highest among children and varied only slightly by gender and household income. Chapter 5 focused specifically on the process of implementing the Slow Streets program, answering the

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location on existing local bikeways. The areas with the highest rates of active transportation, downtown Vancouver and the West End, were not part of the Slow Streets network, while several neighbourhoods with the highest levels of deprivation, namely the Downtown Eastside and South Vancouver, were captured by the network. Chapter 6 addresses the third research question reflecting on the challenges, successes, and impacts of the Slow Streets program. Interview participants agreed that the main challenges were the barriers used to identify the Slow Streets and the impact of COVID-19 on the ability to conduct in-person public engagement. The Slow Streets received positive feedback in initial public surveys and interview participants praised the success of expanding the existing bikeway network and the traffic calming upgrades that occurred in later phases of the program.

      The main recommendations that emerged from this research are the importance of investing in durable materials and prioritizing maintenance, being ambitious, trying and testing new projects, engaging the public, and prioritizing equity.