Transportation Association of Canada

On the Move: Active Transportation Initiatives Across Canada

October 2024

Introduction

Walking, cycling and other forms of active transportation play an important role in addressing Canada's key challenges related to climate change, congestion, affordability, public health and safety, and equity. Federal, provincial, territorial and municipal governments have dramatically increased spending on active transportation over the last two decades, and delivered an unprecedented range of new facilities and supporting programs.

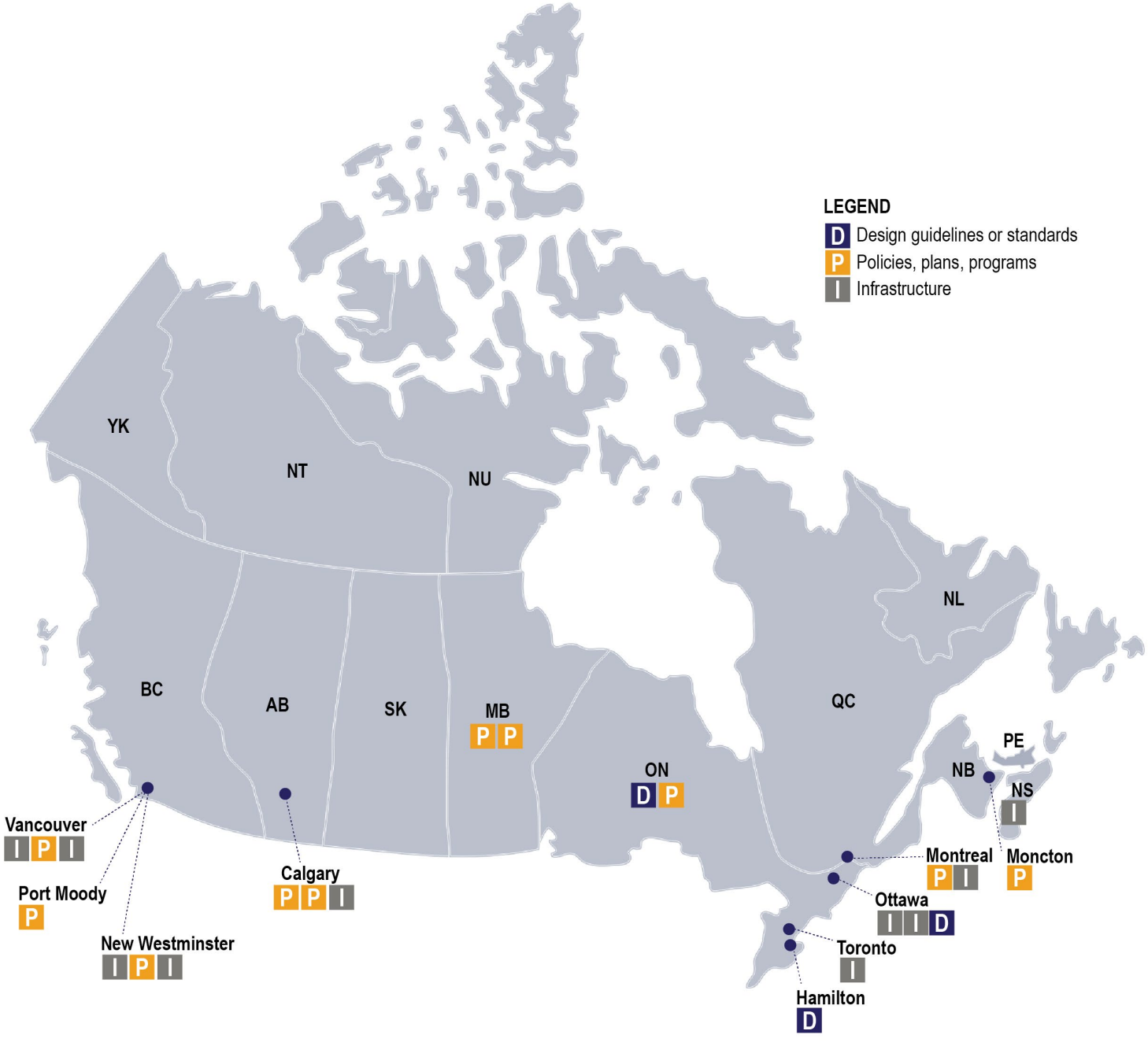
TAC's member organizations are leading the movement to improve mobility and safety for active transportation users. This document offers a look at some of their recent projects, including innovations that respond to unique local challenges as well as solutions adapted from elsewhere. These short profiles of 23 initiatives from coast to coast were submitted in response to a survey by TAC volunteers, and are only representative — a full portrait of recent successes would take hundreds of pages.

The goal of this report is to recognize and share some of the results that have emerged from Canada's combination of commitment, technical excellence and creativity. The map on the next page shows the location of each featured initiative, and which of three main categories it belongs to:

- Policies, plans and programs
- Design guidelines and standards
- Infrastructure

Following the map, each initiative is summarized in one page to highlight its objectives, major elements and key successes.

Featured initiatives: Types and jurisdictions



Beach Avenue Bike Lane

City of Vancouver, BC

Early in the COVID-19 pandemic, demand grew for socially distanced walking, cycling and rolling in Vancouver's West End. In response, the City temporarily converted the eastbound lanes of Beach Avenue to a wide protected bike lane, and converted the adjacent Seaside Greenway to a wide pedestrian sidewalk. Later in the pandemic, to allow eastbound transit and motorized traffic to return to much of Beach Avenue the City upgraded these temporary facilities. It replaced traffic cones with two kilometres of "quick build" bi-directional bike lanes using extruded concrete curb, created asphalt bus-boarding islands between the bike lane and the restored eastbound motor vehicle lane, added median islands to reduce pedestrian crossing distances, and added tactile walking surface indicators at crossing points.

COVID RESPONSE

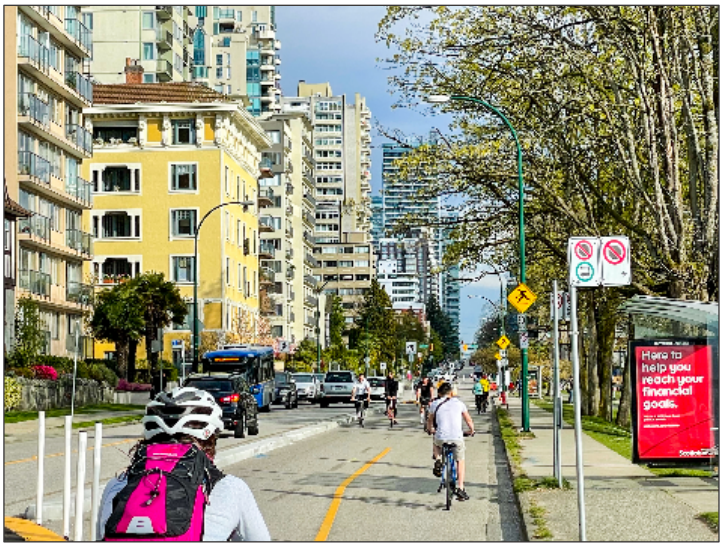
QUICK BUILD

ALL AGES AND ABILITIES

Successes

- ✓ The bike lane became the City's busiest cycling facility, with a peak daily volume of 12,700 in the first summer and 14,000 by the third year.
- ✓ The use of extruded curbs allowed significant reductions in installation time (less than a week) and life-cycle costs.
- ✓ Managed large demands and diverse user speeds and volumes through a "Seaside" and "Seaside Bypass" strategy.
- ✓ Built rapidly in an uncertain environment, with consultation undertaken in a difficult time.

Typical section



Crossing improvement

Photos: Hema Ramnani, City of Vancouver

Climate Emergency Action Plan

City of Vancouver, BC

P

In 2020, Vancouver City Council approved a Climate Emergency Action Plan to reduce carbon emissions by 50% by 2030. Transportation creates 40% of local greenhouse gas emissions, and among other goals the plan aimed to have two-thirds of trips in 2030 made by walking, cycling or transit – which would be 10 years ahead of a previous objective in Vancouver's Transportation 2040 plan. The plan called for a range of strategies to achieve this ambitious modal share goal, including expanded networks and programs to support walking, rolling and cycling. Resulting actions included a School Streets pilot program, whereby streets in front of schools are closed to motor vehicles but opened to walking and cycling during student drop-off and pick-up hours.

Successes

- ✓ School Streets pilot involved six schools and resulted in 31% of families walking more, 21% of families driving less, and 96% of surveyed students feeling safer.

More information →

COMPLETE STREETS

TRAVEL DEMAND MANAGEMENT

SAFE ROUTES TO SCHOOL

Photo: City of Vancouver, School Active Travel Program

Richards Complete Street

City of Vancouver, BC

Richards Street is a busy two-way road through Vancouver's downtown commercial area. Through a repaving project in 2013, a 500-metre length of Richards Street was reconfigured to create a parking-protected bike lane in the southbound direction. In the years following, concerns were raised about the lack of a northbound cycling route, conflicts with motor vehicles at intersections and driveways, and conflicts with transit vehicles and on-street parking activity. In response, the City transformed Richards Street through a showcase project that included a 1.8-kilometre raised, bi-directional protected bike lane along with integrated green infrastructure and significant public realm improvements. Key challenges included the need to accommodate emergency vehicles and traffic flow in a single through lane for motor vehicles.

SAFETY

COMPLETE STREETS

ALL AGES AND ABILITIES

Successes

- ✓ Created three new protected intersections to connect with bike lanes on Dunsmuir, Smithe and Pacific, and future-proofed a fourth protected intersection at Drake Street.
- ✓ Integrated continuous driveway crossings, a treed median, two public bikeshare stations, and on-street electric vehicle charging spaces.
- ✓ Represents the first large-scale integrated rainwater infiltration corridor in Vancouver.

More information →

Photo: Paul Krueger, City of Vancouver

Agnes Greenway

City of New Westminster, BC

This 1.2-kilometre greenway is New Westminster's first major protected lane for active transportation, connecting New Westminster SkyTrain Station, the Victoria Hill neighbourhood, Pattullo Bridge, and local schools. The two-way protected micromobility lane in a dense downtown neighbourhood is now permanent, but began as a demonstration project using quick-build techniques and adjustable infrastructure. The greenway involved a full reconstruction of Agnes Street, converting part of it to one-way operation and adding raised intersections, speed humps, curb extensions, landscaping, seating, a dog parklet, rain gardens, artistic crosswalks, and a misting station and water fountain.

PANDEMIC RESPONSE

COMPLETE STREETS

QUICK BUILD

Successes

- ✓ Demonstrated that rapid implementation is a powerful tool that gives people the chance to experience and interact with the project, and leads to more informed input.
- ✓ Public engagement and communication involved virtual and pop-up elements during the pandemic, effectively addressing resistance to traffic and parking changes.
- ✓ Rapid implementation provided immediate safety benefits, allowed monitoring and adjustments to the initial design, and was possible during winter.

More information →

Phase 1: Quick build treatment

Phase 2: Permanent design

Photos: Urban Systems

All Ages and Abilities Active Transportation Network Plan

City of New Westminster, BC

P

In 2021, New Westminster began work to revisit the cycling network in its 2015 Master Transportation Plan, applying an “all ages and abilities” (AAA) lens to develop a revised network and an aggressive implementation plan. Its objective was to develop a core network of cycling and wheeling routes serving major destinations that could be made comfortable for people of all ages and abilities, and that could be implemented in a five-year capital program. Central aims of the network plan were to service all areas of the city, and to provide equitable access for all residents. The project included GIS-based screening of new and existing routes, with criteria addressing equity, cycling potential, gap completion, population density and destinations served; it identified specific infrastructure improvements including quick-build opportunities; it engaged with stakeholders in a targeted, focused way; and it produced high-level cost estimates and a five-year implementation strategy.

COMPLETE STREETS

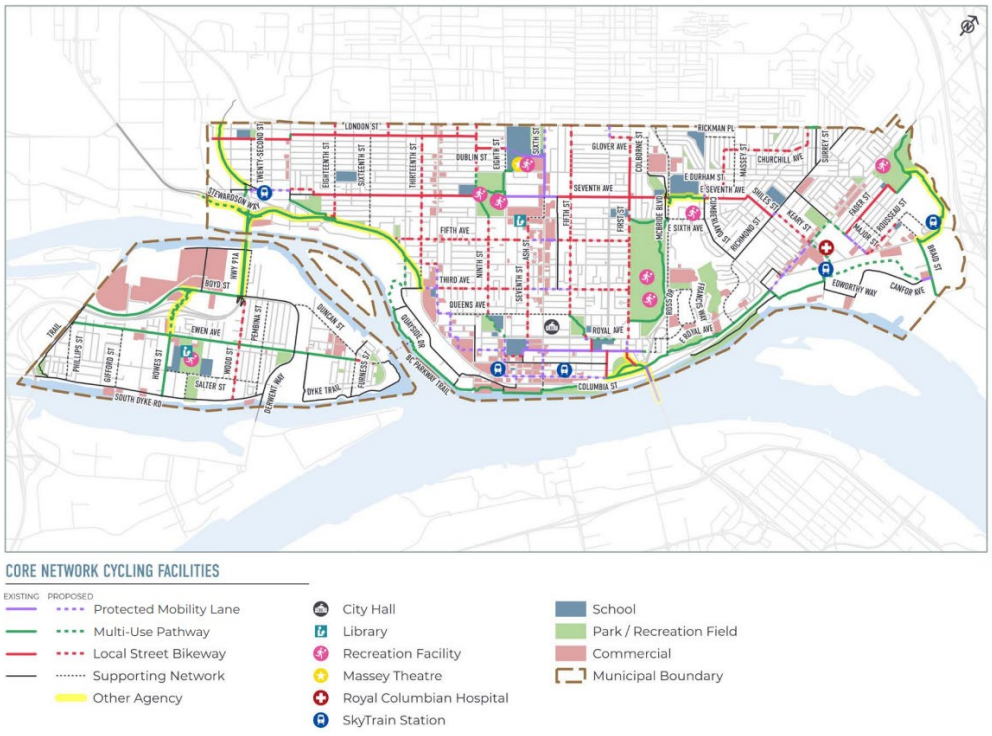
QUICK BUILD

ALL AGES AND ABILITIES

Successes

- ✓ Completed in a rapid six-month timeframe.
- ✓ Overcame the challenge of network planning in a hilly and fully developed community.
- ✓ Included detailed design guidelines for active transportation facilities in New Westminster.

More information →



New Westminster Secondary School Cycling Connector

City of New Westminster, BC

This project created an important 360-metre cycling link along Sixth Street, a commercial street in uptown New Westminster. It connects an existing bikeway to a civic precinct with a theatre, arena and the city's only high school. The installation of protected bicycle lanes addressed a gap in area's active transportation network, and the preferred route was identified after public engagement and a multiple-account evaluation of several options. In addition to uni-directional protected bicycle lanes, the project included a new crosswalk and floating bus stops with in-lane boarding in one direction. A quick-build approach was considered, but semi-permanent construction was chosen due to the need to preserve transit accessibility and uncertainty about the longevity of the project in view of anticipated redevelopment along the corridor.

COMPLETE STREETS

QUICK BUILD

SAFE ROUTES TO SCHOOL

Successes

- ✓ Gained the support of local businesses despite the need to reallocate on-street parking along much of the corridor.
- ✓ Protected accessibility, including through the careful design of two floating bus stops.
- ✓ Avoided impacting the speed or reliability of bus service.
- ✓ Provided lessons about the value of semi-permanent construction, lying mid-way between quick-build techniques and full reconstruction.
- ✓ Balanced other objectives with the requirement for large truck access to commercial uses along the corridor.

More information →

Photo: Urban Systems

Bike Route Review

City of Port Moody, BC

P

On-road cycling routes create points of conflict between cyclists and motor vehicles, and off-road pathways similarly place people using different modes and travelling at different speeds into conflict with each other. This project reviewed cycling routes in Port Moody to identify where cyclists needed greater separation from other users to improve both safety and comfort, and identified candidate measures for cycling corridors.

COMPLETE STREETS

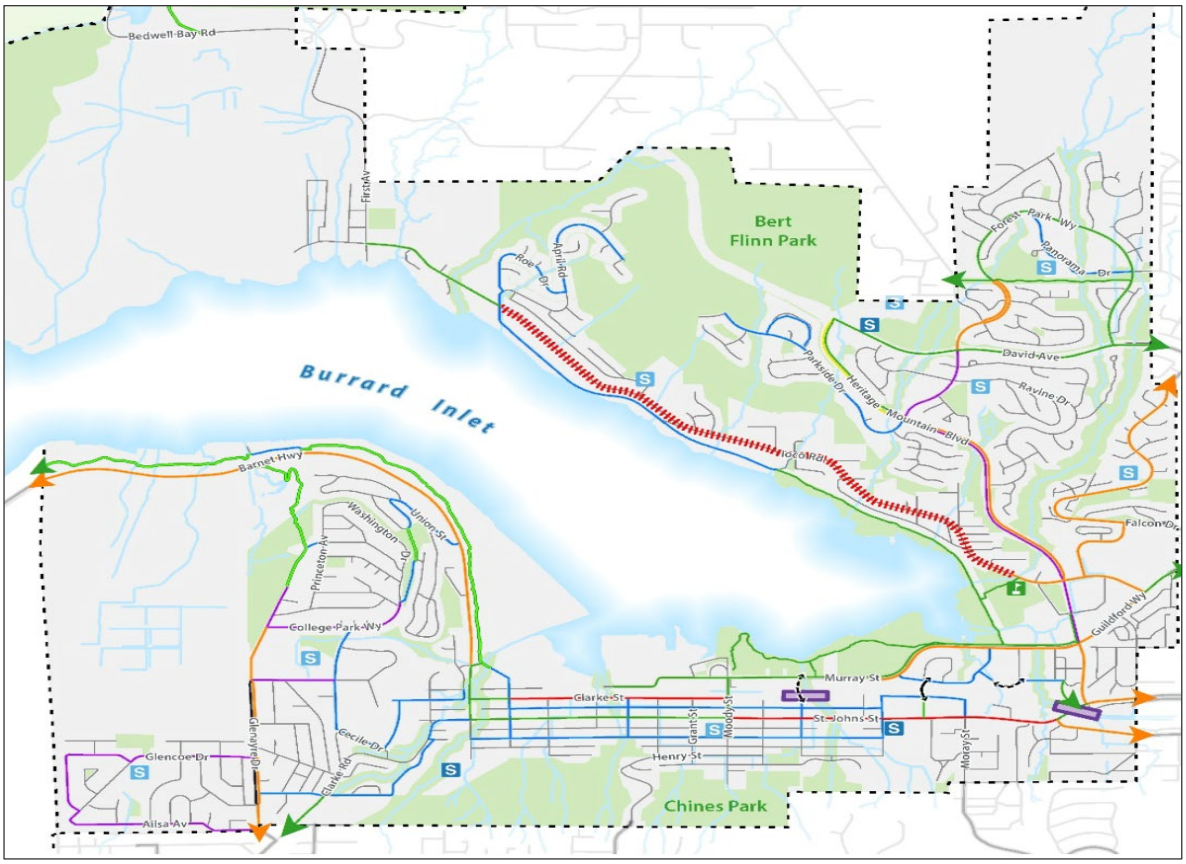
QUICK BUILD

SAFETY

Successes

- ✓ Developed a spreadsheet-based analysis of existing bike routes.
- ✓ Produced a toolbox of measures to enhance separation that referred to the *British Columbia Active Transportation Design Guide* and TAC's *Geometric Design Guide for Canadian Roads*.
- ✓ Prioritized the corridor-level implementation of both pilot and permanent measures within budget constraints.

More information →



Active and Safe Routes to Schools

City of Calgary, AB

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The Active and Safe Routes to School program (ASRS), delivered with Ever Active Schools, is increasing the number of students walking and wheeling to school. The program includes education on active transportation that aligns with provincial curriculum, and engagement with schools and parents to understand actual active transportation barriers and possible incentives. ASRS uses School Travel Planning, a cost-effective and community-based model that addresses barriers and incentives for active school travel. Efforts include independent assessments by students and City staff, and community feedback that creates meaningful insights by focusing on problems rather than solutions. Information and enforcement blitzes are held at two schools every day in September, involving by-law and police officers, and good news stories are shared to build trust and confidence.

SAFE ROUTES TO SCHOOL

QUICK BUILD

ENGAGEMENT

Successes

- ✓ Over 40 schools engaged, with nearly a dozen joining every year.
- ✓ Planned or completed installation of permanent and temporary traffic calming measures at nearly all schools.
- ✓ Partnerships created with non-profit organizations, community associations, politicians, school trustees, parent councils and school boards.
- ✓ Lessons learned being applied to future school projects.

More information →

Photo: City of Calgary

E-Bikes and E-Scooters

City of Calgary, AB

P

SAFETY

EQUITY

Calgary's shared micromobility program is intended to reduce motor vehicle use in the core and improve personal mobility options for residents and visitors. About 60% of e-scooter and e-bike trips use pathways or cycling infrastructure, with 40% of trips using sidewalks and/or roadways. Considerable effort has gone into meeting behavioural challenges such as riders not sharing sidewalks or pathways, not following the rules of the road, or behaving discourteously. Measures have also been taken to improve safety, including slow-speed zones in areas with high pedestrian traffic. Device parking has been another key issue, with e-scooters either left blocking sidewalks or on private property. In response, on-street parking areas were created to reduce the presence of bikes and e-scooters on sidewalks. Companies also encourage parking in designated areas through incentives and communications, and can be fined for improperly parked e-scooters.

Successes

- ✓ A survey showed that one-third of e-scooter trips replace a car trip, and 55% of shared e-scooter and e-bike trips ended in areas with many small businesses.
- ✓ Shared micromobility companies hired 82 full-time, 22 part-time and numerous contract staff.
- ✓ Micromobility service providers must maintain safety plans and strategies.
- ✓ Program revenues supported a study in 2019 and 2020 to better understand how, when, and why people were being injured on shared e-scooters.

More information →

Photo: Neuron Mobility (Canada) Limited

Silver Springs Neighbourhood Streets Project

City of Calgary, AB

Neighbourhood concerns about Silver Springs Boulevard, a four-lane divided roadway, included speeding and its impact on the attractiveness of active transportation for residents to reach schools, parks, shopping and transit. The road was originally built with an eye to a future extension and potential traffic volumes exceeding 25,000 vehicles daily, but those plans had changed and the road served fewer than 7,000 daily trips. The City committed to right-sizing the road, reinforcing safe travel speeds, and providing protected wheeling lanes that aligned with initiatives supporting complete streets, neighbourhood streets, and Always Available for All Ages and Abilities network principles. The 2.5-kilometre project converted Silver Springs Boulevard's curb lanes into 1.8-metre protected lanes for people wheeling, separated from traffic by two-metre-wide painted buffer zones; the spacing of temporary concrete elements in the buffer zones (every 25 metres) reduced costs and ensured fire vehicle access. A segment of the buffer zone was painted by local students in a placemaking activity.

SAFETY

QUICK BUILD

ENGAGEMENT

Successes

- ✓ Before-and-after evaluation showed that the project significantly reduced vehicle speeds without any impact on vehicle travel times or shortcutting on other neighbourhood roads.
- ✓ Pedestrian exposure to traffic was reduced at crossing points.

More information →

Photos: City of Calgary

Manitoba Trails Strategy and Action Plan

Province of Manitoba

P

The Manitoba Trails Strategy and Action Plan is a whole-of-government, interdepartmental initiative focusing on trails used for non-motorized and motorized activities such as hiking, biking, snowmobiling and off-road vehicle riding. It is the guiding document that will inform the development, management and expansion of Manitoba's trail network for today's users and future generations. The plan will improve connectivity and strengthen the trail network across Manitoba; support the protection, management and rehabilitation of natural environments where trails are located; foster collaboration between user groups while reducing potential conflicts; and encourage growth in eco-tourism with the potential to generate economic benefits for communities large and small. It encourages municipalities and landowners to consider active transportation in land use plans and processes.

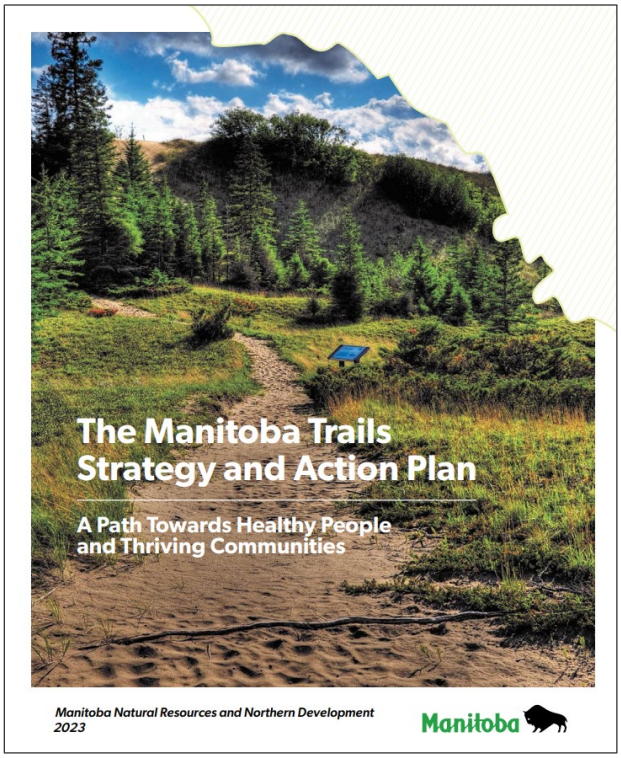
TRAILS AND GREENWAYS

ENGAGEMENT

Successes

- ✓ Stakeholder and public engagement ensured that the strategy addresses a variety of trail types and purposes, and the needs of all trail users.
- ✓ Initial implementation included the creation of a Provincial Trails Office in the department of Environment and Climate Change, and the creation of an Interdepartmental Trails Committee and a Provincial Trails Expert Advisory Body.

More information →



Trails Manitoba Endowment Funds and Grant Program

Province of Manitoba

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TRAILS AND GREENWAYS

ENGAGEMENT

The Trails Manitoba Endowment Funds and Grant Program were created in 2020 through a partnership between the Manitoba government, the Winnipeg Foundation and Trails Manitoba. Recognizing that most trails serve local needs, the funds give local municipalities, trail associations and other not-for-profit organizations – who are best suited to plan, build and maintain trails – access to project funding. The Manitoba Trails Improvement Endowment Fund supports annual application-based grants to create new trails or improve existing trails, and the Manitoba Trails Strategic Fund supports capital projects through matching grants to advance recreational trail development in Winnipeg. These funds therefore do not focus exclusively on active transportation projects, but offer funding for the development or improvement of active transportation routes. Eligible projects may create new or extended trails, improve the quality of the trail network, or enable trail maintenance or beautification. Funding recipients must provide interim and final reports as well as any supporting documentation requested by Trails Manitoba, the organization that administers the grant program.

Successes

- ✓ In 2021: 88 funding applications received; 41 applications approved; 21 projects completed; 22 km of trails developed and 34 km upgraded
- ✓ In 2022: 68 funding applications received; 31 applications approved; 20 projects completed; 24 km of trails developed and 18 km upgraded
- ✓ In 2023: 69 funding applications received; 38 applications approved; 31 projects completed; 61 km of trails developed and 38 km upgraded

More information →

Photo: Trails Manitoba

Ontario Traffic Manual Book 18 – Cycling Facilities

Province of Ontario

D

Ontario Traffic Manual Book 18 – Cycling Facilities ("OTM Book 18") is the primary resource for bikeway planning and design in Ontario, and is a useful reference for Ontario communities of all sizes and contexts that wish to become bike-friendly. It provides practical guidance for transportation practitioners on the planning, design and operation of on- and off-road cycling facilities in road rights-of way (off-road trails through parks or other open spaces are beyond its scope), and promotes uniformity in the design, application and operation of traffic control devices and systems. It was developed by the Ministry of Transportation in association with the Ontario Traffic Council and reflects extensive consultation with a diverse group of stakeholders.

PROTECTED INTERSECTIONS

SAFETY

ALL AGES AND ABILITIES

TRAILS AND GREENWAYS

Successes

- ✓ Supports municipalities seeking innovative design solutions to address spatial constraints, minimize conflicts, and create a vibrant and accessible public realm.
- ✓ Incorporates best practices throughout Canada and from international jurisdictions.
- ✓ Consistent with the intent of Ontario's *Highway Traffic Act* with respect to municipal roads and infrastructure.
- ✓ Places an enhanced focus on road safety (i.e. Vision Zero).

[More information →]

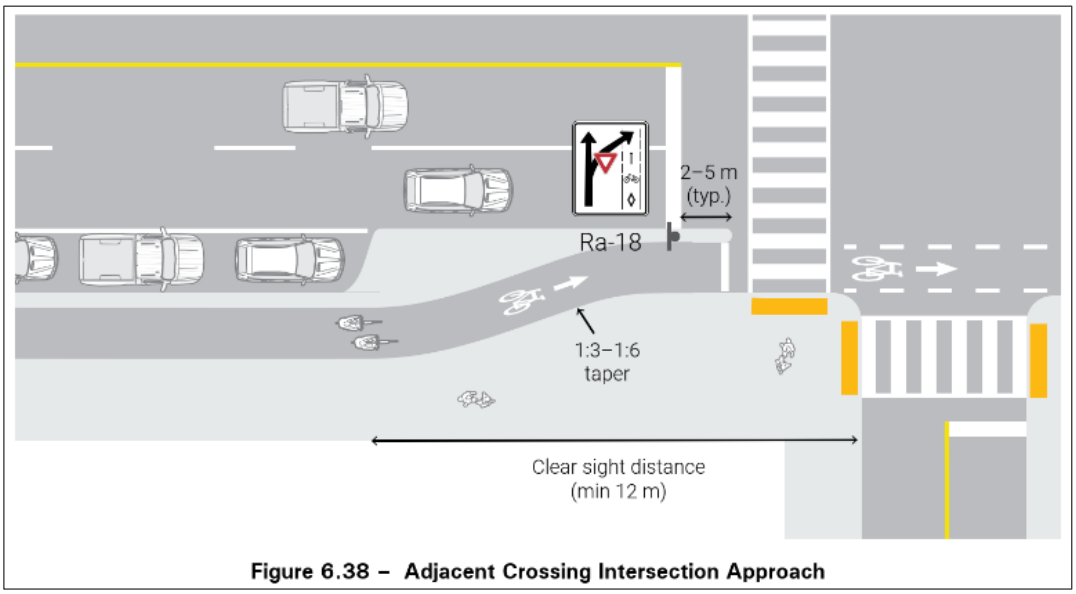


Figure 6.38 – Adjacent Crossing Intersection Approach

Province-Wide Cycling Network

Province of Ontario

P

#CycleON: Ontario's Cycling Strategy (2013) offers a 20-year vision to improve cycling and cycling safety across the province by promoting recreational cycling and cycling tourism; connecting municipal cycling routes and places of interest; identifying provincial infrastructure that should accommodate cycling; and prioritizing future cycling infrastructure investments on provincial highways. It was developed through consultation with municipalities, Indigenous communities and other stakeholders, and is being implemented through a rolling series of five-year action plans. #CycleON Action Plan 2.0 (2018-2023) included five strategic directions and a total of 38 actions, with seven actions to improve cycling infrastructure. Among them were the development of a long-term implementation plan for a province-wide cycling network, and the inclusion of cycling infrastructure in provincial highway construction projects.

COMPLETE STREETS

SAFETY

Successes

- ✓ The Ontario Ministry of Transportation (MTO) has installed more than 2,100 kilometres of cycling facilities as part of a 9,800-km long-term provincial cycling network that will include 3,150 km of routes on MTO roads.

More information →

Complete Streets Design Manual

City of Hamilton, ON

D

This manual represents a transformative overhaul of Hamilton's street design standards, and will guide future design projects including work on narrow pre-war downtown streets, suburban roads and rural arterials. It identifies design elements and an evaluation framework to operationalize complete streets and ensure that road projects work for all ages and abilities (AAA).

Successes

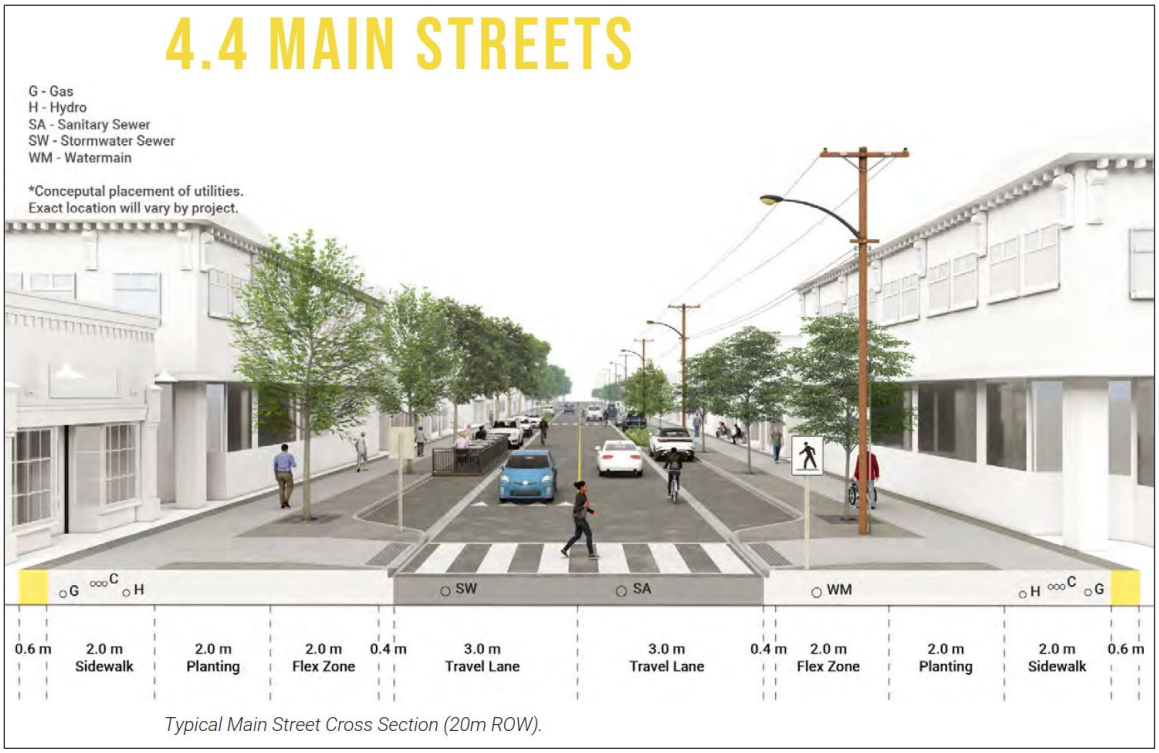
- ✓ Built on a gap analysis of existing policies and guidelines, and stakeholder engagement both internally and externally.
- ✓ Includes financial implications, a decision tool, sample cross-sections and "quick start" projects.
- ✓ Recommends identifying lessons learned based on project outcomes, communicating them to stakeholders and incorporating them in the planning stages of future projects.

[More information →]

COMPLETE STREETS

SAFETY

ALL AGES AND ABILITIES



Typical Main Street Cross Section (20m ROW).

ActiveTO Midtown Complete Street Pilot

City of Toronto, ON

This project began as part of Toronto's COVID-19 pandemic response in 2021, and created a 3.5-km continuous protected bikeway along Yonge Street between Bloor Street and Davisville Avenue. This major arterial corridor serves high multimodal travel volumes and significant loading and parking activities. The removal of one traffic lane in each direction enabled the creation of protected bike lanes, curb lane cafés, and parking and loading spaces. Public consultation and technical analysis were important elements of the project, and corridor beautification was a key objective. All-season operation was also vital, with the final bikeway design enabling safe snow clearing during the winter as well as enhanced comfort for summer cafés. A comprehensive monitoring program evaluated the project from the perspective of all road users to inform future decision-making.

PANDEMIC RESPONSE

ENGAGEMENT

QUICK BUILD

COMPLETE STREETS

Successes

- ✓ Received TAC's Active Transportation Achievement Award in 2022.
- ✓ Engaged stakeholders through site visits with local businesses, intercept surveys, a focus group with delivery companies, and collaboration with conventional and specialized transit service providers.
- ✓ Applied innovative materials and treatments such as raised platforms for accessible loading and bus stops.
- ✓ Increased pedestrian safety through artistic curb extensions that enhance visibility and encourage drivers to slow down.
- ✓ Increased average pedestrian volumes by 60%-80% and cyclist volumes by more than 100%.
- ✓ 76% of Yonge Street users feel the pilot met its goals.

More information →

Photo: Harry Choi Photography

Booth Street Complete Street

City of Ottawa, ON

Ottawa's Booth Street crosses the Lebreton Flats redevelopment area, serving as a major interprovincial travel connection between Ottawa and the adjacent city of Gatineau, Quebec. This project created a new complete street portion of Booth Street that links the Albert Street cross-town bikeway at its southerly end to the Ottawa River Pathway/TransCanada Trail at its northerly end. It expanded Ottawa's network of protected cycling facilities, and improved access for cyclists and pedestrians to the Pimisi O-Train light rail station. The new infrastructure will support growing demand as many new residents, visitors, businesses and institutions arrive during the large-scale development of Lebreton Flats and the adjacent Zibi community.

COMPLETE STREETS

SAFETY

PROTECTED INTERSECTIONS

Successes

- ✓ Added continuous raised cycle tracks with broad pedestrian crossing areas.
- ✓ Added a major protected intersection with crossrides for cyclists.
- ✓ Added a ride-over bus platform above the Pimisi light rail transit station, with consideration for the accessibility needs of passengers with disabilities.

Photo: Robin Bennett, City of Ottawa

Flora Footbridge

City of Ottawa, ON

The Flora Footbridge links the National Capital Commission's (NCC) multi-use path network on both sides of the Rideau Canal, and also connects two historic neighbourhoods, Old Ottawa East and the Glebe. Until it opened in 2019, the nearest bridges across the Rideau Canal were 750 metres to the north or one kilometre to the southwest, and offered either substandard or non-existent cycling facilities. Challenges in completing the 125-metre long, 5-metre wide bridge included its $21-million construction cost, the need to meet the historic context of the Rideau Canal (a UNESCO World Heritage Site), and the requirement to allow year-round canal operations (summer boating and winter skating).

SAFETY

ALL AGES AND ABILITIES

Successes

- ✓ During the peak active transportation season from April through October, the average number of daily users is more than 2,000 and regularly exceeds 3,000.
- ✓ Overcame land constraints to ensure accessibility through a maximum 5% slope for approach ramps.
- ✓ Gained approvals from multiple jurisdictions in a historically, culturally and socially sensitive environment.

More information →

Photo: Keith Armstrong

Protected Intersection Design Guide

City of Ottawa, ON

D

Protected intersections improve the safety and user experience of pedestrians and cyclists at busy intersections, by giving them dedicated circulation and waiting spaces. This guide supports the design of protected intersections in Ottawa and reflects North American experience over the past decade, based on principles originating in the Netherlands. It will help practitioners implement protected intersections on various road types and in different land use contexts. It includes guiding principles, functional planning information on high-level design elements, selection criteria to help a designer choose an intersection corner type, functional and detailed design elements, and information on signalization considerations and impacts.

SAFETY

PROTECTED INTERSECTIONS

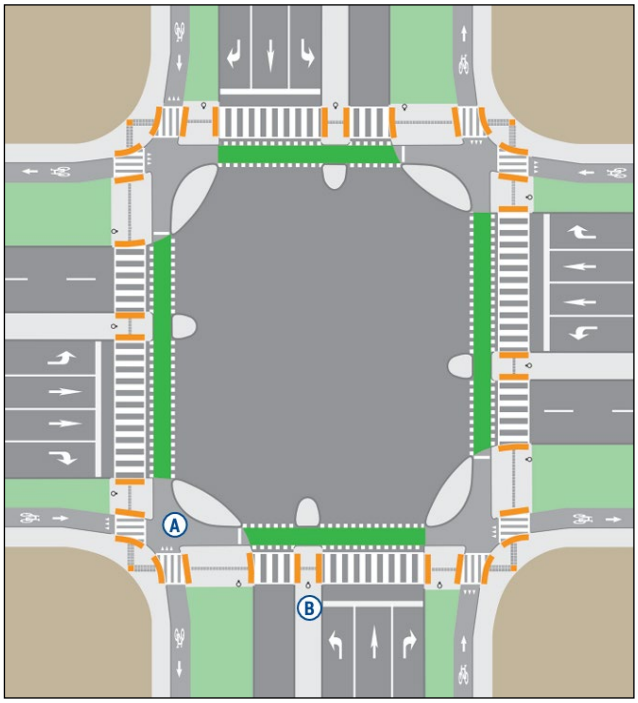
ALL AGES AND ABILITIES

Successes

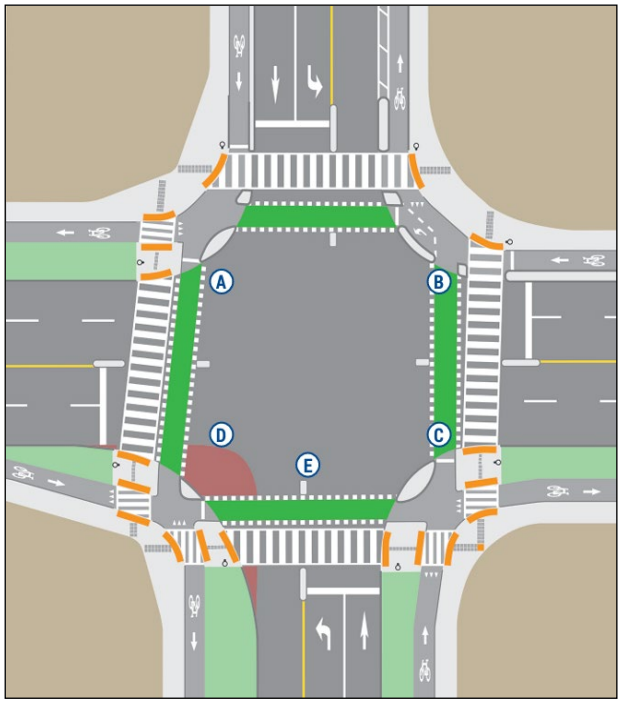
- ✓ Received TAC's Mobility Achievement Award in 2022.
- ✓ Includes high-quality graphics to illustrate intersection elements and layouts.
- ✓ Enabled the subsequent development of standard detailed drawings.
- ✓ Focuses on providing accessibility through the design process.
- ✓ Enables reductions in effort and internal disagreement during planning and design.
- ✓ Inspired the Ontario Traffic Council to develop a similar provincial guide.

More information →

Protected intersection with standard protected corners



Protected intersection with four different types of protected corners



Summer Commercial Pedestrian Street Program

City of Montreal, QC

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At the peak of the COVID-19 pandemic in 2020, the City of Montreal created new opportunities for socially distanced activities. These included the closure of several commercial streets to traffic from May until September, allowing cafés and bars to install or expand patios and allowing the City to create public seating and dining areas. The pedestrianized streets were very popular with residents, and led to some merchants reporting record sales. The city renewed and expanded funding for the program in 2021 and 2022, enabling boroughs to acquire more durable street furniture and to beautify the streets with public art. During the initial phases, people were allowed to ride bicycles on three participating streets. Research into the resulting cyclist-pedestrian interactions did not identify any major concerns; most cyclists self-regulated their speed and gave pedestrians a wide berth, and researchers recommended allowing cycling on other pedestrian streets.

COVID-19

PANDEMIC RESPONSE

SAFETY

ALL AGES AND ABILITIES

Successes

- ✓ Received strong approval from residents and merchants, despite inconveniences related to traffic detours.
- ✓ Demonstrated innovative accessibility measures, including the use of cargo bikes to carry people with limited mobility to displaced bus stops.
- ✓ Showed that bicycles can be safely used on pedestrian streets with appropriate signage.

More information →

Photo: Ville de Montréal / Latrompette Studio

Réseau Express Vélo

City of Montreal, QC

The City of Montreal's Réseau Express Vélo (REV, or Express Bike Network) is a growing network of protected cycle tracks with priority measures at intersections. It will include 17 routes with 191 km of cycle tracks, and is a key part of the City's strategy to increase cycling mode share to 15% between spring and fall. In 2020, a major 8-km route was implemented along the St-Denis, Berri and Lajeunesse corridors; it has since become the most heavily used cycling corridor in the city, with more than 10,000 daily bicycles regularly counted at one location. The project was not without controversy, with some merchants along Rue St-Denis being concerned that eliminating two traffic lanes and some parking spaces would drive away customers. However, after construction those concerns disappeared and the number of vacant storefronts dropped significantly – likely due to an improved pedestrian realm that featured less traffic noise and pollution, sidewalks buffered from traffic by parking-protected cycle tracks, and new mid-block crossings with refuge islands. Sections of five other REV routes have been built since 2020, and more are expected in coming years.

COMPLETE STREETS

SAFETY

ECONOMIC DEVELOPMENT

Successes

- ✓ Received very heavy use and appreciation by cyclists.
- ✓ Merchant support increased after construction.
- ✓ Commercial vacancies dropped despite loss of traffic lanes and on-street parking.
- ✓ Allowed concurrent pedestrian improvements including plantings and mid-block crossings.

More information →

Photo: Ville de Montréal

Active Transportation Plan Phase Two

City of Moncton, NB

P

In 2022, two decades after the City of Moncton developed its first Active Transportation Plan, it released Phase Two of that plan. The updated plan will enhance safety and access for active transportation users, and address gaps in the City's active transportation network for users of all ages and abilities. It assesses both existing and planned infrastructure, and considers the challenges and opportunities related to facility implementation, operation and maintenance. The plan applies current best practices to identify and addresses gaps in Moncton's active transportation network, including in key arterial road corridors, and to prioritize recommended facilities. It also recommends policies and programs to support active transportation.

SAFETY

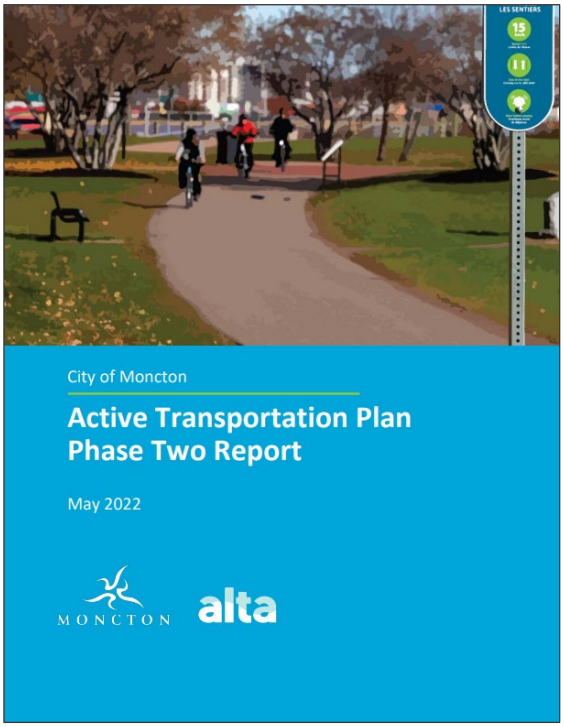
ENGAGEMENT

ALL AGES AND ABILITIES

Successes

- ✓ Sets a schedule that is coordinated with the City's road construction plans to capture synergies and ensure timely completion of works.
- ✓ Includes a framework for facility operations and maintenance.
- ✓ Coordinated with road reconstruction plans to capture synergies and ensure timely implementation.
- ✓ Engaged stakeholders in a two-phase process that encouraged feedback from the public and industry experts.

More information →



Blue Route Cycling Network

Province of Nova Scotia

In 2013, Nova Scotia Public Works (NSPW) partnered with Bicycle Nova Scotia to develop and implement the Blue Route, a 3,000-km provincial cycling network. This project will make it easier and safer for Nova Scotians to enjoy a healthy, active lifestyle. The Blue Route connects communities using provincially-owned roads as well as abandoned railways and municipal active transportation routes. To physically develop it, NSPW is adding paved shoulders to designated road sections (where required based on traffic volumes and speeds) in conjunction with its annual capital repaving plan. Bicycle Nova Scotia is collaborating with trails groups to open abandoned rail corridors, and working with municipalities to help create routes on municipal roads outside provincial jurisdiction. Because of this "opportunistic" approach to developing the Blue Route, progress can appear slow despite regular growth – projects tend to be spread across the province, are not necessarily contiguous and cannot always be designated immediately as "open."

SAFETY

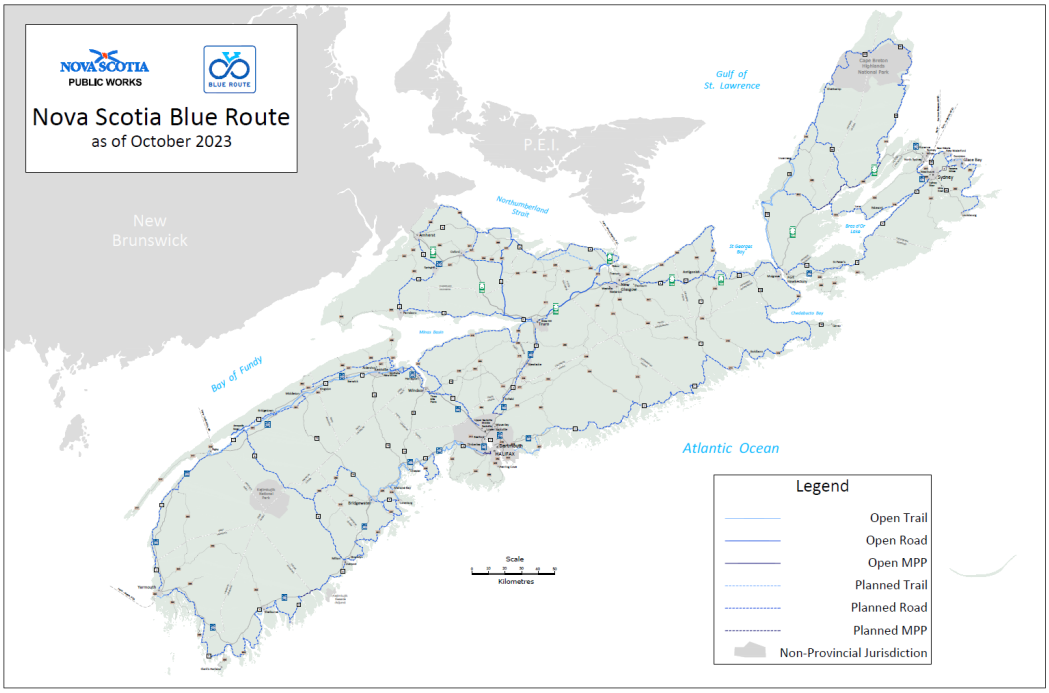
TRAILS AND GREENWAYS

ECONOMIC DEVELOPMENT

Successes

- ✓ Opened 505 km of Blue Route as of 2023, with another 94 km expected in 2024.
- ✓ Opened 2.3 km of multi-use paths for future Blue Route connections as of 2023.
- ✓ Paved shoulders on 707 km of roads in anticipation of future Blue Route connections as of 2023-24 construction season.

More information →



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