

Vancouver-UBC Local Committee

November 19th, 2019

Topics

- Consultation Updates
 - CoV Community Amenity Contributions
 - UBC International Road Safety Conference
 - Robson Village Workshop
 - Local Committee Discussion Group (replacing Yahoo)
 - New Passive Solar building on Nelson – documentary film
 - CoV 30 km/hr speed limit initiative
 - Translink – BC Parkway detour at Nanaimo

CoV Community Amenity Contributions

- Based on principle that new development should pay a share of growth-related costs
- 2019-2022 Approved Capital Plan split:
 - \$1.6 B (58%) from development related contributions
 - \$1.0 B (38%) from property tax, user fees, other revenue
 - \$0.1 B (4%) from partnership contributions
- Can be used for housing, childcare, parks, community facilities, transportation, and utilities

CoV Development Cost Levy Categories

- Development Cost Levies
 - Since 1992
 - City Wide DCL category (inc transportation)
 - City Wide Utilities DCL
 - Layered Area Specific DCLs (eg Southeast False Creek)
 - In 2018, collected \$98 m
 - Applies to all developments including rezoning
 - Flat rate per square foot
- Density Bonus Zoning
 - Additional floor space in exchange for amenities and affordable housing
 - 17 zones across 7 plan areas, first implemented in 2014
 - In 2018, collected \$2 m

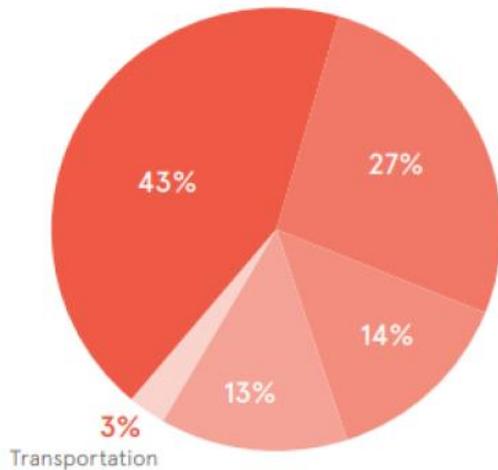
CoV Development Cost Levy Categories

- Community Amenity Contributions
 - Used since 1980s, City-wide policy since 2003
 - 3 Streams
 - Target CACs (14 areas)
 - Negotiated
 - Exempt (eg social housing)
 - Account for 3% of overall permit approvals annually
 - In 2018, collected \$70 m in cash CACs
 - In 2018, secured \$706 m in CACs for future delivery
 - Principles include maintaining livability, offsetting the cost of growth, consistency, predictability, transparency, not deterring development, etc

CACs Allocated to Transportation

CACs ALLOCATED

2010-2017



43%

Affordable Housing
+ 6,586 market rental units

27%

Community Facilities
(Childcare, Social, Cultural, Library)

14%

Heritage

13%

Parks & Open Space
(includes Public Art)

Year	Total CAC Value Allocated to Transportation (Cash/In-Kind)
2012	\$80K
2013	\$200K
2014	\$165K
2015	-
2016	\$5M
2017	\$42M
2018	\$113M
2019	\$3M
TOTAL	\$164M

Some Transportation Projects Funded by CACs

- Arbutus Greenway Temporary Path (2017)
- Seaside Greenway and York Bikeway Projects (2014)
- Granville Bridge Connector (Planned for 2020-2021)
- Mobi Bike Share stations (since 2016)
- Hornby Separated Bikeway (2010)
- 10th Ave Bikeway, Kingsway to Main (2012)
- Heather Bikeway, 711 W Broadway (2008)
- West End Bikeways; Park Lane, Bute, West Georgia (2018-2022)

CAC Changes scheduled to go to Council on December 11 2019

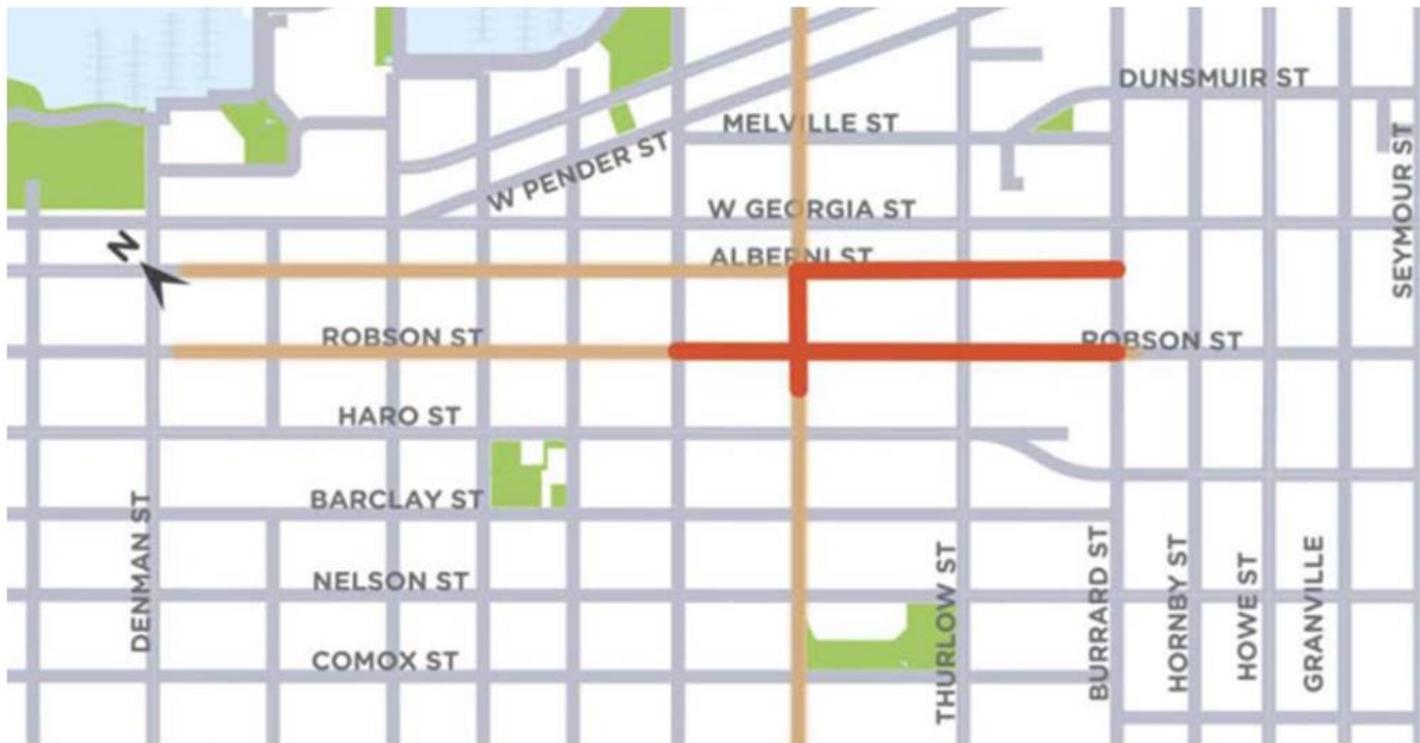
- Eligible and ineligible CAC spending – prioritizes what CACs may be directed towards. Includes transportation. Must be for capital infrastructure.
- CAC spending beyond local neighborhoods – Primary allocation will be the community in which the rezoning takes place while also allowing CACs to be allocated to amenities which provide city-wide benefit
- Ownership of In-Kind CAC amenities – Will aim for City ownership. Any non-City ownership must include a senior level of government or non-profit organization as the owner, and mechanisms to ensure ongoing use and availability

UBC International Road Safety Symposium Nov 7th & 8th – topic list

- Road Safety Challenges in the Smart Mobility era
- Causation and Prevention – how to best develop a crash prevention program
- Road User Distraction
- Transportation and Health
- The Safe Systems Approach and critical success factors
- Active Road User Safety
- Speed Management
- Legal and illicit substances and road safety
- Data Driven Transport safety -“linchpin” data issues, big data, and data-sharing opportunities
- New and Advanced Mobility (e.g. ride-hailing, e-scooters)

Robson Village Workshop

- What's your long-term vision for public life and public space on Robson Street, Alberni Street, Bute Street? What makes each street unique?
- What kinds of public spaces improvements would you like to see in the next few years?



Local Committee Discussion Forum (Google Groups)

Attention: Starting December 14, 2019 Yahoo Groups will no longer host user created content on its sites. New content can no longer be uploaded after October 28, 2019. Sending/Receiving email functionality is not going away, you can continue to communicate via any email client with your group members. [Learn More](#)

HUB is a charitable organization making cycling better through education, action and events.

BIKEHUB
Public Group, 266 members

Conversations Photos Files More Membership

Topics Messages Actions New Topic

Fwd: [HUB-SURREYWHITEROCK] Digest Nu...
It's not surprising that this has been proposed. I'll be interested in seeing how much life it gets. Write the paper a response to a letter? A column yes, a
Tim Yzeman · 3 posts · 1:29 PM

Good news! EU rules out lorries with poor di...
Too bad it only applies in Europe. But North America could follow their good example. - See below. Ron Richings Vancouver, BC Canada EU rules out lorries with
Ron Richings · 1 post · Nov 13

Surrey Langley Skytrain Public Engagement - Cyclist resp...
Hi Tim, Thanks for sending this information and making it so easy for people to know what to do! I've done a blogpost
Tim Yzeman · 2 posts · Nov 13

Stop (bicycle) thief! Inside an ex-Microsoft wunderkin...
Stop (bicycle) thief! Inside an ex-Microsoft wunderkind's Canadian crusade to save your bike | Financial Post from
iCM Trotter · 1 post · Nov 11

Trending Topics See All >
Fwd: [HUB-SURREYWHITEROC... 3 Posts
The End is Near for Yahoo... 4 Posts

Groups

- My groups
- Home
- Starred
- Favourites
 - Click on a group's star icon to add it to your favourites
- Recently viewed
 - Vancouver City & Park Board Election Discussio...
 - HUB Arbutus Greenway Working Group**
 - HUB Brunette Working Group
 - HUB All Committee Discussion Group
 - HUB Great Blue Heron Way Working Group
- Recent searches
 - vanubc-announce@bikehub.ca
 - vanubc-announce
 - vancouver local committee hub cycling
 - hub cycling vancouver bc
 - van-ubc announce
- Recently posted to
 - HUB All Committee Discussion Group

[Privacy](#) - [Terms of Service](#)

NEW TOPIC C Mark all as read Actions Filters

Group settings have been updated. If you are experiencing issues, check the FAQ for help. [Visit FAQs](#)

HUB Arbutus Greenway Working Group

60 of 268 topics (99+ unread) *

This group does not have a welcome message.

[Add welcome message](#)

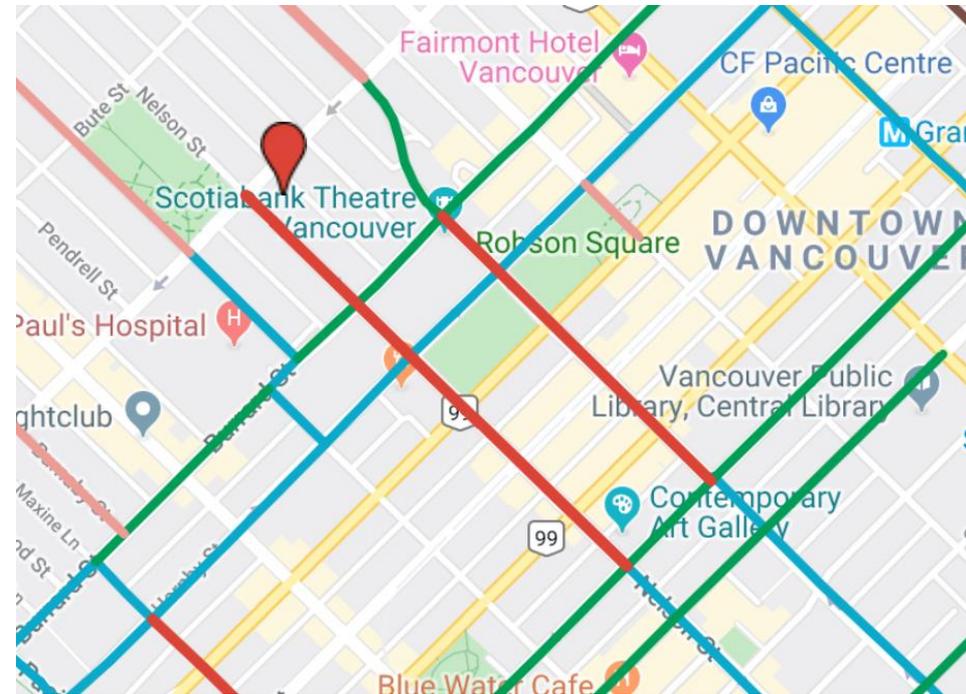
- Open House - Arbutus Greenway Planning Update - False Creek South Option Lands** (1)
By Ron Richings - 1 post - 0 views
- North Arm Fraser between Hudson and Oak-application to develop off loading facility** (2)
By David Grigg - 2 posts - 0 views
- City and Arbutus Greenway,**
By Ron Richings - 2 posts - 0 views
- Excellent free bicycle touring magazine now online** (1)
By Ron Richings - 1 post - 0 views
- Arbutus Greenway Meeting** (1)
By Stan Ford - 1 post - 0 views
- Sunday meeting and...** (3)
By Ron Richings - 3 posts - 1 view
- Arbutus Greenway Update Session** (1)
By Stan Ford - 1 post - 1 view
- Stand alone August Arbutus meeting** (2)
By Ron Richings - 2 posts - 0 views
- Excellent Car-Free scenic bike path** (1)
By Ron Richings - 1 post - 0 views
- Regional Bike Maps** (3)
By Ron Richings - 3 posts - 0 views

A Recent Development Project

Considerations for Cycling



- Proposed 60 story passive solar building on Nelson
- Includes 1000 bicycle parking stalls



CoV 30 km/hr Speed Limit Initiative

- Proposal coming to Council in December 2019
- A CoV traffic safety team has analyzed 144 zones in the City. Current travel speeds were analyzed for all zones (using the City vehicle fleet, plus Google data). Data is down to block by block resolution.
- The pilot will start in several zones, with phase 1 focusing on formalizing existing low speed areas (eg the West End) that already have calming and diversions
- Phase 2 will expand to other areas of the City
 - Will include infrastructure changes, not just speed limit signs
 - Will use the concept of gateways to neighbourhoods
 - Will consider current issues with school zones, playground zones, and bikeways having inconsistent speed limits

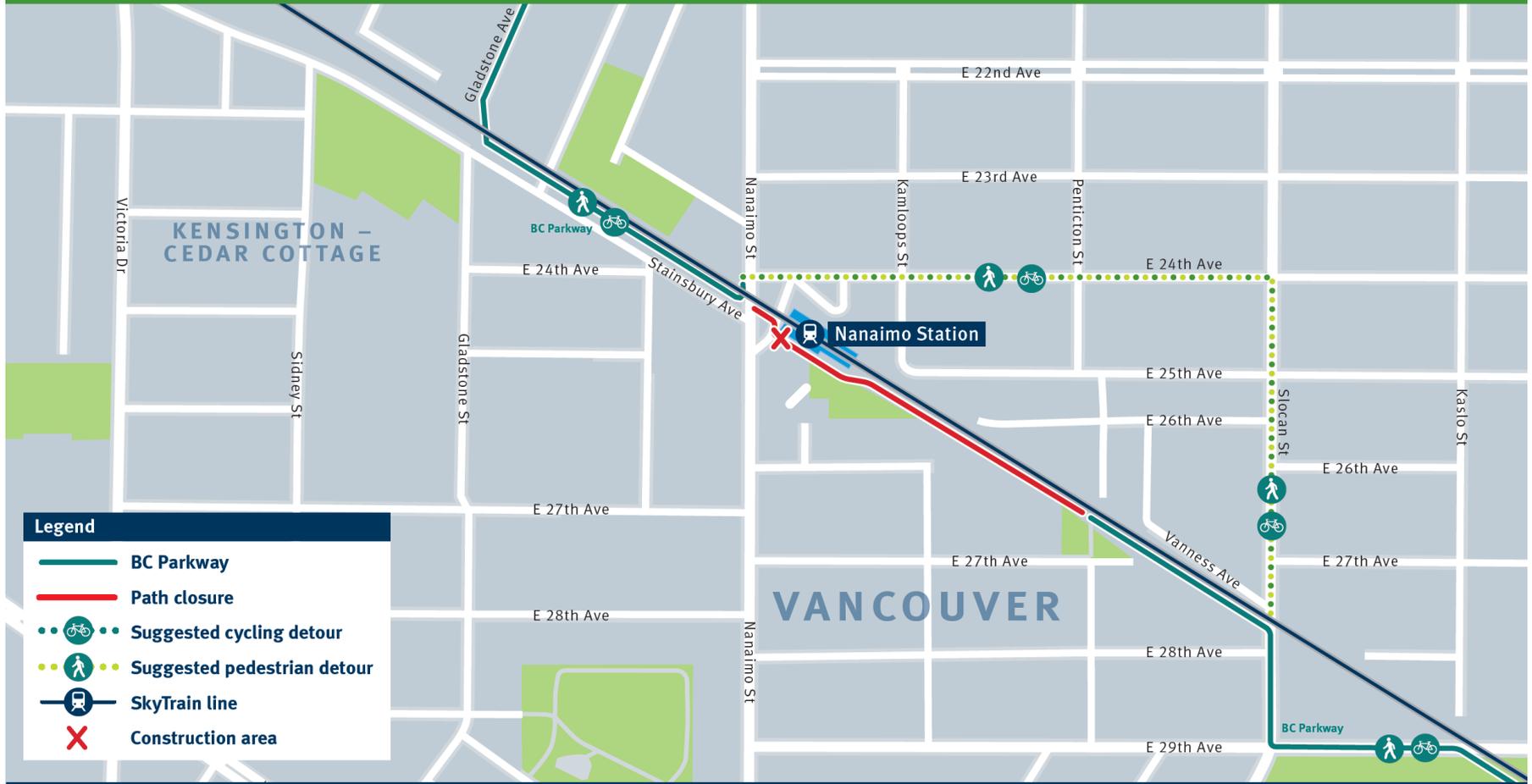
Translink Construction BC Parkway Detour at Nanaimo



BC Parkway Renovation Work

November 2019

Please watch for detour signs along the route



Appendices

Vancouver Bike Lanes (Van Map)



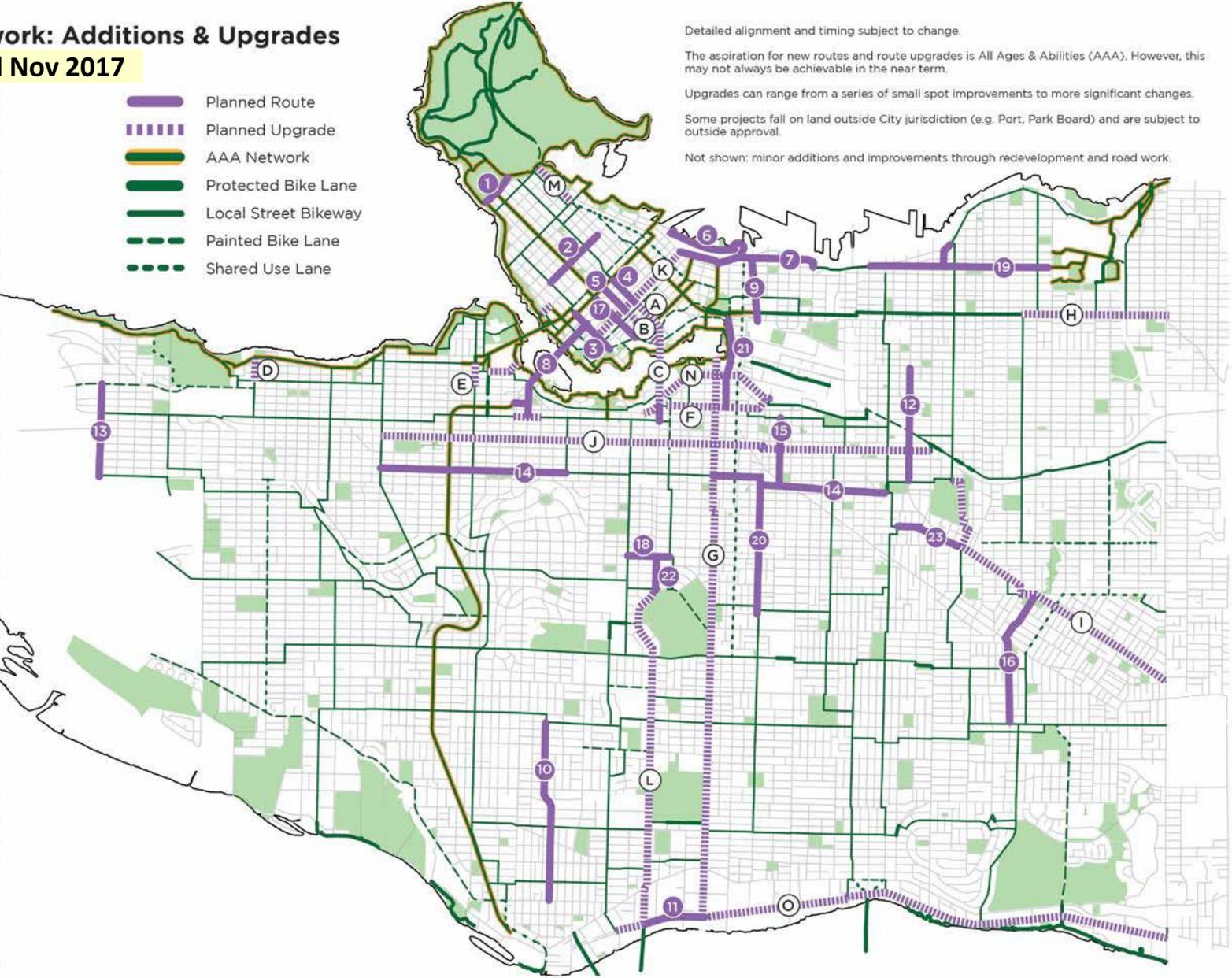
5-Year Cycling Network: Additions & Upgrades 2018-2022

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

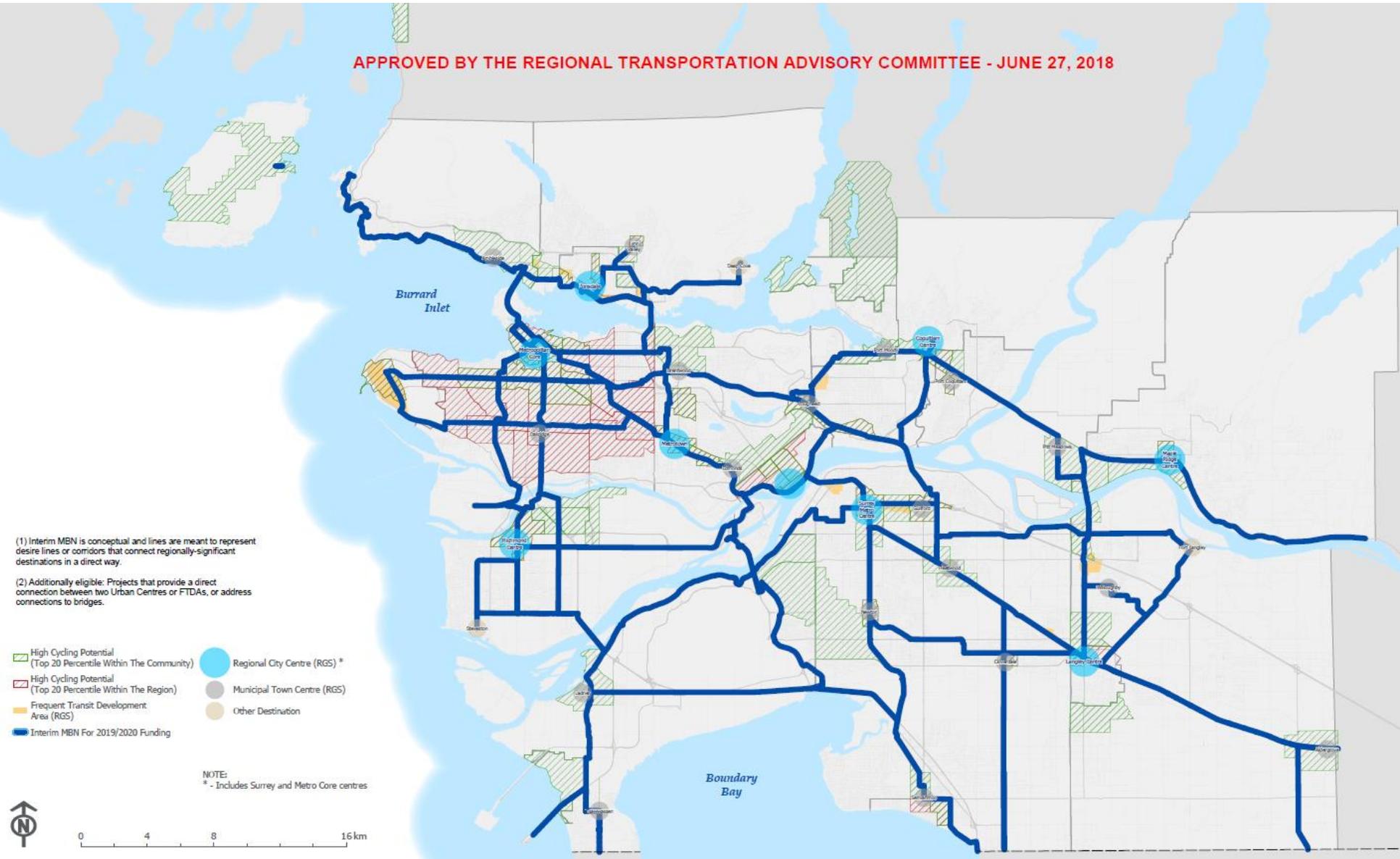
- Planned Route
- Planned Upgrade
- AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane



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

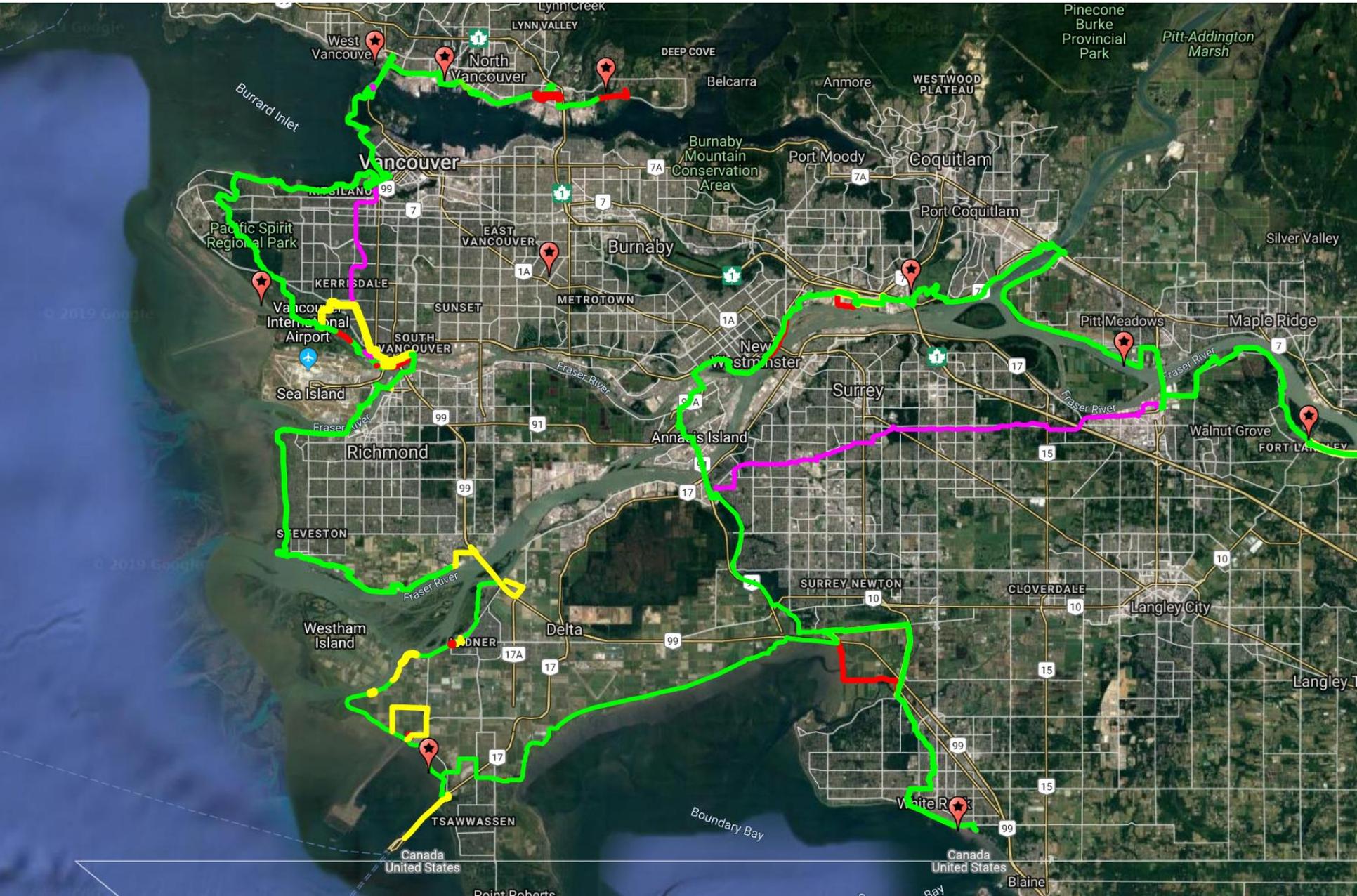
Translink Major Bikeway Network (MBN)

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.

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.