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December 7, 2018

Paul Storer, Manager of Transportation Design  
Kati Tamashiro, Senior Program Coordination Engineer  
Engineering Services, City of Vancouver  
(By Email)

Re: Vehicles Stopping in Marked Bicycle Lanes

Dear Paul and Kati;

HUB Cycling is a charitable organization that works to make cycling better through education, events and collaboration. We are Metro Vancouver's leader in making cycling an attractive choice for everyone. We write today with follow up comments on a concern we raised in our meeting on November 14<sup>th</sup>, 2018, relating to vehicles stopping and blocking marked bicycle lanes when loading and unloading.

The following comments concern Bylaw 2849 (dated December 2017).

Per section 17.2:

An owner, registered owner, lessee or operator of a vehicle must not cause, allow or permit that vehicle to stop:

*Clauses (a) to (i) list specific situations*

(j) on any portion of street indicated by a sign or other marker as reserved for one or more class of vehicle, except for recognized vehicles of that class.

This section (j) would appear to address marked bicycle lanes, but we note that there are a long list of locations and it would be clearer if bicycle lanes were specifically called out in the bylaw.

Sections 17.3, 17.4, and 17.5 list additional locations where a vehicle may not be stopped, but there are no references to bicycle lanes.

Section 17.6 lists additional situations where a vehicle may not be parked (as opposed to stopped), but includes a section numbered 17.6A, reading as follows:

Despite section 17.6, a person may:

(a) park a vehicle, for no more than five minutes, while loading or unloading persons or materials; and

(b) despite subsection (a), park a custom transit vehicle or a vehicle that displays a disabled person's parking placard authorized by the city, for no more than 30 minutes, while loading or unloading persons or materials.

We note also that the bylaw definitions of "stop" and "park" are very similar.

The issue here is that it appears some vehicle operators believe that section 17.6A gives them permission to stop and unload passengers in a bicycle lane, considering it as a no parking zone and not a no stopping zone.

Section 19.1 refers to parking and stopping restrictions within lanes, which are defined as meaning any street not more than 10.06 metres in width.

The following section 19.2 reads as follows:

Notwithstanding the provisions of clauses (h), (i) and (j) of section 19.1, a driver of a commercial vehicle which has the name and address of its operator or owner plainly displayed in letters and figures not less than 5 cm high, and permanently affixed by means of high performance pressure sensitive vinyl, or reflective sheeting, or lettered with painted enamel, in a conspicuous place on both sides of the vehicle may stop the vehicle in a lane for a period not exceeding 30 minutes during the actual loading or unloading of materials, merchandise or goods, and a driver of a taxi cab may stop the vehicle in a lane while actually embarking or discharging passengers or goods.

The issue here is that some drivers have interpreted the ability to stop and load or discharge passengers as being permitted in bicycle lanes, when the definition of lane does not appear to include bicycle lanes.

We believe that the wording of the bylaw does not support permitting vehicles to stop or park in bicycle lanes but suggest that the wording is not sufficiently explicit. We request that this be reviewed, and that in addition, the opportunity to provide communications to the public be explored in the interests of ensuring that our civic investment in improved cycling infrastructure is not diminished by the lanes being blocked by vehicles, and people on bikes being forced out into traffic. When this does happen, it is often in busy locations where it was already determined that a bicycle lane was warranted to ensure the safety of the users of the bike lane. We also suggest that the updating of the bylaw would create an opportunity for a public messaging campaign on the importance of not stopping or parking in bicycle lanes.

We are concerned that the impending launch of ride hailing services within Vancouver will worsen this already dangerous situation and would like to see this addressed now, prior to the launch of such services.

Thank you for your consideration of these issues. We would be pleased to meet and discuss the above at your convenience.

Sincerely,

Jeff Leigh  
Chair, Vancouver UBC Local Committee, HUB Cycling  
[Vancouver@bikehub.ca](mailto:Vancouver@bikehub.ca)