

Vancouver-UBC Local Committee

October 15, 2024

Virtual Meeting via Zoom

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

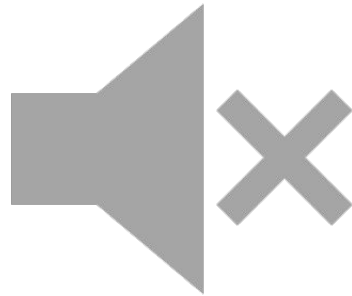
Get your question or comment across clearly and efficiently



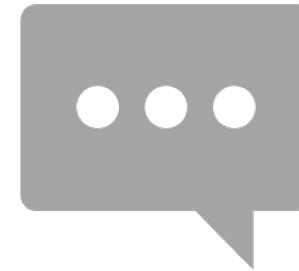
Respect the chair

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 September meeting
- Anything to add to the agenda?

Meeting Agenda

- Introductions and land acknowledgement
- Agenda, Action Item Review, Announcements
- Guest speaker: Graham Cook, Van311
- Updates from Working Group Leads
- Stanley Park Mobility Study Final All-Stakeholder Meeting
- Broadway Public Realm Plan
- Consultations/CoV project updates
- VULC Correspondence/Meetings
- HUB Board/RAC update
- Meeting Adjourns (8:00 pm)
- Break Out Rooms for discussions

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.

Announcements

- Adam Hawk has a [petition](#) (currently with 3,088 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.



Guest Speaker: Graham Cook



Smart phone app



Make a request

Missed waste bin

Most popular requests



Abandoned
garbage



Abandoned
vehicle or
dinghy



Manage my
existing bins



Cycling and
micromobility



Noise concern
(construction,
events,
businesses)



Trees, bushes,
and other
vegetation



HOME



NEW



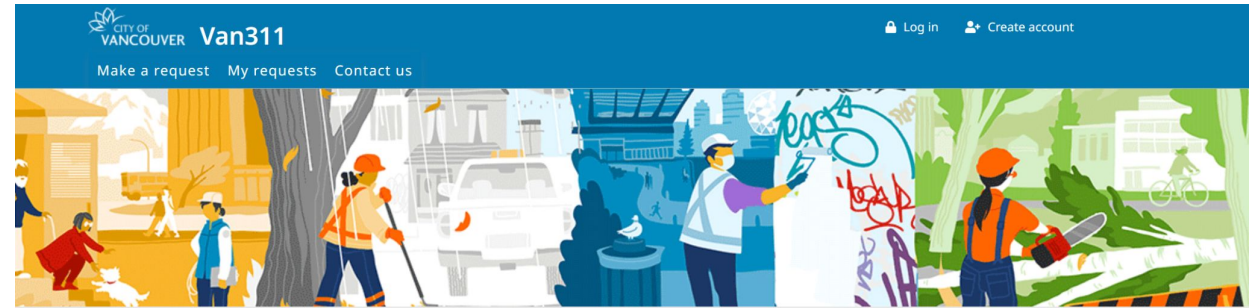
HISTORY



PROFILE

Van311

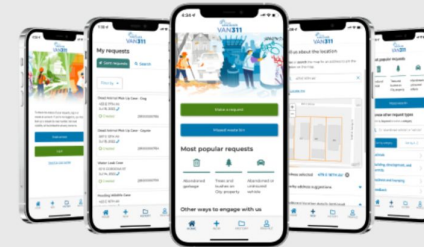
<https://van311.ca>



Tell us what needs our attention around the city

Make a request

Missed waste bin



1.

Report non-emergency issues like potholes, graffiti, and abandoned garbage from anywhere, anytime.

2.

Enter the location manually, or enable geolocation to quickly pin the location of your request.

3.

Enable your camera to add photos, videos, or other supporting files to your request.

4.

Create an account to easily check up on the status of your request.

Download Van311 app

Most popular requests



Abandoned
garbage



Manage my
existing bins



Storm
(flooding,
snow, wind)



Street
lighting and
lamps

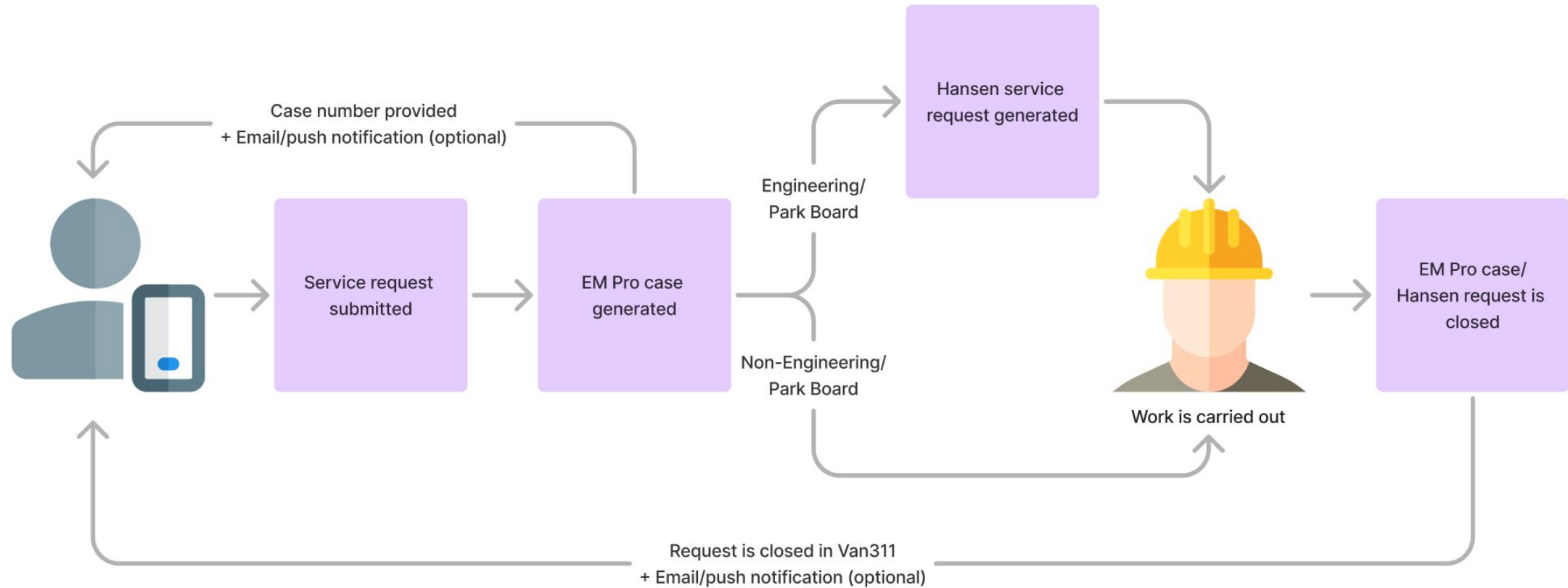


Parking
enforcement



Abandoned
vehicle or
dinghy

Van311 Service Request Workflow



Van311 Stats

- 365,000 requests submitted since August 2022 (about 9,600/month)
- Top 5:
 - [Building and development questions and applications](#)
 - [Business licence questions and applications](#)
 - [Missed waste bin](#)
 - [Mayor and Council feedback](#)
 - [Abandoned garbage](#)



Working Group Updates

Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony – No rides scheduled this month. Anthony to update wiki with recent ride reports
- Cycling in Parks – Lisa – Stanley Park Mobility Study final stakeholder meeting; Kits Park path construction;
- Arbutus Greenway – Stan/Jeff/Anthony – King Ed intersection
- Broadway Subway – Anthony – No update
- Elections Working Group – Lisa
- NE Quadrant Greenway – Clark – No update
- Social Rides - Anthony – No rides scheduled
- Secure Bike Parking – Eric – No update

Cycling in Parks: Kits Beach, Arbutus St + Parking Lot



Cycling in Parks: Kits Beach



Cycling in Parks: Kits Beach



Cycling in Parks: Kits Beach



Arbutus Greenway / King Edward



Photos courtesy Clark Nikolai

Arbutus Greenway / King Edward



Photos courtesy Clark Nikolai

Arbutus Greenway / King Edward

ARBUTUS GREENWAY AND WEST KING EDWARD AVENUE IMPROVEMENTS

- 1 Providing more physical separation between pedestrians and cyclists on the greenway
- 2 Reconstructing the curbs and median on the east side to provide separate crosswalks and curb ramps for pedestrians and cyclists
- 3 Upgrading curb ramps on all sides of the intersection
Changing vehicle movements to improve safety and traffic flow, including:
 - 4 Protected signal phasing
 - 5 Converting East Boulevard to 1-way northbound traffic
- 6 Improving cycling connections between the Arbutus Greenway and West King Edward Avenue
- 7 Installing a new public bike share station
- 8 Adding green rainwater infrastructure, tree plantings, and a space for sitting and gathering

The intersection upgrades project is jointly funded by TransLink and the City of Vancouver.





Stanley Park Mobility Study Final All-Stakeholder Meeting (October 2nd)

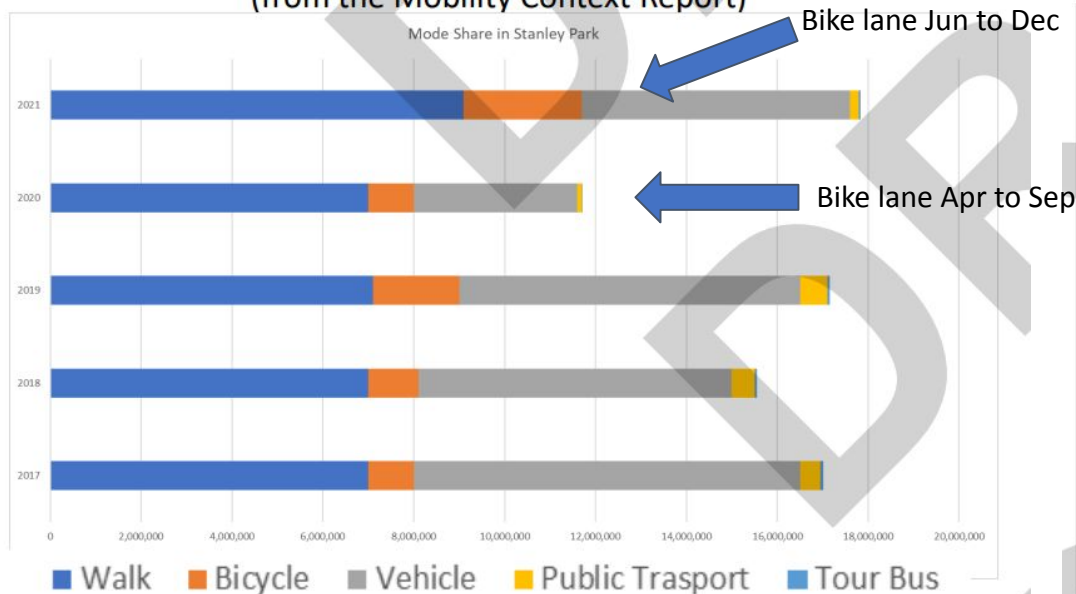


SPMSFASM

1

“What is the mode share in Stanley Park? (how many people walk, bike, drive, run/roll, etc?)”

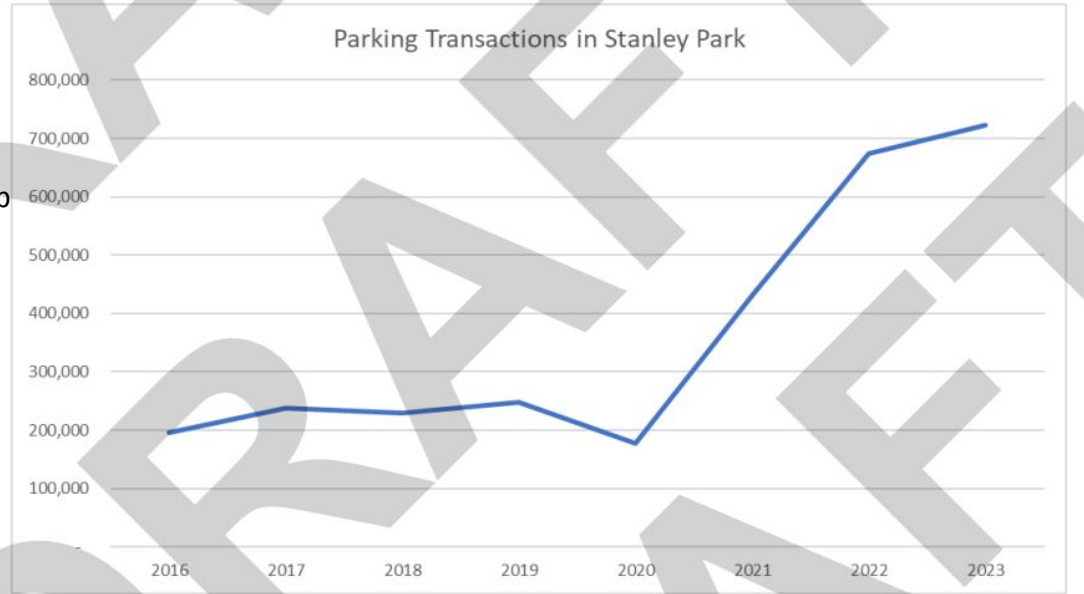
A: Mode share changes depending upon the interventions applied. The mode share from 2019 (before COVID) is shown (from the Mobility Context Report)



2

Q: “Does the increase in parking pricing impact how many people come to the park by vehicle?”

A: No, not historically with the increases that have been applied to the Park



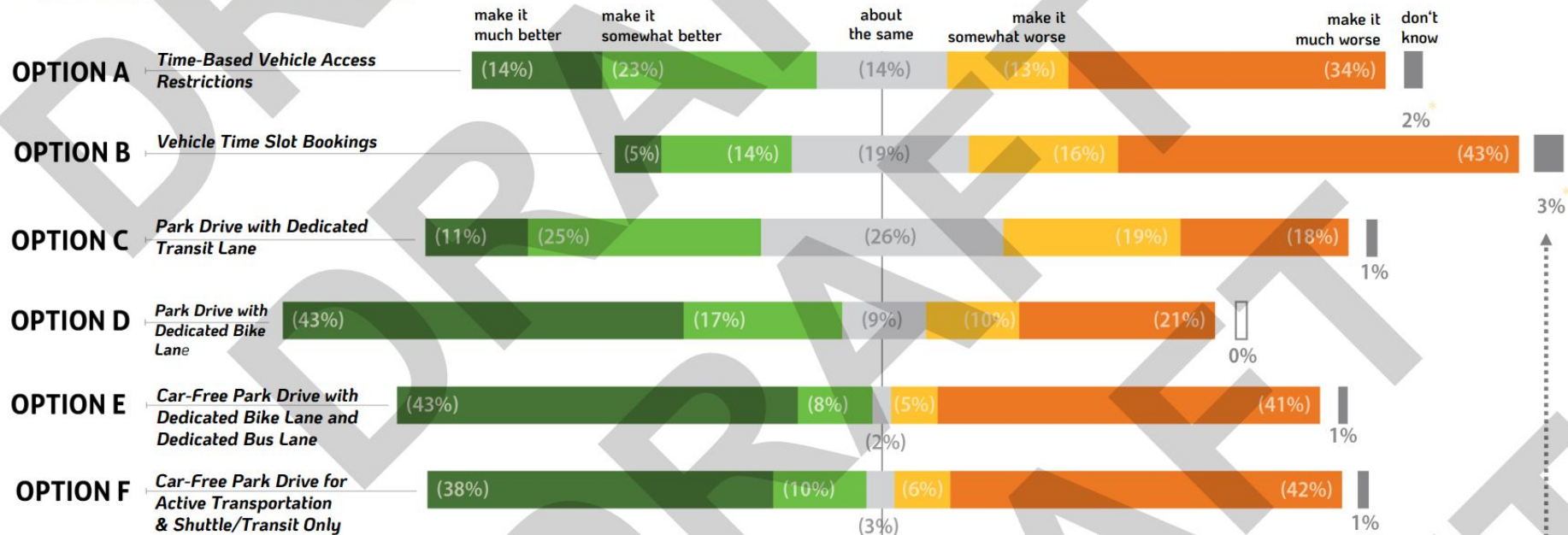
SPMSFASM

	Existing Conditions	A Time-based Vehicle Access Restrictions	B Vehicle Time Slot Booking	C Park Drive with Dedicated Bus Lane	D Park Drive with Dedicated Bike Lane	E Car-Free Park Drive with Dedicated Bike Lane & Dedicated Bus Lane	F Car-Free Park Drive for Active Transportation & Shuttle/Transit Only
Safety	23%	47%	35%	52%	40%	73%	81%
Accessibility	42%	80%	47%	61%	76%	81%	93%
Economic Vitality	57%	37%	40%	69%	57%	48%	43%
Climate Action & Environmental Protection	49%	68%	60%	54%	69%	82%	93%
Flexible & Resilient System	59%	43%	53%	52%	25%	37%	83%
Connected Transportation Network	31%	68%	84%	84%	86%	74%	66%
Enhanced Park Experience	10%	51%	32%	17%	30%	79%	90%

Summary: How would this option impact your experience?



Public Response (~5,100 responses)



Participants who selected 'about the same' for Options A, B & C reflected a priority for a dedicated bike lane and/or a car-free Park Drive. Most of these participants indicated that they get to the park by bicycle/e-bicycle.

Participants who selected 'don't know' for Options A & B often indicated a preference for no change to the existing park network or a need for more information, i.e., when/how restrictions would take place, how the booking system would work.

SPMSFASM

% of Respondents who chose each option as their “top three”

	OPTION A PREFERENCE	OPTION B PREFERENCE	OPTION C PREFERENCE	OPTION D PREFERENCE	OPTION E PREFERENCE	OPTION F PREFERENCE
Yes, I have a disability(s)/medical condition(s) that does not impact my mobility	13%	5%	26%	38%	48%	45%
Yes, I have a disability(s)/medical condition(s) that does impact my mobility	19%	7%	49%	33%	17%	15%
No, I do not have a disability/medical condition(s)	14%	5%	26%	48%	42%	36%

SPMSFASM

Access Analysis – Design Considerations

OPTION		How each option works for....								AVERAGE ALL
		ROAD CYCLISTS	ALL CYCLISTS (Families, Beginner riders, and disabilities)	PUBLIC SHUTTLE/ TRANSIT EFFICIENCY	PRIVATE TOUR BUS USE	MOTORIZED ACCESS FOR MOBILITY DISABILITIES	HORSE & CARRIAGE	EASE OF OPERATIONS	EMERGENCY VEHICLES	
A	Time Based Network Restrictions	Very Good	Okay	Okay	Very Good	Very Good	Very Good	Very Good	Very Good	Very Good
B	Vehicle Time Slot Booking	Okay	Maybe	Okay	Very Good	Very Good	Very Good	Okay	Very Good	Okay
C	Transit Lane on Park Drive	Okay	Maybe	Very Good	Very Good	Very Good	Okay	Okay	Okay	Okay
D	Dedicated Bike Lane on Park Drive	Maybe	Very Good	Maybe	Okay	Maybe	Maybe	Maybe	Maybe	Maybe
E	Car-Free Park Drive with Dedicated Bus Lane & Dedicated Bike Lane	Okay	Very Good	Very Good	Very Good	Okay	Okay	Maybe	Okay	Okay
F	Car Free Park Drive with Active Transportation & Transit/Shuttle Only	Very Good	Very Good	Okay	Maybe	Okay	Okay	Very Good	Very Good	Okay

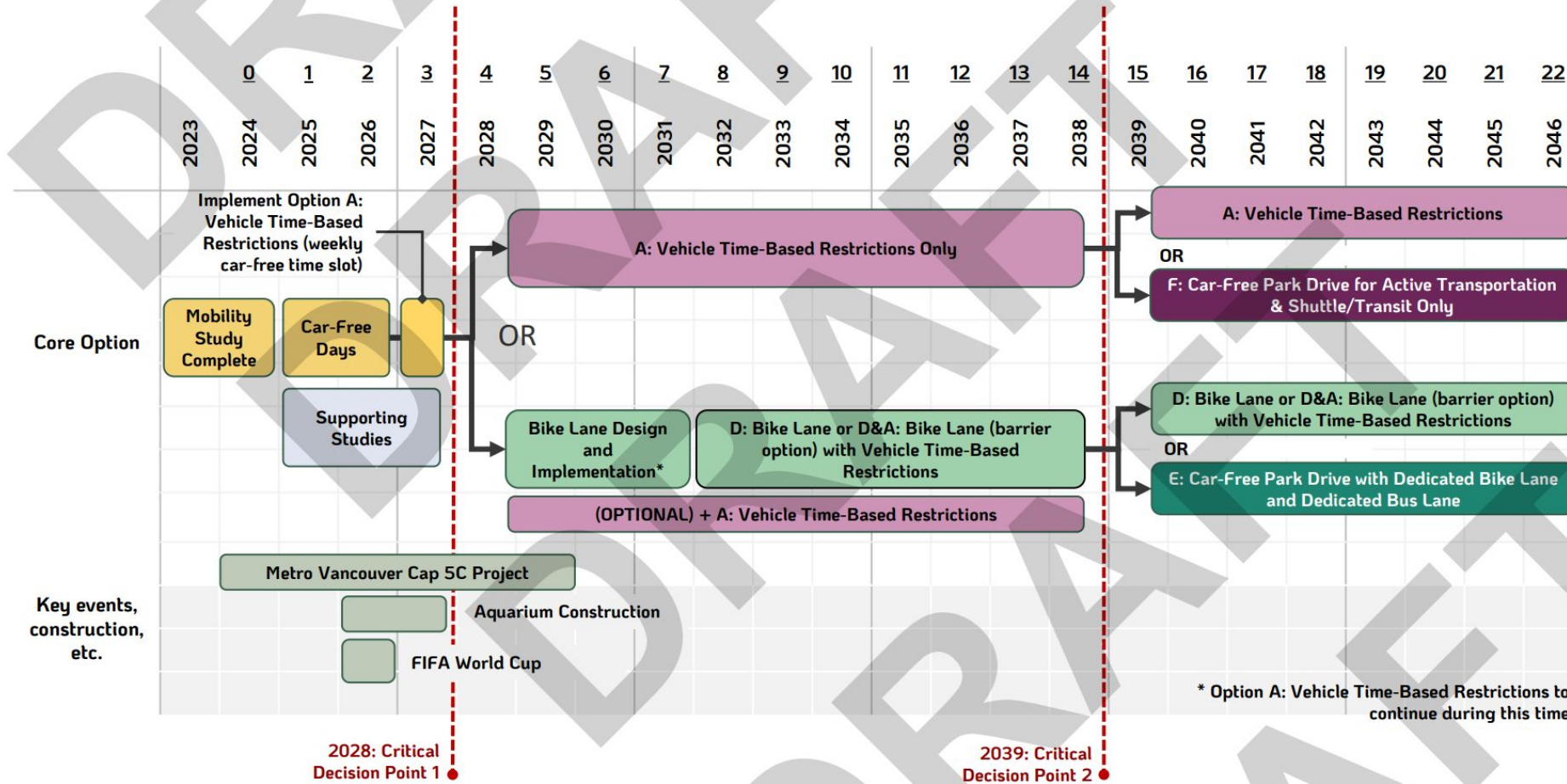
SPMSFASM

Summary

- Six short-listed core options have been technically assessed and have received public and stakeholder feedback
- All options have some level of current public and/or stakeholder support and particularly Option D (Park Drive with Dedicated Bike Lane) in terms of its positive impact on park experience. However, Option D poses challenges with respect to future construction projects, and technical challenges if transit/shuttle will be installed
- With the uncertainty in future mobility, planning for loss of parking demand long term is important, a potential requirement to offset loss in parking revenue and further evaluate business holder impacts, a phased approach with future decision points is necessary in implementing equitable and sustainable mobility options
- It is not recommended to set in stone one option at this stage in any kind of permanent fashion. A phased approach will allow for further studies to be undertaken, pilot testing of options such as car free scenario and time-based restrictions with an interrelated transit solution
- It may take 15 or more years to develop and implement a successful car-free option on Park Drive which would be a future decision as part of the phased approach outlined in the draft framework

SPMSFASM

Phasing Framework - Overview

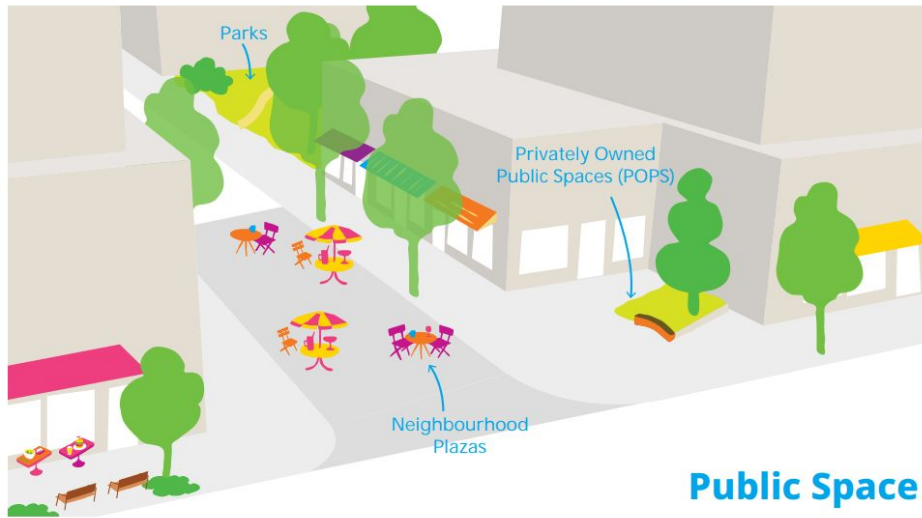
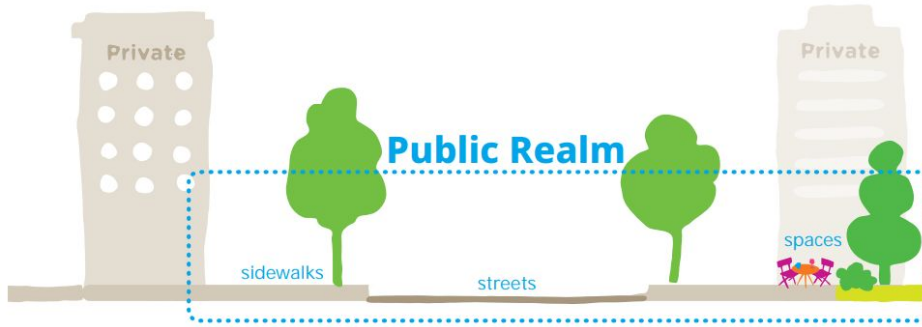




Broadway Public Realm Plan



Broadway Public Realm (Phase 2 info boards)



Definitions

“**Public realm**” is generally everything that can be seen and/or experienced at pedestrian eye level that impacts the overall experience and attractiveness of a public space. It includes the building face, storefronts, public art, restaurant patios and streetscape furnishings like lighting and benches.

“**Public spaces**” are all the places publicly owned or in public use that are for spending time in, accessible and enjoyable by people. They include parks, school grounds, plazas, privately owned public spaces (POPS) and the Arbutus Greenway.

Key Moves

In Phase 1, we presented four “Key Moves” to guide public realm improvements in the area:



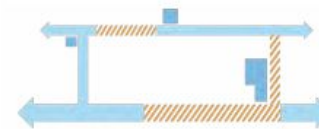
KEY MOVE 1:

Transform Broadway into a Great Street



KEY MOVE 2:

Add More Local and Neighbourhood Spaces



KEY MOVE 3:

Complete Neighbourhood Routes



KEY MOVE 4:

Nurture Nature

Broadway Public Realm: Broadway as a Great Street

Broadway Great Street Commercial (future condition)

Along commercial sections of Broadway, create wider sidewalks and increase space for large trees by reducing the road to four vehicle lanes with additional left-turn lanes at key intersections.

Commercial - Illustrative Cross Section



Broadway Great Street Residential (future condition)

Along residential sections of Broadway, mainly east of Prince Albert Street, create larger front boulevards with added planting and opportunities to retain additional on-street parking for residents.

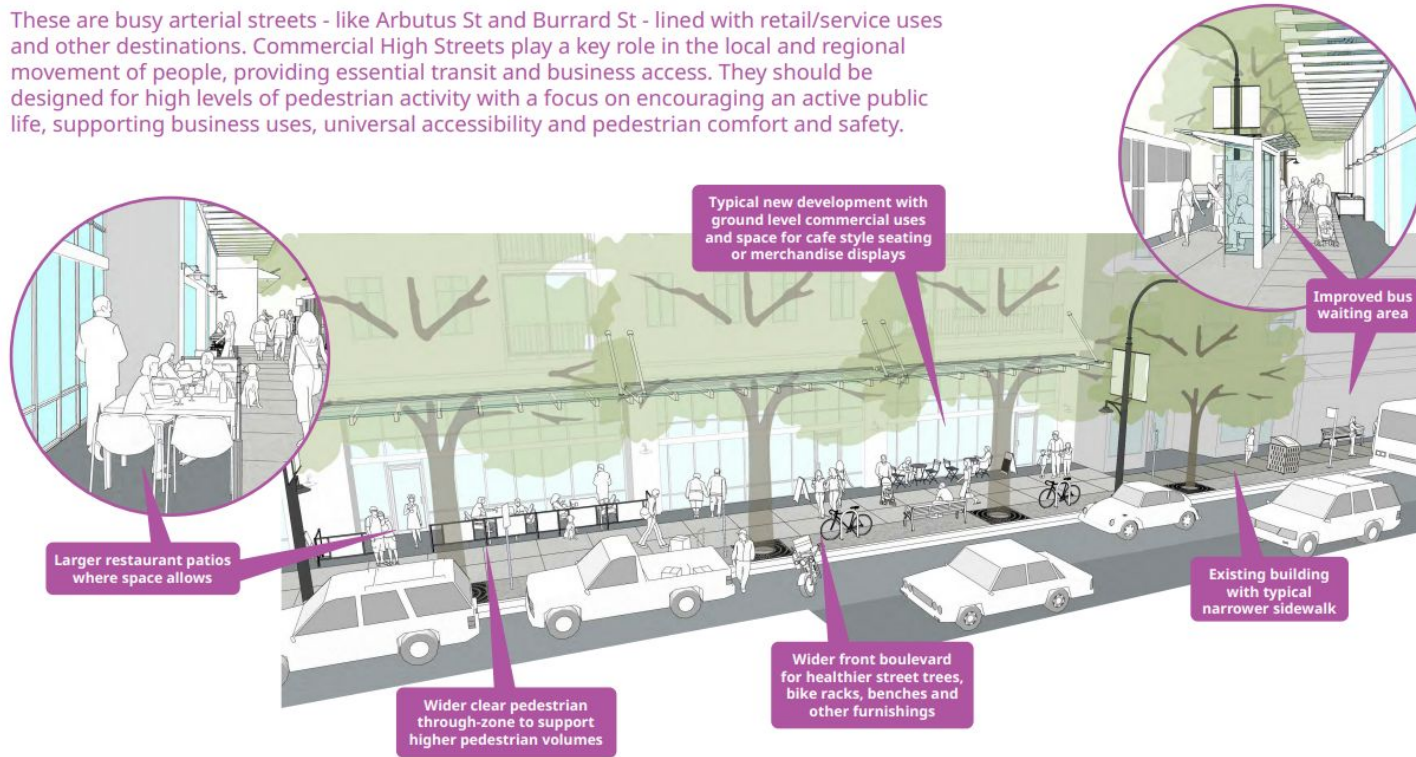
Residential - Illustrative Cross Section



Broadway Public Realm: Add More Local and Neighbourhood Spaces

Commercial High Streets

These are busy arterial streets - like Arbutus St and Burrard St - lined with retail/service uses and other destinations. Commercial High Streets play a key role in the local and regional movement of people, providing essential transit and business access. They should be designed for high levels of pedestrian activity with a focus on encouraging an active public life, supporting business uses, universal accessibility and pedestrian comfort and safety.



New plazas near “villages”, aiming for 3 plazas per village

High street priority: *thoroughfare people-moving function and access to businesses at grade*

Broadway Public Realm: Complete Neighbourhood Routes

Draft Strategy: Focus on improving connectivity barriers

Focus on improving connectivity barriers along Greenways, Commercial High Streets and other important pedestrian routes that connect with key destinations. This includes completing active transportation connections to stations.

Draft Strategy: Reallocate road space to uses that support sustainable travel, an active public life and ecology

Here is what we might use this space for instead of cars - they range from full to partial closures:

- New Public Spaces (See Key Move 2 for more ideas of what these spaces could look like!)
- Active travel lanes (see 'Greenway with Active Travel Lanes' image above)
- Shared micromobility stations (For example public bike share and e-scooters)
- Curb bulges - for bus waiting areas, tree and biodiversity planting, green rainwater infrastructure, improved crossings, seating areas and patios
- Expanded sidewalks and front boulevards (See Key Move 1 for how we're doing this along the Broadway Corridor!)



New Public
Spaces



Active Travel
Lanes



Shared Micromobility
Stations

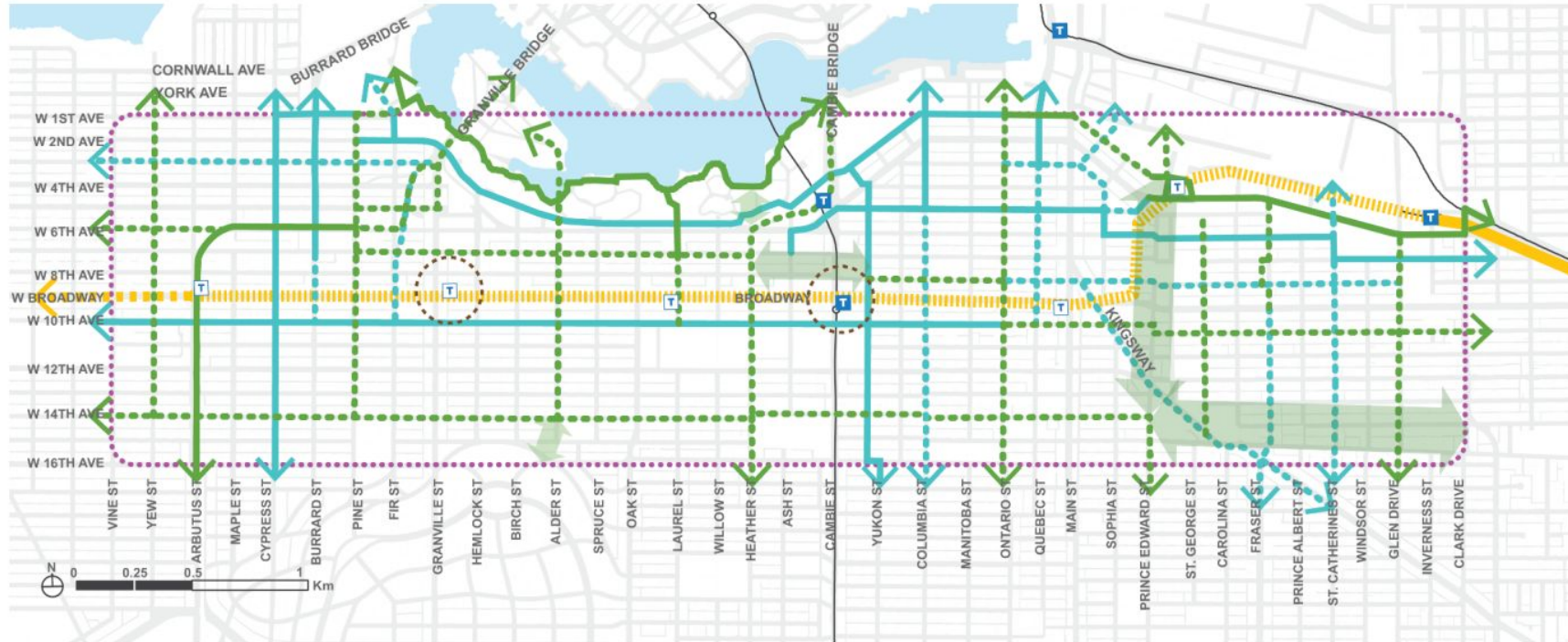


Green Infrastructure
Curb Bulge



Bus Bulb

Broadway Public Realm: Bike Routes



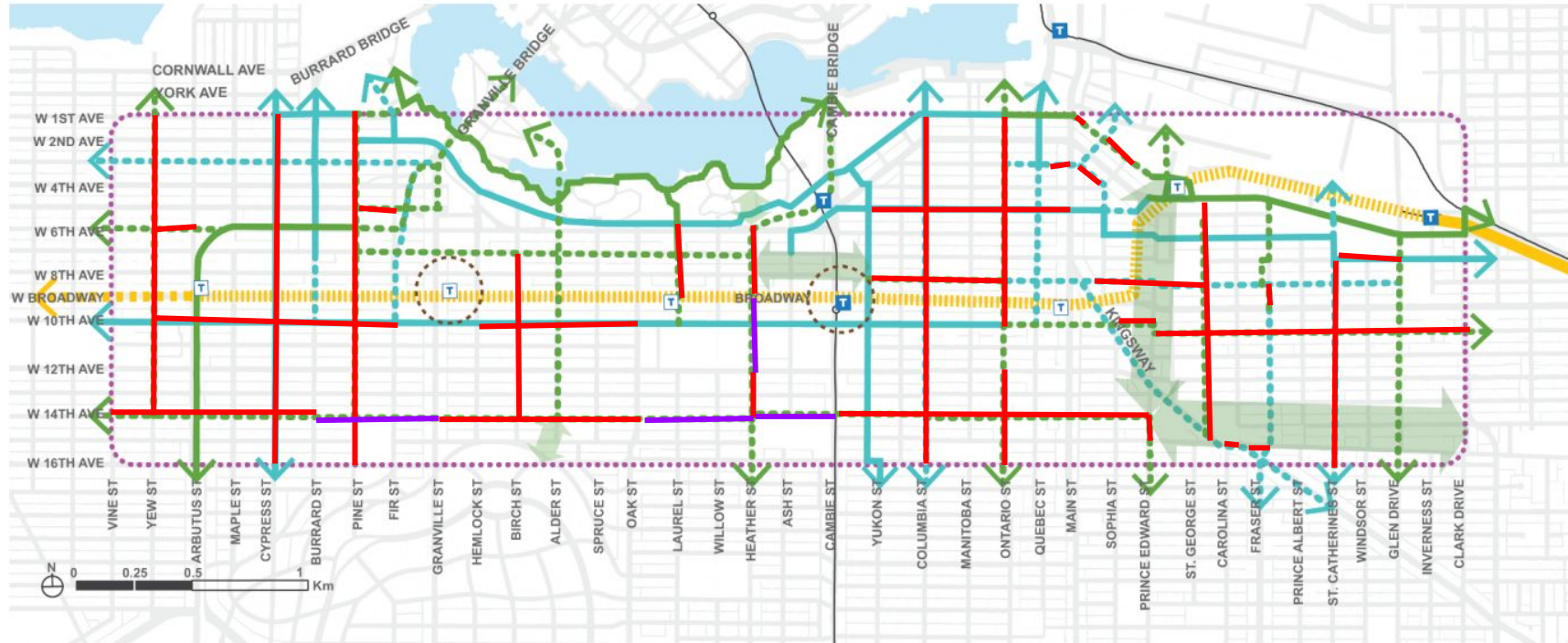
Legend

- ⋯ Broadway Plan Area
- ▤▤▤▤ Future Broadway Subway
- ▤▤▤▤ Future Millennium Line UBC Extension
- ▬ Millennium Line
- Current SkyTrain Network
- T Existing Rapid Transit Station
- T Future Rapid Transit Station
- ▬ Existing Greenway
- ⋯ Future Greenway
- ▬ Other Existing Bike Route
- ⋯ Other Future Bike Route
- ⋯ Further Work Required to Determine Best Connection to Station
- ▬ Further Work Required to Determine Greenway Alignment

Broadway Public Realm: Bike Routes

— “Car-free”
— “Car-light”

All changes are over 30 years, highly dependent on local development



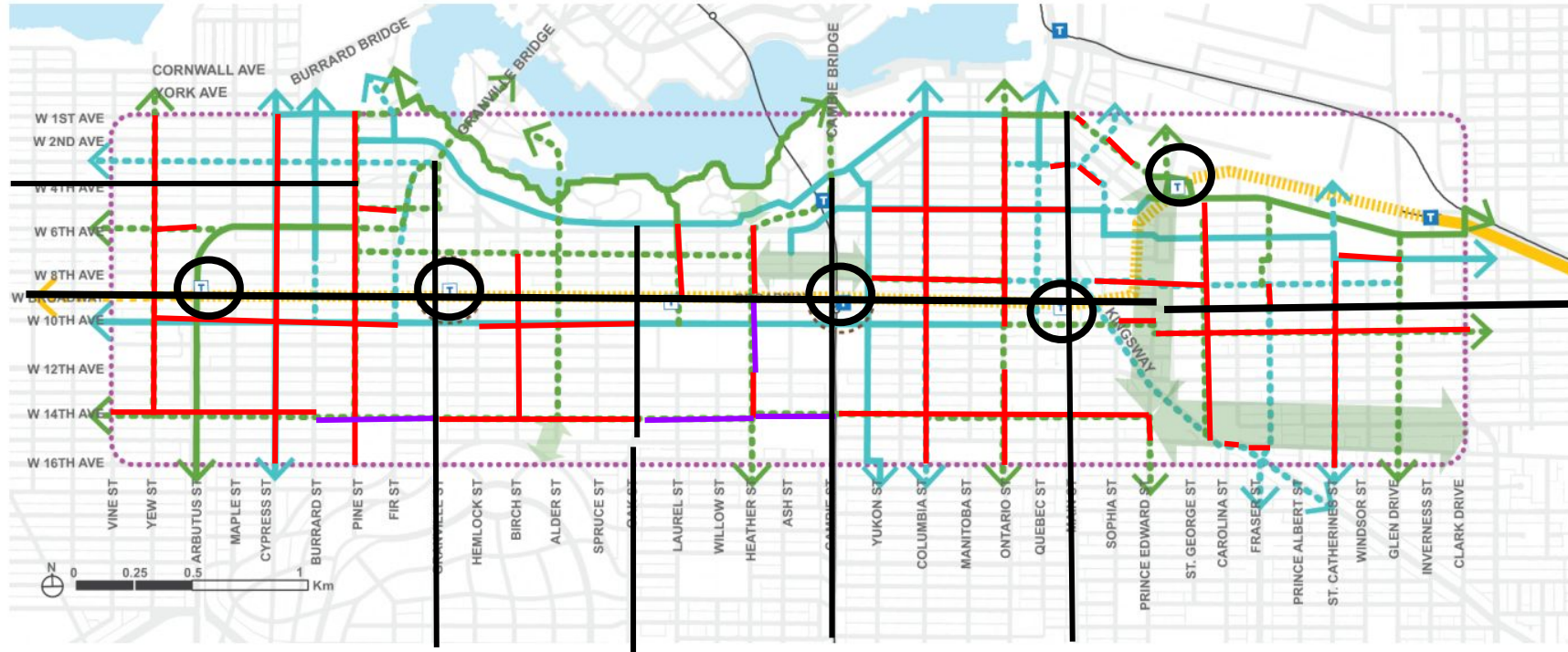
Legend

- Broadway Plan Area
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- Future Greenway
- Other Existing Bike Route
- Other Future Bike Route
- Further Work Required to Determine Best Connection to Station
- ◇ Further Work Required to Determine Greenway Alignment

Broadway Public Realm: Bike Routes

- “Car-free”
- “Car-light”
- High street

All changes are over 30 years, highly dependent on local development



Legend

- ⋯ Broadway Plan Area
- ||||| Future Broadway Subway
- - - Future Millennium Line UBC Extension
- Millennium Line
- Current SkyTrain Network
- T Existing Rapid Transit Station
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- Existing Greenway
- ⋯ Future Greenway
- Other Existing Bike Route
- ⋯ Other Future Bike Route
- ⋯ Further Work Required to Determine Best Connection to Station
- ⋯ Further Work Required to Determine Greenway Alignment

Broadway Public Realm Plan Concerns

- No plans for active transportation lanes on Broadway now, or in the next 30 years
- Unclear connectivity between Broadway Subway stations and AT network: South Granville most concerning, but also Arbutus, Oak-VGH, Mt Pleasant
- No plans for active transportation lanes on high streets including W 4th, South Granville, Cambie, Main
- No cycling capacity analysis on any existing bike route with respect to new buildings, higher density
- Network not designed for anyone in particular: commuters, shoppers, patients, families, etc.
- Appears to be checking the box that is “connect the existing network” and “reduce road allocation to motor vehicles by 11%” rather than “design an AT system that works for people in the future”



Consultations

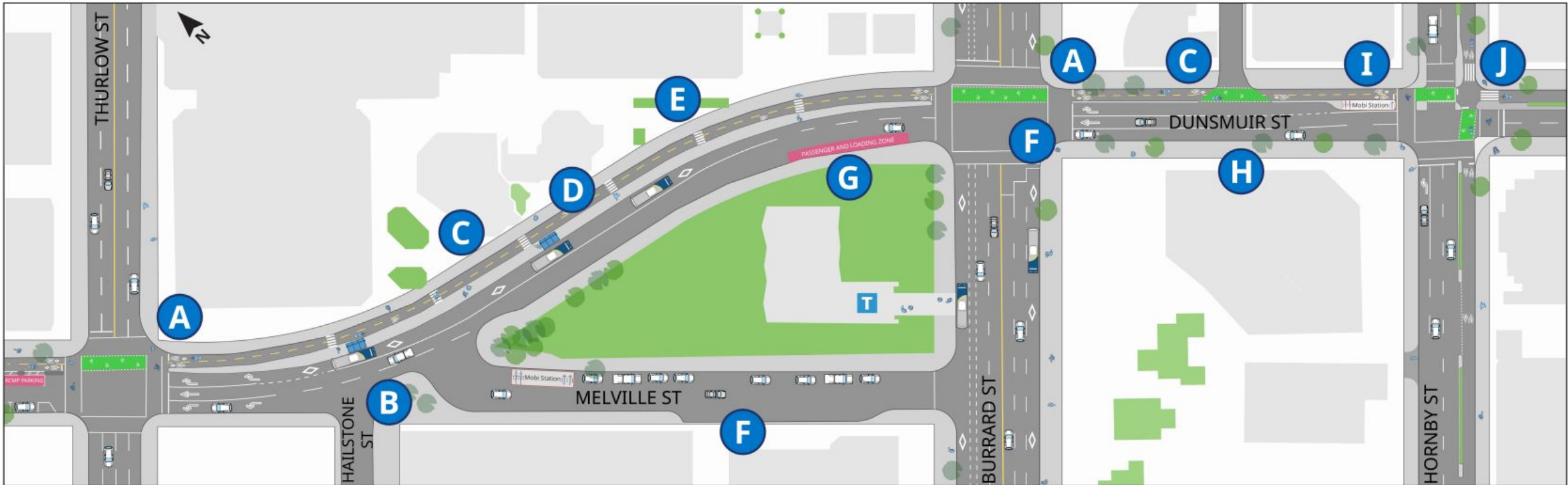


Consultations

- Stanley Park Mobility Study Final Stakeholder Meeting held in October
- 14th Ave Bikeway Improvements - Alder to Arbutus completion by Mid October; Prince Edward to Dumfries timeline TBC; Trafalgar to Arbutus will extend beyond 2027 due to signals
- Kits Beach Park Protected Lanes construction has commenced (see previous)
- East Park planning process - concept plan due this fall
- Gastown Public Spaces design workshops held, report soon
- Dunsmuir Melville Street Upgrades (see photos, following)
- Granville Connector update (see photos, following)
- St George Greenway update (see photos, following)

Dunsmuir Melville Street Upgrades

5 ZONE 1 (HORNBY TO THURLOW): DESIGN CONCEPT



Dunsmuir Melville Street Upgrades



Granville Connector Progress



Centre span

South End



Granville Connector Progress

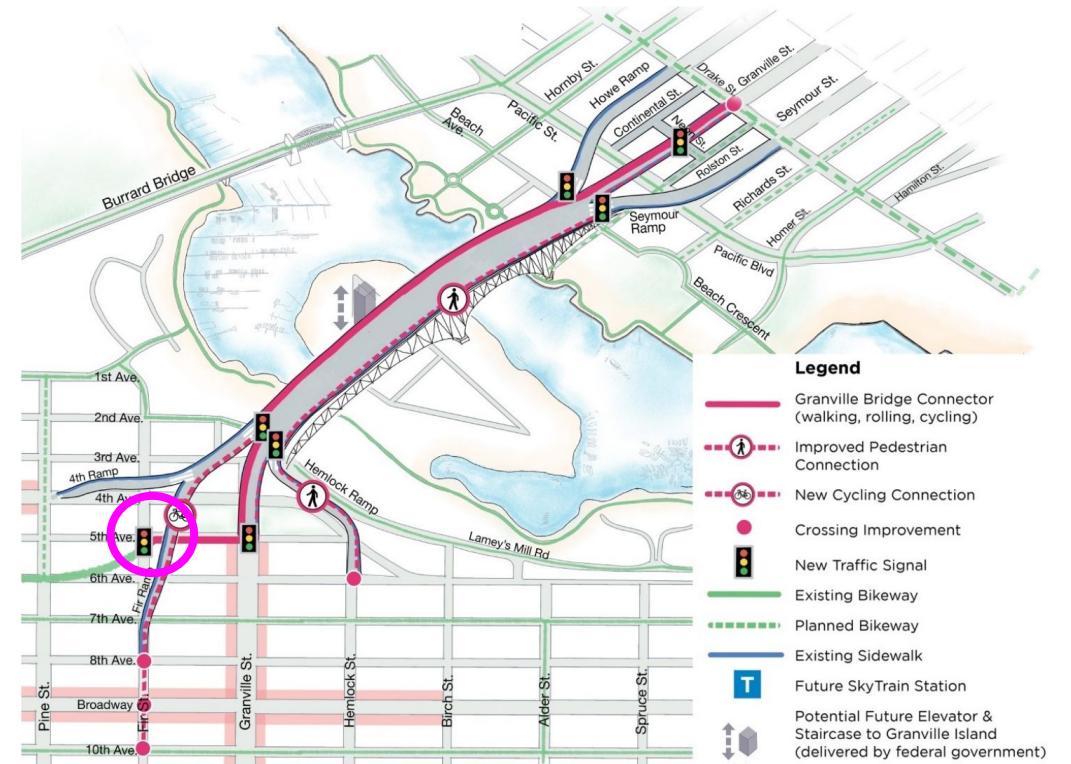


North End at Neon St

Neon St Connector to Rolston

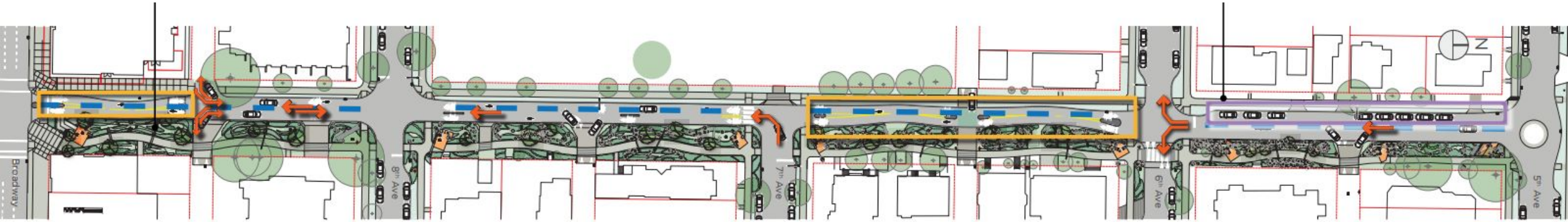


Granville Connector Progress



St George Rainway

Photos courtesy
David Finnis





VULC

Correspondence/Meetings



Correspondence/Meetings

- Creekside Drive access to Senakw
- Dunsmuir/Melville Bike Lane extension - Letter of support
- W16th/Wallace - meeting with CoV held, good discussion, changes to be made to allow for better E/W bike permeability, reduced N/S crossing points
- Broadway Public Realm meeting (see previous)



Wrap Up





BC Provincial Election October 19th

VisionZeroYVR has published their provincial parties report card here:

<https://visionzerovancouver.ca/2024/10/15/2024-election-reportcard/>

HUB put out a survey to candidates: BCCP and BCGP did not participate, BCNDP sent a party response:

<https://bikehub.ca/official-new-democratic-party-ndp-responses>

See also: <https://bikehub.ca/2024-provincial-elections>

Ward	Candidate	Party	Response	Response	Response	Response
Vancouver-Fraserview	George Chow	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Francoise Raunet	BC Green Party		Did Not Participate	Did Not Participate	Did Not Participate
	Jag S. Sanghera	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Hastings	Niki Sharma	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Jacob Burdge	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Kensington	Mable Elmore	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Syed Mohsin	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Langara	Sunita Dhir	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Bryan Breguet	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Little Mountain	Christine Boyle	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	John Coupar	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
	Wendy Hayko	BC Green Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Point Grey	David Eby	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Paul Ratchford	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
	Devyani Singh	BC Green Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Quilchena	Callista Ryan	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Dallas Brodie	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Renfrew	Adrian Dix	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Tom Ikonoumou	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
	Lawrence Taylor	BC Green Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-South Granville	Adam Hawk	BC Green Party		YES	YES	YES
	Brenda Bailey	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Aron Lageri	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Strathcona	Joan Phillip	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Kimball Cariou	Communist Party of BC		Did Not Participate	Did Not Participate	Did Not Participate
	Simon de Weerd	BC Green Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-West End	Eoin O'Dwyer	BC Green Party		YES	YES	YES
	Spencer Chandra Herbert	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Jon Ellacott	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate
Vancouver-Yaletown	Terry Yung	BC NDP	Read party response	See Party Response	See Party Response	See Party Resp
	Melissa De Genova	Conservative Party		Did Not Participate	Did Not Participate	Did Not Participate

2024 ELECTION REPORT CARD

BC NDP **B-**

Your respectable B was earned, but depended a lot on the curve. Hoping to see improvements in the final_final_final_final_final version.

STRONG POINTS
Expanding intersection safety cameras makes you stand out and tied with the Greens on active transportation + transit. Glad to see you're not hanging out with that Fleming boy anymore (bad influence!)

DEDUCTIONS
Subsidies for electric vehicles. What about electric bikes?!

BC greens **C**

Voting has already started and you haven't even submitted your platform yet.

STRONG POINTS
Got some points for transit. Lost them on everything else.

DEDUCTIONS
What little policy you have was clearly generated by AI with the prompt "make car go vroom vroom"

STRONG POINTS
Strong on transit. We really like your commitment to supporting victims.

DEDUCTIONS
Supporting victims is important. But what about preventing people from becoming victims?

You're usually such a good student and we expected more from you. You need to decide if you're going to be the conscience of parliament or the class clown.

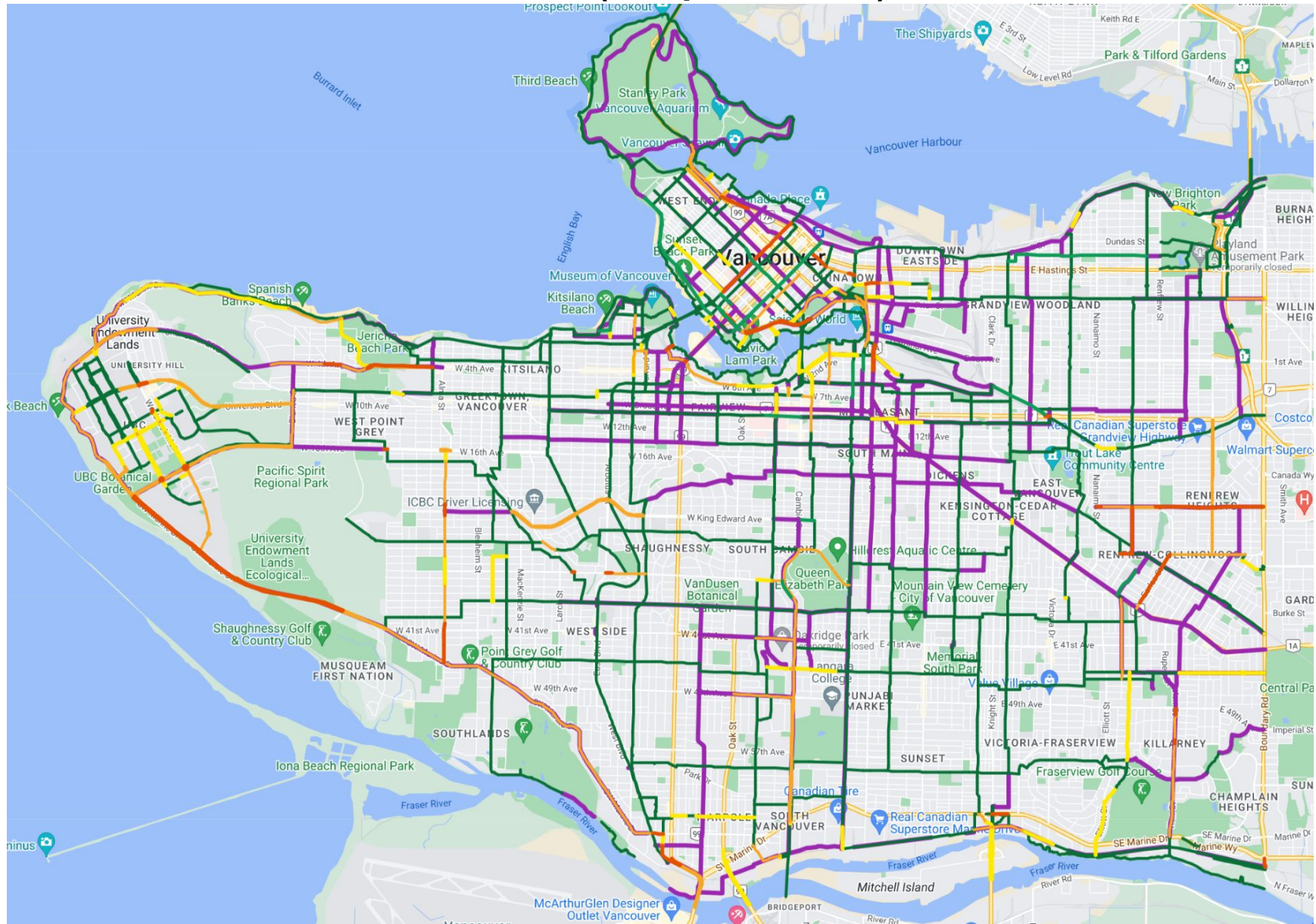
VISION ZERO VANCOUVER



Appendices

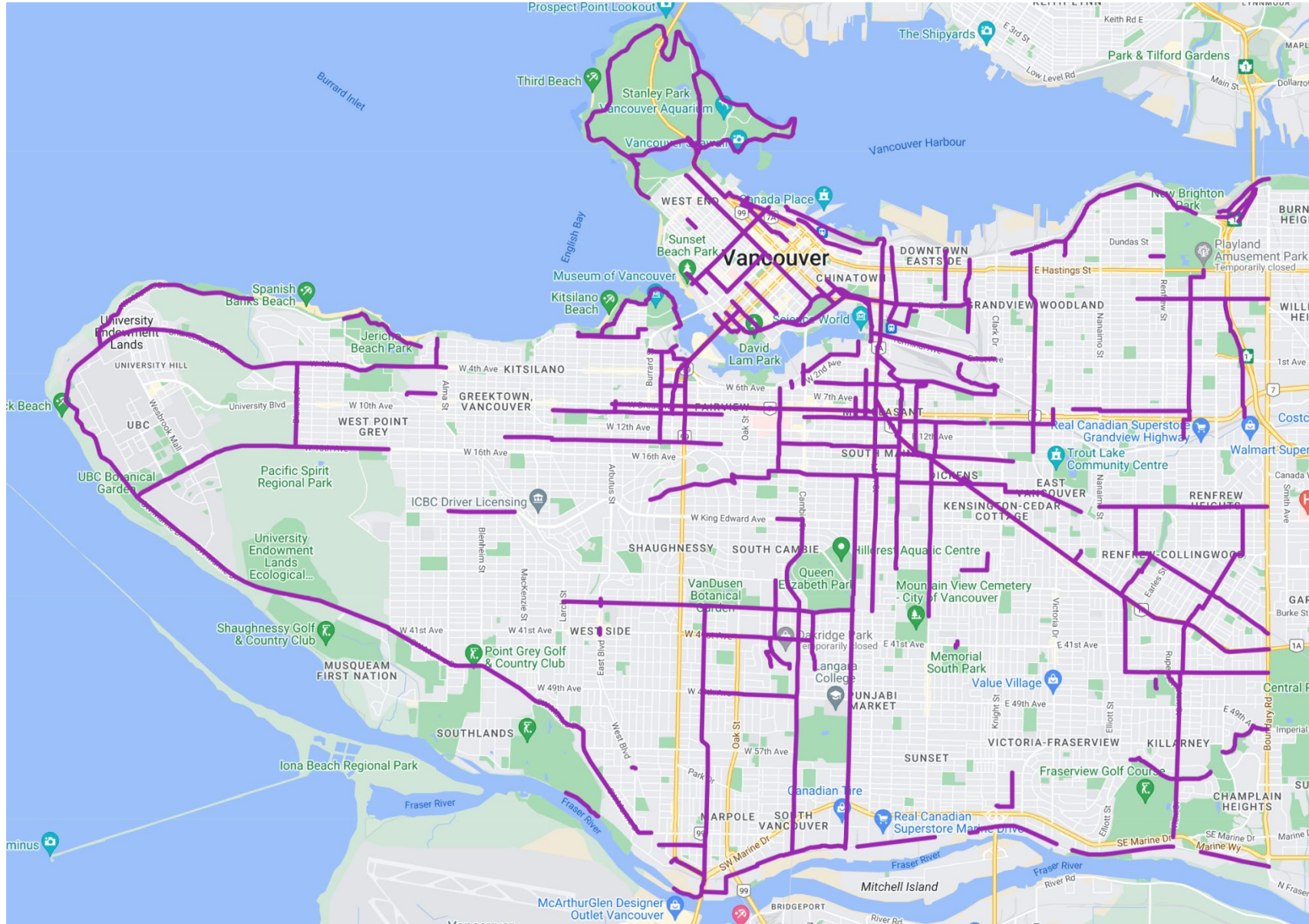


Prototype Gap Map (Vancouver/UBC) with SoC Route Data (Sept 2023)





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

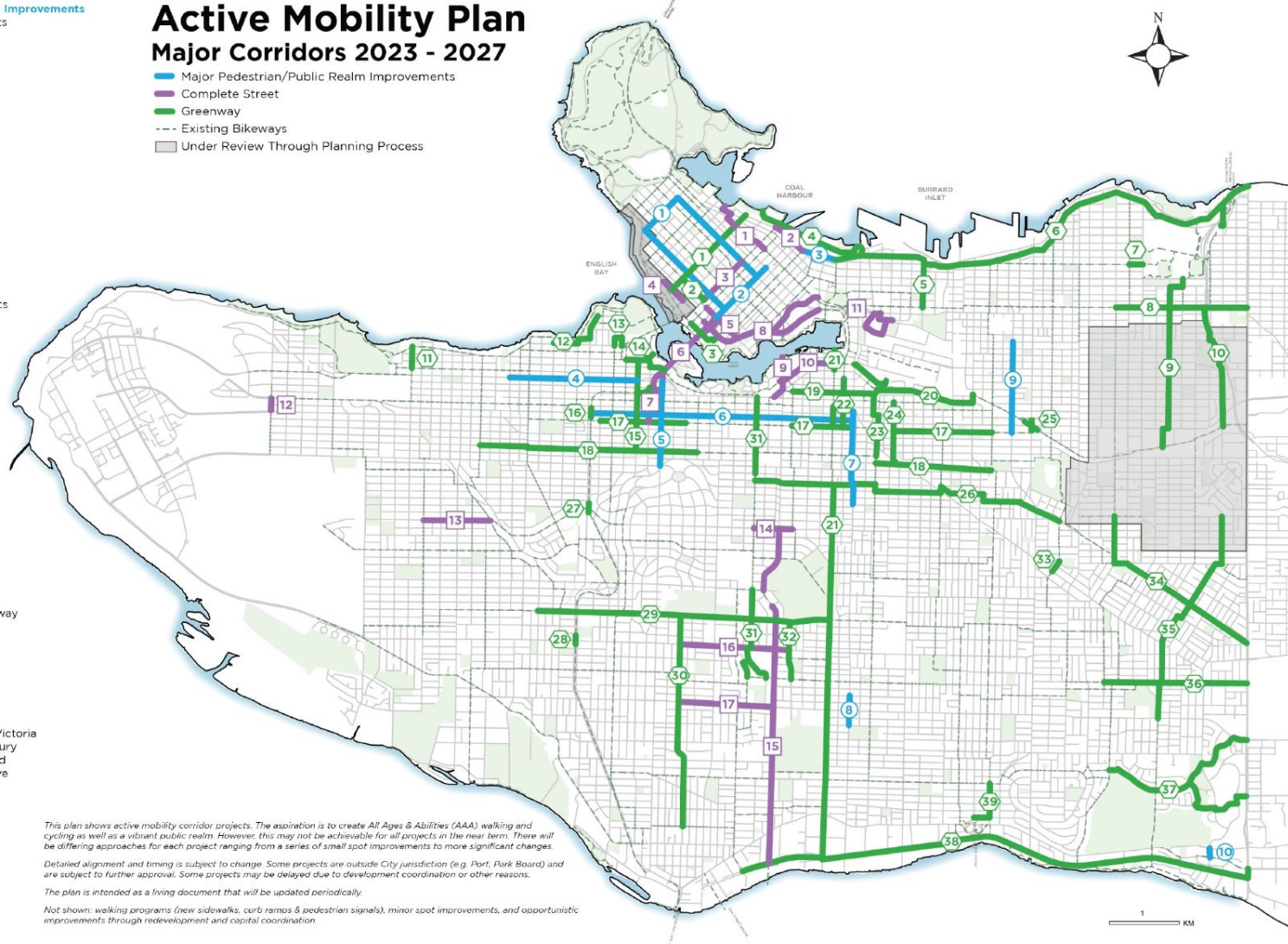
- ① Melville
- ② Cordova
- ③ Burrard
- ④ Pacific
- ⑤ Drake
- ⑥ Granville Connector
- ⑦ Fir Ramp
- ⑧ Pacific - Expo
- ⑨ Cambie Ramp
- ⑩ 1st Ave
- ⑪ New St Paul's Hospital Streets
- ⑫ Blanca
- ⑬ King Edward - Dunbar
- ⑭ King Edward - Cambie
- ⑮ 41st Ave
- ⑯ 49th Ave

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



Local Cycling Resources:

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

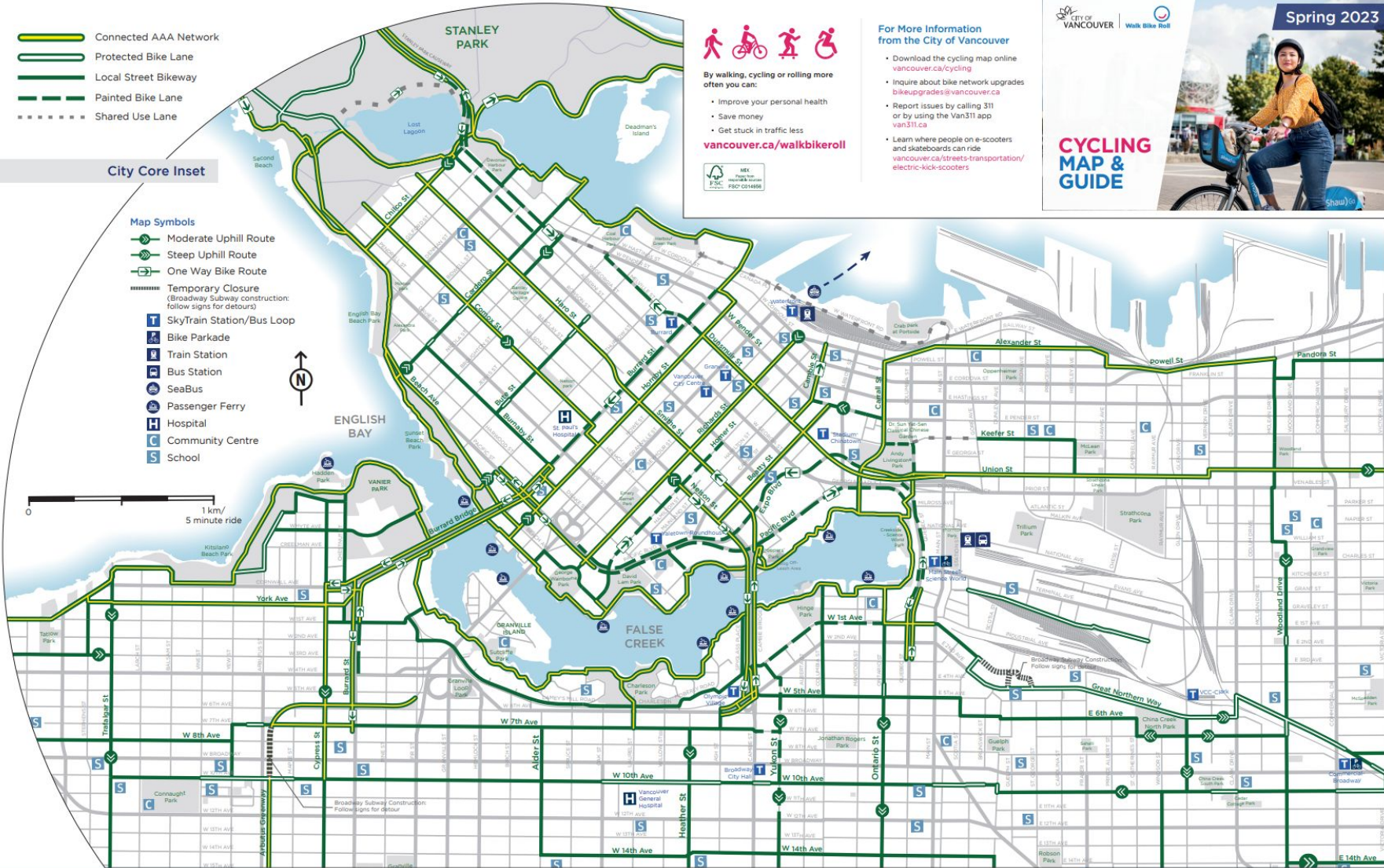
- Connected AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane

City Core Inset

Map Symbols

- Moderate Uphill Route
- Steep Uphill Route
- One Way Bike Route
- Temporary Closure (Broadway Subway construction; follow signs for detours)
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- Train Station
- Bus Station
- SeaBus
- Passenger Ferry
- Hospital
- Community Centre
- 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



For More Information from the City of Vancouver

- Download the cycling map online vancouver.ca/cycling
- Inquire about bike network upgrades bikeupgrades@vancouver.ca
- Report issues by calling 311 or by using the Van311 app van311.ca
- Learn where people on e-scooters and skateboards can ride 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 mobi.bikes.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.

- Crosswalk (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

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

Vancouver Greenways Plan

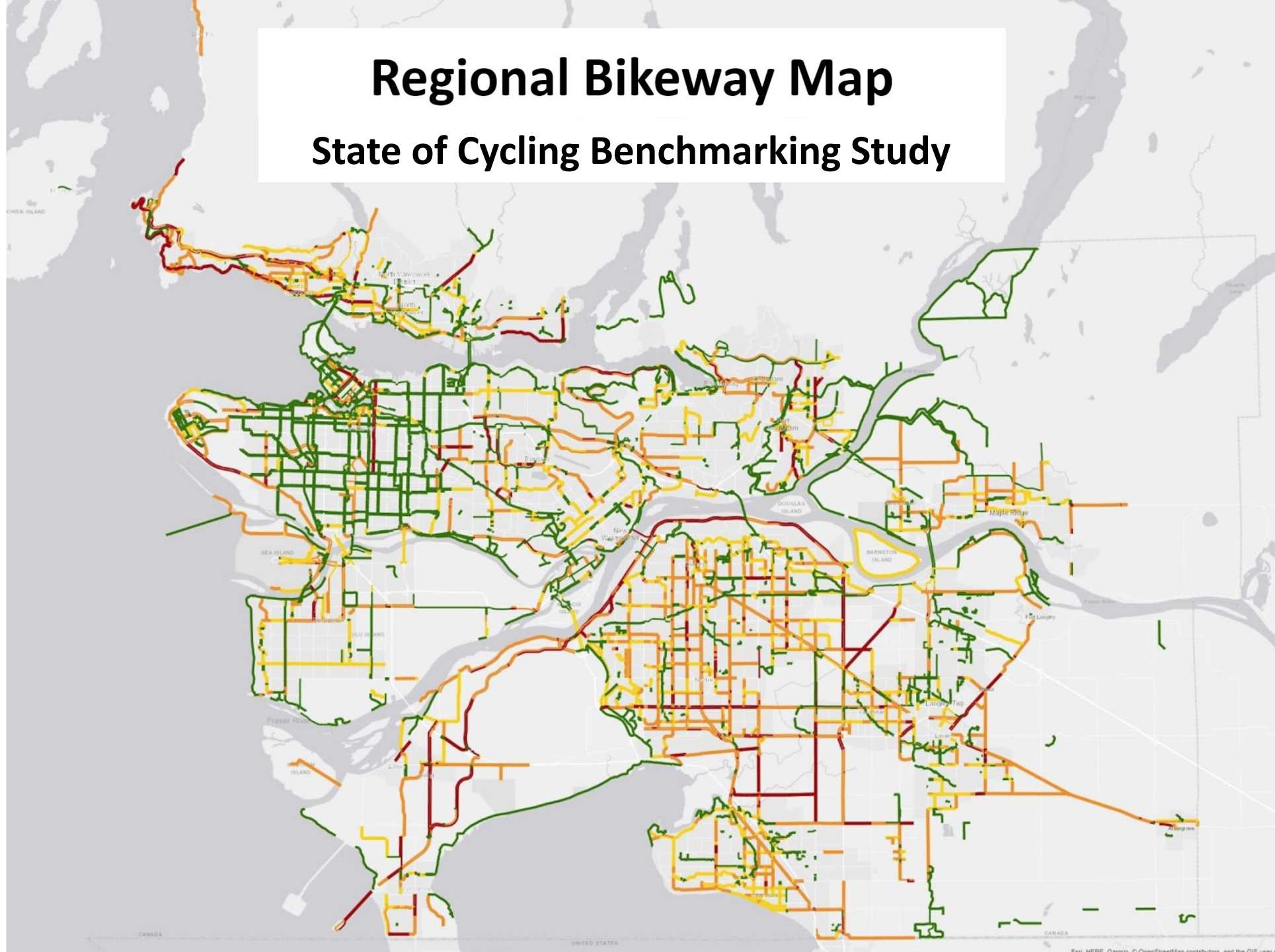
City Greenways Plan

- 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



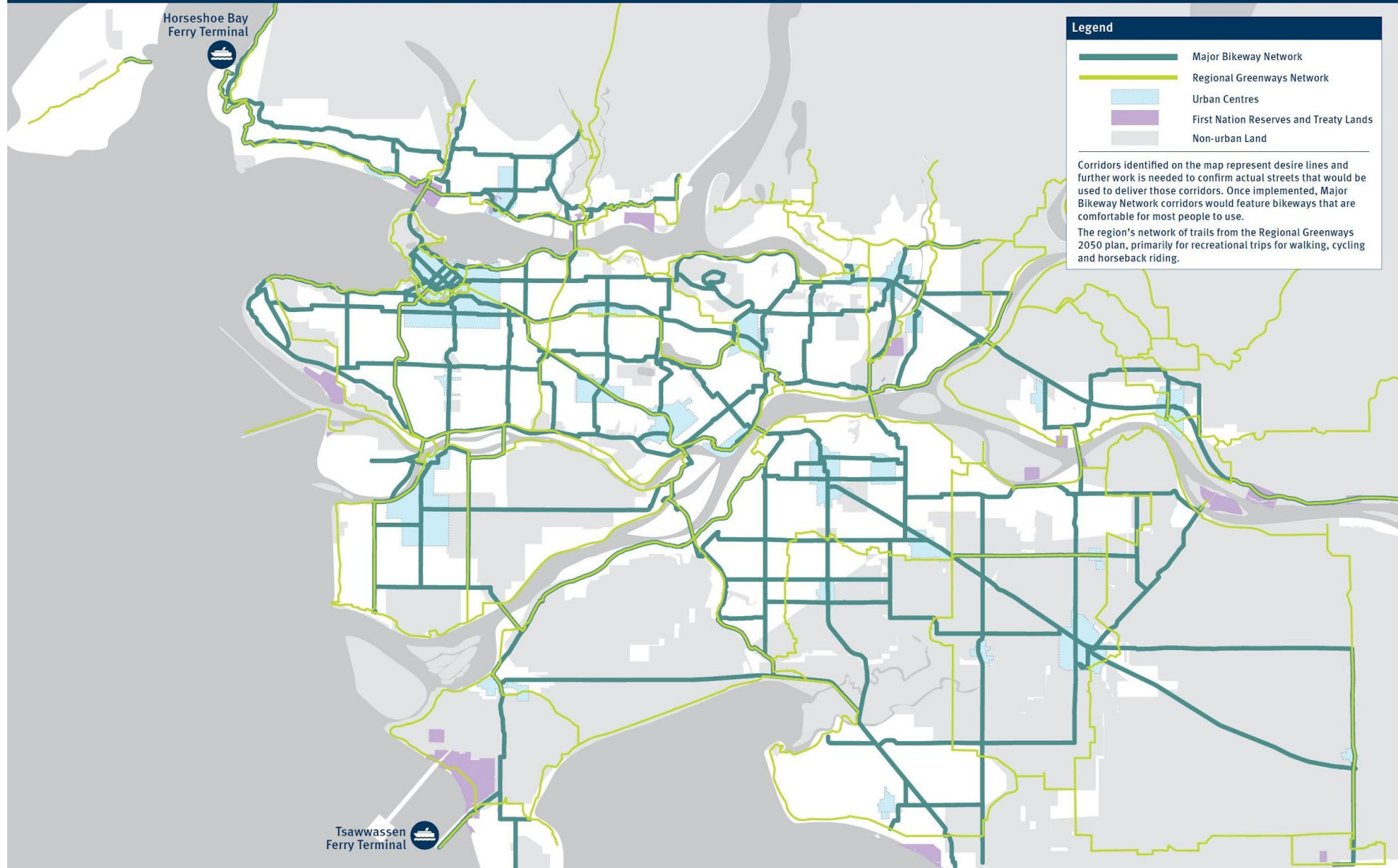
Regional Bikeway Map

State of Cycling Benchmarking Study

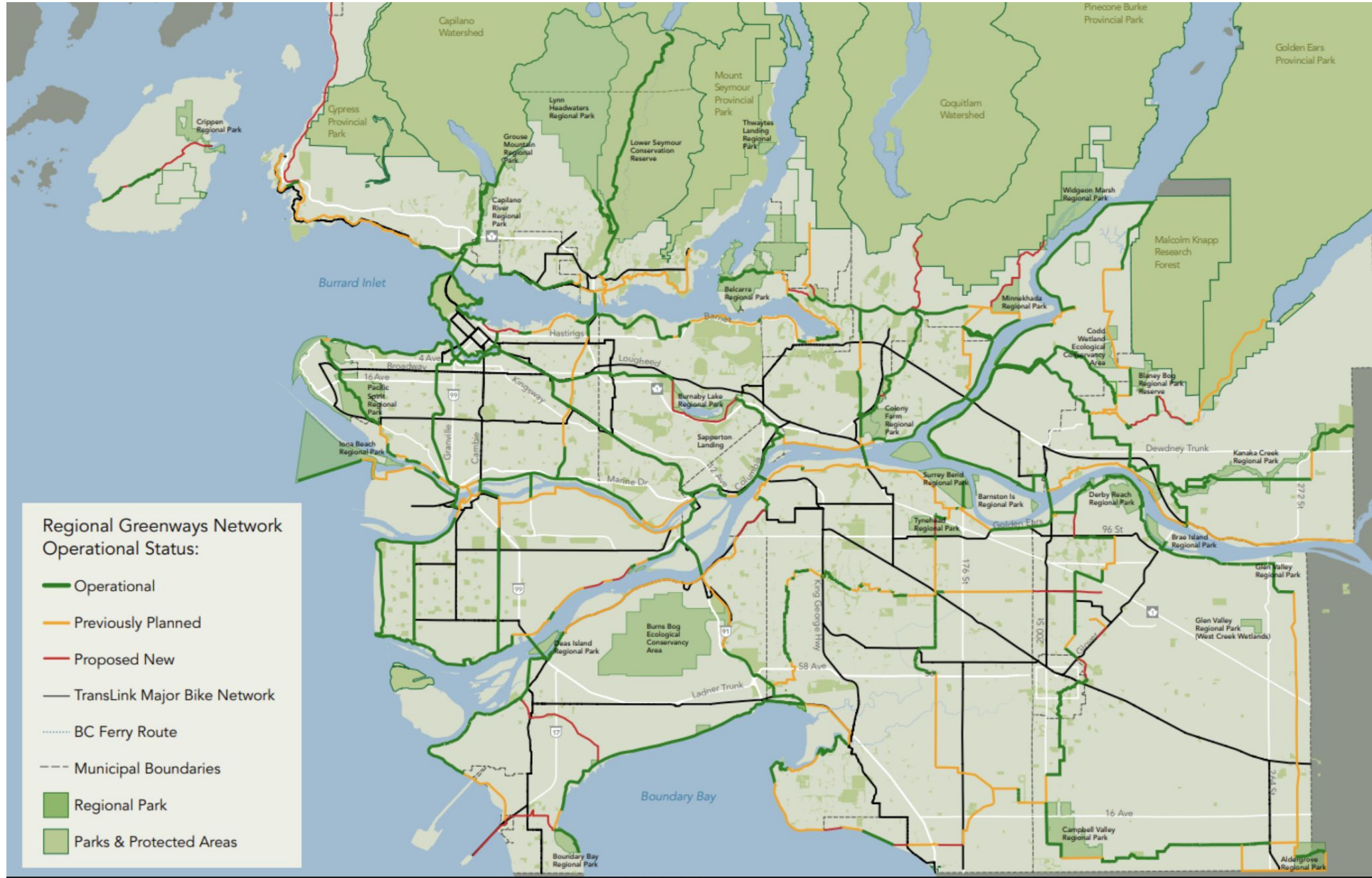


Translink MBN October 2021

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"