



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: March 9, 2006
Author: Douglas Scott
Phone No.: 604.873.7155
RTS No.: 05246
VanRIMS No.: 13-4200-40
Meeting Date: April 18, 2006

TO: Standing Committee on Transportation and Traffic

FROM: General Manager of Engineering Services

SUBJECT: Central Valley Greenway Section 3 - Detailed Design

RECOMMENDATIONS

- A. THAT Council approve the detailed design of Section 3 of the Central Valley Greenway, and staff report back on the awarding of the construction contract. Funding for the project to be provided from Streets Basic Capital Account CB2EA6D, approved by Council in 2004.
- B. THAT, commencing in 2007, Council approve the following increases to the Operating Budget, without offset, subject to the 2007 Budget Review:
 - \$48,300 to the Streets Operating Budget for horticultural maintenance;
 - \$13,350 to the Traffic Operating Budget for sign and paint maintenance;
 - \$7,500 to the Traffic Operating Budget for signal maintenance;
 - \$8,300 to the Sanitation Operating Budget for litter collection and street sweeping; and
 - \$6,940 to the Electrical Operating Budget for street lighting.
- C. THAT Council direct staff to establish a 5.0 metre wide Statutory Right of Way on the City owned lot at 2808 East 12th Avenue for greenway proposes. (District Lot THSL, Plan BCP11441, Parcel 1 of PCL A, BCP11439)

GENERAL MANAGER'S COMMENTS

The General Manager of Engineering Services RECOMMENDS approval of A, B and C.

COUNCIL POLICY

On July 18, 1995, Council adopted the Vancouver Greenways Plan. The Central Valley Greenway was one of fourteen citywide greenways identified in the Plan.

On February 24, 2004 Council approved \$4.63 million for the Federal Government's Urban Transportation Showcase Program (Showcase), including the design and construction of the Central Valley Greenway.

On December 15, 2005 Council approved the Central Valley Greenway Section 1 - Detailed Design.

PURPOSE

The purpose of this report is to obtain Council approval of the detailed design and an increase to the Operating Budget, and to report back on the awarding of the construction contract for Section 3 of the Central Valley Greenway.

BACKGROUND

The Central Valley Greenway (Greenway)

The Central Valley Greenway is one of the fourteen greenways identified in the 1995 Vancouver Greenways Plan, and is an integral part of the Greater Vancouver Regional Greenway Vision. When complete the Greenway will provide residents of Greater Vancouver with a virtually flat, continuous 25 kilometre route linking key residential, employment and shopping areas, schools and post-secondary institutions in Vancouver, Burnaby and New Westminister.

The Vancouver portion of the Central Valley Greenway is divided into three sections:

- Section 1: Science World to Clark Drive
- Section 2: Clark Drive to Commercial Drive
- Section 3: Slocan Street to Boundary Road
- The portion of the Greenway between Sections 2 and 3, Commercial Drive to Slocan Street, was completed in 2002.

Urban Transportation Showcase Program (Showcase)

On November 26, 2003, Transport Canada announced that the Greater Vancouver Transportation Authority (TransLink) had been awarded up to \$8.8 million under Transport Canada's Urban Transportation Showcase Program. The City of Vancouver and TransLink are collaborating on six projects under the Showcase, the Central Valley Greenway being one project. The funding agreement with TransLink and Transport Canada requires that the entire Central Valley Greenway, including Section 3 between Slocan Street and Boundary Road, be complete by March 2007.

DISCUSSION

Central Valley Greenway Section 3: Slocan Street to Boundary Road

When complete, Section 3 which generally follows an alignment under the Millennium SkyTrain's elevated guideway will connect the existing portion of the Central Valley Greenway between Commercial and Slocan Street with Boundary Road. The Greenway is separated from traffic with few intersections and driveway crossings. New or existing pedestrian and cyclist activated traffic signals will facilitate the crossing of the major streets at Renfrew, Rupert and Boundary. The Greenway includes natural landscape and rest areas. New lighting is proposed along the length of the route to encourage commuter use throughout the year.

In 2003, the City purchased a 7.5 metre wide strip of property from the Province's Rapid Transit Project Office for construction of Section 3. The Province purchased the property from Burlington Northern Santa Fe Railway for construction of the Millennium SkyTrain guideway between Slocan Street and Boundary Road. The property abuts the north edge of Burlington Northern Santa Fe's active rail corridor and is designated as a City street right-of-way (ROW). As a condition of the purchase of the property, a fence is required to separate the Greenway from the railway corridor.

The Greenway will connect to the existing north-south Sunrise Bikeway and the future Eastside Crosscut Greenway; and link important commercial, academic and cultural destinations including Vancouver Technical Secondary School, Broadway Tech Centre, Still Creek, as well as Renfrew and Rupert SkyTrain Stations.

The Design

The principle feature of the Greenway is an off-street path. The path will be constructed of asphalt, between 2.5 and 4.0 metres wide depending on the space available within the 7.5 metre ROW. The path shares the ROW with the columns of the overhead SkyTrain guideway. The columns are generally between 2 and 2.5 metres wide at the base, with the remaining 4.5 to 5 metres available for development of the Greenway. Depending on the location of the columns within the ROW, the path is either:

- One 4.0 meter wide shared use two way path located to one side of the columns; or
- Two 2.5 metre wide shared use one way paths located on either side of the columns.

Generally, the Greenway consists of a 4.0 metre wide path between Slocan and Nootka Streets and Rupert Street and Boundary Road, and two parallel 2.5 metre wide paths between Nootka and Rupert Streets. The proposed widths for both one and two way shared paths are in accordance with the standards set out by the Transportation Association of Canada (TAC).

The section of the Greenway between Rupert Street and Boundary Road requires the construction of retaining walls to maintain a consistent grade of 5% or less.

(For Plan and Sections of the Greenway, please refer to Appendix A)

The design has been reviewed and approved by the Bicycle Advisory Committee (BAC), the Urban Transportation Showcase Steering Committee, the Central Valley Greenway Working Committee and TransLink. (The approval for the design and the recommendations of the BAC are attached in Appendix C.)

The City and TransLink are collaborating with PWL Partnership Landscape Architects, Earth Tech Engineering, and CitySpaces Planning to develop the design, manage the construction and conduct public consultation.

Design Innovations

Where the path crosses the street a new cross walk design is being developed in accordance with new TAC Standards. This new integrated pedestrian and cyclist crosswalk is an innovation that will allow cyclists to safely share designated crosswalks with pedestrians. The new integrated crosswalk and associated signage is being developed, in collaboration with our partners at TransLink, Burnaby and New Westminster, to ensure that cyclists, pedestrians and motorists safely share the street.

New lighting is proposed along the length of the route to encourage commuting throughout the year. The proposed lighting will take advantage of new innovations in Induction based lighting technology. The introduction of this new lighting along the Greenway is a result of a pilot project which introduced Induction based technology at key locations along the existing portion of the Central Valley Greenway. The advantage of Induction based lighting is longer bulb life and therefore lower maintenance, without increasing the energy costs. This longer bulb life increases the length of time between bulb replacements from 5 to 20 years.

The Challenges

Development of the route along this corridor has required finding solutions to several challenges. These include maintaining a continuous off street path system where the ROW is interrupted, and finding ways to co-exist with our neighbours on either side of the Greenway.

1.0 The Greenway between Kaslo Street and Renfrew Street

Between Kaslo and Renfrew Streets the ROW is interrupted by Renfrew Station and the property to the west of the station. The two properties bounded by Kaslo and Renfrew Streets, the railway and 12th Avenue, were purchased by the Province in order to construct the Station and the guideway. The vision during the station planning phase was to develop the property to the west of the station as a public open space with seating, landscape, trees and the greenway integrated into the open space. After the station and the guideway were constructed the property was not developed and was sold to the City. The property is now part of the Property Endowment Fund (PEF). In order to develop a continuous off-street route, a 5.0 metre wide strip along the edge of the property is required. Staff recommends that a statutory right-of-way be established on the City owned property at 2808 East 12th Avenue to accommodate the Greenway.

2.0 Renfrew and Rupert SkyTrain Stations

The Renfrew and Rupert SkyTrain Stations were constructed up to the property line of the Burlington Northern Santa Fe corridor. As a result the ROW is interrupted at the stations. There is no room at the stations for the path to travel to the south, between the station and the railway. Therefore the Greenway will be routed to the north of the stations.

At Renfrew Station the Greenway users travel under the station and onto the sidewalk along 12th Avenue. The corner bulge at the south west corner of Renfrew and 12th is lengthened and the sidewalk widened in order to minimize conflicts between users. Greenway users cross Renfrew Street in a new integrated pedestrian and cyclist crosswalk in order to continue east under the guideway on the south side of Hebb Avenue between Renfrew and Lillooet Streets.

The Greenway between Renfrew and Rupert Streets consists primarily of two 2.5 metre wide shared one way paths. (For a detailed plan of Renfrew Station, please refer to Appendix A)

At Rupert Station Greenway users travel along a widened bulge on the west side of Rupert Street to a new integrated pedestrian and cyclist crosswalk just to the north of the station. Once across the street the Greenway travels along the north side of the station and then continues east along a 4.0 metre wide shared use two way path to Boundary Road. (For a detailed plan of Rupert Station, please refer to Appendix A)

3.0 Gizella Pastry and Resland Management: 3432 and 3438 Lougheed Highway

Between Lillooet Street and Boundary Road, the Greenway is located between the Burlington Northern Santa Fe railway to the south and commercial properties to the north. These commercial properties front onto either East Broadway or Lougheed Highway and back onto the Greenway. During the design of the Greenway it became apparent that two of the properties, 3432 and 3438 Lougheed Highway are using the ROW for their day to day operations. This includes employee parking and the manoeuvring of trucks into their loading bays.

Staff recommends that the 4.0 metre path should be located on the north side of the columns adjacent to the businesses. This requires that the parking and truck manoeuvring be relocated to the owners' property. The decision to locate the path to the north of the columns is based on the space available within the ROW and Transportation Association of Canada (TAC) standards. TAC recommends that the width of a two way shared use path be a minimum of 3.0 metres and preferably 4.0 metres. The SkyTrain columns at this location are approximately 2.0 metres wide, 4.0 metres from the north property line shared with the businesses and 1.5 meters from the south property line shared with Burlington Northern Santa Fe. In addition TAC recommends that an additional shy distance of 0.6 metres be provided next to vertical elements such as columns or fences for safety reasons.

The owners of 3432 and 3438 Loughheed Highway have retained the services of transportation consultant Bunt and Associates. The consultant recommends that the Greenway should be located to the south of the SkyTrain columns rather than to the north, in order to maintain parking and truck manoeuvring on the ROW. Locating the path on the south side of the columns would effectively reduce the useable width of the path at the columns to less than a metre, which is below acceptable TAC standards.

Staff met with representatives of both businesses to discuss ways for the Greenway users and the businesses to successfully co-exist. Staff and the businesses have agreed that the path should remain on the north side of the columns, but should be curved at key locations to accommodate the manoeuvring of 53 foot trucks on the ROW. The Greenway users will be separated from the trucks by a barrier which will prevent truck movements over the path. The design will allow the businesses to continue to ship and receive goods as before. This design does not accommodate private parking within the City owned ROW. The businesses are exploring ways to better utilize their site to meet their parking needs. The Bicycle Advisory Committee has approved the proposed modification to the design which meets the objectives of the Greenway and that of the adjacent businesses for goods movement.

4.0 Burlington Northern Santa Fe Railway

As a condition of the sale of the property from Burlington Northern Santa Fe (BNSF) to the Province, the property could not be used for public passage unless the design was approved by BNSF. Preliminary indications are that in order to facilitate the development of the Greenway next to the railway, a continuous six foot high fence will need to be installed along the property line between the Greenway and the railway. The fence is an integral part of the design and construction budget. The Greenway design will be reviewed by BNSF.

The Public Consultation Process

Two open houses were held, one to review the concept design, and one to review the detailed design. Five hundred invitations to the open houses were delivered to residents, businesses, and property owners in the area. Information about the open houses was also distributed through posters, newspaper ads and the City website.

Public consultation is typically not conducted during the months of July and August because of the summer holidays. The Showcase funding agreement requires that the Central Valley Greenway be completed by 2007; therefore it was decided to proceed with the public process during the summer months in order to complete construction on time. In order to maximize the public opportunity to participate in the process, the July open house was held at a central outdoor venue.

The first open house was Thursday July 7, 2005, from 3:30 to 7:30 pm at the Renfrew SkyTrain Station. The station is located one block from the intersection of the Sunrise Bikeway and the Central Valley Greenway. Seventy people attended the open house and sixty-one completed the questionnaire and provided input on the concept design. Forty-four percent of those who attended the open house were cyclists, transit users and people walking by. Ninety-eight percent of the people at the open house expressed support for the Greenway.

The detailed design was developed based on the input received from the public at the first open house in July. The second open house, to review the detailed design, was held on Wednesday December 7, 2005, 5:00 to 8:30 at the Thunderbird Community Centre. A newsletter and survey were delivered to residents, businesses and property owners, as well as those who attended the first open house. Twenty-one people attended the open house and provided input on the concept design. Eighteen people returned a completed survey by mail, fax, and at the open house. In response to the survey question "Are you supportive of the plans for the Central Valley Greenway - Section 3 as proposed?" 72 % said yes, 22 % said no and 6 % were neutral. Those who did not support the Greenway were from the business located at 3438 Loughheed Highway. Generally, people were very positive about the changes the Greenway would bring to their neighbourhood. (Please refer to Appendix B for a copy of the newsletter and survey - limited distribution.)

FINANCIAL IMPLICATIONS

Funding for the design and development of the Central Valley Greenway under the Showcase Program was approved by Council in 2004. The total project budget is \$6.765 million, including planning, design and construction. The project funding is being shared by the City, TransLink and Transport Canada. The Showcase cost sharing agreement requires that the entire Greenway be completed by March 2007. The share of the funding is divided as follows:

Funding Partner	Share of Capital Funding
City of Vancouver	\$2.13 million
TransLink	\$2.76 million
Transport Canada	\$1.875 million
Total Project Budget	\$6.765 million

The City share of the funding for the project has been allocated from the 2004 Capital Budget under order group CB2EA6D. The City will be reporting to TransLink on a quarterly basis to recover costs during the Capital construction phase of the project.

The long term success of the Greenway will require annual maintenance and a corresponding increase to the Operating Budget. Funding increases, without offset, are recommended to the following Operating Budgets beginning in 2007 and subject to an annual review.

Operating Budget	Cost Centre/ Cost Element	Function	Funding Increase
Streets	37190/713103	Horticultural maintenance	\$48,300
Traffic	32700/709608	Sign and paint maintenance	\$13,350
Traffic		Signal maintenance	\$7,500
Sanitation	35040/706000	Litter collection and street sweeping	\$8,300
Electrical	33090/707000	Street lighting maintenance	\$6,940

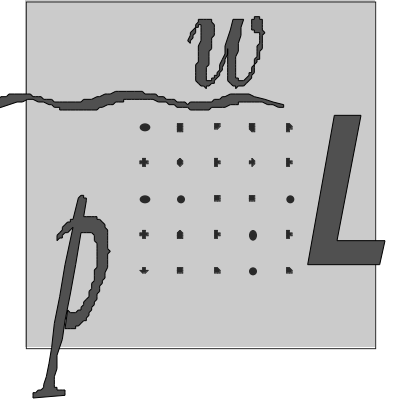
ENVIRONMENTAL AND SOCIAL IMPLICATIONS

The Urban Transportation Showcase Program is a key component of the Federal Government's *Action Plan of Climate Change*. The program calls for the creation of community showcase programs to demonstrate and evaluate ways of reducing greenhouse emissions from transportation and to address other urban challenges, such as air quality, congestion, safety and rising operating costs. The Central Valley Greenway addresses these challenges by providing alternate non motorized ways for people to travel around the city to work, shop, and recreate. The Greenway provides places for people to meet and socialize, improves air quality and provides wildlife habitat through increased plant diversity. Safety is improved through the use of Crime Prevention through Environmental Design (CPTED) principles such as lighting.

CONCLUSION

Section 3 of the Central Valley Greenway is a major step in developing a regional greenway system through the region's designated Growth Concentration Area. Based on the directive of the Council approved Vancouver Greenways Plan and the support of the residents for this design, staff recommend that the proposed measures for the Central Valley Greenway, as outlined in this report, be approved by Council for construction.

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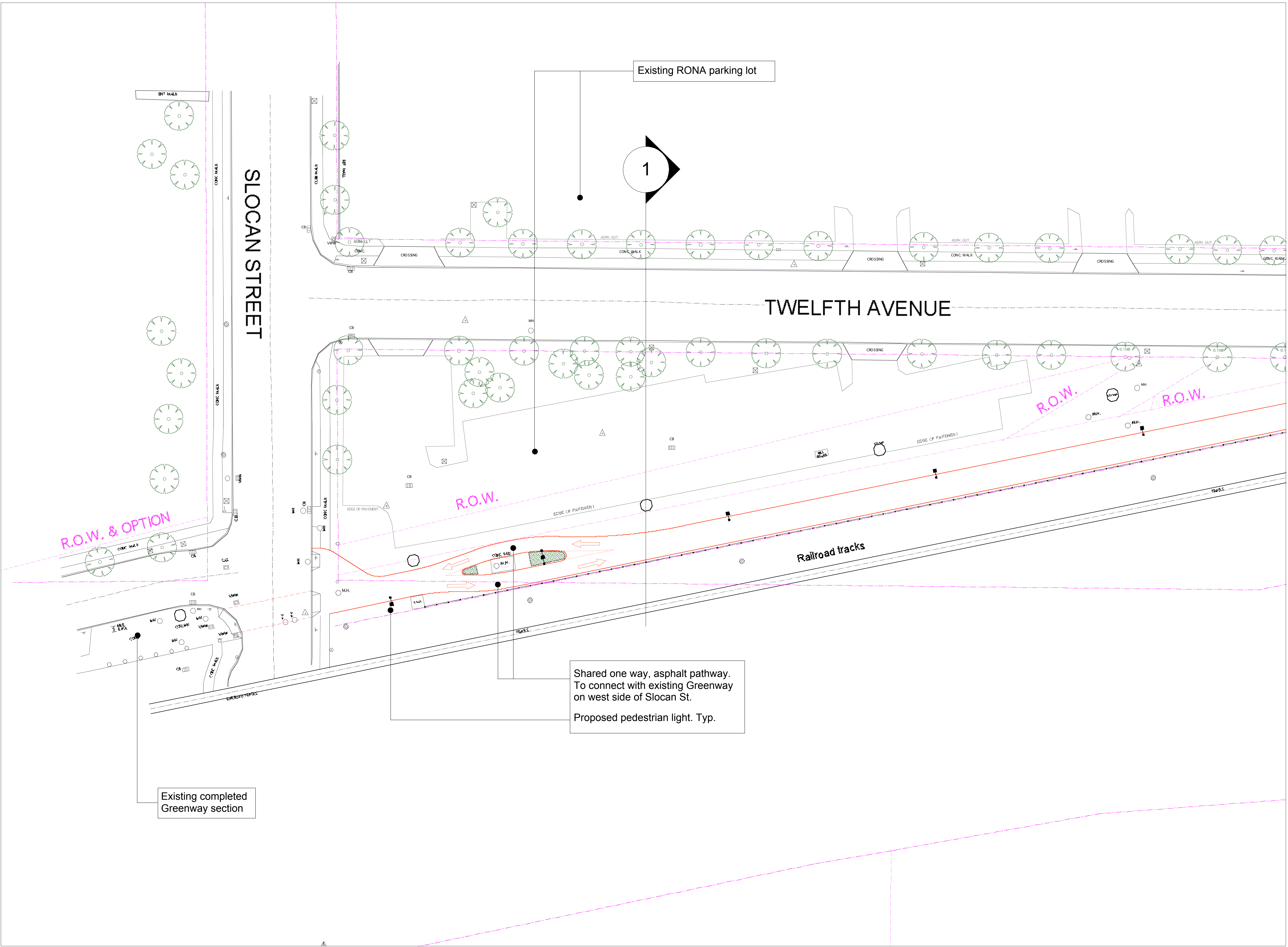


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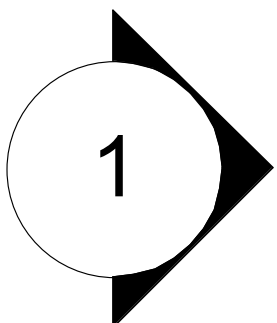
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Existing RONA parking lot



SLOCAN STREET

TWELFTH AVENUE

R.O.W.

R.O.W.

R.O.W.

Railroad tracks

Shared one way, asphalt pathway.
To connect with existing Greenway
on west side of Slocan St.
Proposed pedestrian light. Typ.

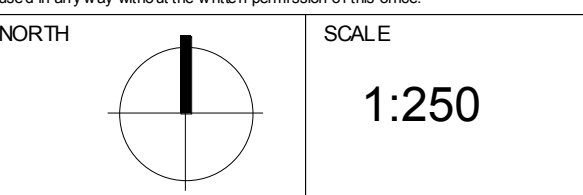
Existing completed
Greenway section

PROJECT
Central Valley Greenway
Section 3

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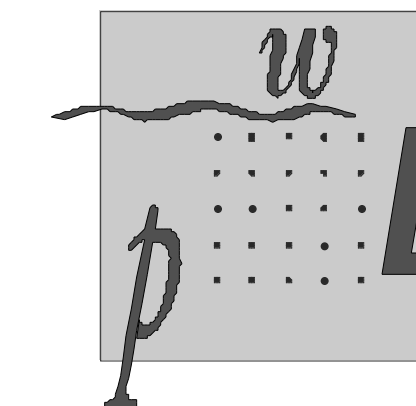
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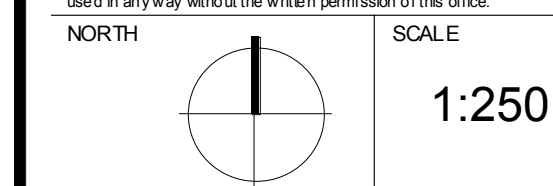
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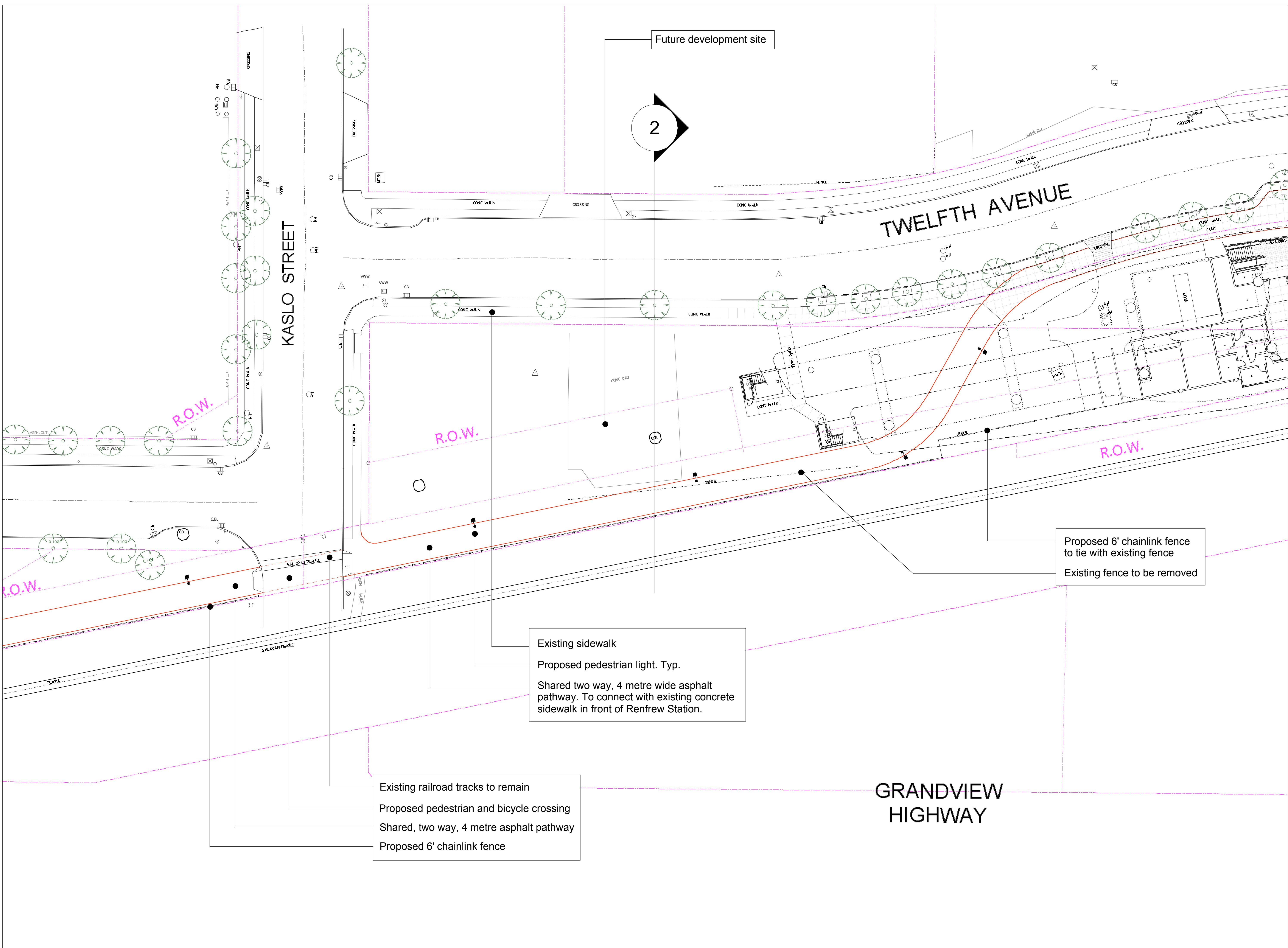
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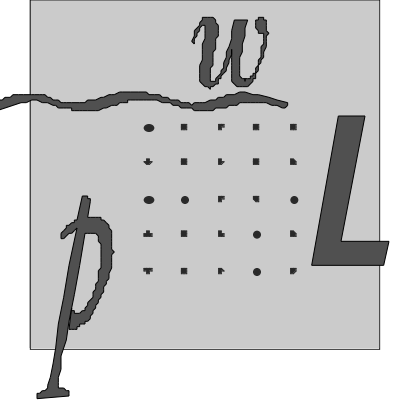
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Existing sidewalk
Proposed pedestrian light. Typ.
Shared two way, 4 metre wide asphalt pathway. To connect with existing concrete sidewalk in front of Renfrew Station.

Existing railroad tracks to remain
Proposed pedestrian and bicycle crossing
Shared, two way, 4 metre asphalt pathway
Proposed 6' chainlink fence

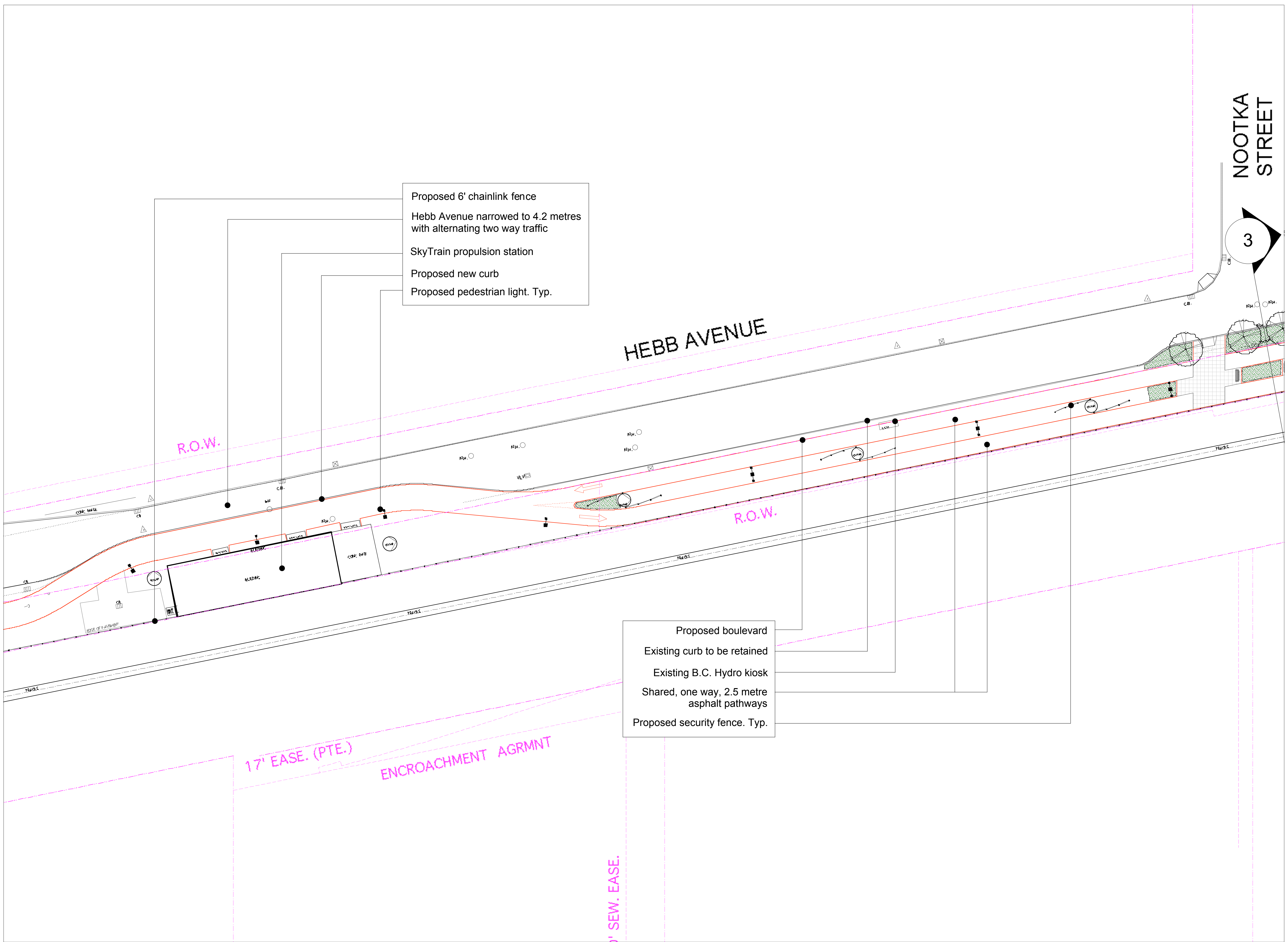
Proposed 6' chainlink fence to tie with existing fence
Existing fence to be removed



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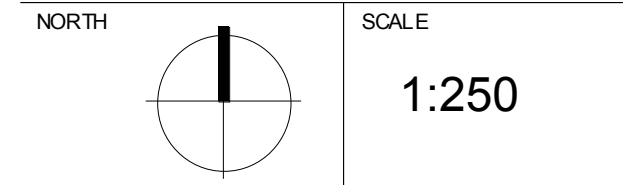
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PROJECT
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 Section 3**

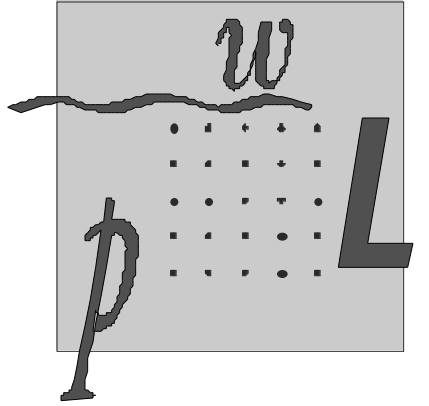
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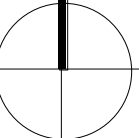
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PROJECT
Central Valley Greenway
Section 3

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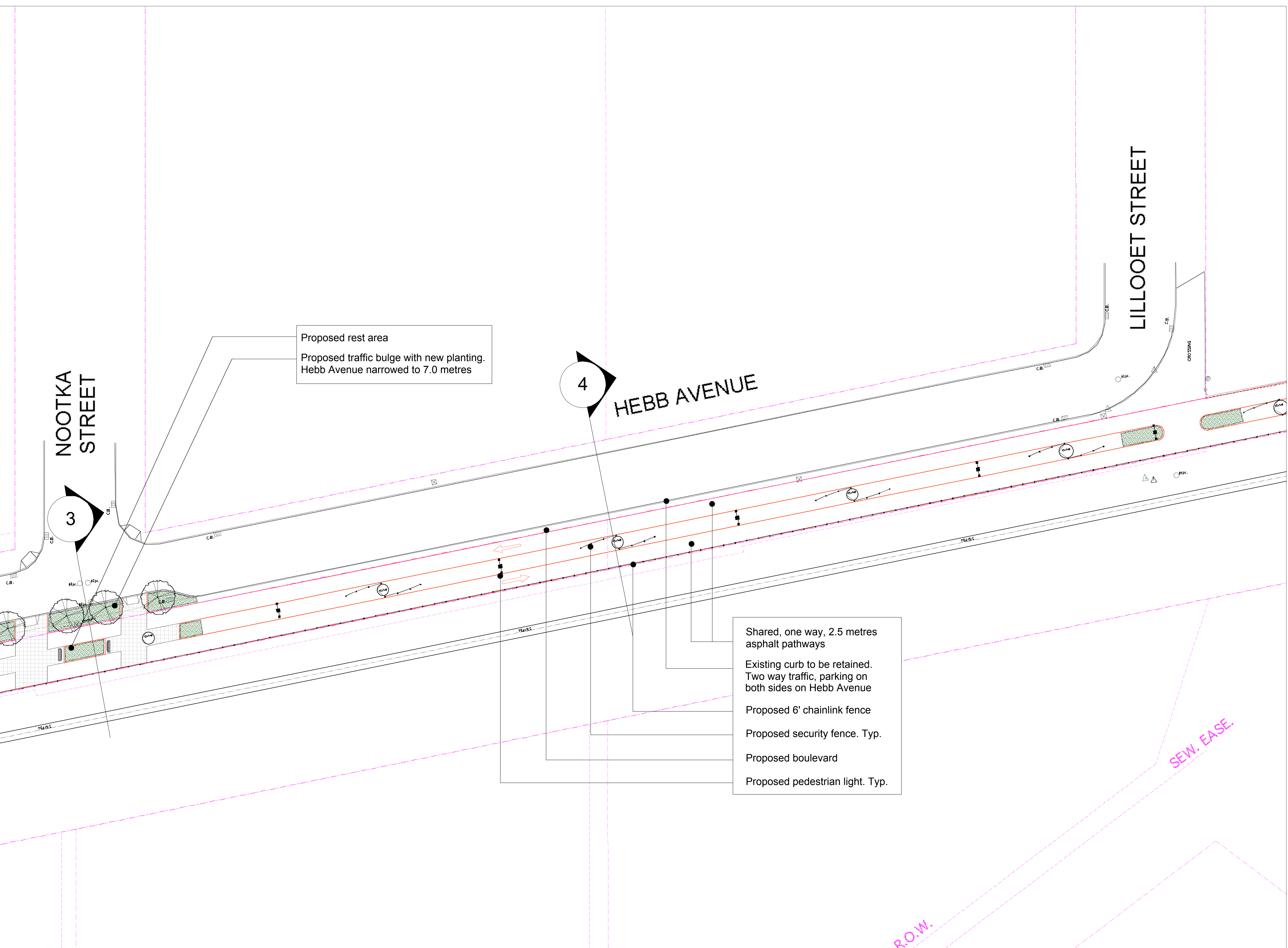
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NORTH  SCALE
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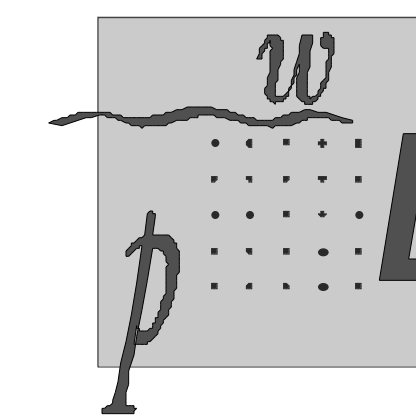
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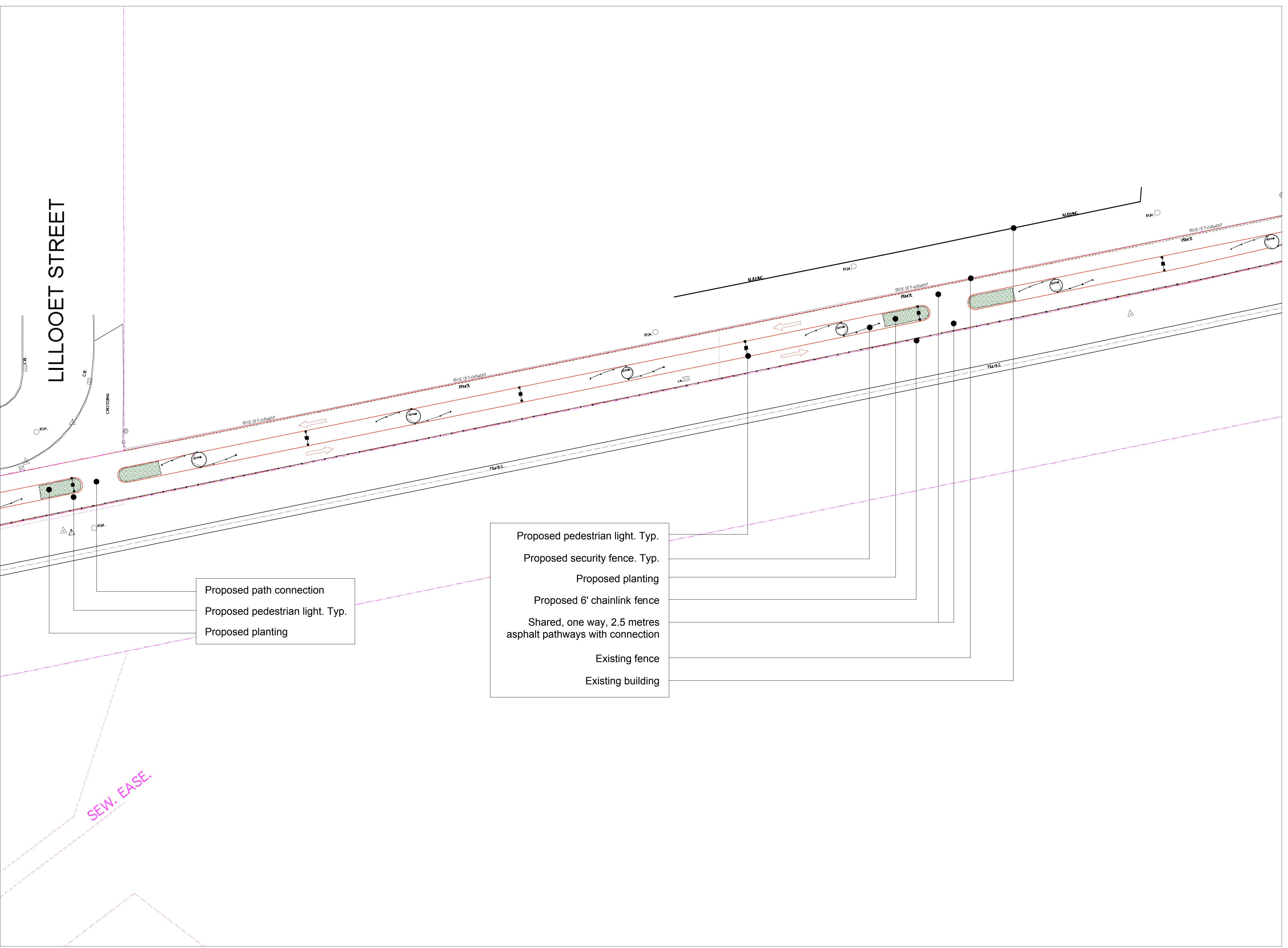
Proposed rest area
Proposed traffic bulge with new planting.
Hebb Avenue narrowed to 7.0 metres

Shared, one way, 2.5 metres
asphalt pathways
Existing curb to be retained.
Two way traffic, parking on
both sides on Hebb Avenue
Proposed 6' chainlink fence
Proposed security fence. Typ.
Proposed boulevard
Proposed pedestrian light. Typ.



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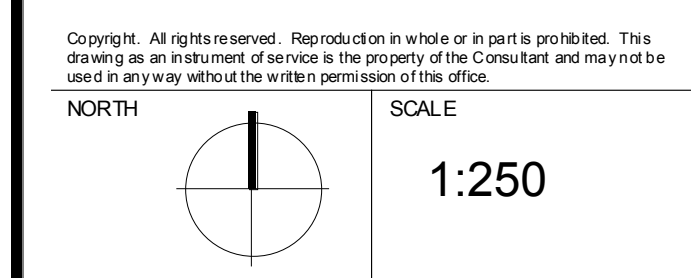


Proposed path connection
 Proposed pedestrian light. Typ.
 Proposed planting

Proposed pedestrian light. Typ.
 Proposed security fence. Typ.
 Proposed planting
 Proposed 6' chainlink fence
 Shared, one way, 2.5 metres
 asphalt pathways with connection
 Existing fence
 Existing building

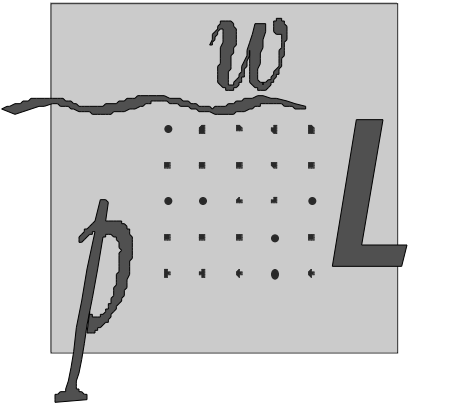
PROJECT
**Central Valley Greenway
 Section 3**

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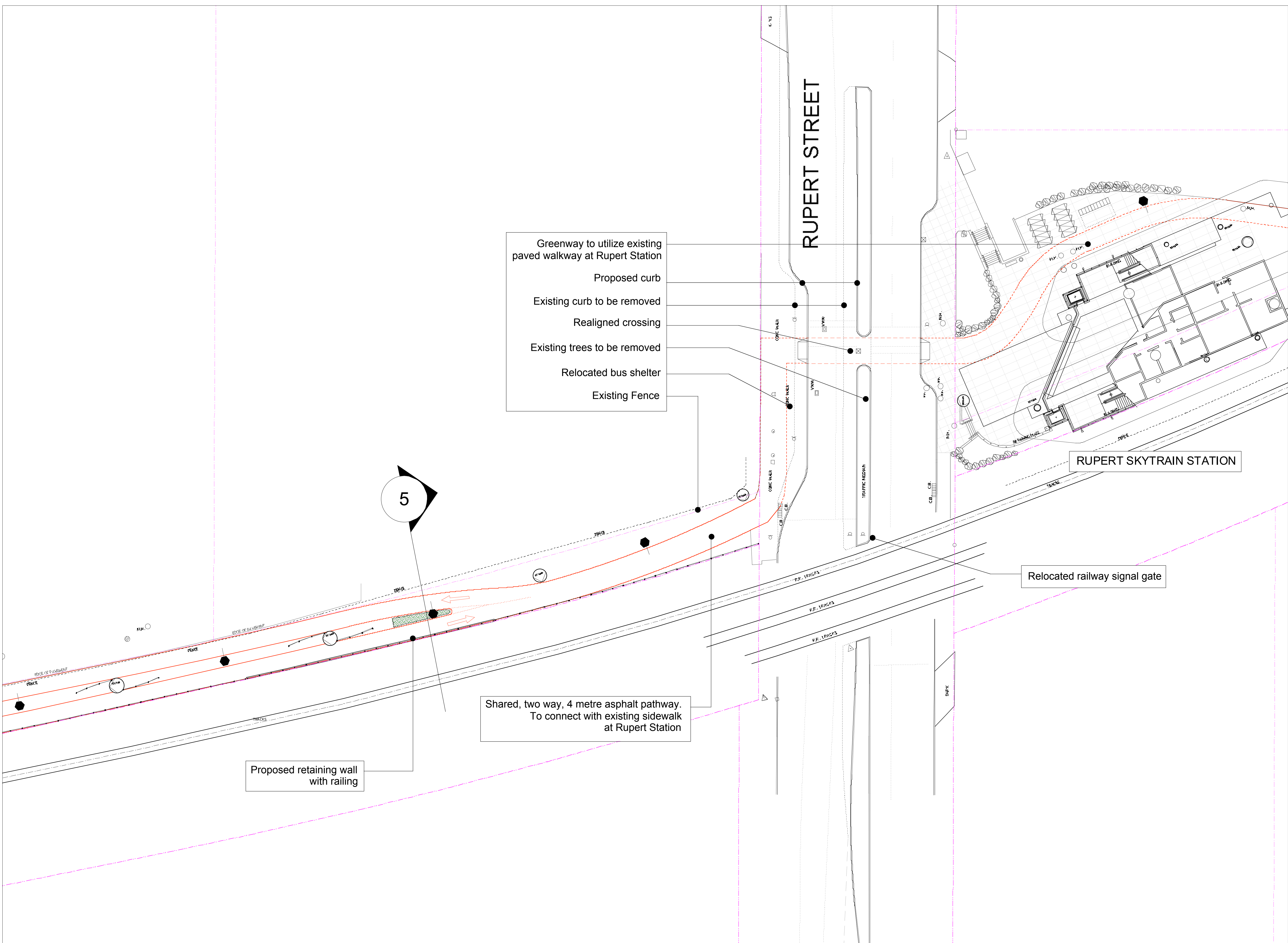
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Greenway to utilize existing paved walkway at Rupert Station
Proposed curb
Existing curb to be removed
Realigned crossing
Existing trees to be removed
Relocated bus shelter
Existing Fence

RUPERT SKYTRAIN STATION

Relocated railway signal gate

Shared, two way, 4 metre asphalt pathway.
To connect with existing sidewalk at Rupert Station

Proposed retaining wall with railing

5

PROJECT
Central Valley Greenway
Section 3

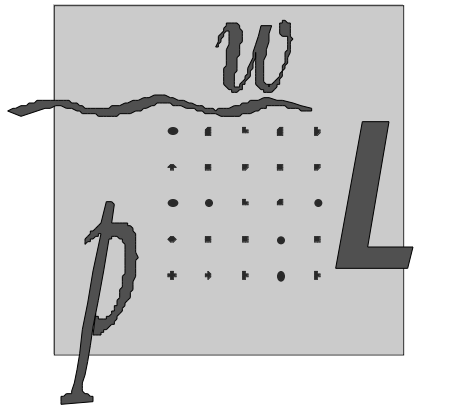
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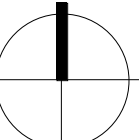
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 Section 3

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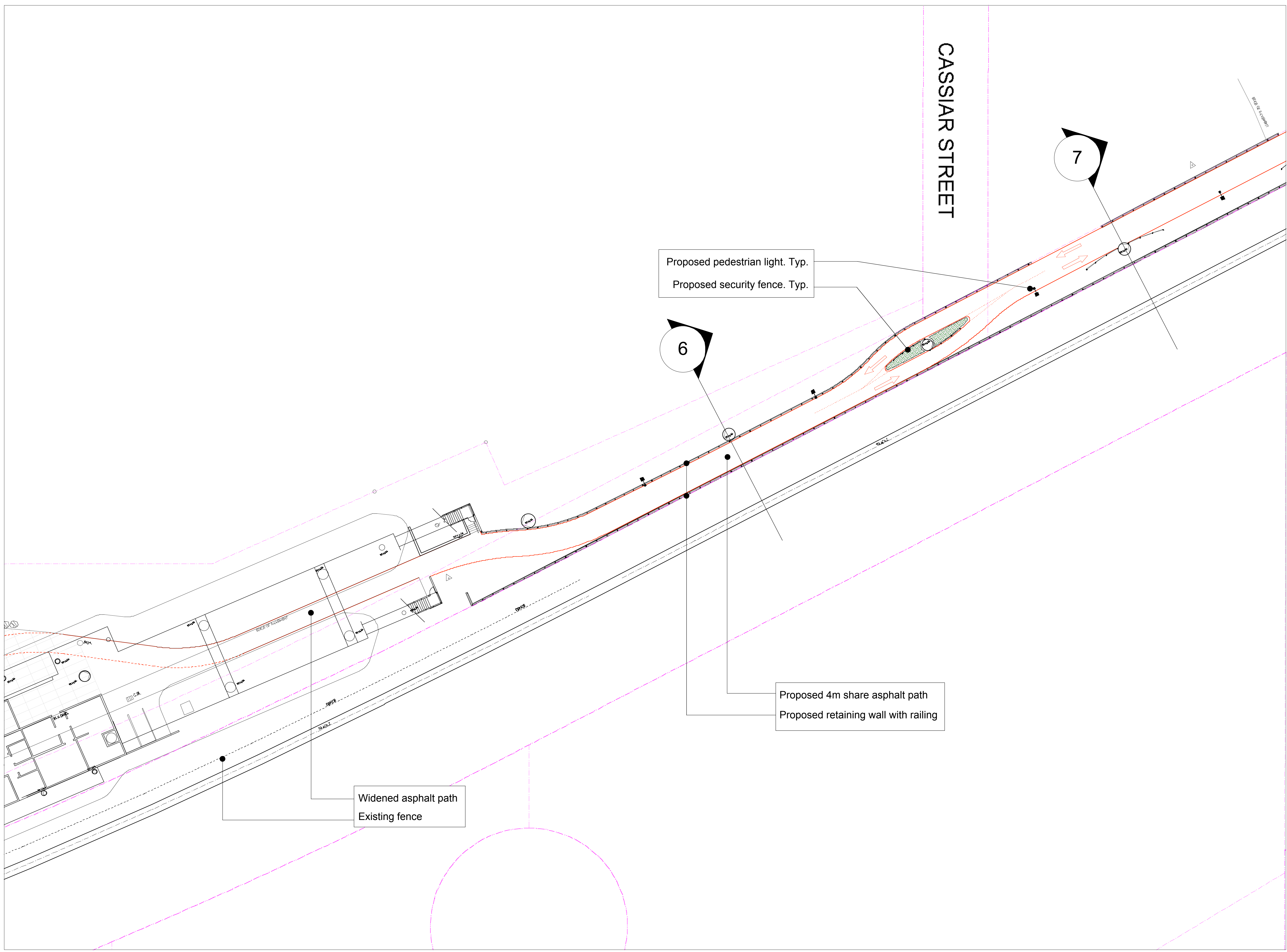
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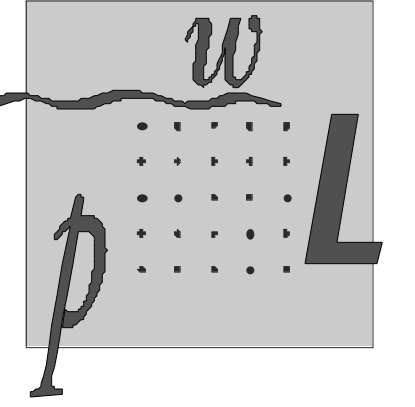
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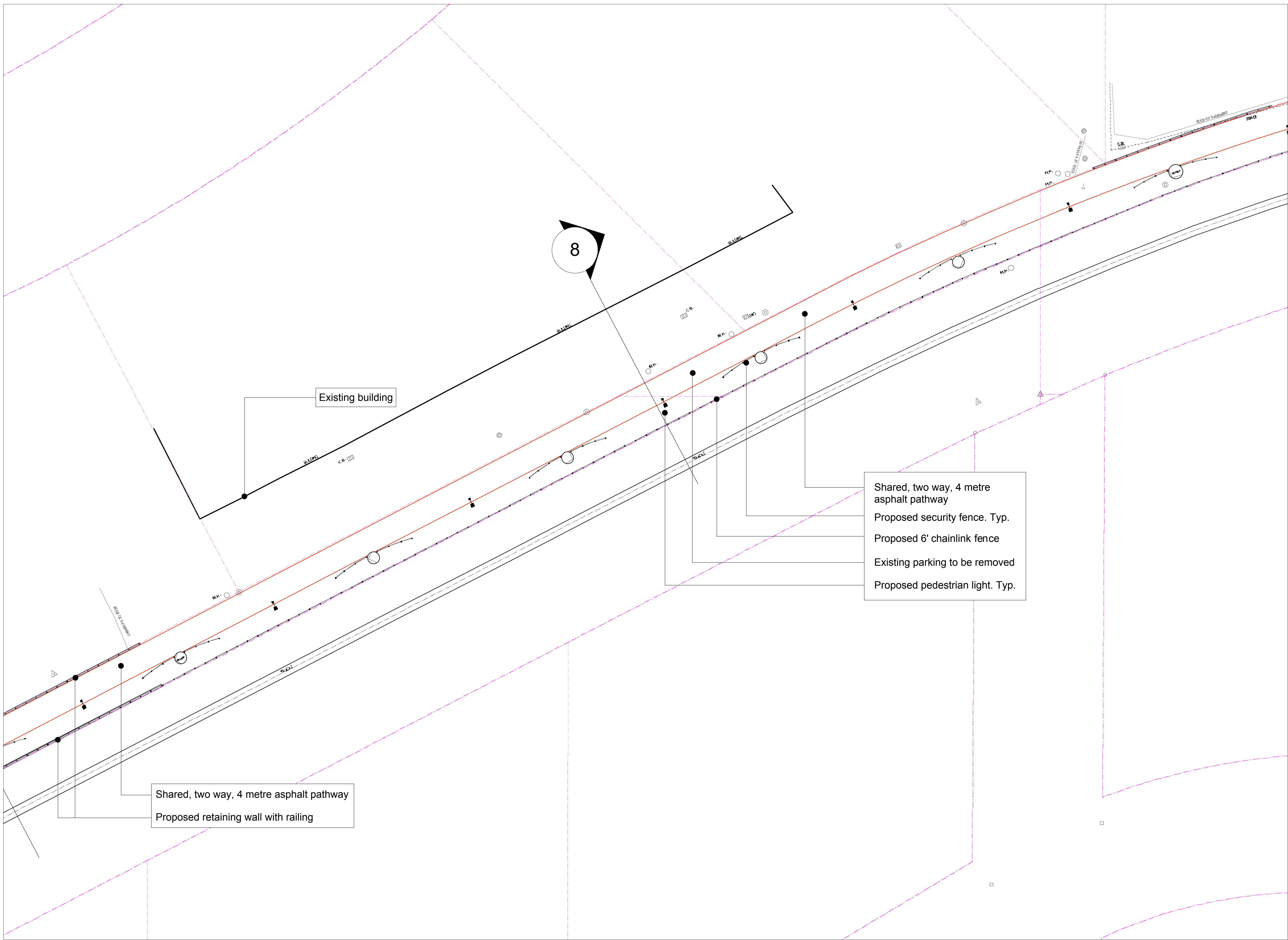
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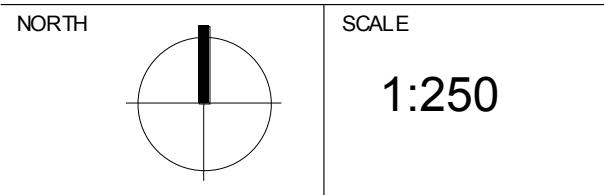
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Central Valley Greenway
Section 3

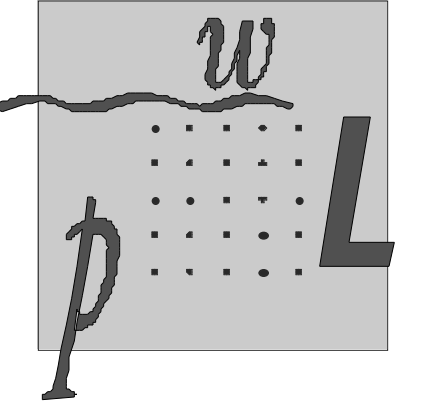
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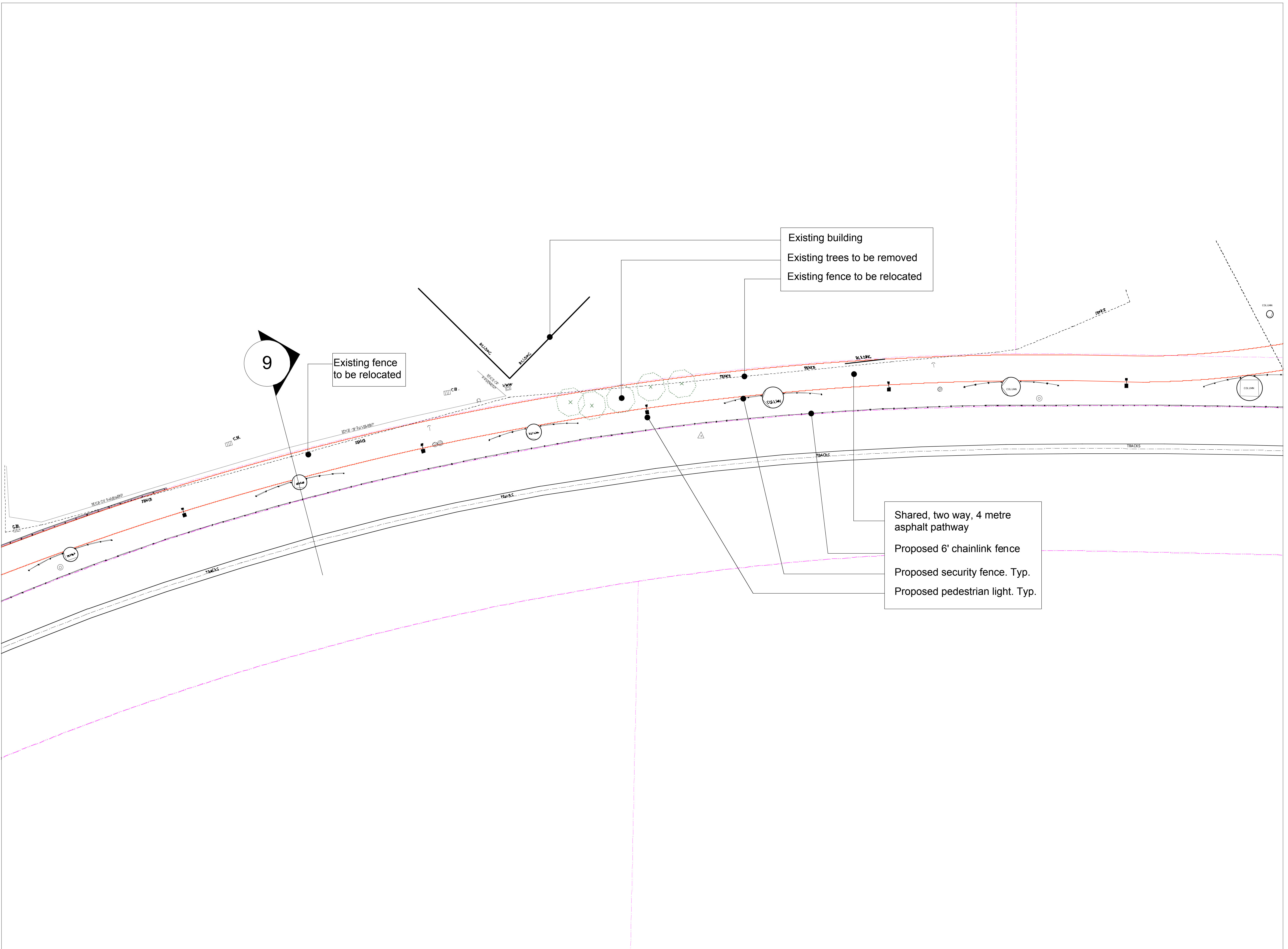
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Existing building
Existing trees to be removed
Existing fence to be relocated

Existing fence to be relocated

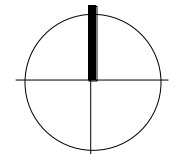
Shared, two way, 4 metre
asphalt pathway
Proposed 6' chainlink fence
Proposed security fence. Typ.
Proposed pedestrian light. Typ.

9

PROJECT
Central Valley Greenway
Section 3

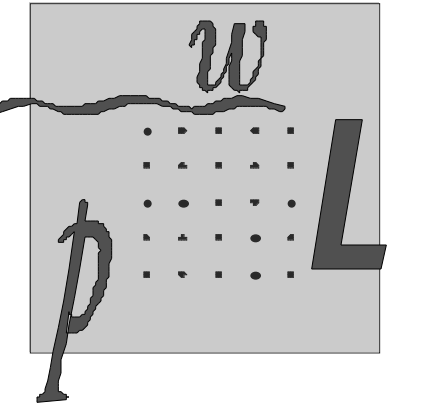
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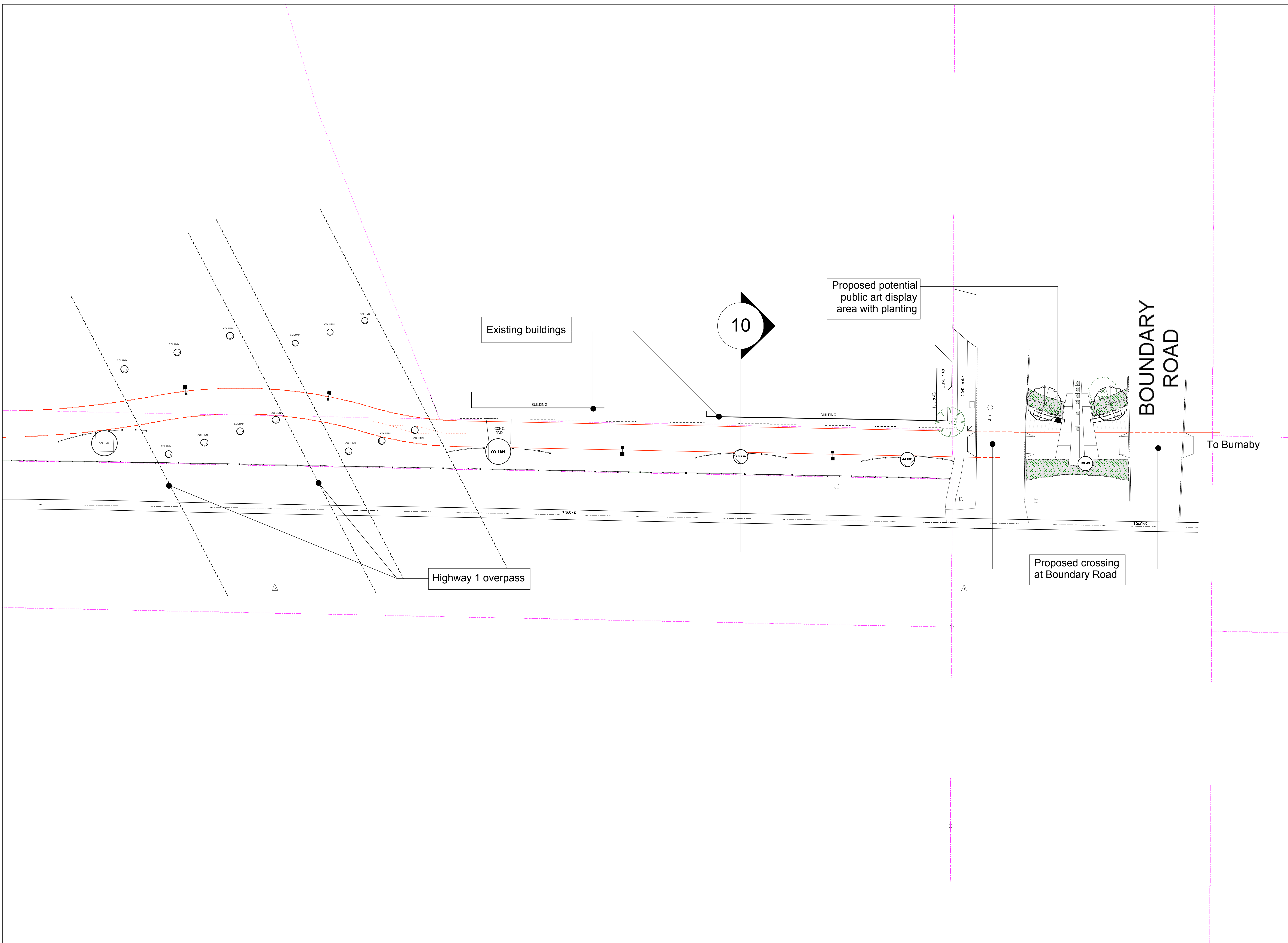
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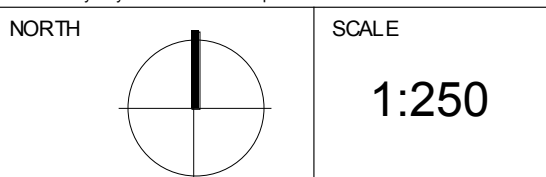


PROJECT
**Central Valley Greenway
Section 3**

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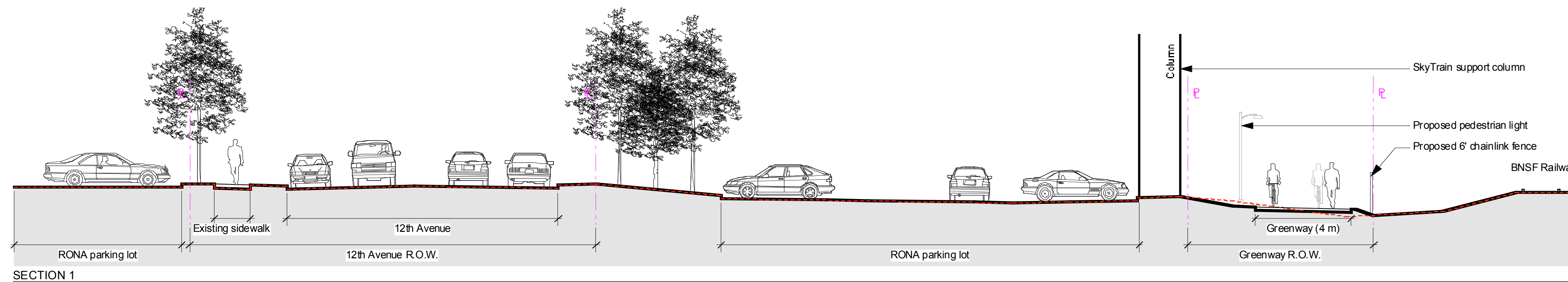
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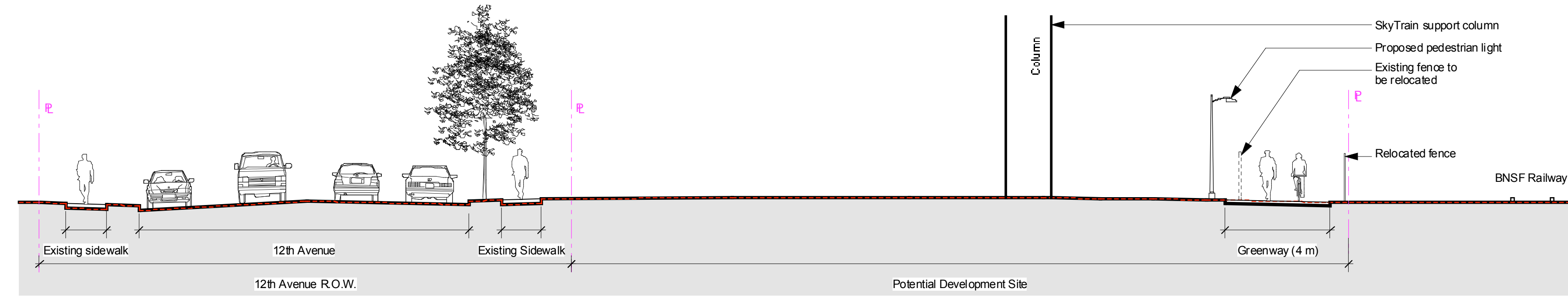
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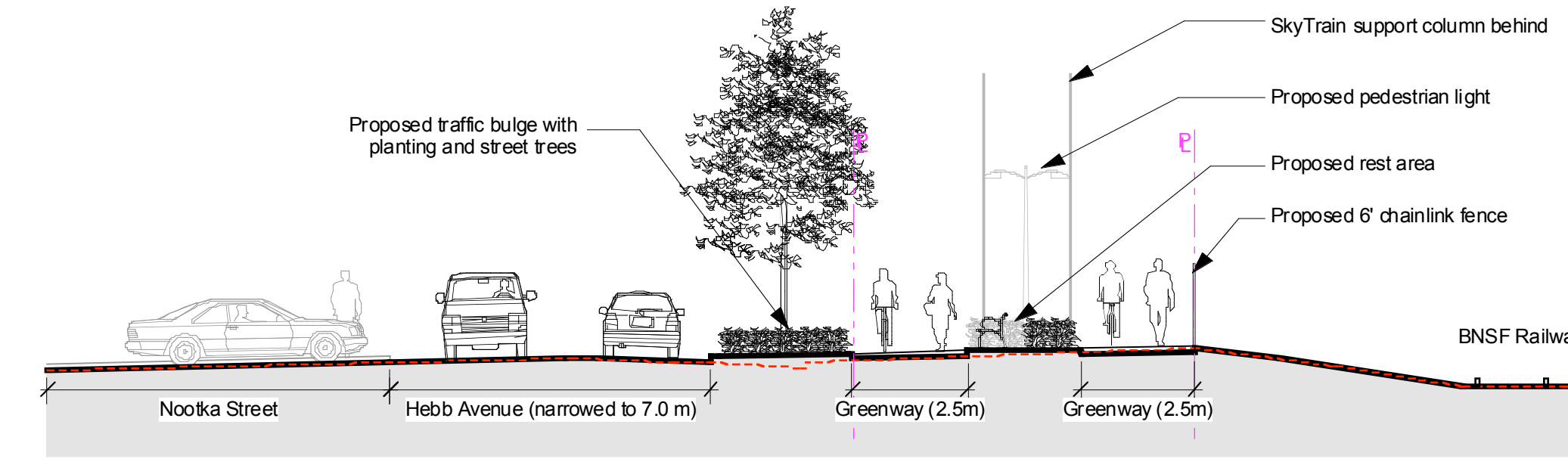
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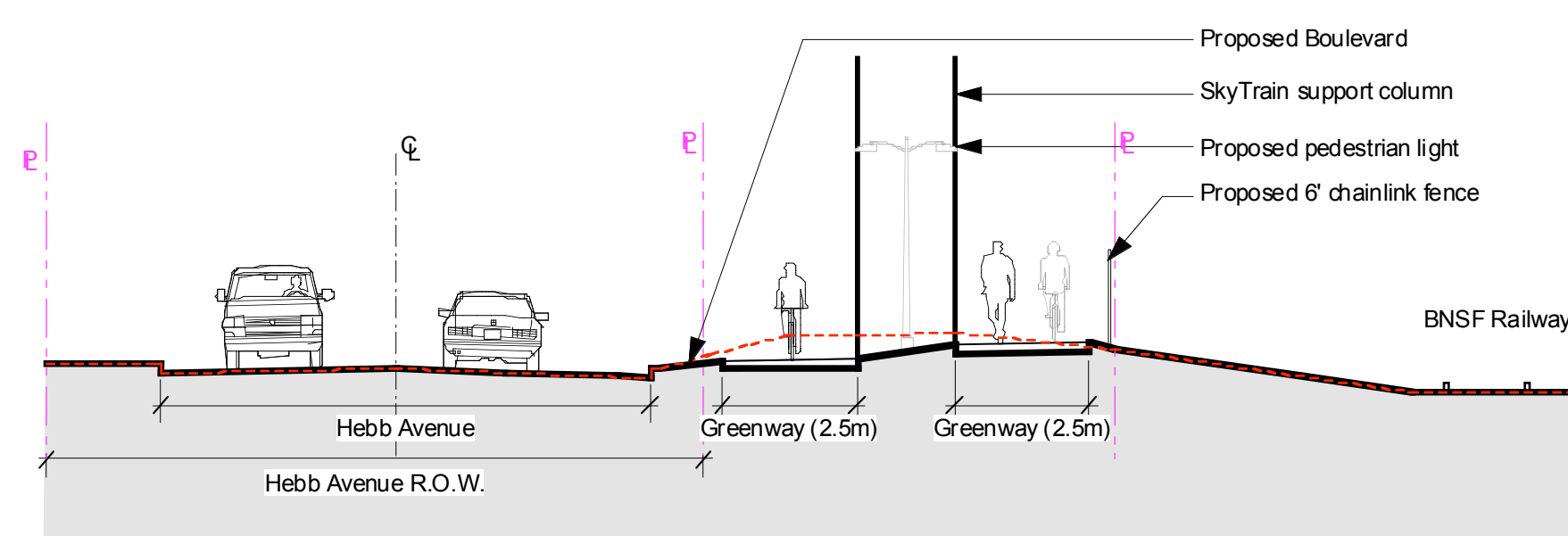
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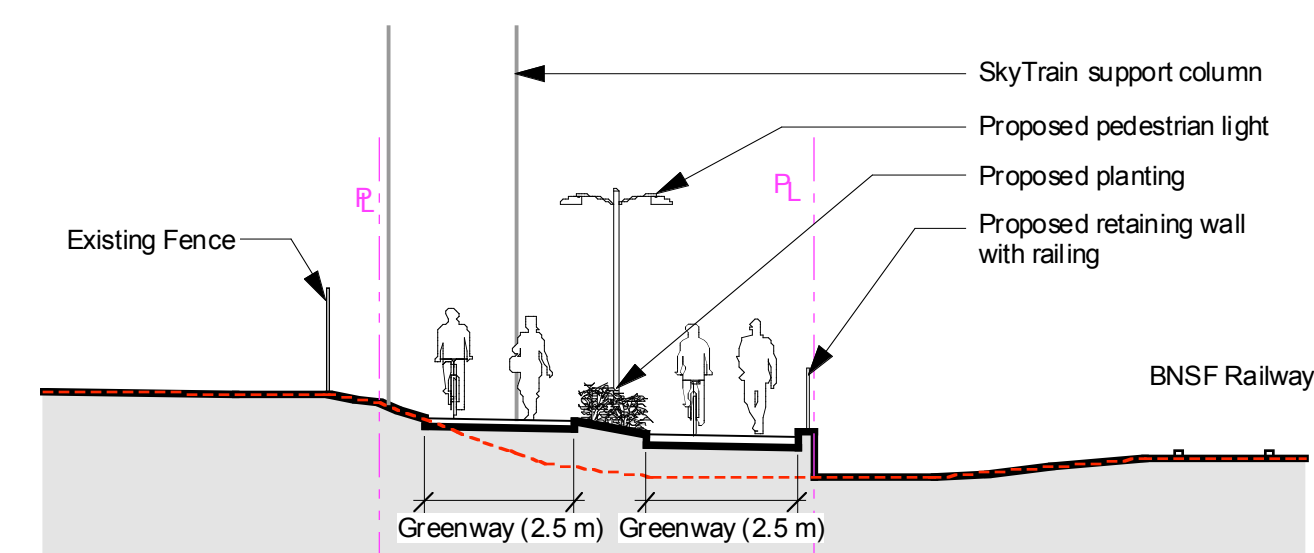
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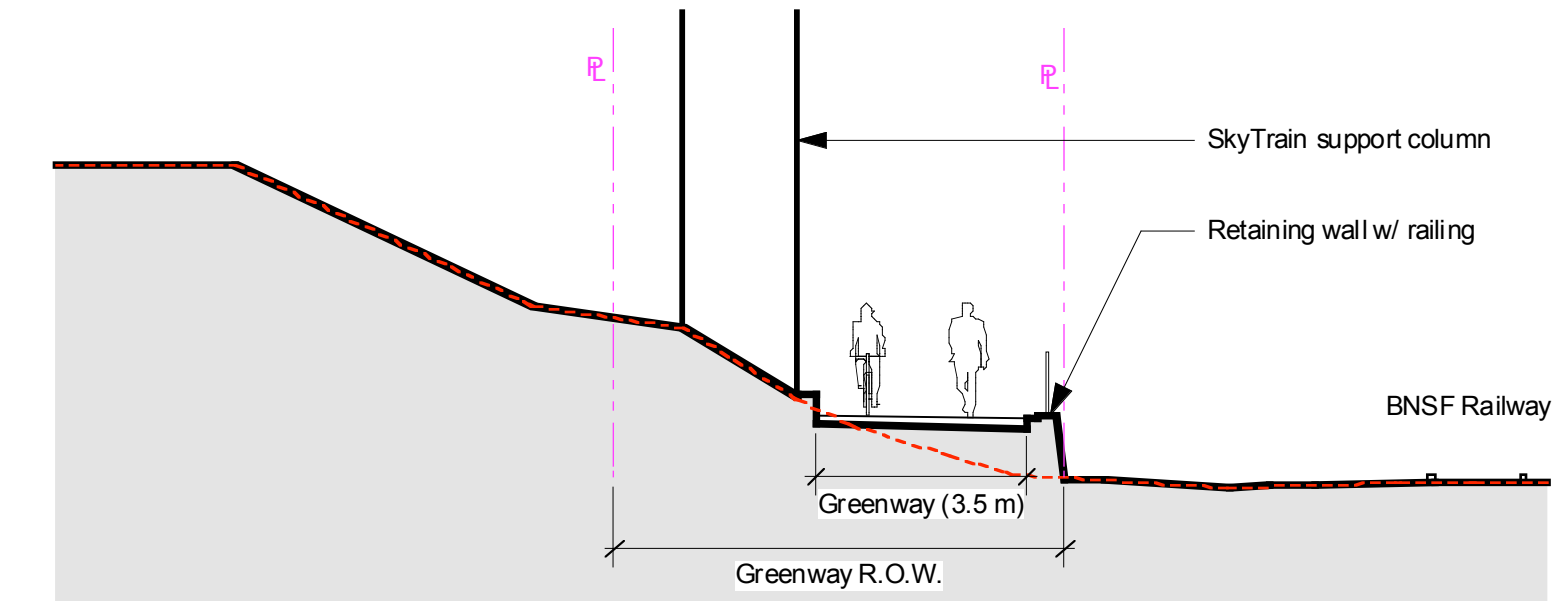
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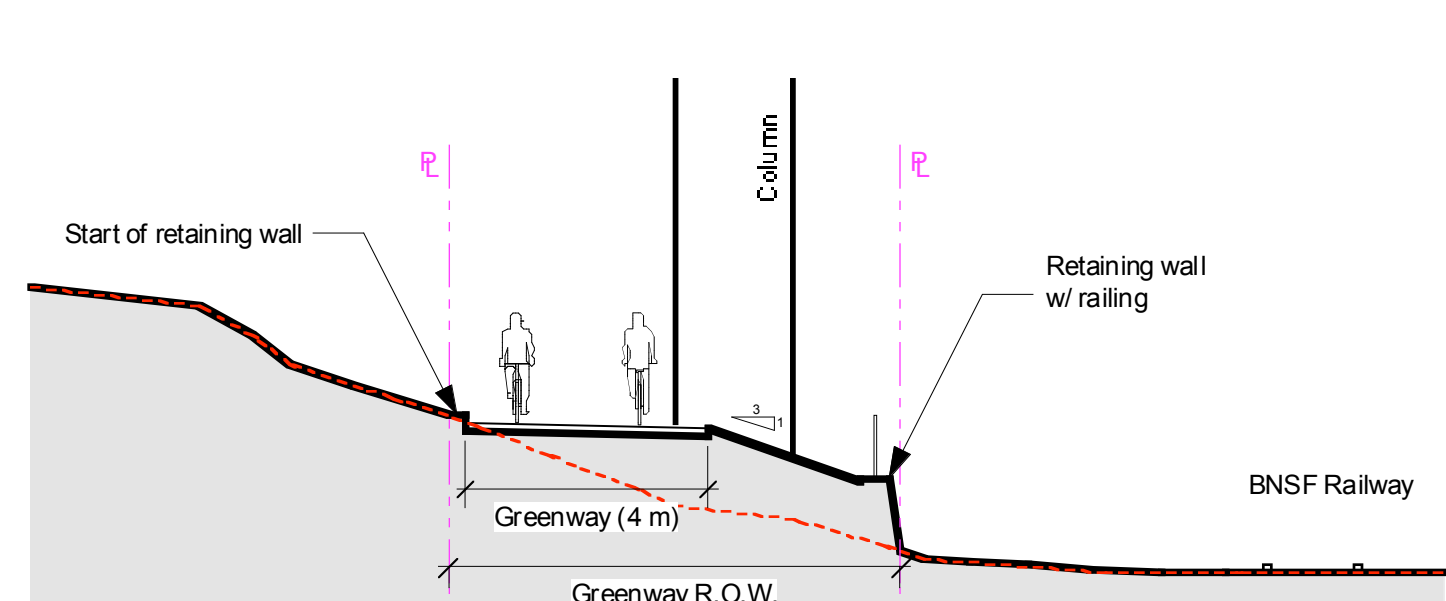
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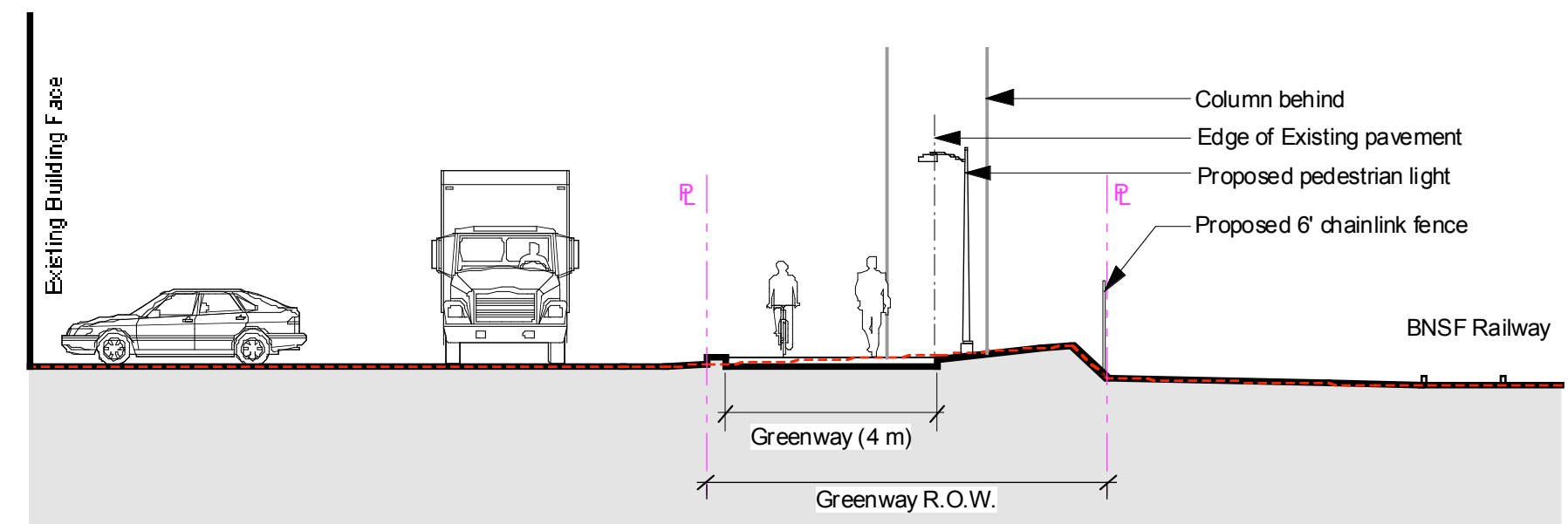
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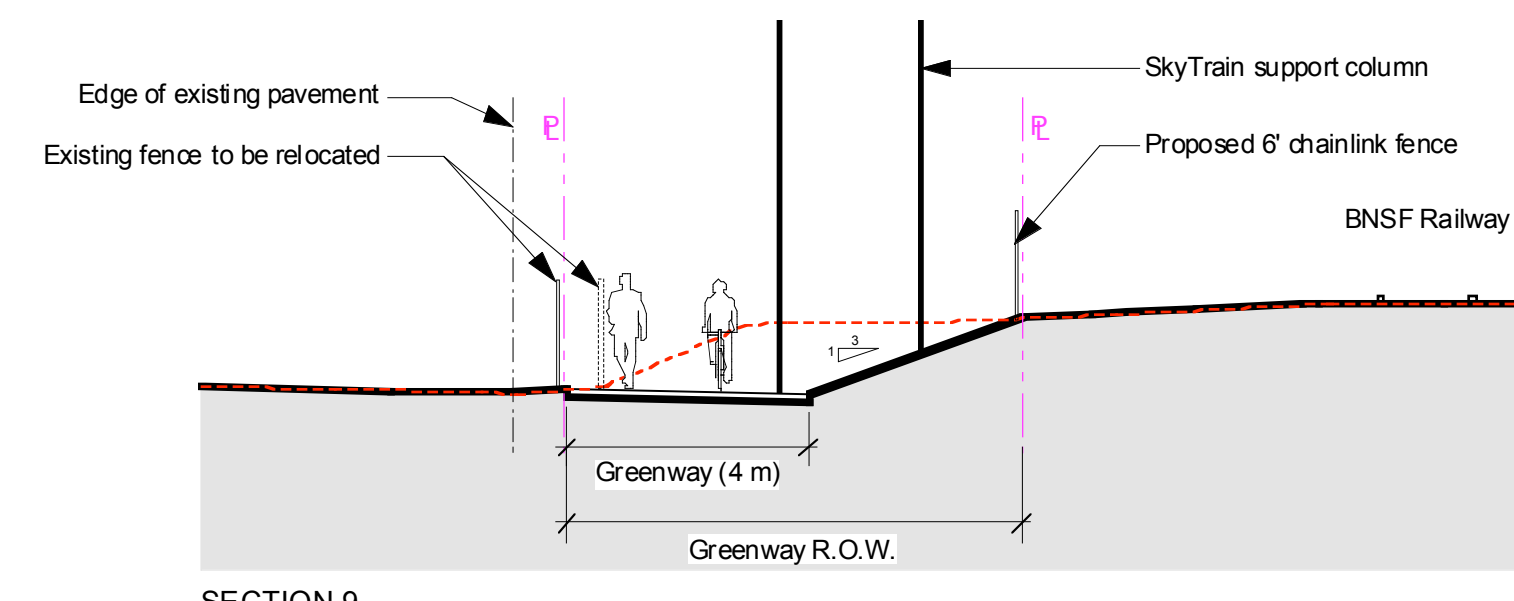
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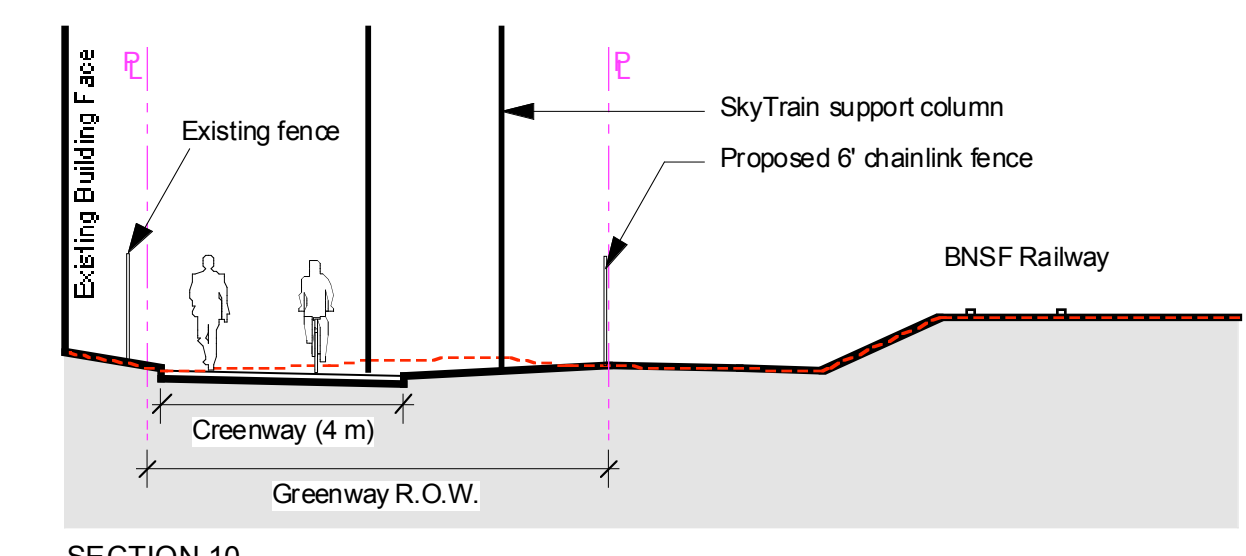
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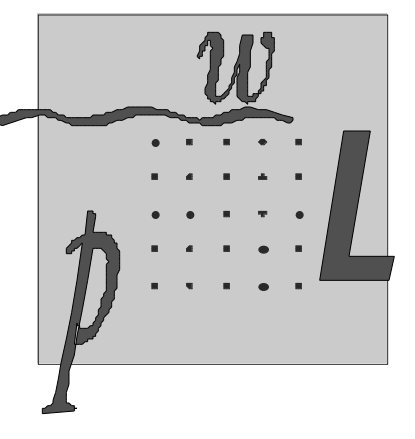
SECTION 8
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SECTION 9
SCALE: 1:125



SECTION 10
SCALE: 1:125



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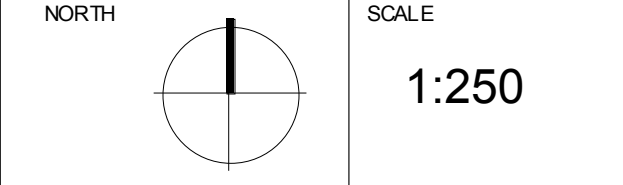
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Section 3**

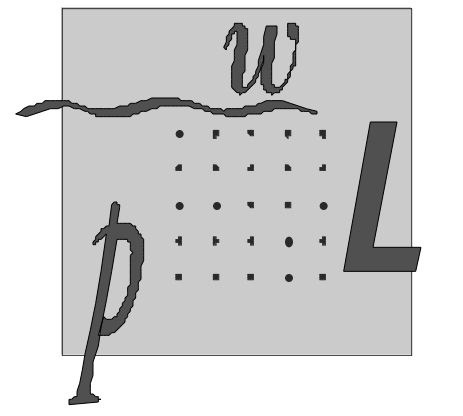
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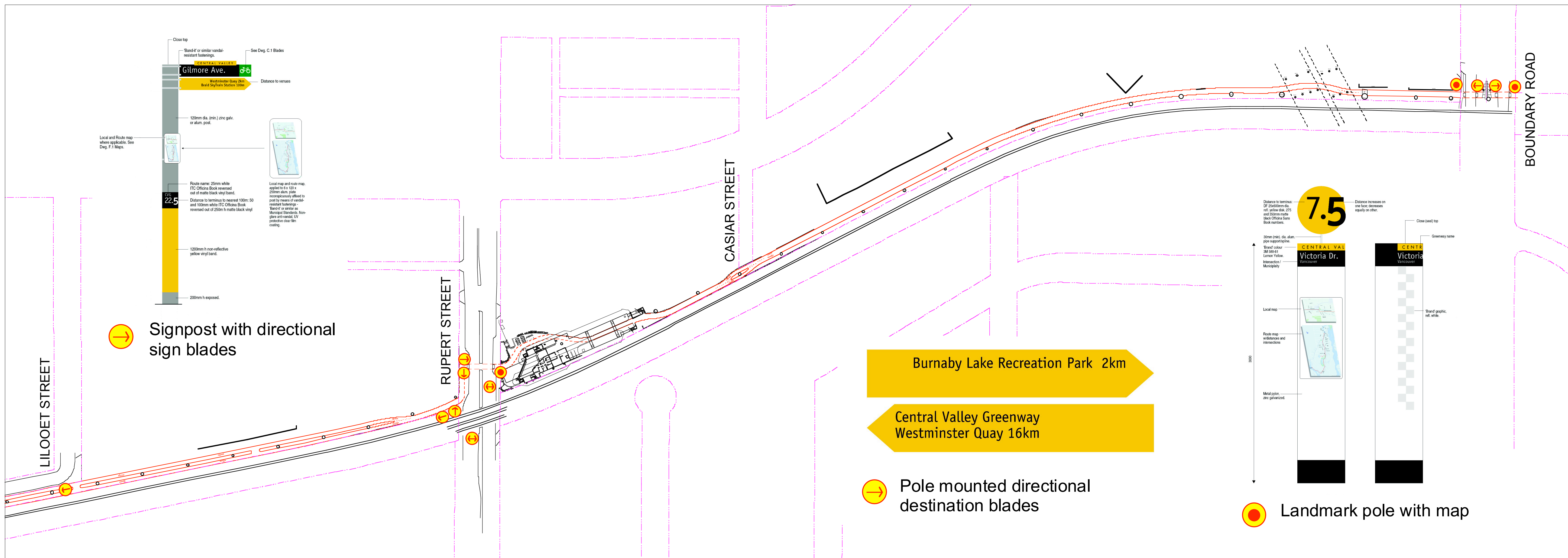
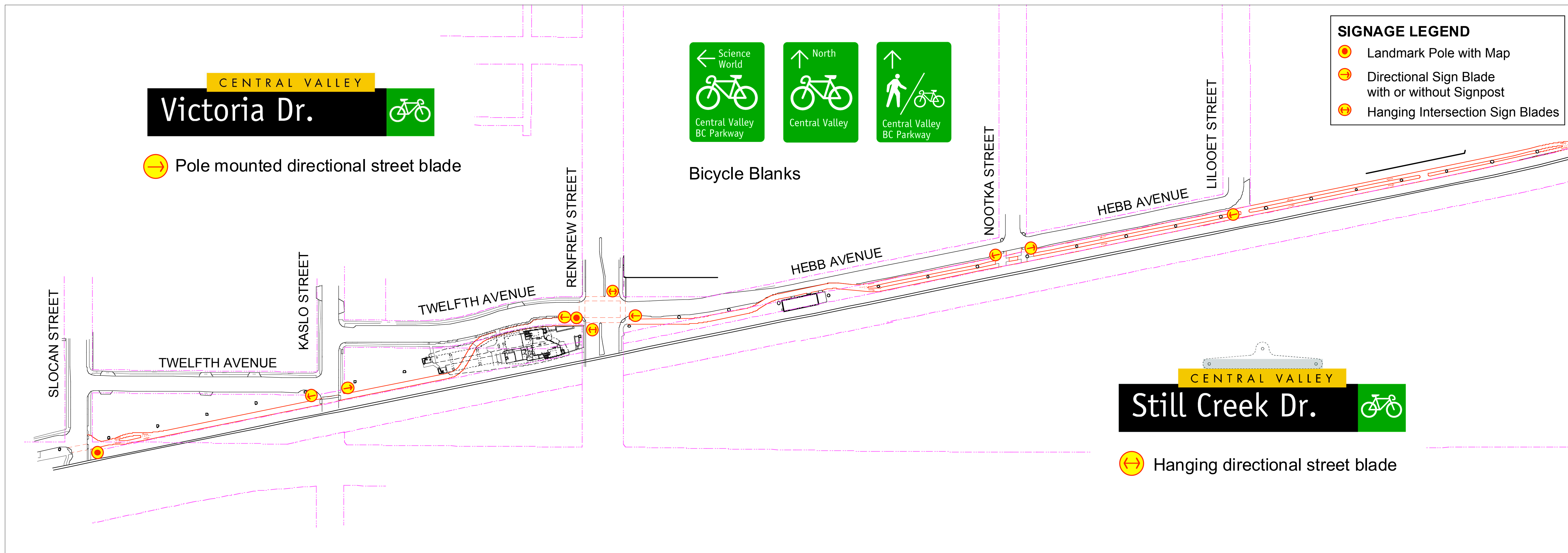
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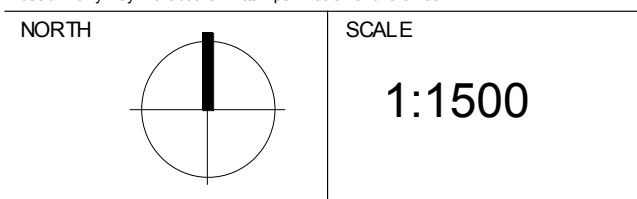
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PROJECT
 Central Valley Greenway
 Section 3

DRAWING TITLE
 Greenway
 Signage Plan

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Central Valley Greenway – Section 3 Public Survey
 Slokan Street to Boundary Road

Your Views Please!

Please take a moment to give us your comments. All comments received will form part of the report to City Council.

1. Are you supportive of the plans for the Central Valley Greenway – Section 3 as proposed? (Please circle your answer.)

YES NO NEUTRAL Why?

Comments:

2. Would you like to be notified of the Council report on the Greenway, which is expected by the end of January or early February? (Please circle your answer.)

YES NO

Name: _____

Address: _____

Postal Code: _____

E-mail: _____

Please drop-off your comments at the Open House on December 7th OR mail, fax or e-mail your comments to DOUGLAS SCOTT by December 21st, 2005.

Your name and address must be provided for your comments to be tabulated. All information provided will be held confidential. Reports will not identify individual respondents.



City of Vancouver



Greater Vancouver Transportation Authority



Transport Canada Transports Canada

For more information, contact DOUGLAS SCOTT, City of Vancouver
 604.873.7155 tel | 604.871.6193 fax
 e-mail: central.valley.greenway@vancouver.ca



City of Vancouver

OPEN HOUSE

Wednesday, December 7th, 2005 | 5:00 p.m. to 8:30 p.m.
 Thunderbird Community Centre | 2311 Cassiar Street

central valley greenway news Section 3 Update

Help Review the Plan

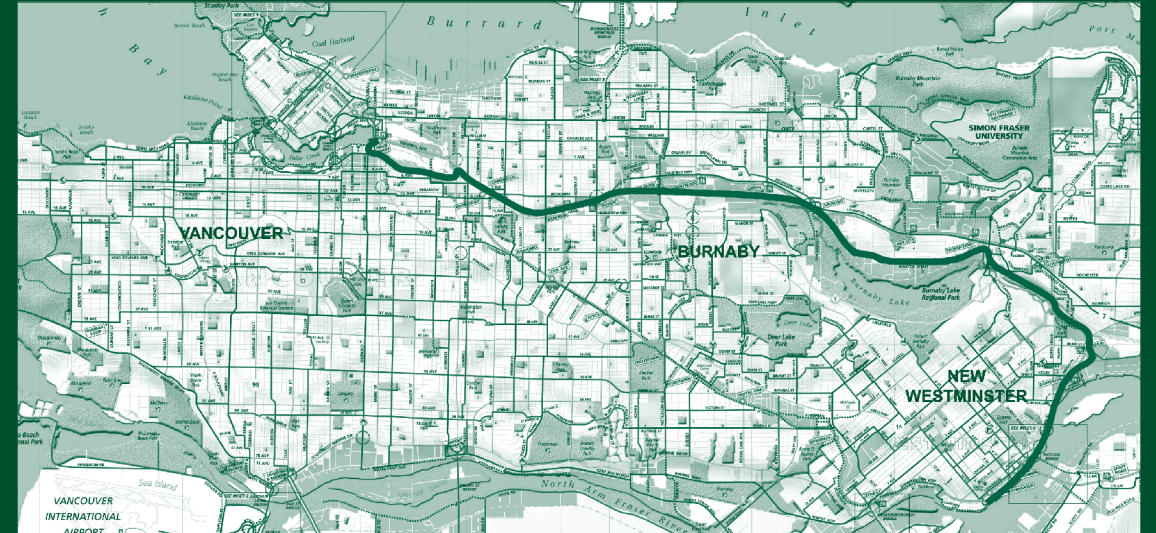
This newsletter, and an Open House to be held on December 7th, follow up on the Open House held on July 7th and the comments we received. The design team has been refining the Greenway plans since the July Open House. We would like your feedback on the new plans by responding to the survey at the end of this newsletter.

What's the Central Valley Greenway?

The Central Valley Greenway is a 22-kilometre pathway system that will link Vancouver, Burnaby and New Westminster. It will serve cyclists, pedestrians and other non-motorized modes of transportation.

The Vancouver portion of the system will be funded by the City of Vancouver, TransLink and Transport Canada. Construction is scheduled to be completed by the end of 2006.

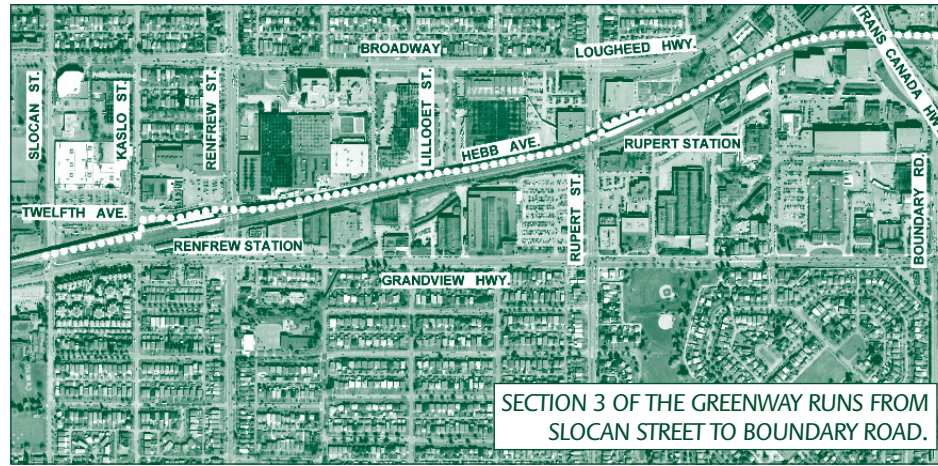
Central Valley Greenway ROUTE



How does this affect me?

Vancouver's portion of the Greenway runs from Science World to Boundary Road. You live or work in the vicinity of Section 3 of the Greenway, which runs from Slocan Street to Boundary Road, generally following under the Millennium SkyTrain route. Section 3 connects your neighbourhood to the region-wide network of Greenways.

Construction of the Greenway will affect the layout of the street along Hebb Avenue, the intersections of 12th Avenue with Slocan, Kaslo and Renfrew Streets, and at the Rupert Street SkyTrain Station and Rupert Street.



SECTION 3 OF THE GREENWAY RUNS FROM SLOCAN STREET TO BOUNDARY ROAD.

What's been done so far?

The design team prepared concept plans for Section 3 and presented them at the July 7th Open House held at the Renfrew SkyTrain Station.

At the Open House you gave us your ideas about the route and, since then, the design team has been refining the Greenway design with your comments in mind.

What did you tell us at the Open House?

More than 70 people attended the Open House and 61 returned a questionnaire. Of those responding, 98.5% were supportive of the Greenway. Many anticipated using it for multiple purposes. For example, 75% would use it for cycling, 45% for walking, 31% for jogging and 18% for in-line skating.

We had two route options between Kaslo and Renfrew Streets and asked which was preferable. Fifty people responded and 82% preferred Option 2 that followed under the SkyTrain guideway (see PLAN A). The main reasons were that the route was off-street and more direct.

What Greenway ideas did you like best?

- It's a safer route for cyclists and pedestrians to travel between Vancouver and New Westminister.
- It responds to recreational, fitness and commuting needs.
- It creates green space.
- It provides alternative transportation opportunities and linkages to transit routes.
- Lighting makes it safer and more usable at night.

What were your ideas and how do the plans reflect them?

How will the vehicles and cyclists/pedestrians interact at intersections?

Pedestrian and cyclist-activated signals will be provided at Rupert, Renfrew and Boundary. Minor intersections will be designed as street crossings for pedestrians and cyclists.

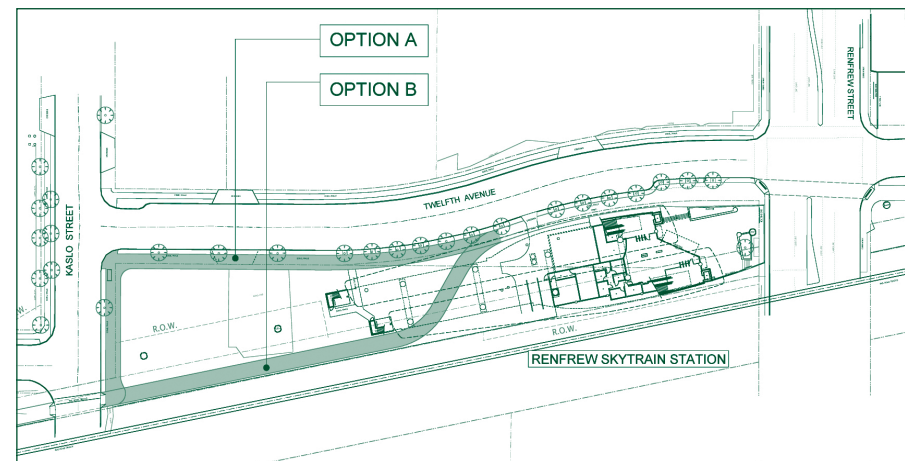
Have good lighting for safety, but also make it energy efficient.

Lighting will be continuous along the route. Pedestrian-scale lights will be added. Solar-powered lighting is being considered for some test locations.

Provide rest stops along the route

Rest areas are proposed along the route and could include seating, plantings and drinking fountains.

PLAN A



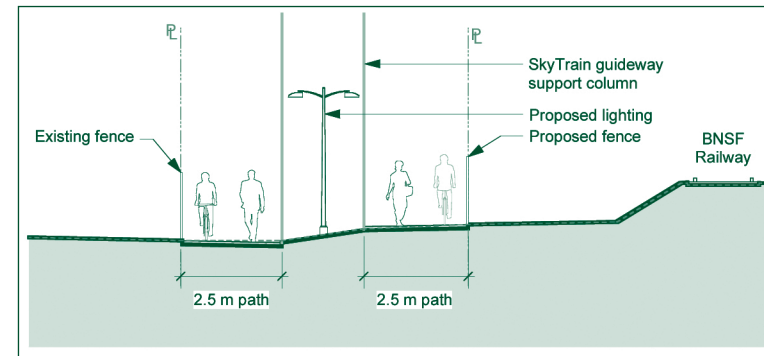
Public art, gardens and flowers within the landscape design

Artworks will be installed separately from the Greenway Project. Potential public art opportunities and locations are being reviewed.

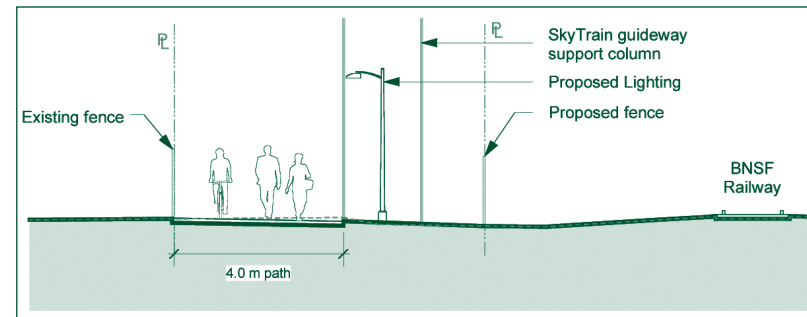
Native and drought-tolerant plantings are proposed in a variety of locations along the Greenway where space is available.

Provide good way-finding and regulatory signage

A comprehensive system of way-finding elements has been designed for the entire Greenway. The system will promote the presence of the Greenway, provide directions and necessary regulations.



SECTION 1: Typical one-way 2.5m wide shared path between Nootka and Rupert Streets.



SECTION 2: Typical two-way 4.0m wide shared path between Rupert Street and Boundary Road.

Promote connections between the Greenway and other bikeways

One of the route selection criteria for the Central Valley Greenway was its potential to connect to other existing or proposed bikeways and greenways. The Greenway connects the Sunrise bikeway at Slocan and the future north-south Eastside Crosscut Greenway.

How do I get involved?

We're looking for your involvement! Here's how:

1. You are invited to attend an Open House to review the refined and more detailed plans for Section 3.

Wednesday, December 7th, 2005

Thunderbird Community Centre

(2311 Cassiar Street)

5:00 to 8:30 p.m.

Representatives from the City of Vancouver, Translink and the design team will be there to answer your questions and listen to your suggestions.

Fill out the survey form on the back of this newsletter and hand it in at the Open House, OR

2. If you cannot attend the Open House:

Fill out the survey form and return it by fax, mail or e-mail to the City of Vancouver. A self-addressed envelope is enclosed with this newsletter for your convenience.

Key parts of the plans are reproduced for you in this newsletter. If you'd like further information, please do not hesitate to contact:

DOUGLAS SCOTT, City of Vancouver
604.873.7155 tel | 604.871.6193 fax
e-mail: central.valley.greenway@vancouver.ca

What's Next?

1. Review the comments from the Open House and the survey
2. Revise the plans, taking into consideration comments received
3. Present the revised plans to City Council for approval in February 2006
4. Start construction during summer 2006



CITY OF VANCOUVER
CITY CLERK'S DEPARTMENT
Public Access and Council Services

MEMORANDUM

February 16, 2006

TO: Douglas Scott, Landscape Architect, Greenways
FROM: Nicole Ludwig, Meeting Coordinator
SUBJECT: Motions from the Bicycle Advisory Committee meeting on February 15, 2006

At its meeting on February 15, 2006, the Bicycle Advisory Committee Meeting received a presentation from staff on Sections 2 and 3 of the Central Valley Greenway, and passed the following resolutions:

RESOLVED

THAT the Bicycle Advisory Committee support the design for Section 2 of the Central Valley Greenway between Clark Drive and Commercial Drive, with the following enhancements:

- Cyclist westbound crossing at Clark Drive;
- Parking area bulge at the lane west of Commercial Drive; and,
- Dotted bike lanes eastbound, west of Commercial Drive.

CARRIED UNANIMOUSLY

RESOLVED

THAT the Bicycle Advisory Committee support the design for Section 3 of the Central Valley Greenway noting a signalized crossing at Boundary Road is imperative due to the use of the greenway by families with small children.

CARRIED UNANIMOUSLY

Nicole Ludwig
Meeting Coordinator

Phone: 604.871.6399
Fax: 604.873.7419