

# Vancouver-UBC Local Committee

April 21<sup>st</sup>, 2020

Web Meeting via Join Me

# Topics

- Web Meeting Practices
- Road Space Reallocation During the Pandemic
  - Background
  - Stanley Park
  - Beach Ave
- Consultations and Improvements
  - West 3<sup>rd</sup> Ave at MacDonald
  - Plaza of Nations repainting

# For a better web meeting:

- We don't know how many will attend, so we will learn as we go
- Please mute your phone or microphone when you are not speaking, to reduce background noise for other participants
- Please enter your name in the circle so that we know who you are
- We have a volunteer moderator (Anthony) who will watch the chat queue and help make sure people can ask questions
- If you are not logged in to the [Join Me meeting](#) you won't see the presentation, but you can access it on our wiki, [here](#) and follow along.
- The dial in number is +1.778.654.8779
- The Conference ID is 859-185-641 #

# Road Space Reallocation during the Covid 19 Pandemic

- There are lots of examples from around the world, helping to ensure that there is space for physical distancing
- Our first discussion with the City on road space reallocation was on March 20<sup>th</sup>
- We wrote to the City on March 31<sup>st</sup> and requested that road space be temporarily reallocated. Note: these are not road closures, they are reallocations of road space
- We have also discussed this with City staff, multiple HUB Cycling members who have written letters, and with the Vancouver Public Space Coalition
- On April 8<sup>th</sup>, HUB Cycling issued a call to all Metro Van municipalities to reallocate road space. It is [here](#)

# Road Space Reallocation during the Covid 19 Pandemic

- HUB is running a petition to request more road reallocations across Metro Vancouver. Sign [here](#)
- HUB is promoting bike shops and delivery services that are open. See the directory [here](#)
- The City of Vancouver has a [Covid dashboard](#). It shows that while vehicle volume and the number of people walking are both down, cycling is up 36% over a comparable day last year, as measured at key intersection.
- Here is a [blog post](#) with a GIS model calculating which streets could be closed to create more open space

# The guiding principles we proposed for road space reallocation:

- That this be done quickly. Response time matters
- That the reallocated lanes be temporary, using plastic pylons and signs
- That known congestion spots, listed on our HUB Cycling gap priority list, be considered first
- That priority be given to temporary cycling lanes that will also benefit people walking.

# The locations we proposed:

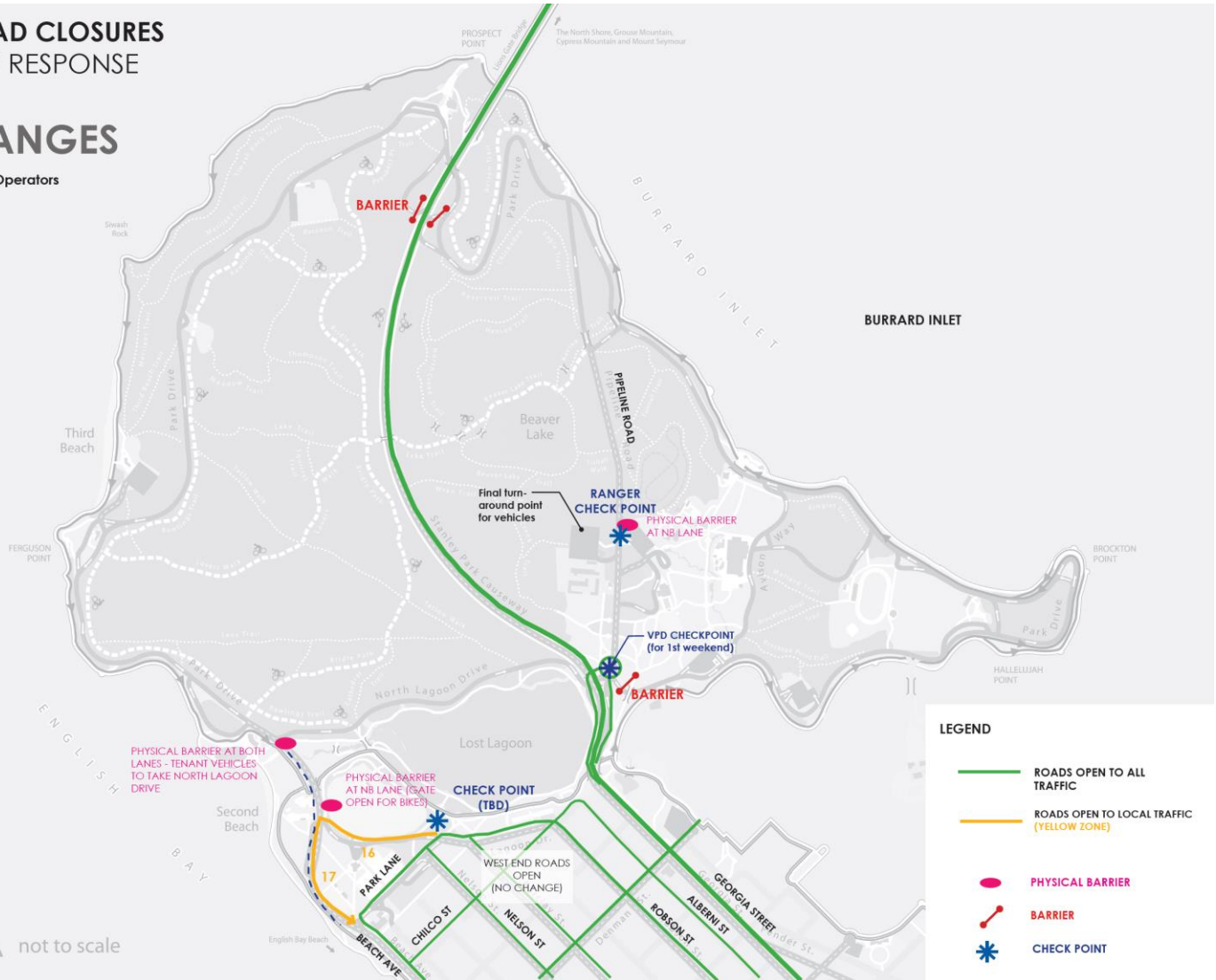
1. Beach from Thurlow to Stanley Park to relieve pressure on the seawall paths and to provide access to Stanley Park ✓
2. Nelson and Smithe from Richards to Thurlow to connect the West End to False Creek
3. Cambie Bridge northbound to ease congestion on the MUP on the east side of the bridge
4. Quebec near Terminal, in both directions, to ease congestion on the paths in front of Science World
5. Pine from 1st to 7th to connect the Arbutus Greenway to 1<sup>st</sup> Ave
6. 1st from Creekside to Cypress, to connect the Arbutus Greenway and link the Seaside Greenway via the 1<sup>st</sup> Ave bypass, avoiding the tight spot at the north end of Creekside under the Burrard Bridge
7. Main St, to replace the unsafe shared lanes (sharrows) from 14th north
8. Pender or preferably Hastings from Burrard to Cardero, to ease congestion on the Seawall path
9. Georgia from Cardero to the Causeway, to ease congestion on the Seawall path (Georgia Gateway project)
10. Adanac overpass at Cassiar, a known trouble spot since the removal of calming related to the Fortis gas pipeline construction
11. Pacific at the Granville loops, a dangerous intersection
12. The Granville bridge, to ease congestion on the narrow sidewalks
13. Parallel routes to the Arbutus Greenway, to ease congestion along the AG
14. Ontario, from 16<sup>th</sup> to 1<sup>st</sup>, already through public consultation, and so ready to go as an interim measure
15. Expo Blvd in front of Costco (a Room to Queue candidate) where the painted bike lane is often blocked with vehicles, pushing bikes on to the sidewalk.

# Stanley Park – Road Reallocation

## STANLEY PARK ROAD CLOSURES DURING COVID-19 RESPONSE

## ACCESS CHANGES

NOTE: Emergency Services and Key Operators  
will have unrestricted access



**SUBJECT TO CHANGE**  
UPDATED: April 6, 2020

▲ not to scale



# Beach Ave (Hornby to Park Lane)



# Recent City work – 3<sup>rd</sup> & Macdonald

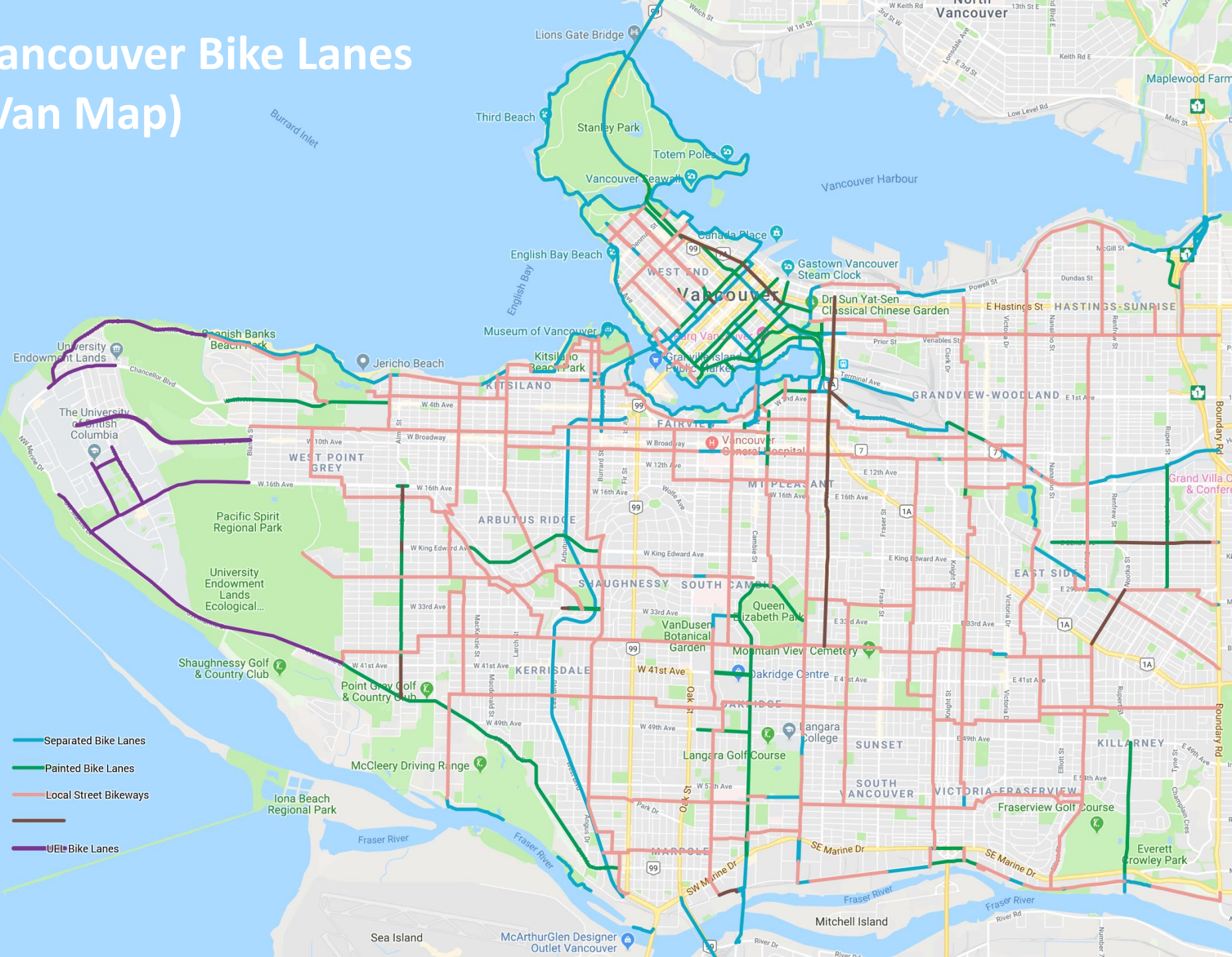


# Recent City/Developer work – Plaza of Nations repainting



# Appendices

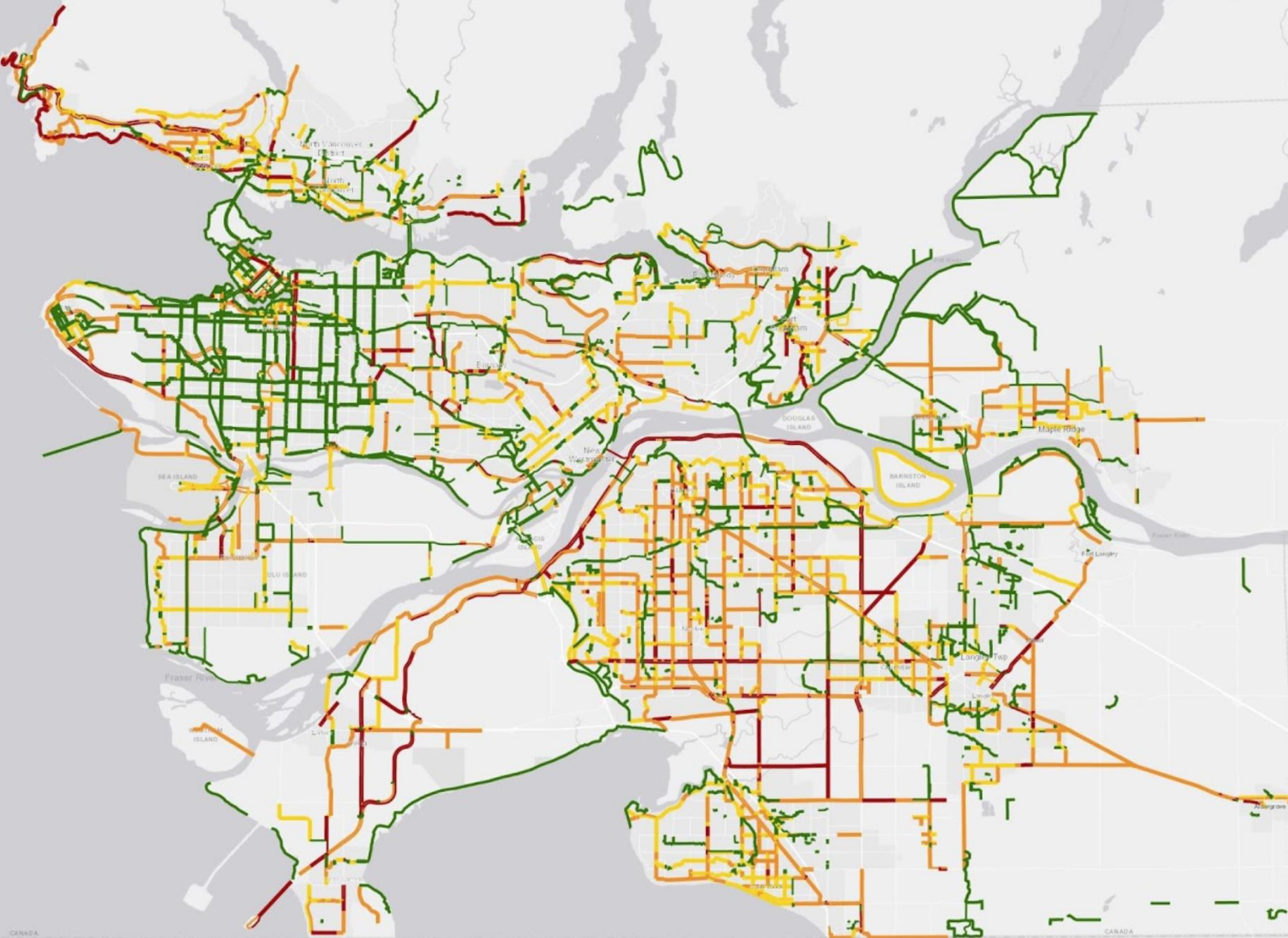
# Vancouver Bike Lanes (Van Map)



# Vancouver Bike Lanes And HUB Gaps



# Regional Bikeway Map

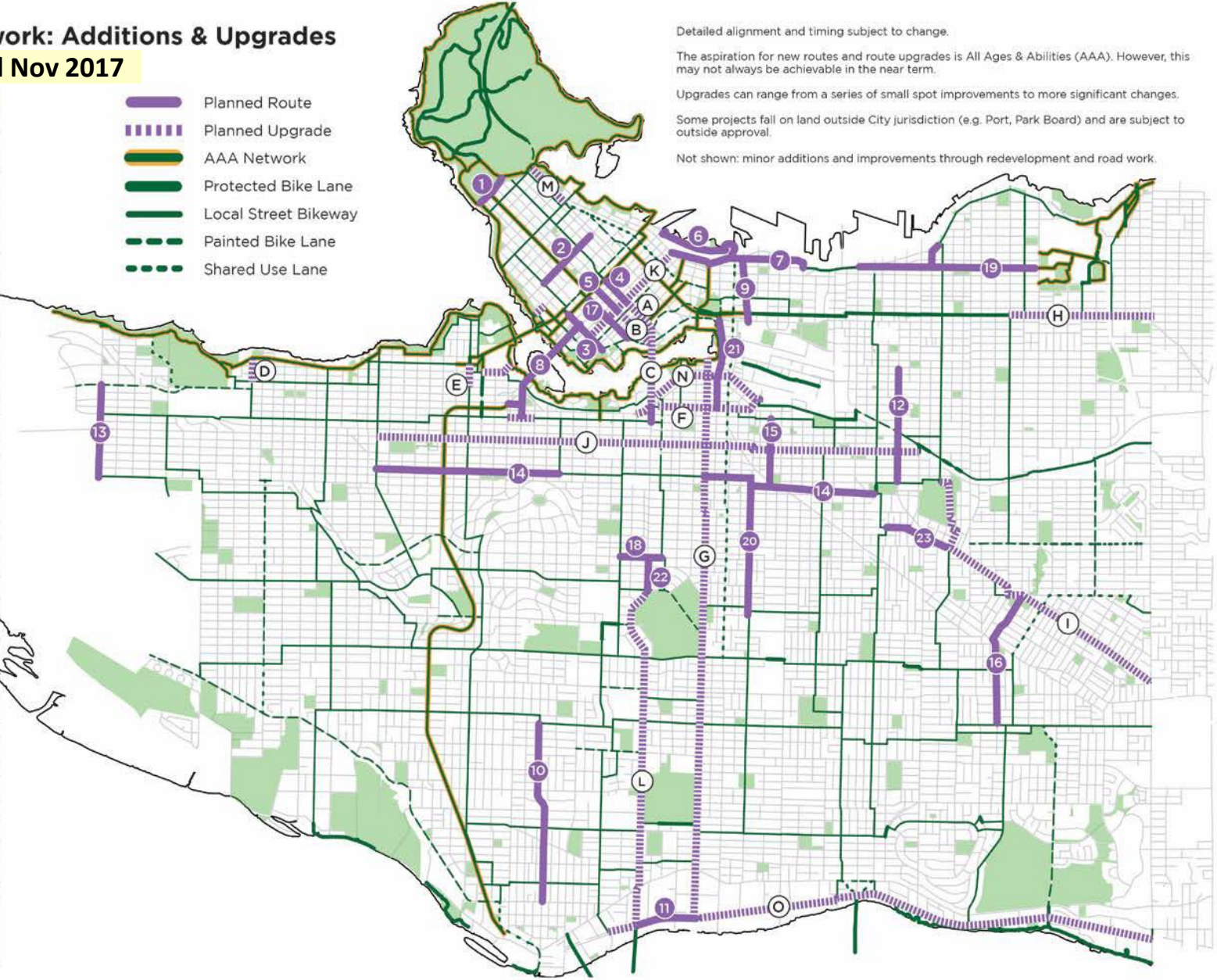


# 5-Year Cycling Network: Additions & Upgrades 2018-2022

Added Nov 2017

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



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.

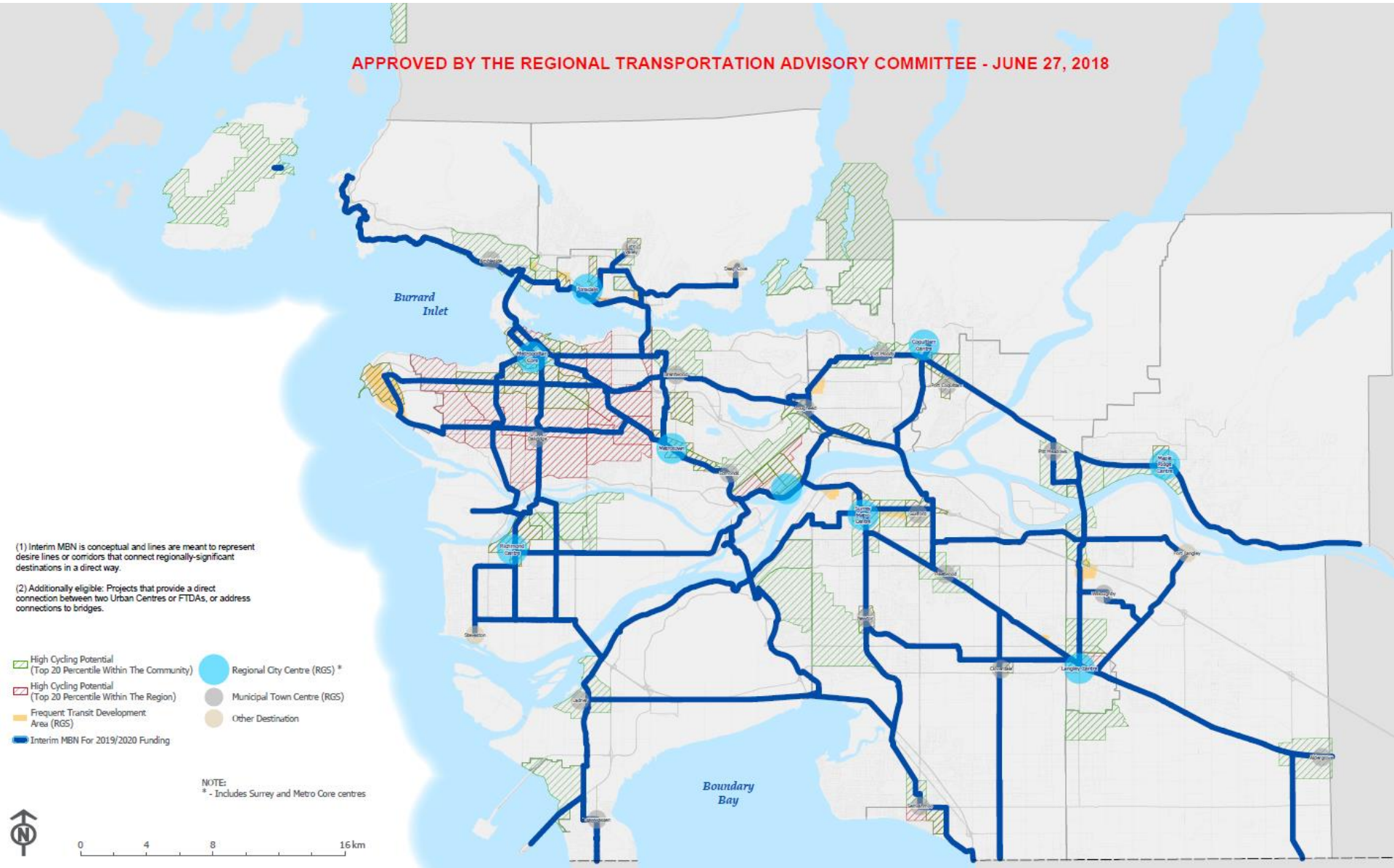
Not shown: minor additions and improvements through redevelopment and road work.

\* 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



(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.