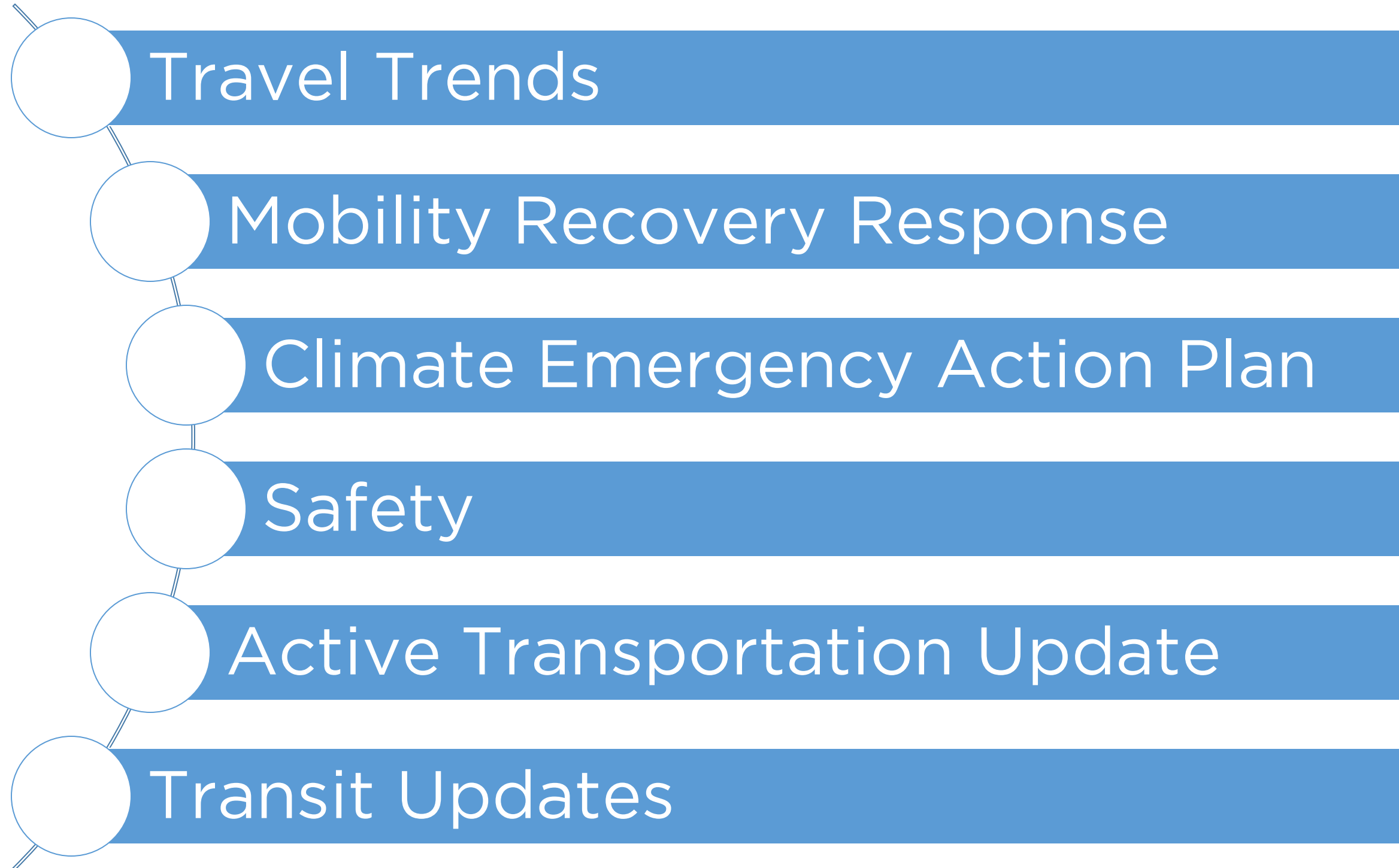




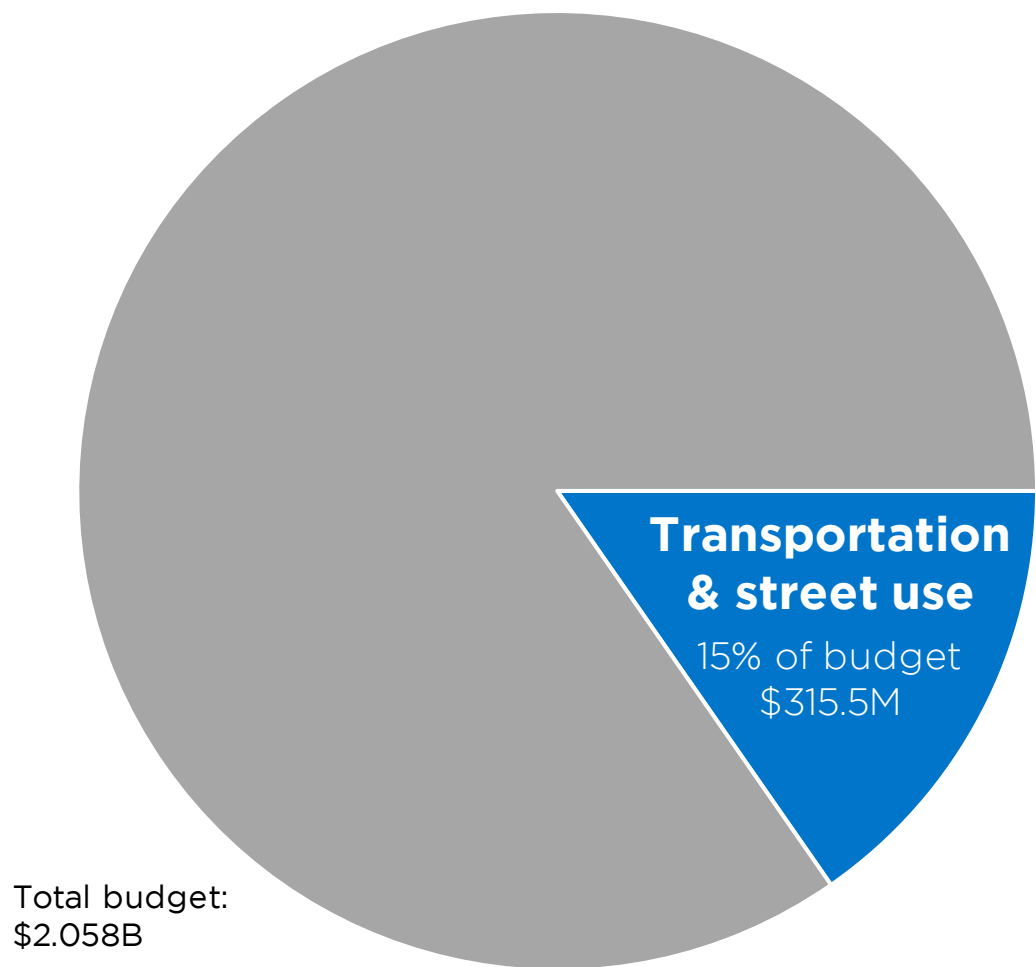
Transportation Update

June 22, 2021

Contents



Transportation in the 2019-2022 Capital Plan

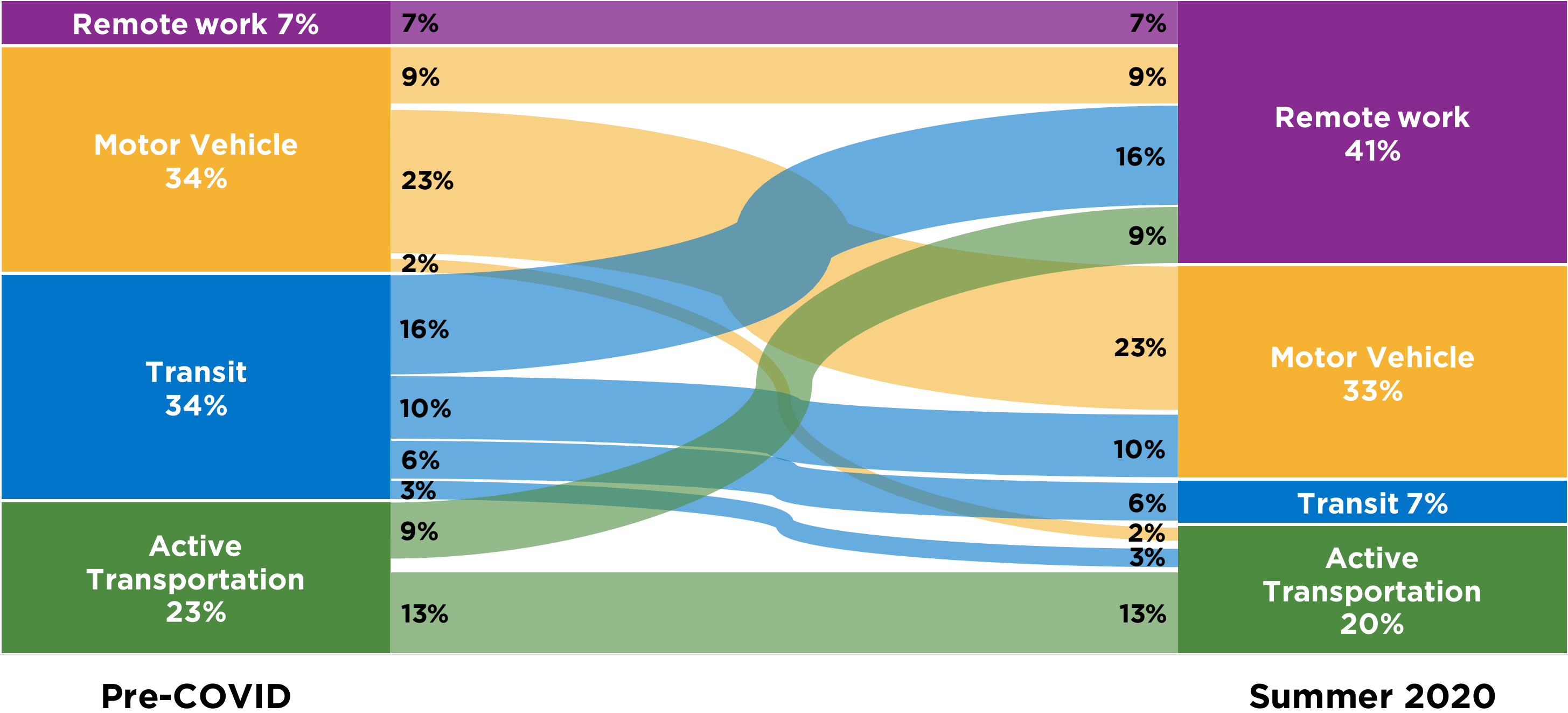


Transportation & street use
account for about
15% of the City's capital budget
[2019-2022 Capital Plan]

Key transportation programs include	\$
Active Transportation Corridors	\$49M
Transit Improvement Program	\$18M
Parking Meter Program	\$16M
Safety & Congestion Management	\$19M
Planning & Monitoring	\$9M
Traffic Signal Program	\$22M

Travel Trends

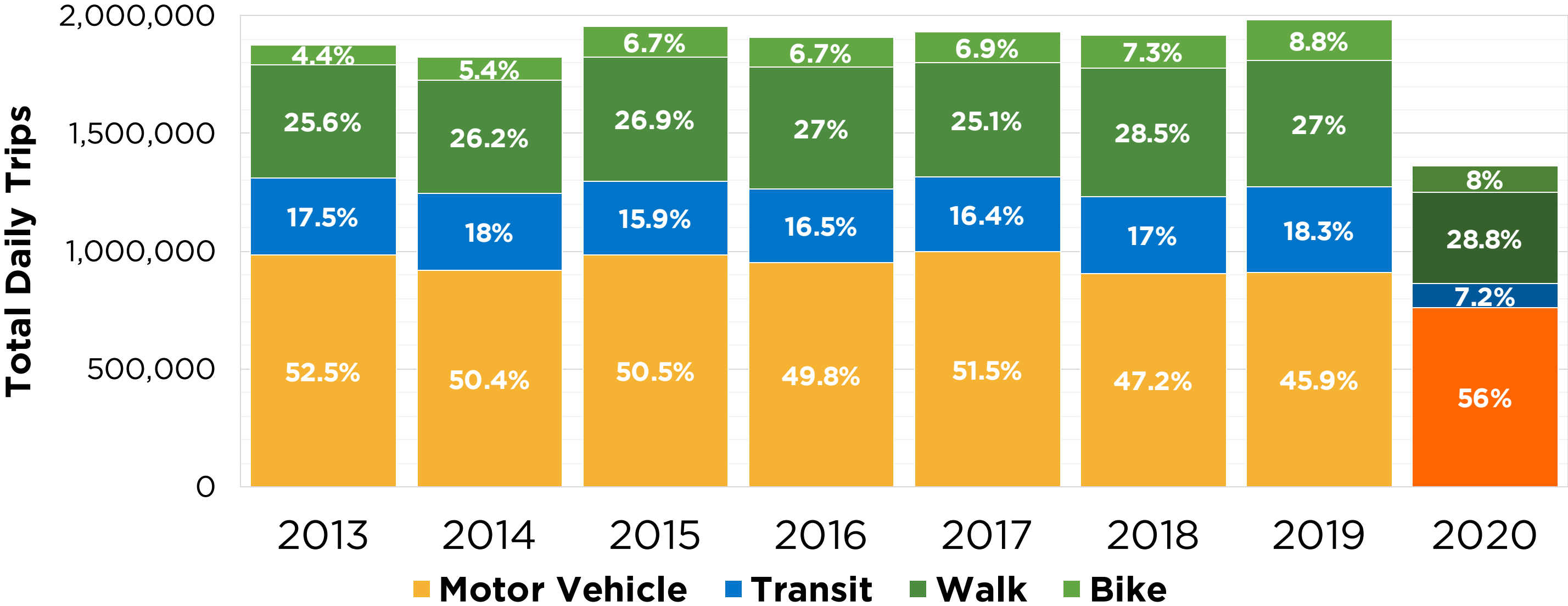
Commute Shift – Summer 2020



Source: Summer 2020 Mini-Panel Survey by City of Vancouver

Mode Share Update

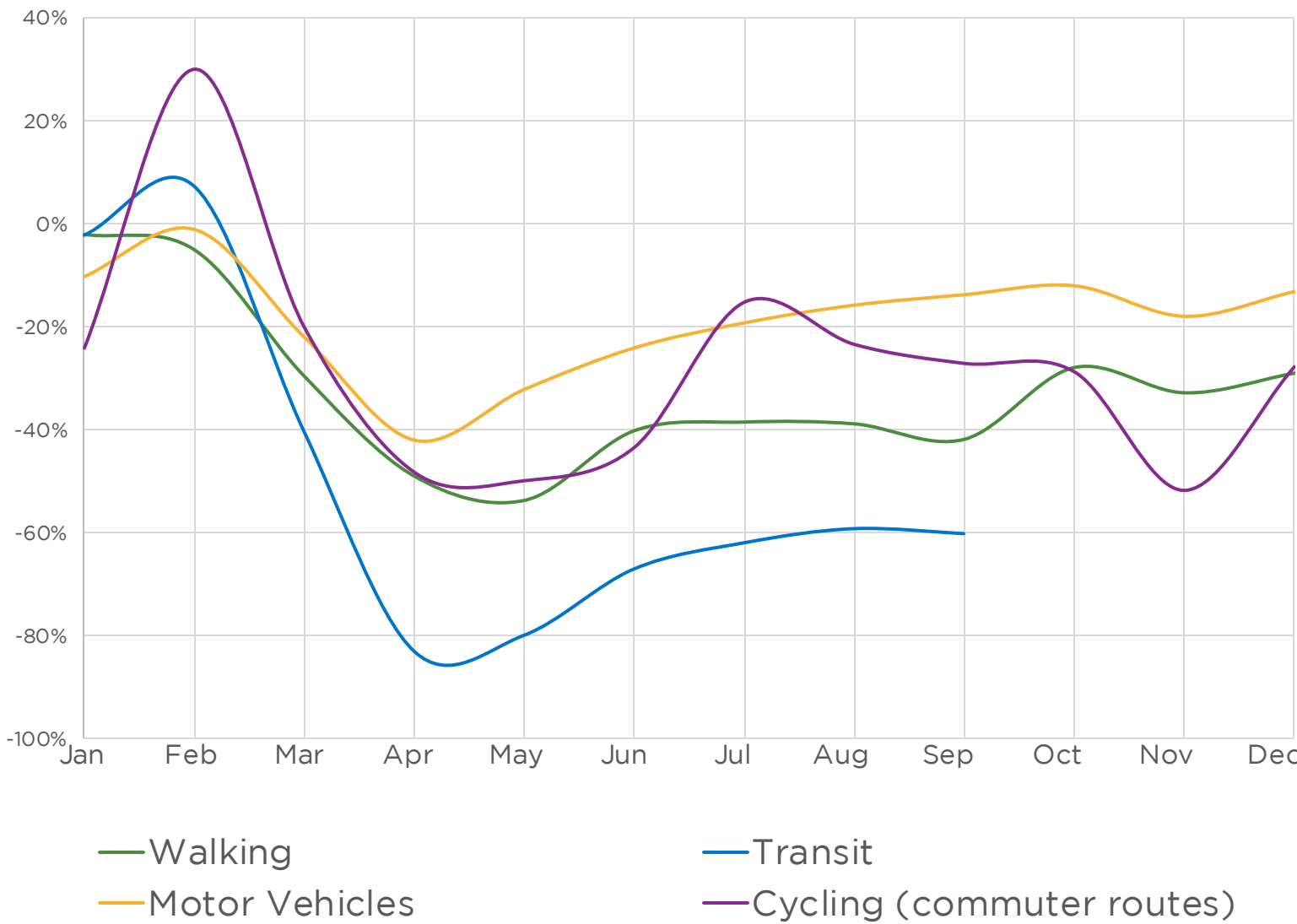
2020 was an unusual year



Source: 2013-2020 Panel Surveys, City of Vancouver

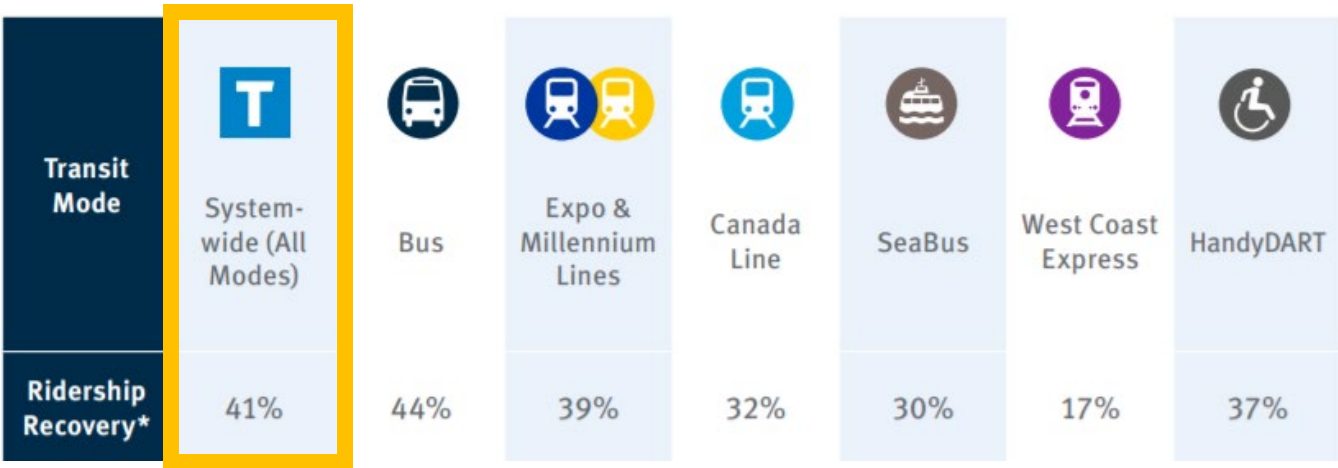
Fall 2020 Transit Ridership

Percent Change in trip volumes:
2020 compared to 2019 by mode



Transit ridership is rebounding, but slower than other modes

- Regional ridership in 2020 was only ~40% compared to 2019



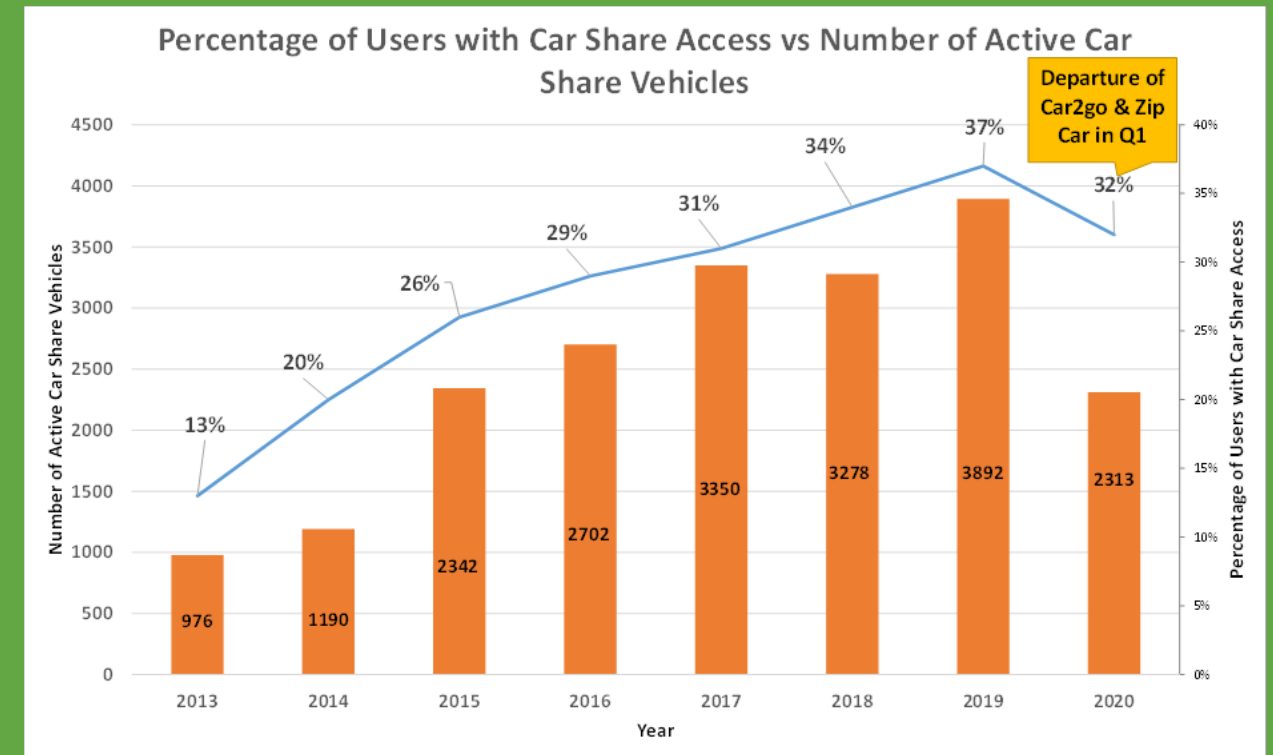
- Current ridership recovery is estimated to reach the 70-90% range by year end, comparable to global peer cities

Source: TransLink, City of Vancouver

Car Share Update

Number of active car share vehicles decreased and stabilized since departure of Car2go & ZipCar

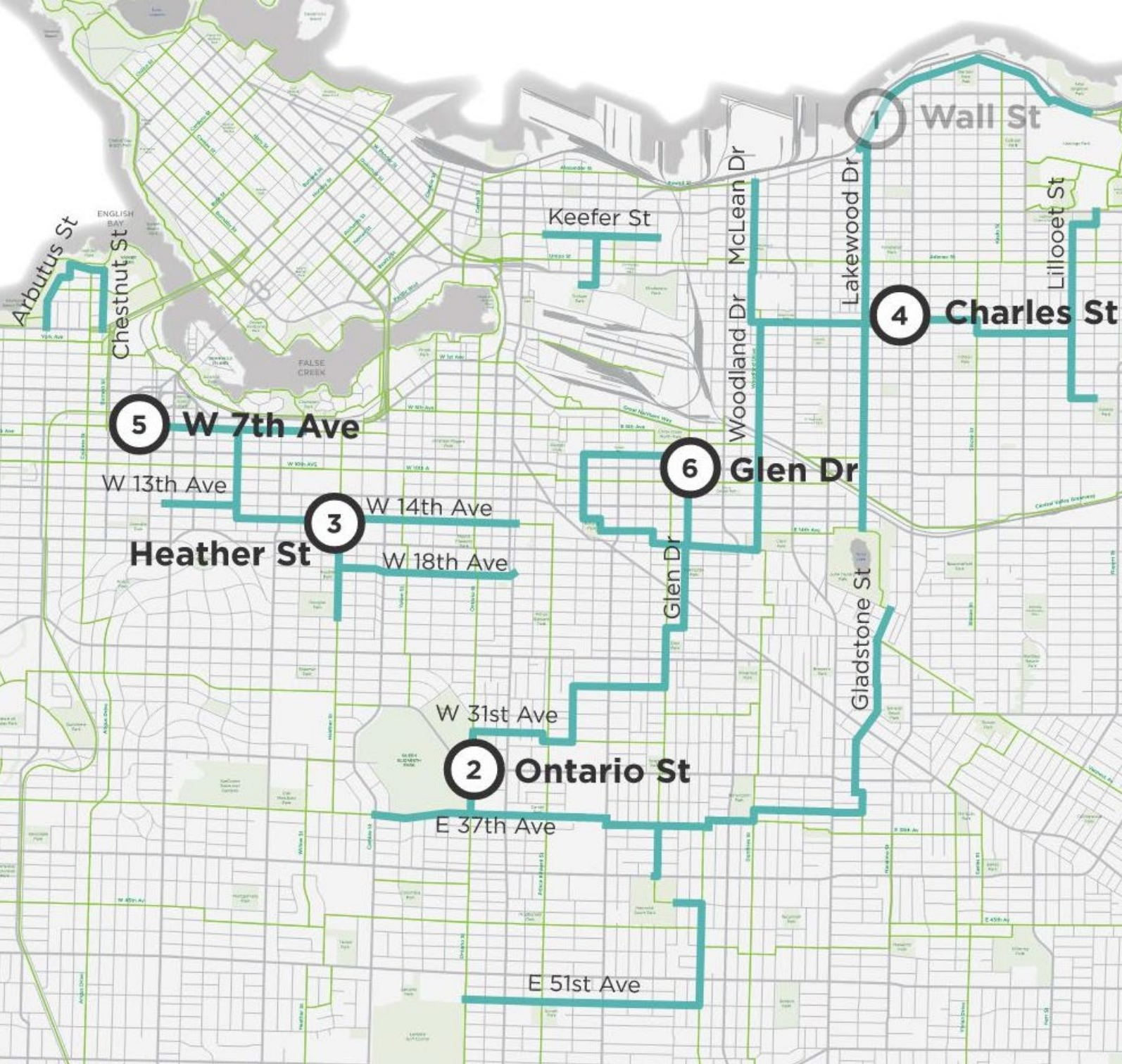
Subscription of car sharing programs by Vancouver adult residents decreased by 5% points since 2019



New two-way car share service with exclusively ZEV expected to launch at end of this month

Mobility Response and Recovery

Slow Streets



Phase 1 – May 2020 to Aug 2020

- 40km of routes on local streets
- Support physical distancing and neighbourhood destination access

Phase 2 – Sep 2020 to Jun 2021

- Trial traffic calming upgrades
- Additional public input opportunities after Slow Streets

Advanced **Equity**
during **COVID**

~75% saw **reduced**
volumes and speed

1,900 surveys

Beach Avenue Interim Upgrades

2020 emergency pandemic response

- Eastbound travel lanes repurposed with traffic cones to create room for safe active travel

2021 interim upgrades

- Improved pedestrian crossings
- Resumed two way transit on Beach Avenue
- Restored eastbound traffic lanes between Denman and Pacific
- Upgraded barrier between motor vehicles and two way bike path

90% positive
2,500 surveys

Interim design will inform
**West End
Waterfront Plan**



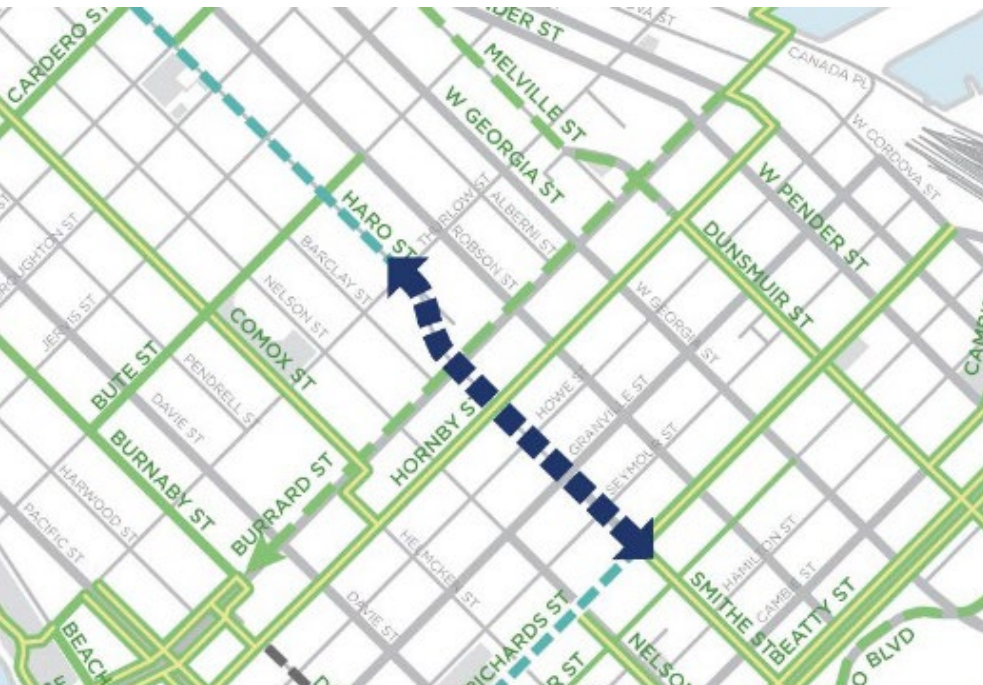
Smithe Street Upgrades

Filling a major network gap

- AAA portion of bike route currently only goes as far west as Richards
- Project will upgrade section west to Thurlow, connecting Cambie Bridge with West End
- Over 70% public support for project objectives

Construction this summer

- Quick-build approach to minimize impacts
- Will maintain sufficient vehicle capacity for pre-COVID volumes



The project will provide a safe, direct connection between Cambie Bridge and the West End



Smithe St west of Richards today. Upgrades will make this section safe for people of all ages and abilities.



Smithe St east of Richards today. Recent improvements have helped double ridership in the last 4 years

Arbutus Street at Kitsilano Beach Park

Improving seaside connections along Kits Beach Park

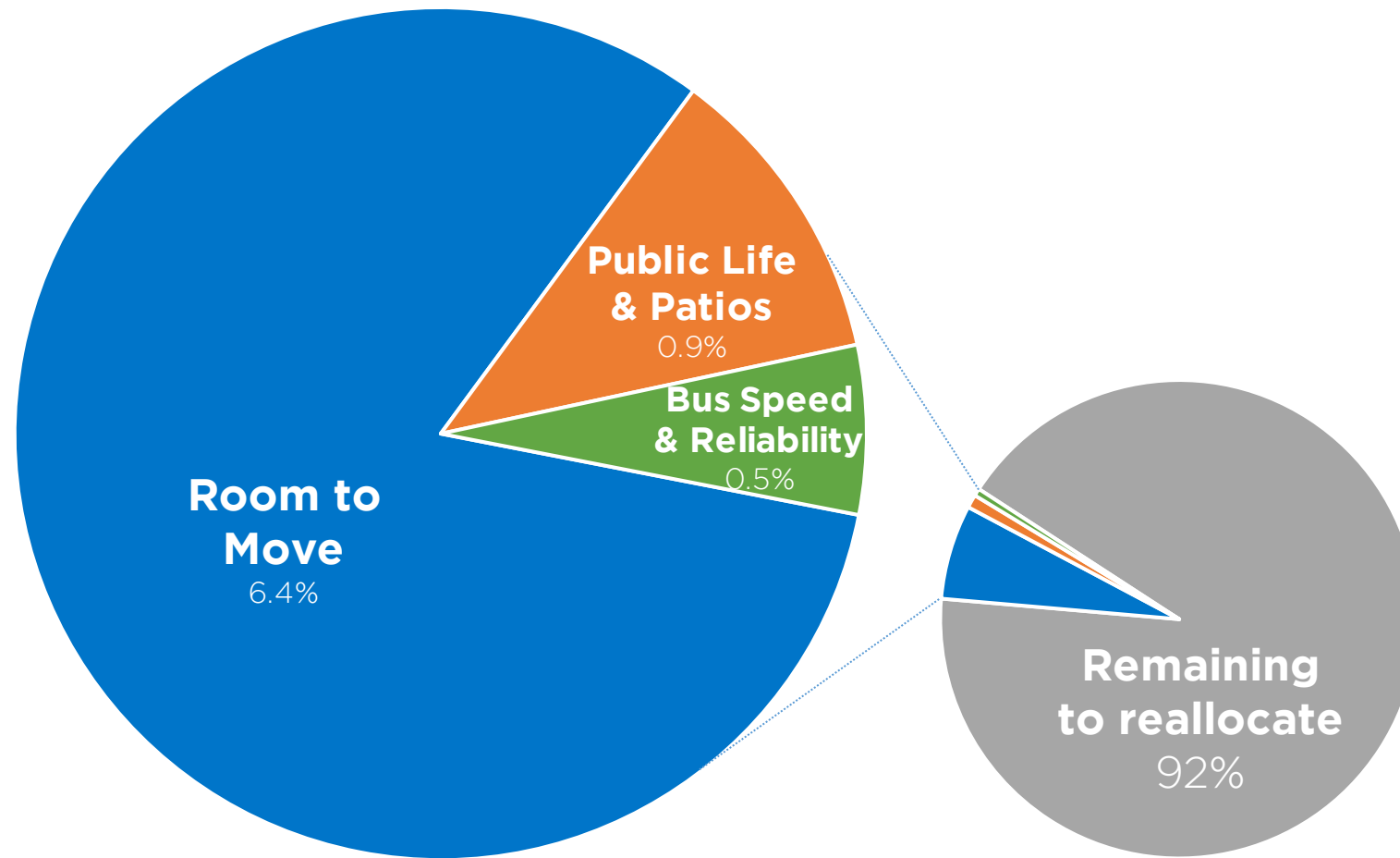
- Arbutus Street curb lane next to Kits Beach park converted into temporary two-way protected bike lane
- Aligns with Park Board initiative to improve safety of path through parking lot

Next steps

- Traffic circulation and parking are being monitored
- Engagement to begin this summer on long-term solution

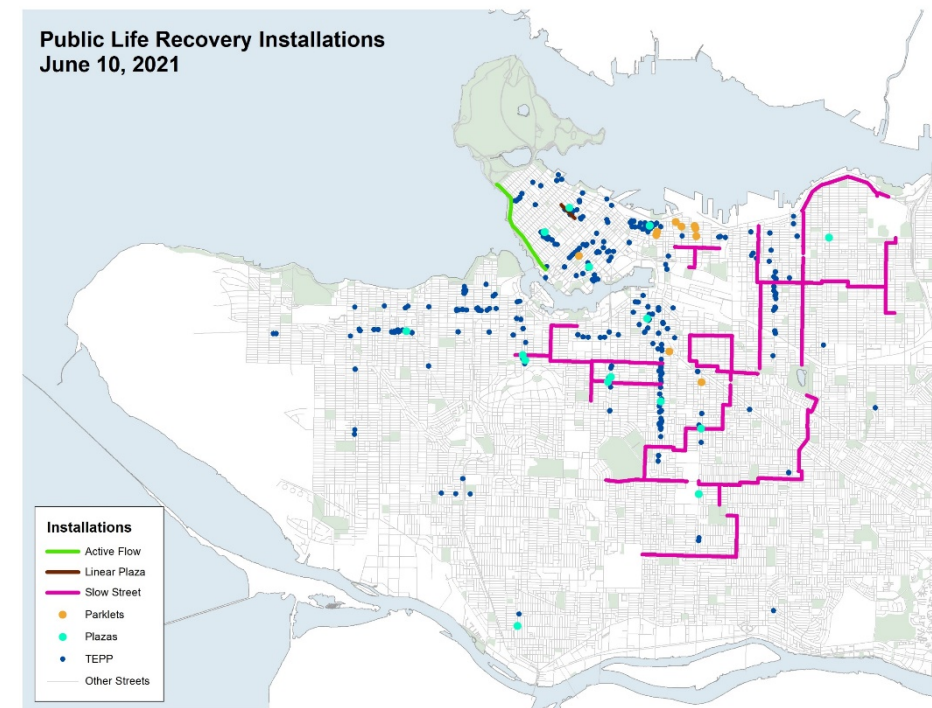


Reallocating 11% of Today's Road Space



- **Strong public desire** to increase active transportation & reallocate road space
- **Opportunity to significantly reimagine streets**
 - more people-focused
 - places to rest & play
 - provide green infrastructure

11% of our road space
is equal to
30 BC Place Stadiums



Climate Emergency Action Plan

Climate Emergency Parking Program

- **First major transportation initiative coming from Climate Emergency Action Plan**
- **Public engagement now underway**
 - Survey online at shapeyourcity.ca/parking until July 5
 - Report to Council this fall | Implementation in 2022 if approved

Program goals

- 1. Encourage clean vehicles**
for people buying new ones
- 2. Reduce air and carbon pollution**
Would achieve **10%** of emissions reductions targeted from the switch to clean vehicles
- 3. Fund climate emergency actions**
Would fund **25%** of climate emergency action program
Would generate **\$60M by 2025** to support key actions



Two components working together

- 1. Pollution charge**
added to residential parking permits
- 2. New Overnight Parking Permit Zone**
for residential streets that are currently unregulated

Transport Pricing Feasibility Study

Important opportunity to reduce carbon emissions while making the city centre a better place for everyone

Current

- RFP issued for feasibility study (closes July 8)
- Establish intergovernmental partnerships

September 2021 – Spring 2022

- Complete feasibility study
- Engage stakeholders
- Explore post-COVID mobility trends

Spring 2022

- Council update on findings

2023 – 2024

- Develop transport pricing options
- Engage public to discuss impacts, mitigation, and opportunities
- Council decision to move forward and refine recommended option



TDM Action Plan Update

Transportation Demand Management Action Plan 2021-2025

Encouraging Active Transportation & Transit
Reducing Personal Vehicle Trips

May 2021



NON-INFRASTRUCTURE APPROACHES to increase active transportation and transit and reduce personal vehicle trips

- Direction from **CEAP** to develop a 5-year TDM Action Plan and begin implementation in 2021
- Provides strategic direction and identifies 76 actions to support **SCHOOLS, EMPLOYERS, RESIDENTS and VISITORS**

What's next?

- Update to website incoming
- Implementation of actions

School Streets Pilot Update

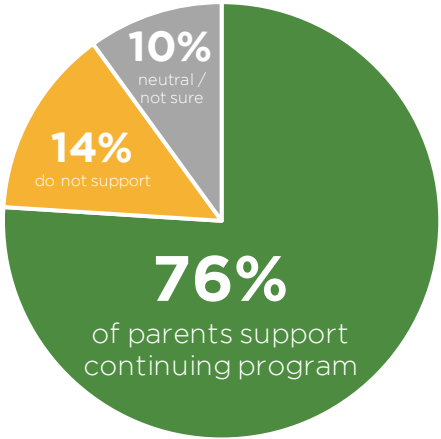
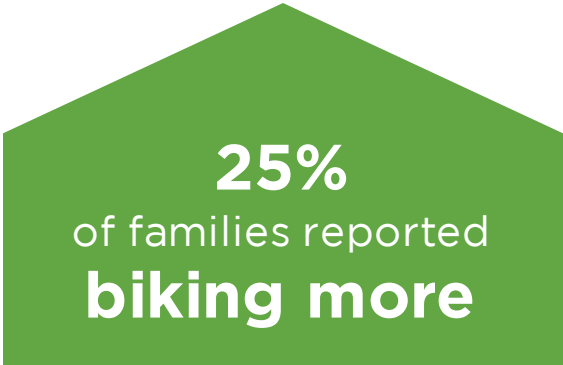
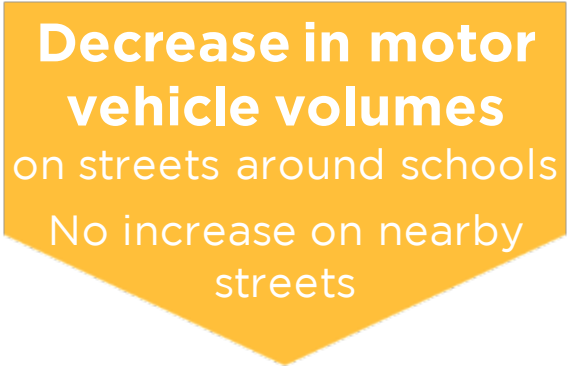
A pilot to transform one street next to a school to support safer walking, biking and rolling

- Took place at 3 elementary schools for 4 weeks this spring
- Delivered in partnership with Vancouver School Board



“During the pilot we started cycling for the first time, and we began walking more. We previously drove more as I was also nervous walking in the crosswalks around the school due to the extremely chaotic and aggressive car traffic.”

– Parent, Lord Roberts Elementary School



Urban Freight Pilot



Cyclelogistics Pilot

- Led by City, funded by Province
- Create a temporary, shared, small-scale urban logistics hub to enable deliveries by cargo bikes and to assess results

Summer 2021

Select at least 2 participating delivery companies



Fall 2021

Set up a temporary cyclelogistics hub



Support the
“Missing Middle”
of Delivery Vehicles

**Winter/
Spring 2022**

Monitor deliveries and share knowledge



Summer 2022

Pilot completion



Broadway Subway Update

Construction updates

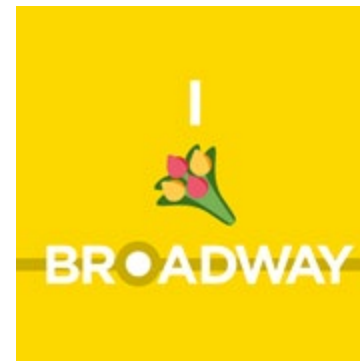
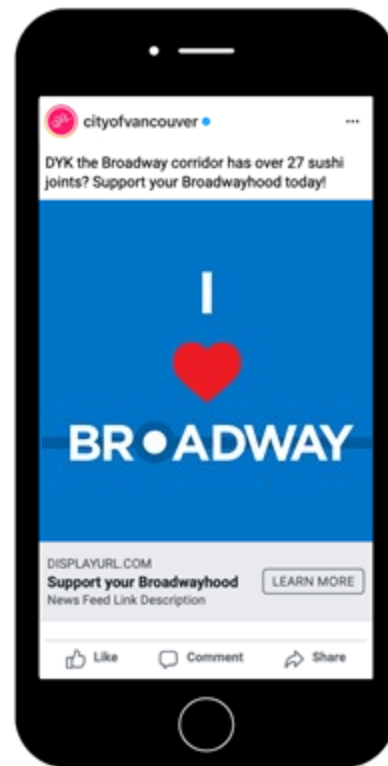
Demolitions and street tree removal mostly done

Excavation and sewer main relocation in progress



Connection with Broadway Plan

Station block street design public engagement is live online



Business Awareness Campaign

May 25 to June 20

Social media ads within 1km of the corridor
Decals distributed to stores on Broadway to display in window



Safety

Slow Zone Pilot Results

Slowing motor vehicles, part of Moving Towards Zero

- Grandview Woodland pilot launched 1st week of March 2021
- Positive feedback from media and public
- Preliminary results indicate **slower speeds overall**

Slower & safer speeds:
5% decrease
in vehicles driving over
30 km/hr



Neighbourhood Traffic Management Program Update



Encourage safe driving by reducing speeds and volumes of street traffic

- Implementation delayed by pandemic response and staff vacancies
- Prioritization of future neighbourhoods is underway

**Q4
2021**



Engagement process for the neighbourhood surrounding Adanac Overpass and Strathcona

**Early
2022**



Strategy update to Council

Streamlining Road Safety Requests

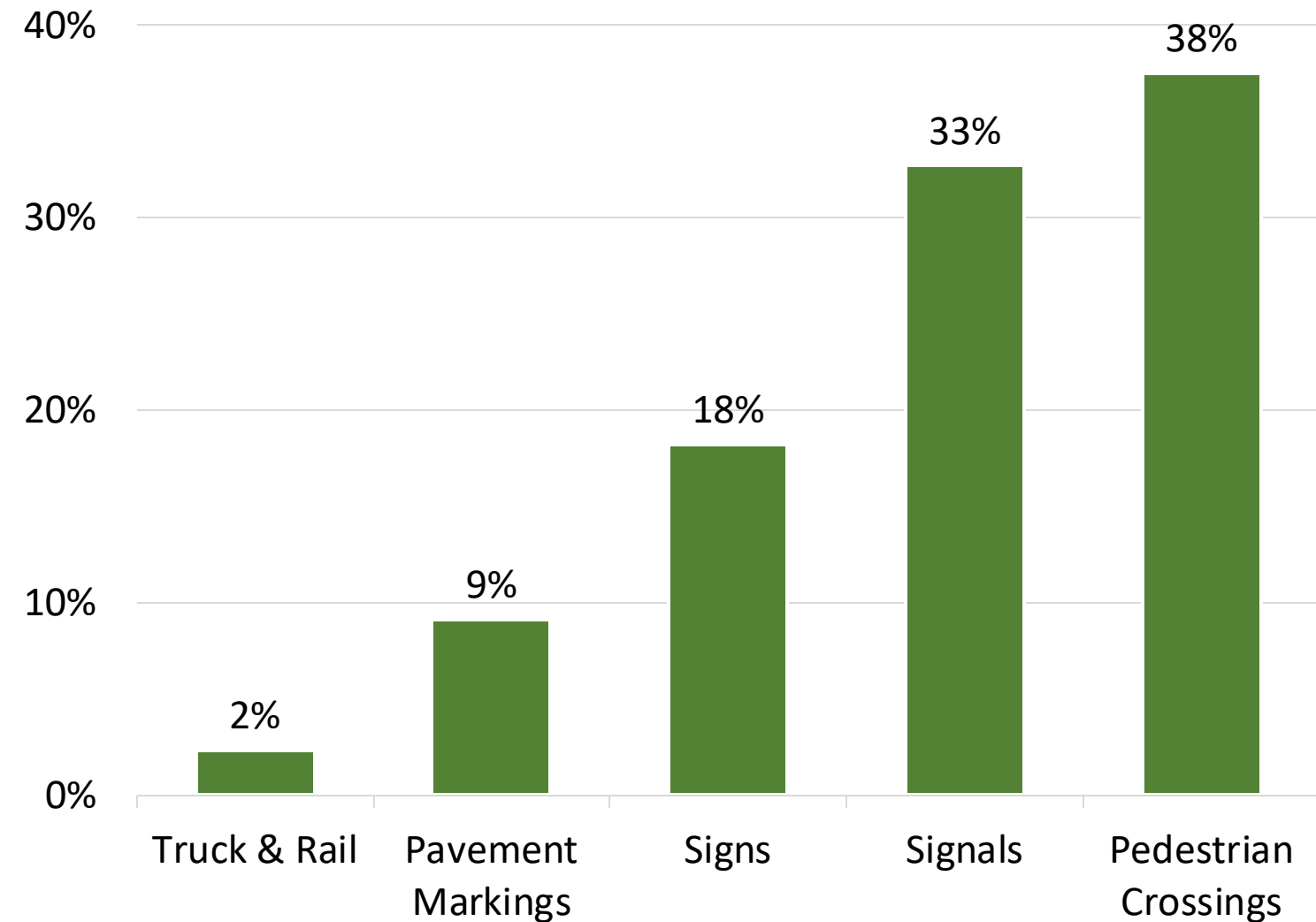
Reducing the response time for road safety improvements

Cases and costs have been rising

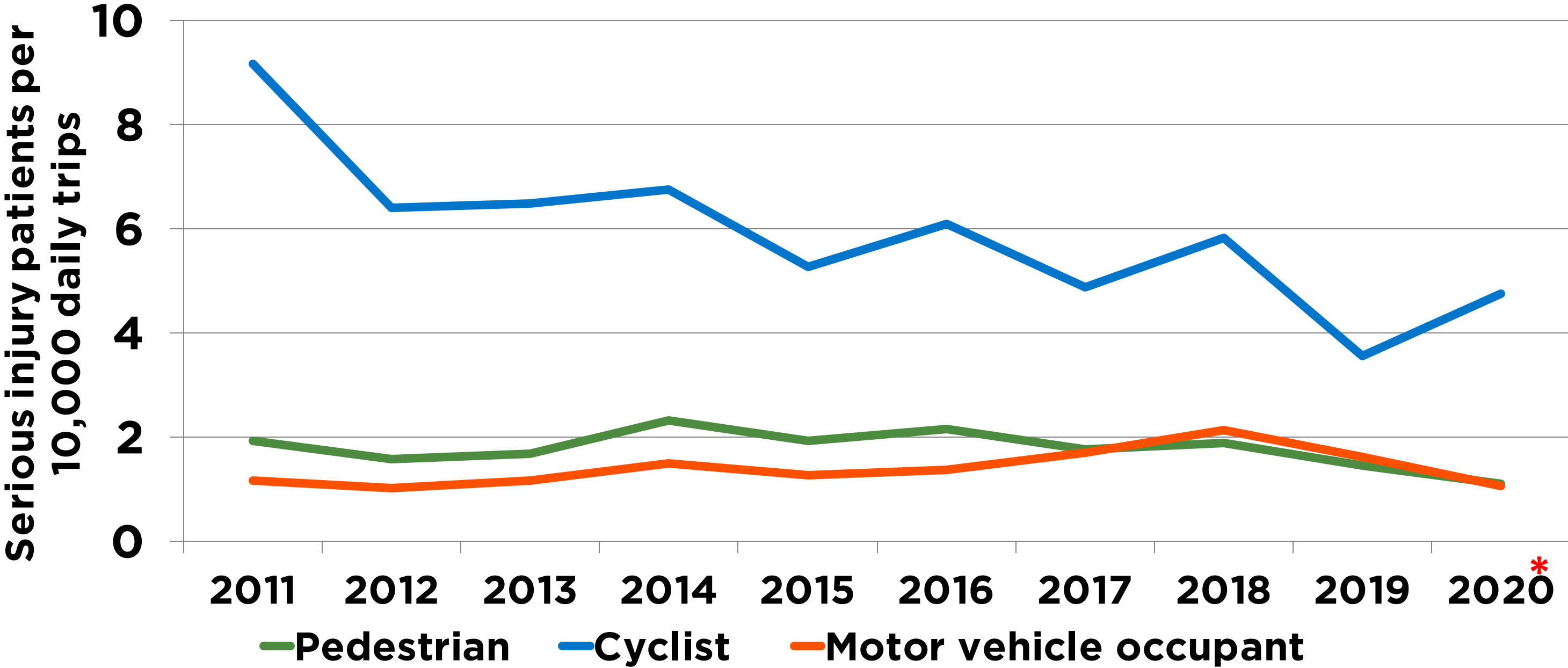
Staff Action Plan

- Self-service website
- Case allocation improvements
- Dedicated staff to ensure timely responses

Number of Road Safety Requests by Type



Transportation injury rates decreasing



Source: Vancouver General Hospital, Traffic Injury Data (2011-20). City of Vancouver, Panel Survey (2013-20), TransLink Trip Diary (2011)

Active Transportation Update

Walking/rolling Improvement Summary

New Infrastructure or Intervention	2019	2020
Full signals	2	1
Walking and/or cycling signals	4	5
Countdown timers	119	38
Rectangular rapid flashing beacons	4	9
1m/s walk rates applied	68	45
Accessible pedestrian signals	17	20
Audible signals	6	2
Leading pedestrian intervals	1	7
Curb ramps	157	229

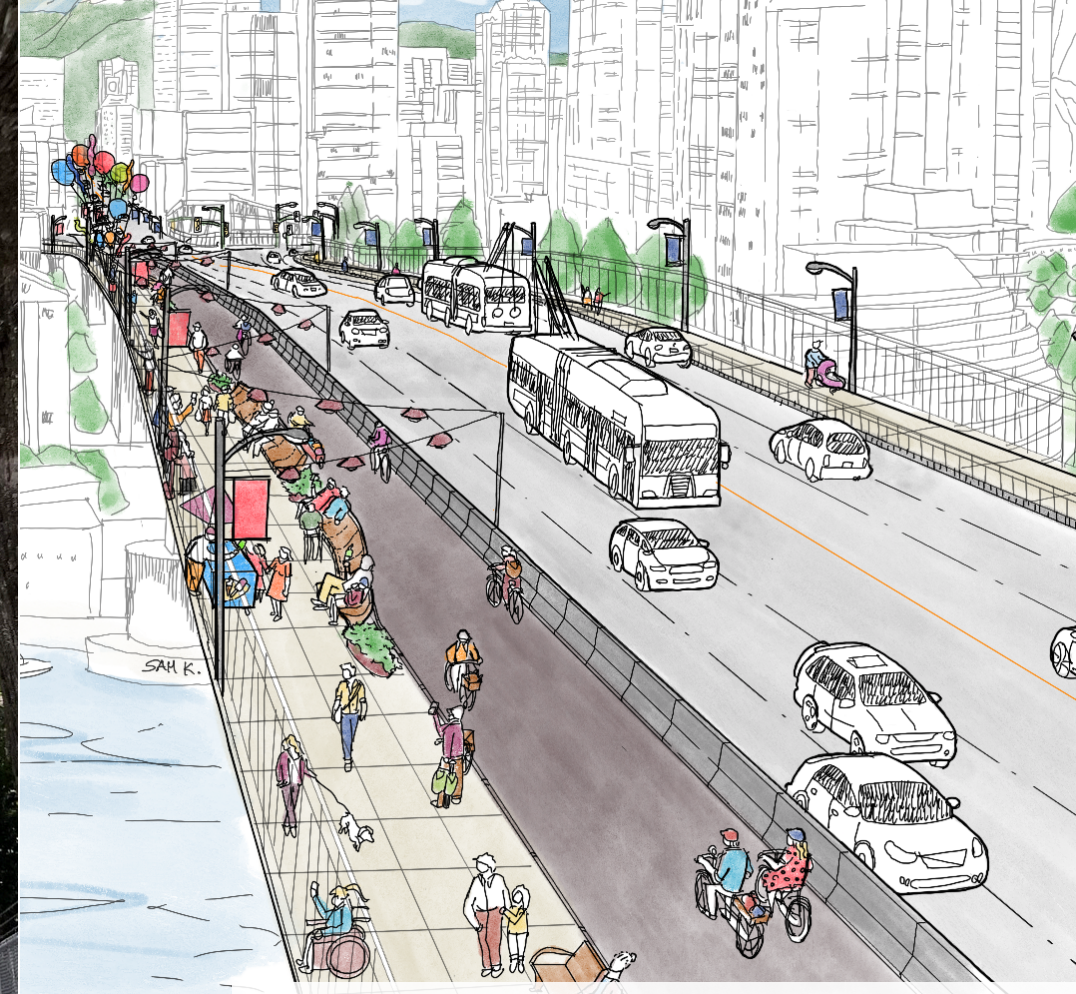
Continuing to deliver on safe and accessible infrastructure



Project Updates



Richards Street



Granville Bridge Connector



10th Ave Hospital Zone

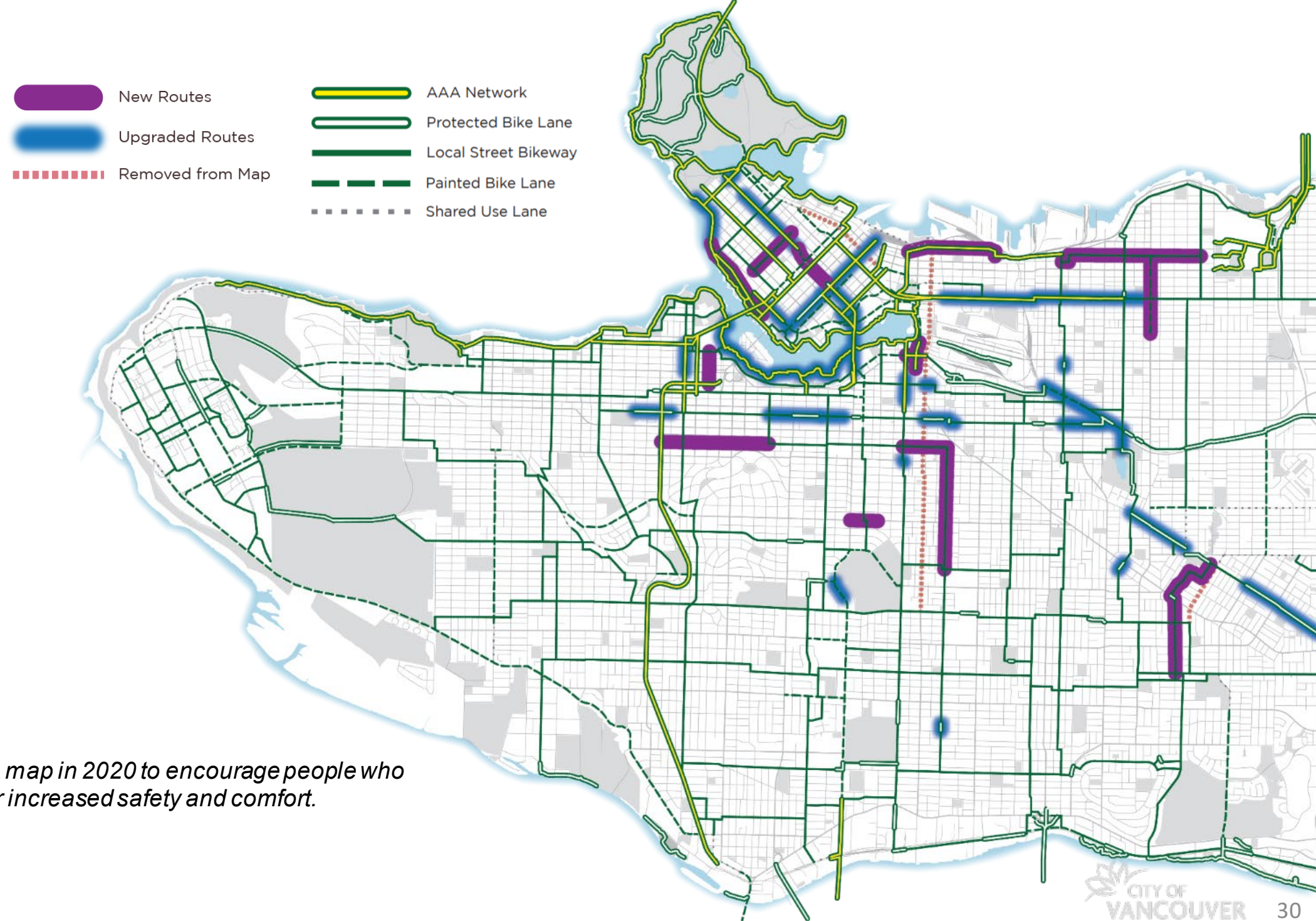
Cycling Network Improvements (2018-2021)

New Routes:
14.5 km

Upgraded Routes:
18 km

Total Network: **331 km**

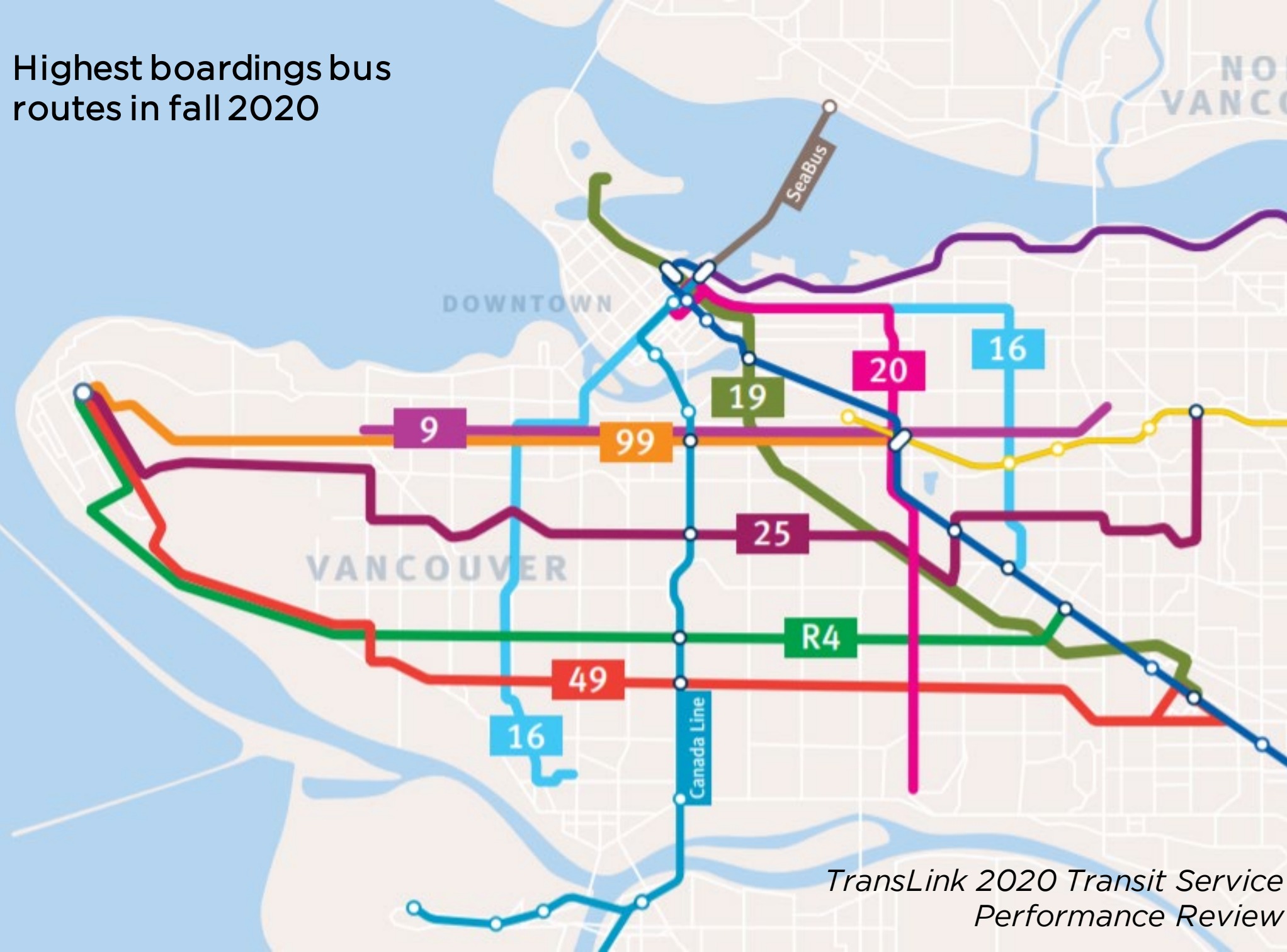
7.5 km of shared-use lanes were removed from the map in 2020 to encourage people who cycle to choose routes with lower traffic volumes for increased safety and comfort.



Transit Updates

Transit Ridership

Highest boardings bus routes in fall 2020



8 of top 10 busiest routes in the region in Vancouver

Buses accounted for **two-thirds** of total ridership

Continuing to monitor transit travel patterns to inform bus priority work

TransLink 2020 Transit Service Performance Review

Bus Priority

Bus delay due to congestion is significant, but solvable

Robson/Denman

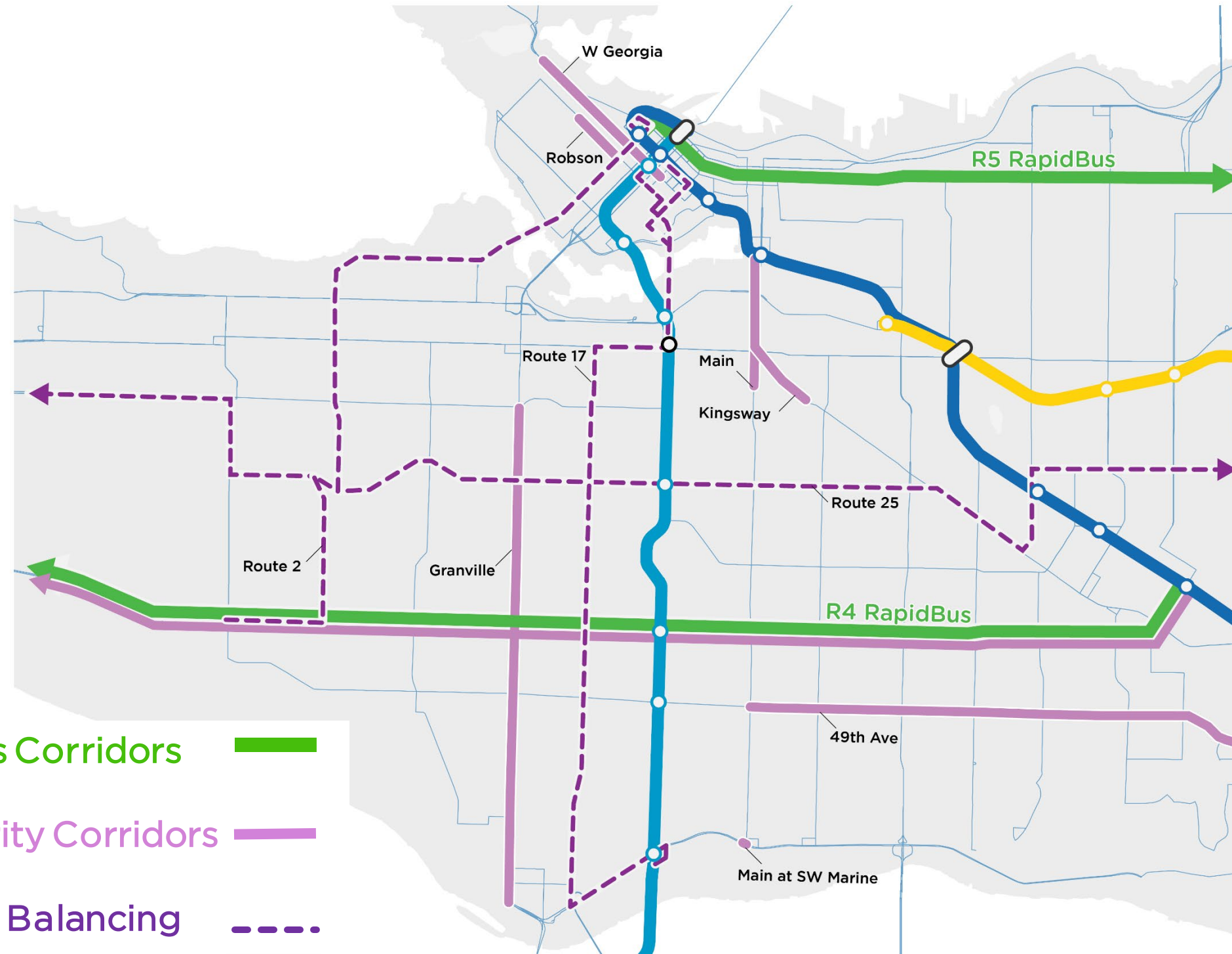
Bus bulges and bus stop balancing resulted in **600 weekday service hours saved per year**



Integrated with other BIA COVID response priorities including temporary patios, sidewalk widening

Improving Bus Speed and Reliability – 2020-2021

- Bus priority projects which were recently completed or underway



Bus Priority Lanes

Total Bus Lane Kilometre-Hours in Vancouver (2011-2020)

