

Vancouver-UBC Local Committee

May 18th, 2021

Web Meeting via Zoom

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 co host 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. This gives us a text log for the preparation of our minutes. Test it out before 6:30 pm by letting us know you are online, just enter your first name. This will help us with the 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 use computer audio (microphone and speaker), or dial in separately

Meeting Agenda

- Web Meeting Best Practices
- Welcome, introductions, and announcements
- Guest Presentation – Cycling Considerations at the Oakridge Development
- Updates from Working Group leads
- Consultations Update
- HUB Cycling Regional Advisory Committee (RAC)
 - Massey Crossing Project
- Local Committee Correspondence
- HUB Cycling Board Update – UBC research on cycling efficiency

Welcome and Introductions

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

Announcements

- Please provide [feedback online](#) to the City of Vancouver on how the installed diversions are working on Ontario, Heather, Charles and Glen Drive. Details in the meeting agenda.
- [Go By Bike Week](#) (and also [Bike to School](#)) May 31-June 6. Register to win. Virtual events only this year.
- Proposed Smithe St Bikeway – Please complete the [online survey](#), and show your support
- Any other announcements?

Cycling Considerations at the Oakridge Development

Guest Speakers:

Rui Nunes, Henriquez Partners Architects

Zoe Boal, Pottinger Bird

Updates from Working Group Leads

- Assessment Rides – Jeff, Philippe. All planned rides deferred given current public health guidelines
- Cycling in Parks – Lisa - Progress!
- Arbutus Greenway – Stan – Update to the CoV plan, including short term intersection improvements
- Cargo Bikes and Freight – Sam
- Broadway Subway – Jeff – Detour implemented on the CVG along Great Northern Way (Emily Carr station construction, for the next three years)
- East Van Greenway – Clark

Consultations – Stanley Park Temporary Protected Lane

- Phase 1 implemented with cones and signage (North end of Pipeline Rd to 2nd Beach)



Consultations – Stanley Park Temporary Protected Lane

- No improvements (yet) at the Prospect Point and Ferguson Point parking lot entrances in Phase 1



Consultations – Kits Beach Park Temporary Lane



Finally!



Consultations – Kits Beach Park Temporary Lane



Note the walking path
from the parking lot



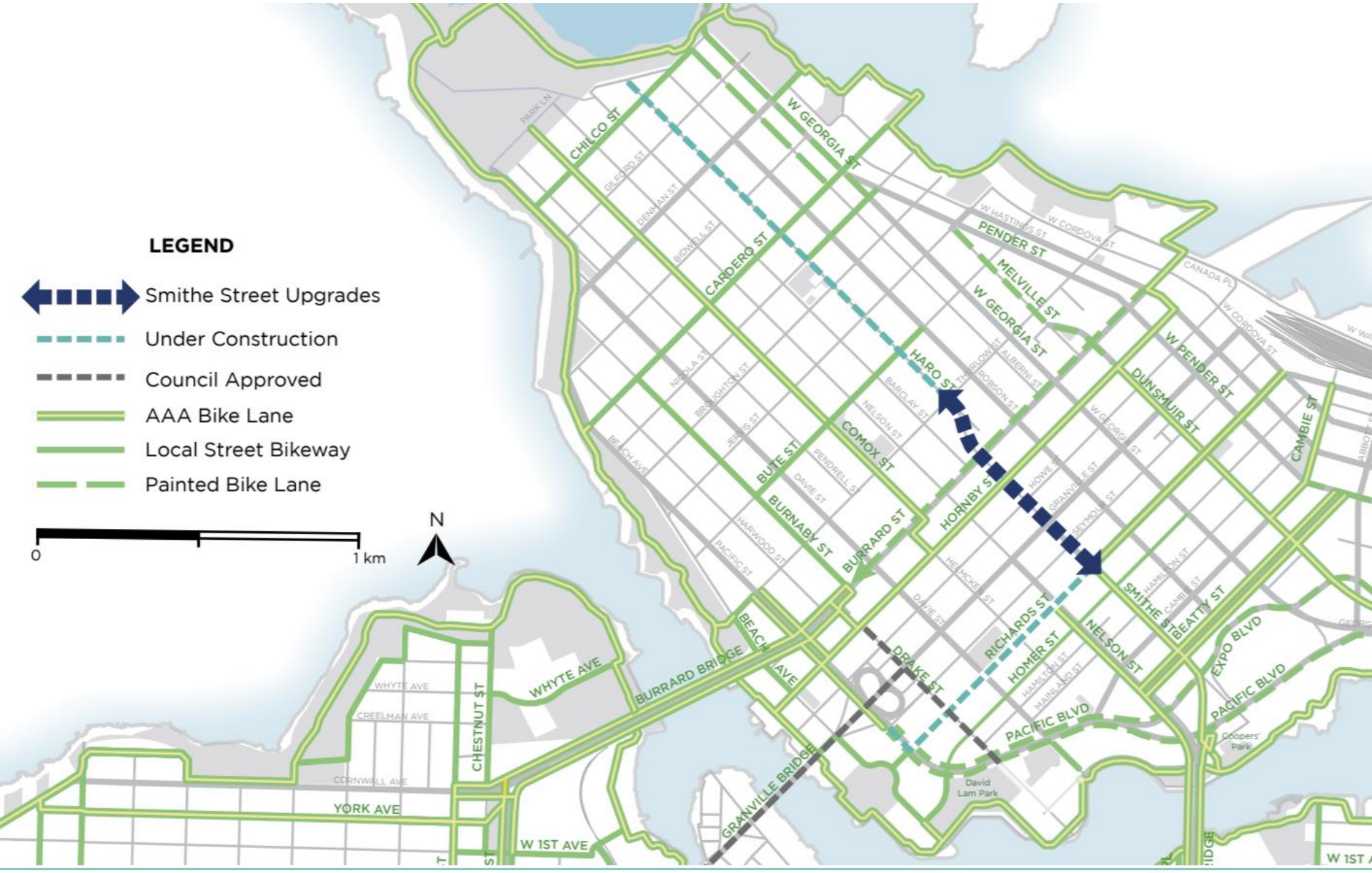
Consultations – Kits Beach Park Permanent Improvements

- The project will establish a separated cycle path that connects Balsam Street to Ogden Avenue across the park.
- Public engagement Round 1 is planned for summer 2021, to gather input on alignment options for the longer term separated path. The public will be asked to describe their priorities, opportunities, and challenges. Staff will develop a preferred alignment for the cycling path.
- Engagement Round 2 planned for winter 2021, focusing on the preferred alignment with a final recommendation presented to commissioners for a decision in late 2021/early 2022

Consultations – Smithe St Upgrades

LEGEND

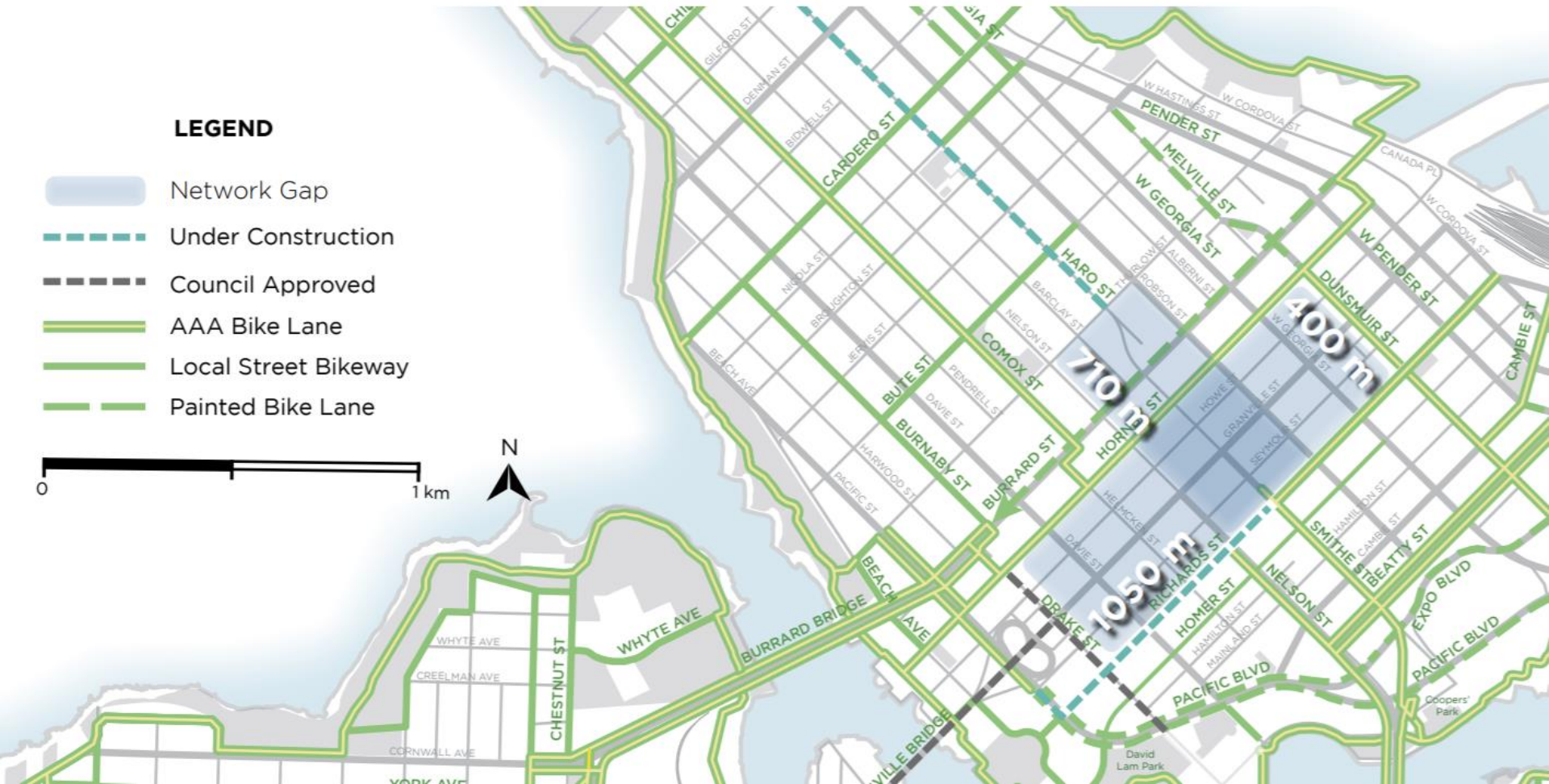
-  Smithe Street Upgrades
-  Under Construction
-  Council Approved
-  AAA Bike Lane
-  Local Street Bikeway
-  Painted Bike Lane



Consultations – Smithe St Upgrades

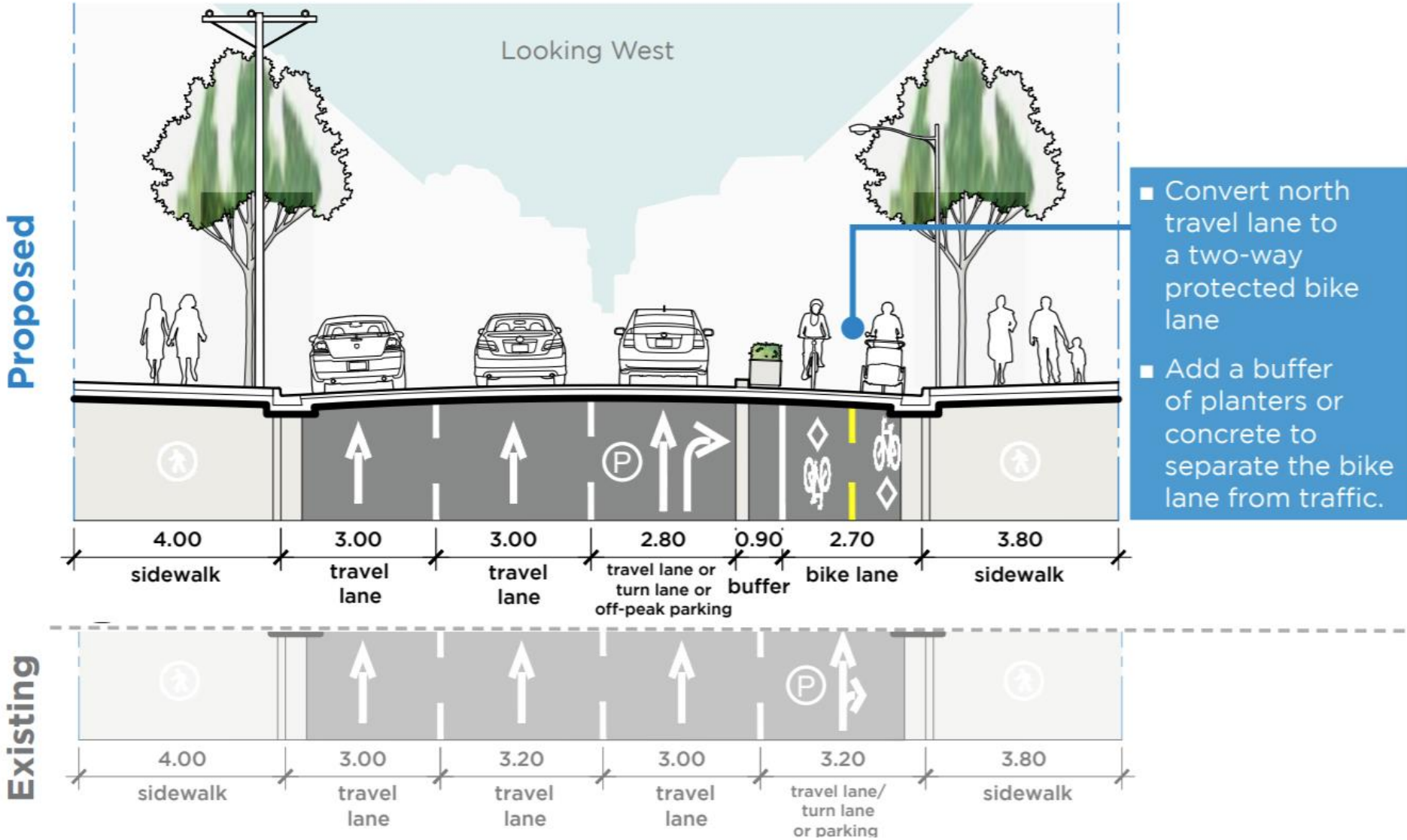
Major gap in the Downtown Bike Network

There is a major east-west gap between a number of existing and future routes in the Downtown Bike Network. There are only two east-west connecting routes - the existing Dunsmuir St protected bike lane and the future Drake Street route. The distance between these two routes is more than 1000m.

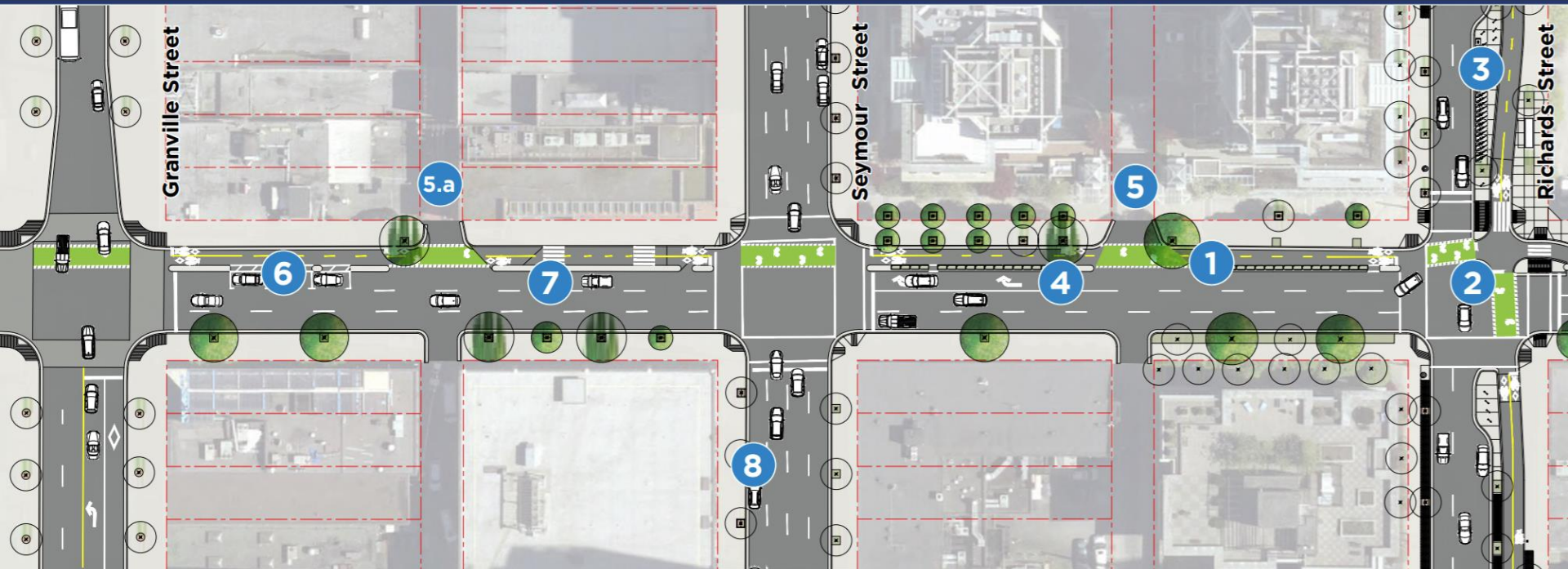


Consultations – Smithe St Upgrades

Richards St to Hornby St



Consultations – Smithe St Upgrades Typical Design (interim)



Note: turn required at Richards St for people on bikes (eastbound)

Consultations – School Streets Pilot

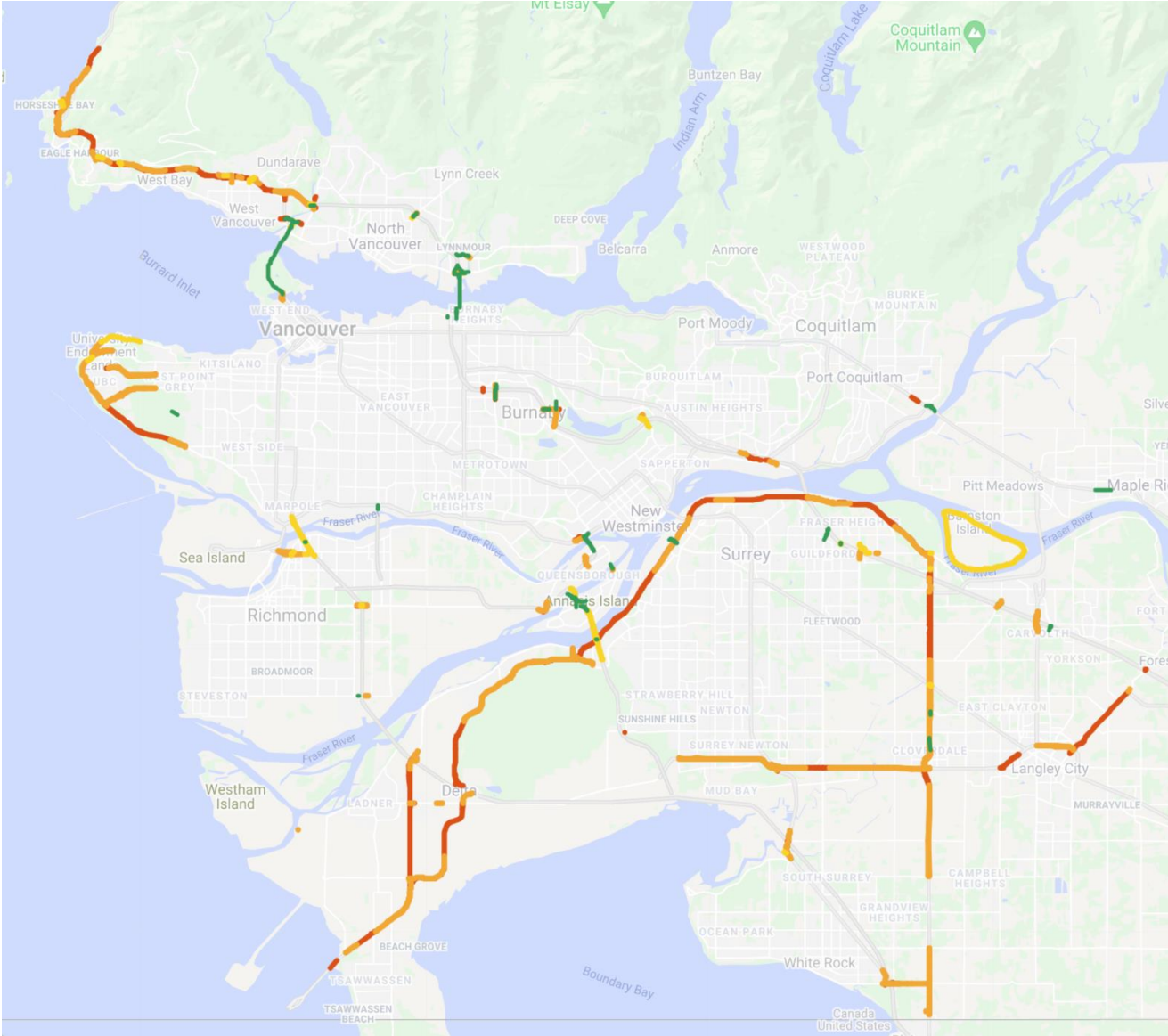
- Three schools participated; Lord Roberts, Van Horne, and Hastings
- Program included barricades to prevent vehicle movements in front of each school, during pick up and drop off times (for 30-45 minutes each)
- Impacts on reducing vehicle traffic volumes
- Next steps in the campaign for safer school streets

Consultations – CoV Cycle Counts

- The CoV is finalizing the 2021 AT Monitoring Count Program
 - Main St (10th to 12th and 3rd to 4th)
 - Water St between Cambie and Abbott
 - Gore Ave between Pender and Hastings
 - Cambie between 7th and 5th
 - E 22nd between Kootenay and Boundary
 - W 16th near Blanca
 - Woodland at 15th
 - Kerr St – multiple locations
 - SE Marine at Matheson
 - 4th and Blanca – four directions
 - 29th at Imperial – four directions
 - Charles at Lakewood – four directions
 - E 20th Ave at Commercial – four directions
 - Dunbar south of 41st
 - SW Marine at Hudson
 - Kent Ave between Ontario and Manitoba

(HUB Requests for additional counts)

Consultations – MoTI Gap List



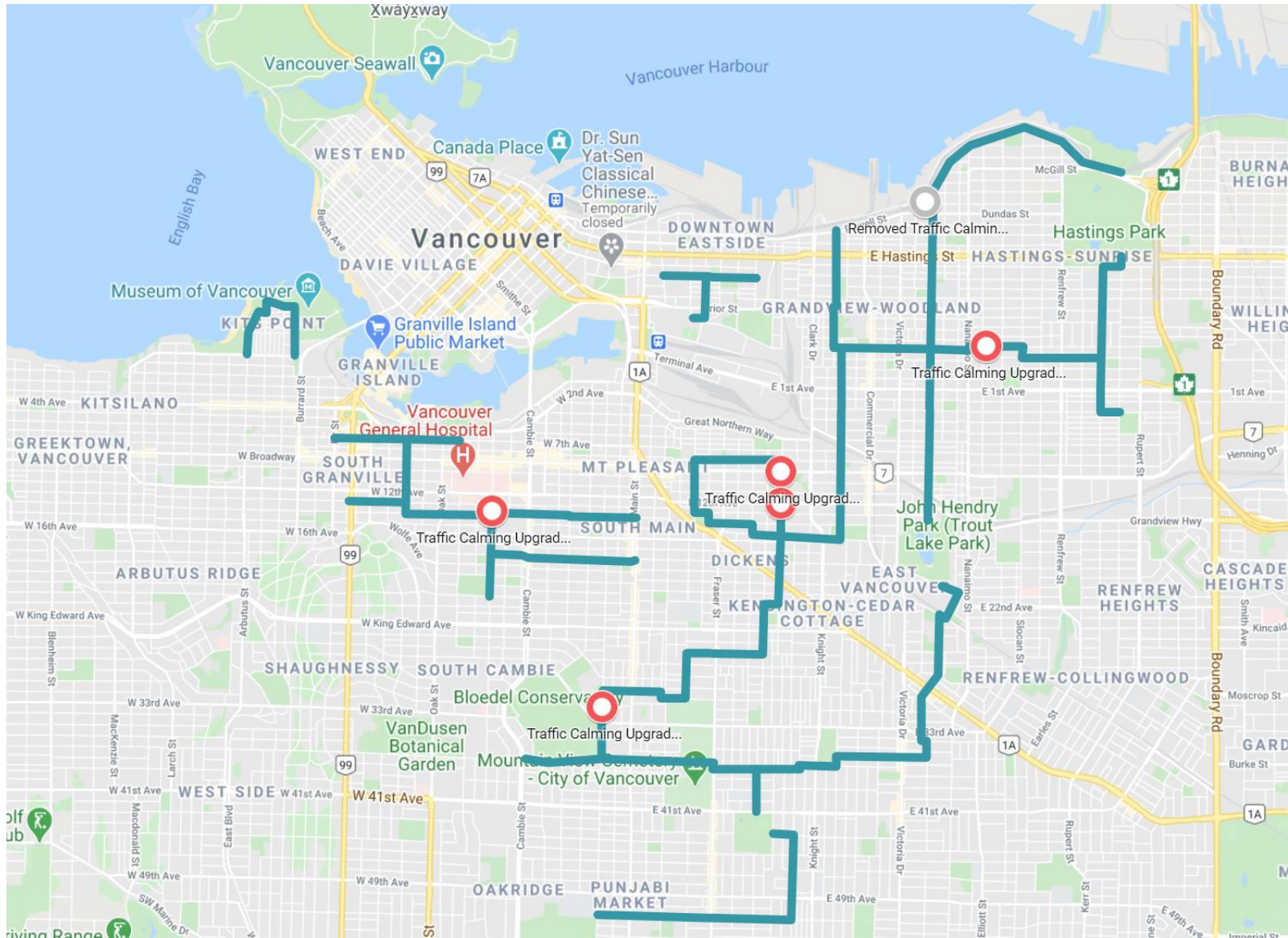
Consultations – Commercial Drive Pedestrian First High Street Motion

- Moves that Council support the vision of a Pedestrian First High Street
- A slow street shared by all users, a stop and shop model
- Widened sidewalks, enhanced crosswalks
- Enhanced bike locking infrastructure and east-west cycling connections
- Reduced travel lanes south of 1st
- No mention of cycling infrastructure along Commercial Drive, including where it is wider south of 1st.
- This motion does not respect T2040, the GW Community Plan, or the CoV Complete Street Framework.

Consultations – Slow Streets

- Feedback has been requested from the City on how the installed (concrete) diversions are working for traffic calming. As there is no formal engagement program, the CoV will rely on feedback received. Make your voice heard! [CoV Survey](#)

Consultations – Slow Streets and CoV Feedback on Traffic Calming Diversions

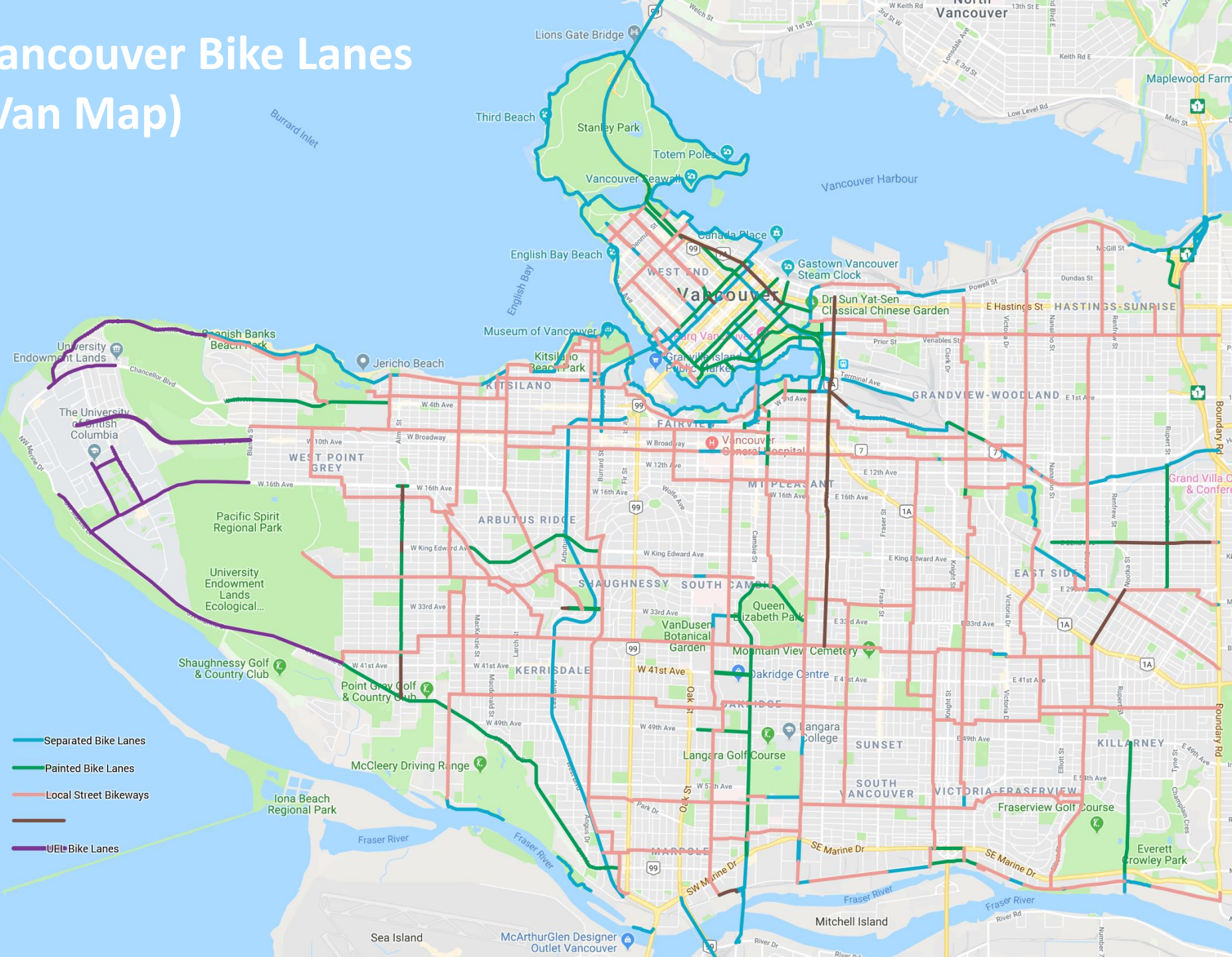


Various Updates

- Regional Advisory Committee – Massey Crossing Project - Active Transportation plans
- Local Committee Correspondence – gap on the Hillcrest Bikeway at Windsor; the Wesbrook cycle lane at UBC; study published on the Comox-Helmcken Greenway and its impact on cycling trips; Jack Becker's recent passing
- Board Update – Presentation from Prof. Alex Bigazzi (UBC) on his cycling studies with a focus on energy efficiency, equipment type, electric assists, and the impact of all of those on route selection

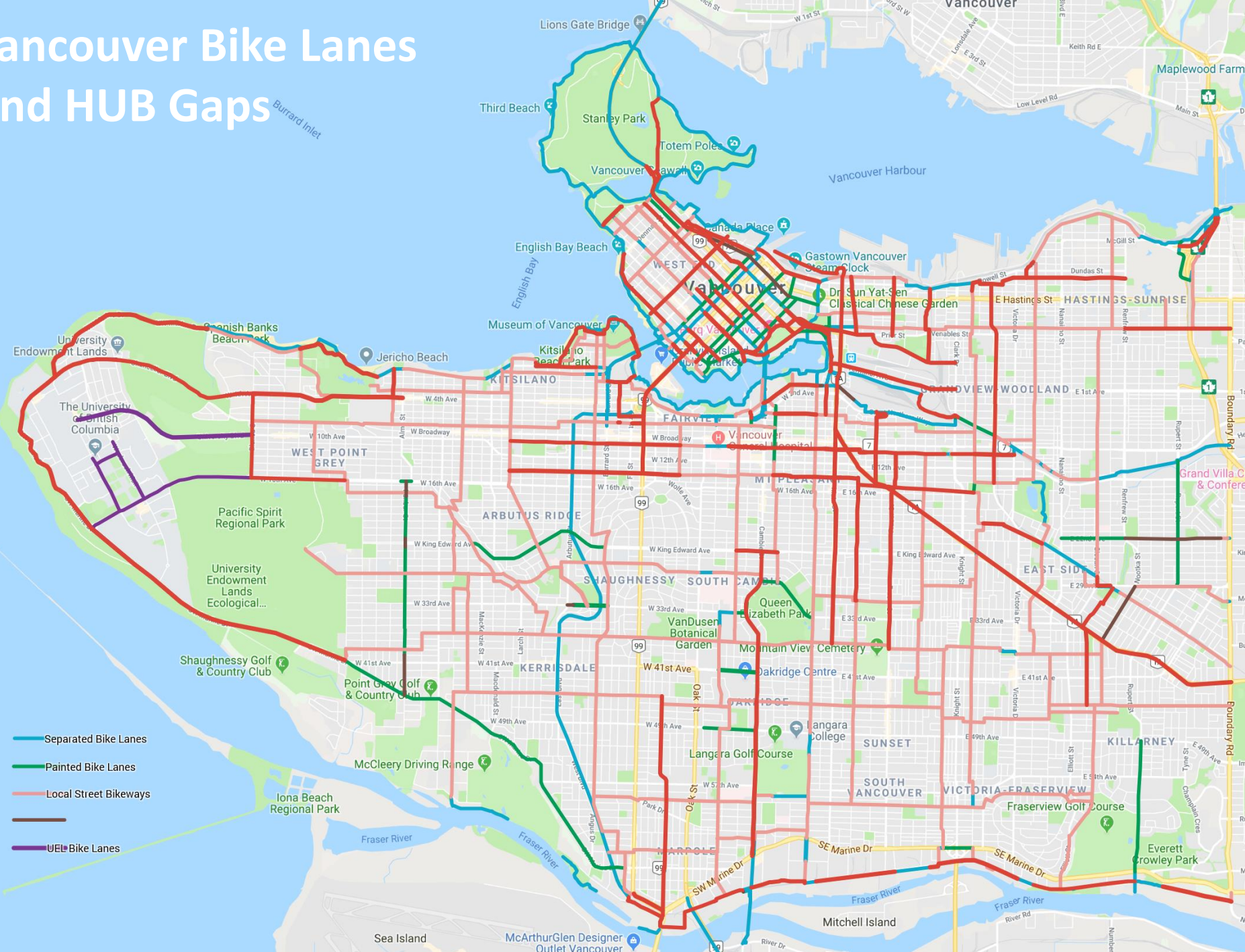
Appendices

Vancouver Bike Lanes (Van Map)

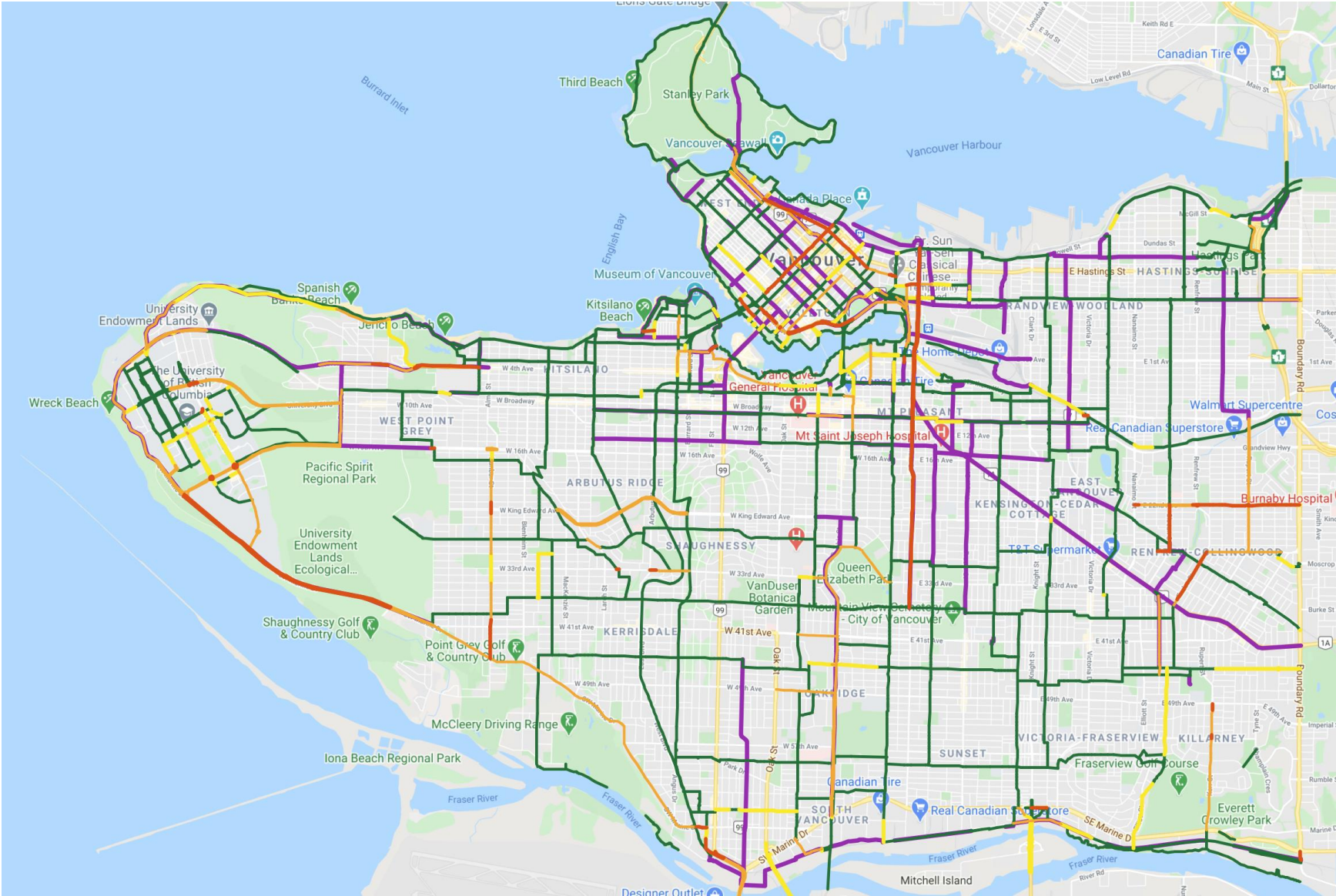


- Separated Bike Lanes
- Painted Bike Lanes
- Local Street Bikeways
- UEL Bike Lanes

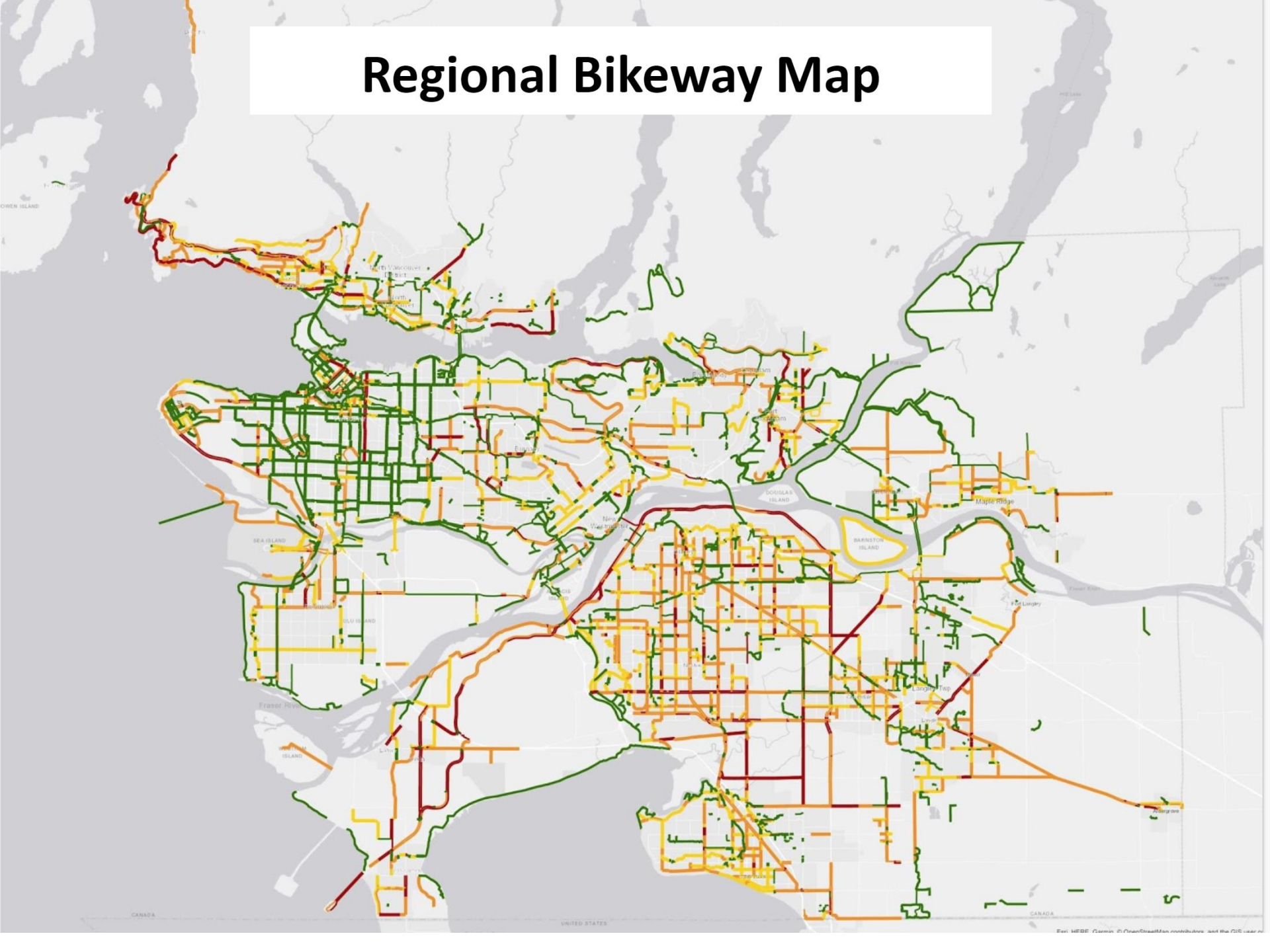
Vancouver Bike Lanes And HUB Gaps



Prototype Gap Maps with SoC Route Data



Regional Bikeway Map



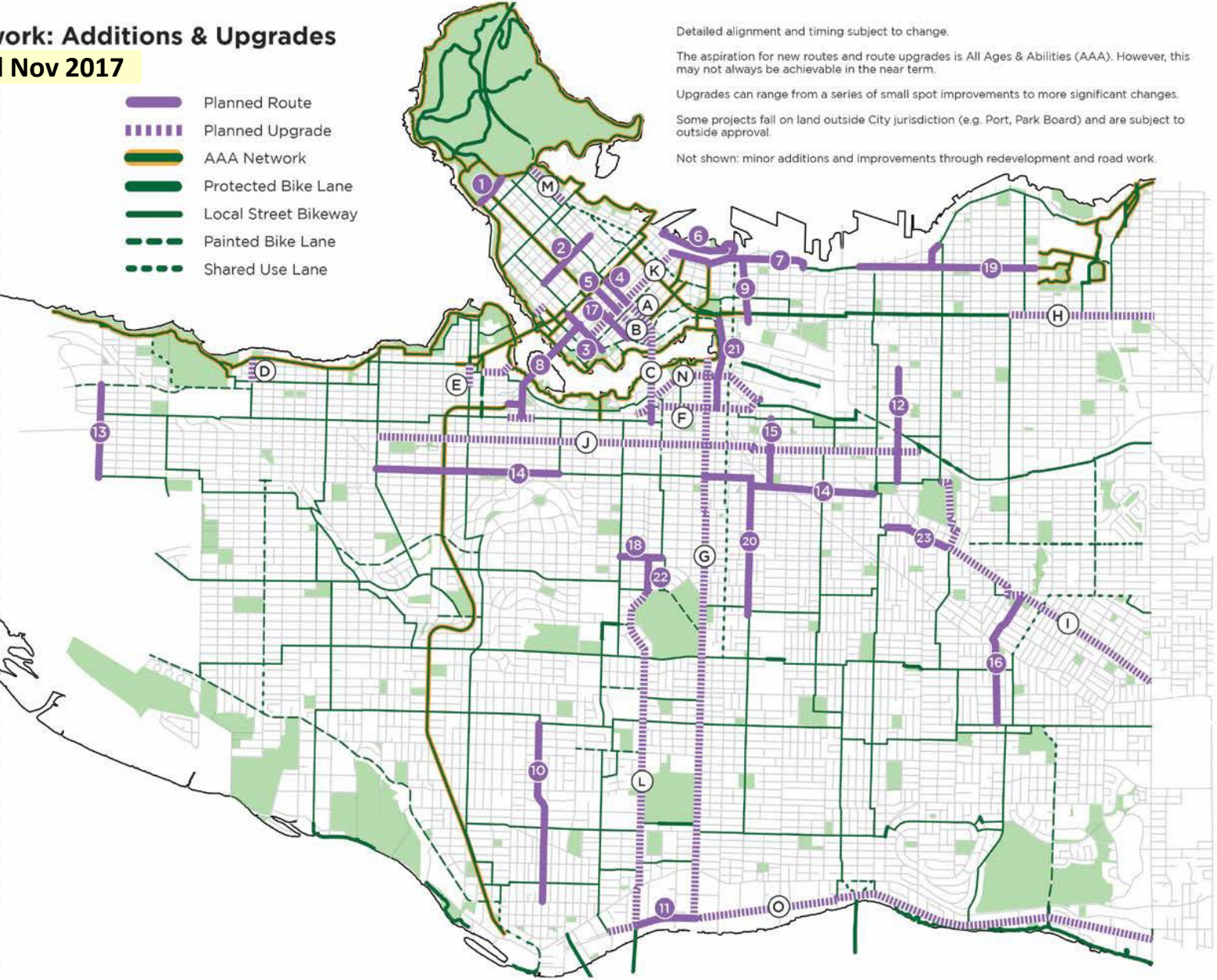
5-Year Cycling Network: Additions & Upgrades 2018-2022

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.

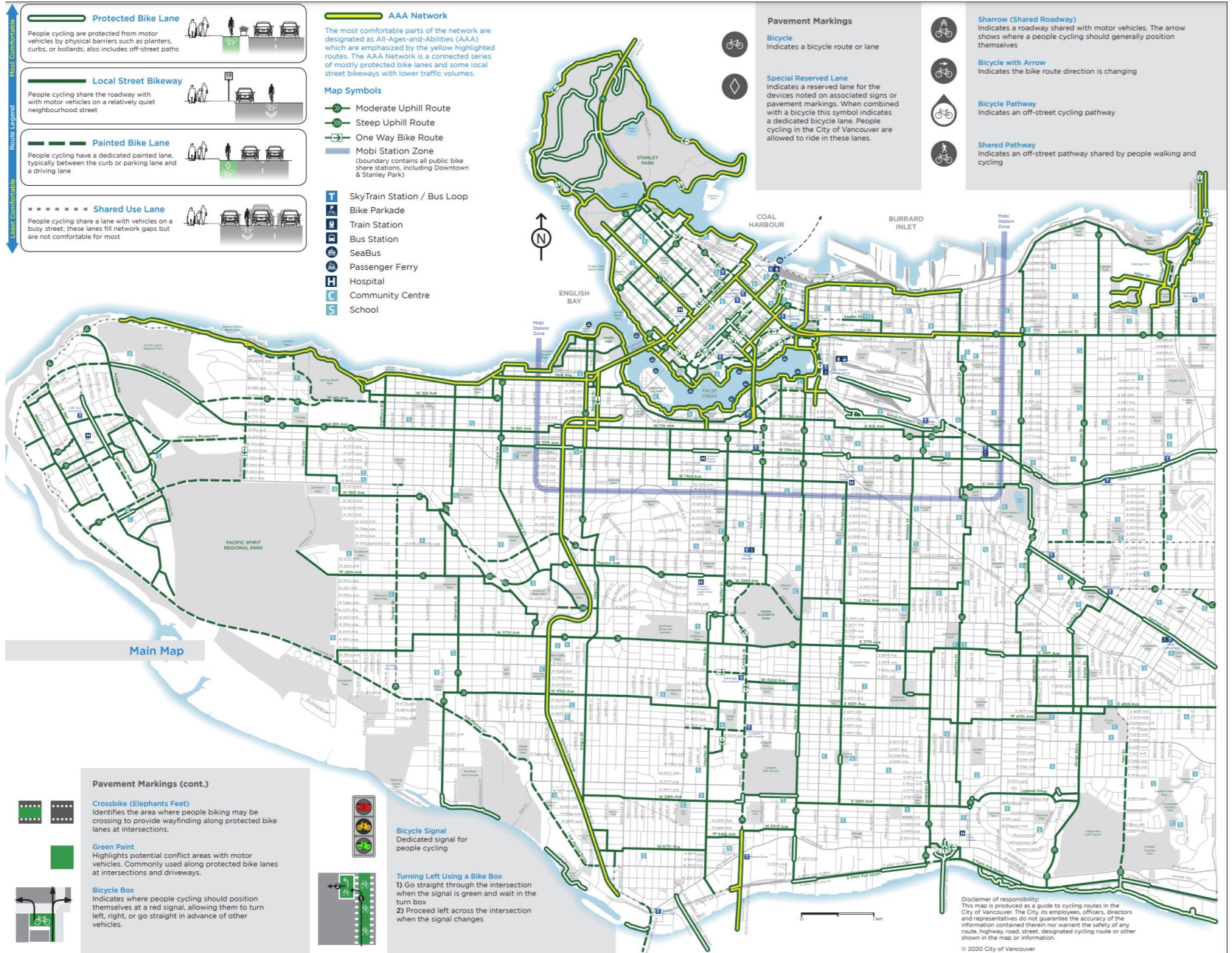
Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smithe
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
13	Blanca
14	14th Ave
15	St. George Rainway
16	Duchess-Wales*
17	Helmcken
18	King Edward
19	Pandora-Semlin
20	Prince Edward
21	Quebec
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

CoV Cycling Map – Fall 2020 Update



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 vehicles on a busy street; these lanes fill network gaps but are not comfortable for most

AAA Network
The most comfortable parts of the network are designated as All-Ages-and-Abilities (AAA) which are emphasized by the yellow highlighted routes. The 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
 - 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

- Pavement Markings**
- Bicycle**
Indicates a bicycle route or lane
 - Special Reserved Lane**
Indicates a reserved lane for the devices noted on associated signs or pavement markings. When combined with a bicycle this 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. The arrow shows where a people cycling should generally position themselves
- 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

Pavement Markings (cont.)

- Crossbike (Elephants Feet)**
Identifies the area where people biking may be crossing to provide wayfinding along protected bike lanes at intersections.
- 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.

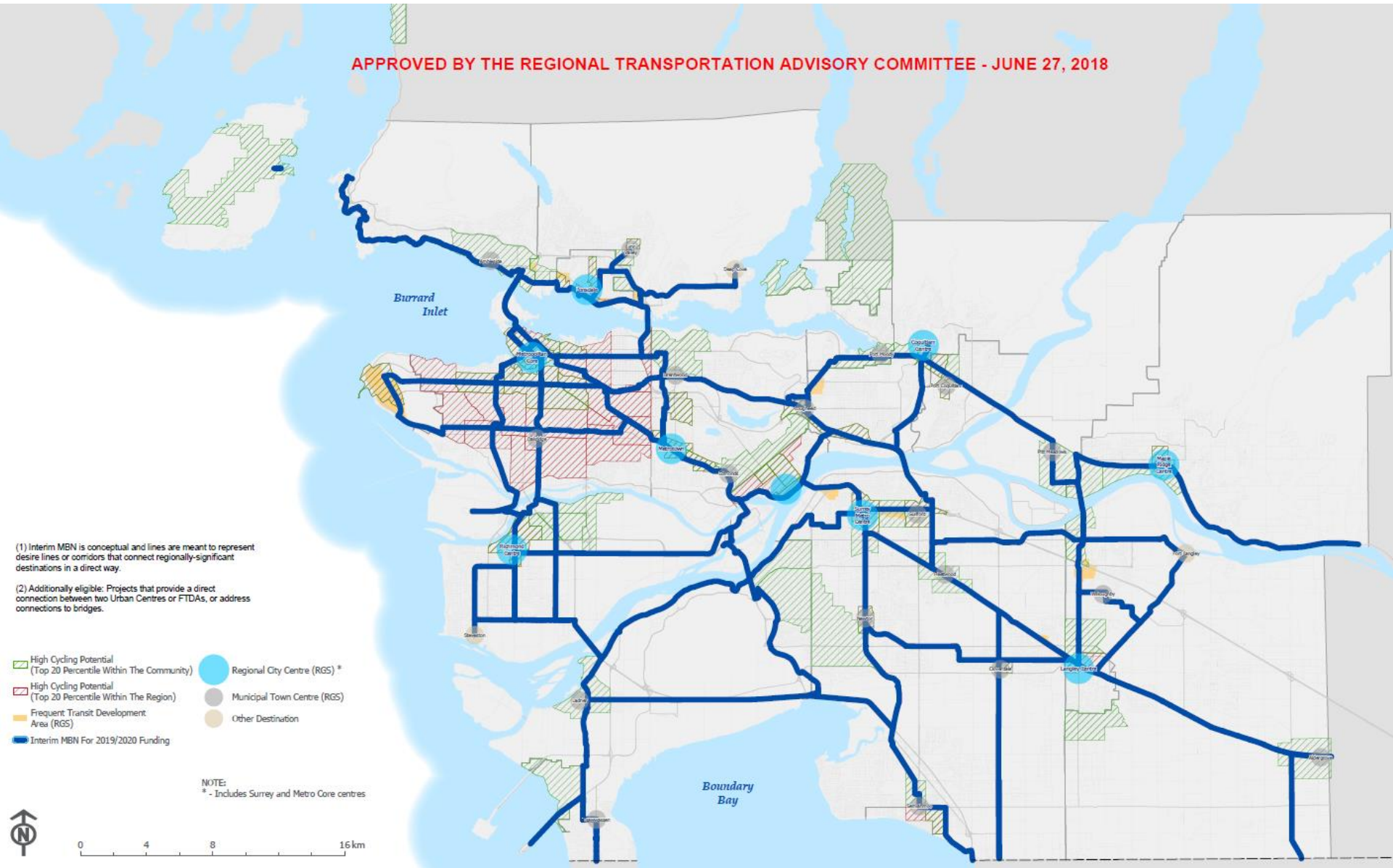
- Bicycle Signal**
Dedicated signal for people cycling

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

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 any route, highway, road, street, designated cycling route or other shown in the map or information.
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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 (MGC)
- Other Destination

NOTE:
 * - Includes Surrey and Metro Core centres



Metro Vancouver Greenway Plan

