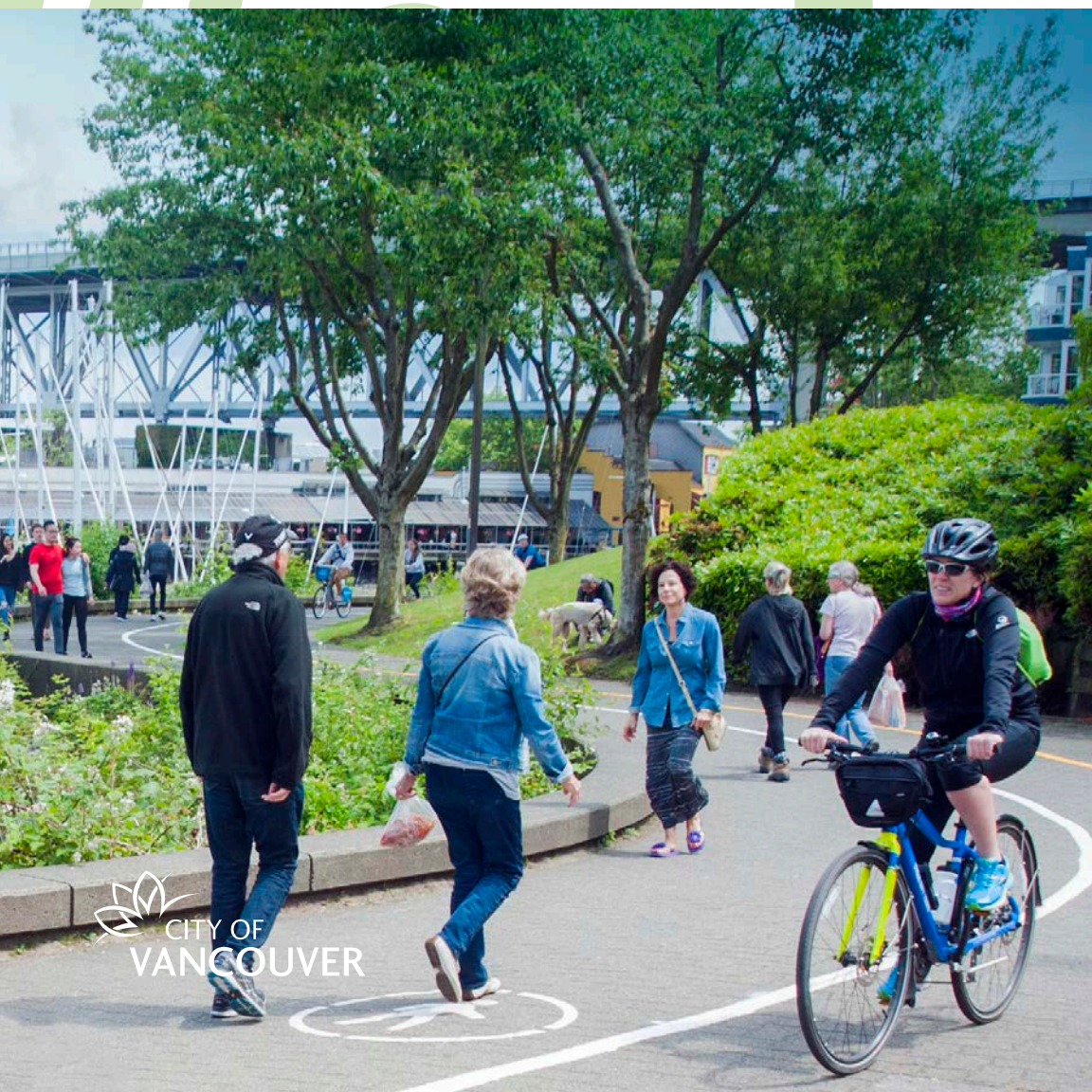


# Walking + Cycling in Vancouver

2017 Report Card



# 2017 Highlights

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## According to the 2016 Census



Vancouver has a higher percentage of its residents walking or cycling to work than any other major Canadian city.



Between 2006-2016, there has been a 21% increase in people travelling to work using sustainable modes (walk, bike, or transit).

---

## According to our 2017 Panel survey



25% of all trips are made by walking.



56% of Vancouver residents are interested in cycling more often.

---

## Sharing is a big part of how we get around



Mobi bike share trips covered 1.5 million km. That could send a rider to the moon and back - twice!



31% of Vancouver residents are car-share members.

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# Trends



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## Over the past decade, Vancouver has made some of the biggest strides in sustainable transportation amongst Canadian cities.

From 2006 to 2016, Vancouver surged past Toronto and Montreal to boast the highest proportion of residents walking and cycling (as well as taking transit) to work than any other major Canadian city.<sup>1</sup>

Other than for trips to work, Vancouver residents are choosing sustainable transportation modes (walking, cycling, and transit) for almost 50% of all their trips.<sup>2</sup>

<sup>1</sup>Source: Statistics Canada. [2006], [2016], Census.

<sup>2</sup>Source: City of Vancouver. [2013], [2014], [2015], [2016], [2017], Transportation Panel Survey.



There are two surveys that highlight both the larger trends and smaller details needed to tell the story of sustainable travel in Vancouver:

1. The **Canadian census** captures data on how people across Canada travel to work on a regular basis throughout the year. It is conducted by Statistics Canada every five years, and allows comparisons across cities over the long term.
2. The City of Vancouver's **Transportation Panel Survey** provides a snapshot of how Vancouver residents travel on all of their trips (including work and leisure) on a given weekday. It is conducted every fall, starting in 2013, and allows us to track progress towards transportation mode share targets.

### **STATISTICS CANADA CENSUS**

(one trip per day)

Usual, single furthest-travelling, method of travel to:

→ work

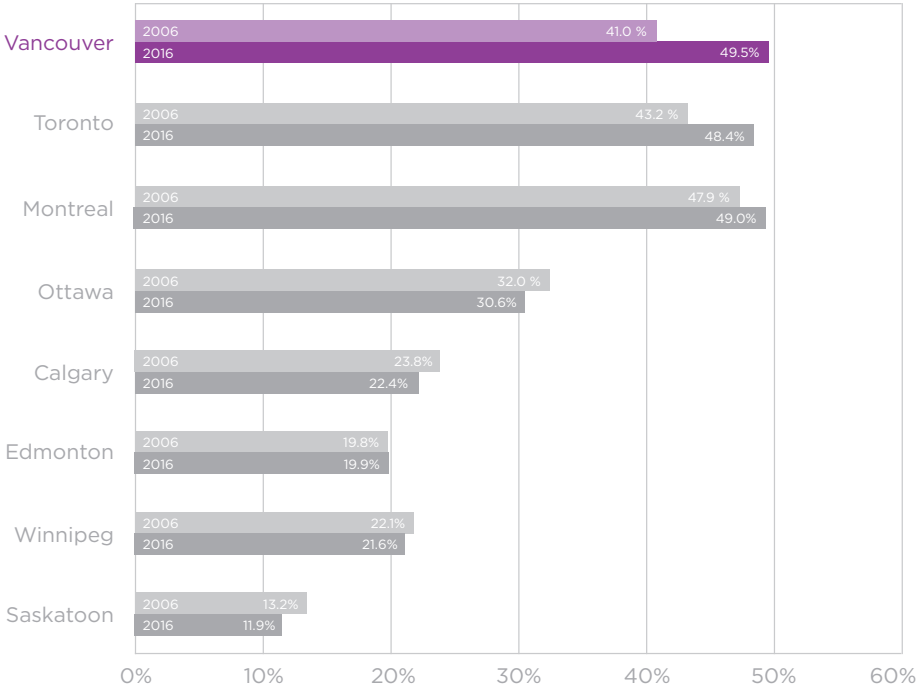
### **CITY OF VANCOUVER PANEL SURVEY** (all trips per day)

Usual, single furthest-travelling, method of travel to:

- work
- shop
- school
- socialize, recreation, entertainment
- personal business
- dining and to restaurants
- home from these destinations

## SUSTAINABLE TRAVEL TO WORK

2006 → 2016 (walk, bike, transit)



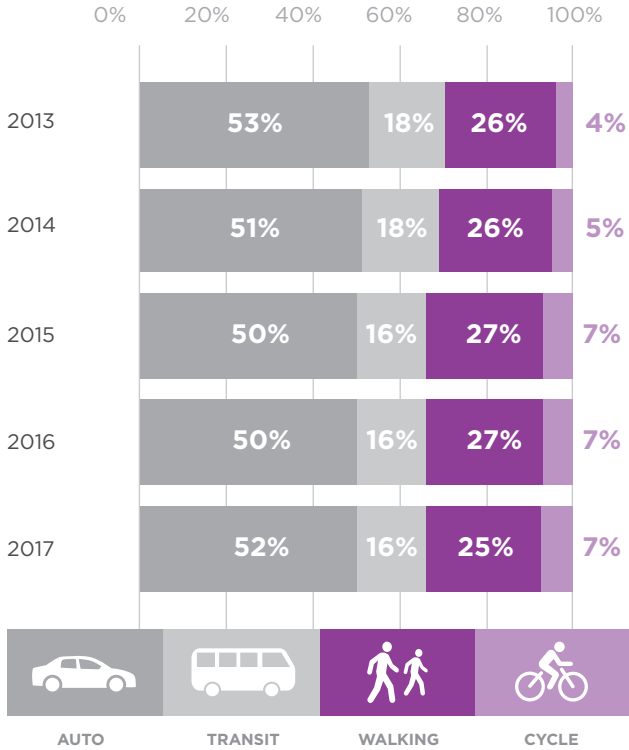
Source: Statistics Canada. [2006], [2016], Census.

Over the last 10 years, the number of Vancouver residents choosing to walk, bike, or take transit to work increased by **21%** - the highest increase of any major Canadian city.

**Half of Vancouver residents commuted to work by walking, cycling, or transit.**

### PANEL TRENDS

Method of travel for all trips in Vancouver 2013 → 2017



Source: City of Vancouver. [2014], [2017], Transportation Panel Survey.

While this is the first increase in car trips over the last five years, long-term trends are still moving towards more sustainable transportation.

We need to continue to monitor the impact of new technologies, and enable and encourage Vancouver residents to choose sustainable transportation options whenever possible.





# Policy



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## Transportation 2040

The vision of Vancouver's Transportation 2040 plan is “a city with a smart and efficient transportation system.”

The plan supports “a thriving economy while increasing affordability; healthy citizens who are mobile in a safe, accessible, and vibrant city; and an enhanced natural environment that ensures a healthy future for people and the planet.”

Walking, cycling, and other active modes of travel are central to that vision for Vancouver. Public transit, motor vehicles, and goods movement also have important roles to play, but this vision cannot be achieved without land use mix and density, infrastructure, and a culture that supports and encourages Vancouver residents to choose to walk or cycle.

### MOBILITY TARGET

By 2040, make at least two-thirds of all trips on foot, by bike or self powered rolling, or transit.

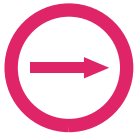
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### SAFETY TARGET

Zero traffic-related fatalities and serious injuries by 2040.

---

 **READ MORE:** [vancouver.ca/transportation2040](http://vancouver.ca/transportation2040)



## Complete Streets Policy Framework

A complete streets approach considers the needs of people of all ages and abilities and for all modes of travel. Safe and comfortable access for people walking, cycling, and using transit is not an afterthought but an integral planning principle. It ensures that critical mobility and access functions are met while carefully considering local context and the connectivity and reliability of the broader transportation network. Complete streets design features allow all people to meet their daily needs, participating in public life and local commerce regardless of their mode of choice.



**READ MORE:** [council.vancouver.ca/20170516/documents/rr2.pdf](http://council.vancouver.ca/20170516/documents/rr2.pdf)



## Healthy City Strategy

The goal of the Healthy City Strategy is for all Vancouver residents to enjoy safe, active, and accessible ways of getting around the city. The ways we move around the city impact our health as individuals and communities.

An array of accessible, sustainable transportation options provide choice to residents who want to save time and money while improving their health and well-being. When residents can choose to walk or cycle to their destinations they can enjoy the many associated health benefits, including reduced rates of obesity, diabetes, heart disease and cancers, and fewer instances of respiratory and cardiovascular disease. Walking and cycling for more trips help people live healthier, happier lives.



**READ MORE:** [vancouver.ca/healthycity](http://vancouver.ca/healthycity)





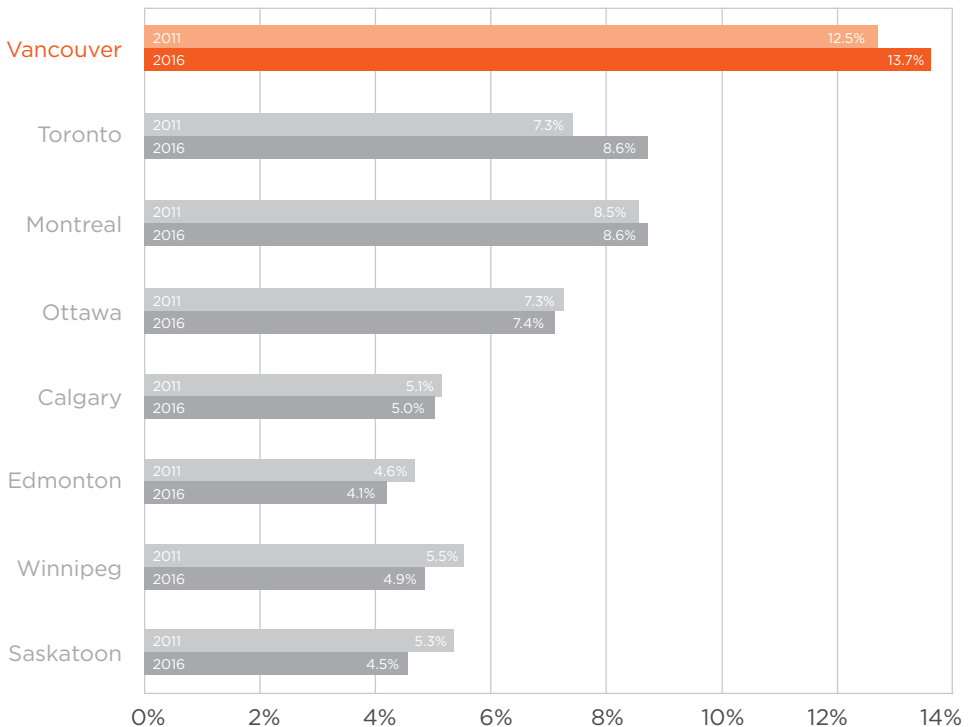
# Travel Choices



# Walking

## A higher proportion of people in Vancouver walk to work than any other major Canadian city.

Thousands more Vancouver residents chose to walk to work in 2016 than in 2011. Vancouver has led the country since 2011 in walking trips to work, when Statistics Canada first distinguished between walking and cycling in their census reporting.

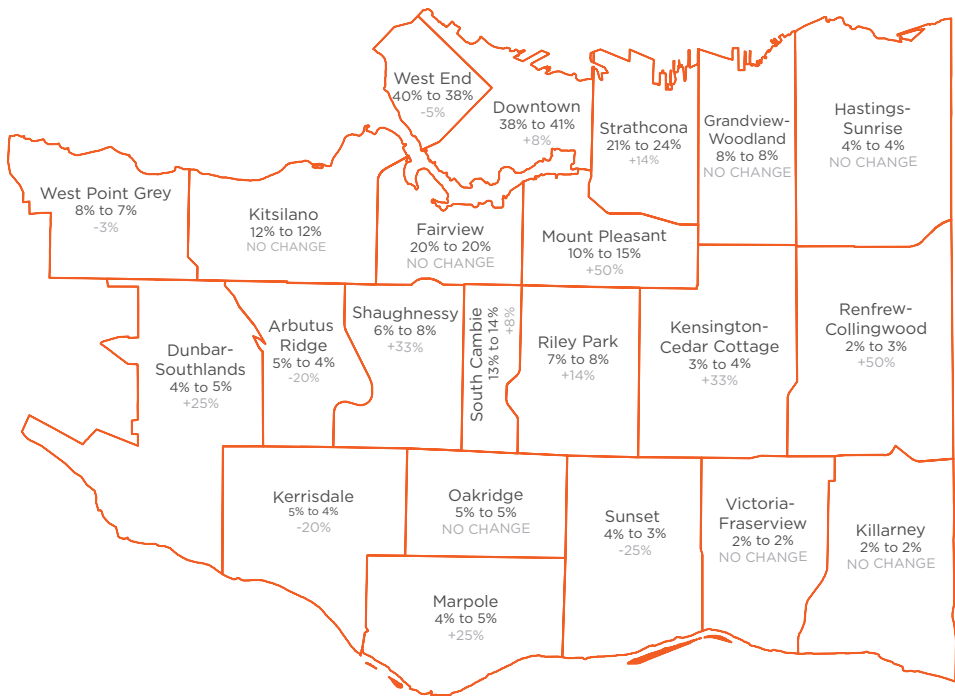




## WALKING TO WORK

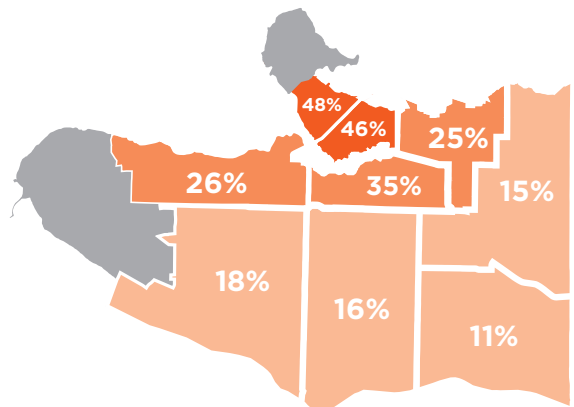
Walking is most popular in the downtown core, where almost 50% of trips were made on foot. The greatest increase in walking to work was in Mount Pleasant and Renfrew-Collingwood, increasing more than 50%.

Source: Statistics Canada. [2006], [2016], Census.



## WALKING MODE SHARE BY HOME AREA

According to our 2017 Transportation Panel Survey, walking made up an estimated 25% of all daily trips.



Source: City of Vancouver. [2017], Transportation Panel Survey.



Hop-On Hop-Off  
604-451-1600

Hop-On, Hop-Off

SELC

321  
MUSEUM

DSON

321  
NE &

## Where are people going?

For trips to:



Dining/Restaurants,

**50%**

of people walk



Shopping,

**36%**

of people walk



Recreation/Social/  
Entertainment,

**27%**

of people walk

## On average, how far do people walk?

**1.5 km** →  **to work**

APPROXIMATELY  
17.5 MINUTES

**1.4 km** →  **for all purposes**

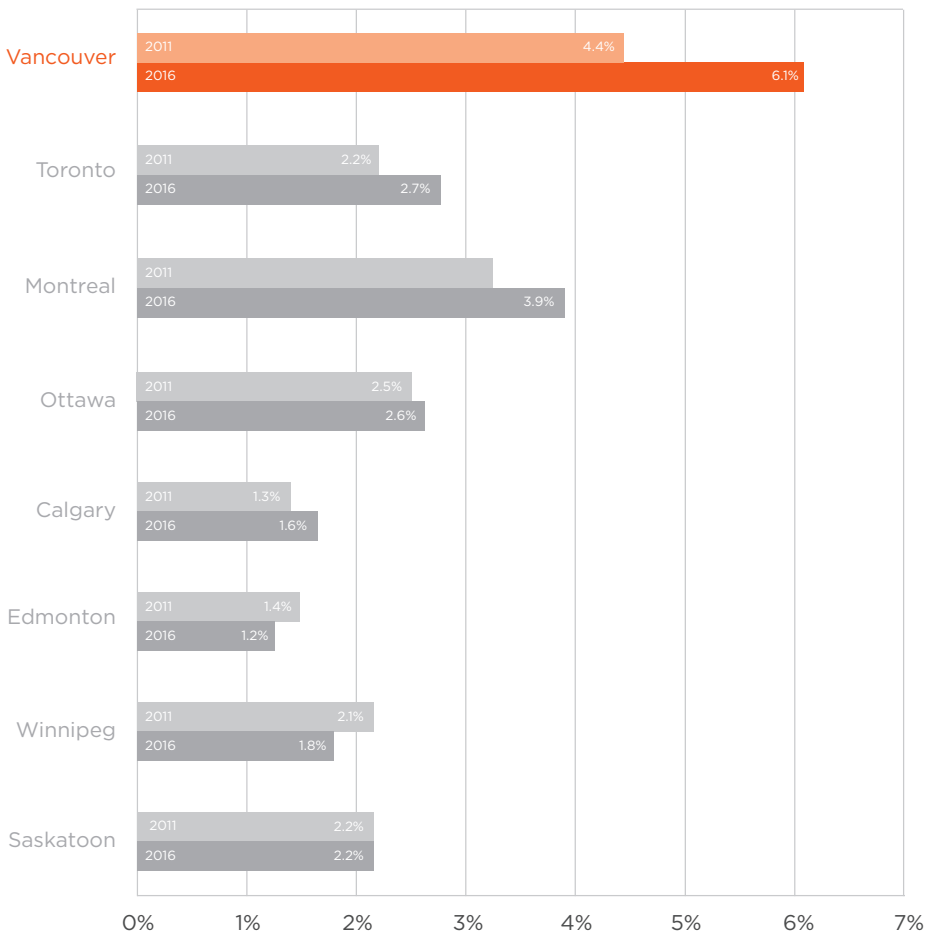
APPROXIMATELY  
17 MINUTES

# Cycling

**More people in Vancouver cycle to work than any other major Canadian city. From 2011 to 2016, the number of people cycling to work has increased 41%.**

## CYCLING TO WORK IN MAJOR CANADIAN CITIES

2011 → 2016



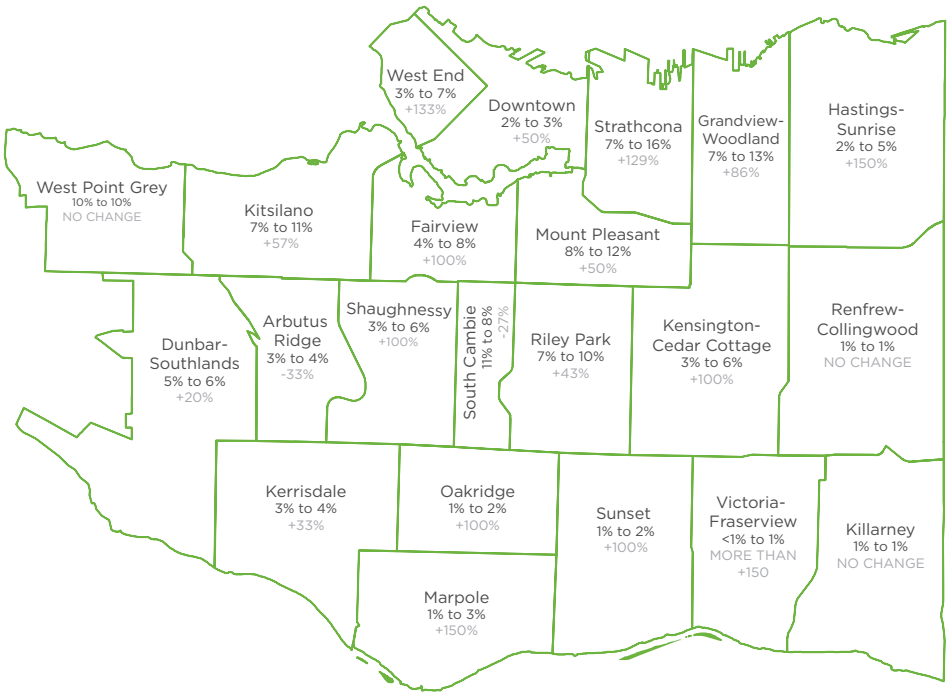
Source: Statistics Canada. [2011], [2016] Census.

Cycling to work is most common in neighbourhoods around downtown, but cycling to work has increased in most neighbourhoods in the Vancouver area over the last 10 years.

### CYCLING TO WORK

Source: Statistics Canada. [2011], [2016], Census.

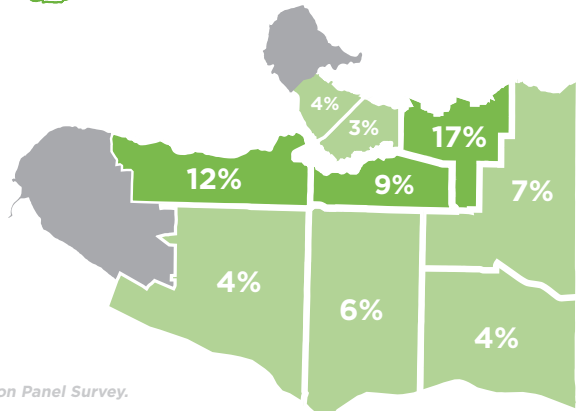
2011 → 2016



### CYCLING MODE SHARE BY HOME AREA

2017

Cycling is most common for people who live in neighbourhoods **closer to the downtown area.**



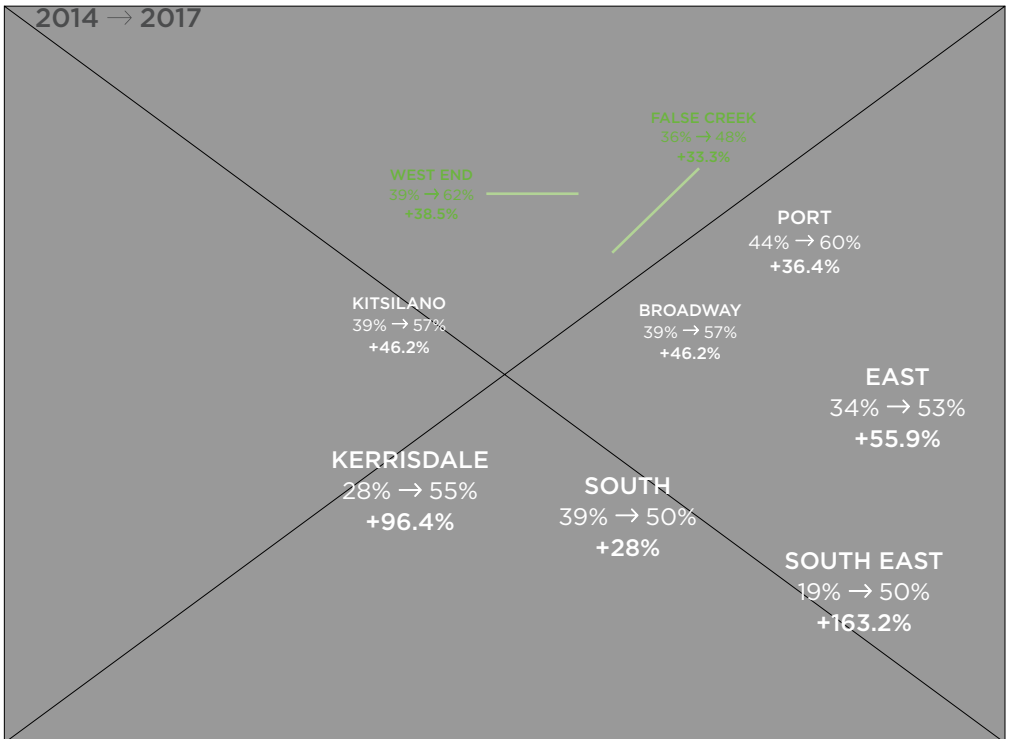
Source: City of Vancouver. [2017], Transportation Panel Survey.



## 56% of Vancouver residents are interested in cycling more often.

This marks a significant increase citywide in a short period of time. In 2014, only 30% of Vancouver residents were interested in cycling more often. The Southeast neighbourhood saw the greatest increase in interest, rising from 19% in 2014 to 50% in 2017.

### INTEREST IN CYCLING MORE





**On average,  
how far do people cycle?**

**6 km**

APPROXIMATELY  
24 MINUTES



**to work**

**4.8 km**

APPROXIMATELY  
19 MINUTES

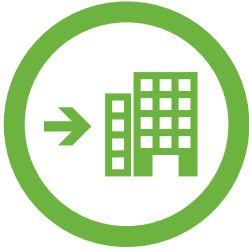


**to other places**



## Where are people going?

Top destinations for cycling trips include:



Work,  
**10%**  
of people cycle



Home (from work),  
**8%**  
of people cycle



Personal business,  
**7%**  
of people cycle

---

### Residents choose to cycle most often for trips to work.

Vancouver residents choose to cycle most frequently to work and back. This is reflected in data regarding travel by time of day, with cycling being most common in the peak morning and afternoon travel times.





BEGIN  
ONE  
WAY  
BICYCLES  
TWO-WAY



The City has a vision to make cycling safe, convenient, comfortable and fun for residents of all ages and abilities (AAA) including families with children, seniors, and new riders.

Safety remains a top concern for many people who are considering whether or not to cycle. People who are less experienced or uncomfortable cycling near fast-moving motor vehicles may not choose to ride a bike when they need to share a street with cars.



Source: City of Vancouver. [2017], AAA Guideline.

About **four times** as many people felt comfortable cycling on separated paths or local neighbourhood streets than cycling in traffic.

By adding more AAA bike routes around Vancouver we can make cycling a safe and easy option, enabling more people to choose to get around on a bike.

Source: City of Vancouver. [2017], AAA Guideline.



## More about our cycling network

TOTAL BIKE  
NETWORK  
**322 km**

PERCENTAGE OF  
BIKE NETWORK  
THAT IS AAA:

**25%**

LONGEST AAA  
SEGMENT

**31.5 km**  
SEAWALL  
(SEASIDE GREENWAY)



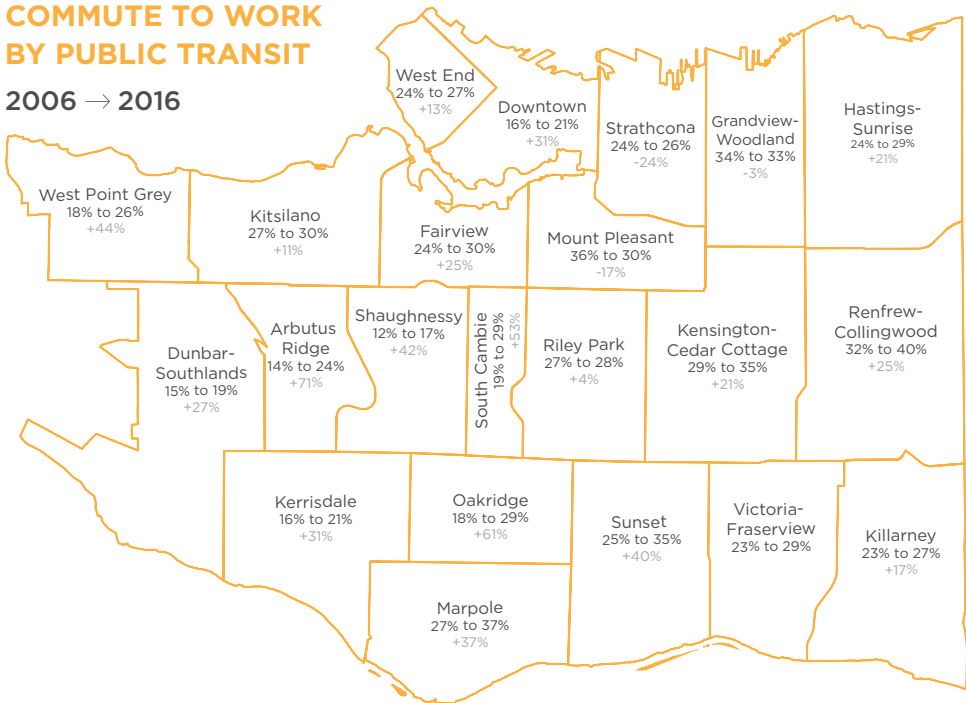
## Transit plays a key role in sustainable transportation.

Transit ridership to work has been steadily increasing in almost every Vancouver neighbourhood since 2006.

For more information about transit in Vancouver, visit [www.translink.ca](http://www.translink.ca)

### COMMUTE TO WORK BY PUBLIC TRANSIT

2006 → 2016



Source: Statistics Canada. [2006], [2016], Census.





## Shared-use mobility

In 2016 the City of Vancouver launched the city's first public bike share program in partnership with Vancouver Bike Share: Mobi by Shaw Go.

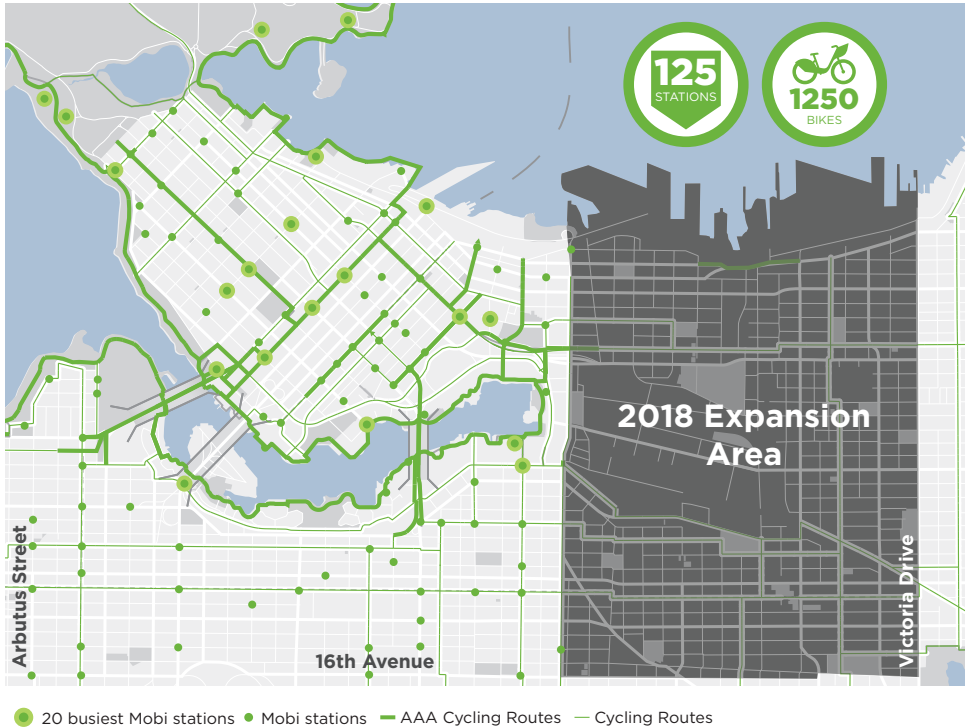
In its inaugural year, Mobi saw exceptional uptake by Vancouver residents, with over 6,400 people becoming members. In the past year, Mobi has made a big contribution towards encouraging more people to cycle.

In 2018, Mobi expanded to Commercial Drive, servicing the Commercial-Broadway SkyTrain station, as well as eastside neighbourhoods including Strathcona, Grandview-Woodland, more of the Downtown Eastside and Mount Pleasant, and into Kensington-Cedar Cottage.



# Vancouver Public Bike Share | Mobi

**From the top 20 busiest station, 19 of them are located on or near AAA cycling facilities**



Vancouver's public bike share system – Mobi (moe-bee) – launched in 2016 with 250 bikes at 23 stations. At the end of 2017, Mobi had grown to 125 active stations and 1,250 bikes in-service throughout the system. Mobi provides an additional convenient transportation option for Vancouverites travelling to work, home, and other destinations.

## What makes Mobi so convenient?

1. Ride one-way or just part of a trip (80% agree)
2. Easier or faster than other methods of travel (68% agree)
3. Not having to worry about their bike being stolen (68% agree)



of Mobi members combine Mobi with walking, transit, and other transportation methods.



Mobi stations are typically the size of 2 to 3 parking spaces which hold up to 22 bikes that can each be used multiple times a day. Thoughtfully designed and conveniently located stations offer bikes to local residents and visitors.



# 550,000+

Trips in 2017 covering over 1.5 million km

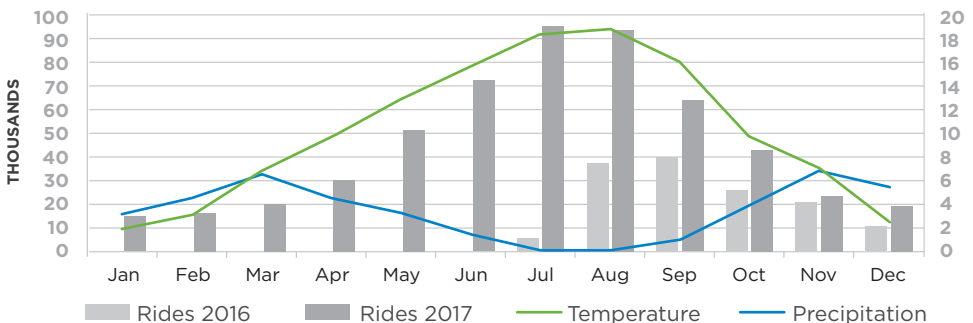


**Riders could have travelled to the moon and back at least twice!**

Mobi's busiest day was July 1, 2017 (Canada Day) when users took 3,916 rides. The number of cars typically used to move that many people would fill the Lions Gate bridge 8 times over.



Monthly ridership shows an increase from 2016 to 2017. We have learned that rain and precipitation seems to influence ridership hour to hour and that temperature has a greater influence on total daily ridership.



Source: Mobi by Shaw Go. [2017], Ridership stats.



## **Per-capita, there are more car share vehicles in Vancouver than in any other city in North America.**

Early research findings suggest that car sharing can make it easier for Vancouver residents to go car-lite or car-free, helping people save money while still having access to a car when they really need one.

## How we car share

Two different models of car share services exist in Vancouver:



### 1-WAY CAR SHARE

EVO & Car2Go

Members of these services use any vehicle, parked in areas around Vancouver, and leave the vehicle upon parking in another area of the city.



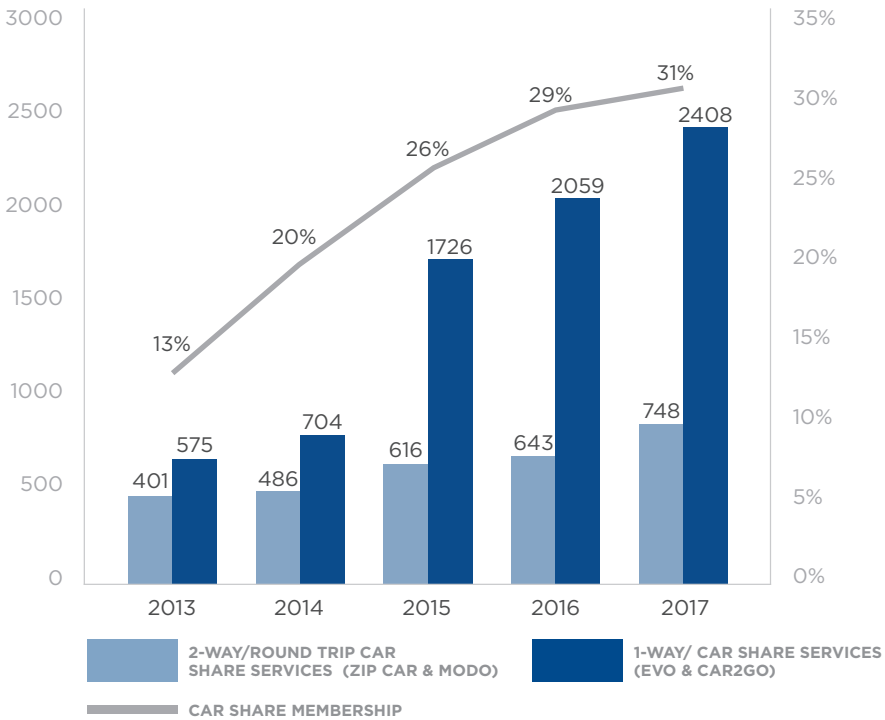
### 2-WAY CAR SHARE

Zip Car & Modo

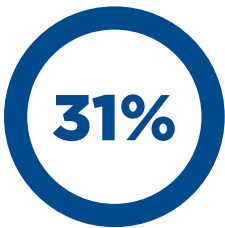
Member of these services reserve vehicles for set durations of time, returning vehicles to the vehicle's home parking location.

## CAR SHARE IN VANCOUVER

2013 → 2017



Source: City of Vancouver. [2017], *Transportation Panel Survey*.



of Vancouver residents have memberships with at least one of the four car share operators in the city.

In most cities where car share has been studied, car share users report more daily walking than people who do not use car share.

Because car share vehicles are parked throughout neighbourhoods, using a car share vehicle usually involves walking to and from the vehicle.

Source: Martin & Shaheen. [2016], *Impacts of Car2Go on Vehicle Ownership, Modal Shift, Vehicle Miles Traveled, and Greenhouse Gas Emissions: An Analysis of Five North American Cities*.





# A City For Everyone



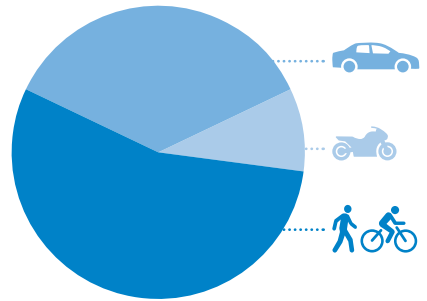
# Safety

The City's goal is to have zero traffic related fatalities by 2040.

People who walk, bike, or roll, including people in wheelchairs, are more vulnerable to injury or fatality than people in motor vehicles.

Over the last 21 years, traffic-related fatalities continue to decrease in Vancouver, even as our population continues to grow. However, one traffic fatality is too many. We continue to enhance our infrastructure and work with partners to improve safety and reach our target.

## 2017 FATALITIES

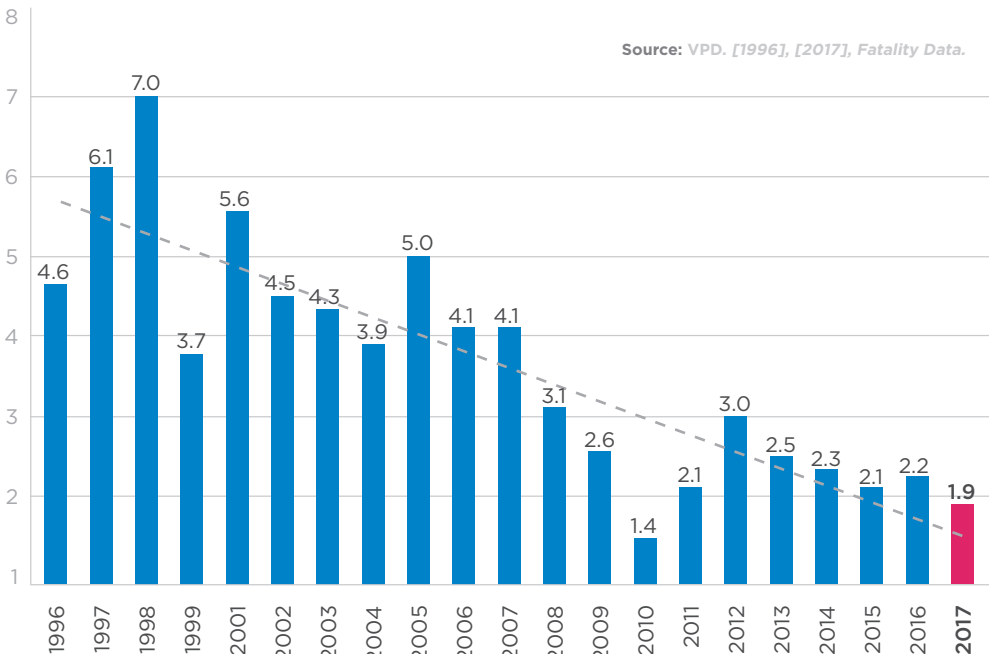


- **MOTORCYCLE** 9%
- **VEHICLE** 36%
- **PEDESTRIAN, SKATEBOARD, BICYCLE** 55%

Source: BC Ambulance service. [2017], Database.

## TRAFFIC RELATED FATALITIES 1996-2017

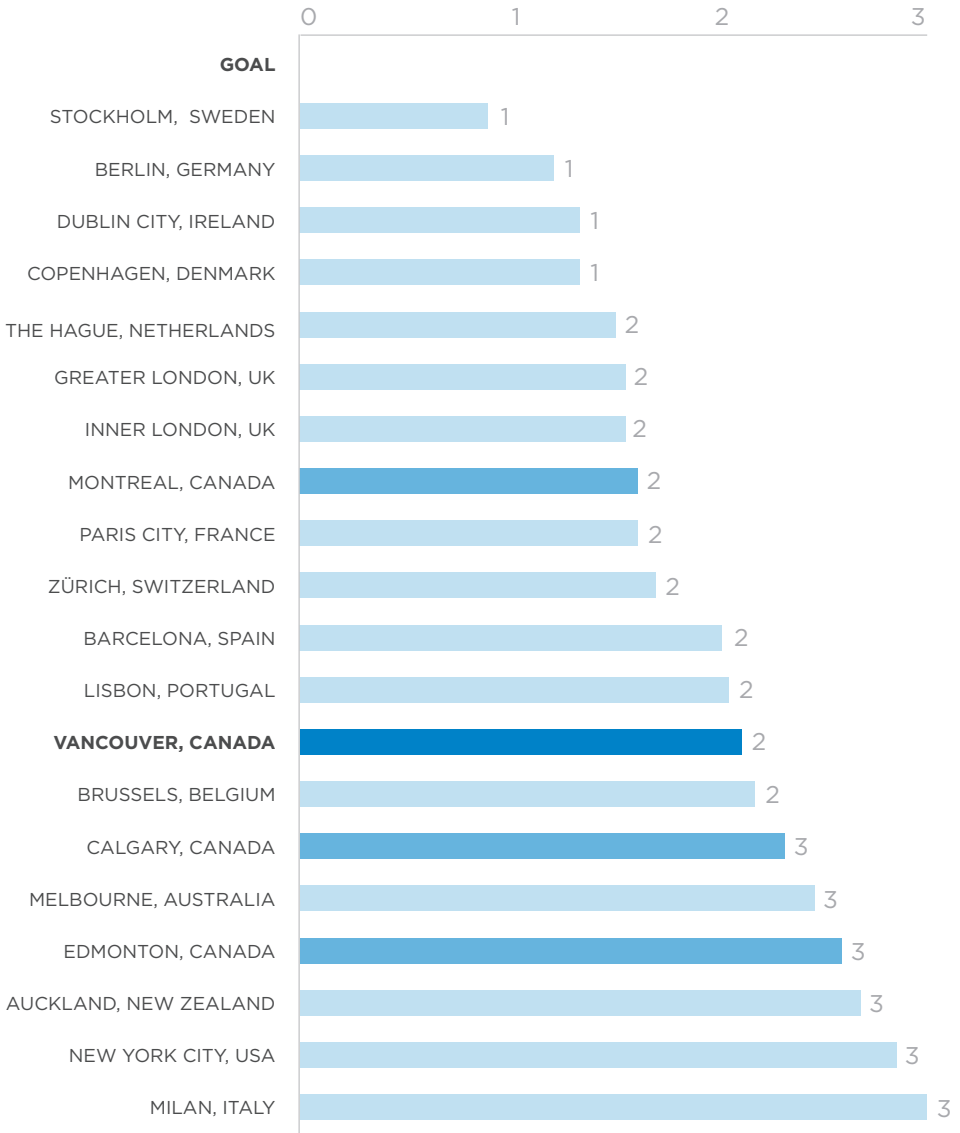
Per 100,000 (Vancouver Residents)



Source: VPD. [1996], [2017], Fatality Data.

## ANNUAL AVERAGE TRAFFIC RELATED FATALITIES

Per 100,000 2011 → 2015



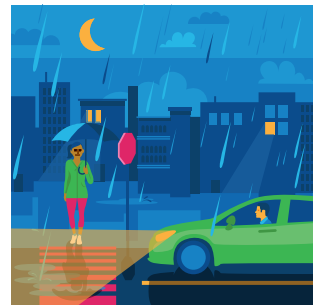
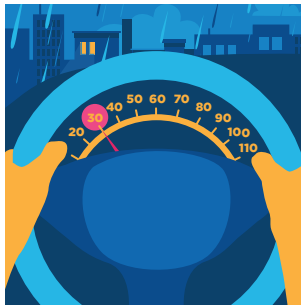
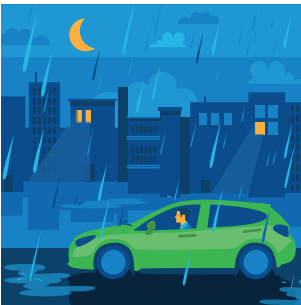
Source: ITF. [2011], [2015], Safer City Streets Database.

## How do we compare?

**Our streets are safer than most other major Canadian cities and other international cities, but there is room to improve.**

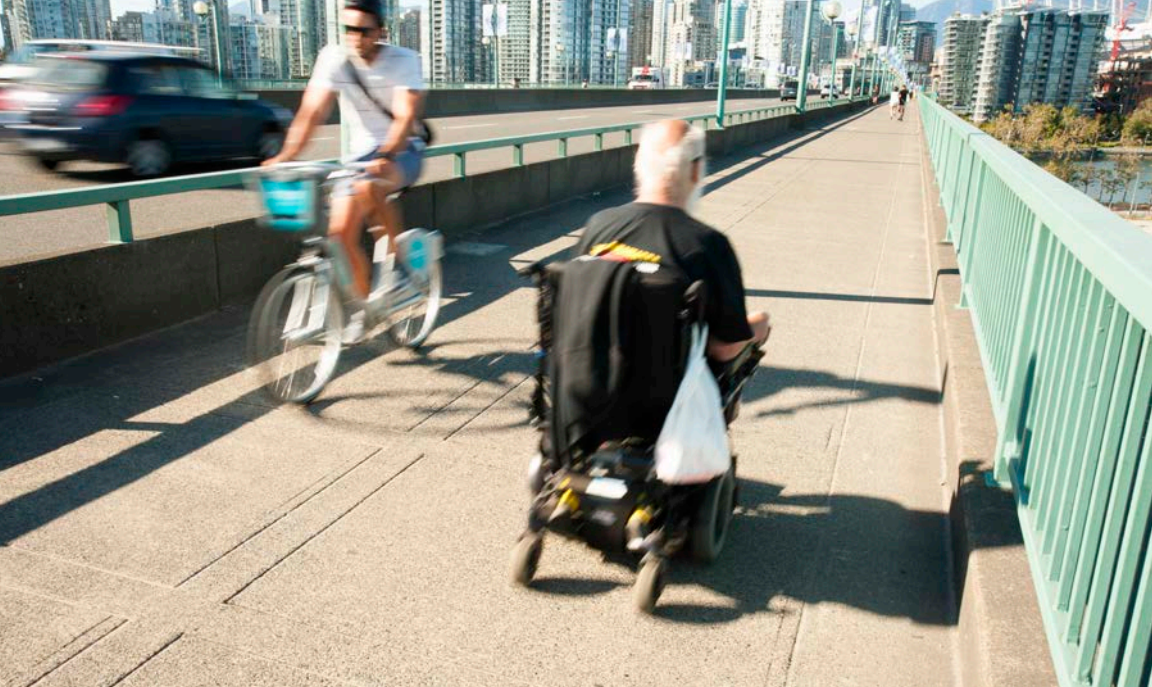
According to the most recent international data available, Vancouver ranks behind Montreal, and select major European cities, for traffic-related safety.

In 2017, the City launched a mindful travel campaign to encourage safe travel and visibility in darker wet weather.



We can learn from successes in other cities to create a Vancouver with zero traffic-related fatalities.





## Universal Design

According to available data from Statistics Canada, about 5% of BC residents have some form of physical or cognitive disability that challenges or limits their ability to get around.

This includes residents who use wheelchairs, walkers, canes, hearing aids, and other devices to help them travel.



OF VANCOUVER STREETS  
HAVE **SIDEWALKS**

Source: City of Vancouver. [2017], Geospatial Database.

## The City aims to design streets for people of all ages and abilities.

Our goal is to construct sidewalks on all streets, add curb ramps at intersections to ease street-crossings, and build bus stops that are accessible by all.

We are currently piloting new technologies to improve accessibility for residents. These pilots include adding durable, textured surfaces to the street edge and grooved lines on sidewalk letdowns to create sidewalks that are easier to use by people with visibility impairments.



ACCESSIBLE PEDESTRIAN  
SIGNAL PILOT



TACTILE PAVING PILOT

## Can I use that bus stop?

### BUS STOP ACCESSIBILITY

The City works with TransLink/Coast Mountain Bus Company (CMBC) to build bus stops large enough that buses can use their ramps to serve people with wheelchairs.

**83%**

**OF VANCOUVER BUS STOPS ARE  
WHEELCHAIR ACCESSIBLE**



## Promotion and Education

In 2017, we updated our “Bike Vancouver” brand to include other modes of healthy, sustainable transportation such as walking and rolling (via skateboard, scooter, or even with a stroller). Walk + Bike + Roll: Getting Around the Vancouver Way recognizes and celebrates all of the sustainable ways that Vancouver residents choose to get around.

When residents choose to walk, bike, or roll, they:

- Receive personal health benefits
- Contribute to the health of the environment
- Alleviate congestion, making room for others who need to use the streets more (e.g. delivery vehicles, emergency services, etc.)
- Discover the joy and efficiency of traveling on foot or by bike

You can see us in the community at events such as:



### **Bike to Work Week**

Bike to Work Week is celebrated across BC every spring, and in Metro Vancouver a second time every autumn. In 2017, more than 11,000 Vancouver Residents participated in Bike to Work Week. According to registration data, over 2,100 of these participants were new bike commuters.



### **Mass Bike Rides: Bike the Night & Our City Ride**

In 2017, the City of Vancouver contributed to enable two ciclovias (also known as “open streets” or temporary closures of city streets to motor vehicles):



Our Cityride Vancouver hosted a 17-kilometre car-free daytime ride through Downtown and Stanley Park with 2,500 participants.

HUB hosted Vancouver’s second annual family-friendly Bike the Night event where 3,500 people creatively demonstrated safe cycling by night with a fun 10 kilometer car-free evening ride.



### **School Active Travel Planning**

The City led a School Active Travel Program to engage elementary schools to help identify school transportation challenges and opportunities, improve walking and cycling infrastructure around schools, and provide an in-class introduction to cycling safety and on-bike training focused on basic riding skills and road etiquette.







# Providing Better Routes



## Arbutus Greenway

2,800 people use the temporary path each day - 2,000 people on bikes and 800 on foot.

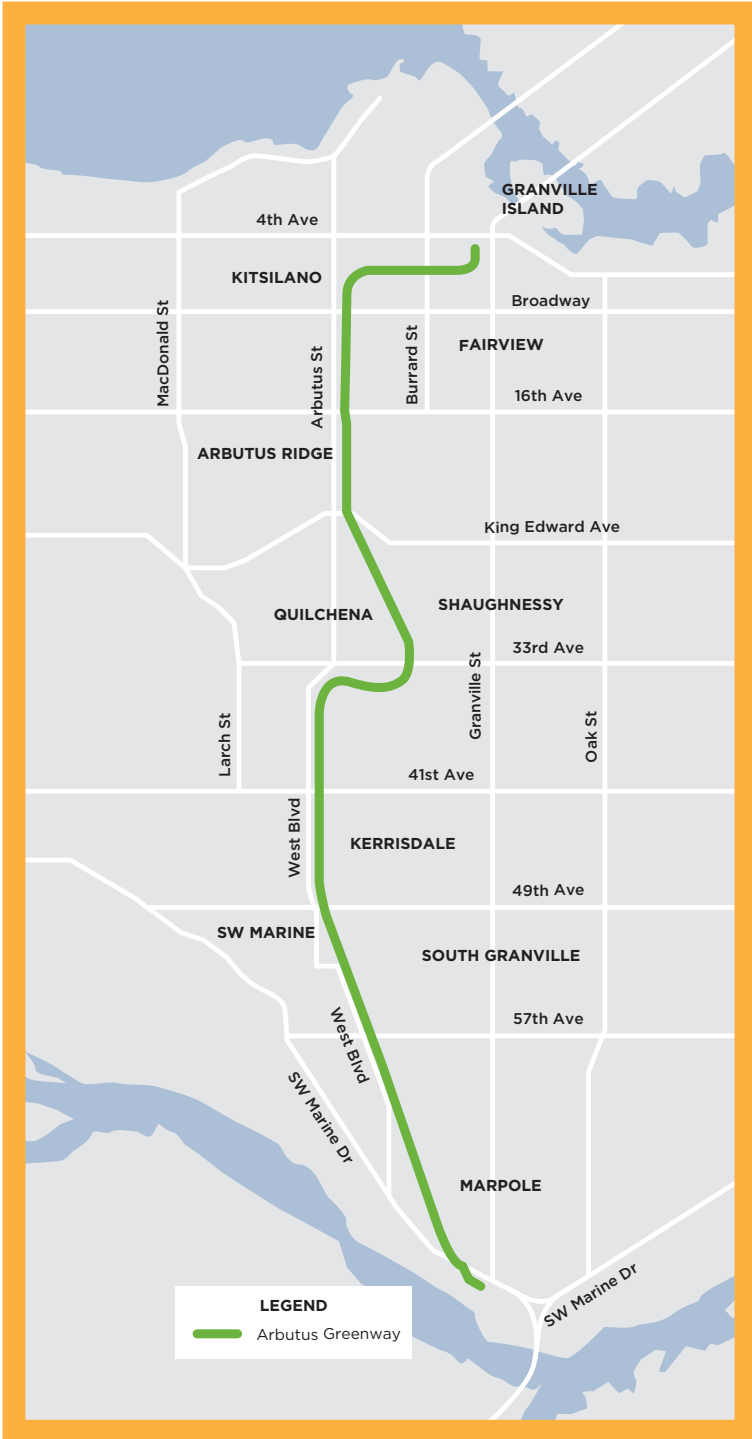
The Arbutus Greenway will be a defining element of Vancouver's urban landscape as a vibrant and beautiful public space for walking, cycling, and streetcar.

The Arbutus Greenway is a new north-south transportation corridor that will connect people, parks, and places from False Creek to the Fraser River.

It repurposed a historic rail corridor and to provide a high-quality, accessible public space for walking, cycling, and rolling. When complete, it will be a destination that fosters both movement and rich social interaction - inspired by nature and the stories of the places it connects.

 **READ MORE:** [vancouver.ca/arbutusgreenway](http://vancouver.ca/arbutusgreenway)





## Burrard Bridge

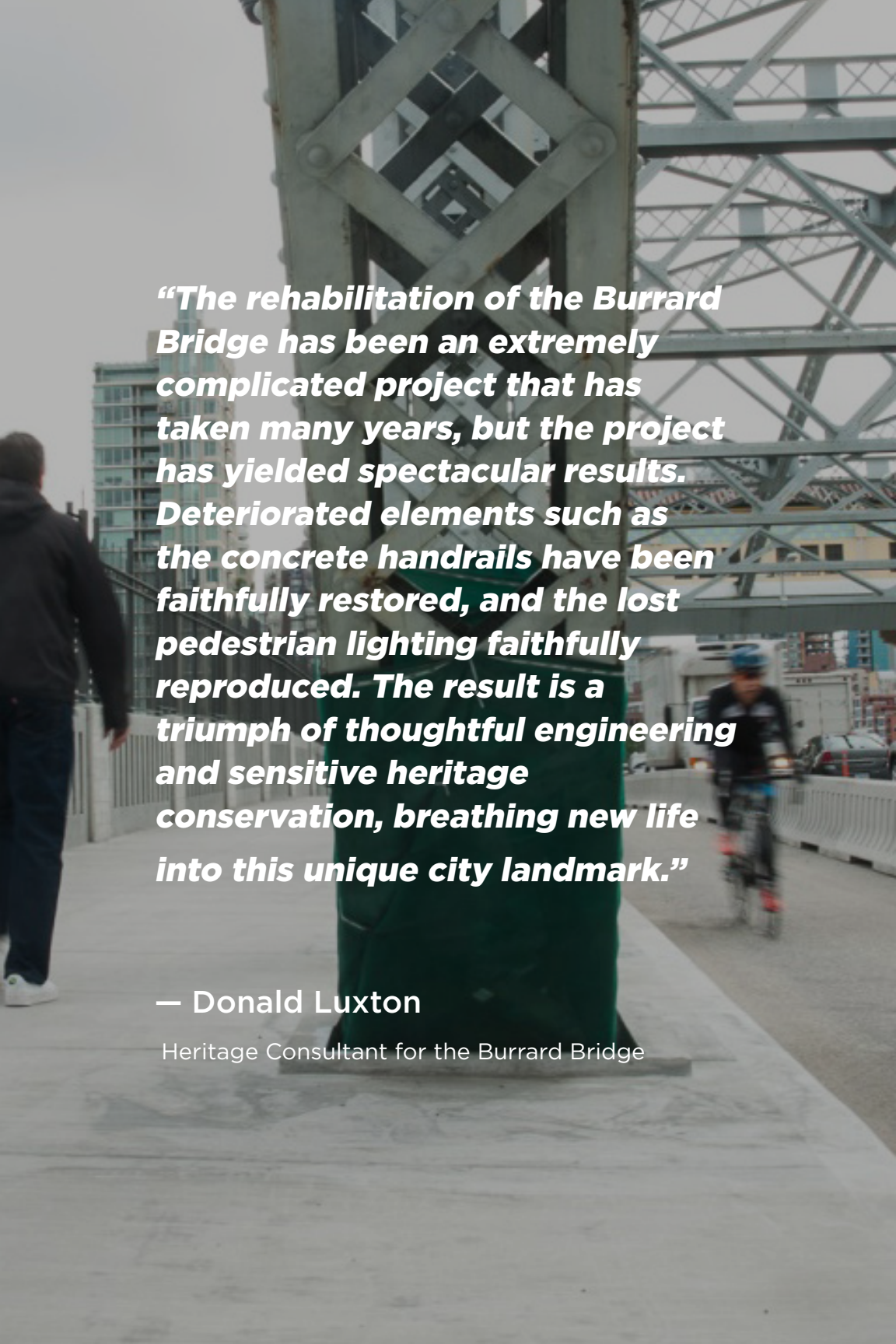
In 2017 the City upgraded Burrard Bridge. The project aimed to:

1. Improve safety at the Burrard-Pacific intersection, which was the second-highest collision location in Vancouver.
2. Improve connections to enable people to walk on both sides of the bridge.
3. Replace aging infrastructure like sewer and water utilities, and roads and sidewalks.
4. Combine routine maintenance to minimize the overall impact to Communities.

The protected intersection at Burrard St. and Pacific Blvd. was the winner of the Greater Vancouver Institute of Transportation Engineers Mavis Johnson Award for Road Safety Project of the Year.

---



A photograph of the Burrard Bridge structure, showing a large green metal pillar in the foreground and the bridge's steel truss structure in the background. A person is walking on the left, and a cyclist is on the right. The text is overlaid on the image.

***“The rehabilitation of the Burrard Bridge has been an extremely complicated project that has taken many years, but the project has yielded spectacular results. Deteriorated elements such as the concrete handrails have been faithfully restored, and the lost pedestrian lighting faithfully reproduced. The result is a triumph of thoughtful engineering and sensitive heritage conservation, breathing new life into this unique city landmark.”***

**— Donald Luxton**

Heritage Consultant for the Burrard Bridge

# Glossary

**AAA (all-ages-and-abilities)****cycling routes:**

A route designed to feel safe and comfortable for everyone, including seniors, families with young children, and new riders.

**Active transportation:**

Travelling by walking, cycling, rolling or any other method of movement by human power.

**Infrastructure:**

The “hardware” that makes active transportation possible, including sidewalks, bike lanes, streets, and pathways.

**Mode share:**

The proportion of trips taken using a particular method – or mode – of travel (e.g. walking, cycling, transit, auto).

**Right-of-way:**

The legal right to proceed before others in a particular situation or place (e.g. at an intersection).

**Sustainable transportation:**

Travelling by walking, cycling, rolling or transit.

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Page 40 .....	Ken Ohrn (Bike to Work Week); MEC (Mass Bike Rides), Rod Preston (School Active Travel Planning), Jordan Magtoto (School Active Travel Planning)
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