

# Walking + Cycling in Vancouver

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2018 Report Card

PUBLISHED SEPTEMBER 2019



# 2018 Highlights

**53%**



More trips are being made by sustainable modes.

**3,690km/person**



The average distance driven by Vancouver residents decreased by nearly 3% in 2018.

**29%**

Walking trips are rising around the city as we invest in mixed-use communities.

**360,000**

July 2018 saw the highest number of cycling trips on record.



**13**

2018 was the second year in a row that there were 13 traffic-related fatalities. While we continue to improve the safety of our streets as the population grows, we still have work to do.



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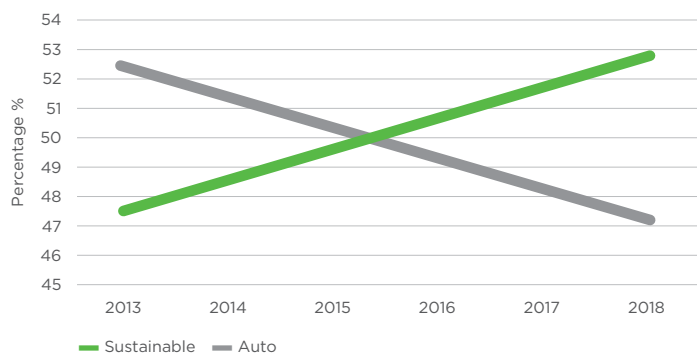
## KEY FINDINGS

## Walking and cycling are on the rise

More people are choosing to walk, cycle or take transit to move around Vancouver.

More than 50% of trips in 2018 were walking, cycling, or on transit; surpassing our target for 2020. In Vancouver, we are providing more people more options to enjoy and experience the city without requiring a personal vehicle.

### Five year mode share trend



The above figure displays a trendline of Vancouver's progress on shifting towards sustainable modes, and ignores year-to-year discrepancies due to weather or construction.

### DID YOU KNOW?

Our long-term strategic transportation plan, Transportation 2040, sets out a target for 2/3 of trips to be made by sustainable modes by 2040.

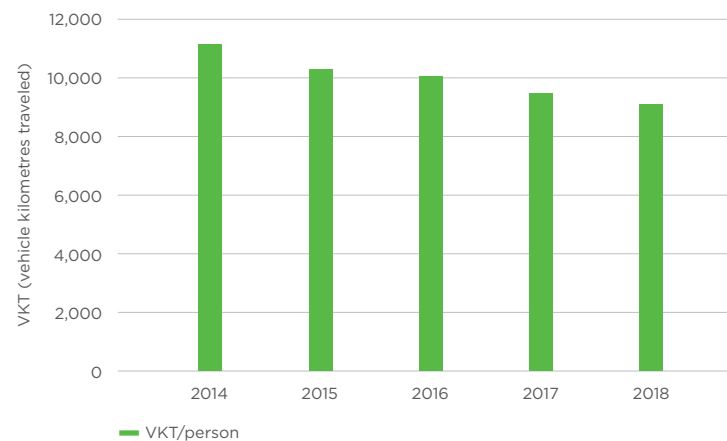
## KEY FINDINGS

## We are reducing dependence on private automobiles

As the population of Vancouver continues to grow, we see a decline in the reliance on personal vehicles.

More Vancouver residents are opting to leave the car at home in favour of taking more sustainable modes of transport. We see this when we measure annual Vehicle Kilometres Travelled (VKT), which shows that average vehicle trip lengths are decreasing over time.

### Annual Vehicle Kilometres Travelled (VKT)



— VKT/person



# What it's like to travel around Vancouver



## We make connections on the move

When Vancouver residents choose sustainable modes of transportation such as walking, cycling and public transit, they're more likely to experience friendly interactions than those who drive alone.

Our infrastructure supports this because we plan bike facilities to accommodate conversational cycling.



### 40%

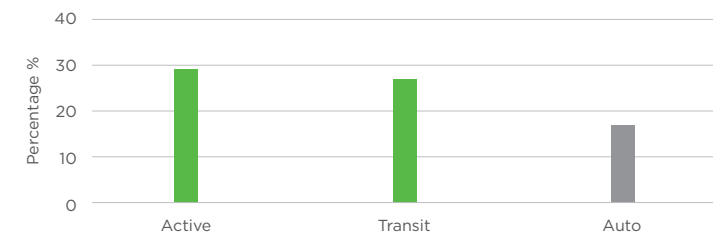
of Mobi trips are made in groups of two or more people



### 5%

of Mobi trips are made in groups of more than four people

### Likelihood of experiencing a friendly interaction



## Walkable neighbourhoods are good for our health

People who live in walkable neighbourhoods are healthier than those in car dependent areas.

### Less Obesity

↓ **42%**

People living in a walkable area are 42% less likely to be obese compared to those in a car dependent area.

### Less Diabetes

↓ **39%**

People living in a walkable area are 39% less likely to have diabetes compared to those in a car dependent area.

### Less Stress

↓ **23%**

People living in a walkable area are 23% less likely to have stressful days compared to those living in a car dependent area.

#### DID YOU KNOW?

People living in walkable neighbourhoods have lower healthcare spending compared to those living in suburban areas for both diabetes and high blood pressure.

## Walkable neighbourhoods create strong communities

### Sense of community

↑ **47%**

People living in a walkable area are 47% more likely to have a strong sense of community belonging compared to those living in a car dependent area.



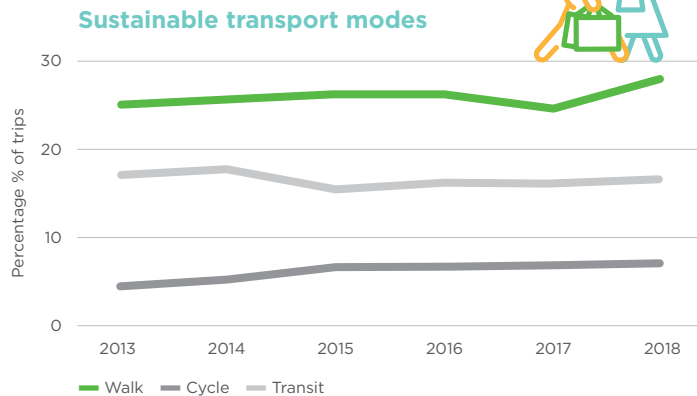


## WALKING

## In 2018, more Vancouver residents chose to walk for their everyday needs

Walking trips were the largest increase for sustainable modes, indicating that more people are meeting their needs on foot, and likely closer to home or work.

People were most likely to walk for dining or shopping needs.



Source: 2018 Transportation Panel Survey

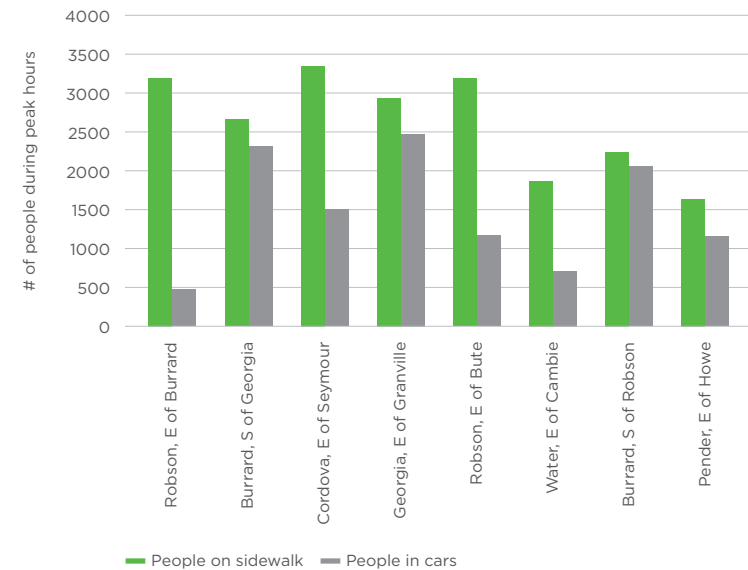
## WALKING

## In downtown, sidewalks are moving more people than cars

When we look at the pedestrian peak hour (generally 4-5pm), there are blocks downtown where people walking outnumber people driving in cars.

This underscores the importance of pedestrian planning, and provides evidence that demand for a walkable public realm, with features such as wide sidewalks, weather protection and seating is growing.

### Where walking outnumbers driving



Source: 2013 and 2018 Pedestrian Survey

## WALKING

## Walking was the city's fastest growing mode in 2018

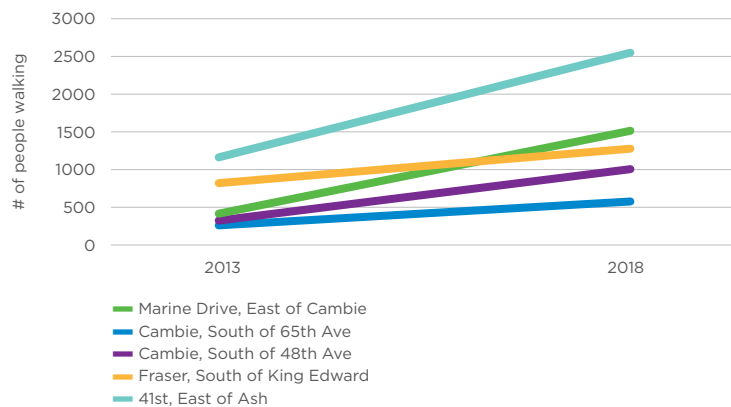
We have a vibrant downtown, where over 50% of trips are made on foot.

Following up on a 2013 survey, we performed a pedestrian survey in 2018 to determine where we are seeing growth in our pedestrian network.

Outside of downtown, we've seen significant growth in walking, particularly near transit stations and new, mixed-use developments like Marine Gateway where daily amenities are close by. This underscores the importance of coordinated land use and transportation planning.

### Walking outside of downtown

Data was collected between 10am–6pm to capture baseline volumes.



Source: 2013 and 2018 Pedestrian Survey

## WALKING

## We are all pedestrians

Whether we drive, take transit or cycle, we begin and end nearly all trips by walking or rolling. Investing in high quality sidewalks, streets and plazas benefits everyone regardless of how they choose to move around Vancouver.

For those with mobility challenges, an accessible walking and rolling environment can mean the difference between social inclusion or exclusion.

### Curb ramps

↑ **183**

New curb ramps installed in 2018.

### Accessible bus stops

↑ **20**

Bus stops upgraded with landing areas and wheelchair accessible infrastructure.



Source: City of Vancouver geodatabase

## Investing in accessibility for an inclusive city



### Accessible pedestrian signals

↑ **14**

Accessible pedestrian signals installed at 14 signalized intersections in 2018. The call buttons emit vibrotactile responses when pushed, and have located tones to assist people with vision impairments in finding them. Examples of these intersections are found at Hornby Street and Helmcken Street.



### Audible signals

↑ **7**

Audible signals installed at seven intersections. The sound emitted changes with the direction of travel, meaning that those who travel north-south will hear a different sound than those crossing east-west. An example is found at the intersection of Cambie Street and West Broadway.



## 2018 was a record year for cycling

### Ridership

**360,000+**

July 2018 was our highest ridership month on record, as measured by automated counters at Lions Gate Bridge, Burrard Bridge, and the Viaducts.



### DID YOU KNOW?

There were 2.4 million+ trips in 2018, which is second only to 2015 where we saw 2.5 million+ trips. The most popular cycling trip purposes were commute to work and recreation.



## Expanding our cycling network

We're always working to make cycling safer and more enjoyable for people of all ages and abilities.

Some project highlights from 2018 include:



Quebec & 1st Avenue protected bike lanes and protected intersection.



10th Avenue Bikeway Hospital Zone improvements.



Cambie Bridge southbound protected bike lane.

### DID YOU KNOW?

Quebec & 1st and 10th Avenue Bikeway were built incorporating green infrastructure! This helps to manage and clean stormwater while providing an enhanced green landscape, improving the user experience.

[Learn more](#) about the city's green infrastructure strategy

[vancouver.ca/raincitystrategy](http://vancouver.ca/raincitystrategy)

## Building a cycling network that's safe and comfortable

We continue to build a network of low-stress, high quality routes that make cycling safe and comfortable for people of all ages and abilities (AAA).

Cycling Network

**325km**

Our bikeway network is now 325 km long. Nearly the distance between Vancouver and Kelowna!

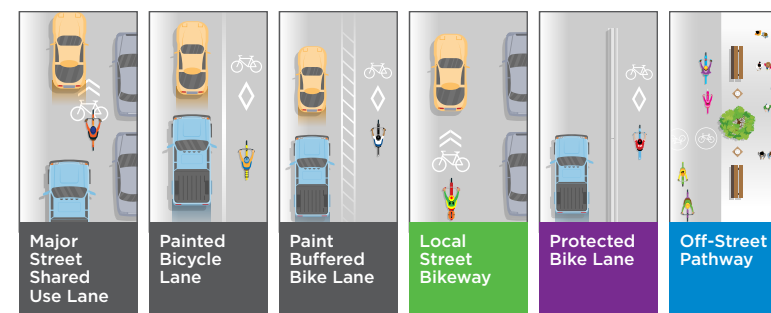
AAA segments

**25%**

Of bike lane segments are considered 'AAA'—all ages and abilities.

Want to know more about how the city designs AAA facilities? [Check out our design guidelines.](#)

[vancouver.ca/files/cov/design-guidelines-for-all-ages-and-abilities-cycling-routes.pdf](http://vancouver.ca/files/cov/design-guidelines-for-all-ages-and-abilities-cycling-routes.pdf)



Unsuitable for AAA facility

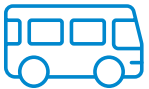
Suitable for AAA facility

## A record high for transit ridership

Bucking the trend amongst major cities in North America, transit ridership saw a record expansion in 2018 across Metro Vancouver. Ridership within the City of Vancouver also grew.

The 10 busiest bus routes in the Translink system operate largely within the City of Vancouver, and eight out of the 10 busiest Skytrain stations are in the City of Vancouver.

Walkable and accessible communities are key to encouraging the use of our transit system.



### Busiest Bus Routes

Route	Annual boardings
99 B-Line	17.4 m
49	9.3 m
20	8.7 m
41	8.6 m
25	8.3 m
16	7.9 m
9	7.4 m
5/6	7.2 m
3	7.0 m
95 B-Line	6.8 m



### Busiest Skytrain Stations

Station	Annual boardings	% annual increase
Waterfront	12.6 m	5%
Metrotown	8.2 m	20%
Commercial-Broadway	8.1 m	1%
Burrard	7.3 m	5%
Granville	6.8 m	1%
Vancouver City Centre	6.3 m	3%
Stadium-Chinatown	5.7 m	6%
New Westminster	5.0 m	8%
Main St.-Science World	4.9 m	6%
Joyce-Collingwood	4.9 m	5%

## The carsharing capital of the world

More Vancouver residents are carsharing than ever before, reinforcing Vancouver's position as the carsharing capital of the world.

### Membership

# 34%

of residents have at least one carsharing membership.

### There are two types of carsharing in Vancouver:

#### Two-way carsharing

Zipcar and Modo. These vehicles have dedicated parking spots, and trips begin and end in the same place.

#### One-way carsharing

Car2go and Evo. These vehicles can be parked in most places around the city without meters (even in permit zones!) and don't need to be returned where they were picked up!

### DID YOU KNOW?

A Vancity survey showed that 25% of people disposed of at least one private vehicle as a result of carsharing, and 40% avoided the purchase of a vehicle!

### Learn more by reading the Vancity survey

[vancity.com/SharedContent/documents/News/Vancity-Report-Car-Sharing-Jan2018.pdf](http://vancity.com/SharedContent/documents/News/Vancity-Report-Car-Sharing-Jan2018.pdf)

## SHARED MOBILITY

## More people are using bikeshare

More Vancouver residents are taking advantage of the Mobi bikeshare service to get to work and move around the city.

The Mobi service area expanded in 2018 into East Vancouver (Phase 2 area), allowing more people to conveniently access the service and frequent their favourite spots.

# 1,500

Bikes in the system

# 184

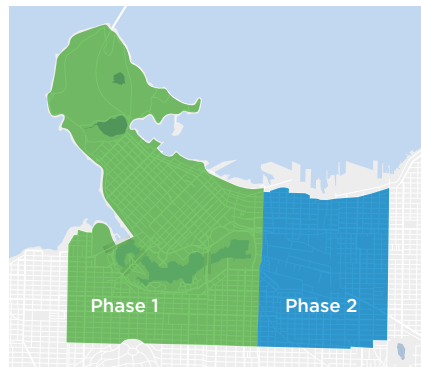
Stations in the system

# 706,491

Total trips 2018—30% more than 2017!

# 2,000,000km +

2018 trip distance—nearly distance to moon and back



## SHARED MOBILITY

## We're helping more people access bikeshare

# 250+

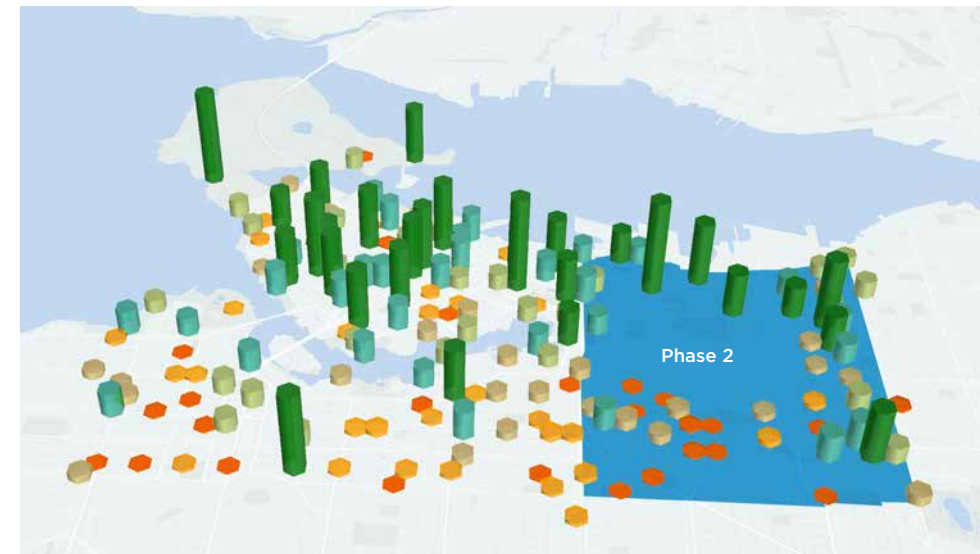
Community Pass users

The City of Vancouver partnered with Vancity to deliver an equity-driven Community Pass—priced at \$20 per year—so that more people can enjoy the benefits of biking!

Learn more at [mobibikes.ca](https://mobibikes.ca)

### Community Pass user activity

Many of the busy stations used by Community Pass holders are located in the Phase 2 expansion area.



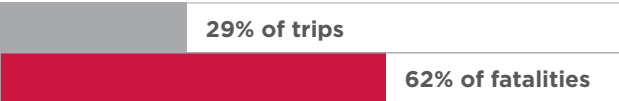


# We're working towards a safer future

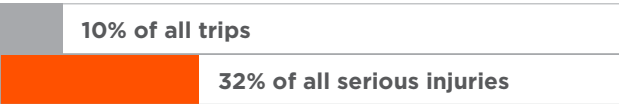
As a city, we are committed to a future with zero traffic-related fatalities. While we continue to make progress, we still have work to do to make our transportation system safe and accessible for everyone.

Seniors (65+) and people walking or cycling are Vancouver's most vulnerable road users. These people are disproportionately more likely to be seriously injured or die if they are in a collision.

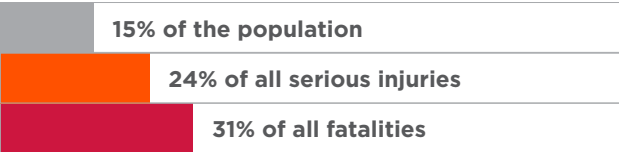
## Pedestrians



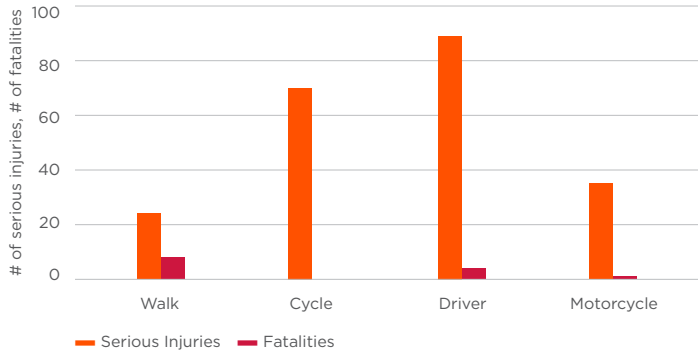
## Cyclists



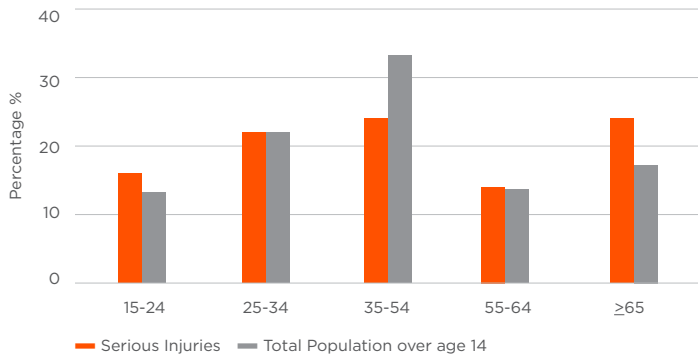
## Seniors



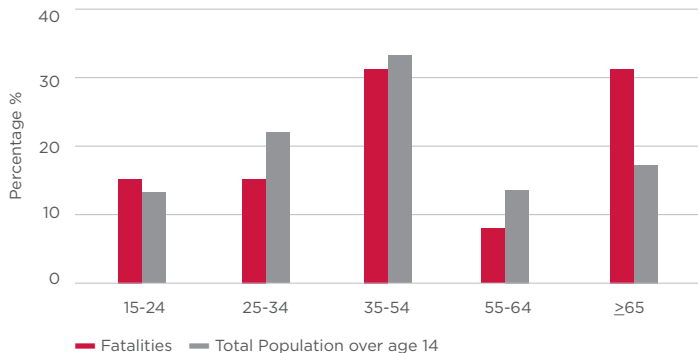
## Safety by mode



## Serious injuries by age



## Fatalities by age



## Giving pedestrians a head start

We continue to make infrastructure investments to make our streets safer for all pedestrians.

### LPIs

↑2

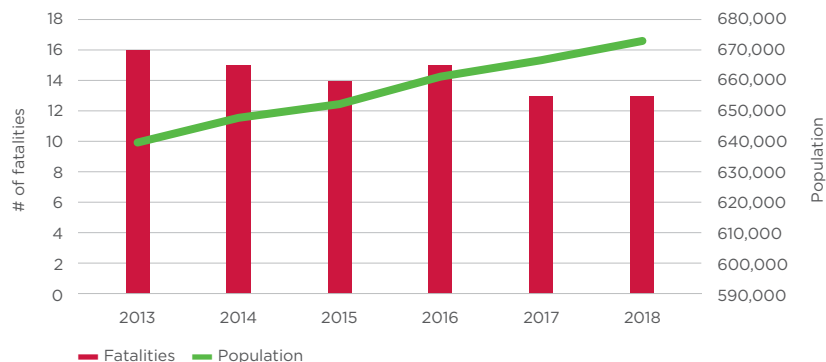
Leading Pedestrian Intervals (LPIs) were installed to give pedestrians a headstart at intersections, make them more visible, and reinforce their right-of-way over turning vehicles.

### Flashing Beacons

↑10

Rectangular Rapid Flashing Beacons (RRFB) were installed near schools, to help children get to school safely. RRFBs help improve driver yielding compliance to pedestrians at marked crosswalks. **After installing these flashing beacons, we've observed a 50-97% increase in yielding compliance among people driving.**

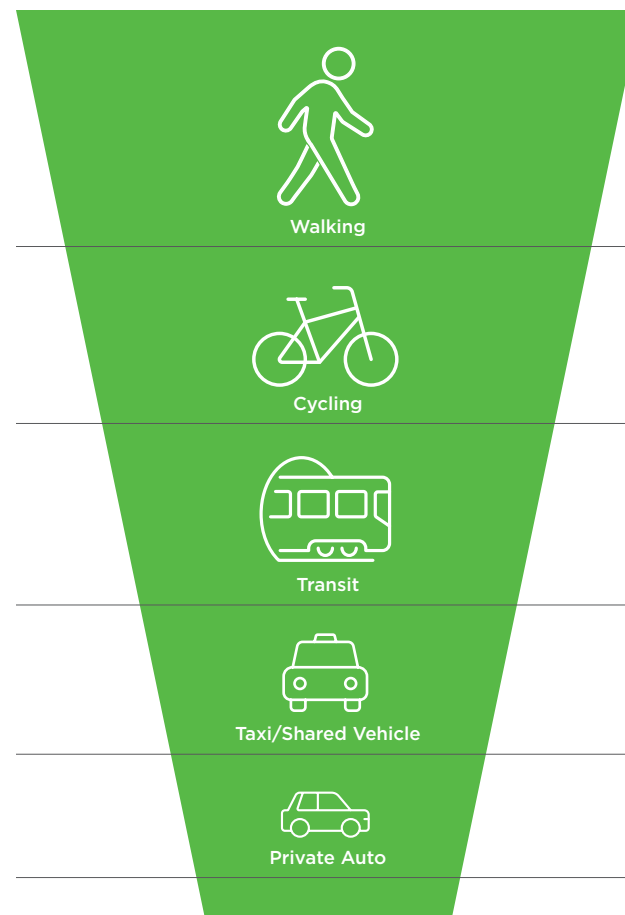
### Traffic-related Fatalities



Source: 2018 Transportation Panel Survey and Province of BC Population Estimates

### DID YOU KNOW?

The City of Vancouver has a modal hierarchy that is used to make transportation decisions. Needs are typically considered in priority order, with walking at the top, and private autos at the bottom of the hierarchy. Policy decisions must not make conditions worst for the most vulnerable users.



## Policy Context

Policy documents that guide transportation planning and investments in Vancouver.

### Transportation 2040

Transportation 2040 is a long-term strategic vision for the city that will help guide transportation and land use decisions, and public investments for the years ahead.

[vancouver.ca/streets-transportation/transportation-2040.aspx](http://vancouver.ca/streets-transportation/transportation-2040.aspx)

### Complete Streets Policy Framework

A framework for the re-design of streets for all modes, environmental protection, and an enhanced public realm.

[council.vancouver.ca/20170517/documents/cfsc6-Presentation.pdf](http://council.vancouver.ca/20170517/documents/cfsc6-Presentation.pdf)

### Healthy City Strategy

The Healthy City Strategy is comprised of 13 long-term goals for the well-being of the City and its residents.

[vancouver.ca/people-programs/healthy-city-strategy.aspx](http://vancouver.ca/people-programs/healthy-city-strategy.aspx)

Policy documents under development that will transform transportation in Vancouver.

### Climate Emergency

Climate Emergency Response includes 6 Big Moves to reduce Vancouver's carbon pollution. The response accelerates Vancouver's mode share target of 2/3 sustainable trips in 2040 to 2030.

[vancouver.ca/green-vancouver/climate-emergency-response.aspx](http://vancouver.ca/green-vancouver/climate-emergency-response.aspx)

### Broadway Subway and Area Plan

The Broadway Subway is a 6-station extension of the Millennium Line from VCC-Clark Station to Arbutus Street. The Broadway Area Plan is a 30-year comprehensive plan to integrate new housing, jobs and amenities around the new Broadway Subway.

[vancouver.ca/home-property-development/broadway-plan.aspx](http://vancouver.ca/home-property-development/broadway-plan.aspx)

### Transport 2050 (TransLink)

A new shared regional strategy that will help navigate the next 30 years of transportation.

[transport2050.ca](http://transport2050.ca)

## Thank you to our photographers



FRONT COVER

**Rod Preston**

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**Dylan Passmore**

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**Dylan Passmore**

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**1. Dylan Passmore**

**2. Victor Wang**

**3. Mike Zipf**

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**Steve Chou**

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**City of Vancouver**

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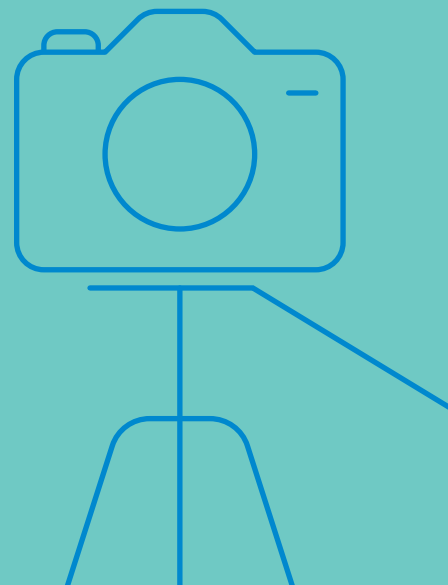
**Paul Krueger**

REAR COVER

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Hỏi chi tiết

資料查詢

Obtenga Información

ਜਾਣਕਾਰੀ ਲਏ

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

