



CITY OF VANCOUVER

## CITY OF VANCOUVER

### OTHER REPORT

Report Date: May 21, 2008  
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Meeting Date: June 10, 2008

TO: Standing Committee on Transportation and Traffic  
FROM: Bicycle Advisory Committee  
SUBJECT: Bicycle Advisory Committee Annual Report for the year 2007

#### RECOMMENDATION

THAT this annual report from the Bicycle Advisory Committee be received by Council for information (and inspiration!) in the context of:

- Council's acceptance in principle of a cycling mode share target of 10% by 2010, and thereafter working toward higher mode share levels similar to those of many European cities,
- the Eco Density initiative,
- our ever-increasing awareness of, and concern about, global warming, and
- the health of our citizens and of our environment.

#### CITY MANAGER'S COMMENTS

The City Manager submits the foregoing for INFORMATION.

#### PURPOSE

To provide Vancouver City Council with a report on the activities of the Bicycle Advisory Committee for the period of 2007-2008.

## BACKGROUND

The Bicycle Advisory Committee was established by Council on July 30, 1985.

### *Objective*

The mandate of the Committee is to provide a safe and convenient cycling environment for commuter and recreational cyclists by improving the existing road network to better meet the needs of cyclists, and by promoting the safe and responsible use of bicycles for transportation and recreation.

### *Terms of Reference*

The Committee:

- Reviews and advises on bicycle transportation matters;
- Provides input on capital improvement projects involving bicycling facilities;
- Promotes bicycling as a viable form of urban transportation and recreation;
- Evaluates bicycle facilities;
- Promotes motorist and cyclist awareness, competence and safety; and
- Attends City-sponsored public forums to provide information on City programs and receive public input on bicycling issues;
- produces an annual work plan with specific, concrete objectives by March of each year, in consultation with its Council and staff liaisons, for distribution to Council and civic departments for information;
- submits an annual report to Council describing its accomplishments for the year, including reference to each objective set out in the work plan and any arising issues to which the Committee has responded.

## MEMBERSHIP

See Appendix A

## DISCUSSION

### 1. BAC 2007-8 work plan outline

#### *1. Guiding principles/vision for cycling in Vancouver*

The entire BAC participated in a day-long visioning process set up by one of its members and facilitated by a professional facilitator. See "Significant Activities" below.

#### *2. Education and promotion of cycling*

The BAC established a "Bicycling Education and Promotion sub-committee" in February 2005. While we believed (and do still believe) the work of this committee is crucial to the further development of cycling as a mode of transportation in the City of Vancouver, there is very little in the way of a support mechanism within the City for real education and promotion of cycling and the committee disbanded in October 2007. We are, however, very pleased to report that the Vancouver School Board will likely establish its own Bicycle

Advisory Committee in 2008. The BAC supported the establishment of this committee through a letter of support and an oral deputation to the VSB.

On the broader scale, the BAC has been involved in several large-scale research projects based at UBC on various aspects of transportation cycling. See the "Significant Activities" section below for more information.

### 3. *Theft and parking*

With regard specifically to bike theft, the BAC has acted over the past two years as one of the advisory groups in the development of the Property Cop database for registering bikes (and other valuable goods) so that they can be recovered if they are stolen.

Bike theft is related directly to the quality and availability of bike parking, which has been an ongoing issue within the city and at the BAC. The committee has had several discussions and made recommendations to council with regard to "class A" (long-term, secure, protected) parking, including bike stations, parking in residential and commercial buildings, and parking with power sources for electric-assist bikes), as well as the installation of "class B" parking (generally bike racks).

### 4. *Cycling and the Olympics*

Apart from receiving information from VANOC representatives and making recommendations to council thereon, there has been no activity in this area.

### 5. *Cycling and EcoDensity*

The BAC submitted a report to Director of Planning Brent Toderian on the topic of the intergration of cycling/sustainable transportation and land use within the context of EcoDensity.

### 6. *Processes/relationships/information flow*

The Chair and Engineering staff have established and maintain regular communication and information exchange between meetings.

### Guest Presenters

The following individuals from staff and the general public presented to the committee, in alphabetical order:

Names of Presenters/Guests	Subject
Will Ali & Edward Tchoi, Peditaxi Vancouver, Inc	Vancouver Peditaxi Inc
Joanne Baxter, Rezoning Centre	Proposed Rezoning of 749 West 33 rd Avenue - St. Vincent's Campus of Care Site
Jack Becker, BAC	Recreational Trail strategies (BC)
Dale Bracewell, Director, Olympic Transportation	Overview of Transportation Planning for the Olympics
Colin Brander, BAC	Nanaimo & Grandview Highway North Intersection
David Brierly, PropertyCop	PropertyCop
Steve Brown, Strategic Transportation Planning	Grade separation, Burrard Inlet rail line; Downtown Cycling Station

Richard Campbell, BAC	Changes to Federal Motor Vehicle Legislation; Data Collection Project; EcoDensity/Review of Presentation to Council on February 27, 2008
Gavin Davidson, TransLink	Connections, Canada Line Pedestrian/Bike Bridge to Vancouver's Bicycle and Pedestrian network
Michel Desrochers, Planning and Operations - Park Board	China Creek Park/10th Ave Bike Route Redevelopment
Jerry Dobrovoly, Assistant City Engineer	Southeast False Creek Truck Routing Operations; Canada Line
Dane Doleman, Structures Engineer	Burrard Bridge
Scott Edwards, Greenways and Neighbourhood Transportation	Canada Line Issues
Bonnie Fenton, BAC/VACC	Green Cities Project/Portside Bike Route; TransLink Long Term Bicycle Plan Stakeholder Workshops
Jo Fung, Sustainable Transportation	Downtown Cycling Station; Sustainable Transportation
Constable Brian Green, VPD	Vancouver Police Department (VPD) Bike Patrol
Robert Holley, BAC	Wiki Site on Principles for Bikeways; Guiding Principles
Matthew Holm, Engineering Services	East Fraserlands
Rosalind Kellett, Chair - Social Justice and Environmental Sustainability Committee for VSB	Vancouver Secondary Teachers' Association/VSB Bicycle Advisory Committee
Mia Kohout, Vancouver Area Cycling Coalition	Bike to Work Week
Thor Kuhlmann, Planner	CoV EcoDensity Initiative; EcoDensity Update
Lon LaClaire, Strategic Transportation Planning	Cambie Street bike lanes
Justin Lemire-Elmore, Vancouver	Electric Bikes
Cherry Lindsey, Project Assistant, Delcan IS	Burrard Bridge
Bob MacDonald, Senior Parking Policy Engineer	Review of Off-Street Bicycle Parking Requirements for Commercial Office & Multiple Residential uses
Jason Maynes, Canadian Tire	Canadian Tire Rezoning Application
Wali Memon, Strategic Transportation Planning / Parking Policy & Development Engineer	Southeast False Creek Truck Routing Operations; Off-Street Cycling Options; Proposed Rezoning of 749 West 33 <sup>rd</sup> Avenue - St. Vincent's Campus of Care Site; 700 West 8th Ave Rezoning / Review of Off-Street Bicycle Parking Requirements for Commercial Office & Multiple Residential uses
Joost Meyboom, Project Manager, Delcan IS	Burrard Bridge
Phil Mondor, Senior Rezoning Planner	Review, Rezoning Application: 1409-1477 W Pender
Henrik Smedegaard Mortensen, Kaospilots	Cycling in Copenhagen
Michael Naylor, Planning Department	700 West 8 <sup>th</sup> Ave Rezoning
Paul Pinsker, Parking Management	Canadian Tire Rezoning Application
Gerard Plunkett, New World Electric Bikes	Electric Bikes
Vicki Potter, Rezoning Centre	Canadian Tire Rezoning Application
David Rawsthorne, Engineering	Burrard Bridge; Proposed Rezoning of 749 West 33 <sup>rd</sup> Avenue - St. Vincent's Campus of Care Site; Capital Planning Process

Ron Richings, Vancouver	Bicycle Safety (Mirrors)
Greg Robinson, Vancouver	Downtown Cycling Station
Kirsten Robinson, Major Projects Group	East Fraserland
Peter Stry, Engineering Services	Ontario Greenway at 41 <sup>st</sup> Ave
Paul Storer, Strategic Transportation Planning	12 <sup>th</sup> Ave & Heather St, left turn bay; Cambie Street bike lanes
Kay Teschke, BAC	GVRD Survey on Cycling
Sharon Urton, Vancouver Active Communities Network (VACNET)	VACNET
Thang Vu, Burnaby resident	federal committee hearings concerning traffic safety for the purposes of regulatory changes
Allan Wong, Trustee - VSB	VSB - Bicycle Advisory Committee
Donny Wong, Rapid Transit Office	Cambie Street bike lanes

### 3. BAC Resolutions to Council

Between February 2007 and April 2008, the following resolutions were forwarded to City Council by the Bicycle Advisory Committee in chronological order:

#### NOV 2006

*(These 2006 recommendations are included so as to capture this information which fell between reporting periods):*

- THAT the Bicycle Advisory Committee recommend Council support the re-establishment of the Vancouver Police Department Bike Patrol.
- RE: Green Cities Project
  - (a) THAT the Bicycle Advisory Committee recommend to Council that it direct staff to seek cost sharing opportunities with the Province through the LocalMotion Fund.
  - (b) THAT the Bicycle Advisory Committee recommend to Council to direct staff to report back on these projects and funding opportunities as they arise over the next 4 years

#### FEB 2007 - APRIL 2008

- (a) THAT the Bicycle Advisory Committee does not support any accesses for parking off Heather Street and 10th Avenue.
- (b) THAT when planning access to new parking facilities bike routes should be avoided as a direct access route, and measures should be taken to discourage their use as approach routes.
- THAT the Bicycle Advisory Committee has no objection to the proposed rezoning of the site at 1409 to 1477 West Pender Street. West Pender Street accommodates a bicycle route which will be enhanced when the proposed developments removes the two exiting curb cuts providing vehicular access on this block.
- **Establishment of Sub-committees** THAT the Bicycle Network Sub-committee and the Bicycle Education and Promotion Sub-committee be re-established and the following members be appointed:
  - Bicycle Network Sub-committee Jack Becker, Colin Brander, Richard Campbell, Trudy Lancelyn
  - Bicycle Education and Promotion Subcommittee Kari Hewett, Colin Brander, Bonnie Fenton
 FURTHER THAT other members, who are not members of the Bicycle Advisory Committee, be appointed to the Sub-committees. Names are noted in the Bicycle Network Sub-committee meeting notes of January 9, 2007 and the Bicycle Education and Promotion Sub-committee minutes of November 16, 2006.

- THAT the Bicycle Advisory Committee support in principle, the idea of electric-assisted pedicabs.

- (a) THAT the Bicycle Advisory Committee strongly recommend to Council to support staff recommendations for bike lanes on both sides of Alberni Street from Cardero Street to Chilco Street, including a traffic light at the intersection of Denman Street and Alberni Street and removal of some on-street parking spaces on Alberni Street between Denman Street and Bidwell Street.

(b) THAT the Bicycle Advisory Committee recommend to Council to direct staff to explore continuance of the bike lanes eastward for additional connections with the City's bicycle network at Nicola Street and at Burrard Street.

- THAT the Bicycle Advisory Committee strongly recommend to Council:

THAT Vancouver City Council actively support electric-assist bicycles as an environmentally friendly means of transportation within the city through:

- Including promotion and marketing of electric-assist bicycles as part of the promotion of bicycling and alternative transportation.

- Updating bike parking requirement bylaws for industrial, commercial, retail, parking lots, and residential facilities requiring the provision of parking space for these units (standard bike racks are not adequately designed for electric-assist bikes) and electrical power outlets for recharging the batteries.

- Updating city guidelines for bicycle facility design, street amenities, surface parking facilities, and on- and off-road rights of way to accommodate electric-assist bike parking and battery recharging.

- Directing staff to work with TransLink for the accommodation of electric-assist bikes on the transit system.

- RE: Boundary Road at Canada Way, Grandview Highway and 11 Avenue

THAT the Bicycle Advisory Committee recommend to Council THAT provision for bicycle lanes be planned as part of any future work on Boundary Road.

- RE: Proposed Canadian Tire Development, Ontario Street between Marine Drive and 69 Ave

(a) THAT the Bicycle Advisory Committee does not support any motor vehicular access for new development or redevelopment off existing bike routes.

(b) THAT the Bicycle Advisory Committee recommend Council direct staff to take measures to avoid bike routes as direct access routes and to discourage their use as approach routes, when planning access to new development or redevelopment.

AND,

THAT, should the development proceed with an entrance off Ontario Street, the Bicycle Advisory Committee recommends to Council:

(a) THAT the development should incorporate cycling facilities that serve to:

- minimise potential conflict between bikes and motor vehicles.
- minimise the amount of interaction between motor vehicle traffic and bikes
- minimise the number of cars crossing the path of cyclists
- minimise the amount of vehicle traffic on designated bike routes

And are of such a quality as to encourage those who currently do not cycle to use try using their bikes as a means of transportation

(b) THAT the Bicycle Advisory Committee support staff's recommendation for traffic flow to and from the lands proposed for the Canadian Tire commercial development be supported, except for left-hand turns into the lands from motorized traffic on Ontario Street northbound.

(c) THAT the Bicycle Advisory Committee recommend to Council that physically separated two-way bike lanes be installed on Ontario Street between the southbound and northbound traffic lanes from Marine Drive to Kent Avenue North, connecting to the Kent Avenue South off-road bike path.

- (a) THAT the City of Vancouver Bicycle Advisory Committee supports the motion regarding Canada Line Fraser River Crossing, (as below), that was approved by the Greater Vancouver Transportation Authority at its meeting on July 18, 2007, with a strong preference for a landing north of Southwest Marine Drive; and

(b) THAT staff are requested to report back with options, costs and possible sources of funding to extend the bicycle and pedestrian facilities on the Canada Line Fraser River Crossing to land;

A) north of North Kent Avenue, and the railway tracks, and alternatively;

B) north of Southwest Marine Drive."

- THAT the Bicycle Advisory Committee supports the proposed rezoning of 749 West 33 Avenue (St. Vincent's Campus of Care Site) in principle with the provision that there be no additional motor vehicle traffic on or crossing the Heather Street Bikeway.

- THAT the Bicycle Advisory Committee encourage staff to upgrade the Broadway and Victoria intersection for cycling traffic movement with priority for:

- a signalized diagonal crossing for cyclists between the northwest and southeast corners; or
- signal control for the existing crossing of Broadway for eastbound cyclists; and
- modify the existing bike box on Broadway for the westbound cyclists by extending the advance stop bar across all three westbound traffic lanes, and possibly widen the red-coloured bike box area to span all three lanes.

- (a) THAT the Bicycle Advisory Committee recommend Council direct staff to report back on ways to improve cycling conditions on the 10th Avenue Bikeway between Oak and Yukon, including consideration of:

- traffic diverters
- bike lanes

(b) THAT the Bicycle Advisory Committee request that Council instruct staff to change the new full signal at 10th Avenue and Oak Street back to a pedestrian/bicycle signal and, in addition, consider "recall" if and when needed to accommodate Vancouver Hospital traffic.

- THAT the Bicycle Advisory Committee recommend to Council extending the Canada Line bicycle/pedestrian bridge north end off-ramp to land north of Southwest Marine Drive and supporting a bike path on the south side of Southwest Marine Drive from Cambie Street to Ontario Street.

- RE: Connections from Canada Line Pedestrian/Bike Bridge to Vancouver's Bicycle and Pedestrian network, THAT the Bicycle Advisory Committee recommend to Council

(a) THAT the right of way required for extension of the bridge offramp to north of Southwest Marine Drive on both sides of Cambie Street be obtained.

(b) THAT Council direct staff to engage in discussion with senior levels of government for funding of this offramp.

(c) THAT Council direct staff to work on A and B above, with a desire to meet the grand opening of the Canada Line Pedestrian/Cyclist facility.

- THAT the Bicycle Advisory Committee adopt the report dated November 21, 2007, entitled "Federal Vehicle Design Safety Regulations - Safety Improvements" with the changes suggested at the Bicycle Advisory Committee meeting on January 16, 2008.

- (a) THAT the Bicycle Advisory Committee supports the proposed rezoning of 711 West Broadway in principle with the provision that motor vehicle access for the proposed development not be from the Heather Street Bikeway

(b) THAT the short-term parking within the development be increased to replace the on-street parking on the West Side of Heather Street between 8th Ave and Broadway.

- THAT the Bicycle Advisory Committee adopt the Other Report dated February 20, 2008, entitled "10th Ave at Oak Street Traffic Signal", as circulated at the Bicycle Advisory Committee meeting on February 20, 2008.

- THAT the Bicycle Advisory Committee adopt the Other Report dated February 20, 2008, entitled "South End of Cambie Street Off-Ramp", as circulated at the Bicycle Advisory Committee meeting on February 20, 2008.
- RE: Connections to North End of Canada Line Pedestrian/Bicycle Bridge  
 THAT the Bicycle Advisory Committee recommend to Council  
 THAT Council direct staff to pursue connections to the Canada Line pedestrian/bicycle bridge, including:
  - pursuing a temporary path to connect the pedestrian/bicycle bridge to both the Heather and Ontario Bikeways; and
  - a direct connection from the pedestrian/bicycle bridge to Cambie Street via a level crossing of the railroad tracks.
- RE: Post-and-Ring Bike Parking  
 THAT the Bicycle Advisory Committee recommend to Council  
 (a) THAT the City retain existing parking meter posts and convert them to "post and ring" bicycle racks in areas where meters are proposed to be removed.  
 (b) THAT the City initiate a program whereby residents or businesses can request the installation of bike parking, such as post and ring bicycle racks, in areas experiencing bicycle parking shortages.
- THAT the Bicycle Advisory Committee generally supports retaining the temporary diverter on Ontario Street at 41st Ave on a permanent basis.
- THAT the Bicycle Advisory Committee support the widening of the southbound carriageway of Cambie Street between 29th Avenue and 33rd Avenue, for bicycle facilities.

#### 4. Significant Activities:

(a) "Cycling in Cities" survey (see also Appendix 'D') BAC member responsible: Kay Teschke  
 The City of Vancouver Bicycle Advisory Committee inspired the "Cycling in Cities" program of research, based at the University of British Columbia. Its purpose is to investigate what factors encourage or discourage the use of bicycles for urban transportation. It has involved BAC members and City staff, both within the BAC meetings and beyond.

The research program includes a number of studies, including

- a survey of opinions of Metro Vancouver adults in the near market for cycling about route preferences and other motivators and deterrents to cycling;
- a study linking trip data from the opinion survey to mapped data on features that might influence cycling, including transportation infrastructure, land use, and population distributions; and
- a study of Bicyclists' Injuries and the Cycling Environment ("the BICE Study") that will examine the types of cycling routes that are associated with higher or lower rates of injury to cyclists in Toronto and Vancouver.

The first study (the Opinion Survey) was funded by Transport Canada, TransLink, Metro Vancouver, the City of Vancouver, and 7 other Metro area municipalities (~\$215,000), and co-sponsored by the Bicycle Advisory Committee, Vancouver Area Cycling Coalition, and the Canadian Cancer Society. It is now complete.

#### **summary of results**

31% of adults in the Vancouver region are in the near market for cycling. The best route types to encourage cycling are paved off-street paths for cyclists only, residential streets designated for cycling & with traffic calming, and paths next to major streets separated from motor vehicles by a curb or other barrier.



Route design features that encourage cycling include cycling routes away from traffic and noise pollution, near beautiful scenery, separated from heavy and high speed traffic, with minimum slopes and distances, and with smooth, non-slip surfaces clear of debris.

Other features that encourage cycling are good lighting, lanes marked with reflective paint, safe indoor bike storage, and the option to take bikes on transit.

The results are being prepared for publication in scientific journals. They have been presented to TransLink and the Metro Vancouver Bicycle Coordinators (November 24, 2006); the Bicycle Advisory Committee (May 16, 2007); Vancouver City Council (June 12, 2007); the University of British Columbia's Trek staff (July 10, 2007), Department of Health Care and Epidemiology (March 3, 2007), School of Environmental Health (January 11, 2008), Institute for Resources, Environment & Sustainability (January 22, 2008), and School of Community and Regional Planning (February 13, 2008); University of Alberta's School of Public Health (March 21, 2007); Transport Canada's Moving on Sustainable Transportation group (February 17-18, 2008); the 45th International Making Cities Livable Conference in Portland, OR (June 11-14, 2007); and the Active Living Research Conference in Washington, DC (April 11, 2008).

The second study (the Mapped Data Analysis) received funding in fall 2007 from the Heart and Stroke Foundation of Canada, the Canadian Institutes of Health Research, and TransLink (~\$171,000). It is now underway. It is the subject of the doctoral dissertation of Meghan Winters. It should be complete in about 2 years.

This project has already resulted in a Greater Vancouver Cycling Route Planning Tool which is now available in beta version at the following website:

<http://gis.soeh.ubc.ca/cycling/default.aspx>

The third study (the Bicyclists' Injuries and the Cycling Environment Study) received funding in fall 2007 from the Heart and Stroke Foundation of Canada and the Canadian Institutes of Health Research (~\$579,000). Preparations are underway for it to begin in June 2008. It should take 3 to 4 years to complete.

A website with information about the program of research is available: <http://www.cher.ubc.ca/cyclingincities/>

(b) 26 January 2008: Bicycle Advisory Committee "Vision Day"

BAC members responsible: Robert Holley, Jack Becker and Kay Teschke

On Saturday 26 January, the Bicycle Advisory Committee invested a day in a visioning/strategy workshop. They were joined by Councillor Suzanne Anton, City Council liaison, School Board Trustee and liaison, Allan Wong and Park Board Commissioner and liaison, Spencer Herbert. The session was planned, facilitated and documented by Stephen Geiger of Edge Consulting Ltd., whose generous contribution of time and expertise the Committee gratefully acknowledges.

The objectives of the planning process were to confirm a common BAC vision for cycling in Vancouver, to reach agreement on shared beliefs and guiding principles and to develop goals for cycling, all for eventual adoption and recommendation to the City. This work is expected to better equip the Committee to influence the development of a comprehensive Master Cycling Strategy for Vancouver.

The session began with a SWOT (strengths, weaknesses, opportunities and threats) analysis of

cycling in Vancouver. Through facilitated discussions and supported by some pre-work, the group drafted a set of guiding principles, developed a very clear and specific future vision for cycling, and outlined both strategic objectives and some potential strategies for achieving them. A number of themes or elements were identified which were common to all of these elements, and it became clear that a successful strategic plan must address all of these elements. Following are the main themes and under each a brief description.

#### NETWORK

Including bikeways, bike routes, greenways, bridges, connectivity

#### AWARENESS

Including education, promotion, marketing, celebration of success

#### CULTURE

Including the key outcome 'modeshare'

#### HEALTH & ENVIRONMENT

Including livable city, ecodensity

#### OPPORTUNITIES FOR ECONOMIC DEVELOPMENT AND FUNDING

Including funding, cycling industry, tourism

#### SAFETY

Including training, skills development, enforcement

A document summarizing the key products of this work is currently being developed, and will support a number of strategy-related activities being considered for the 2008-2009 workplan

### 5. Committee time

The Bicycle Advisory Committee held 13 regular meetings during the period from 21 February 2007 to 16 April 2008 inclusive. In addition, the Bicycling Education and Promotion Sub-Committee met three times in this period and the Bicycle Network Sub-Committee met eight times. Individual members have also attended numerous directly related meetings, public meetings, information meetings/Council meetings and events including bikeway rides and openings. A very conservative estimated total of volunteer time contributed by BAC members towards all these activities would equal 120 seven-hour work days.

### 6. Future Directions

The Committee recommends that the Bicycle Advisory Committee continue to pursue the following issues during the remainder of its term and beyond, as outlined in the BAC workplan and subject to any direction which Council chooses to provide:

a) Commitment to increasing cycling mode split to a minimum of 10% by 2010. Council has supported in principle (January 2005) the BAC's recommendation for an aggressive 10% cycling mode split in the City by 2010, and achieving cycling levels comparable to the great urban centres of Europe. Transportation planning, promotional and educational activities reflecting this and the City's transportation policy priorities must reflect this target.

b) Continued internal communication with city staff.

c) Planning for, and working toward a commitment to make funds available for increasing the complement of permanent City staff positions focussed on cycling. The committee has discussed the need for additional staff to: support and promote existing and proposed cycling initiatives and infrastructure; encourage and educate the public to use and participate in

cycling more often as an active, healthy and viable transportation alternative; help enforce safe and respectful vehicle/driver behaviour on and around marked bicycling facilities.

d) Increase public awareness of existing cycling facilities and information.

e) Ongoing collaboration with staff to support such City of Vancouver sustainability initiatives as the 'Community Climate Change Action Plan'.

f) Collaboration with city staff and the broader community to provide better, safer cycling facilities on the Burrard Bridge.

g) Completion of Vancouver Portion of Central Valley Greenway in a timely manner, to a standard in line with that outlined in the Sustainable Region Showcase for Greater Vancouver May 2003: Pages 24-33 of this document discuss the need for the Greenway to "meet the needs of cyclists of all levels... and to address both real and perceived safety concerns that often present barriers to usage (p. 27)." The BAC is committed to supporting these standards to make the CVG a safe and accessible route for cyclists of all levels.

h) Monitoring of existing cycling network for increasing car traffic due to new developments and changing traffic patterns. Some new developments (e.g. Canadian Tire development on the Ontario St bikeway/between Marine Drive and 69<sup>th</sup> Ave) were discussed in this term, and changes/increases to car traffic will have implications for, and an impact on the existing bicycle network.

An example of a major change to a designated bikeway that was not brought to the BAC, and which should have been was the installation of a full traffic signal at the intersection of the 10<sup>th</sup> Ave bikeway and Oak Street.

We encourage ongoing monitoring of the network to determine long-term impact of new developments.

## CONCLUSION

The committee would like to thank the members of City Council for their ongoing support of the work of the BAC. We also want to thank the committed staff whose hard work and dedication have added to the effectiveness of the work we do as a committee.

The foregoing information is presented to Vancouver City Council for information.

### *Appendices:*

- A. Committee membership list
- B. Media references
- C. Bicycling Education and Promotion Sub-Committee, final report
- D. "Cycling in Cities" survey

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## APPENDIX A MEMBERSHIP

### Committee members and liaisons

#### *Bicycle Advisory Committee Members*

Jack Becker

Tim Blair

Colin Brander

Richard Campbell

Paul Dragan

Bonnie Fenton, Chair (VACC rep)

Kari Hewett, Vice Chair and Chair of the 'Bicycling Education and Promotion Sub-committee'

Gertjan Hofman, Chair of the 'Bicycle Network Sub-committee' (VACC alternate rep)

Robert Holley

Trudy Lancelyn

Neil Salway, In-line skating representative (to December 2007)

Kay Teschke

#### *Meeting Co-ordinator*

Nicole Ludwig, City Clerk's Office

#### *Staff Liaison*

Scott Edwards, Manager - Greenways and Neighbourhood Transportation  
(and David Rawsthorne, Engineering as an alternate)

#### *Elected Official Liaisons*

Councillor Suzanne Anton	Vancouver City Council
Commissioner Spencer Herbert	Vancouver Park Board
Trustee Allan Wong	Vancouver School Board

#### *Other staff frequently attending meetings*

Jerry Dobrovolny	Assistant City Engineer
David Rawsthorne	Greenways & Neighbourhood Transportation
Peter Stary	Greenways & Neighbourhood Transportation

#### *Other staff representatives*

Tilo Driessen	Parks & Recreation
Anne Lee	Vancouver School Board

#### *'Bicycling Education and Promotion Sub-Committee' members (to October 2007)*

Dustin Anderson	Purple Pirate
Omar Bhimji	PEDAL
Colin Brander	BAC
Vagner Castilho	teacher, Windermere Secondary
Bonnie Fenton	BAC
Cara Fisher	public
Bill Hamilton	West 1 Community Schools Co-ordinator
Kari Hewett (Chair)	BAC
Anthony Maitland	public

Arthur Orsini	urbanthinkers
Isaac Rosen-Purcell	public
Mary Sherlock (Co-chair)	public
Billy Smith / Yvonne Fung (rotating)	AMS Bicycle Co-op (UBC)
Allan Wong	Trustee, VSB

*'Bicycle Network Sub-committee' members*

Jack Becker	BAC
Colin Brander	BAC
Gertjan Hofman (Chair)	VACC
Trudy Lancelyn	BAC
Peter Stary	Engineering Liaison

*'Bicycle Network Sub-committee' guests and presenters (in chronological order)*

Anthony Maitland	Haley Mousseau
Corey Spencer	Danelle Laidlaw
Kari Hewett, BAC	Tim Blair, BAC
Graham Noble, BEST	Thang Vu
Arno Schortinghuis	Mike Anderson (Engineering)
David Rawsthorne, Engineering	Paul Storer, Engineering
Steve Brown (Engineering)	False Creek Rail Study
Wali Memon (Engineering)	Ontario Greenway north of 2 <sup>nd</sup> Ave
Genevieve Tokgoz (Engineering)	Heather Bikeway extension to Kent; Alberni bikeway connector
Dane Dolman (Engineering)	Burrard Bridge
Sylvia Kirk (Engineering)	Yukon Bikeway, 10 <sup>th</sup> to Midlothian
David Rawsthorne (Engineering)	Burrard Bridge; Bike lanes on secondary arterials; Canada Line Stn. bike access
Peter Stary (Engineering)	Science World area bike connections; Canadian Tire redevelopment(Ontario); Local street (design) bikeway guidelines; Canada Line bike/ped bridge
Chris Darwent (Engineering)	Boundary/Grandview area changes
Paul Storer (Engineering)	Cambie bike lanes
Ryan The (Engineering)	28 <sup>th</sup> & Dumfries bikeways
Donny Wong (Engineering)	Canada Line Stn. bike access
Tim Blair (BAC)	Post and ring bike racks
Mike Anderson (Engineering)	Canada Line Stn. bike access

## APPENDIX B MEDIA

### *BAC media references 2007/2008*

Date	Outlet	Details	Title/Topic	Interviewees
Thurs 1 March 2007	<i>Globe and Mail</i>	Article on page S3	"Bicycle thefts make for uneasy riders"	Bonnie Fenton (BAC) Arno Schortinghuis (VACC)
Fri 2 March 2007	CBC TV	Interview on the 6:00 news	Bike theft	Bonnie Fenton (BAC) Arno Schortinghuis (VACC)
Fri 1 June 2007	<i>Vancouver Courier</i>	Article on page 16	Burrard Bridge	Rob Wynen (WERA) Bonnie Fenton (BAC) Dane Dolman (CoV)
Sat 2 June 2007	Co-op Radio	15 minute interview on cycling issues	Moving cycling forward in Vancouver	Bonnie Fenton (BAC)
Fri 8 June 2007	<i>Vancouver Courier</i>	article	"City connecting cycling dots along Canada Line"	Scott Edwards (CoV) Bonnie Fenton (BAC)
28 June 2007	<i>Georgia Straight</i>	column: 'Straight Talk'	"NPA rejects COPE's claim on cycling"	Kari Hewett (BAC, from printed submission) Bonnie Fenton (BAC)
Weds 22 Aug 2007	<i>Vancouver Courier</i>	article	"Entrepreneurs plan to peddle sleek pedicabs to different demographic"	'Bicycle Advisory Committee' referenced
Fri 9 Nov 2007	<i>Vancouver Courier</i>	article	"Burrard Street Bridge up for up-grade"	'Bicycle Advisory Committee' referenced Dane Doleman (CoV)
Thurs 29 Nov 2007	<i>Vancouver Sun</i>	article	"Public bike rentals coming to Vancouver?"	Bonnie Fenton (BAC)
Weds 27 Feb 2008	<i>Vancouver Courier</i>	article	"High school teacher wants more students on bikes"	'Bicycle Advisory Committee' referenced

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'BICYCLING EDUCATION AND PROMOTION SUBCOMMITTEE'

Report Date: 21 May 2008  
Author: Kari Hewett

### FINAL REPORT

#### **PURPOSE:**

To provide an overview of the Sub-committee's work and activities over its existence, to outline some successes and challenges and to make some recommendations for consideration with respect to promotion and education for cycling in the City of Vancouver.

#### **BACKGROUND:**

The most recent form of an education and promotion Sub-committee of the Bicycle Advisory Committee came into existence on 19 January 2005, and held its first meeting on 9 February 2005---the same day the Kyoto Protocol came into effect.

The 'Bicycling Education and Promotion Sub-Committee' (BEePS) began with 13 members, had no staff liaison, and three 'terms of reference':

1. Exploring and evaluating the resources available to the Vancouver cycling community,
2. Recommending strategies for improving knowledge of and participation in cycling
3. Building links between organizations municipal and otherwise in Vancouver to aid in the achievement of cycling education-related goals.

It was directly accountable and reported to the BAC. It held its last meeting on 6 June 2007, and was formally dissolved in October 2007.

#### **DISCUSSION:**

The areas of promotion and education (also including encouragement and enforcement) are a crucial, yet under-supported aspect of citizen involvement with the City of Vancouver, mirroring the need for more staff dedicated to this work.

Another standing group, the 'Bicycle Network Sub-Committee' provides an important venue for reviewing infrastructure and facilities with City staff, related professionals and the public. However, the necessary marketing complement to this system, which would proactively promote the extensive network, cycling facilities and their benefits to the City, its citizens and visitors has lacked the institutional framework and participation required for it to succeed.

Membership and structure BEePS had a formal structure which included a chair (Kari Hewett), Co-chair (Mary Sherlock) and a rotating Secretary. The Sub-Committee drew its volunteer members from a variety of age groups, ethnicities, abilities, professions and interests: youth, educators, industry professionals (mechanics, cycling instructors, couriers), high school teachers, artists, performers and students. The following eight dedicated individuals were active in some way from beginning (2005) to end (2007): Arthur Orsini, Omar Bhimji, Colin Brander (BAC), Bonnie Fenton (BAC), Bill Hamilton and Billy Smith, in addition to the Chair and Co-Chair. VSB Trustee, Allan Wong, was also a frequent attendee.

Meetings were held according to a circulated advance agenda an average of every six weeks over the 2.5 years BEEPS gathered, except during periods when advisory committees were not meeting. Minutes were taken, reviewed and adopted at the next meeting, then distributed to the BAC and are on file with the City Clerk's office.

Activities We hosted guests from the Vancouver Police Department, TransLink, the Vancouver School Board, Way to Go, the City of Vancouver, the Vancouver Area Cycling Coalition, MOMENTUM magazine, a planner from Melbourne, Australia and others.

Topics we discussed and/or provided feedback/direction on included: cycling safety campaigns, special event and school bicycle parking, the **offramp** program, educational materials for motorists, "Walk to School Week", bike buddies, Bike Month promotion, Bike Share Initiative + related programs, the "One Day One School" program, bicycles on sidewalks, the City's "Advisory Committee on Disability Issues" and cycling opportunities, a local school's Bike Drive, Australian TravelSmart maps and Urbanbicyclist City Guides, Windermere Bike Day, the "Cycling for Teachers" program and more.

Significant activities included:

- 26 May 2005: Co-Chair (Mary Sherlock) and member Bill Hamilton brought together a large, diverse group of cycling-oriented professionals, advocates and educators for a very productive set of presentations and discussions under the umbrella title of Cycling and "Cool Schools" .
- 22 June 2005: Mary Sherlock, Colin Brander and Kari Hewett met with VPD liaison Darcy Taylor to discuss cyclist-related messaging and education, bylaws and traffic enforcement
- 11 August 2005: Bonnie Fenton and Kari Hewett met with a representative of the Downtown Vancouver Business Improvement Association to discuss promoting awareness of cycling as a means of transport to and around the downtown, plus ways of encouraging more bicycle-friendly infrastructure
- 25 May 2006: Members Mary Sherlock and Bill Hamilton presented a position paper entitled On Cycling and Schools for the City of Vancouver which looked at issues and solutions regarding safety, training and education within the municipality around schools.
- 16 November 2006: Member Vagner Castilho (high school teacher) and some of his students presented their "Bike Drive" program. Member Arthur Orsini presented and circulated information about the "Walking and Cycling to School" project he'd initiated and run as part of a School Travel Planning Program in Auckland, New Zealand/Aotearoa.
- 21 March 2007: BEEPS brought forward a motion to the BAC to try and address the lack of festival bicycle parking at a local, annual event  
*"THAT the BAC write a letter to the 'Vancouver International Children's Festival' and request that they provide more temporary bicycle rack parking, and that they advertise and promote cycling and bicycle parking in all their festival publicity and marketing materials", and*  
*"THAT the BAC adopt the motion as carried as part of the Sub-Committee's report"*
- BIKE MONTH: June 2005, 2006 and 2007 each had a pair of promotional events located on busy bicycle routes at peak periods whereby members would distribute hundreds of CoV maps, cycling information and literature to commuter and recreational cyclists of all ages. HUGELY successful from a marketing and education perspective !

Successes Bringing together a diverse variety of Vancouver-ites on a regular basis in a co-



ordinated way to work on ideas and initiatives to further cycling awareness and enjoyment in the City; expanding contact and engagement with other organisations and related municipal bodies; helped the BAC fulfill some objectives of its workplan; lots of inspiration and education amongst those involved and to the public.

Challenges A lot of work to be done by too few volunteers; few City resource staff to draw from and give feedback to for specific, related bicycling education and promotion work; ultimately, too little administrative support to keep Sub-Committee functional.

## FUTURE CONSIDERATIONS:

In view of Vancouver City Council's January 2005 support in principle of a target "for cycling's share of the City's transportation mode split (to be) 10% by 2010", and the current percentage of around 3-4%, much more needs to happen, soon.

The City currently has a large, talented and committed pool of employees working in Engineering, the Greenways and Neighbourhood Transportation Branch, Planning and other areas to plan, develop, implement, build and maintain cycling facilities. The 'Bicycle Network Sub-Committee' does much valuable consultation work with them on an on-going basis.

Additionally, the Vancouver School Board is currently considering creating its own 'Bicycle Advisory Committee', in part to address and deal with more appropriately some of the topics that BEEPS worked on. The BAC's Vice Chair presented a letter of support to VSB Committee #1 on 25 February 2008, and although this VSB group has yet to be officially formed, it is likely to begin meeting in the next few months to work on issues within its jurisdiction.

While the City of Vancouver does have a Sustainability Office and some resources within the Engineering Department for the purposes of marketing, in order to truly get more people on their bikes, there needs to be more staff whose specialty is and jobs are dedicated to general cycling education and promotion. The distinct shortage of City personnel available to work with enthusiastic Sub-Committee members on this over a 2.5 year period highlighted a problematic gap between delivery of infrastructure and citizen knowledge and usage of these facilities.

A commitment to establish and fund (more) permanent cycling educational and promotional staff positions would both provide a natural, very necessary complement to the excellent existing structural component and demonstrate a will on behalf of the City of Vancouver to make good on its sustainability goals. It could also provide for a higher, more consistent level of engagement with the BAC (in part by supplying a staff liaison for Sub-Committee work), other levels of government, non-governmental organisations and the public who are also involved in the very necessary activities of sustainable transportation and living.

By way of related example, here is some information<sup>1</sup> about Auckland, a city and region with roughly similar weather patterns, topography, and population to Vancouver and the Lower Mainland:

**Auckland City Council (ACC) (Auckland City pop: 400,000 / Auckland Region pop: 1.2 million)**

School Travel Team of 5

- operating budget \$600,000NZ (\$450,000 Cdn)
- engineer infrastructure \$2.25NZ million (\$1.7M Cdn)
- total of 30 School Travel Plan staff within the Auckland Region

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<sup>1</sup> source: Arthur Orsini, School Travel Plans in Australia, the US, the UK and New Zealand. February 2007, p. 2.

(including the Auckland Regional Transport Authority (ARTA) with 15 staff, and 10 School Travel Plan staff in the other suburban cities)

Results of Auckland's STP program (since 2004)

- 180 new Walking School Buses
- car-trips, decreased by 1.02 million
- CO2 emissions, decreased by 258 tonnes
- vehicle travel, decreased by 1.18 million km a year
- Bike Buddy activity for safer cycling

While the sample speaks more directly to work within educational institutions, the larger message is that huge community and environmental benefits can be drawn from an investment in dedicated, sustained staffing in promotional/marketing positions.

## CONCLUSION

Over its 2.5 years of existence, the Sub-Committee enjoyed the experience of discovering how satisfying it is to get people interested in and able to cycle using the City's facilities. Many of its citizen-members would welcome another chance to become involved with such a group again and to actively work towards a mode share of 10% of Vancouverites on bicycles by 2010. Thanks to current staff (in particular the City Clerk's Office) for their help from 2005 to 2007, and beyond.



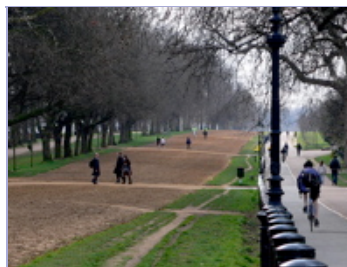
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## opinion survey

The Opinion Survey used a web or mailed questionnaire to ask 1,402 adults in Metro Vancouver (Canada) about 16 route types and 73 other factors that might influence their likelihood of cycling. The survey was a sub-study of a larger telephone survey of 2,149 adults. It included demographic information and will be used for an analysis called [Mapping Cycling Trips](#).

Unique features of the Opinion Survey are that three photos of each of the 16 route types were presented on the questionnaire, and that the 73 features that might affect cycling were derived from an extensive review of the scientific and grey literatures on cycling motivators and deterrents.



### summary of results

31% of adults in the Vancouver region are in the near market for cycling.

The best route types to encourage cycling are paved off-street paths for cyclists only, residential streets designated for cycling & with traffic calming, and paths next to major streets separated from motor vehicles by a curb or other barrier.

Route design features that encourage cycling include cycling routes away from traffic and noise pollution, near beautiful scenery, separated from heavy and high speed traffic, with minimum slopes and distances, and with smooth, non-slip surfaces clear of debris.

Other features that encourage cycling are good lighting, lanes marked with reflective paint, safe indoor bike storage, and the option to take bikes on transit.

### research team

[University of British Columbia](#)

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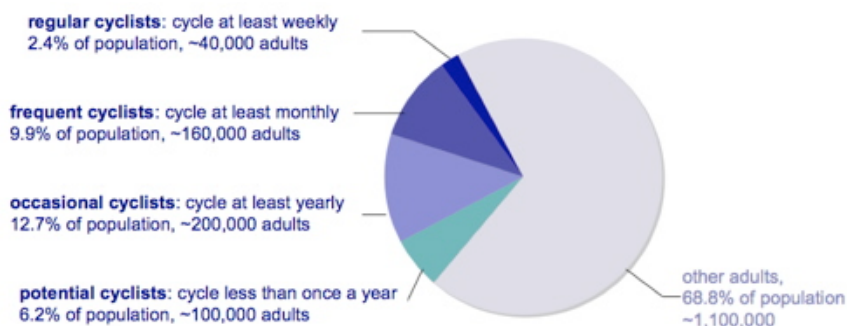
[Imelda Wong](#)

[Diana Kao](#)

[Jason Potter](#)

### survey participants

The survey was targeted at adults in Metro Vancouver who identified themselves as regular, frequent, occasional, or potential cyclists. They comprise the "near market" for cycling, that is those most likely to increase the number of trips they take by bicycle. They represent about 31% of adults in the region, or about 500,000 people.



### preferred route types

Of 16 different types, the 5 route types pictured below were the most preferred. Average scores for all 16 route types ranged from -0.5 to +0.6 (with a minimum possible score of -1="very unlikely to choose" to a maximum possible of +1="very likely to choose").

**paved off-street cycle paths for bikes only**  
(85% likely to choose; average score = +0.6)



**paved off-street multi-use paths**  
(77% likely to choose; average score = +0.5)



**route preferences: top 5 of 16**

**unpaved off-street multi-use paths**  
(71% likely to choose; average score = +0.4)



**cycle paths next to major city streets separated by a barrier**  
(71% likely to choose; average score = +0.4)



**residential street bicycle routes with traffic calming**  
(65% likely to choose; average score = +0.4)



### route use vs. route preference

The following figure shows all 16 route types in order of preference from highest to lowest "likelihood of choosing." It also shows the order of current use. The fact that the lines cross so much indicates that the routes that people would prefer to cycle are less available. For example "major streets with parked cars," but without any bike infrastructure, are the least preferred, but are used quite often because they are available. In contrast, "cycle paths next to a major street, separated by a barrier" were rarely used because they are uncommon in this region, but tie as third most preferred route type.



The **order of route preference** varied little across types of cyclists or other demographics, except that those who cycle most regularly (at least weekly) ranked unpaved off-street paths and residential streets without bicycle features lower than other cyclist groups. The opinions of this group may reflect the future opinions of others as they cycle more often, so these two route types might be considered less important in route development.

Overall scores of all route types were highest for regular cyclists, then frequent cyclists, then occasional

#### NGOs

- [Jack Becker \(VACC\)](#)
- [Mary Sherlock \(BAC\)](#)
- [Stacy Berisivac \(Canadian Cancer Society\)](#)

#### TransLink

- [Gavin Davidson](#)
- [Sheila Hartmann](#)
- [Cam Pearce](#)
- [Graeme Brown](#)

#### Municipalities

- [Joan Caravan \(Richmond\)](#)
- [Brad Fisher \(Surrey\)](#)
- [Birk Madsen \(Langley\)](#)
- [Peter Stary \(Vancouver\)](#)

#### NRG Research Group

- [Adam DiPaula](#)
- [Richard Elias](#)

#### partners & funders

- [Canadian Cancer Society](#)
- [City of Langley](#)
- [City of New Westminster](#)
- [City of Richmond](#)
- [City of Port Moody](#)
- [City of Surrey](#)
- [City of Vancouver](#)
- [City of White Rock](#)
- [Metro Vancouver](#)
- [Township of Langley](#)
- [TransLink](#)
- [Transport Canada MOST Program](#)
- [University of British Columbia](#)
- [Vancouver Area Cycling Coalition \(VACC\)](#)

cyclists, and finally potential cyclists. Women and people with children scored the low preference routes even lower than men and people without children. This evidence suggests that **motivating those who cycle least often** requires that the most desirable routes be the focus of development.

Collectively, this evidence suggests that the **top three routes types to encourage cycling** are:

- paved off-street paths
- cycle paths next to major streets separated by a barrier
- residential streets marked as bike routes, with traffic calming

## other factors influencing cycling

Of the 73 features that might influence likelihood of cycling, the following were the **top 10 motivators** with average scores from +0.5 to +0.8 (with a maximum possible of +1="much more likely to cycle"):

- the route is away from traffic noise and air pollution
- the route has beautiful scenery
- the route has bicycle paths separated from traffic for the entire distance
- the route is flat
- cycling to the destination takes less time than travelling by other modes
- the distance to my destination is less than 5 km
- I can make the trip in daylight hours
- I can take my bike on the Skytrain at any time
- a 2-way off-street bike path has a reflective centre line for night and poor weather cycling
- secure indoor bike storage is available at my destination

The following were the **top 10 deterrents** with average scores from -0.9 to -0.6 (with a minimum possible of -1="much less likely to cycle"):

- the route is snowy or icy
- the street has a lot of car, bus, or truck traffic
- the route has glass or debris
- vehicles drive faster than 50 km/h
- the risk from motorists who don't know how to drive safely near bicycles
- the risk of injury from car-bike collisions
- it is raining
- the route has surfaces that can be slick when wet or icy when cold
- the route is not well lit after dark
- I need to carry bulky or heavy items



Photo credits | Last reviewed May 22, 2008