

Vancouver-UBC Local Committee

July 17th, 2018

Topics

- 10th Ave Improvements
- Translink Major Bikeway Network
- Additional Vancouver Greenway plans

10th Ave Improvements (Health Precinct)

- Substantially completed from Oak to Willow
- 10th will remain one way from Cambie to Ash
- 10th will return to two way from Ash to Oak
- This was Phase 1; Phase 2 is planned for the next capital plan, so likely 2019
- Lots of ongoing monitoring to see how it is working
- Further improvements planned for 10th beyond the Health Precinct

10th Ave Improvements (Health Precinct)



Translink MBN

- The MBN was proposed by Translink as a concept in 2011, but never formally adopted.
- Increases in funding for active transportation at Translink have led to a renewal of the MBN concept.
- The MBN is designed to link urban centres, transit stations, and areas of high cycling potential. It is a prioritization tool for Translink investment decisions, and is also intended to shape municipal priorities, by promoting a regional perspective. It was endorsed by the Mayor Council's vision.
- The MBN is focused on AAA routes, and prioritizes transportation over recreation.

The Process

- The Translink Planning team developed proposals for implementing the MBN, working with municipalities across Metro. They also worked to develop funding criteria.
- From Jan 2018 to May 2018, the team held workshops, reviewed the guiding principles, solicited input and candidate routes, presented draft routes, and revised those routes based on feedback.
- This included multiple feedback loops from HUB Cycling.
- Urban Systems was engaged by Translink to support this work.

Where we are today

- An Interim MBN has now been approved by the Translink Regional Transportation Advisory Committee. It represents a 65% increase in routes over the 2011 concept plan. It includes connections to specific urban centres, bridges, and the US border, all items promoted by HUB Cycling.
- The Interim MBN will be used for the 2019 Translink cost-share funding programs for cycling investments.
- We are now able to publicize the approved map. More info will follow on the 2019 cost sharing program and an updated map with precise boundaries of the urban centres.

Translink Cost Sharing

- TransLink will provide up to 75% of the funding for projects that are considered comfortable for all people (i.e. Class 1) and located in Urban Centres/FTDAs or along the MBN.
- TransLink will provide up to 50% of the funding for other projects that are comfortable for most people (i.e. Class 2) and/or located in the areas of high cycling potential.
- TransLink will not fund projects that are only comfortable for experienced cyclists (i.e. Class 3).

Comments from Translink

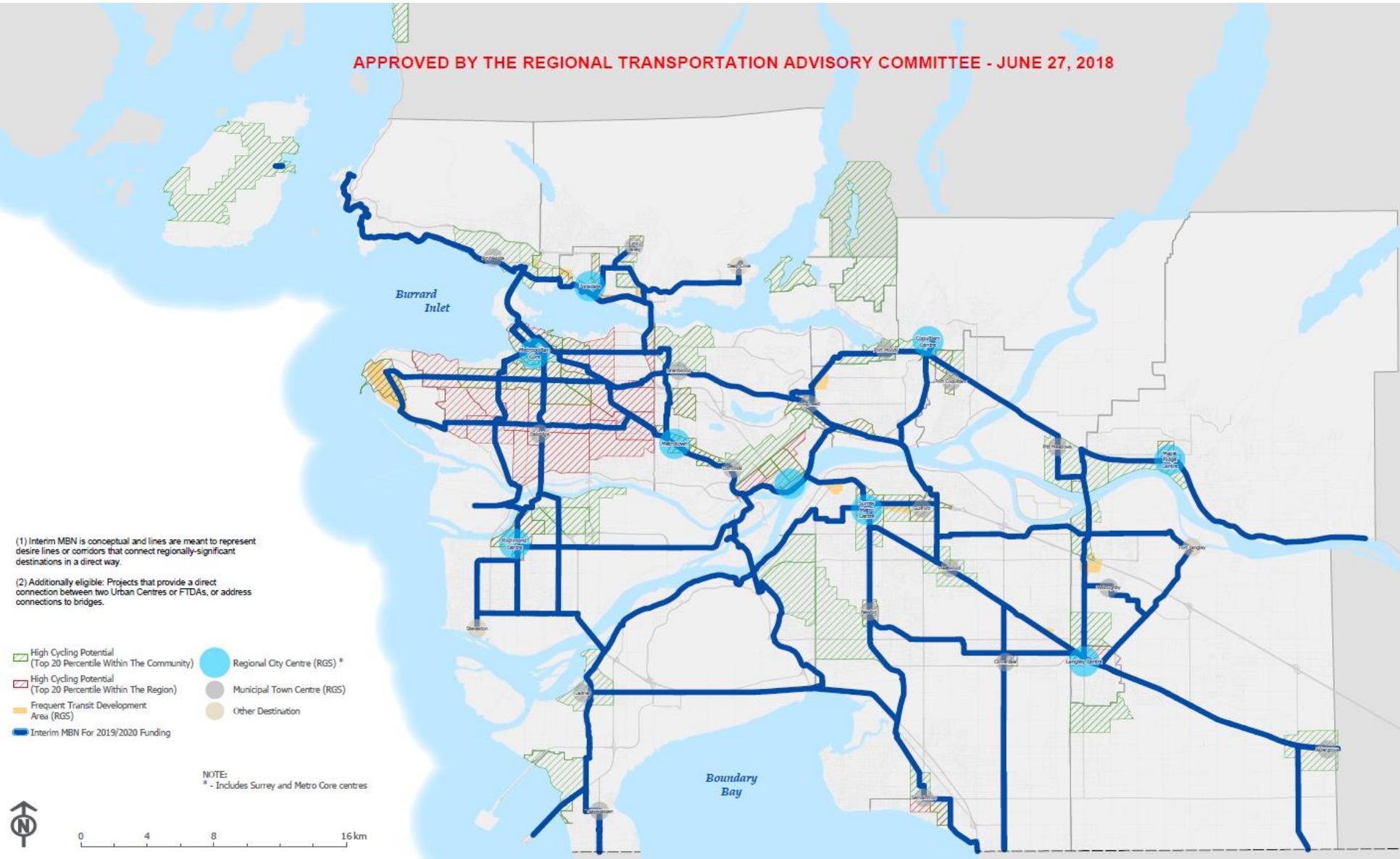
- Translink made a point through our joint meetings that they wanted to share this info with HUB Cycling. They consider HUB Cycling to be a strong influencer, and hope that in our advocacy efforts with municipalities we can add a focus on the routes identified in the Interim MBN.
- There is a recommended process by which routes will be added to the MBN as part of updates to the Regional Transportation Strategy. The interim MBN was approved now in order to be of use in the 2019 funding program.

What the MBN can mean to our committee

- Opportunities to evaluate the current state of infrastructure in the identified corridors (potential gap priority items)
- It is aligned with our focus on AAA transportation routes
- A good topic to discuss with CoV and MoTI staff (for routes within municipalities as well as those between centres)

Translink Major Bikeway Network (MBN)

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

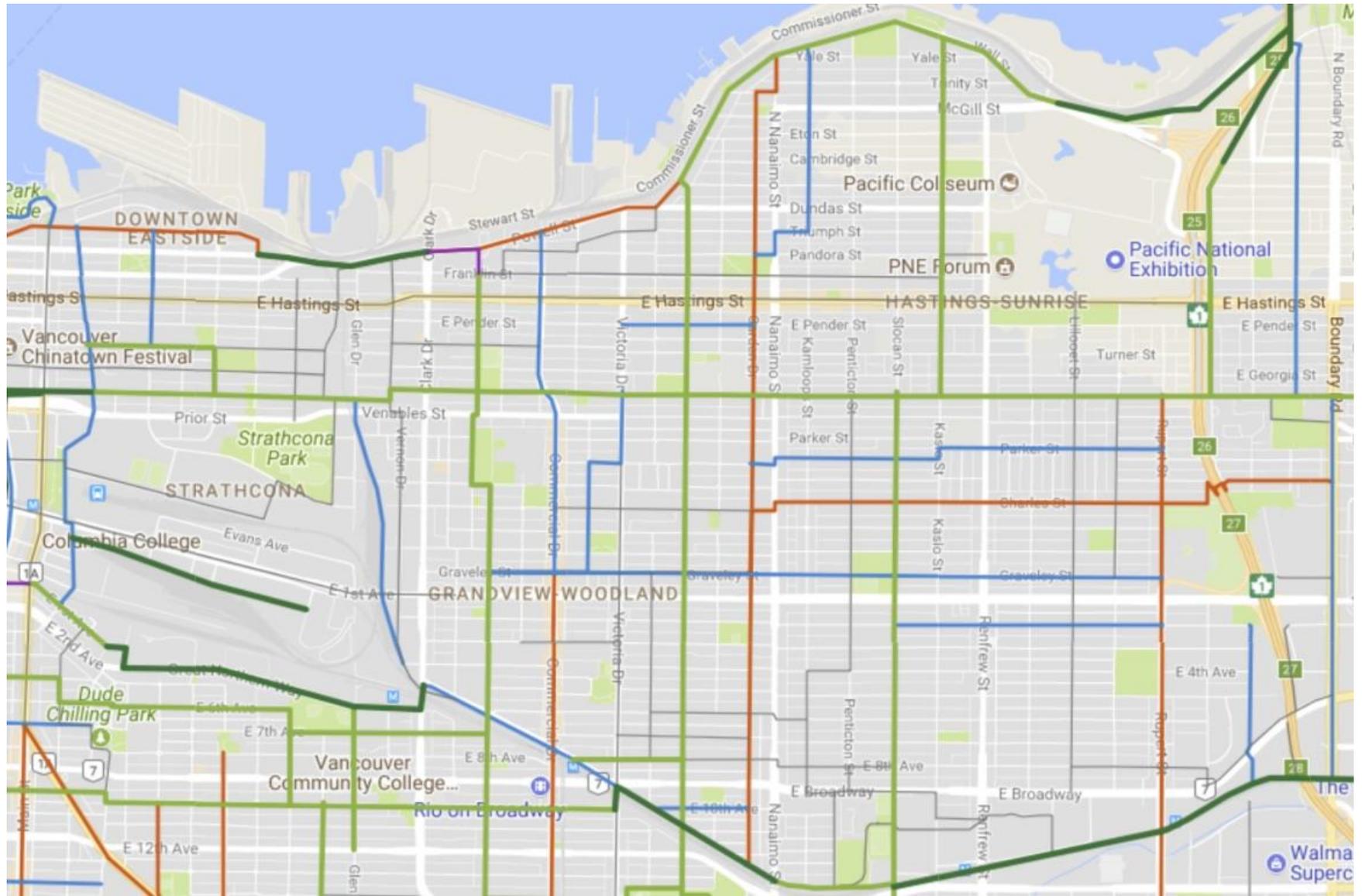


(1) Interim MBN is conceptual and lines are meant to represent desire lines or corridors that connect regionally-significant destinations in a direct way.
(2) Additionally eligible: Projects that provide a direct connection between two Urban Centres or FTDA's, or address connections to bridges.

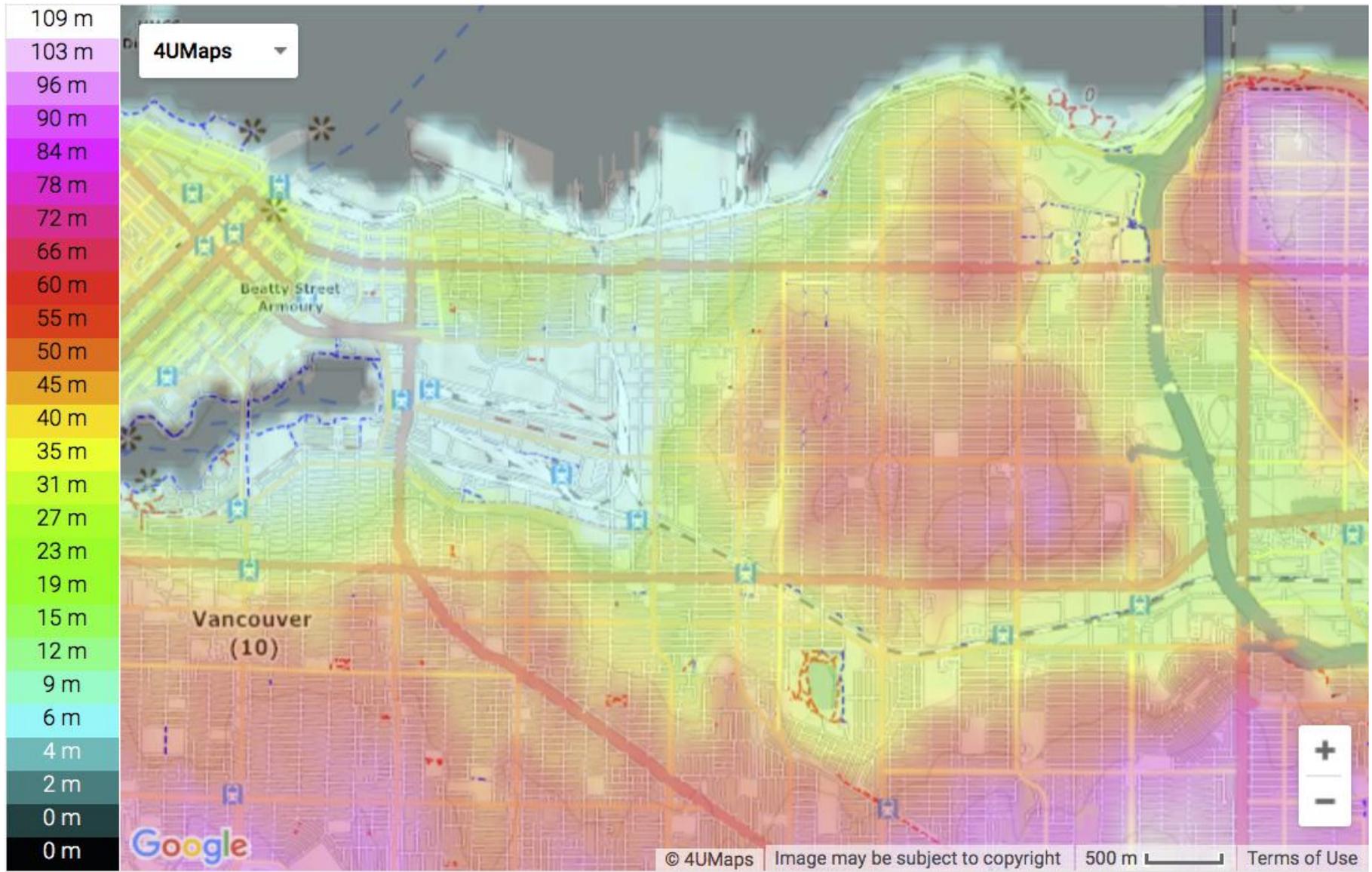
Vancouver Greenway Plan - 2011



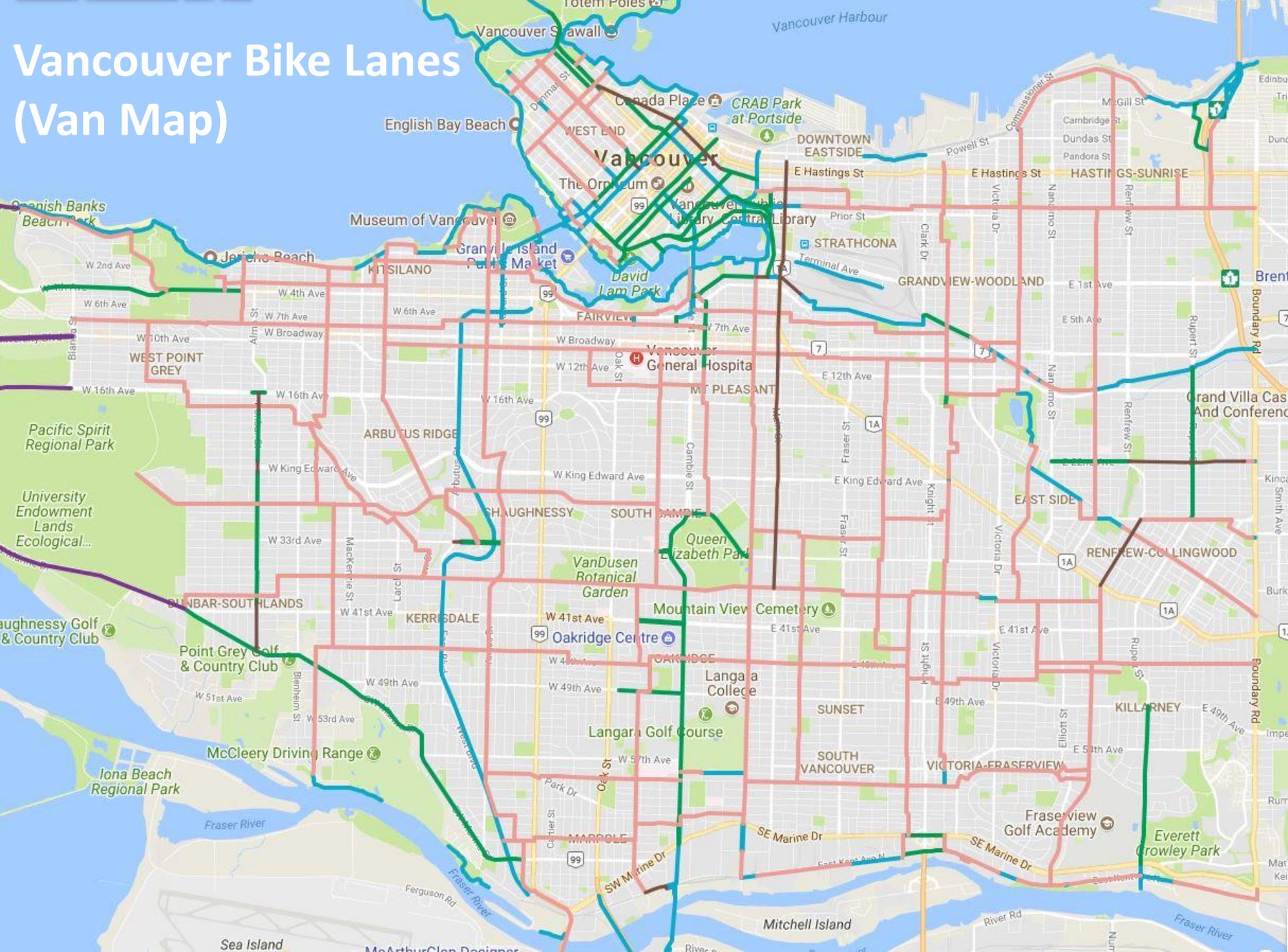
Additional Vancouver Greenway Plans - ATPC



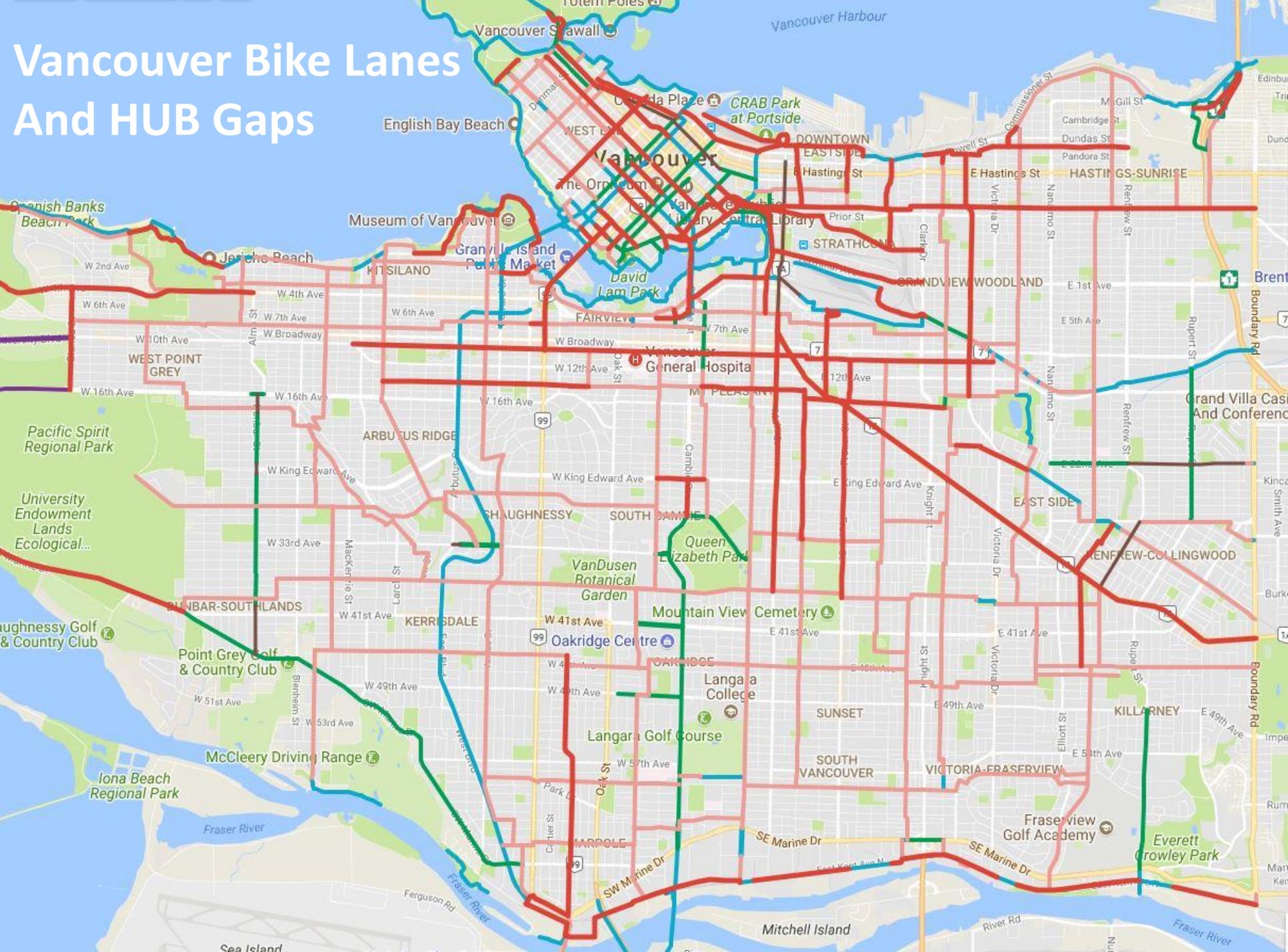
Additional Vancouver Greenway Plans - ATPC



Vancouver Bike Lanes (Van Map)



Vancouver Bike Lanes And HUB Gaps



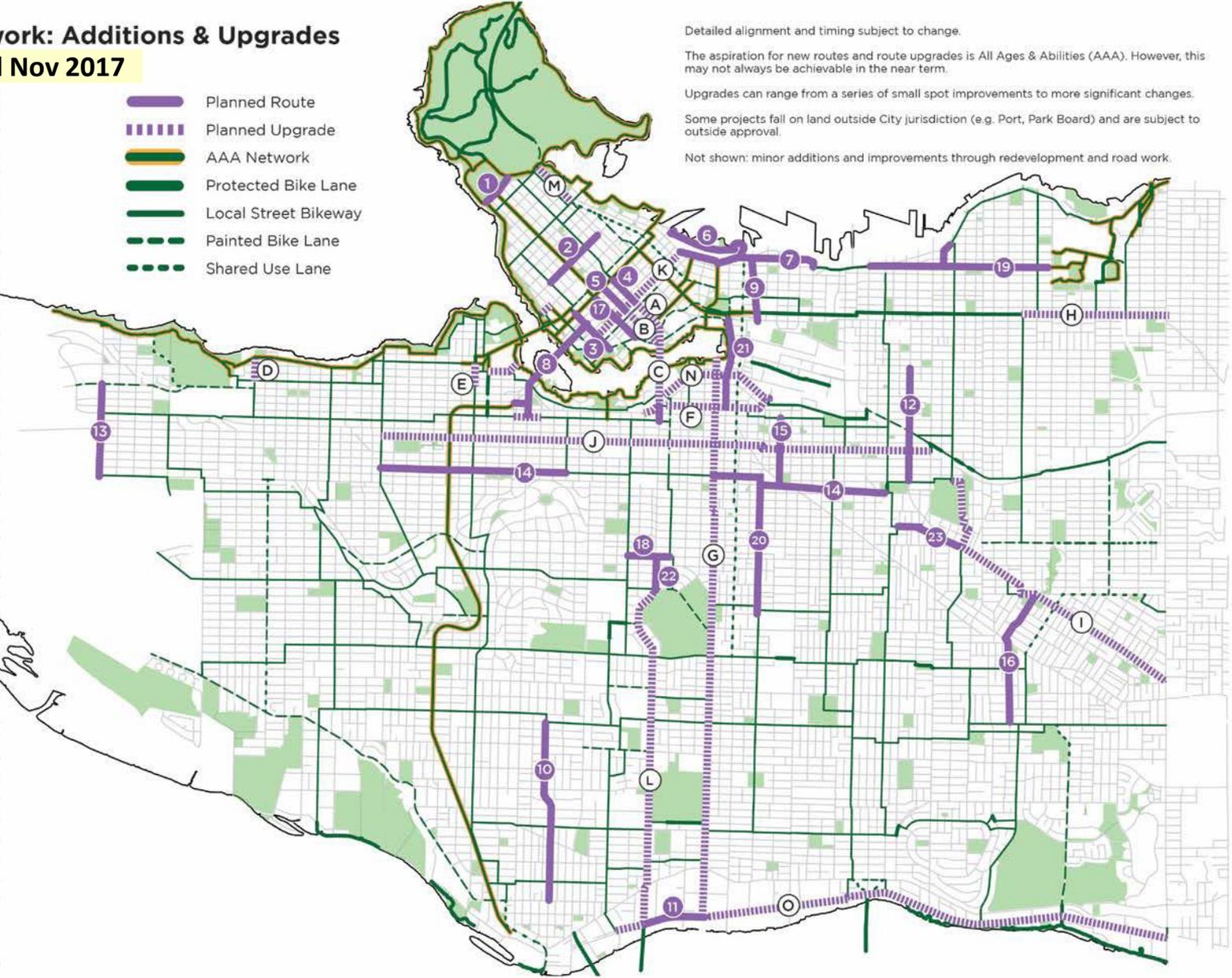
5-Year Cycling Network: Additions & Upgrades 2018-2022

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