaby and New Westminster had a similar proportion of trips made by public transit. From 2008 to 2011, proportionally more trips were made using active and sustainable forms of transportation, and proportionally fewer trips were made using private vehicles.



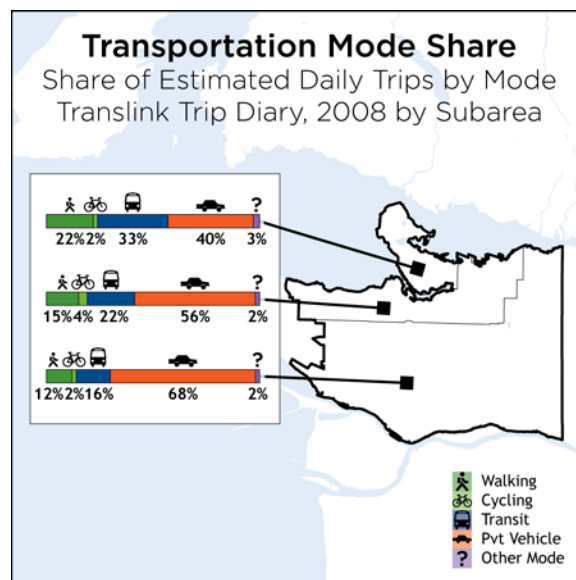
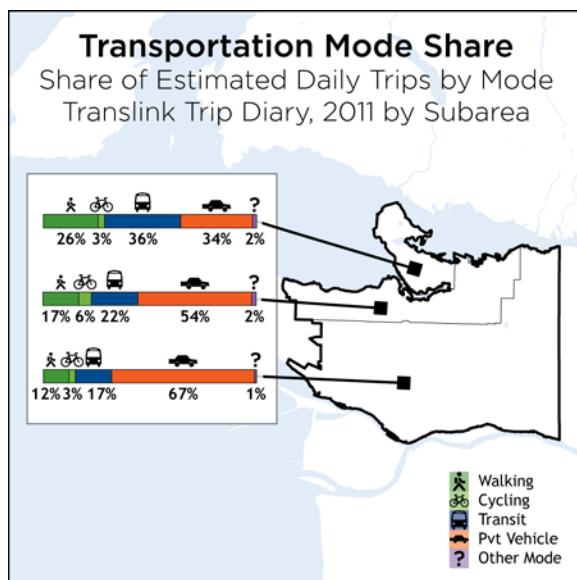
From 2008 to 2011, a total of 127,000 daily trips were added to Vancouver's transportation system, and most of this growth was in sustainable modes. Public transit saw the greatest increase in trips on a typical day. Cycling and walking showed the greatest rate of growth in overall use. Automobile trips increased at a much lower rate than the population or total trip growth.



Social Indicators and Trends 2014: Getting Around

Areas closer to downtown are generally more likely to use sustainable transportation modes. This is likely due to higher population and employment densities; more abundant and high-quality transportation options; and shorter trips.

The maps below illustrate a breakdown of trips sorted into three large areas: Downtown and the West End; inner neighbourhoods such as Grandview-Woodland, Mount Pleasant and Kitsilano; and outer neighbourhoods farther away from downtown. Considerable variation in transportation choices can be seen between these three areas.



There was a general shift toward greater use of sustainable modes from 2008 to 2011. However, this shift was most evident in the downtown area; people in more outlying areas of the city continue to make two thirds of trips in private vehicles.

The appeal, availability and capacity of sustainable modes need to keep pace and expand in order to encourage less driving. The City's policy choices, such as the allocation of road space and provision of amenities, directly impact the accessibility, speed, comfort, safety and reliability of walking, cycling and transit.

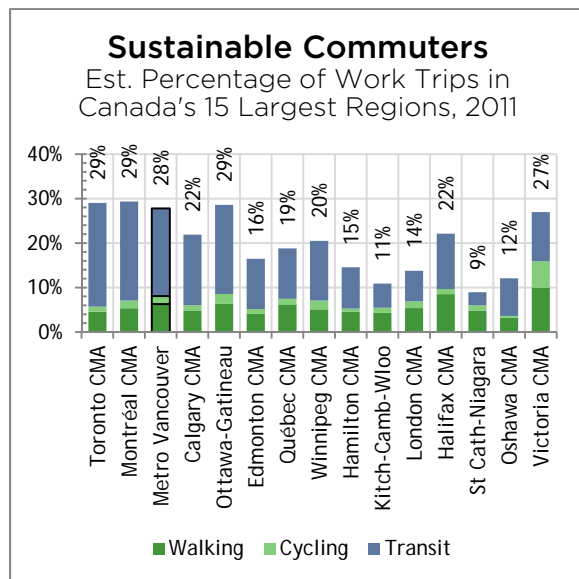
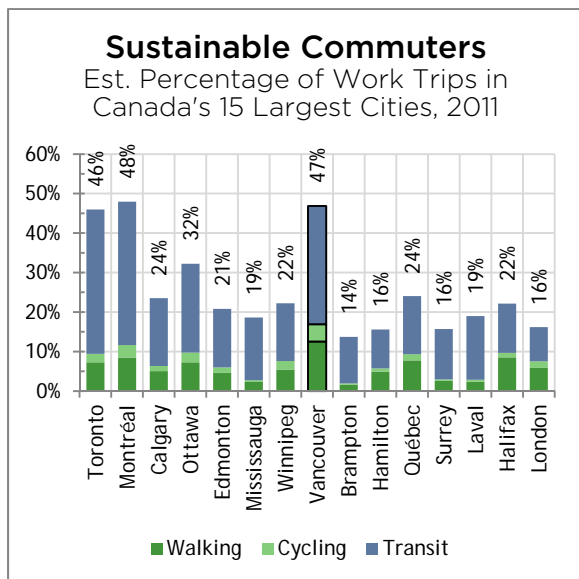
Data Sources

Data presented in this section are adapted from Translink's 2008 and 2011 trip diary voluntary surveys; trips reported are those that originate in Vancouver. The analysis and conclusions drawn do not necessarily reflect the views of Translink.

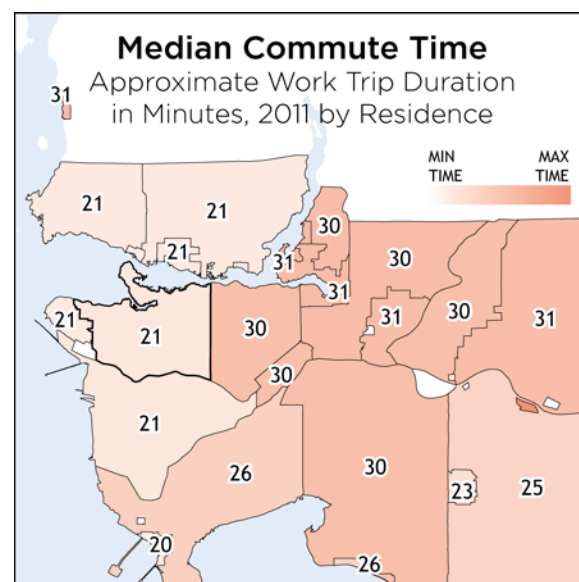
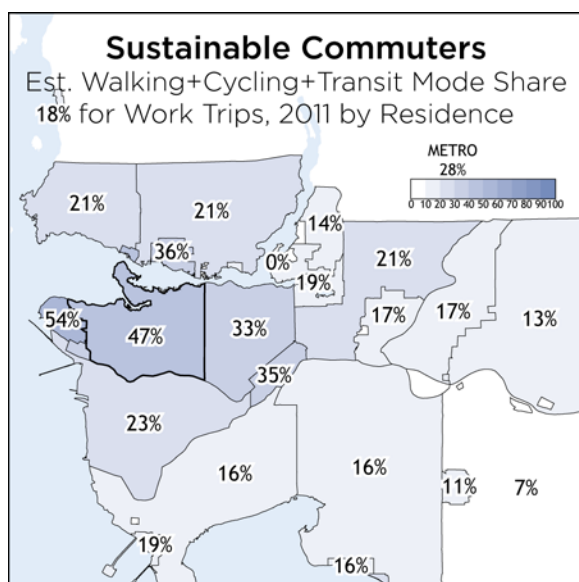
Population figures for 2008 and 2011 are estimated using 2006 and 2011 population counts from Statistics Canada's Census of Population.

Indicator: Ways of Getting Around - Commute Trips to Work

Vancouver has a notably higher proportion of commuters regularly travelling to work on foot, bike or transit compared to many other cities. From 1996 to 2006, the federal census asked working respondents to indicate their usual way of getting to their usual place of employment. The same question was asked on the 2011 National Household Survey. While the 2011 data should not be compared with previous census data, comparisons between cities show that City of Vancouver residents in 2011 were more likely to report walking, cycling or transit commuting than residents elsewhere.

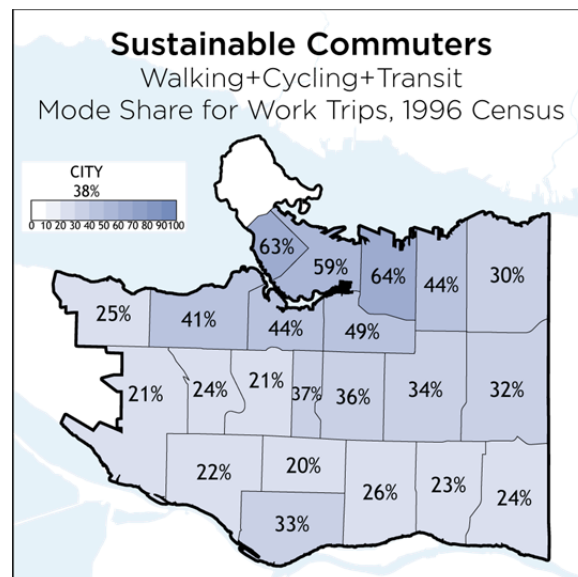
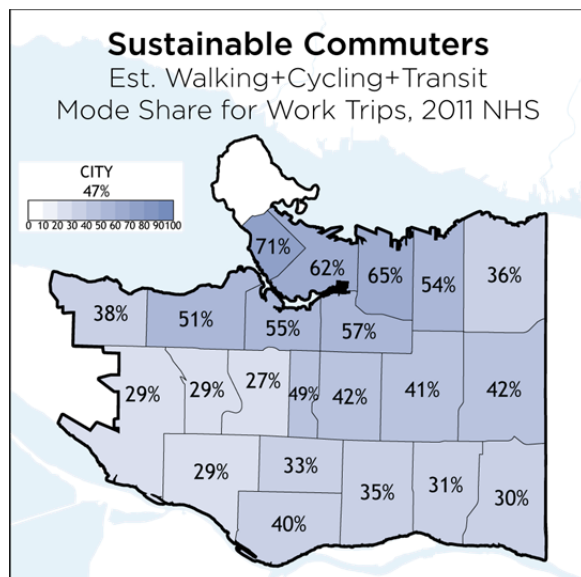


There is a wide disparity between commuting choices across Metro Vancouver. Residents of Vancouver and Electoral Area A (mainly UBC) had the highest sustainable mode share for commuter trips in Metro Vancouver. Residents in these areas tend to live closer to their work places and have good access to walking, cycling and public transit infrastructure. By contrast, residents of eastern municipalities generally report taking longer and more automobile-oriented trips to work each day.

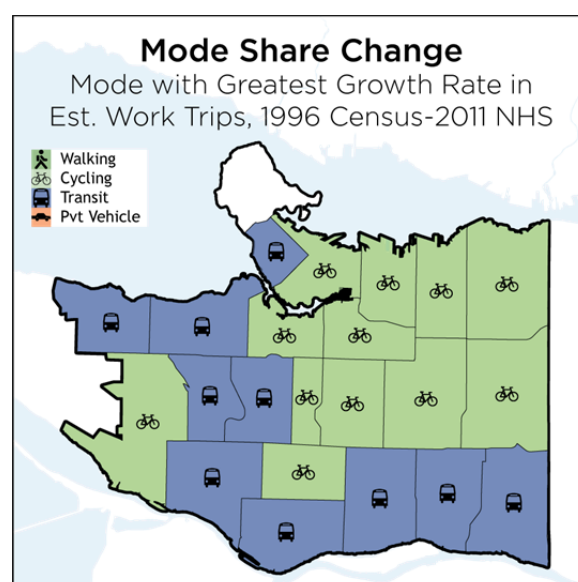
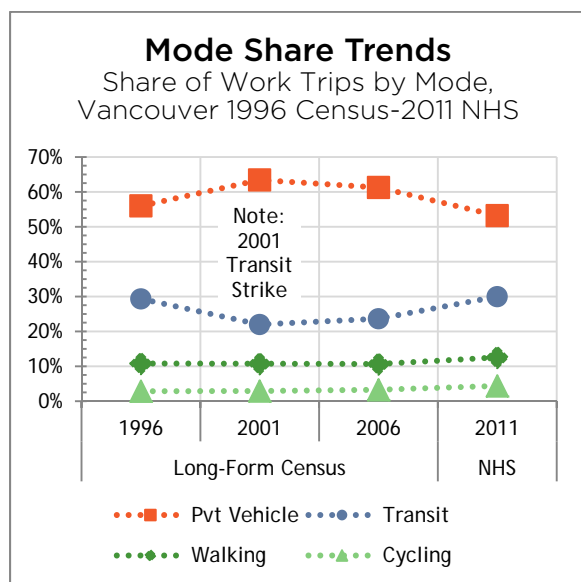


Social Indicators and Trends 2014: Getting Around

There are strong differences in how Vancouverites get around in different neighbourhoods. Areas in or near the downtown core showed a greater use of sustainable transportation options than those living in neighbourhoods farther away from downtown, and neighbourhoods on the east side were generally more likely to have sustainable commuting patterns than west side neighbourhoods.



In general, Vancouverites are increasing their use of sustainable modes of transportation for work commutes. There appears to be a consistent trend toward increased use of walking, cycling and transit and decreased use of private vehicles for work trips. In all local areas, sustainable modes have had the greatest estimated rate of growth from 1996 to 2011.

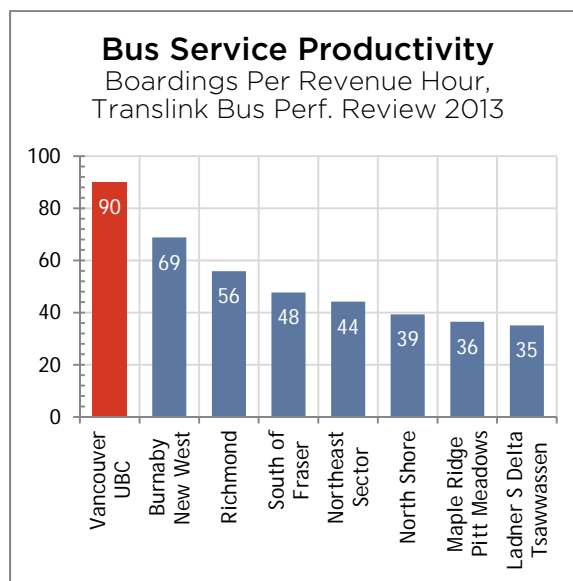
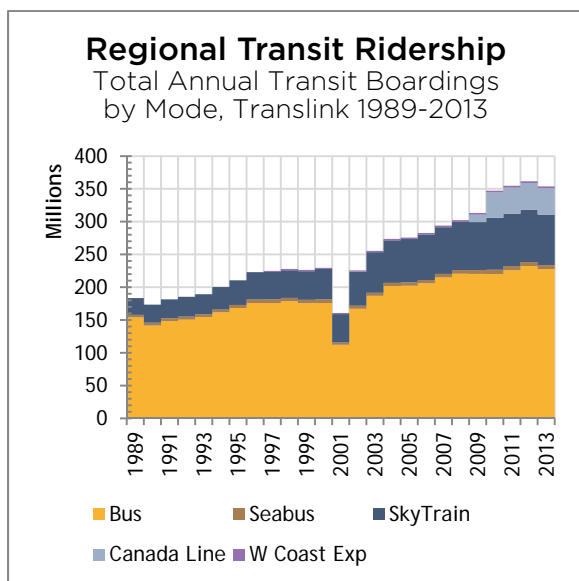


Data Sources

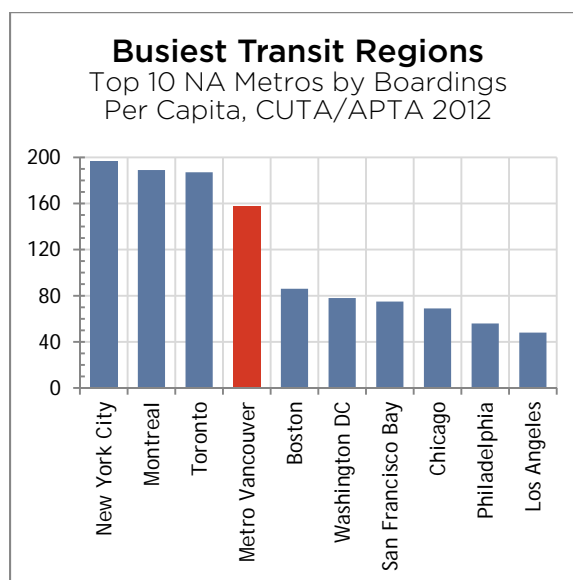
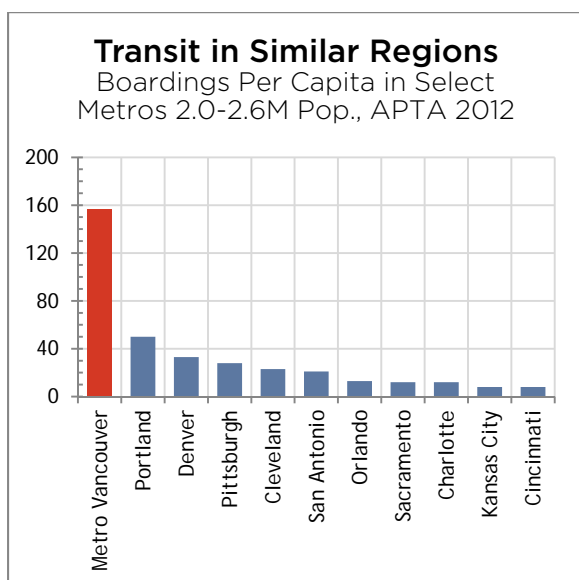
Information in this section has been adapted from Statistics Canada's 1996 and 2006 census of population, and 2011 National Household Survey (NHS). NHS and census data are not directly comparable, so the trends illustrated here between census and survey data are general and illustrative only. As well, as noted in the graph above, Metro Vancouver's transit system was impacted by a lengthy strike during the 2001 census period, so information from that census should be interpreted with caution.

Indicator: Transit Ridership

Public transit ridership is high in Metro Vancouver. Transit ridership in the region in 2012 had doubled from ridership in the early 1990s. Except for the transit strike of 2001, transit ridership has increased every year through 2012. The largest increases were seen in 2003, with service expansion and the beginning of the U-Pass program; and in 2010, with the Olympics and opening of the Canada Line. Vancouver/UBC is the most productive part of the transit network in terms of ridership per hour of bus service provided, arising from different transit histories, infrastructure levels and land use patterns across the region.



Metro Vancouver has much higher transit ridership than similarly-sized North American urban regions, and higher per-capita ridership than many large regions with more extensive rapid transit networks. The challenge is to continue growing transit service and riders to ensure a sustainable future.



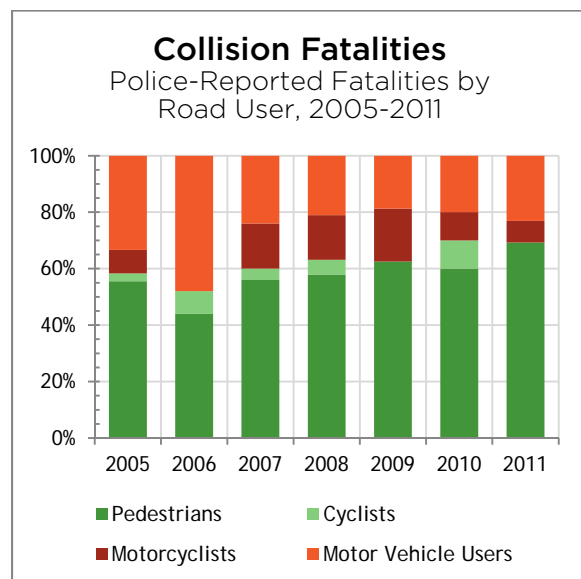
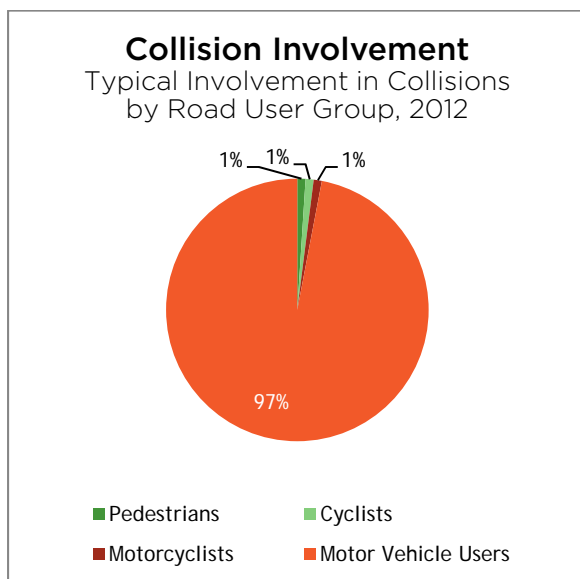
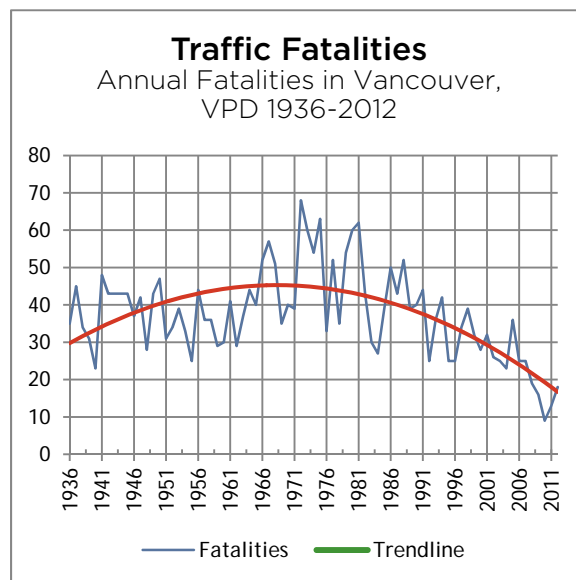
Data Sources

Vancouver ridership statistics are from Translink's annual reports, with pre-1997 data adapted from statistics published in Metro Vancouver's open data catalogue. 2013 sub-regional bus ridership statistics are from the 2013 *Bus Service Performance Review*. Comparative statistics are from the American Public Transit Association (APTA)'s 2012 Q4 Ridership Report, except for Montréal ridership statistics, which are from the Canadian Urban Transit Association (CUTA)'s 2012 Transit Fact Book.

Indicator: Transportation Safety

There has been a general decline in motor vehicle collisions and fatalities in recent years. Traffic fatalities peaked in the 1970s and have been generally decreasing since. Although some of this decline may be due to improved medical treatment and increased survival of injuries, the overall picture is positive. Even as Vancouver's population and transportation trips have consistently increased, there is a lower rate of collisions and fatalities.

However, not all road users are equally vulnerable. People getting around on foot, bicycles and motorcycles consistently make up a disproportionate number of transportation fatalities. People using active modes are particularly vulnerable in collisions, warranting special attention to ensure that transportation infrastructure, operations and enforcement improve safety for these groups.



The City of Vancouver's Transportation Plan recognizes that **zero traffic fatalities** is the only acceptable goal for a safe transportation system, and commits the City to work toward this outcome.

For vulnerable road users, there is strong evidence of **safety in numbers**. From 2008 to 2011, walking trips increased by 19 per cent but collisions involving pedestrians decreased by 20 per cent. Similarly, cycling trips increased by 41 per cent and collisions decreased by 17 per cent. When infrastructure and behaviour work to normalize active transportation, and when all road users are attentive, courteous and careful to others, a safer transportation system is created for all.

Data Sources

Information on total collisions and fatalities is adapted from Vancouver Police Department Statistics. Further information on the involvement in collisions and the fatalities for different road users was obtained from the Vancouver Police Department for the City of Vancouver's Transportation Plan Update in 2012.

"Safety in numbers" data on trips and collision rates are based on ICBC data averaged over 3 years (2007-2009 and 2010-2012), and on Translink trip diary surveys, as compiled by City of Vancouver Engineering Services for the Transportation Plan Update in 2012. Opinions expressed do not necessarily represent the views of ICBC or Translink.

Toward a Healthy City for All

Transportation is a complex policy area. Encouraging citizens to use sustainable transportation modes can be affected by policy choices and funding or service levels from different governments and agencies. Residents choose how to get around depending on where they live, their lifestyles, and what kinds of amenities and infrastructure are available. The City faces challenges to its sustainable transportation goals since many key decisions are made by other organizations; actions can involve and depend on many other stakeholders.

The City's Role

The City has a number of tools to move forward, and is working internally and through partnerships to achieve safe, active and accessible sustainable transportation. Key tools include:

- **Land use and infrastructure** decisions, including the allocation of road space, express transportation policies. Examples of where the City can make changes that support sustainable transportation include the timing of traffic lights, setting parking regulations, developing bicycle infrastructure, reserving lanes for transit vehicles and improving the safety of crosswalks. Planning for complete, compact, and connected communities allow for people to access more destinations using active modes. A well-designed, inviting and safe public realm supports active transportation choices by making the experience of walking and cycling more enjoyable.
- **Advocacy and partnership** for investments and infrastructure and services by senior governments and agencies articulate the importance of sustainable transportation in building a healthy, equitable and sustainable city. Connections with neighbouring municipalities help develop regional policies and priorities for transportation.
- **Education, promotion and enforcement** programs play a key role in shaping the culture of Vancouver as it relates to transportation.

Priority Actions

The City of Vancouver's *Transportation 2040* Plan, adopted in 2012, aspires to:

- Make **land use** decisions that support shorter trips and more sustainable transportation choices.
- Make **walking** safe, convenient, comfortable and delightful.
- Make **cycling** safe, convenient, comfortable and fun for people of all ages and abilities.
- Increase **transit** capacity and ensure that service is fast, frequent, reliable, fully accessible and comfortable.
- Manage the **road network** efficiently to improve safety and support a gradual reduction in car dependence. Accelerate the shift to low-carbon vehicles.
- Support **goods and services** movement and delivery for a thriving economy, and effective **emergency** response times.
- Encourage sustainable transportation **choices** and safe and respectful **behaviour**.

Your Turn

Achieving a healthy city for all is a major challenge. All Vancouverites have a stake in contributing ideas and taking action to achieve the **Getting Around** target:

- What is needed to make most trips in Vancouver on foot, bike or transit by 2020?

Learn more and get involved at vancouver.ca/healthycity4all.