

# Vancouver-UBC Local Committee

May 21, 2024

Virtual Meeting via Zoom



[www.bikehub.ca/vancouver-ubc](http://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

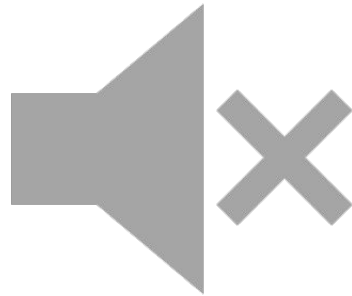
Get your question or comment across clearly and efficiently



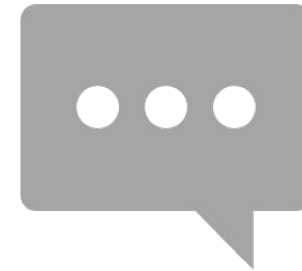
## Respect the chair

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 April meeting
- Anything to add to the agenda?
  - Bike to Shop use cases for bike parking requests

# Meeting Agenda

- Introductions and land acknowledgement
- Agenda, Action Item Review, Announcements and Upcoming Events
- Groups.io: What you missed
- Updates from Working Group leads
- Bike bites: (Brief updates: SoC1+, WEWP, NEFC, SEFC, Pac St, NLTOR)
- Assessment rides review
- Consultations/CoV Updates
- HUB Cycling Regional Advisory Committee (RAC)
- VULC Correspondence/Meetings
- 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.
- Hold an Assessment Ride (Jeff) - **done x 2**
- Hold an April Social Ride (Anthony) - **done**
- Schedule a May Social Ride (Anthony) - **done**

# Announcements

- [Go By Bike Week](#) and [Bike to School Week](#) both start June 3rd. Early registration is open.
- The [BCCC Active Transportation Summit](#) will be held June 18-19 in New Westminster
- Adam Hawk has a [petition](#) (currently with 2029 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.

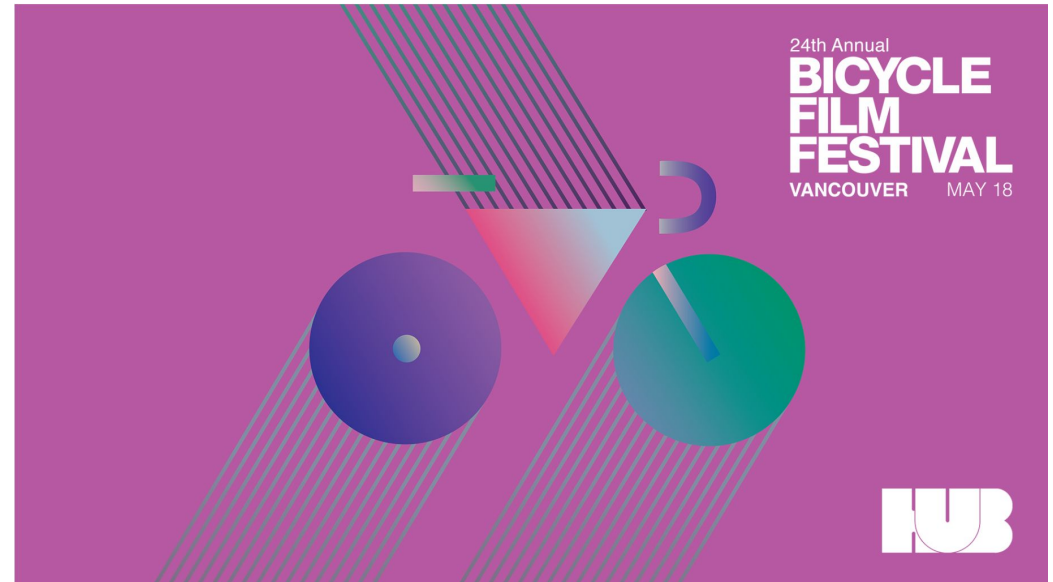




# groups.io

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

- HUB Vancouver UBC Local Committee Meeting Tuesday May 21st - 6:30 pm** #MonthlyMeeting  
Hi all, From the "it's still Friday somewhere" department, here's the agenda for our monthly VULC meeting, coming up...  
Started by Anthony Floyd @ May 17 ·
- UK: sidestepping Highways Dept to speed up building new cycle path**  
<https://www.theguardian.com/environment/article/2024/may/16/cycle-network-strawberry-line-somerset-volunteers>  
Started by Cynthia Nugent @ May 16 ·
- Bike Film Festival complementary tickets available**  
This Saturday evening, HUB is presenting the Bike Film Festival at the Rio: <https://bikehub.ca/bicycle-film-festival> The...  
Started by Anthony Floyd @ May 15 ·
- Seawall path reopened** #InfrastructureAlert  
The Seawall between Habitat Island and the Cambie Bridge is open once more.  
Started by Anthony Floyd @ May 3 ·
- HUB State of Cycling report update released**  
HUB has released an update to its 2020 "State of Cycling" report. The new report, "The State of Cycling in Metro...  
Started by Anthony Floyd @ May 2 ·
- NE False Creek takes another step forward**  
We had some discussion about NE False Creek and the viaducts at the assessment ride a few weeks ago, and the...  
Started by Anthony Floyd @ Apr 30 ·
- Social Ride April 28th, 1pm, Vancouver Centre Loop** 2 #SocialRides  
April 28th, 1pm, meet in the Olympic Village Plaza just south of The Birds sculptures. SIGN UP LINK BELOW. We will be...  
Started by Anthony Floyd @ Apr 18 · Most recent @ Apr 27 ·
- Assessment Ride Saturday May 4** #AssessmentRides  
Please join us on an assessment ride in East Vancouver. We will review the 22nd St Bikeway, the proposed Kerr St





# Working Group Updates



# Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony – Two rides happened in East Van, April 20th and May 4th. Ride notes circulated; more discussion later in the agenda
- Cycling in Parks – Lisa – Quick update
- Arbutus Greenway – Stan/Jeff/Anthony – No update
- Broadway Subway – Anthony – No update
- Elections Working Group – Lisa – No update
- NE Quadrant Greenway – Clark – No update
- Secure Bike Parking – Melanie/Eric – Bike theft heat map, discussions with VPD, Easy Park, Translink, Bike to Shop bike parking
- Social Rides - Anthony – Sunday, May 26th, 1pm start @ Olympic Village

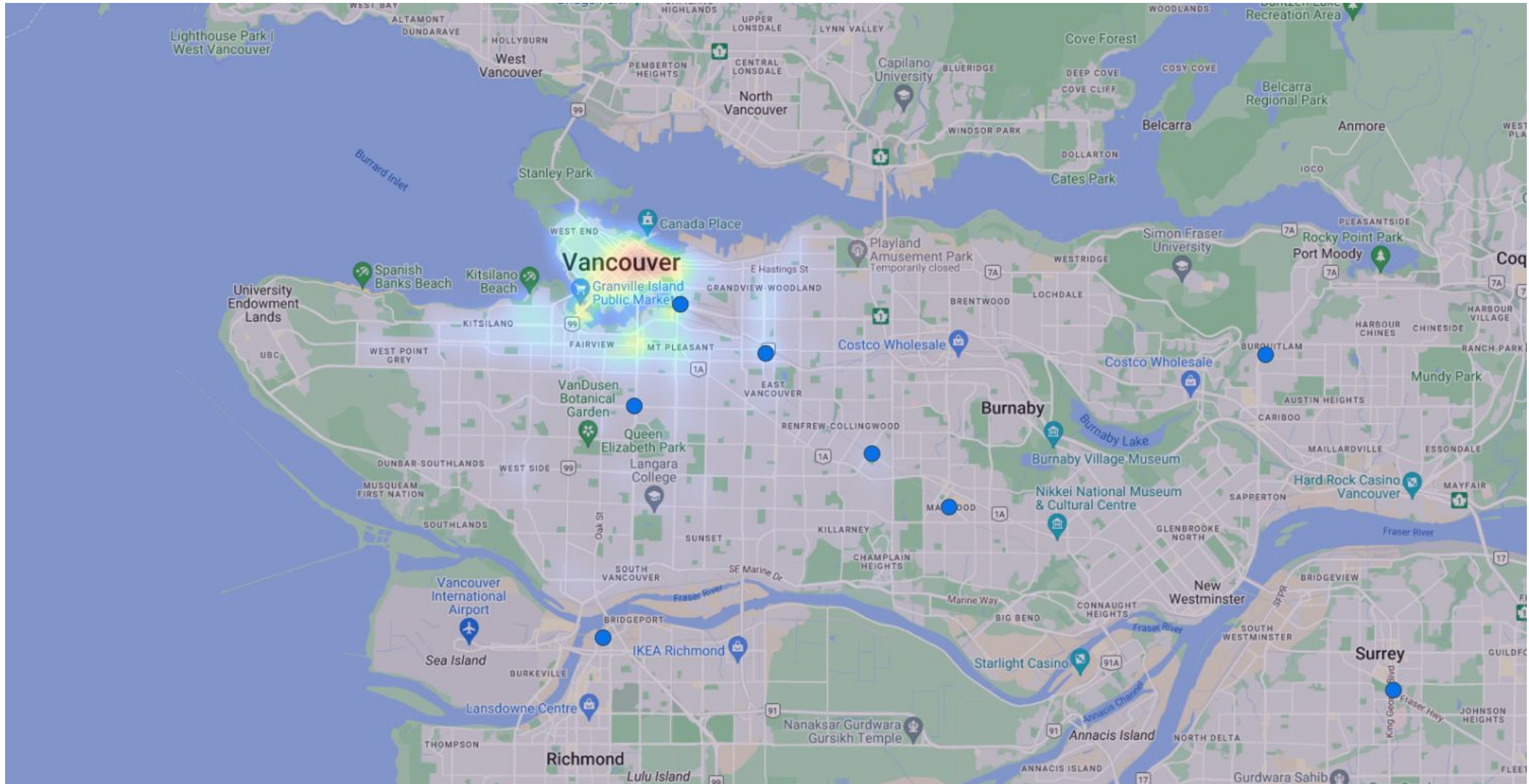


# Secure Bike Parking WG

- Bicycle theft heat map
- EasyPark discussions
- Bicycle parking requests tied to Bike to Shop businesses through BIAs
- Interested? Ping Melanie Conn/Eric Schwartz

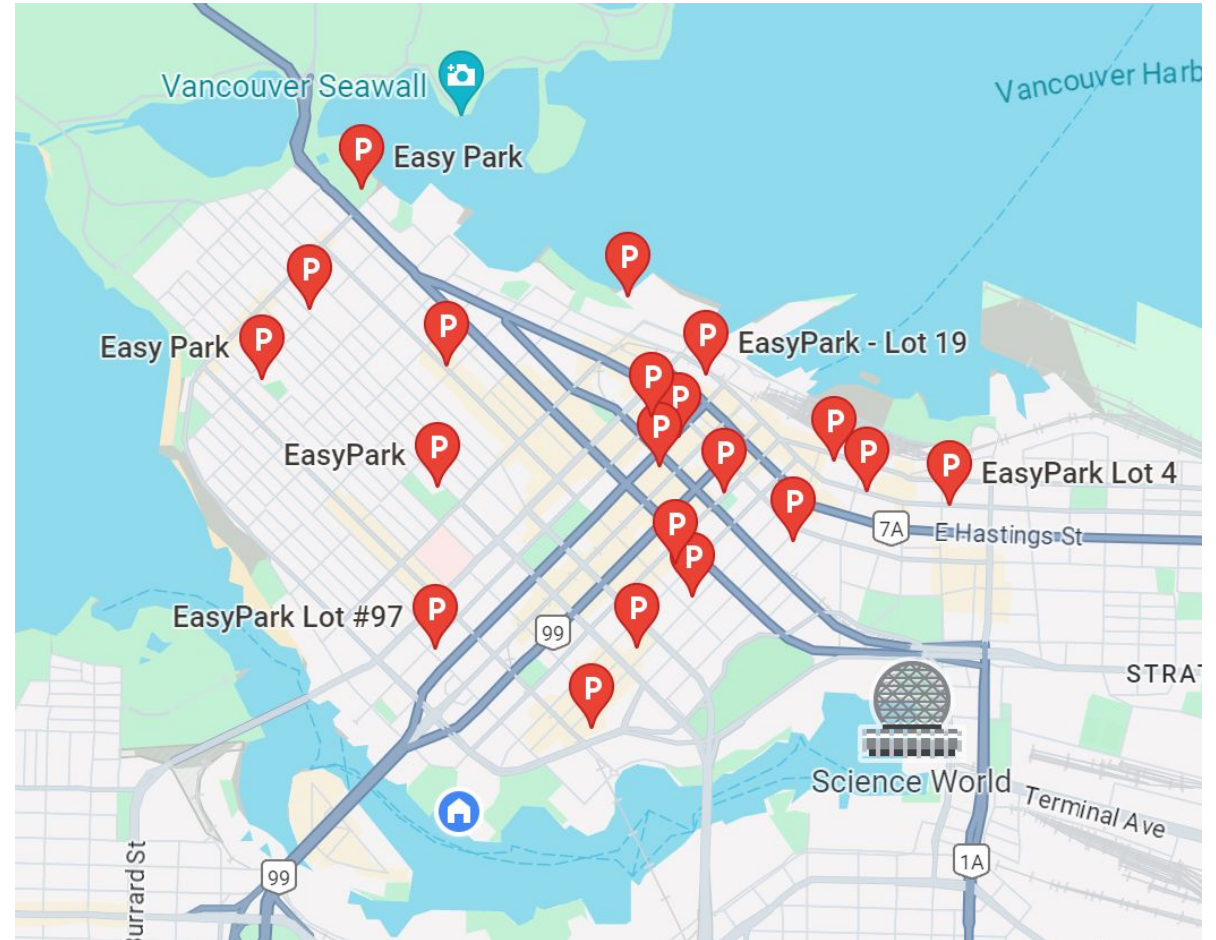


# Secure Bike Parking WG





# Bike Thefts vs Easy Park Locations



# VULC Social Rides

- Social pace rides (15 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

Sunday May 26<sup>th</sup> @ 1 pm

Downtown-Strathcona-Grandview/Woodland-Hastings/Sunrise

20 km. Start/stop @

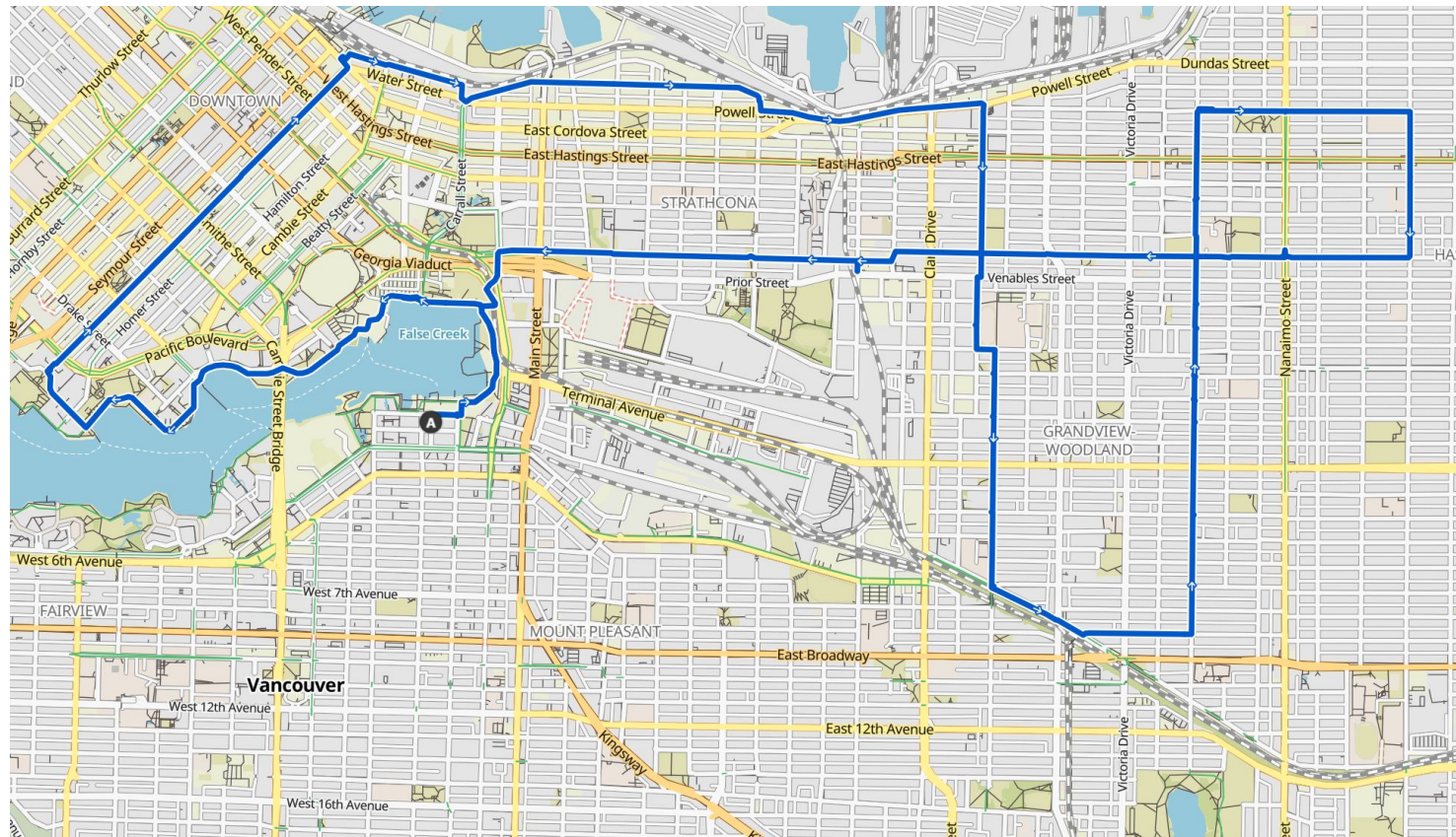
Olympic Village Square (“The Birds”)

No gravel. Gelato close to the end  
(Casa Gelato).

Look for [Eventbrite registration link](#)  
on groups.io

Required: Eventbrite registration,  
online waiver, helmet

Contact  
[anthonyfloyd@gmail.com](mailto:anthonyfloyd@gmail.com)

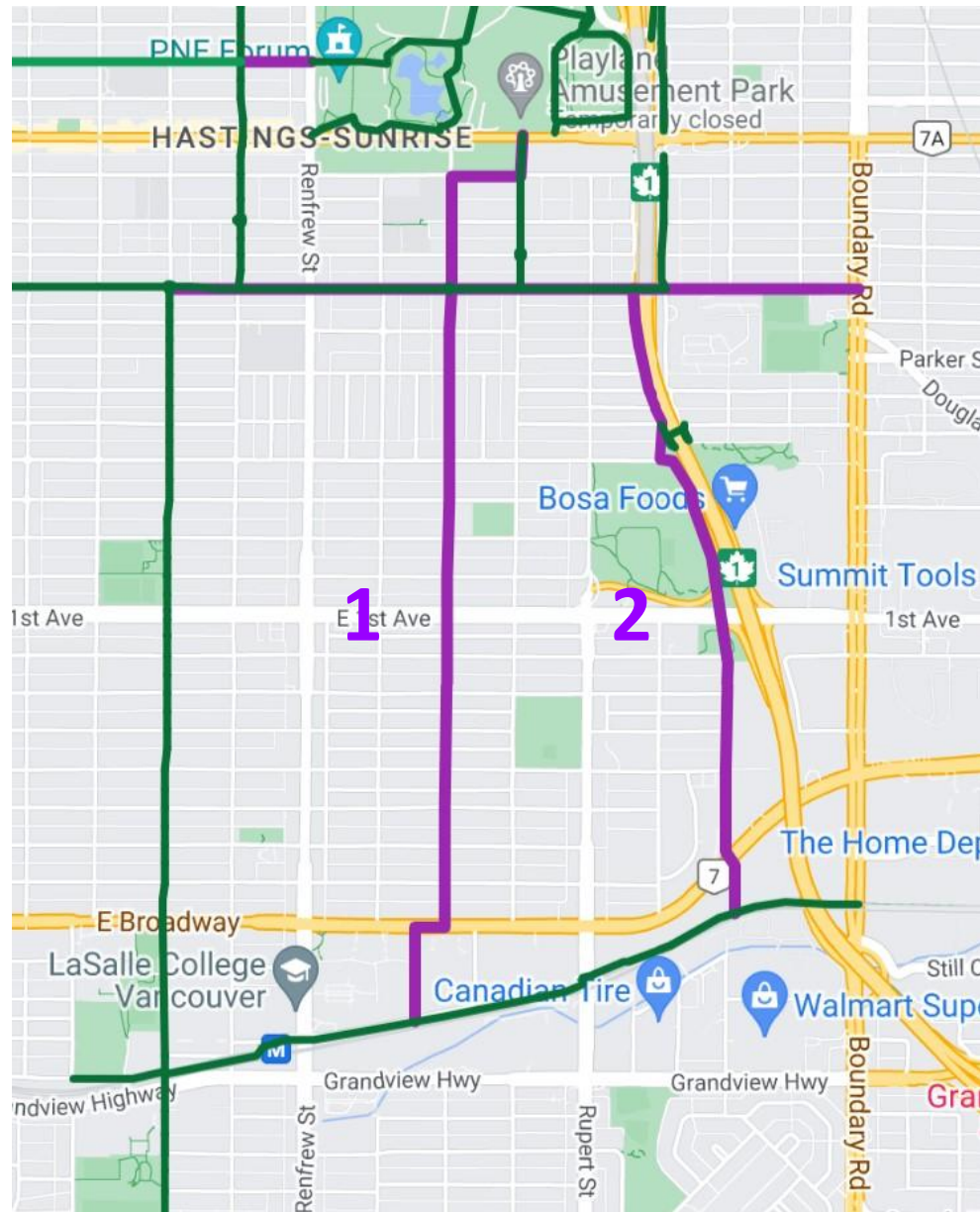




# Assessment Rides

- All assessment ride route segments were drawn from our current local committee Priority Gap List
- Several route segments are included on the CoV Active Mobility Plan (2023-2027) for planned improvements
- We focused on East Side routes
- Assessment rides and reports inform our advocacy efforts for improvements on these routes

# Assessment Ride - April 20th 2024



## Segment 1

- Lillooet, from Hastings Park to the CVG
- Future route of the East Side Crosscut Greenway

## Segment 2

- Future Skeena Bikeway, from Adanac to the CVG
- Potential future extension south to the Kerr Bikeway

# Assessment Ride - Lillooet Greenway Route



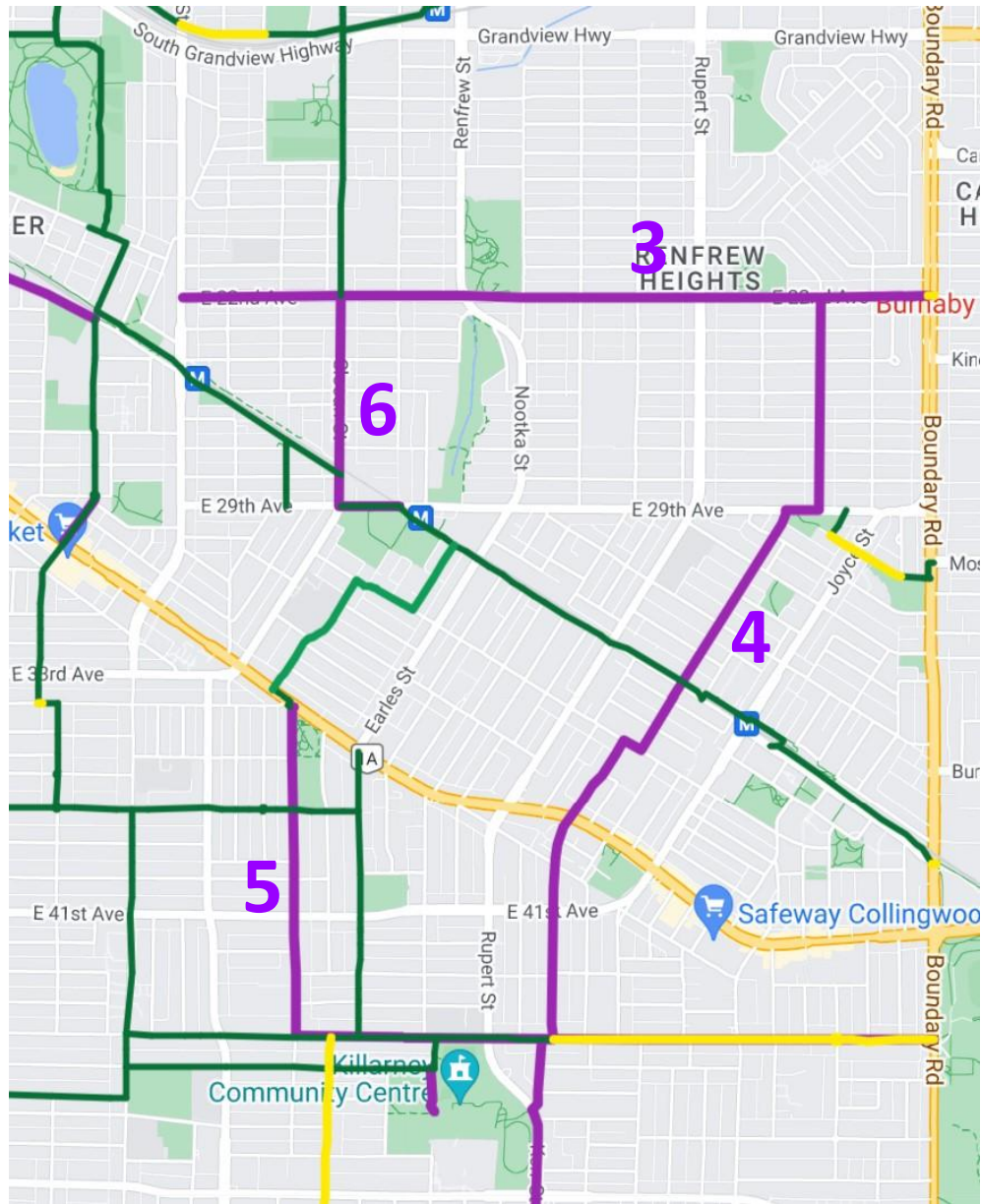
# Assessment Ride - Skeena Bikeway Route



# Assessment Ride - Skeena Bikeway Route



# Assessment Ride - May 4th 2024



## Segment 3

22nd St, Nanaimo to  
Boundary

## Segment 4

- Kerr Bikeway, 22nd St to 49th St

## Segment 5

- Wales Bikeway, 45th St to  
Duchess Bikeway (to 29th St)

## Segment 6

- 29th St Station to the Slokan  
Bikeway (part of the BC  
Parkway) then on the Slokan  
Bikeway to 22nd St

# Assessment Ride - 22nd St Bikeway



# Assessment Ride - Future Kerr Bikeway





# Assessment Ride - Wales Bikeway



# Assessment Ride - 29th St (BCP)



# Assessment Ride - Slocan Bikeway





# Bike Bites



# State of Cycling 1+ Report

- HUB Released “The State of Cycling in Metro Vancouver 2016-2021: Benchmarking Our Regional Bike Route Network’s Growth, Use, Safety, Health, and Climate Resiliency”
- [https://bikehub.b-cdn.net/sites/default/files/24\\_state\\_of\\_cycling\\_2\\_april\\_29\\_v2.pdf](https://bikehub.b-cdn.net/sites/default/files/24_state_of_cycling_2_april_29_v2.pdf)
- Supplements original State of Cycling report with some additional data and analysis
- Translink will be releasing an updated State of Cycling (v2) later this year

# State of Cycling 1+ Report

- Updated analysis considers the effect of the pandemic including
  - Improvements to the cycle route network over time
  - Changes in cycling rates, particularly commuting
  - Demographics and trends
  - Cycling education direction and impacts
- Also added safety, health and wellness, and climate resilience analysis
  - Pollution and air quality
  - Noise
  - Heat
  - Tree cover
  - Slopes
- Includes consideration of:
  - Disabilities and cycling accessibility/safety
  - Growth of electric bicycles

# State of Cycling 1+ Report

Figure 7: 2016 and 2021 Metro Vancouver Cycle Route Total Kilometres by Comfort Classification

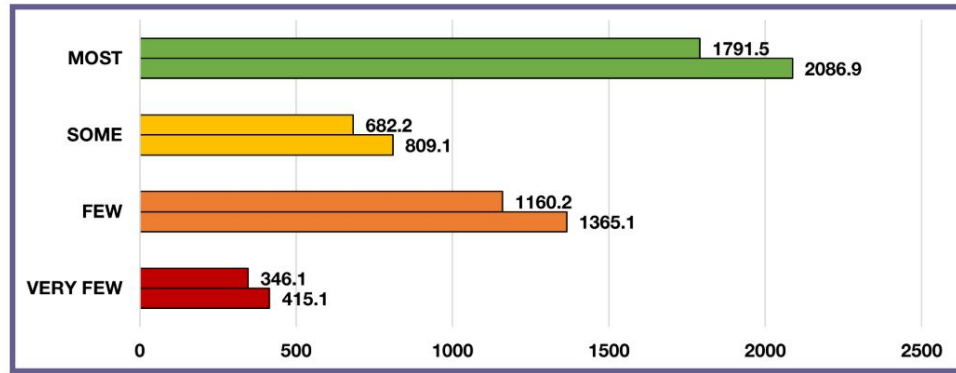
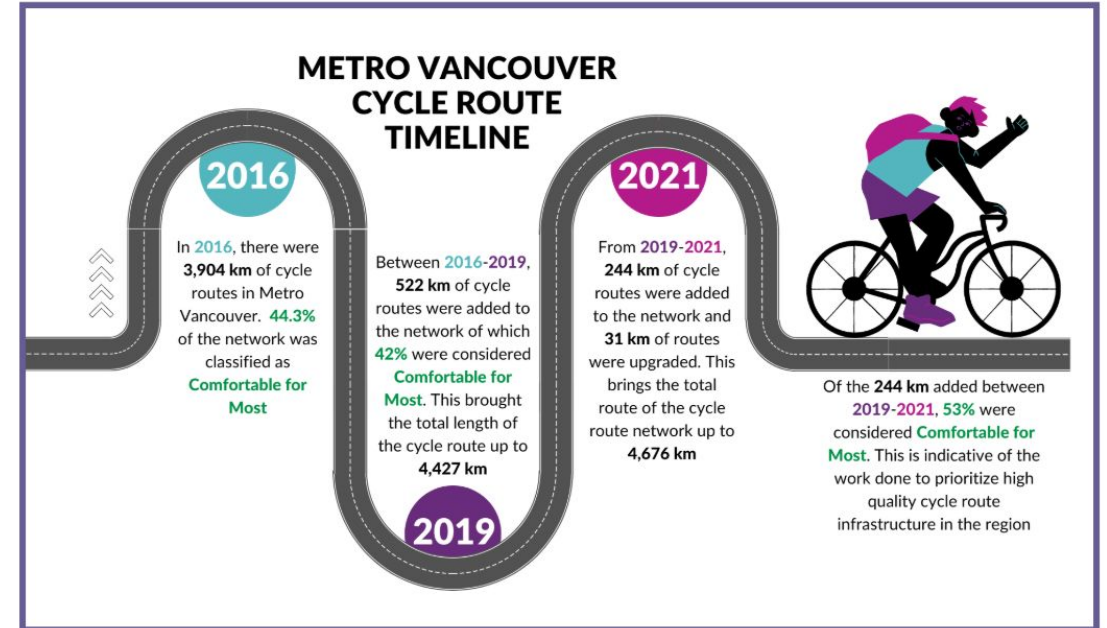
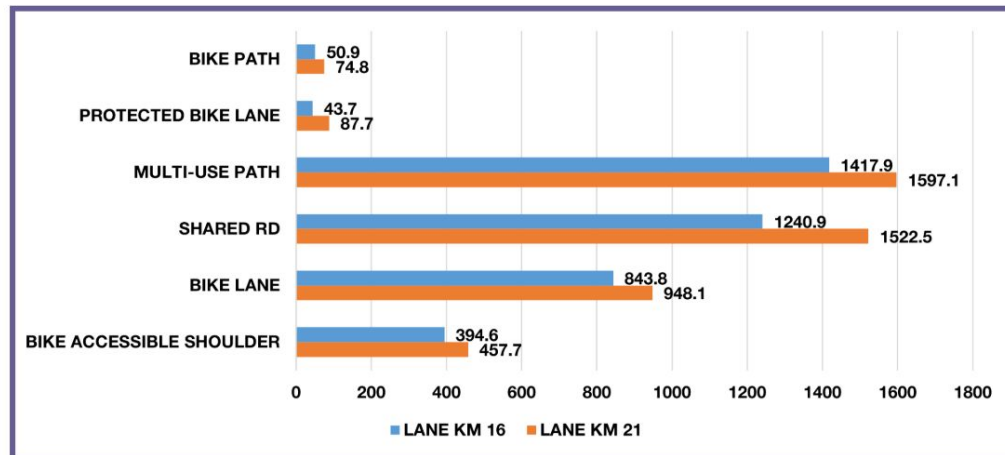


Figure 8: Total 2016 and 2021 Metro Vancouver Bike Network Kilometres by Facility Type



	Total Distance of Cycle Route Network (Km)	% of Network Classified as "Comfortable for Most"	Total Distance Added to Network from 2016 - 2021 (Km)	% of Distance Added to Network from 2016 - 2021 Classified as "Comfortable for Most"	% of Population within 400 m of a "Comfortable for Most" Route
Metro Vancouver Region	4676	45%	244	53%	67%
<b>Vancouver/UBC</b>					
Electoral Area A (UBC)	91.5	32%	8.5	36%	96%
Vancouver	626.9	78%	70.7	64%	90%

# State of Cycling 1+ Report


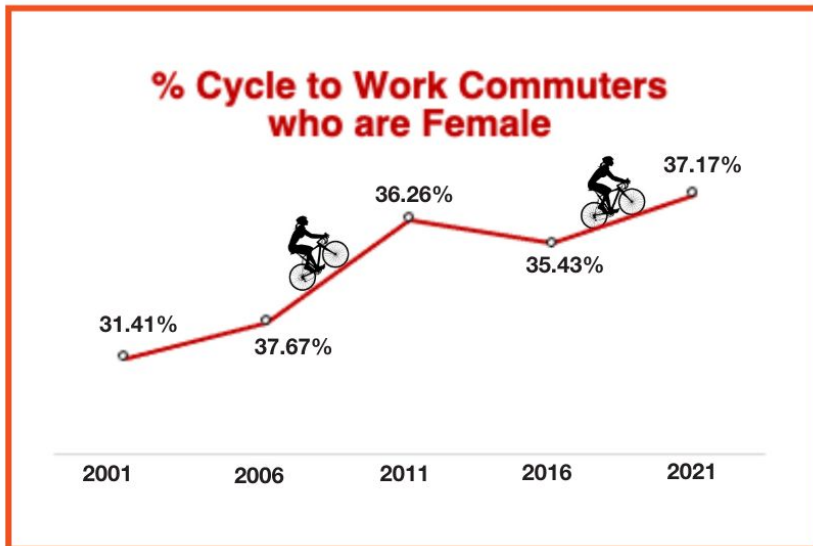
	% of Commuters who Primarily Cycle to Work (2021)	% Change in Cycling Commuters (2016 to 2021)	% of Cycling Commuters that are Female (2021)	% Change in Female Cycling Commuters (2016 to 2021)
Metro Vancouver Region	1.86%	-0.49%	37.17%	1.75%
<b>Vancouver/UBC</b>				
Electoral Area A (UBC)	8.3%	-0.4%	25.4%	-9.7%
Vancouver	5.3%	-0.9%	42.2%	3.1%

Figure 13: Proportions of Canadian Cycle to Work Commuters who are Female



Female ridership varies broadly around the world. In the Netherlands and Japan, female ridership makes up 54% and 56% of all cycle trips, respectively. By comparison, in the USA, females comprise only 30% of cyclists and in England they comprise only 26% of cyclists (#35).

Figure 12: Bicycle Commuting by Income Bracket - 2016-2021

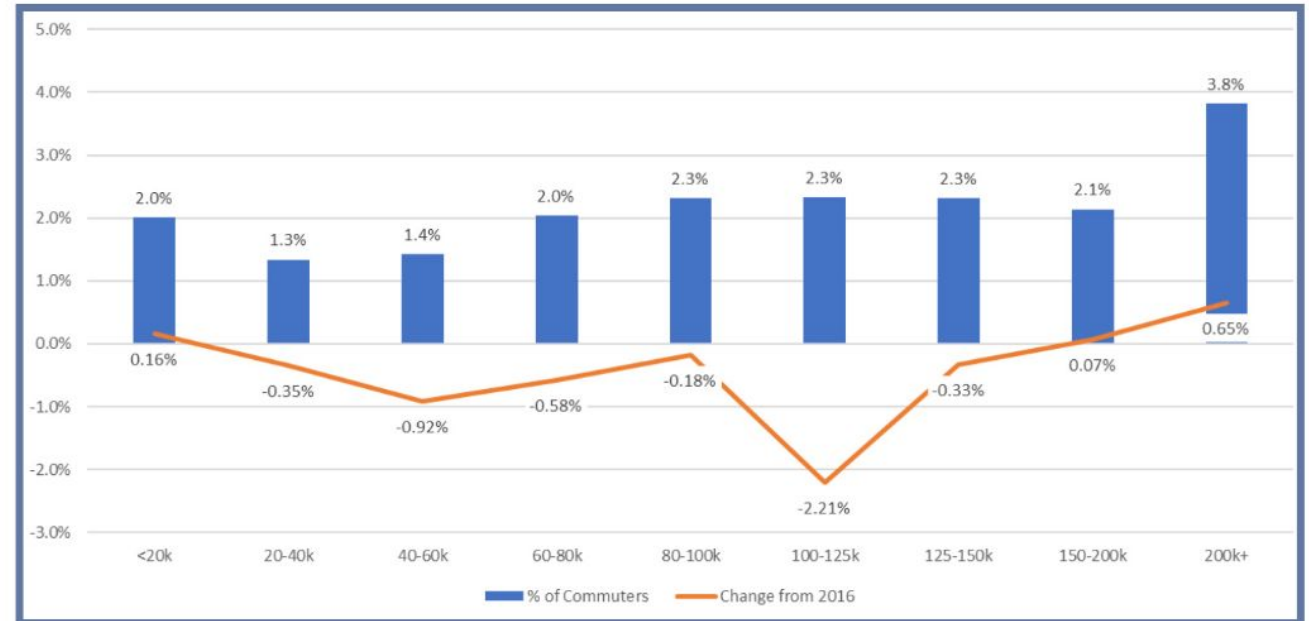



Figure 16: Cycle to School Rates for Vancouver and Surrey Elementary School Students - 2021

	Number of Elementary Schools Surveyed	Number of Students Surveyed	% of Students Who Cycle to School	% of Municipality that Cycles to Work
Vancouver School Board	65	13,166	3.5%	5.3%*
Surrey School District	97	23,941	1.3%	0.3%



# State of Cycling 1+ Report

<p><b>Comfortable for Most People</b></p> <p>(green segments): These bikeways are either fully protected from motor vehicle traffic or are on shared roadways with low posted speed limits (i.e. 30 km/h or less) and low motor vehicle traffic volumes (i.e. less than 2,000 vehicles per day).</p>	<p><b>Comfortable for Some People</b></p> <p>(yellow segments): Most of these bikeways are shared roadways where posted speed limits are higher (i.e. up to 50 km/h) and there is more motor vehicle traffic (i.e. up to 3,000 vehicles per day). Some painted bike lanes and bike accessible shoulders also fall into this category, as well as a small portion of bikeways that are protected from motor vehicle traffic but are narrower in width than is recommended by current design standards.</p>
<p><b>Comfortable for Few People</b></p> <p>(orange segments): The majority of these bikeways are painted bike lanes or bike accessible shoulders on roadways with higher posted speed limits (i.e. 50 km/h or greater) and more traffic (i.e. more than 4,000 vehicles per day). Some shared roadways with higher posted speed limits and higher volumes of motor vehicle traffic also fall into this category.</p>	<p><b>Comfortable for Very Few People</b></p> <p>(red segments): Many of these bikeways are shared roadways where posted speed limits are higher (i.e. greater than 50 km/h) and there are higher traffic volumes (i.e. 6,000 or more vehicles per day). Some painted bike lanes and bike accessible shoulders also fall into this category, including those with adjacent curbside parking and higher speed limits (i.e. greater than 50km/h).</p>



- Network Classification System Limitations
  - Data sampling (low)
  - Intersections (not assessed)
  - “AAA” Bikeways. CoV classifies 25% of network as AAA but SoC classifies 78% as “Comfortable for Most”

Low traffic volume

30 km/h posted limit

Comfortable for Most?

# Imagine West End Waterfront Plan



# Imagine West End Waterfront Plan

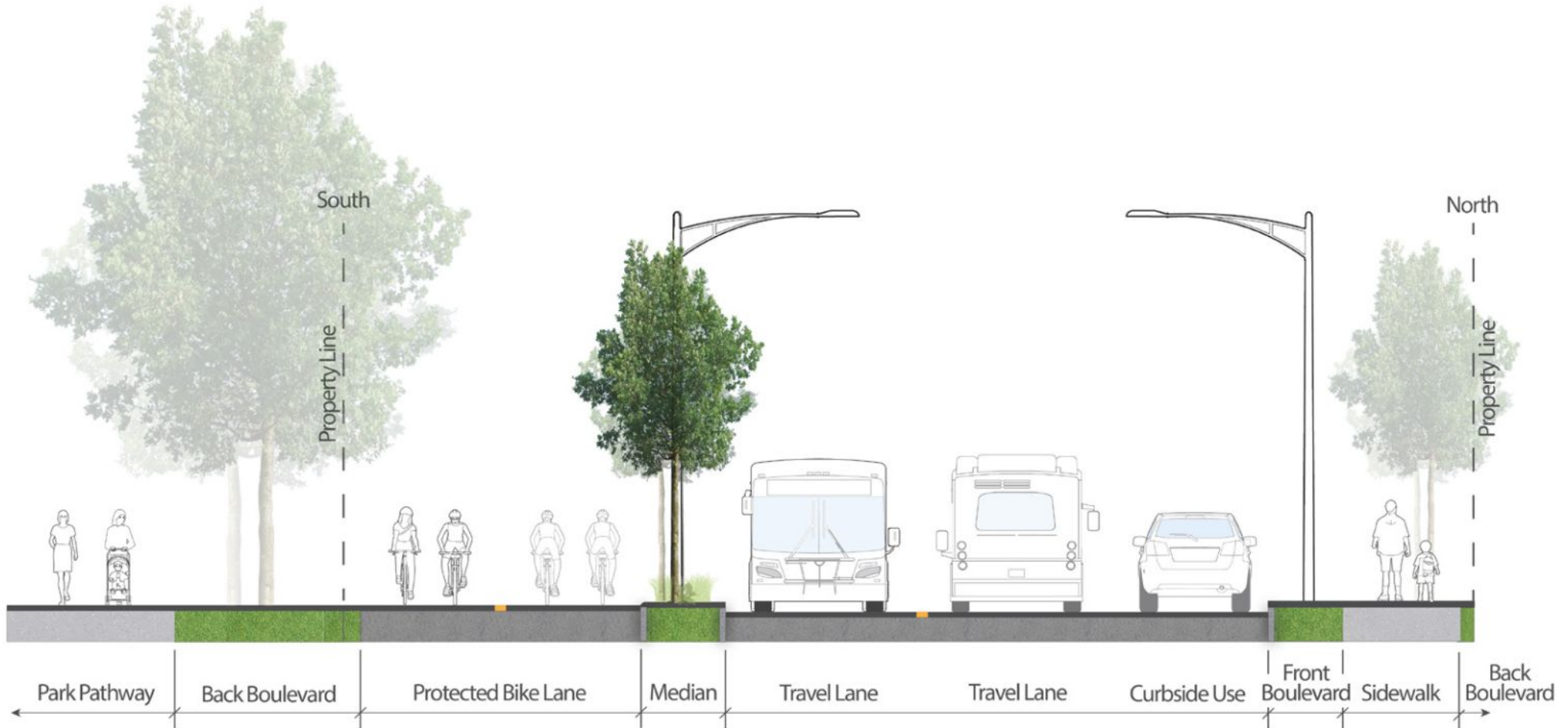
- Passed by Vancouver Park Board in April
- Referred back to staff by Vancouver City Council on May 8th
  - Amendment passed to allow for “Phase 1” road changes, which replace current Beach Ave bike lane + 1 motor vehicle lane west of Denman with 2-way motor vehicle traffic, a new separated AAA bike lane, and a new sidewalk on the water-side of the existing trees

# Imagine West End Waterfront Plan

PROPOSED CHANGES TO VEHICULAR NETWORK MAP



# Imagine West End Waterfront Plan



# Concord Pacific NE False Creek

- Land transfer agreement concluded, pays for changes to road network, allows for city-delegated management of 3 social housing sites

<https://vancouver.ca/home-property-development/northeast-false-creek.aspx>

- CIVITAS Studio vision video surfaces

<https://vimeo.com/836326590>

# Concord Pacific NE False Creek

## New Street Network



Illustrative plan of the new street network

# Concord Pacific NE False Creek





# Concord Pacific NE False Creek



# Concord Pacific NE False Creek



# Concord Pacific NE False Creek



# SE False Creek Seawall path



# SE False Creek Seawall path



# SE False Creek Seawall path



# Pacific St: Richards → Howe?



# No Right Turn on Red update

- Planned UBCM motion shelved
- Lack of support at Metro Vancouver
- CNV pivoting to focus on speed cameras
- HUB staff have asked all LCs to send a letter to Mayor and Council asking municipalities to look into the feasibility of adopting NRTOR and to explore establishing a pilot project with the province to do so





# East Van Assessment Rides





# Consultations / CoV Updates



# CoV Consultations/Updates

- See last month's consultation list
- No new consultations in the past month
- Upcoming consultations expected:
  - Portside Greenway
  - Granville St Planning, Broadway Public Realm (Q2/Q3)
  - Burrard Slopes Park (Q3)
  - Kent Ave, downtown cycling network/Melville extension (Q4)



# RAC / Board Updates



# RAC Update

- Additional changes proposed for Motor Vehicle Act:
  - Neighbourhood speed limits default to 30 km/h
  - Pedestrian Advance (LPI or Leading Pedestrian Indicators) crossing signals to allow people on bikes to start crossing
  - Riding on sidewalks for either under a certain age (eg 6) or by wheel size (eg 40 cm)
  - Helmet law



# HUB Board Update

- No update this month



# VULC

## Correspondence/Meetings



# Correspondence/Meetings

- Ongoing meetings re: bike room access for Pacific Centre employees, expanded into general meetings between EasyPark, CoV
- Request for meeting with Park Board commissioners re: Stanley Park Mobility Study (accepted, in the midst of scheduling)





# Wrap Up





# Breakout Rooms

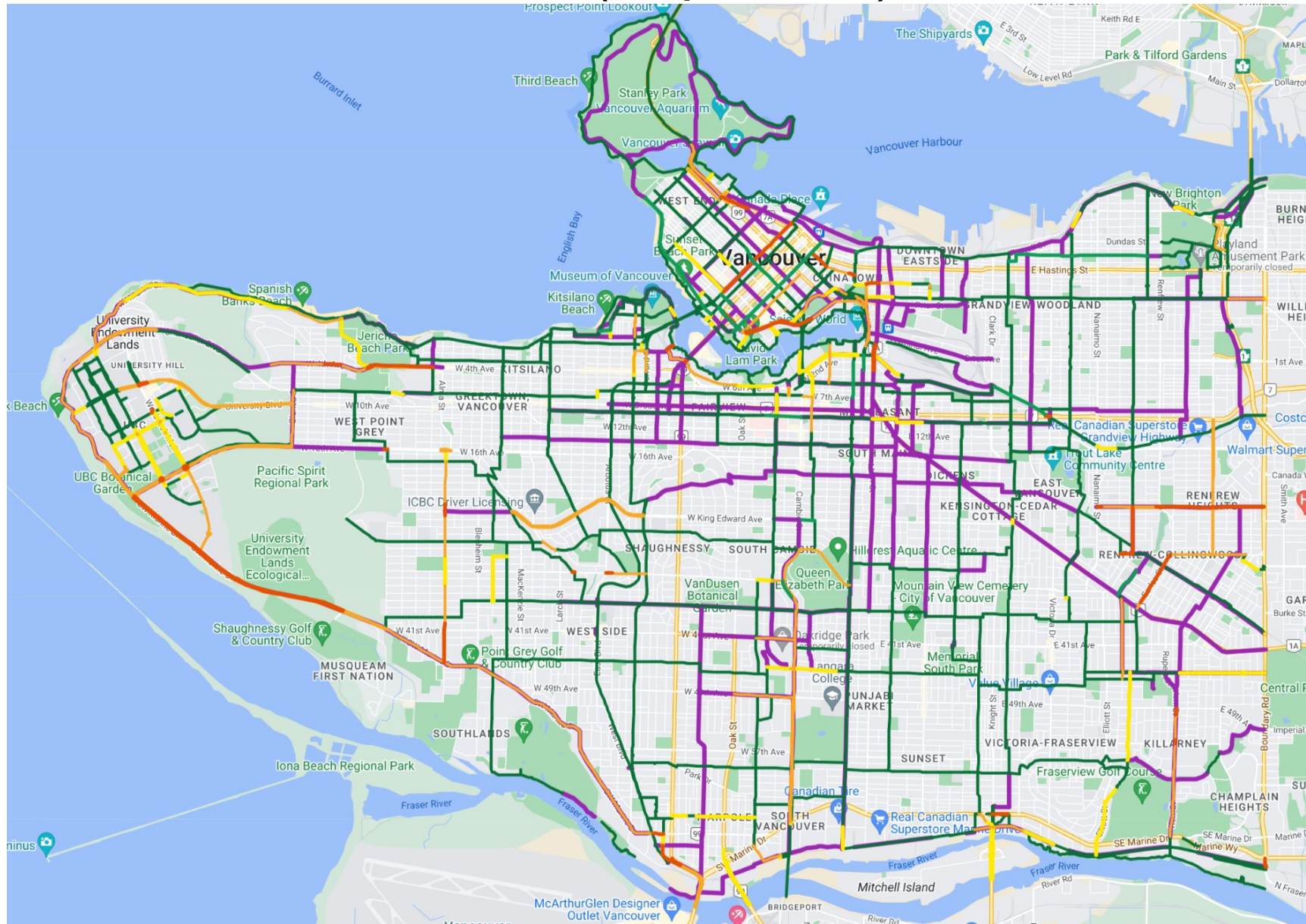
- Cycling in Parks (Lisa)
- Social Rides (Anthony)
- General discussion (Jeff)



# Appendices

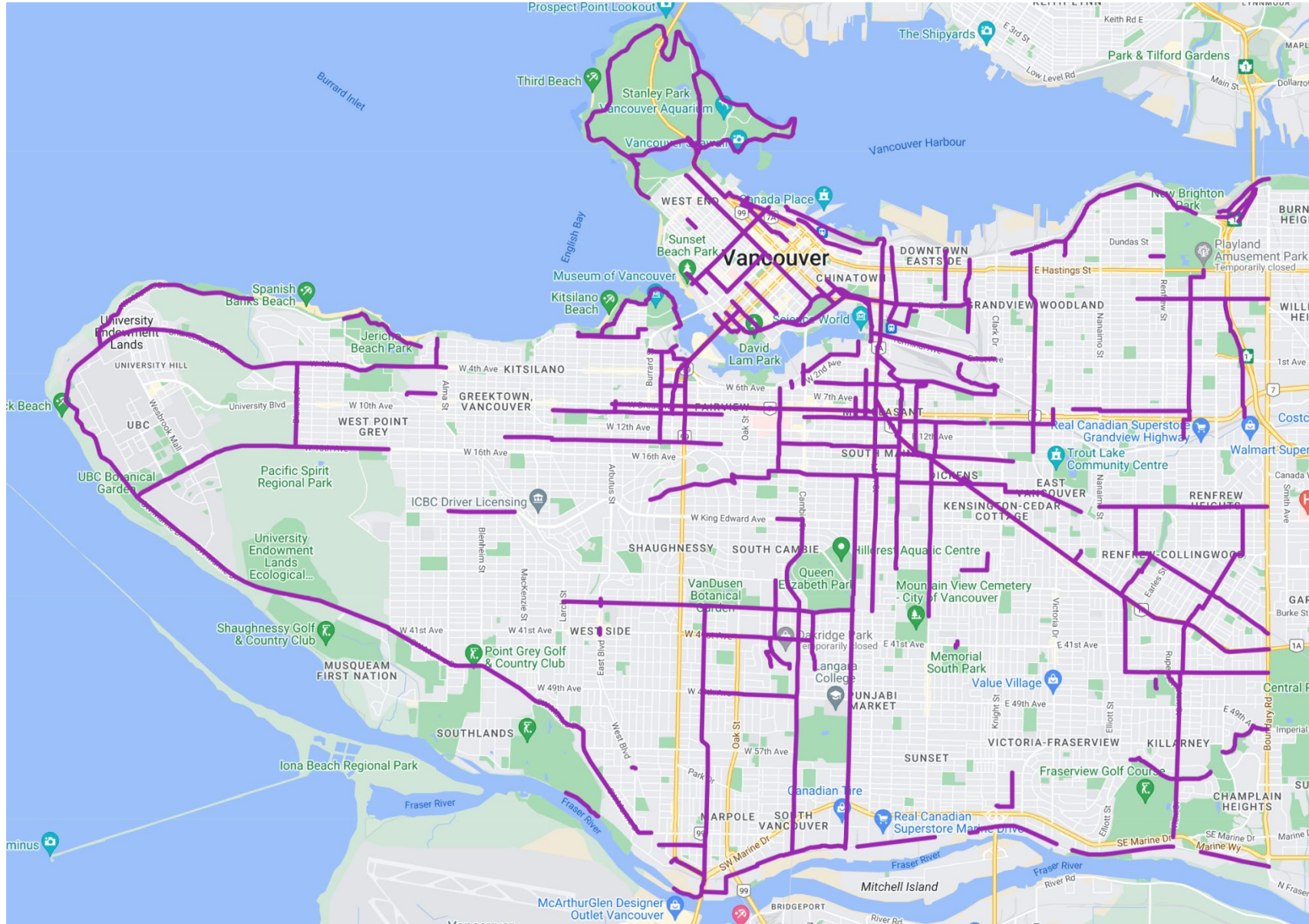


# Prototype Gap Map (Vancouver/UBC) with SoC Route Data (Sept 2023)





# 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

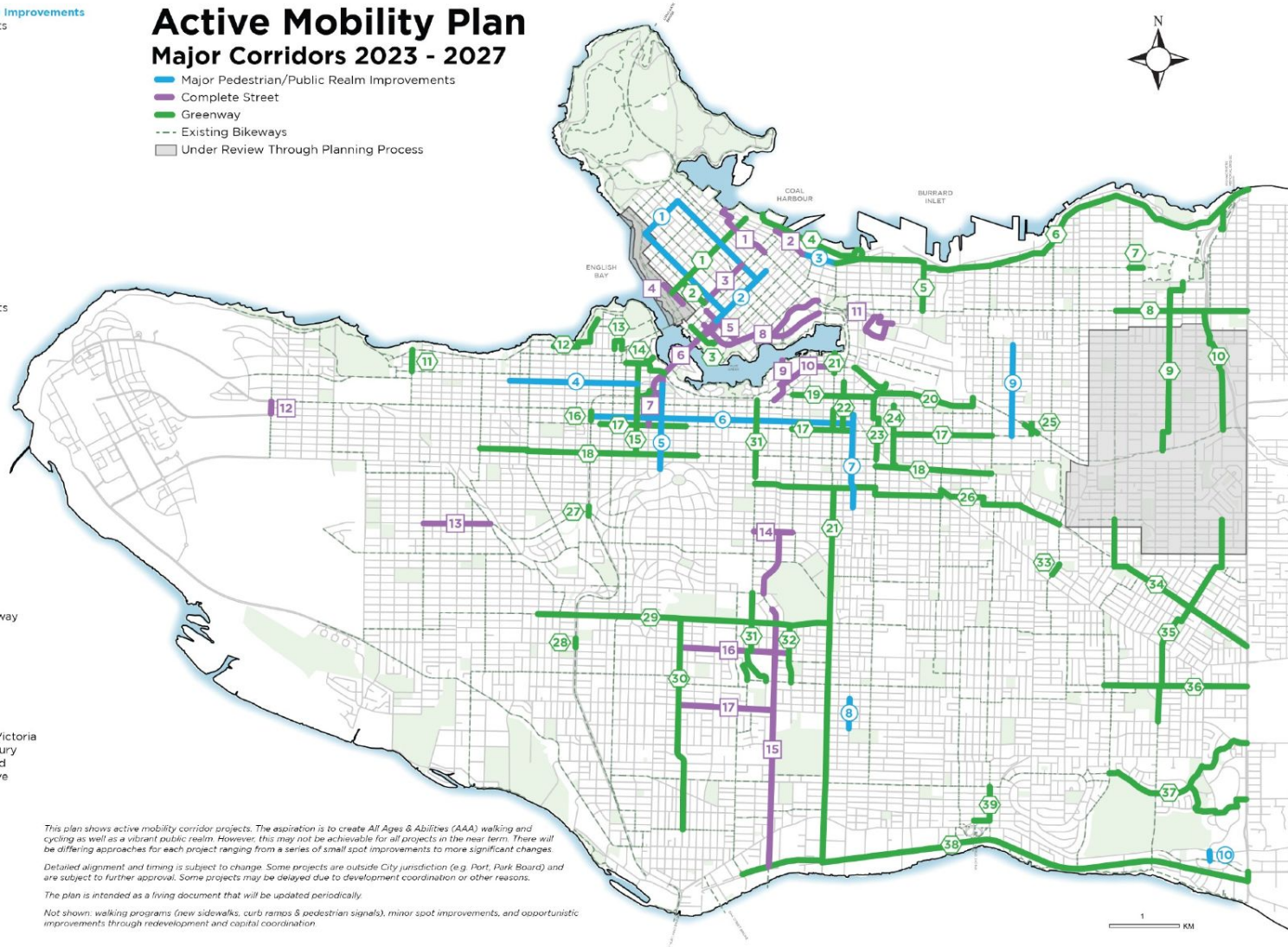
- 1 Melville
- 2 Cordova
- 3 Burrard
- 4 Pacific
- 5 Drake
- 6 Granville Connector
- 7 Fir Ramp
- 8 Pacific - Expo
- 9 Cambie Ramp
- 10 1st Ave
- 11 New St Paul's Hospital Streets
- 12 Blanca
- 13 King Edward - Dunbar
- 14 King Edward - Cambie
- 15 41st Ave
- 16 49th Ave

## 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



Main Map



**Local Cycling Resources:**

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

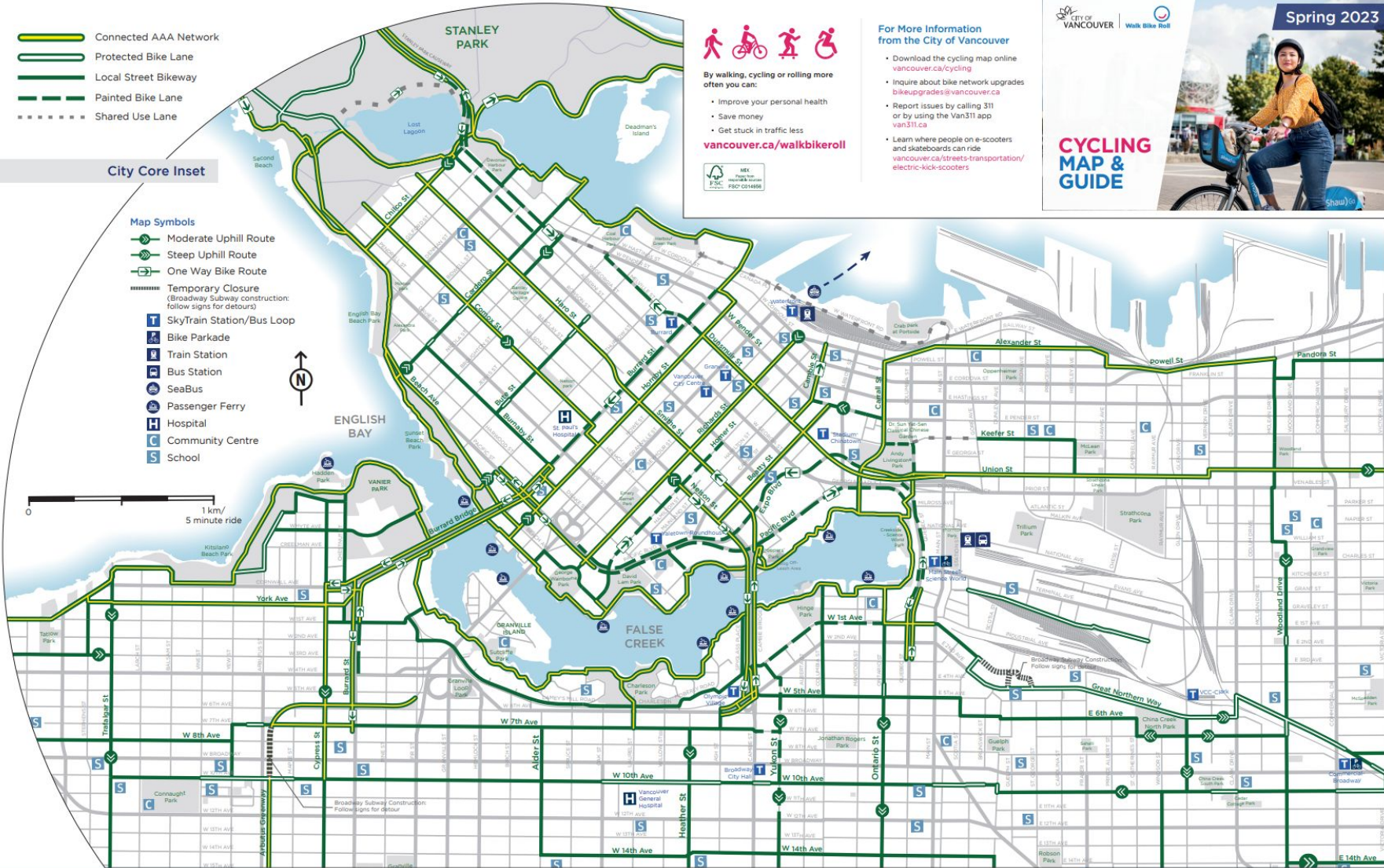
- Connected AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane

City Core Inset

Map Symbols

- Moderate Uphill Route
- Steep Uphill Route
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- 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](http://vancouver.ca/walkbikeroll)



For More Information from the City of Vancouver

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

- 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 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](http://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](http://translink.ca/ride-guide/bike-and-ride-on-transit)



# Vancouver Greenways Plan

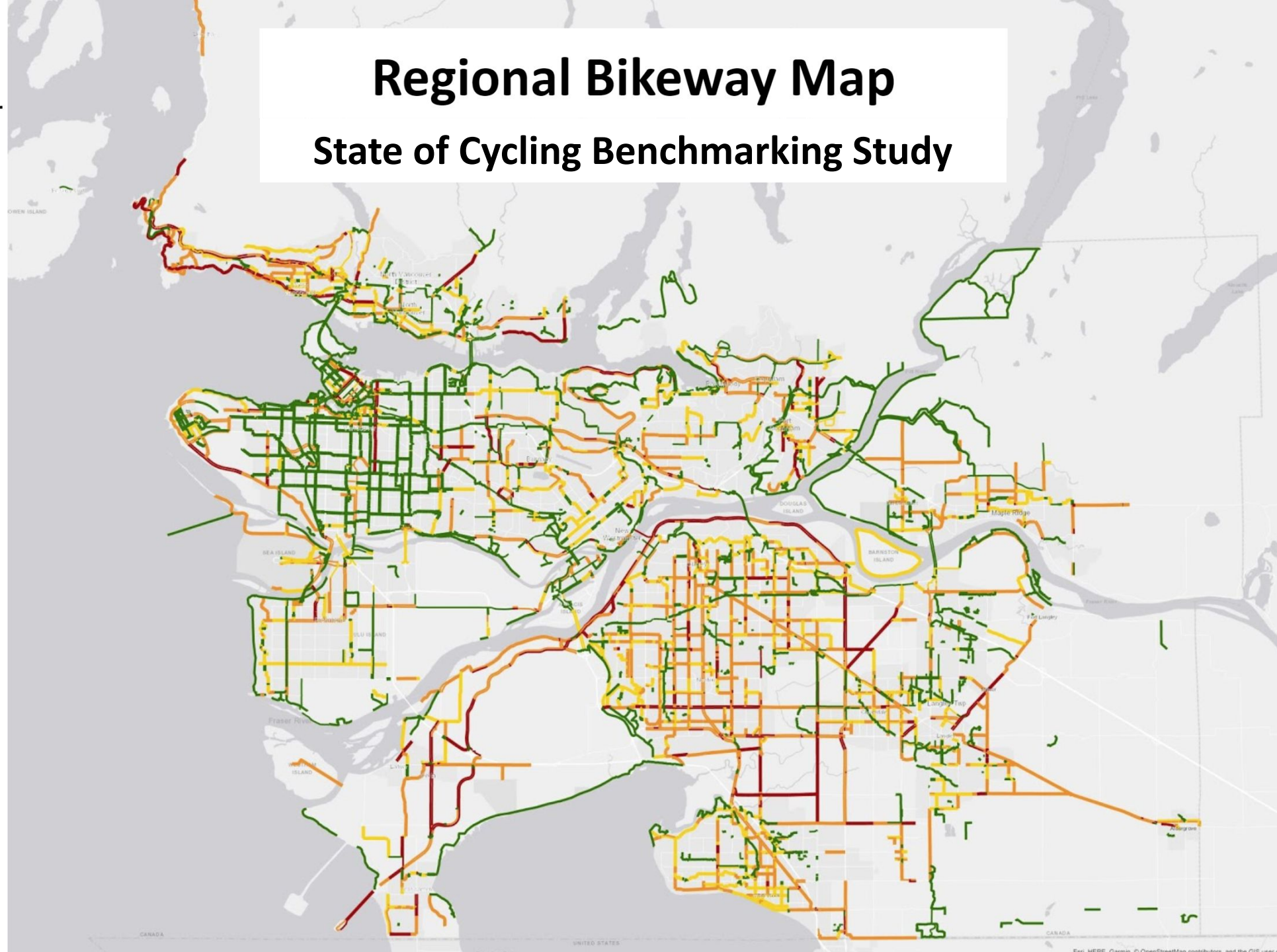
## City Greenways Plan

- 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

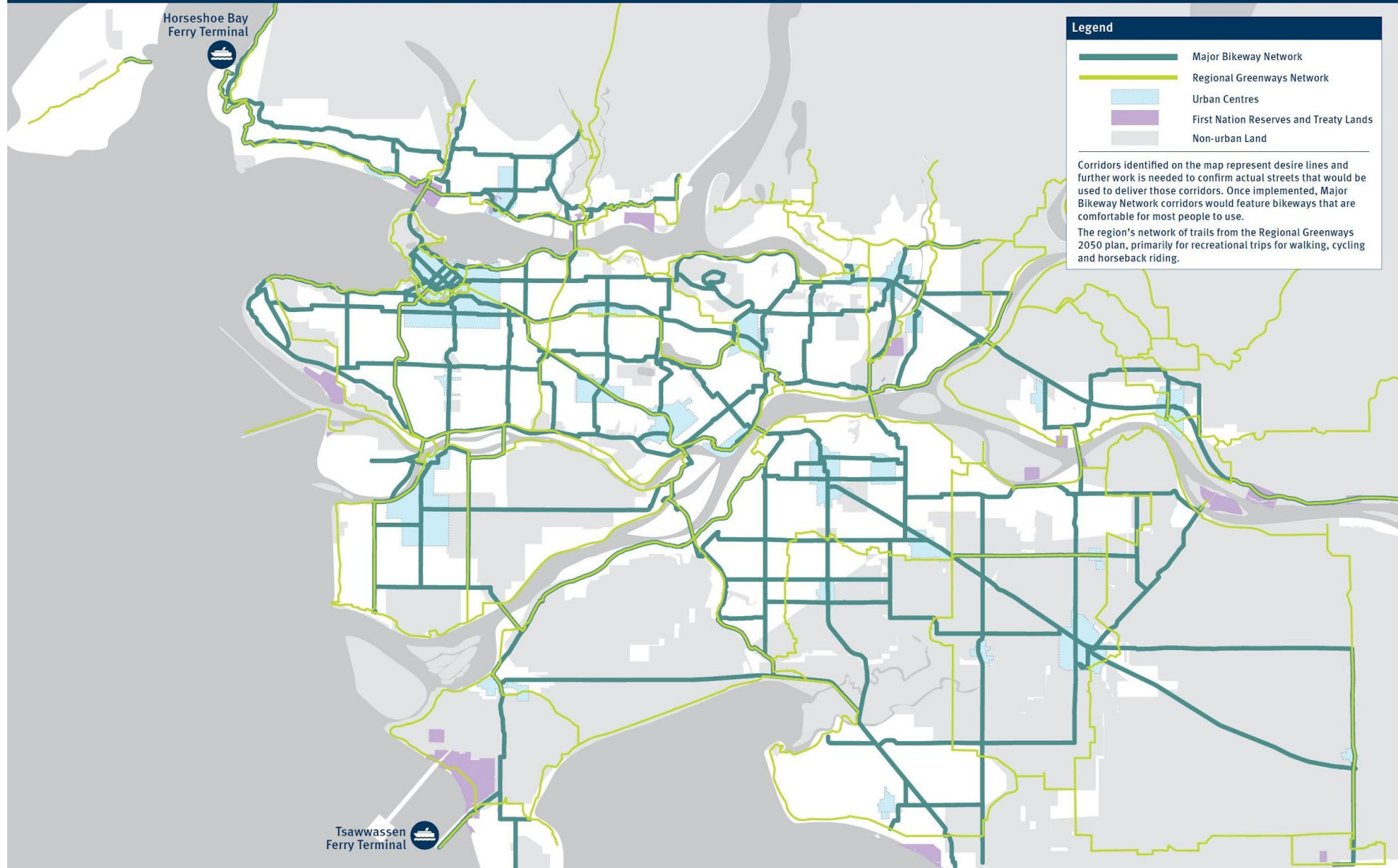


# Regional Bikeway Map

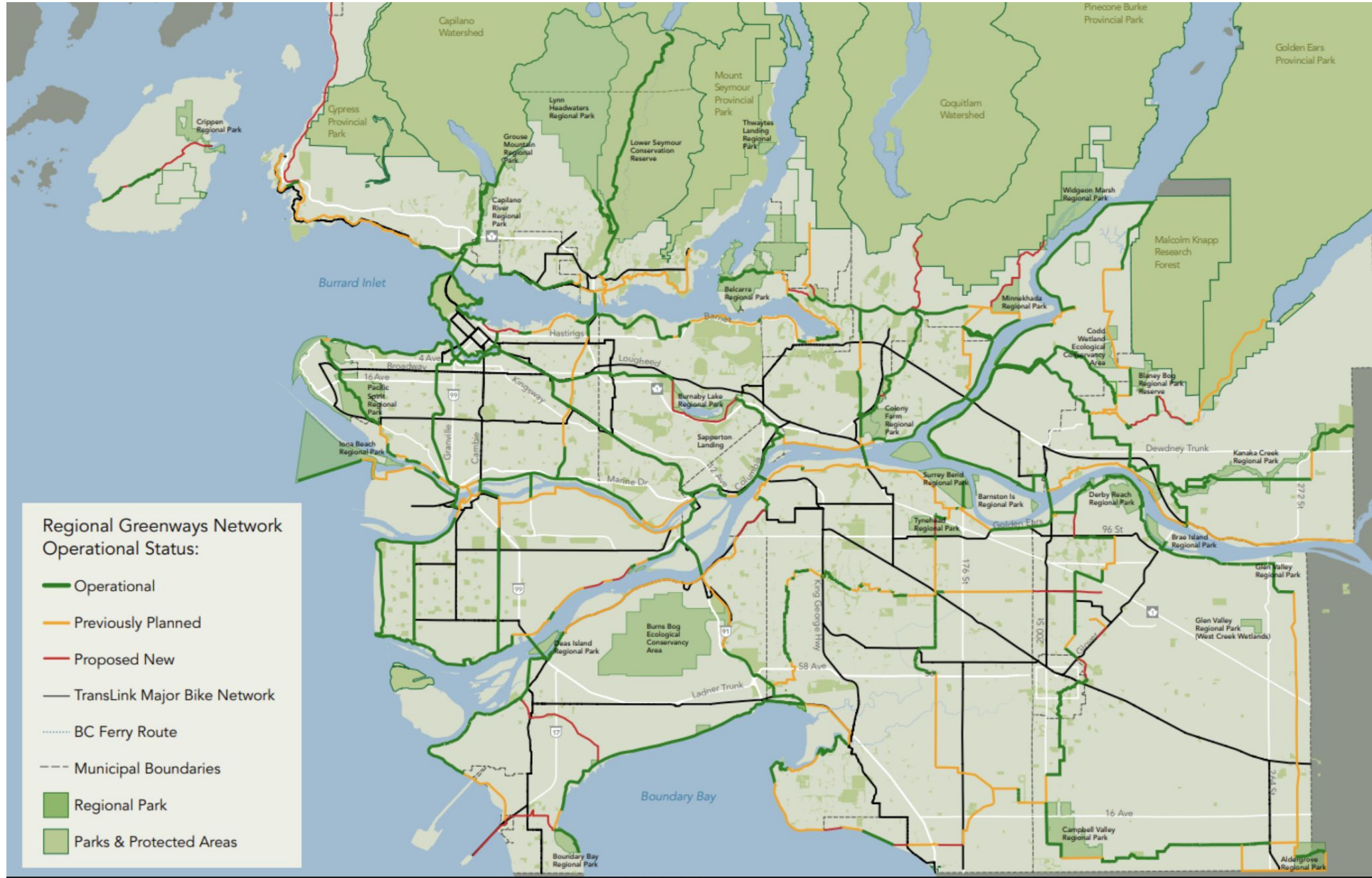
## State of Cycling Benchmarking Study



## 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"*