3

Make Walking, Biking, + Transit Delightful

Vision

Residents will choose to get around by foot, bike, and transit because they will be convenient and enjoyable options in Abbotsford. Along with wheelchair use, walking will be safe, accessible, interesting, and enriching, and it will be the first choice for residents for short trips. Shorter trips will become more common with a growing number of destinations in walking distance of one another.

For longer trips, residents will choose to get around by bike and transit, with both of these options being seamlessly integrated into the lifestyles of residents of all ages and abilities.

Goods movement and personal vehicles will still be a daily reality in city life during the life of this Plan. However, by making walking, biking and transit truly enjoyable options, Abbotsford will work better for everyone.

Big Picture

Align Land Use and Transportation

Ensure decisions, investments, and policies embrace the synergy and overlapping relationship between land use decisions and transportation, recognizing that the most important element of achieving a shift to walking, biking and transit is supportive land uses.

Redesign Streets

Make people the most important consideration when planning and designing new streets (or retrofitting existing streets), creating places for safe, enjoyable walking and cycling, as well as for lingering, meeting, and people watching.

Transportation Choice

Increase transportation choice by making walking, biking, and transit the most attractive options for most trips in the Urban Core and Neighbourhood Centres, and viable options everywhere.

Rethink Parking

Create the conditions for efficient use of existing parking while managing demand. Support the need for less parking over time, and in particular less surface parking in Mixed Use Centres.

Policies

The policies in this Chapter apply across the city, and Neighbourhood Plans and an updated Transportation Master Plan will consider many of them in more detail.

PRIORITIZE PEOPLE, NOT CARS

3.1 Mode Emphasis

Make transportation investment, space allocation, and improvement decisions in the Urban Development Boundary, particularly the Mixed Use Centres, based on a new hierarchy as follows:

1. Walking (including accessibility)
2. Biking
3. Transit
4. Goods Movement
5. Multiple Occupant Vehicles
6. Single Occupant Vehicles

In areas outside the Urban Development Boundary, make transportation decisions with the intent to balance mobility modes over time. Although this standard is lower than the urban places, improvements relating to walking, biking and transit are still desirable.

3.2 Mode Targets

Develop ambitious but realistic city wide and neighbourhood specific mode targets that emphasize walking, biking, and transit use year-round, reflecting a multi-modal city. A suggested starting target is 25% of all trips being made without a vehicle in the life of this Plan, an increase from 7% today.

3.3 Budget Targets

Establish budget targets and align annual budget allocations to the new mode hierarchy and mode targets. Demonstrate how proposed spending supports achieving both during the budget process.

3.4 Wayfinding

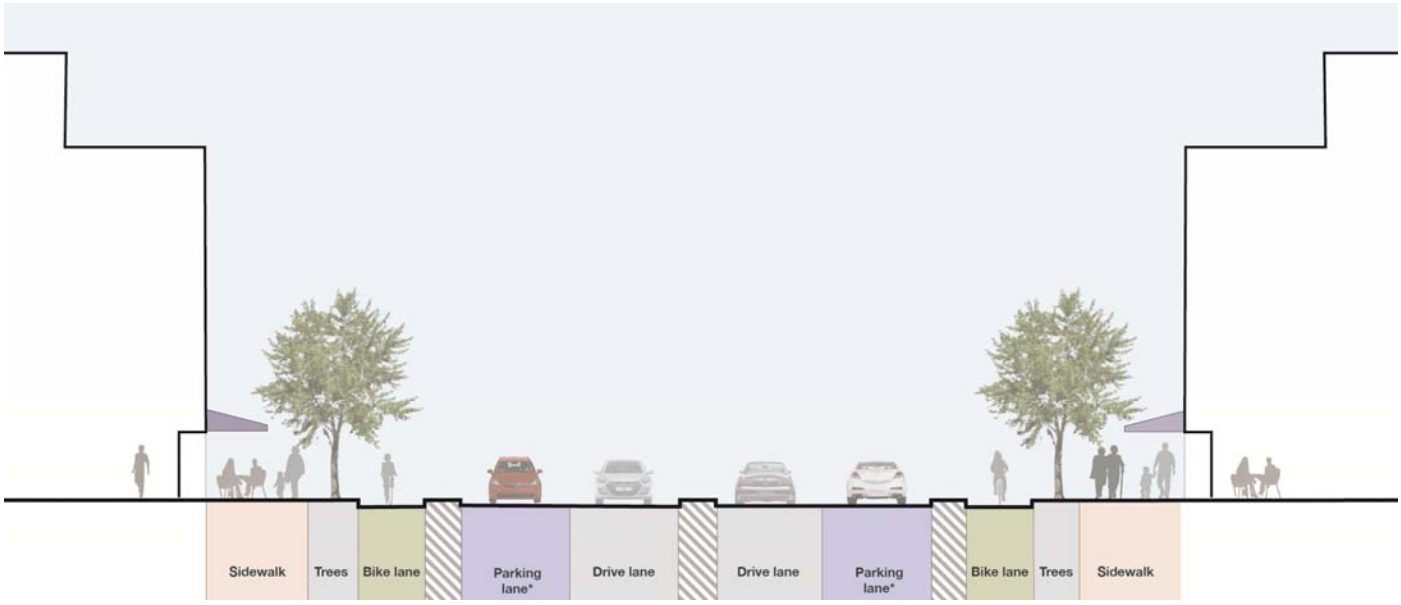
Create a comprehensive direction system that is easy to understand and navigate for pedestrians, cyclists and transit users. Signage and mapping should be located at regular intervals along pathways and transit corridors, and could include real time information. Facilitate this through public art and urban design.

3.5 Rethink and Redesign Streets

Design right of way's to encourage people to walk, bike, and take transit, particularly along streets in the Urban Core and Neighbourhood Centres. As needed, accommodate other unique situations such as emergency vehicles in creative ways that achieve the objectives of this Plan. Example conceptual street cross sections are below in *Figures III.1, III.2, III.3, and III.4*.

Figure III.1: City Centre Main Street Concept (South Fraser Way)

Figure III.2: Urban Centre Main Street Concept



*Note: parking lanes could also be used as transit lanes during peak travel times.

Figure III.3: Neighbourhood Centre Main Street Concept

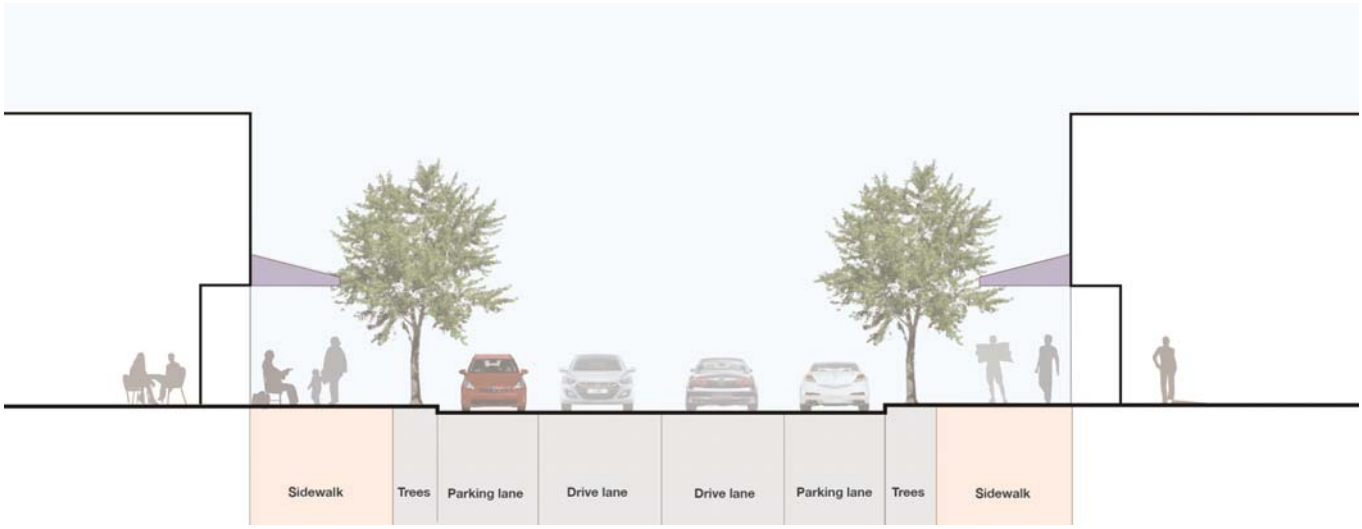


Figure III.4: Neighbourhood Residential Street Concept

WALKING

3.6 Shorter Distances to Destinations

Reduce travel distances by planning uses closer together and creating more direct connections to destinations. This includes building connections by providing more compact, mixed uses, multiple direct route options, reducing block sizes, and adding mid-block crossings where necessary.

3.7 Sidewalk and Pedestrian Pathway Design

Increase the safety, accessibility and enjoyment of sidewalks and pedestrian pathways by improving the design of new streets and retrofitting existing streets as they are replaced or upgraded:

- Develop continuous sidewalks with no interruptions or obstacles.
- Adjust or extend curbs at intersections to reduce crossing distances.

- Maximize crosswalk visibility though lighting, pavement markings, curb extensions, and clear sight lines.
- Use different materials and raise sidewalks in parking areas.
- Minimize the width and number of driveways that cross sidewalks.
- Plant street trees and ensure a full cover mature tree canopy is created over time.
- Use landscaping, bike lanes, and/or on street parking to separate sidewalks from vehicle travel lanes where the posted speed limit is 30 km/hr or greater.
- Investigate innovative street approaches such as complete streets, shared streets, and pedestrian streets.

3.8 Public Seating

Provide opportunities for rest, with seating at regular intervals on sidewalks and other pedestrian paths.

3.9 Signal Priority and Frequent Crossing

Give pedestrians priority with signal timings, including pedestrian head starts to allow less mobile pedestrians to cross. Particular attention should be paid to signal times and frequent crossing opportunities in the Mixed Use Centres.

BIKING

3.10 Route Network

Create a continuous and complete urban network of safe, direct biking routes suitable for commuting, school, and other daily trips. The network should connect as many residents as possible to major employment, education, amenity, and service nodes in the Mixed Use Centres with dedicated bike lanes or bikeways. Consider the use of Local streets to expand the network beyond Collector and Arterial streets.

3.11 Bikeways

Use principles outlined in best practice guides for urban bikeway designs, including separating routes adjacent to traffic travelling at 50 km/hr or greater, at high volumes, and/or including truck routes, and prioritizing one way over two way cycle tracks. Ensure ‘catwalk’ and other pathway connections are designed with bollards instead of gates to facilitate biking.

3.12 Conflict Zones

Highlight potential conflict zones with pavement markings, including intersections and crossings. Creative and playful measures are encouraged.

3.13 Bike Parking

Provide abundant, weather protected, secure, and conveniently located bike parking in all new multifamily, mixed use, commercial, institutional, major employment hubs, and major transit locations.

3.14 End of Trip Facilities

Encourage and create incentives for end of trip facilities including showers, changing areas, and lockers/storage in new major employment developments.

TRANSIT

3.15 Frequent Transit Network

Create a simple and easily understandable frequent transit network by focusing improvements on the primary transit corridor in the Urban Core (*Figure II.1*) and connections to the surrounding Neighbourhood Centres. Deliver the highest frequency of service on the primary transit corridor in the Urban Core and protect the flexibility for other transit opportunities in the future, such as rapid bus or light rail, both in dedicated transit lanes.

3.16 Transit Stops

Review and revise policies and regulations to locate transit stops within short distances of intersections to enable quick connections and reduce jaywalking (use 25 metres as a target). Design the stops and nearby public and private space to contribute to the safety and comfort of waiting areas. Prioritize these improvements in the Urban Core and at other high demand locations.

3.17 BC Transit

Work with BC Transit to develop a strategy for achieving all day frequent transit service (10 minute headway) along the frequent transit network described above in the life of this Plan. This could include transit priority treatments such as signal coordination, transit bulges, intersection queue jumping, and dedicated transit lanes to reduce transit travel times and improve reliability, particularly in the Urban Core.

VEHICLES AND PARKING

3.18 Design Speeds

Ensure street design does not encourage or facilitate speeding beyond the intended speed limit. This may include 'street diets' to narrow streets to widths that match the intended speeds and expanding the traffic calming program.

3.19 Street Hierarchy

Establish a more detailed set of street design and cross section standards that considers surrounding land use and the needs of all users to meet the objectives of this Plan. This will ensure cross-town trips with vehicles are possible on some streets, while others become destination streets rather than through streets.

3.20 Parking Supply

Review parking standards for new developments to ensure oversupply does not occur. Ensure flexibility to grant lower minimums in denser areas, and employ parking maximums to reduce surface parking lots in strategic areas and to reduce supply over time as part of achieving the mode shift target.

3.21 Parking Management

As the City Centre and Urban Centres are developed, consider develop public parking strategies that promote a high turnover of stalls through time limits or parking fees. This helps promote economic activity and manage demand.

3.22 Electric Vehicles

Study the potential to require electric vehicle charging infrastructure in new multifamily, mixed use, employment centre developments where appropriate. Encourage retrofitting of existing buildings to include electric vehicle charging infrastructure.

GOODS MOVEMENT AND EMERGENCY VEHICLES

3.23 Goods Movement

Ensure goods movement space is maintained through creative and innovative methods that meet both commercial retail objectives and streets designed for all users. Pay particular attention to Mixed Use Centres.

3.24 Major Truck Routes

Limit heavy vehicle movement to designated Provincial and Municipal Truck Routes. Avoid truck routes through Mixed Use Centres.

3.25 Intersection and Street Design

Design the majority of the urban area to prioritize intersections for pedestrians and avoid unwelcoming and unattractive designs. Specifically target the Mixed Use Centres and consider innovative design treatments for infrequent, but necessary, delivery truck movements.

3.26 Emergency Vehicles

Work with emergency services to identify creative ways to provide emergency access while maintaining attractive and welcoming streets and intersections for pedestrians and cyclists. Minimize the overdesign of streets for large emergency vehicles such as fire trucks.