



ADMINISTRATIVE REPORT

Report Date: November 5, 2015
Contact: Lon LaClaire
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RTS No.: 11173
VanRIMS No.: 08-2000-20
Meeting Date: December 10, 2015

TO: Standing Committee on Planning, Transportation and Environment
FROM: General Manager of Engineering Services
SUBJECT: Active Transportation Update and Pilot for Skateboarding in Protected Bike Lanes

RECOMMENDATION

- A. THAT Council receive for information the updated 5-year Cycling Network Additions and Upgrades map.
- B. THAT Council receive for information a detailed 2016 Active Transportation Look Ahead, highlighting active transportation corridor projects to be delivered in 2016-17.
- C. THAT Council approve, in principle, amendments to Street & Traffic By-law No. 2849 as outlined in Appendix "D", to:
 - i. permit the use of skates, skateboards, and push-scooters in protected bike lanes, for a trial period of no less than one year;
 - ii. introduce a requirement for lighting/reflective gear at night;
 - iii. eliminate the requirement for wrist guards, elbow pads and knee pads; and
 - iv. eliminate the requirement that a skateboard must have a braking mechanism;

and authorize the Director of Legal Services to bring forward for enactment amendments to Street and Traffic By-law No. 2849 generally in accordance with Appendix "D".

REPORT SUMMARY

This report provides Council with the following, for information only:

- an update on recent active transportation trends, including a 16% year-over-year increase in cycling, as measured by the City's permanent bike counters;
- an updated *5-Year Cycling Network Additions and Upgrades* map, which identifies major cycling network projects anticipated for 2016-2020; and

- a more detailed *2016 Active Transportation Look Ahead*, with additional information on major active transportation corridor projects anticipated for implementation in 2016-17.

The 5-year cycling map and 2016 Look Ahead deliver on *Transportation 2040* Action C.1 .2.2, which calls for the City to develop, regularly update and implement short-term cycling network improvement strategies to address gaps and deficiencies in the network, in consultation with stakeholders. Together they provide a 'road map' to help stakeholders better understand where active transportation facilities will be constructed or improved in the near future.

This report also reviews the legal status of skateboards, skates, and push-scooters in the City of Vancouver. Recognizing their legitimate use as healthy and environmentally-friendly forms of transportation, staff are recommending by-law changes to permit their use in protected bike lanes, for a trial period of no less than one year.

These recommended by-law change are endorsed by the Active Transportation Policy Council (ATPC) and supported by Action E.3.3.1 in *Transportation 2040*, which calls upon the City to update by-laws to (a) better protect vulnerable road users, (b) to address inconsistencies with established safe behaviour, and (c) to encourage more active transportation while considering safety for all road users. The by-law changes would reflect established safe practice, as skateboarding in protected bike lanes is already common practice in the city and is safer than alternatives of riding on shared motor vehicles lanes or sidewalks.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

In December 2001, Council recommended that skateboards be permitted on minor streets, meaning streets without lane lines or directional dividing lines, for a one-year trial period.

In April 2003, Council unanimously carried a motion to permit the use of skateboards on minor streets indefinitely.

In October 2012, Council approved the *Transportation 2040* plan. The plan includes specific directions to upgrade and expand the cycling network, and to update City by-laws to support increased active transportation while considering safety for all road users.

In June 2013, Council received an updated 5-Year Cycling Network Additions and Upgrades map for information.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

Council recently approved significant improvements to improve walking and cycling across the Burrard Bridge, including normalizing the north end intersection, re-introducing walking to the east side of the bridge, and improving connections to the existing downtown cycling network.

This report highlights other emerging opportunities that can significantly improve active transportation in the next few years, with an emphasis on the Metro Core. It provides a thoughtful look ahead for the next 5 years with a more clear understanding of the incremental implementation in the near future. The Acting City Manager and the General Manager of Engineering recommend approval of these recommendations.

REPORT

Background/Context

Targets and Trends

The City's *Transportation 2040* plan sets ambitious mode share targets that at least half of all trips in the city be on foot, bike or transit by 2020, and at least two-thirds by 2040. The plan also includes a vision zero safety goal to eliminate all fatalities from our transportation system.

Since the plan was adopted in 2012, Vancouver has further enhanced its reputation as a North American leader in sustainable transportation, building on past successes and pioneering emerging concepts to enhance green mobility and accessibility. Based on the City's annual panel survey, we have already reached our 2020 mode share target that at least 50% of all trips originating in the city be on foot, bike, and/or transit, climbing from 40% in 2008. Cycling in particular has seen tremendous growth; between 2008 and 2014, the number of daily bike trips doubled from 50,000 to 100,000 per day¹.

Recent trip counter data from individual routes (summarized online monthly) suggests continued record levels of cycling across the entire city in 2015. Bike trips across the Burrard Bridge, for instance, have grown from about 1 million to about 1.4 million trips per year since Burrard-Cornwall was upgraded to a protected intersection and the Seaside Greenway was extended westward in 2013-14. Citywide, trip counters indicate a 16% average increase in cycling trips in the past year alone (see Figure 1).

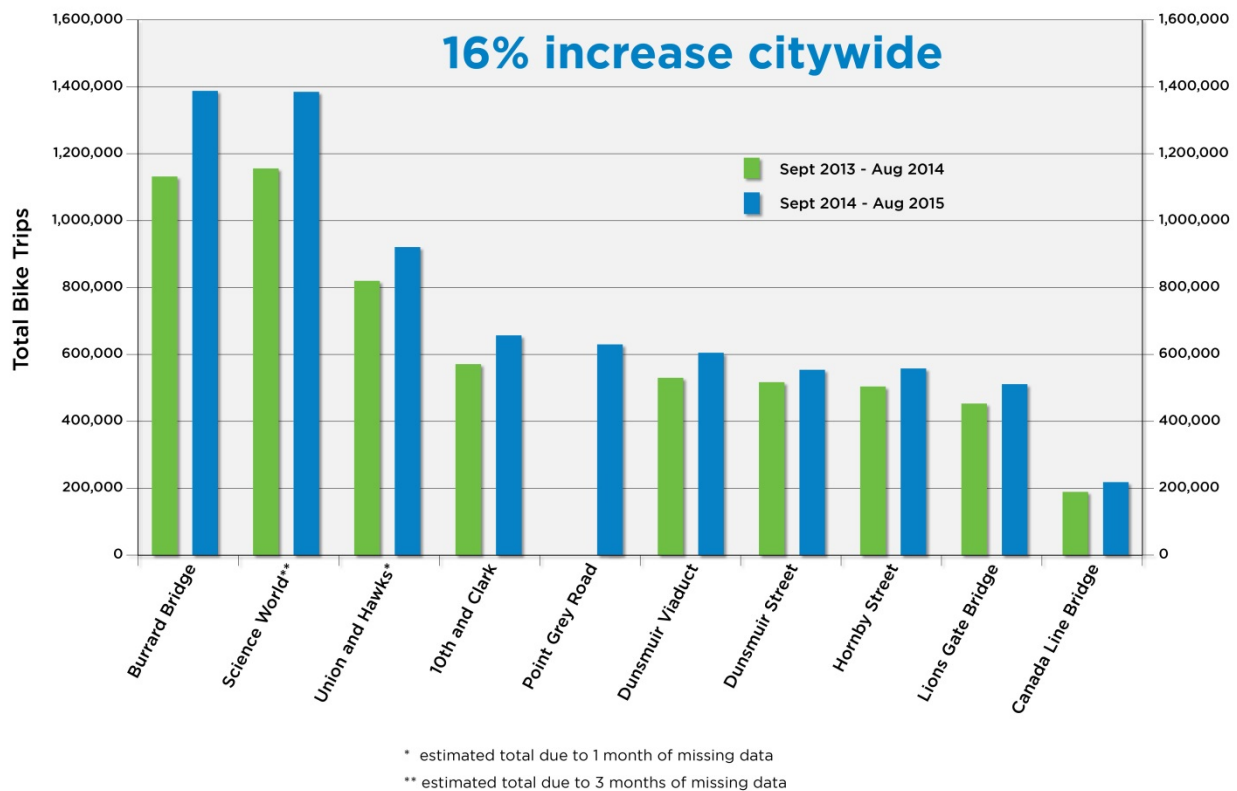


Figure 1 - Annual Cycling Trips by Route based on Permanent Counter Data

¹ According to TransLink Trip Diary and City Panel survey data.

The recent growth in cycling trips is in large part the result of recent infrastructure investments, and supports the City's new approach to cycling, which places an increased focus on building low-stress bike routes that feel comfortable for people of all ages and abilities. Better-than-average weather is also contributing to increased numbers.

The projects and recommended bylaw change included in this report will foster continued growth in active transportation, help us reach our Transportation 2040 goals and build a greener, healthier, happier city.

Strategic Analysis

Network Planning: Updated 5-Year Cycling Network Additions and Upgrades Map

The *Transportation 2040* plan aims to make cycling safe, convenient, comfortable, and fun for people of all ages and abilities, including seniors, families with children, and new riders. To achieve this vision, it is essential to improve and expand the cycling network with low-stress, high-quality routes and intersections.

Building a complete network takes time, so *Transportation 2040* calls for shorter term (approximately 5-year) implementation plans that will be regularly updated and informed by stakeholder input. In general, priority will be given to routes with the highest existing or potential demand, critical gaps in the network, high collision areas, and connections linking key destinations such as schools, community centres, major transit stations, and commercial high streets. Route directness and topography are also important factors to be considered. The City will also expand the network elsewhere as opportunities arise, for example through redevelopment, repaving, or other construction projects.

The first 5-year map was included in the approved *Transportation 2040* plan in October 2012, with an update provided to Council in June 2013. A new revision is shown in Figure 2. The changes are mostly iterative in nature, and are described in detail in Appendix A. Changes and additions generally reflect the priorities noted above, emerging coordination opportunities, input from staff, ATPC, and other stakeholders at integrated workshops in 2013 and 2014, and public feedback from pop-up style events during Bike-to-Work Week in 2015. Completed projects have been removed from the map.

It is important to highlight that the routes identified are not necessarily approved for construction. Alignments, designs, and timing are subject to change based upon detailed evaluation for each corridor, further stakeholder and public input, evolving circumstances, and, for major changes, Council approval. Staff will consider the impacts to all road users, businesses, and residents when advancing specific projects.

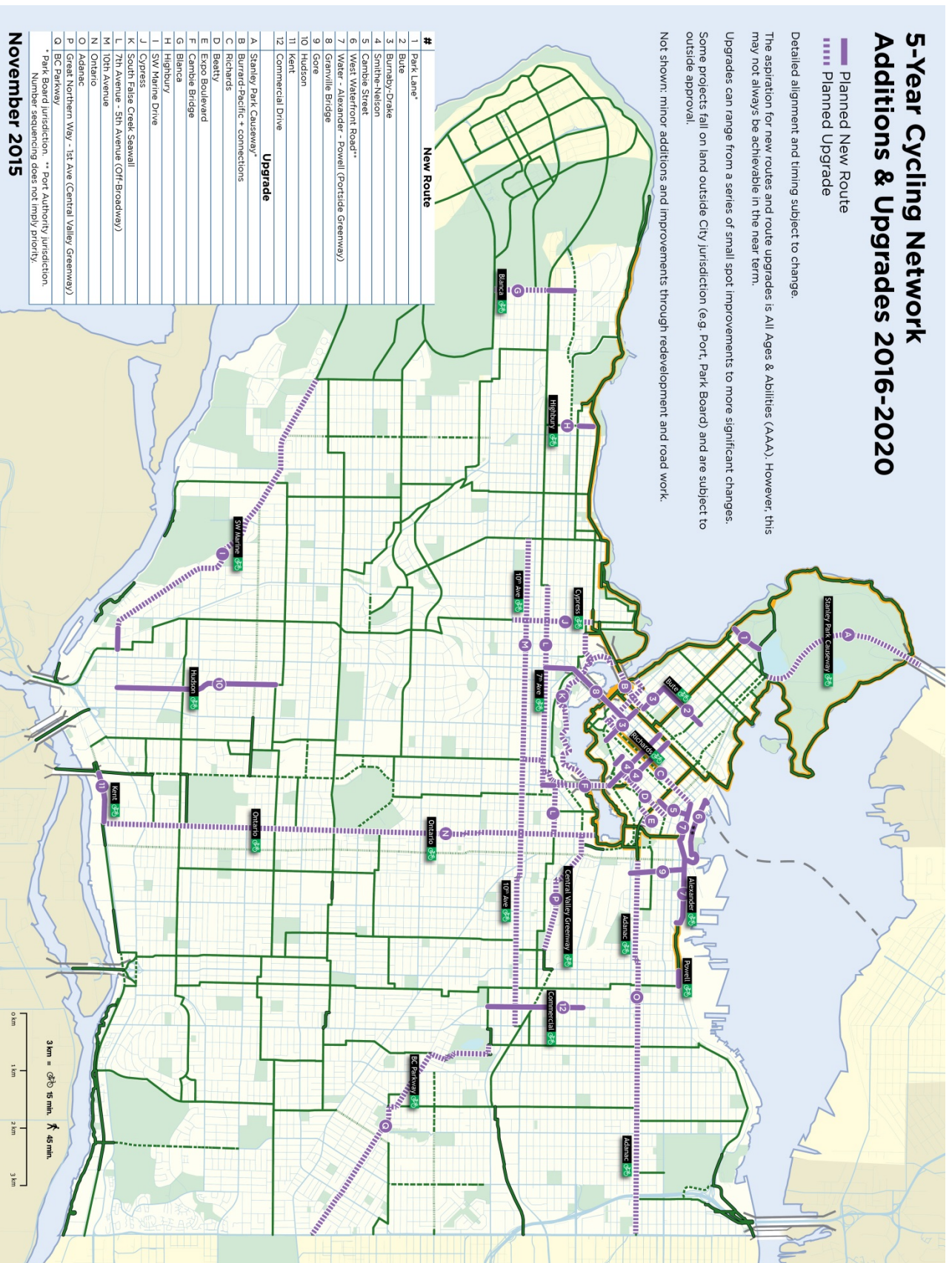


Figure 2 - Five-Year Cycling Implementation Map (November 2015)

Detailed Look Ahead: 2016 Active Transportation Corridor Projects

The following discussion highlights a number of active transportation projects emerging from the 5-year cycling implementation map that are expected for delivery in 2016 or early 2017. Some of these projects will be delivered immediately after local consultation. Others will be brought forward for Council approval after detailed information on design, impacts, and costs are more fully understood.

Proposed network enhancements on Beatty, Cambie (northbound), Richards (southbound), and Smithe-Nelson, described in detail below as items 1 through 4 and highlighted in Figure 3, will primarily be delivered using low-cost methods such as paint and in coordination with repaving or development.

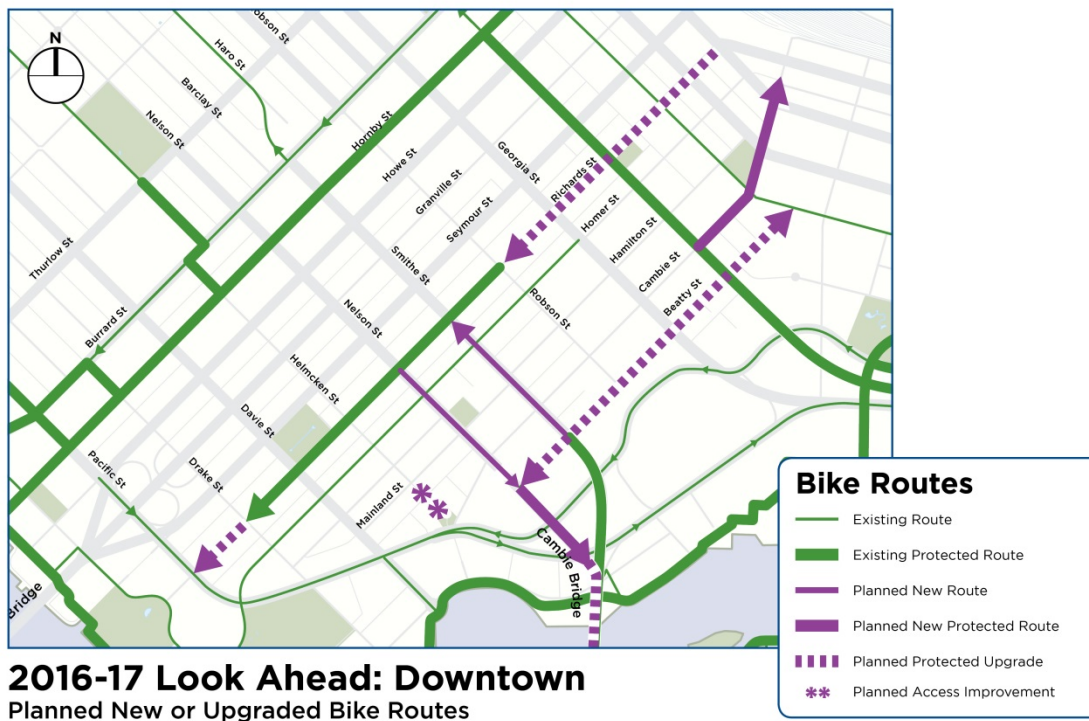


Figure 3 - 2016 Active Transportation Corridor Projects in Downtown Vancouver

1. *Beatty Street (upgrade)*

Beatty Street provides an important north-south connection in the downtown bike network, linking Yaletown and Gastown, and providing important connections to the Cambie Bridge and Dunsmuir protected bike routes. The current design is uncomfortable for many people, as it includes painted bike lanes between the parking and travel lanes with no protection, and with the bike lane sometimes shared with the parking/turn lane.

Staff plan to upgrade the route to all ages and abilities (AAA) status by creating bike lanes protected by parking in one direction, and measures such as bollards or concrete medians in the other direction. The upgrade will require removal of parking on one side of the street, and staff will consult with neighbouring businesses to understand issues and minimize impacts.

The new design is expected to primarily change paint lines not require significant investment and will be delivered in coordination with repaving in 2016-17.

2. *Cambie Street (new)*

Cambie Street between Dunsmuir and Water Streets was recently repaved, and staff now plan to create a northbound parking-protected bike lane to provide a new AAA connection from Dunsmuir to Gastown. The project will require the removal of approximately one quarter of the on-street parking to improve visibility for all street users at intersections and driveways. Staff will consult with neighbouring businesses to understand issues and minimize impacts.

Costs are expected to be minimal as the design is expected to primarily change paint lines, and staff expect the project to be delivered in 2016.

3. *Richards Street (upgrade)*

The Richards Street painted bike lane provides a southbound connection across the downtown, from Water to Pacific Street.

The section between Robson and Drake Streets was upgraded to a AAA parking-protected facility in coordination with repaving in 2013. Staff plan to implement a similar design on the remainder of the route, in coordination with private development in 2016-17.

The new design will impact about 20% of the on-street parking, to provide right-turn bays and ensure visibility at driveways. Staff will engage with adjacent businesses prior to delivering the project.

4. *Smithe/Nelson Street (new)*

Staff plan to create a new bike lane couplet (westbound on Smithe, eastbound on Nelson), to provide improved east-west connections between the downtown bike network and the Cambie Bridge. The initial design would be protected with bollards and/or medians aside from certain intersections with shared right turns, and connect at least as far west as Richards Street. The detailed design process will explore potential extensions further west to improve connections with the West End.

The project is not expected to affect vehicular traffic flow but will require the removal of approximately 20 parking spaces. Staff will consult with adjacent businesses in 2016, and anticipate delivering the project in 2016-17, in coordination with repaving.

5. *Helmcken Access Improvement*

Section 1 of the Comox-Helmcken Greenway through the West End to the west of Hornby Street was constructed in 2013. At that time, staff were directed to report back on plans to implement Section 2 of the Greenway which would improve walking and cycling along the Helmcken corridor from Burrard Street to False Creek. Staff are prioritizing improvements at the most challenging section of the corridor, exploring measures to improve public access for walking and biking through the privately-owned surface lot as the eastern terminus of Helmcken Street (1080 Mainland).

Staff have initiated discussions with the representatives of the property owners, and will be meeting with the property owners in early 2016. Staff will also work closely with the Vancouver Parks Board to coordinate improvements in the vicinity of this privately owned site with potential improvements in and through Helmcken Park directly adjacent to this site. Improving the connection between Mainland Street and Pacific Boulevard will allow the future completion of the Greenway along the extent of Helmcken Street.

6. *Cambie Bridge (upgrade)*

Currently, the east side of the Cambie Bridge has a wide two-way shared sidewalk that gets very congested in peak periods, with many conflicts between people walking and biking. The west side has a narrow sidewalk that does not currently permit cycling, although staff often hear complaints from people walking across the bridge about cyclists on the west sidewalk.

Consistent with direction in *Transportation 2040*, staff will pursue options to add a dedicated southbound cycling connection on the west side of the bridge. This connection will reduce conflicts, increase capacity for walking and cycling, and link directly with the new Nelson route described above. The Cambie Bridge is part of the regional Major Road Network, a truck route and a bus route. Public and stakeholder engagement will include discussions with TransLink, businesses, trucking associations, and other key stakeholders. Staff will report back to Council prior to delivering the project in 2016-17.

7. *10th Avenue (upgrade)*

10th Avenue is currently one of the busiest east-west bike routes in the city, with upwards of 3,000 daily cycling trips in some sections. Staff plan to upgrade the entire route to AAA, with treatments ranging from minor spot improvements in some locations, to traffic calming in other locations, to physical protection in areas where motor vehicle volumes will remain high due to adjacent land uses and destinations (e.g. hospital precinct).

Broad public and stakeholder engagement was launched in Fall 2015, with additional engagement and a Council report scheduled for 2016. Upgrades could begin as early as Fall 2016.

8. *Southwest Marine Drive (upgrade) (refer to RTS 11138 - SW Marine Dr Rehabilitation - Proposed Bikeway Improvements)*

SW Marine Drive currently has a substandard painted bike lane. Subject to Council approval, staff plan to upgrade the existing bikeway between the UBC Endowment Lands and Wiltshire Street, in coordination with repaving in 2016-17. The new design provides a wider, more consistent lane with a painted buffer (typically a 1.8 m wide bike lane with a 0.6 m buffer). Stakeholder engagement took place in Fall 2015.

9. *South False Creek Seawall (upgrade)*

The South False Creek Seawall between Burrard and Cambie is the oldest section of the Seaside Greenway, dating back to 1975. Much of this section is a shared path that suffers from uneven surfaces, overcrowding, and increasing conflicts between people walking and cycling.

Staff are exploring upgrades to create separate walking and cycling paths where feasible, improve visibility and comfort, and reduce conflicts. Changes to the parallel Seaside Bypass

route are also being considered in order to direct faster cycling away from the Seawall, including additional wayfinding. Initial rounds of public and stakeholder engagement took place in 2013 and 2015, and recommendations will be presented to the public early next year. Improvements will be delivered beginning in early 2016.

10. *Burrard Bridge (upgrade) (approved by Council in June 2015)*

In June 2015 after a public and stakeholder engagement process, Council approved significant upgrades for the Burrard Bridge and Pacific Street intersection, to be delivered in 2016-17 in conjunction with required structural rehabilitation. The transportation-related improvements include normalizing the north end intersection to make it safer for all modes of travel, re-introducing walking to the east side of the bridge, and improving connections to the existing downtown cycling network.

11. *Stanley Park Causeway (upgrade)*

Upgrades to improve safety and comfort for both walking and cycling on the Stanley Park Causeway began in September 2015 and are scheduled to be completed by the end of 2015. The work is being led by the Province of BC, who worked closely with the Vancouver Park Board, the City of Vancouver, local First Nations, cycling organizations and other stakeholder groups, and the general public to develop the design.

12. *Cypress Street (upgrade)*

Cypress is currently a local street bikeway, and the section between Cornwall and 16th Avenue is at risk of increased traffic due to nearby Burrard Street water and sewer construction scheduled for 2016-17. Staff have consulted with nearby businesses and notified residents about the installation of diverters between Cornwall and 12th Avenue in early 2016 to mitigate construction impacts. These measures will be in place for the duration of the construction and may become permanent, subject to evaluation.

13. *Point Grey Road Phase 2 (upgrade)*

Phase 1 of the Seaside Greenway Completion was completed in 2014. This award-winning project has created a safe, convenient, and comfortable walking and cycling connection between Burrard Bridge and Jericho Beach.

Phase 2 of this project includes options to improve walking and public realm connections on Point Grey Road between Macdonald Street and Alma Street, a final traffic plan for the neighbourhood north of W 4th Avenue, and traffic signal adjustments on 4th Avenue. Stakeholder and public engagement is on-going, with construction anticipated to begin in late 2016.

14. *Spot Improvements (ongoing)*

Transportation 2040 directs staff to implement an ongoing cycling spot improvement program for existing bicycle routes. Since the plan was adopted, more than 100 spot improvements of varying scope have been completed, ranging from minor improvements such as changing stop signs, trimming hedges to improve sightlines, or adding paint to highlight potential conflict zones, to more substantial improvements such as physical protection in high-traffic areas, or traffic diverters and mini-parks to reduce motor vehicle speeds and volumes.

In order to reach our 2040 goals and move toward a AAA cycling network citywide, staff continuously review the bikeway network in conjunction with resident and user feedback to note locations in need of improvements. Spot improvements are prioritized based on safety data, public complaints and on opportunities to make improvements as part of other street work.

Key spot improvements planned for 2016 include Oak Street & 7th Avenue, Ontario & 16th Avenue, and Seaside Greenway improvements around False Creek and Coal Harbour.

The Oak Street & 7th Avenue improvement is particularly significant, and has undergone significant public consultation. Scheduled for construction in early 2016, the design will reduce motor vehicle volumes along the Off Broadway Bikeway and improve walking and cycling crossings at Oak Street. It will also create a mini-park by adding green space and seating with Downtown views along a future greenway.

Skateboarding, Skating, and Push Scooters in Protected Bike Lanes

Although *Transportation 2040* encourages all forms of active transportation, the use of skateboards, skates, and push scooters is currently only permitted on minor streets. The Active Transportation Policy Council has made a motion advocating for the expansion of their legal use (Appendix B).

In 2001, when Council made the decision to allow skateboards, skates, and push scooters on minor streets, staff also considered allowing them on ‘designated on-street bikeways.’ At the time, staff recommended against doing so because “these vehicles are generally slower than bikes” and “it would be difficult for cyclists to pass these vehicles.” Staff now feel that the nature of skateboarding has changed, with different types of skateboards being used not just for recreation, but as a way to get around the city. Also, protected bike lanes are generally wider than the designated on-street bikeways referred to in the December 2001 report, and would allow people on bikes to pass people on skateboards more easily without veering into general traffic lanes.

Based on discussions with representatives of the Park Board, Vancouver Police Department (VPD), Insurance Corporation of BC (ICBC), HUB, Vancouver Skate Coalition, Vancouver Coastal Health, and Road Safety BC, staff have concluded that skateboards should be allowed on protected bike lanes. Analysis of ICBC collision data supports this. Despite the ATPC motion recommending that skateboarding be allowed in all bike lanes, the recommendation does not extend to painted bike lanes without a buffer space between the bike lane and moving traffic. This is due to the lack of separation between modes on painted bike lanes, and the challenges at intersections where cyclists and motor vehicles have to cross each other.

Amending the Street & Traffic By-law to allow people on skateboards to use protected bike lanes is expected to improve road safety for all road users by:

- Reducing conflicts on sidewalks between people on skateboards and people on foot; and
- Allowing skateboarders to travel where they are protected from motor vehicle traffic, and more visible to drivers as the travel through intersections.

It is also expected to:

- Further encourage and legitimize skateboarding as an increasingly popular form of active transportation; and
- Make the city and particularly Downtown Vancouver more accessible to people on skateboards (as well as people on non-motorized skates and push-scooters).

However, staff heard concerns from the VPD that allowing skateboarding in protected bike lanes may increase conflicts with people cycling, primarily due to the inherent differences in skateboard speeds, handling, and braking. The VPD commentary is included in Appendix C. As a result of these concerns, staff propose to initiate the project as a one-year trial. During the trial period, staff will continue to work with VPD and others to monitor usage and safety.

Based on a review of enforcement practices and peer cities, staff further recommend modifying protective equipment requirements for people using skateboards, skates, and push scooters, so that they are consistent with requirements for people who are cycling, and rescinding the requirement for a braking mechanism on skateboards.

Proposed language for the bylaw revision appears in Appendix D.

Implications/Related Issues/Risk

Financial

The projects referenced in this report will be funded through the approved 2015-18 Capital Plan. The projects scheduled for 2016 have been identified in the 2016 Capital Budget for consideration by Council on December 9th, 2015 and final approval on December 15th, 2015. The remaining projects will be approved as part of the annual budget process.

Environmental

The projects identified encourage more and safer walking and cycling, resulting in significant social, health, and environmental benefits by addressing deficiencies in the existing walking and cycling network.

Legal

This report recommends changes to the Street and Traffic Bylaw to allow skateboarders and other non-motorized vehicles to operate in protected bike lanes.

CONCLUSION

This report identifies upcoming active transportation network improvements and proposes a trial to allow skateboarding in protected bike lanes. These projects will foster continued growth in active transportation, help us reach our *Transportation 2040* goals and build a greener, healthier, happier city.

* * * * *

5-Year Implementation Map - What's Changed from the June 2013 Version

#	Route	Change from 2013 Map	Comments
1	Park Lane	Added	To connect Comox Greenway to Seawall. As per Stanley Park Cycling Plan. Park Board jurisdiction.
2	Bute	Added	As per West End Community Plan.
3	Burnaby-Drake	Modified	Extended further west to connect with Bute. As per West End Community Plan.
4	Smithe-Nelson	Added	Provides direct connection between Cambie Bridge and downtown. Replaces Helmcken in near term.
5	Cambie Street	Added	To provide northbound connection to Gastown. Noted for consideration in the DTES plan.
6	West Waterfront Road	Added	Subject to Port Authority approval.
7	Water-Alexander-Powell (Portside Greenway)	Modified/ Removed	Extended further west. Powell St. Overpass portion completed. Noted for consideration in the DTES plan.
8	Granville Bridge		
9	Gore	Added	Noted for consideration in the DTES plan.
10	Hudson	Added	As per Marpole Community Plan.
11	Kent		
12	Commercial Drive		
A	Stanley Park Causeway upgrades	Added	Led by BC Ministry of Transportation & Infrastructure.
B	Burrard-Pacific + Connections upgrades		Approved by Council for delivery in 2016-17.
C	Richards upgrades	Modified/ Removed	Extended to cover entire route. Robson-Drake portion completed.
D	Beatty upgrades	Modified	Extended further north to cover entire route.
E	Expo Blvd upgrades	Added	Upgrades connection to school and transit station.
F	Cambie Bridge upgrades	Modified	Extend connection slightly further south.
G	Blanca upgrades	Added	Coordinate with UBC.
H	Highbury upgrades	Added	To improve connectivity to Point Grey Road.
I	SW Marine Drive upgrades		See RTS #11138. Upgrades no longer AAA as per report.
J	Cypress upgrades	Added	To address on-going shortcutting issues and mitigates impacts from Burrard Street utility construction.
K	South False Creek Seawall upgrades	Added	To upgrade oldest section of Seaside Greenway.
L	7 th Ave/5 th Ave (Off-Broadway) upgrades	Added	To address ongoing shortcutting issues. Primarily spot improvements.
M	10 th Ave upgrades	Modified	Extended to cover entire 10 th Avenue route.
N	Ontario upgrades		
O	Adanac upgrades		
P	Central Valley Greenway upgrades	Added	
Q	BC Parkway upgrades		
-	Comox	Removed	Completed.
-	Union St + Connections	Removed	Completed.
-	Burrard-Cornwall	Removed	Completed.
-	Point Grey / Seaside Greenway Completion	Removed	Completed.
-	Canada Line Bridge connection	Removed	Completed.
-	Helmcken	Removed	Replaced by Smithe-Nelson. Future greenway improvements will still be considered in next update.

Active Transportation Policy Council Motion to Permit Skateboards, In-Line Skates, and Similar Non-Motorized Items on Protected Bike Routes (2014-02-26)

On February 26th, 2014, the Active Transportation Policy Council made the following motion:

WHEREAS

1. The Street and Traffic By-law 2849 number 77 allows skateboards, in-line skates and similar non-motorized items (skaters) to ride on minor streets;
2. Since the adoption of By-law 77, a number of segregated bikeways and painted bike lanes have been implemented on streets that do not meet the definition of minor streets;
3. Skateboarding is a mode of active transportation that works well with other active modes such as walking and taking transit;
4. Providing more appropriate space for skateboarders will discourage skateboard use on sidewalks, making sidewalks safer for pedestrians;
5. Allowing skaters to use segregated bikeways and painted bike lanes would significantly improve their access throughout the city;
6. A skateboard usually consists of a board and four wheels and no brakes, per se, where stopping is usually foot-braking or dragging one foot on the ground.

THEREFORE BE IT RESOLVED

THAT the Active Transportation Policy Council recommends to City Council that it extend By-law 77A(1), to allow skaters to use segregated bikeways and painted bike lanes;

FURTHER THAT Council request Vancouver Park Board to change the equivalent Park Board By-laws;

AND FURTHER THAT all mentions and expectations of 'brakes' with regards to sleds or skateboards, be removed from the By-law(s);

AND FURTHER THAT, if possible, Council request the provincial government to request a change in the Vancouver Charter Chapter 55 Part XII - Street Traffic so that all mention of seizure and detainment of sled, snowboard, skateboard, or skis (e.1), be removed

Vancouver Police Department Comments on Skateboarding in Protected Bike Lanes (2015-11-04)

The Vancouver Police Department has concerns with regard to this proposed trial from a public safety and enforcement standpoint. Skateboarders sharing bike lanes may cause an increase in conflict between cyclists and skateboarders. As well, the handling, maneuverability, varied speeds and perhaps most significantly, the braking characteristics of skateboards are much different than bicycles. This causes safety concerns on hills, intersections, within the confines of a separated bike lane and other areas where there may be congestion, as skateboards have more limited stopping capabilities due to these unique characteristics. In addition to the increase in risk to cyclist and skateboarder safety, these conflicts may result in an increase in VPD calls for service due to disputes between skateboarders, cyclists, pedestrians and drivers of vehicles. There may be more serious potential for an increase in injury accidents, especially where skateboarders would conflict with other forms of transportation.

We understand that many skateboarders are already riding illegally on the sidewalk, which is potentially more dangerous for the skateboarder than in protected bike lanes, and the project is proposed as a trial to allow them to use protected bike lanes instead, with the hope that it will allow this form of transportation to be carried out in a safer fashion. If the trial proceeds, the Vancouver Police Department will monitor and report back to City Engineering with regard to the concerns we have expressed and whether or not this trial has impacted them negatively or positively.

BY-LAW NO. _____

A By-law to amend
Street and Traffic By-law No. 2849
Regarding Skateboards etc. on Bike lanes

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends the indicated provisions of By-law No. 2849.
2. Council strikes the definition of “Bicycle Lane Separation” in section 3, and replaces it as follows:

“**Bicycle Lane Separation**” means a curb or an area which is raised, painted or otherwise marked, separating a street designated by the City Engineer for the exclusive use of bicycle, non-motorized skate, skateboard, or push scooter traffic, from the roadway.”

3. Council strikes section 77 and replaces it as follows:

“RIDING, COASTING AND SLIDING ON STREETS

77. Except as permitted by section 77A, no person shall coast or slide on a sled, skis, skates, skateboard or other apparatus on any street, lane, or other public place; provided, however that Council may declare any street, lane or other public place closed to all other traffic for the purpose of permitting coasting or sliding on a sled, skis, skates, skateboard or other apparatus thereon; and the Chief Constable may make such provision for prohibiting such other traffic and with the assistance of the City Engineer may make such provision for protecting such persons using such streets, lanes, or public places as aforesaid for the purpose of enabling such coasting and sledding to be carried on with safety.”
4. Council strikes subsection 77A. (1) and replaces it as follows:
“77A. (1) Despite section 77, but subject to the requirements of this section, a person may ride or coast on non-motorized skates, a skateboard, or a push scooter on any minor street or bicycle lane created by a bicycle lane separation.”

5. Council strikes subsections 77A. (3), (4) and (5) and replaces them as follows:

- “77A. (3) A person must not ride or coast on non-motorized skates, a skateboard, or push scooter on any minor street or bicycle lane created by a bicycle lane separation:
- (a) while wearing headphones, or any other manufactured device capable of transmitting sound, over or in close proximity to both

ears, except that this prohibition will not apply to the wearing of a device designed and worn for the purpose of improving the wearer's ability to hear sounds emanating from outside of the device;

- (b) unless that person wears a helmet;
- (c) unless, between 1/2 hour after sunset and 1/2 hour before sunrise, that person or the person's skateboard or push scooter is equipped with and using lighting or reflective equipment that under normal atmospheric conditions is visible in all directions at least 75 m from the person or the skateboard or push scooter;
- (d) unless that person travels in the direction of vehicular or bicycle traffic and as close as practicable to the extreme right side of minor street or bicycle lane created by a bicycle lane separation; or
- (e) in a reckless manner or in a manner that will obstruct traffic or endanger the safety or property of any person."

6. Council renumbers subsection 77A. (6) as 77A. (4).

7. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

8. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this _____ day of _____, 2015

Mayor

City Clerk