



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: May 30, 2007
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Meeting Date: June 12, 2007

TO: Standing Committee on Transportation and Traffic
FROM: General Manager of Engineering Services
SUBJECT: 2007 Bicycle Plan Update: Vancouver's Bicycle Network

RECOMMENDATION

THAT Council receive the following report for information.

COUNCIL POLICY

In 1997, Council approved the 1997 Vancouver Transportation Plan that emphasized the need to develop more bikeways and ranked cyclists as a second priority after pedestrians.

In 1999, Council approved the 1999 Bicycle Plan: Reviewing the Past, Planning the Future, which identified future bicycle facilities and initiatives.

In July 2002, Council adopted the Downtown Transportation Plan to improve downtown accessibility and liveability by creating a balanced transportation system.

In April 2005, Council approved the Community Climate Change Action Plan that identified the critical importance of encouraging and supporting active transportation, if Vancouver is to meet its greenhouse gas reduction target for 2012.

PURPOSE

The purpose of this report is to provide Council with an update on new cycling infrastructure and the expansion of the cycling network as approved within the City of Vancouver.

BACKGROUND

The City of Vancouver 1999 Bicycle Plan identified action items within the four fundamental "E's" of cycling (Engineering, Education, Enforcement and Encouragement). The action items were outlined in detail in the report "1999 Bicycle Plan: Reviewing the Past, Planning the Future" and most recently in the 2006 Bicycle Update Report.

The overall purpose of the cycling program is to better integrate cyclists into the existing transportation network and to promote and encourage the use of bicycles as a safe and convenient mode of transportation.

DISCUSSION

As reported in the 2006 Bicycle Update Report cycling is the fastest growing mode of transportation in Vancouver. On average, over 50,000 bicycle trips occur in Vancouver each day. The cycling network continues to grow and trends relating to usage suggest that the number of cyclists is continuing to increase.

In order to ensure that issues which are of importance to cyclists continue to be incorporated into the planning of cycling facilities, the City of Vancouver co-sponsored the study "Cycling in Cities: survey of opinions about factors influencing ridership".

A total of 73 factors which determine the likelihood to cycle were identified and explored. A number of these factors are important considerations for the development of routes. In addition, feedback from this study will be compared to previous findings from cyclists within the City of Vancouver to determine the similarities and differences, if any, for Vancouver cyclists as compared to responses from within the region.

Many of these factors are similar to those identified in the City of Vancouver's 1999 Bicycle Plan. Common issues arose for both frequent and potential cyclists and several of these factors are discussed under two main themes:

- network development and connectivity, and
- types of cycling routes

1) Network Development and Connectivity

The City of Vancouver continues to build the cycling network as proposed in the 1999 Bicycle Plan. As shown in Figure 1 a total of 240 km of bicycle facilities are approved within the City of Vancouver. This includes 177 km of routes which have been completed and 63 km which have, in the past year, been approved by Council. These routes are in the detailed design phase and/or being scheduled for construction. The complete list of approved bicycle routes within the City of Vancouver is provided in Appendix A.

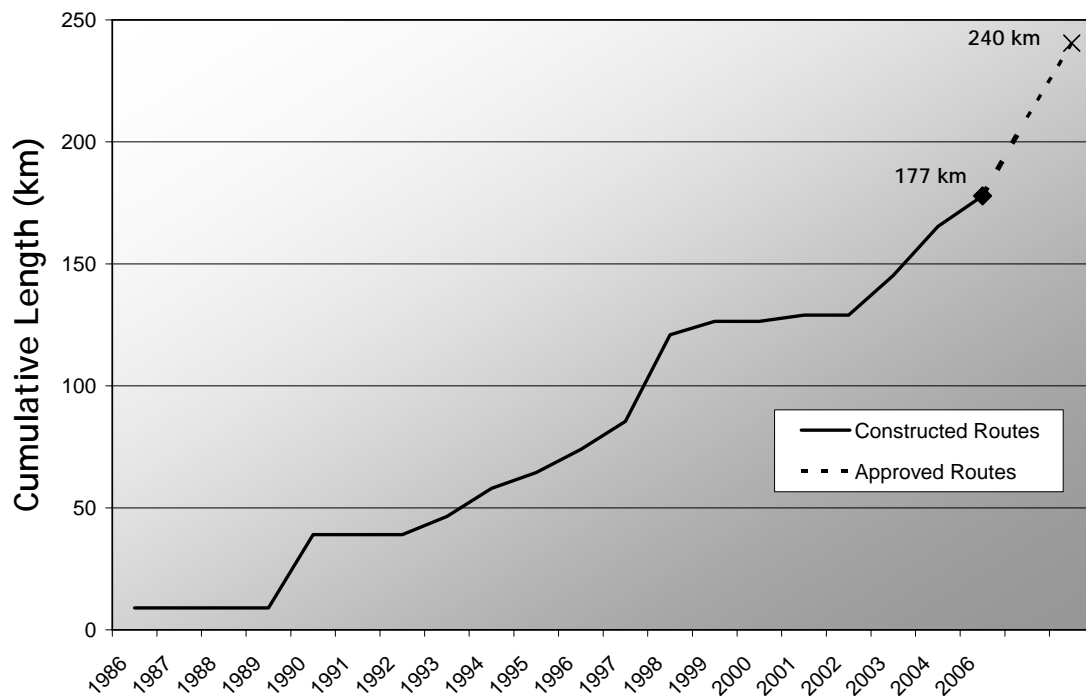


Figure 1: Bicycle Facility Progress

The development of routes within the City of Vancouver is based upon several factors such as:

- where opportunities arise due to construction or redevelopment,
- priorities as identified in approved plans such as the 1999 Bicycle Plan and the Downtown Transportation Plan,
- routes identified by the Bicycle Advisory Committee, and
- routes discussed and developed through City initiatives such as Neighbourhood Centres, and Visioning Processes.

The list of priorities identified by staff and the BAC is included in Table 1. The status of these routes is also provided:

<u>Route</u>	<u>Status</u>
45 th Avenue Route ¹	Preliminary design underway
49 th Avenue Route	Complete west of Ontario (June 2007)
59 th Avenue	Preliminary design underway
Dunbar Bike Lanes	Preliminary design underway
Heather Bikeway Extension	Approved by Council (May 2007)
Hudson Corridor Bikeway	Not initiated
King Edward Bike Lanes	Not initiated
Kingsway Bike Lanes (Main St. to Boundary Road)	Implemented in Knight & Kingsway Neighbourhood Centre
Canada Line cycling bridge connection to existing cycling ²	Several connections approved, Additional cycling connections being developed

Table 1: Priority List for Bicycle Facility Development

Additional routes which have been approved over the past year include:

- 29th Avenue Bikeway
- Alberni Bike Lane
- Balaclava Bikeway
- Cambie Bike Lane (South of 49th Avenue)
- Carrall Street Greenway
- Central Valley Greenway
- Haro Bikeway
- Main Street Bike Lane, and
- Valley Bikeway

Although not identified as priorities in the 1999 Bicycle Plan the aforementioned projects were advanced to take advantage of utility work, costs sharing opportunities, or to coordinate with other projects or programs underway in the City.

¹ Table 1, 45th Avenue: A bikeway on 44th/45th Avenue was not recommended in the 1999 Bicycle Plan. The Plan recommended bike lanes on 49th Avenue.

² Table 1, Canada Line connections: Connection between the Canada Line pedestrian and bicycle bridge over the Fraser River to the bicycle routes on Cambie Street. The need for this facility has occurred in the last few years; therefore it was not anticipated in the 1999 Bicycle Plan.

Expanding cycling facilities within the City has provided network connectivity to many areas of Vancouver which were previously poorly served. Further development of routes in 2007 & 2008 will help to address many of the remaining areas of the City currently underserved by the cycling network. An updated map showing coverage areas is included in Appendix B.

2) Types of Cycling Routes - Facilities for all Levels of Cyclists

Cycling facilities developed within Vancouver have followed the preferences identified in the 1999 Bicycle Plan. The top two preferred route types at that time were bikeways on side streets and bike lanes on arterial streets. Additional preferences were noted as separated bicycle paths such as the Seawall, and arterial streets with shared wide curb lanes. Results from the Cycling in Cities survey showed similar top priorities although separated pathways was ranked higher in the region than previously observed in Vancouver. A number of additional factors were identified which also influence route selection and development. These factors include routes that are:

- separated from traffic for their entire length,
- away from traffic noise & air pollution,
- provided with beautiful scenery,
- comparable to motor vehicle travel time,
- flat and travel distance is less than 5 km.

The City continues to develop a variety of facilities to provide cyclists with options. Routes approved over the past year provide local street bikeways, dedicated off-street paths, and marked bike facilities on arterial streets. This variety of development is noted in Table 2.

Type of facility	Route names	Length (approx. km)
Local street bikeway	- 29 th Avenue - Balaclava - Central Valley Greenway - Haro Bikeway - Heather Extension - Valley	27
Off-street paths	- Central Valley Greenway - Carrall Street	5
Arterial Bike facilities	- 29 th Avenue - 49 th Avenue - Cambie Street - Main Street - Alberni Street	31

Table 2: Length of approved route type 2007

FINANCIAL IMPLICATIONS

There are no financial implications relating to the update provided.

ENVIRONMENTAL IMPLICATIONS

The expansion of cycling facilities compliments initiatives to encourage sustainable and active modes of transportation. These directions were identified and support the direction of the Community Climate Change Action Plan.

CONCLUSION

The City of Vancouver continues to develop its cycling network. As the network is completed, residents of Vancouver will be afforded greater opportunity to access cycling routes to and from destinations within their neighbourhoods and throughout the City.

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	<i>Year</i>	<i>Name of Completed Bicycle Route</i>	<i>Length of Route</i>	<i>Cumulative Total Length (km)</i>
1	1986	BC Parkway	9	9
2	1990	Seaside	30	39
3	1993	Adanac	5.7	44.7
4	1993	Cassiar	1.75	46.5
5	1994	Fraser Lands	2.5	49.0
6	1994	Off-Broadway	9	58.0
7	1995	Ontario	6.5	64.5
8	1996	Cypress	9.5	74.0
9	1997	Heather	3	77.0
10	1997	Lakewood	3	80.0
11	1997	SW Marine	5.5	85.5
12	1998	Midtown	14	99.5
13	1998	Ridgeway	11	110.5
14	1998	Sunrise	10.5	121.0
15	1999	Mosaic	2	123.0
16	1999	Portside	3.5	126.5
17	2001	Pender Street	2.5	129.0
18	2003	Central Valley	3.5	132.5
19	2003	Inverness	4.5	137.0
20	2003	Pacific/Expo Bike Lane	5	142.0
21	2003	Georgia St Bike Lane	0.74	142.7
22	2003	Windsor	2.5	145.2
23	2004	Kent	7	152.2
24	2004	10th Ave	7	159.2
25	2004	Gladstone	1.7	160.9
26	2004	Hornby St. Bike Lane	1.8	162.7
27	2004	Homer St. Bike Lane	1.7	164.4
28	2004	Beatty St. Bike Lane	0.9	165.3
29	2006	4th Ave	4.6	169.9
30	2006	Burrard St. Bike Lane	1.8	171.7
31	2006	Cardero St. Bikeway	1.4	173.1
32	2006	Chilco St. Bikeway	0.8	173.9
33	2006	Dunsmuir St. Bike Lane	2.4	176.3
34	2006	Richards St. Bike Lane	1.5	177.8
			<i>TOTAL:</i>	177.8

	<i>Year</i>	<i>Name of Approved Bicycle Route</i>	<i>Length of Route</i>	<i>Cumulative Total Length (km)</i>
35	2007	29th Ave Bikeway	7.2	185.0
36	2007	49th Ave Bike Lane	10.6	195.6
37	2007	Alberni Bike Lane	0.6	196.2
38	2007	Balaclava Bikeway	6	202.2
39	2007	Cambie Bike Lane (s/o 49 th Ave)	4	206.2
40	2007	Carrall Bike Lane	1.6	207.8
41	2007	Central Valley Greenway	10.5	218.3
42	2007	Haro Bikeway	1.9	220.2
43	2007	Heather St. Extension	4.52	224.7
44	2007	Main St. Bike Lane	13.2	237.9
45	2007	Valley Bikeway	2.6	240.5
			<i>TOTAL:</i>	240.5

