

**DRAFT**

**BICYCLE NETWORK SUBCOMMITTEE**

**April 13, 2009**

**MINUTES**

A meeting of the Bicycle Advisory Sub-Committee was held on Tuesday, April 14, 2010, at 5:30 p.m., in the Strathcona Room, Sub-ground, City Hall.

**PRESENT:** Gertjan Hofman, Chair  
Jack Becker  
Rhiannon Chernencoff  
Colin Brander  
Robert Grant  
Richard Campbell  
Matthew Bourke (Planning)  
Michael Gordon (Planning)  
Wali Memon (Engineering)  
Dave Kim (Engineering)  
Andrew Kent (Engineering)  
Lacey Hirtle (Engineering)  
Ross Kenny (Engineering)  
David Lewis (Engineering)

**Georgia Pedestrian Link Project**

The Georgia Pedestrian Link (Georgia Viaduct to Pacific Blvd) will connect False Creek to the Central Core of Downtown Vancouver. Staff received excellent advice from the BNSC in the summer of 2009 and provided an update on the project to the BAC last fall. The Persons with Disabilities Advisory Committee, the Urban Design Panel, and the broader public have also provided advice. The consultant retained for this project has refined three design concepts and will be producing cost estimates for each design.

Matthew Bourke (Planning) presented three Georgia Pedestrian Link Project options to the BNSC, asking for feedback and if the BAC/BNSC would support a particular option.

Feedback received will be incorporated into the final refinement of the conceptual designs and recorded in the consultant's final report to be completed in late spring. The design concepts, public feedback, and cost estimates will play an important role in guiding the future planning and redevelopment of the lands on the east side of BC Place Stadium and the larger Northeast False Creek neighbourhood. When the rezoning comes in for the project Planning will return to BAC/BNSC.

**Option-1 'Georgia Stairs'**

- Pedestrian stairs aligned to Georgia Street
- Bicycle access to southwest side of BC Place Stadium
- Transparent Elevator (4 levels)
- Optional overpass over Pacific Blvd.

Option-2 'Georgia Ribbon' (pedestrian/barrier free/cyclist - aligned stairs + elevator + 5% pathway at 5-8m width)

- Pedestrian stairs aligned to Georgia Street
- Combined bicycle/disabled access on continuous pathway (5% slope, 5-8m)
- Transparent elevators (4 levels)
- Optional overpass over Pacific Blvd.

Option-3 'Georgia Red Poles' (pedestrian/barrier free/cyclist - aligned stairs + elevator + 5% pathway at 5m width)

- Pedestrian stairs aligned to Georgia Street
- Combined bicycle/disabled access on continuous pathway (5% slope, 5m)
- Transparent elevators (4 levels)
- Optional overpass over Pacific Blvd.

Members commented that both option-2 and option-3 were preferred from a cyclist perspective, however noted concern over the 5 meter wide pathway at some sections. Preferred width should be minimum 8 metres with a preference given to separated facilities for pedestrians and cyclists. There were also raised concerns of having a theme on the pathways as this could potentially gather groups of pedestrians - blocking access or creating possible conflicts for cyclists. A suggestion was raised to slow cyclists down through design features, i.e. rest stops. In option-3 members asked that the Pacific Crossing improve connectivity with existing infrastructure.

Several members also commented on improving the pathway/bike connection to Beatty Street, Robson Street, Griffiths Way and showed a desire to extend a bridge across False Creek.

MOTION: To be drafted for BAC

### **Grandview Woodlands traffic calming signage**

A traffic calming trial is currently underway in the Grandview-Woodland Community, Ross Kenny to discussed and updated the BNSC on the signage that has been used at some intersections in the neighbourhood. Ross explained that the City is considering installing vehicle control signs, bike crossing signs for Lakewood, and no right of way control off bikeways.

BNSC raised the idea of using bike sharrows similar to Montreal to indicate bicycle path.

### **Marine Gateway**

Engineering and rezoning staff presented in November 2009 the proposed Marine Gateway development and responded to questions regarding bike parking, trip linking and extension of the Canada Line Bridge. Dave Kim provided an update to the BNSC on the project's bike facilities as the project moves forward.

Marine Gateway is a rezoning application which is located at 8400 Cambie Street which is on the SE corner of Cambie and SW Marine Drive and is being presented to the BNSC for information and comments. This site is adjacent to the Marine Drive Canada Line station and the South Vancouver Bus Loop.

The Marine Gateway proposal includes:

- A Residential tower with 400 market condominiums and 245 rental apartments (35 floors)
- A 15 floor office tower (279 500 sf)
- Commercial Neighbourhood based retail with grocery, restaurant, banks, medical clinic, theatre and daycare uses (292 300 sf)
- The proposal provides 110 non-residential and 806 residential bicycle parking spaces for a total of 916
- To create space for a future off-street bicycle facility along the south side of Marine Drive, the building line is proposed to be set back 9.2m from the roadway.
- Currently, the proposal also includes a Bicycle Station at street level with 190 bicycle parking spaces, end of trip facilities and repair services available at the station but is not a requirement of this rezoning.

Members commented that bike connection to the bike centre from Cambie Street is desirable.

### **Kitsilano secondary school**

Kitsilano secondary school, bounded by Larch, 10<sup>th</sup>, Trafalgar and 12<sup>th</sup>, is proposing some changes such as relocation of auditorium, addition of a soccer field and some other minor changes. Number of student enrolment and number of school employees will not change.

Currently, there is vehicular access from Trafalgar, which is a bike route. The parking is currently at grade. Staff are requiring Vancouver School Board not to increase any vehicle numbers on Trafalgar and provide three times the bike parking as required by the parking bylaw. This application is at an early stage and staff are looking for comments or advice the BNSC has for traffic access to the site.

Notes included:

- The driveway access for any additional staff parking is to be accessed from either 12<sup>th</sup> Avenue or Larch to ensure there is no increase in school staff vehicle traffic on Trafalgar.

- Minimize the vehicle traffic volumes from school pick-up/drop-off activity on Trafalgar and on 10<sup>th</sup> Avenue.
- To maintain the existing 75 staff parking spaces at the school as staff or student enrollment is not expected to change.
- 225 Class A bike parking to be provided vs 60 spaces required in the Bylaw and end of trip facilities to be provided accordingly.
- There are 1500 students and 100 teachers

BNSC members commented that no vehicle increase on Trafalgar and 10<sup>th</sup> Avenue should occur and that Staff should look at conducting a traffic study in the neighbourhood to ensure that vehicle traffic is minimized and/or further reduced.

Reducing vehicle traffic and providing better bicycle connections would encourage more cycling trips. Members felt that options such as having a bike centre, disconnecting Larch and 10<sup>th</sup> Ave to vehicular traffic, and have separated bike facilities on Trafalgar and 10<sup>th</sup> Avenue would be good tools to increase cycling trips to school.

MOTION: To be put forward to the BAC

### **Downtown separated bike lanes**

Lacey Hirtle (Engineering) discussed Phase-1 and Phase-II of the Downtown separated bike lane project. Lacey provided an update to BNSC on timeframe, public consultation and facility design.

Lacey presented several different design options that could be used in the Downtown separated bike lane project and asked for comments/feedback from the BNSC.

BNSC members supported the idea of having bicycle parking as a tool to separate cyclists from motor vehicle. Members did recommend that the parking be angled and that Staff look into using post-ring parking.

Members also provided feedback on intersection design; suggested that Staff look at banning right-turns where possible, and provide added intersection treatment. Other suggestions included sync traffic signals to bike speed.

Phase-II of the project, separated bike lanes for the Burrard Corridor was also discussed. BNSC did not think Thurlow would be a good route choice and provide feedback on both Burrard and Hornby.

While Burrard Street has more destinations for cyclists, there were concerns over the amount of bus stops/traffic on the street, as well as the amount of right turns. Hornby offers a route choice with less vehicle and bus traffic but does not have as

many destinations that cyclists may want to attend. Both route choices had their own advantages and disadvantages.

It was suggested that Staff review Toronto and streetcar stops to review designing cycling facility around bus stations. Members were also interested in how the potential UBC line would impact Burrard Street as a route choice.

\* \* \* \* \*

**NEXT MEETING SCHEDULED FOR  
17H30 TUESDAY MAY 11, AT STRATHCONA ROOM, CITY HALL.**