

Vancouver-UBC Local Committee

March 17th, 2020

Note: Face to Face meeting cancelled

Topics

- Cancellation of Local Committee March meeting
- Vancouver Climate Emergency Action Plan
- Projects update
 - Ontario St Bikeway
 - Pandora Bikeway

Cancellation of March 17th Meeting

- *The March 17th Meeting was cancelled due to concerns over public gatherings related to the Covid-19 outbreak*
- *We have no reported cases of Covid-19 among our staff or volunteers*
- *We are practicing social distancing, as recommended by the health authorities, so as to help slow the transmission of this disease.*
- *We hope to be able to meet in April; we will monitor the situation and advise prior to that meeting.*

Vancouver Climate Emergency Action Plan

- Between now and April 22, The City of Vancouver wants input on the 19 proposed actions in the five-year [Climate Emergency Action Plan](#) that they are developing for Vancouver residents and businesses.
- The City of Vancouver will be using the feedback received to inform the 5-year Climate Emergency Action Plan that will go to Council in October 2020. The deadline for submissions is April 22, 2020
- In particular, we recommend that you take a look at the actions related to How We Move
- [Get involved](#)
- [Taking bold actions](#)
- [Take the survey](#)

Ontario Bikeway Improvements

- This project is currently in the public engagement phase
- More information and all open house display boards are on the City web site [here](#)
- The online survey is open until March 25th. Make your voice heard and support this proposed project
- More details on the following slide

Ontario Bikeway Improvements

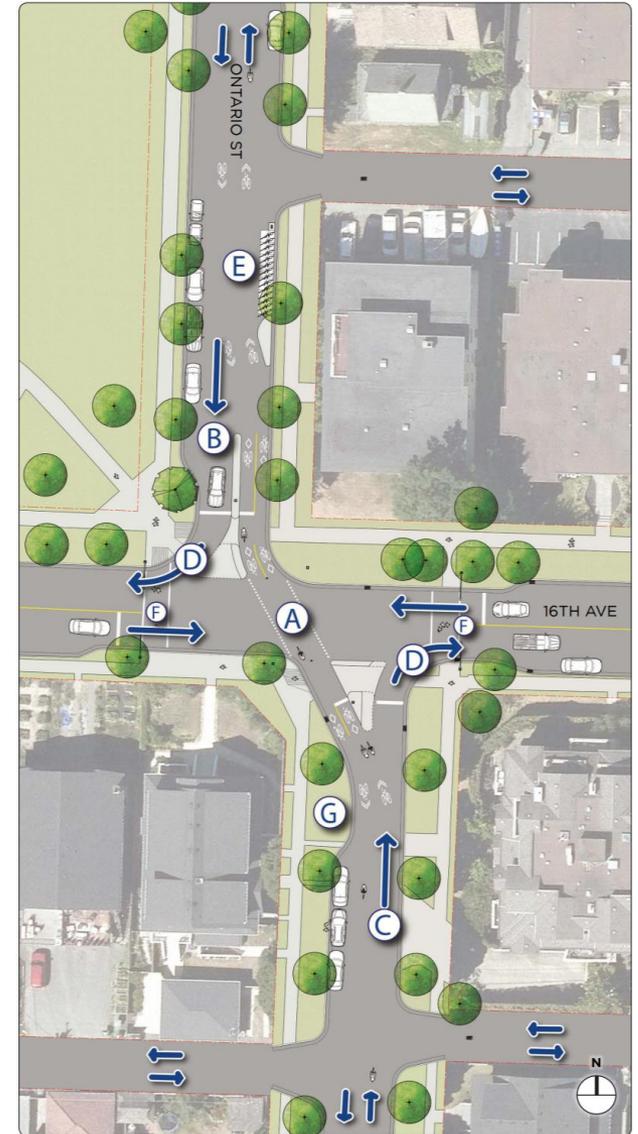


Scope is from 2nd to 16th
(left hand picture)

Proposed parklet at 5th
(bottom picture)

Proposed vehicle
diversion at 7th

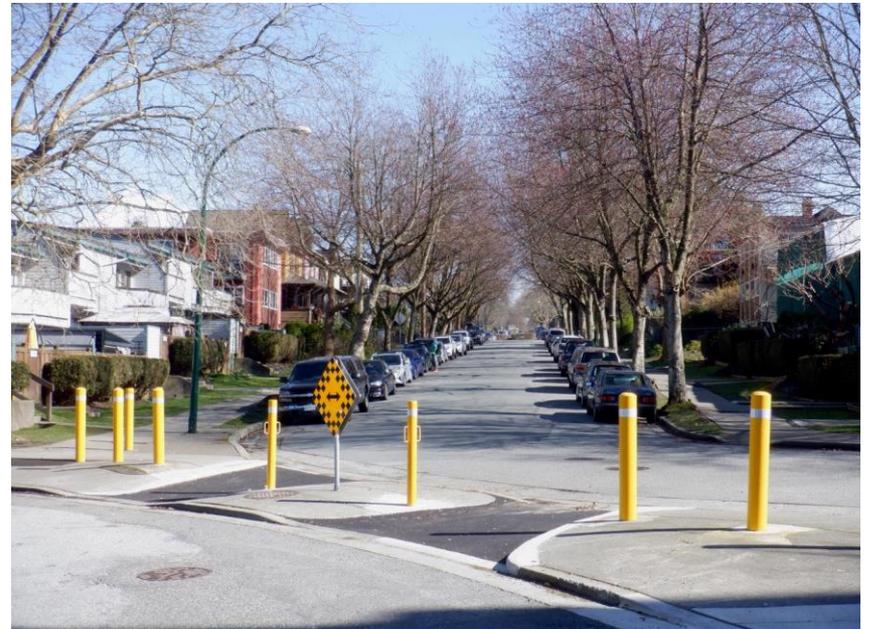
Proposed intersection
improvements at 16th
(right hand picture)



Pandora Bikeway Improvements



- The route from Clark to Kaslo is being implemented now
- Improving the intersection at Semlin was a specific recommendation of our report
- Before and after photos shown

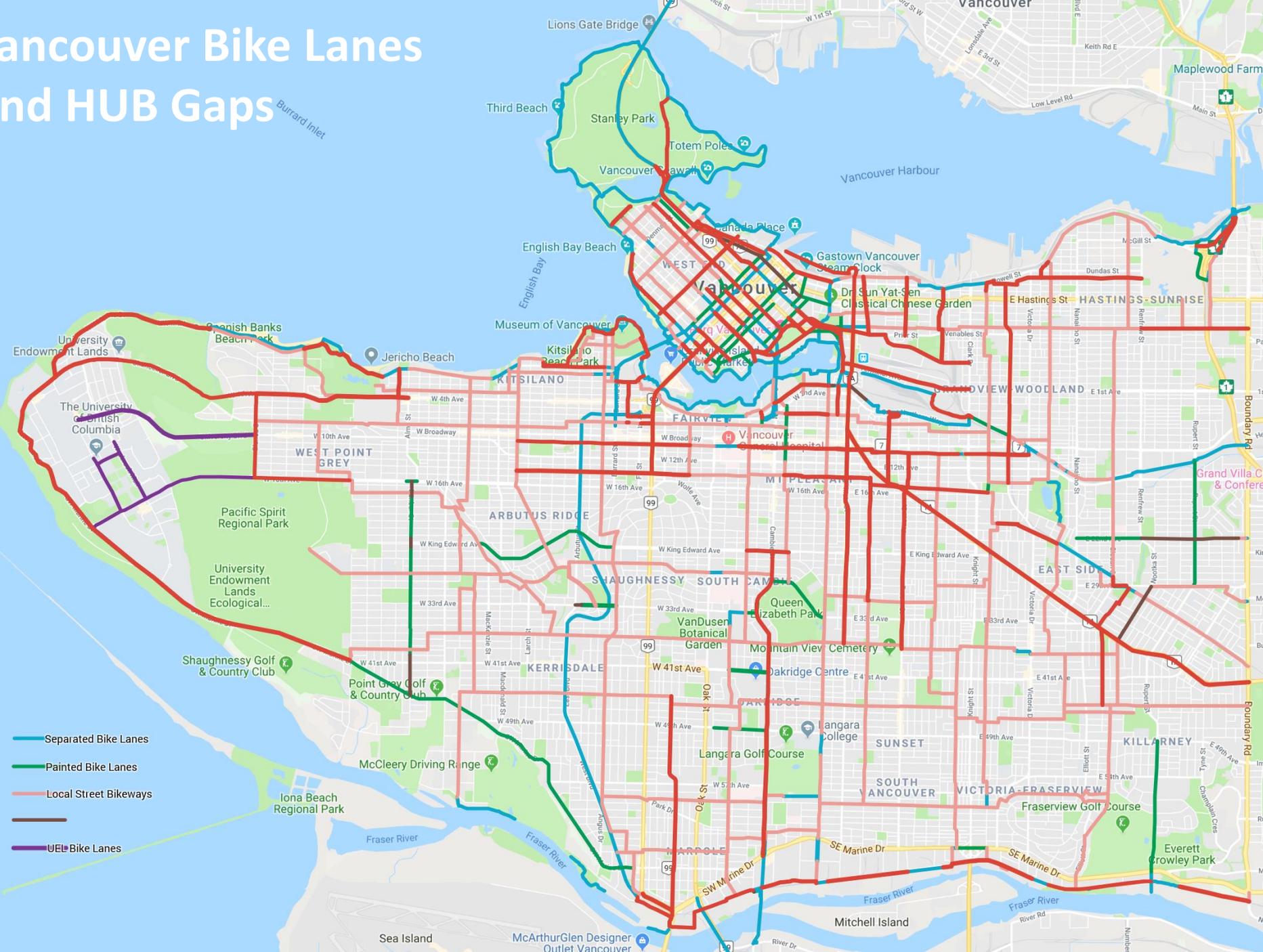


Appendices

Vancouver Bike Lanes (Van Map)

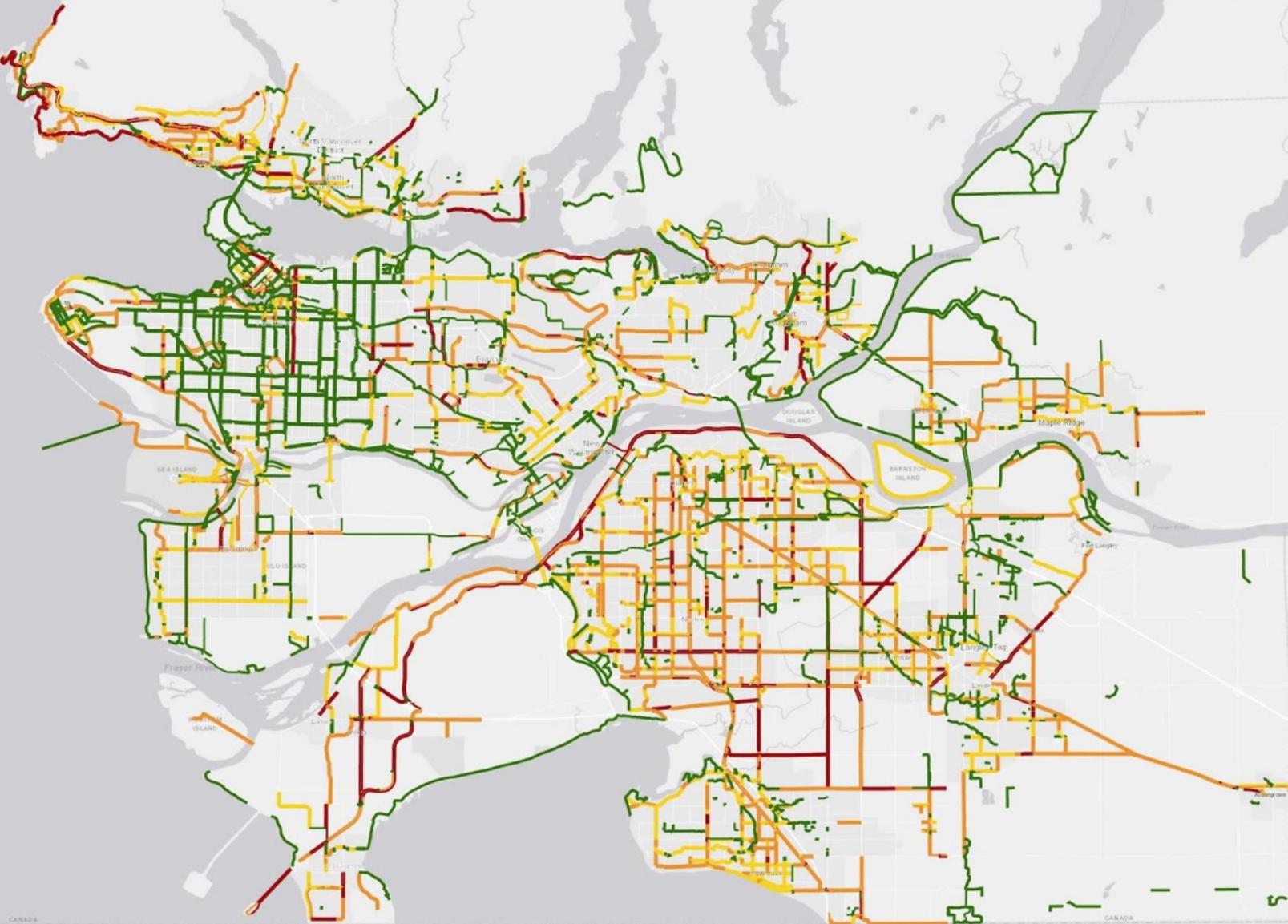


Vancouver Bike Lanes And HUB Gaps



- Separated Bike Lanes
- Painted Bike Lanes
- Local Street Bikeways
- UEL Bike Lanes

Regional Bikeway Map



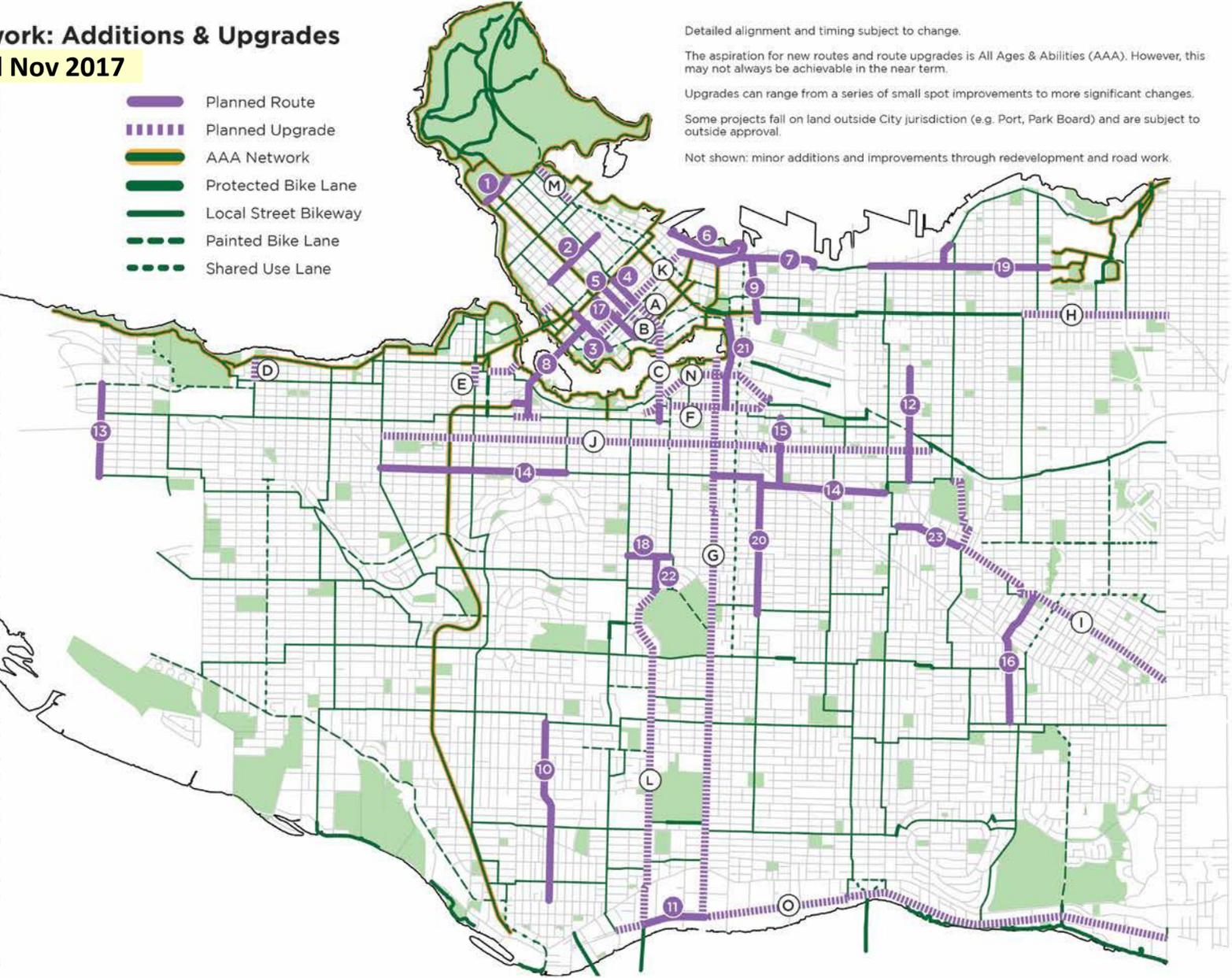
5-Year Cycling Network: Additions & Upgrades 2018-2022

Added Nov 2017

Detailed alignment and timing subject to change.
 The aspiration for new routes and route upgrades is All Ages & Abilities (AAA). However, this may not always be achievable in the near term.
 Upgrades can range from a series of small spot improvements to more significant changes.
 Some projects fall on land outside City jurisdiction (e.g. Port, Park Board) and are subject to outside approval.
 Not shown: minor additions and improvements through redevelopment and road work.

Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smithe
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
13	Blanca
14	14th Ave
15	St. George Rainway
16	Duchess-Wales*
17	Helmcken
18	King Edward
19	Pandora-Semlin
20	Prince Edward
21	Quebec
22	Cambie
23	Stainsbury
Planned Upgrades	
A	Smithe
B	Nelson
C	Cambie Bridge
D	Highbury
E	Cypress
F	5th Ave
G	Ontario
H	Adanac
I	BC Parkway
J	10th Ave
K	Richards
L	Cambie
M	Georgia
N	1st Ave
O	Kent

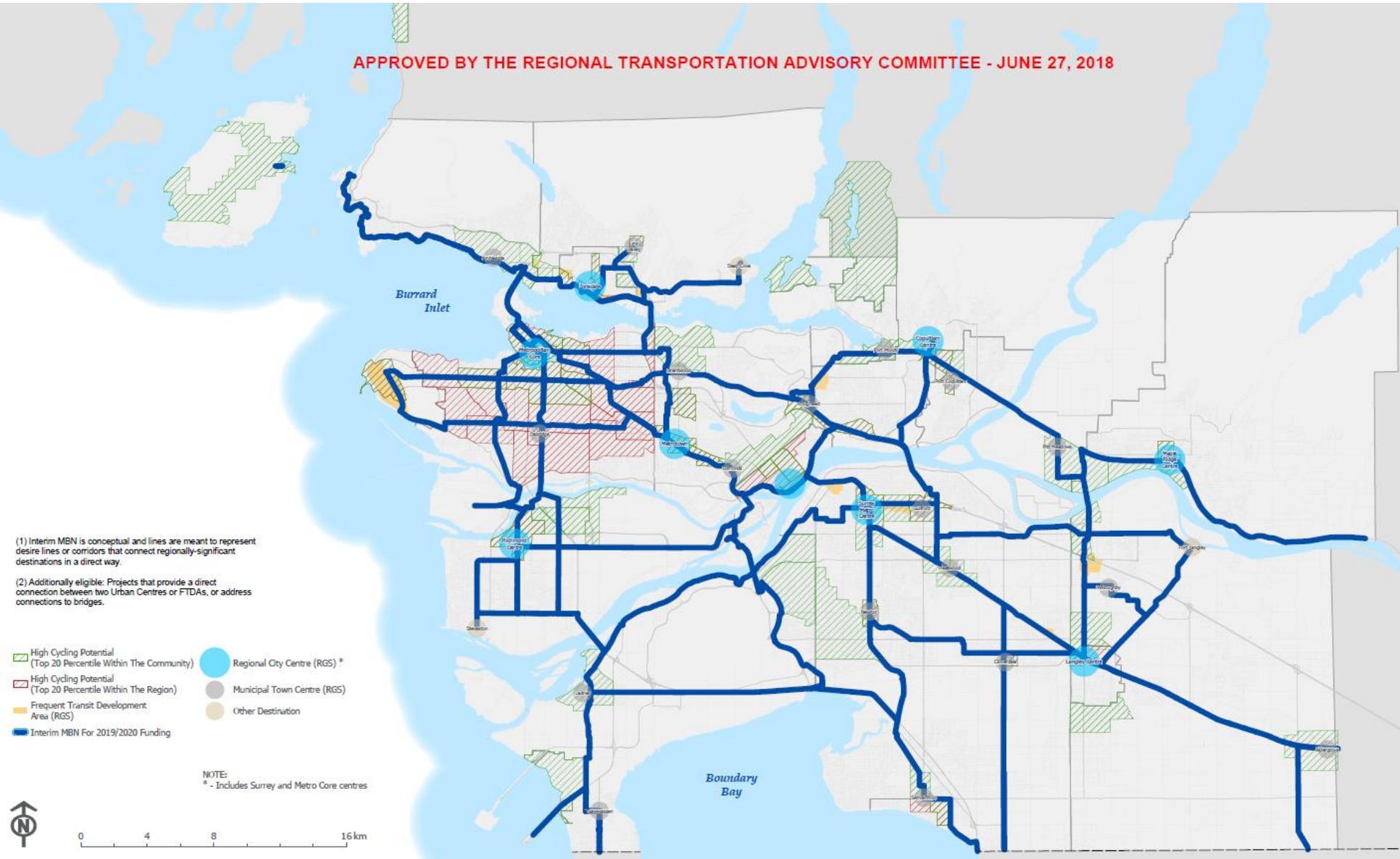
- Planned Route
- Planned Upgrade
- AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane



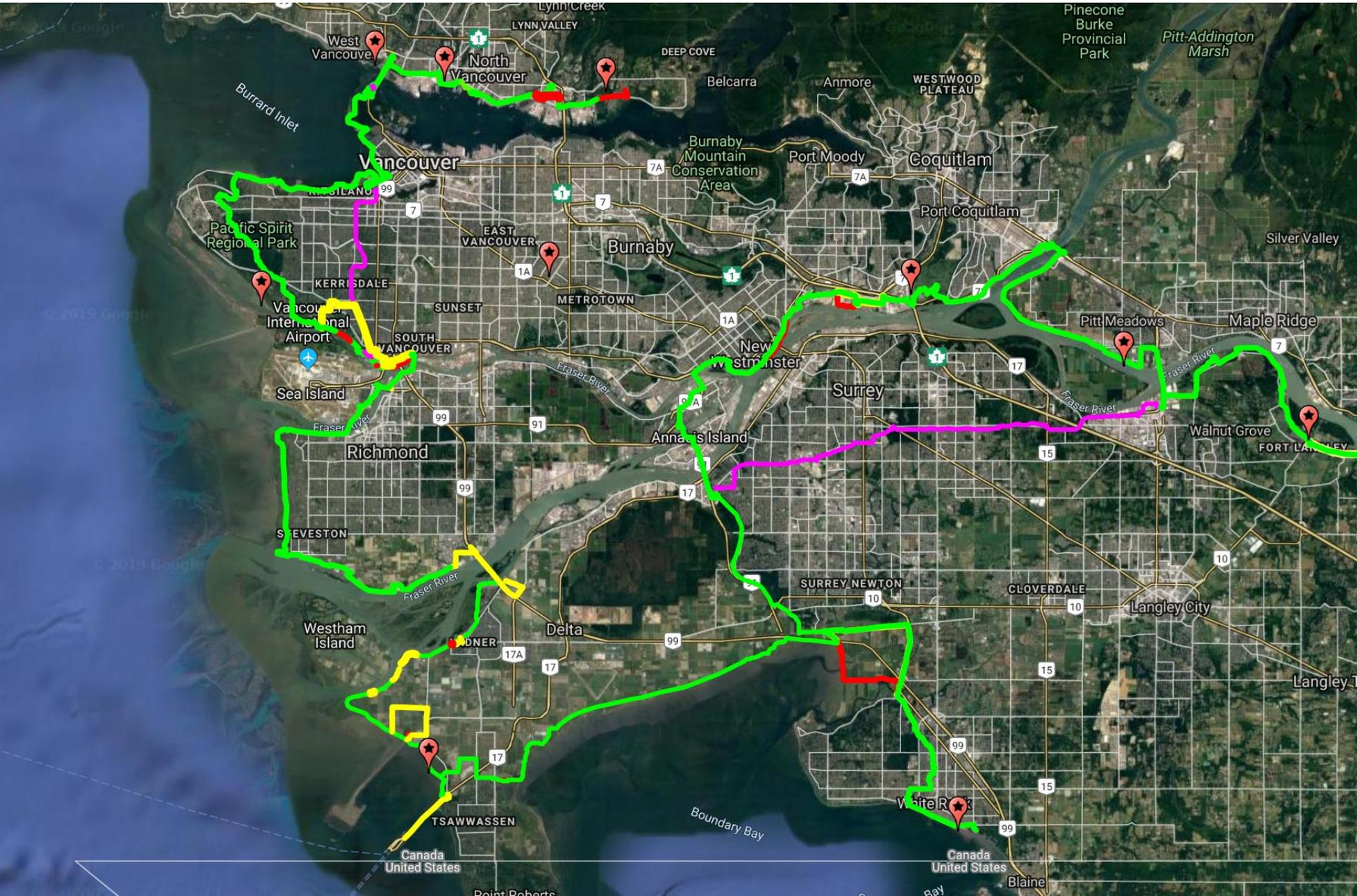
* Park Board jurisdiction
 ** Port Authority jurisdiction
 Number/Letter sequence does not imply priority

Translink Major Bikeway Network (MBN)

APPROVED BY THE REGIONAL TRANSPORTATION ADVISORY COMMITTEE - JUNE 27, 2018



Great Blue Heron Way



Type *	Class A** (Comfortable for most people)	Class B (Comfortable for some people)	Class C (Comfortable for few people)	Notes
Separated from vehicle traffic				
1 Bike Path: Off-road facility for the exclusive use of people cycling, may be unidirectional or bidirectional. Separate from both motorists and pedestrians but designed based on bicycles operating in parallel with pedestrians, especially at intersections.	Width: Bidirectional 3.1-4.8 m, Unidirectional 2.1-3.0 m Posted Speed: N/A Volume: N/A	Width: Bidirectional 2.4-3.0 m, Unidirectional 1.5-2.0 m Posted Speed: N/A Volume: N/A	More narrow widths and unpaved facilities would be unclassified but may be shown on a regional cycling map	When in a road right of way (ROW): A bike path should fall outside of the Clear Zone (>1.2 m on roadways with posted speeds of <60 km/h - see Transportation Association of Canada Geometric Design Guide (TAC GDG), Table 7.3.1 for higher speed roads). Further, designs of bike paths should avoid obstacles in the pathway, include adequate sight lines and lighting, be direct, and avoid the use of rigid bollards. If cyclist volumes exceed 1,500 per day then recommended facility widths shall be >3.6 m bidirectional, and >2.4 m unidirectional. Bike Path's are generally appropriate near higher speed roads.
2 Protected Bike Lane: Exclusive on-road facility delineated by a vertical barrier element/physical separation from motor vehicles, as well as separation from pedestrians. Can be unidirectional or bidirectional	Width: Bidirectional 3.1-4.8 m, Unidirectional 2.1-3.0 m Posted Speed: ≤60 km/h Volume: N/A	Width: Bidirectional 2.4-3.0 m, Unidirectional 1.5-2.0 m Posted Speed: ≤80 km/h Volume: N/A	More narrow widths would be unclassified but may be shown on a regional cycling map	Separation from vehicles by delineator (curbs, bollards, concrete barriers, etc.) is required. Type of delineator dependent on speed and volume of traffic (for specific details see TAC GDG Chapter 5, section 5.7.5). Parking may provide additional barrier beyond the delineator - at a minimum curbstops over 100 mm high are necessary with periodic gaps for drainage and wheelchair access. Width of delineator is 0.30-1.0 m. If adjacent to parking, min separation is >0.80 m (Class A), >0.60 m (Class B). Volume: If motor vehicle ADT is greater than 4,000, this facility is more acceptable than others. If cyclist volumes exceed 1,500 per day then recommended facility widths shall be >3.6 m bidirectional, and >2.4 m unidirectional.
3 Multi-Use Path (MUP): Off-road facility that allows for shared use by people cycling and pedestrians.	Width: Bidirectional 4.0-6.0 m, Unidirectional bikes 3.0-4.0 m Posted Speed: N/A Volume: N/A Paved	Width: Bidirectional 3.0-3.9 m, Unidirectional bikes 2.4-2.9 m Posted Speed: N/A Volume: N/A Paved	Width: Bidirectional 2.7-2.9 m, Unidirectional bikes 2.1-2.3 m Posted Speed: N/A Volume: N/A Unpaved	MUP's are not intended to replace a sidewalk where there is sufficient motor vehicle or pedestrian and bicycle traffic that may lead to high rates of conflict. As a guide, MUPs are not appropriate when pedestrian and bicycle traffic volumes exceed a total peak hour volume of 200 users or where motor vehicle volumes on the parallel roadway exceed 4,000 ADT. MUPs are generally appropriate near higher speed roads. A MUP should fall outside of the Clear Zone (>1.2 m on roadways with posted speeds of <60 km/h - see TAC GDG, Table 7.3.1 for higher speed roads). Further, designs of MUPs should avoid obstacles in the clear zone, include adequate sight lines and lighting, be direct, and avoid the use of rigid bollards.
Unseparated from vehicle traffic				
4 Neighbourhood Street Bikeway or Shared Roadway: Bikes and motor vehicles share the roadway, which provides a continuous corridor of suitable operating conditions for people cycling, including limiting exposure to motor vehicle traffic. Can include a variety of roadways including local roads, alleys and service roads.	Width: Parking one side 5.5 - 7.5 m, parking both sides 8.0 - 11.0 m Posted Speed: ≤30km/h Volume: ≤1,000 ADT Traffic control at all major intersections designed to be bicycle activated. Traffic diversion and traffic calming preferred.	Width: Parking one side 5.5 - 7.5 m, parking both sides 8.0 - 11.0 m Posted Speed: ≤30km/h Volume: ≤2,000 ADT Traffic control at all major intersections designed to be bicycle activated. Traffic diversion and traffic calming preferred.	Width: varies, depending on road type Posted Speed: ≤50 km/h Volume: ≤3,000 ADT	Traffic diversion can include such treatments as directional and median barriers. Traffic calming can include such treatments as raised crossings, and bicycle permeable humps and chicanes. All such facilities should include shared lane markings to indicate the potential presence and positioning of people cycling. Municipalities are encouraged to limit posted speeds to 30 km/h on all Neighbourhood Street Bikeways and Shared Roadways. Widths: If curb less than 100 mm, or parking along curb, gutter pan can be included in width. Otherwise, width excludes gutter pan.
5 Bike Lane: On-road facility adjacent to a curb or a parking lane and delineated from motor vehicles with paint markings.	Never	Width: 1.8 - 2.4 m Posted Speed: ≤50 km/h Volume: ≤4,000 ADT Absence of curbside parking.	Width: 1.5-1.7 m Posted Speed: <60km/h Volume: N/A Presence of curbside parking permitted. If present, a buffer should be included btwn parking and bike lane. Combined curbside parking & buffer should be >3.0 m.	If parking present or speeds/ volumes might exceed limits or over 1,500 people cycling per day, protected bikeway recommended. Widths: If curb less than 100 mm, or parking along curb, gutter pan can be included in width. Otherwise, width excludes gutter pan.
6 Bike Accessible Shoulder: Signed and marked, paved area with no curb, located to the right of roadway general purpose travel lanes, and separated from general purpose lanes by white edge line or painted buffer. Usually in rural areas. May be shared with pedestrians.	Never	Width: 1.8-2.4 m Posted Speed: <50 km/h Volume: ≤4,000 ADT	Width: 1.5-1.7 m Posted Speed: <90 km/h If speeds >60km/h, buffer required between bicycle and vehicle lanes Volume: N/A	Parking not permitted in bikeway. If speeds/ volumes exceed limits, or over 1,500 people cycling per day protected bikeway recommended Width for buffered facility: 2.4-3.5 m total, bike lane 1.8-2.4 m

* In all cases pavement markings (bicycle stencils) and signage are necessary at regular intervals and should be placed 20 to 30 metres in advance of, and following each intersection and other decision points, or every 400 m when intersections are not present.

** Those facilities that do not meet the criteria for Classes A, B and C will be considered unclassified bikeway facilities. Such facilities should be upgraded over time to meet criteria for designated bikeways.