



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: July 4, 2006
Author: Genevieve Tokgoz
Phone No.: 604.871.6916
RTS No.: 05877
Van RIMS No.: 13-5000-20
Meeting Date: July 18, 2006

TO: Standing Committee on Transportation and Traffic
FROM: General Manager of Engineering Manager
SUBJECT: Adanac-Pender-Seaside Bike Route Connector

RECOMMENDATION

- A. THAT Council approve the Adanac-Pender-Seaside Bike Route Connector as described in this report, at an estimated cost of \$50,000 to be funded from the following sources:
- \$25,000 from TransLink, secured through the 2005 Bicycle Infrastructure Capital Cost Sharing Program
 - \$25,000 from the 2006 Streets Basic Capital Budget for the Bicycle Network.
- B. THAT additional costs of \$1,000 related to the ongoing maintenance of the signage and paint markings be reflected in future operating budgets commencing in 2008, without offset, subject to the Budget Review process.

COUNCIL POLICY

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

Council approved the Downtown Transportation Plan in July 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 route connecting the ends of the Adanac Bikeway, at Union and Quebec, with the Pender Street Bikeway, at Pender and Carrall, and the Seaside Bikeway, at Quebec and Pacific as shown in Figure 1.

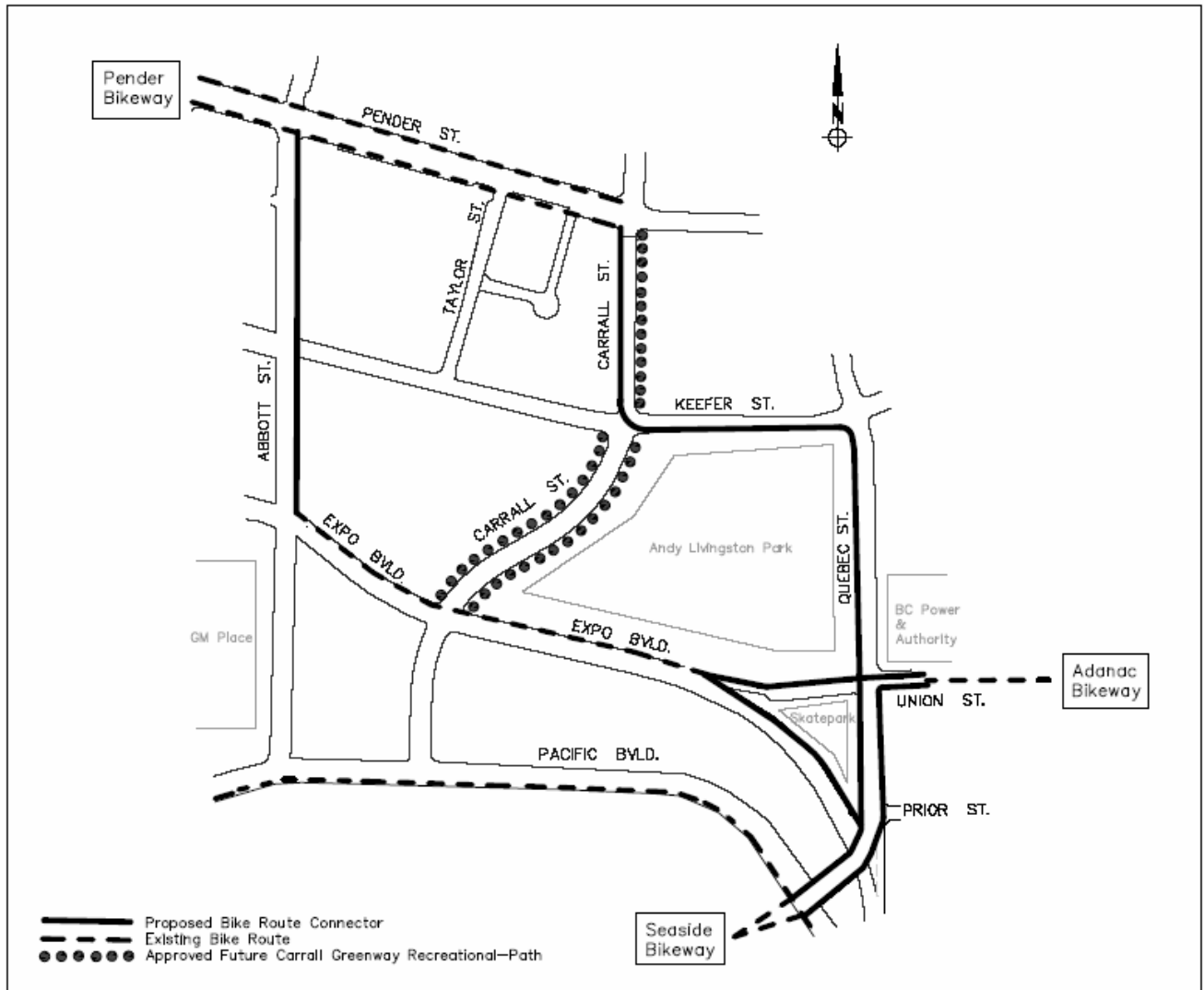


Figure 1 - Proposed Adanac-Pender-Seaside Bike Route Connector

BACKGROUND

In 2002, the Downtown Transportation Plan (DTP) identified a bike route network for the downtown as shown in Appendix A. All street segments with the exception of Abbott Street were recommended routes and included as part of the DTP. Abbott Street between Expo Boulevard and Pender Street, is also being recommended as part of the route and is described in further detail in the following section.

DISCUSSION

The Adanac-Pender-Seaside Bike Route Connector will provide a designated bikeway between the ends of the Adanac Bikeway at Union and Quebec, the Pender Bikeway at Pender and Carrall, and the Seaside Bikeway at Pacific and Quebec. The connector will provide direct connections to key destinations in and around downtown, such as the Central Business District, the bridges, and with other bikeways that link to the rest of the City. The recommended street segments pass through the Chinatown 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 this connector would complete an important link in the bicycle network as outlined in the DTP and will also provide a formalized connection with one of the City's most well used bikeways, the Ontario Bikeway. The connector will also provide direct links with:

- Future Carrall Street Greenway,
- Trans Canada Trail,
- Expo Boulevard bike lane, and
- Pacific Boulevard bike lane.

Due to sufficient road widths in this area, parking has been maintained in all areas adjacent to businesses and residents with the exception of the BC Hydro & Power Authority complex on the corner of Union and Quebec, where up to 3 on-street parking spaces may be removed to accommodate the proposed bike facilities.

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 the intersections of Abbott and Pender, Carrall and Keefer and Union and Quebec. The turning facilities will consist of either a bike box (refuge area) or a left turn lane for cyclists. Example graphics of these left turn facilities are shown in Appendix B.

The following points provide a summary of the proposed facilities on each of the street segments on the proposed connector:

- On Quebec, between Pacific and Union, the bike lanes are proposed in both the northbound and southbound directions adjacent to the curb. The existing width of Quebec Street will require the removal of a vehicle travel lane in order to accommodate the two bike lanes. It has been determined that three travel lanes will be adequate to accommodate the existing vehicle volumes.

- On Quebec, between Union and Keefer, the bike lane will accommodate cyclists traveling in the southbound direction and will be painted adjacent to existing metered parking.
- On Keefer, between Carrall and Quebec, the bike lane will accommodate cyclists traveling in the eastbound direction and will be painted adjacent to the existing curb.
- On Carrall, between Keefer and Pender, the bicycles will be provided for on the approved Carrall Greenway Recreational-Path which will be an off-street bike facility.
- On Abbott, between Expo and Pender, the bike lane will accommodate cyclists traveling in the northbound direction and will be painted adjacent to existing parking. The bike lane will operate differently during special events held at GM Place, during which time cyclists will be instructed to cycle curb side as parking will be temporarily removed to accommodate the special event traffic. This type of facility currently exists on Beatty Street, on the west side of BC Place Stadium, and there have been no issues with the operation of the bike lane during special events with this design. Abbott has already been informally established by the cycling community as a preferred route when traveling between Expo Boulevard and the Pender Bikeway.
- On Expo, south of the skateboard park, between Union and Quebec, the bike lane will accommodate cyclists traveling in the westbound direction and will be painted adjacent to the existing curb and will join with the existing Expo Boulevard bike lane at Union. There is sufficient road width to accommodate a bike lane and keep the existing 3 vehicle lanes.
- On Union, between the skateboard park and Andy Livingston Park, just west of Quebec, the bike lane will accommodate cyclists traveling in the westbound direction and will be painted adjacent to the existing curb and will join with the existing Expo Boulevard bike lane.
- The portion of the connector on Quebec Street has been designed with keeping the future Downtown Streetcar design in mind, which also provides for 2 bike lanes on Quebec, between Union and Pacific, and one bike lane in the southbound direction on Quebec between Keefer and Union.

PUBLIC CONSULTATION

Stakeholders in this project include the Chinatown Revitalization Committee, Chinatown BIA & Merchants Association, Dr. Sun Yat-Sen Garden, Chinese Cultural Centre, S.U.C.C.E.S.S., small business owners fronting the route, and the cycling community.

A letter of notification was distributed to all parties adjacent to the proposed route segments as well as all community groups with interests in the area, requesting comments and questions about the proposed connector. A copy of a notification letter sent out is included in Appendix C. Parking adjacent to the majority of businesses is not impacted by the route and therefore the proposed connector is not expected to cause any adverse effects within the neighbourhood.

Staff consulted with the Bicycle Advisory Sub-Committee on the proposed route and incorporated the Sub-Committee's comments into the proposed bike route connector. Support for the proposed bike route connector was carried unanimously by the Bicycle Advisory Committee at June 21st the meeting.

FINANCIAL IMPLICATIONS

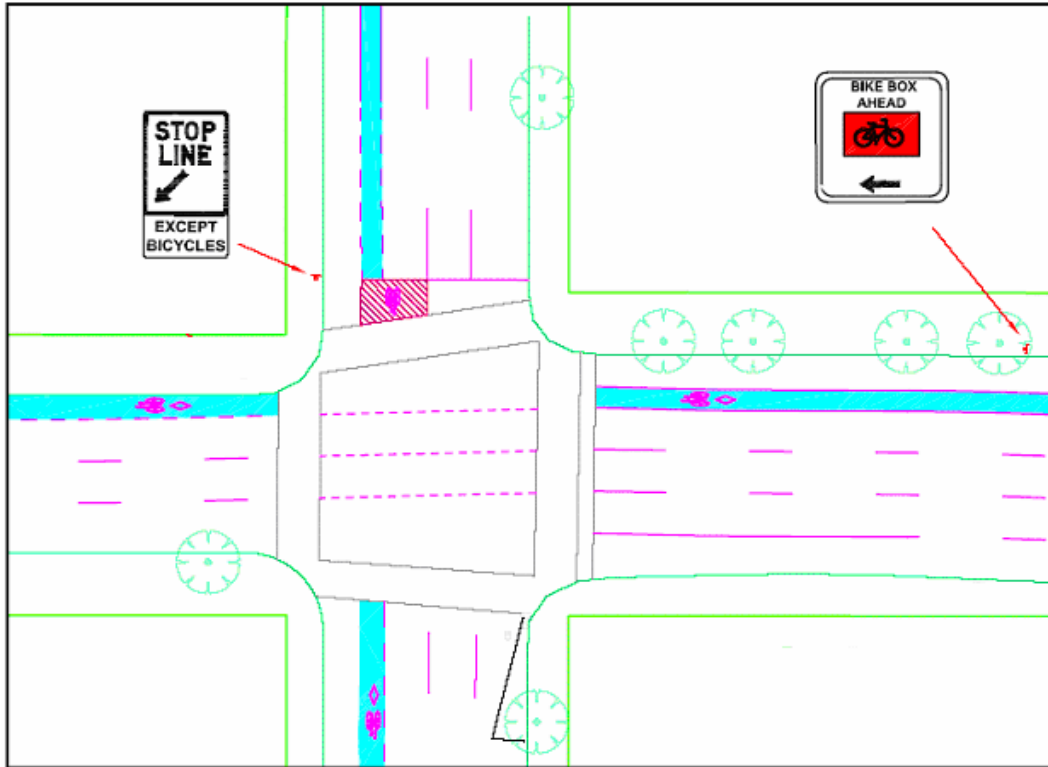
The estimated cost for the Adanac-Pender-Seaside Connector is \$50,000. \$25,000 would be funded from the 2005 Translink Bicycle Infrastructure Capital Cost Sharing Program with the remaining \$25,000 from the 2006 Streets Basic Capital Budget for the Bicycle Network. Translink will provide the funding upon completion of the project.

Commencing in 2008, the Traffic Operating Budget for Signage should be increased by \$1,000, without offset, for the maintenance of the new signs and pavement markings.

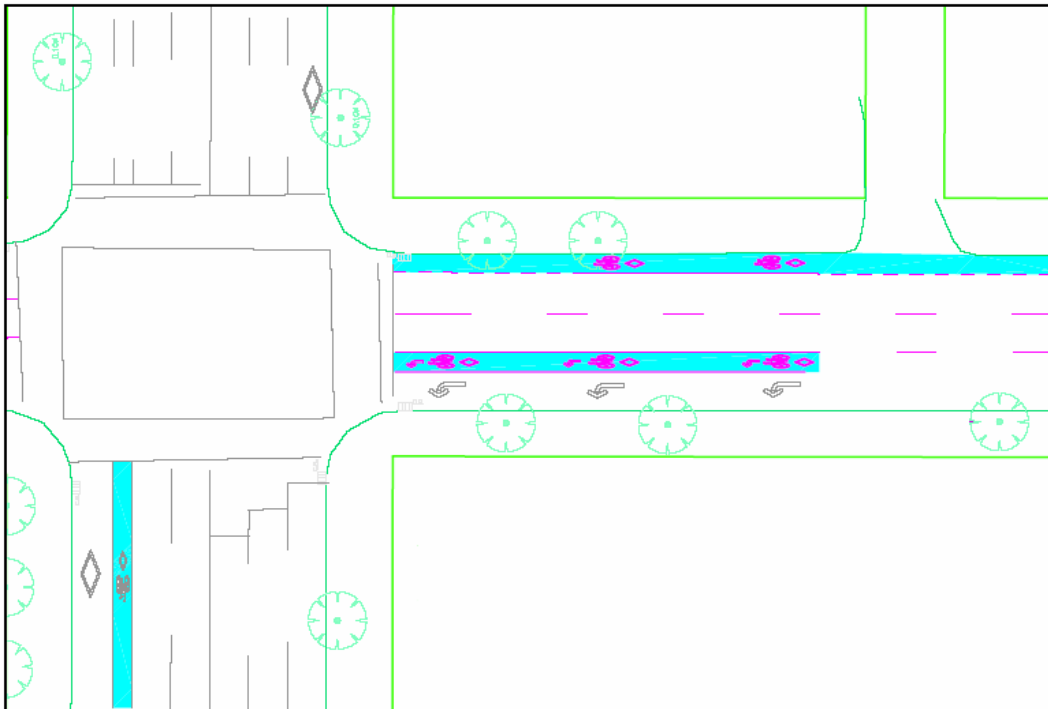
CONCLUSION

The construction of the proposed Adanac-Pender-Seaside Bike Route Connector is recommended as detailed in this report.

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Example of a 'Bike Box'



Example of a cyclist left turn lane



CITY OF VANCOUVER
ENGINEERING SERVICES
T.R. Timm, P.Eng., General Manager

File Number: 13-5000-20

June 20th, 2006

ADANAC-PENDER-SEASIDE BIKE ROUTE CONNECTOR

Dear Resident/Owner:

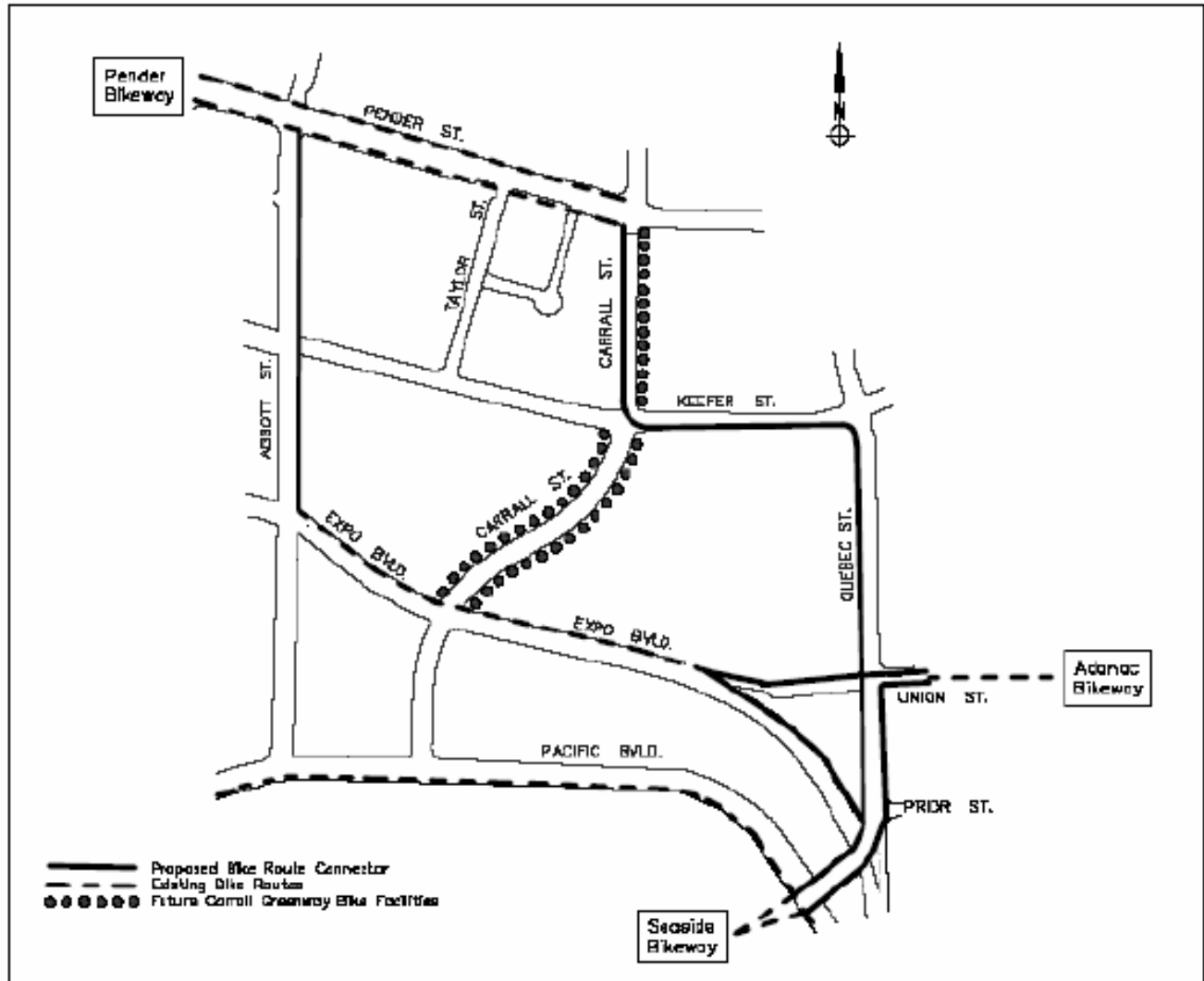
The City of Vancouver is planning on formalizing a bike route connection between three existing bike routes in the downtown area. The Adanac-Pender-Seaside Connector will provide a designated bikeway between the ends of the Adanac Bikeway at Union and Quebec, the Pender bike lanes at Pender and Carrall, and the Seaside bikeway at Pacific and Quebec. The connection is illustrated in the figure on the reverse of this page. This bike connection will not impact parking in the vicinity of your business.

One segment of the connection runs along the approved Carrall Street Greenway, between Pender Street and Expo Boulevard. The plans for this portion of the bikeway include off-street bike facilities on a Recreational-Path which will accommodate cyclists travelling in both the northbound and southbound directions. The other segments will accommodate cyclists in painted lanes on street level.

Staff is planning on seeking Council approval in July 2006. If you have any questions or concerns about the proposed connector please feel free to contact me by phone at 604.871.6916, or by email at genevieve.tokgoz@vancouver.ca before July 3rd, 2006.

Sincerely,

Genevieve Tokgoz, E.I.T.
Greenways & Neighbourhood Transportation Branch
genevieve.tokgoz@vancouver.ca
Phone: 604.871.6916
Fax: 604.871.6192



ABBOTT Street, between Pender St. and Expo Blvd.

- One northbound painted bike lane adjacent to existing parking on east side of the road

KEEFER Street, between Carrall St. and Quebec St.

- One eastbound painted bike lane adjacent to street curb on south side of the road

QUEBEC Street, between Keefer St. and Union St.

- One southbound painted bike lane adjacent to existing parking on west side of the road

QUEBEC Street, between Union St. and Pacific Blvd.

- One southbound and one northbound painted bike lane adjacent to curb

UNION Street, between Quebec St. and Expo Blvd.

- One westbound painted bike lane adjacent to north curb, extending to connect with the existing bike lane on Expo Blvd.

CARRALL Street, between Expo Blvd. and Pender St.

- Using the approved greenway Rec. paths

EXPO Blvd, between Union St. and Quebec St.

- One southbound painted lane adjacent to curb