

Vancouver-UBC Local Committee

March 16th, 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 either use computer audio (microphone and speaker), or dial in
- The dial in number is +1 778 907 2071
- The Meeting ID is 810 2926 8512; the one-time password is 798603

Meeting Agenda

- Web Meeting Best Practices
- Welcome, introductions, and announcements
- Updates from Working Group leads
- Consultations Update
 - Next Steps on Cycling in Parks
 - School Streets
 - National Active Transportation Strategy
 - Other current consultations

Welcome and Introductions

- Welcome to new attendees
- Anything to add to the agenda?
- Minutes from February
- 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.
 - Canada Bike Count on June 1st. Volunteers?
 - Any other announcements?

Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony, Philippe
- Cycling in Parks – Lisa
- Arbutus Greenway – Stan
- Cargo Bikes and Freight – Sam
- Broadway Subway – Jeff
- East Van Greenway – Clark

Consultations – Stanley Park

- The role of HUB Cycling in advocacy. Social media disinformation campaign.
- Stanley Park temporary protected lane
 - Recent decision by Park Board commissioners
 - The impact of letters from supporters for this decision
 - Longer term PB study of reducing vehicle traffic
 - The Seawall route
 - A return route – Pipeline Rd
 - Accessible parking
 - Use of the left lane
 - Slip roads to/from the causeway (north end)
 - Data collection during this implementation
 - Next steps for improved cycling in Stanley Park

Consultations – Beach Ave Bikeway

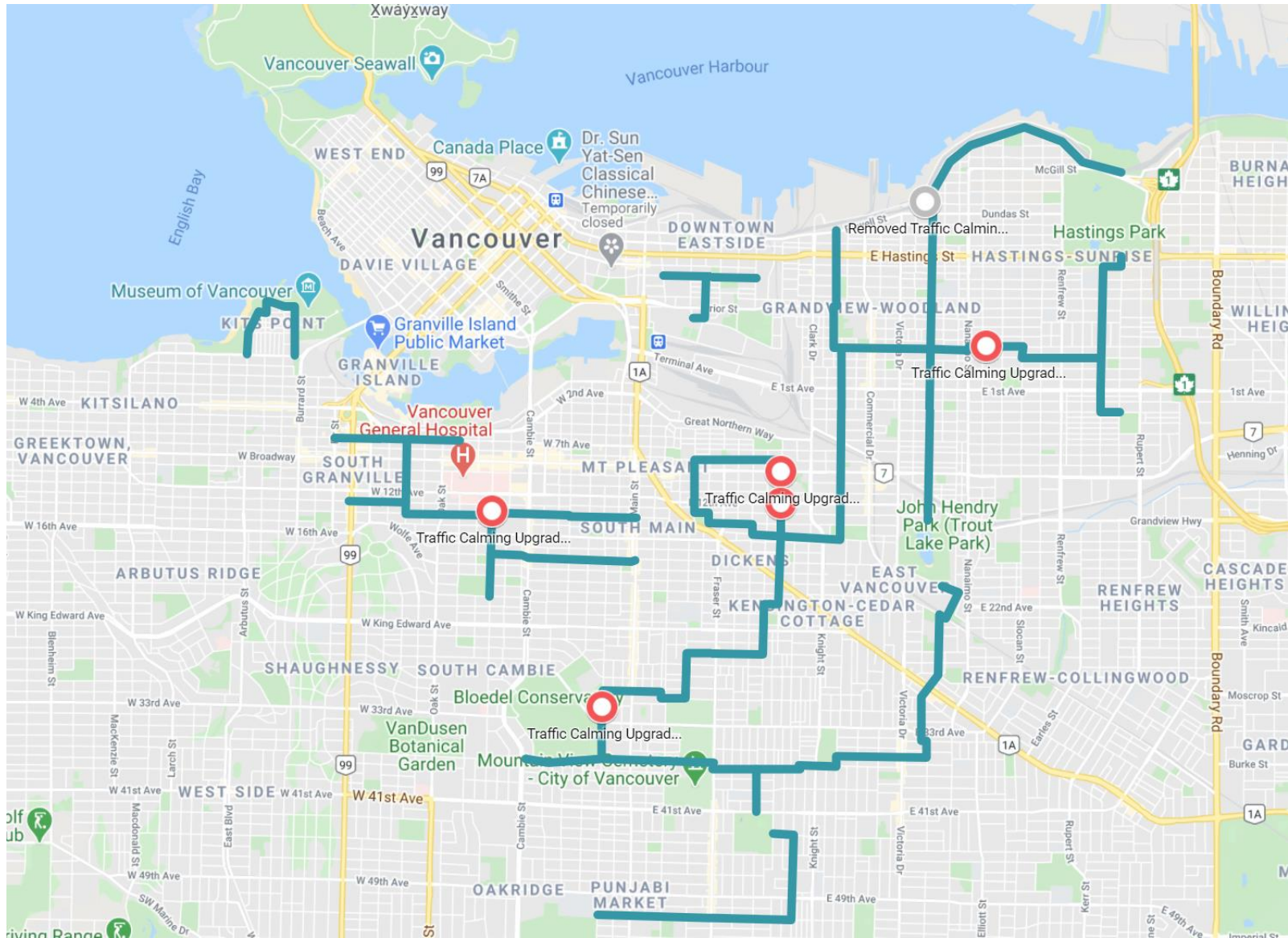
- Construction progress
- Signal changes
- Centre lines
- Edge lines
- Painted crosswalks
- Impact on Stanley Park exit route (eastbound from Park Lane)

Consultations – Projects Underway

- 30 km/hr Neighbourhood Reduced Speed Pilot – Grandview/Woodlands (bounded by 1st, Clark, Commercial, and Grandview Hwy); signage on every block and at gateways, monitoring program
- 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 12th. 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



Consultations – School Streets Pilot

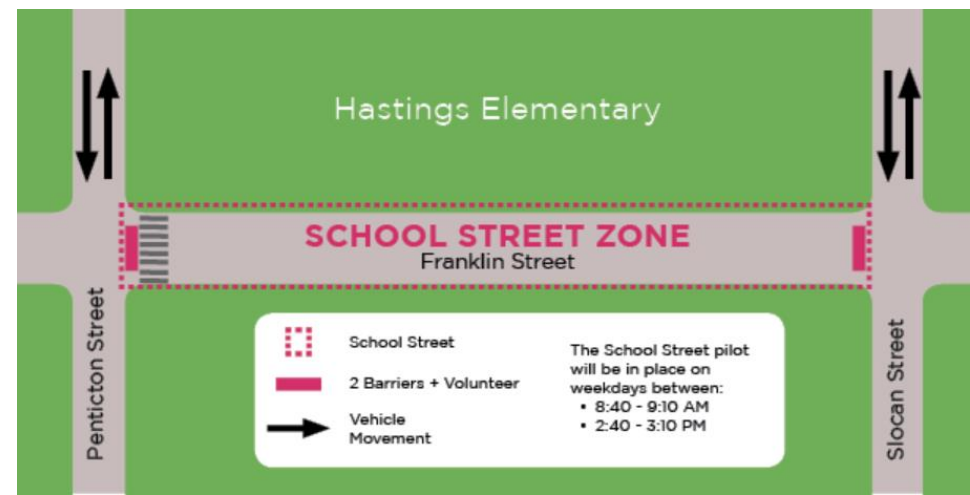
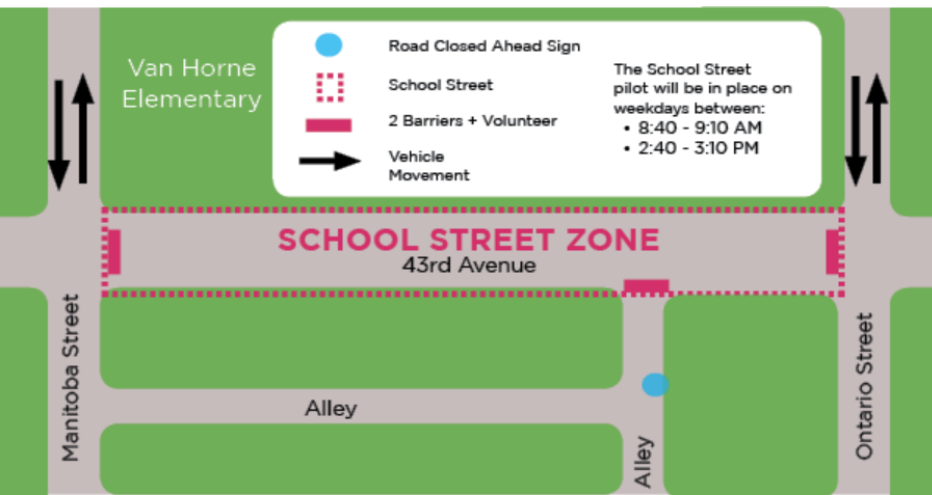
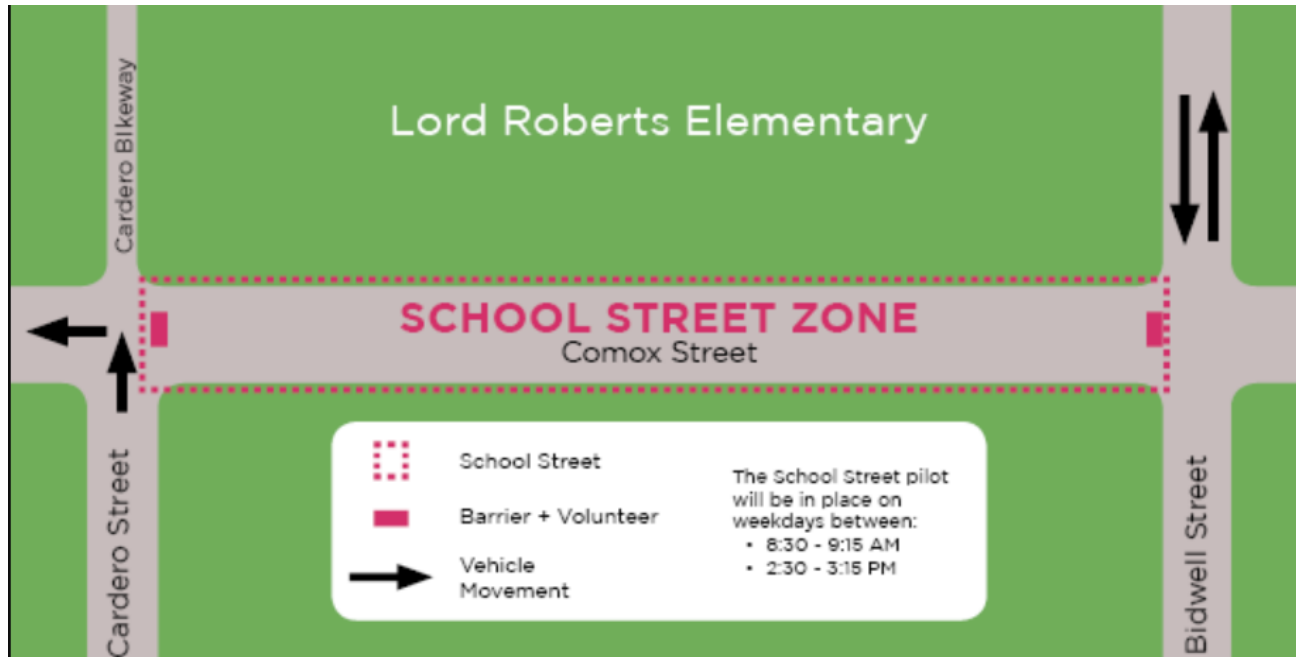
- Three schools have signed up, out of five that were under consideration. Lord Roberts, Van Horne, and Hastings
- Program will include barricades to prevent vehicle movements in front of each school, during pick up and drop off times (for 30-45 minutes each)
- Barricades will be attended by volunteers
- Street closures will be permeable for walking and cycling
- Program includes monitoring traffic impacts before and after pilot, including air quality
- Program will include AT promotion
- Pilots will start in April and run for four weeks

Consultations – School Streets Pilot



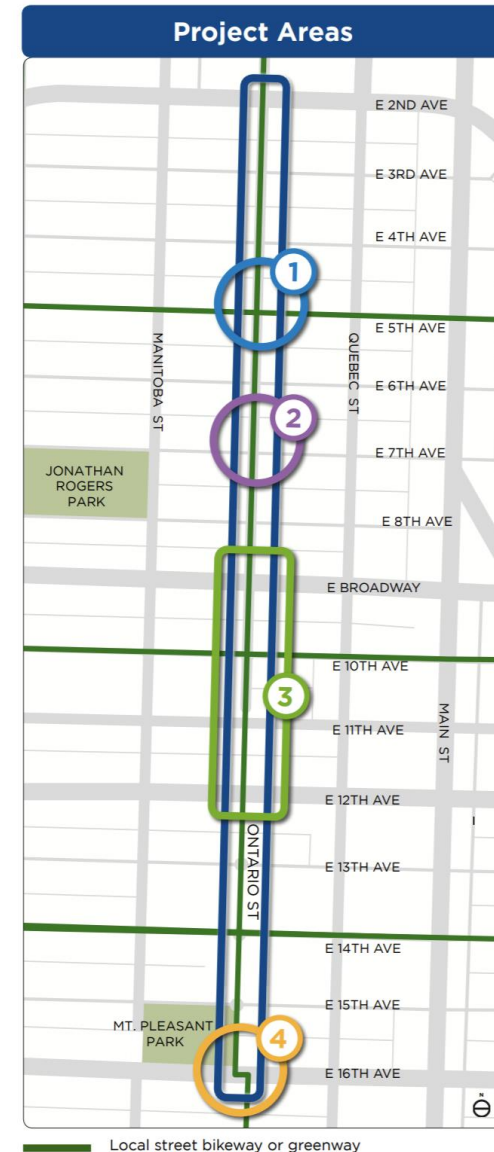
Photo credits: Lucy

Consultations – School Streets Pilot



Consultations – Ontario Bikeway

- Work has started now
- The full project scope is from 2nd 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
- 5th - Traffic diversions (no vehicle through traffic) and a plaza
- 7th – Traffic diversions with converging one way for vehicles



Consultations – St Paul's Hospital

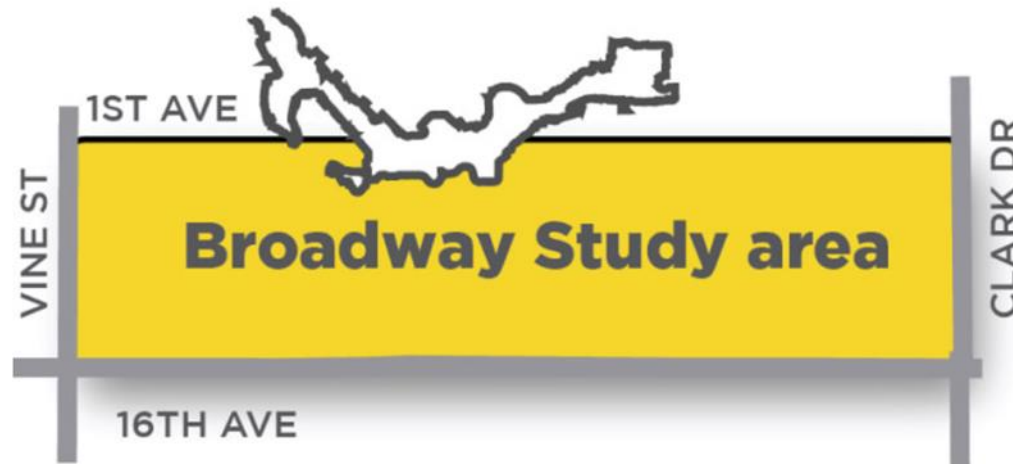
- Public engagement launched
- Contained within the False Creek Flats planning area
- Considerations for access by active transportation, from:
 - Adanac bikeway
 - CVG
 - Emily Carr subway station
 - Downtown/Yaletown via Pacific Blvd

False Creek Flats Active Transportation Directions



Consultations – Broadway Corridor

- The Broadway Corridor is the subject of a current City planning initiative. On February 16th, 2021, the CoV released their Emerging Directions update. The Survey is open until March 31st, 2021.
- Our primary concerns is that there is no plan to include cycling infrastructure on Broadway itself
- <https://shapeyourcity.ca/broadway-plan>



Consultations – National Active Transportation Strategy

A

AWARENESS – Raise public awareness about the benefits of active transportation and promote its use, including by launching an online website to share best practices, relevant government programs, and project success stories. Benefits are felt personally through enhanced safety, accessibility, health and well-being, and felt communally by reducing traffic congestion, promoting job creation and reducing carbon emissions and air pollution.

C

COORDINATION – Coordinate planning, design, regulations, standards and active transportation investments across levels of government, Indigenous communities, not-for-profits and the private sector.

T

TARGETS – Support the adoption of **targets** and data collection while mobilizing existing data to inform an evidence-based approach to active transportation policy-making and investments.

I

INVESTMENTS – Guide the investment of the \$400 million fund and other incentives for active transportation projects, and identify areas for financial collaboration with other government departments, other levels of government, and other funders to support good projects in communities across the country.

V

VALUE – Ensure that all active transportation investments and policies deliver social, economic, and environmental benefits, maximizing the **value** and benefit to all Canadians.

E

EXPERIENCE – Support active transportation as a positive user **experience**, particularly for vulnerable communities, by promoting safe and accessible project designs and supporting connections between existing transportation, active transportation or public transit networks.

Consultations – MoTI Projects

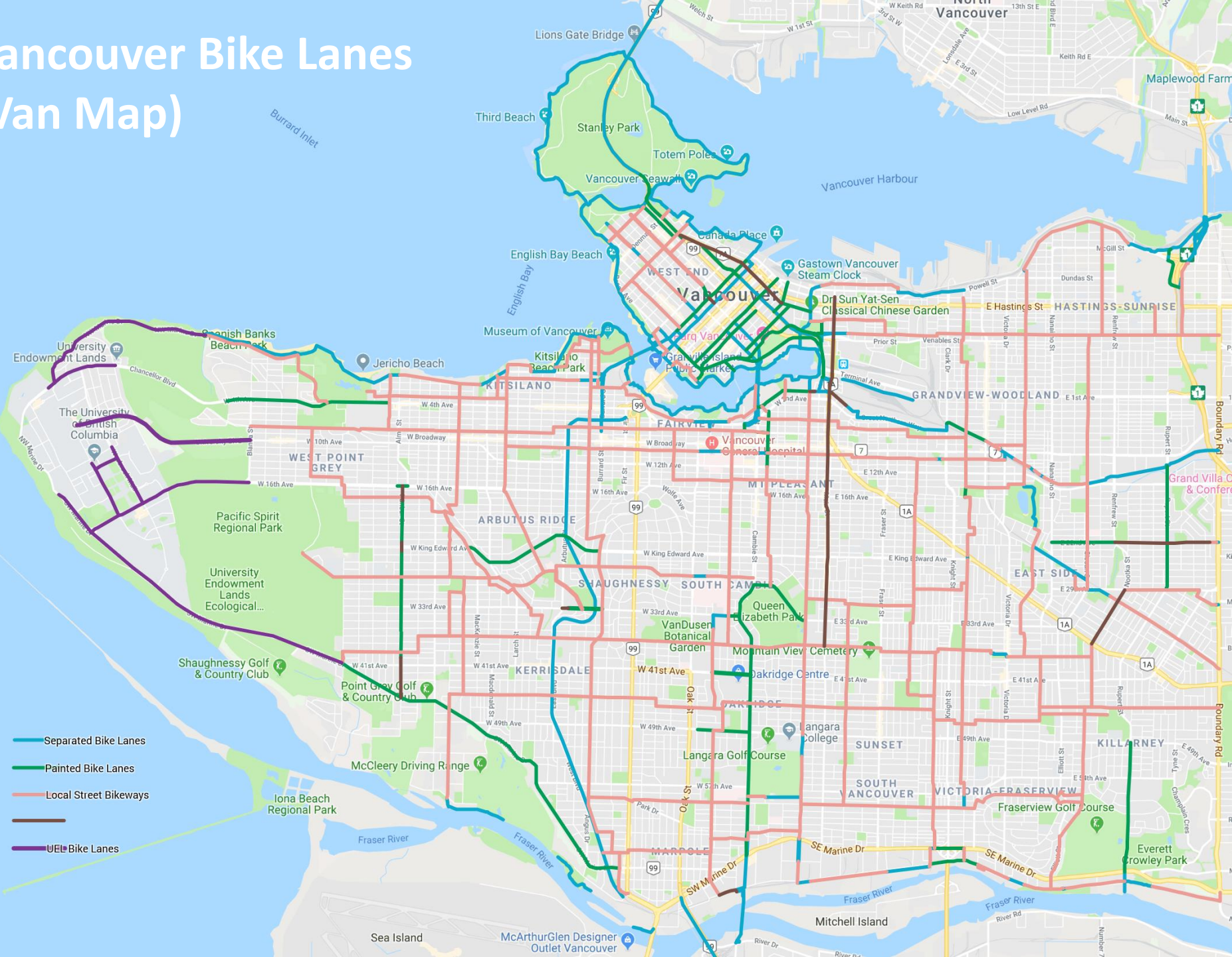
- NW Marine Drive MUP to UBC (design only)
- 16th Ave MUP (completed)
- Request for improvements to 16th Ave cycle lane
- Request for improvements to SW Marine Drive, including removing vehicle parking on the shoulder
- Mary Hill Bypass MUP cancelled
- Lions Gate Bridge - concrete barriers at north end now implemented

Consultations – MoTI Projects



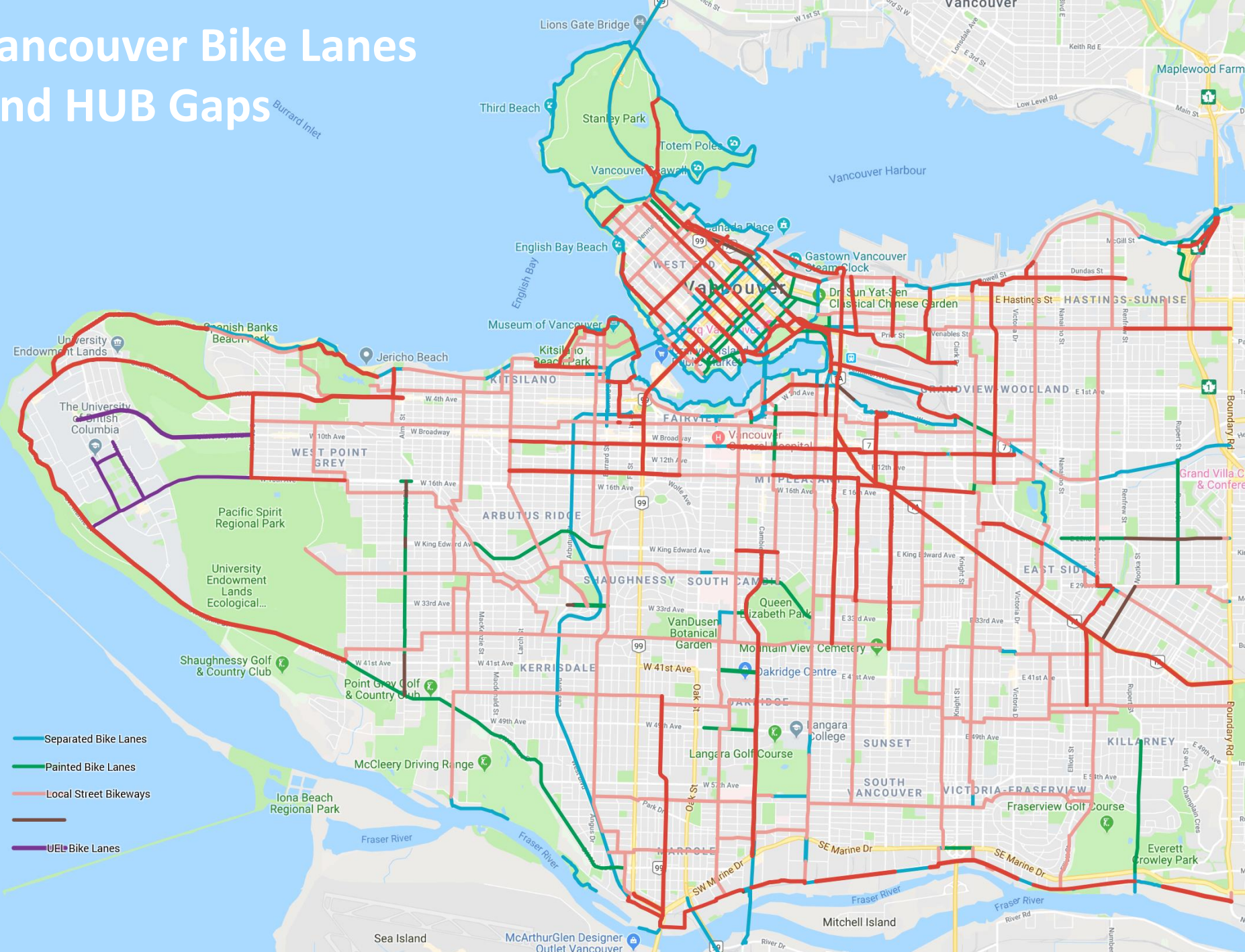
Appendices

Vancouver Bike Lanes (Van Map)



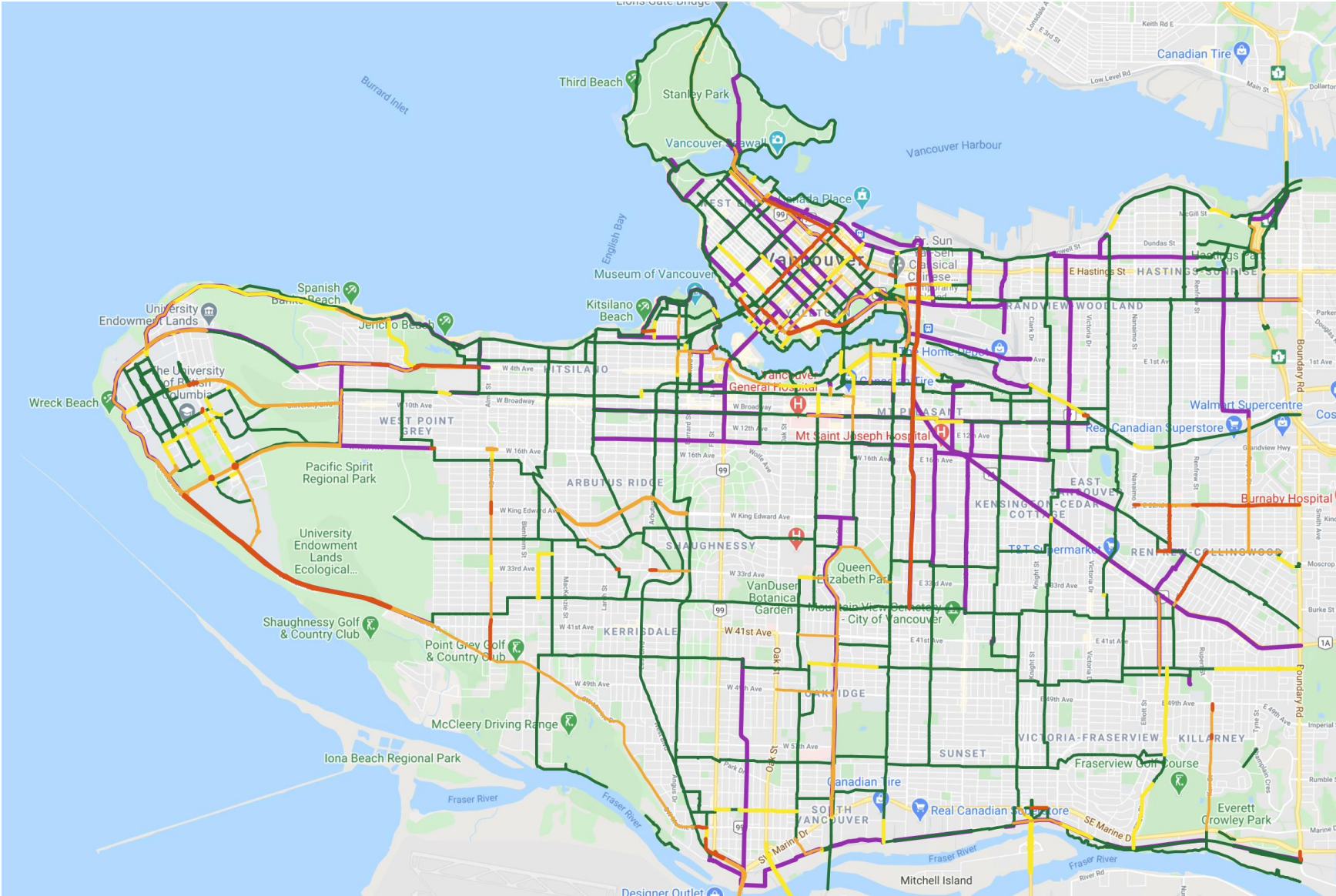
- Separated Bike Lanes
- Painted Bike Lanes
- Local Street Bikeways
- UEL Bike Lanes

Vancouver Bike Lanes And HUB Gaps

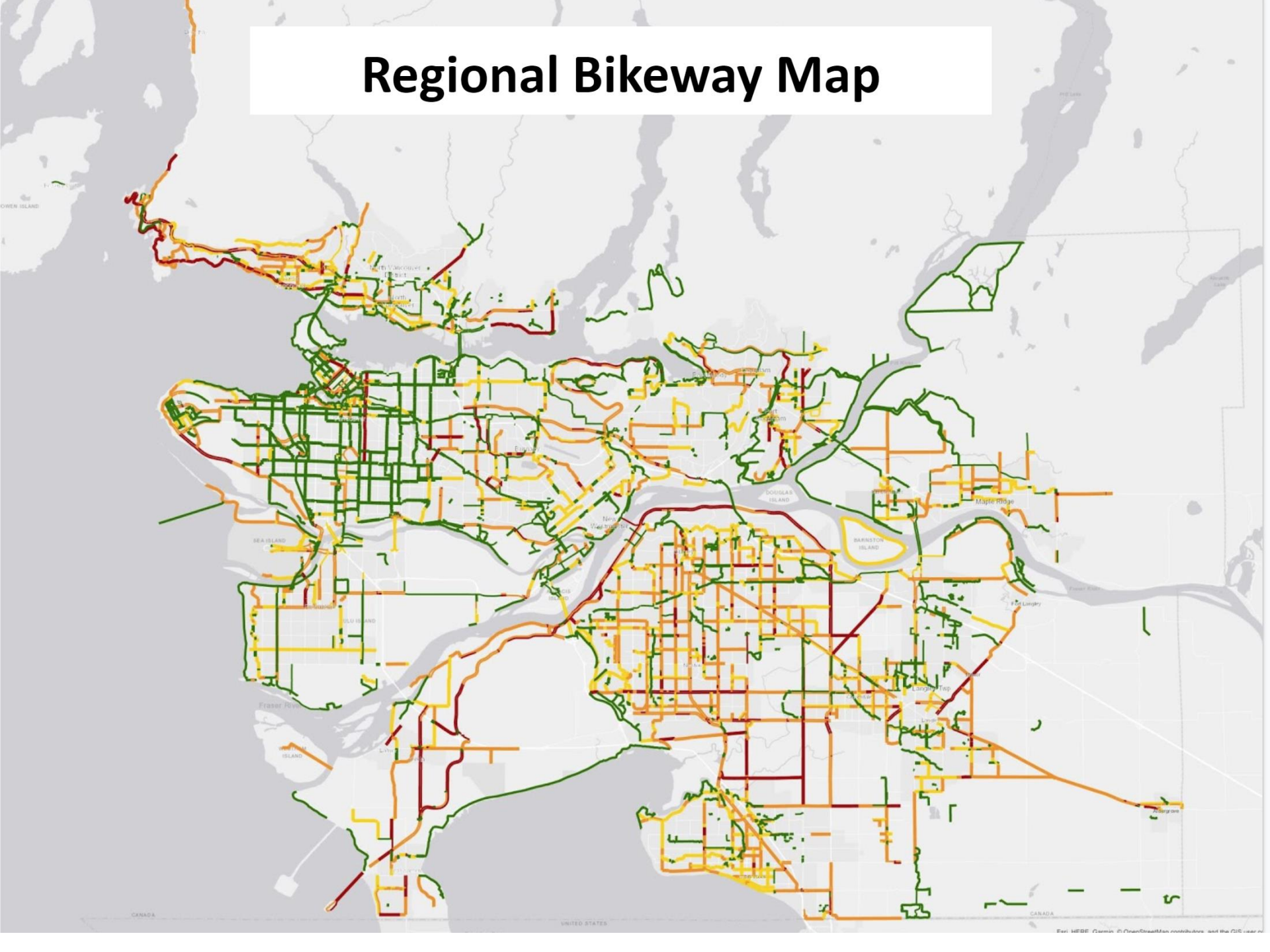


- Separated Bike Lanes
- Painted Bike Lanes
- Local Street Bikeways
- UEL Bike Lanes

Prototype Gap Maps with SoC Route Data



Regional Bikeway Map



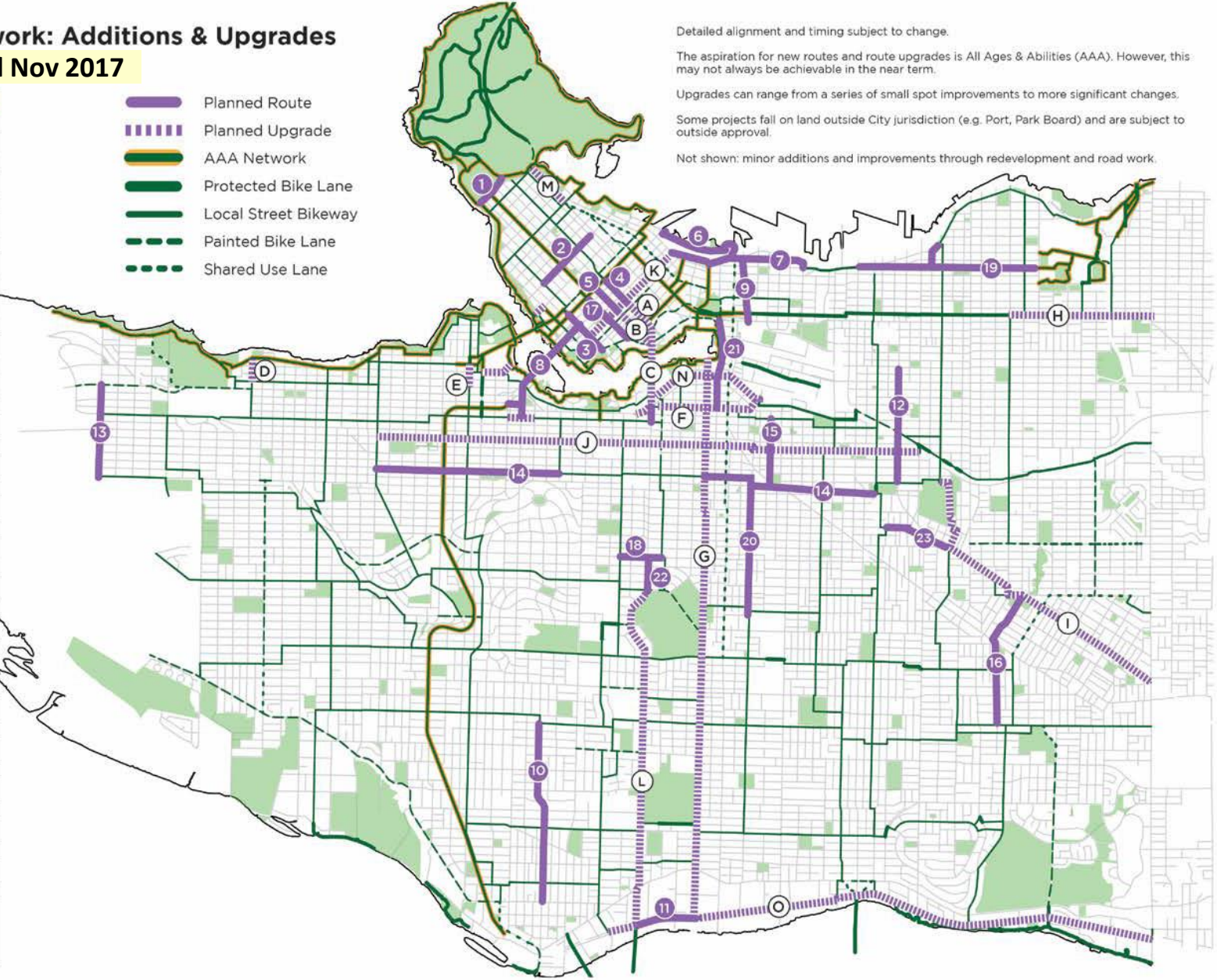
5-Year Cycling Network: Additions & Upgrades 2018-2022

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.

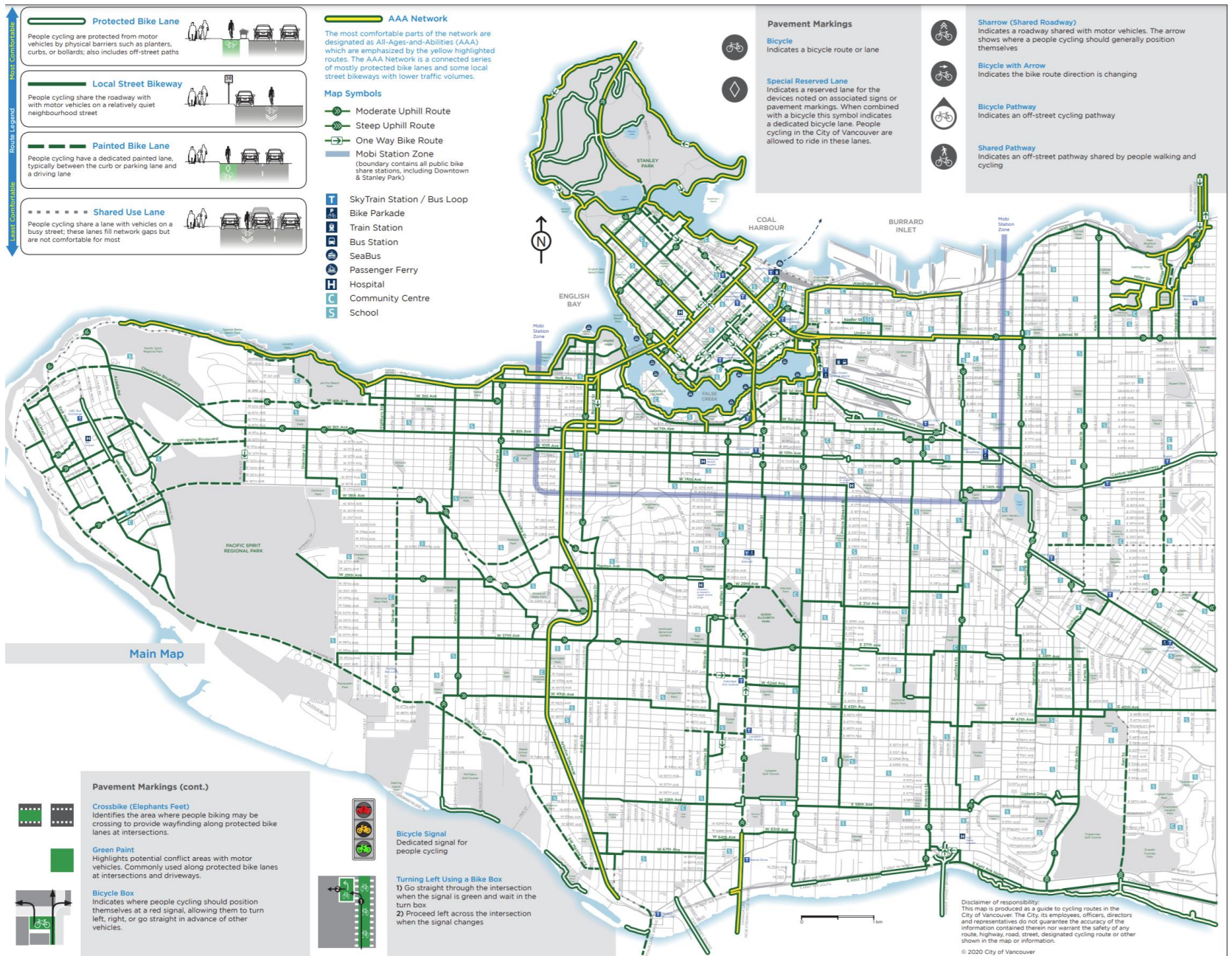
Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smithe
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
13	Blanca
14	14th Ave
15	St. George Rainway
16	Duchess-Wales*
17	Helmcken
18	King Edward
19	Pandora-Semlin
20	Prince Edward
21	Quebec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

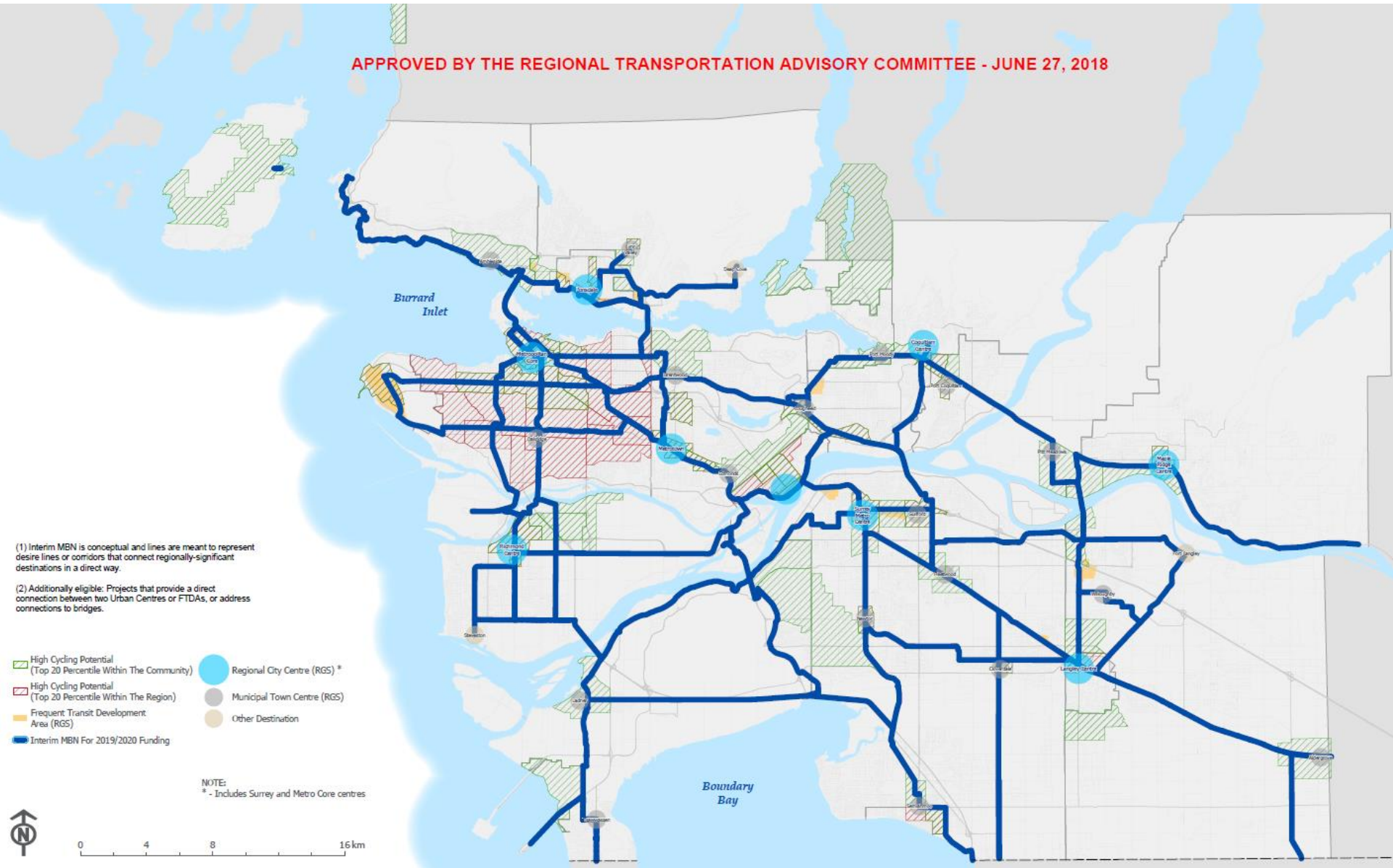
- Bicycle Signal**
Dedicated signal for people cycling

- Turning Left Using a Bike Box**
- 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

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



Metro Vancouver Greenway Plan

