

Vancouver-UBC Local Committee

October 19th, 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

- Welcome, introductions, and announcements
- Municipal Election Working Group (New)
- Updates from Working Group leads
- Consultations Update
- HUB Cycling RAC and Board Updates
- Other Business
- Meeting Adjourns
- Break Out Rooms (8:00 pm – 8:30 pm)
 - Cycling in Parks
 - General Topics

Welcome and Introductions

- Welcome to new attendees
- Anything to add to the agenda?
- Minutes from Sept (we had no meeting in August)

Announcements

- Van Connect – please report bike lane maintenance issues, particularly debris and flooding, as we enter the fall
- There are many surveys and opportunities for engagement on new or improved active transportation infrastructure. Please consider sending in a message of support or reviewing the proposal and completing a survey. Details in the agenda and Current Consultations sheet.
- At the end of our regular meeting, at 8 pm, we intend to have several Zoom breakout rooms set up, for some of our working groups. Entrance will be direct from the main meeting, with no need to log in separately. This will be an opportunity for smaller group discussions.
- Any other announcements?

New Working Group

- A number of our local committee members are organizing in preparation for the 2022 Municipal Election. In past years, we have documented the voting records of incumbents on Active Transportation issues, and we have used this data to demonstrate the level of support they have shown
- We have also prepared questions for all candidates in past elections, and published the responses
- We don't take political stands re specific candidates or parties, but we do promote issues related to active transportation
- Lisa will be leading this work. Please put a note in the text chat if you would like to be involved, or email Vancouver@bikehub.ca

Updates from Working Group Leads

- Assessment Rides – Jeff, Philippe, Mike V. - Kent Ave Bikeway proposal updated, approved, and posted. CVG ride held, and draft report completed. Stanley Park ride held, and draft report completed. Future assessment rides?
- Cycling in Parks – Lisa - Kits Beach Park and Arbutus St. temporary lane; Kits Beach Park public engagement; Stanley Park road reallocation.
- Arbutus Greenway – Stan
- Cargo Bikes and Freight – Sam – North Shore Cargo Bike festival held, micro logistics hub progress with the CoV
- Broadway Subway – Jeff – Detour implemented for the Arbutus Greenway from 10th to 7th for the next three years. Engagement with the Business Stakeholders Advisory Group, and Broadway Subway Project Traffic Advisory Group
- East Van Greenway – Clark

Consultations – Stanley Park Temporary Protected Lane

- Phases 1 -3 implemented. Intended to be in place until the end of October.



Consultations – Kits Beach Park Seaside Greenway improvements

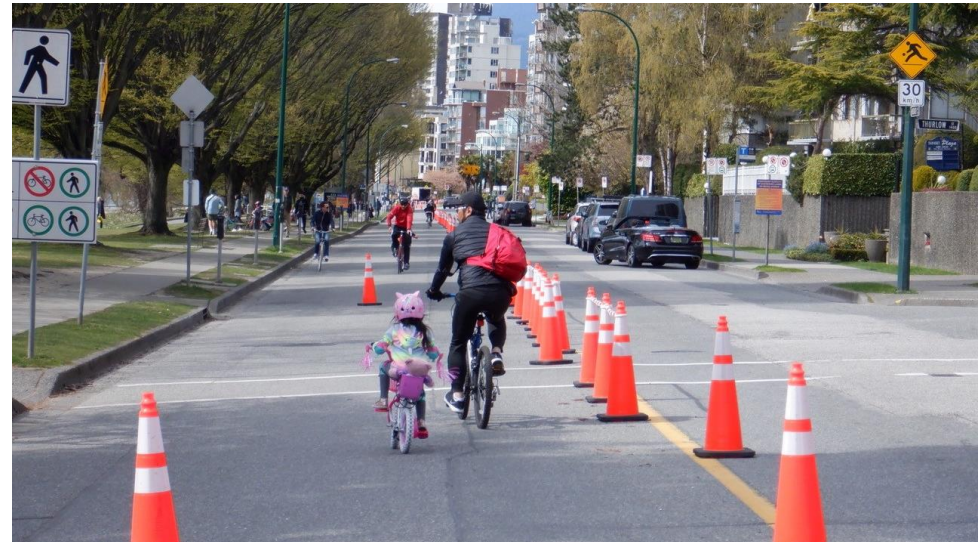
- Public engagement process
 - Values and Priorities – survey finished in August on how people use the park and paths
 - Cycle Path Route Options (Fall 2021)
 - Preferred Options (Spring 2022)

Consultations – Beach Ave Bikeway

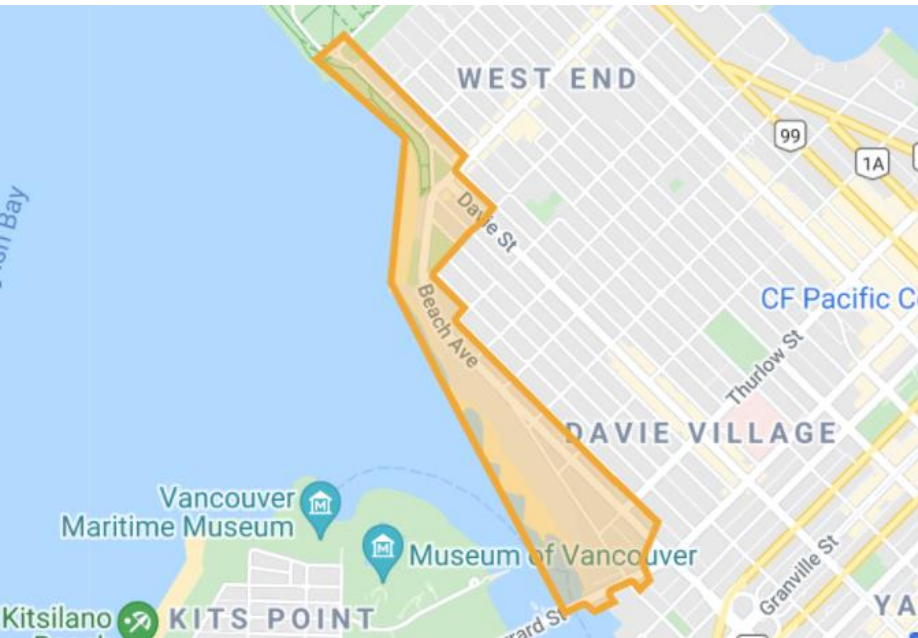


We now have a painted centre line along the full length of the Beach Ave Bikeway; solid near crossings and dashed in between crossings

With Centre Line



Consultations – Imagine West End Waterfront Plan



- Masterplan to address neighbourhood connectivity and access, seawall experience, park services, and more
- Community Advisory Group being formed (Fall 2021 – Spring 2023)
- Workshops being held Oct 18-22 (pre-registration required)

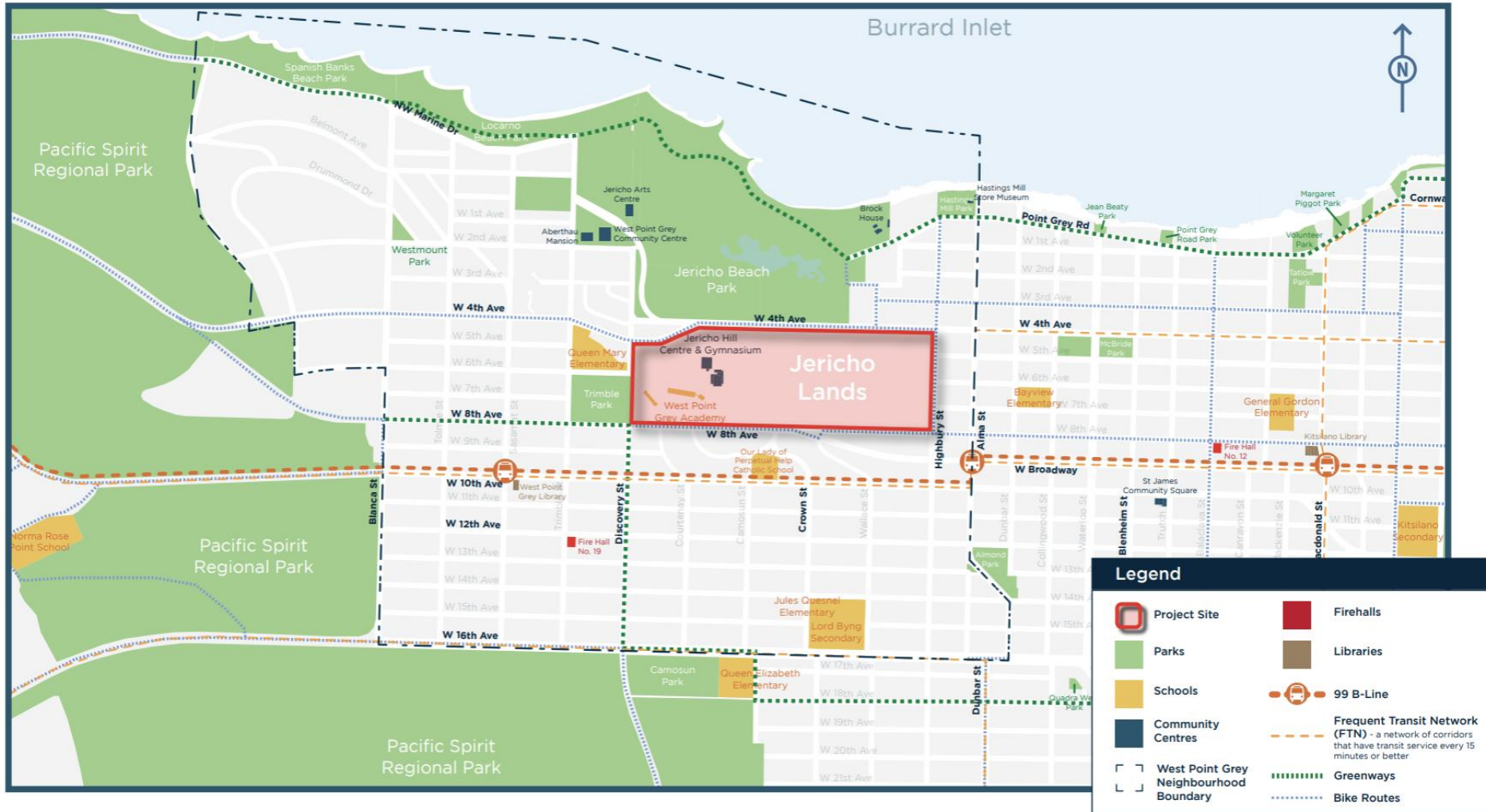


Consultations – Jericho Lands

Phase 3 Engagement

- The Jericho Lands are located immediately south of Jericho Park in West Point Grey, and are bounded by 4th Ave, 8th Ave, Highbury St, and Discovery St.
- 36 Hectares
- Owned by the MST Partnership (Musqueam, Squamish, Tsleil-Waututh) and the Canada Lands Company (a Federal Crown corporation)
- Build out could take 20-30 years

Consultations – Jericho Lands Phase 3 Engagement – Site Context



Consultations – Jericho Lands Phase 3 Engagement - Themes

Emerging Idea Themes



NATURAL SYSTEMS
& OPEN SPACES

CONNECTIVITY &
MOBILITY

INCLUSIVE
NEIGHBOURHOOD

SUSTAINABILITY &
RESILIENCE

Prioritize Walking, Rolling and Cycling

-
- A circular illustration shows a city street scene with a green winding path for walking and cycling. A blue arrow indicates a 15-minute walkable distance. The scene includes buildings, trees, and people walking and cycling.
- Prioritize active travel in site design, creating a network that is highly accessible and organic, modulating the surrounding street grid to respond to the site's topography and natural systems.
 - Link the high and low points of the site with an accessible green corridor that integrates active modes.
 - Design a highly walkable "15-minute community" by locating shops, services,

and housing close to transit.

- Establish a fine-grained network of safe and convenient human-scale connections.
- Weave together a variety of experiences and destinations including gathering spaces, natural areas, and community amenities.
- Create moments of tranquility in the landscape by providing quiet walkways through forested and naturalized landscapes.

Jericho Lands – Two Concept Site Plans

Eagle



Weave

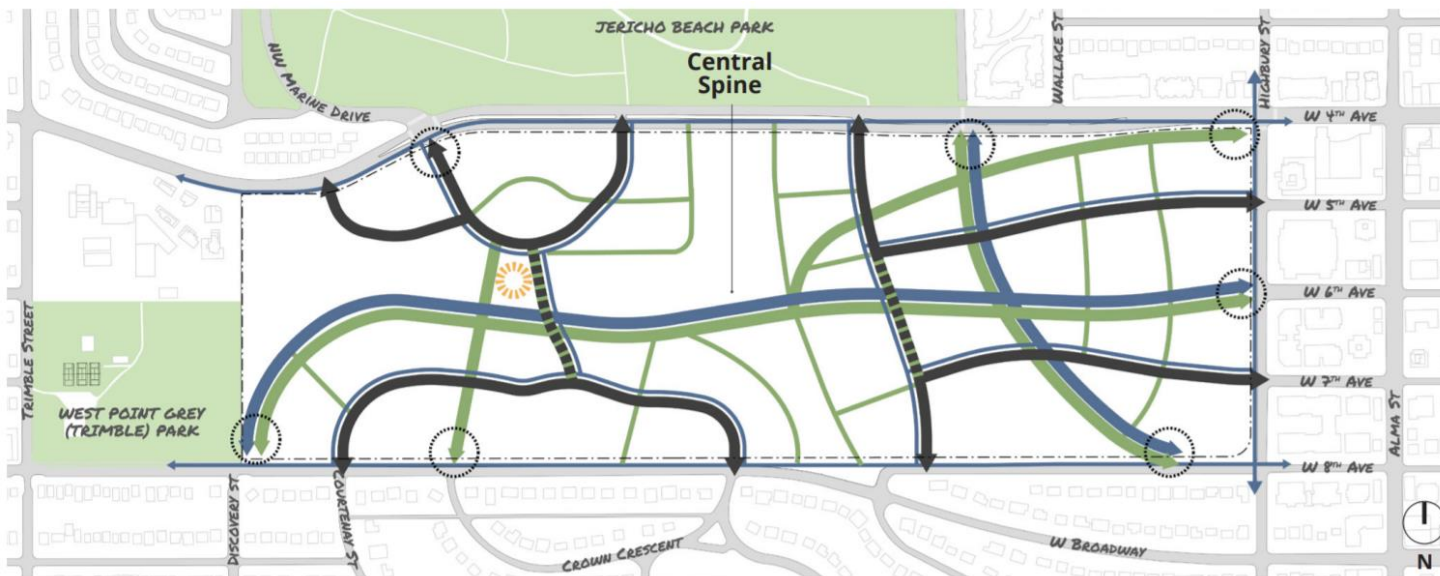


Jericho Lands – Two Resulting Transportation Networks



Legend

- Local Street Network
- Primary Pedestrian Route
- Secondary Pedestrian Route
- Primary Cycling Route
- Other Cycling Routes
- Potential Transit Station
- Key Entry Points



Legend

- Local Street Network
- Pedestrian Priority Streets
- Primary Pedestrian Route
- Secondary Pedestrian Route
- Primary Cycling Route
- Other Cycling Routes
- Potential Transit Station
- Key Entry Points

Consultations – Smithe St Bikeway

- First Iteration (2016) – partial protection at the east end of Smithe, with mixing zones at intersections
- Second Iteration (2018) – elimination of mixing zones, additional paint, no additional protection



Consultations – Smithe St Bikeway

- 2021 Construction is Underway – Full protection is being extended from Richards to Thurlow, bidirectional



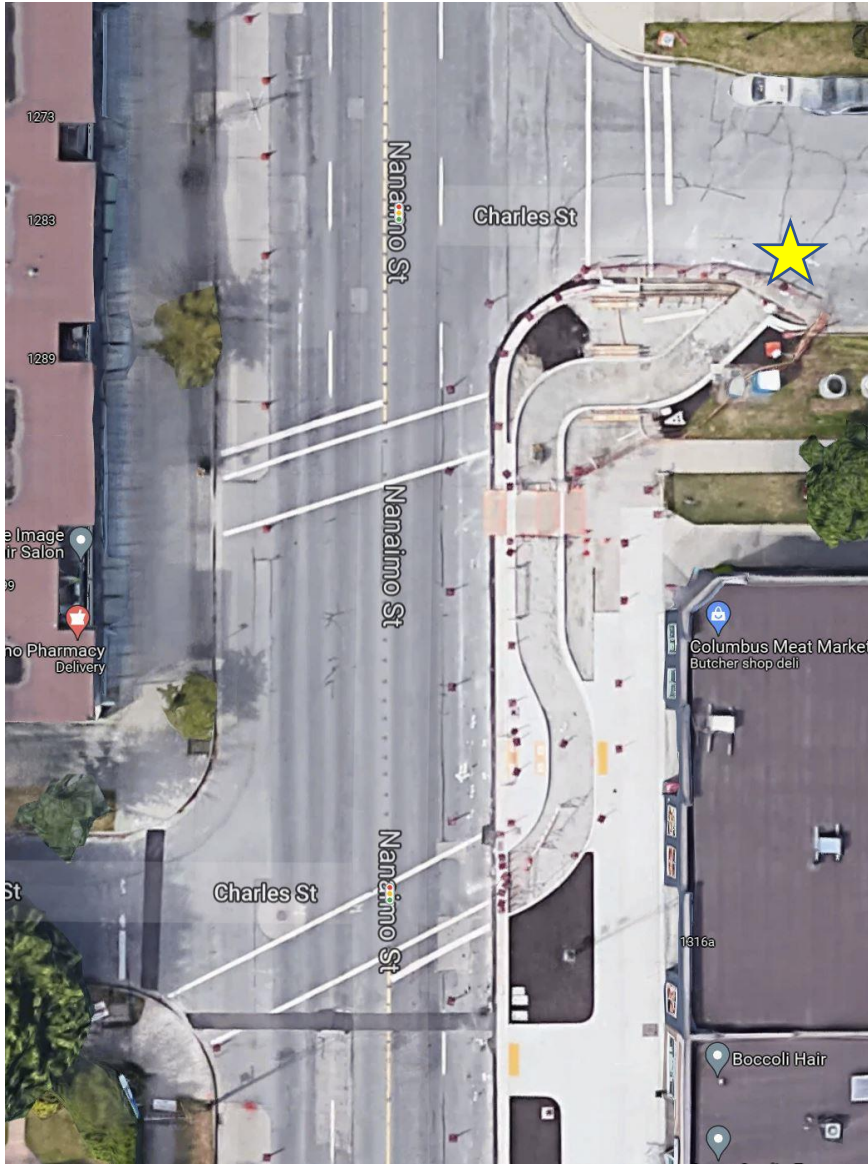
Consultations – Richards St Bikeway at Pacific Blvd



New protected eastbound lanes are now being built on Pacific Blvd at Richards St, coming from Burrard and heading towards Yaletown



Consultations – Charles St at Nanaimo St – Bike Path entry/exit



To improve user safety at the offset crossing of Nanaimo St at Charles (part of the Nanaimo St improvements) The CoV built a connecting bike path. Unfortunately, the east entry/exit was frequently blocked with illegally parked vehicles

Consultations – Charles St at Nanaimo – Bike Path entry/exit

Before



After



Consultations – Translink Transpo 2050

100+ Actions

From the ideas you shared in Phase 1, we've identified over 100 actions to deliver choice to people in Metro Vancouver. Whether you walk, bike, roll, transit or drive. These actions will also help the region reach its goals."



Building 300 more kilometres of rapid transit



Creating an 850-kilometre major bikeway network



Dedicating more streets to walking, biking, rolling, and transit



Promoting electric and shared vehicles: bikes, scooters, and cars



Putting frequent transit within five-minutes of most people

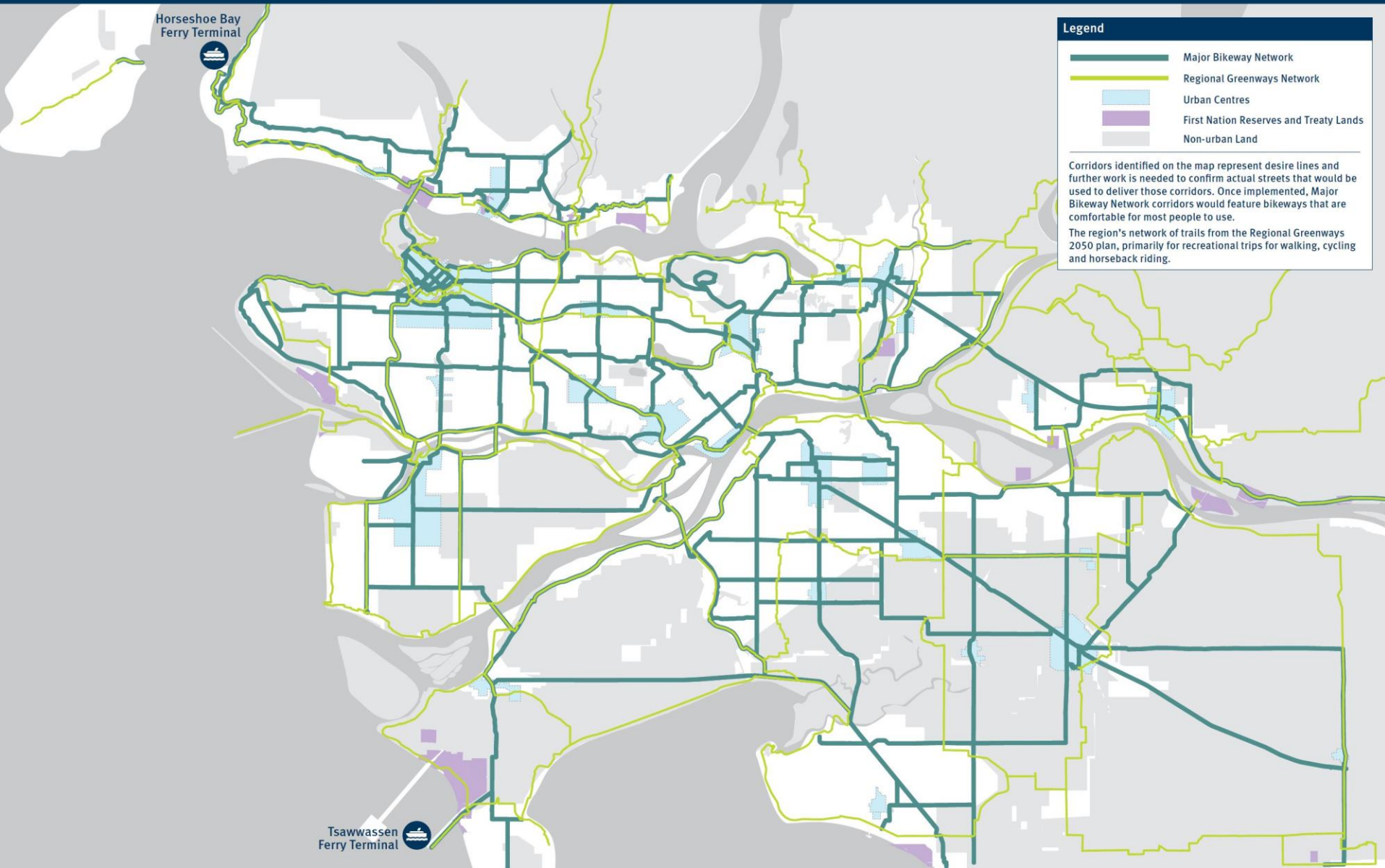
Consultations – Translink Transpo 2050

Some actions that have been included related to Active Transportation (cycling/micro mobility/shared)

- Develop the bikeway network, focusing on safe and comfortable bikeways in all Urban Centres and areas of high cycling potential
- Advance the implementation of a Regional Cycling Network
- Provide secure bike parking (racks, lockers, parkades) and charging stations for bikes, across the bikeway network, especially in urban centres and Frequent Transit Development areas, and at civic locations
- Require appropriate end-of-trip facilities at workplaces and other major non-residential trip-generating uses
- Program traffic signals on major bikeways and bicycle-priority streets to facilitate “green waves” to allow continuous travel

Consultations – Translink MBN

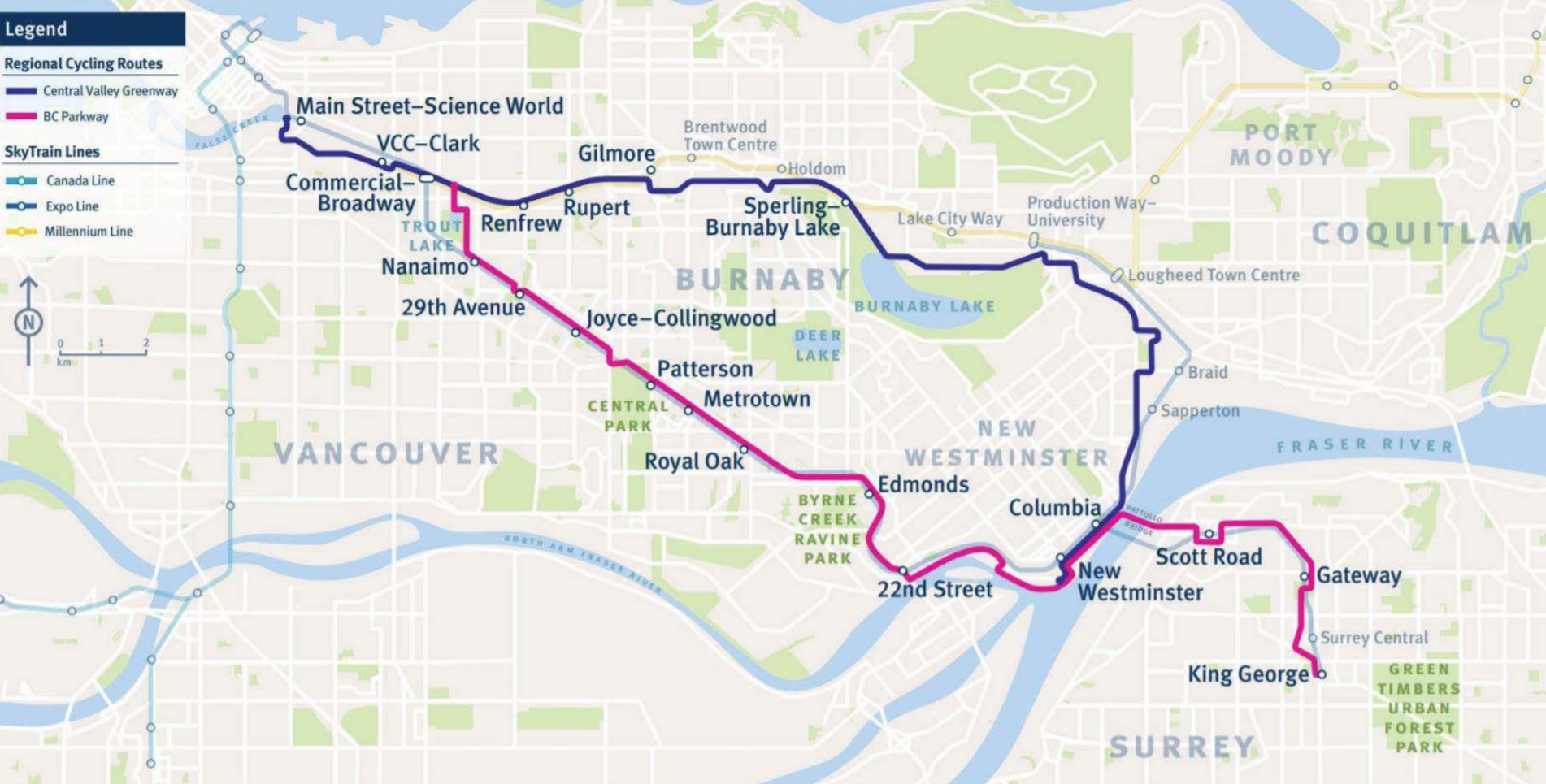
Transport 2050 Regional Cycling Network



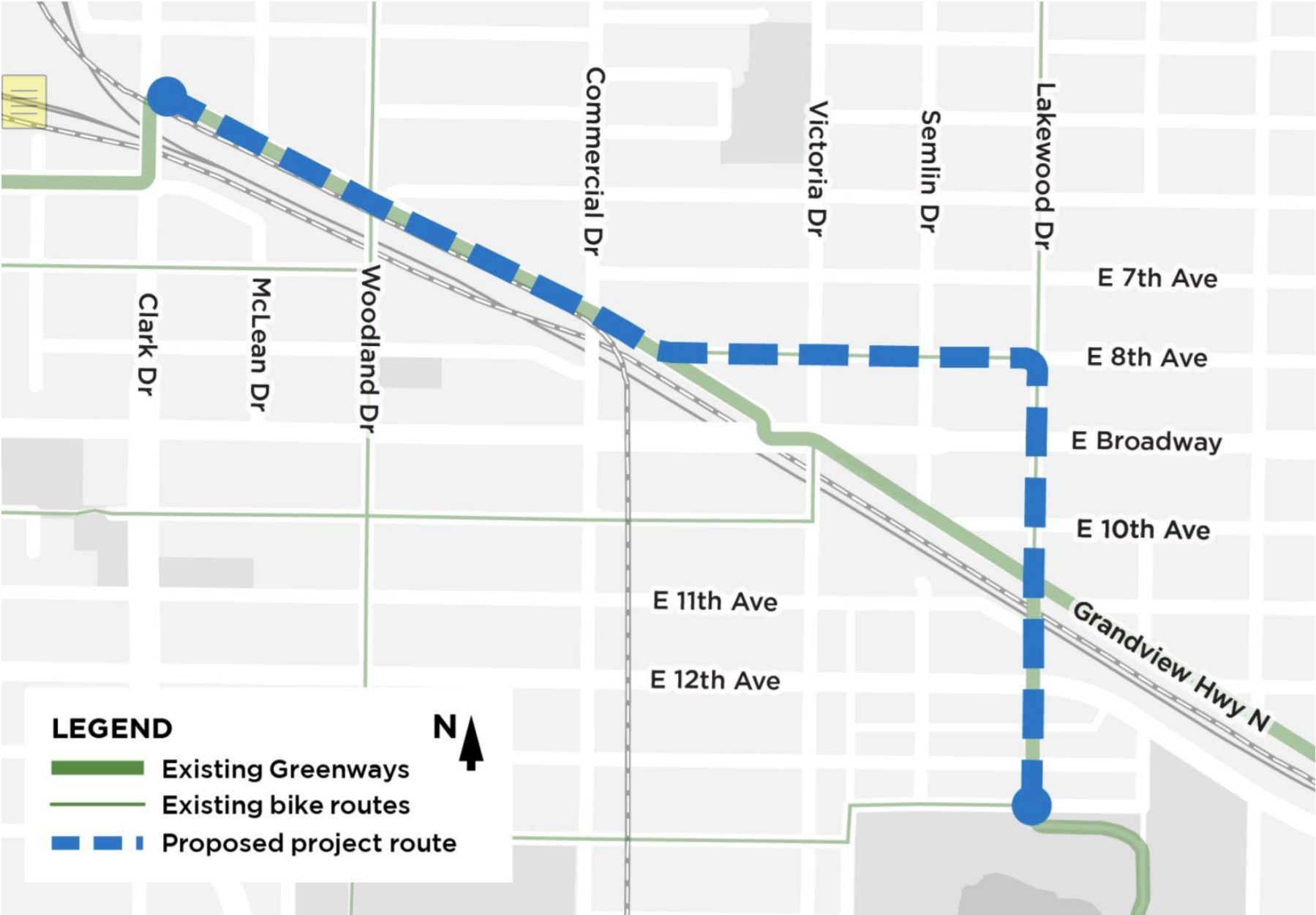
Consultations – The Central Valley Greenway and the BC Parkway

T BC Parkway and Central Valley Greenway Map

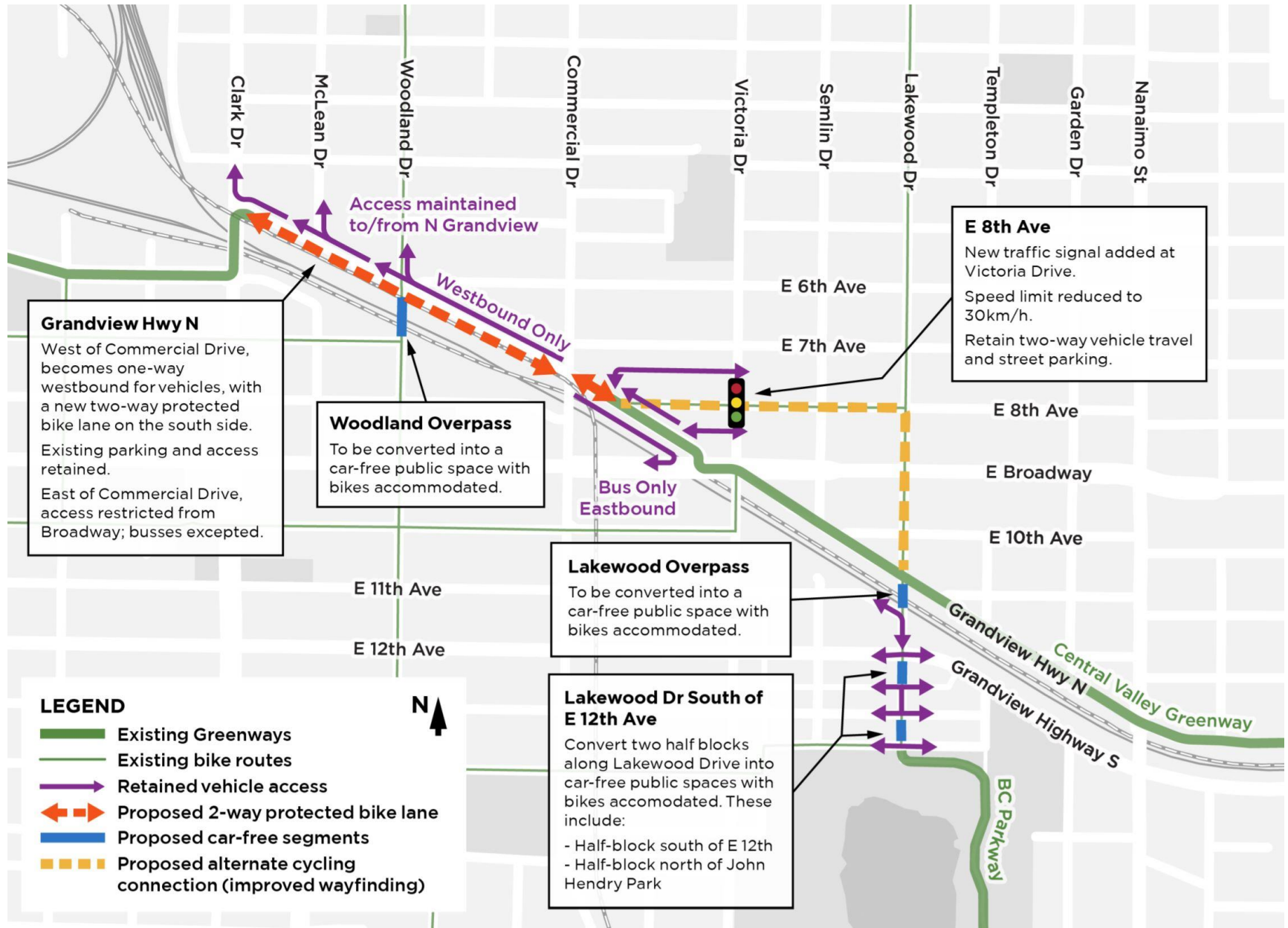
- Legend**
- Regional Cycling Routes**
- Central Valley Greenway
 - BC Parkway
- SkyTrain Lines**
- Canada Line
 - Expo Line
 - Millennium Line



Consultations – CVG and BCP - Scope

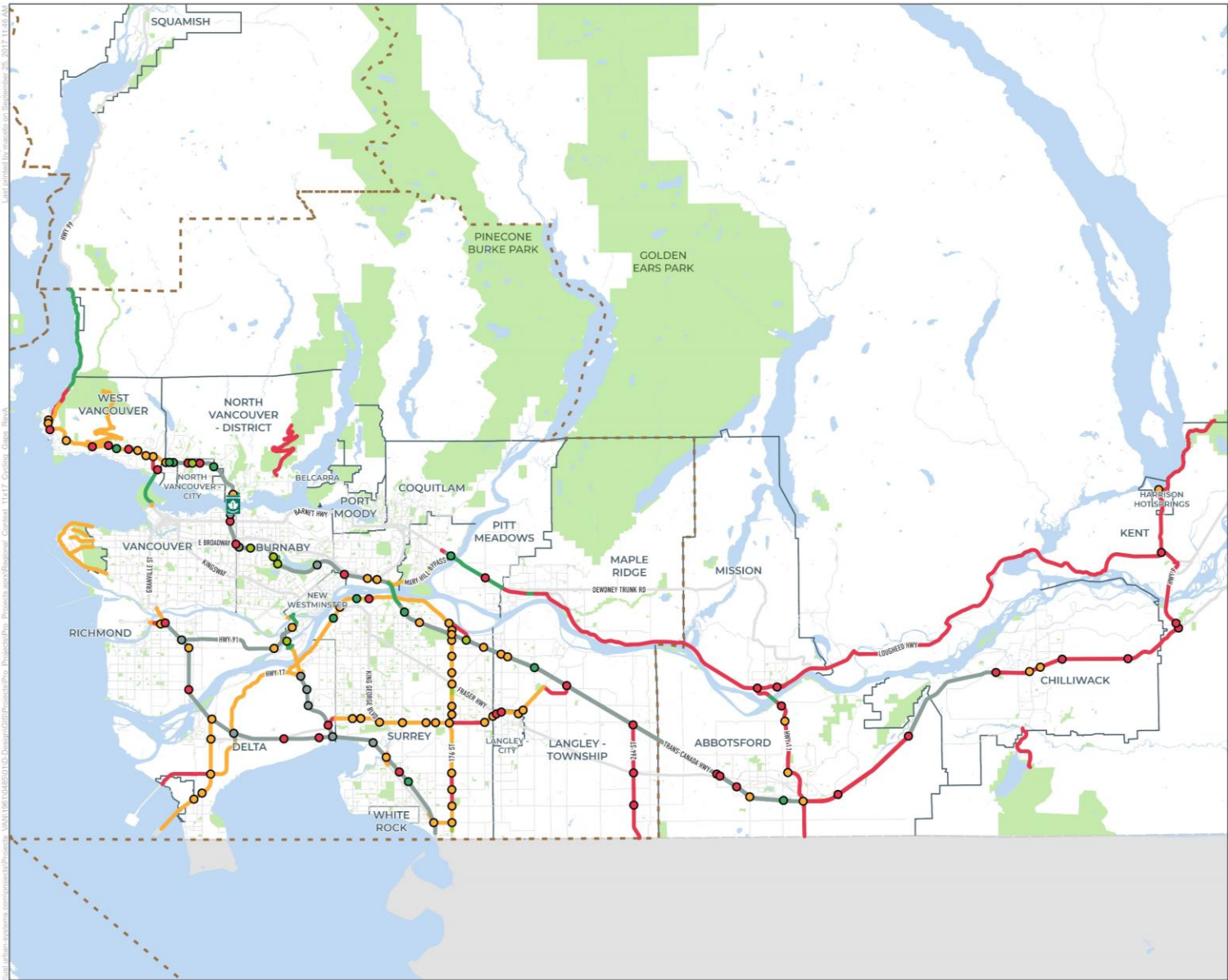



Consultations – CVG and BCP - Plan



Consultations – MoTI Gap List

Last updated by moctm on September 29, 2021 at 2:35 PM
 Last reported by moctm on September 29, 2021 2:34 PM
 Last created by moctm on September 29, 2021 2:34 PM





Ministry of Transportation and Infrastructure

Ministry of Transportation and Infrastructure

Cycling Gaps

Regional Context

Legend


MOTI Cycling Gaps - Point

- No Gap
- Partial Gap
- Upgrade - Comfort
- Upgrade - No Facility
- Cycling Prohibited

MOTI Cycling Gaps - Corridor

- No Gap
- Partial Gap
- Upgrade - Comfort
- Upgrade - No Facility
- Cycling Prohibited
- Municipal Boundary
- Park
- - - Regional District Boundary

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.



Coordinate System: NAD 1983 UTM Zone 10N

Data Sources: - BC Open Data

Scale: 1:360,000
(When plotted at 11"x17")


Project #:	1961.0485.01	
Author:	MA	
Checked:	ST / BP	
Status:	Status	
Revision:	A	
Date:	2021 / 9 / 29	

FIGURE XX

Consultations – MoTI UBC Access Routes Study

- All MoTI managed routes to UBC were identified in the MoTI Gap Study as needing improvement
 - NW Marine Drive
 - Chancellor Blvd
 - SW Marine Drive
 - University Blvd
 - 16th Ave
- Supporting work includes the Translink MBN, the Metro Greenway plan, and HUB SoC assessments
- Initial meetings have been held with our local committee reps as MoTI plans how to address these issues and prioritizes them.
- Consultation will include UBC and First Nations
- We asked that Blanca be considered as well

HUB RAC and Board Updates

- Regional Advisory Committee (RAC)
 - Hwy 7 upgrades east from Maple Ridge
 - Mary Hill Bypass gap from United Blvd to Argue St.
 - George Massey Crossing and corridor improvements
 - MoTI Priority Gap List

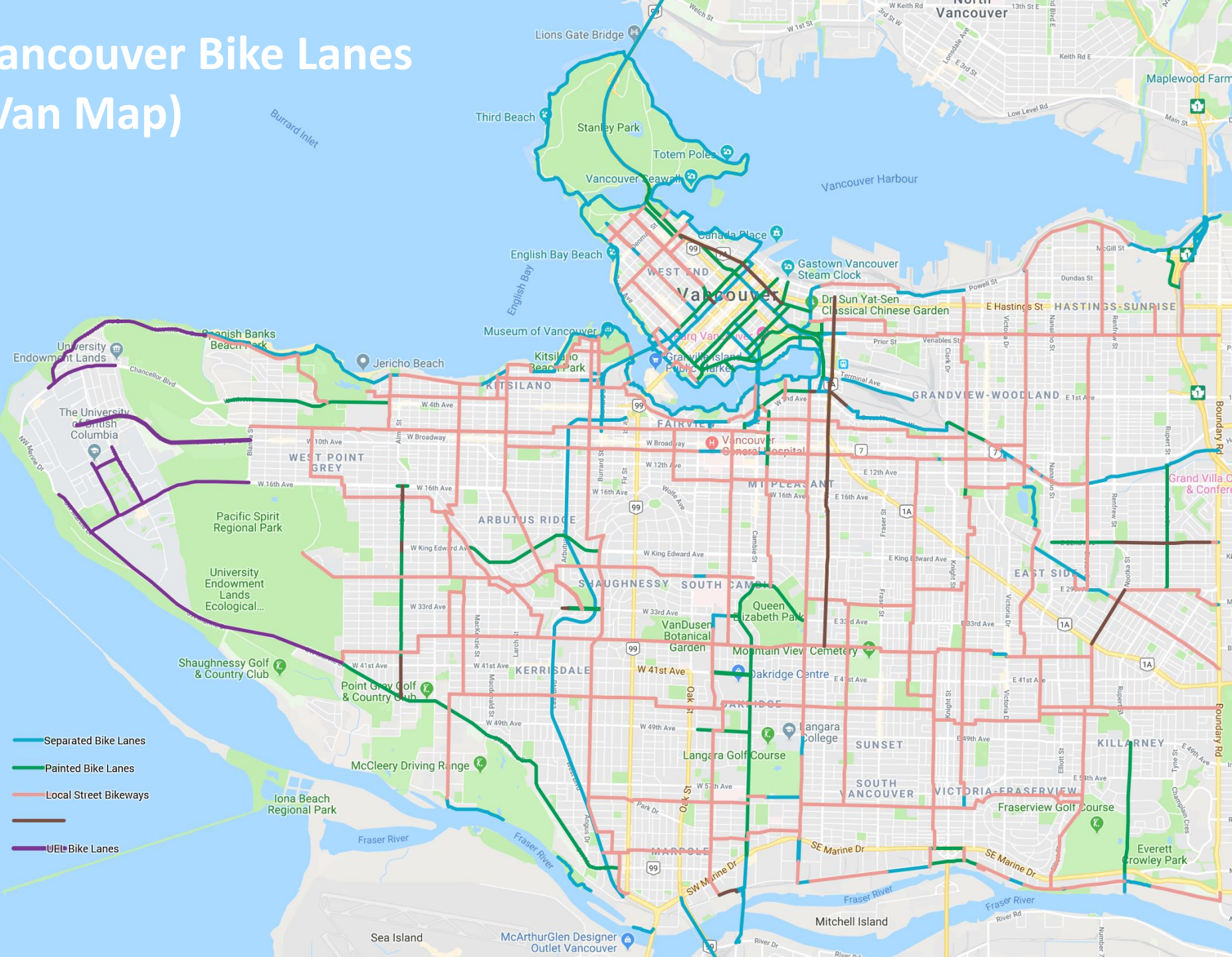
- HUB Cycling Board of Directors
 - No update this month

Breakout Rooms

- We have set up several Breakout Rooms so that our working groups can continue with smaller group discussions.
- Each will have a moderator/leader. The rooms will be open for 30 minutes.
- Please select which one you would like to go to
 - Cycling in Parks (Lisa)
 - General Discussion (Jeff)

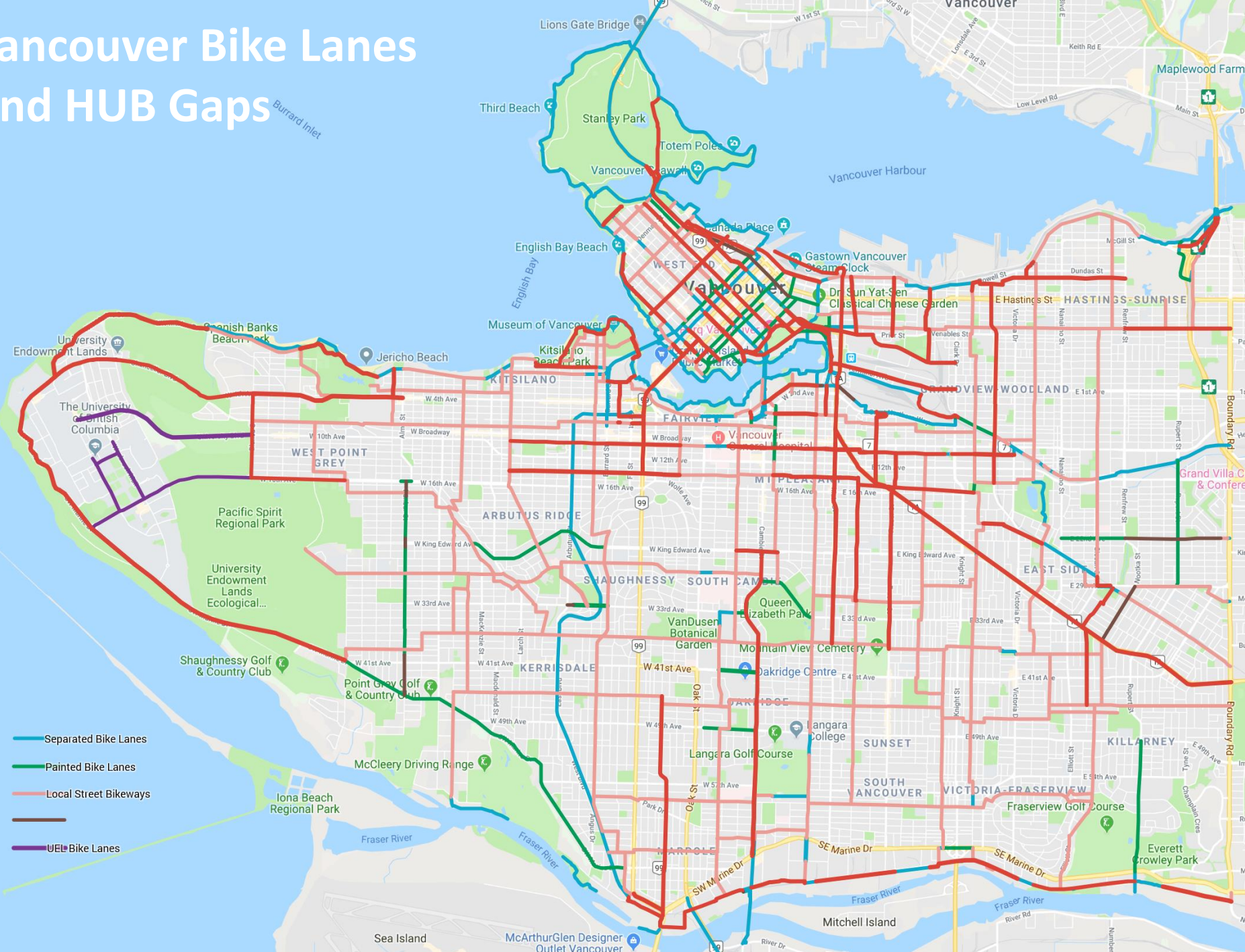
Appendices

Vancouver Bike Lanes (Van Map)



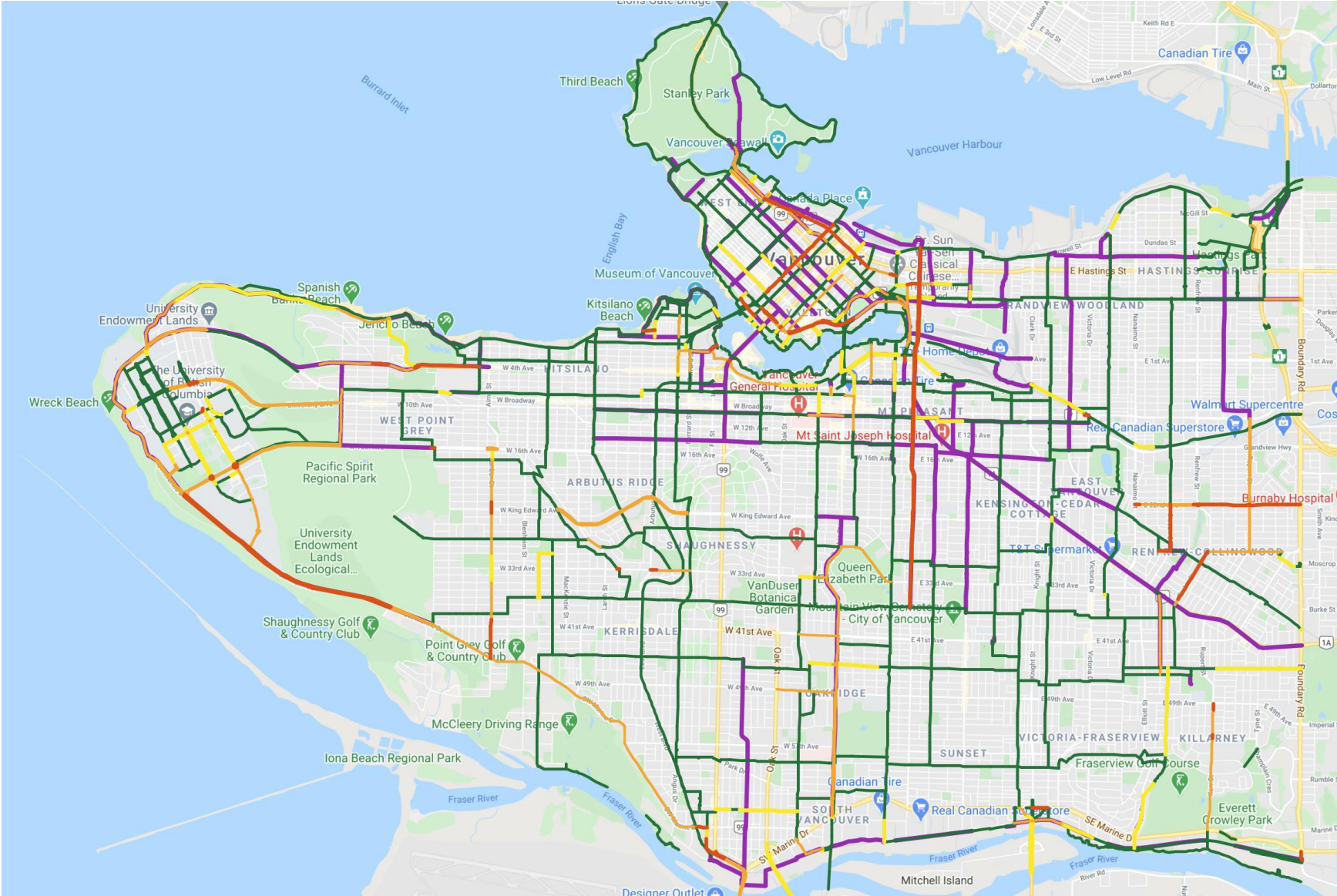
- Separated Bike Lanes
- Painted Bike Lanes
- Local Street Bikeways
- UEL Bike Lanes

Vancouver Bike Lanes And HUB Gaps



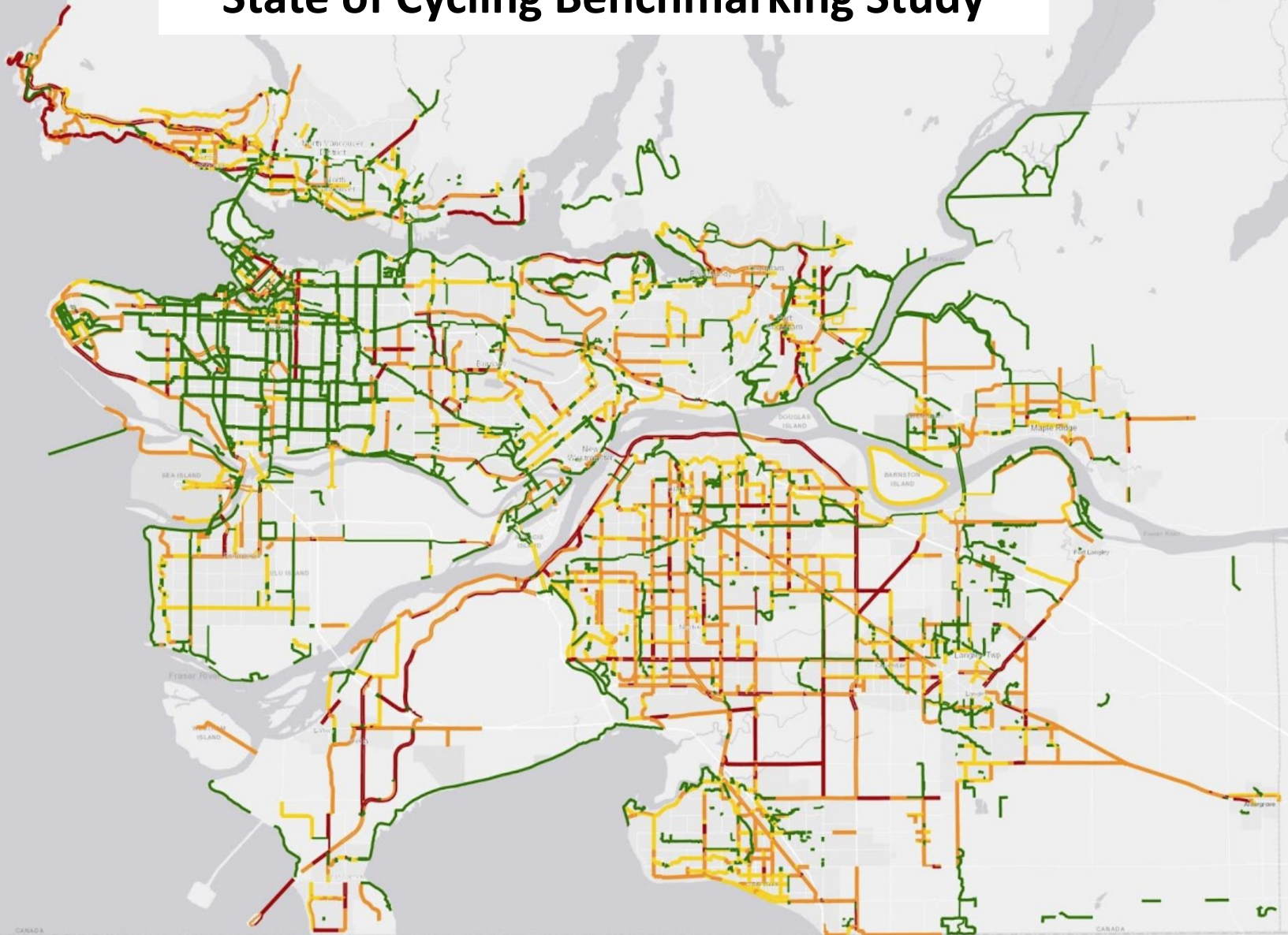
- Separated Bike Lanes
- Painted Bike Lanes
- Local Street Bikeways
- UEL Bike Lanes

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



Regional Bikeway Map

State of Cycling Benchmarking Study



CoV Cycling Network Improvement Budget

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.

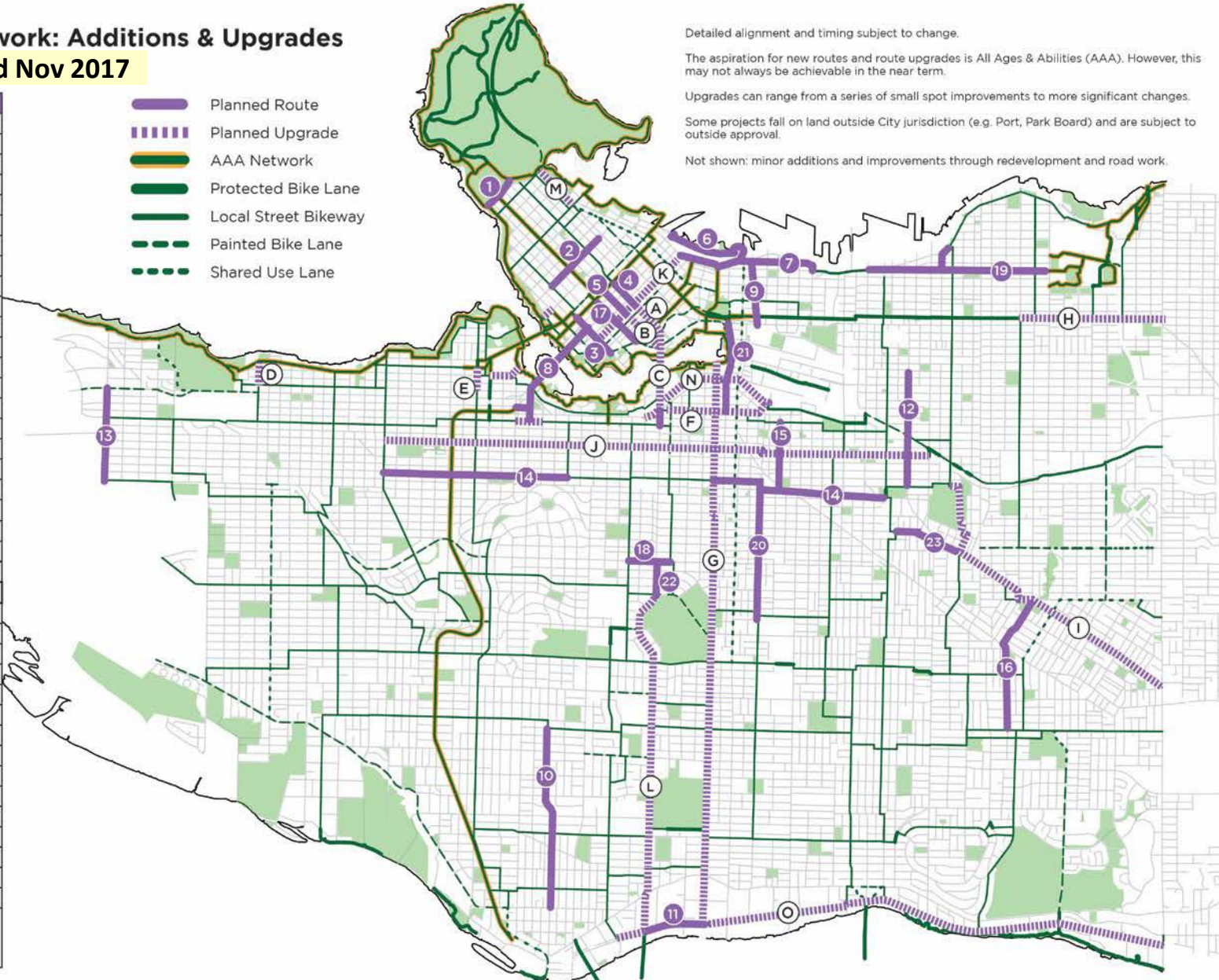
Not shown: minor additions and improvements through redevelopment and road work.

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

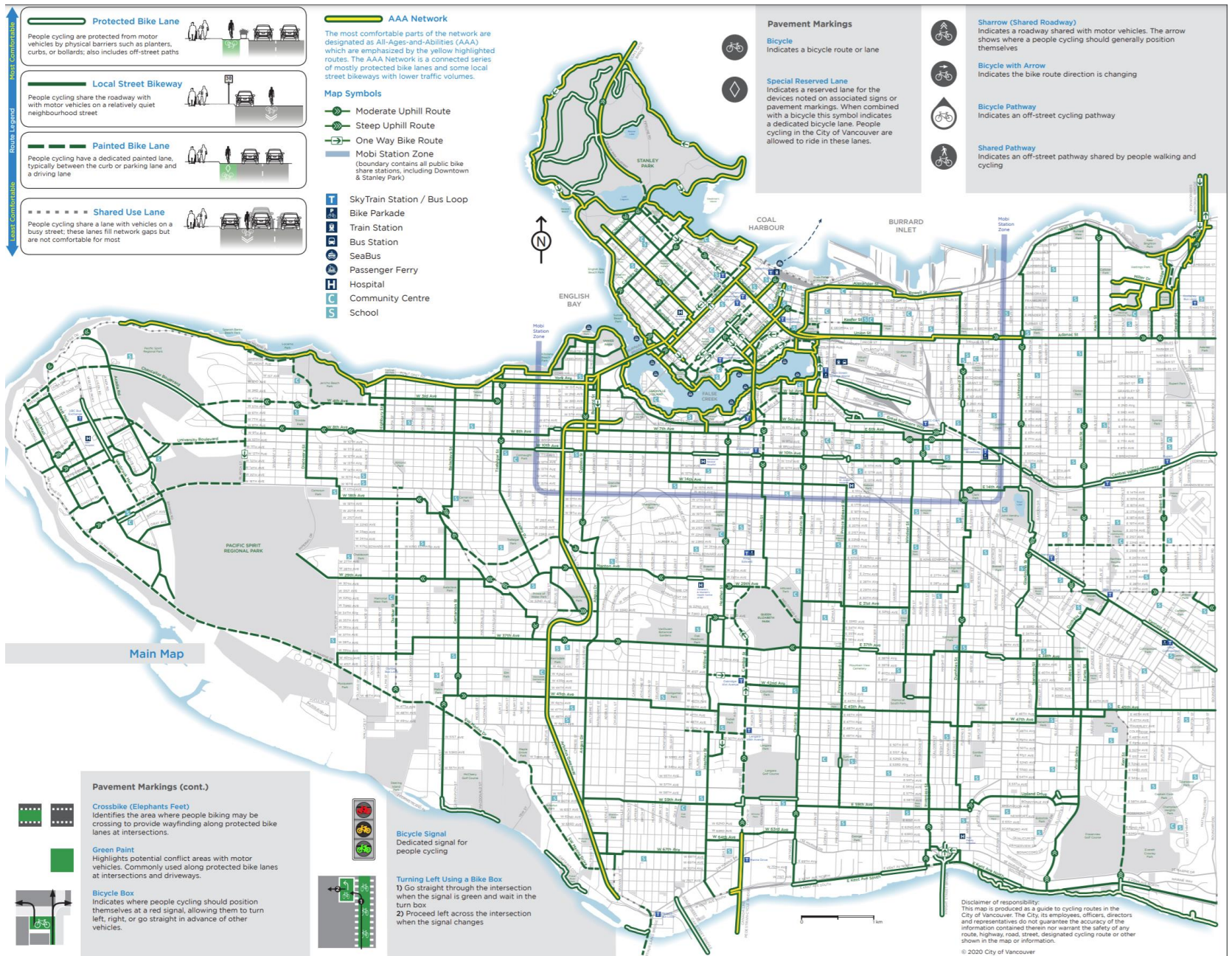
Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smithe
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
13	Blanca
14	14th Ave
15	St. George Rainway
16	Duchess-Wales*
17	Helmcken
18	King Edward
19	Pandora-Semlin
20	Prince Edward
21	Quebec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

* 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 (Elephant's 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.



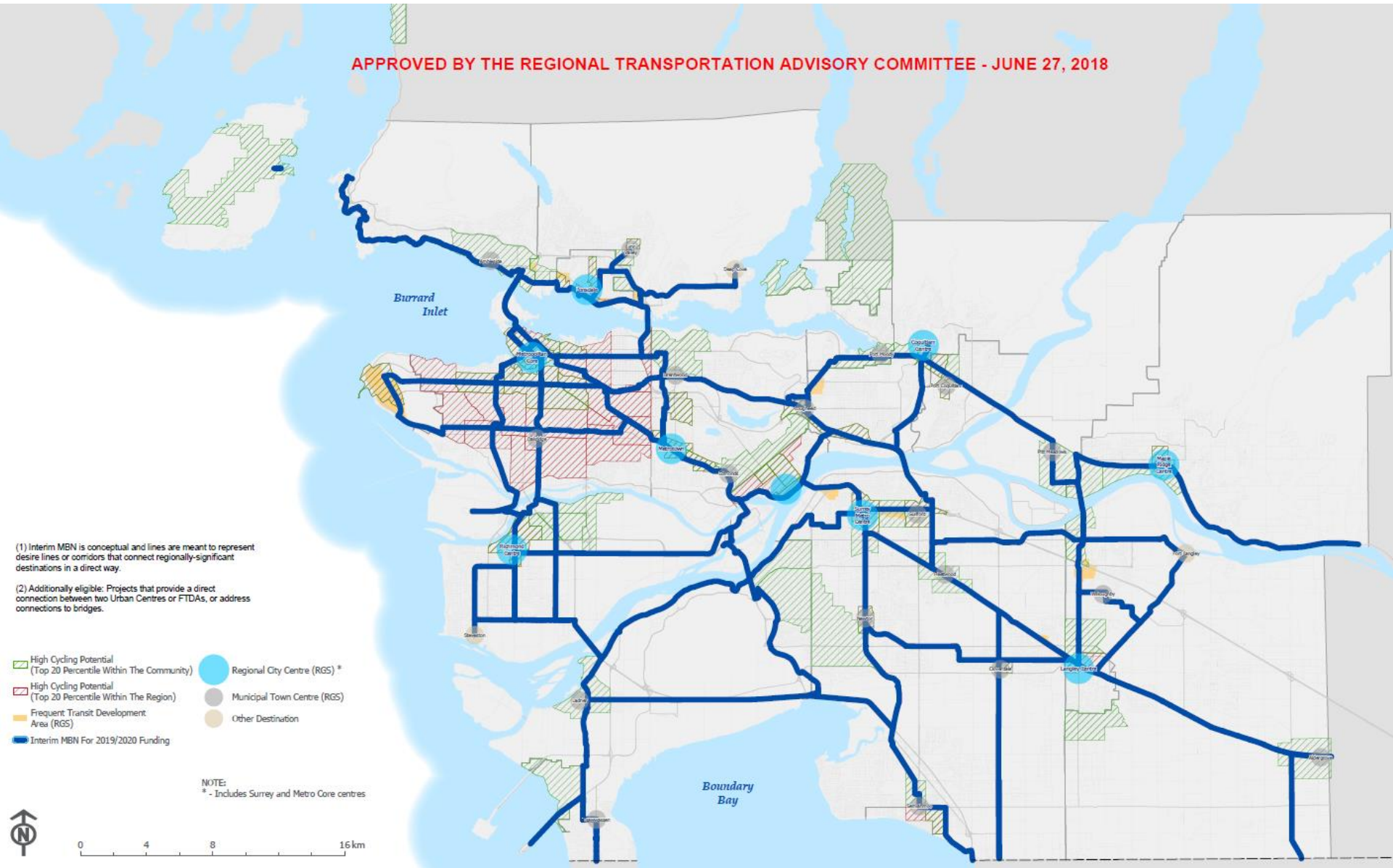
Bicycle Signal
Dedicated signal for people cycling

- 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.

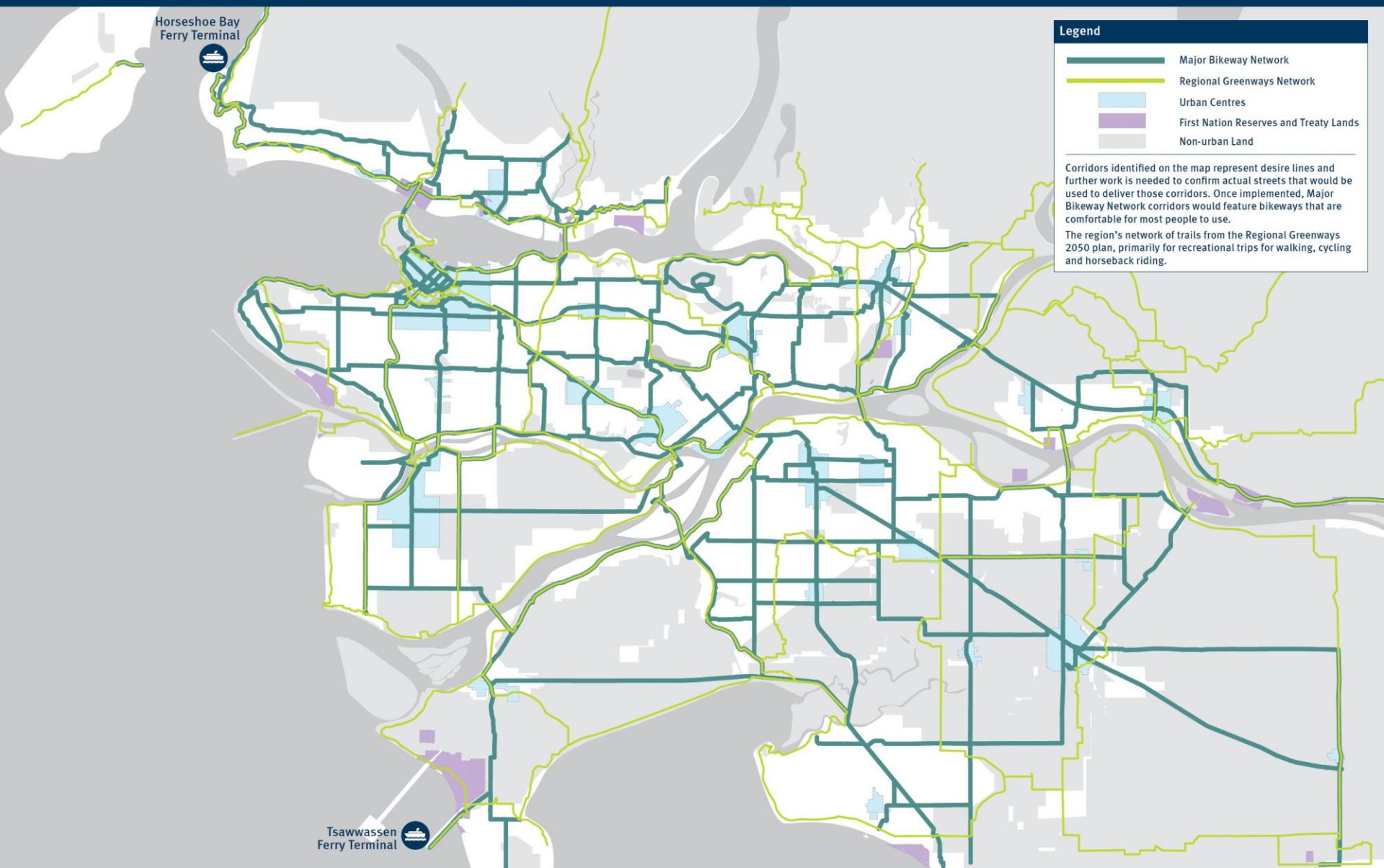
- High Cycling Potential (Top 20 Percentile Within The Community)
- High Cycling Potential (Top 20 Percentile Within The Region)
- Frequent Transit Development Area (RGS)
- Interim MBN For 2019/2020 Funding
- Regional City Centre (RGS) *
- Municipal Town Centre (RGS)
- Other Destination

NOTE:
 * - Includes Surrey and Metro Core centres



Translink Proposed MBN October 2021

Transport 2050 Regional Cycling Network



Metro Vancouver Greenway Plan

