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CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: May 31, 2007
Author: Scott Edwards
Phone No.: 604.873.7320
RTS No.: 06802
VanRIMS No.: 13-5000-20
Meeting Date: June 26, 2007

TO: Vancouver City Council
FROM: General Manager of Engineering Services
SUBJECT: Yukon Bike Route

RECOMMENDATION

- A. THAT the Yukon Bikeway be implemented as described in this report, at an estimated cost of \$476,000 with funding from the following sources:
 - \$238,000 from TransLink, secured through the 2007 Bicycle Infrastructure Capital Cost Sharing Program,
 - \$238,000 from the 2007 Streets Basic Capital Budget for the Bicycle Network.
- B. THAT, subject to the 2009 Budget review, Operating Budgets be increased, by \$8,100, without offset, commencing in 2009.
- C. THAT Council approve in principle the implementation of a bicycle facility on Yukon Street north of 10th Avenue extending to the Seaside Bikeway/Greenway and which provides connections to the Canada Line station at 2nd Avenue and the Cambie Street Bridge; and THAT staff report back on the detailed design, costs, and funding sources.

COUNCIL POLICY

In 1997, Council approved the Vancouver Transportation Plan which emphasizes the need for developing more bikeways and which ranks cyclists as second priority after pedestrians.

In 1999, Council approved the 1999 Bicycle Plan which established the goal of developing the bicycle network in the City to ensure a grid of bicycle routes approximately one kilometre (1km) apart.

In April 2005, Council approved the Community Climate Change Action Plan that identified the critical importance of encouraging and supporting active transportation, if Vancouver is to meet its greenhouse gas reduction target for 2012.

PURPOSE

The purpose of this report is to inform Council about the issues which arose during the design and consultation for the Yukon Bike Route and to seek Council's approval to proceed with the implementation of the route. It also requests funding to construct street improvements recommended as part of the Yukon Bicycle facility.

DISCUSSION

The Yukon Bicycle Route as proposed will help to formalize an existing desire line which cyclists frequently use. The facility will connect to the 29th Avenue Bikeway at Midlothian and extend north to the 10th Avenue Bikeway. In addition to cycling network connections, improved access to neighbourhood amenities is provided. Existing and future destinations in the area serviced by this route include:

- Hillcrest and Queen Elizabeth Parks
- Canada Line stations at King Edward Avenue
- Improved connections to the Cambie Village shopping area (north of 19th Avenue)
- The City Hall precinct
- Canada Line station at Broadway (including access via 10th Avenue)

This 2 km route will benefit cyclists travelling parallel to the Cambie corridor and will supplement the Heather Bike route 4 blocks west (west of Cambie Street) and the Ontario Bikeway/Greenway 3 blocks to the east. This route will provide a facility parallel to Cambie Street which, in this area, would be difficult to provide as a dedicated on-street facility.

Route Design

The recommended design elements are supported by staff, and the Bicycle Advisory Committee's Network Subcommittee. Feedback from residents further supports all proposed changes with the exception of the proposed off-street connection at 16th Avenue.

Two design options for the intersection of Yukon at 16th Avenue were presented to the public:

- Option #1 - marked bicycle lane on both the north and south sides of 16th Avenue between the (off-set) north and south legs of Yukon Street. This would require the removal of approximately 10 parking spaces on 16th Avenue (5 on the north side and 5 on the south side of 16th Avenue).

- Option #2 - an off-street connection along the north side of 16th Avenue between the north and south leg of Yukon Street. This would require the removal of approximately 5 parking spaces on the north side of 16th Avenue.

Although both options presented to the public could provide an improved connection for cyclists and pedestrians, the recommendation is for the off-street connection. This option is very similar in design to a connection on the Windsor Bike Route at 33rd Avenue. Given factors such as existing parking demand, the recommended option would impact the neighbourhood to a lesser extent.

Overall street modifications proposed as part of the Yukon cycling facility include:

- Reconfiguration of the Yukon at 16th intersection to provide an off-street connection
- Traffic circles to replace north/south stop signs at the intersections of 14th, 18th, 20th, 22nd, and 27th Avenues, including upgrades to street lighting where necessary
- Reorientation of existing stop signs at 13th Avenue to favour bicycle movements along the bikeway
- Improved accommodation of cyclists crossing King Edward at Yukon
- Wayfinding signage and pavement markings

The construction of this route is anticipated to begin in 2007 and be completed in early 2008. This timeline is subject to coordinating efforts with other projects underway and/or planned in the area.

Neighbourhood consultation

In May 2007, city staff held an open house in the City Hall Rotunda to discuss the Yukon Street Bike Route. Invitations were delivered to the approximately 800 homes which adjoin the proposed bike route (see Appendix A). Feedback was obtained by email, phone and comment forms which were made available during the Open House. A summary of the comments received is included in Appendix B. Feedback obtained to date suggests strong support for the bike route and the associated traffic calming measures.

The Bicycle Network Subcommittee of the Bicycle Advisory Committee has reviewed this route and supports the implementation of this bicycle route. Specific feedback from the Subcommittee is included in Appendix C.

Future Connections

Recommendation C seeks Council support for continuing the Yukon Bike route north from 10th Avenue to the existing Seaside Bikeway/Greenway. Finalizing this connection will occur as part of the precinct planning for the Canada Line Station at 2nd Avenue. Considerations for this future route include connections to the Off-Broadway bike route, Cambie Bridge west sidewalk, and the future Canada Line station at 2nd Avenue. Ensuring good pedestrian and bicycle connections in this precinct will be very important. Staff will report back on the detailed design, costs, and funding sources for this bike route extension.

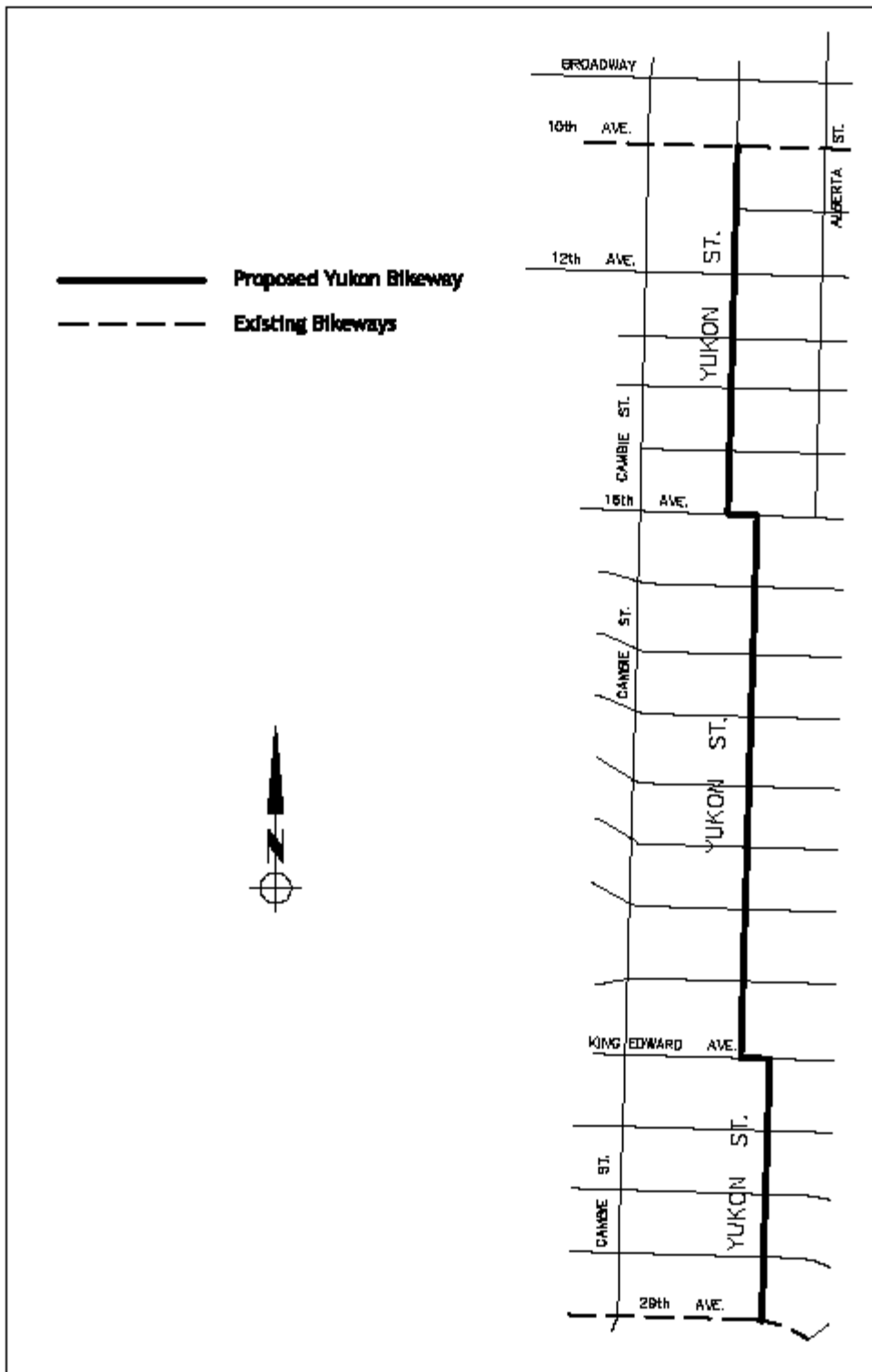


Figure 1: Diagram of the proposed Yukon Bicycle route

ENVIRONMENTAL IMPLICATIONS

This bike route compliments initiatives to encourage sustainable modes of transportation including walking and cycling by improving connectivity and safety of the City's bicycle network.

FINANCIAL IMPLICATIONS

The estimated cost for the work on the proposed Yukon Bikeway is \$ 476, 000:

Traffic calming (traffic circles, corner bulges, and curb extensions)	\$237,200
Street lighting & electrical	\$144,000
Pavement markings and signage	\$ 12,400
Consultation, monitoring, bicycle related infrastructure	\$ 3,000
Contingency	\$ 79,400
Total	\$476,000

The estimated cost of \$476,000 will provide funding for the implementation of the Yukon Bikeway. TransLink, through the Bicycle Infrastructure Cost Sharing program, has agreed to contribute up to half of this amount or \$238, 000 towards this project. Funding for the City's portion of this project, totalling \$238,000, is available within the 2007 Bicycle Program Capital funding. Staff will pursue additional cost sharing opportunities with ICBC and other agencies. Subject to annual budget review, operating funding of \$8,100 will be required in 2009 to maintain street lights, landscaping, signs and pavement markings, and to provide street cleaning, and conduct ongoing monitoring of the route.

CONCLUSION

The implementation of the proposed Yukon Bike Route is recommended as detailed in this report.

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ENGINEERING SERVICES
T.R. Timm, P.Eng., General Manager

May 15, 2007

File # 171640

Dear Resident:

RE: Yukon St. Bikeway Proposal

Please join City of Vancouver staff on May 29th to discuss a proposed new bike route along Yukon Street from 29th Ave to 10th Ave. This bikeway will provide a comfortable local street route that will connect to the 10th Ave Bikeway, the 29th Ave Bike Route.

We now need to confirm the details of improvements to this route and welcome your input. Our plans so far include changes which we expect will be welcome by pedestrians and local residents as well as cyclists. These include:

- Traffic circles which would facilitate cyclists movement cyclists on the route replacing existing two-way stop signs
- Reversing the stop sign orientation on Yukon and 13th from the existing north/south stops to east/west stops.
- Improve cycling crossings at Yukon and 16th and Yukon and King Edward.

All measures will be funded through the City of Vancouver bikeway program.

If you have any questions or comments but cannot attend the Open House, contact either Scott Edwards by phone at (604) 873-7320 or by email at scott.edwards@vancouver.ca, or contact myself by phone at (604) 873-7908 or by email at sylvia.kirk@vancouver.ca.

OPEN HOUSE DETAILS:

Date: Tuesday, May 29th

Time: 5:00- 7:00 pm

Location: City Hall, 453 West 12th Avenue - main entrance rotunda area.

A map of the route is shown on the reverse side of this letter.

Yours truly,

A handwritten signature in cursive script that reads "Sylvia Kirk".

Sylvia Kirk

sylvia.kirk@vancouver.ca

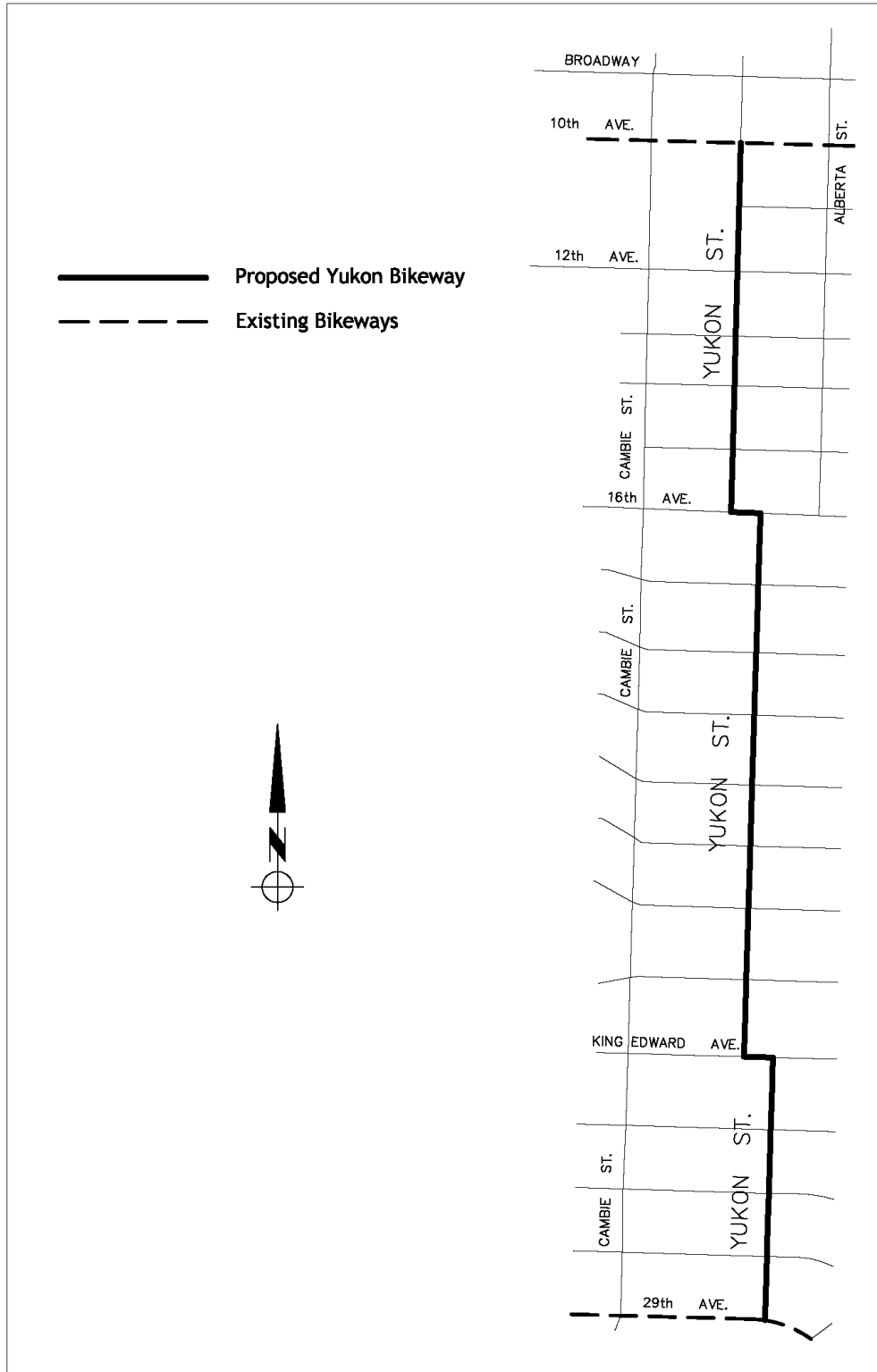
453 W. 12th Avenue Vancouver BC V5Y 1V4

Phone: 604.873.7908

Fax: 604.871.6192

/sk

Proposed Yukon Bikeway



Comments and feedback noted below were received from residents. Specific options for the intersections of 16th Avenue at Yukon and 25th Avenue at Yukon are described below.

Options for Yukon at 16th Avenue:

- 1) marked bike lane on north and south side of 16th Avenue
- 2) off-street connection on north side of 16th Avenue (RECOMMENDED)

Options for Yukon at King Edward:

- 1) painted bicycle facilities including bike boxes in median openings (RECOMMENDED)
- 2) bicycle path connection in existing median
- 3) off-street connection on north side of King Edward

The following comments were received prior to and also at the May 2007 open house and generally support the bike route proposal:

I support the Yukon St. Bikeway, particularly from 10th to King Edward, as long as the traffic circles will prevent cars from driving fast along Yukon.

Just read the notice we received on Friday and we're writing to indicate our full support of this initiative. Based on our observations from living, walking and cycling in the area, we notice vehicles ignoring the no turn restriction onto Yukon from 16th almost daily. We're hoping that the improved crossing may help address this issue. It will no doubt slow down vehicles on this section of 16th and improve the crossing at this location for peds as well, which in our opinion will be a great asset based on our observed demand at this location.

I live at XXXXXX and my bike is my main principal means of getting around, and one of my preferred modes of getting my two kids (9 and 5) to school year-round (L'Ecole Bilingue @ 14th and Alder). I therefore use Yukon everyday and was gladdened to receive your memo of May 15, re making Yukon more accessible and safe for cyclists and would-be cyclists. I say "Yes" to all three bulleted changes: traffic circles, reversal of stop-signs orientation, and improved crossing at 16th and King Ed. As you know, traffic on Yukon has increased since Cambie St. Canada Line work began. The 16th crossing is particularly dodgy. Would it be possible to make the cross of 12th less menacing too: by, for example, installing traffic signal buttons for cyclists, with more rapid changes of light signals and adding bike lane north of 12th etc. Good work. I will try to attend the open house tonight.

I cannot attend the Open House but I want to voice my support for the bike route on Yukon. Crossing 16th is difficult and any improvements there will be welcome.

I would like to note my full support in favour of the Bikeway on Yukon St.

Firstly let me commend you for your work on improving the bike routes! We live on XXXX and so use this route quite often. Traffic circles are great for improving the flow of traffic however they pose a danger to cyclists and the unwitting motorist; very few motorists know the 2 rules in a traffic circle: give way to who is already on the circle (on your left) and give way to your right. 99.9999999999% people go flying into these

circles only ever looking right. Furthermore even the best seen cyclists are poorly illuminated at night when approaching a circle and is especially noticeable when cyclist is approaching traffic circle on the motorist's right and therefore has right-of-way this is because: bikes are not well illuminated from the side: a driver cannot see their headlight or tail lights of the bike. The car headlights when approaching the circle are pointed straight ahead and not to the right so not illuminate the rider's reflective gear if the rider is on the motorist's right and about to enter the circle. I have found circles the most dangerous of all traffic intersections for a bike. Suggestion: Allow cyclist only traffic to enter from 16th and 12th onto that section of Yukon. Bias all stop signs along Yukon such that all east west traffic has to stop. Install speed bumps to slow traffic down on Yukon - the road is in such bad condition anyway that it needs a complete make-over!

16th crossing: I prefer the option 2, with bi-directional element that caters to variety of different modes of self propelled transportation & novice cyclists. King Edward - option 2 or 3 are best. Good for doing this. More bike accessible roads = more liveable, safe, prosperous city. And consider bike lane north of 12th to 10th or further as cyclists must cut into narrow lane of aggressive commuting traffic after crossing 12th. Finally, and on a more general level, it's high time that Vancouver introduced a traffic congestion toll, as in London, UK.

King Ed & Yukon: Prefer option 1 - lowest cost, provides sufficient marking/access for bikes. Don't like option 2 - confusing, more \$ - option 3 - conflicts @ NS Yukon with vehicles, restricting area access. Extensive modifications needed to curbs and all three medians. Adjustments to curb lane (bus). 16th & Yukon: either option okay. Option 1 less expensive.

Option 2 King Edward & Yukon seems too complicated and may confuse cyclists and/or motorists. Option 3 seems better. 16th & Yukon option 1 seems more practical, but both options look good.

I feel strongly that both bikes & cars should learn to share the roads together and co-exist as vehicles, keeping the pedestrians separate. I would endure all the traffic calming devices as well as Option #1 at both 16th and King Edward. My only concern is the needed repair on Yukon. Yukon is in bad shape especially in the block between 17th & 18th. If this could be addressed then I think this would be a wonderful addition to the bike system in Vancouver.

Good idea and it should be as successful as the Heather St. bicycle route is.

I would prefer option #3 at King Edward & Yukon. I prefer option #2 at 16th & Yukon. In addition, cars parked on south side of 16th, west of Yukon pose a safety issue when trying to turn west from Yukon St. because they obstruct your view on a bicycle or in a car. Same issue east of Yukon. The Yukon road surface between 16th and 19th is very rough. When cycling south you are forced to cross into the north lane to avoid broken pavement. The road surfaces of Heather between 12th and Broadway, and 10th between Cambie and Oak are very bad for cyclists, yet these are designated bike routes. I am forced into traffic to avoid broken pavement and forced to ride standing off my seat on pedals because the surface is so bad. These are not safe cycling

practices at any time but even worse on these very busy traffic routes. Please address these sections as soon as possible. Great work! Vancouver is starting to give cyclists a very good incentive to use their bikes more often and leave their cars at home.

King Edward & Yukon - Strongly prefer option #1. 16th Ave & Yukon - Strongly prefer option #2. Yukon & 12th Ave - I greatly appreciate the present bike access southbound across 12th Ave into Yukon St.

Re. King Edward/Yukon intersection, I suggest a modification of option 2 whereby the 2 bicycle paths through the boulevard be made on a diagonal, rather than with multiple bends. I wouldn't disagree with a narrowing of Yukon's north side. The present situation, which is likely to continue even after the Canada Line's completion (due to drivers current accommodation) whereby Yukon from 29th is being used as a major thoroughfare, is made doubly dangerous for pedestrians and cyclists because there is no sidewalk. In addition, the parked cars on Yukon south of King Edward further add to the danger.

King Edward & Yukon - prefer option #1, 16th & Yukon prefer option #1
16th & Yukon design - Option 1 preferred. King Edward & Yukon design - Option 1 also preferred. Please have Yukon between 16th and King Edward paved ASAP. The potholes & general state of disrepair is becoming a safety hazard to cyclists and cars - Drive it at more than 10 kph & see what I mean!

I would very much support Yukon St. as a bikeway. 16th & Yukon, I am in favour of option #1, King Edward & Yukon, I am in favour of option 1. The road between W. King Edward & 16th Avenue is very poor in some places. It should be repaved. Hopefully traffic circles would be landscaped attractively.

I was not able to attend the meeting on the 29th of May, however as a 69 year old cyclist and motorist, here are my thoughts on the proposal. Yukon is a much favored car route used as a bypass to Cambie Street, you can get from 16th and Yukon to 25th Ave, faster on Yukon than on Cambie Street, this is before the present RAV line-construction the removal of stop signs along this route will make it even better just look at Ontario Street, there is more car traffic now than before. While I favor your proposal you would have to look at how to make Yukon Bicycle safe here are some suggestions:

at 16th Ave. coming from the south, make the exit from Yukon for cars one way going north, with a right turn going east onto 16th Ave. In other words no car entrance from 16th Ave to go south on Yukon.

going south, make the exit at 25th Ave from Yukon a one way, with a right turn onto 25th only, no entrance for cars from 25th Ave to go north on Yukon.

Make the roundel impediments larger, or use traffic diversions as in the west end, so that it slows down cars more significantly and will reduce the speeding of cars through a no-stop signs Yukon Street.

Make parking at the two blocks of Yukon and 16th as well as Yukon and 25th resident parking with a two hr limit to others. At present out of towners park there all day and use public transportation from there.

Sorry for being late with my submission,

The following comments were received prior to the May 2007 open house and generally oppose the bike route proposal:

I am not in favour of the Bike Route, especially in the area south of King Edward Ave. (from 29th Ave to King Edward) There are no sidewalks in this area and I feel that the safety of pedestrians walking along the roadway would be compromised. More traffic would be generated along this street and I think that crime would also increase in the neighbourhood if the bike route is there.

BICYCLE NETWORK SUB-COMMITTEE

Meeting Notes - April 12, 2007

Yukon Bikeway

A concept plan for the Yukon Bikeway from 10th Avenue to 29th/Midlothian was presented. This bikeway will connect via the bike lanes on Midlothian to future bike lanes on Cambie south of Midlothian. A future project will continue the Yukon Bikeway north of 10th Avenue to connect to the Seaside Bikeway and to the Cambie Bridge east sidewalk.

Two options for each of the crossings at 16th and at King Edward were presented for comments. Sub-Committee members commented as follows:

Re 16th Avenue crossing:

- Off-street option preferred.
- Provide separate ramps for each direction at both ends to better line up cyclists with their destination.
- Move bike path away from the back of curb where parking is permitted.
- Install a pedestrian/bicycle actuated signal as part of the project.

Re King Edward Avenue crossing:

- Bike box option preferred.
- Consider closing the median openings to motor vehicles to avoid conflicts with turning vehicles in the median openings and to traffic calm the route.
- Include bicycle connection between Yukon Bikeway and King Edward Station along King Edward Avenue as part of the project.

Additional comments:

- Crossing Yukon at 10th is getting can be difficult for cyclists due to traffic volumes on Yukon. Could this be addressed as part of the project?
- Consider traffic calming on Yukon, particularly at or near the Midlothian end, to reduce the potential for shortcutting.