

NOTICE OF MEETING

VANCOUVER BICYCLE ADVISORY COMMITTEE

A G E N D A

DATE: Wednesday, July 15, 2009

TIME: 5:30 p.m.

PLACE: Strathcona Room  
Subground, City Hall

*If you are unable to attend the meeting,  
please advise Lori Isfeld at 604.871.6355 or  
e-mail lori.isfeld@vancouver.ca*

*Agendas and Minutes are available on the internet at  
<http://vancouver.ca/ctyclerk/civicagencies/bicycle/index.htm>*

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1. Adoption of Minutes of May 20, 2009 5:30-5:35

2. Burrard Bridge Update 5:35-6:15

David Rawsthorne, Greenways and Neighbourhood Transportation, will provide an update on the Burrard Bridge Lane Re-allocation Trial.

3. Canada Line Bicycle Connections & Parking 6:15-6:45

Mike Anderson, Greenways and Neighbourhood Transportation, will present current planning for bicycle connections and parking at Olympic Village and Broadway-City Hall Stations.

4. Public Bike Share Demonstration - Survey Findings 6:45-7:00

Scott Edwards, Greenways and Neighbourhood Transportation, will present initial findings from the survey of people who tested the Public Bike Share demonstration in June.

5. Bicycle Network Sub-Committee Report 7:00-7:10

Gertjan Hofman will report back on the Bicycle Network Sub-Committee meeting of June 3, 2009.

6. Correspondence

7. Other Business

Next Meeting:

DATE: Wednesday, September 16, 2009

TIME: 5:30 p.m.

Location: Strathcona Room, Subground, City Hall

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## Minutes of the June 3, 2009, Bicycle Network Sub-Committee meeting

Present: Jack Becker  
Colin Brander  
Gertjan Hofman (Chair)  
Robert Holley  
Richard Migicovsky  
Peter Stary (Engineering)  
Mark Schwark (Engineering)  
Matthew Bourke (Planning)  
Michael Gordon (Planning)  
Chris Phillips (Phillips Farevaag Smallenberg)

### Granville Loops

The Bicycle Advisory Committee approved a motion on this issue at the May 20 meeting. Staff comments on the recommendations have been received and these were reviewed by the Sub-Committee.

#### Discussion:

- Bicycle accommodation in the Granville Loops Policy Plan should be consistent with City Council's June 2 motions related to cycling.
- Options for bike facilities on Granville St. should be kept open given that the nature of future bike facilities on the Granville Bridge has not yet been fully determined and access to local retail will be required.
- Bike end-of-trip facility requirements, including bike parking, should be based on current by-law requirements at the time of development application.

### Georgia Link (notes taken by Matthew Bourke)

Michael Gordon, Senior Planner for the Central Area began the discussion by introducing the planning context for the "Georgia Steps" study.

Michael explained that, as part of a larger planning study, the Northeast False Creek High Level Review, staff has retained a consultant to explore conceptual designs and cost estimates for a major pedestrian connection from the corner of Georgia St. and Beatty St. to Pacific Blvd. The redevelopment of the Northeast False Creek lands will need to be accompanied by a major public benefits package (affordable housing, child care, community centre etc.). The consultant will provide design options and cost estimate(s) for the "Georgia Steps" to assist with creation of a proposal for public benefits for consideration by City Council.

Michael advised the group that staff were investigating options that accommodate three modes: pedestrian, barrier-free (disabled access) and bicycle. The purpose of meeting with the BNSC was to get advice on the surrounding network and on the design details that should be considered in development of the initial design options.

Jack advised that he had to leave but wanted to provide several quick comments:

- This project requires excellent public realm, otherwise don't spend/ waste the money.
- The designs should look at bridging across to the south side of Pacific Blvd.

The group advised staff that this connection would serve a significant volume of users and noted that there is a lack of East-West connections in this part of downtown.

Chris Phillips, Consultant to the City for the Georgia Steps study, referred to the provided handouts while giving an overview of the 3 categories of options:

1. Pedestrian (with variations)
2. Pedestrian & Barrier Free (with variations)
3. Pedestrian, Barrier Free and Bicycle

Chris also noted that the size of the required loading area underneath the proposed Georgia Steps (where the east airlock is currently located) is a key constraint that limits all of the options. This requirement fixes the location for the beginning of the connection between stadium level 2 (L2) down to Pacific Blvd.

Next, Chris began to take the group through the schematic design options that had been prepared to date making note of the grades of the various ramps and the potential widths. It was noted that a gentle 5% ramp could be achieved. Options/variations with 8% and 10% ramps were also presented. Switchbacks and circular ramps were proposed.

The group asked for examples of similar slopes in order to visualize the proposed ramps. Staff and the Consultant noted that the need for examples was an excellent suggestion and that examples would be part of future work/ presentations. Chris commented that 5% is a fairly gentle climb on a bicycle.

The group asked if there was a significant cost differential between the options. The consultant noted that he has not investigated costs at this point but that the underlying structure would form a major share of the total cost.

The group commented that circular ramps may not be as aesthetically pleasing as switchback options (e.g. opportunities for landscaping in the switchback option). The group then discussed photographs that the Consultant provided showing examples of alternative ramp designs.

The group also commented that switch backs control speed better than circular ramps but have the potential for blind corners. It was suggested that, if a switch back option is pursued, the landings

should be widened to improve visibility. Also it was suggested that wider landings will encourage cyclist to use the entire corner, increasing the potential for a collision. It was suggested that a centre line be painted to indicate dual direction on the ramps. It was decided that both circular and switch back style ramps have their own pros and cons and that neither was clearly preferable at this point.

The group asked about the potential for designs that extend ramps under the viaducts. Staff explained that engineering has advised that at least 3m of clearance from bridges is required for maintenance needs.

The group flagged the potential for a problem if westbound cyclists end up on at the top of the Georgia Steps on the wrong side of Georgia, on the sidewalk. Staff and the Consultant agreed that the Georgia Street sidewalk could be an issue in this regard and advised that further thinking was needed to develop a design response to this issue (e.g. railings, dismount).

It was noted that the Cambie Bridge sidewalk is 5m wide and that this width would be acceptable for ramps on the Georgia Steps. However, the group noted that wider was better. The group also advised that the pedestrian experience on the stairs and the plazas should be as inviting as possible so that the pedestrians are drawn into the space and crowding on the ramps is limited.

The group also noted that bike wheel channels on the stairs should be included for users who prefer to walk their bikes up the stairs rather than use the ramps.

The meeting wrapped up with a discussion about the potential for bi-directional bike lanes on Griffiths way so that bike traffic on Expo Blvd. can access the lower end of the Georgia Steps. Staff explained that the loading bays of both stadiums may make added bike traffic on Griffiths unattractive. However, staff advised that they would follow up on this item with engineering services.

#### **Next meeting**

As required - tentatively scheduled for 5:30 pm, Wednesday, August 5, 2009, in the Strathcona Room at City Hall.

Please inform the writer of any errors or omissions.

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