



CITY OF VANCOUVER

OTHER REPORT

Report Date: August 2, 2006
Author: Bonnie Fenton, Chair
c/o Nicole Ludwig
Phone No.: 604.871.6399
RTS No.: 6164
VanRIMS No.: 11-2000-14/08-3000-11
Meeting Date: December 12, 2006

TO: Standing Committee on Transportation and Traffic

FROM: Bicycle Advisory Committee

SUBJECT: Southeast False Creek and Olympic Village: Bike Movement

RECOMMENDATION

THAT, further to the Bicycle Advisory Committee's motion of November 17, 2004, the Bicycle Advisory Committee recommends to Council that the final design for cycling in the Southeast False Creek development include the following:

- a) a minimum 5 metre pedestrian/cycling path parallel to Ontario street;
- b) Ontario street be either car-free or one-way for motor vehicle traffic;
- c) the seaside path be designed to minimize conflicts and maximize safety;
- d) off-road pedestrian and cyclist access be provided to the school; and
- e) direct bicycle/pedestrian connections from the Ontario Bikeway/greenway to Science World and points north.

FURTHER THAT the Bicycle Advisory Committee supports the seaside path along the waterfront and the proposal that trucks will not use Ontario Street.

CITY MANAGER'S COMMENTS

The City Manager notes that staff have provided specific responses to the Bicycle Advisory Committee's (BAC) motions within the CD-1 Rezoning report for the Olympic Village site. During the rezoning process, a variety of changes to the Southeast False Creek (SEFC) neighbourhood have taken place and the BAC has provided input into the rezoning process as

have other Council approved committees including the Urban Design Panel, Vancouver City Planning Commission and Advisory Committee on Disabilities Issues. Some of the BAC motions are met by the application as received. Some BAC issues have been addressed and staff will continue to work with the BAC on the design of cycling facilities for SEFC prior to the Public Hearing, in particular, the Ontario Street Bikeway/Greenway.

As an alternate to the Recommendation in the report, the City Manager RECOMMENDS the following:

THAT Council take no action on the Report dated August 2, 2006, entitled "Southeast False Creek and Olympic Village: Bike Movement", but refer it to the CD-1 Public Hearing on the Southeast False Creek Sub-Area 2A rezoning.

COUNCIL POLICY

There is no applicable Council Policy.

PURPOSE

To recommend to Council design guidelines for the Southeast False Creek bicycle facilities.

BACKGROUND

The Bicycle Advisory Committee is advisory to City Council. The mandate of the Committee is to provide a safe and convenient cycling environment for commuter and recreational cyclists by improving the existing road network to better meet the needs of cyclists, and by promoting the safe and responsible use of bicycles for transportation and recreation.

Terms of Reference

The Committee:

- Reviews and advises on bicycle transportation matters;
- Provides input on capital improvement projects involving bicycling facilities;
- Promotes bicycling as a viable form of urban transportation and recreation;
- Evaluates bicycle facilities;
- Promotes motorist and cyclist awareness, competence and safety; and
- Attends City-sponsored public forums to provide information on City programs and receive public input on bicycling issues;
- produces an annual work plan with specific, concrete objectives by March of each year, in consultation with its Council and staff liaisons, for distribution to Council and civic departments for information;
- submits an annual report to Council describing its accomplishments for the year, including reference to each objective set out in the work plan and any arising issues to which the Committee has responded.

The Bicycle Advisory Committee, at its meeting on November 17, 2004, received an overview on revisions to bicycle/pedestrian strategies for the Southeast False Creek ODP arising from feedback received by the Committee.

Subsequently, the Committee passed the following motion:

- A. THAT the Bicycle Advisory Committee generally supports the cycling components of the current proposal for the Official Development Plan (ODP) for the Southeast False Creek lands; however, the Committee further recommends the following:
 1. **Target Transportation Mode Split for the Lands** - The Committee recommends that the transportation network within the Southeast False Creek Lands be designed for a target mode split for cycling of 20%.
 2. **Seaside Path** - The Committee recommends that there be sufficient physical separation between the cycling path and the pedestrian path, west of Columbia Street and East of Ontario Street, so that pedestrians will not stray over on to the bike path
 3. **Quebec St.** - The Committee recommends that Quebec Street's final road design should provide effective cycling provisions for efficient commuter cycling.
- B. THAT the Bicycle Advisory Committee recommends that the priority of pedestrians and cyclists be maintained in the road system to the school and to the community centre and that the street design should discourage student drop-off by parents using private vehicles.
- C. THAT the Bicycle Advisory Committee recommends that bicycle parking requirements be upgraded for this area to accommodate a minimum 20% modal share split for cycling; and

FURTHER THAT bicycle parking at the proposed new school be convenient, secure from theft and vandalism, and conducive to personal safety, to serve as a model for district wide schools.
- D. THAT the Bicycle Advisory Committee supports the revisions set out below (1-6) to the bicycle/pedestrian strategies for the Southeast False Creek ODP, as presented to the Committee on November 17, 2004, as being a significant improvement to what was presented to the Committee on October 20, 2004:
 1. Minimize conflicts along the Front Street bike path by eliminating hotel site and replace with commercial/residential use;
 2. Expand the Front Street bike path width from 4 m to 4.8 m.
 3. Ensure separation of any provision for school drop-off from the Front Street bike path.
 4. Ensure generous shared pedestrian and cycling widths on the Seawall Path along the water's edge (range from 7.6 m to 10 m).
 5. Expand the First Avenue ROW slightly (increase 0.5m), re-adjust dimensions for transit dedication (reduce .2 m), expand development setbacks on south sides (increase 0.3m) to achieve 3 m automobile lanes and 1.5 m bicycle lanes.

6. Provide dedicated on-street (south of First) and off-street (north of First) bicycle facilities on Ontario Street, separated from pedestrians.
- E. THAT the Bicycle Advisory Committee recommends that the next phase of development of the Official Development Plan should include a high degree of traffic demand management processes to further the goal of sustainable transportation within the community to aid in achieving the target of 60% non-automobile traffic in the Southeast False Creek neighbourhood.

DISCUSSION

The Bicycle Advisory Committee, at its meeting on July 19, 2006, received an overview of the overall framework for bike movement in Southeast False Creek and the rezoning application for Area 2A (Olympic Village). Staff sought the Committee's feedback, in particular, on the proposal to have the Seaside route on the water's edge. Following the presentation, the Committee passed the following motion:

THAT, further to the Bicycle Advisory Committee's motion of November 17, 2004, the Bicycle Advisory Committee recommends to Council that the final design for cycling in the Southeast False Creek development include the following:

- a) a minimum 5 metre pedestrian/cycling path parallel to Ontario street;
- b) Ontario street be either car-free or one-way for motor vehicle traffic;
- c) the seaside path be designed to minimize conflicts and maximize safety;
- d) off-road pedestrian and cyclist access be provided to the school; and
- e) direct bicycle/pedestrian connections from the Ontario Bikeway/greenway to Science World and points north.

FURTHER THAT the Bicycle Advisory Committee supports the seaside path along the waterfront and the proposal that trucks will not use Ontario Street.

FINANCIAL IMPLICATIONS

There are no financial implications.

* * * * *