

BICYCLE ADVISORY COMMITTEE



May 19, 2010

MINUTES

A meeting of the Bicycle Advisory Committee was held on Wednesday, May 19, 2010, at 5:31 pm, in the Strathcona Room, Sub-ground, City Hall.

PRESENT: Kari Hewett, Chair
Bill Bargeman
Jack Becker
Colin Brander
Richard Campbell
Rhiannon Chernencoff
Keltie Craig
Gertjan Hofman, VACC Representative
Rob Wynen, Vice-Chair

ABSENT: Richard Migicovsky
Meghan Winters (Leave of Absence)
John Whistler (Leave of Absence)

ALSO PRESENT: David Lewis, Bicycle Program Coordinator

CITY CLERK'S OFFICE: Nicole Ludwig, Meeting Coordinator

Leave of Absence Requests

There were no objections to granting leaves of absence to John Whistler and Meghan Winters.

A leave of absence was approved for Jack Becker for the June 16, 2010 meeting.

Approval of Minutes

The minutes of the meeting of April 21, 2010, were approved with the following changes:

- note Colin Brander as on leave of absence;
- page 3, item 5a, strike the word "European" and replace it with "North American".

1. Cycling In Vancouver: Looking Forward to 2010/2011

On May 6, 2010, Vancouver City Council approved recommendations and funding for a new cycling master plan and funding. Staff reviewed the recommendations and provided an update on next steps for the plan.

2. Neighbourhood Traffic Calming by Kitsilano Secondary School

At the April 21, 2010 meeting, the Committee requested Jack Becker, Richard Campbell and Rhannon Chernencoff create a draft motion regarding this item.

School Development Site

MOVED by Jack Becker
SECONDED by Rhiannon Chernencoff

THAT the Bicycle Advisory Committee recommend to Council

1. THAT the redevelopment of the Kitsilano Secondary School at 10th Avenue and Trafalgar Street 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:
 - a. 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.
 - b. the motor vehicle access to the school should be modeled after Templeton School on the Adanac Bike Route where motor vehicle access is limited to one entrance.
 - c. motor vehicle access should be limited to an entrance from 12th Avenue onto Larch Street and that the entrance on Larch Street to 10th Avenue be closed except for emergency vehicles. Parking could then be provided on Larch St for this block.
 - d. the entrance to school property from Trafalgar Street be closed for motor vehicle access.
 - e. the entrance to the school building from 10th Avenue be downgraded to emergency use, thereby reducing the amount of curb side and driving lane parking by parents on 10th Avenue waiting for their children to come from the school.

CARRIED UNANIMOUSLY

School Neighbourhood

MOVED by Jack Becker
SECONDED by Rhiannon Chernencoff

THAT the Bicycle Advisory Committee recommend to Council:

1. THAT the sections of 10th Avenue from Arbutus Street to Trafalgar Street and of Trafalgar Street between Broadway and 12th Avenue, 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 Avenue 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 Avenue from Trafalgar Street to Arbutus Street or beyond, as well as Trafalgar Street between 10th Avenue or Broadway to 12th Avenue or beyond, or
 - b. restricting motor vehicle traffic on 10th Avenue 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 measures along 10th Avenue 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

CARRIED UNANIMOUSLY

MOVED by Colin Brander
SECONDED by Richard Campbell

THAT the Bicycle Advisory Committee recommend to Council that the City work with the School Board and Parks Board to develop a Memorandum of Understanding for planning and implementing principles that support the City's goals for cycling, in preparation for the cycling master plan.

CARRIED UNANIMOUSLY

3. Update - Bike Month

Staff and Committee members provided updates on Bike Month activities

4. Update - BAC Work Plan

The Committee reviewed the revised work plan (*distributed - on file*).

5. Update - 2008-2009 Annual Report

The Chair noted that the report is tentatively slated to be presented to Council in July and requested a meeting with others helping in the next 10 days, with a draft to be ready by June 9, 2010, in time for the June Committee meeting.

6. Bicycle Network Subcommittee

Gertjan Hofmann, Bicycle Network Subcommittee, reviewed the notes from the last Bicycle Network Subcommittee meeting.

a. *Science World*

MOVED by Richard Campbell
SECONDED by Gertjan Hofman

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

- a. the width of the bicycle path be 6.0 metres minimum, while retaining sufficient pedestrian walking and viewing space to ensure pedestrians do not need to use the bicycle path.
- b. on the south side of Science World a pedestrian path be included parallel to the bicycle path
- c. 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
- d. 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 Avenue and Québec Street
- e. 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.

CARRIED UNANIMOUSLY

MOVED by Jack Becker
SECONDED by Colin Brander

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 Street 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 Boulevard cycling infrastructure;
 - ii. Expo Boulevard bike lane;
 - iii. Adanac Bike Route at Union Street and the Dunsmuir Viaduct;and on the south side to
 - i. to 1st Avenue bike lanes which connect to the Ontario and Columbia Bike Routes, and
 - ii. preferably to 5th Avenue or 10th Avenue Bike Routes.

CARRIED UNANIMOUSLY

7. False Creek Cycling Capacity, Safety and Access Upgrade Plan

At the Bicycle Advisory Committee Meeting, the Committee postponed consideration of the following motion to this 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 to:

- 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.

The Committee agreed to withdraw this motion

MOVED by Richard Campbell
SECONDED by Jack Becker

THAT the Bicycle Advisory Committee recommend to Council

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 to:

- 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 side of False Creek.
- d. increased widths for bicycle and pedestrian paths along False Creek;
- e. separated bike lanes on Main Street, Quebec Street, Pacific Boulevard, and Expo Boulevard.
- 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.

amended

AMENDMENT MOVED by Bill Bargeman
SECONDED by Rhiannon Chernencoff

THAT part c be deleted from the motion, so that the motion would read:

THAT the Bicycle Advisory Committee recommend to Council

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 to:

- a. the reallocation of lane(s) of traffic on the Cambie Bridge.
- b. widened sidewalks on the Cambie Bridge.
- c. increased widths for bicycle and pedestrian paths along False Creek;
- d. separated bike lanes on Main Street, Quebec Street, Pacific Boulevard, and Expo Boulevard.
- e. 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.
- f. improved bicycle path connections between bicycle routes including the Seaside Path, the Adanac Bikeway, the Central Valley Greenway and the Carrall Street Greenway.
- g. improved connections to the Cambie Street Bridge including from Robson Street through the planned Casino development.
- h. the provision separate of bicycle and pedestrian paths in sections of the Seaside Path where there are currently multi-use paths.

carried
(Richard Campbell opposed)

POSTPONEMENT MOVED by Richard Campbell
SECONDED by Colin Brander

THAT consideration of the motion as amended be postponed to the June 16, 2010, meeting.

CARRIED UNANIMOUSLY

8. Other Business

a. *Bike Tourism*

Staff responded to questions regarding the promotion of bike tourism in Vancouver.

b. *CBC Radio - Early Edition*

The Vice-Chair noted he would be speaking on CBC Radio's Early Edition regarding the Dunsmuir Bike Lanes on May 20, 2010.

9. Adjournment

MOVED by Jack Becker
SECONDED by Gertjan Hofman

THAT this meeting of the Bicycle Advisory Committee be adjourned.

CARRIED UNANIMOUSLY

The Committee adjourned at 8:17 pm

Next Meeting:

DATE: Wednesday, June 16, 2010
TIME: 5:30 pm
LOCATION: Strathcona Room, Subground, City Hall

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