

Vancouver-UBC Local Committee

October 17, 2023

In Person Meeting - 1 Athletes Way
(Creekside Community Centre)
And Online Meeting via Zoom

Hybrid Meeting

- If you are attending in person, welcome. We have a large meeting room booked on the main floor of Creekside Community Centre.
- If you are online, 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 September meeting
- Anything to add to the agenda?

Meeting Agenda

- Introductions and land acknowledgement
- Agenda and Action Item Review
- Announcements and Upcoming Events
- Groups.io: What you missed
- Updates from Working Group leads
- Cycle Highways in Metro Vancouver
- Consultations Update/Discussion
- Regional Advisory Committee (RAC)/HUB Cycling Board Update
- Correspondence
- VULC AGM Video
- 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.
- Social rides: Richmond? Richmond! - Completed

Announcements

- Make sure to register for Go By Bike Weeks, **currently in progress** October 16th - **27th**

<http://bikehub.ca/gbbw>



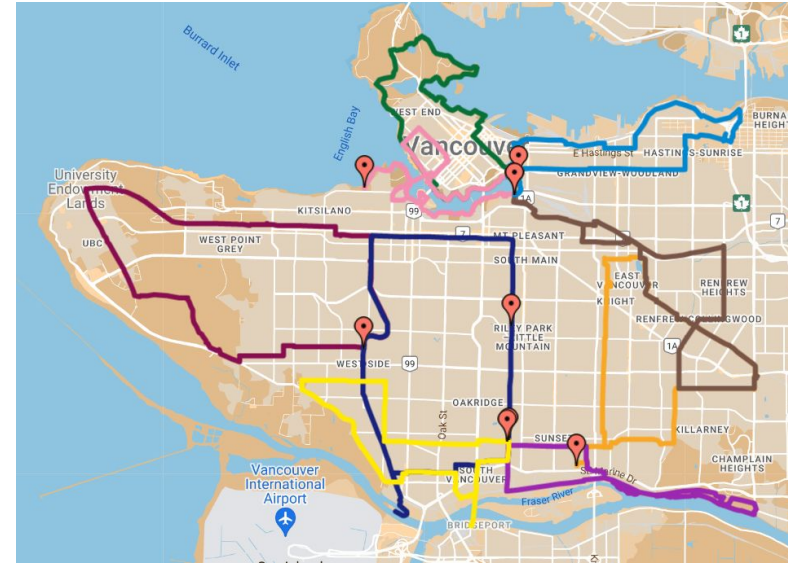
- Follow us on social media:

@HUBVancouverUBC@mstdn.ca

@HUBVancouverUBC.bsky.social

VULC Social Rides

- Social pace rides (18 km/h average)
- Targeting ~20 km group riding (+ to/from)
- No drops! (No one left behind)
- All rides are loops
- Rain will not deter us
- Not assessment rides!





VULC Social Rides

Date

Ride

Sunday, Feb 26, 2023 @ 1pm

SNOWED OUT

Sunday, Mar 26, 2023 @ 1pm

Tour de East Van, 17 km 

Sunday, Apr 23, 2023 @ 1pm

Ross St Gurdwara/SE Van, 18 km 


Tuesday, May 29, 2023 @ 7pm

Tour de Oakridge, 21 km 

Tuesday, Jun 6, 2023 @ 7pm

Tour de River District, 16 km 

Tuesday, Jul 4, 2023 @ 7pm

Tour de Dunbar/Marpole River District, 17 km 

Tuesday, Aug 1, 2023 @ 7pm

Tour de False Creek, 18 km 

Tuesday, Sep 5, 2023 @ 7pm

Renfrew-Collingwood Loop, 22 km 

Sunday, Sep 24, 2023 @ 11am

Steveston? Steveston!, 43 km 

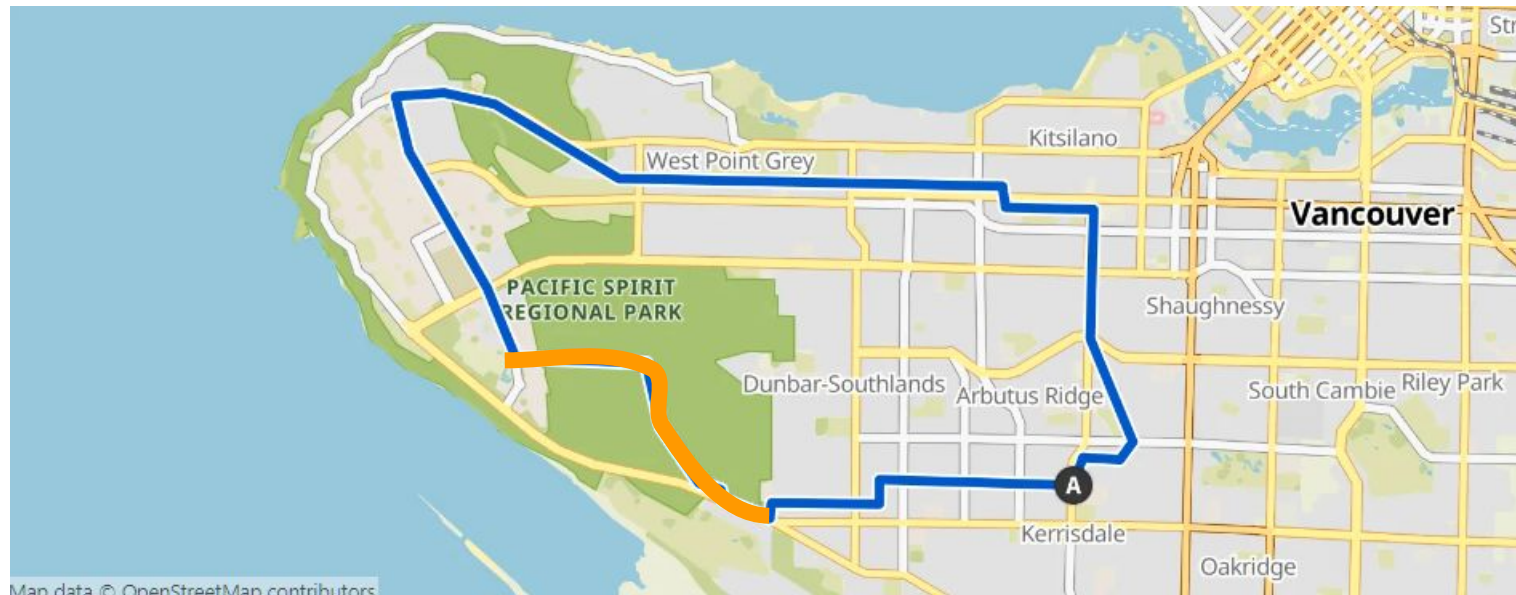
Sunday, Oct 22, 2023 @ 1pm

Tour de Point Grey, 21 km

VULC Social Rides

Sunday Oct 22nd @ 1 pm

Tour de Point Grey



20.9 km. Start/stop @
Arbutus/37th

Contact anthonyfloyd@gmail.com

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

📌 How to follow topics (hashtags) 2

Here are the steps required to follow topics ("hashtags") in groups.io: 1) Log in to the groups.io website <https://hubcycling.groups.io> from the bar on the left; 3) Set your email delivery to "Individual messages" 4) On the same page, scroll down to "Advanced Preferences" By [Anthony Floyd](#) · Jul 6 ·

Van/UBC Local Committee Meeting Tuesday October 17th - 6:30 pm - HYBRID meeting 2 #MonthlyMeeting

Hi All! We will hold our monthly Vancouver UBC Local Committee meeting on Tuesday October 17th at 6:30 pm. This will be a hybrid meeting. By [Anthony Floyd](#) · Oct 13 ·

City of Vancouver rejects year-round School Street at Lord Roberts elementary

Read the interview with Lucy Maloney: <https://vancouver.sun.com/news/local-news/vancouver-rejects-year-round-comox-street-school-street> By [Anthony Floyd](#) · Oct 12 ·

Translink Survey: Burrard Peninsula Area Transport Plan 2 #MakeYourVoiceHeard

A new Translink survey looks for your input on transportation on the west side of Vancouver. It's open until October 30th <https://www.translink.ca/en/consultation/burrard-peninsula-area-transport-plan> By [Anthony Floyd](#) · Oct 11 ·

TransLink Online Survey in support of Burrard Peninsula transportation plan

<https://dailyhive.com/vancouver/burrard-peninsula-area-transport-plan-translink-consultation> Eric Schwartz (he/him/his) C.604.724 By [Eric Schwartz](#) · Oct 10 ·

Exploring the World's Most Unique Cycling Infrastructure Innovations | Momentum Mag

<https://momentummag.com/more-please-exploring-the-worlds-most-unique-cycling-infrastructure-innovations/> Eric Schwartz (he/him/his) By [Eric Schwartz](#) · Oct 3 ·

Paint is Not Infrastructure, example #23414 2

Another paper in the literature showing that sharrows are worse than nothing, and painted bike lanes aren't great either. <https://usea.org/publications/papers/paper-23414> By [Anthony Floyd](#) · Oct 3 ·

Hastings-Sunrise traffic calming survey closes Friday #MakeYourVoiceHeard

If you get a chance, please complete the City's survey about traffic calming in the Hastings-Sunrise neighbourhood (including the Hastings-Sunrise area) By [Anthony Floyd](#) · Sep 25 ·

Vancouver to Tsawwassen Ferry Terminal ... pulling a canoe

This is epic. East Van to the Tsawwassen Ferry Terminal by bike, pulling a canoe. Good on you u/anunndesign! <https://www.reddit.com/r/vancouver/comments/1000000/vancouver-to-tsavwassen-ferry-terminal-by-bike-pulling-a-canoe/> By [Anthony Floyd](#) · Sep 24 ·





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
- Broadway Subway – No update this month
- Elections Working Group – Lisa
- NE Quadrant Greenway – Clark
- Social Rides - Anthony

MAKING THE CASE FOR **CYCLE HIGHWAYS** IN METRO VANCOUVER



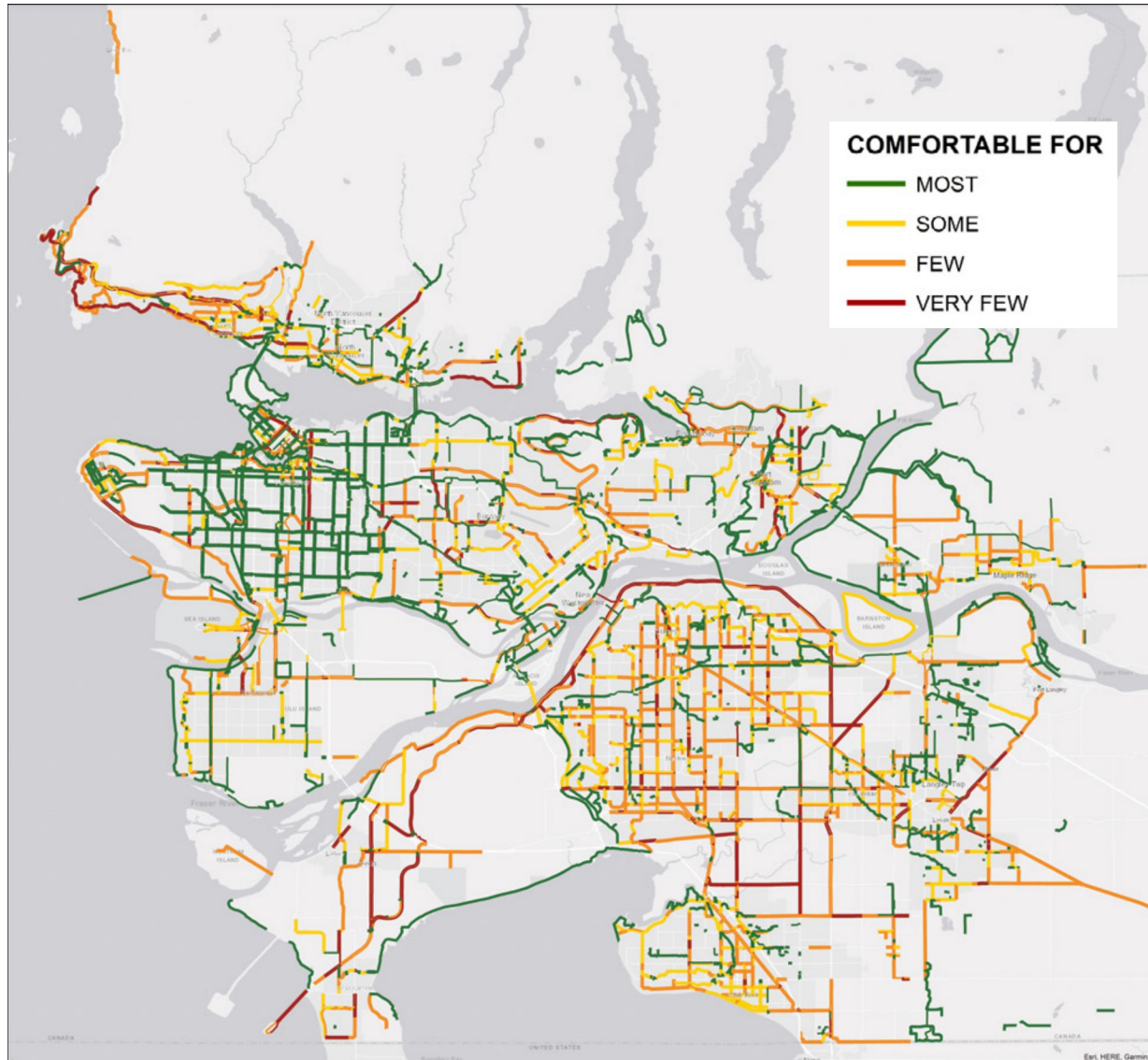
**41% OF PEOPLE IN
METRO VANCOUVER
WANT TO CYCLE MORE**

*Photo credit: Cycle
Superhighways,
Capital Region
of Denmark*

What is a Cycle Highway?

- Cycle highways are the highest quality bike routes
- They typically cover longer distances (5km+)
- They provide regional connections between major destinations, while also serving as local routes
- They are direct, paved, protected, lit, of ample width, and with intersections prioritizing people cycling
- They have clear signage, branding, and regular maintenance

State of Cycling Data, 2019



Why Advocate for Cycle Highways?

- Reduce climate impacts
- Alleviate congestion
- Improve affordability
- Improve equity and access
- Enhance individual and public health
- Encourage tourism
- Complement the rise of e-bikes

Design Characteristics Considered

The Research Team conducted analysis on the following characteristics:

- Directness
- Longer Lengths
- Connections Between Major Destinations
- Capacity to Maintain Speed
- Cycle-Specific Paths
- Intersection Treatments and Minimal Stops
- Consistent and Ample Widths
- Consistent and High-Quality Paving
- Lighting
- Minimizing and Alleviating Slopes
- Clear Signage and Branding
- Regular Maintenance and Winter Service
- Service Stations

Scoring of Potential Routes

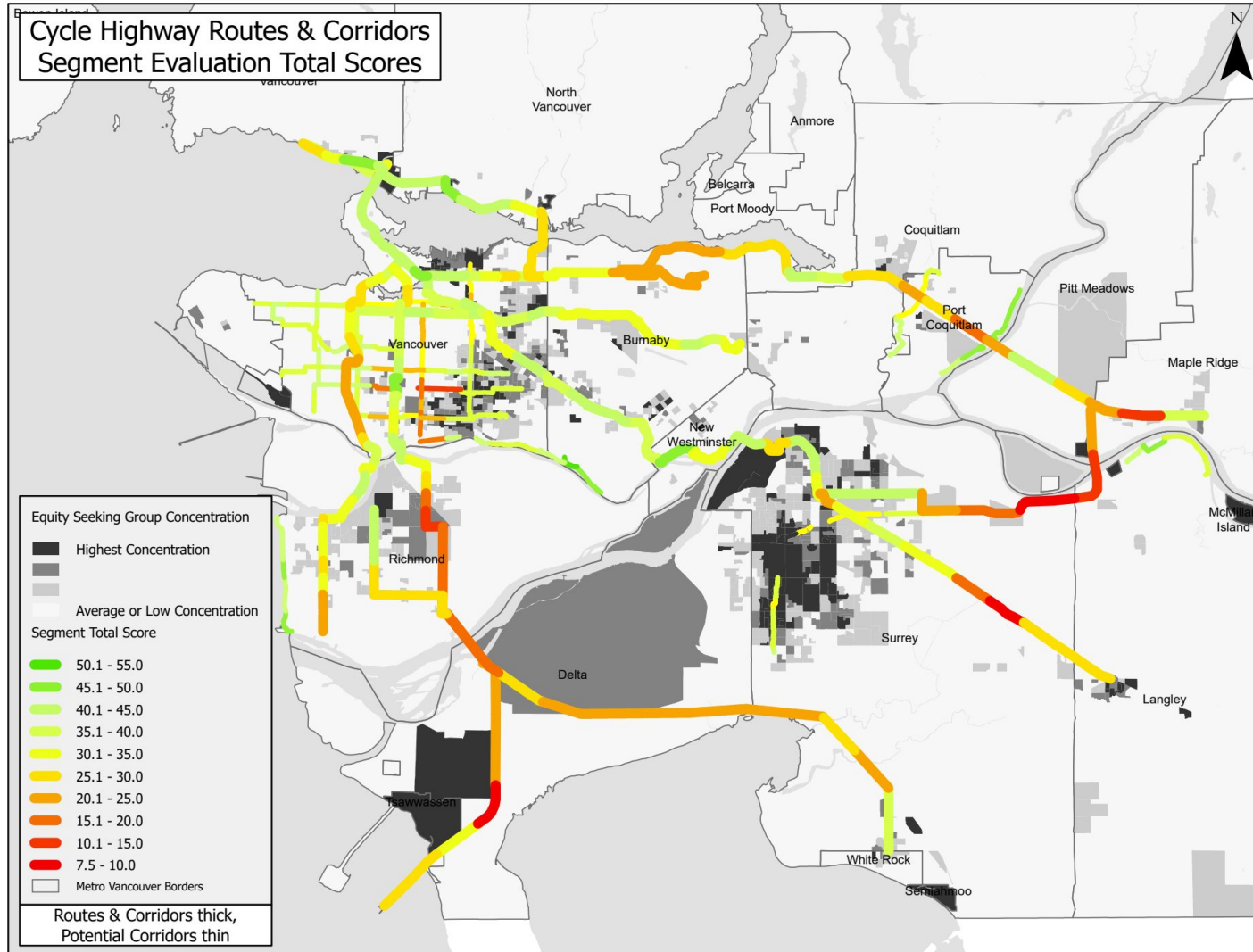
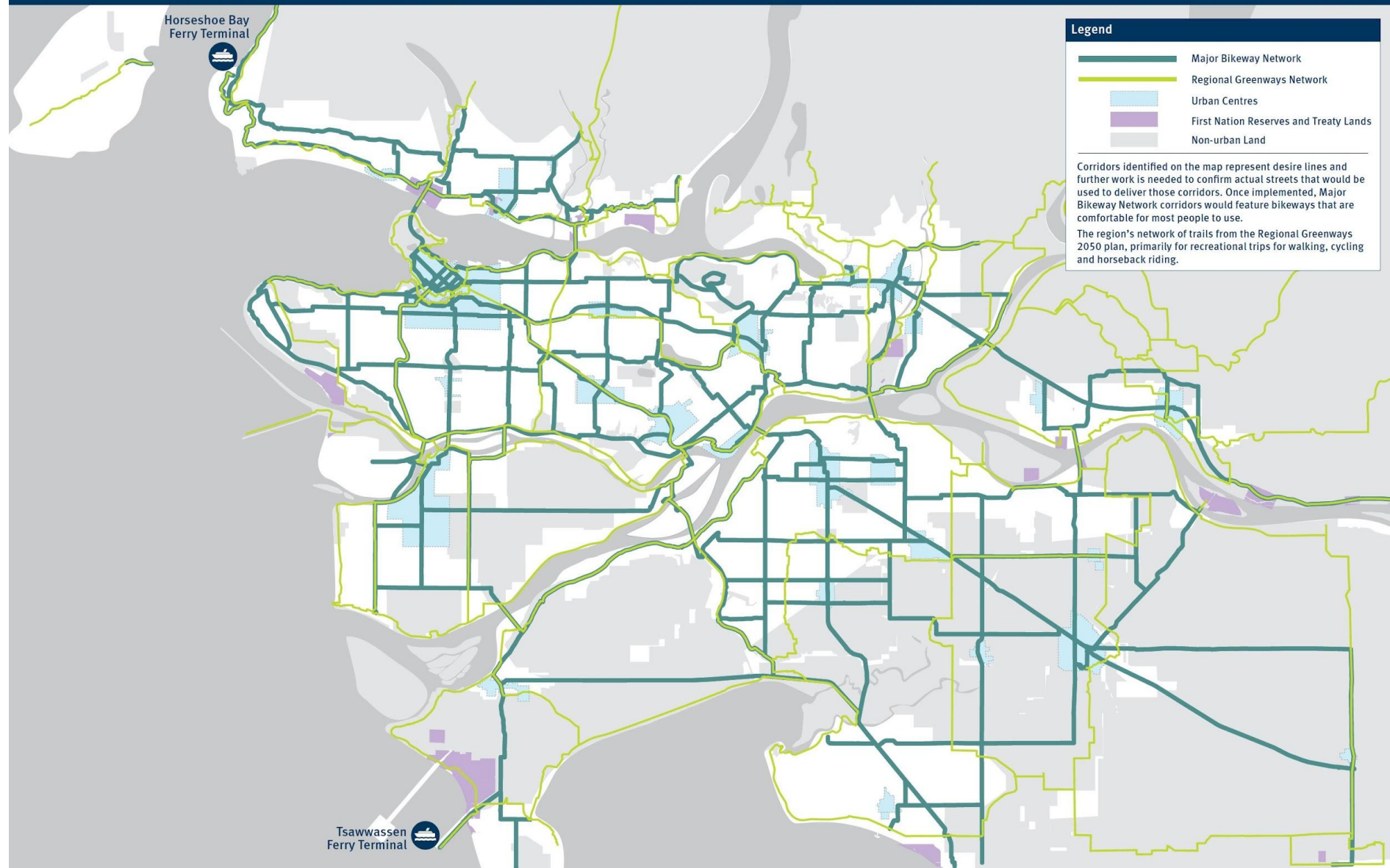


Figure 34: The relative scores of segments for each of the proposed routes, corridors, and GIS queried routes, overlaid on the concentration of equity-seeking groups across the Metro Vancouver

Transport 2050 Regional Cycling Network



Next Steps

- Create a Shared Vision to Guide the Project
- Conduct an Evidence-Led Analysis to Inform the Design of a Network
- Connect Interested and Invested Individuals
- Establish a Group to Engage and Host Discussions Between Stakeholders
- Secure Funding from Higher Levels of Government
- Capitalize on Upgrading Pre-Existing (Cycling) Infrastructure

We know how to build these!



*Galloping Goose and Lochside Trail in Greater Victoria, B.C.
Photo credit: B.C. Provincial Government*



Consultations



Broadway Public Realm

<https://www.shapeyourcity.ca/broadway-public-realm>

As part of the Broadway Plan - which was passed in by Council in June 2022 - the City will improve Broadway and the surrounding area from Clark Drive to Vine Street.

At this time, the City is trying to identify “what public open space and street improvements would best support the area and its future growth”.

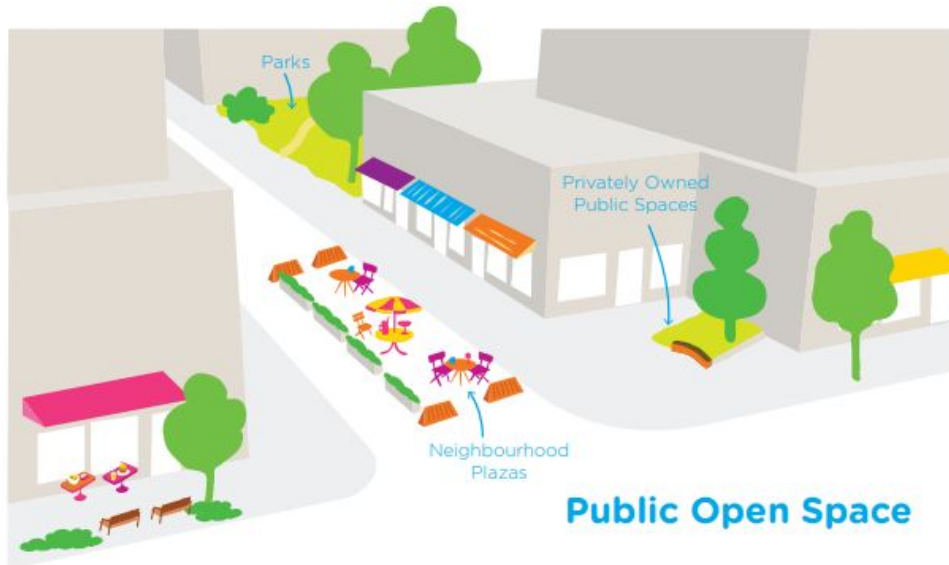
The information boards provided by the city are extremely light concerning active transportation while at the same time referring to the four “Key Moves” which includes “Transform Broadway into a Great Street” and “Complete Neighbourhood Routes”

Broadway Public Realm



What is the “Public Realm”?

“Public realm” is generally everything that can be seen and experienced at pedestrian eye level that impacts the overall experience and attractiveness of a public space. It has a broader meaning than “public space”, as it also includes the building façades, storefronts, public art, restaurant patios and streetscape furnishings like lighting and benches that shape the experience of public spaces.



What is “Public Open Space”?

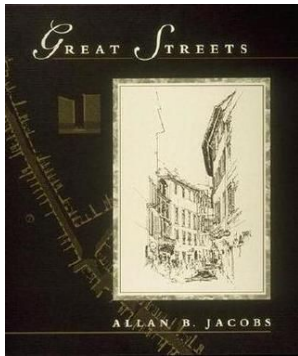
All the places publicly owned or in public use that are for spending time in, accessible and enjoyable by people. It includes parks, school grounds, plazas, privately owned public spaces (POPS) and the Arbutus Greenway.

Broadway Public Realm



1. Transform Broadway into a Great Street

Create a Streetscape Plan that will guide the transformation of the Broadway Corridor into a 'Great Street' - a street of special significance, with a series of unique and vibrant places to live, work, visit and play. The Broadway Subway is a major catalyst for growth and change in the area, especially at the stations. Establish the station areas as bustling anchors within each neighbourhood.



2. Add More Local and Neighbourhood Spaces

People should be within a 5 minute walk of local and neighbourhood serving public open spaces. Provide more equitable access and ensure that all residents and workers are able to enjoy key functions of public open space (play, social, respite + nature, cultural). These spaces should reflect the unique character of the community. Additionally, renew/expand existing spaces to better meet neighbourhood needs.



3. Complete Neighbourhood Routes

At the neighbourhood scale, ensure public open spaces and destinations are well-connected by streets that encourage an active public life. This includes greenways and blue green systems as well as commercial high streets and village streets - which are important community hubs. Create a continuous and comfortable pedestrian experience by filling in the gaps in the street network.



4. Nurture Nature

Longer, dryer summers with frequent heat waves are negatively impacting urban tree canopy and naturalized areas in the Broadway Plan Area. Blue green systems and green rainwater infrastructure will provide an urban ecology of plants and trees for birds and pollinators and help contribute to climate resilience and livability of the Broadway Plan Area. Improve urban tree canopy and create more opportunities for people to have access to and a connection with nature in their neighbourhoods.

Broadway Public Realm

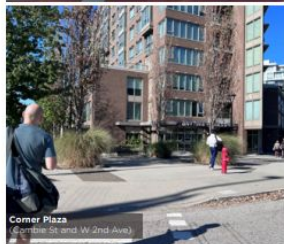
Creating New Public Open Spaces

There are four approaches to delivering new public open spaces in Broadway:



1. Road Space Reallocation

This involves re-purposing parts of streets for a diverse range of people-centred activities, including walking, rolling and cycling. It will be a primary way of delivering new public open space and will help achieve City Council's motion to reallocate a minimum of 11% of road space to non-car uses. Sizes of these spaces are more limited and potential locations are dependent on maintaining necessary access and circulation by vehicles.



2. Privately Owned Public Space (POPS)

This involves building public open spaces on private property through redevelopment. Sizes of these spaces will be smaller and highly dependent on the scale of the redevelopment site and type of development. Locations will be dependent on where redevelopment occurs, generally near commercial uses and at street level.



3. Parks On Large Sites

This involves building and securing dedicated park space on private property through redevelopment. Sizes of these spaces will be highly dependent on parcel size. Locations will be dependent on where redevelopment occurs.



4. Land Acquisition

This involves purchasing property to meet community public open space needs. The high cost of land will limit the amount of space that can be purchased by the City, given the City's finite financial resources and the range of other public amenity priorities that need to be addressed.

Broadway Public Realm

<https://www.shapeyourcity.ca/broadway-public-realm>

What sort of Public Realm improvements should we ask for that pertains to people riding bikes or using other methods of active transportation?

- Sufficient bike racks of appropriate size and shape to accommodate e-bikes, cargo bikes, and other non-traditional devices in plain sight near destinations including shops, medical offices, parks, Transit
- Water fountains and bottle-fill stations
- Fully accessible public washrooms
- Bike-permeable plazas and parklets that accommodate slow movement through the plaza as well as using the plaza having arrived there using active transportation (“To *and* through”)
- What else would you like to see?



Broadway Public Realm

<https://www.shapeyourcity.ca/broadway-public-realm>

Make your voice heard!

Complete the survey by **Sunday, October 22, 2023:**

https://www.shapeyourcity.ca/broadway-public-realm/survey_tools/survey

Attend the pop-up engagement on **Saturday, October 21, 2023:**

South Granville Plaza West, [13th Ave. & Granville St](#)

Send an email to broadwayplan@vancouver.ca

Gastown Public Spaces

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

In response to a Council motion in May 2023 to develop a vision for “A People-Focused Gastown”, City staff are creating a plan that will guide how to:

- Establish a vibrant, people-focused gastown
- Pedestrianize Water Street
- Improve the street network, including walking, ***cycling***, transit, and vehicle connections
- Advance Reconciliation with the local Nations
- Evolve and deepen the heritage feel of the area, including improved street materials and amenities

Gastown Public Spaces

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

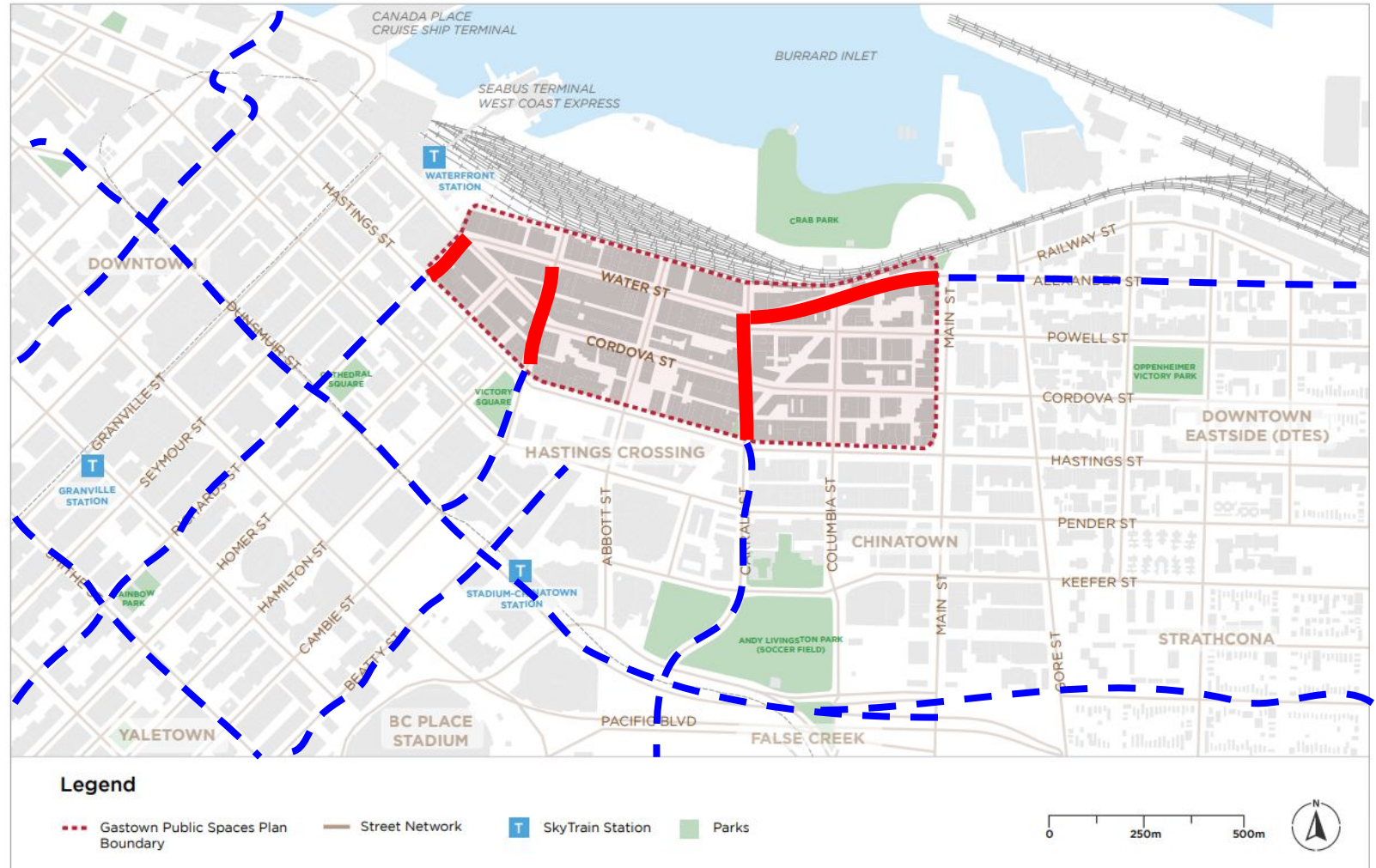
Gastown Public Spaces Plan Scope



Gastown Public Spaces

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

Gastown Public Spaces Plan Scope



Gastown Public Spaces

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

GASTOWN
PUBLIC SPACES

Pedestrian Priority Streets

Project goal: Pedestrianize Water Street

A key project goal is to pedestrianize Water Street.

“Pedestrianize” means limiting vehicle access, making a street car-free or car-light, so it is a more people friendly space for walking or gathering, while maintaining local access needs.

Pedestrian streets can take many forms. They also need to be **tailored to the specific needs of the place and communities** it serves. For example, they should support the uses and needs of what residents, businesses and visitors want to do in public space. They also benefit from **strong partnerships with community organizations** who can help with their daily care and programming.

We will explore how to best pedestrianize Water Street with the community throughout the development of the Plan. In particular, lessons learned from the pedestrianization pilots in summer 2024 and 2025 will help inform a preferred approach.

Benefits of pedestrianizing a street



Welcoming and safe spaces to gather, shop, play, people watch or visit the area.



Increased opportunities for businesses such as patios and displays.



Easier and cheaper for people to put on events, celebrations, and other programming.



Flexible zones with increased safety (e.g. bollards, street pattern and material changes to suggest zones).



Opportunities for more art and story-telling elements.



Amenities for travelers, including restroom facilities, drinking water fountains.



Prioritize sustainable transportation (walk, bike, roll, transit).

Gastown Public Spaces

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

Inspirations: Pedestrian priority streets can take many forms

There are many examples of pedestrianized streets around the world ranging from car-light to car-free.

Car-light or traffic-calmed

Streets designed to slow or reduce vehicle traffic while allowing limited or local vehicle access.



Mariahilfer Strasse, Vienna

- Car-light blocks connect two car-free plazas while allowing buses, taxis, loading.
- Pavement patterns create delineation between uses.
- Offers large area for street furniture, events and other uses (e.g. patios).

All examples accommodate loading, delivery, operational and service needs.



Insa-Dong Gil, Seoul

- Car-light street connects to car-free blocks and plazas accommodating high pedestrian volumes.
- Offers unique cultural and storytelling elements, integrated fixed seating, space for merchandise displays and vending.

Car-free

Dedicated spaces designed for people walking, cycling, and rolling, with no access allowed for motor vehicles.



Getaria Kalea, San Sebastian

- Car-free street connects to a plaza.
- Changes in pavement material create delineation of spaces along a car-free street.
- Supports nearby businesses and restaurants by accommodating outdoor seating and patios.



New Road, Brighton

- A car-light street with subtle pattern changes and curb-less environment.
- The tactile pavers integrated with gutters provide a pedestrian safe zone and seating.



Occidental Avenue, Seattle

- Car-free street connects two squares in Seattle's historic district.
- Offers playful features and respite spaces with large canopy.



Stroget, Copenhagen

- Car-free and curb-less shopping street in the city centre.
- The curb-less design encourages a pedestrian-friendly atmosphere and allows for easy access to shops and businesses.

GASTOWN
PUBLIC SPACES

Ways to implement

There is "no one size fits all" when designing a pedestrian street. The design for car-free spaces should be tailored to specific needs of the community.

Seasonal



Government St, Victoria

- Car-free, noon to night.
- During spring, summer and during events.
- Loading and deliveries usually take place in the morning; side streets are used to accommodate service needs.



Mont-Royal Ave, Montreal

Year-round



Stephen Ave, Calgary

- Certain blocks are car-free year-round, 11am to 6pm.
- Vehicle with permits are allowed; loading and deliveries usually take place in the morning.

Gastown Public Spaces

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

What sort of Public Space improvements should we ask for that pertains to people riding bikes or using other methods of active transportation?

- Close the gaps in the City's downtown active transportation network, recognizing people use active transportation to get to Gastown and to get through Gastown
- Sufficient bike racks of appropriate size and shape to accommodate e-bikes, cargo bikes, and other non-traditional devices in plain sight near destinations including shops, medical offices, parks, Transit
- Water fountains and bottle-fill stations
- Fully accessible public washrooms
- Bike-permeable plazas and parklets that accommodate slow movement through the plaza as well as using the plaza having arrived there using active transportation
- ???

Gastown Public Spaces

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

Make your voice heard!

Complete the survey by **Sunday, November 19, 2023:**

https://survey.talkvancouver.com/jfe/form/SV_9ntEoxSn7inBkUK

Attend a pop-up engagement at 131 Water Street (Oct 19-21, Nov 16-18, see website for times) or Woodward's (333 Abbott St, Nov 9-10)

Burrard Peninsula Area Transport Plan

<https://www.translink.ca/bpatp>

A Translink “Area Transport Plan” is a plan “... for enhancing transit service and infrastructure, while also addressing aspects of cycling, walking, driving, and goods movement”.

In recognition of the growth and changes since the last area transportation plans, and in recognition that many routes cross municipal boundaries, Translink has decided to undertake this activity.

Burrard Peninsula Area Transport Plan

<https://www.translink.ca/bpatp>

Why does this plan include all transportation modes?

TransLink has an important job that goes beyond just buses and trains. We are in charge of planning and managing the transportation system for the whole Metro Vancouver area.

This means we have to think about different ways people travel, like walking, biking, and driving. We partner with local governments to invest regional funding in things like making better routes for walking and biking, building bridges, and making sure the roads in the Major Road Network are well-maintained. TransLink's goal is to make sure goods and people can move around the region easily and safely.

How is this plan different than transportation plans and priorities at the municipal level?

While municipal transportation plans are developed for neighbourhoods or a single municipality, Area Transport Plans are developed for multiple municipalities.

ATPs give us a chance to connect the bigger regional plans with the needs and goals of each local area. They help us make sure that transportation planning and investments fit well with what each community wants and needs.

Burrard Peninsula Area Transport Plan

<https://www.translink.ca/bpatp>

Study Area



Burrard Peninsula Area Transport Plan

<https://www.translink.ca/bpatp>

Make your voice heard!

Complete the [surveys](#) by **Friday, October 27th, 2023:**

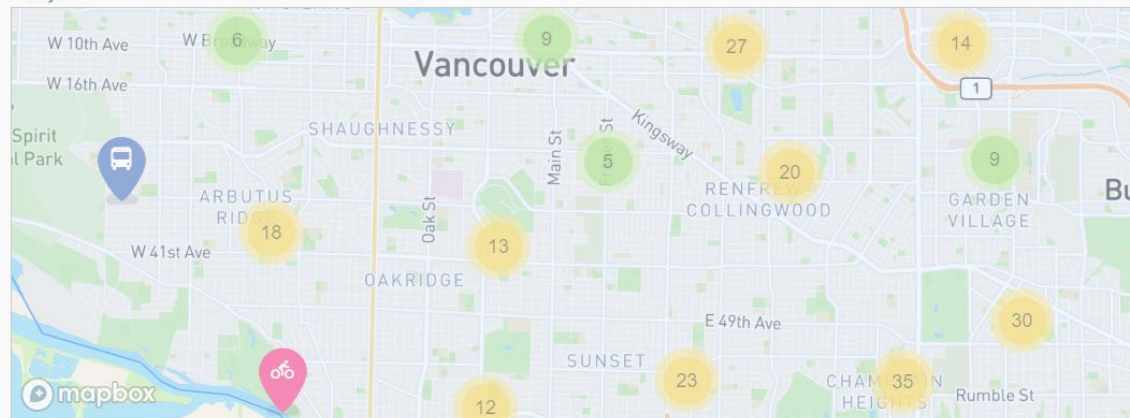
<https://translinklistens.ca/burrard-peninsula-area-transport-plan>

1 - SURVEY

2 - MAP SURVEY

Burrard Peninsula Area - Improvements Map

9 days



In this map-based survey, we'd like to hear your feedback on where we should make improvements throughout the Burrard Peninsula Area.

To begin, select one of the three pins (Transit, Cycling & Scooting or Walking & Rolling), then drop it on the location where you'd like to see an improvement, along with a description. Please be as descriptive as possible. Drop as many pins as you'd like!

Other Consultations

- Stanley Park Mobility Study stakeholder briefing
- Stanley Park Water Supply Pipeline open house
 - Nov 1, 2023, 4:30pm-6:30pm, Vancouver Rowing Club
 - <https://metrovancover.org/services/water/stanley-park-water-supply-tunnel>
 - Complete survey by Nov 27th:
<https://metrovancover.civilspace.io/en/projects/stanley-park-water-supply-tunnel/engagements/engagement-phase-3>
- Portside Greenway Phase 2 Engagement with preliminary design concepts is expected this fall
- The 2023-2027 Active Mobility Plan routes and initiatives are now on the City website



Wrap Up





VULC AGM Video

A photograph of a person riding a bicycle on a green-painted bike lane in an urban setting. The person is wearing a helmet and a dark jacket. The bike lane is marked with a white bicycle symbol. In the background, there are tall buildings and a street sign for '550 HASTINGS ST'.

Vancouver-UBC
Local Committee

HUB Cycling 2023 AGM

Breakout Rooms

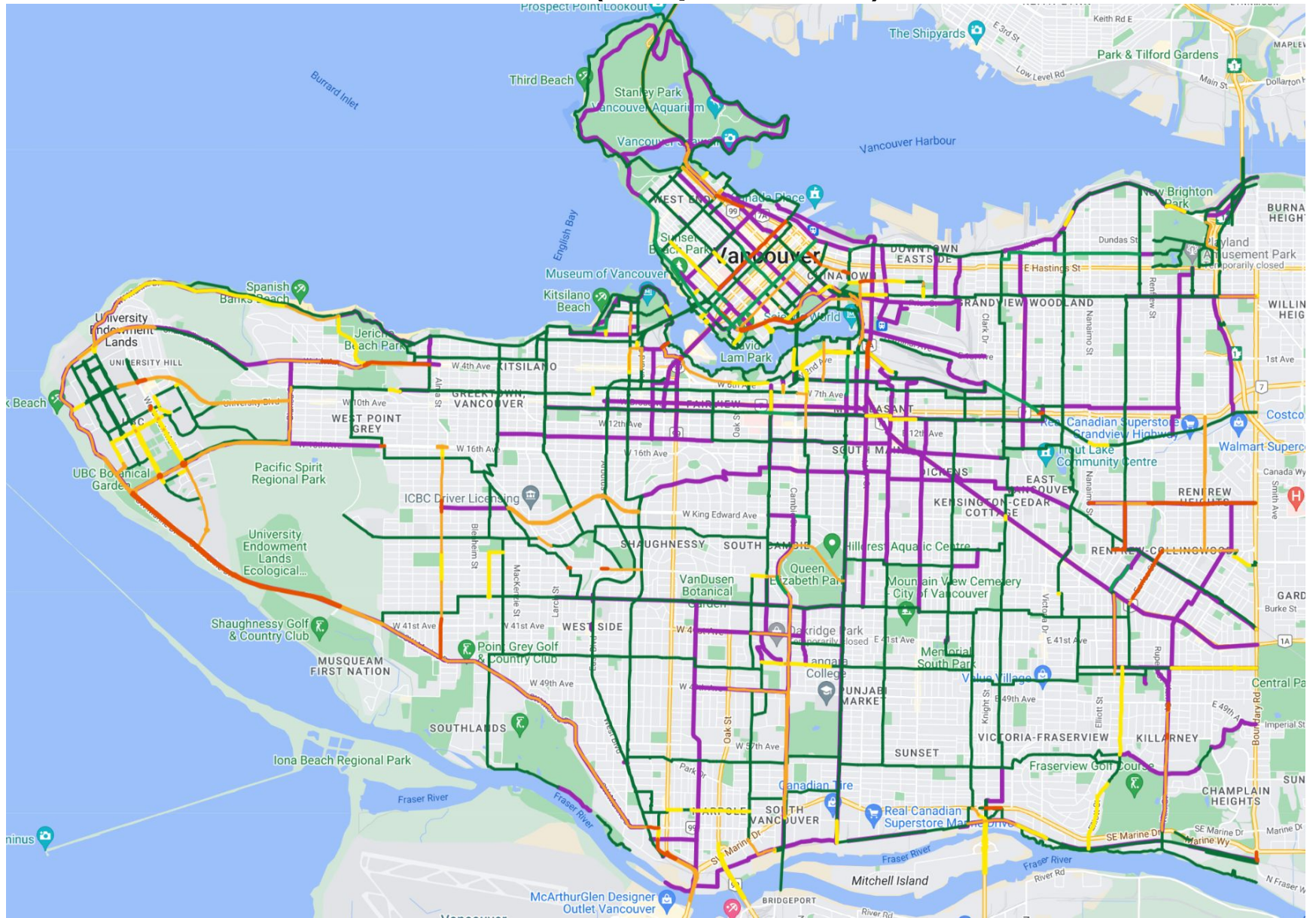
- No breakout rooms this month due to hybrid format. We will keep the meeting open if people would like to stick around to discuss anything of interest



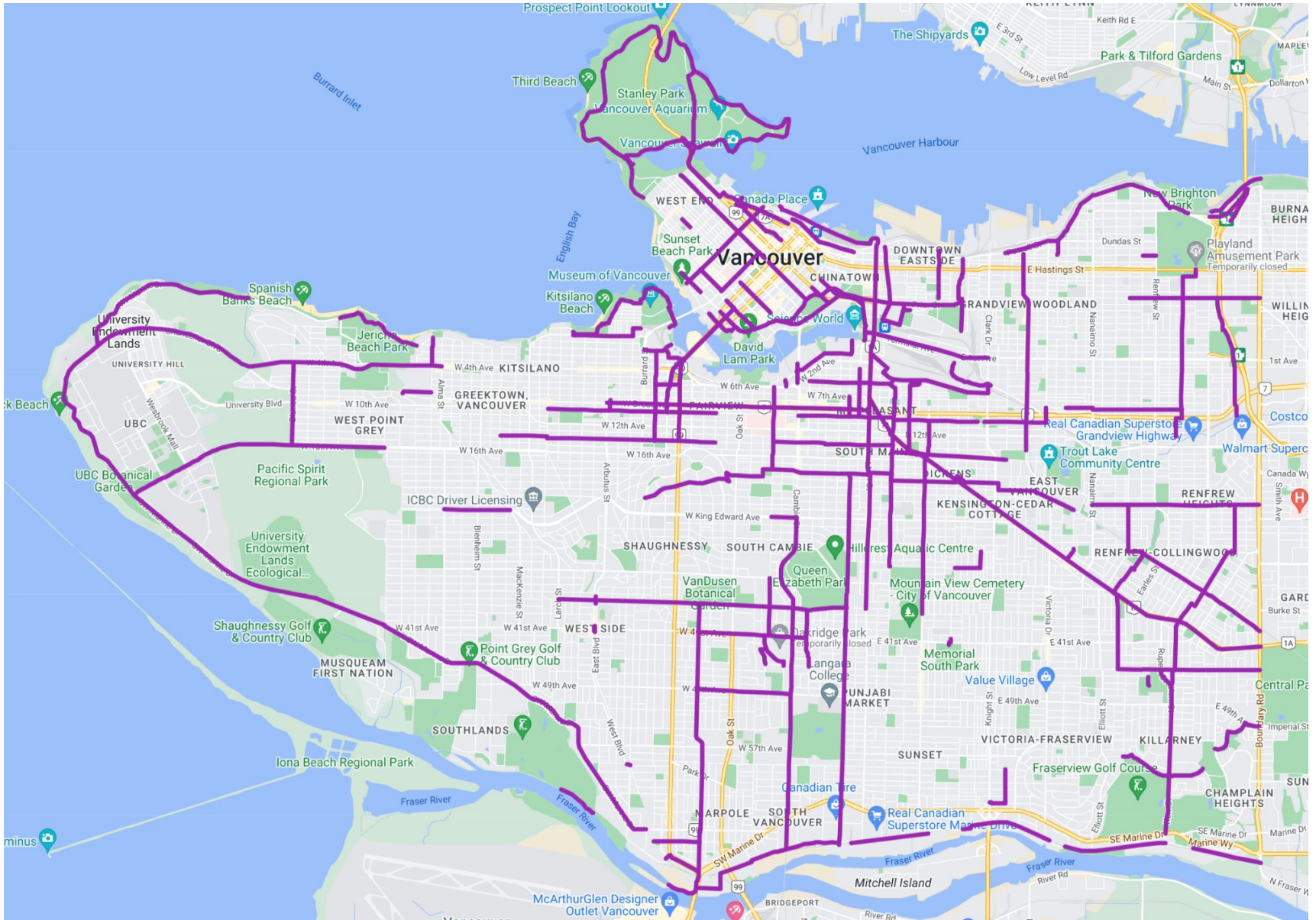
Appendices



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



Vancouver UBC Local Committee Priority Gaps (Sept 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

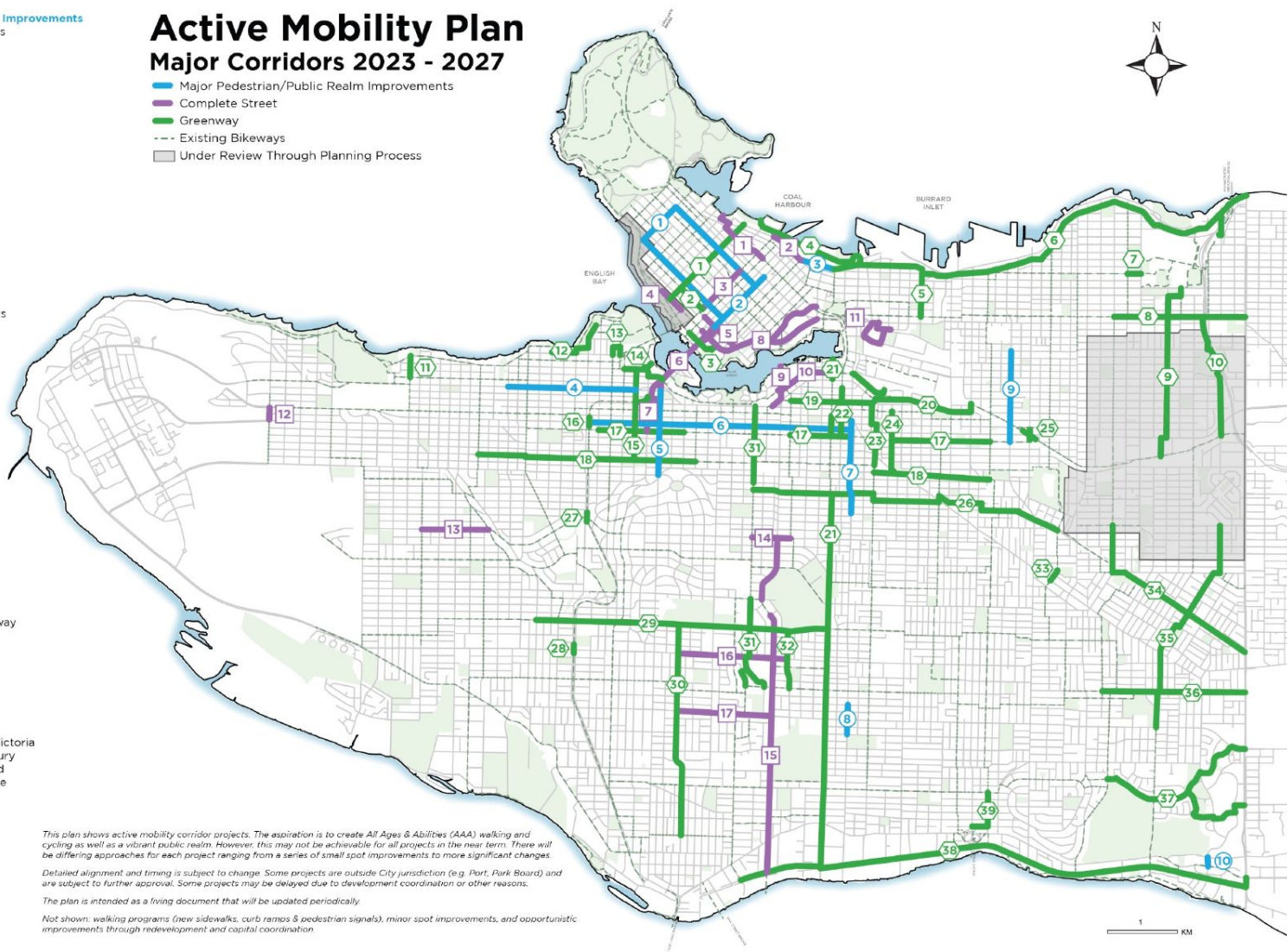
- 1 Melville
- 2 Cordova
- 3 Burrard
- 4 Pacific
- 5 Drake
- 6 Granville Connector
- 7 Fir Ramp
- 8 Pacific - Expo
- 9 Cambie Ramp
- 10 1st Ave
- 11 New St Paul's Hospital Streets
- 12 Blanca
- 13 King Edward - Dunbar
- 14 King Edward - Cambie
- 15 Cambie
- 16 41st Ave
- 17 49th Ave

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



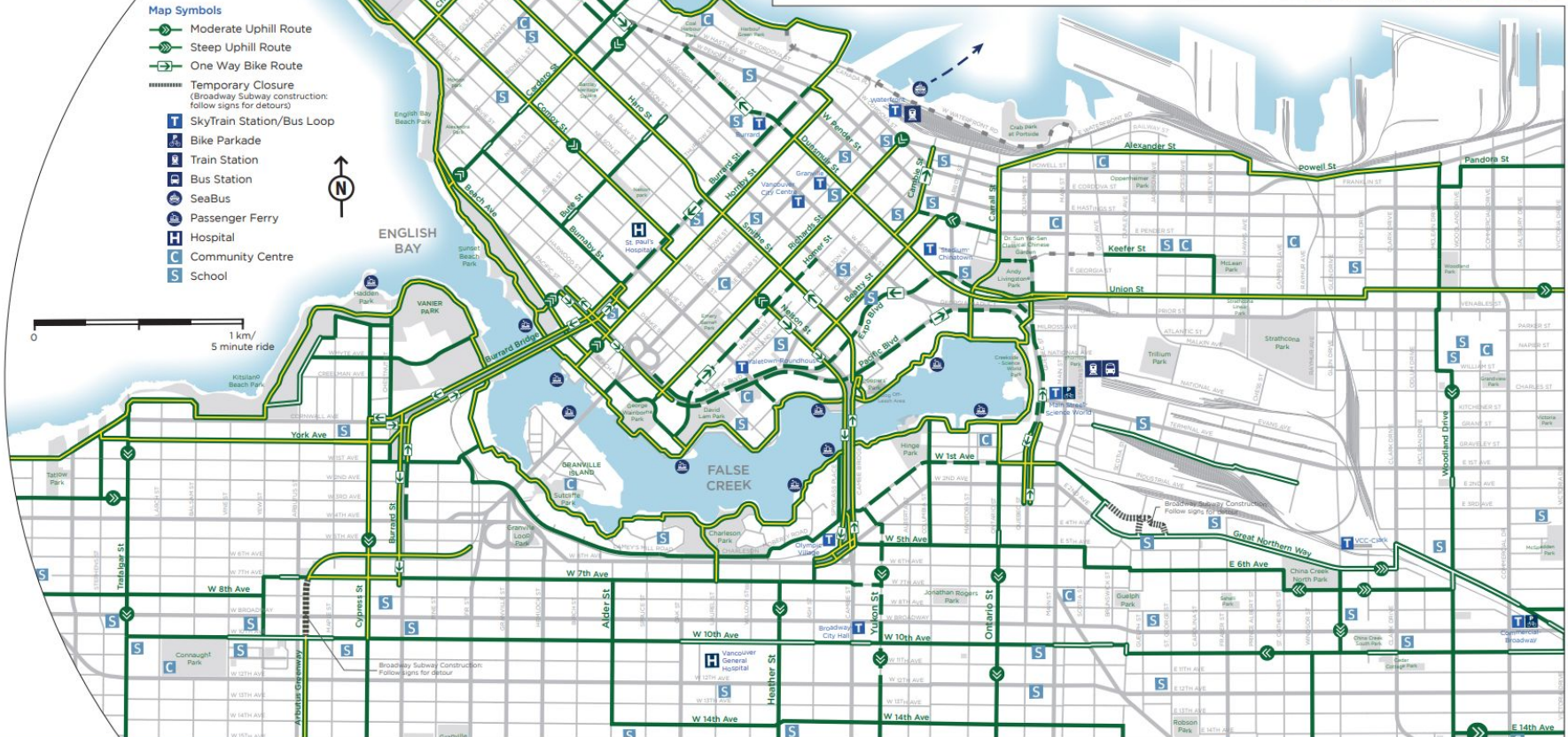
For More Information from the City of Vancouver

- 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

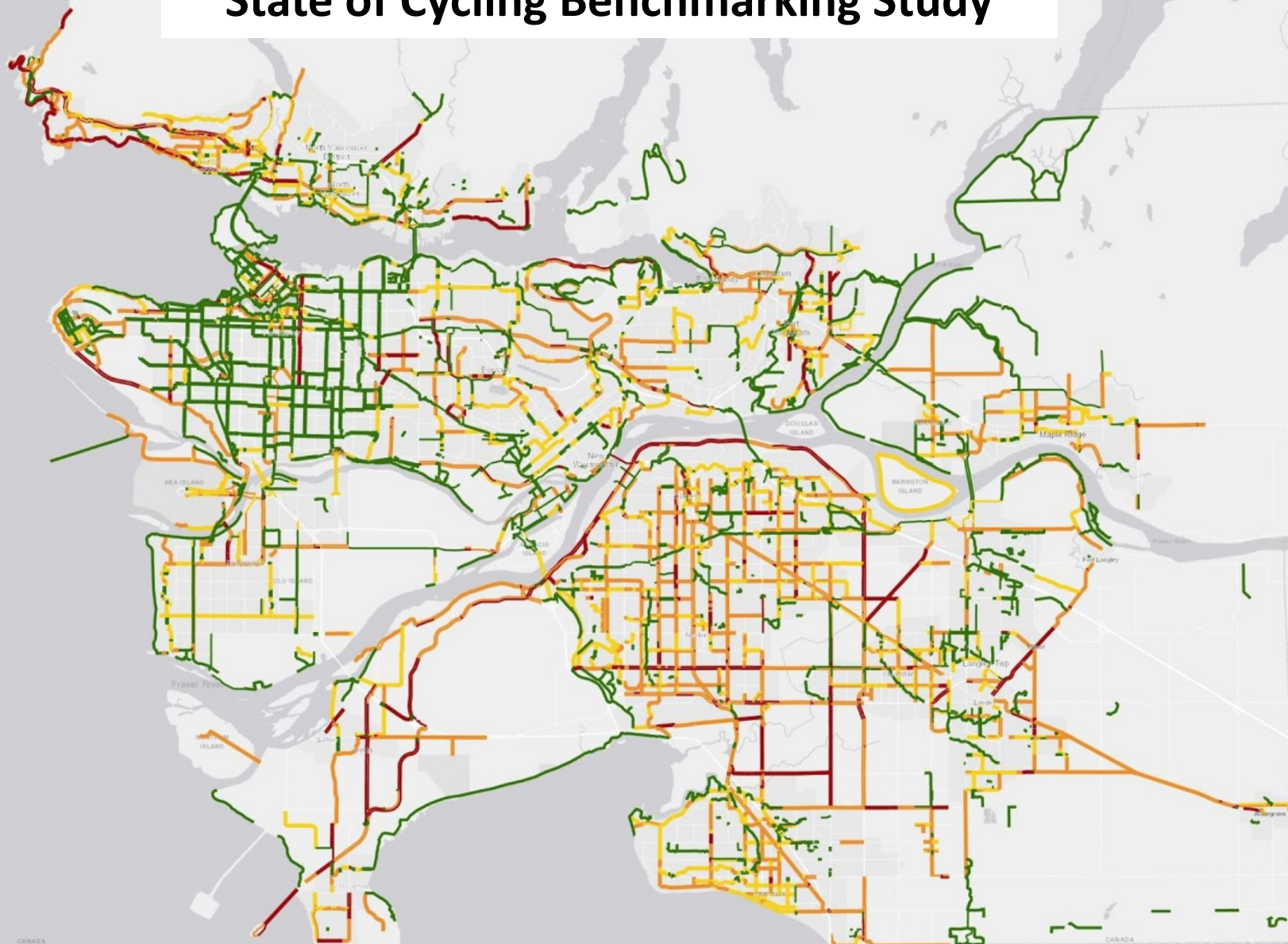
- 1 Seaside
- 2 Lagoon
- 3 Central Valley
- 4 Granville
- 5 Downtown Historic Trail
- 6 Carrall
- 7 Portside
- 8 Midtown Way
- 9 Parkway
- 10 Spirit Trail
- 11 Ridgeway
- 12 Arbutus
- 13 Ontario
- 14 Eastside Crosscut
- 15 Masumi Mitsui
- 16 Fraser River Trail
- 17 City Centre
- 18 Comox-Helmcken

- 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

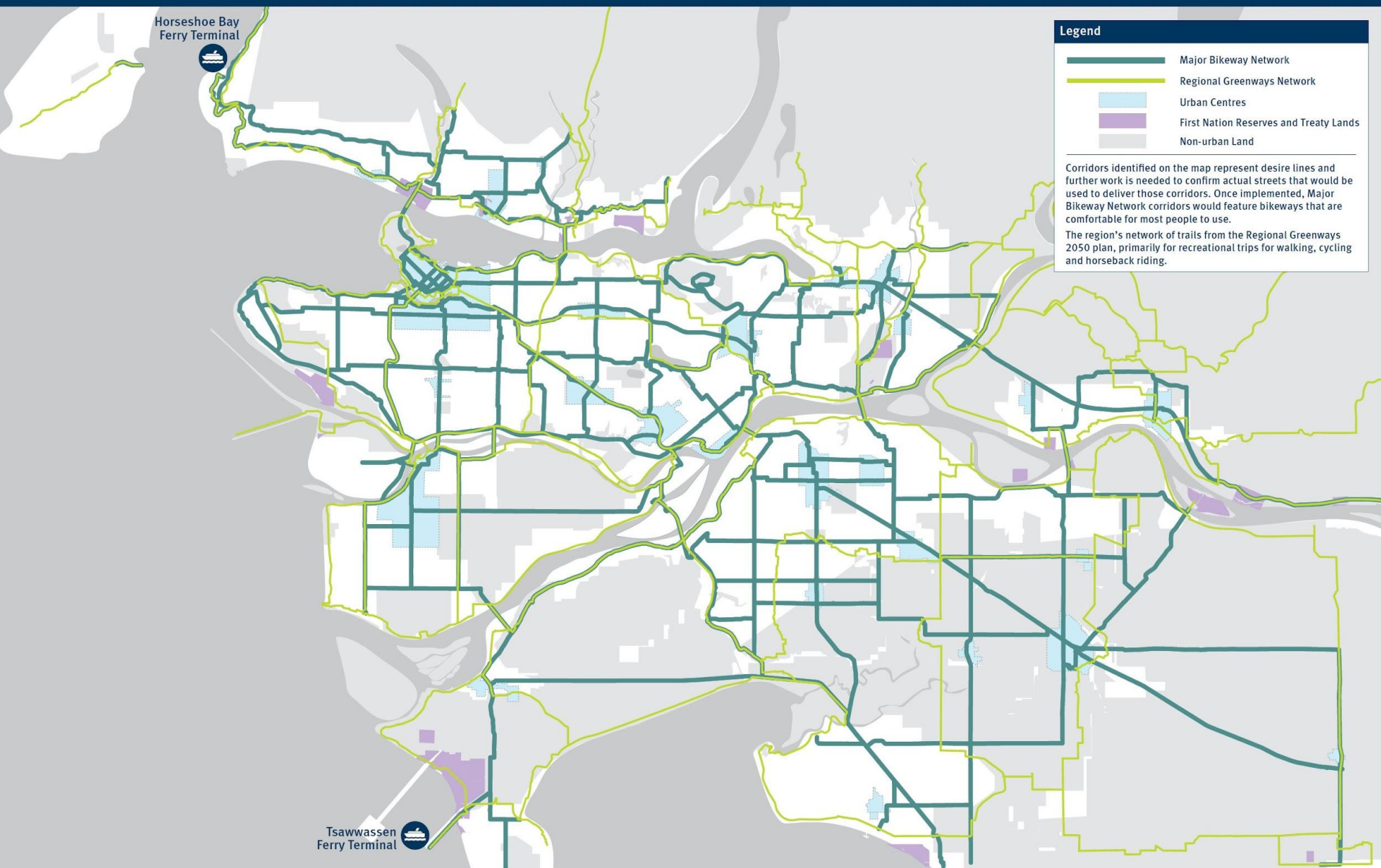
State of Cycling Benchmarking Study

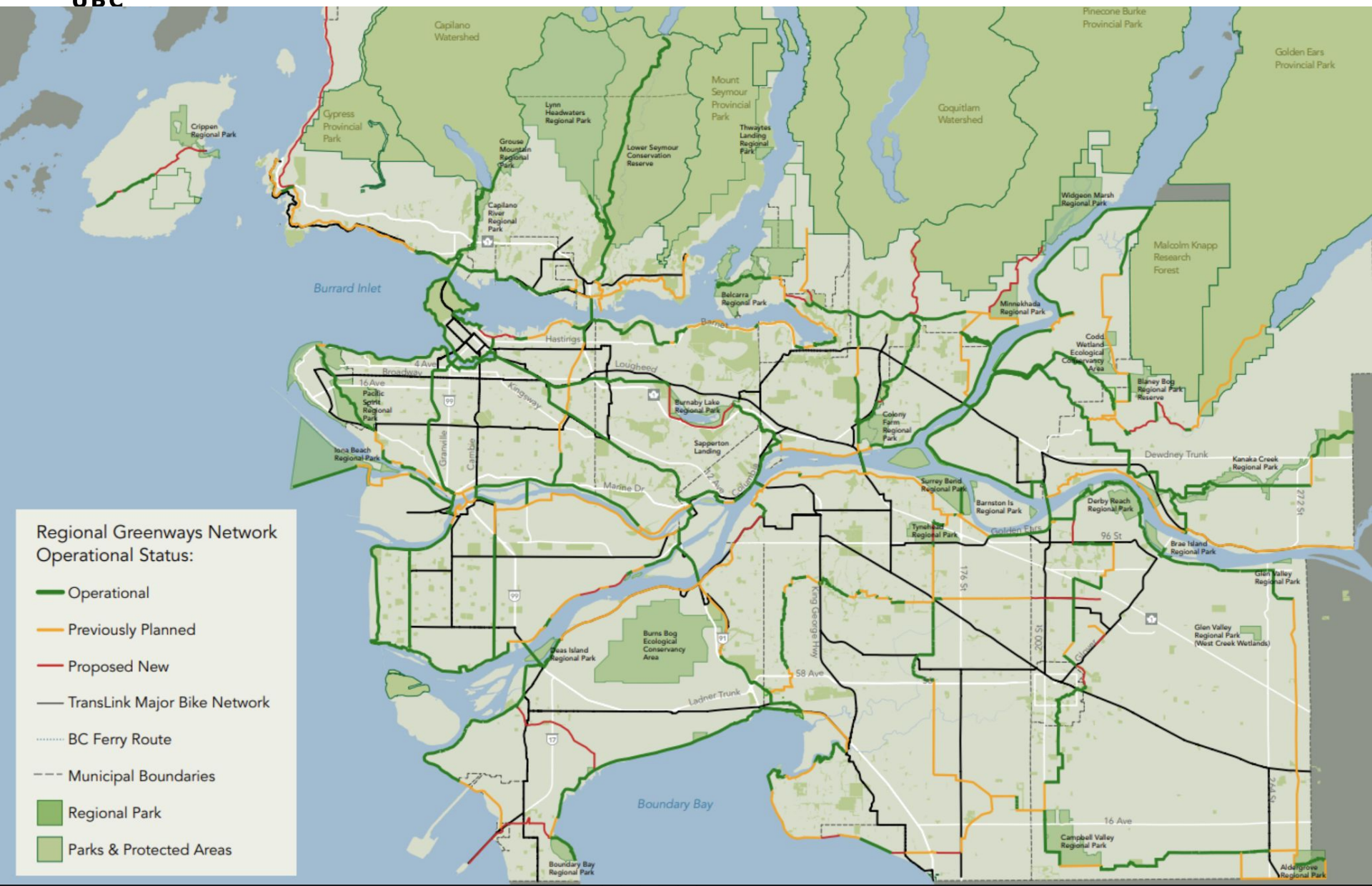




Translink MBN October 2021

Transport 2050 Regional Cycling Network



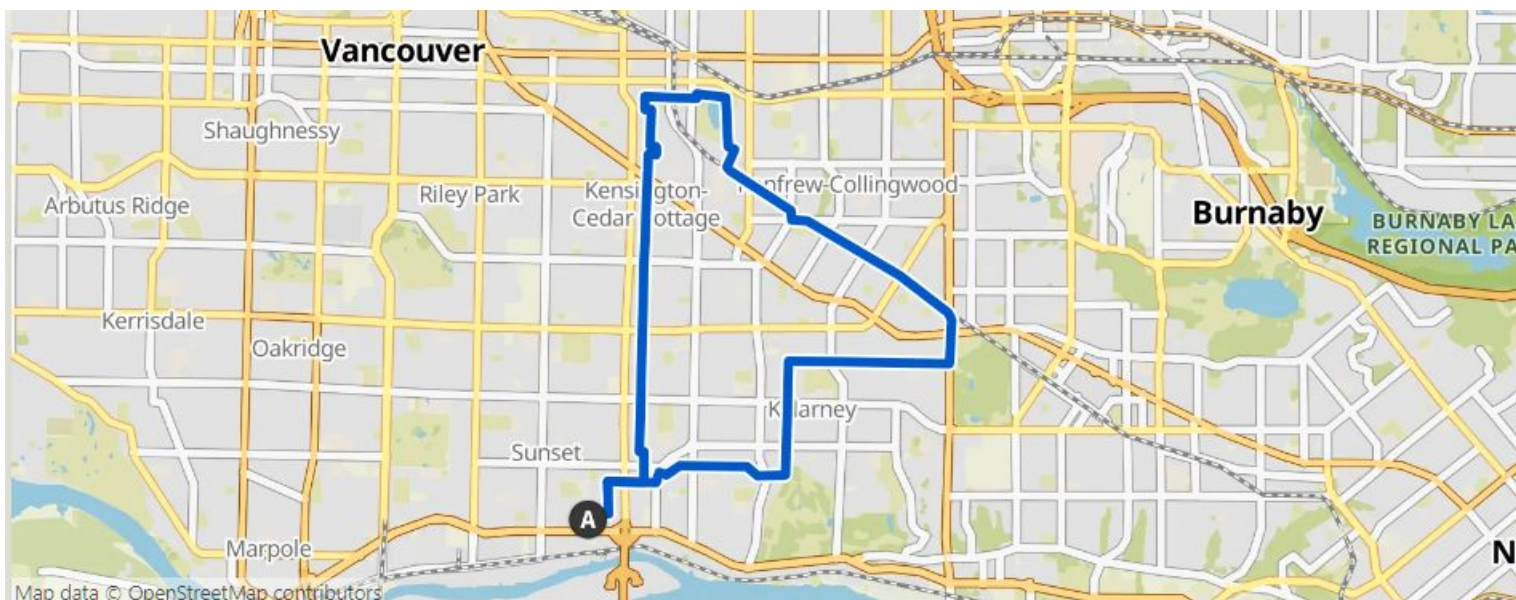




VULC Social Rides

Sunday April 23rd @ 1pm

Ross St Temple/BCP/SE Vancouver Loop



18.4 km. Start/stop @
KDS Vancouver Gurdwara

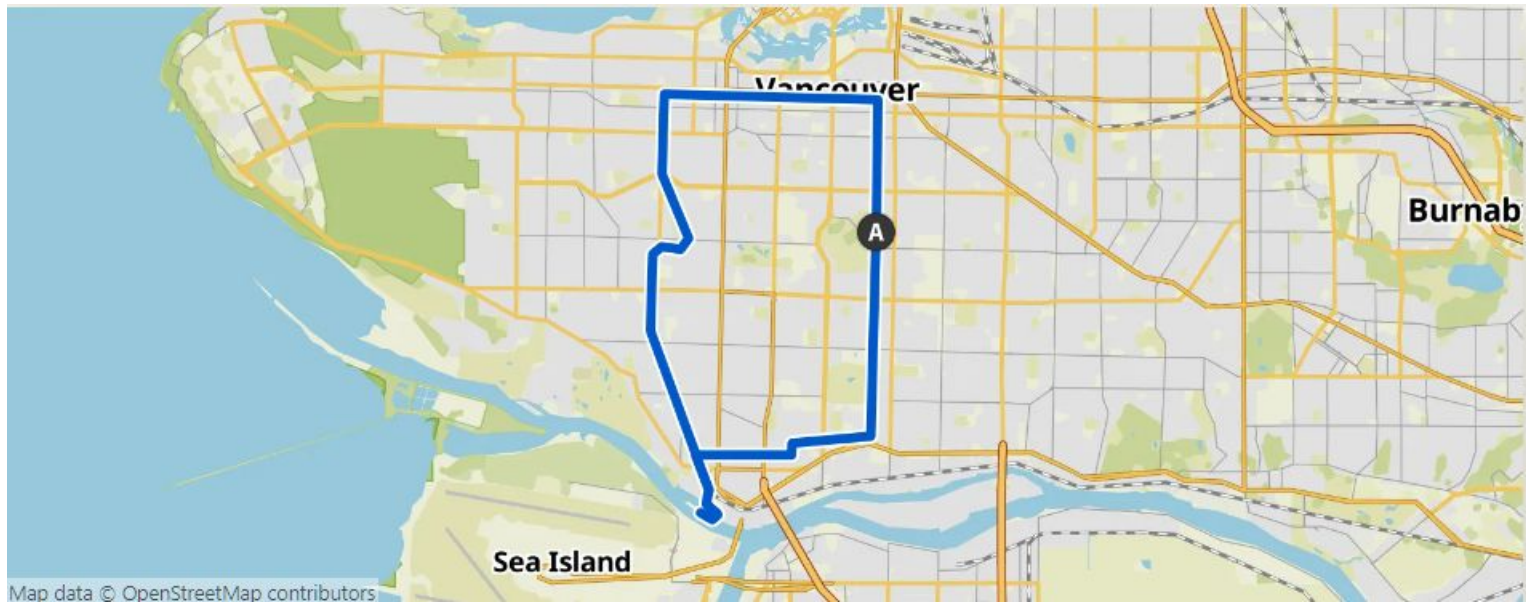
Contact anthonyfloyd@gmail.com

[Eventbrite Link](#)

VULC Social Rides

Tuesday May 2nd @ 7pm

Tour de Oakridge

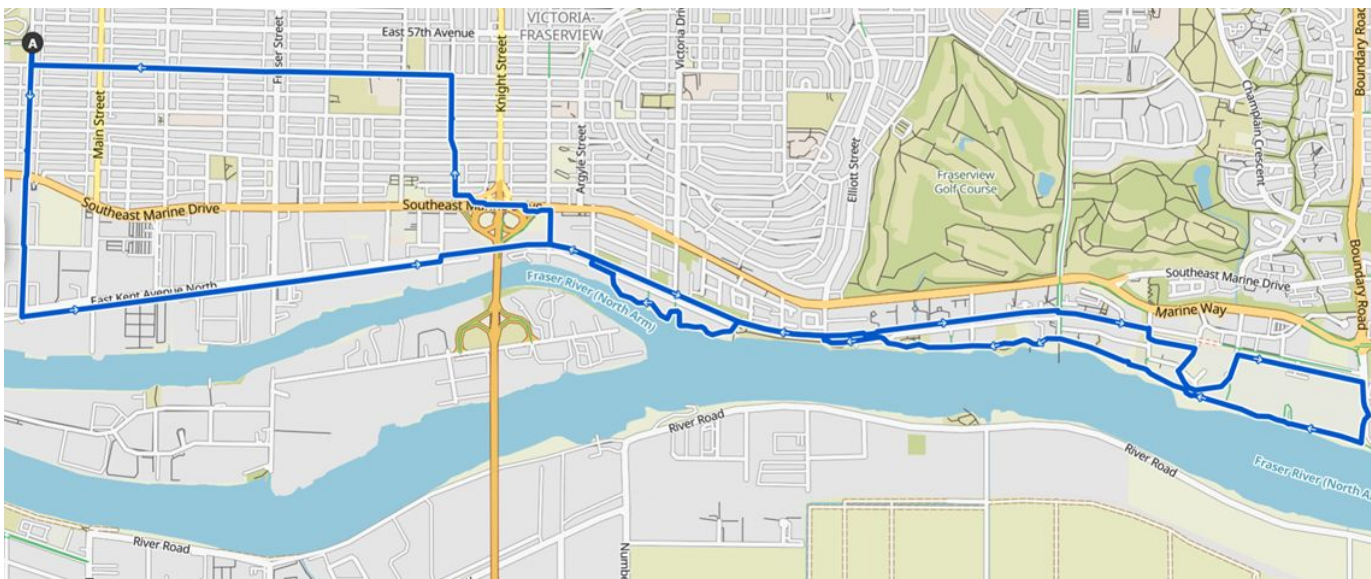


21.4 km. Start/stop @
Riley Park, incl stop @ Milltown
Contact anthonyfloyd@gmail.com

VULC Social Rides

Tuesday June 6th @ 7pm

River District/Kent Ave



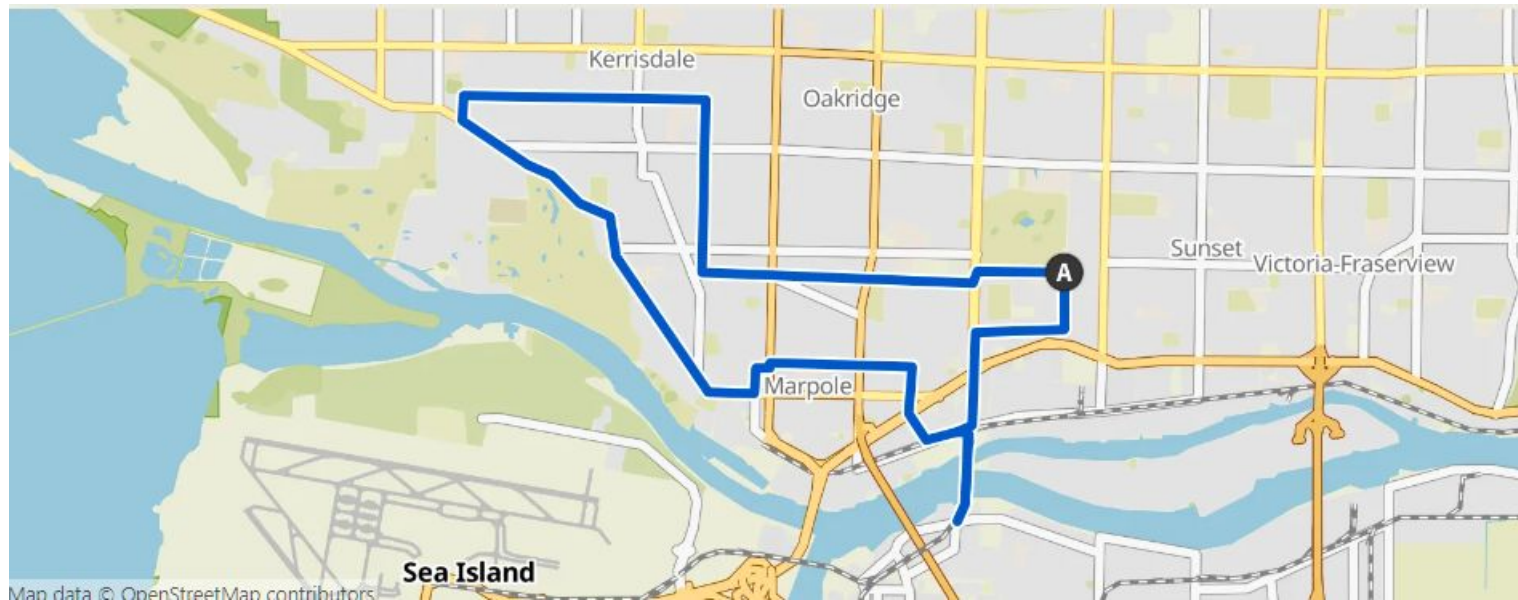
15.5 km. Start/stop @
Langara Golf Course, SE corner
(Ontario at 58th)

<https://www.eventbrite.ca/e/635165014657>

VULC Social Rides

Tuesday July 4th @ 7pm

Dunbar/Marpole + Canada Line Bridge



17.4 km. Start/stop @
Langara Golf Course, SE corner
(Ontario at 58th)

Contact anthonyfloyd@gmail.com

VULC Social Rides

Tuesday August 1st @ 7pm

False Creek



17.7 km. Start/stop @
Kits Beach

(At path 90° bend west of parking lot)

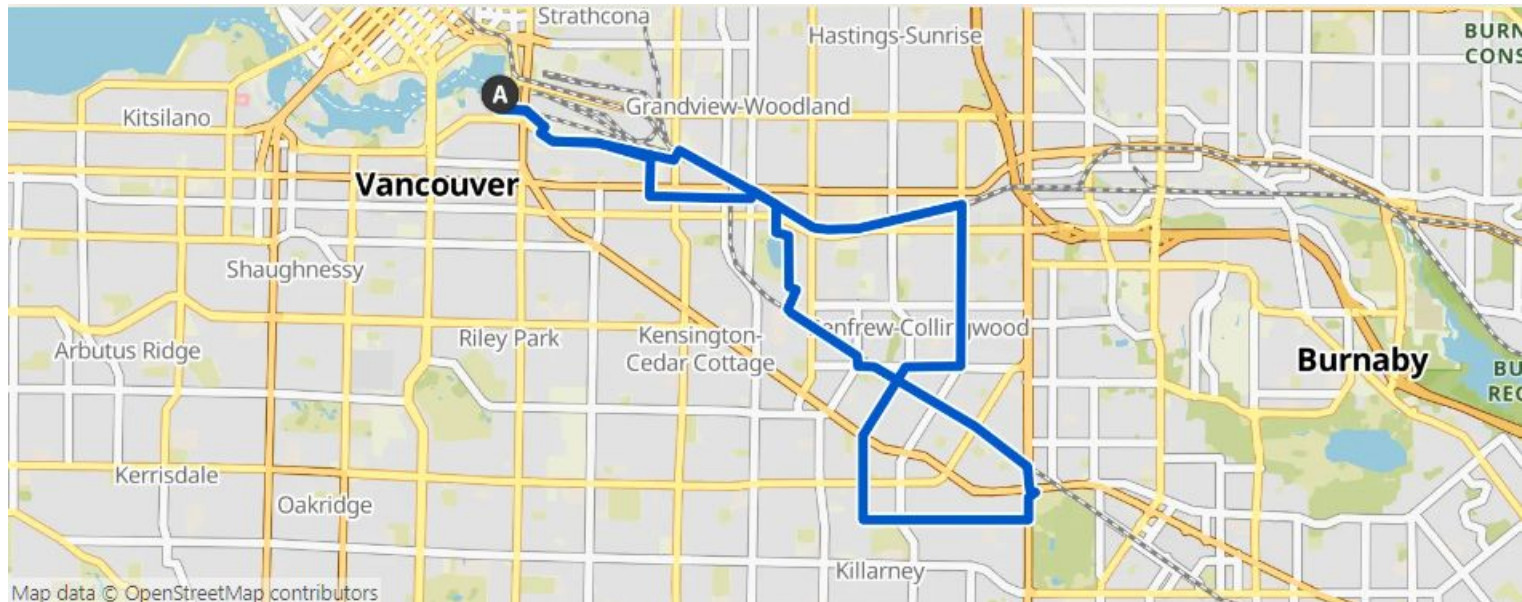
Contact anthonyfloyd@gmail.com



VULC Social Rides

Tuesday Sept 5th @ 7pm

Renfrew / Collingwood



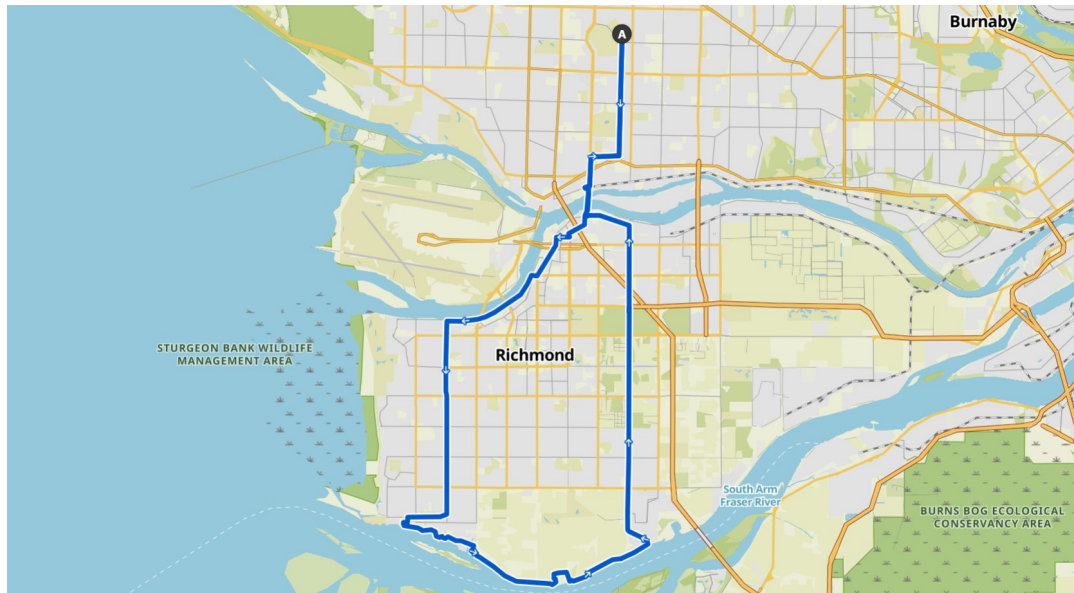
21.9 km. Start/stop @
Olympic Village Square
(The birds)

Contact anthonyfloyd@gmail.com



VULC Social Rides

Sunday Sept 24th @ 11am
Richmond!



42.7 km. Start/stop @
Riley Park

Contact anthonyfloyd@gmail.com



VULC Social Rides

Sunday Oct 22nd @ 1 pm

Tour de Point Grey



20.9 km. Start/stop @
Arbutus/37th

Contact anthonyfloyd@gmail.com



HUB Cycling Purpose

HUB Cycling has two purposes in its constitution:

1. To provide educational forums, classes, workshops, and seminars to the public that teach the following two subjects in Metro Vancouver:
 - a. how to cycle safely and interact safely with people cycling on the road and,
 - b. how to repair and maintain a bicycle.
 2. To conserve the environment and improve the health of people in Metro Vancouver by encouraging cycling as a mode of transportation through:
 - a. facilitating communication between cyclists by providing forums wherein people who cycle can discuss cycling issues;
 - b. facilitating communication between cyclists, motorists, pedestrians, bicycle retailers, non-political transportation companies and planners, real estate developers and other non-political groups dealing with people cycling by engaging these groups directly and presenting the interests of these various groups to each other;
2. (cont'd)
 - c. collecting and developing best practices related to cycling, which includes compiling research & developing expertise in relation to cycling infrastructure and urban design and resources for businesses & organizations interested in promoting cycling to the public;
 - d. organizing and operating non-political events that promote the use of the bicycle as an environmentally beneficial and healthy mode of transportation between destinations; and
 - e. improving public cycling facilities through engagement with decision makers & stakeholders in planning processes.

HUB Cycling Core Values and Goals

HUB Cycling Core Values

Community

- We believe that cycling is an exceptional catalyst for creating healthy, happy, connected and livable communities.

Sustainability

- Cycling plays a fundamental role in meeting the social and environmental needs of the people of British Columbia.

Collaboration

- Working with all stakeholders - the general public, the private sector, and the public sector - is pivotal as the best results for improved cycling infrastructure, training, and promotion come from working together.

Inclusivity

- We welcome and celebrate the diversity of all British Columbians through our work. We also recognize that socio-economic and cultural barriers must be acknowledged and considered through our advocacy, training, and promotion.

Innovation

- Through the power of creativity, proactivity, and innovation we will adapt to and create new opportunities to introduce positive change and reach more people.

Responsibility

- We are accountable to our members, supporters, and the general public through our promotion, education, and advocacy for cycling improvements. Evidence-based decisions, transparency, integrity, and dialogue are core to how we conduct our work. This fosters trust among all stakeholders.

HUB Cycling Goals

1. An expanded cycling network, with a focus on infrastructure that is comfortable for most users.
2. A network of strong HUB Cycling Local Committees that drive improvements in cycling infrastructure, education and promotion in their communities.
3. Improved and expanded cycling-related safety education for users of all transportation modes.
4. A modernized BC Motor Vehicle Act and other legislation to improve road safety and accountability for all.
5. Be British Columbia's trusted resource for cycling infrastructure, education and promotion.
6. Strengthened relationships with the communities we currently serve, and expanded collaboration with new communities throughout British Columbia.
7. Expanded participation in our current programming, and a suite of new programs to attract new user groups.
8. Expanded and diversified funding sources to maximize organizational impact and sustainability.
9. Increased cycling among groups that may face social, cultural, and/or financial barriers to cycling.
10. Better capture and utilization of data that supports evidence-based decision-making around cycling.

<https://bikehub.ca/about-us/our-strategic-plan>



HUB Cycling Local Committees

What is a Local Committee?

HUB has 10 local committees across Metro Vancouver who engage with decision makers to improve cycling conditions in their municipality.

Each committee meets regularly to discuss local cycling issues, perform assessment rides to document local conditions, develop reports and present recommendations to local councils / decision makers & plan local events to encourage cycling.

The Regional Advisory Committee (RAC) works on region-wide or cross-boundary projects and policies.

<https://bikehub.ca/get-involved/join-local-committee-0>

Key Messages

- Working together, people cycling can make a bigger impact on the decisions made in our communities related to cycling issues, policies & infrastructure improvements. HUB brings together and supports cycling enthusiasts of all levels to craft policy positions, share best practices; build community and promote cycling education programs.
- HUB committees have been central to the implementation of major cycling-related initiatives, programs & improvements in regional areas.
- HUB provides access to user perspectives, motivations, barriers, data collected from cycling programming and membership (BTWW survey results, etc)