

October 6, 1998 Public Information Meeting - University Chapel, 7 to 9 pm
 University Boulevard Bicycle Lane Proposal - Comments from Speakers & Comment Sheets

Overall the meeting was a success from most angles. We received a lot of support for the project, but the turnout was less than expected. The readers digest version is given below, followed by speaker notes:

- Gord Lovegrove presented the proposal and ICBC safety review
- Proposal would make it safe for bicyclists and pedestrians than the current narrow, unlit, bumpy sidewalk path.
- Recommended proposal: CONVERT 2 of the 4 vehicle lanes on University Boulevard to 2 lanes plus bike lanes (e.g. Chancellor); see info pamphlet below for details
- This proposal has been prepared in consultation with and has the support of BC Transit, UEL, Ministry of Highways, City of Vancouver staff.
- 40 stakeholders attended from UEL, UBC, Vancouver communities/interest groups
- 18 speakers: 14 in support, 4 opposed
- Concerns focusing mainly on safety of proposal - mixing vehicle/buses with bikes
- Supported by BEST, VACC, AMS Bike Coop as better, safer than existing situation
- Residents on Chancellor concerned about shortcutting, congestion diverted from UB
- Technical review and detailed design has/will address concerns; shortcutting not expected
- Recommendation: Carry forward to next step, formal approvals by Vancouver, GVTA, funding

Notes from each speaker:

No.	Speaker Name	Group	Comment
1	Dr. Tony Dawson	UBC Prof, user	Supports proposal; concern about corner at UB & Blanca – suicidal as is. Possible surcharge to users (e.g., \$1)?
2	Guy Wera	Bicycle People	Against the surcharge; against the proposal. Congrats on TREK's initiative with this project. Buses on one side, cyclists on other, no cars allowed? Savings considerable. Look at Burrard St. bike route as eg. Safety still a concern w/ buses and bikes together.
3	Gord Dungate	Pt. Grey residents' Assoc.	Supports the proposal; GVTA/UBC should foot the bill, not anyone else. More work to do than just UB.
4	Katie Green	Student	Supports proposal; concern how cyclists will get around buses. Funding – what about coming from UBC parking lots? Once per month?
5	Kim Henders	UBC Grad &...	Fully supports proposal. Doesn't like cyclists paying for costs. Lighting – a concern when riding under current riding conditions.
6	Rosie Redfield	UBC Faculty	UBC sanctimoniously has said this isn't UBC land, but they are involved and should be. In support of proposal. Wants to see more fines for cyclists riding without

			lights and helmets.
7	Heather Holmes	Resident, cyclist, driver, ped.	In favour of proposal. 2 concerns: 1. Safety of buses and bikes together— what about bikes going to right of buses, instead of left. 2. Puddles: could be unsafe for bikes.
8	John Davison	retired UBC Prof.	Supports proposal. Will it go all the way to Wesbrook? Pleased to see no damage is done to the blvd. Median.
9	Ted Buehler	UBC Bike Co-op, SCARP student	In full support. What about when one bus passes another (eg, 99 passes a 10) at the stop, would bikes get squashed? Encourage fast-tracking this proposal. If it can't be fast-tracked, can something be done in the interim to improve the path. Also supports more funding for safer bike routes all over the area. Would like to see some long-term solutions looked at too. Proposal not sufficient in long term.
10	Lillian Hodgson	Local resident	Fears the cyclists without lights who might be run over by residents. Property owners seem to be ignored.
11	David Barry	Resident, & student	1. Funding: UBC is cheap for only giving \$25,000. Minimum \$50,000. 2. Possibly look for funding with UBC Golf course? 3. Road surface - is it going to be improved? 4. If what is proposed has been judged by ICBC/other riders as smoother surface and safer, then supports proposal
12	Justine Williams	Planning student	Supports proposal. Suggestion car parkers to UBC pay with increase parking charges.
13	Romeo Quentin	Cyclist tourer	1. Supports proposal 2. Safety issue – law enforcement issues not enforced. 3. Penner in Victoria has done a lot of lobbying in that region to improve cycling routes (eg, Galloping Goose trail)
14	Eva Mann	Local resident	Supports proposal; Bicyclists should have yield signs near churches.
15	Richard Campbell	Vanc. Cycling Coalition	Fully supports proposal. Happy to help in any way they can. Funding to go to cyclists after reduction in car traffic? Would like to see a long-term solution too.
16	Anne	UBC Grad student	Concern with speed of cars on UB. Education issue important in terms of sharing the road

17	Colin Brander	BC Cycling Coalition	Fully endorses proposal. Suggests parking surcharge with info given to drivers that the surcharge would be going to bike path, or alternative transp.
18	Dwain Bolluck?	Resident	Against proposal; Any traffic studies done? Concerns about traffic being pushed elsewhere, rather than reduced. What about speed humps on Acadia Rd, between Chancellor and AB?

What is Proposed

- Change from 4 narrow traffic lanes to 2 lanes plus on-road bike lanes and bus stop bays
- South sidewalk 'reverts' to 'mainly' pedestrian use
- See figure on back for a typical treatment at bus stops
- No trees will be impacted

How Much Would it Cost & Who Pays?

- \$150,000, based on consultant report
- UBC is prepared to commit \$25,000 to the project even though not a UBC road
- UBC would apply for provincial grant (BCTFA) of 75,000
- Even assuming a CNP grant is received, other funding is still needed:
 - \$10,000 has been formally requested from the UEL
 - Other possible sources that will be approached: BC Transit, Vancouver, GVTA, MoTH
 - Community fund raiser?

Why Change Anything?

- Roughly 1,000 to 3,000 bicyclists use the existing path each day, most to UBC which is the 2nd largest commuter destination in GVRD and highest cycling mode split next to Downtown
- Existing path is substandard and has been the subject of many complaints to MoTH, UEL, UBC
 - poor lighting, leaves, tree roots, sight distance, other cyclists, pedestrians, narrow
 - reports of cyclist-cyclist, cyclist-pedestrian collisions, especially near bus stops
- UBC has an Official Community Plan (OCP) mandate to improve bicycle facilities for UBC bikers
 - this route is one of the main bicycle routes to/from UBC, and ties into Vancouver routes
 - Vancouver has 8th Ave route / UBC has on-campus systems - UB is the "gap"

What Does Everyone Else Think? (Please fill out an input sheet!)

- The purpose of this meeting is to seek public support for the project, subject to formal application
- MoTH (current owner) have endorsed, but road will become GVTA controlled next Spring
- UBC have endorsed (prepared plans, undertaken survey, made previous \$\$ applications)
- GVTA staff have just been appointed - initial contact has been made, staff feel proposal has merit, and no one has said no, BUT . . . requires further review and formal GVTA Board approval
- City of Vancouver staff have endorsed, will be recommending approval to Council shortly
- Other agencies that have endorsed include: BC Transit, ICBC, UEL staff, UEL Ratepayers Association, Better Environmentally Sound Transportation (B.E.S.T.)

Next Steps - Will it ever get built?

- Public input from this meeting will determine level of support to go forward to next steps
- Assuming support, needs to go to GVTA Board - likely favourable, but no guarantees
- Will not happen instantly - approvals take time, and, nothing happens without funding
- Best guess - mid-1999 if funding approved