

# Vancouver-UBC Local Committee

January 21, 2025  
Hybrid Meeting

# 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

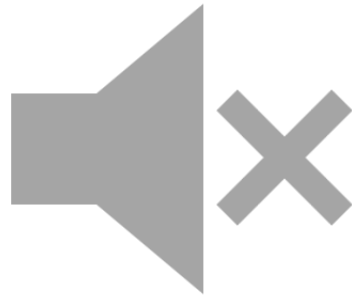
Get your question or comment across clearly and efficiently



## 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 November meeting
- Anything to add to the agenda?

# Meeting Agenda

- Introductions and land acknowledgement
- Agenda, Action Item Review, Announcements
- Updates from Working Group Leads
- Consultations/CoV project updates
- VULC Correspondence/Meetings
- HUB Board/RAC update
- Meeting Adjourns (7:00 pm)
- Social!

# Action Items Review

- Van311 – please report bike lane maintenance issues to the CoV using the smartphone app or by calling 311. Note the new features for reporting bike issues.
- Create and circulate VULC membership survey (done)

# VULC Membership Survey

Section 1 of 7

## 2025 VULC Goals, Directions, Activities



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

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

<https://forms.gle/Wh8bHd3eWGsmWw6v9>



# Announcements

- Adam Hawk has a [petition](#) (currently with 3,221 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.



# Working Group Updates

# Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony – No rides scheduled this month.
- Cycling in Parks – Lisa – Leadership transition in progress
- Arbutus Greenway – Stan/Jeff/Anthony – King Ed intersection
- Broadway Subway – Anthony – No update
- Elections Working Group – Lisa - update
- NE Quadrant Greenway – Clark – No update?
- Social Rides - Anthony – No rides scheduled
- Secure Bike Parking – Eric – No update?



# Consultations



# Consultations

- Portside Greenway – Consultation closed: Wall St section
- W 1<sup>st</sup> Ave/Fir St – Consultation soon, sneak peak
- Granville Connector work progressing (see photos)

# Portside Greenway - Wall St Focus

## ALEXANDER

PEDESTRIAN IMPROVEMENTS &  
LOCAL COMMUNITY NEEDS

## POWELL

ADDRESS A MAJOR ACTIVE  
TRANSPORTATION NETWORK GAP

## FOCUS: WALL

NATURE & PUBLIC SPACE  
TRAFFIC CALMING  
CONTINUOUS SIDEWALKS

## BRIDGEWAY

SEPARATE SPACE FOR WALKING  
& CYCLING  
UPGRADED CONNECTIONS

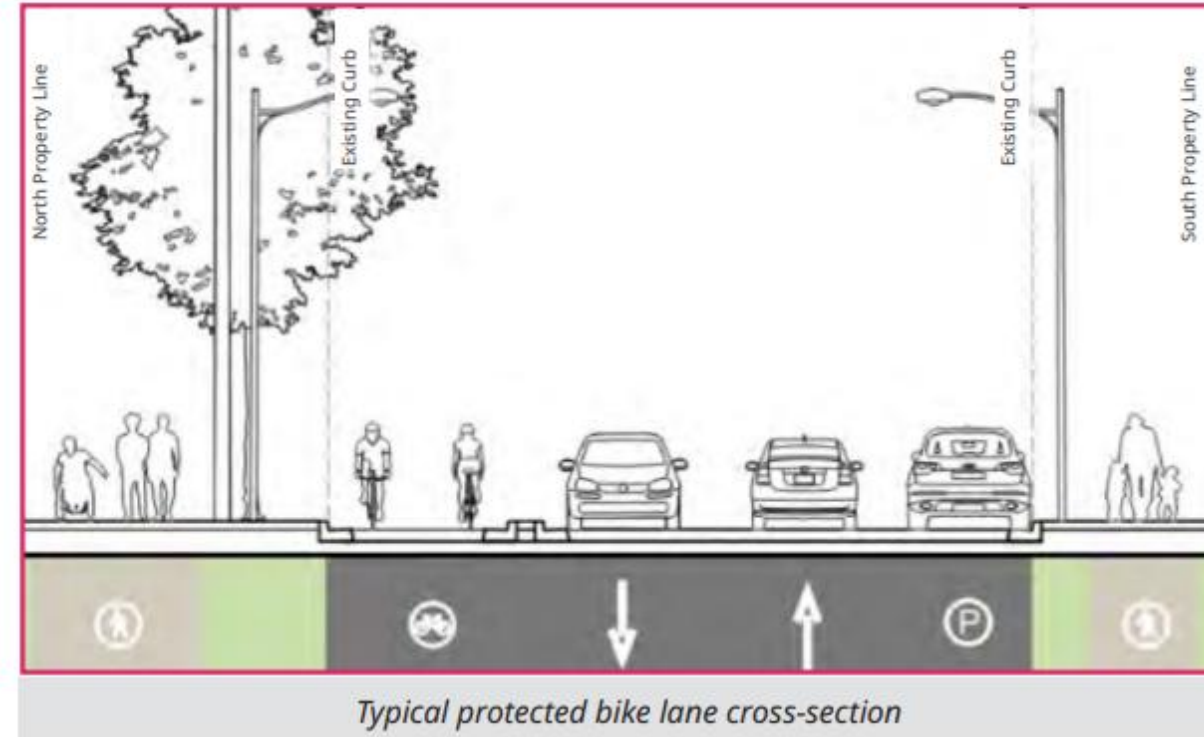
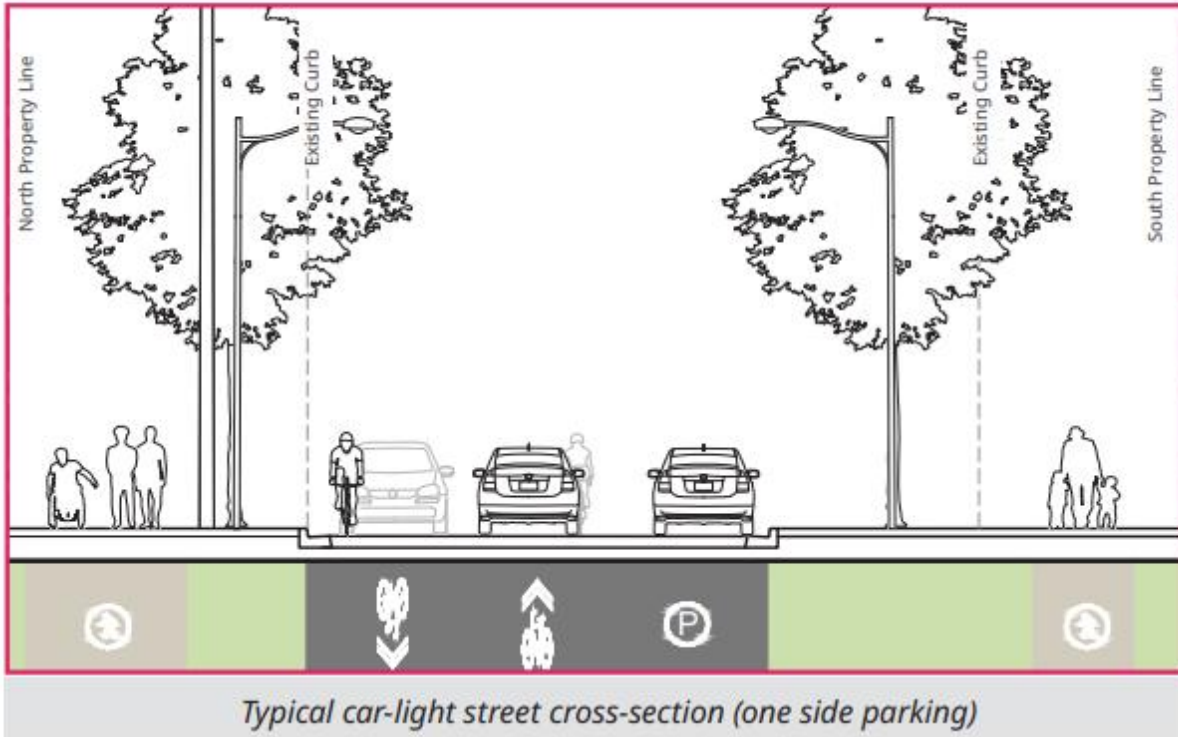


# High Vehicle Volumes and Speeds



Traffic calming can address these issues by making physical changes that help slow traffic down or reduce traffic volumes

# Two Different Design Approaches



## Car-Light Street

Quiet two-way shared street with parking on one or both sides.



## Protected Bike Lane

Protected bike lane with two-way vehicle traffic and one-side parking for most blocks.



# W 1<sup>st</sup> Ave / Fir St



# Granville Connector Progress



# Arbutus Greenway at King Edward Progress



# Anticipated consultations/reports

- Civic District (incl 10<sup>th</sup> Ave between Cambie & Yukon), Q1
- Gastown Pedestrian Streets, Q1
- Portside: Wall St preliminary design engagement, Q2
- Burrard Slopes Park, Q1/Q2
- Killarney neighbourhood traffic management, Q1
- Rupert/Renfrew Area Plan, Q1



# VULC

## Correspondence/Meetings



# Correspondence/Meetings

- Translink Major Bikeway Network (MBN) Workshop, Nov 26th
- Portside Greenway, Dec 4th
- W 1st Ave/Fir St, Jan 7th

# HUB Cycling Board & RAC Update

- SFU Close Pass student project (more details at a later meeting)
- New HUB Executive Director: Rose Gardner





# Wrap Up





# SOCIAL

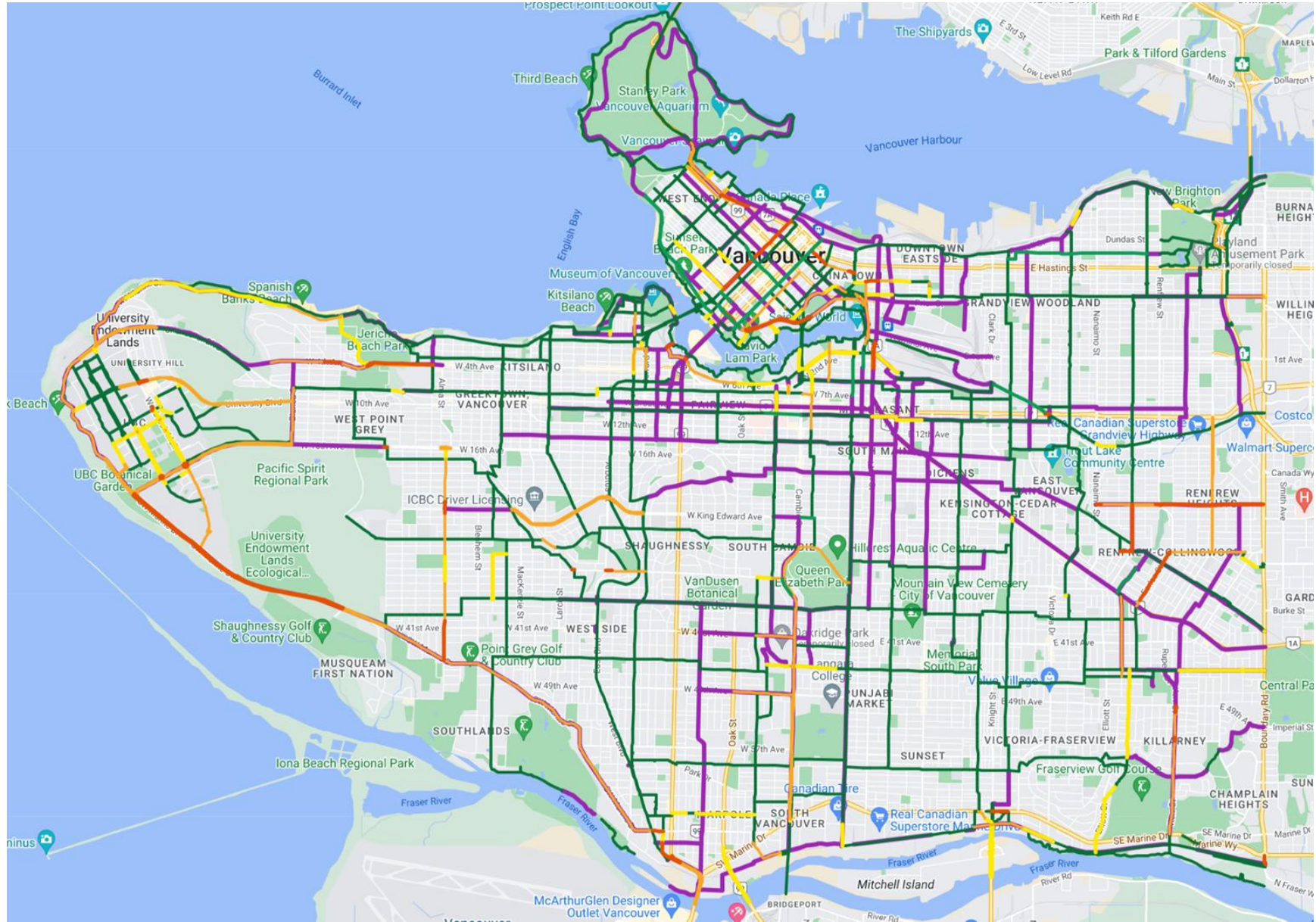




# Appendices

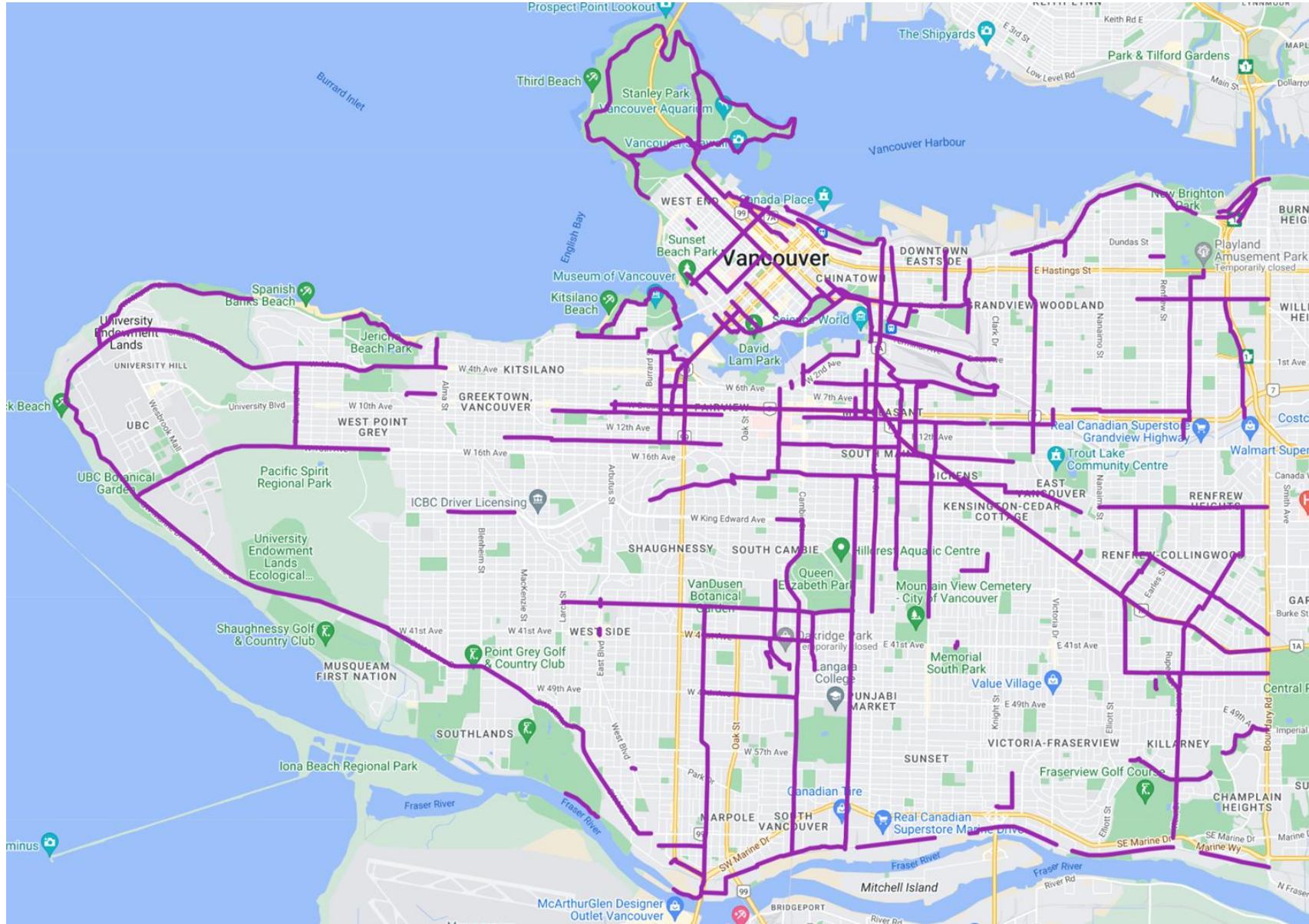


# Prototype Gap Map (Vancouver/UBC) with SoC Route Data (Sept 2023)





# 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

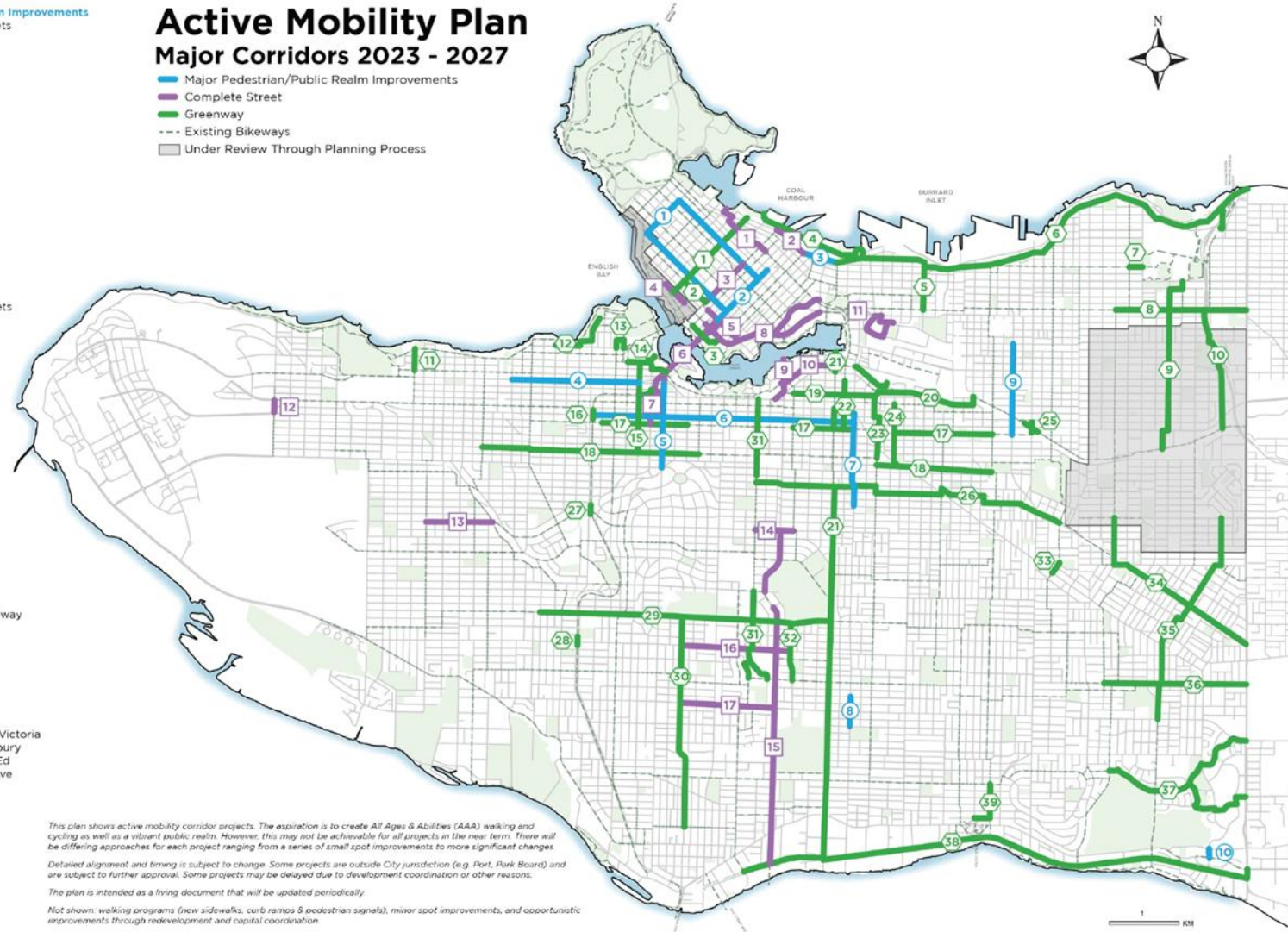
- 1 Melville
- 2 Cordova
- 3 Burrard
- 4 Pacific
- 5 Drake
- 6 Granville Connector
- 7 Fir Ramp
- 8 Pacific - Expo
- 9 Cambie Ramp
- 10 1st Ave
- 11 New St Paul's Hospital Streets
- 12 Blanca
- 13 King Edward - Dunbar
- 14 King Edward - Cambie
- 15 Cambie
- 16 41st Ave
- 17 49th Ave

## 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



*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

Most Comfortable  
Route Legend  
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
- 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



**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.

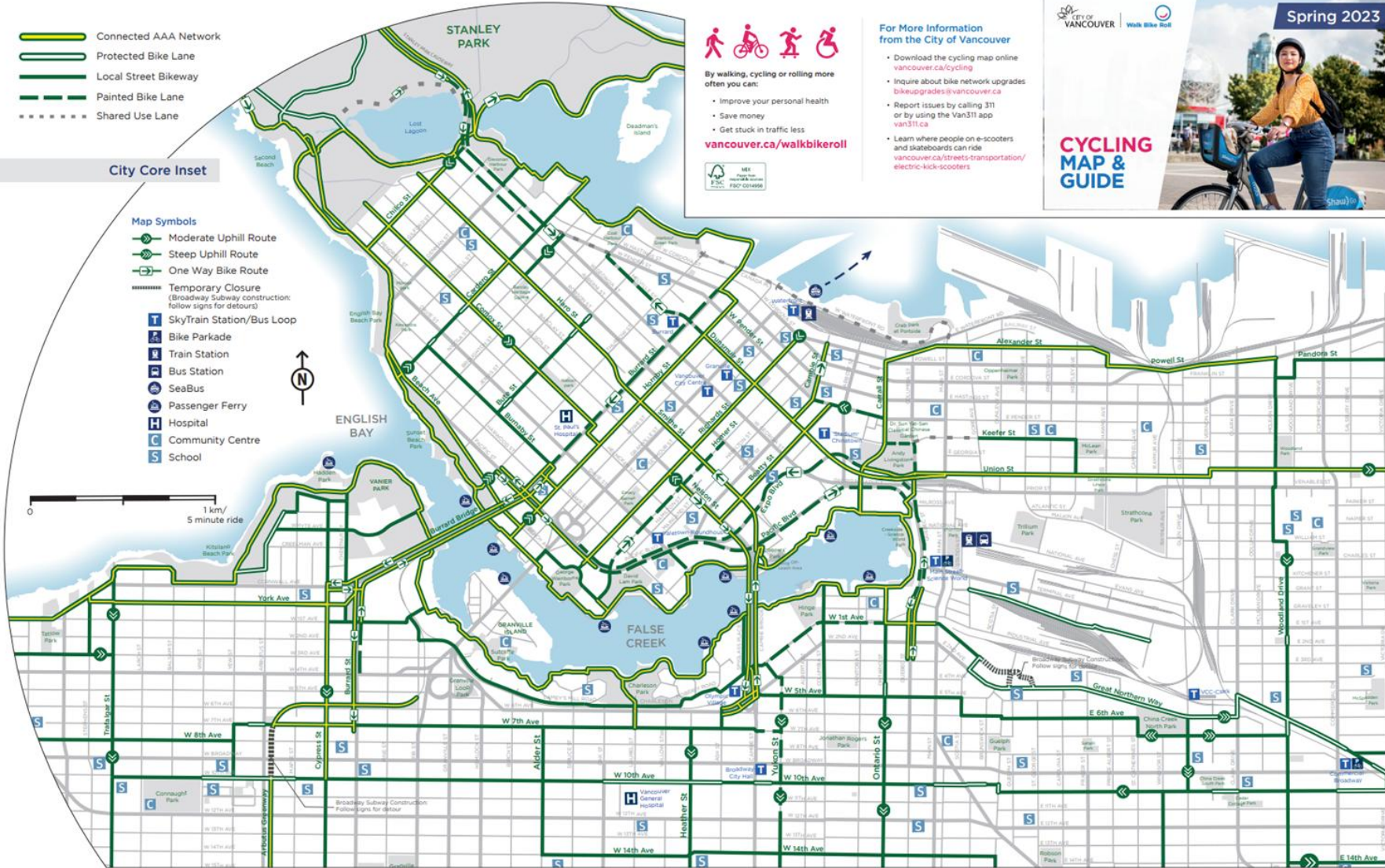
- Connected AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane

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



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 [mobi.bikes.ca](http://mobi.bikes.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 this symbol indicates a dedicated bicycle lane. People cycling in the City of Vancouver are allowed to ride in these lanes.

**Sharrows (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**  
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

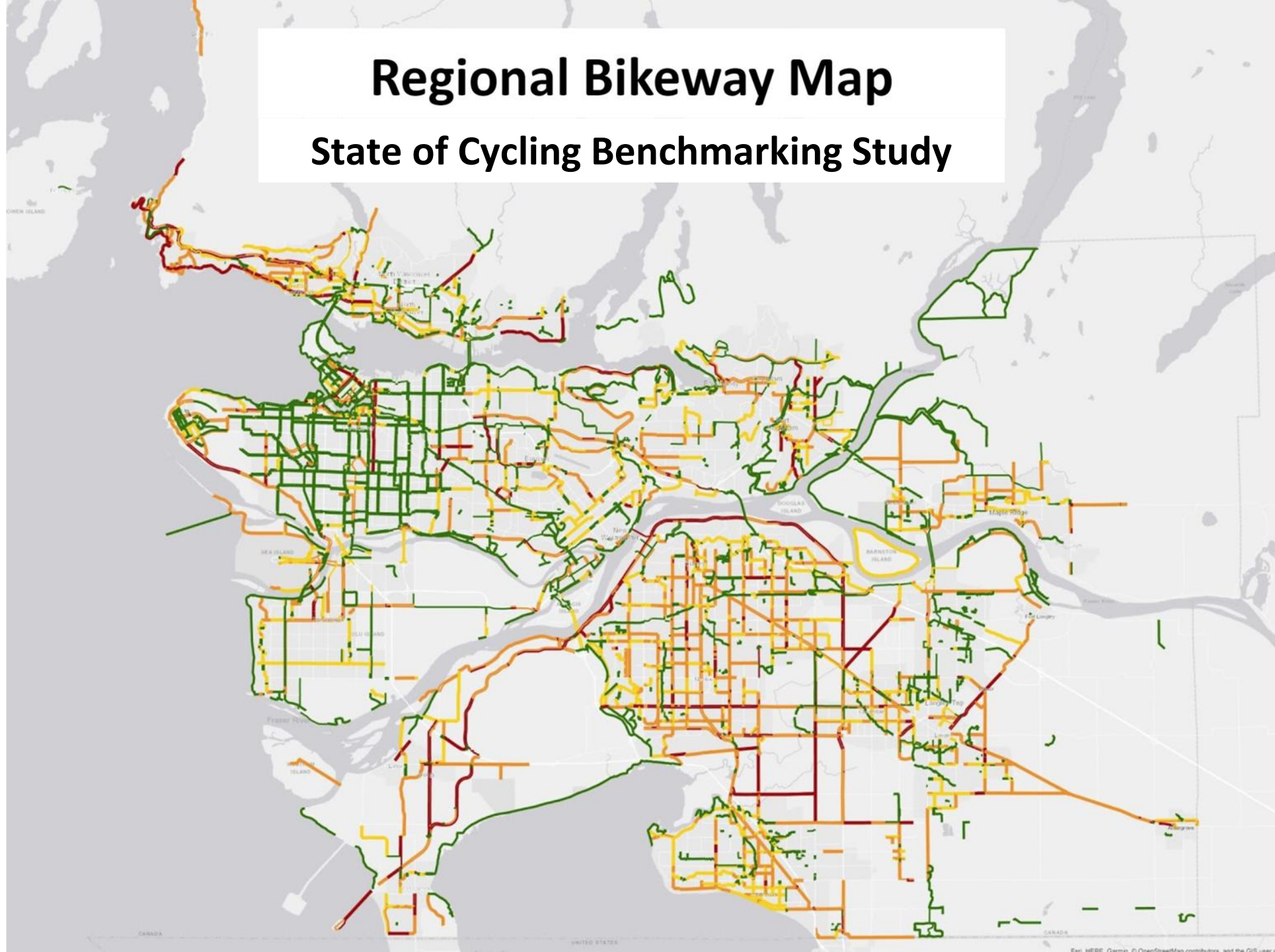
- ① Seaside
- ② Lagoon
- ③ Central Valley
- ④ Granville
- ⑤ Downtown Historic Trail
- ⑥ Carrall
- ⑦ Portside
- ⑧ Midtown Way
- ⑨ Parkway
- ⑩ Spirit Trail
- ⑪ Ridgeway
- ⑫ Arbutus
- ⑬ Ontario
- ⑭ Eastside Crosscut
- ⑮ Masumi Mitsui
- ⑯ Fraser River Trail
- ⑰ City Centre
- ⑱ Comox-Helmcken
- Greenway  
Constructed or in progress
- Proposed Greenway  
Exact route to be determined through public consultation and detailed study
- Bikeway  
Constructed or in progress
- TransCanada Trail



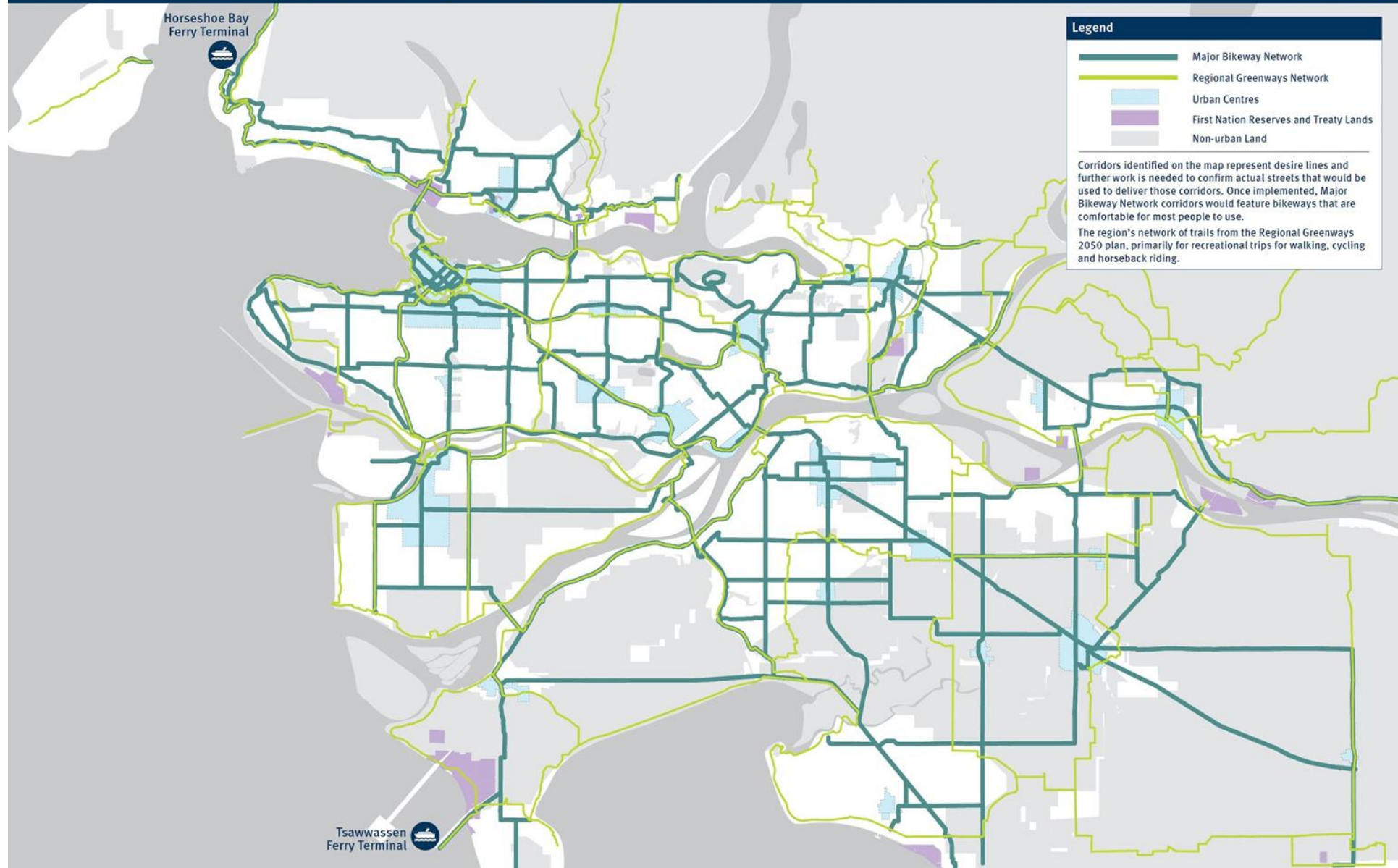


# Regional Bikeway Map

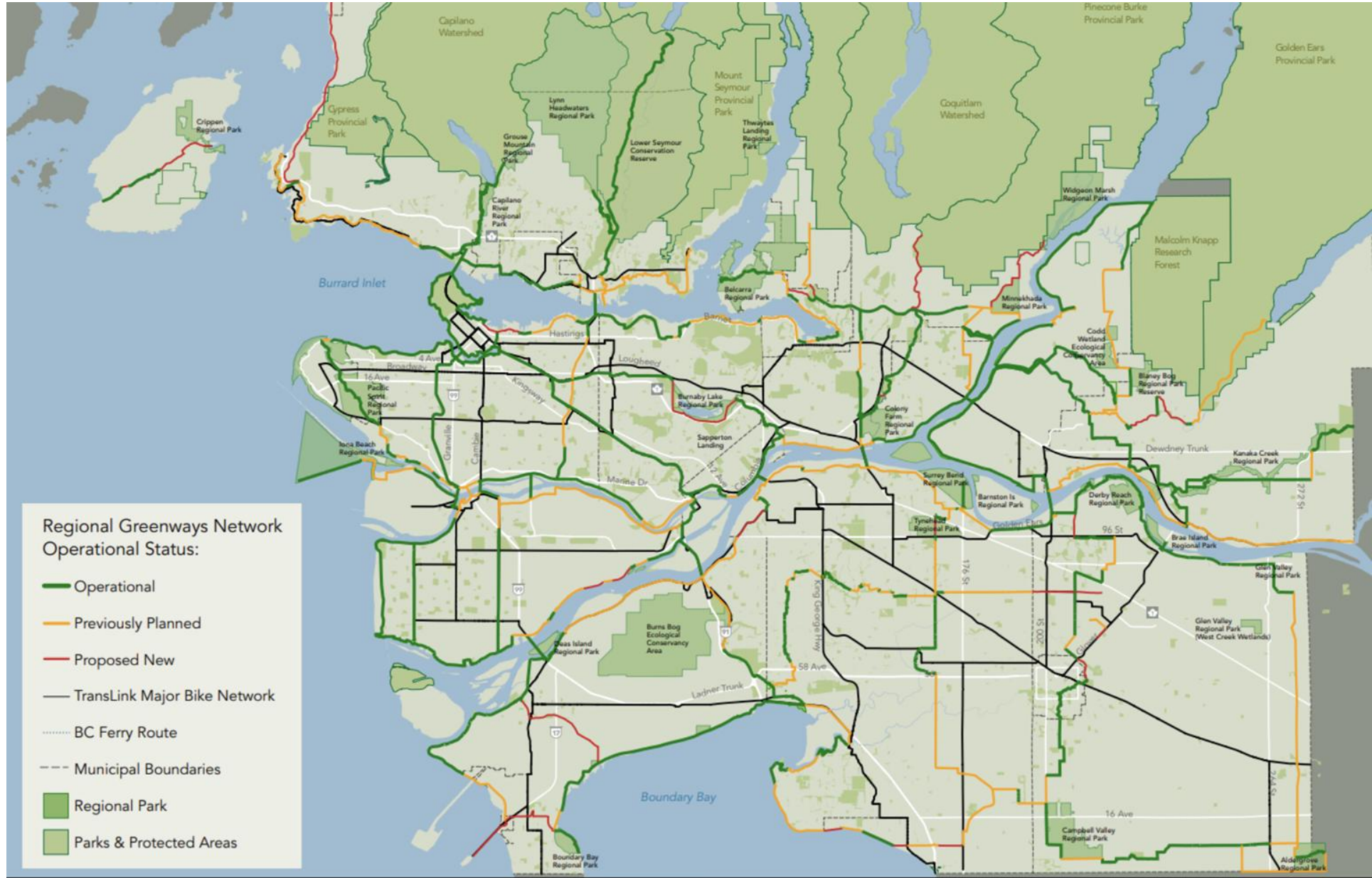
## State of Cycling Benchmarking Study



## 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"*