

NOTICE OF MEETING  
VANCOUVER BICYCLE ADVISORY COMMITTEE  
A G E N D A

DATE: Wednesday, July 28, 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](mailto:nicole.ludwig@vancouver.ca)*

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

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**Roll Call**

**Leave of Absence Requests**

Leave of Absence for Bill Bargeman.

**Approval of Minutes**

The minutes of the meeting of June 16, 2010, to be approved.

**1. Downtown Separated Bike Lanes: Phase II 5:30-5:55**

Lacey Hirtle, Engineering Services, will provide an update.

**2. Greenway and Bikeway Design Criteria 5:55-6:10**

Richard Campbell will present information and a motion on greenway and bikeway design criteria.

The attached motions refers.

**3. Rezoning Application for 8495 Granville Street 6:10-6:25**

Consideration of a motion regarding the proposed rezoning for 8495 Granville Street, originally sent to members on the listserv.

**4. Annual Report 6:25-6:30**

The Chair will provide an update on the annual report.

5. **Vancouver Police Department Update** 6:30-6:40

The Chair will provide an update on liaising with the Vancouver Police Department.

6. **Bicycle Network Sub-committee Report** 6:30-6:45

Gertjan Hofman or David Lewis, Engineering, will review the minutes of the previous meeting, available online at <http://vancouver.ca/ctyclerk/civicagencies/bicycle/bnsc/bnsc2010schedule.htm>.

7. **“One Year, One Million Bikes on Burrard Bridge”** 6:40-6:45

David Lewis, Engineering Services will provide an update.

8. **Bike Month Summary** 6:45-6:50

David Lewis, Engineering Services will provide an update.

9. **Other Business**

- a. **25<sup>th</sup> Anniversary of the Bicycle Advisory Committee**

Friday, July 30, 2010 is the 25<sup>th</sup> anniversary of the Bicycle Advisory Committee. The Chair will provide comments.

9. **Adjournment**

**Next Meeting:**

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

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## Greenway and Bikeway Design Criteria

### Background

The Cycling in Cities research indicates that cyclists of all abilities prefer paved separated bicycle paths over other options. While residential streets with traffic calming also viewed favourably by cyclists, given the popularity routes where significant portions consist of separated paths, such as the Seaside Path, Central Valley Greenway and the Ridgeway Greenway, it is reasonable to expect that routes with such paths are more attractive to cyclists and potential cyclists.

While certainly a significant portion of this appeal is due to the lack of motor vehicle traffic on the car-free segments and minimal amounts of motor vehicle traffic on surrounding segments, there are likely other factors that cyclists and other users find attractive on such segments. Mini parks and other public space that is enhanced by creating car-free spaces along greenways and bikeways likely serve to both attract cyclists and other users to greenways and serves as a point interest for the the community at large.

Future greenways and bikeways on residential streets should attempt to build on the success of the Ridgeway Greenway. The segment of the Ridgeway Greenway between Main Street and Victoria Drive, has five segments that are car-free. Four of these segments are the result of the closure of the street to automobile traffic while one is through a park. Of the 2.6 km of this segment, approximately 870 metres or 33% is car free. Realizing that there are challenges in creating car-free segments and that this segment of the Greenway may have had opportunities that are not necessarily present on other greenways, the standard set by this section may not always be realistic for other bikeways and greenways.

This motion recommends initiating a process to determine guidelines for greenways and bikeways that will attract new cyclists in sufficient quantities to reach mode share targets while also proposing an interim guideline for greenways and bikeways implemented before the process is completed. The interim guideline is less ambitious than the segment of Ridgeway detailed above recognizing the obstacles of achieving car-free sections and while likely a challenge to met, given the experience on Ridgeway, should be achievable.

### Recommendation

THAT the Bicycle Advisory Committee recommend to Council

- A. THAT as part of the Bicycle Plan Update, guidelines for greenways and bikeways be developed to ensure that the expectations of cyclists and potential cyclists are met with respect to car-free sections and separated paths and thus attract the target 8 to 80 market.
- B. THAT until the guidelines in A, above, are adopted, new greenways and bikeways conform to the following:
  - a. a minimum of one car-free section every kilometer
  - b. at least 10% of the route consists of separated paths
- C. THAT innovated traffic calming measures included automated bollards be considered to control access to sections of greenways and bikeways when other options prove impractical

**Regarding the North Arm Greenway**

THAT the Bicycle Advisory Committee Recommend to Council

THAT for the North Arm Greenway, a closure of W 59 Avenue to motor vehicle traffic between Yukon Street and Columbia Street adjacent to Winona Park be considered.