

# Vancouver-UBC Local Committee

April 20<sup>th</sup>, 2021

Web Meeting via Zoom

# For a better web meeting:

- We may have many people online, so please mute your phone or microphone when you are not speaking
- Ensure your name is displayed so that we know who you are
- We have a volunteer co host who will watch the text chat queue and help make sure people can ask questions
- Take advantage of the text chat function; ask questions, raise your hand to speak, or provide feedback on a topic. This gives us a text log for the preparation of our minutes. Test it out before 6:30 pm by letting us know you are online, just enter your first name. This will help us with the minutes.
- If you are not logged in to the Zoom meeting you won't see the presentation, but you can access it on our wiki, [here](#) and follow along.
- You can use computer audio (microphone and speaker), or dial in separately

# Meeting Agenda

- Web Meeting Best Practices
- Welcome, introductions, and announcements
- Updates from Working Group leads
- Consultations Update
  - Stanley Park Protected Lane
  - Beach Ave Bikeway progress
  - School Streets
  - Induced demand for traffic
  - Ontario Bikeway improvements underway
  - Broadway Corridor consultation
  - Update on recent discussions with the City of Vancouver
- HUB Cycling Regional Advisory Committee (RAC)
  - Patullo Bridge
  - Hwy 7 from Maple Ridge

# Welcome and Introductions

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

# Announcements

- Please provide [feedback online](#) to the City of Vancouver on how the installed diversions are working on Ontario, Heather, Charles and Glen Drive. Details in the meeting agenda.
- [Go By Bike Week](#) (and also [Bike to School](#)) May 31-June 6. Register to win. Virtual events only this year.
- [Everyone Rides Grade 4-5](#) enters its second year. Metro Van, Kelowna, Victoria. Fully funded by MoTI. HUB will teach 8,000 students this year under this program!
- BC Budget Highlights from today:
  - Now no sales tax on ebikes, trikes, parts/service or conversion kits
  - Active Transportation infrastructure funding was increased for three years (next year increase is 170%)
- Any other announcements?

# Updates from Working Group Leads

- Assessment Rides – Jeff, Philippe. All planned rides deferred given current public health guidelines
- Cycling in Parks – Lisa – 2 goals for 2021
- Arbutus Greenway – Stan
- Cargo Bikes and Freight – Sam
- Broadway Subway – Jeff – Detour implemented on the CVG along Great Northern Way (Emily Carr station construction, for the next three years)
- East Van Greenway – Clark

# Consultations – Stanley Park Protected Lane

- Decision was made by commissioners, but implementation appears slow
- Anecdotal observations support the premise that many people will choose the wider roadway even if the seawall path is open (video April 18 2021)



Video credit: Lucy

# Consultations – Beach Ave Bikeway

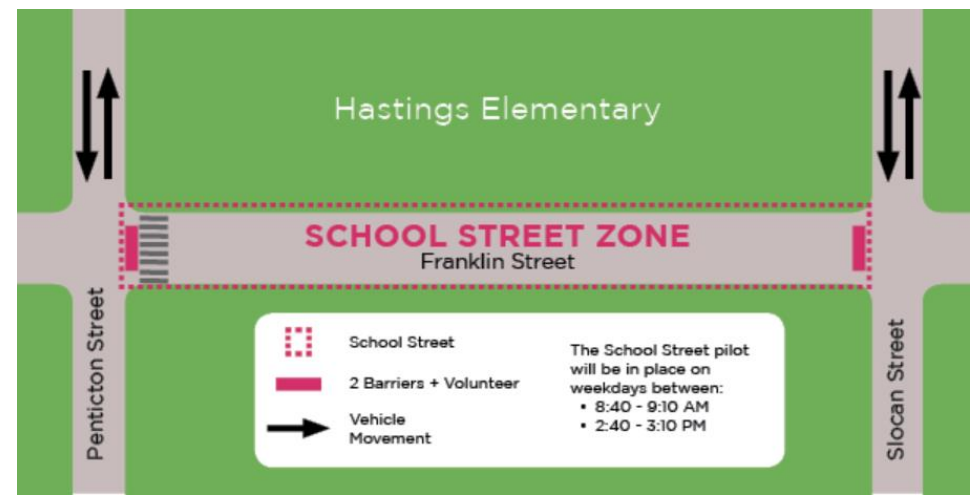
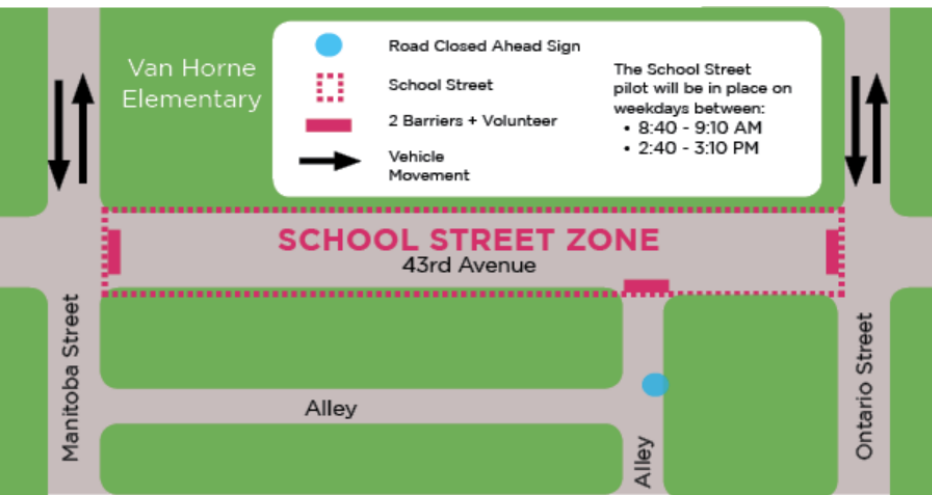
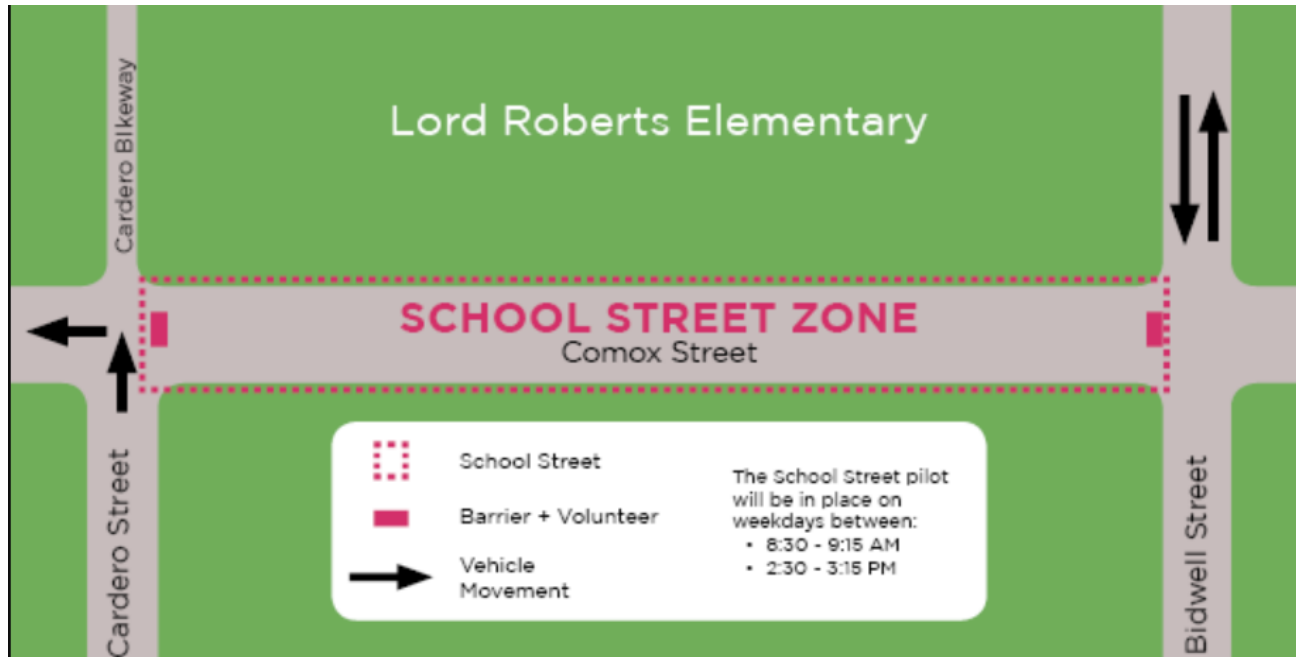
- Two-way vehicle traffic has been returned to Beach Ave, as well as the local community bus
- Signal light changes have been implemented
- Centre lines are still to be added the full length
- Painted crosswalks are a big improvement
- We will watch the counter numbers and report on usage as measured by the CoV



# Consultations – School Streets Pilot

- Three schools are participating, out of five that were under consideration. Lord Roberts, Van Horne, and Hastings
- Program included barricades to prevent vehicle movements in front of each school, during pick up and drop off times (for 30-45 minutes each)
- Barricades are attended by volunteers. Volunteers are still required for the next two weeks.
- Street closures to vehicles are permeable for walking and cycling
- Program includes monitoring traffic impacts before and after pilot, including air quality
- This is week two, of a four week pilot program

# Consultations – School Streets Pilot



# Consultations – Induced Demand

- Induced demand is also known as induced traffic
- Expanding a roadway usually results in the widened roadway being filled up with additional vehicle trips, with no net decrease in congestion.
- The inverse of this is reduced demand, or traffic evaporation, or dissuaded demand, when lanes are reduced
- Taking away roadway capacity can result in some simply deciding not to travel there, or at that time.
- This is why “Carmageddon” is so rare
- What we have seen with the School Streets pilot is traffic evaporation.

# Consultations – School Streets Pilot

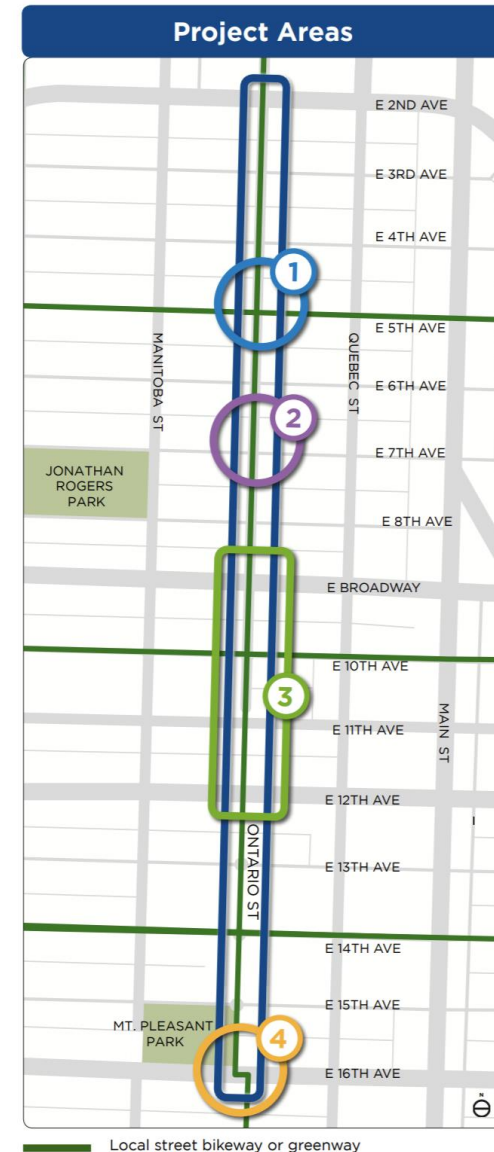


Video credit: Lucy



# Consultations – Ontario Bikeway

- Work has started now
- The full project scope is from 2<sup>nd</sup> to Kent, but the immediate work is at locations #1 and #2
- #1 and #2 have vehicle traffic 5 x the AAA standard, and poor stop sign compliance for all road users
- 5<sup>th</sup> - Traffic diversions (no vehicle through traffic) and a plaza
- 7<sup>th</sup> – Traffic diversions with converging one-way lanes for vehicles



# Consultations – Ontario Bikeway



N/B at 5<sup>th</sup> (prior to patio installation)

N/B at 7<sup>th</sup> (no through vehicles on Ontario)



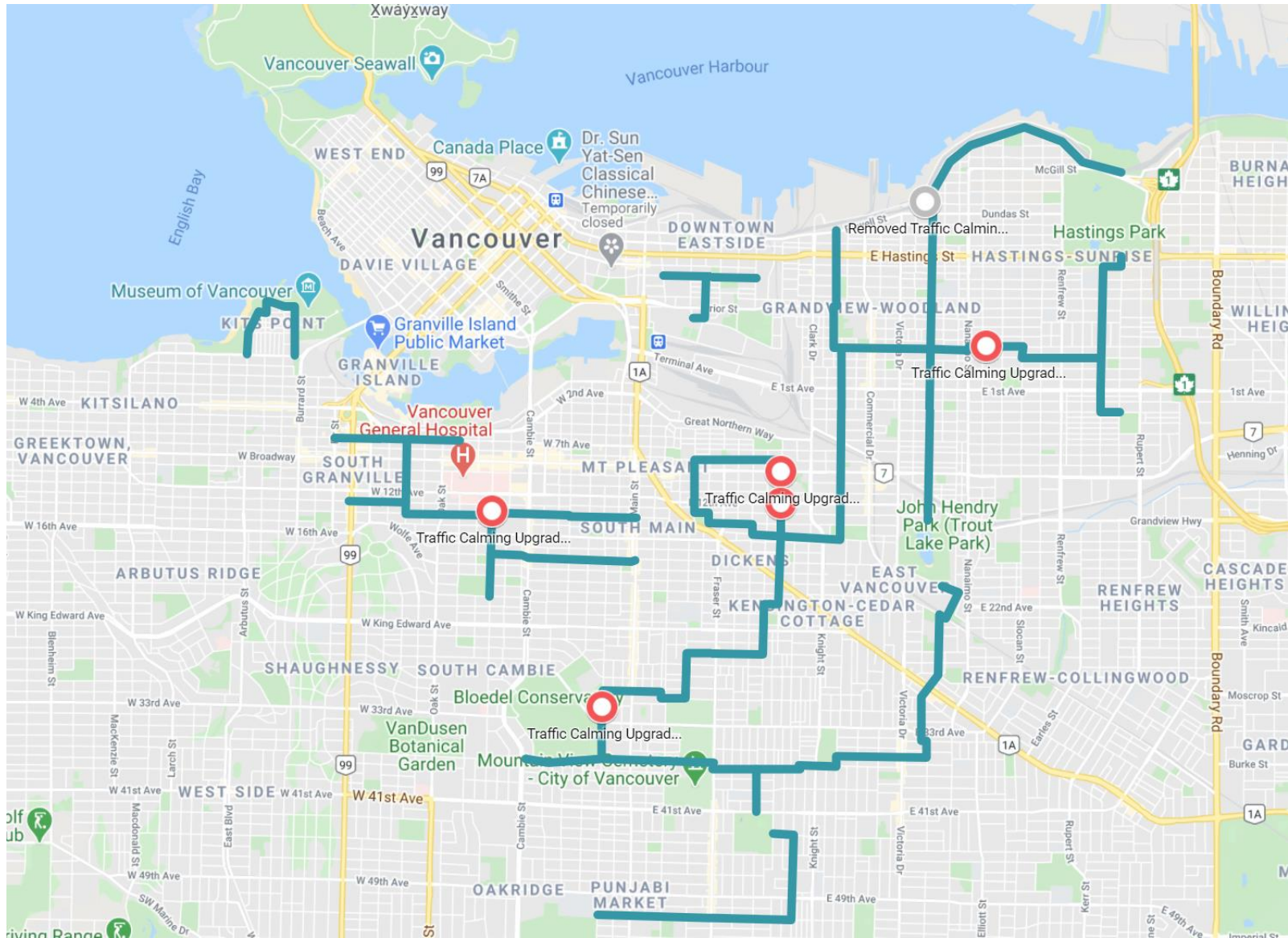
# Consultations – Projects Underway

- Slow Streets – Feedback requested on how the installed diversions are working for traffic calming. Two new fixed diversions implemented on Glen Drive at Broadway, and 12<sup>th</sup>. As there is no formal engagement program, the CoV will rely on feedback received. Make your voice heard!

[CoV Survey](#)



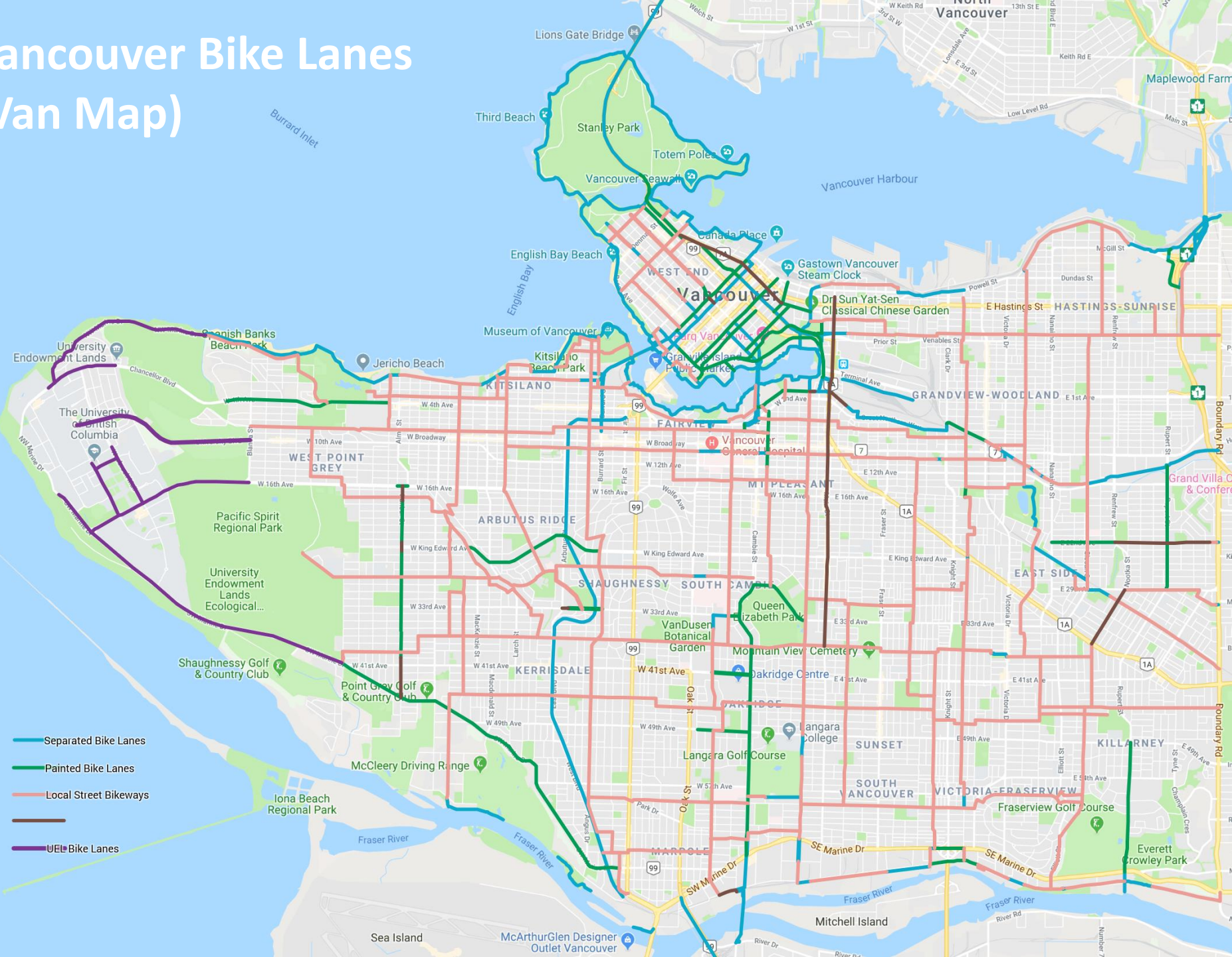
# Consultations – Slow Streets and CoV Feedback on Traffic Calming Diversions





# Appendices

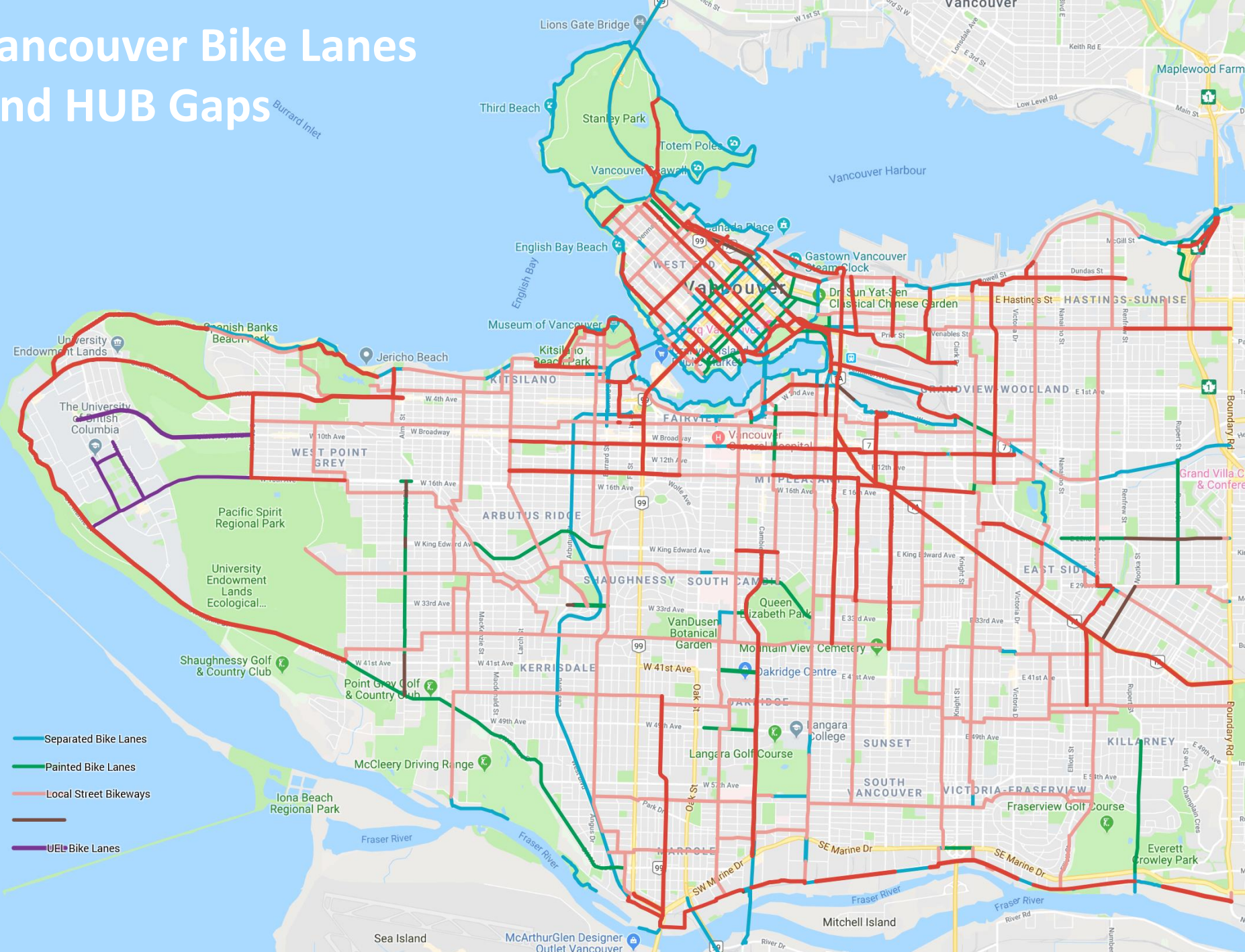
# Vancouver Bike Lanes (Van Map)



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



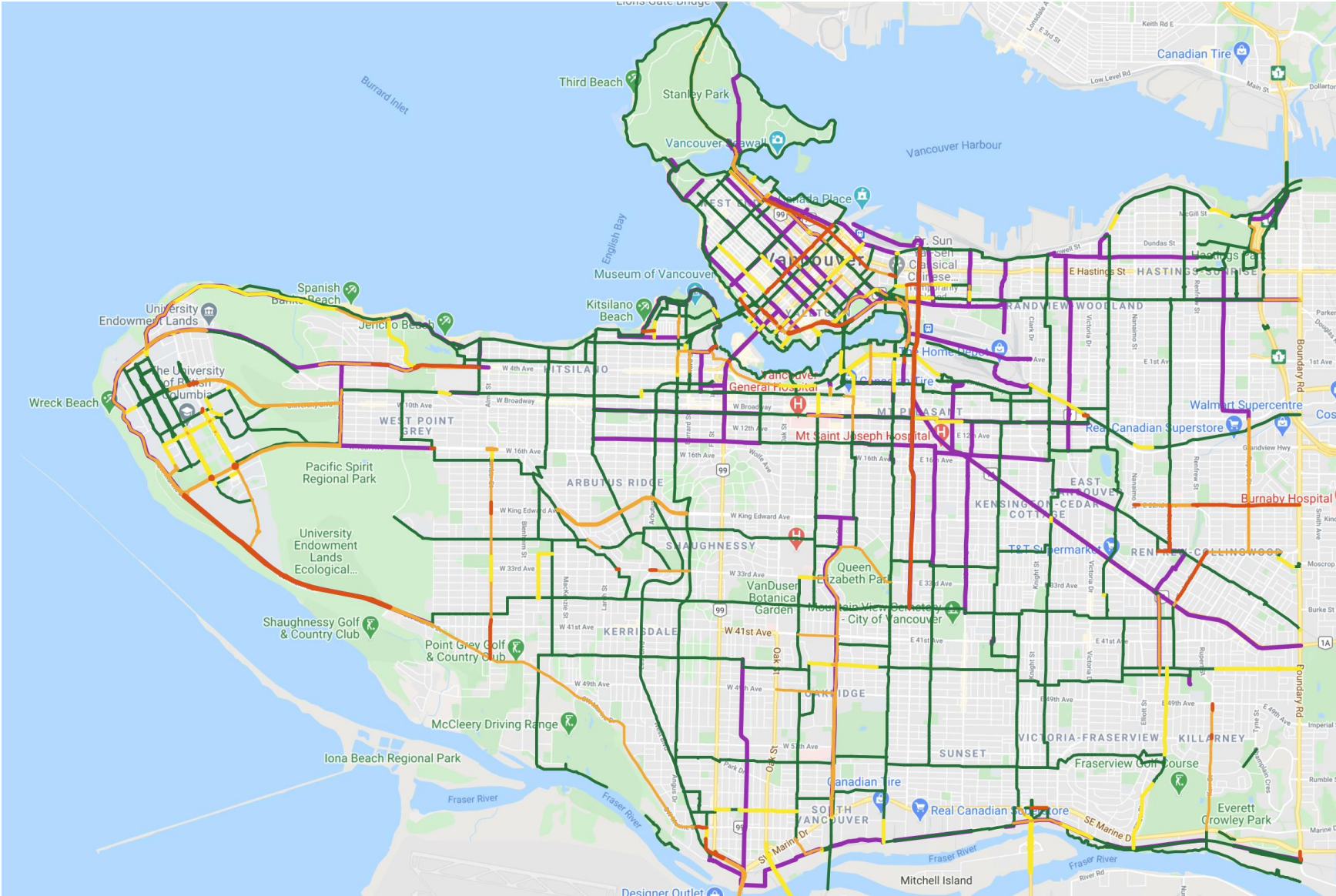
# Vancouver Bike Lanes And HUB Gaps



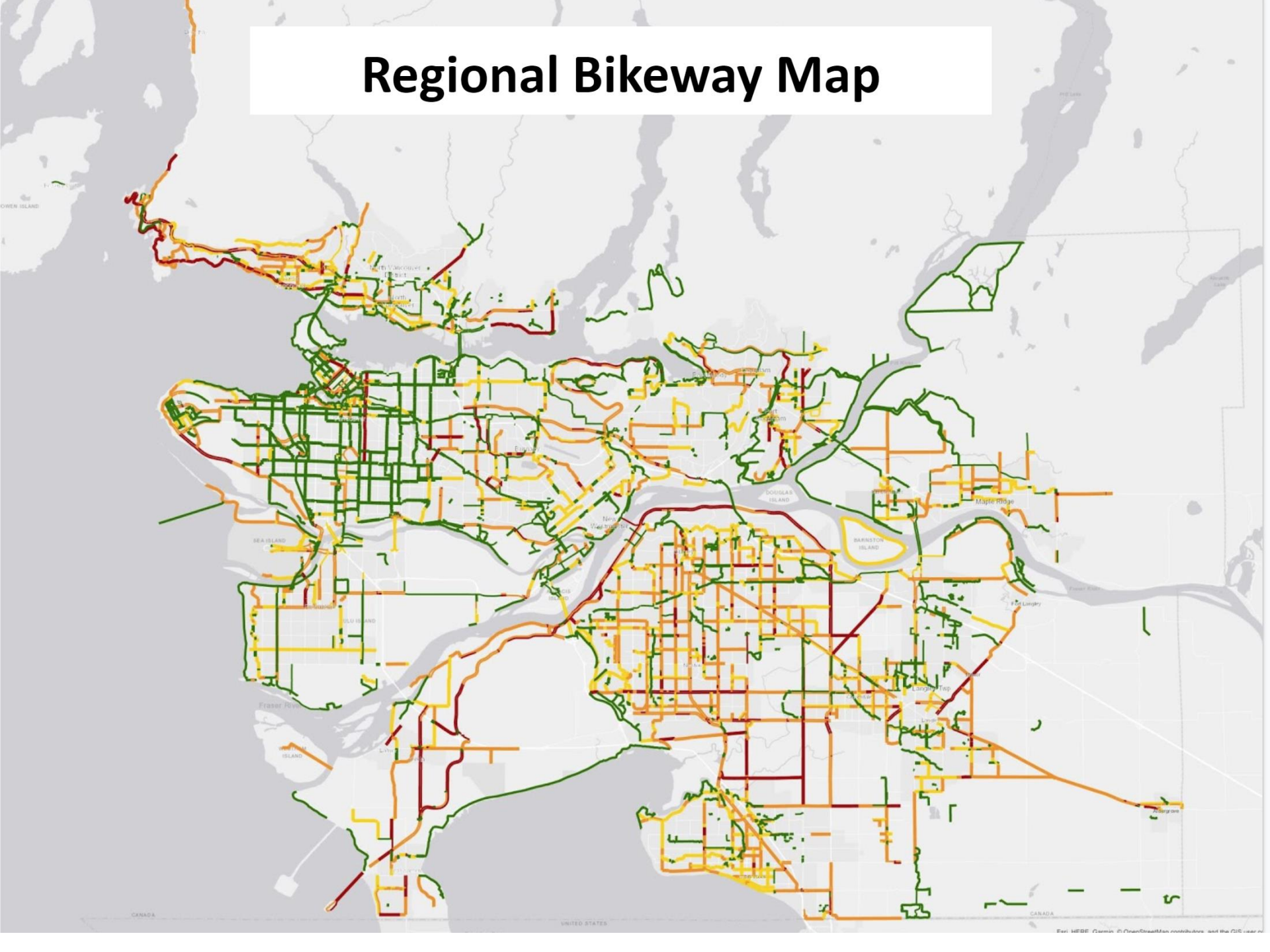
- Separated Bike Lanes
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# Prototype Gap Maps with SoC Route Data



# Regional Bikeway Map





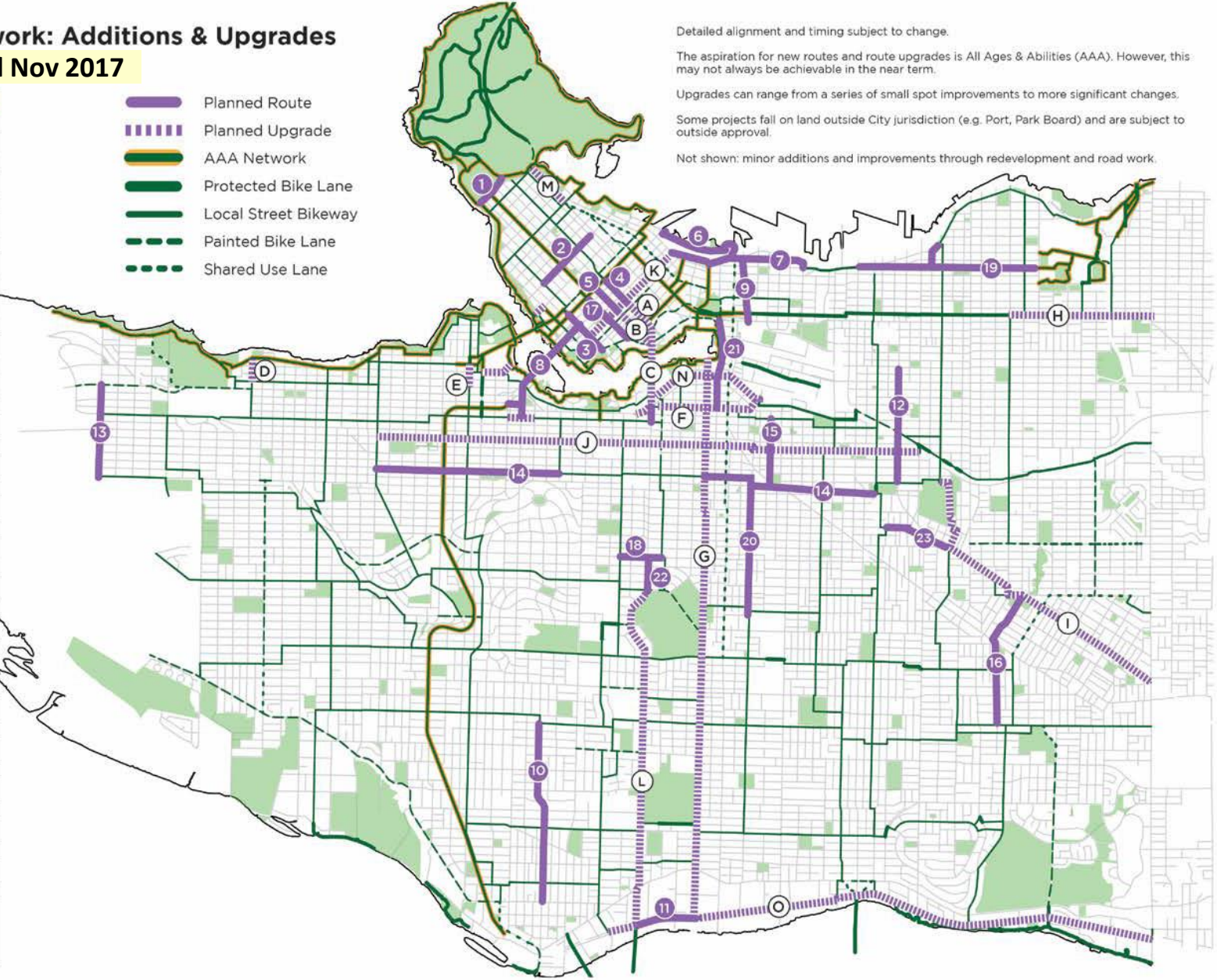
# 5-Year Cycling Network: Additions & Upgrades 2018-2022

Added Nov 2017

Detailed alignment and timing subject to change.  
 The aspiration for new routes and route upgrades is All Ages & Abilities (AAA). However, this may not always be achievable in the near term.  
 Upgrades can range from a series of small spot improvements to more significant changes.  
 Some projects fall on land outside City jurisdiction (e.g. Port, Park Board) and are subject to outside approval.  
 Not shown: minor additions and improvements through redevelopment and road work.

Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smithe
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
13	Blanca
14	14th Ave
15	St. George Rainway
16	Duchess-Wales*
17	Helmcken
18	King Edward
19	Pandora-Semlin
20	Prince Edward
21	Quebec
22	Cambie
23	Stainsbury
Planned Upgrades	
A	Smithe
B	Nelson
C	Cambie Bridge
D	Highbury
E	Cypress
F	5th Ave
G	Ontario
H	Adanac
I	BC Parkway
J	10th Ave
K	Richards
L	Cambie
M	Georgia
N	1st Ave
O	Kent

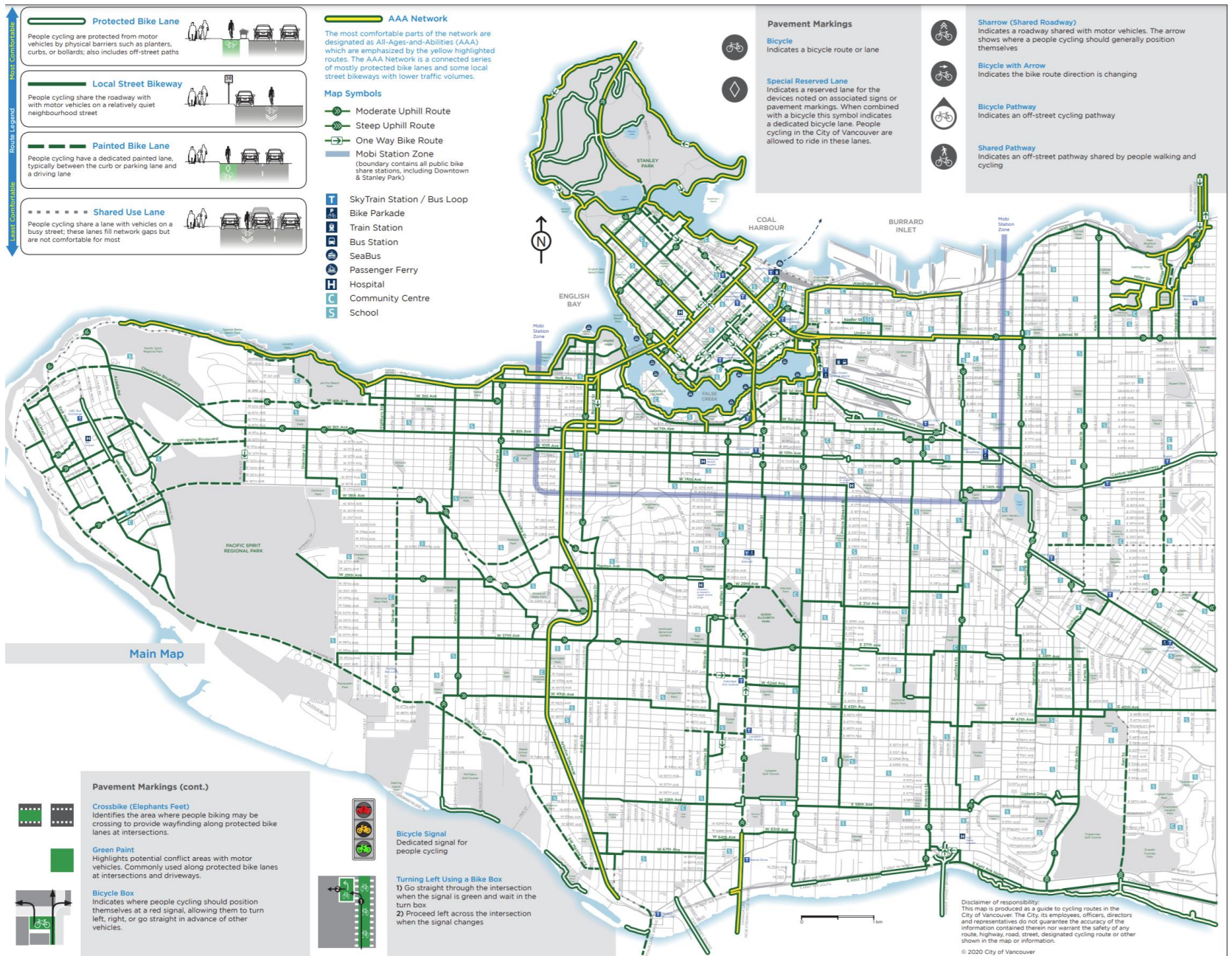
- Planned Route
- Planned Upgrade
- AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane



\* Park Board jurisdiction  
 \*\* Port Authority jurisdiction  
 Number/Letter sequence does not imply priority



# CoV Cycling Map – Fall 2020 Update



**Protected Bike Lane**  
People cycling are protected from motor vehicles by physical barriers such as planters, curbs, or bollards; also includes off-street paths

**Local Street Bikeway**  
People cycling share the roadway with motor vehicles on a relatively quiet neighbourhood street

**Painted Bike Lane**  
People cycling have a dedicated painted lane, typically between the curb or parking lane and a driving lane

**Shared Use Lane**  
People cycling share a lane with vehicles on a busy street; these lanes fill network gaps but are not comfortable for most

**AAA Network**  
The most comfortable parts of the network are designated as All-Ages-and-Abilities (AAA) which are emphasized by the yellow highlighted routes. The AAA Network is a connected series of mostly protected bike lanes and some local street bikeways with lower traffic volumes.

- Map Symbols**
- Moderate Uphill Route
  - Steep Uphill Route
  - One Way Bike Route
  - Mobi Station Zone (boundary contains all public bike share stations, including Downtown & Stanley Park)

- SkyTrain Station / Bus Loop
- Bike Parkade
- Train Station
- Bus Station
- SeaBus
- Passenger Ferry
- Hospital
- Community Centre
- School

- Pavement Markings**
- Bicycle**  
Indicates a bicycle route or lane
  - Special Reserved Lane**  
Indicates a reserved lane for the devices noted on associated signs or pavement markings. When combined with a bicycle this symbol indicates a dedicated bicycle lane. People cycling in the City of Vancouver are allowed to ride in these lanes.

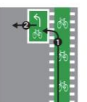
- Sharrow (Shared Roadway)**  
Indicates a roadway shared with motor vehicles. The arrow shows where a people cycling should generally position themselves
- Bicycle with Arrow**  
Indicates the bike route direction is changing
- Bicycle Pathway**  
Indicates an off-street cycling pathway
- Shared Pathway**  
Indicates an off-street pathway shared by people walking and cycling

**Pavement Markings (cont.)**

- Crossbike (Elephants Feet)**  
Identifies the area where people biking may be crossing to provide wayfinding along protected bike lanes at intersections.
- Green Paint**  
Highlights potential conflict areas with motor vehicles. Commonly used along protected bike lanes at intersections and driveways.
- Bicycle Box**  
Indicates where people cycling should position themselves at a red signal, allowing them to turn left, right, or go straight in advance of other vehicles.



**Bicycle Signal**  
Dedicated signal for people cycling

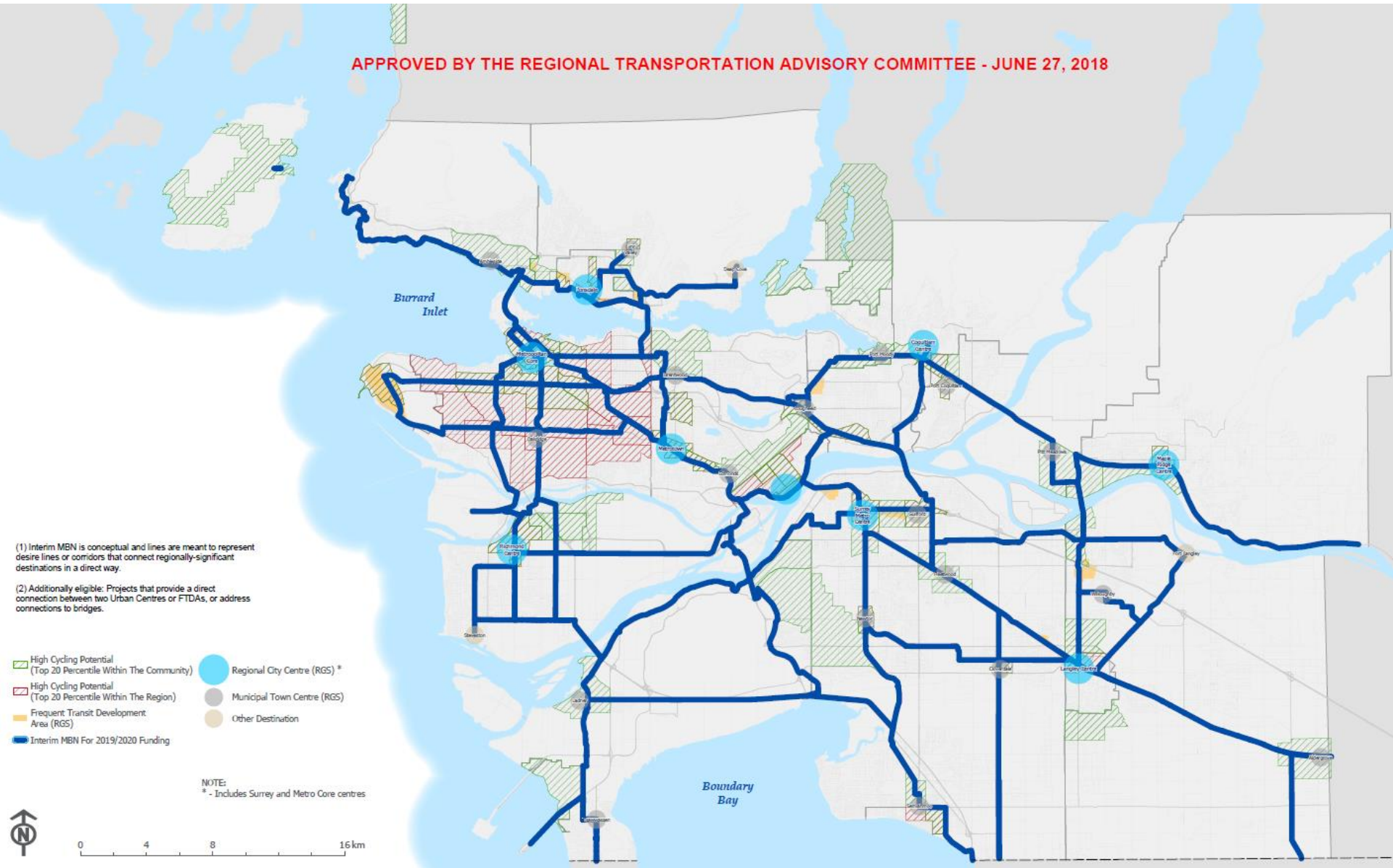


**Turning Left Using a Bike Box**  
1) Go straight through the intersection when the signal is green and wait in the turn box  
2) Proceed left across the intersection when the signal changes

Disclaimer of responsibility:  
This map is produced as a guide to cycling routes in the City of Vancouver. The City, its employees, officers, directors and representatives do not guarantee the accuracy of any route, highway, road, street, designated cycling route or other shown in the map or information.  
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# Translink Major Bikeway Network (MBN)

APPROVED BY THE REGIONAL TRANSPORTATION ADVISORY COMMITTEE - JUNE 27, 2018



(1) Interim MBN is conceptual and lines are meant to represent desire lines or corridors that connect regionally-significant destinations in a direct way.  
 (2) Additionally eligible: Projects that provide a direct connection between two Urban Centres or FTDA's, or address connections to bridges.

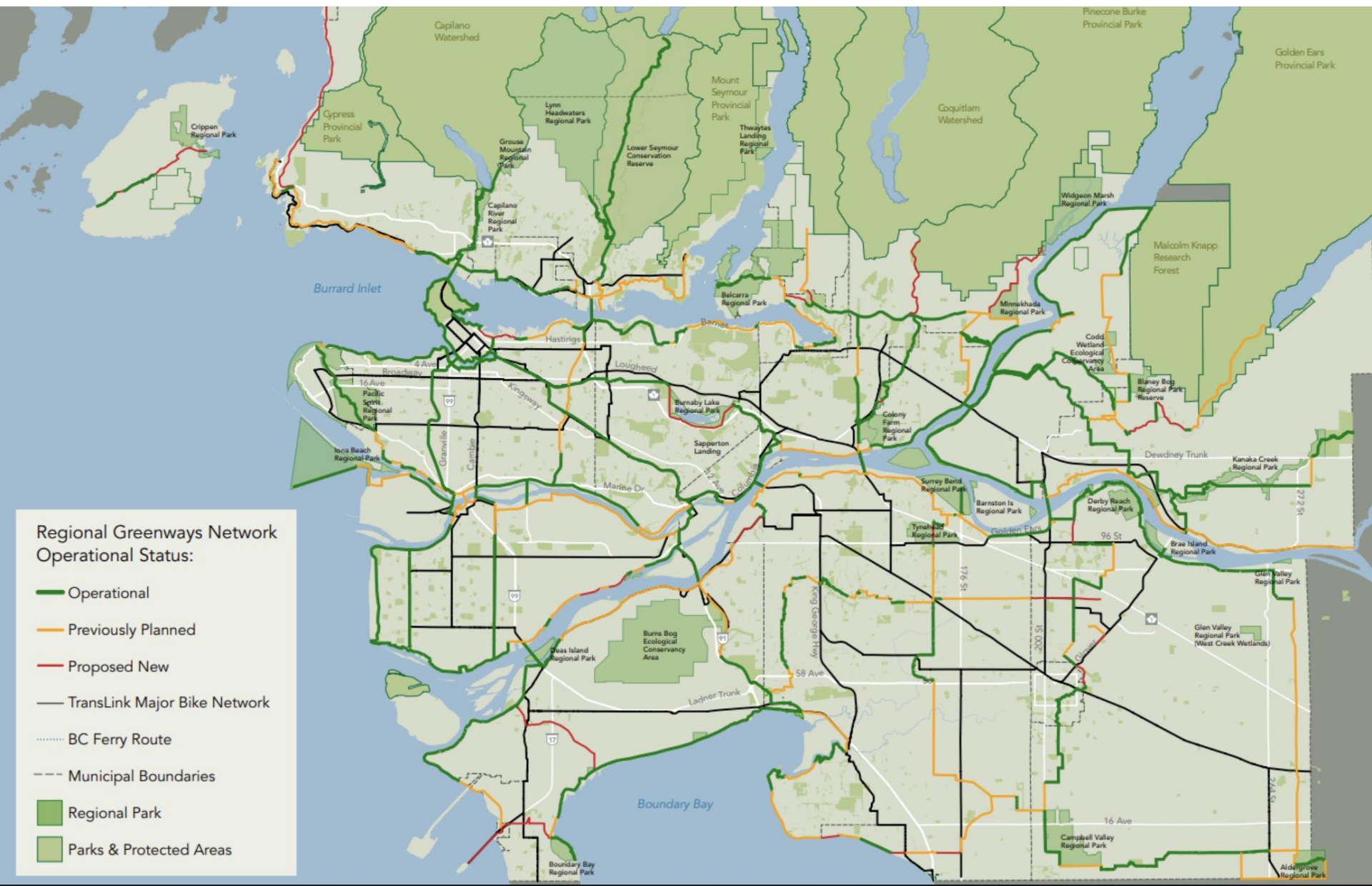
- High Cycling Potential (Top 20 Percentile Within The Community)
- High Cycling Potential (Top 20 Percentile Within The Region)
- Frequent Transit Development Area (RGS)
- Interim MBN For 2019/2020 Funding
- Regional City Centre (RGS) \*
- Municipal Town Centre (MGC)
- Other Destination

NOTE:  
 \* - Includes Surrey and Metro Core centres





# Metro Vancouver Greenway Plan



## Regional Greenways Network Operational Status:

- Operational
- Previously Planned
- Proposed New
- TransLink Major Bike Network
- BC Ferry Route
- Municipal Boundaries
- Regional Park
- Parks & Protected Areas