



Attendees: Jeff (Chair), Anthony (co host), Philippe, Aidan, Lis, Sam, Kay, Tim, Lisa, DeeDee, Stan, Dan, Margaret, Michael, Ron, Enzo, Eric S, Karole, Genevieve, Suzanne, John, Kristin, Bruce, Clark, Eleni, Lucy, Colin, Shaun, Tassillie, Alix, Brooke, Kieran, Vitalii, Ece Keith, Mike T, Mike V, Ivan, Kerry, Fiona, Eric W (41)

1. Introductions and welcome to new members.

2. Agenda: Approved

3. Minutes from May: Approved

Key Action Items outstanding from last meeting		
1	Everyone	<ul style="list-style-type: none"> <li>Please use BikeMaps.org to document hazards, near misses, collisions, bike thefts. Also make sure to report infrastructure issues to <b>311</b>, <b>@CityOfVancouver</b> on Twitter, or the <b>VanConnect</b> app to have them addressed by the City. You can ask for a call back to ensure your issue has been addressed. <b>Ongoing</b></li> </ul>

4. Announcements (see [bikehub.ca](http://bikehub.ca) – updated regularly and see also our [Local Committee wiki](#))

- We will continue to use Zoom for Local Committee meetings for the near future, meaning July. We do not have a meeting scheduled in August. We will decide in September on whether to resume face to face meetings, continue with Zoom, or do a mix (most likely). Note that we send out a new meeting ID and password each month in the agenda email; we do not reuse meeting IDs or passwords.
- Refer to <https://bikehub.ca/> regularly for up to date news
- If you were not able to attend Kay Teschke’s webinar presentation on Cycling in the Suburbs on June 7th, you can still watch the video online here. Highly recommended viewing.
- At the end of our regular meeting, at 8 pm, we have set up two Zoom breakout rooms, for two of our working groups to carry on smaller discussions. Entrance is directly from the main meeting, there is no need to log in separately. Users will be able to select which room they wish to attend when the breakout rooms are opened.

5. Updates from Working Group Leads.

Contact Jeff ([Vancouver@bikehub.ca](mailto:Vancouver@bikehub.ca)) if you are interested in joining and/or forming a working group.

ITEM	DISCUSSION	ACTION
<b>Updates from Working Groups</b>		
Assessment Rides (Jeff, Anthony, Philippe)	<ul style="list-style-type: none"> <li>Assessment rides are reviews of existing or potential bike routes within the City of Vancouver (CoV). Reports are generated and posted on our wiki. Our reports are used to advocate with municipal officials and provide them with recommendations.</li> <li>Our Kent Ave Bikeway proposal update is underway.</li> <li>A ride is planned on the Central Valley Greenway, from Science World to Boundary Road, on July 3<sup>rd</sup> at 10 am. Philippe has a list of names of those interested and will contact people. Additional names added in the text chat.</li> </ul>	<p><b>Philippe:</b> organize upcoming Central Valley Greenway ride.</p> <p><b>Jeff:</b> finalize updated Kent Ave proposal</p>

Cycling in Parks (Lisa)	<ul style="list-style-type: none"> <li>• Interim protected lane in Kits Beach Park parking lot will be maintained until a permanent solution is decided.</li> <li>• We wrote a letter to the CoV requesting a temporary on street protected lane to connect Vanier Park to the Kits Beach Park entrance. The CoV has assigned staff to this initiative. No timeline yet for deployment.</li> <li>• Public engagement planned for summer 2021 on a long-term solution (from Ogden to Ash) through the park. Decision expected late 2021 or early 2022.</li> <li>• Stanley Park temporary protected lane implemented on Park Drive (Phase 1), Pipeline Rd to 2<sup>nd</sup> Beach.</li> <li>• Phase 2 (looking at the rest of Park Drive) expected in mid June</li> <li>• Phase 3 (concrete to replace cones, the full length of Park Drive) expected in mid July</li> <li>• A meeting was held with Park Board staff to review their plans for the Stanley Park temporary lane, with more meetings scheduled. More details under Consultations.</li> <li>• The PB staff report to commissioners on proposals to reduce vehicle volumes in the park in the longer term is expected in late 2021.</li> </ul>	
Arbutus Greenway (Stan)	<ul style="list-style-type: none"> <li>• Former railway line from the Fraser River through to 1st Ave at Granville St. Easy grade through some very scenic areas with easy access to shops and services.</li> <li>• At King Edward, we have requested signal light changes to protect people in the crossing, and restriction of right turns on red. More than this, the crossing requires realignment so that people are not detoured over to the Arbutus St crosswalk alignment. Discussions continue with CoV staff.</li> <li>• Discussion on the overgrown vegetation, and reduced sight lines. Stan will contact the CoV to request trimming.</li> </ul>	
Urban Cargo and Delivery (Sam)	<ul style="list-style-type: none"> <li>• This working group is looking at promoting the adoption of cargo bikes for last km delivery services, focusing on enabling policies as well as infrastructure issues.</li> <li>• Pushing for new micro logistic hubs for distribution. Recent announcement from the CoV and the province.</li> </ul>	
Broadway Subway (Jeff)	<ul style="list-style-type: none"> <li>• Construction updates are being received from the project office and published through our social media feeds.</li> <li>• Construction work for the Arbutus subway station will result in a detour on the Arbutus Greenway from 10<sup>th</sup> to 7<sup>th</sup> and Cypress, to be implemented shortly.</li> <li>• Construction work for the Emily Carr station means a detour on GNW and Scotia, now in place.</li> </ul>	
East Van Greenway (Clark)	<ul style="list-style-type: none"> <li>• Potential north/south route from around the PNE, towards the Fraser River</li> <li>• The CoV is continuing with internal work to evaluate options and monitoring the Slow Street on Lillooet.</li> </ul>	

**6. Consultations (Jeff) - Note:** many more details on these items are in our [meeting presentation on our wiki](#)

- Discussion on the Stanley Park Protected Lane. The temporary cone protected lane has been implemented from the north end of Pipeline Rd, to 2<sup>nd</sup> Beach, apart from the parking lot entrances.

Phase 2 intended to be in mid June will address the remainder of Park Drive. Phase 3 intended to be in mid July will include concrete barriers the full length of Park Drive, replacing the cones. The seawall remains open for people on bikes. A meeting with PB staff allowed us to review and discuss their plans for the parking lot entrance at Prospect Point. The preferred option has the protected bike lane remain on the roadway, not through the parking lot. Staff intend to use low concrete barriers (18”), joined together. Bus unloading will be on the outside of the protected bike lane. A raised crosswalk was shown, and there will be a defined right turn lane for vehicles to access the parking lot. The parking lot exit will have the slip lane removed, requiring a perpendicular crossing of the bike lane. Design options for the Ferguson Point/3<sup>rd</sup> Beach entrance were not presented. We suggested a similar approach to the Prospect Point design should be explored. PB Staff advised that the crossover option (bikes use left lane/cars use right lane for a section of the west side of the park, to avoid parking lot entrances) was evaluated, and recommended against by the park board’s engineering consultants, as it simply shifted the conflict points to other locations. PB Staff advised that having the horse drawn carriage use the bike lane was evaluated due to requests, including from the carriage operator. A decision has been taken that that will not be permitted. A protected return route was requested along Pipeline Road. PB staff understand the importance of permeability to allow lane changes and agree that the left lane is not just a car lane, but rather a general travel lane, for vehicles, horse drawn carriages, and people on bikes overtaking slower riders. Staff commented that two temporary road signs placed along Park Drive that referred to the left lane being for cars were not authorized and were being removed. We completed a [Stanley Park for Everyone video](#); many thanks to Shaun, who created the video. More details in the meeting presentation.

- Kits Beach Park temporary protected lane implemented through the parking lot. The desire line path at Cornwall and Balsam has been improved. These improvements are intended to remain until a longer-term solution is implemented. Public engagement has been announced for this summer, in two phases, to gather input and determine a path alignment for the full length of the park, from Ogden to Balsam. A decision from commissioners is expected in early 2022, prior to the election. We wrote to the City of Vancouver and formally requested a temporary protected lane on the local streets from Vanier Park to the Kits Beach parking lot entrance.
- The Beach Ave Bikeway continues to be extremely popular. Counts by the CoV show a daily peak of 13,927 at the 1400 block of Beach, in April. May numbers were not yet available. We will continue to monitor both the Beach Ave and Stanley Park bike lane counters.
- Three schools participated in the School Streets Pilot (Lord Roberts, Hastings, Van Horne). Evaluation now underway, and discussions with staff and elected officials continue in order to push for September implementations of school streets, building on the learnings from this pilot program. The CoV is considering starting with the same three schools in September, and expanding to 10 schools in March 2022. We are pushing for infrastructure improvements in one block adjacent to each CoV school, to not require volunteers to work shifts to provide safe school access for people walking and cycling. Feedback on the School Streets program can be sent to [schoolactivetravel@vancouver.ca](mailto:schoolactivetravel@vancouver.ca)
- Along the Ontario Bikeway, construction of the diversions to reduce vehicle traffic have been completed at 5<sup>th</sup> and 7<sup>th</sup>. Construction is commencing at 16<sup>th</sup>. More details in the presentation.
- We are finalizing our updated proposal for improvements to the Kent Ave Bikeway, and a significant change from our previous proposal of several years ago is the need to connect to the Arbutus Greenway. Several options have been identified. More details in the presentation. The breakout room discussion reviewed the various alternatives, and a consensus was reach on the importance of the waterfront route, which is aligned with the Experience the Fraser group, the Great Blue Heron Way group, and a current group working to connect all along the Fraser towards UBC (reference the current motion by Councillor Wiebe). The group also saw benefits to creating an on-road route, potentially along 71<sup>st</sup>, to avoid SW Marine and reach east to Hudson St or Oak St from the Arbutus Greenway, then connecting to Kent Ave, with signage on the Arbutus Greenway to alert greenway users to the route.
- More details on these and other current consultations in the [presentation](#).

**7. Regional Advisory Committee (Jeff) - No update this month**

**8. Local Committee Correspondence – No update this month**

**9. Board Update (Jeff)**

**10.** The [HUB Cycling Annual General Meeting](#), and election of directors, is scheduled for September 16<sup>th</sup> via Zoom. All HUB Cycling members are welcome to attend.

**11. Other Business**

- Discussion on the 10th Ave bikeway near Yew, and safety issues at the intersections, and at the end of the interim protection (with a transition to a local shared street bikeway)
- Interest was expressed in starting work early for next year's municipal elections. Tally voting records, show how incumbents voted on active transportation issues (eg Commercial Drive)

20:00 Meeting adjourned.

8:00 – 8:30 Breakout sessions held on Cycling in Parks, and Arbutus Greenway/Kent Ave connections

**Next meeting July 20<sup>th</sup>, 2020, by Zoom web meeting (link will be sent out in advance of the meeting)**