

# Vancouver-UBC Local Committee

April 18, 2023

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 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 use computer audio (microphone and speaker), or dial in separately

# Meeting Agenda

- Welcome and introductions
- Agenda and Action Item Review
- Announcements
- Guiding Principles for our Advocacy Work
- Upcoming MoTI Motor Vehicle Act changes
- Updates from Working Group leads
- Consultations Update
- Regional Advisory Committee (RAC) Update and Board Update
- Local Committee Correspondence
- Other Business
- Meeting Adjourns (8:00 pm)                      Break Out Rooms (8:00 pm)

# Welcome and Introductions

- Welcome to new attendees
- Anything to add to the agenda?
- Minutes from March meeting

# Action Item Review

- Van Connect – please report bike lane maintenance issues to the CoV
- Volunteer Opportunity - BEST event at Granville Island May 21. This event has been cancelled and volunteers are not required.

# Announcements

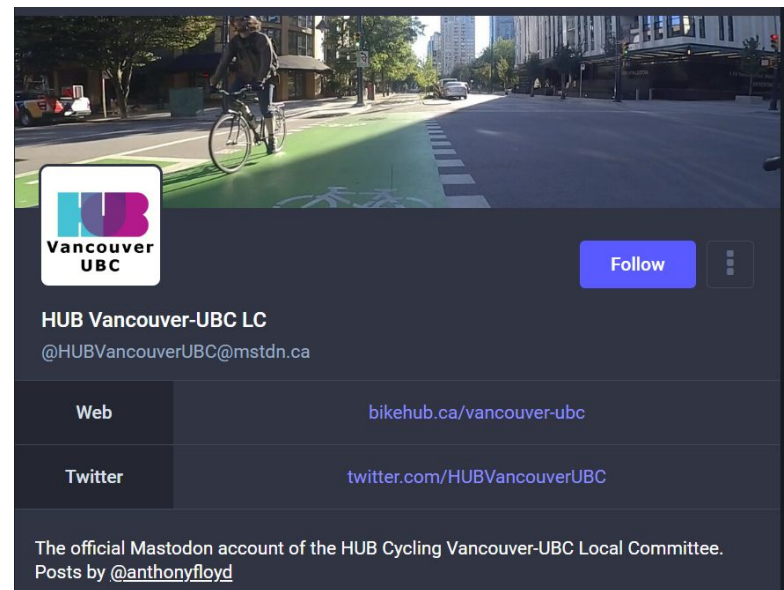
- Van311 – please report bike lane maintenance issues to the City
- The BC Government has announced \$100m in funding for cycling infrastructure, over three years, in Budget 2023.
- HUB Cycling is looking for volunteers who are comfortable with city cycling and able to make a 3 month commitment to become mentors for the Newcomer Bike Mentorship Program starting in May
- At the end of our regular meeting, at 8 pm, we will have several Zoom breakout rooms set up, for some of our working groups (Cycling in Parks, General Discussion)
- Additional announcements follow

# VULC Social Media

- The Vancouver-UBC Local Committee now has its own social media presence!



<https://twitter.com/hubvancouverubc>



<https://mstdn.ca/@HUBVancouverUBC>

# VULC Social Media

- Social media is an effective way of spreading our message and raising our exposure

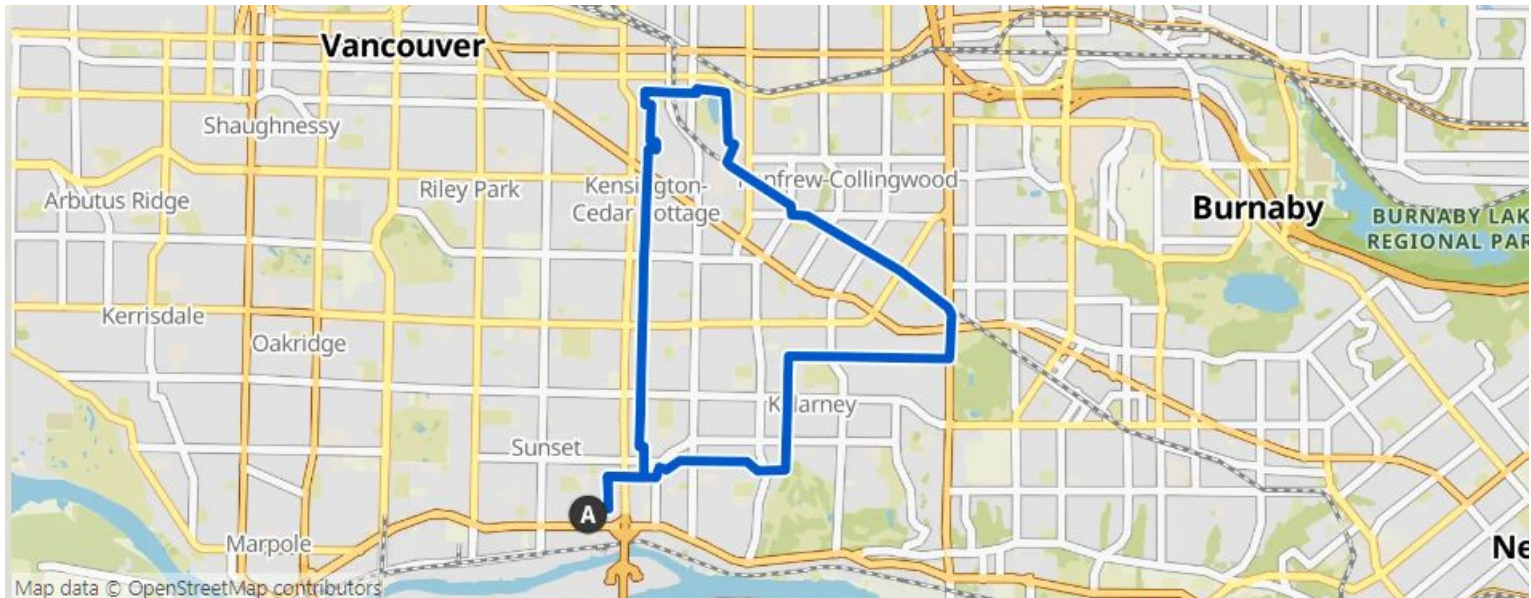




# VULC Social Rides

Sunday April 23<sup>rd</sup> @ 1pm

# Ross St Temple/BCP/SE Vancouver Loop



18.4 km. Start/stop @  
KDS Vancouver Gurdwara

Contact [anthonyfloyd@gmail.com](mailto:anthonyfloyd@gmail.com)

Eventbrite Link

# VULC Social Rides

## Date

## Ride

Sunday, Feb 26, 2023 @ 1pm

**SNOWED OUT**

Sunday, Mar 26, 2023 @ 1pm

Tour de East Van, 17 km 

Sunday, Apr 23, 2023 @ 1pm

Ross St Gurdwara/SE Van, 18 km

Tuesday, May 2, 2023 @ 7pm

Tour de Oakridge, 21 km

Tuesday, Jun 6, 2023 @ 7pm

Tour de River District, 16 km

Tuesday, Jul 4, 2023 @ 7pm

Tour de Dunbar/Marpole, 17 km

Tuesday, Aug 1, 2023 @ 7pm

Tour de False Creek, 18 km

Tuesday, Sep 5, 2023 @ 7pm

Renfrew-Collingwood Loop, 22 km

Sunday, Sep 24, 2023 @ 11am

Steveston? Steveston!, 50 km

Sunday, Oct 22, 2023 @ 1pm

Tour de Point Grey, 21 km

# Guiding Principles for our Advocacy Work

# HUB Cycling Purpose

## HUB Cycling has two purposes in its constitution:

1. To provide educational forums, classes, workshops, and seminars to the public that teach the following two subjects in Metro Vancouver:
    - a. how to cycle safely and interact safely with people cycling on the road and,
    - b. how to repair and maintain a bicycle.
  2. To conserve the environment and improve the health of people in Metro Vancouver by encouraging cycling as a mode of transportation through:
    - a. facilitating communication between cyclists by providing forums wherein people who cycle can discuss cycling issues;
    - b. facilitating communication between cyclists, motorists, pedestrians, bicycle retailers, non-political transportation companies and planners, real estate developers and other non-political groups dealing with people cycling by engaging these groups directly and presenting the interests of these various groups to each other;
2. (cont'd)
    - c. collecting and developing best practices related to cycling, which includes compiling research & developing expertise in relation to cycling infrastructure and urban design and resources for businesses & organizations interested in promoting cycling to the public;
    - d. organizing and operating non-political events that promote the use of the bicycle as an environmentally beneficial and healthy mode of transportation between destinations; and
    - e. improving public cycling facilities through engagement with decision makers & stakeholders in planning processes.

# HUB Cycling Core Values and Goals

## HUB Cycling Core Values

### Community

- We believe that cycling is an exceptional catalyst for creating healthy, happy, connected and livable communities.

### Sustainability

- Cycling plays a fundamental role in meeting the social and environmental needs of the people of British Columbia.

### Collaboration

- Working with all stakeholders - the general public, the private sector, and the public sector - is pivotal as the best results for improved cycling infrastructure, training, and promotion come from working together.

### Inclusivity

- We welcome and celebrate the diversity of all British Columbians through our work. We also recognize that socio-economic and cultural barriers must be acknowledged and considered through our advocacy, training, and promotion.

### Innovation

- Through the power of creativity, proactivity, and innovation we will adapt to and create new opportunities to introduce positive change and reach more people.

### Responsibility

- We are accountable to our members, supporters, and the general public through our promotion, education, and advocacy for cycling improvements. Evidence-based decisions, transparency, integrity, and dialogue are core to how we conduct our work. This fosters trust among all stakeholders.

## HUB Cycling Goals

1. An expanded cycling network, with a focus on infrastructure that is comfortable for most users.
2. A network of strong HUB Cycling Local Committees that drive improvements in cycling infrastructure, education and promotion in their communities.
3. Improved and expanded cycling-related safety education for users of all transportation modes.
4. A modernized BC Motor Vehicle Act and other legislation to improve road safety and accountability for all.
5. Be British Columbia's trusted resource for cycling infrastructure, education and promotion.
6. Strengthened relationships with the communities we currently serve, and expanded collaboration with new communities throughout British Columbia.
7. Expanded participation in our current programming, and a suite of new programs to attract new user groups.
8. Expanded and diversified funding sources to maximize organizational impact and sustainability.
9. Increased cycling among groups that may face social, cultural, and/or financial barriers to cycling.
10. Better capture and utilization of data that supports evidence-based decision-making around cycling.

<https://bikehub.ca/about-us/our-strategic-plan>

# HUB Cycling Local Committees

## What is a Local Committee?

HUB has 10 local committees across Metro Vancouver who engage with decision makers to improve cycling conditions in their municipality.

Each committee meets regularly to discuss local cycling issues, perform assessment rides to document local conditions, develop reports and present recommendations to local councils / decision makers & plan local events to encourage cycling.

The Regional Advisory Committee (RAC) works on region-wide or cross-boundary projects and policies.

## Key Messages

- Working together, people cycling can make a bigger impact on the decisions made in our communities related to cycling issues, policies & infrastructure improvements. HUB brings together and supports cycling enthusiasts of all levels to craft policy positions, share best practices; build community and promote cycling education programs.
- HUB committees have been central to the implementation of major cycling-related initiatives, programs & improvements in regional areas.
- HUB provides access to user perspectives, motivations, barriers, data collected from cycling programming and membership (BTWW survey results, etc)

<https://bikehub.ca/get-involved/join-local-committee-0>

# HUB Cycling Van-UBC Local Committee

## Guiding Principles for Advocacy



For  
discussion

1. Separated lanes and phase-separated signals wherever possible; paint is not infrastructure.
2. Safe and Comfortable Infrastructure where people want to go, including commercial high streets, transit nodes, work centres, and interregional routes/destinations.
3. Safe and comfortable infrastructure grows use, particularly with under-represented groups. Avid cyclists are not the primary concern.
4. To and Through parks.
5. Equitable advocacy includes considering many different types of people and devices: all ages and abilities, all genders, children and families, novice and avid cyclists, older cyclists, cyclists with disabilities, ebikes, cargo bikes, bikes with trailers, hand cycles, etc
6. School streets, cycle-permeable parklets and plazas, and car-free blocks are great ideas; let's encourage more of those.
7. There is more to Vancouver than the downtown peninsula and the Broadway Corridor; the cycling network outside these areas is under-developed and must be expanded, especially on the south and east sides of the city.
8. 30 kph maximum everywhere vehicles and people on bikes share space.
9. Crash, not accident. Almost all crashes are preventable, let's encourage engineering solutions to reduce them.
10. Constructive collaboration is effective in achieving long-term goals; relationships with staff and elected officials must be respectful and nurtured.

# Changes to the MVA - History

- The MVA was introduced in 1957
- We have been advocating for approximately 8 years for changes to the MVA
- We are part of a coalition called the Road Safety Law Reform Group, which includes the BC Trial Lawyers Association, HUB Cycling, all BC Health Authorities, and others
- Our Position Paper was issued in 2018
- Our approach is research-based
- We have had letter writing campaigns to urge MLAs to support these changes
- We were advised last fall that changes were proposed for spring 2023, subject to confirmation of the legislative calendar, and have been in meetings with MoTI since then



# Changes to the MVA - Approach

- We have been advised that the first step is to change the legislation for the Act
- The Act is the framework, then regulations will be drafted with specifics
- The first phase includes structural changes, and so it is significant in terms of effort. The proposed changes cover 47 pages of text
- The changes will be enacted in several phases. This is phase 1.
- One of the enabling changes is to responsibility: Until now, the Act has been the responsibility of multiple ministries (Safety, AG, Transportation). We understand that it is being moved to a single minister, and this should help in keeping it current

# Changes to the MVA - Definitions

- Cycle is now defined for the whole Act, and not just the section on Responsibilities of an Operator of a Cycle
- The Motor Assisted Cycle definition has been changed
- Cycle does not include wheelchairs, strollers, skateboards, kick scooters, skates, etc
- Micro Utility Devices and Personal Mobility Devices are now defined
- Pedestrian is now defined for the whole Act
- A Vulnerable Road User is newly defined as a pedestrian, a person who is operating or is on a cycle, or a prescribed person
- Automated Vehicles, and SAE Levels 1 - 5 of autonomy, are now defined
- Heavy Commercial Vehicles are defined as a class

# Changes to the MVA - Vulnerable Road Users

- A duty (of care) is imposed on drivers of motor vehicles in relation to vulnerable road users
- Death or bodily harm caused to a vulnerable road user is to be considered an aggravating factor in imposing a sentence for an offence, including for careless driving

# Changes to the MVA - E Bikes

- Motor Assisted Cycles are defined in the Act
  - E Bike classes 1, 2, or 3 are not defined, relating to maximum speed and presence of a throttle
  - Must have pedals or hand cranks that allow for human power
  - Pedals and cranks must be capable of being operated while the motor is engaged, and providing assistance
  - Motors must be of a prescribed type (eg max power)
- Peace Officers may exercise their powers to investigate whether cycles are self propelled, human powered, operated in contravention of the Act, etc, including stopping a person without a warrant, inspect the vehicle or cycle, impound the cycle, etc

# Changes to the MVA - Safe Distances

- Safe passing distance for Vulnerable Road Users
  - Prohibition on passing unless the action can be taken safely and at a minimum distance of 1 m, or a prescribed distance
  - We have presented our recommendation for this to be increased to 1.5 m
  - A person who takes an action in compliance with the section does not contravene other provisions of the Act (eg, obstructing traffic)
- Safe Following Distance for Vulnerable Road Users
  - No closer than is reasonable and prudent
  - No closer than 3 m or a prescribed distance
  - We have presented our concerns on this point to the Minister, as some drivers may presume that 3 m is therefore safe, when it doesn't consider travel speed.
  - We recommended using ICBC's guidance of 3 seconds

# Other Changes to the MVA

- Heavy commercial vehicles must be equipped with activated speed limiters
- Automated Vehicles
  - Level 3, 4, and 5 automated vehicles are not permitted unless otherwise authorized
- Micro mobility devices not permitted on highways unless the regulations allow otherwise

# Changes to the MVA - Regulations

- The Minister may now make regulations that allow, permit, regulate or limit, access or use....
  - This now includes cycles as a class
  - eg, Winter Tire regulations may now include cycles
- Lieutenant Governor in Council may make regulations regarding distance requirements, prescribing designated mobility devices and motor assisted cycles, including on persons who own, rent, or lease these devices
- Municipalities - Changes to the powers of what a municipality can regulate (including the speed of a cycle)

# Changes to the MVA - Pilot Projects

- Formalized for purposes of research, testing, or evaluating matters relating to the Act
- Opt-in pilot projects for municipalities
- Province-wide pilot projects may be authorized for all of the province
- Regulations for pilot projects to address conflicts
- Extended from 3 years to 4 years
- Regulations for treaty lands (require consent)
- Transition rules on Electric Kick Scooter Pilot Project



# Changes to the MVA - Our Position

- We didn't get everything we asked for, but we are gratified to see action
- We are encouraged by the significant structural changes to the Act, and the changes made to enable it to be kept more current, and recognize emerging trends, new devices, etc
- The Vulnerable Road User definition is a huge step forward
- The passing distance wording should be changed to address new research (1.5 m) and the following distance wording should be revisited.

# Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony – No rides are planned this month, but will start up as the weather improves. HUB staff are offering a one day Ride Marshall course for those leading rides. Please put your name in the text chat if you are interested in this and have not advised us previously
- Cycling in Parks – Lisa - Kits Park improvements, East Park planning process, Stanley Park protected lanes, Sunset Beach bikeway
- Arbutus Greenway – Stan/Jeff
- Broadway Subway – Anthony/Jeff – Traffic advisories being received
- Elections Working Group – Lisa
- East Van Greenway – Clark

# Consultations – Broadway Active Mobility Lanes

- March 29th Council decision
  - Option 1, delay lanes until we have information on traffic flows following construction
  - Council commitment to including protected lanes on Broadway remains, but no decision on timing
- We wrote to council, and addressed council during the meeting
  - The vast majority of speakers urged council to include protected lanes now

# Consultations – Portside Greenway

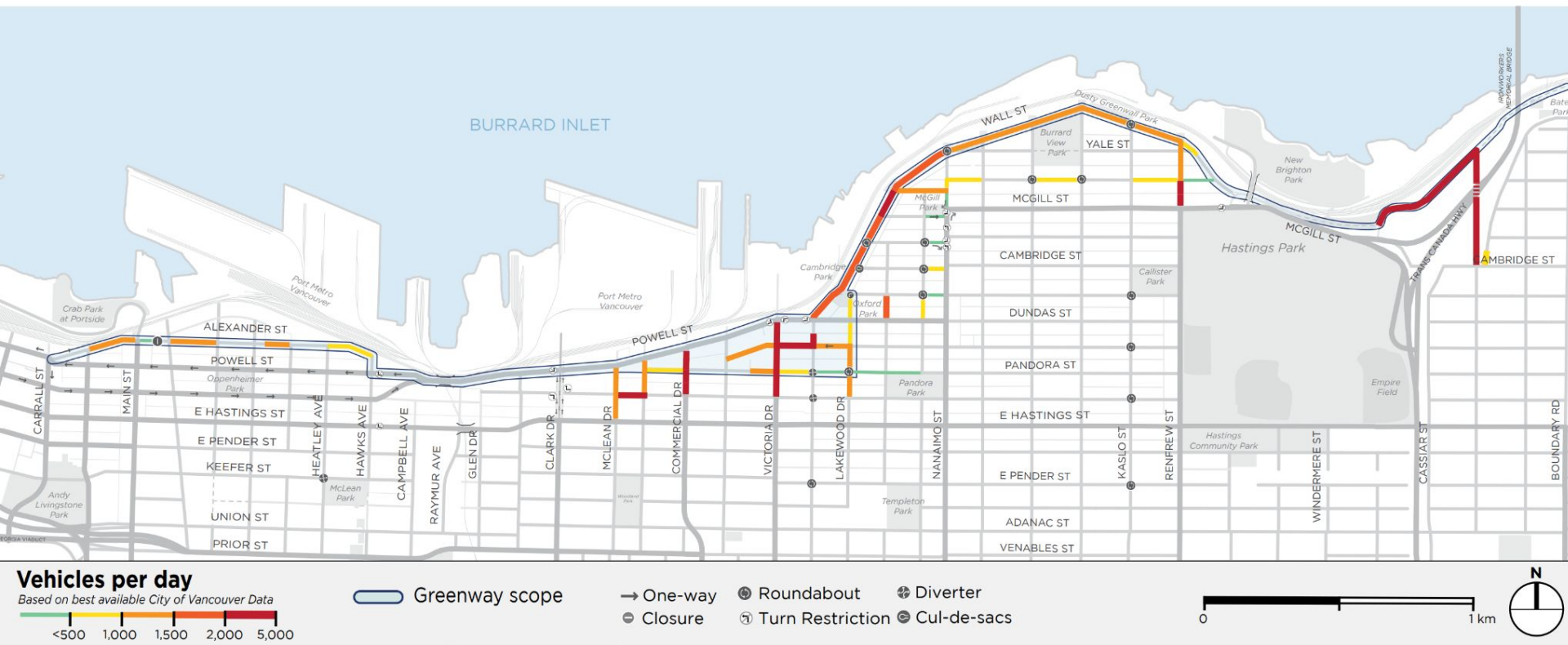


- Phase 1 Engagement - Goals, Ideas, Concerns
- Survey open now until May 25
- Workshops available Apr 27, Apr 29, May 1
- 2023 Consultation, 2024 Detailed Design, 2025 onwards Construction

# Consultations – Portside Greenway

There is no 'one-size-fits-all' approach to designing safe, comfortable biking and rolling routes for all ages and abilities.

- A general rule of thumb is to keep motor vehicle volumes under 30 km/hour and volumes under 500 vehicles/day
- Traffic diverters can help keep volumes and speeds low, but neighbourhood circulation and access must be considered
- Where volumes and/or speeds will remain high, routes should be physically protected



# Consultations – Public Engagements

- Bute Greenway
  - Survey open until Apr 30
- Adanac Bikeway (Hastings Sunrise)
  - Survey open until Apr 28
  - This is focused on the Cassiar overpass
- Imagine West End Waterfront workshops
  - We were invited as stakeholders

# Consultations – School Streets

- Year Round School Street proposal for Lord Roberts School (Comox Greenway)
- Survey Closed April 14

# Regional Advisory Committee (RAC) update

- Working with MoTI on the changes to the Motor Vehicle Act
- Upcoming e bike education to be delivered by HUB Cycling (in person and online)
- Upcoming announcements expected on e bike support



# HUB Cycling Board update

- Funding received from MoTI for e Bike education throughout the province (in person, and online)
- Funding received for the Ride Your Path program with Musqueam youth
- Funding received from Fed Ex for a Women's Summer Cycling Program at our Trout Lake Cycling Education Centre
- A second Cycling Education Centre is planned for Richmond
- 802 new members last year
- Working with ICBC on improvements to their Enhanced Care Program for Vulnerable Road Users
- MOBI bike share is matching donations to HUB Cycling, has purchased HUB memberships for all their employees, and is encouraging other businesses to do the same

# Local Committee Correspondence

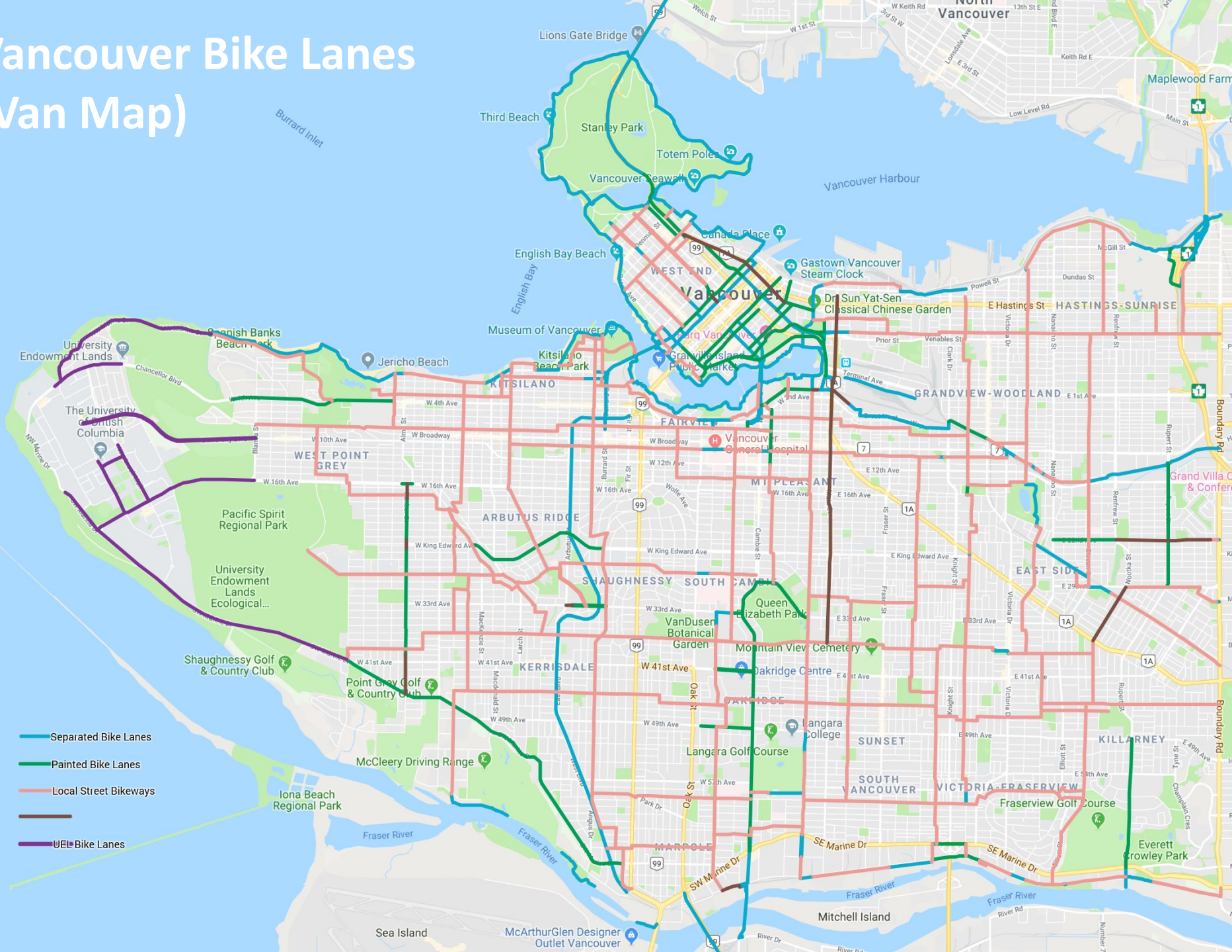
- The Vancouver Hastings Climate Action Team is advocating for more bike parking in their East Hastings neighbourhood and is looking for a volunteer who lives in that area to join them

# Breakout Rooms

- We have set up several Breakout Rooms so that our working groups can continue with smaller group discussions.
- Each will have a moderator/leader. The rooms will be open for 30 minutes.
- Please select which one you would like to go to
  - Cycling in Parks (Lisa)
  - General Discussion (Anthony)

# Appendices

# Vancouver Bike Lanes (Van Map)

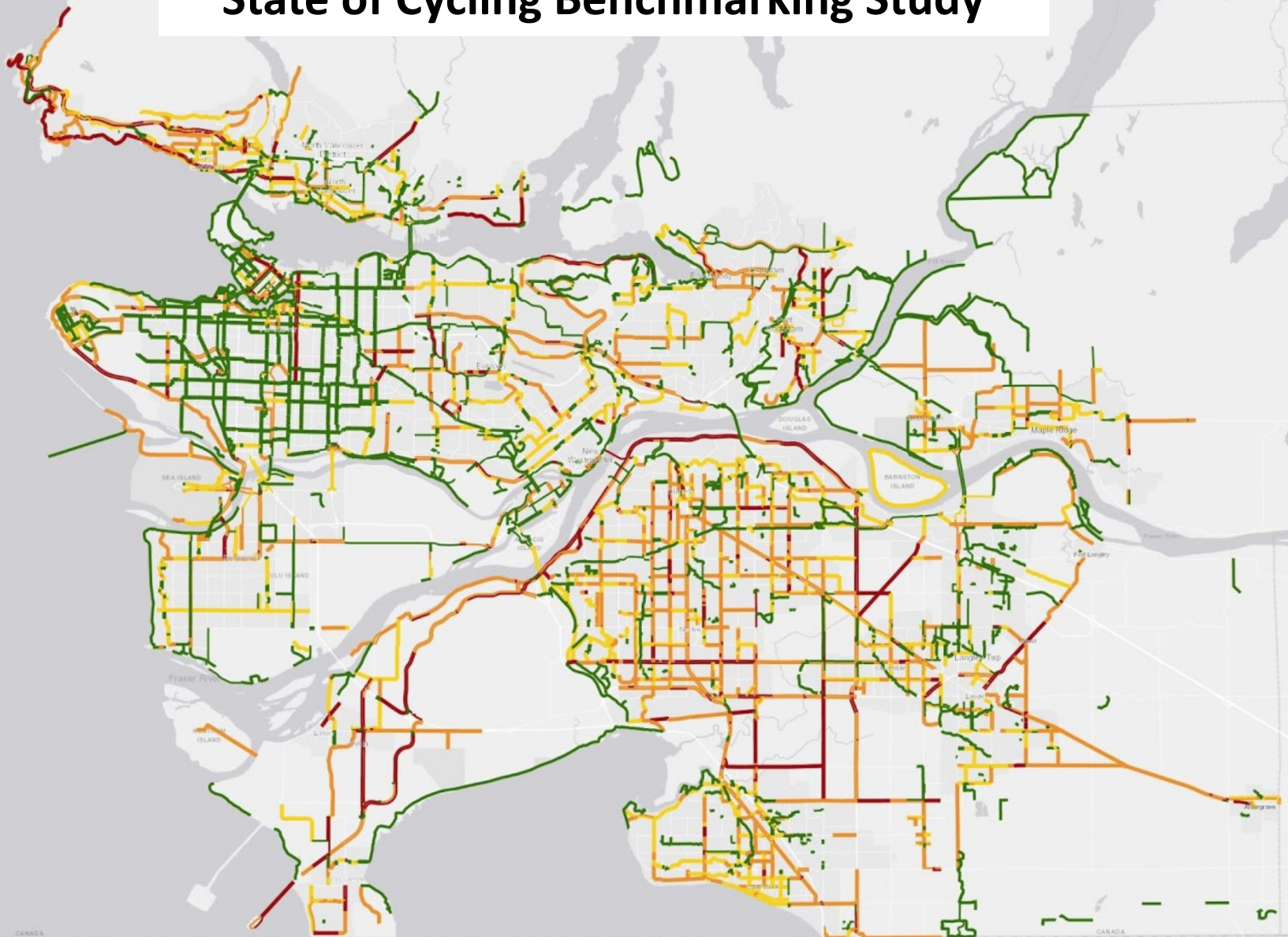




This is a detailed map of Vancouver, British Columbia, Canada. The map shows the city's layout, including major roads, parks, and landmarks. The city is divided into various neighborhoods, each color-coded: West Point Grey (light green), Kitsilano (light blue), Fairview (light orange), Arbutus Ridge (light green), West Side (light green), Oakridge (light green), South Vancouver (light green), and others. The map also shows the surrounding areas, including Lower Lonsdale, Park & Tilford Gardens, and the Fraser River. Key landmarks include Stanley Park, Vancouver Island, and the University of British Columbia. The map is oriented with North at the top.

# Regional Bikeway Map

## State of Cycling Benchmarking Study





# CoV Cycling Network Improvement Budget

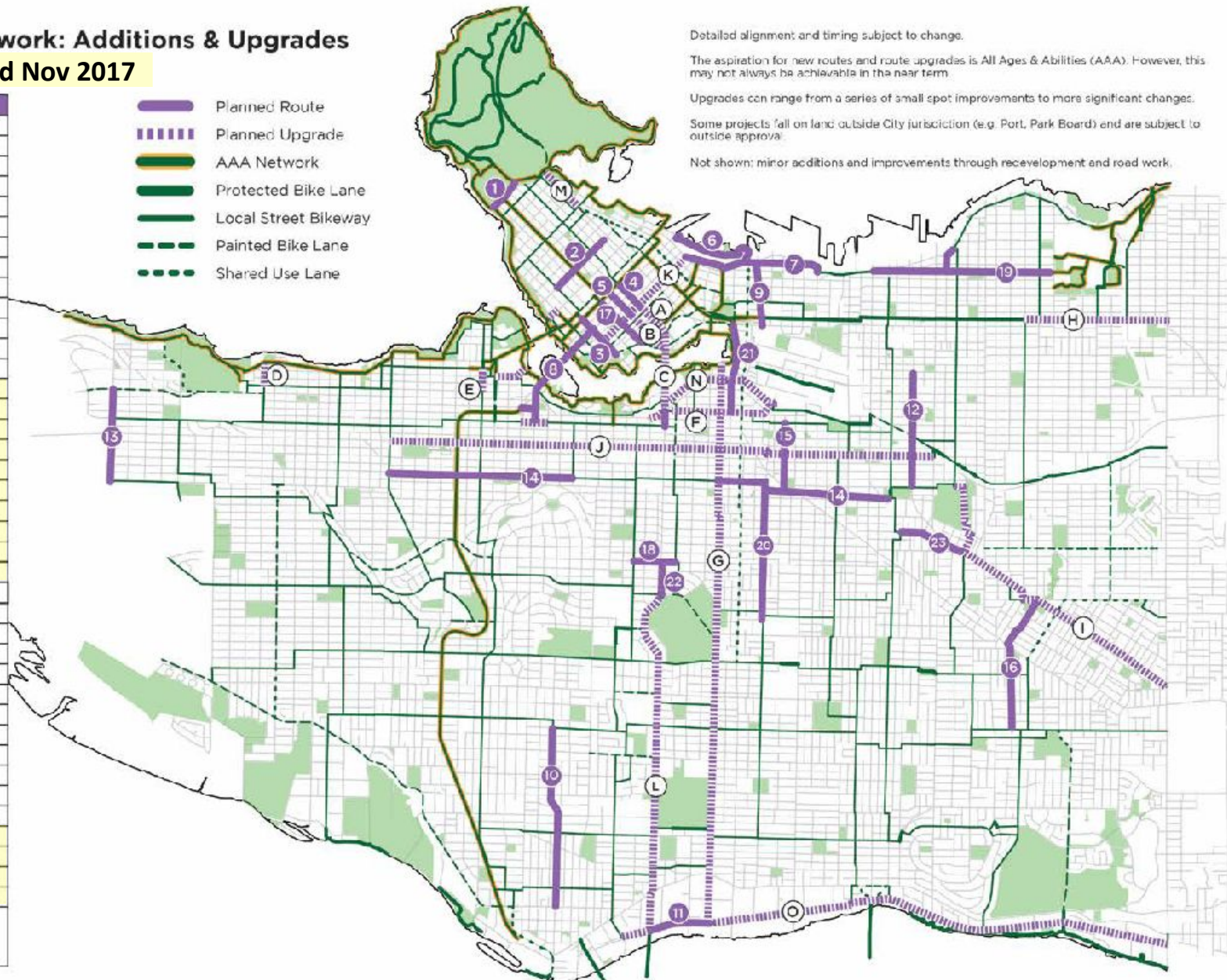
## 5-Year Cycling Network: Additions & Upgrades

2018-2022 Added Nov 2017

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



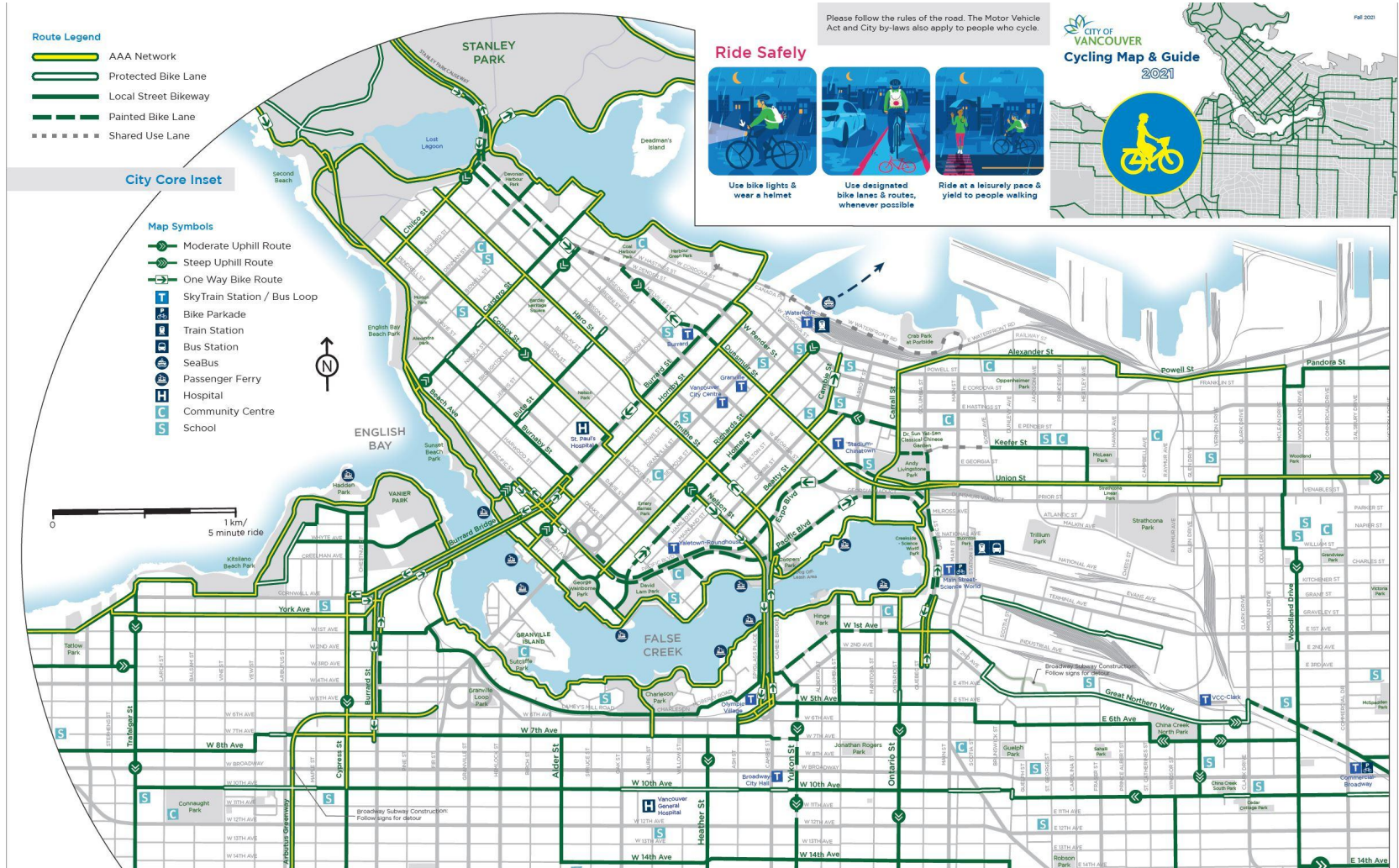


# CoV Cycling Map – Fall 2021 Update





# CoV Cycling Map – Fall 2021 Update



## Mobi by Shaw Go is Vancouver's public bike share system

- Users can unlock a bike at any station, ride, and return it to any station
- Users can take an unlimited number of trips during their membership period
- Most of the stations have free Wi-Fi

## For more info and current station locations:

- Visit [www.mobibikes.ca](http://www.mobibikes.ca)
- Download the "Mobi by Shaw Go" App
- Call 778-655-1800

Check out the Mobi Station Zone on the Main Map. The boundary contains all public bike share stations, including Downtown and Stanley Park.



mobi | Shaw)Go

## Walk + Bike + Roll: Getting Around the Vancouver Way



By walking, cycling, rolling, and taking transit more often, you can:

- Improve your personal health
- Improve the health of your environment
- Alleviate congestion on our streets

[vancouver.ca/walkbikeroll](http://vancouver.ca/walkbikeroll)

## For More Information from the City of Vancouver

Phone/TTY: 3-1-1/7-1-1

Web: [vancouver.ca/cycling](http://vancouver.ca/cycling)

Bike network inquiries & small upgrade projects: [bikeupgrades@vancouver.ca](mailto:bikeupgrades@vancouver.ca)

Report garbage, graffiti, and much more with the City's VanConnect app: [vancouver.ca/vanconnect](http://vancouver.ca/vanconnect)

## Micro Mobility: Where can I ride?

	Major Road	Local Road	Protected Bike Lane or Pathway	Sidewalk
Bicycle	✓	✓	✓	✗
E-Bike*	✓	✓	✓	✗
Moped	✓	✓	✗	✗
Skateboard	✗	✗	✗	✗
Push Scooter	✗	✓	✓	✗
Rollerblades	✗	✓	✓	✗
E-Scooter*	✗	✓	✓	✗
Mobility Scooter	✗	✗	✗	✓
Hoverboard**	✗	✗	✗	✗
E-Skateboard**	✗	✗	✗	✗

\*Not for use on motorized wheelchairs. Vancouver bylaws prohibit the use of motorized devices (e-bikes and e-scooters) on the seawall.  
\*\*Currently hoverboards and e-skateboards may not be operated on roads or sidewalks as per the BC Motor Vehicle Act.

## Register your Bike to Reduce Theft

It's free and takes only 5 minutes. In the event your bike goes missing, you can activate the police and community to help recover your bike.

Always report a missing bike with police. Better reporting means more returned bikes and helps law enforcement to prioritize their efforts.



[www.projects29.com](http://www.projects29.com)

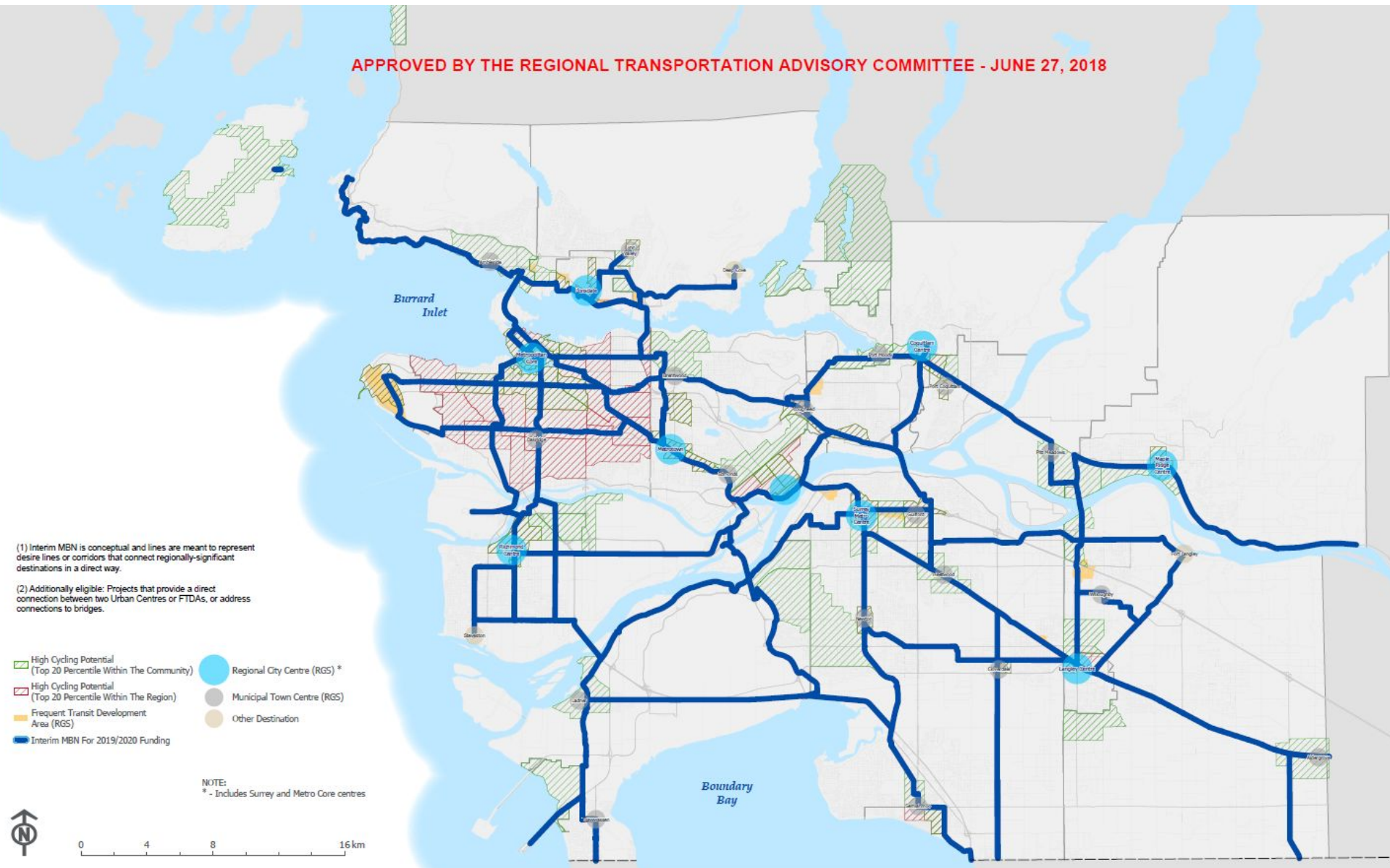
## Bikes on Transit

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 are indoor 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 [www.translink.ca](http://www.translink.ca)

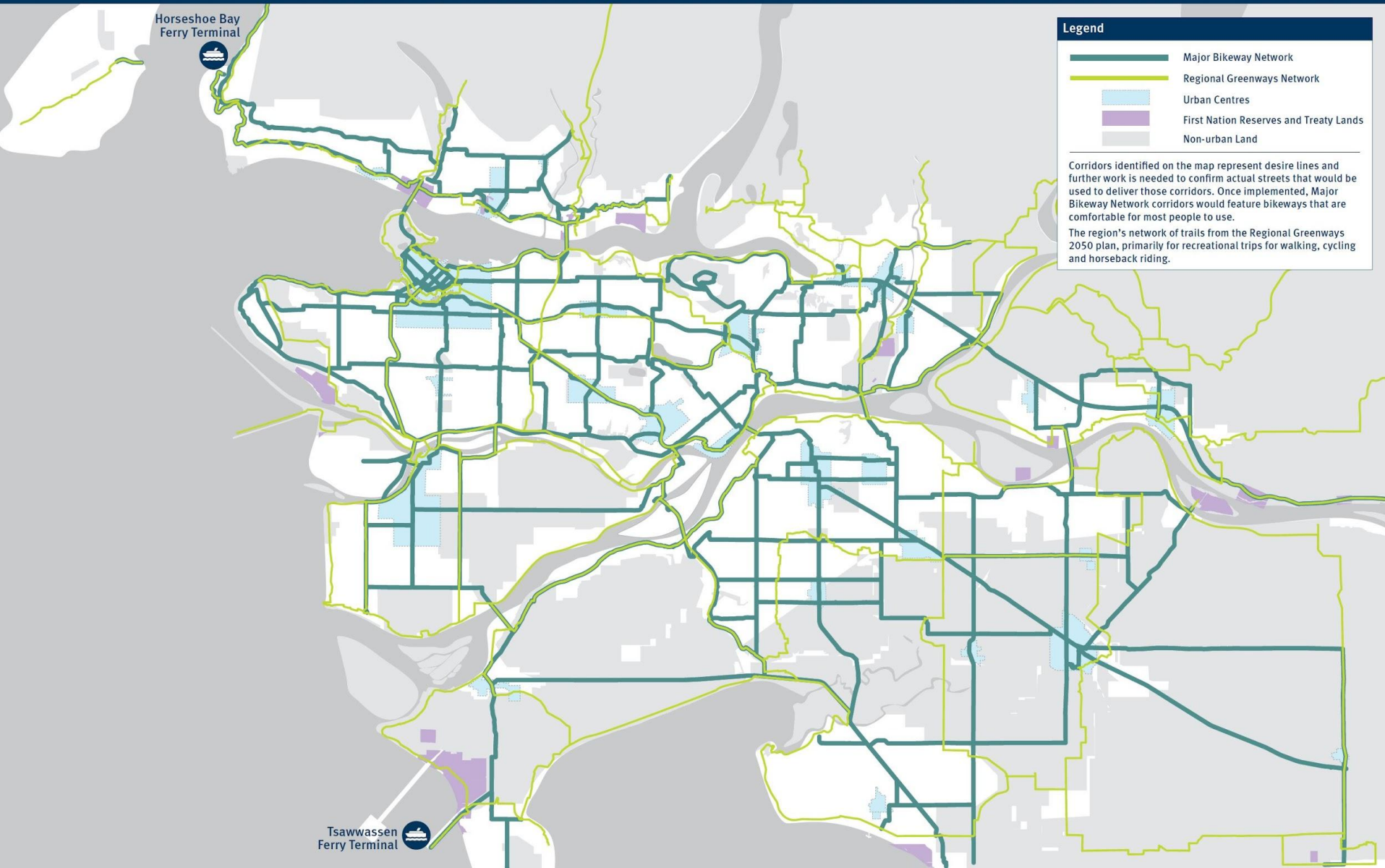
# Translink Major Bikeway Network (MBN)





# Translink Major Bikeway Network October 2021

## Transport 2050 Regional Cycling Network

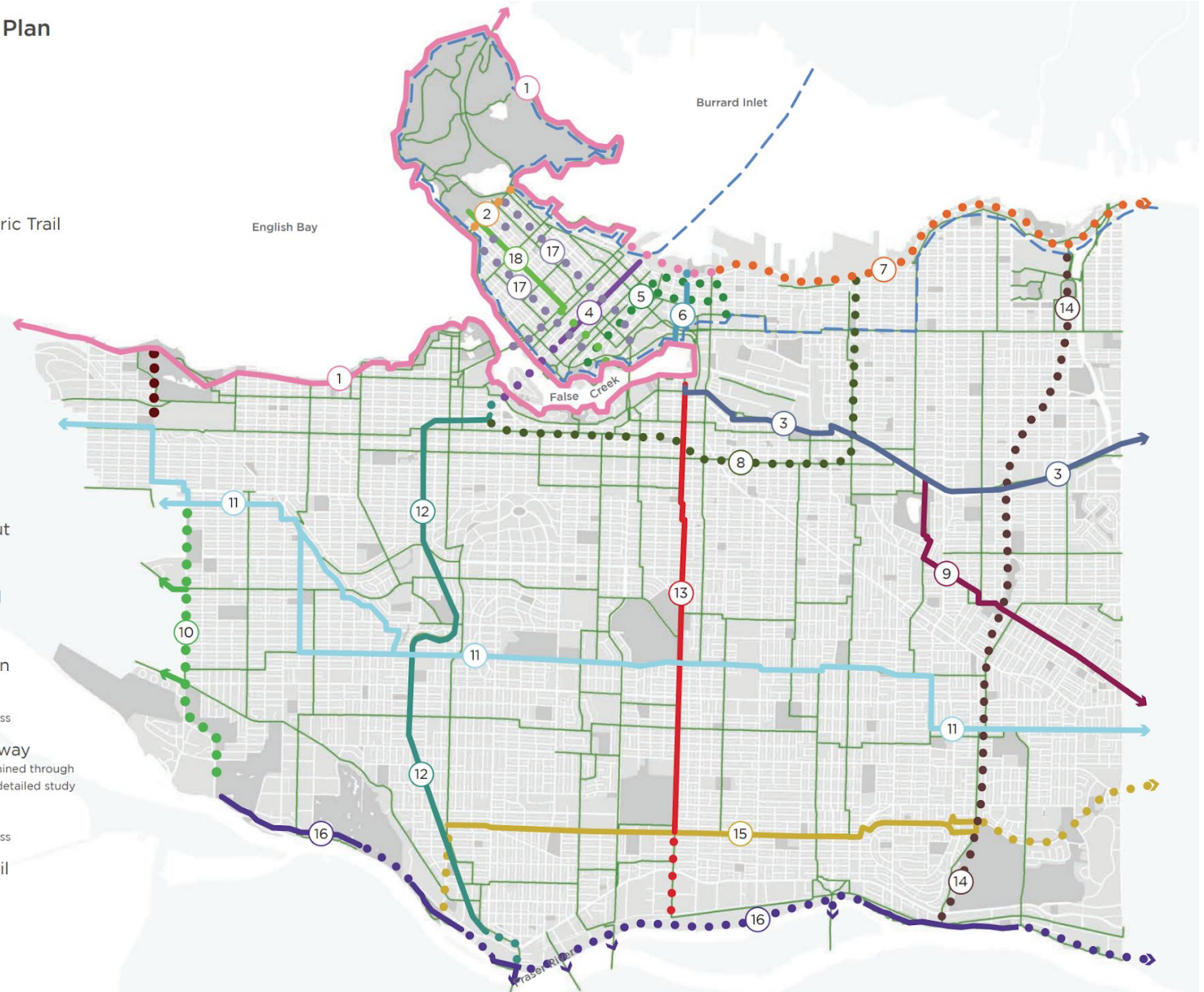


# Vancouver Greenways Plan

## 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





# Metro Vancouver Greenway Plan

