

Bicycling

CityPlan

Riley Park/South Cambie **RPSC**

Vancouver's existing bicycling programs over the last several years have helped to increase the number of cyclists commuting daily in Vancouver from about 20,000 in 1994 to 44,000 in 1999. This is an increase of almost 130%. The 1999 data represents a cycling mode share of approximately 3% of all trips originating in Vancouver, over 24 hours.

The City's Transportation Plan presents proposals that are intended to continue this increase so that by the year 2021 approximately 4% of the morning work trips would be made by bike.

The Plan goals are based on improvements to the existing on-street facilities, facilities at destinations, and education. A range of on-street facilities would include Bikeways on quieter streets, and Bike Lanes or wide curb lanes on some streets and bridges.

Bikeways

Many of the City's existing bikeways are local streets that have been enhanced for cyclists. Bikeways are not designed to prohibit car traffic, rather to provide safer, more comfortable routes which promote cycling. Examples of improvements include cyclist activated signals at major arterials and islands/refuges on arterials to facilitate crossings by cyclists. To avoid bikeways being attractive alternatives to arterial streets for drivers, bikeways include design features such as bicycle-permeable diverters, which discourage through traffic while not impeding the movement of bikes.

In Riley Park-South Cambie (RPSC) there are three Bikeways: the Ontario, Midtown/Ridgeway and Heather Bikeways. Possible future bike corridors in the RPSC area are 19th Ave, 28th Ave, Yukon St and Prince

Edward St. Also arterials that may have improvements made to them in order to better accommodate bicycles are 16th Ave, King Edward Ave and 29th/Midlothian/33rd Ave.

Bike Lanes

A Bike Lane is portion of a street (usually an arterial) reserved for use by bikes and usually separated from general traffic lanes by a stripe of paint and by signage. Southwest Marine Drive was the first Bike Lane constructed in the city, accommodated by marking a lane mostly on the existing paved shoulder.

Wide Curb Lanes

Another way to accommodate bikes on arterial streets is to provide wide curb lanes (about 4.3 m or 14 feet wide) suitable for lane sharing between bikes and motor vehicles.

Bike Parking

Since October 1995, the Parking and Building By-laws have required larger new developments to provide bicycle parking for employees and visitors. Where four or more long-term spaces are required in a non-residential building, shower and change facilities are also required. Special design provisions for the safety of users and security of bicycles are also included.

Greenways

A Greenway is a "green path" for pedestrians and cyclists. The 1995 Greenways plan has proposed the Ridgeway Greenway (along 37th Ave.) and the Ontario Greenway (along Ontario St) for RPSC.

Source

Transportation Division, COV.

