**HUB Van/UBC Committee- Additional Comments for the Transportation 2040 and Active Transportation plans**

* Maintenance is key to safety and the City should support, possibly through a contest or in partnership with local universities,[[1]](#footnote-1) the development of a smart phone application for citizens to report design successes and concerns related to the bike lanes, general maintenance issues and information on the regional cycling network.
* Maintenance information, along with other traffic data, should be made public in an accessible format, HUB believes that providing the public with the data necessary to build dynamic information sharing systems, would increase usage of and improve way-finding for new cyclists.
* The City should work to further improve cycling route construction policy. The current policy framework has resulted in (1) longer than necessary construction times, with a limited focus on returning cycle routes to working condition; (3) inadequate and frequently challenging detour configurations; and (4) inadequate signage to mark detours

**1. Specific Network Suggestions**

The HUB Van/UBC Committee is currently working on a more detailed Network Recommendations Document. This is a working draft for your referral at this point.

**1.1 Missing Links**

There are a number of existing cycle routes that require connections in order to fulfil their full potential and these should be prioritised in future plans.

In addition, there are several sections missing from many of the routes currently proposed. Extending several of them just a few blocks would create a more comprehensive network, increasing their utility and popularity with regular users and visitors to the city.

Current missing segments include:

* **Powell, Wall to Victoria** - The section from Carrall to Commercial is on shown on the cycling Vancouver map but this would not connect to Wall Street, the Portside Greenway.
* **Nelson/Smithe, Beatty to Thurlow** - There is no bike route proposed between Dunsmuir and Drake. The current configuration makes it difficult to get to the Cambie Street Bridge. One avid citizen photographer is so frustrated with people cycling on the sidewalk, that they are placing pictures on a public web site, and generating significant ill will between pedestrians and cyclists, who ought to be working together to support enhancement of the City’s non-motorised transportation network.
* **Dunsmuir/Melville, Hornby to Pender** - There is no eastbound bike lane through downtown and from the West End west of Hornby. This results in cyclists frequently riding the wrong way in the painted bike lane or riding on the sidewalk rather than risking the traffic on busy streets like Georgia or Pender to get to the separated lanes on Dunsmuir or Hornby.
* **Granville, 7th to 10th Ave. (or 37th Ave.)** - Safer facilities are proposed on the Granville Street Bridge but not all the way up to the heavily used 10th Avenue route. There is no bicycle route between Cypress and Heather, around 2km of route.
* **10th Ave., Fir to Hemlock** - This section experiences heavy traffic and could be improved with fully separated bike lanes using planters, as has been done on Hornby Street.

**Burrard and Cypress, from Cornwall to 10th Ave.** – Both of these north-south segments have a lot of car traffic and are not pleasant to cycle on. The Cypress bike route is heavily used and car traffic should be further discouraged from using the road from Cornwall up to the 10th Avenue route. There is significant bicycle traffic coming off the Burrard Street Bridge up to shops on 4th Avenue and Broadway, up to the 10th Avenue bike route, but the existing bike lanes are inadequate to safely access these points.

Reducing car access along Cypress, and improving the bike lane delineation on Burrard would mean that cyclists of all ages and abilities could safely enjoy popular bike routes and access shopping destinations. This will result in more people cycling, and reduce the risk of accidents for all road users.

By making minor additions and improvements to complete existing networks, the City would greatly improve the existing cycling system to create a network that will support businesses, healthy communities and a more resilient urban environment.

**1.2 Missing Streets**

* **Main Street**

Main Street is very popular with cyclists. As a result of limited cycle infrastructure, it also has one of the highest levels of cycling collisions of any street in the city.

With a significant amount of development happening on and near Main Street, this is an ideal time to plan for cycling improvements along the corridor both to take advantage of planned street construction and developer contributions. By acting now, the City can ensure that new residents have great cycling options that will encourage them to adopt cycling as part of their transportation strategy from the day they move into the neighbourhood. Making improvements at this time would reduce automobile traffic, save space on transit for those who cannot or choose not to cycle, and make a more enjoyable neighbourhood for all residents and visitors.

Ontario Street, while an excellent route for many trips, is not an adequate substitute for the many people currently using Main to access downtown. For people heading downtown, using Ontario means jogging around Science World, which is exceptionally busy in the summer. This leads to conflicts with the thousands of people going to Science World, as well as many walkers along the waterfront. Separated bike lanes along Main Street will enable a large number of people to safely and quickly access downtown, reduce conflicts with other road useer, and create more space around Science World for pedestrians, tourists and related revenue-generating activity.

* **Kingsway**

Kingsway is a fast, direct route through Vancouver and Burnaby. Other streets are far slower. Kingsway is a key commercial street and a significant quantity of new housing is being built along it. The BC Parkway is, for most of its length, several blocks away from Kingsway, and difficult to access. West of Nanaimo, it is even further away making it even less practical. Kingsway should be considered as a key cycling artery linking Vancouver with a rapidly expanding neighbouring city.

**1.3 Separated Bike Lanes on Arterials**

Separated bike lanes on shopping streets and arterials are critical to increase the levels of cycling in Vancouver. It is not practical, nor particularly safe to have people moving between bikeways on residential streets to arterials in order to access shops, businesses and their homes.

In many cases, it is also more convenient to cycle along arterial routes.

**1.4** **Other Separated Bike Lanes**

Here is a map of potential separated bike lanes that can serve as a guide for future discussion:

<https://maps.google.com/maps/ms?msid=207321835358014247253.00048399c4cb03eeeee99&msa=0>

**Appendix - Other Suggestions**

|  |  |  |
| --- | --- | --- |
| **Name** | **Comment** | **Contact** |
| Kim H | Create a Culture of Cycling | kim@interstyle.ca |
| Richard C | Safer Vehicles | rac@me.com |
| Richard C | Safety - Zero Fatalities | rac@me.com |
| Richard C | Expo Line Bicycle Super Dryway | rac@me.com |
| **All-weather cycling** | - Make separated bike lanes higher than adjacent streets so runoff and debris does not end up on the bicycle facility  - Site bicycle routes under SkyTrain guideways and viaducts where possible  -  - Use light permeable barriers next to separated bike lanes to allow sunlight to melt ice and evaporate water  - Develop a fine-grained network to minimize travel times and thus exposure to weather.  - Design bicycle facilities to minimize puddling.  - Provide on-demand secure parking so people can safely store their bicycles in bad weather.  - Provide education on all-weather riding. |  |

Richard’s comments:

From:<http://bikeportland.org/2009/10/30/want-to-be-like-copenhagen-think-about-vacuum-cleaners-and-raging-bulls/>

In the 1980s, when Copenhagen was experiencing a boom in bicycling, city officials worried that too many people were riding on the busy main streets. “They thought, we’ve got to stop that, it’s not safe.” Their solution was to direct bike traffic to the backstreet by building high-quality cycle tracks through neighborhoods. The problem was that the neighborhood routes meant people had to ride 10-15 minutes out of their way to get from a to b. The result? No one used them. “It was a flop. So, the city shrugged and went, ‘fine, we’ll put them on the main streets’”. The lesson, says Colville-Andersen, is that planners should put bicycle infrastructure where people actually want to go, not where engineers think they should go.

**Create a culture of Cycling**

Cycling has to be cool. It may be a personal observation, but the most striking difference between a person riding a bicycle in Portland compared to Vancouver is that riding a bike is a fashion statement in Portland. Many of the bikes are vintage, highly personalized and rarely stock brands. Shops thrive on recycling vintage bikes and people often accessorize outfits to match their rides. Riders are younger and Spandex and Lycra is rarely seen. There is a culture that blends cycling with mobility, lifestyle and fashion - in other words, a bike is more cool than a car.

**Safer Vehicles**

Encourage the adoption of measures that reduce the likelihood of collisions and reduce the severity of injuries with pedestrians and cyclists:

- Mirrors on trucks

- Underun protection

- Exterior airbags

- Collision avoidance systems

- Automatic speed control

1. Require above measures for city owned vehicles

2. Incentives for city suppliers to purchase above measures for vehicles

3. Lobby provincial and federal governments to make above measures mandatory

**Safety**

Commitment to eliminating traffic fatalities and serious injuries while dramatically increasing pedestrian and cycling trips. The economic cost of collisions 3 times that of congestion. 20% of congestion due to collisions.[[2]](#footnote-2)

Highlight importance of 30kph for pedestrian and cyclist safety. Children and the blossoming elderly population have special difficulty in judging speed.

**Expo Line Bicycle Super Dryway**

Cycling levels decrease significantly in the rain, and are typically 30% of sunny weather levels. The City should work to add to existing investments and cerate elevated SkyTrain guide ways to provide weather protection for cyclists.

The Expo Line Bicycle Super Dryway follows the Expo Line guideway from Victoria to Stadium/Chinatown Station.

As this is the busiest section of the SkyTrain system, investing in a high quality all ages all abilities all weather bicycle route could attract enough ridership to potentially delay the need for costly expansion of the Expo Line leaving the funding for other badly needed transit improvements.

The route:

- Commercial/Victoria Drive: Hull Street to 10th Ave

- Granview Highway N: Commercial to Clark

- Terminal Avenue median under guideway

- Pacific/Expo - Under guideway

- Expo - Abbot to Cambie Bridge

A bike station at Stadium Station would enable commuters and sutdents to cycle to Stadium/Chinatown Station then change into work clothes and complete their journey either on foot or by public transit.

1. A possible partner could be the Centre Digital Media at the Great Northern Way Campus: <http://mdm.gnwc.ca/>, which is already emerging a leader in the digital field and draws on the capacity of the City’s leading public education institutions. [↑](#footnote-ref-1)
2. <http://every1forever.blogspot.ca/2011/11/high-cost-of-crashes.html> [↑](#footnote-ref-2)