Vancouver-UBC Local Committee

February 18th, 2020

Your Cycling Connection

Topics

- Review of 2019 successes and planning for 2020
- State of Cycling benchmarking report
- Projects update
  - Drake St at Pacific

Review of 2019 successes

- *Assessment Ride Reports completed and submitted for the Pandora Bikeway and Powell Connector; the Midtown Ridgeway Bikeway; The NE Quadrant Greenway Route Proposal; Nanaimo St improvements.*
- *Ongoing involvement with CoV Engineering and Planning and consultations on the Arbutus Greenway; Kits Beach Park; NE False Creek; the Granville Connector; Richards Street; Drake St; Haro St, the Broadway subway; 10th Ave; Georgia Gateway planning; the Powell Corridor and bypass; SW Marine Drive bike lanes In Service Review; and the Adanac bikeway.*
- *Ongoing involvement with the Park Board on Kits Beach path improvements; proposed Cooper Park improvements; John Hendry Park (Trout Lake) bikeway improvements; the Stanley Park Cycling Plan; and a long-term Park Development strategic Planning process (VanPlay). Objective met re regular engagement. Kits Park paths continue to be an issue.*
- *Consultation and recommendations submitted on proposed changes to the Community Amenity Contribution (CAC) program, to allow CAC funds to be applied outside the immediate neighbourhood of the proposed development if the project is recognized as having city-wide benefits (since approved by council).*
- *Consultation on a proposed pilot project to implement neighbourhood 30 km/hr speed limits*
- *Work with the Force of Nature coalition on the Granville Connector*
- *Committee Infrastructure Priorities List maintained, and shared with CoV staff and Councillors*
- *Regular meetings held with CoV Transportation staff and leadership*
- *Engagement via the Board Regional Advisory Committee (RAC) with both MoTI and Translink*
- *Improved committee meetings with presentations and Deep Dive topics to promote discussion and attendee engagement.*
- *Extensive engagement with the State of Cycling project team, including reviewing existing Vancouver and UBC infrastructure, and coordinating with City staff to build support for the project.*
- *Achieved adoption of an improved CoV bylaw banning vehicles stopping in bike lanes, following a campaign with the City.*

Themes for our 2020 LC Workplan

- Continuously improve committee functioning
- Strengthen working groups
- Working Groups – Assessment Rides
- Working Group- Park Board
- Working Group- Arbutus Greenway
- Working Group- Cargo Bikes and Freight
- Ongoing City Bikeway Improvement Plans engagement
- Kent Avenue
- NE False Creek
- 10th Ave Bikeway Improvements
- State of Cycling Benchmarking Report – leveraging the data available
- Priority Gaps - Top Infrastructure Improvement Opportunities
- Liaison with the HUB Regional Advisory Committee
- Liaison with other Local Committees
- Relationship Management (City Council & staff, UBC, MoTI, Translink)

What would you like to see us focus more on in 2020?

- Suggest your ideas (see minutes for suggestions)
- Think about any new working groups
- Recognize where we are in the 5-year capital budget planning cycle
- Consider how we may be able to use the SoC database to improve our Gap Priority List and advocacy

State of Cycling (SoC) Benchmarking Report

SoC Project Objectives

- Map regional cycling network & classify routes
- Measure progress toward Translink goals of more and safer cycling
- Support on-line route-planning tools & print maps
- Guide planning intended to fill network gaps
- Build upon this research to improve health outcomes in Metro Vancouver

SoC Classification System and Metrics

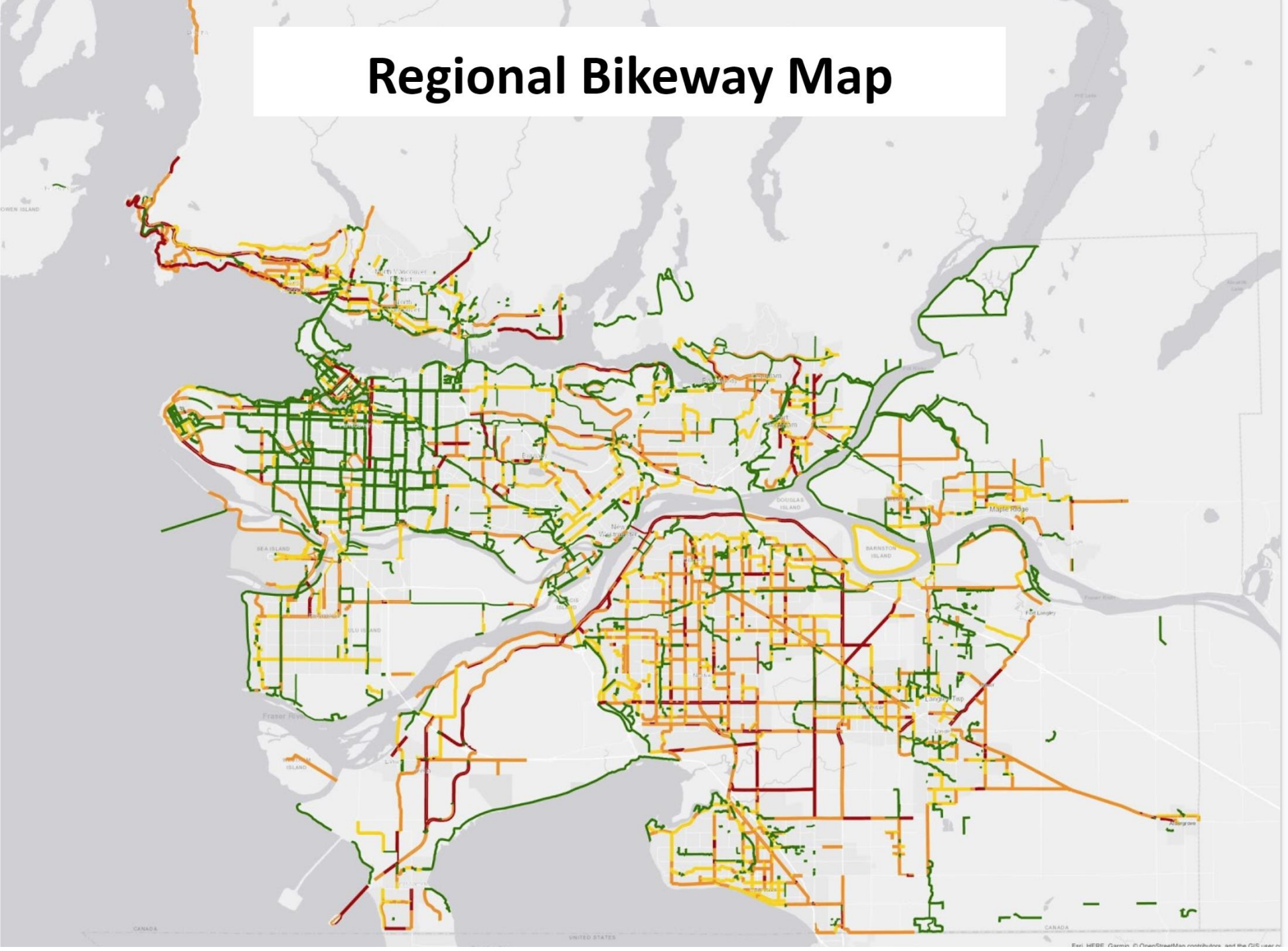
- Bikeway Types - Based on Transportation Assoc. of Canada
  - Bike Paths
  - Protected Bike Lanes
  - Multi-Use Paths
  - Shared Roadway
  - Bike Lanes
  - Bike Accessible Shoulder
- Comfort
  - Green comfortable for Most
  - Yellow for Some
  - Orange for Few
  - Red for Very Few

SoC Classification System and Metrics

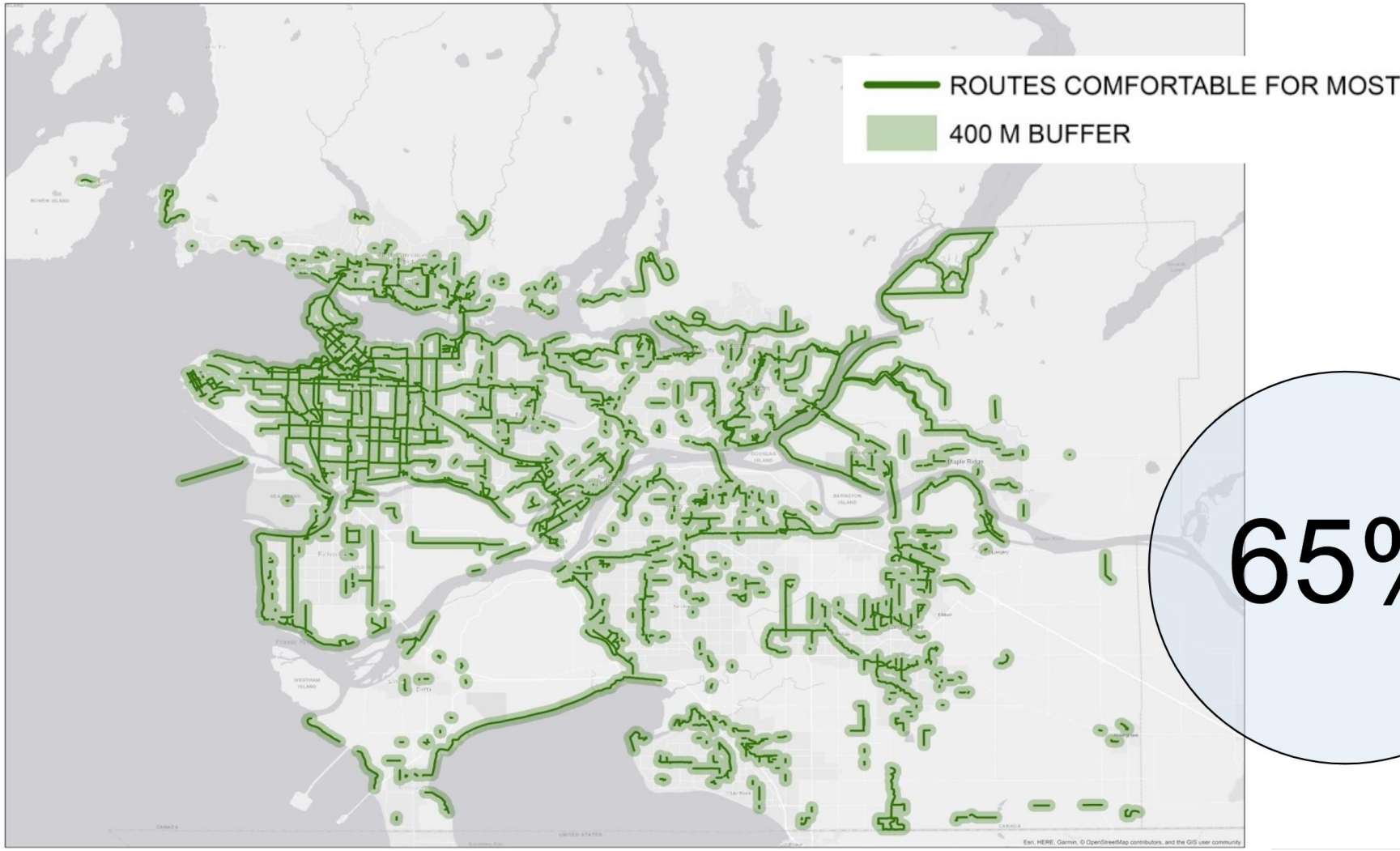
Type	Class A	Class B	Class C	Class D	Class E
Separated from vehicle traffic					
Bike Path	85 KM	0.4 KM			
Protected BL	43 KM	0.8 KM	0.2 KM	0.4 KM	
Multi-Use Path	1,450 KM	151 KM	37 KM	55 KM	18 KM
Unseparated from vehicle traffic					
Shared Roadway	266 KM	116 KM	470 KM	359 KM	202 KM
Bike Lane	Never	234 KM	284 KM	259 KM	122 KM
Shoulder	Never	57 KM	196 KM	186 KM	37 KM

Most Some Few Very Few

Regional Bikeway Map



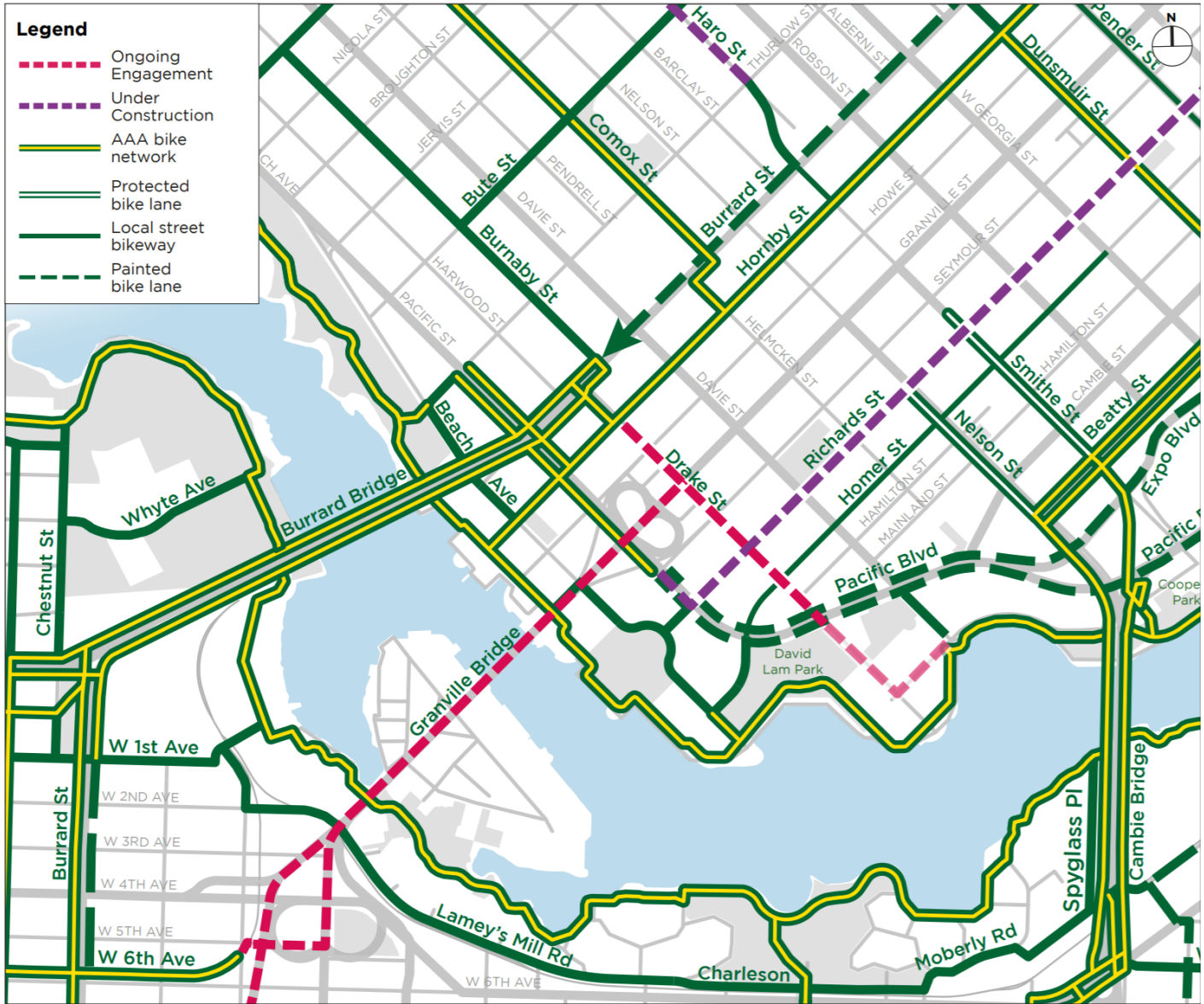
Network - % of population within 400 m of a route Comfortable for Most



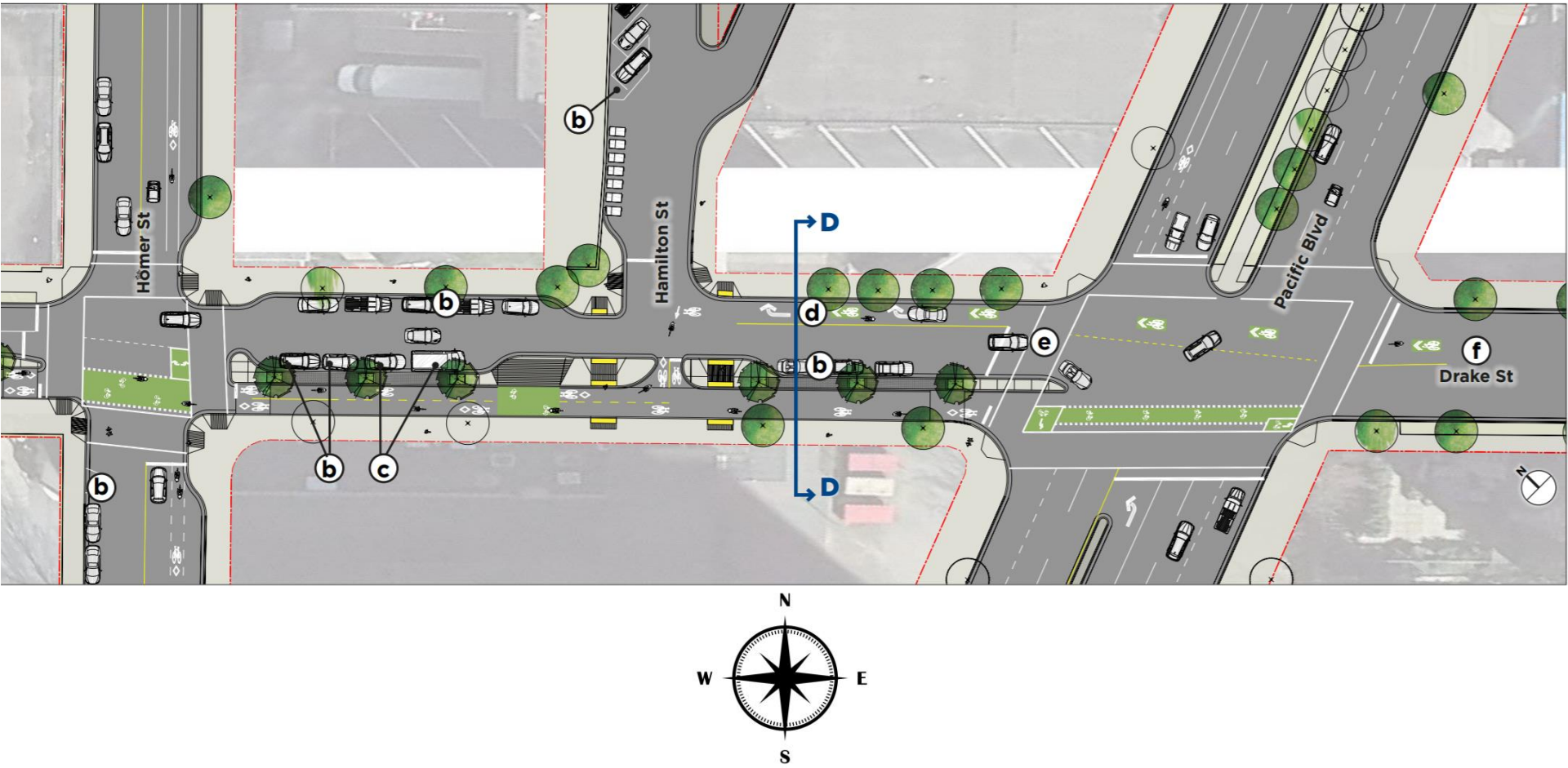
Projects Update

- Drake Street

Drake St Bikeway proposal

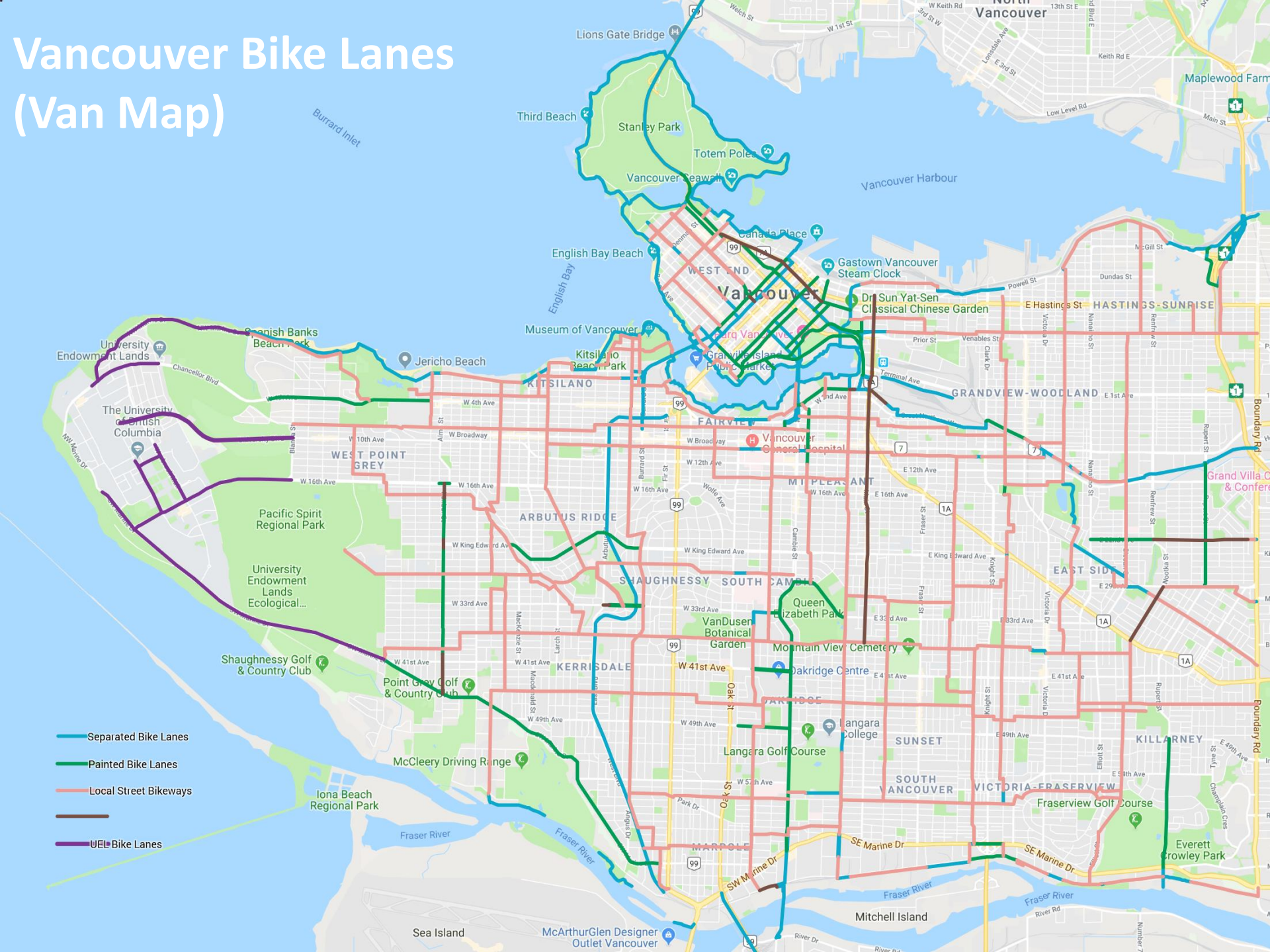


Drake St Bikeway proposal at Pacific

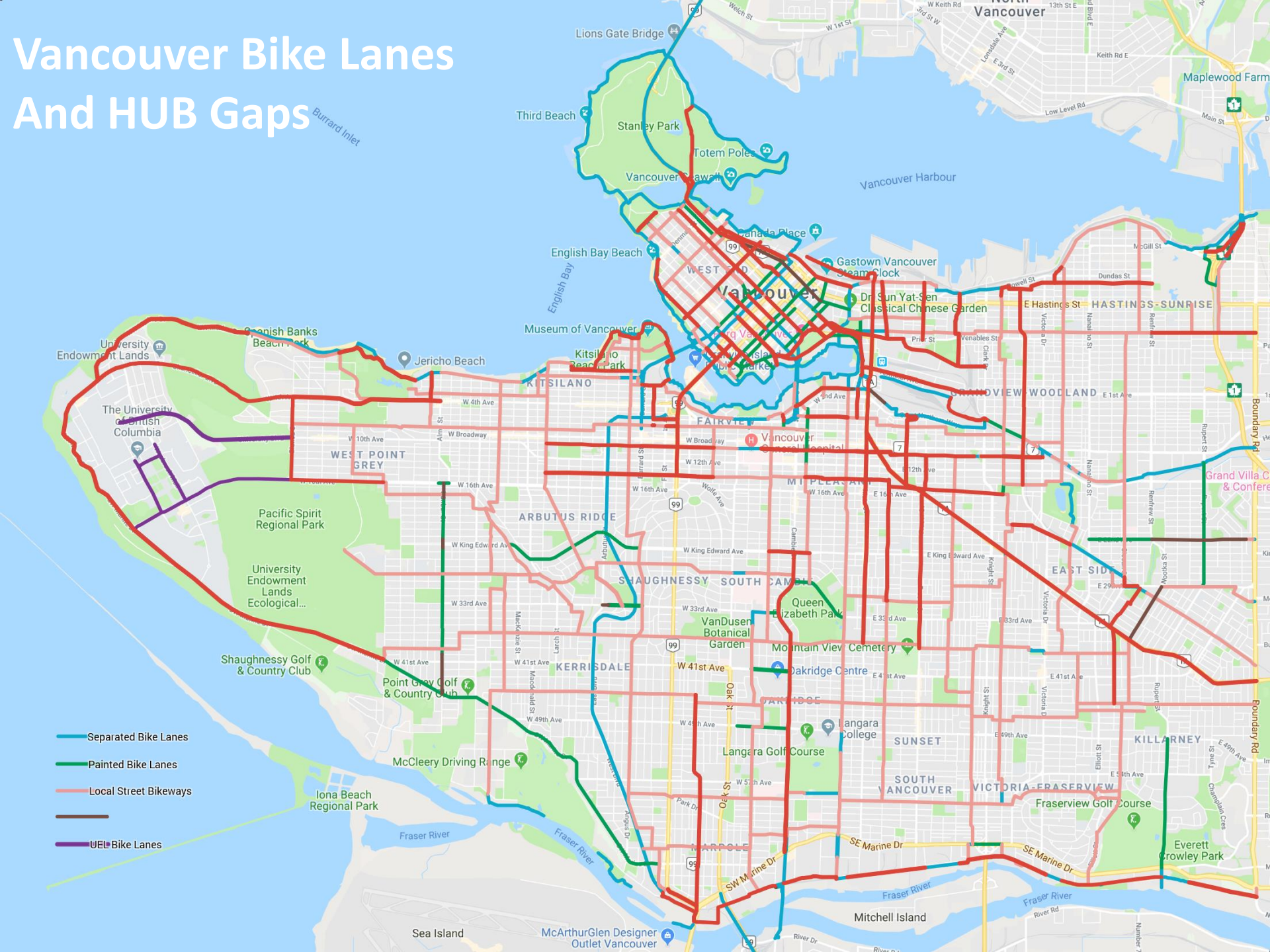


Appendices

Vancouver Bike Lanes (Van Map)



Vancouver Bike Lanes And HUB Gaps



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

Added Nov 2017

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

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

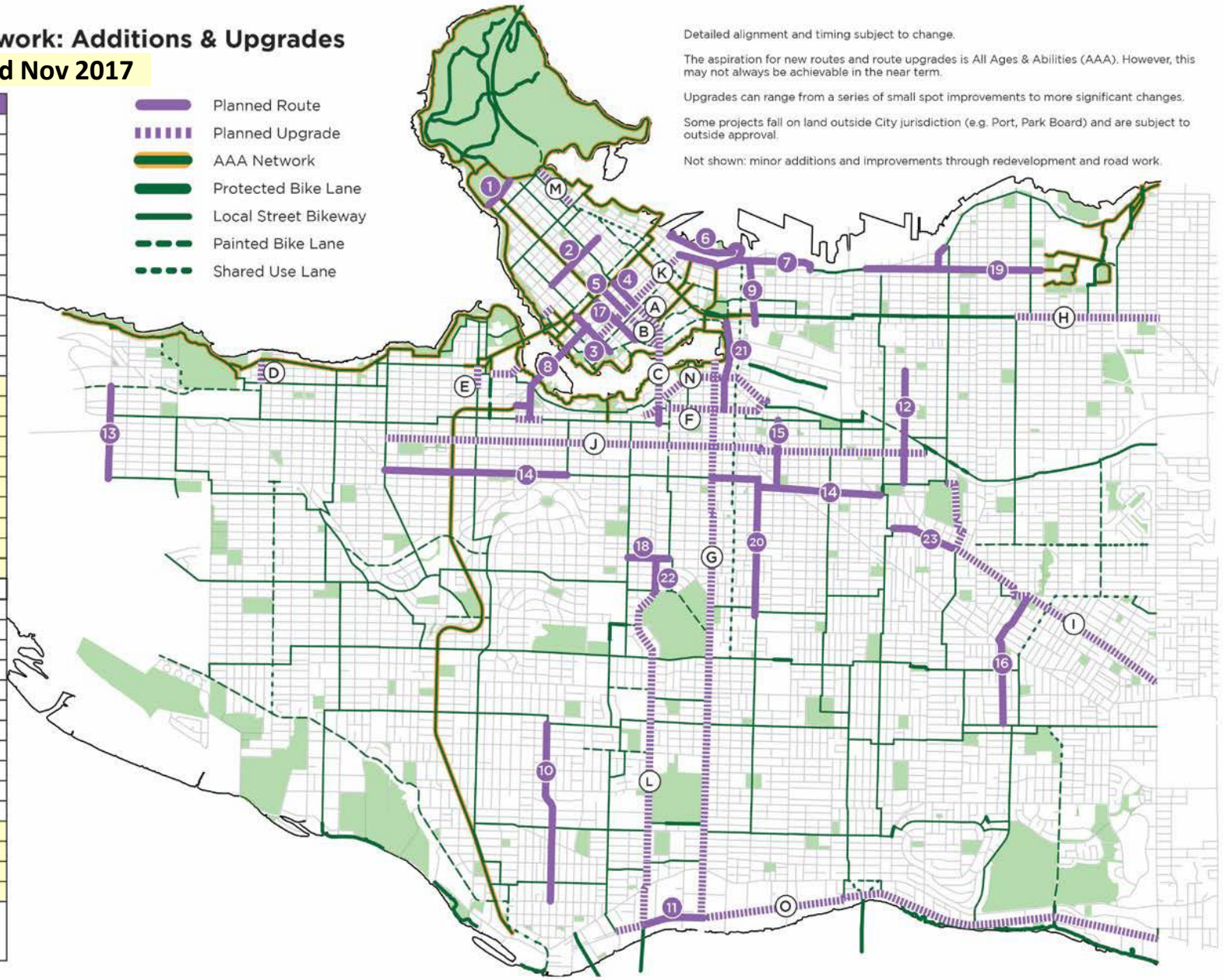
Detailed alignment and timing subject to change.

The aspiration for new routes and route upgrades is All Ages & Abilities (AAA). However, this may not always be achievable in the near term.

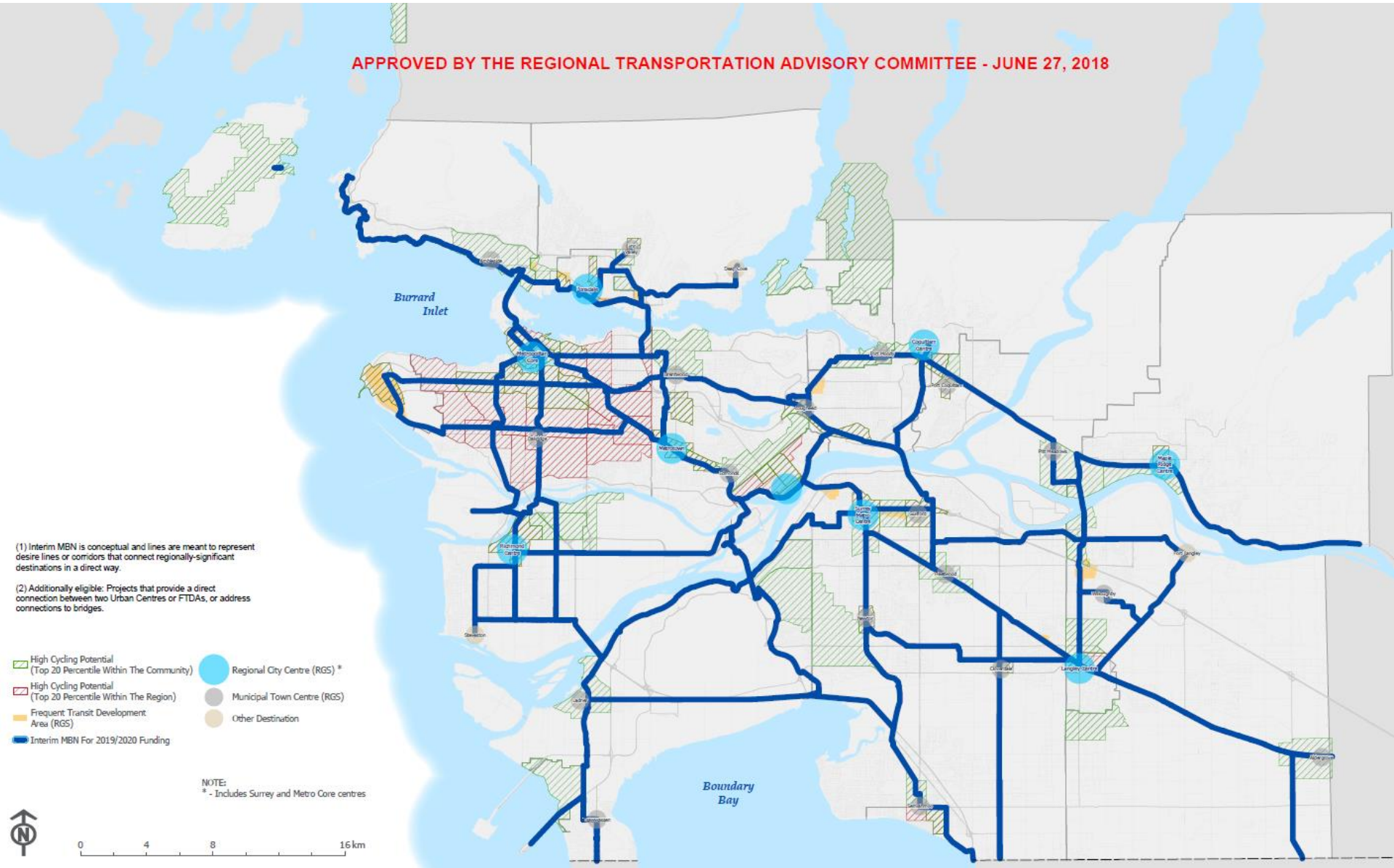
Upgrades can range from a series of small spot improvements to more significant changes.

Some projects fall on land outside City jurisdiction (e.g. Port, Park Board) and are subject to outside approval.

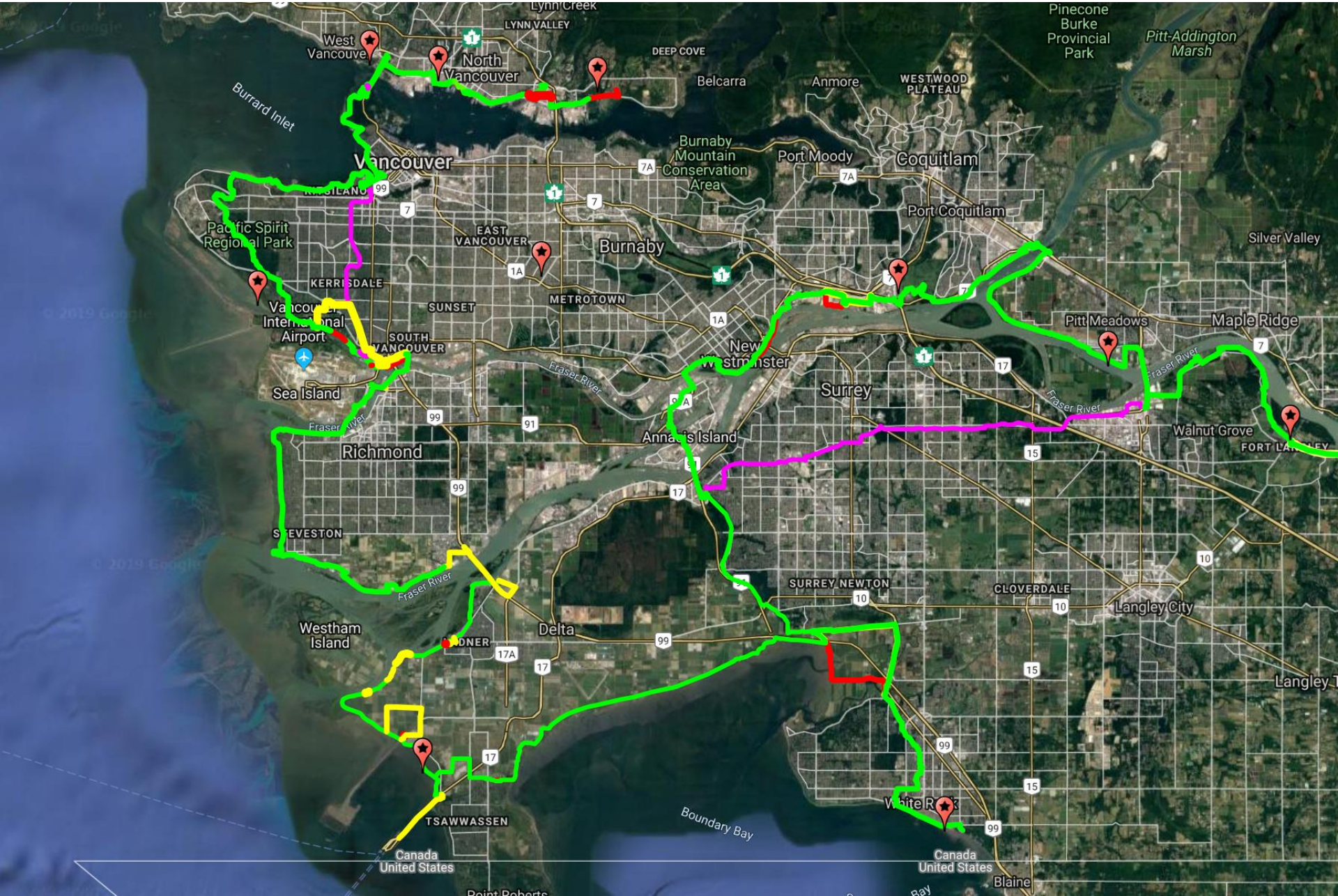
Not shown: minor additions and improvements through redevelopment and road work.



Translink Major Bikeway Network (MBN)



Great Blue Heron Way



	Type *	Class A** (Comfortable for most people)	Class B (Comfortable for some people)	Class C (Comfortable for few people)	Notes
	Separated from vehicle traffic				
1	Bike Path: Off-road facility for the exclusive use of people cycling, may be unidirectional or bidirectional. Separate from both motorists and pedestrians but designed based on bicycles operating in parallel with pedestrians, especially at intersections.	**Width: Bidirectional 3.1-4.8 m, Unidirectional 2.1-3.0 m** **Posted Speed: N/A** **Volume: N/A**	Width: Bidirectional 2.4-3.0 m, Unidirectional 1.5-2.0 m Posted Speed: N/A Volume: N/A	More narrow widths and unpaved facilities would be unclassified but may be shown on a regional cycling map	When in a road right of way (ROW): A bike path should fall outside of the Clear Zone (>1.2 m on roadways with posted speeds of <60 km/h - see Transportation Association of Canada Geometric Design Guide (TAC GDG), Table 7.3.1 for higher speed roads). Further, designs of bike paths should avoid obstacles in the pathway, include adequate sight lines and lighting, be direct, and avoid the use of rigid bollards. If cyclist volumes exceed 1,500 per day then recommended facility widths shall be >3.6 m bidirectional, and >2.4 m unidirectional. Bike Path's are generally appropriate near higher speed roads.
2	Protected Bike Lane: Exclusive on-road facility delineated by a vertical barrier element/physical separation from motor vehicles, as well as separation from pedestrians. Can be unidirectional or bidirectional	Width: Bidirectional 3.1-4.8 m, Unidirectional 2.1-3.0 m Posted Speed: ≤60 km/h Volume: N/A	Width: Bidirectional 2.4-3.0 m, Unidirectional 1.5-2.0 m Posted Speed: ≤80 km/h Volume: N/A	More narrow widths would be unclassified but may be shown on a regional cycling map	Separation from vehicles by delineator (curbs, bollards, concrete barriers, etc.) is required. Type of delineator dependent on speed and volume of traffic (for specific details see TAC GDG Chapter 5, section 5.7.5). Parking may provide additional barrier beyond the delineator - at a minimum curbstops over 100 mm high are necessary with periodic gaps for drainage and wheelchair access. Width of delineator is 0.30-1.0 m. If adjacent to parking, min separation is >0.80 m (Class A), >0.60 m (Class B). Volume: If motor vehicle ADT is greater than 4,000, this facility is more acceptable than others. If cyclist volumes exceed 1,500 per day then recommended facility widths shall be >3.6 m bidirectional, and >2.4 m unidirectional.
3	Multi-Use Path (MUP): Off-road facility that allows for shared use by people cycling and pedestrians.	**Width: Bidirectional 4.0-6.0 m, Unidirectional bikes 3.0-4.0 m** **Posted Speed: N/A** **Volume: N/A** **Paved**	Width: Bidirectional 3.0-3.9 m, Unidirectional bikes 2.4-2.9 m Posted Speed: N/A Volume: N/A Paved	Width: Bidirectional 2.7-2.9 m, Unidirectional bikes 2.1-2.3 m Posted Speed: N/A Volume: N/A Unpaved	MUP's are not intended to replace a sidewalk where there is sufficient motor vehicle or pedestrian and bicycle traffic that may lead to high rates of conflict. As a guide, MUPs are not appropriate when pedestrian and bicycle traffic volumes exceed a total peak hour volume of 200 users or where motor vehicle volumes on the parallel roadway exceed 4,000 ADT. MUPs are generally appropriate near higher speed roads. A MUP should fall outside of the Clear Zone (>1.2 m on roadways with posted speeds of <60 km/h - see TAC GDG, Table 7.3.1 for higher speed roads). Further, designs of MUPs should avoid obstacles in the clear zone, include adequate sight lines and lighting, be direct, and avoid the use of rigid bollards.
	Unseparated from vehicle traffic				
4	Neighbourhood Street Bikeway or Shared Roadway: Bikes and motor vehicles share the roadway, which provides a continuous corridor of suitable operating conditions for people cycling, including limiting exposure to motor vehicle traffic. Can include a variety of roadways including local roads, alleys and service roads.	Width: Parking one side 5.5 - 7.5 m, parking both sides 8.0 - 11.0 m Posted Speed: ≤30km/h Volume: ≤1,000 ADT Traffic control at all major intersections designed to be bicycle activated. Traffic diversion and traffic calming preferred.	Width: Parking one side 5.5 - 7.5 m, parking both sides 8.0 - 11.0 m Posted Speed: ≤30km/h Volume: ≤2,000 ADT Traffic control at all major intersections designed to be bicycle activated. Traffic diversion and traffic calming preferred.	Width: varies, depending on road type Posted Speed: ≤50 km/h Volume: ≤3,000 ADT	Traffic diversion can include such treatments as directional and median barriers. Traffic calming can include such treatments as raised crossings, and bicycle permeable humps and chicanes. All such facilities should include shared lane markings to indicate the potential presence and positioning of people cycling. Municipalities are encouraged to limit posted speeds to 30 km/h on all Neighbourhood Street Bikeways and Shared Roadways. Widths: If curb less than 100 mm, or parking along curb, gutter pan can be included in width. Otherwise, width excludes gutter pan.
5	Bike Lane: On-road facility adjacent to a curb or a parking lane and delineated from motor vehicles with paint markings.	Never	Width: 1.8 - 2.4 m Posted Speed: ≤50 km/h Volume: ≤4,000 ADT Absence of curbside parking.	Width: 1.5-1.7 m Posted Speed: <60km/h Volume: N/A Presence of curbside parking permitted. If present, a buffer should be included btwn parking and bike lane. Combined curbside parking & buffer should be >3.0 m.	If parking present or speeds/ volumes might exceed limits or over 1,500 people cycling per day, protected bikeway recommended. Widths: If curb less than 100 mm, or parking along curb, gutter pan can be included in width. Otherwise, width excludes gutter pan.
6	Bike Accessible Shoulder: Signed and marked, paved area with no curb, located to the right of roadway general purpose travel lanes, and separated from general purpose lanes by white edge line or painted buffer. Usually in rural areas. May be shared with pedestrians.	Never	Width: 1.8-2.4 m Posted Speed: <50 km/h Volume: ≤4,000 ADT	Width: 1.5-1.7 m Posted Speed: <90 km/h If speeds >60km/h, buffer required between bicycle and vehicle lanes Volume: N/A	Parking not permitted in bikeway. If speeds/ volumes exceed limits, or over 1,500 people cycling per day protected bikeway recommended Width for buffered facility: 2.4-3.5 m total, bike lane 1.8-2.4 m

* In all cases pavement markings (bicycle stencils) and signage are necessary at regular intervals and should be placed 20 to 30 metres in advance of, and following each intersection and other decision points, or every 400 m when intersections are not present.

** Those facilities that do not meet the criteria for Classes A, B and C will be considered unclassified bikeway facilities. Such facilities should be upgraded over time to meet criteria for designated bikeways.