



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

Report Date: June 21<sup>st</sup>, 2005  
Author: Sara McKittrick  
Phone No.: 604.871.6445  
RTS No.: 5253  
CC File No.: 5553  
Meeting Date: July 21, 2005

TO: Standing Committee on Planning and Environment  
FROM: General Manager of Engineering Services  
SUBJECT: West End Bicycle Friendly Modifications

#### RECOMMENDATION

- A. THAT the West End Bicycle Friendly Modifications be constructed as detailed in this report at a cost of \$105,000 with \$52,500 funded from the Streets Basic Capital Account Group CB2EA2EX1 (Bicycle Network) and the remaining \$52,500 cost sharing from the 2005 Translink Bicycle Program.
- B. THAT commencing in 2006, the annual Streets Operating Budget for Signage be increased by \$500, and the annual Sanitation Operating Budget for street sweeping be increased by \$500, without offset and subject to 2006 Budget Review, for maintenance of the project.

#### 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 and the creation of bicycle friendly streets along all local streets within the downtown.*
- *Council approved the 1997 Vancouver Transportation Plan that emphasizes the need for developing more bikeways and ranks cyclists second priority after pedestrians.*

## PURPOSE

The purpose of this report is to seek Council's approval and funding to implement "bicycle friendly" modifications to the diagonal diverters, mini-parks, and a cul-de-sac previously installed as traffic calming measures in the West End.

## BACKGROUND

The Downtown Transportation Plan (DTP), which was approved by Council on July 9<sup>th</sup> 2002, aims to improve downtown accessibility and liveability by creating a balanced transportation system. One component of the DTP is the Bicycle Plan which includes an initiative to make all West End local streets "bike-friendly" by making minor adjustments to existing traffic calming devices.

## DISCUSSION

Throughout the West End neighbourhood there are existing traffic calming devices; traffic circles, cul-de-sacs, partial closures, diagonal diverters, and mini-parks. Some of these devices do not permit bicycles to pass through them easily, diagonal diverters and mini-parks in particular. This report recommends modifying these measures to remove barriers to cycling throughout the West End local streets. Implementation of this project is expected in the fall.

Below is a list of traffic calming measures and their locations recommended for modification.

- Diagonal Diverters
  - Gilford St at Pendrell St
  - Bidwell St at Pendrell St
  - Broughton St at Harwood St
- Mini-Parks
  - Gilford St south of Haro St
  - Gilford St north of Haro St
  - Nicola St south of Pendrell St
  - Broughton St south of Nelson St
  - Jervis St south of Burnaby St
- Cul-de-sac
  - Bute St north of Burnaby

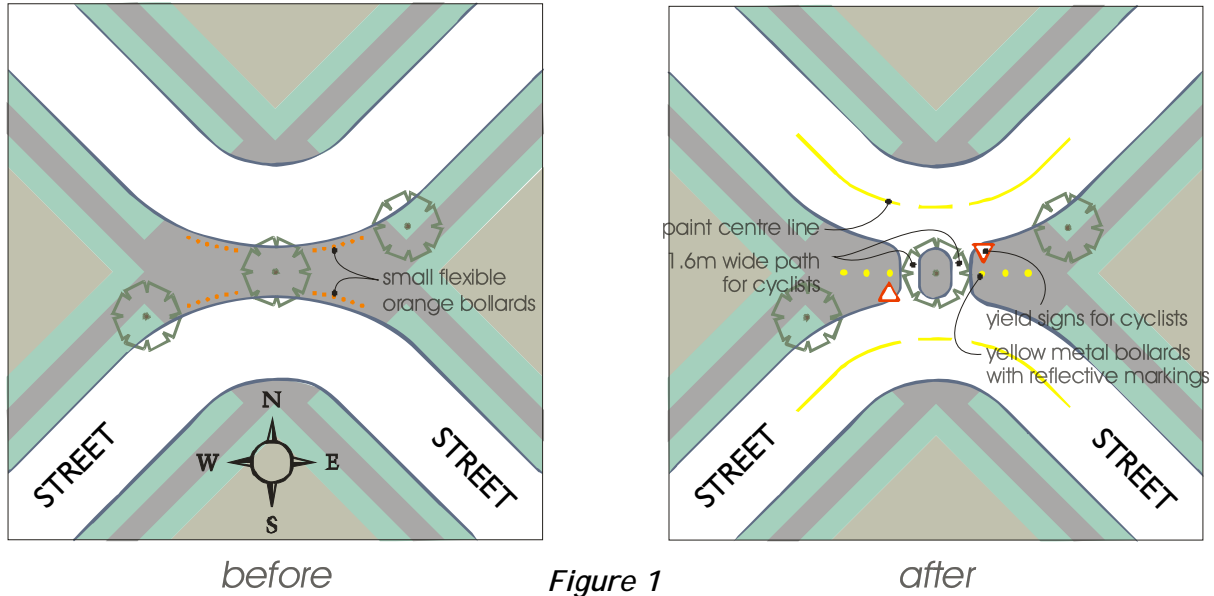
Signage permitting bike access through traffic calming, e.g. "Except Bicycles" under existing "Do Not Enter" or turn restriction signs, will be added at the following locations.

- Diagonal Diverter at Pendrell St and Bute St
- Mini-Park on Bute St south of Haro St
- Partial Closure on Nicola St at Beach Ave
- Right-in/Right-out Diverter on Barclay St at Thurlow St
- Right-in/Right-out Diverter on Comox St at Thurlow St

The location of the proposed changes is shown on Appendix A.

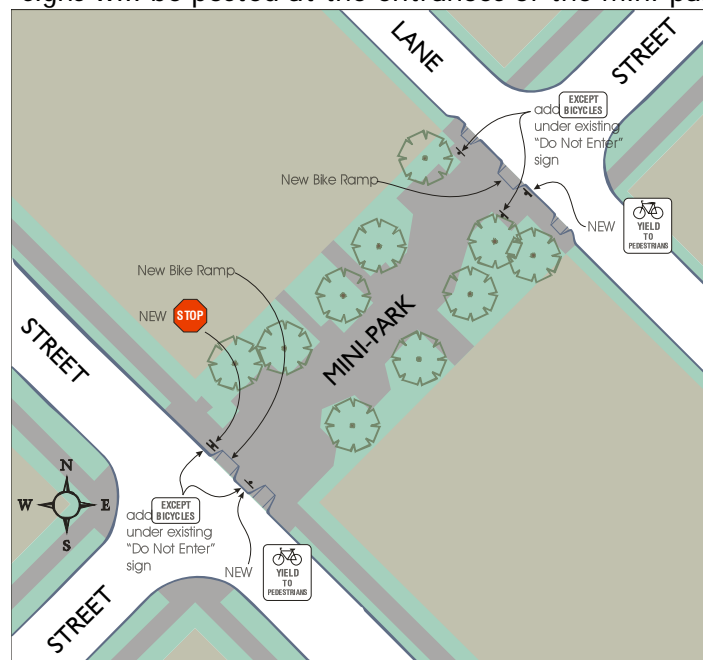
**Typical Diagonal Diverter Modification**

Figure 1 below shows the proposed modifications to make diagonal diverters bike friendly. Two new pathways for cyclists through the diagonal diverter are proposed. Cyclists will be required to yield to traffic when moving through the diverter.



**Typical Mini-Park Modification**

Figure 2 below shows the proposed modifications to make mini-parks bike friendly. A bike ramp at each end of the mini-park, separate from the pedestrian ramp, is proposed. "Cyclists Yield to Pedestrians" signs will be posted at the entrances of the mini-parks.



Example of Modifications to Typical Mini Park

**Figure 2**

## **PUBLIC CONSULTATION**

The consultation for the West End Bicycle Friendly Modifications was done in conjunction with the proposed Haro and Nicola Street Bikeways. In May, approximately 5000 letters (Appendix A) 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 B). The ad and the letter invited the public to attend the open house on June 2<sup>nd</sup> to view the proposed modifications and give feedback to staff. The open house was well attended and attendees provided comments (Appendix C). The comments from the open house were overwhelmingly positive with no major concerns raised.

The proposed designs were shown and discussed with the Bicycle Advisory Committee. The Committee supports the project with no major concerns.

## **FINANCIAL IMPLICATIONS**

The total cost of the West End Bicycle Friendly Modifications is estimated at \$105,000 for signage, pavement markings and construction of modifications. \$52,500 would be funded from the Streets Basic Capital Account Group CB2EA2EX1(Bicycle Network). The other \$52,500 would be funded from the 2005 Translink Bicycle Program. An increase to the 2006 Traffic Operating Budget for Signage (\$500) and 2006 Sanitation Operating Budget for street sweeping (\$500), for the maintenance is also recommended subject to the 2006 Budget Review.

## **CONCLUSION**

The construction of the proposed West End Bicycle Friendly Modifications is recommended as detailed in this report to facilitate bicycle access in the West End. This project is consistent with the recommendations in the Downtown Transportation Plan, and is supported by the community.

\* \* \* \* \*



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 2<sup>nd</sup>, 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](mailto:donny.wong@vancouver.ca)

West End General Bicycle Modifications  
**SARA MCKITTRICK**  
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Ph: 604-871-6445  
Email: [sara.mckittrick@vancouver.ca](mailto:sara.mckittrick@vancouver.ca)



**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。

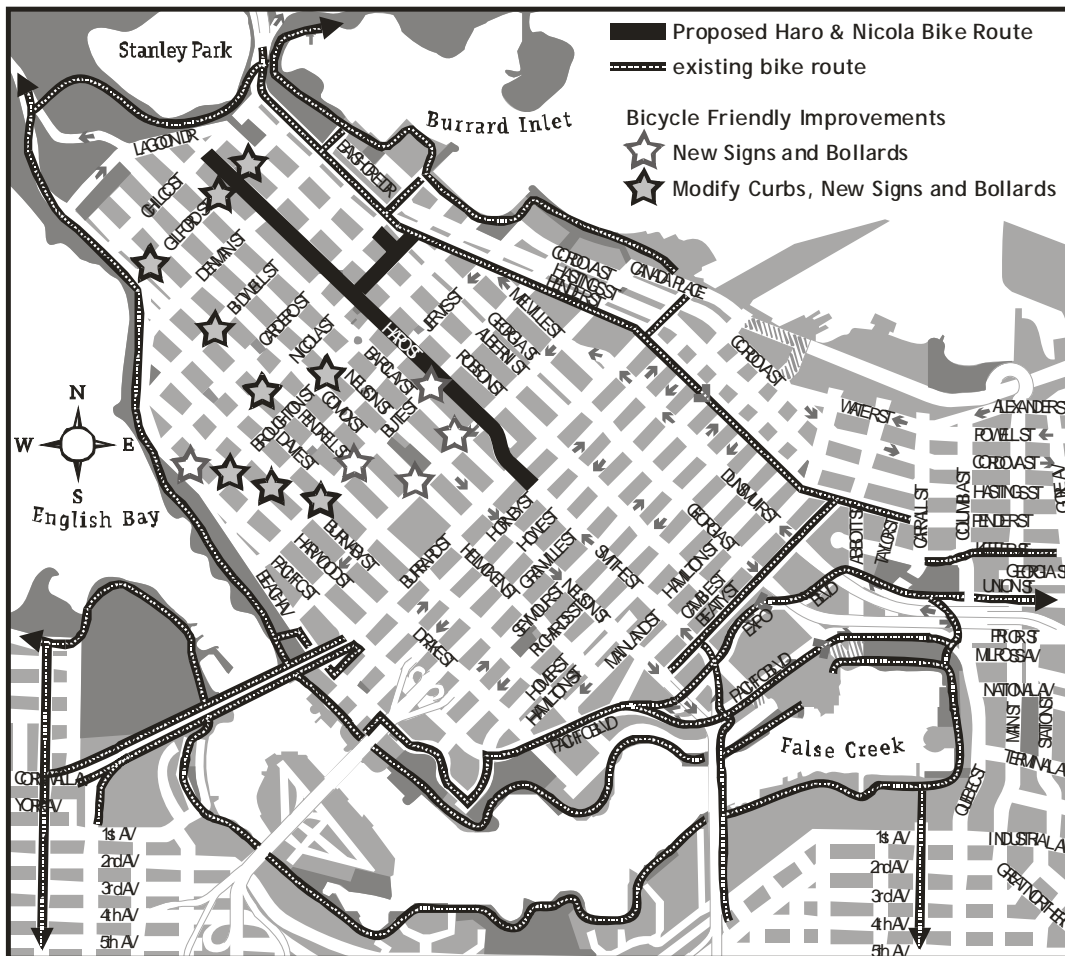
ਇਸ ਨੋਟਿਸ ਵਿਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਹੈ ਜੋ ਕਿ ਤੁਹਾਡੇ ਲਈ ਜ਼ਰੂਰੀ ਹੋ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਉਲੱਥਾ ਕਰਨ ਲਈ ਆਖੋ।

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

Este aviso contiene información importante que puede afectarles 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



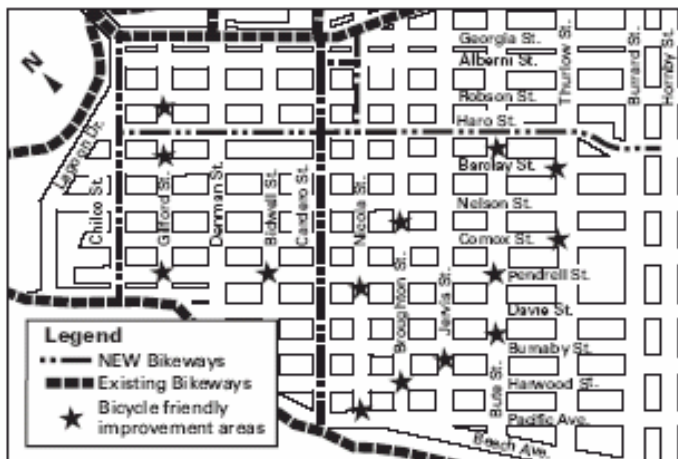
NEWSPAPER AD



# 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

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.

It all takes time to finish the project keep up the work!

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!!

Please ensure bike paths (Gilford/Pendrell) are not so wide as to invite motorcycles - or at least dissuade use by motorcycles. Good idea it's improving access for EMS and VPD. Extra trees in middle is big improvement.

At this point I have concerns. I hope this issue will be revisited after it has been established to see what the concerns, if any, exist at that time!

Great idea!!!

Seems good to me!

Please use the "jigsaw" paving blocks to replace gravel or worn path. Gilford north of Haro mini park when making modifications. Thanks!

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 really appreciate the proposed improvements to the diverter at Harwood and Broughton St. Harwood is my preferred route for heading downtown via Hornby, so I would like to see stop signs changed to prioritize bike travel along Harwood. Also, bike ramps on the south side stairs at BC Place leading from the plaza Robson to the plaza joined to the Cambie Bridge by a pedestrian ramp.

Looks perfect.

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!

All good! It will be nice when cyclist can "officially" go through the mini parks. Thanks!

Whole heartedly support. I look forward to using these new improved routes. I hope this goes through!

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

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.

I generally find the West End to be fairly bicycle friendly, but the improvements to the miniparks and diverters look like a good idea. Kudos to the city for encouraging alternatives to cars!

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. Excellent. It is a great small step. Perhaps in time the alleys or lanes will be able to become more bike friendly and maybe even bike paths primary routes! Thank you.

Looks good!