



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

Report Date: March 1, 2006  
Author: Sara Brodie  
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RTS No.: 5528  
VanRIMS No.: 13-5200-10  
Meeting Date: March 21, 2006

TO: Standing Committee on Transportation and Traffic  
FROM: General Manager of Engineering Services  
SUBJECT: Bike Lane on Dunsmuir Street

#### RECOMMENDATION

- A. THAT the bike lane on Dunsmuir, from the Dunsmuir Viaduct to Jervis, by way of Melville, be implemented as detailed in this report, at a cost of \$75,000.
- B. THAT Council approve funding of \$37,500 for the bike lane on Dunsmuir subject to the approval of the 2006 Streets Basic Capital Budget for The Bicycle Network and \$37,500 from 2005 Translink Bicycle Program.
- C. THAT commencing in 2007, the annual Operating Budget for Signage be increased by \$3000, without offset and subject to 2007 Budget Review, for maintenance of the route.

#### COUNCIL POLICY

Council approved the 1997 Vancouver Transportation Plan that emphasised the need for developing more bikeways.

Council approved the Downtown Transportation Plan on July 9, 2002, to improve downtown accessibility and livability by creating a balanced transportation system that included establishing a downtown bicycle network.

Council approved the Downtown Transportation Plan Implementation Schedule on June 10, 2003, which recommended the implementation of a significant proportion of the bike lane network within 3 years.

## PURPOSE

This report seeks Council's approval for funding to proceed with the implementation of a bike lane along Dunsmuir Street.

## BACKGROUND

In 2002, the Downtown Transportation Plan (DTP) identified a bike route network for the downtown as shown in Appendix A. A couplet along Pender and Dunsmuir was identified in the network as the major east-west connection across the downtown core. Pender would accommodate eastbound cyclists, and Dunsmuir would accommodate westbound cyclists. These two streets pass through the core of the downtown business district, and the proposed bike lanes would serve those that commute to work downtown by bicycles or those that need to cycle through the downtown. The implementation of these two routes would complete the bicycle network in the downtown as outlined in the DTP.

## DISCUSSION

The Dunsmuir Street bike lane is proposed for westbound cyclists along Dunsmuir and Melville between the Dunsmuir Viaduct and Jervis Street. This bike lane will connect with:

- Beatty Street bike lanes,
- southbound Richards Street bike lane,
- northbound Hornby Street bike lane, and
- southbound Burrard Street bike lane.

This bike lane will create a key piece in the downtown cycling network by linking all of the above listed existing north/south routes. Destinations and origins surrounding the downtown will also be better linked with the creation of this bike lane.

The proposal for the Pender Street bike facilities is currently being designed and will be reported separately to Council. It will accommodate eastbound cyclists from West Georgia to Cambie, including a bike lane adjacent to a full time parking lane along the south side of Pender Street between West Georgia and Burrard.

Depending on the direction of travel, making the connection from one bike lane to another will require cyclists to make a left turn. With the heavier traffic conditions in the downtown, cyclists may find this intimidating without a left turn bike facility. To provide good connectivity within the bicycle network and to assist novice cyclists, bike left turning facilities are proposed at Richards, Hornby and Burrard, where bike lanes currently exist or are pending construction. The turning facilities consist of either a bike box (refuge area) or a left turn lane for cyclists. A graphic of these left turn facilities is shown in Appendix B.

Between Burrard and Jervis, the bike lane along Dunsmuir/Melville is proposed on the north side of the street, adjacent to the full time parking lane. The bike lane is accommodated by narrowing the existing travel and parking lanes.

Between Beatty and Burrard, Dunsmuir generally consists of three westbound travel lanes and a parking lane along the south side. Where feasible, the bike lane is accommodated by

narrowing the existing travel and parking lanes. However, along several blocks the parking lane has to be removed to accommodate the bike lane because of the existing road width, and because a travel lane cannot be removed without creating significant traffic congestion. See Appendix C for parking details.

The removal of parking spaces along Dunsmuir Street to accommodate a bike lane was anticipated in the DTP. Despite the success of maintaining on street parking along other streets where bike lanes have been implemented, removing parking is unavoidable in this instance. Overall, the DTP anticipated that the total number of on-street parking spaces within the downtown will generally remain the same due to gains in other parts of the downtown.

## **PUBLIC CONSULTATION**

A group of key stakeholders was formed in 2004 to discuss bike facilities along Pender and Dunsmuir Streets. This group consisted of representatives from Translink, the business community and the cycling community. The stakeholders met several times to discuss various options and gave significant feedback to staff. The cycling community and Translink support the bike lane on Dunsmuir. See Appendix D for the motion provided by the Bicycle Advisory Committee. No concerns were expressed from the business community except for the 600 block of Dunsmuir Street discussed below.

Significant concern was raised regarding the removal of the passenger loading zone in the 600 block of Dunsmuir in front of the St. Regis Hotel (see Appendix F). In response to this concern, the passenger loading zone will be relocated to the north side of the street, opposite the St. Regis Hotel. Although this location is further from the front entrance of the St. Regis hotel, it will provide safer passenger loading for buses in comparison to the current location. In addition to this and recognising the operational needs of the St. Regis Hotel, a no parking zone will be installed during the non-peak hours which will allow brief drop off and pick up directly outside the hotel.

A request for a new passenger zone in front of the Hudson development along the 600 block of Dunsmuir Street was recently received. An on-street passenger zone can be accommodated after the p.m. rush hour, but on-street zones cannot be guaranteed as they are subject to the operational requirements of the street. One such example is the construction of the Canada Line where many on-street parking and loading zones will need to be removed temporarily for an extended period of time.

In addition to the stakeholder process, approximately 8000 letters (shown in Appendix E) were delivered to residents and businesses along Pender and Dunsmuir Streets in November 2005 inviting them to attend a public open house. Approximately 150 people representing the business community, the cycling community and local residents attended the open house. Everyone who attended the open house was invited to comment on the project. The majority of the comments received are in support of bike lane along Dunsmuir. Some comments from

those unable to attend were also received by email and a summary of all comments received is included in Appendix F.

## **IMPLEMENTATION**

If approved, the implementation of the bike lane would occur in June 2006 in conjunction with the scheduled repaving of Dunsmuir Street. The repaving of Dunsmuir Street provides an opportunity to implement the bike lane because it minimizes public inconvenience and maximizes cost efficiencies.

## **FINANCIAL IMPLICATIONS**

The estimated cost for route signage and pavement markings for the Dunsmuir Street bike lane is \$75,000. \$37,500 would be funded from the 2005 Translink Bicycle Program with the remaining \$37,500 subject to the approval of the 2006 Streets Basic Capital Budget for the Bicycle Network. Translink will provide the funding upon completion of the project. Commencing in 2007, the Traffic Operating Budget for Signage should be increased by \$3,000 for the maintenance of the new signs and pavement markings.

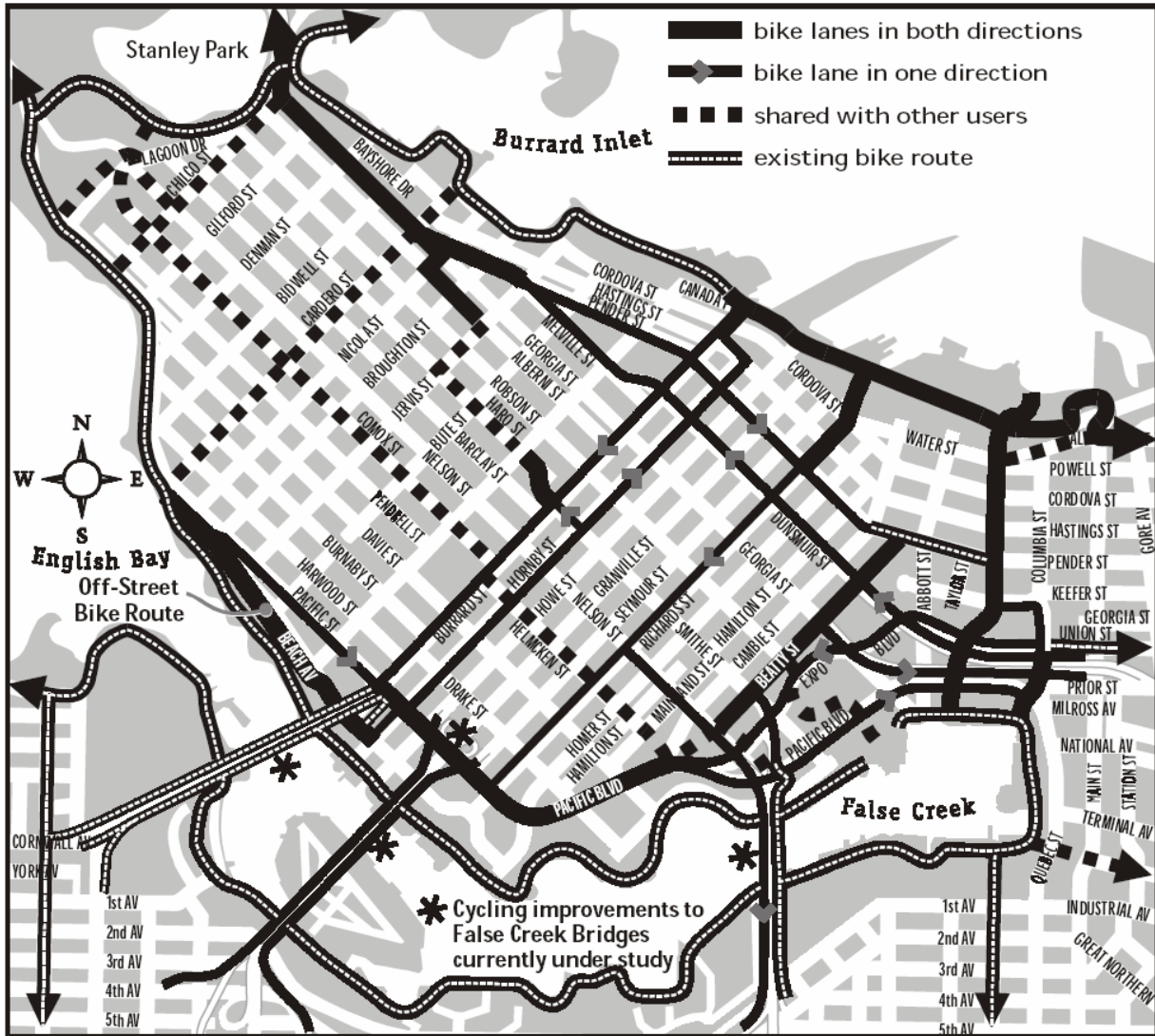
With the removal of parking meters along Dunsmuir Street there will be a loss of parking meter revenue. This loss of revenue is offset by increases in parking meter revenues from the recently implemented bike lane project along Hornby Street and from the bike lane project to be installed along Richards Street later this year. The increased meter revenues are the result of either the installation of additional meters or the removal of rush hour regulations. Overall, no net impact is anticipated to the 2006 Operating Budget.

## **CONCLUSION**

The construction of the proposed Dunsmuir bike lane is recommended as detailed in this report. The bike lane is consistent with the recommendations of the Downtown Transportation Plan and is supported by the majority of those consulted. Concerns about the loss of parking and passenger zones have been mitigated to the extent possible.

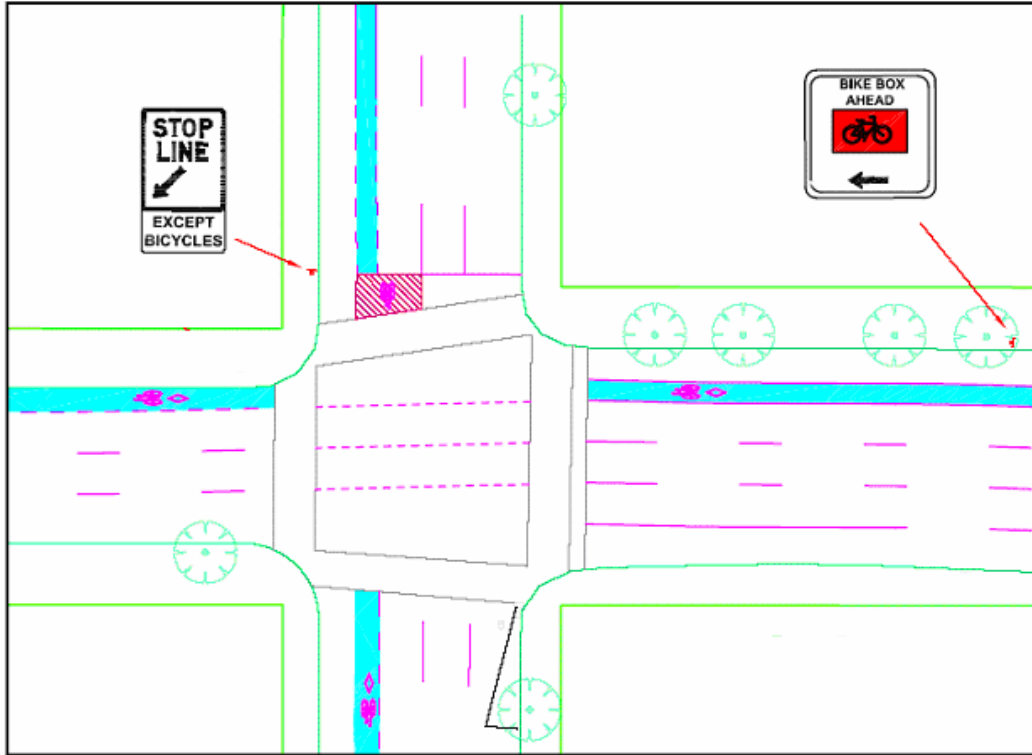
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Downtown Vancouver Bicycle Network

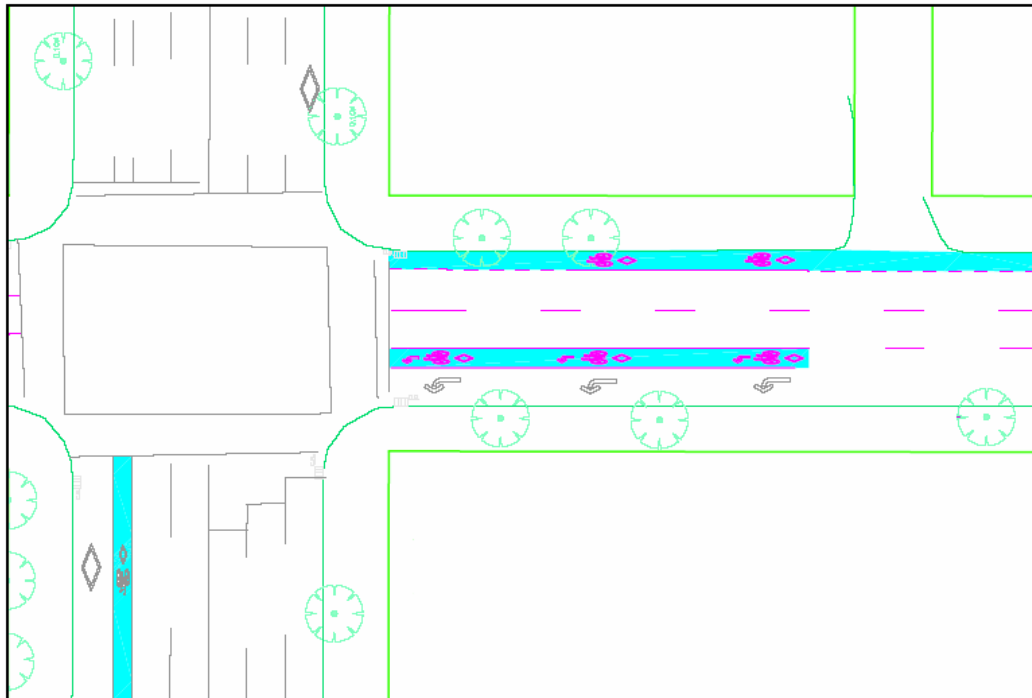


### Left Turn Facilities

Example of a 'Bike Box'



Example of a cyclist left turn lane



### Parking Details

Location	Existing Parking Meters	Proposed Parking
100 Blk Dunsmuir	8	8
200 Blk Dunsmuir	12	12
300 Blk Dunsmuir	19	19
400 Blk Dunsmuir	8	4
500 Blk Dunsmuir	8	0
600 Blk Dunsmuir	1	0*
700 Blk Dunsmuir	0	0
800 Blk Dunsmuir	7	0
900 Blk Dunsmuir	6	0
1000 Blk Dunsmuir	14	14
1100 Blk Melville	48	48
1200 Blk Melville	17	17

\* There are also 3 passenger loading spots removed.

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## Bicycle Advisory Committee Motion

Vancouver Bicycle Advisory Committee  
Minutes, November 16, 2005

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### 8. Reports of Subcommittees

#### (a) Bicycling Education and Promotion Subcommittee

The Vice-Chair reviewed the minutes from the last Subcommittee meeting (*distributed - on file*), noting the group would be available to staff on an informal basis following the release of the Committee on December 5, 2005.

#### (b) Bicycle Network Subcommittee

David Pritchard, Chair Bicycle Network Sub-committee, and Peter Stary, Engineering, reviewed the minutes from the BHSC meeting on November 10, 2005 (*distributed - on file*).

RESOLVED

WHEREAS

1. The Bicycle Advisory Committee has previously supported an eastbound bicycle route on Pender Street.
2. The Bicycle Advisor Committee has preferred a continuous bicycle lane to a bus lane shared with bicycles.

THEREFORE BE IT RESOLVED THAT the Bicycle Committee continue its support for a continuous eastbound lane on Pender Street subject to further design work and noting the following concerns:

- a. a facility for cyclist left turns from the Richards Street bicycle lane onto Pender Street is desired;
- b. potential conflict with right-turning vehicles at Howe Street and Richards Street should be addressed.

CARRIED UNANIMOUSLY

(Jack Becker and Kari Hewett absent for the vote)

RESOLVED

THAT the Bicycle Advisory Committee generally supports a continuous westbound bicycle lane on Dunsmuir Street, subject to further design work, and noting the following concerns:

- a. a westbound bicycle facility still needs to be provided from the end of this lane at Jervis Street and Pender Street to Cardero Street and Georgia Street;
- b. a facility for cyclist left turns from Dunsmuir Street onto the Richards Street and Burrard Street Bicycle lanes is desired;
- c. a facility for cyclist left turns from the Hornby Street bicycle lane onto Dunsmuir Street is desired; and,
- d. potential conflicts with right-turning vehicles at Hornby Street and Thurlow Street should be addressed.

CARRIED UNANIMOUSLY

(Jack Becker and Kari Hewett absent for the vote)



## Letter to Public



In July of 2002, City Council approved the Downtown Transportation Plan. The Plan sets out goals and recommends projects designed to create a sustainable transportation system in the downtown core, including enhancements to public transit and a network of bike lanes. We are organizing an open house, so that you can review the preliminary designs and provide feedback on two projects scheduled for implementation in the coming months.

### OPEN HOUSE

#### **Pender Street Bike/Bus Facilities Dunsmuir Street Bike Lane**

**Date:** Tuesday, November 22, 2005  
**Time:** Anytime between 5:00 p.m. and 8:00 p.m.  
**Location:** Coal Harbour Community Center, (Broughton & Hastings)

#### **Pender Street Design Features:**

- bike lane eastbound from Nicola to Burrard,
- fulltime parking on the south side from Broughton to Burrard,
- shared bike/bus lane, eastbound, from Burrard to Cambie,
- shared bike/bus lane, westbound, from Cambie to Seymour.

#### **Dunsmuir Street Design Features:**

- bike lane westbound from Beatty to Jarvis/Pender,
- no stopping anytime, from Richards to Burrard, both sides of the street.

Preliminary designs of both projects will be displayed at the open house. City Staff will be present to answer any questions you may have about the routes and record your feedback on the designs.

If you can't make it to the open house, please feel free to contact us by phone or email.

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[www.vancouver.ca/dtp](http://www.vancouver.ca/dtp)

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Comments Received from the Public Process

Excellent! I support this plan
Very good design considering all the constraints on Dunsmuir.
I like the proposals offered.
Looks good. These routes are very important for making cycling viable downtown and to and from Stanley Park
I like the design! Just give us a left-turn at Burrard...somehow and give us a westbound bike lane, Jervis - Georgia.
I think it looks pretty uncontroversial.
Looks really good, especially like the added bike boxes. Other comments were already discussed at the BNSS.
It's a good route for those cycling through Vancouver! 1.8 m is a good cycle lane width. If they could eliminate parking then it should make it safer for cyclists.
A great asset to the city - feel the development of more bike lanes is a great enhancement to the City of Vancouver
Cyclists desperately need a westbound bike lane. With the introduction of the north-south Hornby/Burrard bikes lanes this year, we've seen the popularity and increased use of - making it apparent the void of an east-west route.
On Howe and Richards, they could have a little green light with a high sign on it that turns green to allow bikes to make a turn (instead of having to cross traffic and cutting off pedestrians when turning.) There could be a button they push in a designated box to activate the turning light. Coloured lanes are needed to show different use pattern.
Block between Burrard and Thurlow - at the moment lots of buses that would have keep completely to the bus lane. Cars usually drive very fast at this block.
One whole lane for bikes - let's make it safe for the bike riders.
I like the dedicated bike lane!! Query how to join it to other routes - is it meant to join westbound off the viaduct? Overall, I support any increase in dedicated bike lanes in the downtown core – it's too dangerous otherwise! Continue the wonderful work you are doing!!
Overall in favour. Understand difficulties in Burrard to Richard stretch. Would accept a disjointed route.
Anything which will reduce the speedway effect on Dunsmuir would be most valuable. It is not a comfortable street for cycling at the present time.
Looks very good. Some concern about situation directly west of Burrard when bike lane disappears. Big concern about lack of bike lane between Jervis at Nicola. Try to make no right turn on red at busy intersection.
A bike lane along Dunsmuir will provide additional westbound cycling and will ease the flow into Pender or Melville too cyclists. Not sure it is absolutely needed if we have west-bound cycling on Pender too.
The left turn lane from Dunsmuir to Burrard I think is redundant. It requires cyclists to cut across two lanes of generally fast moving traffic. Most cyclists will not be prepared to do this. Those who are will not need a bike lane they are comfortable and fast enough to command the lane. A two point bike box at Burrard makes more sense. Left turning cyclists will often choose this option if there is a bike box painted there or not.
That odd Richard and Dunsmuir needs a lot of signage or on-road explanation. Make it a raised platform. Why any personal cars in the city at all.
I think the idea is a fine one and support the concept as it was outlined at the public meeting. I appreciate the concern of businesses along the Pender and Dunsmuir corridors. In the case of Pender street, why not utilize (to a far greater extent than presently,) the short section of Hamilton street, the one block between Pender and Hastings where a much Greater number of parked cards "could" be accommodated... Also, it's important that the bicycle lanes (approaching intersections,) be designed in such a fashion that motor vehicle drivers will not be able to "cut off" bicycle riders when they (the car drivers) make a right hand turn, by having the bicycle lane on the "outside" of the curb lanes, such as have been done on Burrard, Hornby and Homer streets, which I find absolutely wonderful... We also badly need and "east/west" bicycle corridor in the downtown (Davie street) area.
At Howe and Richards intersections, eliminate the left turn bike lane and replace w/Montreal style button controlled bike lights that give bicyclists an opportunity to safely turn left as pedestrians cross. As a cyclist, I'm not safe if I have to cross two car lanes just before an intersection in order to turn left.
Very detailed - I am glad to see a continuous lane the whole length of the study area. Many details look well thought out for example the dashed lines across intersections to alert drivers that the lane jogs over.

Seems OK. Nothing major to note
This is quite good but cyclists are still treated as second class citizens compared to cars. Drivers may sit side by side and socialize. Bikes must ride single file - remember this = Pedestrians - cyclists - transit riders - drivers. Now act on it instead of just talking about it.
A bike box on the north side of Burrard would further aide left turning bike traffic (for those cyclists who couldn't make it over to the left turn lane.)
I think this is a very bad idea, especially for our hotel. As it is guests can only stop and unload in front of our hotel. What will we do with a tour bus full of 55 people and all their luggage.
Wrong idea owners pay property taxes to city to run their business St. Regis hotel guests will not have a place to unload luggage or sign in. Also tourist buses unloading guest's and luggage which in turn makes revenue to pay city taxes. Tourists will say do come to Vancouver no place to unload at hotel's
This design will affect our business very dramatically. Our front of our hotel (Dunsmuir) is vital for our unloading and loading of our guest which as you know we don't close. Considering taking our loading zone will also affect our neighbours as well as they do not have a proper loading area. I invite you to spend 24 hours of our day to witness this yourself.
Has the city considered how many businesses will be affected in a negative manner. Regarding the St. Regis Hotel, the loading or unloading of guests in the lane or rear loading is not really a doable thing. Vehicles have been broken into. Who will supply security for the area? With couriers and other delivery vehicles using the back area including the loading area where would our guests and the tour buses park to unload?
Don't use Dunsmuir.
I believe it is inappropriate to put a bike facility on Dunsmuir. This is a truck route on Hwy. 1A. I would suggest focusing on Pender in both directions.
On your board: (two main points on your board) This will add parking and loading spaces on Pender and improve traffic flow on Pender and Dunsmuir. Thanks for making it easier for the car driver. Nothing to do with improving biking!! This would also improve bus and traffic movement on Burrard and provide more parking. Again, thanks for making downtown Vancouver more car-friendly! Do you guys ride bikes? In my eyes, this is a waste of energy and tax money! I forgot to say thanks for a continuous bike lane along Pender and Dunsmuir.
The whole idea is wrong... sorry. Instead of making two bike lanes on busy roads (Pender and Dunsmuir) you should create a public transit corridor on Pender - just buses bicycles and one lane of traffic...decongest downtown...your options will increase traffic on both streets. and will increase bus waiting times. Just don't remove bike lanes from Pender...
A big mistake. Should be re-routed through residential streets in westend. Traffic already is congested here.
I am very pleased with the progress being made on bike lanes in the downtown area. I am a bike commuter (about 100 km/week) and up until last year I avoided downtown. I can now get around the area bounded by Davie, Burrard, Pender and Cambie with relative ease. As good as it's gotten, there are a few problems that I'd like to point out. The new bike lane that goes up Howe has the original dotted lane markers cut out to a depth that is greater than the surrounding asphalt. Going through these dips makes for a very unstable ride. The existing bike/bus lanes along Pender does not work because cars continue to use them as a high-speed lane. I can count on being tailed for blocks by a car every time I use Pender, which is usually 4 times a week. That said, I am very happy that more and more areas of the city are becoming more bike accessible. You're doing a great job!
Hey guys, I am not really sure about what will dunsmuir will look like but burrard is disaster. That is not only the funniest but also the most dangerous bike way I have ever seen you guys do need to see netherland bike ways..That is the way to go... As a driver I strongly oppose this political crap bike ways... Stop wasting our MONEY.
Please note that there is very high volume of cars that take a left at Burrard and the bike lane should therefore be on the right of Dunsmuir I presume??
The bike lanes are disruptive to traffic flow and to parking. Rather than expanding this program the City should reverse it. The City seems to be determined to make it more difficult for vehicles to use city streets. The traffic bulges at Thurlow and Davie are examples. Left or right turning vehicles block the 2 lanes of through traffic. Pedestrians cross even against the don't walk sign and that further delays the vehicles turning left or right. I think the City planners have lost sight of who the majority of users are, ie pedestrians and vehicles.
I live at --- west hastings st. As a downtown resident and recreational bike rider I would strongly suggest that the new bike lanes be put on hold. Must the majority of people (drivers ) suffer for a few die hard bike

riders? Lets keep the traffic moving, cut down on car exhaust from idling cars trying to manoeuvor through the downtown obstacle course. Cant the commuting cyclist use the nearby seawall if they want some open road. Face facts, although the bike lanes are well intentioned we must remember that it rains 200 days a year and the population is ageing. Circumstances such as these are not favorable to most would be cycling commuters. I live in the city but commute to the burbs for work. The city has become an obstacle course. My car must idle more than it moves. It is my perception that cyclists want all of the advantages but none of the responsibilitites for using the road. I would like to question the changes to Thurlow St with the introduction of wider curbs. What was the purpose? The loss of a turning lane has created significant back ups at each intersection. Lets not even get into the new mud/weed gardens at each corner! I hope the recent municipal elections has given your department to pause and reflect upon implementing any enhancements to bike lanes.

**MACDONALD**  
DEVELOPMENT CORPORATION

November 24, 2005

*Via facsimile to 604-871-6192  
via email: sara.brodie@vancouver.ca*

Ms. Sara Brodie  
Downtown Transportation Plan  
Implementation Team  
Neighbourhood Transportation Branch  
Engineering Services  
City of Vancouver  
453 West 12<sup>th</sup> Avenue  
Vancouver, BC V5Y 1V4

Dear Ms. Brodie:

**RE: Opposition to Dunsmuir Bike Lane Project – As Planned**

We are in receipt of your letter of November 15, 2005, have now attended your “Open House” on November 22<sup>nd</sup>, 2005, and reviewed your preliminary design plans for the proposed Dunsmuir Bike Lane Project.

We own all the property on the south side of the 600 Block of Dunsmuir Street. At 602 Dunsmuir we have the St. Regis Hotel, which is a 72-room mid-market boutique hotel on which we have recently spent over \$1,000,000 upgrading all the rooms and common areas to a high-quality standard. We also have an agreement with the City, which has made the St. Regis Hotel a heritage structure, and there is a compulsory exterior heritage restoration plan that will be taking place in the near future, again at significant cost (est. \$700,000). The Hotel operations are very busy since the interior renovations and we are running at 100% occupancy throughout the summer season and about 60-70% through the balance of the year.

Virtually 100% of our business requires pick up and drop off at the front of the Hotel on Dunsmuir Street, which is typical in the hotel business and particularly for hotels such as the St. Regis that is without parking. This Hotel has been built, renovated and continuously operated for over 80 years on the basis of vehicular passenger access on Dunsmuir Street, which is absolutely critical to the Hotel’s operations.

During the tourist season, buses pick up our hotel guests in the existing passenger-loading zone at 9:30 and 11:30 and other guests are delivered to the Hotel at approximately 10:00 a.m., 1:30 and 3:30 p.m. In addition, city bus tours pick up and drop off passengers every hour on the hour beginning at 7:00 a.m. through to 6:00 p.m.; i.e. twelve times a day throughout the day. Further, many of our guests are picked up and dropped off by taxis, which stop in the existing loading zone in front of the Hotel.

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Hotels such as the St. Regis Hotel perform an important service in the downtown core of Vancouver in that they provide clean, safe, and relatively low-cost accommodation to tourists from around the world and for business travelers from around the Province who cannot afford to stay in the Four Seasons but need to stay in the downtown area for business. We have developed a significant following for small business people coming in from Nanaimo, Victoria, Prince George, Kamloops, Kelowna and Nelson. In addition to being very important to us, these customers are important to the well being of our downtown business community.

Your proposed change of not allowing any stopping at the St. Regis Hotel would materially harm our business, our employees and our property value.

The balance of the 600 Block on the south side of Dunsmuir west of the St. Regis Hotel is a new \$140 million project that we have undertaken working as a team with the City of Vancouver and TransLink to create handicapped access to the Granville Station. TransLink contributed some \$4.5 million towards the building of the Station that at the end of the day will cost approximately \$20 million. At very significant risk to myself, I agreed to abandon my original, commercially viable business plan for the development of the site, in an effort to assist in creating the handicapped access and a whole new ALRT Station entranceway. As well, a key component of the revised plan included a heritage restoration on the old retail showroom of the B.C. Electric Company building located at Granville & Dunsmuir. We have worked closely with the City's heritage department and a top team of heritage experts to restore this beautiful old building. In that Granville Street does not allow the ability for pick up and drop off, we were encouraged in conversations with City personnel to put the entranceway to the heritage building on Dunsmuir Street to allow for passenger pick up and drop off. Our discussions with the City at that time then led us to pursue an agreement with a restaurant tenant, whom we have now secured and who is slated to spend some \$5 million on the interior of the heritage structure. This tenant committed to our space on the understanding that there will be valet service available by way of vehicular access in the evenings in line with the historical use of this block and because of the inability to gain access off of Granville Street. There is no high-end restaurant that can operate successfully without a safe valet service. The restaurant's ability to carry on business will be totally compromised to the point where the tenant has now advised that it would not be able to proceed if your changes go forward. In that hundreds of thousands of dollars have already been spent on this tenancy, this would be a disaster and likely turn into a lawsuit based on our good faith representations.

Your proposed changes are all the more egregious to the undersigned personally because I took great risk in trying to turn this decrepit area of our downtown on Granville & Dunsmuir Streets from a virtual hellhole and civic embarrassment into one of positive renewal. At significant cost, I have turned around what had become a seedy hotel occupied by strippers, prostitutes and drug dealers into a respectable and busy establishment. I have created a workable fully handicap accessible SkyTrain Station, also at great personal risk and cost. It would not be fair that I do all these things and then be faced with your department's plan, which would destroy the economics that allows these worthwhile projects to go forward.

In addition, as an avid bike rider who rides between 100-300 kilometers per week throughout the year for the last ten years, I believe your bike plan through the middle of downtown does not make sense for the following reasons:

1. Some of the actions being undertaken and proposed simply slow public transportation down and that has a negative cost impact on our City's economy and on people's lives. The Burrard Bridge lane closure fiasco would be a case in point.

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2. Cyclists who transit through the downtown peninsula do not want to go through the core but rather want to be on the periphery by the waterfront. Having ridden from South Vancouver through to West Vancouver and North Vancouver hundreds of times, I believe I know what I'm talking about.
3. There is no point catering to a tiny percentage (< 2%) of the public who ride their bikes into the downtown core to work if you are going to materially harm the economic fabric of the City in the process.
4. Virtually no one who works in the true downtown core of Vancouver rides their bike to work or will ever ride their bike to work. Your plan to get 10% of the public riding to work in the downtown core is overly optimistic, in my view. By necessity, 99% of all people working in the true downtown core come by automobile, on foot or public transit. It is simply and totally impractical to expect people to work in their wet clothes or try to change into working business attire without substantial and proper changing facilities and secure bike storage, which simply do not exist in the already constructed buildings in the downtown core. In our climate, it is essentially impossible to change the impractical reality of bike riding and having to work in a formal business setting as well.
5. Beyond the above, you already have an east/west bike transit corridor existing one block away on Pender Street, getting essentially no use but existing nonetheless.

In conclusion, your proposed change that would disallow traffic to stop on the 600 block of Dunsmuir Street will cause immense economic hardship to our business, our tenants and our employees and it is our view that your bike lane plan in the downtown core is overkill and does not make practical sense.

I suggest that if you remain committed to pursuing your plan of having a bike lane on the 600 Block Dunsmuir, or on Dunsmuir at all, that the only equitable alternate solution would be to widen the street by reducing the sidewalk(s) by some small degree to allow for a bike lane while keeping the existing loading zone on the south side of the street. We are not however advocating this change given the already busy nature of the sidewalk.

I apologize for the strong tone of this letter but your current plan, should it proceed, would put us in a desperate situation.

The undersigned is available to meet at any time to discuss this matter.

Yours truly,  
MACDONALD DEVELOPMENT CORPORATION

*Robert J. Macdonald*

Robert J. Macdonald

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