



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: June 28, 2005
Author: Donny Wong
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RTS No.: 05306
CC File No.: 5553
Meeting Date: July 21, 2005

TO: Standing Committee on Planning and Environment

FROM: General Manager of Engineering Services in consultation with the Director of Current Planning

SUBJECT: Haro and Nicola Bikeways

RECOMMENDATION

- A. THAT the Haro Bikeway be constructed as detailed in this report at a cost of \$26,000 to be funded as follows:
- \$13,000 from the 2004 Unallocated Streets Basic Capital for Bicycle Network; and
 - \$13,000 from either the TransLink Bicycle Program or the Province's Cycling Infrastructure Partnership Program (CIPP).
- B. THAT the Nicola Bikeway be constructed as detailed in this report at a cost of \$250,000 to be funded as follows:
- \$64,000 from the 2004 Unallocated Streets Basic Capital for Bicycle Network;
 - \$61,000 from the 2005 Streets Basic Capital for the Traffic Signal Program; and,
 - \$125,000 from either the TransLink Bicycle Program or the Province's Cycling Infrastructure Partnership Program (CIPP).
- C. THAT commencing in 2006, the annual Operating Budget for Signage be increased by \$1600, without offset and subject to 2006 Budget Review, for maintenance of the route.

- D. THAT commencing in 2006, the annual Operating Budget for Traffic Signals be increased by \$2,500, without offset and subject to the 2006 budget review process, for maintenance of the proposed traffic signals.

COUNCIL POLICY

- *Council approved the Downtown Transportation Plan on July 9, 2002, to improve downtown accessibility and liveability by creating a balanced transportation system that included establishing a downtown bicycle network.*
- *Council approved the 1997 Vancouver Transportation Plan that emphasizes the need for developing more bikeways and ranks cyclists second priority after pedestrians.*
- *Council approved the recommendations of the 1992 Bicycle Network Study that recommended giving the priority to integrate bicycles on local streets through the construction of locally integrated bikeways.*

PURPOSE

The purpose of this report is to seek Council's approval and funding to implement the Haro Bikeway and the Nicola Bikeway.

BACKGROUND

The Downtown Transportation Plan (DTP) identified a bike route network for the downtown as shown in Appendix A. This bike network was developed with two guiding principles. Firstly, it aimed to provide direct connections to existing bike routes and key destinations in and around the downtown. Secondly, it aimed to minimize the impact to other road users in the downtown. Bikeways on Haro Street and Nicola Street would provide an east-west route connecting the Burrard/Hornby bike lanes to the Georgia Street bike lanes.

DISCUSSION

The original bike route proposed by the DTP to connect the Burrard/Hornby bike lanes with the Georgia Street bike lanes involved four different streets. Through consultation with the Bicycle Advisory Committee (BAC) and the Bicycle Network Subcommittee (BNSC), a less complicated route is now proposed on Haro Street and Nicola Street as shown in Appendix B. The Haro Street bikeway and the Nicola Street bikeway will help to create a grid-like bike network that is easy to navigate.

HARO BIKEWAY

Route Design

The proposed Haro Bikeway would begin at the intersection of Hornby and Smithe streets and continue west on the Smithe/Haro corridor to Lagoon Drive. Smithe Street, between Hornby Street and Burrard Street would provide a connection between the bicycle lanes on Burrard Street and Hornby Street. To the west, Haro Street would provide cyclists with a route from the downtown business district to the future Lagoon Drive Greenway, Stanley Park and to the Lions Gate Bridge via the Chilco Bikeway.

Along the bikeway there are several minor changes proposed. These changes provide cyclists with the right-of-way at intersections and allow bicycles to pass through existing obstructions. The proposed changes are listed below.

- Install two bike boxes at the intersection of Smithe and Hornby streets to facilitate westbound cyclists,
- Install a westbound left turn bicycle lane and a westbound straight through bicycle lane on Smithe Street east of Burrard Street,
- Install bike lanes in both directions on Smithe Street between Thurlow and Burrard streets,
- Reposition stop signs at both Broughton and Nicola Streets to require cross street traffic to yield to traffic on Haro Street, and
- Create a bicycle connection through the Haro Street cul-de-sac to allow cyclists to access Lagoon Drive from Haro Street.

A graphic of the route and the locations of proposed changes are shown in Appendix B.

NICOLA BIKEWAY

Route Design

The proposed Nicola Bikeway begins at Haro Street and extends to Pender Street. It provides access to the Georgia Street Bike Lanes, Pender Street Bike Facilities and the Coal Harbour neighbourhood.

The development of bike facilities on Nicola Street was suggested by the BAC as an alternate route for northbound cyclists using the Cardero Bikeway to cross Georgia Street. This would allow cyclists take advantage of the existing bike box and bike actuated signal at the intersection of Georgia and Nicola streets.

The proposed changes are listed below.

- Install a new bike and pedestrian controlled traffic signal at the intersection of Nicola and Robson streets and
- Install a new bike and pedestrian controlled traffic signal at the intersection of Nicola and Alberni streets.

A graphic of the route and the locations of the proposed traffic signals are shown in Appendix B.

ROUTE SIGNAGE

The signage on both bikeways would be similar to what has been successful along other bike routes throughout the city. All would be based on the use of clear internationally recognised standard symbols with minimum wording. Route markers would be placed approximately two blocks apart with signs and stencils that include a bicycle logo along the length of both routes.

In addition, way-finding signs will be added to the existing diagonal diverter at the Cardero and Haro Street intersection advertising the Nicola Bikeway.

PUBLIC CONSULTATION

Public consultation for the proposed Haro and Nicola Street Bikeways was done in conjunction with the proposed West End Bicycle Friendly Modifications project. In May, approximately 5000 letters (Appendix D) were delivered to residents adjacent to the proposed bikeways and adjacent to traffic calming measures proposed for modifications. In addition to the letters, an ad was placed in the West Ender, the Courier (Downtown) and XtraWest (Appendix E). The ad and the letter invited the public to attend the open house on June 2nd to view the proposed bikeways and give feedback to staff. The open house was well attended and attendees provided comments (Appendix F). The comments from the open house were positive with no major concerns raised.

The proposed routes were presented and discussed with the Bicycle Network Subcommittee and supported by the Bicycle Advisory Committee.

FINANCIAL IMPLICATIONS

The total cost of the Haro Bikeway is estimated at \$26,000 for route signage, pavement markings and construction of modifications. \$13,000 would be funded from the 2004 Unallocated Streets Basic Capital for Bicycle Network. The remaining \$13,000 will be requested from either TransLink or the Province's Cycling Infrastructure Program (CIPP). An increase of \$1,300 to the 2006 Traffic Operating Budget for Signage for the maintenance of the traffic measures is also recommended.

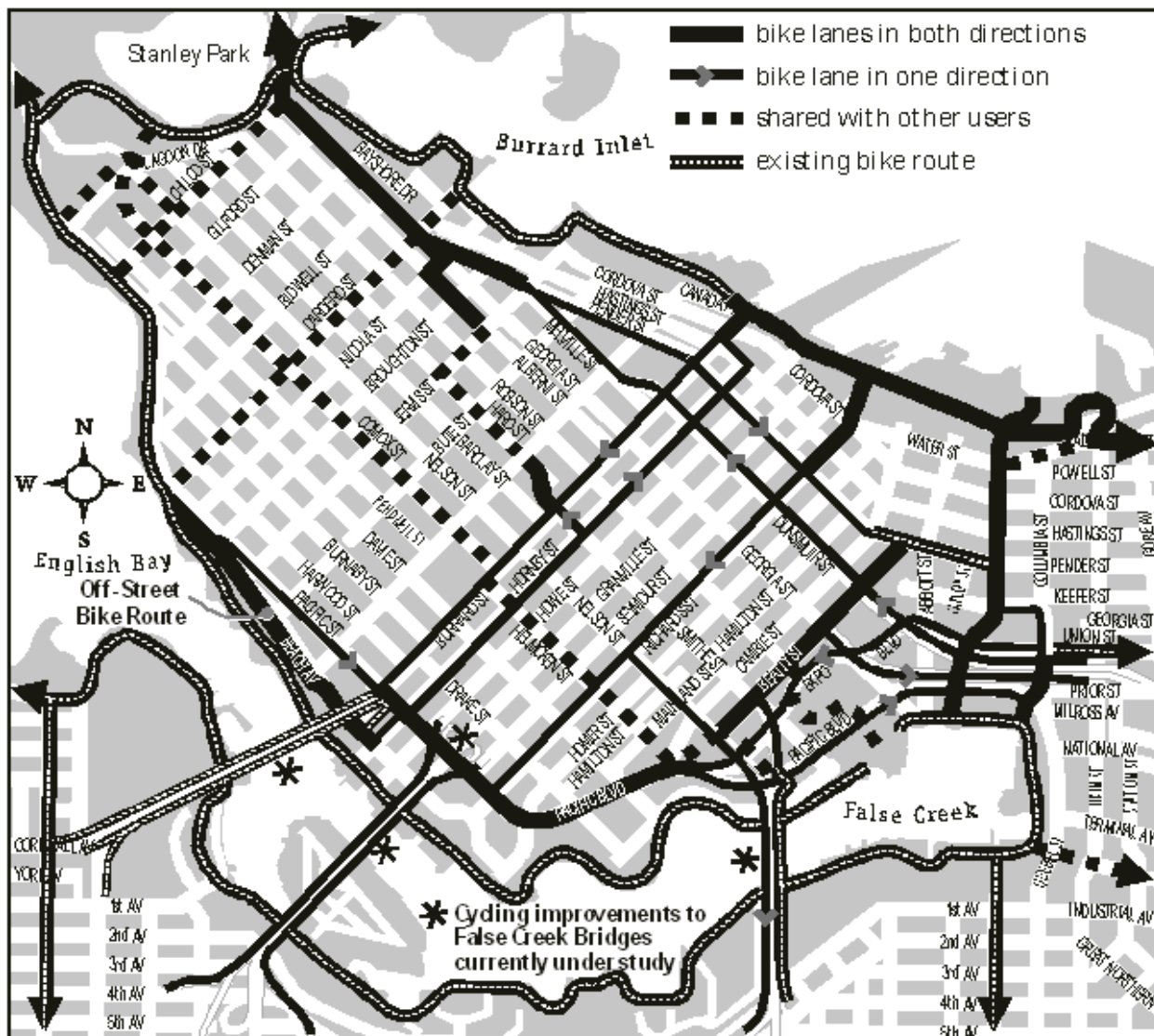
The total cost of the Nicola Bikeway is estimated at \$250,000 for new traffic signal installations, route signage, and pavement markings. \$64,000 would be funded from the Unallocated 2004 Streets Basic Capital for the Bicycle Network, \$61,000 would be funded from the 2005 Streets Basic Capital for the Traffic Signal Program, and the remaining \$125,000 will be requested from either TransLink or the Province's Cycling Infrastructure Program (CIPP). An increase of \$300 to the 2006 Traffic Operating Budget for Signage is recommended for the ongoing maintenance of the new signage. A further \$2,500 is recommended for ongoing maintenance of the new traffic signals.

CONCLUSION

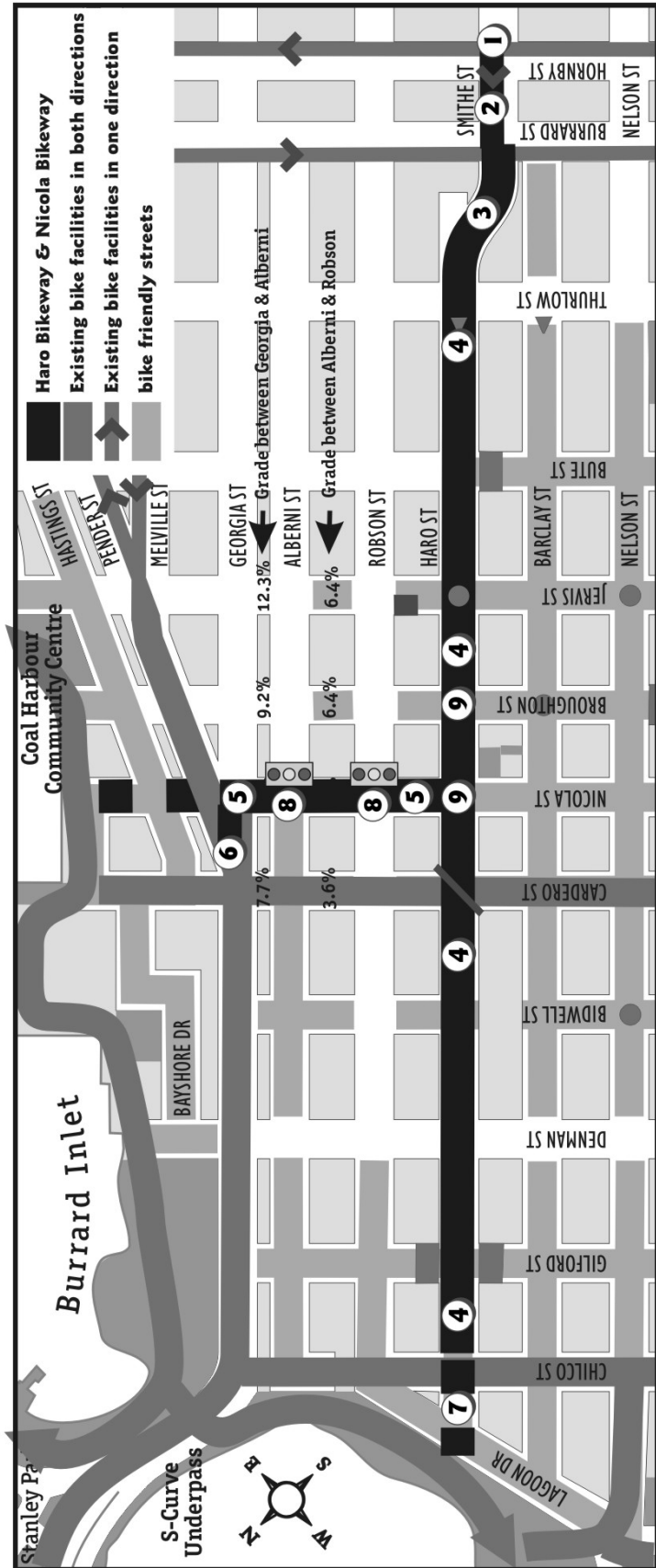
The construction of the proposed Haro and Nicola Bikeways is recommended as detailed in this report. Both bikeways are consistent with the objectives of the Downtown Transportation Plan and are supported by the majority of those consulted.

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DOWNTOWN VANCOUVER PROPOSED BICYCLE NETWORK



HARO BIKEWAY AND NICOLA BIKEWAY ROUTE & PROPOSED CHANGES



Proposed Features

- ① Bike Box on Smithe - East of Hornby
- ② Bike Lanes on Smithe - Hornby to Burrard - through lane and left turn lane
- ③ Bike Lanes, Bike Signs and Painted Stencils on Smithe - Burrard to Thurlo
- ④ Bike Signs and Painted Stencils on Haro - Thurlo to Chilco
- ⑤ Bike Signs and Painted Stencils on Nicola - Haro to Pender
- ⑥ Shared Bike/Bus lanes Westbound on Georgia - Nicola to Cardero
- ⑦ Temporary Bike Path at West end of Haro - connecting to future Lagoon Greenway
- ⑧ New Bike Actuated Traffic Signals - Nicola & Robson, Nicola & Alberni
- ⑨ Reverse Stop signs on Haro at Broughton and at Nicola

LETTER TO THE PUBLIC



CITY OF VANCOUVER
ENGINEERING SERVICES
Downtown Transportation Plan
Implementation Team



**Come and See the Proposed Designs for
The Haro & Nicola Bikeway
and
West End General Bicycle Modifications**

In July of 2002 the Downtown Transportation Plan (DTP) was approved by City Council. In this plan there was call for more cycling facilities in Downtown Vancouver. This included more cycling routes in the West End and making the entire West End more accessible for bicycles. A copy of the DTP can be found in electronic form at <http://www.city.vancouver.bc.ca/dtp/>.

**Haro & Nicola Street Bikeway
and
West End General Bicycle Modifications
OPEN HOUSE**

Date: Thursday, June 2nd, 2005
Time: Anytime between 5:00 p.m. and 8:00 p.m.
Location: West End Community Center, 870 Denman St.

Preliminary designs have been completed and will be displayed at the Open House for your viewing and comments. Several minor modifications are proposed along Haro Street and Nicola Street. Also, some of the existing traffic calming measures will be modified to be more bicycle accessible, as recommended in the Downtown Transportation Plan. A drawing locating the proposed work is shown on the back side of this notice. City Staff will be present to answer any questions you have about the changes and obtain your feedback.

If you can't make it to the Open House, please feel free to contact us by phone or email and we will be happy to answer your questions and listen to your feedback. Please direct your enquiries to:

Haro & Nicola Street Bikeways
DONNY WONG
Project Manager, DTP Implementation Team
City of Vancouver, Engineering Services
Ph: 604-871-6471
Email: donny.wong@vancouver.ca

West End General Bicycle Modifications
SARA MCKITTRICK
Project Manager, DTP Implementation Team
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CITY OF VANCOUVER
ENGINEERING SERVICES
Downtown Transportation Plan
Implementation Team



This notice contains important information which may affect you. Please ask someone to translate it for you.

此通告刊登有可能影響閣下的重要資料。請找人為你翻譯。

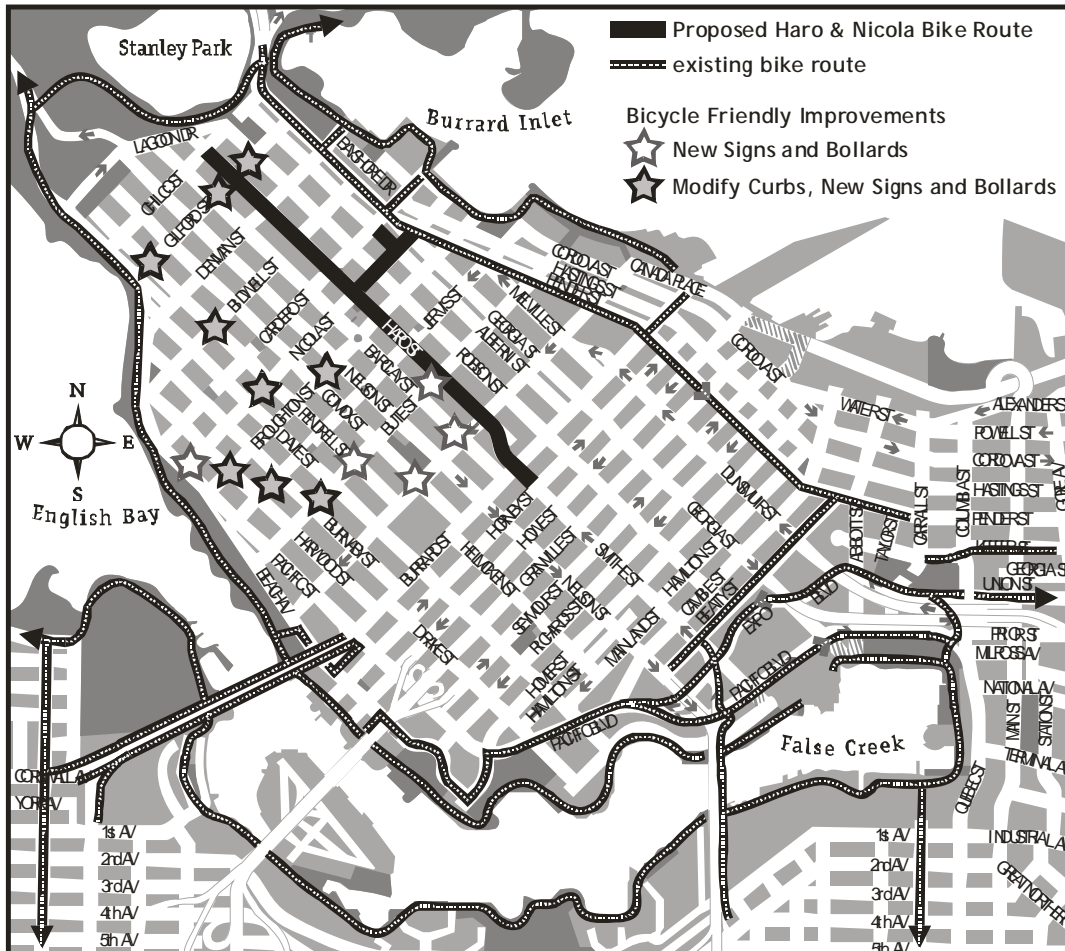
ਇਸ ਨੋਟਿਸ ਵਿਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਹੈ ਜੋ ਕਿ ਤੁਹਾਡੇ ਲਈ ਜ਼ਰੂਰੀ ਹੋ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਉਲੱਥਾ ਕਰਨ ਲਈ ਆਖੋ।

Thông báo này có tin tức quan trọng có thể ảnh hưởng đến quý vị. Xin nhờ người phiên dịch họ.

Este aviso contiene información importante que puede afectarle personalmente. Pídale a alguien que se lo traduzca.

Ce document contient des renseignements importants qui pourraient vous concerner. Veuillez demander à quelqu'un de vous le traduire.

Downtown Vancouver Cycling Improvements



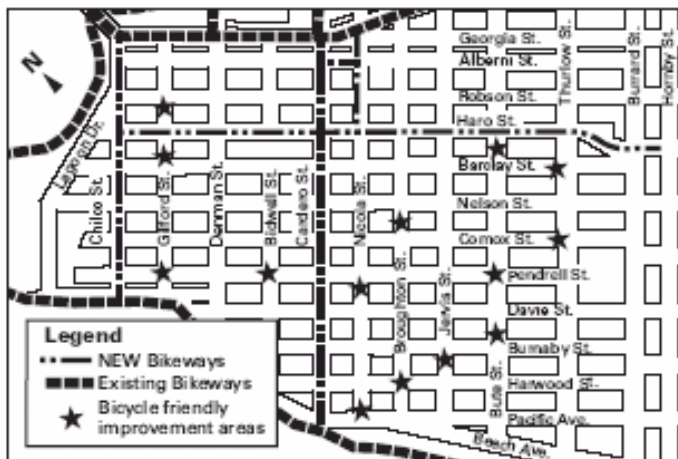
NEWSPAPER AD



Open House: West End Cycling

Come see the the preliminary designs for the proposed bikeways along Haro and Nicola Streets and general bicycle modifications in the West End at an open house on:

Thursday, June 2, 2005 from 5 to 8 pm
West End Community Centre, 870 Denman Street



Minor modifications are proposed along Haro and Nicola Streets for the bikeway, and some existing traffic calming measures will be modified to be more bicycle accessible. This open house will also provide information about other plans for more cycling routes in the West End.

City staff will be at the open house to answer questions and gather feedback.

If you can't make the open house, feel free to contact us by phone or e-mail.

Haro/Nicola Bikeway

Donny Wong, 604.871.6471, donny.wong@vancouver.ca

West End Bicycle Modifications

Sara McKittrick, 604.871.6445, sara.mckittrick@vancouver.ca



vancouver.ca

COMMENTS FROM OPEN HOUSE

Good idea, long time overdue.

It's a good start! We need more specific "paths" vs. "lanes" penetrating the urban core (that's where recreational bikers and bladers really feel safe. The Carrall St. greenway/pathway proposal is excellent! We need the same thing thru the Finning Lands; up Ontario St. from the Indy track; beside the new city works yard; and at Kits point (Just a few to start). We need some dedicated bike/blade/pedestrian overpasses @ Main St. and Quebec St. by Science World; over 2nd Avenue @ Ontario; by New Brighton Park and PNE and @ VCC and sky train station and Clark St. Let's do more features. Make sure all the mini-park paths are smooth quality pavement and smooth cut out ramps for bladers and wheelchairs. If you ever need specific consultation for a blading perspective please consult me. Please use double white lines on all bike/blade lanes (to keep park cars over to curb and to more clearly distinguish lanes.) We need way more emblems/logos on paths/lanes!!

This is an exciting development. Most of the transportation desire is for E/W travel, and from the West End into downtown and Yale town - this will really help. It would be great to see two way dedicated bike lanes all the way to Hornby to allow lane access to Hornby Northbound from Haro/Smith East bound. Glad to see cyclists being separated from pedestrians. It would be great to see the raised lane crossings implemented at all the modified mini-parks. Please keep the bike stencils outside the "door" zone.

No comments

My concern as a pedestrian who walks her dog up and down Haro St. is that some cyclists are not aware or do not care if a pedestrian is about to cross the street: They do not yield and therefore, I am at risk when I see a cyclist coming.

The designs for Haro and Nicola Street bikeway is a great idea. This will accomplish two major objectives, reduces traffic and noise pollution.

I like the idea and am concerned regarding the reverse stop sign at Haro-Broughton/Nicola - why? Haro is on a hill in that section next to park with a bushy corner - visual obstruction cars - while not many can and do come down the hill at "good speed", Haro is 1 blk away from main "busy road-Robson blah, blah, blah, - tourist-non-residents turn in from Robson... How about 4 way stop signs everybody has to slow down. There likely will be kids in the future - there are kids now in that area - (Heritage houses park kids...) Everybody cars/bikes needs to slow/stop/look...

Great! This will take some of the heat off the park, Denman, etc.

No-No-No. It is bad design - well lots of work for improvement. No sharing bicycles with vehicle please, have designated bike lanes and eliminate parking. Residents can park inside their building garage space if the space would be offered at same rate of West-End Parking stickers, or they can also use laneways to park. (West-end parking permit is less than \$5.00 monthly (58/year) when building owners will charge you more than 30 monthly for parking space)??? Less car. More friendly to bicycle and pedestrian. City needs to either hike their West-end parking permits to \$350.00 a year or reduce taxes on building parking space. Thank you!

Good!

I am generally in favour of any improvements that facilitate bicycling in the city, especially those that clearly demarcate road space for cyclists. With that in mind, I think that the Hornby/Smith intersection needs more attention. I suggest a set back stop line for traffic on Hornby making space for a "bike box" which would enable Hornby cyclists turning left on to Smith to do so in one red light cycle.

A bike box on Hornby at Smithe would be great.

Excellent. I'm sure you will hear so many negative NIMBY type comments that I wanted to show my support. There are of course a few exceptions, but I will spare you! One thing in general: make the glossy version of the DTP widely available. It is very attractive. I am a cyclist and participate in events such as critical mass, car free days and even naked bike rides! I also walk everywhere, I support the streetcar idea, reduced fare route in the DES, Greenways, Pacific Blvd. redesign. Generally very good. I look forward to the Carrall and Comox/Helmken Greenways. One tiny comment: some safety precautions should be taken at Denman and Georgia. First; a bulge at the Alberni crosswalk or better signage as vehicles fly around the corner after driving the causeway. Second: the bike rental shop traffic is unsafe to pedestrians and all in general. Perhaps an initiative to encourage bike traffic to use Alberni vs. crossing Georgia. I realize this comment sheet is primarily regarding the specific plans of Haro/Nicola bikeway and general improvements for bicycles, but I am concerned over new over the seventh pedestrian fatality so far this year. I agree with the west end residents associations recommendations of greater enforcement of traffic, curbs to grade at entrances to. Thank you and great job!

Much needed E - W route. Good design from Burrard onwards (West). Some work needed to connect to Coal Harbour facilities. With a bike lane leading cyclist off Cambie onto Smithe, sure tough decisions should be made to improve the Haro - Hornby block, which is presently dangerous.

I was skeptical until I spoke to one of your staff about traffic calming measure. This plan alleviates my fears about encountering even more hostile automobile traffic shared use paths.

I think the west end needs this access for bicycle travel. I have lived here since 1979 and know the needs of my neighbours. Get with it! Thanks.

Intersections need "bike stop" signs. All vehicles operators (bikes, cars, etc.) should follow the same rules.

Please add two bike boxes at Hornby and Smithe. One on Hornby and one on Smithe. Need bike lane on Smithe Hornby to Howe at least and preferable all the way to the Cambie Bridge.

I'm not good at imaging how a plan will look in reality, however anything that will make cycling and walking less scary, is good. The more cyclists can be separated from motorists the better. I urge you to proceed with these plans and more - and do something to make using the Burrard bridge less harrowing - the Cambie bridge is to great to cycle on (except for the eastside north exit).

Very good. Well thought out for concerns of a) bikers, b) peds c) pets d) residents e) cars f) anyone else I failed to mention. All the staff were friendly knowledgeable and helpful. I like the plan. I live in Kits but bike downtown several times weekly.

Please include two bike boxes at Hornby & Smithe (see reverse side). Please include lane for full block Smithe to Hornby to Burrard and Howe Hornby. Need a bikeway along Bute. It is a good alternative to Burrard and Hornby for people from the west end who don't like the traffic on Burrard and Hornby.