

Vancouver-UBC Local Committee



January 16, 2023

Hybrid Meeting Zoom +
In-Person @ Creekside CC



www.bikehub.ca/vancouver-ubc



Virtual Meetings

- Please mute your phone or microphone when you are not speaking. A moderator may mute you. Ensure your name is displayed so that we know who you are.
- We have a co-host who will watch the text chat and help make sure questions are addressed from online attendees.

Land Acknowledgement

We acknowledge that HUB Cycling operates on the traditional, ancestral, and unceded territories of the Musqueam, Squamish, and Tsleil-Waututh people. We recognize and respect the stewardship of this land and waters by these Indigenous communities, who have lived here for thousands of years and continue to do so. We acknowledge the historical and ongoing injustices that Indigenous peoples have faced and continue to face, and we commit to working towards reconciliation and decolonization in our community and beyond.



Welcome and Introductions

- Welcome to new attendees
- Minutes from November meeting
- Anything to add to the agenda?

Meeting Agenda

- Introductions and land acknowledgement
- Agenda, Action Item Review, Announcements and Upcoming Events
- Groups.io: What you missed
- Updates from Working Group leads
- Deep dive: Proposed Gastown Public Spaces changes
- Project update: Granville Bridge Connector
- City update: Truck side guards & dangerous right turns
- HUB Advocacy 101 recap
- Bike theft discussion
- Consultations Update/Discussion
- Regional Advisory Committee (RAC)/HUB Cycling Board Update
- Correspondence
- Meeting Adjourns (8:00 pm)

Action Item Review

- Van311 – please report bike lane maintenance issues to the CoV using the smartphone app or by calling 311. Note the new features for reporting bike issues.

Announcements

- Follow us on social media:
@HUBVancouverUBC@mstdn.ca
@HUBVancouverUBC.bsky.social
- Check out West End Journal op-ed by Rob Grant re: AT on Denman:
<https://www.thewestendjournal.ca/blog/2024/1/1/viewpoints>
- Erin O'Melinn, our long time Executive Director, has left HUB and taken a position with Translink
- Laura Jane (formerly CoV, previously HUB) has been selected to be the new HUB Executive Director, and began in her new role January 1st

If you're subscribed to "special announcements only" you missed discussions like these:

Bike Security correction ³

Hello - I'm looking forward to the UBC/Vancouver Bike Hub committee meeting on Jan 16. I'm assuming there are members of this group ...

By [meljc](#) · Jan 12 ·

Arbutus Greenway connection to Canada line Bikeway - Status of the planning for use of unused rail right of way to connect the two bikeways .

This post originated on the Richmond/YVR list. Ron ----- Forwarded message ----- From: <amoniz@...> Date: Wed, Jan 3, 2024, 4:...

By [Ron Richings](#) · Jan 3 ·

'Conservative' case for bicycling.

For whatever interest it may be from Elly Blue, longtime bike activist in Portland, Oregon. <https://takingthelane.com/2012/01/01/the-conser...>

By [Ron Richings](#) · 12/31/23 ·

A cheery, bikey seasonal video from the Netherlands ²

Click on the link below: <https://youtu.be/ZWxB0ZrJmVc> Ron

By [Ron Richings](#) · 12/20/23 ·

Solar bike paths go online in Netherlands – pv magazine International ³

<https://www.pv-magazine.com/2023/12/18/solar-bike-paths-go-online-in-netherlands/> Eric Schwartz (he/him/his) C.604.724.7589 schwartz...

By [Eric Schwartz](#) · 12/19/23 ·

Vancouver-UBC Local Committee calls for immediate restoration of temporary Stanley Park Bike Lane ⁵

[#CyclingInParks](#) [#InfrastructureAlert](#)

A press release will be forthcoming, but in the meantime, here is the letter that was sent to the Park Board today: <https://wiki.bikehub.ca/>...

By [Anthony Floyd](#) · 11/29/23 ·

ABC Vancouver's indefinite delay on Stanley Park bike lane 'solution' shows the challenges of governing

<https://www.cbc.ca/news/canada/british-columbia/abc-bike-lane-stanley-park-2023-budget-1.7043061> Eric Schwartz (he/him/his) C.604.72...

By [Eric Schwartz](#) · 11/29/23 ·

Park board Stanley Park separated lane: disappointing news ³ [#CyclingInParks](#)

There was a Park Board meeting last night, and staff presented some initial details about the bike lane removal: After removing bike lane, ...

By [Anthony Floyd](#) · 11/28/23 ·

Imagine West End Waterfront ⁵ [#MakeYourVoiceHeard](#)

Hi everyone, The draft concept design for the West End Waterfront has been unveiled, with the requisite feedback survey (open until Nove...





Working Group Updates



Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony – No update this month
- Cycling in Parks – Lisa, update on Stanley Park Mobility Study
- Arbutus Greenway – Stan/Jeff/Anthony - no update this month
- Broadway Subway – Changes at Arbutus Greenway, north of Broadway
- Elections Working Group – Lisa
- NE Quadrant Greenway – Clark - No update this month
- Social Rides - Anthony - No ride this month

Stanley Park Mobility Study



STANLEY PARK MOBILITY STUDY

21 options to explore and evaluate



Existing Vehicle
Travel Conditions

- ☐ Existing Condition (Baseline)
- ☐ Existing Park Drive with Additional Bike Lane



Vehicle Demand
Management

- ☐ Vehicle Time Slot Booking
- ☐ Vehicle Access Fee



Reallocate One
Lane of Park Drive

- ☐ Park Drive Dedicated Bike Lane
- ☐ Bidirectional Bike Lane
- ☐ Park Drive with HOV Lane
- ☐ Park Drive with Shared Transit Lane & Bike Lane
- ☐ Park Drive with Dedicated Transit Lane



Car Free
Park Drive

- ☐ Shuttle /Transit with Car Free Drive
- ☐ Shuttle /Transit with dedicated Bike Lane
- ☐ Bidirectional Car-Free Park Drive + Active Mode Priority
- ☐ Bidirectional Car Free Park Drive + Transit + Active
- ☐ Unidirectional Car Free Park Drive + Active Mode Priority
- ☐ Car Free Drive



Temporary Network
Change

- ☐ "Car Free" Days
- ☐ Time-based network restrictions



Two-Way Park
Drive for Vehicles

- ☐ Loop Break
- ☐ Bidirectional Park Drive from Beach Ave to Second Beach
- ☐ Bidirectional Park Drive from Beach Ave to Third Beach
- ☐ Bidirectional Park Drive for Vehicles



Transit Service
Change Only

- ☐ Shuttle/Transit Service & Two Vehicles Lanes

Stanley Park Mobility Study

STANLEY PARK MOBILITY STUDY

Scoring of Options based on Data/Technical Analysis



21 Options	Safety	Accessibility	Economic Vitality	Climate Action & Environmental Protection	Flexible & Resilient System	Connected System	Enhance Park Experience
Park Drive Dedicated Bike Lane							
Loop Break							
Car-Free Days							
Shuttle Service/Transit with Car Free Park Drive							
Shuttle Service/Transit and Dedicated Bike Lane							
Shuttle Service/Transit and Two Vehicle Lanes							
Bidirectional Park Drive for All Vehicles							
Bidirectional Park Drive from Beach Ave to Third Beach							
Bidirectional Car Free Park Drive + Active Mode Priority							
Bidirectional Car Free Park Drive + Transit + Active							
Bidirectional Bike Lane							
Vehicle Access Fee							
Time-based Network Restrictions							
Vehicle Time Slot Booking							
Park Drive with Dedicated Transit Lane							
Park Drive with Shared Transit Lane & Bike Lane							
Park Drive with HOV Lane							
Bidirectional Beach Ave to Second Beach							
Existing Park Drive with New Parallel Bike Lane							
Unidirectional Car Free Park Drive + Active Mode Priority							
Existing Condition Baseline							

Each option will perform differently
against these values,

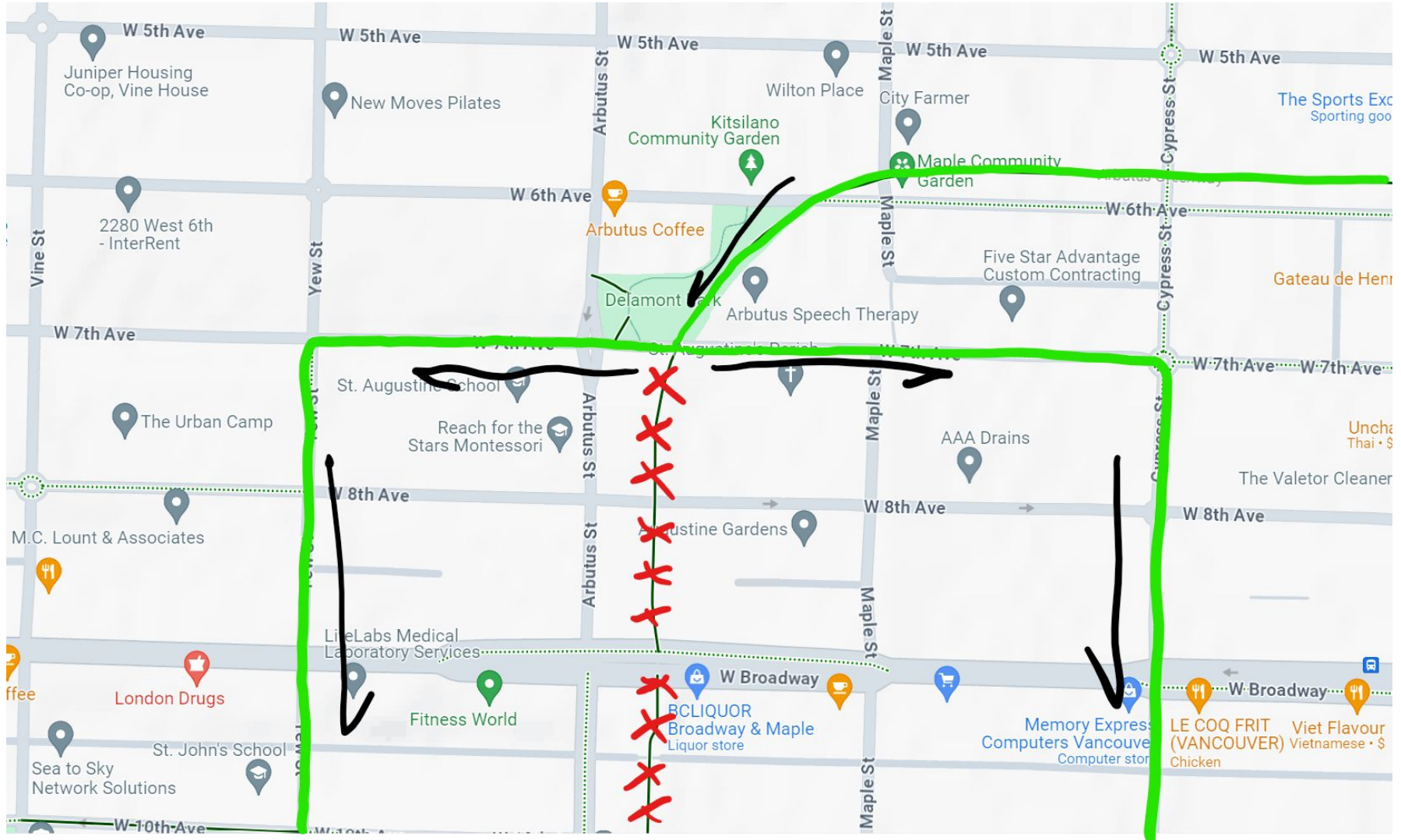
But we also need a way to
understand how this all adds up!

Arbutus Greenway/Broadway Subway

- Four temporary speed bumps installed along Arbutus Greenway between 7th and 8th, crossing both pedestrian and cycling lanes
- Install new detour signs
- “... goal is to help ensure that cyclists remain on the detour for their safety as well as the safety of pedestrians”
- “We hope the measured implemented today will encourage cyclists to slow down and use the designated detour route.”



Arbutus Greenway/Broadway Subway





Gastown Public Spaces



Gastown Public Spaces

<https://www.shapeyourcity.ca/gastown-public-spaces-plan>

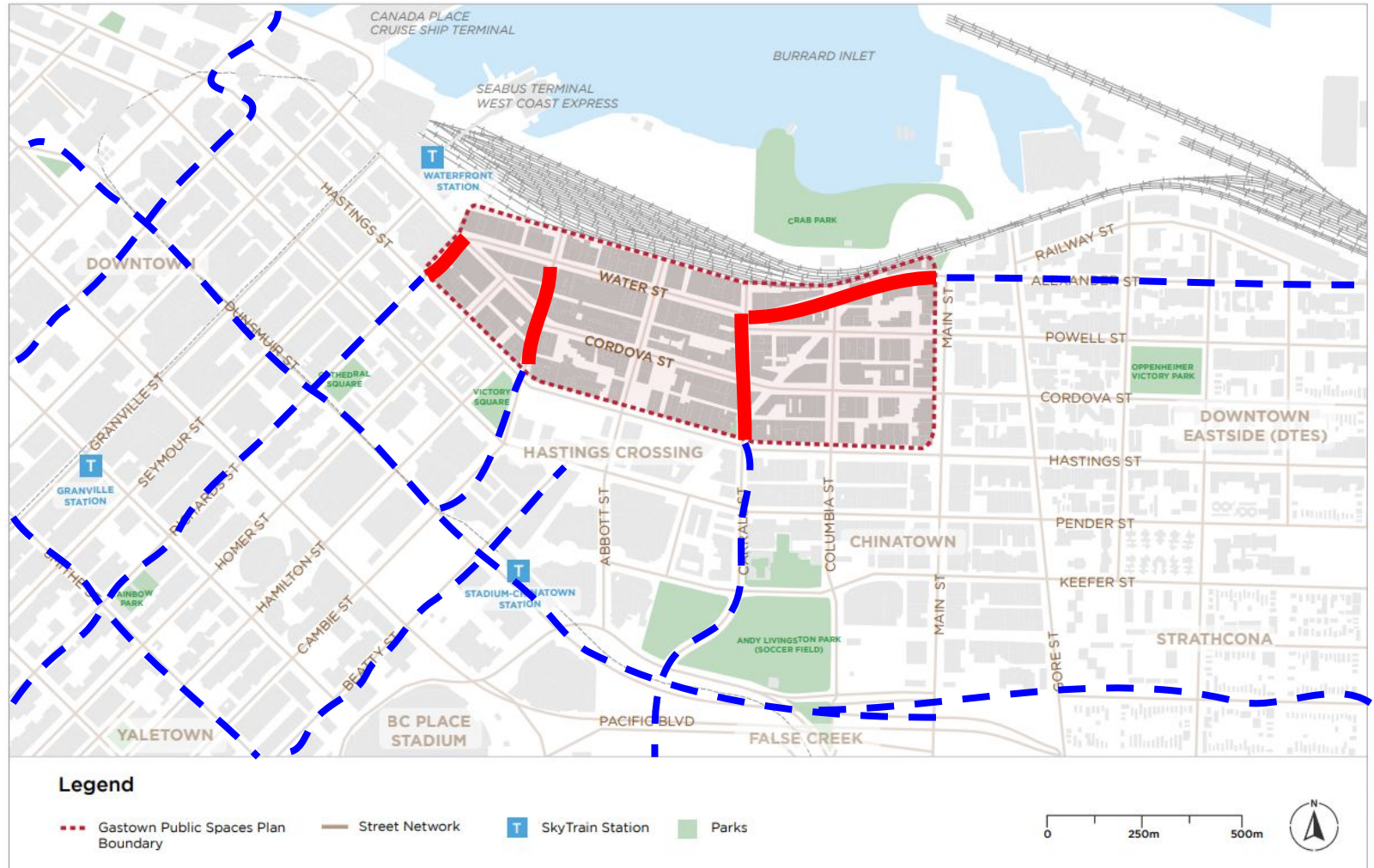
Gastown Public Spaces Plan Scope



Gastown Public Spaces

<https://www.shapeyourcity.ca/gastown-public-spaces-plan>

Gastown Public Spaces Plan Scope

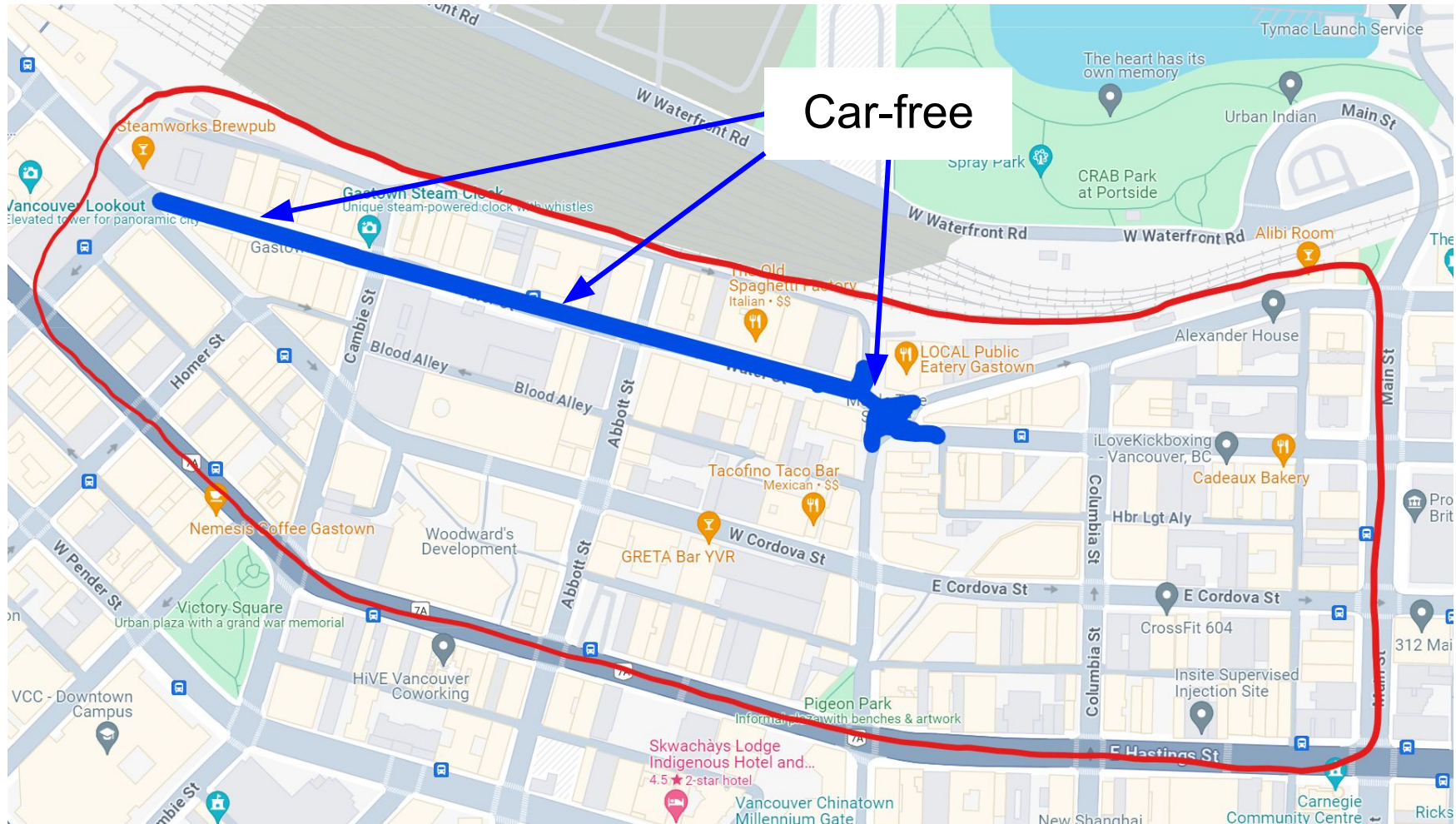


Gastown Public Spaces Plan

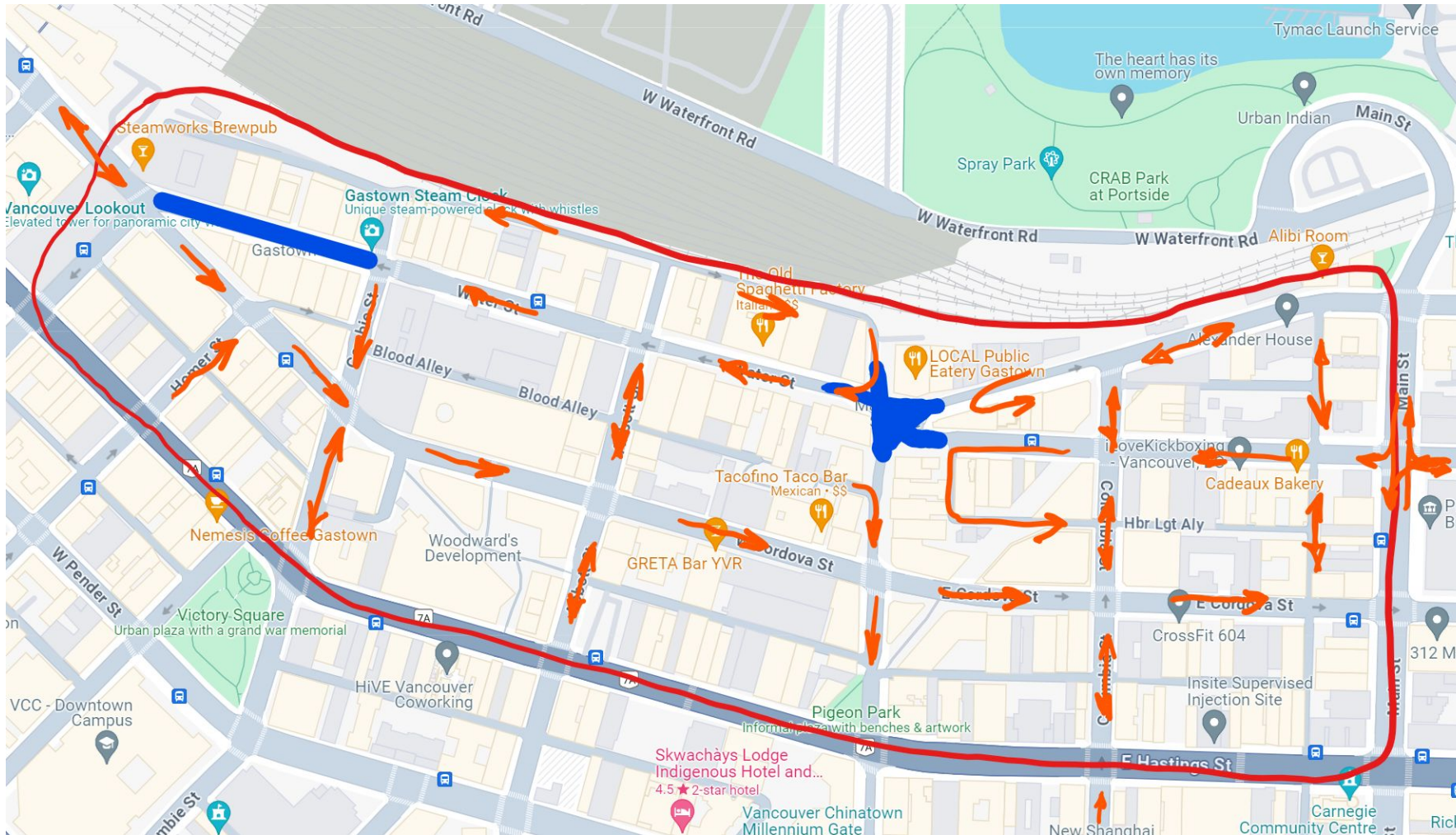
- **Scope:**
 - Includes all the streets, laneways, and public spaces
 - Primary focus on Water Street, Maple Tree Square, and Cordova Street
- **The Gastown Public Spaces Plan is intended to:**
 - Establish a vibrant, people-focused Gastown
 - Enhanced gathering places, streets, and laneways
 - “Pedestrianize” Water Street, seasonally or year-round
starting with a pilot in summer 2024
 - Improve the street network
 - Including walking, cycling, transit
 - Consider making Cordova a two-way street
 - Advance reconciliation with the local Nations
 - Support their visibility on their lands
 - Evolve and deepen the unique heritage feel
 - Improved street materials and amenities



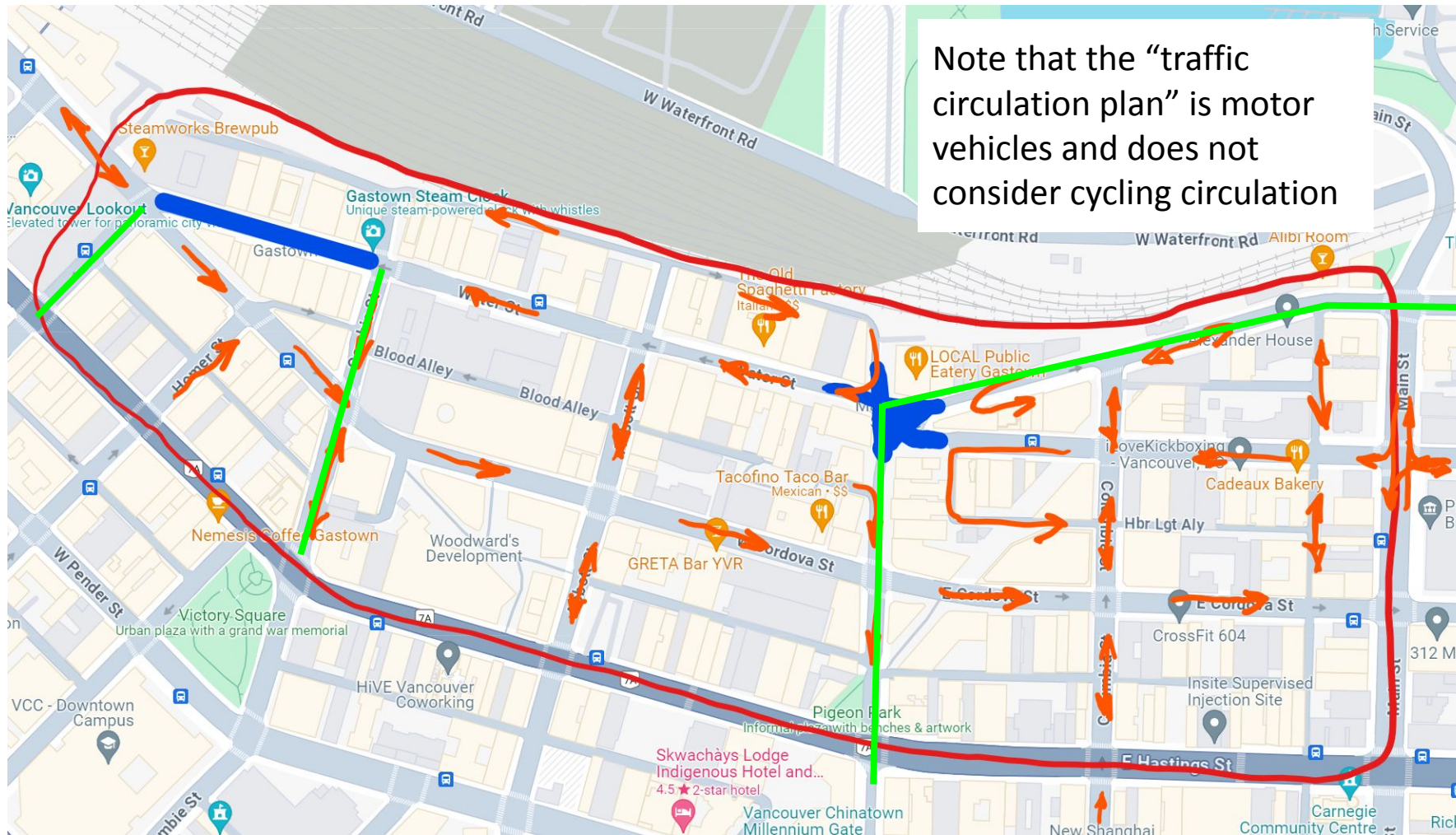
GPSP Summer 2024 summer pilot select weekends/special events



GPSP Summer 2024 summer pilot traffic circulation



GPSP Summer 2024 summer pilot traffic circulation plan



Gastown Public Spaces Plan

- **Timeline:**
 - Summer 2024: Pilot pedestrianization
 - Fall 2024: Feedback, revise
 - Summer 2025: Second Water St pedestrianization pilot
 - Fall 2025: Final plan presented
- **Draft objectives:**
 - Make local Nations visible on their lands
 - Support a vibrant public life for residents, visitors, businesses
 - Support different communities to use and enjoy public space
 - Provide convenient access to homes, businesses, destinations
 - Improve accessibility and durability of street materials
 - Evolve and deepen the unique heritage feel of the area

Gastown Public Spaces Plan

- **From our discussions with the Project Team:**
 - It is intended that Water Street will allow bidirectional movement for people cycling and rolling
 - The overlap with the Portside Greenway project is acknowledged
 - The project scope does not extend to the west beyond Richards St. That said, we have pointed out the need to connect the Portside Greenway through to the Convention Centre.
 - We have raised the importance of collecting data now, and through 2024, with counts of people cycling.

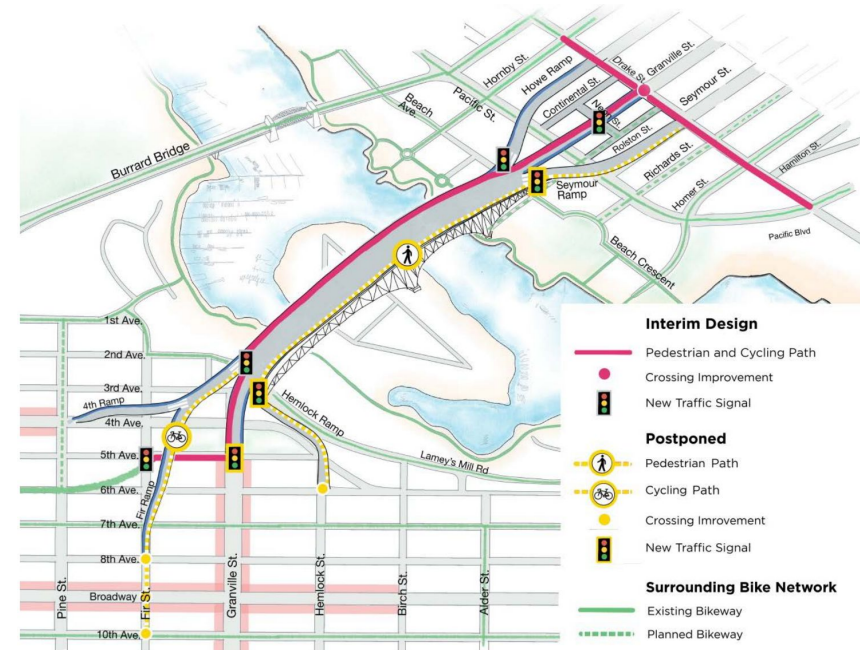


Granville Connector



Granville Connector interim design

- Convert two west-side travel lanes to walking, rolling, and cycling using a barrier similar to Burrard Br
- Signalize Fir & Howe on/off ramp crossings
- Redirect south loop traffic to 5th/Fir, make South Granville Loop car-free to install a pedestrian and bicycle connection to Fir St
- New signal at Fir/5th
- Coordinate with North Granville Loops replacement



Granville Connector status



East Loop demolished,
some road prep



West Loop demolished

Granville Connector status



Gravity barriers,
looking north



Gravity barriers,
looking south

Granville Connector status

- North loops demolished
- North Approach structure (Pacific to Neon) to be demolished March/April/May
- Most permanent gravity barriers on main span installed, removing 2 vehicle lanes
- Deep sewer works 90% complete, expected end of Feb
- Most of the new water mains constructed
- Some base prep for roads completed, majority to be completed April to November
- New signals on the bridge to be constructed August to October
- Bicycle friendly expansion joints to be installed Summer/Fall
- Opening of bike lanes expected late 2024



Truck side guards and dangerous right turns



Truck side guards on CoV vehicles

- July 19th, 2022 Council motion directed staff to provide recommendations and timelines to install side guards on CoV + contracted vehicles
- On April 19th, 2023, the CoV General Manager of Engineering Services, Lon LaClaire, [reported out](#)
- Side guards to meet the “US Department of Transportation Volpe standard for Lateral Protective Devices”
- Only to be installed on medium & heavy duty trucks
- UK study showed 61% reduction in cyclist fatalities
- Phase 1 (20 trucks): May 2023+
- Phase 2 (150 trucks planned for replacement): 2025-2026
- Phase 3 (remaining 350 trucks): 2027-2030 capital plan
- Phase 3 will include contracted vehicles

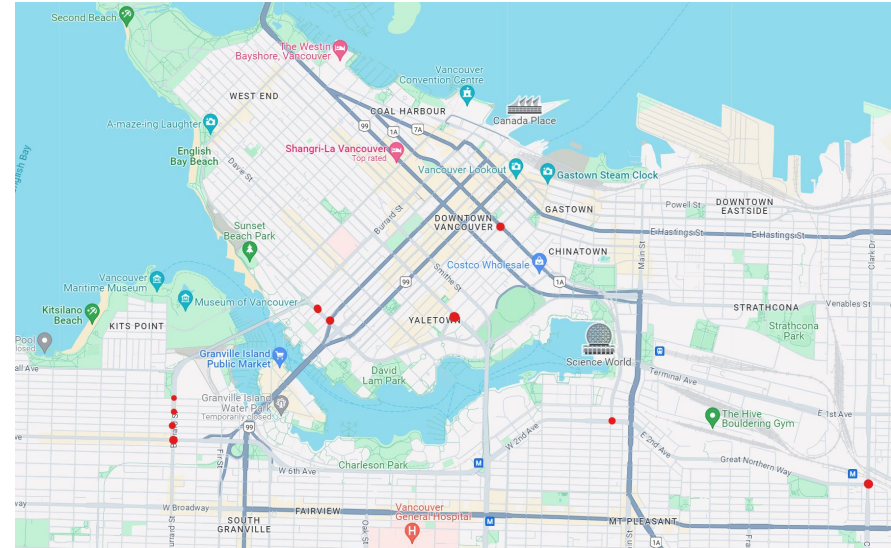


Dangerous right turns

- July 19th, 2022 Council motion directed staff to review right-hand turns across bike lanes “to ensure that hazards and dangerous interactions between vehicles and cyclists are mitigated.”
- On November 3rd, 2023, the CoV General Manager of Engineering Services, Lon LaClaire, [reported out](#)
- At Hornby/Pacific where Agustin Beltran was killed by right-turning dump truck, phased signalling introduced, staff is “monitor[ing] the intersection to confirm effectiveness of these changes.”
- Cited 2021 study by Canadian road safety firm MicroTraffic. 22 intersections in Vancouver included in study, changes made at 10 intersections to evaluate effectiveness
- Study recommended:
 - “Carefully consider” protected signal phasing when peak right-turn volumes exceed 140 vehicles/hr
 - Implement right-turn bays to reduce turn speeds
 - When feasible, implement protected intersections
 - When cyclists are approaching downhill, consider “more robust safety interventions”
- CoV memo notes the city will:
 - Continue to implement intersection improvements as part of new builds
 - Monitor existing right turn conflict areas through traffic count and resident feedback, to identify areas of concern
 - Continue to test automated warning systems like flashing LED technologies and “other emerging technologies” to warn motorists of cyclists
 - “Seek the delivery and/or space to implement safety interventions at intersections through the development process”
 - Identify gaps in the BC MVA, and as interim step, explore feasibility of enacting Street and Traffic bylaw changes

Dangerous right turns

Intersection Approach	Safety Improvements
Burrard and 1st SB RT	<ul style="list-style-type: none"> - Yield to bikes sign relocation - Stop bar setback - Median extension
Burrard and 2 nd SB RT	<ul style="list-style-type: none"> - Secondary yield to bikes sign - Marked crosswalk - White RPMs
Burrard and 3 rd SB RT	<ul style="list-style-type: none"> - Secondary yield to bikes sign - Marked crosswalk
Burrard and 4 th SB RT	<ul style="list-style-type: none"> - Yield to bikes sign relocation
Cambie and Nelson EB RT	<ul style="list-style-type: none"> - Secondary yield to bikes sign - Stop bar setback
Clark and 6 th EB RT	<ul style="list-style-type: none"> - New yield to bike signs - Slow turn wedge
Dunsmuir and Homer WB RT	<ul style="list-style-type: none"> - Secondary yield to bikes sign - Repaint gaps on green paint
Howe and Pacific EB RT	<ul style="list-style-type: none"> - Detectable flashing LED yield to bikes sign
Quebec and 2 nd SB RT	<ul style="list-style-type: none"> - Protected only right turn phase
Pacific and Hornby WB RT	<ul style="list-style-type: none"> - Protected only right turn phase



Lessons Learned

- The implementation of a protected only right turn phase at one intersection (Quebec St & E 2nd Ave) led to a significant conflict reduction. A slight increase in vehicle right turning speeds was observed in the after period.
- Trialing a detectable flashing LED yield to bicycles sign at one intersection (Pacific Blvd & Howe St) resulted in a decline in low risk conflicts. However, detection of cyclists requires improvement and further investigation.
- Road paint/pavement markings such as Slow turn wedges and Reflective Pavement Markings (RPMs) at three intersections did not appear to have a clear impact on reducing vehicle turning speed or conflict rates.
- Modest safety benefits were observed when installing signage and paint alone.



HUB Advocacy 101



HUB Advocacy 101

- HUB Cycling staff held an online workshop on January 8th
- Three guest speakers:
 - Tony Valente, CNV Councilor, on how to connect to elected officials
 - Paul Krueger, Senior Transportation Planner, CoV on how to get your message across to staff and electeds
 - Mike Tancredi, Skaters of the North Shore, on effective advocacy from the perspective of an advocacy group
- Anthony presented a [Case Study](#) on behalf of VULC on what the city budgeting process is like in CoV, and how to get items on the city budget

How can you advocate

- Get to know the staff: engineering, planning, etc
 - Who is responsible for what?
 - Engineers and managers!
 - Arrange face-to-face (or online) meetings
- Get to know the electeds
 - Identify friendly councilors, identify their pet issues (or if they don't have them, give them one), see how those issues fit with your concerns
 - Send letters, arrange meetings to advocate for your issue
 - Elected will apply pressure, set direction for staff
- Be prepared
 - For specific issues, have facts and figures when you're talking with staff or electeds
 - Generally, be ready for the questions like "what would you do?" "where do you think there are gaps?" "what's the most important issue for you?"
 - Maintain a GAP list
 - Maintain a top-issues list
 - Be consistent in your messages and priorities
- Be relentless
 - Repeat your message frequently to as many people as will listen
 - Remind staff and electeds about existing plans and how they should be fulfilling them

Vancouver UBC Local Committee Example

- Updated gap priority list (living document)
- Advocacy guiding principles (consistency in messaging)
- Regular meetings with staff, friendly communications with some electeds
 - Consistent messaging, pressure with gaps, issues
- Usually identified as stakeholder in most planning activities, participate to the fullest extent possible
 - Meetings with staff prior to AMP finalization to discuss direction and align gaps
 - Stanley Park Mobility Study
 - Gastown Public Spaces plan
- Keep track of all the plans in play, try to identify when staff are not meeting goals, push (through meetings and letters) gently but firmly



Bike Theft Prevention Advocacy Discussion



Bike Theft Discussion

- One of our guiding principles is:

Theft

Push for safe and secure bicycle parking and end-of-trip facilities. They play a critical role in encouraging more people to cycle regularly. People will choose not to cycle if there is a risk their bike will not be there when they return.

“Bike thieves are everywhere”

- What can we do to advocate for bike theft mitigation?
 - What sort of solutions should we push?
 - Who should we push?
 - City, Park Board, Translink, private property managers, developers
 - Who pays for the solutions?



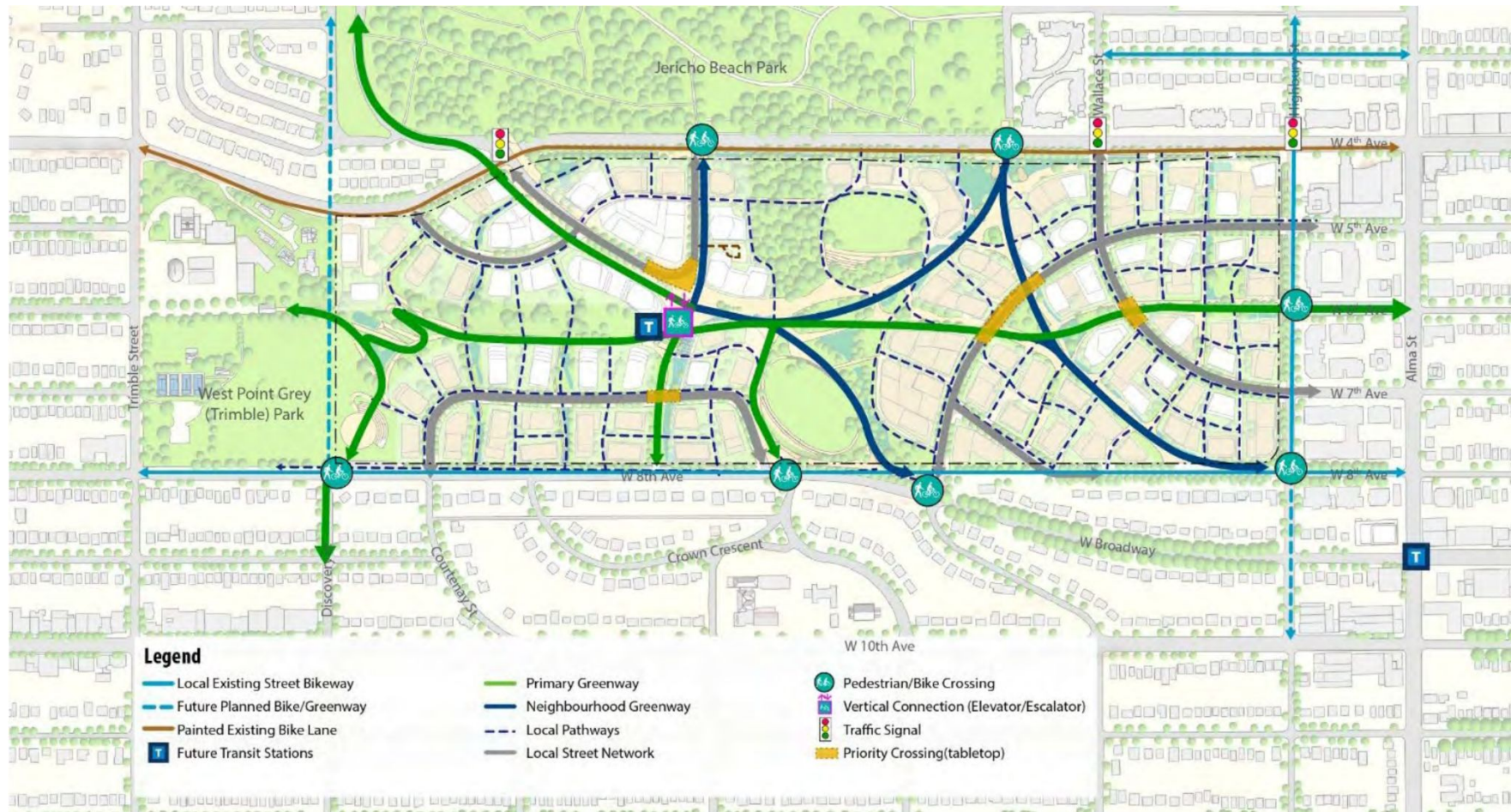
Consultations



Consultations

- No current public engagements; expect Gastown Public Spaces, Portside Greenway, Broadway Public Realm, East Park to come in early 2024

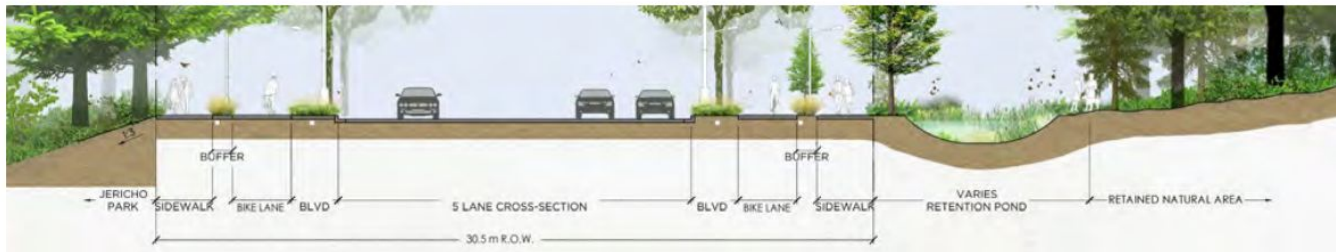
Jericho Lands



<https://www.shapeyourcity.ca/jericho-lands>

Jericho Lands

W 4th Avenue Cross-Section



Highbury Street Cross-Section



W 8th Avenue Cross-Section



<https://www.shapeyourcity.ca/jericho-lands>

RAC Update

- BC Ferries [Charting the Course](#) public engagement
- Ongoing discussions with MoTI on new regulations to support the new Motor Vehicle Act, including a focus on passing distances. Additional discussions on planned public education.
- MoTI have announced the creation of their Active Travel Executive Team, which we expect will increase the focus on Active Travel within MoTI.

HUB Board Update

- Erin O'Melinn departed from the Executive Director role in October 2023. Erin provided outstanding leadership through a period of significant growth for HUB Cycling. Erin has taken on a new role at Translink.
- After a comprehensive search, the Board appointed Laura Jane to the position of Executive Director, effective January 1st 2024
 - Laura was the Director of Corporate Engagement and Events at HUB Cycling from 2013 to 2019
 - Laura led Active Transportation projects at the City of Vancouver from 2019 to 2023
- We are very excited to have Laura back at HUB Cycling

Correspondence

- E-Introductions with Hastings Crossing BIA
 - Carrall St bikeway “pet project” of new ED
- Letter to Park Board calling for [reinstatement of the temporary bike lane](#)



Wrap Up





Breakout Rooms

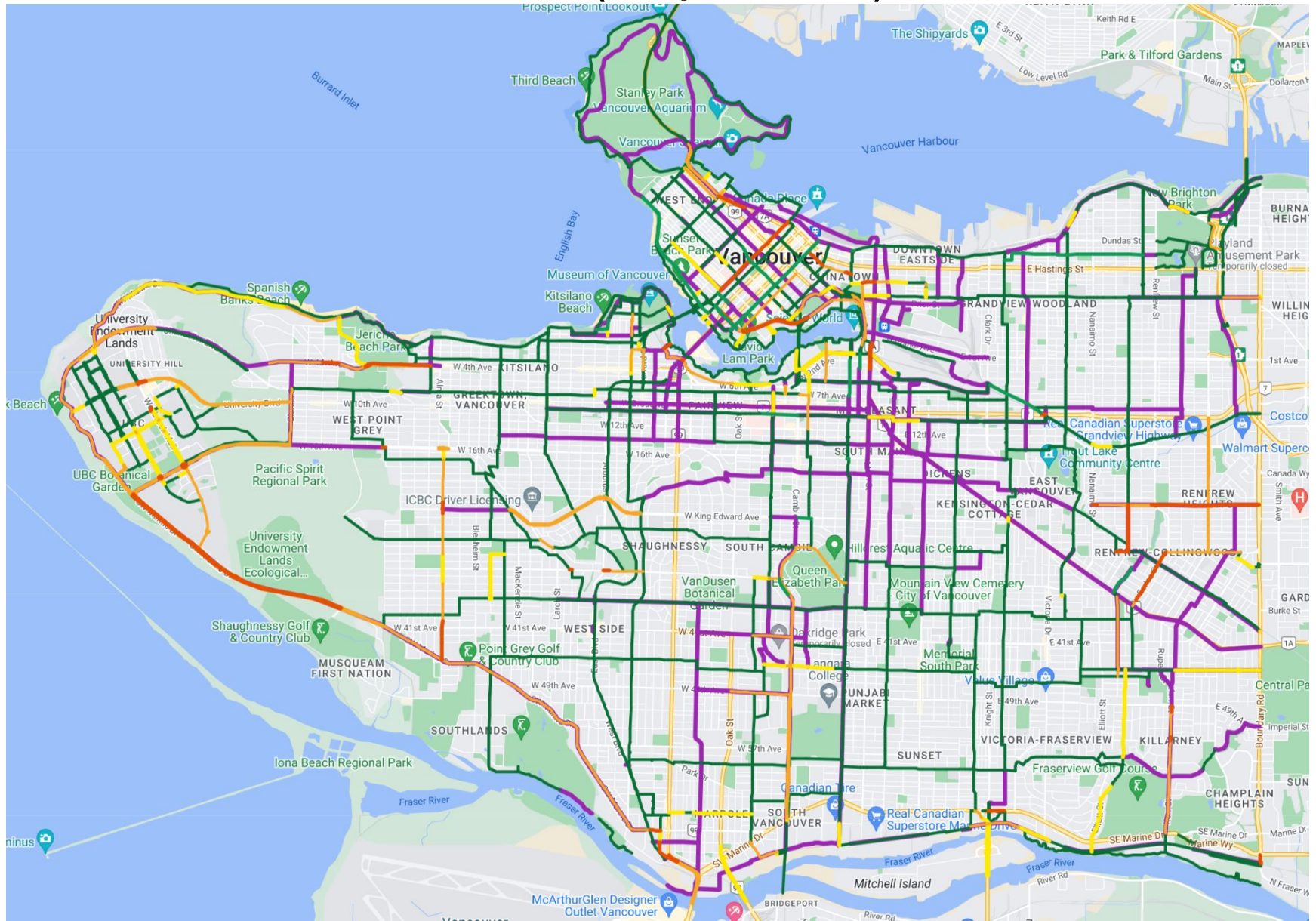
- Cycling in Parks working group
- General discussion

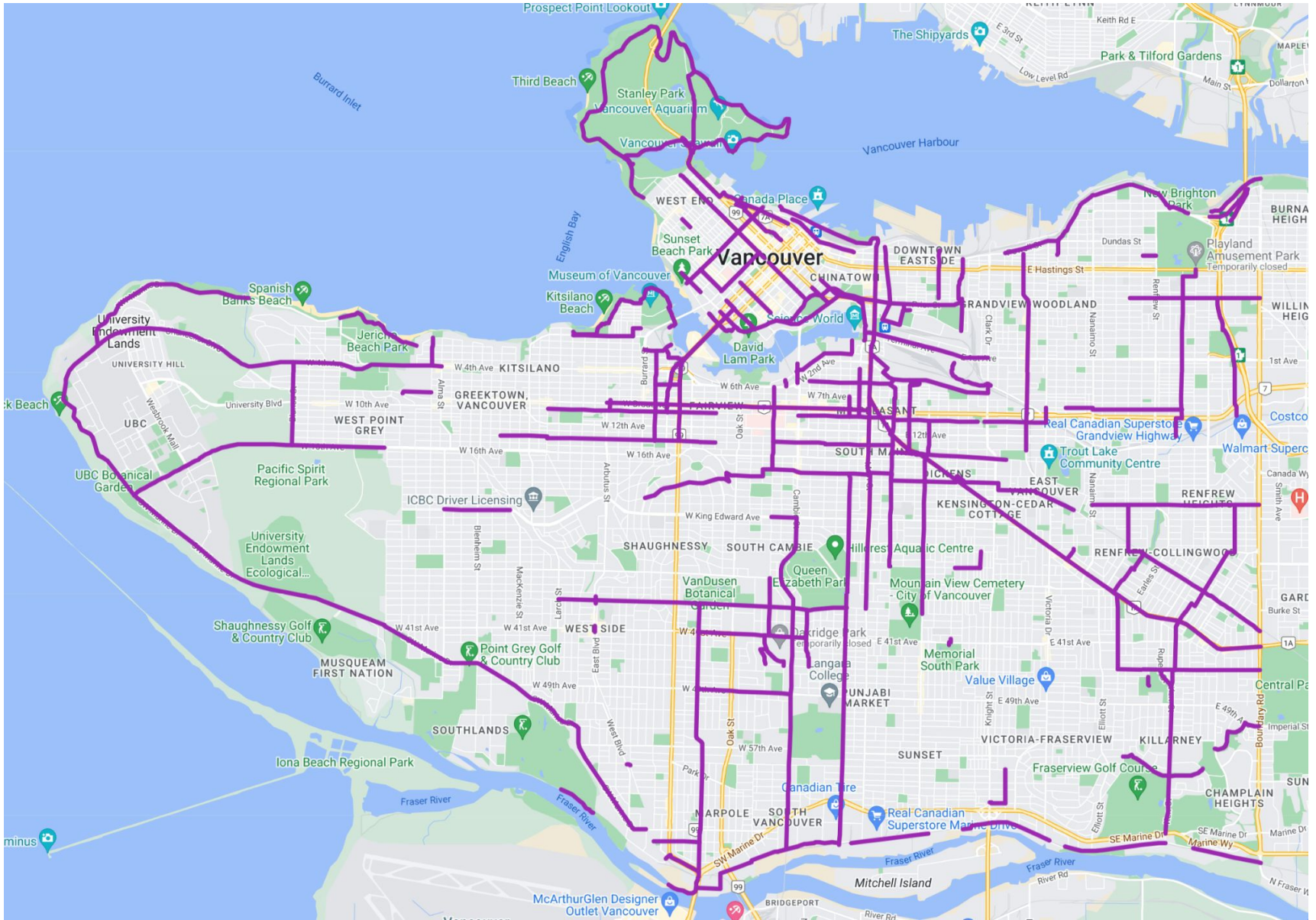


Appendices



Prototype Gap Map (Vancouver/UBC) with SoC Route Data (Sept 2023)





CoV Active Mobility Plan 2023

Major Pedestrian/Public Realm Improvements

- 1 West End Commercial Streets
- 2 Granville - Downtown
- 3 Water
- 4 4th Ave
- 5 Granville - South
- 6 Broadway
- 7 Main - Mt Pleasant
- 8 Main - Punjabi Market
- 9 Commercial
- 10 East Fraser Lands Stairs

Complete Street

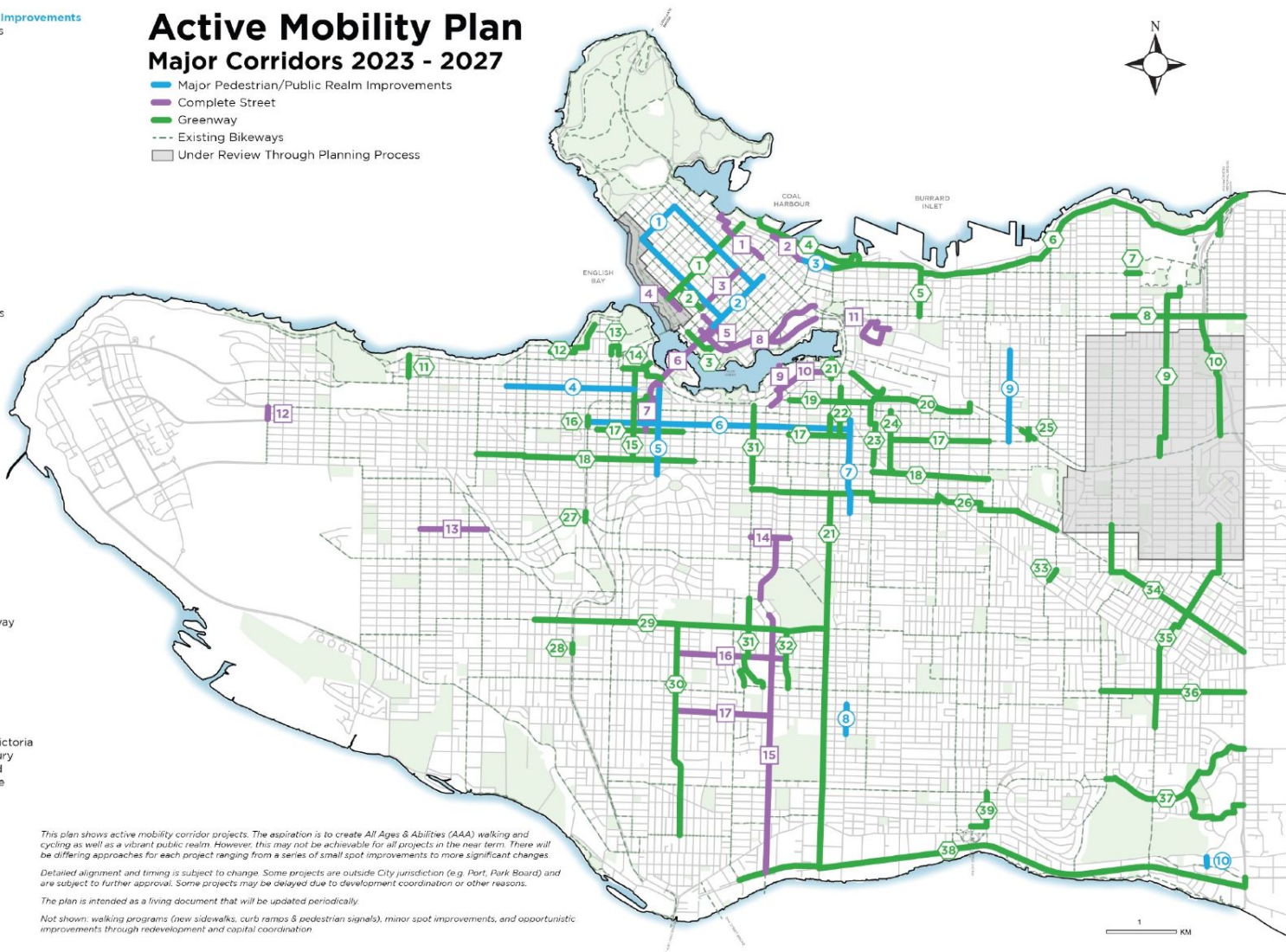
- 1 Melville
- 2 Cordova
- 3 Burrard
- 4 Pacific
- 5 Drake
- 6 Granville Connector
- 7 Fir Ramp
- 8 Pacific - Expo
- 9 Cambie Ramp
- 10 1st Ave
- 11 New St Paul's Hospital Streets
- 12 Blanca
- 13 King Edward - Dunbar
- 14 King Edward - Cambie
- 15 Cambie
- 16 41st Ave
- 17 49th Ave

Greenway

- 1 Bute
- 2 Burnaby
- 3 Beach
- 4 Waterfront Road
- 5 Hawks
- 6 Portside
- 7 Pandora
- 8 Adanac
- 9 East Side Crosscut
- 10 Skeena
- 11 Highbury
- 12 Seaside - Kitsilano Beach
- 13 Greer - Cypress - Chestnut
- 14 Seaside Bypass - 1st Ave
- 15 Pine
- 16 Arbutus Greenway at Broadway
- 17 10th Ave
- 18 14th Ave - 15th Ave
- 19 5th Ave
- 20 Central Valley Greenway
- 21 Ontario
- 22 Quebec
- 23 Prince Edward
- 24 St George
- 25 Central Valley Greenway at Victoria
- 26 18th Ave - 19th Ave - Stainsbury
- 27 Arbutus Greenway at King Ed
- 28 Arbutus Greenway at 41st Ave
- 29 37th Ave
- 30 Hudson
- 31 Heather
- 32 Alberta
- 33 Gladstone
- 34 BC Parkway
- 35 Kerr - McHardy
- 36 45th Ave
- 37 Masumi Mitsui
- 38 Kent
- 39 Borden

Active Mobility Plan Major Corridors 2023 - 2027

- Major Pedestrian/Public Realm Improvements
- Complete Street
- Greenway
- Existing Bikeways
- Under Review Through Planning Process



Protected Bike Lane

People cycling are protected from motor vehicles by physical barriers such as planters, curbs, or bollards; also includes off-street paths



Local Street Bikeway

People cycling share the roadway with motor vehicles on a relatively quiet neighbourhood street



Painted Bike Lane

People cycling have a dedicated painted lane, typically between the curb or parking lane and a driving lane



Shared Use Lane

People cycling share a lane with motor vehicles on a busy street; these lanes fill network gaps but are not comfortable for most



Connected AAA Network

The Connected All-Ages-and-Abilities (AAA) Network is a connected series of mostly protected bike lanes and some local street bikeways with lower traffic volumes.

Map Symbols

- Moderate Uphill Route
- Steep Uphill Route
- One Way Bike Route

Temporary Closure (Broadway Subway construction: follow signs for detours)

Mobi Station Zone (boundary contains all public bike share stations, including Downtown & Stanley Park)

- SkyTrain Station/Bus Loop
- Bike Parkade
- Train Station
- Bus Station
- SeaBus
- Passenger Ferry
- Hospital
- Community Centre
- School

What's New:

- Richards Street now has a protected bike lane from Pacific St to Cordova St
- Smith Street now has a protected bike lane from Expo Blvd to Thurlow St
- Mobi by Shaw Go now has 500+ e-bikes
- On-demand bike lockers now available at VCC-Clark Station



Main Map

Local Cycling Resources:

- BC Cycling Coalition Bike Sense Guide: bccycling.ca/bikesense-index
- HUB Cycling Education Programs, Events and Resources: bikehub.ca
- TransLink Bike Maps and Resources: translink.ca/riders-guide/bike-and-ride-on-transit
- The Bicycle Valet Service: bikevalet.ca
- Velopalooza Social Bike Rides: velopalooza.ca
- Our Community Bikes Programs and Services: ourcommunitybikes.org



Disclaimer of responsibility: This map is produced as a guide to cycling routes in the City of Vancouver. The City, its employees, officers, directors and representatives do not guarantee the accuracy of the information contained therein nor warrant the safety of any route, highway, road, street, designated cycling route or other shown in the map or information.

- Connected AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane

City Core Inset

Map Symbols

- Moderate Uphill Route
- Steep Uphill Route
- One Way Bike Route
- Temporary Closure (Broadway Subway construction; follow signs for detour)
- SkyTrain Station/Bus Loop
- Bike Parkade
- Train Station
- Bus Station
- SeaBus
- Passenger Ferry
- Hospital
- Community Centre
- School



0 1 km / 5 minute ride



By walking, cycling or rolling more often you can:

- Improve your personal health
- Save money
- Get stuck in traffic less

vancouver.ca/walkbikeroll



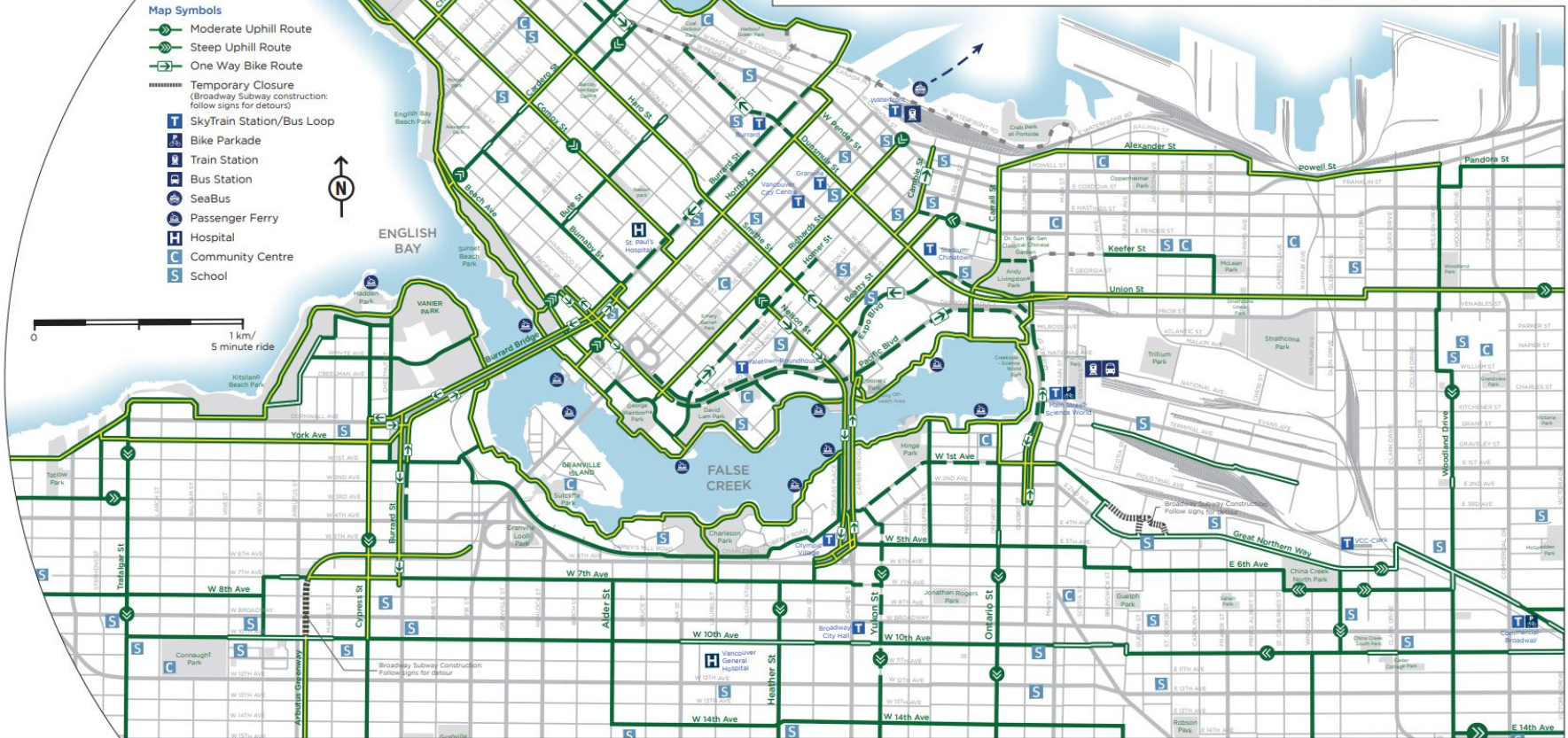
For More Information from the City of Vancouver

- Download the cycling map online vancouver.ca/cycling
- Inquire about bike network upgrades bikeupgrades@vancouver.ca
- Report issues by calling 311 or by using the Van311 app van311.ca
- Learn where people on e-scooters and skateboards can ride vancouver.ca/streets-transportation/electric-kick-scooters



Spring 2023

CYCLING MAP & GUIDE



Mobi by Shaw Go is Vancouver's public bike share system where users can unlock and return bikes to any of the 250+ stations.

- The **Mobi Station Zone** is shown on the map on page 1.
- Mobi now has 500+ e-bikes available at any Mobi station.
- Download the 'Mobi by Shaw Go' App or visit mobibikes.ca to learn more.



Did you know?
Over 5 million trips have been taken on Mobis to date!

mobi | Shaw)Go



Pavement Markings & Signals

- Bicycle**
Indicates a bicycle route or lane
- Bicycle with Arrow**
Indicates the bike route direction is changing
- Bicycle Pathway**
Indicates an off-street cycling pathway
- Shared Pathway**
Indicates an off-street pathway shared by people walking and cycling

- Special Reserved Lane**
Indicates a reserved lane for the devices noted on associated signs or pavement markings. When combined with a bicycle symbol indicates a dedicated bicycle lane. People cycling in the City of Vancouver are allowed to ride in these lanes.
- Sharrow (Shared Roadway)**
Indicates a roadway shared with motor vehicles.

- Crossbike (Elephant's Feet)**
Identifies a crosswalk where people biking do not need to dismount.
- Green Paint**
Highlights potential conflict areas with motor vehicles. Commonly used along protected bike lanes at intersections and driveways.

- Bicycle Box**
Indicates where people cycling should position themselves at a red signal, allowing them to turn left, right, or go straight in advance of other vehicles.



Bicycle Signal
A dedicated signal for people cycling.

- Turning Left Using a Bike Box**
- Go straight through the intersection when the signal is green and wait in the turn box.
 - Proceed left across the intersection when the signal changes.



Register your Bike with Project 529

It's free and takes only five minutes. In the event your bike goes missing, you can notify the police and community to help recover your bike.

For more information, visit: project529.com



Bikes on Transit

Public transit can help you and your bike go further. You can take your bike on the bus, SkyTrain, SeaBus, and WestCoast Express. Electric and folding bikes are also allowed on the system now (with some restrictions).

Bike Parkades
Bike Parkades are indoor bike parking facilities for registered Compass customers and are available in Vancouver at Main Street-Science World, King Edward, Commercial-Broadway, and Joyce-Collingwood.

For more information, visit: translink.ca/rider-guide/bike-and-ride-on-transit



Vancouver Greenways Plan

City Greenways Plan

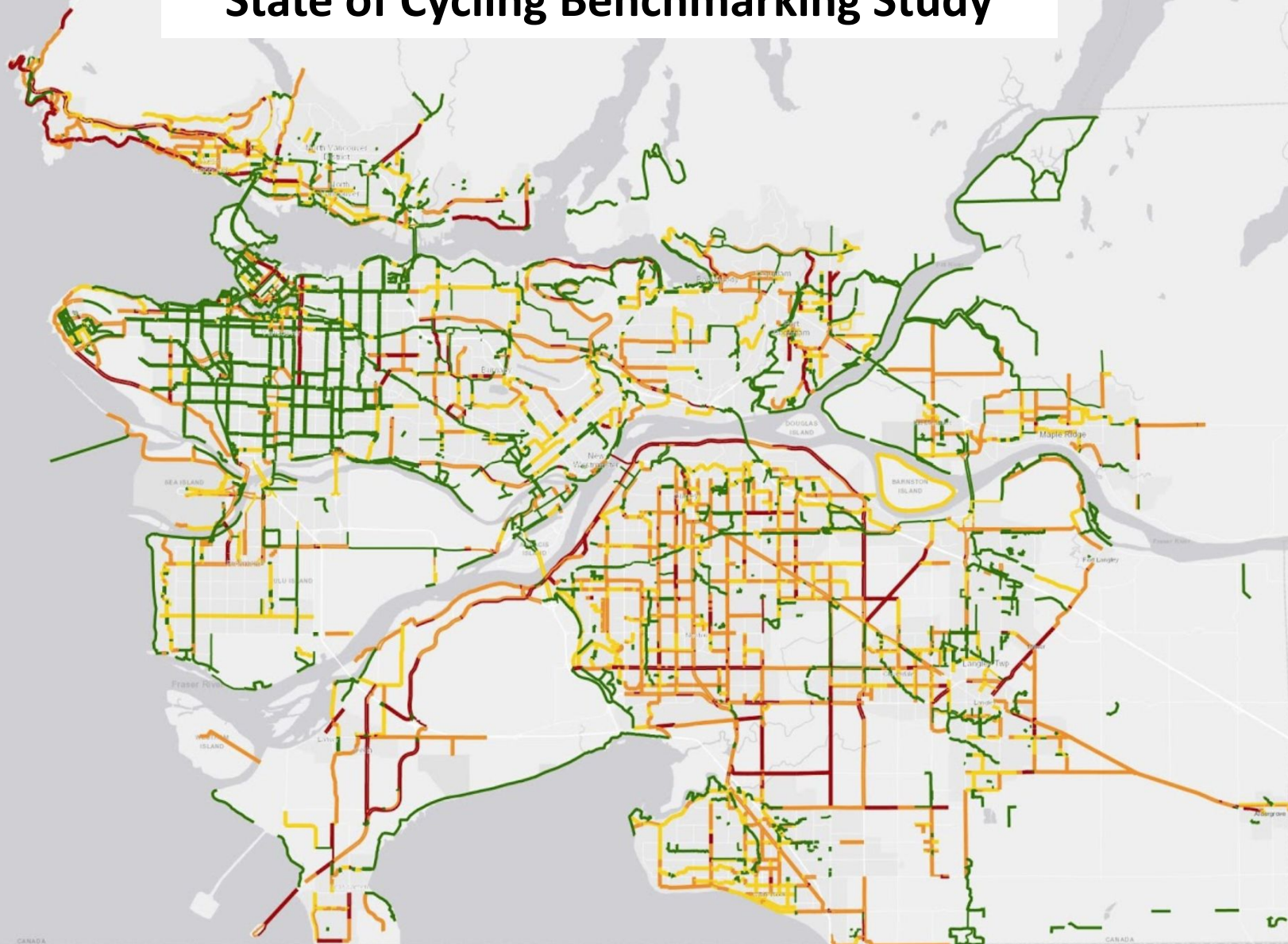
- 1 Seaside
- 2 Lagoon
- 3 Central Valley
- 4 Granville
- 5 Downtown Historic Trail
- 6 Carrall
- 7 Portside
- 8 Midtown Way
- 9 Parkway
- 10 Spirit Trail
- 11 Ridgeway
- 12 Arbutus
- 13 Ontario
- 14 Eastside Crosscut
- 15 Masumi Mitsui
- 16 Fraser River Trail
- 17 City Centre
- 18 Comox-Helmcken

- Greenway
Constructed or in progress
- • Proposed Greenway
Exact route to be determined through
public consultation and detailed study
- Bikeway
Constructed or in progress
- TransCanada Trail



Regional Bikeway Map

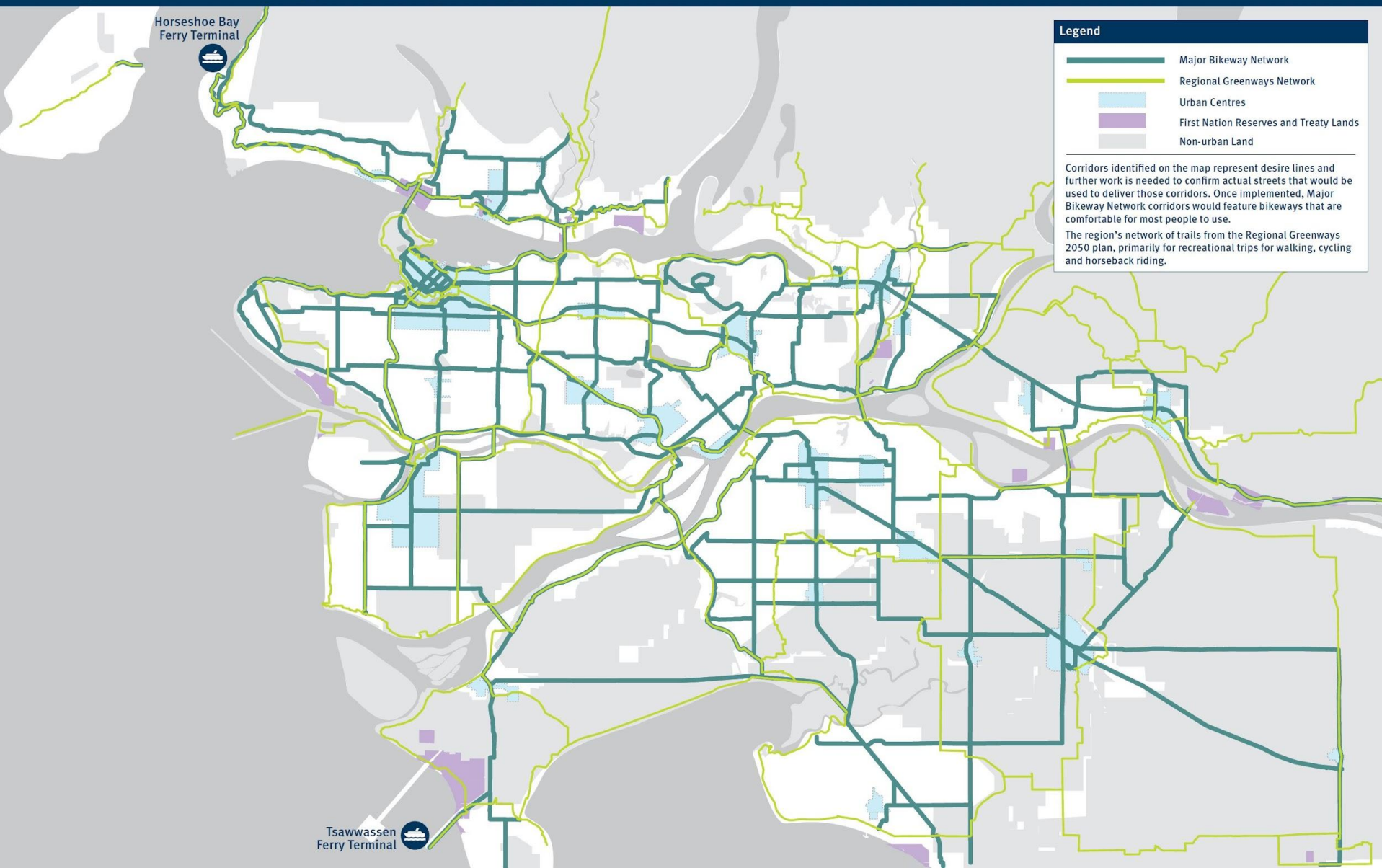
State of Cycling Benchmarking Study



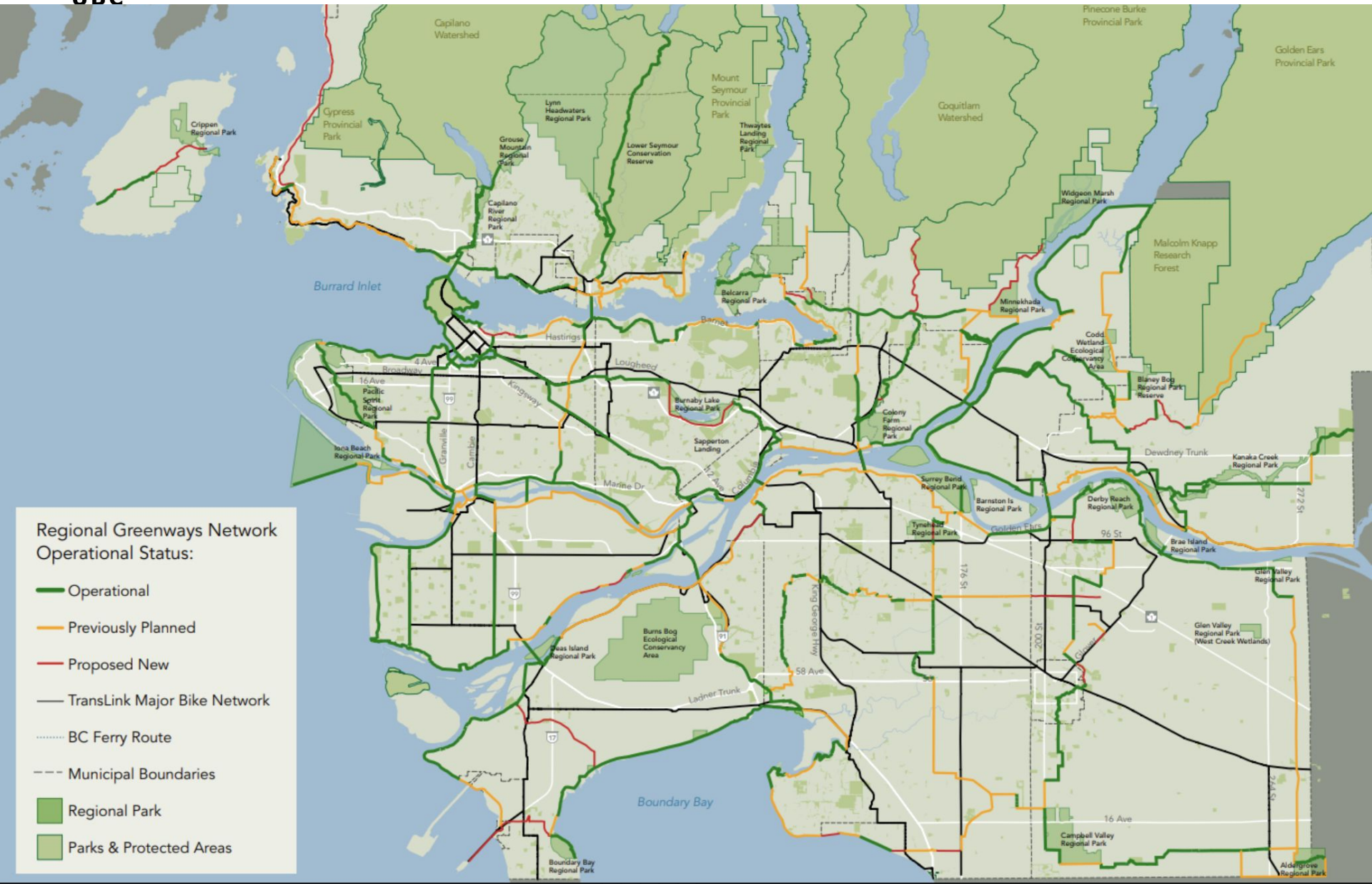


Translink MBN October 2021

Transport 2050 Regional Cycling Network



Metro Vancouver Greenway Plan





VULC Guiding Principles

Choice of infrastructure

Prioritize separated lanes and phase-separated signals over painted markings to assure safety and comfort for people on bikes.

“Paint is not infrastructure”

Choice of location

Prefer areas where people frequently travel, such as commercial high streets, transit nodes, work centers, schools, cross-town routes connecting these destinations, interregional routes, and other desirable destinations.

“Put infrastructure where people want to go”

Choice of route

Cycle routes that are winding and indirect have been shown to discourage cycling and can compromise safety.

“Prioritize direct routes for people on bikes, instead of unnecessarily winding paths”

Help for the vulnerable

Focus on infrastructure that encourages the use of bicycles by vulnerable and equity-deserving riders, and develop safe bypass routes for fast and confident riders.

“New improvements should appeal to people new to cycling, not just avid cyclists”

Infrastructure for parks

Advocate for safe and accessible cycling routes, not just to parks but also inside parks. People on bikes are park users.

“To and through parks”

Equitable advocacy

Consider the diverse needs of individuals and devices, including all ages and abilities, genders, children and families, incomes, backgrounds, people new and experienced in cycling, older people, people cycling with disabilities, and all types of bicycles including e-bikes, cargo bikes, recumbent bikes, hand-bikes, and other useful inventions.

“Equitable advocacy helps everyone”

Fresh ideas

Promote novel ideas like school streets, cycle-permeable parklets and plazas, and car-free blocks to encourage safe and comfortable cycling throughout the city.

“Roads are for people, not cars”

AAA cycling network

Encourage expansion of the AAA cycling network beyond Downtown and the Broadway Corridor, with a specific focus on underdeveloped areas on the south and east sides of the city, and connections to cycle networks in neighbouring municipalities.

“There is more to a city than its downtown”



VULC Guiding Principles (cont')

Speed limits

To enhance safety, lobby for a maximum speed limit of 30 km/h in areas where people driving and cycling share space. At 50 km/h, 80% of pedestrians will die in a collision. At 30 km/h, 85% of pedestrians survive a collision.

"Speeding vehicles endanger people on bicycles"

Bike crashes

Use the term "crash" to emphasize that most accidents are preventable, and call for engineering solutions to reduce them.

"Crash, not accident"

Respect

Practice constructive collaboration with staff and elected officials to achieve long-term goals and maintain respectful and nurturing relationships.

"Work with politicians and staff, not against them"

Theft

Push for safe and secure bicycle parking and end-of-trip facilities. They play a critical role in encouraging more people to cycle regularly. People will choose not to cycle if there is a risk their bike will not be there when they return.

"Bike thieves are everywhere"