

Vancouver-UBC Local Committee

May 19th, 2020

Web Meeting via Zoom

Meeting Agenda

- Web Meeting Best Practices
- Welcome, introductions, and announcements
- Updates from Working Group leads
- Road Space Reallocation during (and after) the pandemic
 - Stanley Park, Beach Ave, queueing zones
 - City staff presentation to Council
 - Discussion on other opportunities in the City of Vancouver

For a better web meeting:

- We may have many people online, so please mute your phone or microphone when you are not speaking
- Ensure your name is displayed so that we know who you are
- We have a volunteer moderator (Anthony) who will watch the text chat queue and help make sure people can ask questions
- Take advantage of the text chat function; ask questions, raise your hand to speak, or provide feedback on a topic. Test it out before 6:30 pm by letting us know you are online (this also helps us with the meeting minutes)
- If you are not logged in to the Zoom meeting you won't see the presentation, but you can access it on our wiki, [here](#) and follow along.
- You can either use computer audio (microphone and speaker), or dial in
- The dial in number is +1 778 907 2071
- The Meeting ID is 840 3163 4941; the one-time password is 276469

Welcome and Introductions:

- Welcome to new attendees
- Anything to add to the agenda?
- Minutes and action items from April
- Announcements:
 - HUB Cycling Go by Bike Week (in lieu of Bike to Work Week) will be May 25th – 31st. Log your trips, attend a web seminar
 - Any other announcements?

Updates from Working Group Leads

- Assessment Rides – Jeff and Anthony
- Cycling in Parks – Lisa
- Arbutus Greenway – Stan
- Cargo Bikes and Freight – Sam
- East Van Greenway – Clark
- Broadway Subway – Jeff

Road Space Reallocation during the Covid 19 Pandemic

- Our Local Committee work on this file so far:
 - Our first discussion with the City on road space reallocation was on March 20th
 - We wrote to the City on March 31st and requested that road space be temporarily reallocated. Note: these are not road closures, they are reallocations of road space
 - Multiple discussions with City staff (ongoing)
 - Lots of correspondence from the public and HUB Cycling members
 - Media – Radio, TV, and print interviews
 - Other groups – Vancouver Public Space Network
 - On April 8th, HUB Cycling issued a call to all Metro Van municipalities to temporarily reallocate road space
 - HUB Cycling petition - now over 2600 signatures

The guiding principles we proposed for temporary 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 and queueing.

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 1st Ave
6. 1st from Creekside to Cypress, to connect the Arbutus Greenway and link the Seaside Greenway via the 1st 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 16th to 1st, 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.

Park Board Responses:

- Stanley Park roads were temporarily closed to most vehicles
- Stanley Park Seawall was closed to people on bicycles
- One commissioner commented in an interview that cars can't be kept out of Stanley Park
- Park Board Staff May 19th Communication to HUB:
 - Active monitoring continues
 - 25% increase in people using the park, so unable to return bikes to the seawall for now
 - Additional signage is being added regularly
 - 2 way cycling on the roads would require significant additional work

City of Vancouver Responses:

- Beach Ave westbound lane reallocated to a temporary bidirectional bike lane (Park Lane to Hornby)
- 10 curb lane segments converted to loading/walking zones throughout the City
- Staff report presented to Council (select slides follow)

CoV Staff Report to Council

Changes to **mobility patterns**

Source: City of Vancouver
(Late April 2020 compared to late April
2019)



↓ 40-55%



↓ 35-50% Commuter

↑ 6-50% Recreational



↓ 80%



↓ 48% In/Out Downtown

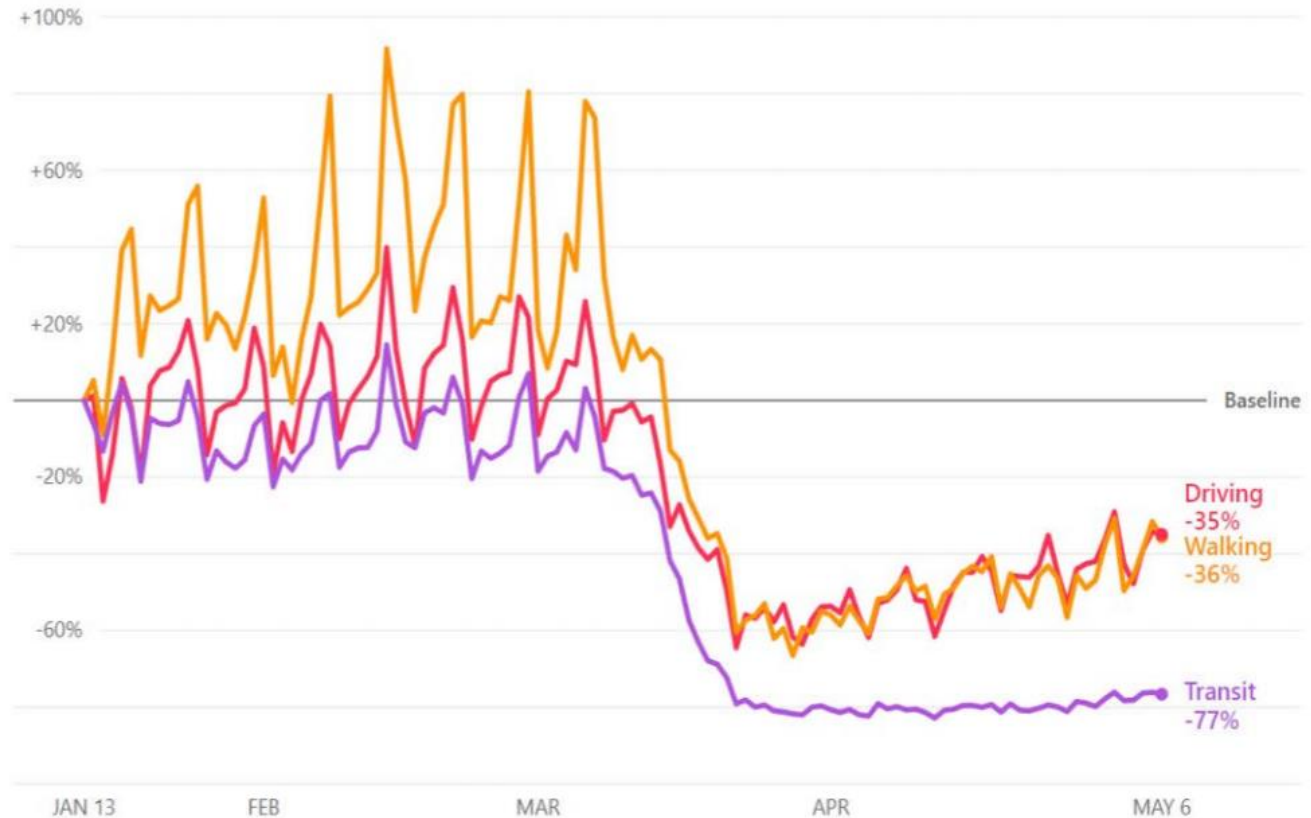
↓ 39% In/Out Vancouver

CoV Staff Report to Council

Changes to mobility patterns

Within Vancouver

Source: Apple Mobility



CoV Staff Report to Council

Acute responses



Room to **Queue**



Room to **Load**



Room to **Move**

CoV Staff Report to Council

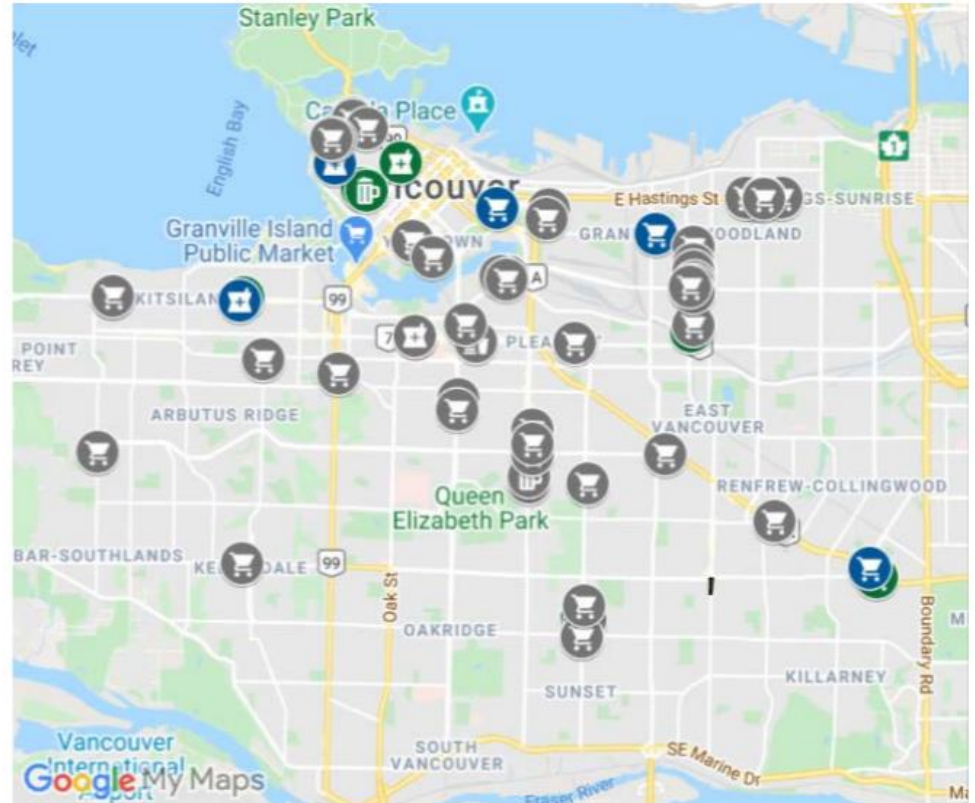
Room to **Queue**

10 installed

50+ locations on the list

Up to 30 planned

\$5K per location to install and \$3-5 K/month to maintain



CoV Staff Report to Council

Room to **Load**

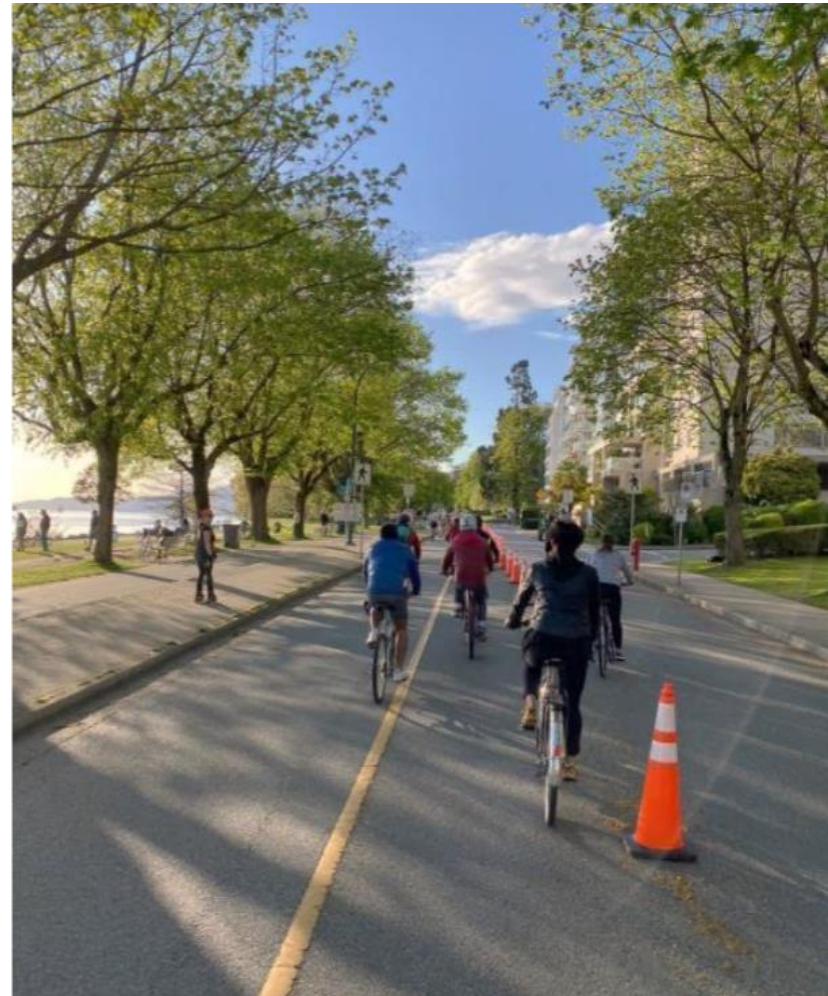
- Short-term loading near businesses with high turnover to minimize physical contact
- **14** installed
- **2** on the way
- Implementing on a request basis and with Room to Queue zones



CoV Staff Report to Council

Busy Streets

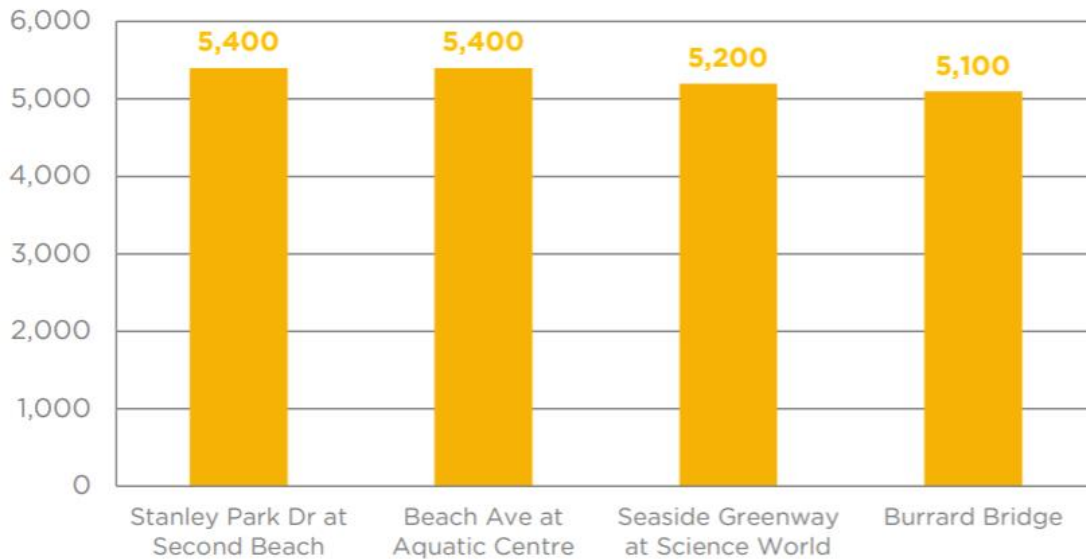
- Prioritize critical connections and crowding
- Physically separate spaces for comfort, adding complexity to design
- Reallocate parking or travel lanes on arterial and commercial streets
- Prefer locations where:
 - ✓ Parking is already restricted (or can be)
 - ✓ Arterials with more than one travel lane per direction
 - ✓ Buses can remain on route, ideally making existing stops at the sidewalk
 - ✓ Centreline or individual travel lanes can be retained



CoV Staff Report to Council

Initial Data

Bike Volumes
Wednesday April 15, 2020



CoV Staff Report to Council

Room to Move **Upcoming Focus Areas**

1. Employment areas for return to work

- Expand sidewalks in busy areas
- Cycling connections between employment zones



CoV Staff Report to Council

Room to Move **Upcoming Focus Areas**

2. Slow streets (greenways and local streets)

- Reduce/slower traffic on busy greenways
- Local opportunities for exercise
- Expand neighbourhood open spaces using streets adjacent to parks



CoV Staff Report to Council

Slow Streets

- Stage One** • Potential 50 km across the city
May - Jul • Construction-style barriers
• 'Local Traffic Only' signs
-

- Stage Two** • Monitor outcomes and feedback from public
Jul - Sep • Install tactical traffic calming at key locations
• Enhance connections to public life recovery projects

CoV Staff Report to Council

Slow Streets

Stage Three Sep - 2021

- Gather **data and feedback** on how walking, cycling and rolling has changed on these streets

How do experiences along Slow Streets inform Mobility Recovery Planning, Climate Emergency Response, and Vancouver Plan?

- Review opportunities to **fast-track** future greenway, public space and neighbourhood traffic calming projects

Additional Details included in the CoV Staff Report to Council

- Examples from other cities
- Mobility Recovery (supporting transit ridership)
- Integration with the Vancouver Plan, Climate Emergency Response, and Employment Lands and Economy Review
- Potential increase in private vehicle use
- Short-term and long-term opportunities
- Public Life and Business Recovery, with a focus on High Streets

Federal Announcement May 19th

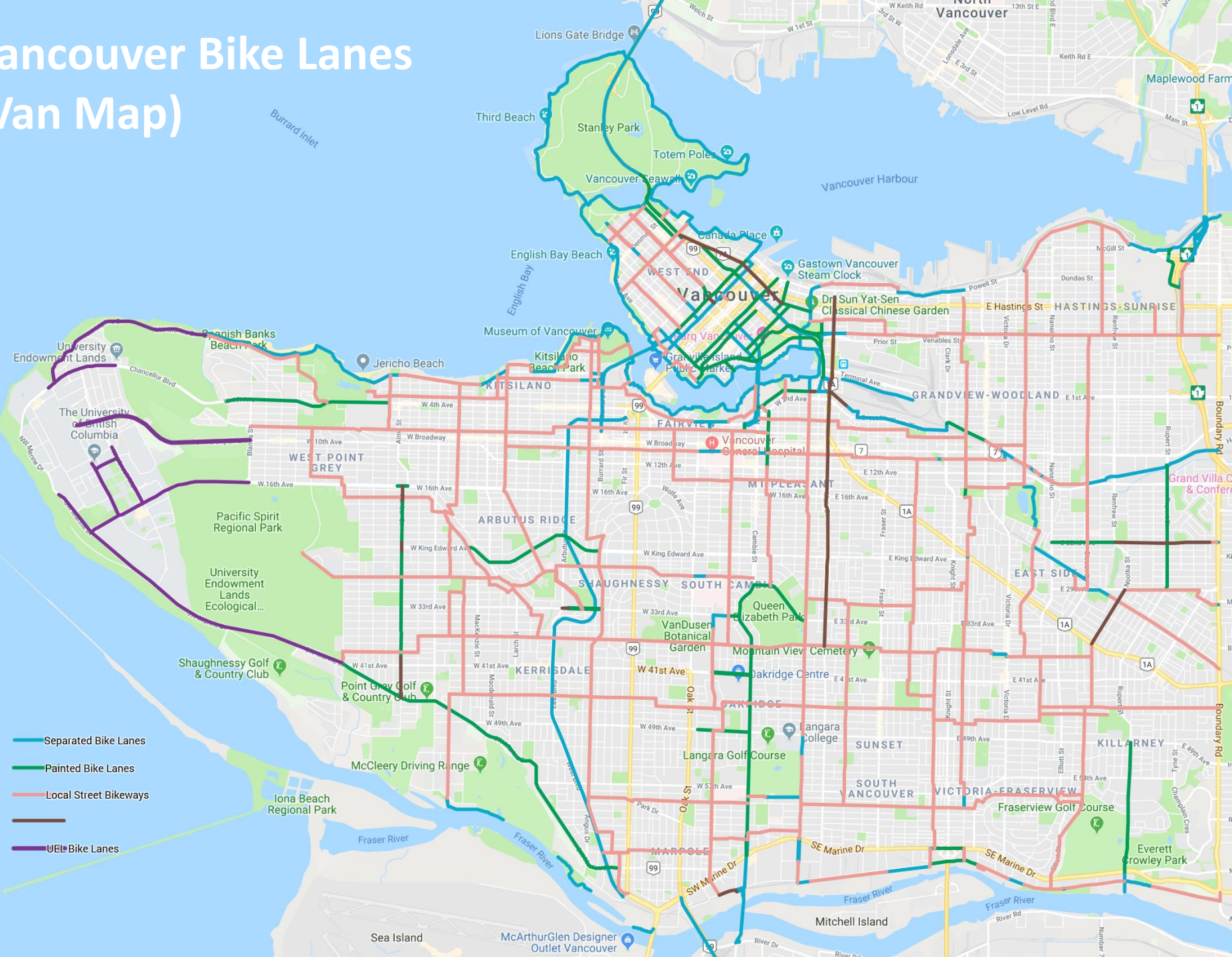
- Funding for infrastructure projects related to Covid 19 responses
- “Helping people get outside safely will be a priority, such as new or better paths, bike lanes, and nature trails”
- Up to \$3.3 billion available
- Funds must be spent by the end of 2021
- Up to 80% federal funding, rest to province and municipality

Discussion Questions

- What would you like to see the priorities be for Vancouver?
- How would you balance short term temporary installations vs long term installations?

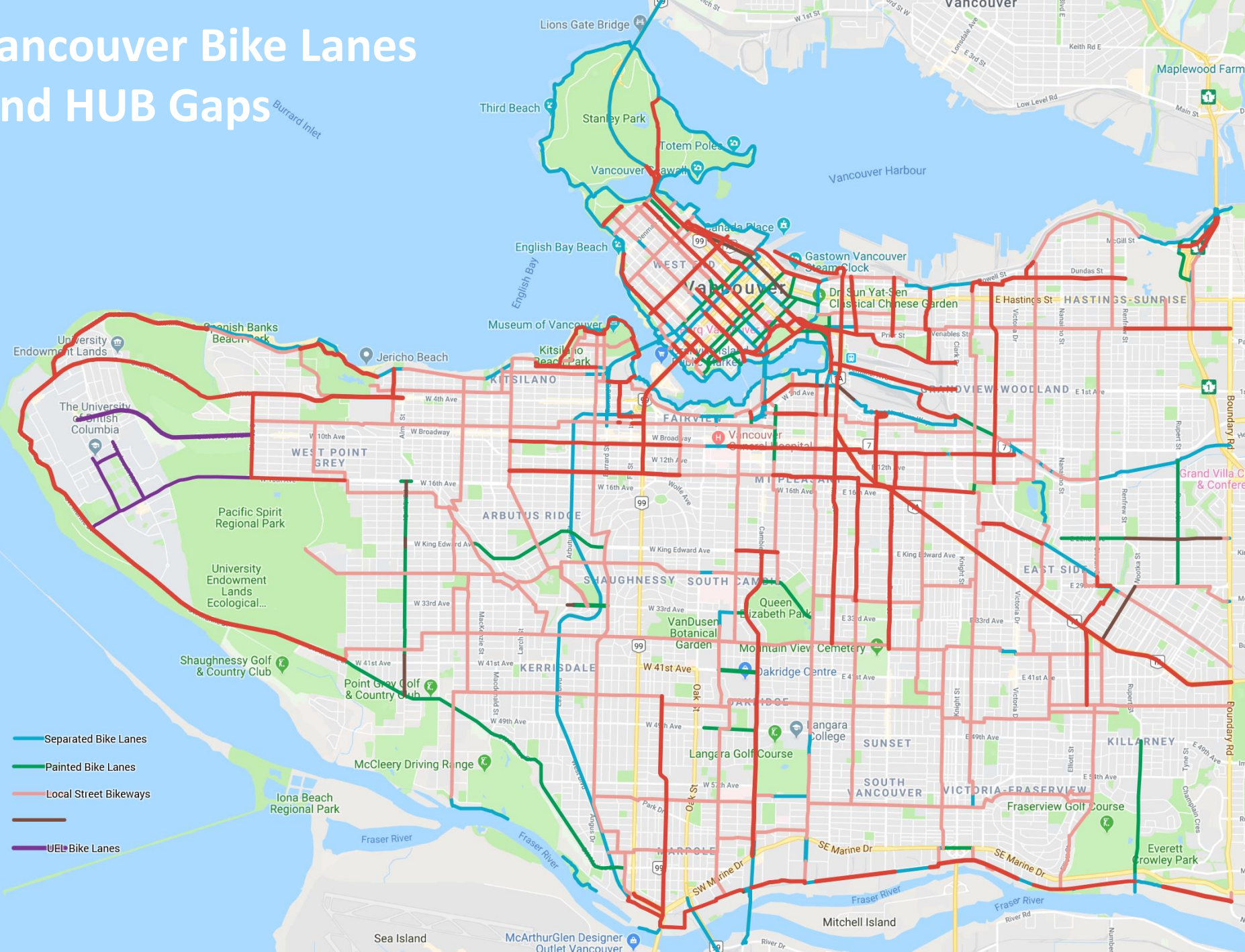
Appendices

Vancouver Bike Lanes (Van Map)

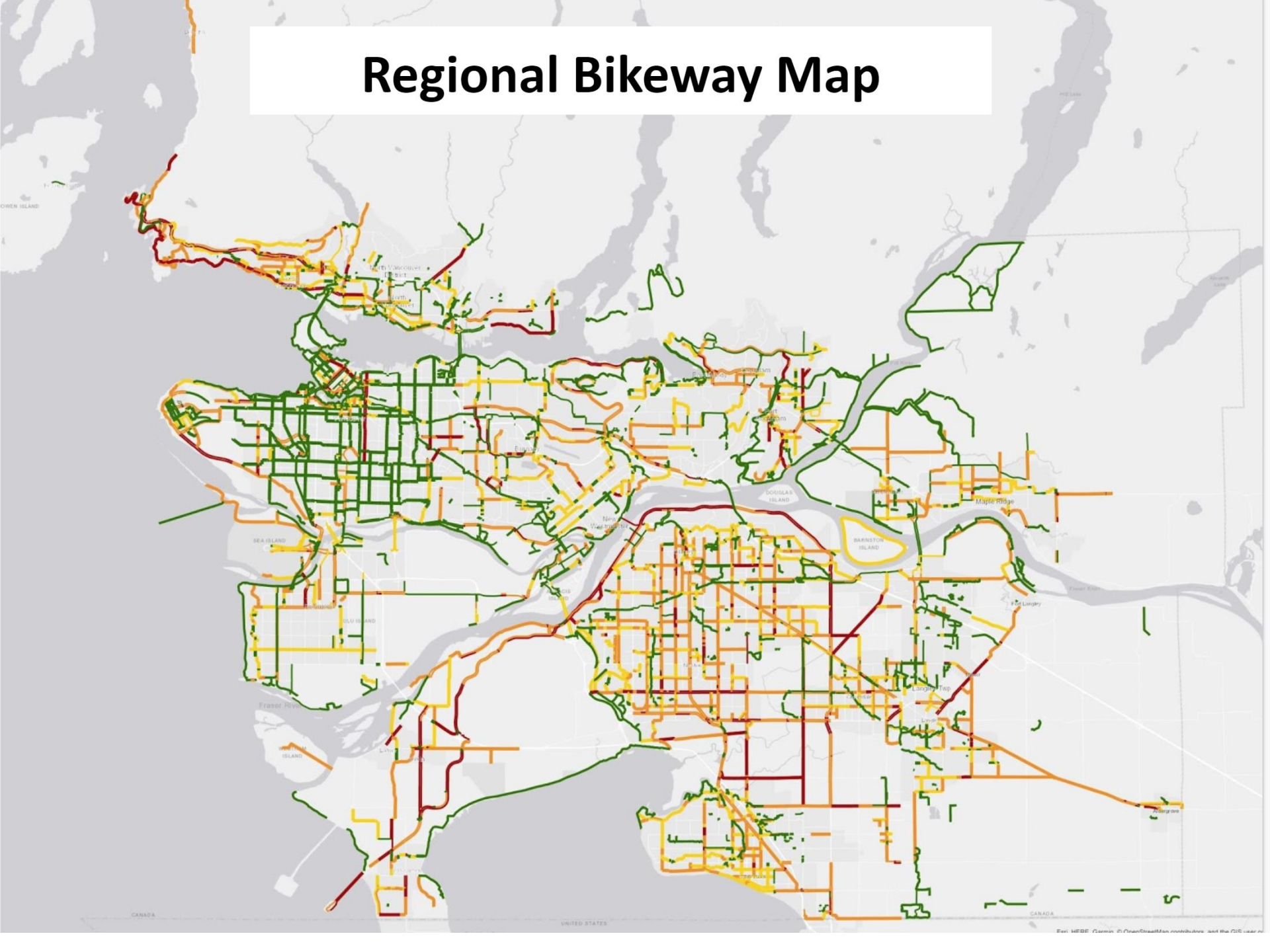


- Separated Bike Lanes
- Painted Bike Lanes
- Local Street Bikeways
- UEL Bike Lanes

Vancouver Bike Lanes And HUB Gaps



Regional Bikeway Map



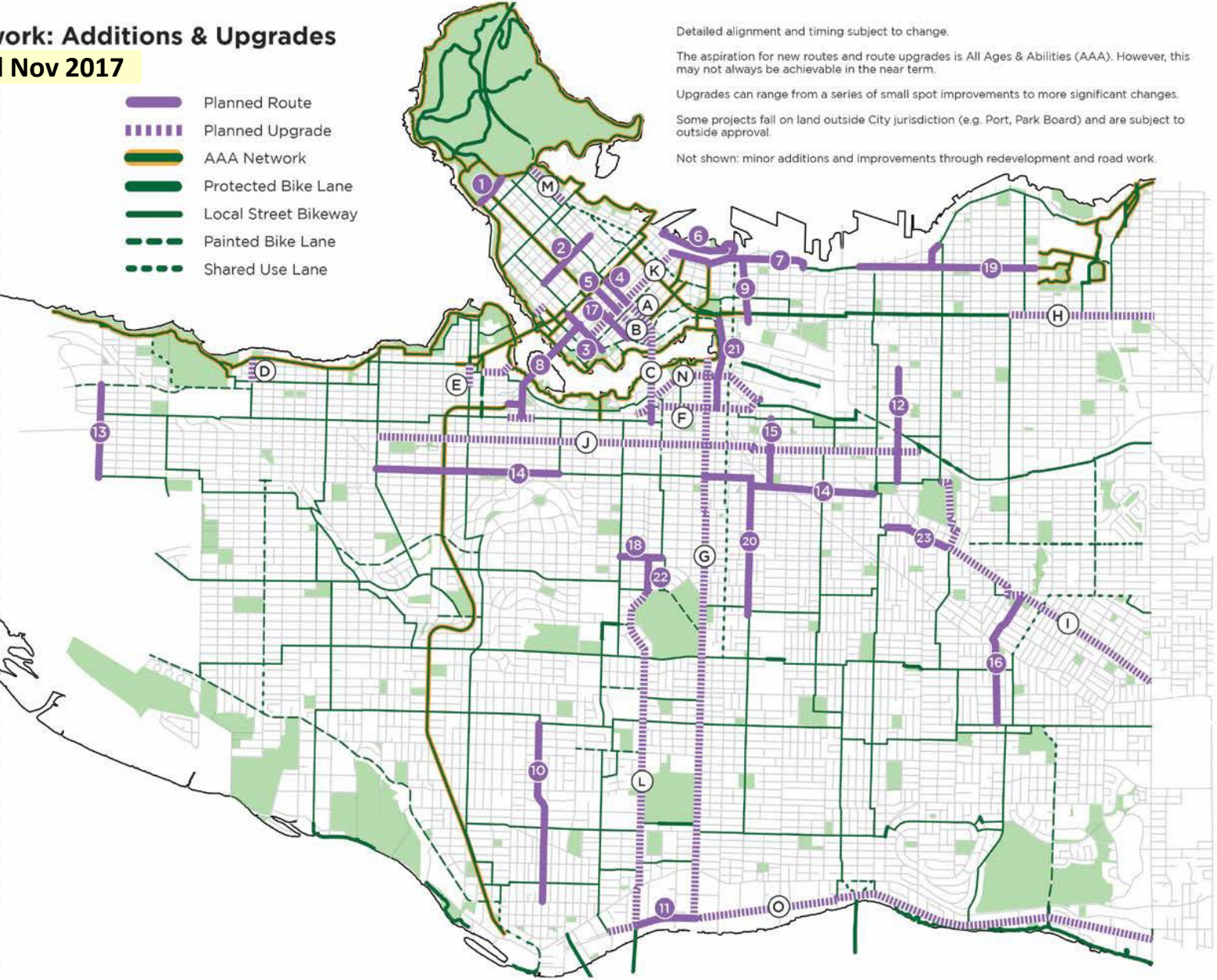
5-Year Cycling Network: Additions & Upgrades 2018-2022

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

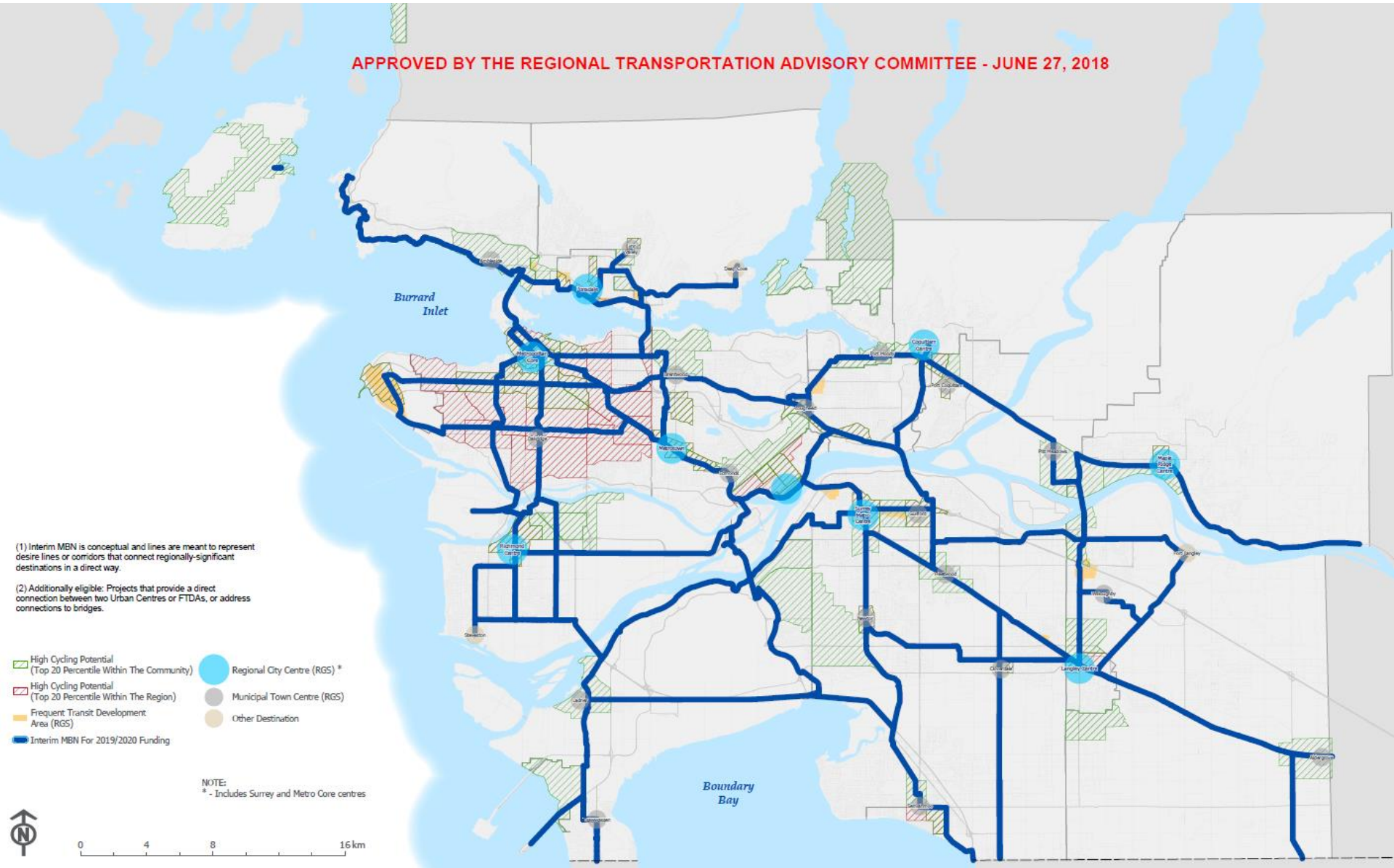
- Planned Route
- Planned Upgrade
- AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane



* 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



(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.

- High Cycling Potential (Top 20 Percentile Within The Community)
- High Cycling Potential (Top 20 Percentile Within The Region)
- Frequent Transit Development Area (RGS)
- Interim MBN For 2019/2020 Funding
- Regional City Centre (RGS) *
- Municipal Town Centre (RGS)
- Other Destination

NOTE:
 * - Includes Surrey and Metro Core centres

