

BICYCLE ADVISORY COMMITTEE

OCTOBER 20, 2004

MINUTES

A meeting of the Bicycle Advisory Committee was held on Wednesday, October 20, 2004, at 5:30 p.m., in the Strathcona Room, Sub-Ground, City Hall.

PRESENT: Brian Larsen, Chair
Jack Becker
Justin Berger
Colin Brander
Bonnie Fenton
Kari Hewett
Mary Sherlock
Kay Teschke

ABSENT: Ken Timewell

ALSO PRESENT: Councillor Fred Bass
Trustee Kevin Milsip, Vancouver School Board
Jim Hall, Neighbourhood Transportation Engineer
Peter Stary, Engineering Services
David Rawsthorne, Engineering Services

ALSO ABSENT: Commissioner Suzanne Anton, Park Board

CITY CLERKS OFFICE: Laura Kazakoff, Meeting Coordinator

Approval of Minutes

The minutes of the September 15, 2004, meeting were amended to remove ex-member Paul Grant from the list of "present" members. The minutes, as amended, were adopted.

1. Advisory Committee Webpages

Nancy Largent, Public Involvement Coordinator, provided the Committee with an overview of the new Committee Web Pages which are scheduled to "go live" on November 1st. and sought input on what the Committee would like included on its WebPage. Ms. Largent advised the Committee would be provided with its own email address, and noted that depending on the nature of the correspondence, mail received would either be answered by the Meeting Coordinator, or forwarded on to the Chair and Vice-Chair. Ms. Largent also provided information related to the City's Community Web Pages.

A new link from the City's main webpage will take people to an information page on civic participation. Current vacancies on Committees will be posted and people will be able to link to an online application form which is very user-friendly.

Ms. Largent requested members to contact her with any information or links which they would like to see added to the Committee's page.

2. Report of Bicycle Network Sub-Committee - October 13, 2004

Main item of business: Southeast False Creek ODP

Notes from the Sub-Committee meeting of October 13, 2004, were circulated and approved.

In attendance at the Committee meeting were Karis Hiebert, Planner and Ian Smith, Senior Planner, Central Area Major Developments Group, and Dale Bracewell, Transportation Engineer, Strategic Transportation Planning.

Ms. Hiebert provided a brief overview of the process to date and several of the directions which were given by Council which provided the basis for the current design being put forward. Staff and consultants hired by the City to work on the new plan are now in the process of public consultation on the plan. Ms. Hiebert reviewed several of the issues raised at the sub-committee last week, and also introduced the consultants, Graham McGarva of Baker McGarva and Hart and Margo Long of PWL Landscape Architects.

Ms. Long, with the aid of diagrams, reviewed the proposed overall vision in terms of pedestrian and cyclist routes through the Southeast False Creek area. She noted the new plan was responsive to the feedback received to date and includes routes both north/south and east/west through the area and provides strong connections to the rest of the city and adjacent areas.

Mr. Bracewell provided additional information in regard to the overall cycling strategy, and along with Mr. Smith, Ms. Hiebert and Ms. Long, responded to Committee questions concerning speed limits, bicycle parking and the seaside path. Discussion also focused on 1st and 2nd Avenue in terms of which is the preferred route for commuter cyclists, current street widths and proposed intersection improvements. Members noted the proposed 4 metre shared curb lane on 1st Avenue is not an adequate width for safe cycling.

Following the discussion, the Committee passed the following resolution:

WHEREAS, the Bicycle Advisory Committee rejects and strongly states that the Committee does not support the current proposal's transportation direction for the Official Development Plan for the Southeast False Creek Park Lands, as the cycling facilities within the Plan are insufficient for:

1. current and future cycling volumes,
2. inducing people to shift their transportation mode from driving to cycling, and
3. implementing Council's direction that pedestrian, cycling, and transit be given priority over personal vehicles within these Lands.

The Committee therefore RESOLVED

That with respect to the cycling portion of the transportation component of the current proposal for the Official Development Plan (ODP) for the Southeast False Creek lands:

- A. THAT the Bicycle Advisory Committee recommends that the proposed cycling facilities and capabilities requires significant upgrading before inclusion within the ODP to meet Council's direction that pedestrian, cycling, and transit be given priority over personal vehicles within these Lands.

- B. THAT the Bicycle Advisory Committee recommends that Council direct staff to investigate the concept of one-way, general traffic single lane (European style streets - separated sidewalks, cycling path, and single one-way traffic lane) be incorporated on each street in the roadway system for the Southeast False Creek Lands, thereby freeing up approximately 2.9 ha right of way lands for further development.
- C. THAT the Bicycle Advisory Committee recommends that the vision, concepts, and direction of the ODP for the Southeast False Creek Lands include quality cycling facilities having sufficient capacity for a 50 year planning horizon and also address current deficiencies in the proposed Plan affecting:
1. **Target Transportation Mode Split for the Lands** - The Committee recommends that the transportation network within the Southeast False Creek Lands be designed for a target mode split for cycling of 20%.
 2. **Ontario St.** - The Committee recommends that the section of this road north of 2nd Ave. to the Seaside Path be reduced to allow only access to adjacent properties, with a sufficient cycling facility segregated from pedestrians to maintain this section as part of the important Ontario St. bike arterial road.
 3. **1st Ave.** - The Committee recommends that 1st Ave. is the preferred primary cycling commuter route over 2nd Avenue and that the design include bike lanes in both directions of 1.8 metres.
 4. **Front Street** - The Committee recommends that there be no vehicular access across the Front Street bike Path and that the pedestrian crossings be delineated and minimized.
 5. **Seaside Path** - The Committee recommends that there be sufficient physical separation between the cycling path and the pedestrian path, between west of Columbia Street and East of Ontario Street, so that pedestrians will not stray over on to the bike path
 6. **Quebec St.** - The Committee recommends that Quebec Street's final road design should provide effective cycling provisions for efficient commuter cycling.
 7. **Columbia St. extension into the Lands** - The Committee recommends that the ODP for these lands provide for connection of Columbia St, with the Seaside Path either by a bike path through the parks, a bike parkway adjacent to the Columbia St. extension, or on-street bike lanes passing the school.
- D. THAT the Bicycle Advisory Committee recommends that the priority of pedestrians and cyclists be maintained in the road system to the school and to the community centre and that the street design should discourage student drop-off by parents using private vehicles.

- E. THAT the Bicycle Advisory Committee recommends that bicycle parking requirements be upgraded for this area to accommodate a minimum 20% modal share split for cycling; and

FURTHER THAT bicycle parking at the proposed new school be convenient, secure from theft and vandalism, and conducive to personal safety, to serve as a model for district wide schools.

CARRIED UNANIMOUSLY

(Note from Clerk: The following resolution will be sent to City Council in a report to be considered at a Regular Council meeting to be held December 14, 2004, along with the staff report referring the matter to Public Hearing.)

Staff agreed to provide a report back on this matter at the November meeting.

3. Ontario and 4th Avenue Intersection - Stop Signs

Peter Stary, Engineering Services, referred to a request from a member of the public that the stop signs at the intersection of Ontario and 4th Avenue be switched to favour the direction of the Ontario Bikeway.

The Committee, therefore,

RESOLVED

THAT the stop signs at the intersection of Ontario Street and 4th Avenue be switched from stopping north and southbound traffic on Ontario to stopping east and westbound traffic on 4th Avenue.

CARRIED UNANIMOUSLY

4. Engineering Services Cycling Work Program

Jim Hall, Neighbourhood Transportation Engineer, distributed copies of a document entitled City of Vancouver Cycling Program (on file) and provided an overview.

The Committee agreed to take this information for consideration and discuss the matter more formally at the next meeting.

5. Work Plan

Due to time constraints, this item was postponed to a future meeting.

6. Correspondence

A folder of correspondence received was available for viewing.

7. New Business

(a) Liaisons to Committee

The Committee briefly discussed the roles of Committee Liaisons. Engineering staff noted that if an item were placed on an Agenda which affected the School Board or Park Board, for example, staff in those departments could be advised and requested to attend.

Next Meeting:

Wednesday, November 17, 2004
5:30 p.m.
Strathcona Room
Sub-ground, City Hall

The Committee adjourned at 9:05 p.m.

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