

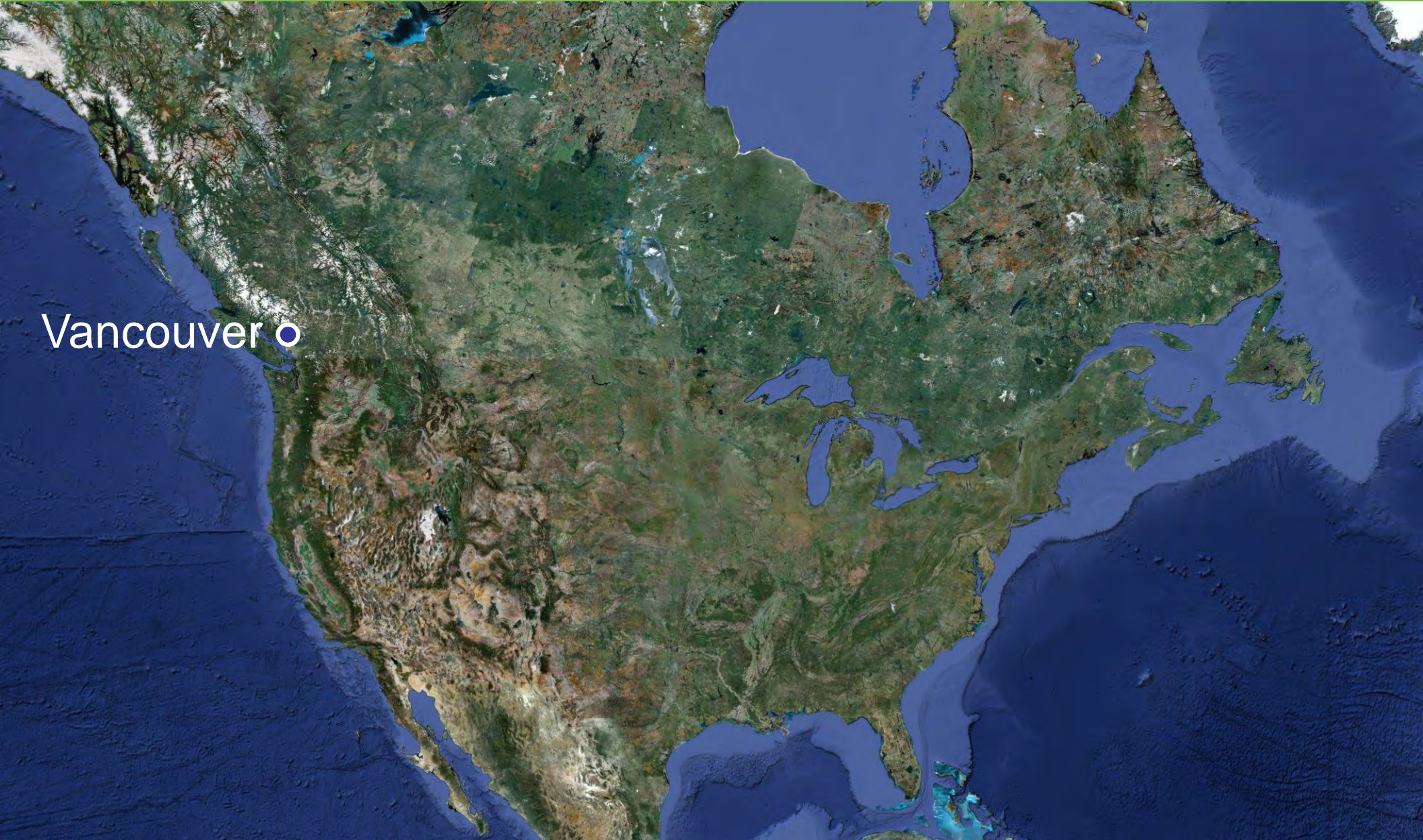
Promoting Active Transportation: The Health and Climate Benefits Vancouver's Experience



Geography and Context

Regional Context: Geography

Vancouver o



Introduction Regional Context: Geography Vancouver



Three Pillar Plans for Sustainability



The Three Wheels



Transportation 2040: Goals and Targets



ECONOMY



PEOPLE



ENVIRONMENT

Moving People, Moving Goods

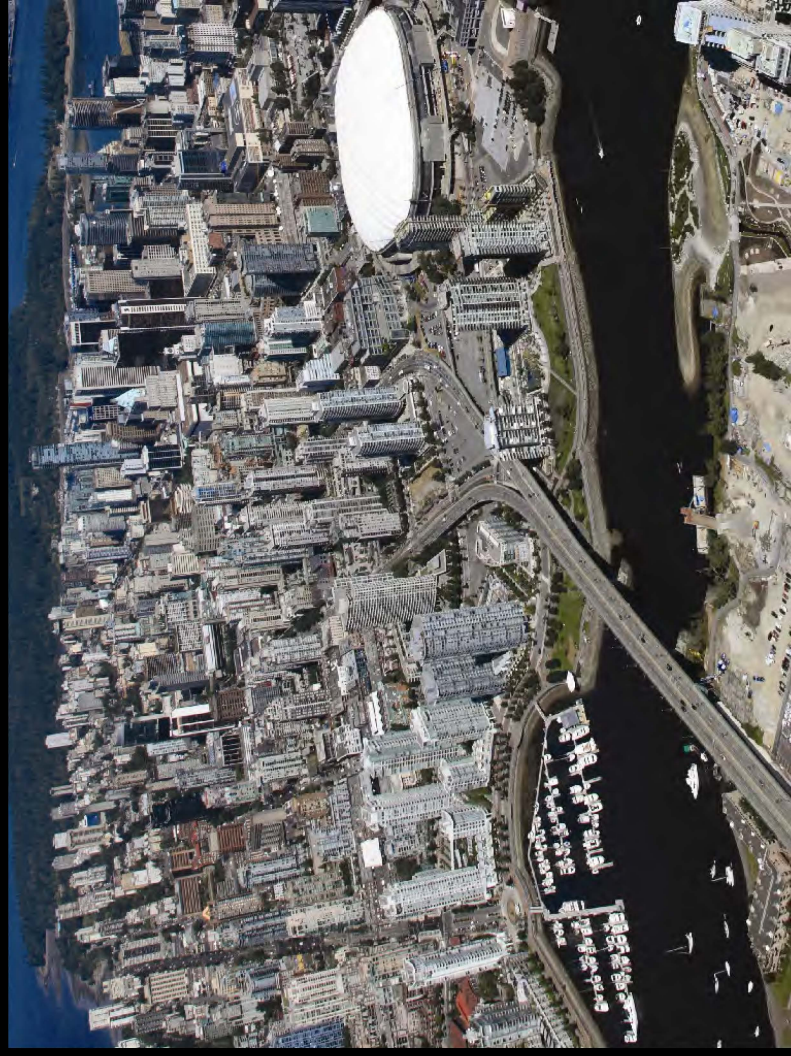
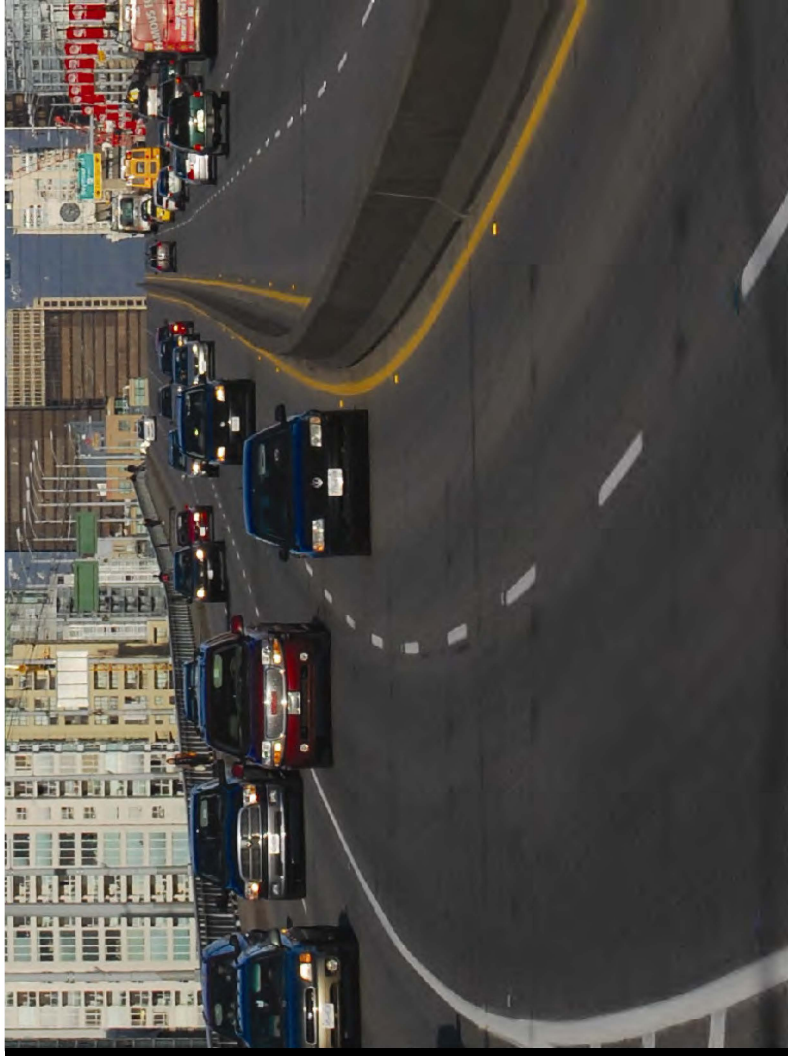
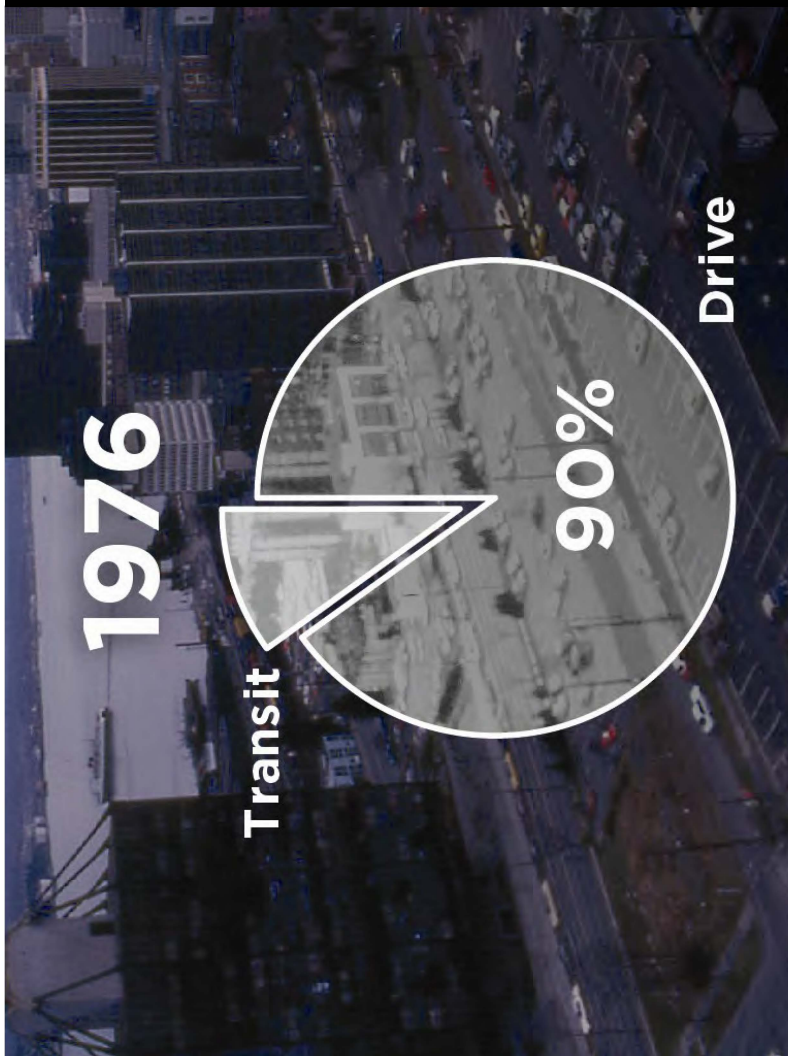
Moving People

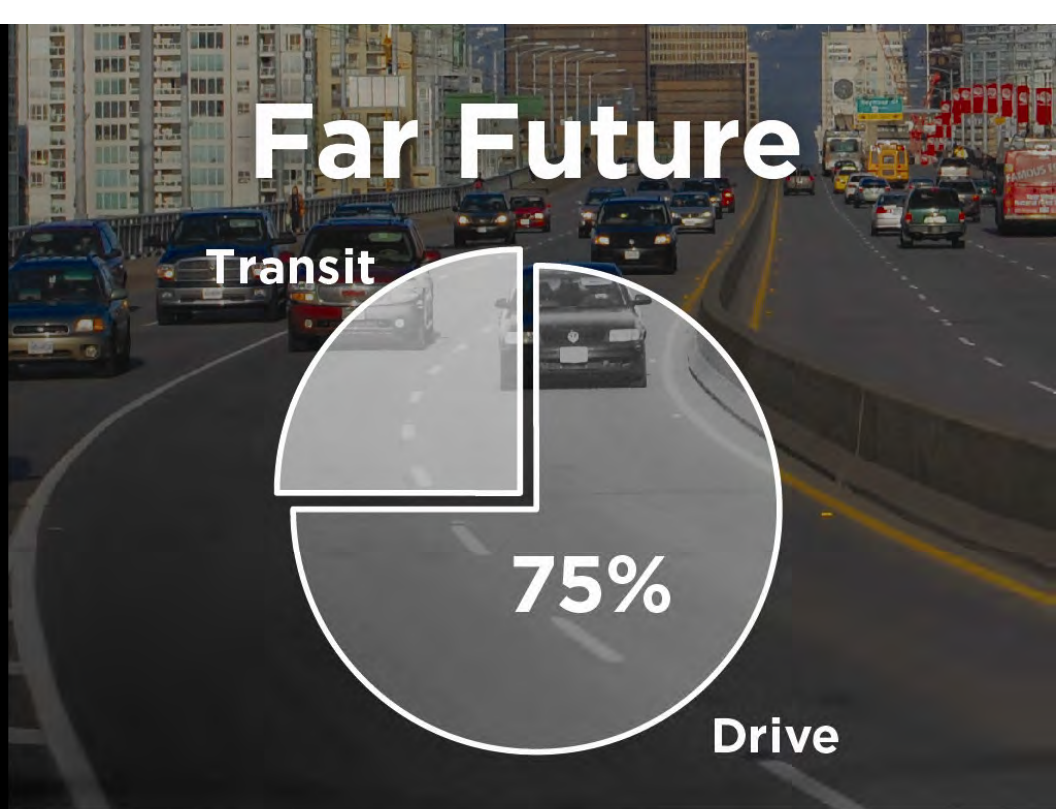
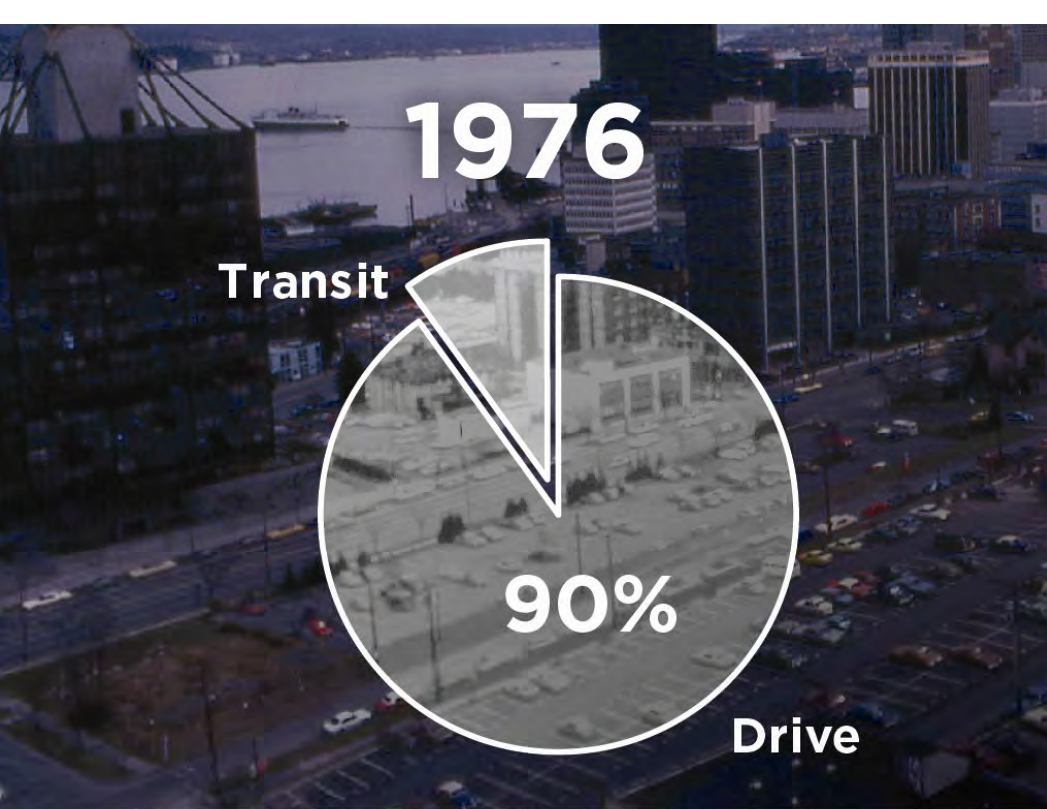
1. Walking
2. Cycling
3. Transit
4. Taxi / Commercial / Shared
5. Private Automobile

Moving Goods & Delivering Services

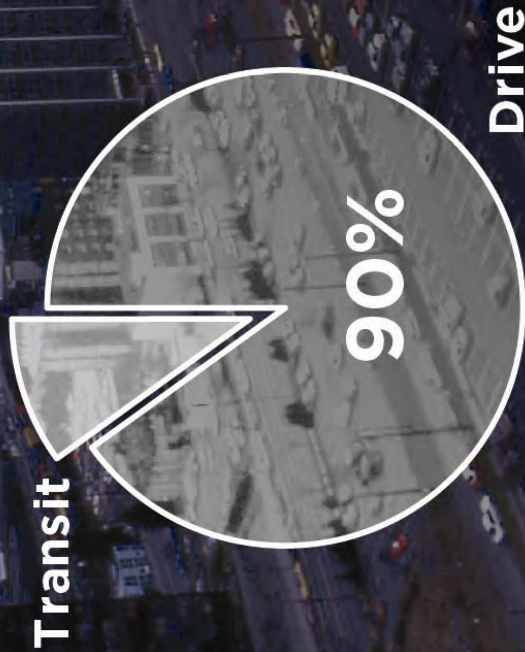
- Port / Long Distance
- Local Goods / Services
- Emergency







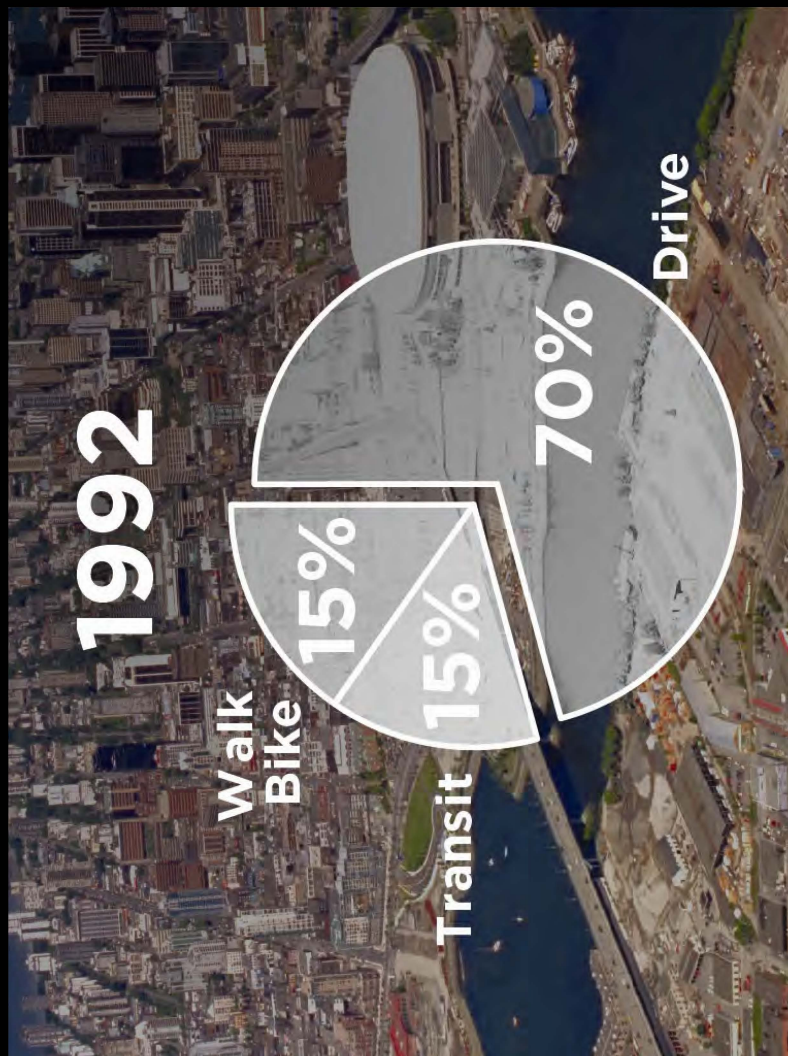
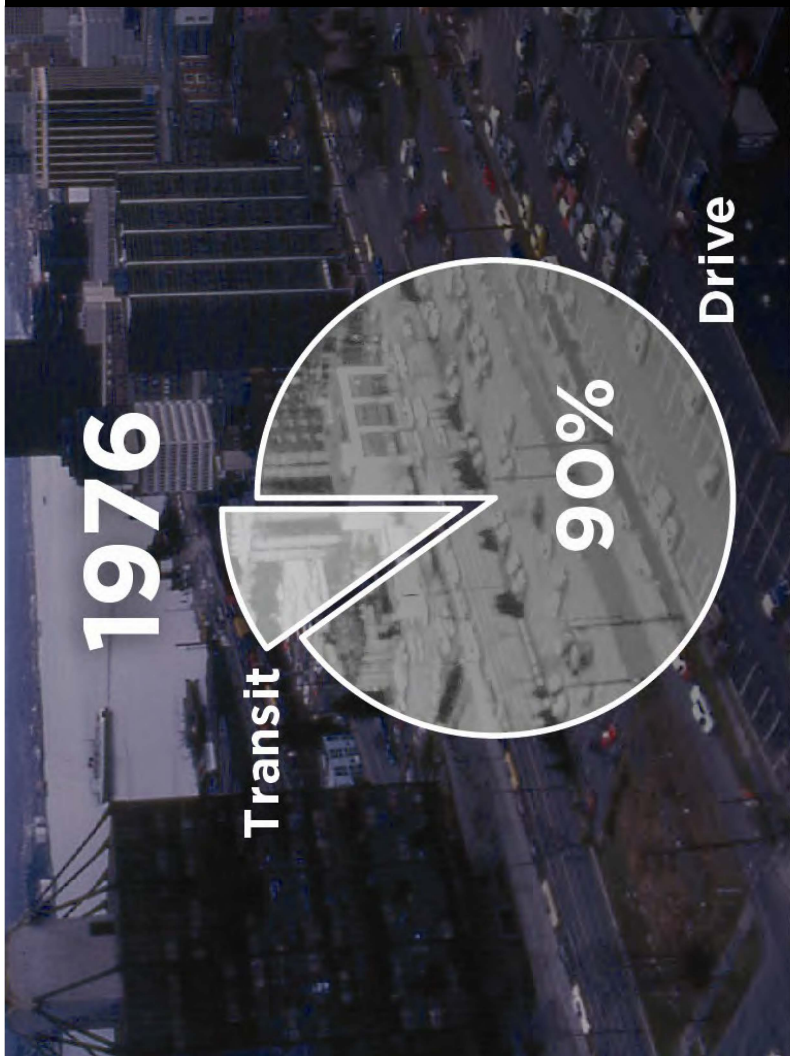
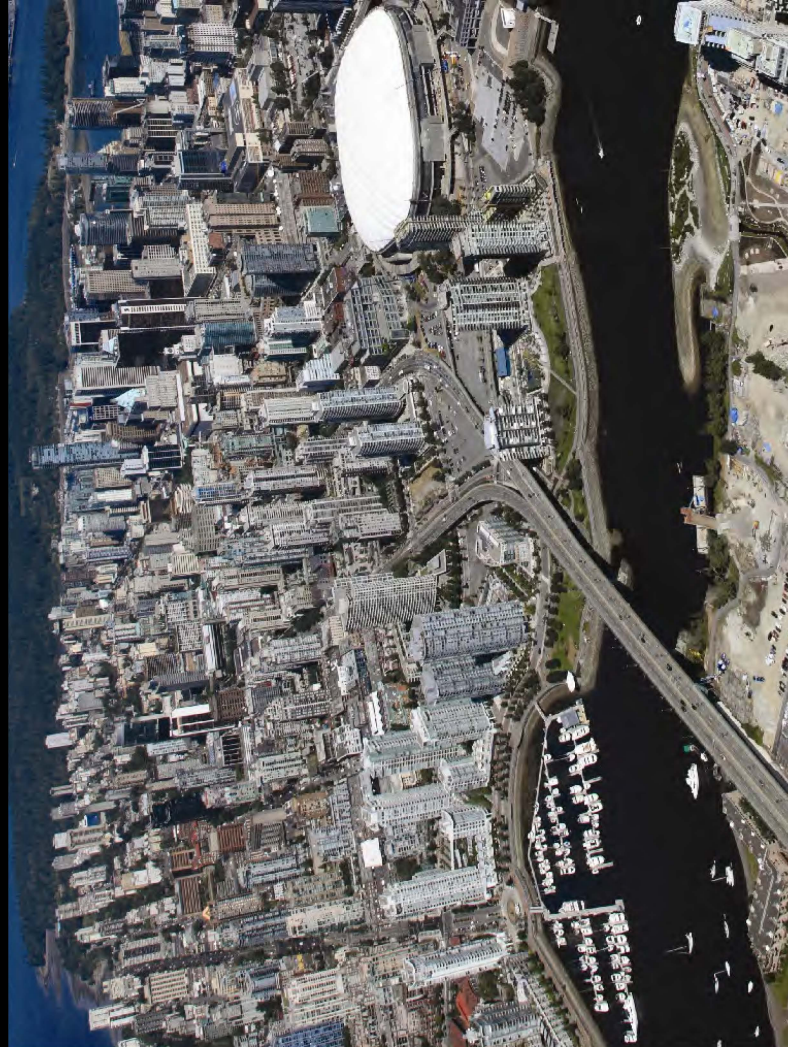
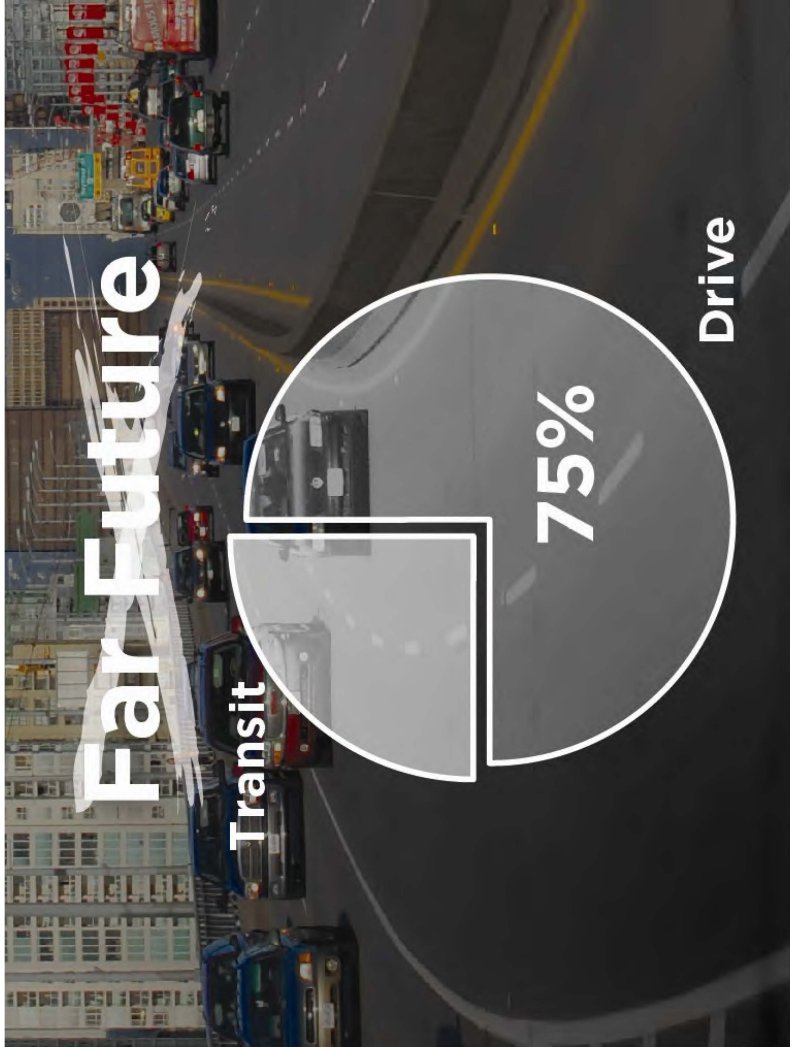
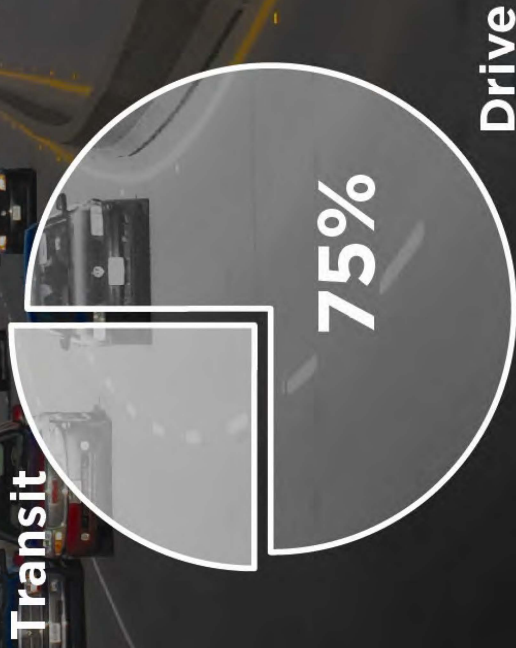
1976



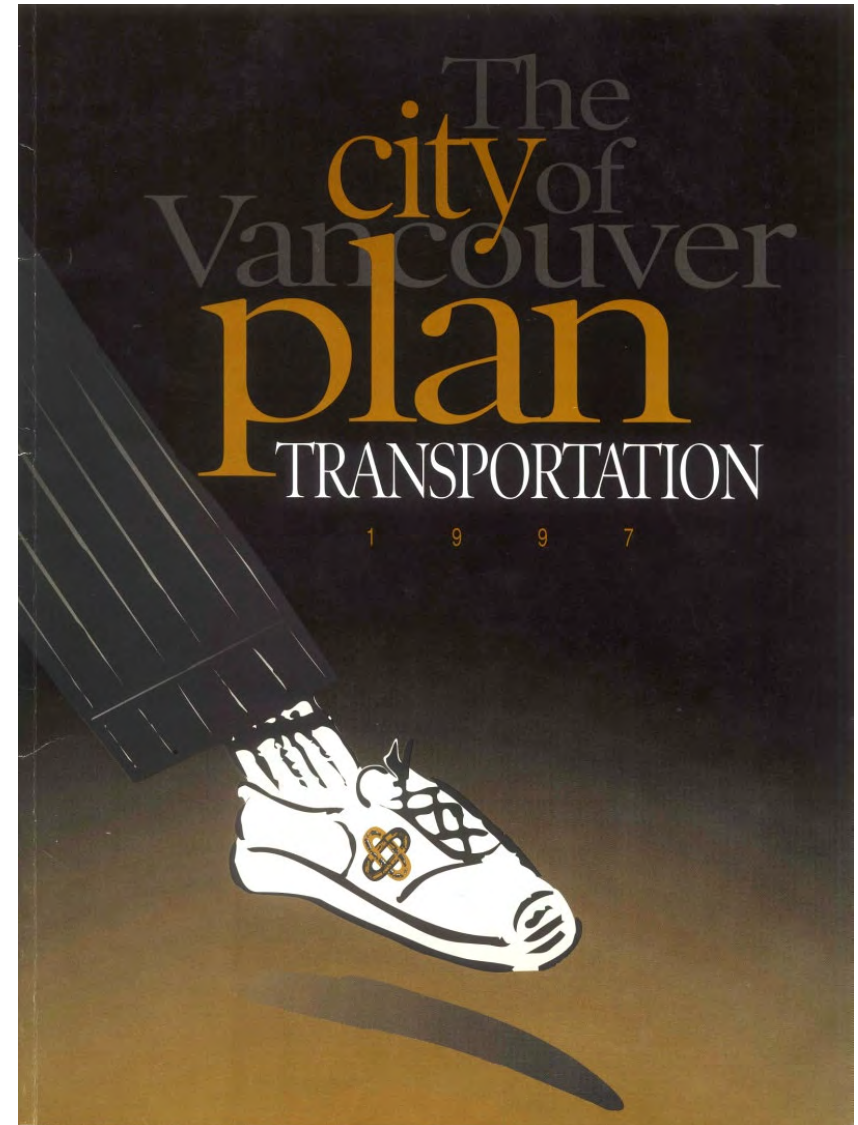
1992



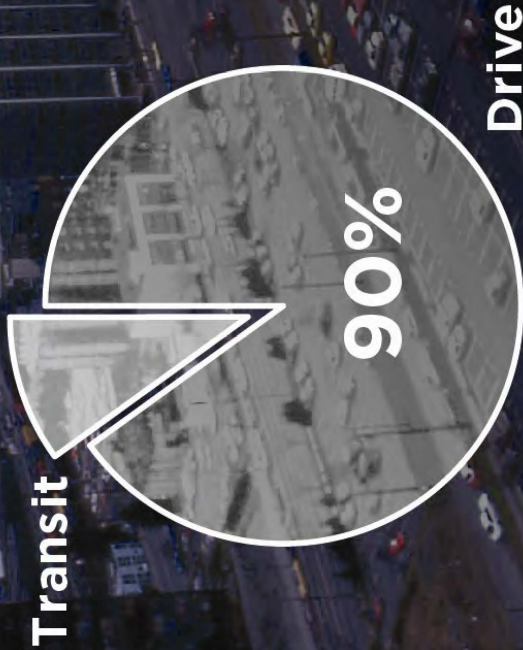
Far Future



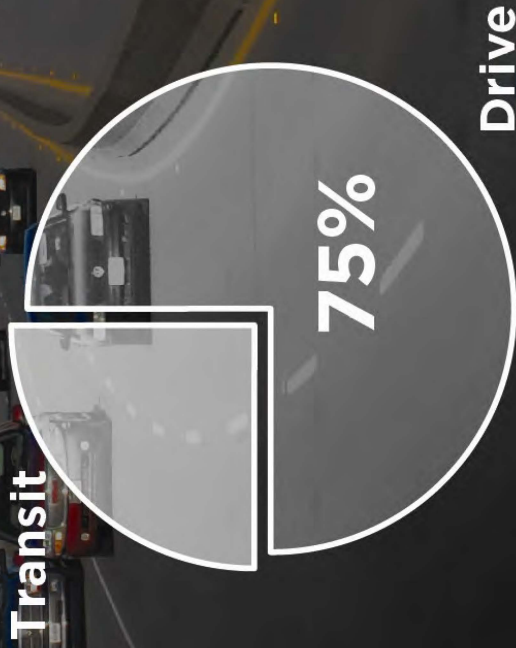
- No increase in capacity for cars
- Priorities:
 1. Walking
 2. Cycling
 3. Transit
 4. Goods Movement
 5. Cars



1976



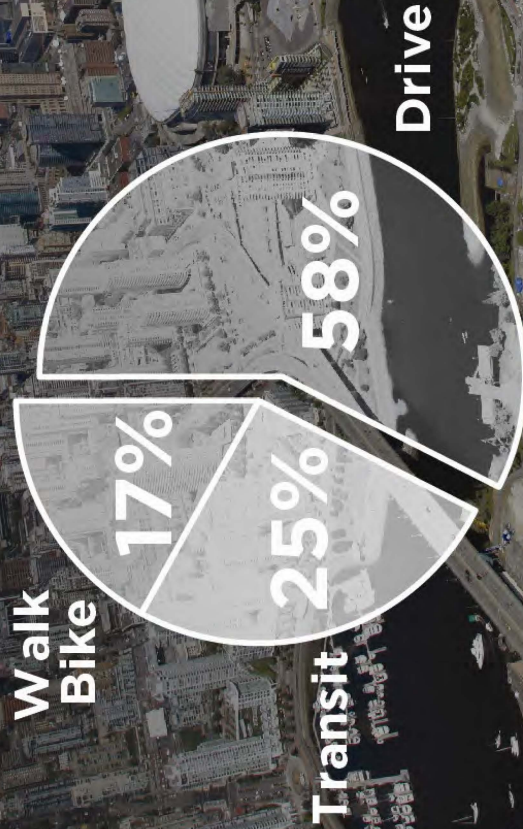
Far Future



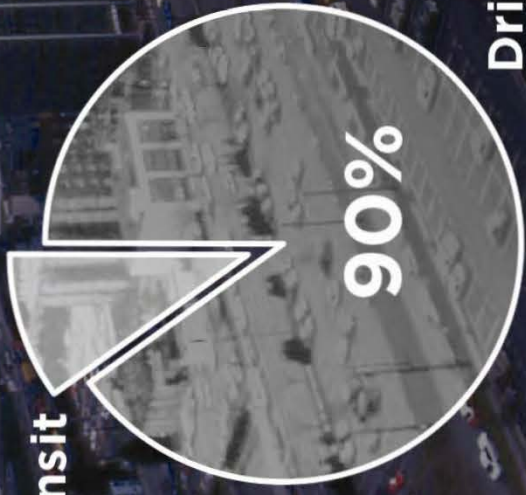
1992



2021



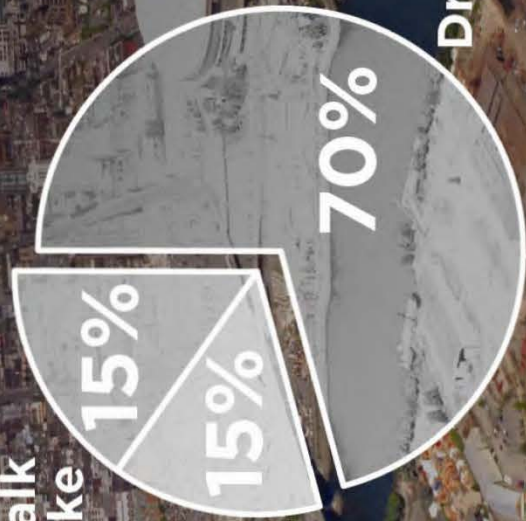
1976



Transit

Drive

1992

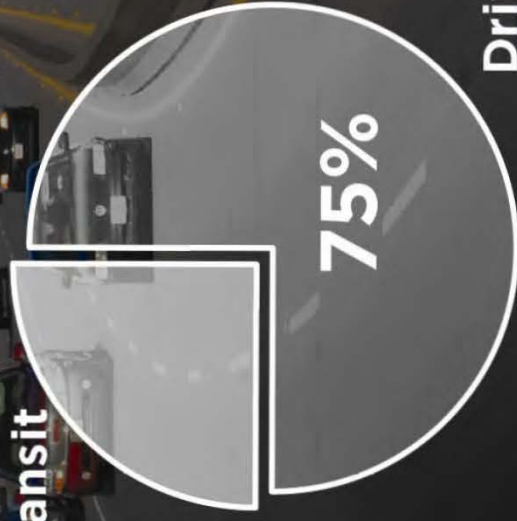


Walk/Bike

Transit

Drive

Far Future



Transit

Drive

2021



Walk/Bike

Transit

Drive

Since 1997 Plan: More Trips, Fewer Cars

City

+18%
POPULATION

+16%
JOBS

-5%
VEHICLES ENTERING
CITY

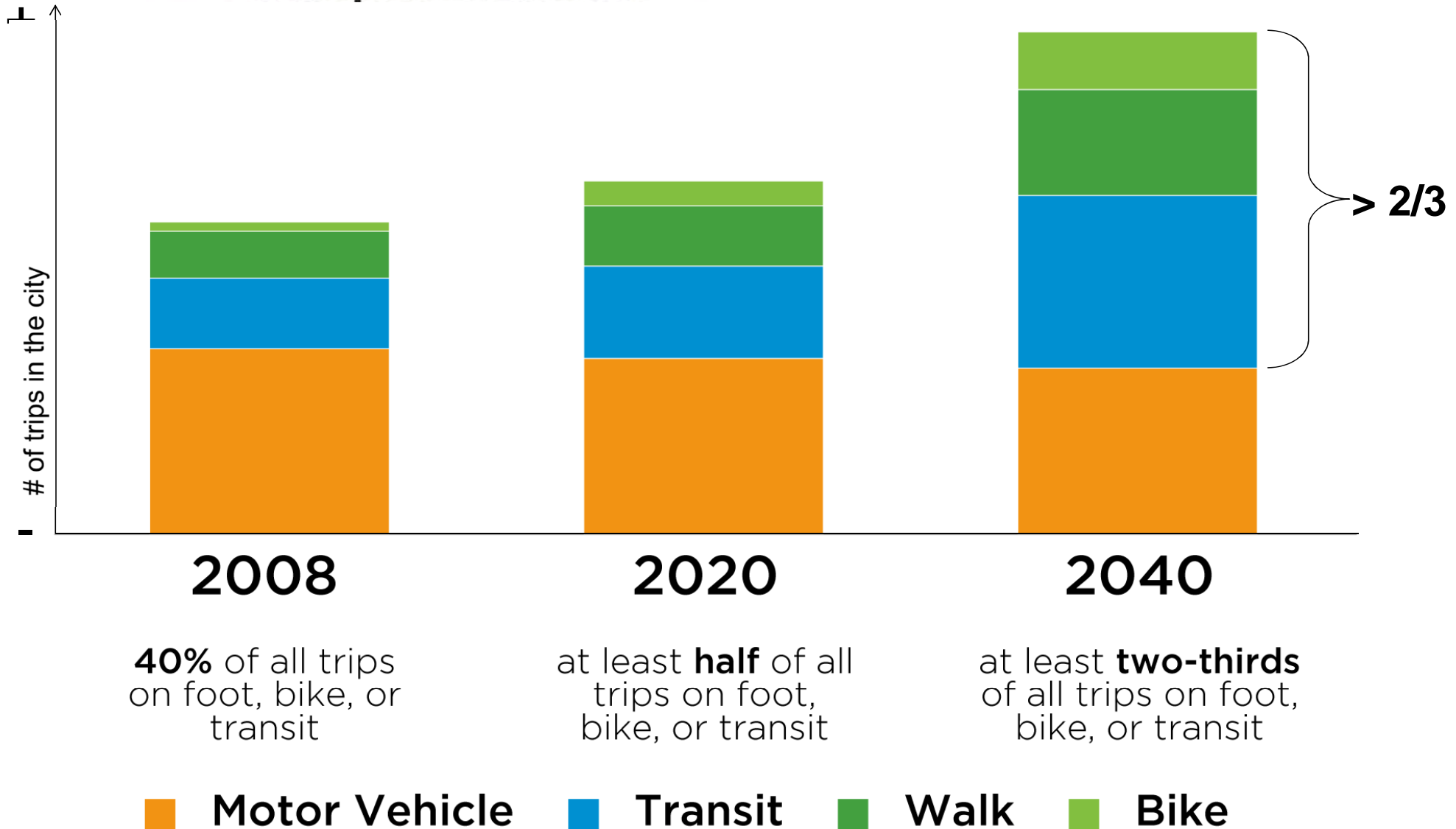
Downtown

+75%
POPULATION

+26%
JOBS

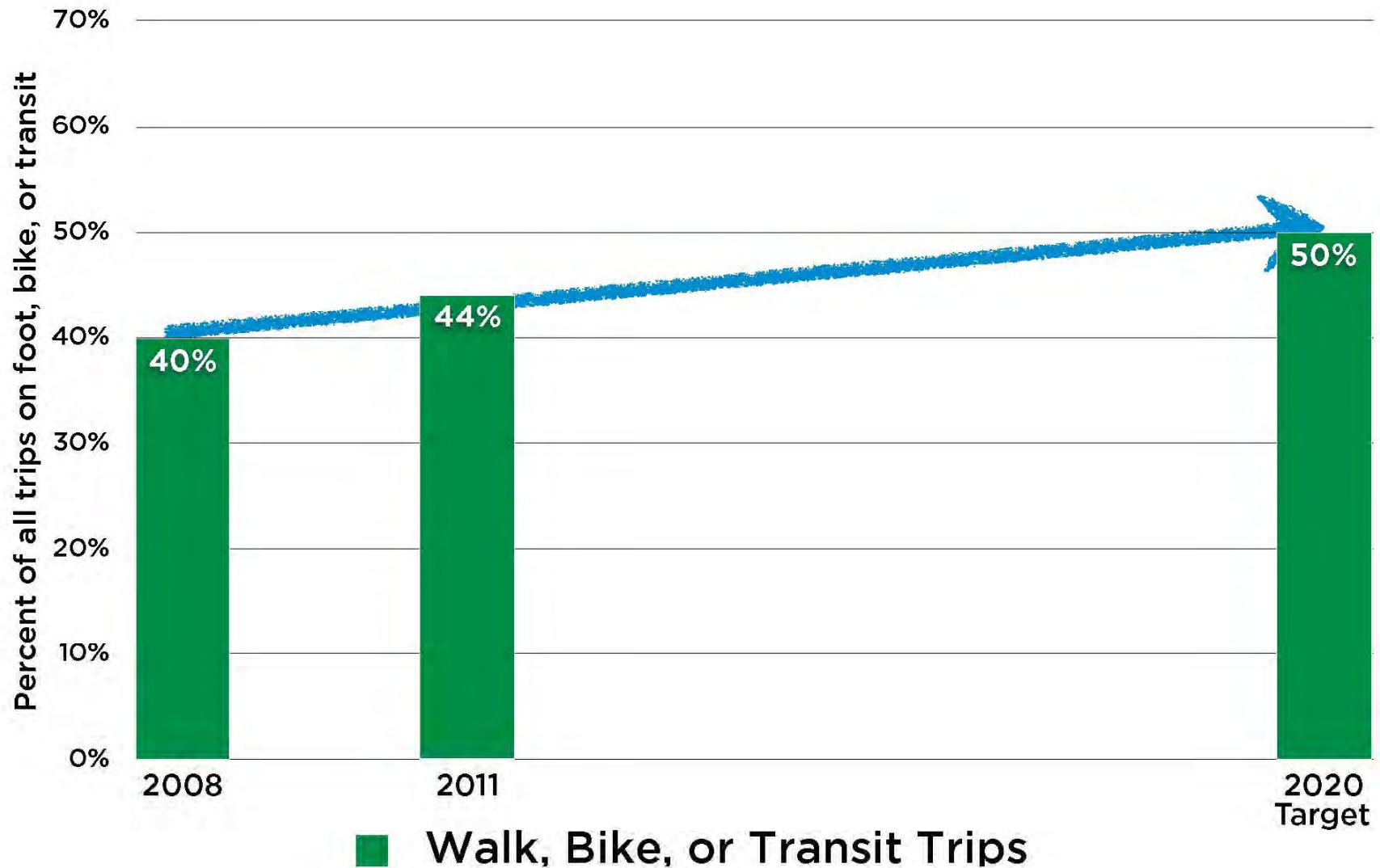
-20%
VEHICLES ENTERING
DOWNTOWN

Transportation 2040



For all trips originating in the City of Vancouver.
 Source: 1994, 1999, 2004, and 2008 TransLink Trip Diary Surveys. 1994, 1999, and 2008 data was collected in the Fall, while 2004 data was collected in the Spring and adjusted for seasonal transit variation. 2008 data corrected for removal of 0-4 age group (non included in past survey results). Trips by commercial drivers (couriers, taxis, trucks, and bus drivers) not included.

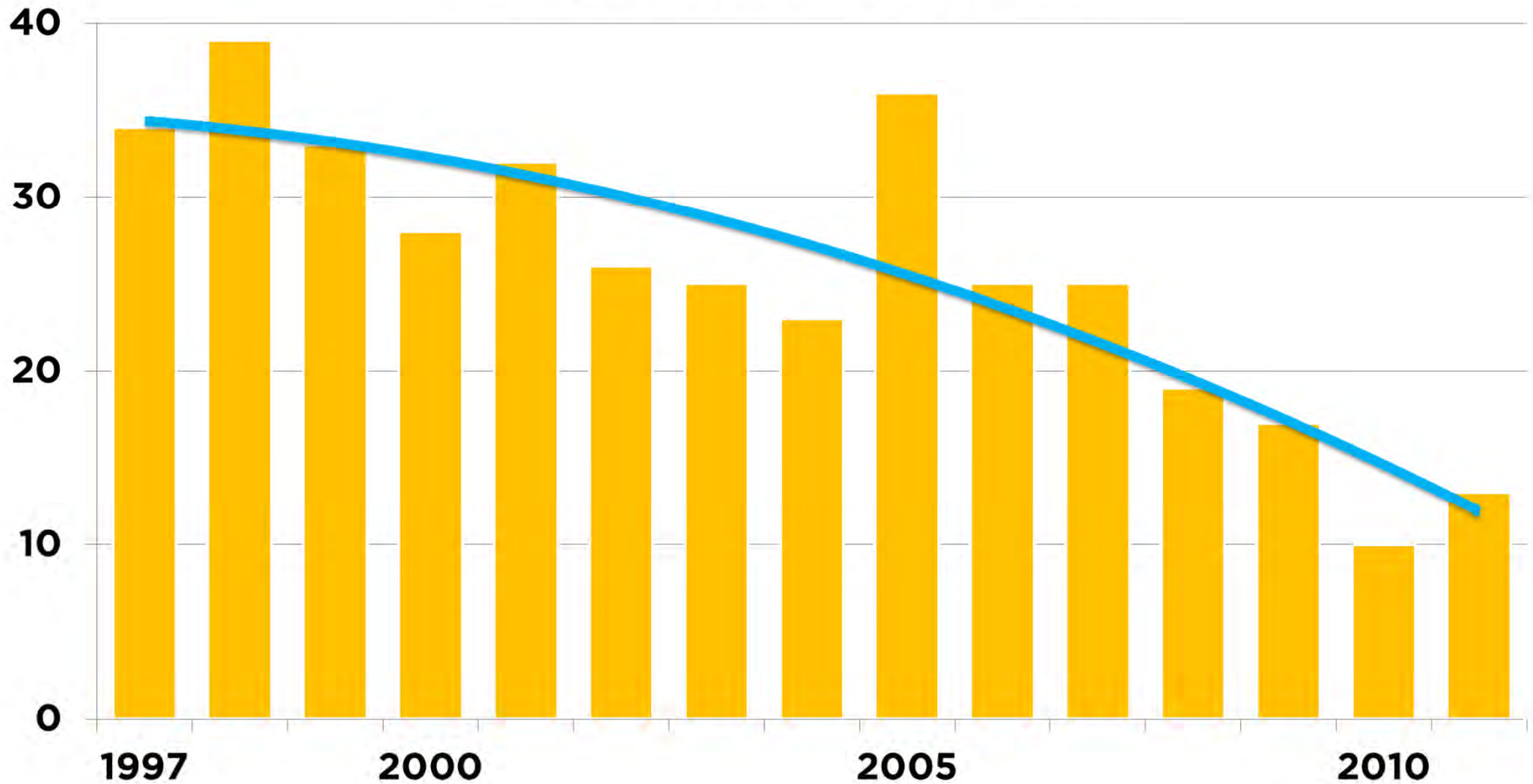
Moving Towards Our Targets



For all trips originating in the City of Vancouver. Source: 2008 and 2011 TransLink Trip Diaries.
Opinions expressed do not necessarily represent the views of TransLink.

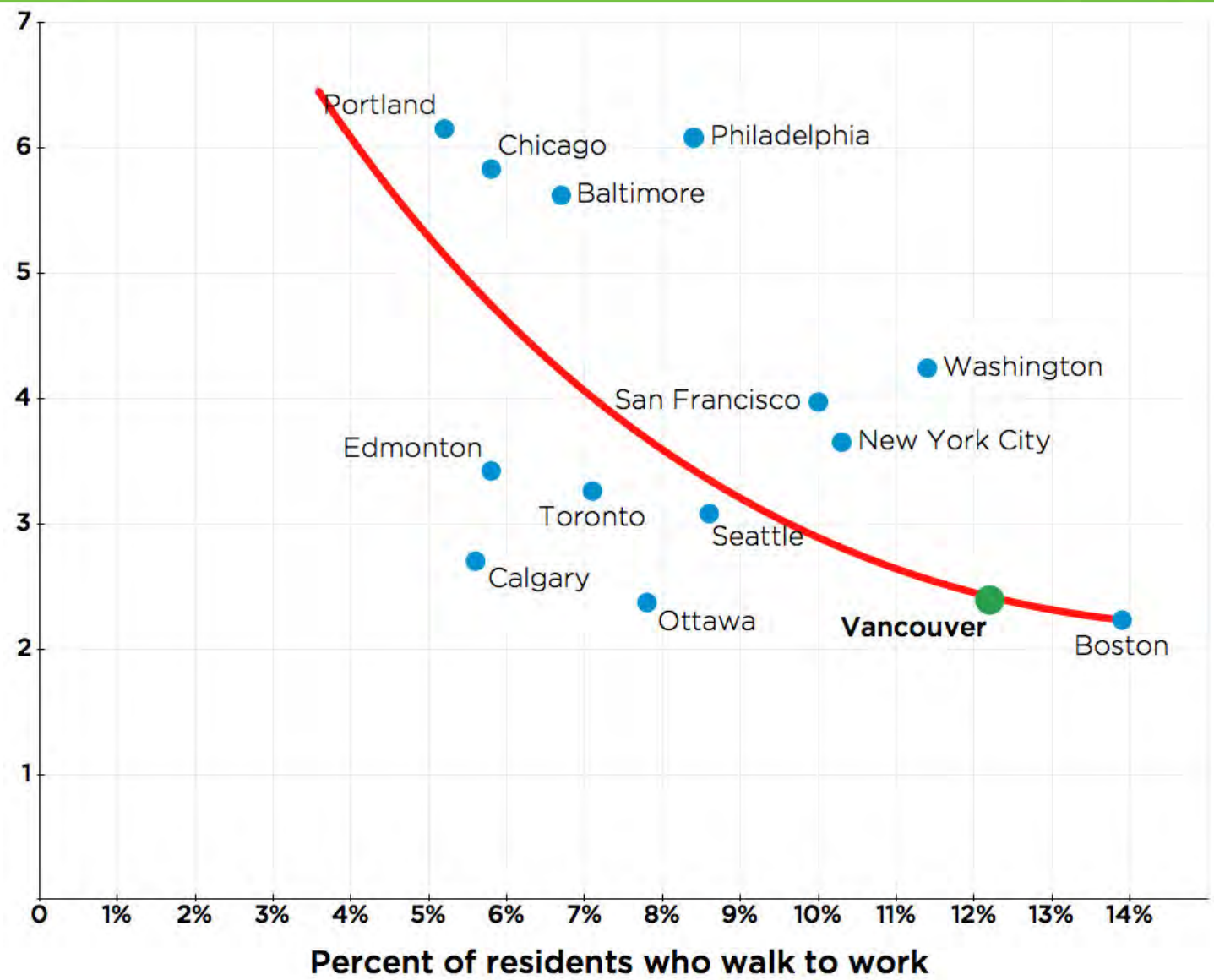
Planning for Safety

Transportation Fatalities



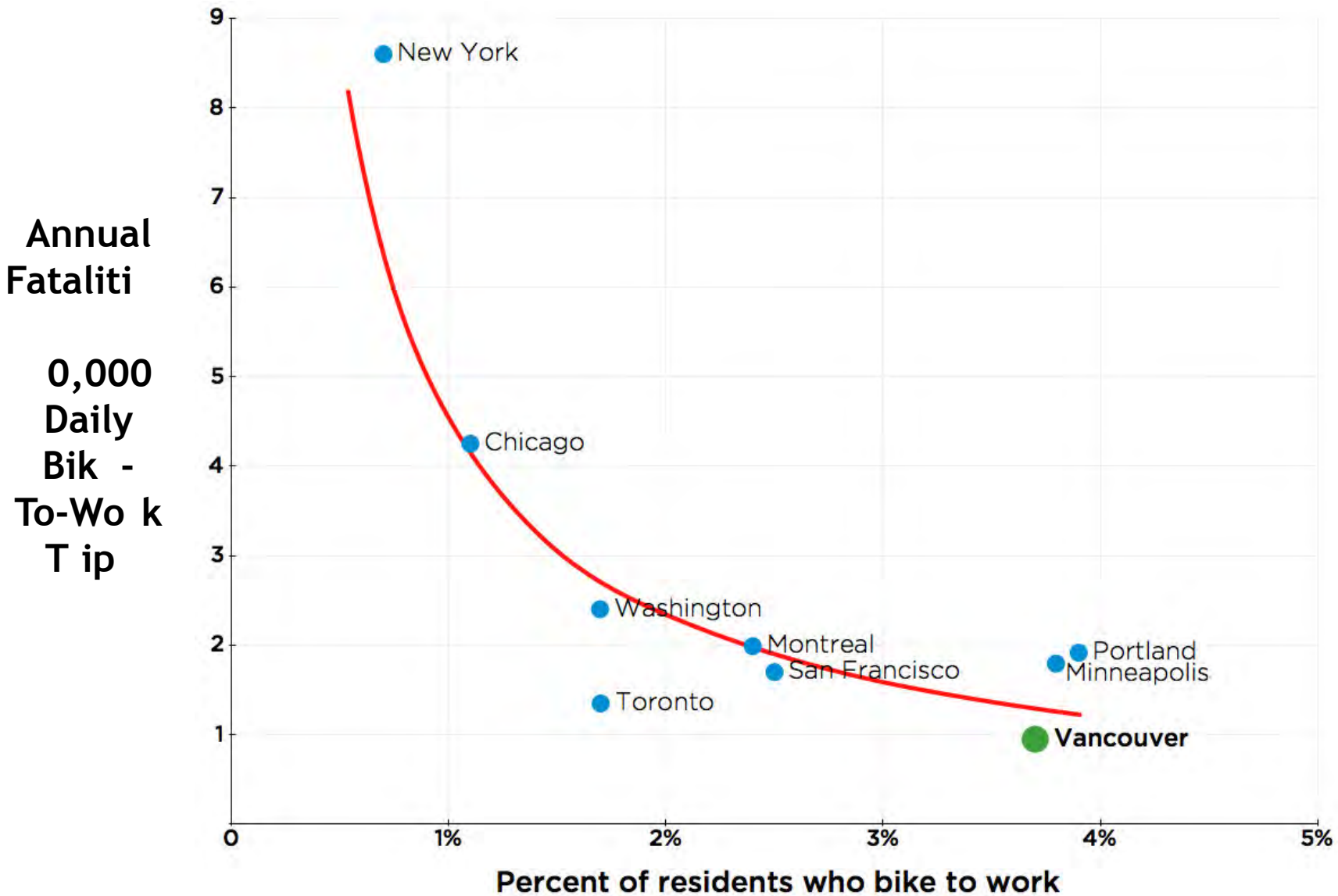
Pedestrian Safety Comparison

Annual
Fatalities
Per
10,000
Daily
Walk-
To-Work
Trips



Source: Walk to Work Trips, Employed Labour Force & Population Statistics; 2006, 2011 Canada Census (www.statcan.gc.ca); 2010 US Census (www.census.gov)

Cycling Safety Comparison



Source: Pucher J., Buehler R., "Analysis of Bicycling Trends and Policies in Large North American Cities: Lessons for New York", University Transportation Research Centre, March 2011

Land Use

Support shorter trips &
sustainable transportation
choices

Land Use Directions

- Locate major **activity generators** near high capacity transit
- Support **higher densities near transit** stations while recognizing local context
- Build **complete communities**
- **Design** buildings to contribute to public realm





Walking

Make walking
**safe, convenient, comfortable
& delightful.**

Support a
vibrant public life.

Walking & Public Space Directions

- Create **vibrant & interesting streets & public spaces**
- Address **gaps** in the pedestrian network
- Improve street **safety, comfort, & accessibility**
- **Promote** walking culture





Cycling

Make cycling **safe,**
convenient, comfortable
& fun for people of
all ages and abilities

Cycling Directions

- Build routes that are **safe, comfortable & convenient**
- Provide **secure & abundant parking**
- Improve **integration** with transit
- Promote cycling as an **everyday option**
- Focus on **education & safety**







 Richards St.

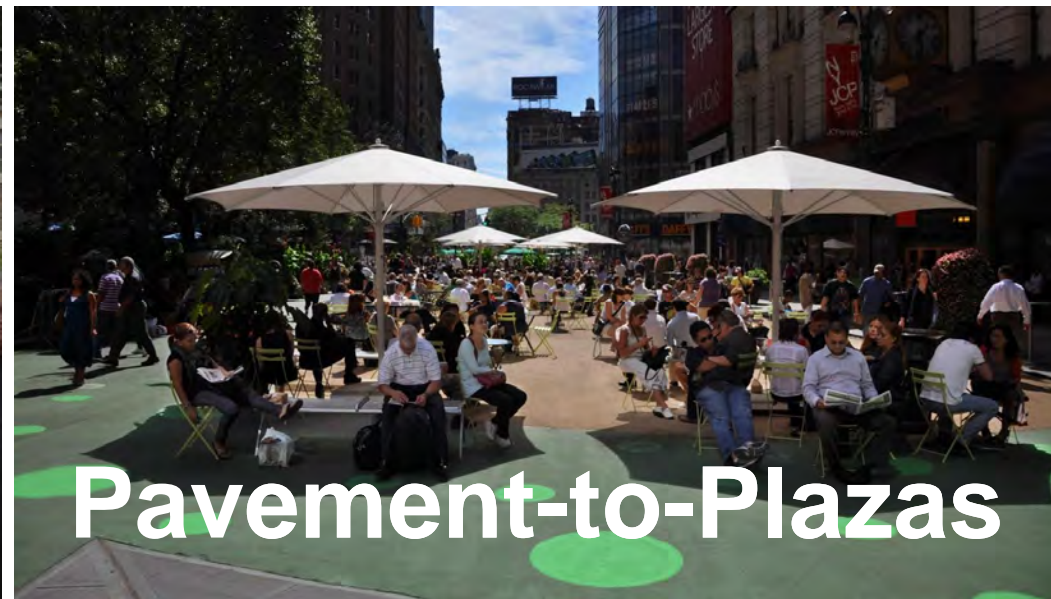
Encourage sustainable
transportation choices

Educate to promote safe &
respectful behaviour

Enforce and support legislation that
targets dangerous behaviour

Ongoing Initiatives

Public Spaces Within Street Rights-of-Way



VIVA Vancouver Activations



False Creek Bridges



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Google earth

Report a problem

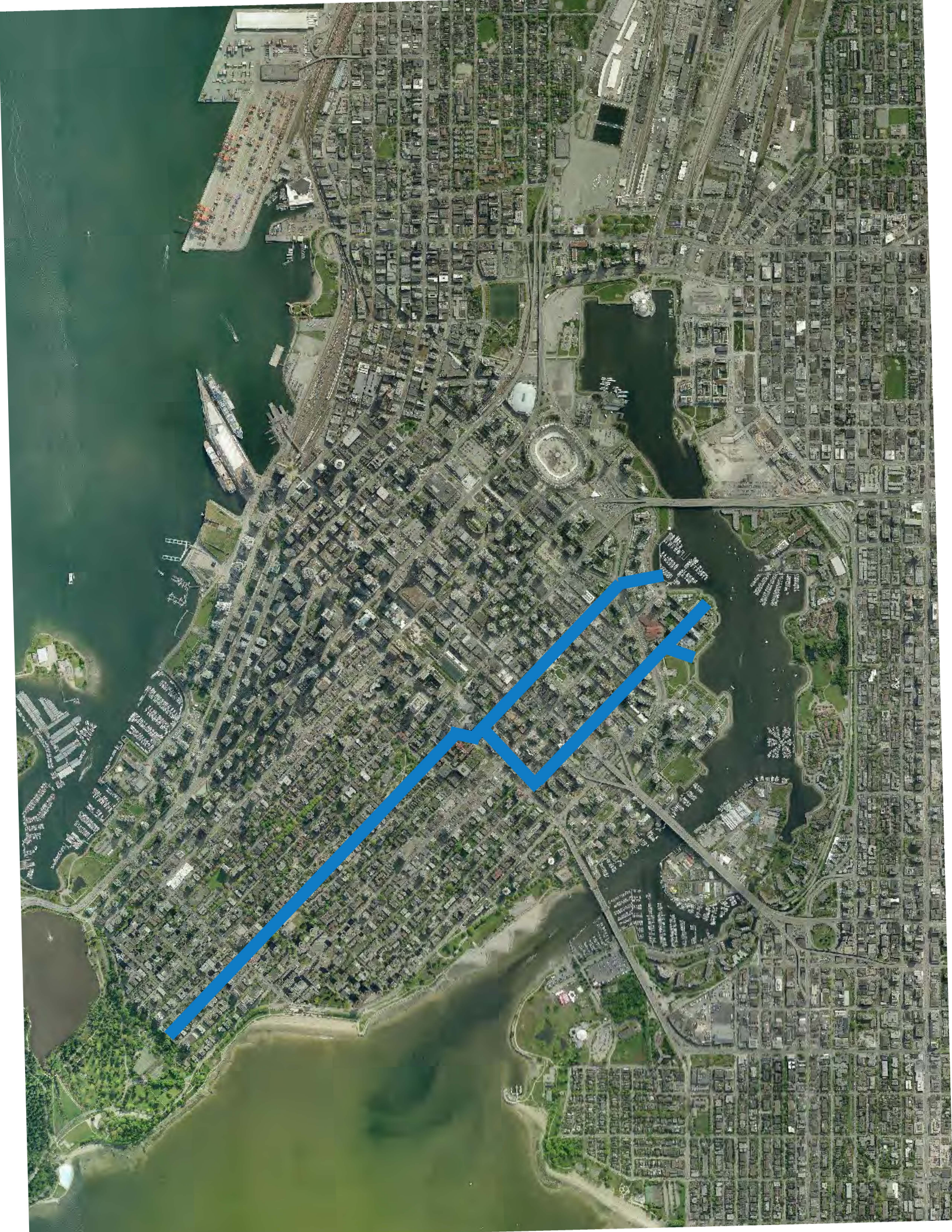
False Creek Bridges




Comox-Helmcken Greenway

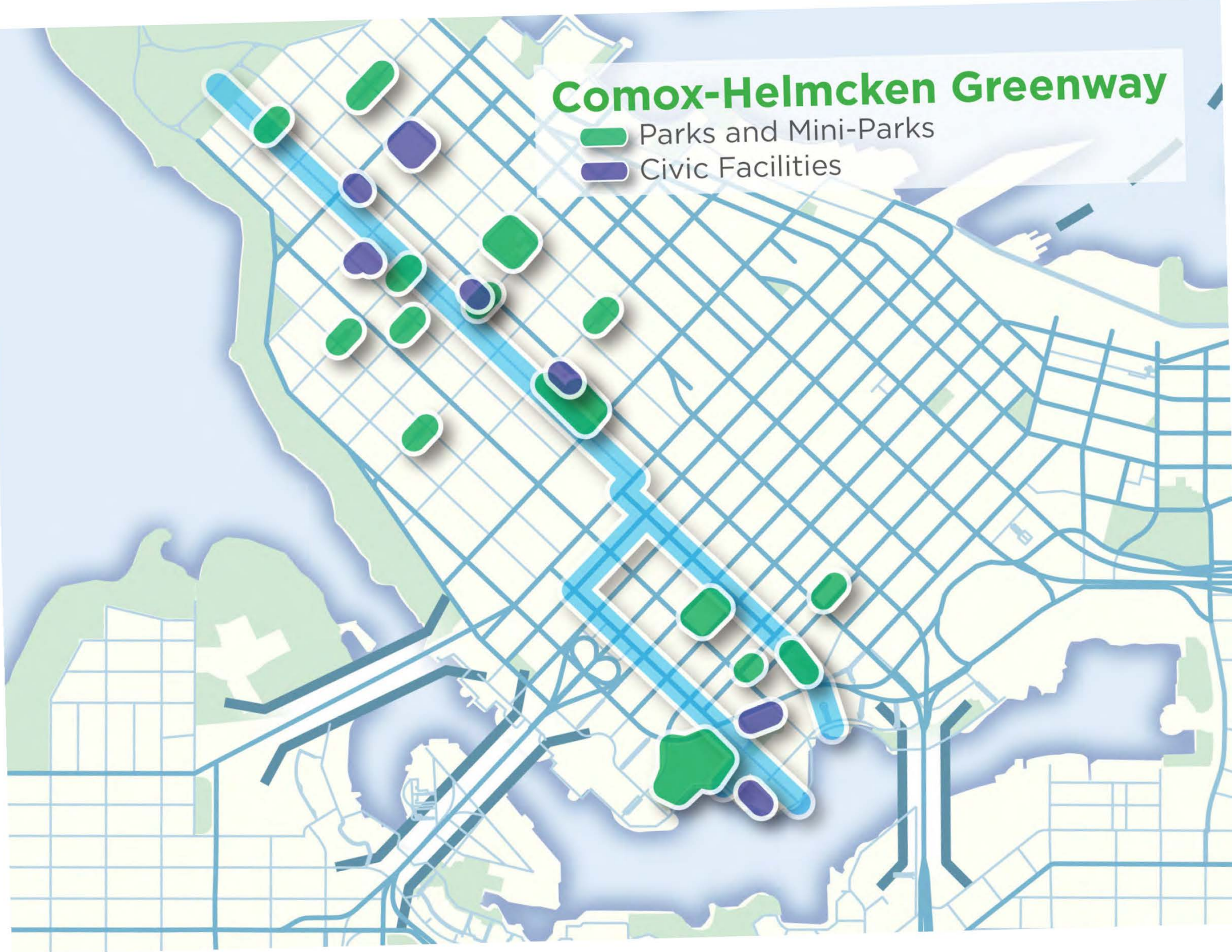
- All ages and abilities walking and cycling corridor
- Connects schools, parks, community centres, shopping, neighbourhoods, and more





Comox-Helmcken Greenway

-  Parks and Mini-Parks
-  Civic Facilities



Health, Travel, and Activity Study

Working with UBC on a before/after study of:

- Trip patterns and mode
- Social interactions
- Perceptions of safety
- Frequency of activities
- Physical activity



Comox-Helmcken Greenway

-  Parks and Mini-Parks
-  Civic Facilities



Health, Travel, and Activity Study: Seniors

Collaborating with Centre for Hip Health and Mobility on a before/after study of:

- Older adult mobility
- Social interactions
- Street usage
- Travel patterns



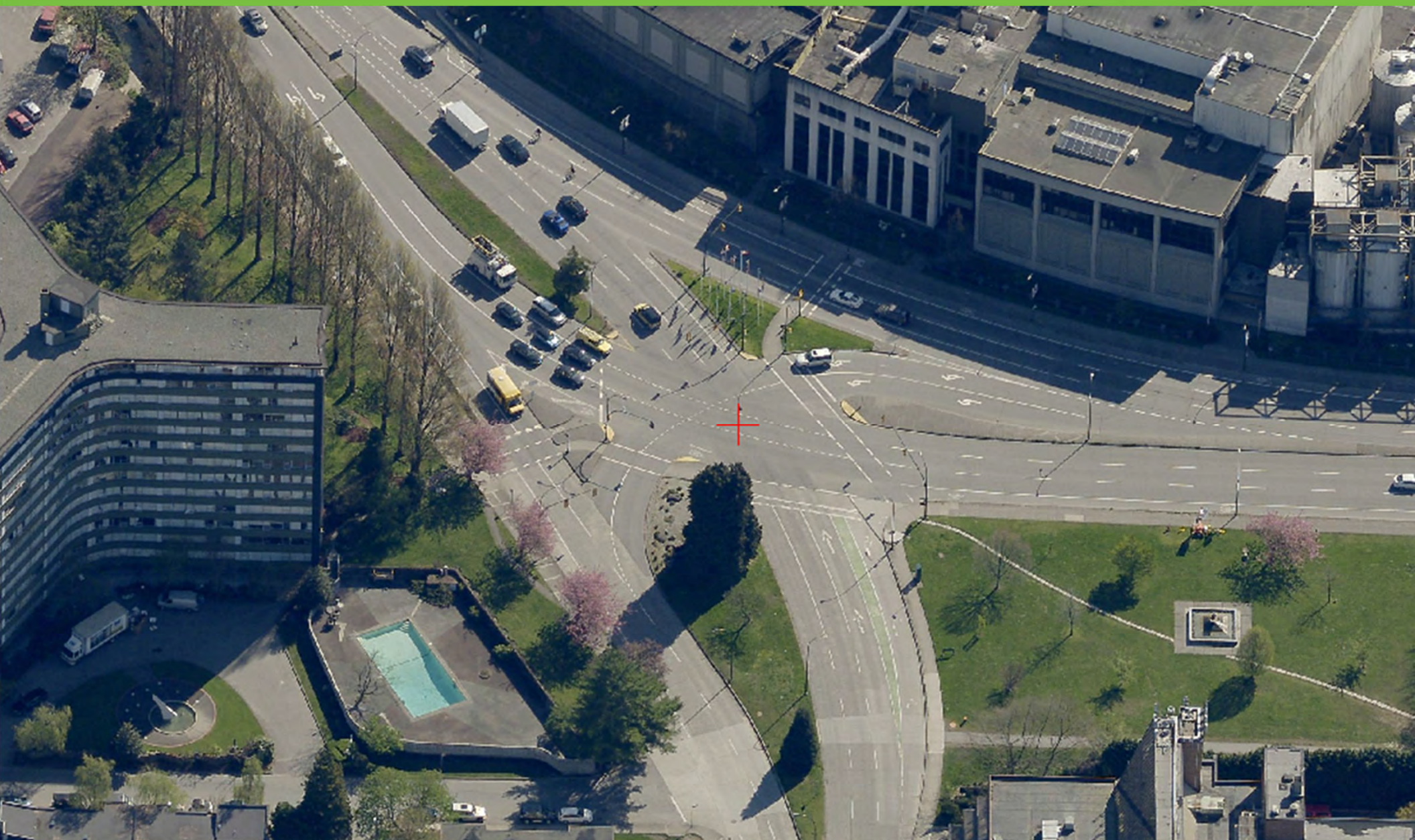
Health, Travel, and Activity Study: Children

Working with UBC on a before/after study of:

- Grade school student travel patterns (to school, etc)
- Measured physical activity via accelerometers
- Control group of students



Burrard & Cornwall Intersection



Burrard & Cornwall Intersection



Partners in Transportation and Health

Work With our Health Partners



COALITIONS LINKING ACTION
& SCIENCE FOR PREVENTION

An initiative of:

CANADIAN PARTNERSHIP
AGAINST CANCER



PARTENARIAT CANADIEN
CONTRE LE CANCER



Healthier lives through discovery



HEALTH & COMMUNITY DESIGN LAB

School of Population and Public Health



Work With our Transportation Partners



Your **Cycling** Connection



CitvStudio

