

Bicycling



Mount Pleasant

City of Vancouver
Community
planning program

Vancouver's existing bicycling programs have helped to triple the number of bike trips daily in Vancouver from about 20,000 in 1994 to about 60,000 now. Almost 4% of all commuting trips City-wide are made by bike, but almost 10% of commuting trips from some portions of Mount Pleasant are made by bike. Cycling is the fastest growing method of travel in Vancouver.

Vancouver has a range of on-street facilities including bike pathways, local street bikeways, shared lanes on busier streets, and bike lanes on some arterial streets and bridges. To support and increase bicycling, the City's Transportation Plan and Downtown Transportation Plan recommend improvements to existing on-street facilities, facilities at destinations, better integration with transit, route signage, and education.

Pathways and Greenways
Where the opportunities exist, the City is developing bike pathways that are separated from traffic, such as the Central Valley Greenway and the Seawall.

Greenways are linear facilities that support walking and cycling with enhanced landscaping and traffic calming features. Eventually greenways will link local neighbourhoods throughout Vancouver for non-motorized users.

Local Street Bikeways
Many of the City's existing bike routes are on local streets that have been enhanced for cyclists. These "local street bikeways" do not generally prohibit car traffic, but

rather provide safer, more comfortable routes which promote cycling. Bikeways are often improved with cyclist-activated signals at major arterials or islands/refuges to help cyclists cross safely. Many bikeways include traffic calming features such as bicycle-permeable diverters, which discourage through traffic while not impeding the movement of bikes. The City is working to complete a network of bikeways spaced about 1 km apart, similar to the spacing of the arterial road network.

In Mount Pleasant there are five local street bikeways: 10th Avenue, Off-Broadway, Ontario, Yukon and Windsor. There are also bike routes on 1st Avenue and Great Northern Way.

Shared Lanes
Shared use markings, also called 'sharrows', are a new symbol being used on some busier streets to help cyclists and drivers share the street. They may be used on streets where there is not enough room for separate vehicle and bicycle lanes, and where users would benefit from guidance on appropriate positioning. Examples of 'sharrows' can be seen on Main Street and Yukon Street in Mount Pleasant and on West 4th Avenue adjacent Jericho Beach Park.



Bike Lanes

A bike lane is a portion of a street (usually an arterial) reserved for use by bikes and usually separated from general traffic lanes by a painted lane line. Bike lanes have been installed on several Downtown streets and throughout the City.

In Mount Pleasant, there is a bike lane on Yukon Street and bike lanes are planned for Great Northern Way. Bike lanes have also been installed on portions of Cambie Street and are coming to 1st Avenue through the Southeast False Creek neighbourhood.

Bike Boxes



A bike box is a reserved area at an intersection for cyclists to position themselves ahead of traffic but behind the stop line while waiting for a signal to change. They may also be used to facilitate cyclist crossings of major roads. By giving cyclists priority access to the front of an intersection, a bike box allows cyclists to manoeuvre more easily and be more visible to motorists. Currently there are no bike boxes in Mount Pleasant, although one is planned for 7th Avenue at Yukon Street. However, examples can be seen at Main and Union Streets, Victoria and Broadway, and at Dunsmuir and Hornby Streets.

Bike Parking

City by-laws have been updated to require secure bicycle parking in new multi-family and commercial developments. Electrical hookups are also now required for to support e-bike parking. Where four or more long-term spaces are required in a

non-residential building, shower and change facilities are also required. In 2008 the City increased the bicycle parking required for office use by 50%.

The City is also expanding the placement of bike racks throughout

the City so that more people can cycle for local trips.

Source
City of Vancouver
Transportation Division

Bikeways in Mount Pleasant

