

NOTICE OF MEETING

VANCOUVER BICYCLE ADVISORY COMMITTEE

A G E N D A

DATE: Wednesday, May 19, 2010
TIME: 5:30 pm
PLACE: Strathcona Room, Subground, City Hall

*If you are unable to attend the meeting,
please advise Nicole Ludwig at 604.873.7191 or email
nicole.ludwig@vancouver.ca*

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

Roll Call

Leave of Absence Requests

Approval of Minutes

The minutes of the meeting of April 21, 2010, to be approved.

1. Cycling In Vancouver: Looking Forward to 2010/2011 5:35 - 5:50 pm

On May 6, 2010, Vancouver City Council approved recommendations and funding for a new cycling master plan and funding. The Chair will lead a discussion on this.

Note from Meeting Coordinator: the minutes from the Council meeting of May 6, 2010, are available online at <http://vancouver.ca/ctyclerk/cclerk/20100506/documents/csbu20100506min.pdf>.

2. Neighbourhood Traffic Calming by Kitsilano Secondary School 5:50-6:00 pm

At the April 21, 2010 meeting, the Committee requested Jack Becker, Richard Campbell and Rhannon Chernencoff to create a draft motion for consideration of this item. Accordingly, the motion will be presented at the meeting.

3. Update - Bike Month 6:00-6:15 pm

Discussion on BAC's role and planning for June 2010.

4. Update - BAC Work Plan 6:15-6:30 pm

Review revised Work Plan.

5. Update - 2008-2009 Annual Report 6:30-6:45 pm

Preparations for a draft report, tentatively slated for presentation to Council in July 2010.

6. Bicycle Network Subcommittee 6:45-7:00 pm

Update by David Lewis and/or Gertjan Hofmann, Bicycle Network Subcommittee.

Note From Meeting Coordinator: the Minutes of the Bicycle Network Subcommittee are available at <http://vancouver.ca/ctyclerk/civicagencies/bicycle/bnsc/bnsc2010schedule.htm>

7. False Creek Bicycle and Pedestrian Capacity and Access Improvements 7-7:15pm

At the April 21, 2010, meeting, the Committee agreed to postpone consideration of the following motion to the next meeting:

THAT the Bicycle Advisory Committee recommends that North East False Creek and the South East False Creek planning processes include the evaluation of options to increase bicycle and pedestrian access and capacity around and across False Creek to meet the potential future demand generated by new development downtown and around False Creek, improvements to the bicycle network and cycling mode share increases. The options evaluated should include but not be limited:

- a. A new bicycle and pedestrian bridge across False Creek connecting the Georgia Pedestrian [and Bicycle] Connection to the south of False Creek near the foot of Columbia Street.
- b. Widened sidewalks on the Cambie Bridge;
- c. The reallocation of lane(s) of traffic on the Cambie Bridge;
- d. Increased widths for bicycle and pedestrian paths along False Creek;
- e. Bypass paths connecting to bicycle routes such as the Adanac Bikeway.

Accordingly, the attached document refers.

8. Other Business

9. Adjournment

Next Meeting:

DATE: Wednesday, June 15, 2010
TIME: 5:30 pm
LOCATION: Strathcona Room, Subground, City Hall

School Development Site

Background

Vancouver's Greenest City Action Plan calls for reduction in parent livery of children to school by car. Feedback from Vancouver's One Day One School program indicates that parents are reluctant to let their children cycle to school unless cycling infrastructure and road conditions are to a level where parents feel comfortable that their children will be safe cycling to school. The BAC has expressed concerns of additional car traffic growth on 10th Ave and the ongoing viability of cycling traffic growth on this street with the St. John's School expansion just 2 blocks away from the 10th Ave and Trafalgar Kitsilano Secondary School.

The BAC review of this school's development plan and motions brought forth are made to fit the objective of the Greenest City Plan, realization of significant cycling traffic growth, and maintaining 10th Ave as a viable bike route which will continue to see cycling growth.

Recommendations:

THAT the Bicycle Advisory Committee recommend to Council

1. THAT the redevelopment of the Kitsilano Secondary School at 10th Ave and Trafalgar St should include facilities encouraging dramatic increase in cycling to school for students and staff.
2. THAT the following design considerations should be implemented as part of the Kitsilano Secondary School redevelopment:
 - i. Bike parking for the school's staff and students should be centralized, located and configured in a manner similar to bike stations and further that the bike parking area should also be usable by the users of the adjacent community centre or the park.
 - ii. The motor vehicle access to the school should be modelled after Templeton School on the Adanac Bike Route where motor vehicle access is limited to one entrance.
 - iii. Further to point ii, motor vehicle access should be limited to an entrance from 12th Ave onto Larch St and that the entrance on Larch St to 10th Ave be closed except for emergency vehicles. Parking could then be provided on Larch St for this block.
 - iv. The entrance to school property from Trafalgar St be closed for motor vehicle access.
 - v. The entrance to the school building from 10th Ave be downgraded to emergency use, thereby reducing the amount of curb side and driving lane parking by parents on 10th Ave waiting for their children to come from the school.

School Neighbourhood

Background

Lying within the neighbourhood of the school on 10th Ave and Trafalgar, which will be undergoing redevelopment, another private school two blocks away is under construction and expansion, as well a second private school is not undertaking any construction at this time. This neighbourhood includes schools, a community centre, a park, medium height residential buildings, single family homes, as well as, a very popular Sunday farmers market. 10th Ave is a very popular bike route connecting UBC via 8th Ave to the downtown area, as well as, it is aligned one street from the shopping areas on Broadway. The cycling traffic has built to a level where the increased use of the route by motor vehicle will now impede the cycling traffic growth. The schools along the route draw too many cars with parents driving their children to schools, as well as, parking at the curb and on the driving lanes waiting for their children.

Recommendations:

THAT the Bicycle Advisory Committee recommend to Council:

1. THAT the sections of 10th Ave from Arbutus St to Trafalgar St and of Trafalgar St between Broadway and 12th Ave, as well as, the catchment area for the school be studied for the purposes of:
 - a. encouraging dramatic increase in cycling to school by students and staff, and
 - b. providing a cycling environment especially on 10th Ave which will allow for continuous growth of general cycling traffic and appeal to potential cyclists now drivers and infrequent cyclists
2. THAT that the study area should be expanded eastward by two blocks to the Cypress Bike Route, thereby including another school and a neighbourhood shopping area.
3. THAT design considerations should be given to;
 - a. separated bike lanes, two-way or two one-way bike lanes, on 10th Ave from Trafalgar St to Arbutus St or beyond, as well as Trafalgar St between 10th Ave or Broadway to 12th Ave or beyond, or
 - b. restricting motor vehicle traffic on 10th Ave to a level that is needed by local street residents and to a level where parents will allow their children to cycle to school, or
 - c. other measure along 10th Ave which would yield the same results as separate bike lanes, including, in part, an off-road, continuous path through the school and adjacent park properties, and
 - d. cycling feeder systems from homes within the catchment area of the schools allowing students to cycle to school with their parents encouragement

Summary Comment

Today, there is insufficient cycling infrastructure around the east end of False Creek by Science World. There is too much interaction with people walking, cars, trucks, and local paddling activities to produce an environment which will encourage cycling traffic growth. The infrastructure will not be able to accommodate cycling traffic growth moving towards the target cycling mode share or emanating from the population growth in the neighbouring communities.

Background

Science World is located within a neighbourhood which will be inhabited by about 40,000 plus residents. On the south side of Science World a new town-size community of 15,000 is taking shape. On the north side, a new community of 5,000 to maybe 10,000 plus will be developed. On the east side of Science World is neighbour of approximately 5,000 people living in Citygate. With this level of population at the current city's cycling mode share, up to 1,600 cyclists could pass through the bike path and street in front of Science World, if all were to cycle through this area. When cycling mode share reaches the target level of 10%, then the cycling traffic from the local communities could reach 4,000 cyclists per day or the levels we saw Burrard Bridge reach last summer. If the cycling mode share would reach a level of 20% within the planning horizon, then the cycling traffic could reach 8,000 cyclists per day. In addition, there is cycling traffic originating from other parts of the city or neighbouring municipalities passing through. Comments have been made that cycling traffic has been counted in front of Science World at 700 cyclists per hour. Using the peak hour to day conversion factor in the 1999 bicycle plan of 7.48, this would translate into about 5,000 cyclists per day on top of the local cycling traffic. The design of cycling facilities in front of Science World and Québec St should reflect future cycling volumes, including in-line skating, skateboarding, and wheelchair traffic.

Science World is at the fulcrum of high traffic bike routes serving downtown, the east side, the south side, and developments along both sides of False Creek. These bike routes carry the highest cycling traffic load within Vancouver. The Seaside Path from the south side of False Creek passes through Science World and onward to the north side. The Seaside Path bypass routes of 1st Ave on the south side and the Pacific and Expo couplet on the north side passes by. The Ontario Bike Route, after picking up traffic from the Off-Broadway Route, 10th Ave Route, and the BC Parkway Route connect to Science World. Central Valley Greenway comes from the east. The Adanac Route connects via Québec St. The Dunsmuir Viaduct connects via Union and Québec St. Then there is the cycling traffic on Québec St itself.

Recommendations

THAT the Bicycle Advisory Committee recommends to Council:

1. THAT sufficient cycling infrastructure be provided around the east end of False Creek by Science World
 - a. to meet the needs of both commuter, beginner, recreational, and touring cyclists,
 - b. to meet cycling traffic passing through this area at target cycling mode share, and
 - c. to accommodate local cycling traffic at target cycling mode share which will be emanating from residents and local workers within the cycling infrastructure catchment area around the Science World end of False

Creek in its built-out form, as well as other local neighbourhoods which will be developing in the oncoming years.

2. THAT, in addition to the off-road Seaside Path cycling infrastructure on the properties by Science World, an on-road Seaside Path Bypass Route be developed on Quebec St. and that:
 - a. the on-road bypass be designed to accommodate the needs of commuter and shopping cyclists passing through this area.
 - b. as a minimum, the on-road bypass connect on the north and west side to
 - i. Pacific Blvd cycling infrastructure,
 - ii. Expo Blvd bike lane,
 - iii. Adanac Bike Route at Union St and the Dunsmuir Viaductand on the south side to
 - i. to 1st Ave bike lanes which connect to the Ontario and Columbia Bike Routes, and
 - ii. preferably to 5th Ave or 10th Ave Bike Routes.

Background

Science World is located within a neighbourhood which will be inhabited by about 40,000 plus residents. On the south side of Science World a new town-size community of 15,000 is taking shape. On the north side, a new community of 5,000 to maybe 10,000 plus will be developed. On the east side of Science World is neighbour of approximately 5,000 people living in Citygate. With this level of population at the current city's cycling mode share, up to 1,600 cyclists could pass through the bike path and street in front of Science World, if all were to cycle through this area. When cycling mode share reaches the target level of 10%, then the cycling traffic from the local communities could reach 4,000 cyclists per day or the levels we saw Burrard Bridge reach last summer. If the cycling mode share would reach a level of 20% within the planning horizon, then the cycling traffic could reach 8,000 cyclists per day. In addition, there is cycling traffic originating from other parts of the city or neighbouring municipalities passing through. Comments have been made that cycling traffic has been counted in front of Science World at 700 cyclists per hour. Using the conversion factor in the 1999 bicycle plan of 7.48, this would translate into about 5,000 cyclists per day on top of the local cycling traffic. The design of cycling facilities in front of Science World and Québec St should reflect future cycling volumes, including in-line skating, skateboarding, and wheelchair traffic.

Science World is at the fulcrum of high traffic bike routes serving downtown, the east side, the south side, and both sides of development along False Creek. These bike routes carry the highest cycling traffic load within Vancouver. The Seaside Path from the south side of False Creek passes through Science World to the north side. The Seaside Path bypass routes of 1st Ave on the south side and the Pacific and Expo couplet on the north passes by. The Ontario Bike Route, after picking up traffic from the Off-Broadway Route, 10th Ave Route, and the BC Parkway Route connect to Science World. Central Valley Greenway comes from the east. The Adanac Route connects via Québec St. The Dunsmuir Viaduct connects via Union and Québec St. Then there is the cycling traffic on Québec St itself.

Drawings for the designs that that BNSC commented on can be found at:

<http://vancouver.ca/CTYCLERK/civicagencies/bicycle/bnsc/documents/BNSCNotesMay11.pdf>

Recommendation

THAT the Bicycle Advisory Committee recommends to Council that the following design considerations should be included in the Science World upgrade project scope:

- i. the width of the bicycle path be 6.0 metres minimum
- ii. on the south side of Science World a pedestrian path be included parallel to the bicycle path
- iii. a bicycle connector path be included on the site from the main path facilitating a safe and convenient connection to the Adanac Bikeway avoiding conflicts with pedestrians and motor vehicles
- iv. a bicycle connector path be included on the site from the main path facilitating a safe and convenient connection to the Central Valley Greenway at 1st and Québec
- v. the bicycle path in front of Science World be constructed with pavement lower than the elevation of the walking areas and with curbs separating cycling and pedestrian traffic as is the standard practice with streets and sidewalks, thereby better demarking the cycling path to pedestrians.

False Creek Cycling Capacity, Safety and Access Upgrade Plan

Background

Current bicycle facilities including the Cambie Street Bridge sidewalk and the Seaside Path are experiencing high levels of pedestrian and bicycle traffic creating congestion and conflicts between users. As cycling levels increase to the City's 10% target mode share, cycling traffic will likely dramatically increase on these and other bicycle facilities near False Creek.

Numerous developments and upgrades are being planned around False Creek including North East False Creek, South East False Creek, BC Place, Science World, and the Casino at BC Place. These developments will both increase demand on existing bicycle routes and provide opportunities to build and fund bicycle safety, access and capacity improvements.

A planning process coordinated with the planning of these developments would help ensure that these opportunities are not missed and to maximize the benefit of any investments in bicycle improvements.

Recommendation

THAT in conjunction with North East False Creek and the South East False Creek planning processes, the city undertakes a planning process to increase bicycle and pedestrian access and capacity around and across False Creek to increase the safety of cyclists and pedestrians and to meet the potential future demand generated by new development downtown and around False Creek, improvements to the bicycle network and cycling mode share increases.

The options considered should include but not be limited:

- a. The reallocation of lane(s) of traffic on the Cambie Bridge;
- b. Widened sidewalks on the Cambie Bridge;
- c. A new bicycle and pedestrian bridge across False Creek connecting the Georgia Pedestrian and Bicycle Connection to the south of False Creek near the foot of Columbia Street.
- d. Increased widths for bicycle and pedestrian paths along False Creek;
- e. Separated bike lanes on Main Street, Quebec Street, Pacific Blvd, and Expo Blvd.
- f. Upgrades to the Seaside Bypass including the closure of Charleston Road to motor vehicle traffic and improved connections with the Off Broadway Bikeway, the Heather Street Bikeway, Ash Street and the Olympic Village Canada Line Station
- g. Improved bicycle path connections between bicycle routes including the Seaside Path, the Adanac Bikeway, the Central Valley Greenway and the Carrall Street Greenway.
- h. Improved connections to the Cambie Street Bridge including from Robson Street through the planned Casino development
- i. The provision separate of bicycle and pedestrian paths in sections of the Seaside Path where there are currently multi-use paths

Notes

This motion does not seek support for the building of any of the options nor indicate a priority or preference for any of the options. On many of the options, further information including cost, design and impacts would be likely required. The intent is for the planning process to provide such information so the BAC could then make further recommendations.

For more information on the Columbia Street Bridge option, go to:

<http://files.me.com/rac/k215p5>