

Vancouver-UBC Local Committee

February 18, 2025

Virtual Meeting



www.bikehub.ca/vancouver-ubc



VULC Meetings



Active listening

Pay close attention to what others are saying and avoid interrupting



Respectful language

No personal attacks, name-calling or dismissive language



One speaker at a time

Wait for someone to finish their point before making yours



Be concise

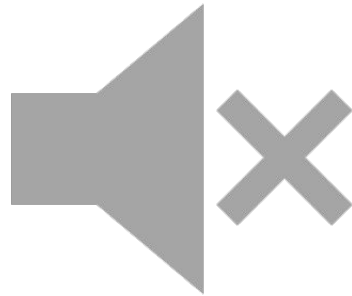
Get your question or comment across clearly and efficiently



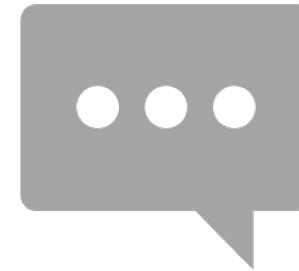
Respect the chair

The chair is responsible for making sure all agenda items are covered in a timely fashion, and discussion of certain items may need to continue outside of the meeting

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 January meeting
- Anything to add to the agenda?

Meeting Agenda

- Introductions and land acknowledgement
- Agenda, Action Item Review, Announcements
- Updates from Working Group Leads
- Deep Dive - the Rupert and Renfrew Station Area Plan
- Consultations/CoV Updates
- Van UBC LC Annual Action Plan
- Van UBC LC Correspondence/Meetings
- HUB Cycling Board/RAC update
- Meeting Adjourns (8:00 pm)

Action Items 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.
- Create and circulate VULC membership survey (done)

Announcements

- Adam Hawk has a [petition](#) (currently with 3,220 signatures) calling on CoV staff to improve safety for cycling by following through on the CoV 2017 commitments related to local street bikeways. These changes are within the existing mandate of the City Engineer.
- The HUB Cycling Bike Awards will be held March 8th



Working Group Updates

Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony – We are planning on recommencing assessment rides over the coming months. No rides are scheduled this month.
- Cycling in Parks – Luke, Sophia – Leadership transition in progress
- Arbutus Greenway – Stan – King Ed intersection, 41st intersection
- Broadway Subway – Anthony – No update
- Elections Working Group – Lisa, Kay - update
- NE Quadrant Greenway – Clark – update, connection to the Rupert/Renfrew Station Area Plan
- Social Rides - Anthony – We are planning on recommencing social rides. No rides are scheduled this month (see following slide)
- Secure Bike Parking – Eric – update (see following slides)

Social Rides 2025

Social rides are:

- Social!
- Casual pace (15 km/h avg or less)
- Target 20 km loops, 2ish hours total
- No-pressure: join/drop as needed
- Your chance to see parts of Vancouver you might not necessarily be familiar with
- Not assessment rides
- Weather agnostic (except for snow/ice)
- Every month or so



Questions:

- Day of the week? Previously Sundays (Winter) or Tuesdays (Summer)
- Time of day? Previously: Sundays 10am, 11am, 1pm; Tuesdays: 7pm
- Where? Routes? Destinations?
- Suggestion: Sunday, March 23rd, 1pm



Secure Bike Parking Outreach Projects **Concept**

HUB Cycling and Business Improvement Association (BIA) Cooperation

Put out the Welcome Mat to Cyclists

Request a Free Bike Rack for Your Business

Secure bike parking at your business converts passing cyclists into paying customers.

Click [Van311](#) or Call 3-1-1 to request free bike racks.

Sponsored by:

Your [Business Improvement Area](#) (BIA), [HUB Cycling](#), and [529 Garage](#)



Secure Bike Parking Outreach Projects **Concept**

Stop-to-Shop Bike Check

Shoppers, tourists and casual visitors on bikes stop-to-shop where secure bike-check services are offered

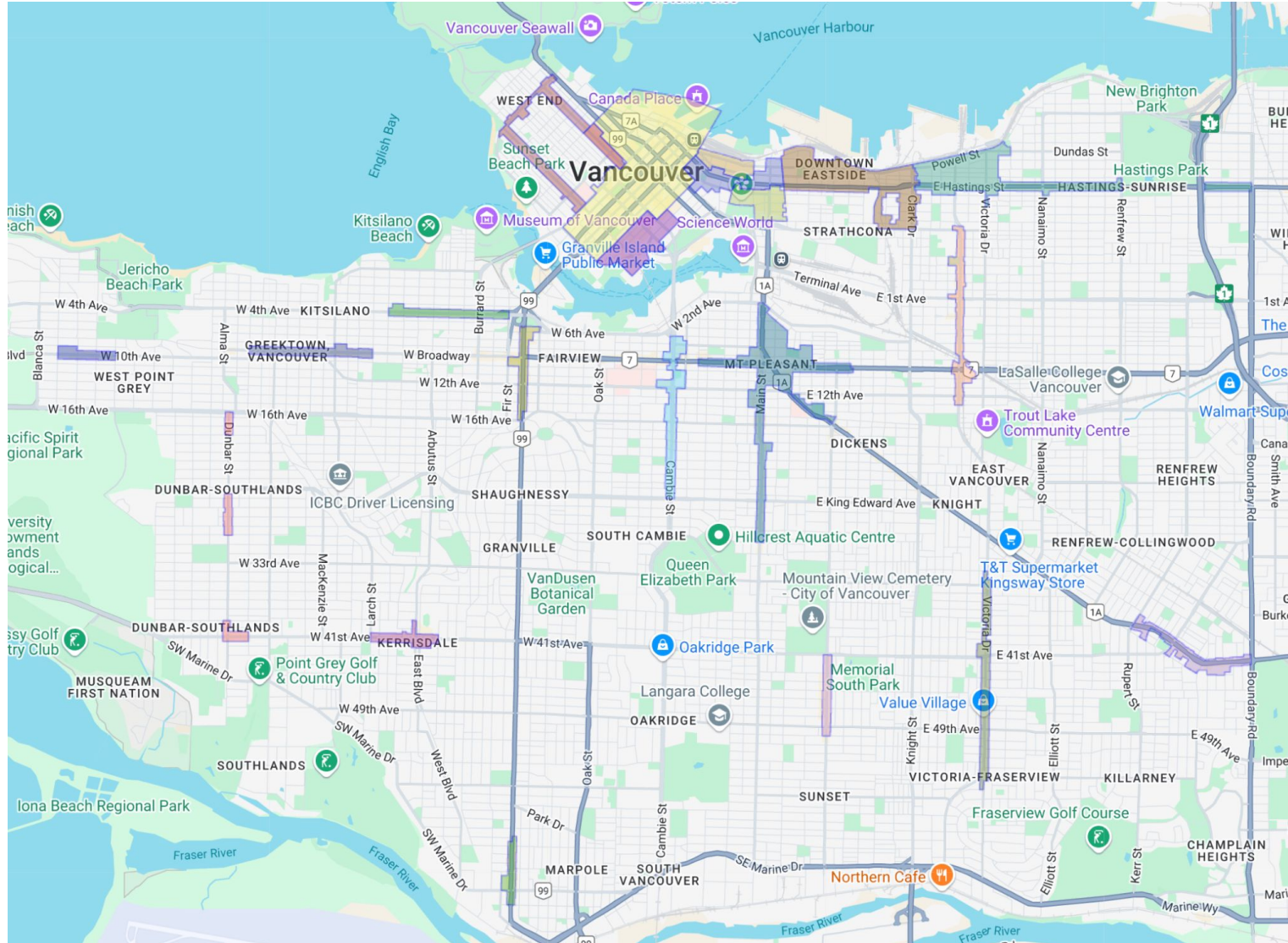
Locals on bikes return to shop and socialize at destinations offering Bike-Checks

[The Bicycle Valet](#) and _____ provide event, seasonal and year-round Bike-Check services in Vancouver




Sponsored by: Your [Business Improvement Area](#) (BIA), [HUB Cycling](#), and [529 Garage](#)


Secure Bike Parking Outreach Projects



Secure Bike Parking Outreach Projects **Concept**




Your Cycling Connection



Free Garage 529 Bike Registration today at the HUB CPC tent

Why register:

- *text*
- *text*
- *text*



Mike's Bikes

15% Discount on any Secure Bike Parking accessory with This Tag



bikehub.ca/join

Your Cycling Connection

Become a lifetime member for just \$10



Secure Bike Parking Outreach Projects **Concept**

HUB Cycling and Community Policing Centre (CPC) Cooperation

On warm afternoons and evenings over the summer months, CPC Volunteers and HUB Cycling Volunteers will host outreach events at local parks and community events.

While CPC volunteers provide free 529 Garage bicycle registrations, we'll walk around meeting people on bikes, distribute printed material and hang handle-bar tags promoting 529 Garage, HUB Cycling activities, and safe bicycle parking behaviours, while providing sponsorship opportunities to local bike shops offering discounts on safe locking devices.





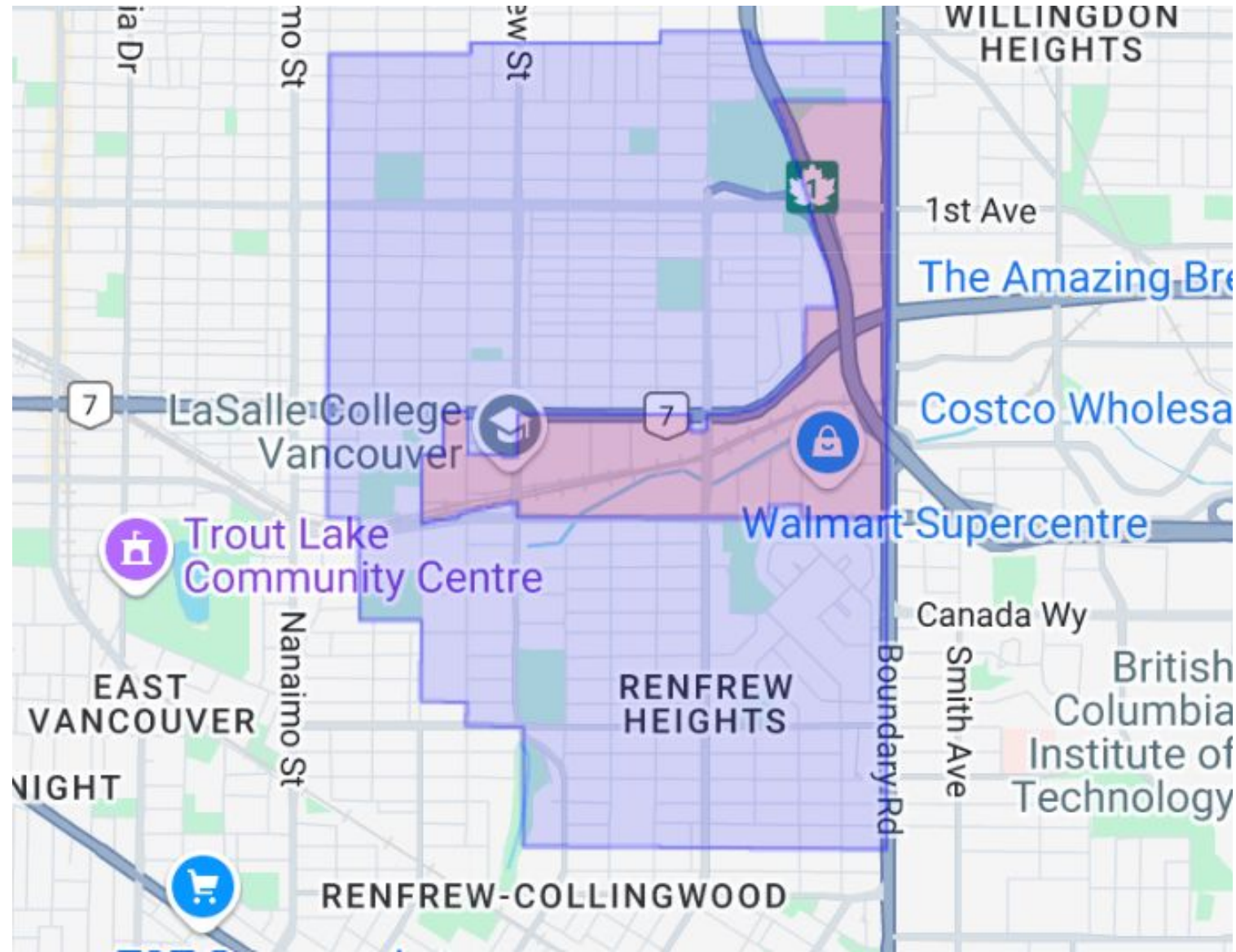
Deep Dive The Rupert and Renfrew Station Area Plan



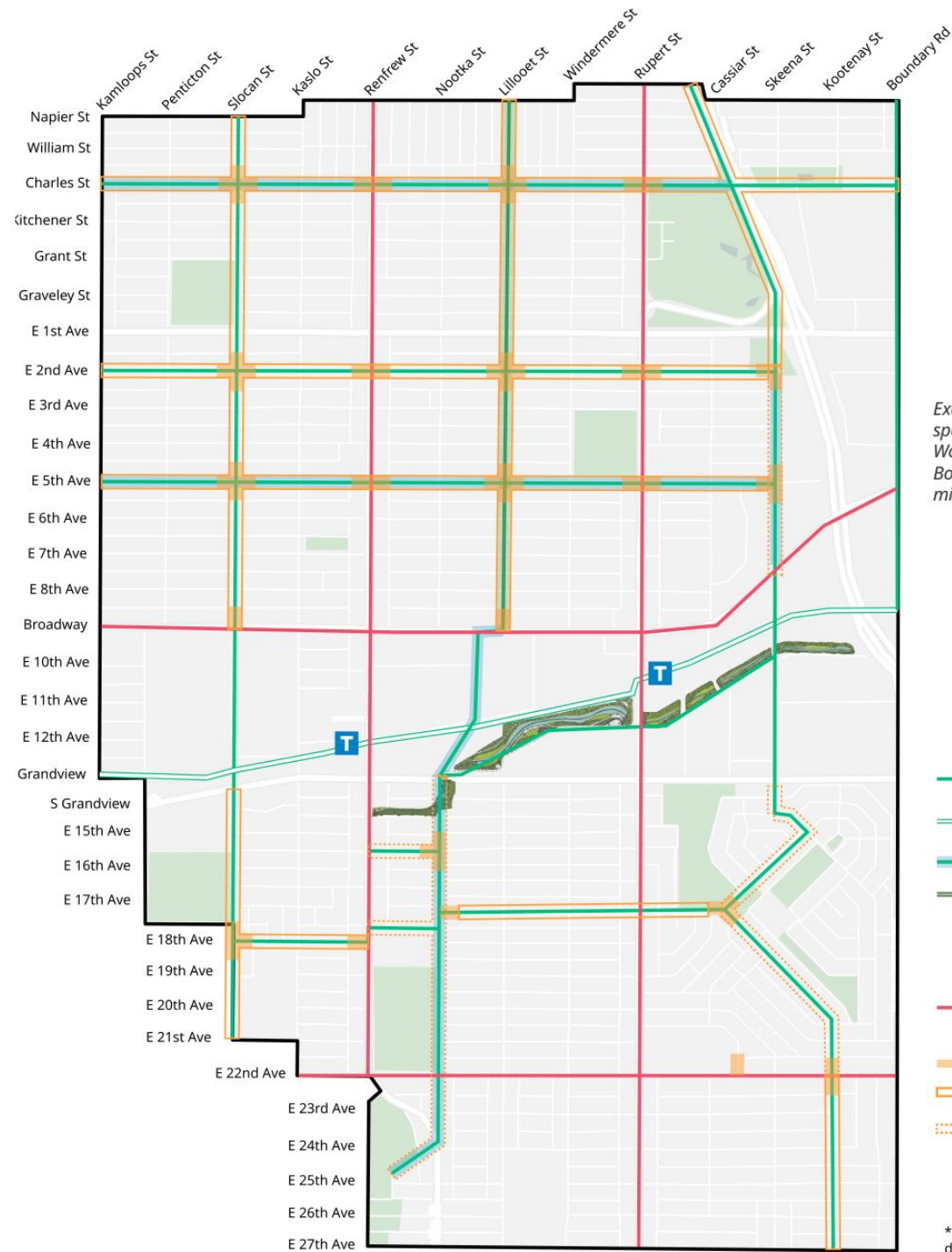
Rupert and Renfrew Station Area Plan

- We are now in Phase 4 of this planning process, with a final plan due to be presented in the summer of 2025
- This plan is based on the city-wide Vancouver Plan (2022)
- It addresses land use, including housing, job space, transportation, public spaces, and other amenities
- Transportation topics include support for enhanced safe routes for AT, including greenways, and matching infrastructure to planned higher density areas
- People-first streets include complete street features, protected active lanes, new traffic signals, secure bike parking, etc

Rupert and Renfrew Station Area Plan



Road Space Reallocation



Examples of road space reallocation. Top: Woodland Drive Bioswale. Bottom: Plaza and shared micromobility station

-  Future Greenway
-  Central Valley Greenway
Existing car free
-  Greenways and Blue Green Systems
-  Still Creek
-  Complete Streets*
Protected active lanes, public transit facilities, and enhanced public realm
-  Future Car-Free Greenway (10 Years)
-  Future Car-Free Greenway (25+ Years)
-  Future Partial Car-Free Greenway (25+ Years)

*Up to half of the complete streets are anticipated to be delivered during this 25-year plan.



Consultations



Consultations

- Seaside Greenway Detour at East Park
- Chilco Water Supply Tunnel Project (Metro Van)
- Granville St (Entertainment District) Planning Process
- King Edward Bike Lanes (west of Macdonald)
- Granville Connector work progressing (see photos)

Seaside Greenway Detour at East Park

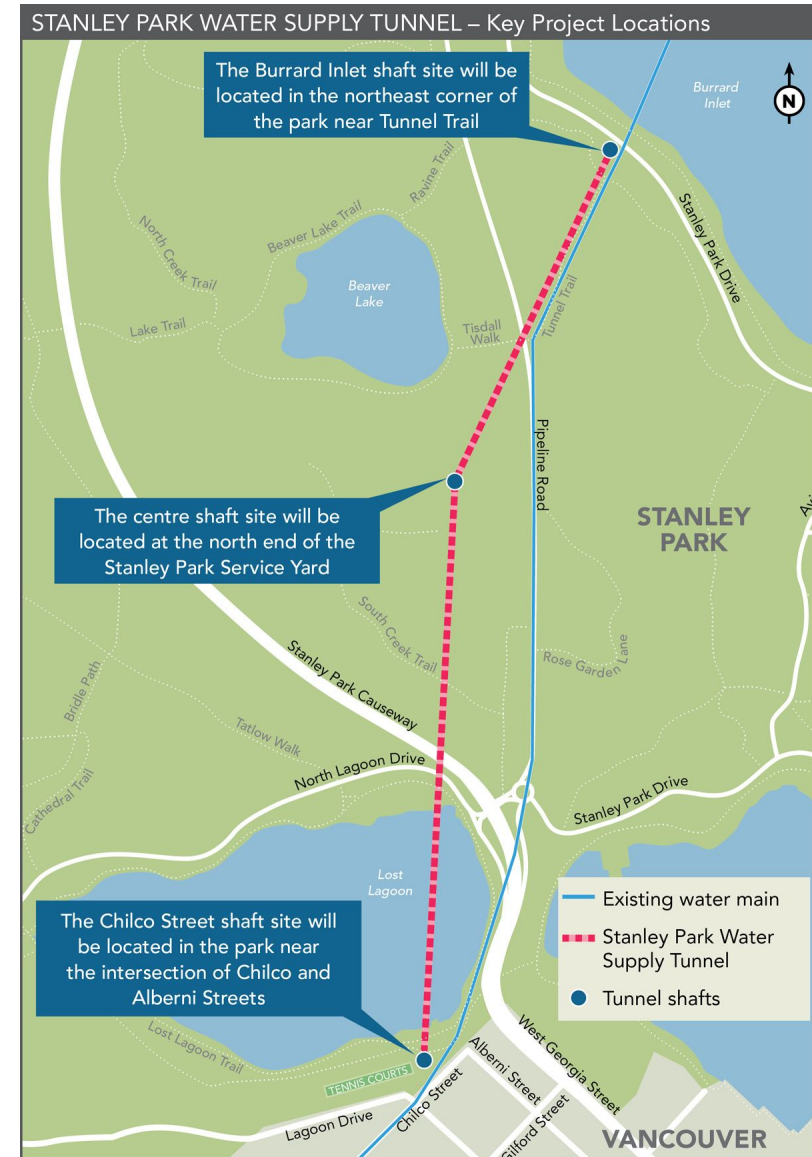
- Indefinite closure due to structural issues with the Expo deck
- Deconstruction planned for 2028-2032 (next capital plan)
- Dismount or cycle slowly on the shared pedestrian path between Ontario and Switchman streets
- Science World south parking lot remains open, with an attendant to support safe access

Seaside Greenway Detour at East Park



Chilco Water Supply Tunnel Project

- Construction is commencing at the Chilco St shaft site
- Temporary walking and cycling paths at Chilco St.
- Construction will also take place at the north end, at the Burrard Inlet shaft site where Park Drive will be reduced to one lane



Granville St Planning Process

- The plan is expected to be finalized in spring 2025
- Project scope covers from the Granville Bridge to Waterfront Station, including the Bridgehead, the Entertainment Core, the City Centre, and the area around Waterfront Station
- Pedestrian Priority, but plan references cycling on Granville
- Plan will address transit route shifts to Howe St and Seymour St
- Plan phases include actions for the immediate term (0-5 years), medium term (6-10 years), and long term (11-20 years)
- A [survey](#) is open until February 23
- More information is available on the [Display Boards](#) here

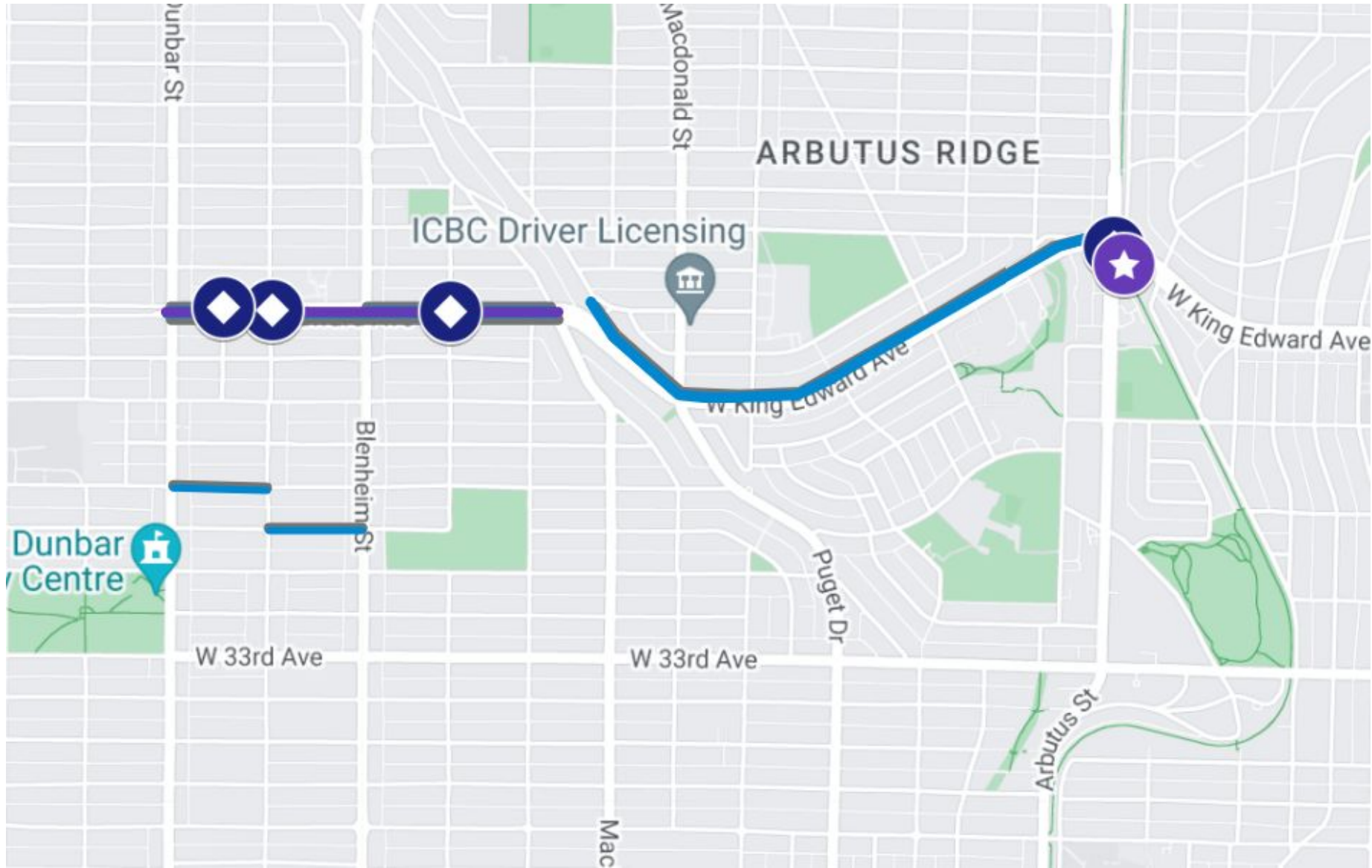
Granville St Planning Process



King Edward Bike Lanes (west of Macdonald)

- Planned work includes water, sewer, and street infrastructure upgrades from Arbutus St to Dunbar St
- A bike lane was planned between Quesnel Drive and Dunbar St. as part of this work.
- Based on community pushback, the design of the bike lane has been changed to a painted bike lane immediately next to the travel lane, instead of a parking protected bike lane
- Bike lane painting is planned for when the weather permits

King Edward Bike Lanes (west of Macdonald)



Granville Connector Progress



Anticipated consultations/reports

- Civic District (incl 10th Ave between Cambie & Yukon)
- Gastown Pedestrian Streets
- Portside: Wall St preferred design option
- Burrard Slopes Park preliminary concept plans
- Killarney neighbourhood traffic management

VULC Annual Action Plan

- Every year we prepare an action plan by March 31
- Our successes in 2024 included continued strong attendance; holding four assessment rides; the work of the elections working group; ongoing discussions with CoV engineering staff; and updating our priority gap list and map
- In 2025 we plan to focus on improving committee functioning and strengthening our working groups, while increasing the visibility of our advocacy work
- We plan to strengthen our relationships with other advocacy groups, including Vision Zero, Movement, and Strong Towns
- Other ideas for inclusion in our plan

VULC Membership Survey

Section 1 of 7

2025 VULC Goals, Directions, Activities

Some navel-gazing so we can plan for the coming year. Help us shape future Committee meetings!

The survey is anonymous and doesn't require a log in, but there are a few "I'm interested in volunteering for X" responses, and if you select those, please send an email to vancouver@bikehub.ca to tell us who you are and what you're interested in helping with.

RULE #12 // The correct number of bikes to own is $n+1$.

While the minimum number of bikes one should own is three, the correct number is $n+1$, where n is the number of bikes currently owned. This equation may also be re-written as $s-1$, where s is the number of bikes owned that would result in separation from your partner.

High level summary:

- 23 responses
- Good support for status-quo meeting format, structure, content
- Good suggestions for deep-dive topics, external speakers: more please!
- Try to bring more participation, engagement to meetings/committee
- More social: media, rides, meetups
- Suggestions for increasing engagement with younger members



VULC

Correspondence/Meetings

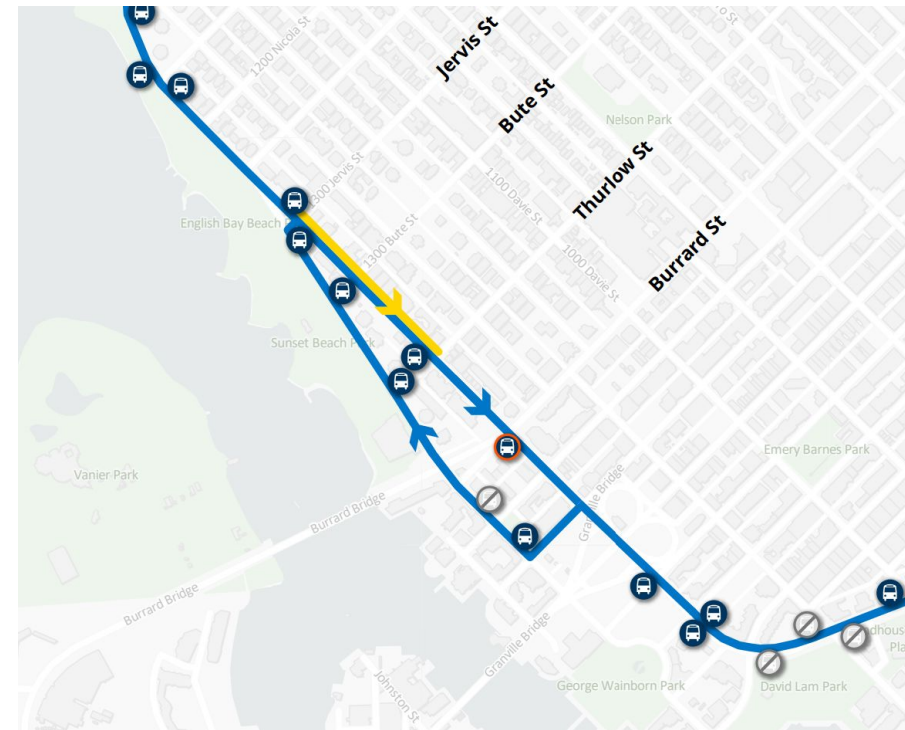


Correspondence/Meetings

- We followed up with the CoV on the road improvements underway on Beach Ave (Howe to Hornby) to support changes to bus route #23
- As part of this work, a new protected lane will be implemented on Pacific St from Jervis to Thurlow

LEGEND

-  New bike lane
-  Route 23
-  Bus stop
-  New bus stop
-  Cancelled bus stop





HUB Cycling Board & RAC Update

- BC Ferries consulting contract awarded to the HUB Cycling staff research team - The Cycling Experience aboard BC Ferries



Wrap Up

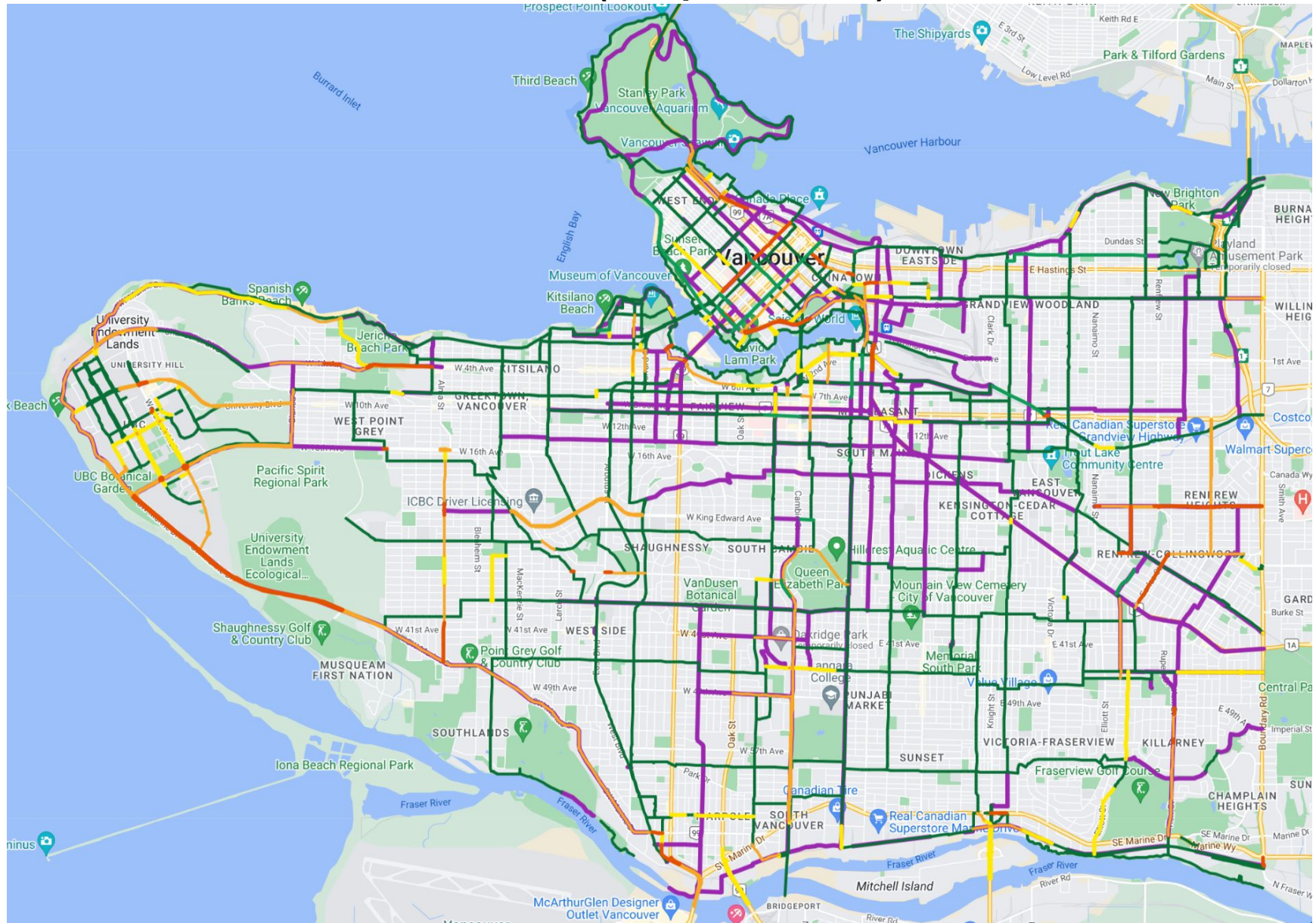




Appendices

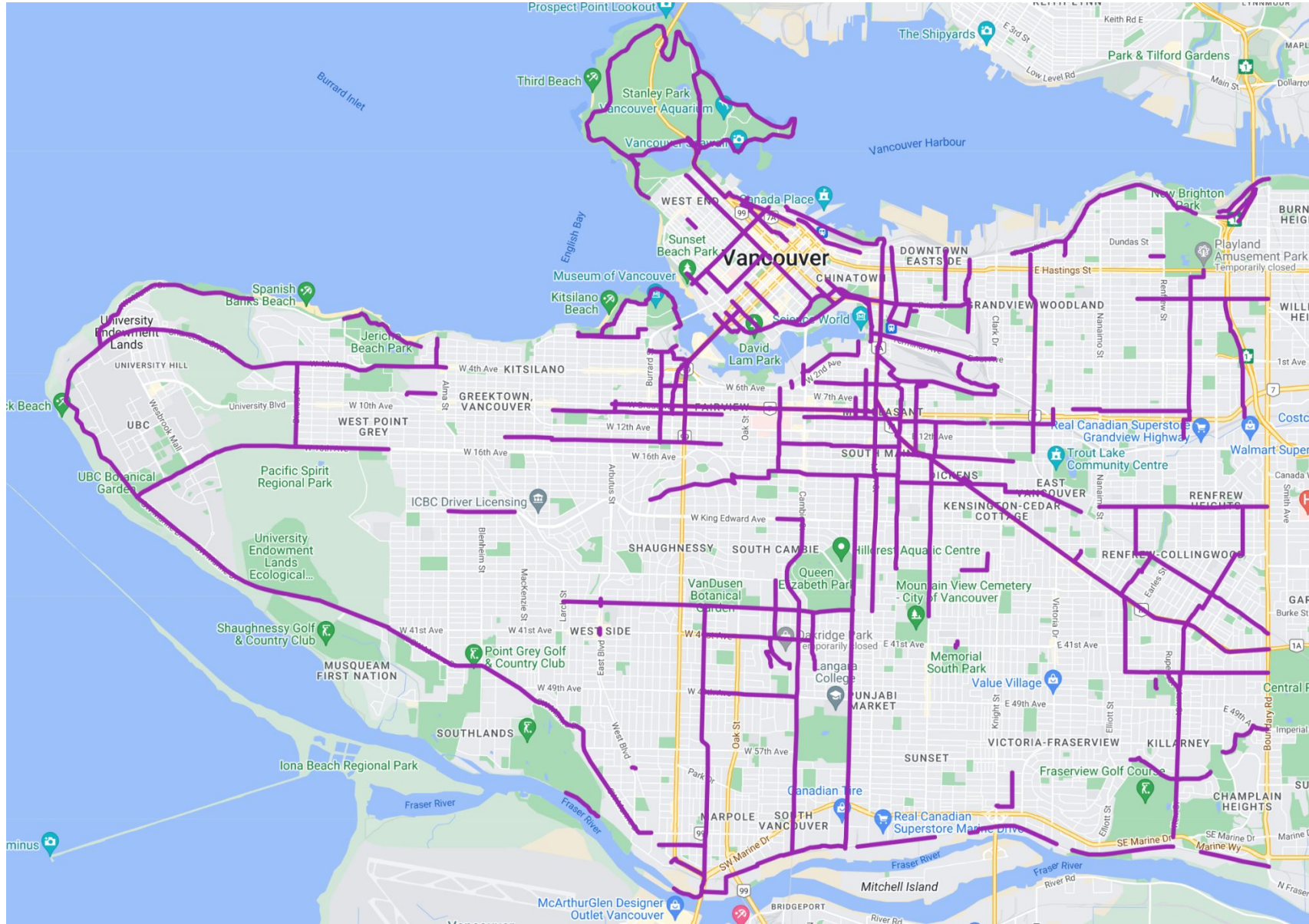


Prototype Gap Map (Vancouver/UBC) with SoC Route Data (Sept 2023)





Vancouver UBC Local Committee Priority Gaps (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

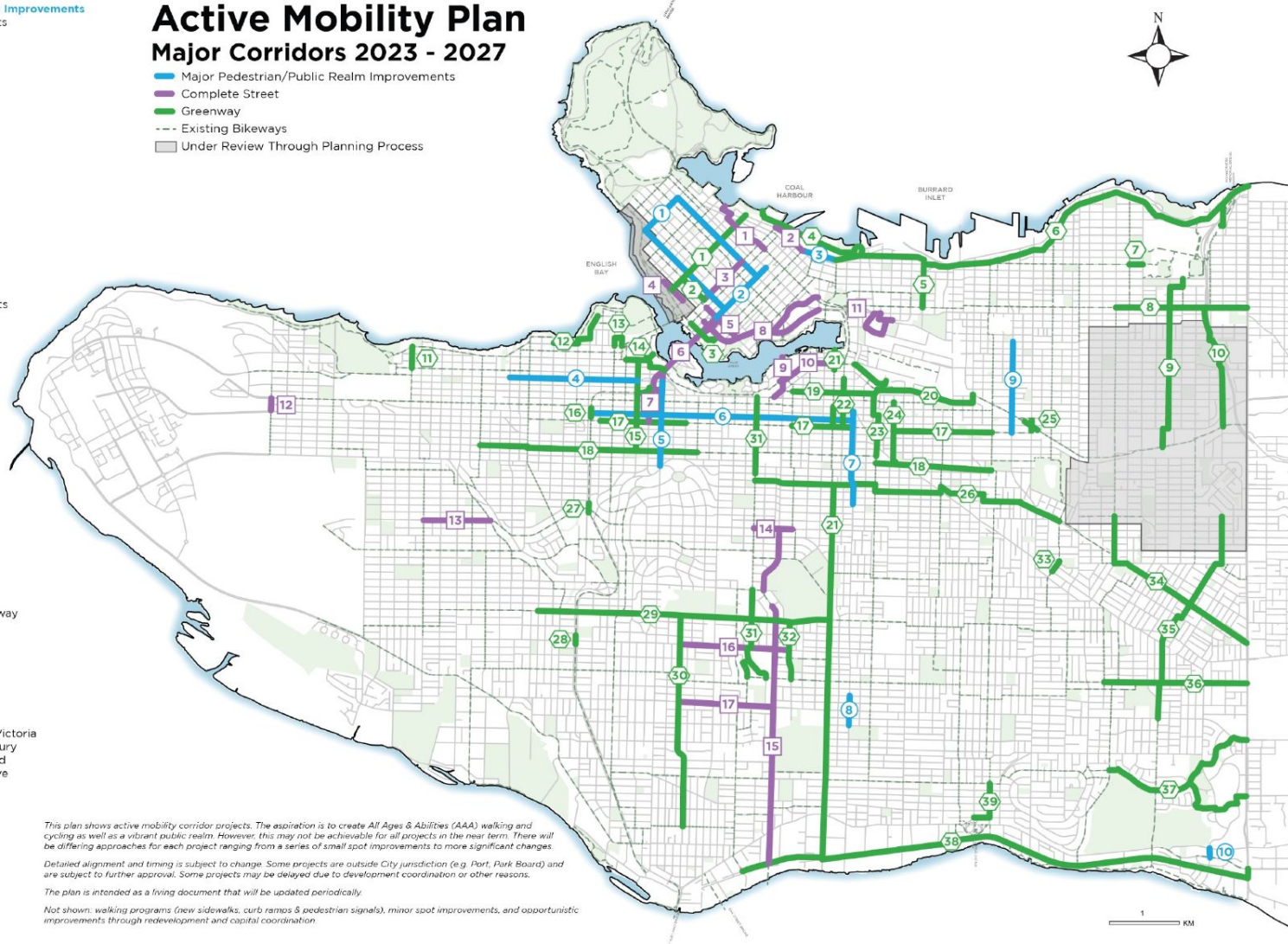
- 1 Melville
- 2 Cordova
- 3 Burrard
- 4 Pacific
- 5 Drake
- 6 Granville Connector
- 7 Fir Ramp
- 8 Pacific - Expo
- 9 Cambie Ramp
- 10 1st Ave
- 11 New St Paul's Hospital Streets
- 12 Blanca
- 13 King Edward - Dunbar
- 14 King Edward - Cambie
- 15 41st Ave
- 16 49th Ave

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



This plan shows active mobility corridor projects. The aspiration is to create All Ages & Abilities (AAA) walking and cycling as well as a vibrant public realm. However, this may not be achievable for all projects in the near term. There will be differing approaches for each project ranging from a series of small spot improvements to more significant changes.

Detailed alignment and timing is subject to change. Some projects are outside City jurisdiction (e.g. Port, Park Board) and are subject to further approval. Some projects may be delayed due to development coordination or other reasons.

The plan is intended as a living document that will be updated periodically.

Not shown: walking programs (new sidewalks, curb ramps & pedestrian signals), minor spot improvements, and opportunistic improvements through redevelopment and capital coordination.

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

Route Legend
Most Comfortable
Least Comfortable

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
- Smithe 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



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.

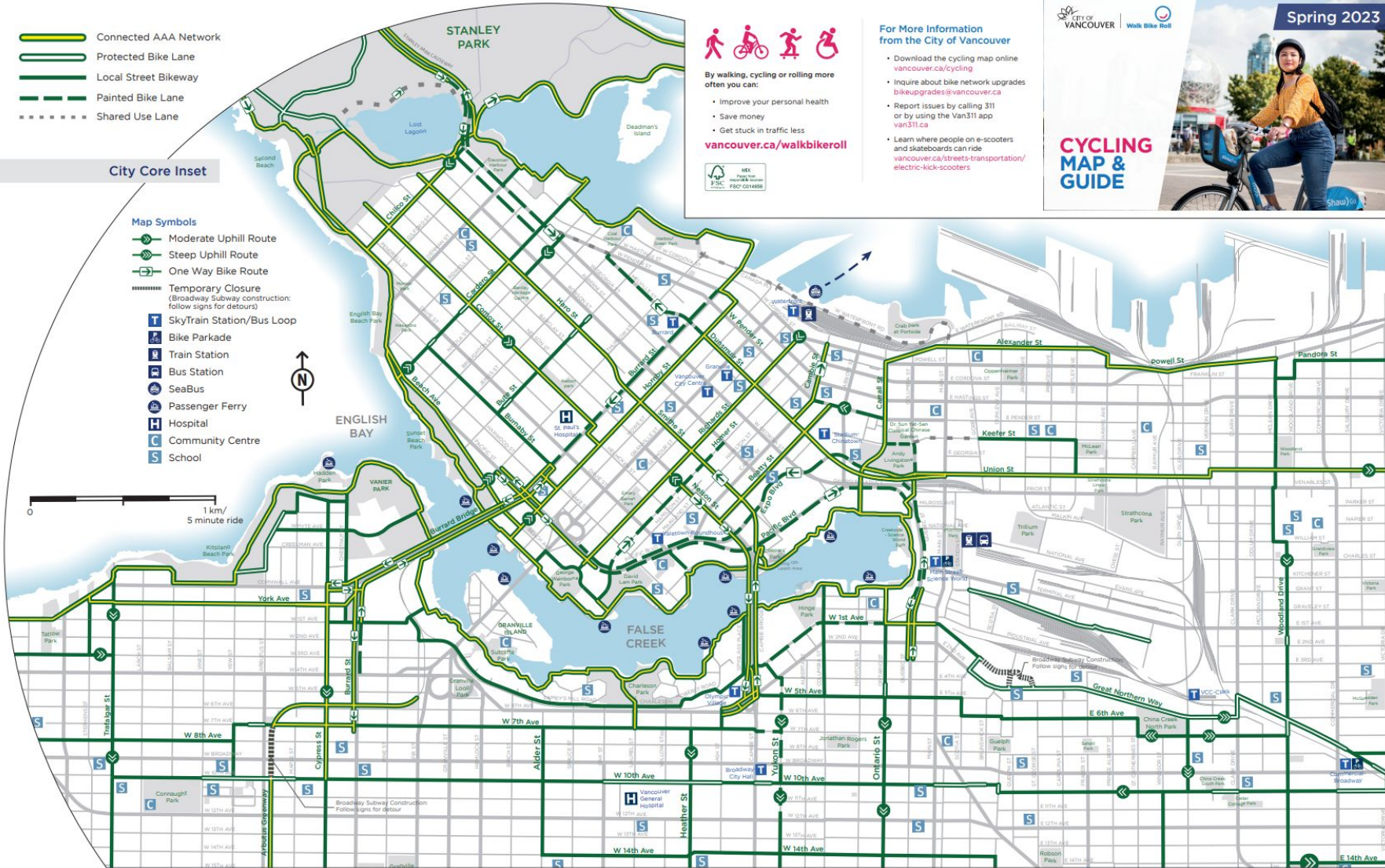
- Connected AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane

City Core Inset

Map Symbols

- Moderate Uphill Route
- Steep Uphill Route
- One Way Bike Route
- Temporary Closure (Broadway Subway construction; follow signs for detours)
- 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

CYCLING MAP & GUIDE

Spring 2023



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!

- 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 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.

- Crosswalk (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**
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.

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/ride-guide/bike-and-ride-on-transit

Vancouver Greenways Plan

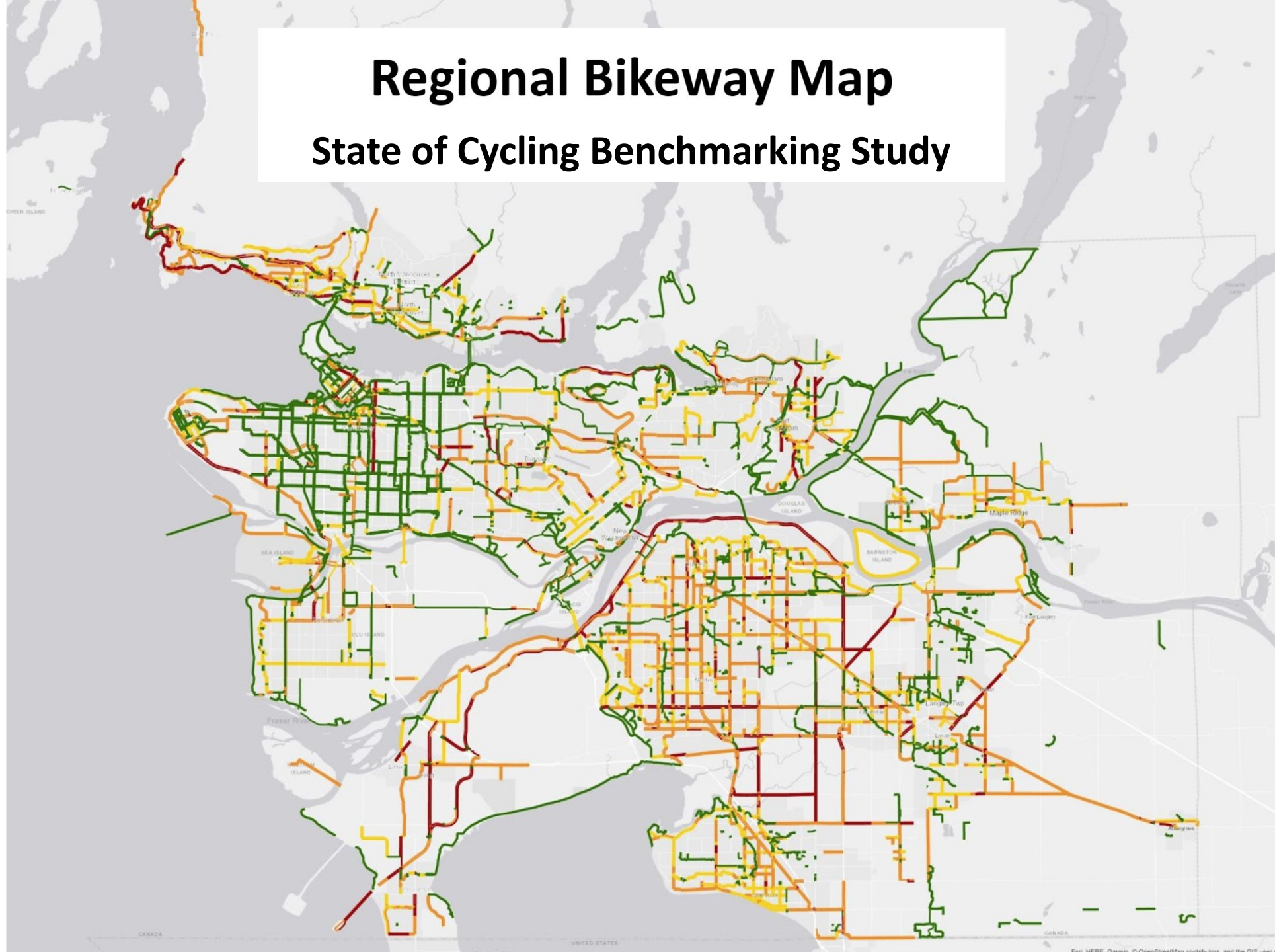
City Greenways Plan

- 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



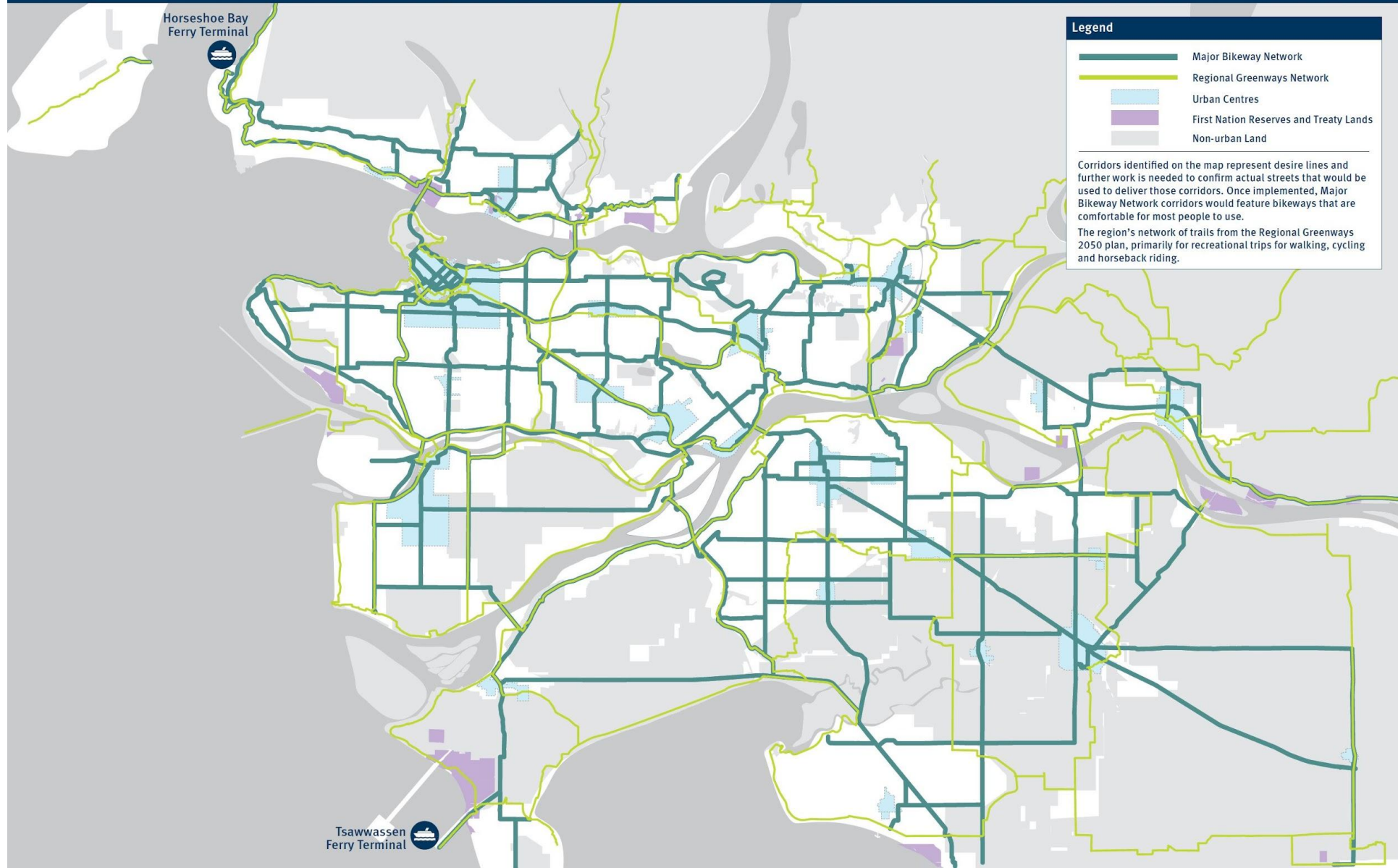
Regional Bikeway Map

State of Cycling Benchmarking Study

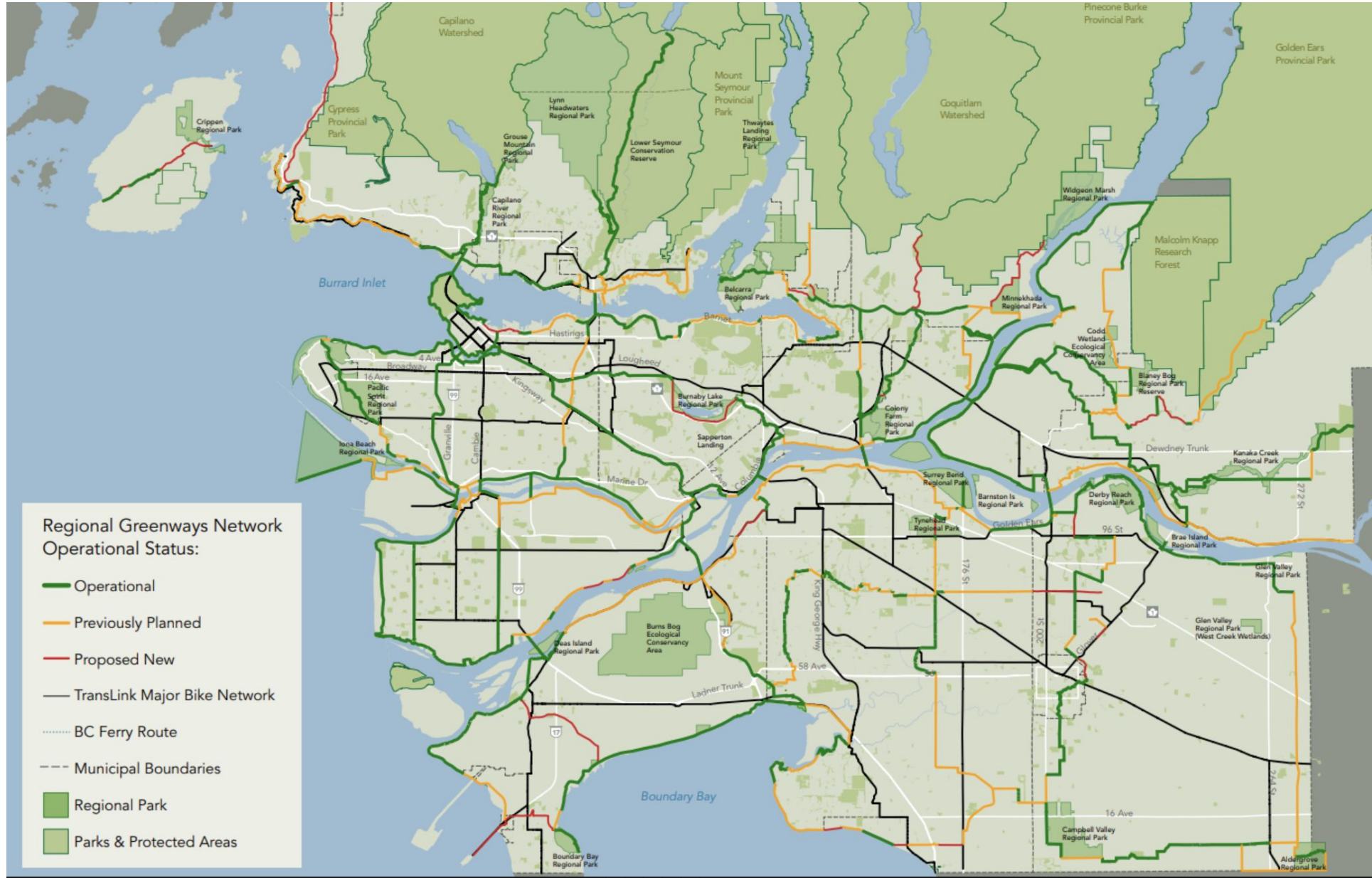


Translink MBN October 2021

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"