



ADMINISTRATIVE REPORT

Report Date: July 20, 2011
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Meeting Date: July 28, 2011

TO: Standing Committee on Planning and Environment
FROM: General Manager of Engineering Services
SUBJECT: Downtown Separated Bicycle Lanes Status Report, Summer 2011

RECOMMENDATION

- A. THAT Council receive this report for information.
- B. THAT staff report back in 2012 after at least twelve months of trial monitoring data is available on both the Dunsmuir Street and Hornby Street separated bike lanes.
- C. THAT both the Dunsmuir Street and Hornby Street separated bike lanes stay in place until staff report back, and that staff continue to refine configuration and operation of the lanes, including intersection operations.
- D. THAT Council approve the use of bicycle signals on bicycle facilities in the City of Vancouver, where considered appropriate by the City Engineer.

COUNCIL POLICY

City of Vancouver Transportation Plan 1997

1999 City of Vancouver Bicycle Plan

2002 Downtown Transportation Plan

2005 Community Climate Change Action Plan

Greenest City Action Team Quick Starts Report 2009

Burrard Bridge Bike Lane Project May 2009

Greenest City Action Team Report - A Bright Green Future Report 2010

Dunsmuir Viaduct Bike Lane Project February 2010

In May 2010, Council approved the construction of a pilot two-way separated bicycle lane on Dunsmuir Street, including a monitoring and evaluation program with a report back to Council regarding the results.

In October 2010, Council approved the construction of a two-way separated bicycle lane on Hornby Street, including a monitoring and evaluation program, with a report back to Council regarding the results.

PURPOSE

This report provides a review of the findings to date resulting from the creation of separated bike lanes in downtown Vancouver in 2010. Findings related to business impacts are addressed in a separate report by the Vancouver Economic Development Commission (VEDC).

BACKGROUND

Separated bike lanes were installed on the Burrard Bridge in 2009 and on the Dunsmuir Viaduct, Dunsmuir Street and Hornby Street in 2010. This network was created with the aims of increasing the ability of people to travel to and through downtown without requiring additional vehicle trips and to support ongoing mode shift to bicycle use in the city of Vancouver in line with our Transportation Plan, Greenest City and other sustainability targets.

Since early 2009, a monitoring program has been measuring bicycle, pedestrian and vehicle volumes and vehicle travel times on and near the Burrard Bridge. In 2010, this program was expanded to include Hornby and Dunsmuir Streets and the Dunsmuir Viaduct. In October 2010, the City committed to assessing the effect of the separated bike lanes on local businesses.

As an example of the data being collected, since the separated bike lanes were installed on the Burrard Bridge there have been over two million cycling trips over the bridge. Between July 13, 2009 and July 12, 2010, 24% more bicycle trips were made over the bridge.

Staff have collected and analysed data over the period leading up to and since the installation of the protected bike lanes. Key findings of these analyses are discussed below.

DISCUSSION

In assessing the performance of the separated bike lanes, issues related to the following topics were investigated:

- Pedestrians
- Cyclists
- Transit
- Vehicles
- Safety
- Public Opinion

Pedestrians

The volume of pedestrians on Hornby Street and Dunsmuir Street has not changed in comparison to numbers observed during the City's 2008 Pedestrian Survey.

Cycling on Hornby Street sidewalks has reduced 80% since the installation of the separated bike lanes. Less than 1% of cyclists now use the sidewalks on Hornby and Dunsmuir Streets.

<u>Cyclists on Sidewalks</u>	Fall 2010	Summer 2011
Hornby	3.7%	0.8%
Dunsmuir	n/a	0.7%

The separated bike lanes have created a buffer between moving vehicle traffic and pedestrians on the adjacent sidewalk. A drop in retail vacancies (from 12% to 2% on Hornby Street) has likely also enhanced the pedestrian environment. Some surveyed Hornby and Dunsmuir store customers noted both a more pleasant walking environment. Others had concerns about pedestrian safety, presumably because pedestrians crossing the separated bike lanes now deal with two-way bicycle traffic and more bicycles. Details of these surveys are available in the VEDC report.

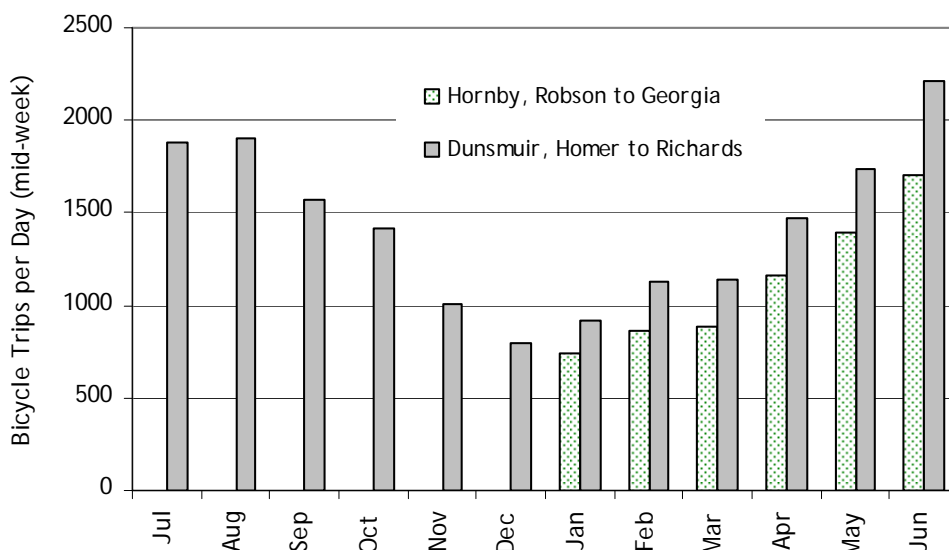
Cyclists

A summary of monthly and daily bicycle volumes on the Burrard Bridge, Hornby Street, Dunsmuir Street and Dunsmuir Viaduct can be found in Appendix A. More detailed daily bicycle count data for these routes can be found on the City's web site (vancouver.ca).

Cycling use of the separated bicycle lanes continues to grow. By mid-May 2011, bicycle use on Dunsmuir had reached the levels equal to the highest levels seen in the summer of 2010. Average mid-week daily cycling trips on Dunsmuir Street in June 2011 were higher than those seen in July and August 2010, and 50% above June 2010 levels.

The number of cyclists on Dunsmuir Street reached 55,000 per month in June 2011 and is expected to be higher in July and August. This compares to a previous maximum of 48,000 in August 2010 and approximately 10,000 cyclists per month in summer 2009.

The number of bicycle trips on mid-week days from July 2010 through June 2011 on Hornby and Dunsmuir Streets are shown in the graph below.



A study conducted in September and October 2010, prior to construction of the separated bike lanes, found that 72% of adult cyclists using the Hornby Street painted bike lane were male and 28% were female. This is the same gender split reported in TransLink's Regional Cycling Strategy (2011). In June 2011, on the Hornby separated bike lanes, the gender split had changed to 68% male and 32% female. Both before and after studies were conducted over several days and had sample sizes of over 7000 cyclists in each study. No prior data is available for Dunsmuir Street, but the June 2011 study found 62% of cyclists were male and 38% were female on the Dunsmuir separated bike lanes.

The same studies found that the percentage of children cycling on Hornby Street on weekdays had increased from 0.14% of all cyclists to 0.41%.

Transit

Transit operations were largely unaffected by the downtown separated bike lanes. City staff worked with TransLink and West Vancouver Transit staff to make modifications to three bus stops affected by the separated bike lanes.

In 2009, TransLink conducted a study of transit operations on the Burrard Bridge and found "little to no negative effect on bus running time since the introduction of the [separated] bike lane". There are no current issues with transit operations.

Vehicles

Prior to installation of the separated bike lanes, Hornby Street carried 13,000 to 14,000 vehicles per day (Smithe to Robson). During construction, and for several weeks following, those numbers dropped. Vehicle volumes have since returned to 14,000 per day.

Vehicle travel times along Hornby Street were studied before and after installation of the separated bike lanes. The following changes were observed:

- Between Pacific Street and Pender Street (8 blocks), travel times are unchanged
- Between Pender Street and Hastings Street (1 block), average travel increased about 30 seconds (or half a signal cycle)

The additional minor delay at Hastings Street is likely due to the changed signal operation implemented to improve cyclist safety. Observations suggest that a similar delay is experienced by drivers turning right from Hornby onto Georgia Street. Staff are continuing to monitor and make adjustments at these and other intersections. Further details of the travel time study can be found in Appendix B.

The implementation of the bike lanes did reduce the supply of on-street parking on Dunsmuir and Hornby Streets; monitoring of the supply of off-street parking indicates significant excess capacity. A 2011 survey on Hornby Street found that those who drove were more likely to be parking off-street than in 2010 and were parking closer to their destination than before the separated bike lanes were installed (see Appendix C).

The separated bike lanes have affected the ease of egress, and to a lesser extent access, at some off-street parking locations. Drivers leaving underground parking must, in some cases, cross both a sidewalk and two-way bike path before merging with traffic.

Hornby and Dunsmuir Street were previously one-way streets, and remain so for vehicles. As such, access to some locations on these streets was challenging. In some cases, new turn

restrictions have exacerbated this issue. Mitigating measures have been introduced, including introduction of a protected right-turn signal phase at Georgia and Hornby and improved parking information signs. Staff are continuing to work with the business community to identify and address these issues.















Safety

The total number of collisions reported to ICBC on Dunsmuir Street is down noticeably. The five years 2005-2009 saw between 144 and 193 collisions per year and an average of 164 per year. During the 9 months following the installation of separated bike lanes on Dunsmuir Street, the number of collisions is reduced when compared to the 5-year average of same 9-month period of previous years. July 2010-March 2011 saw only 98 collisions, down 18% from the 119 average from the previous July-March periods (2005-2010).

ICBC-reported collisions involving bicycles are infrequent events. To date, there is insufficient collision data to be able to assess this element of overall cycling safety related to the separated bike lanes.

Transportation Summary

The table below summarizes the issues discussed above.

				
	worse	unchanged	better	
Pedestrians				
• environment				pedestrians buffered from moving traffic
• volumes				number of pedestrians unchanged
• cycling on sidewalks				80% fewer cyclists using sidewalks
Cyclists				
• environment				separation from cars, planted barriers
• volumes				more cyclists by several measures
• demographics				more women and children
Transit				
• Operations				buses unaffected
Vehicles				
• volumes				number of car trips on Hornby unchanged
• travel time				travel time on Hornby largely unchanged
• access				access to some off-street parking worse
Safety				
• all collisions				18% fewer collisions on Dunsmuir
• bicycles			pending	insufficient ICBC data

Public Opinion

Public opinion regarding the separated bike lanes is varied. A recent survey undertaken by the Mustel Group of the public across the Metro Region reveal that about 75-80% of people have neutral opinions regarding the separated bike lanes and their impact on access;

furthermore, 80% indicate no change in the frequency of visits to streets with bike lanes compared to before their implementation.

The opinions of the remaining 20-25% of people is polarized. For example, those in favour of the lanes often cite improved safety as a reason. As noted above, available safety data is inadequate to support such conclusions. Those opposing the lanes cite congestion and commute times increased by 5-15 minutes. Evidence from travel time studies does not support those perceptions. Details of these public opinion surveys can be found in the appendices to the accompanying VEDC report on business impact (RTS 09289).

Next Steps

Monitoring and analysis of transportation indicators will continue. A more complete picture, particularly with respect to safety, will be possible in 2012 when at least 12 months of data will be available for both separated bike lanes.

Staff are continuing to work with businesses on and near the separated bike lanes to mitigate any impacts on their operations and will review the recommendations from the business impact study for potential implementation.

Staff are investigating further modifications to the separated bike lanes on Hornby and Dunsmuir, some of which could include adding bicycle signals to address concerns regarding both vehicle access and cyclist safety. In October 2010, Council approved the use of bicycle signals as a trial measure on Hornby Street only. These signals have been effective in managing conflicts at intersections, by providing separate signal phases for cyclists and turning vehicles. This report includes a recommendation to expand the use of these signals to other bicycle facilities in the city to allow staff to manage bicycle/vehicle conflicts at other intersections in the same way.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

The introduction of separated bicycle lanes to Hornby and Dunsmuir Streets in downtown Vancouver in 2010 has led to a measurable increase in the number of cyclists, a larger percentage of women and children cycling and fewer cyclists on sidewalks. There is, to date, insufficient data to assess cyclist safety on these streets.

Vehicle travel times and traffic volumes on these streets appear largely unaffected. Turn restrictions and the loss of some on-street parking have created inconveniences for some drivers.

Given these findings, it is the opinion of staff that the separated bicycle lanes should remain in place at least until more complete data is available regarding safety, and that staff report back at that time.

* * * * *

Bicycle Volumes

	Total Monthly Bike Trips				Mid-week Daily Bike Trips ¹			
	Burrard Bridge	Hornby Street ²	Dunsmuir Street ³	Dunsmuir Viaduct	Burrard Bridge	Hornby Street ²	Dunsmuir Street ³	Dunsmuir Viaduct
Aug 2009	130,000							
Sep 2009	107,000							
Oct 2009	70,000							
Nov 2009	43,000							
Dec 2009	34,000							
Jan 2010	46,000							
Feb 2010	71,000							
Mar 2010	68,000			14,000				600
Apr 2010	77,000			15,000				650
May 2010	103,000			20,000				850
Jun 2010	117,000			34,000	4,250		1,500	1,600
Jul 2010	160,000		46,000	44,000	6,000		1,900	1,800
Aug 2010	139,000		48,000	44,000	5,000		1,900	1,800
Sep 2010	100,000		37,000	39,000	4,050		1,550	1,700
Oct 2010	80,000		35,000	35,000	3,050		1,400	1,550
Nov 2010	45,000		24,000	25,000	1,750		1,000	1,050
Dec 2010	36,000		21,000	20,000	1,350		800	800
Jan 2011	41,000	14,000	23,000	21,000	1,450	750	900	850
Feb 2011	42,000	19,000	24,000	22,000	1,800	850	1,100	1,050
Mar 2011	55,000	23,000	30,000	28,000	1,900	900	1,150	1,050
Apr 2011	74,000	27,000	35,000	32,000	2,550	1,150	1,450	1,300
May 2011	97,000	34,000	43,000	38,000	3,500	1,400	1,750	1,550
Jun 2011	129,000	45,000	55,000	50,000	4,350	1,700	2,200	1,950

Notes:

1. Average of all Tuesdays, Wednesdays and Thursdays
2. between Robson and Georgia, except Jan 2011 which is between Nelson and Smithe
3. between Richards and Homer
4. Comparisons between early 2010 and early 2011 need to consider the effects of the 2010 Winter Games and the unseasonable weather of spring 2011, the coldest in over 50 years.

Vehicle Travel Times

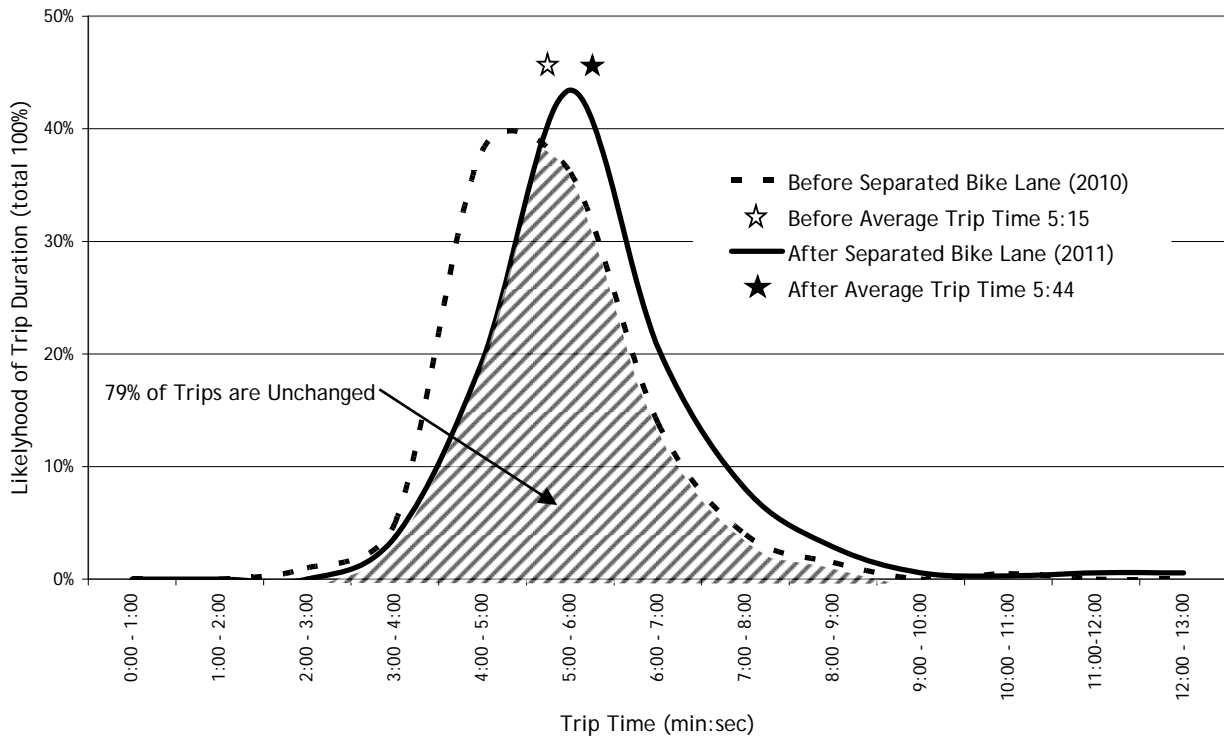
Vehicle travel times were measured before and after the installation of the separated bike lane on Hornby Street, from Pacific Avenue to Hastings Street. They have been analysed to quantify effects of the bike lane on vehicle travel times. Data was collected by driving the full length of Hornby Street, recording the time of day as vehicles passed selected intersections. Data was collected in September and October 2010 on 5 individual weekdays prior to construction, and in January, February and March 2011 on 8 individual weekdays after construction.

In the AM peak period, the average trip time increased from 301 seconds to 321 seconds (7%). The majority of trips, 83%, remain unchanged from before to after the installation of the separated bike lane. When analysing the data block by block it was found that the average trip time in the block from Pender Street to Hastings Street increased by 27 seconds, while the trip time decreased by 7 seconds along the remaining 8 blocks of Hornby Street. In other words, a driver traveling in the morning rush hour on Hornby Street may have a shorter or the same travel time following the installation of the bike lane, so long as they turn off Hornby Street prior to Hastings Street.

In the PM peak period, the average trip time increased from 332 seconds to 375 seconds (13%). The majority of trips, 72%, remain unchanged from before to after the installation of the separated bike lane. When analysing the data block by block it was found that the average trip time on Hornby Street from Pender Street north to Hastings Street increased by an average 36 seconds. The increase in travel time along this one block accounts for over 85% of the entire vehicle travel time increase along the Hornby Street corridor.

Combining the AM and PM peak periods, the average trip time increased from 315 seconds to 344 seconds (9%). Four out of five trips are unaffected by the changes to Hornby Street. One on five, most likely trips including the north most block between Pender and Hastings, is longer. These findings are shown graphically below.

Peak Period Travel Time on Hornby Street - Pacific Street to Hastings Street



The increase in travel times from Pender Street to Hastings Street is likely attributable to the new “no right turn on red” turning restriction on Hornby Street to Hastings Street. To put the increased travel time in perspective, the traffic signals along Hornby Street operate in 65 second phases. With a travel time increase of approximately 30 seconds, this equates to motorists waiting at one additional red light along the entire length of Hornby Street every second trip.

Hornby Street Visitor Survey

In September 2010, the City commissioned Mustel Group market research to conduct a intercept survey of visitors to Hornby Street. This survey was repeated in May 2011. Mustel's summary report is attached.



▶ Summary Report

To: Active Transportation | City of Vancouver

Date: June 8, 2011

**Re: Hornby Street Visitor Survey
Post-Implementation of Separated Bike Lane**

Introduction

With the Hornby Street separated bike lane in operation for six months, the City of Vancouver wishes to re-assess transportation habits and attitudes toward this bike lane among Metro Vancouver residents who are visiting the Hornby area. This study replicates the pre-implementation research completed in September 2010. An intercept survey was conducted among a random selection of 506 visitors to the Hornby Street area (concentrating on the area between Georgia and Nelson Streets), but excluding non-residents of Metro Vancouver. Data collection was completed May 14 to 19, 2011 between the hours of 11a.m. and 8p.m. with 36% of interviews on the weekend and 64% during weekdays.

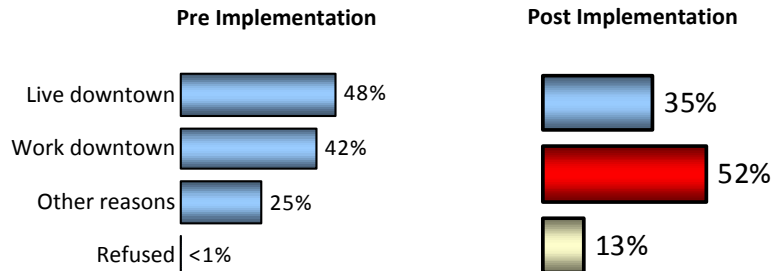
Key Findings

- **Sample characteristics:** There is little to no change in the demographic profile of street visitors.
 - Area of residence: City of Vancouver residents (74%), Other Metro Vancouver (26%).
 - Demographics: Gender balanced and with 45% under 35 years of age and the balance largely 35-64 years old (50%).

	<u>Pre Implementation</u> (500) %	<u>Post Implementation</u> (506) %
Live in City of Vancouver		
Yes	79	74
No	21	26
Gender		
Male	50	49
Female	50	51
Age		
16-24	14	11
25-34	30	34
35-44	20	22
45-64	30	28
65 or better	6	6

- Reason for being downtown:** Findings are similar to that seen in the pre-implementation study. People encountered on Hornby Street are primarily divided between downtown residents and downtown workers. About one-quarter of Metro Vancouver residents have come to the area for other reasons.

Reasons for Being Downtown

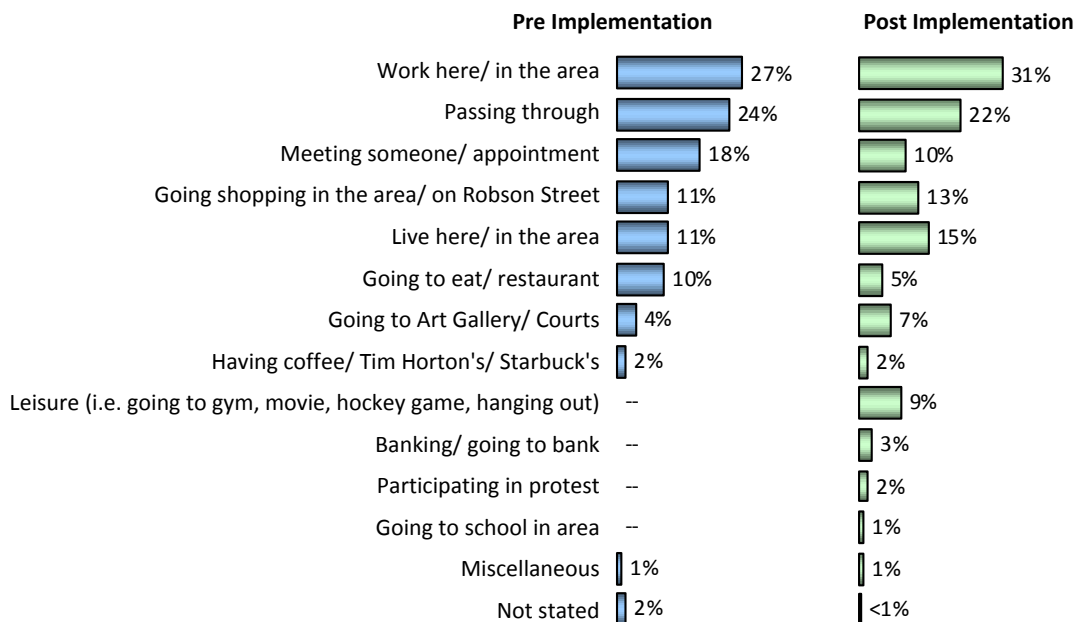


Base: Total pre implementation (n=500)
Total post implementation (n=506)

Q.2) Do you: live downtown or in the West End, work downtown or are you in the downtown area for other reasons?

- Purpose of today's visit to Hornby Street area:** Top reasons continue to be work (31%) and passing through (22%). At this time somewhat fewer say they have come to meet someone/for an appointment, but there is an increase in reporting of leisure activities which likely accounts for the difference. Use of local retail includes shopping (13%), to a lesser extent dining out (5% in comparison to 10% in the pre-measure) and going for coffee (2%). Other reasons for being in the area are simply living in the area (15%) or going to art gallery/courts (7%), banking (3%) and participating in protests (2%).

Purpose of Visit

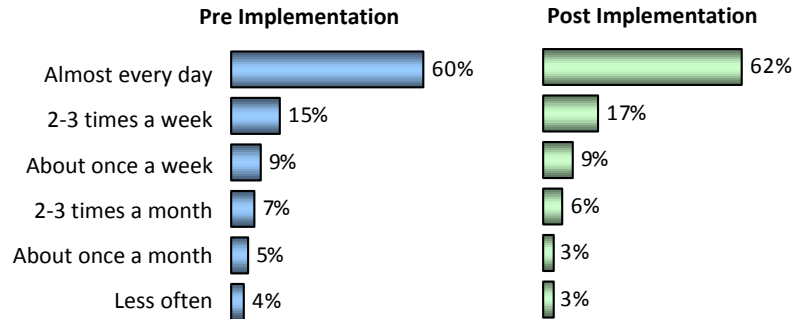


Base: Total pre implementation (n=500)
Total post implementation (n=506)

Q.3) What is the main reason for your visit on Hornby Street today?

- **Frequency** of visiting this downtown area: Most people intercepted are heavy users of the area with 62% here on a daily basis and 88% in the Hornby area at least weekly. The findings are virtually identical to the pre-implementation measure.

Frequency of Visit

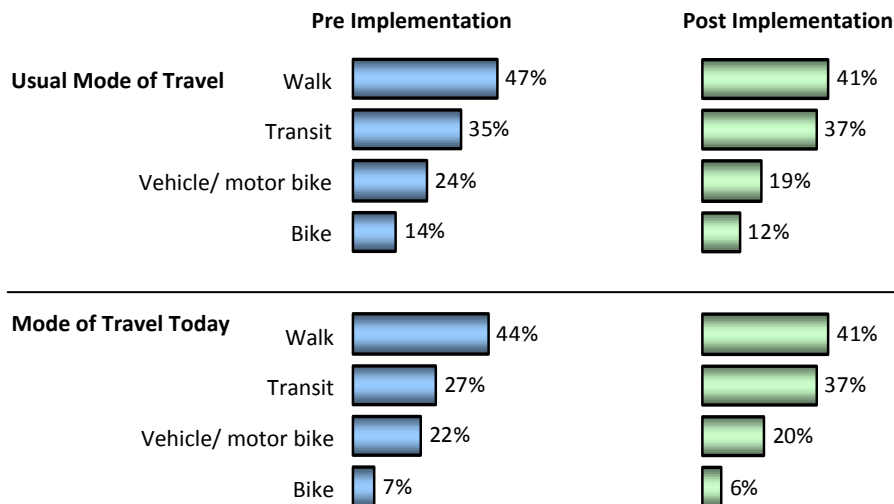


Base: Total pre implementation (n=500)
Total post implementation (n=506)

Q.4) How frequently do you come to this area of the downtown?

- **Mode of Travel:**

- Usual mode to this area of downtown: A mix of modes is used, led by walking and transit (41% walk, 37% transit, 19% vehicle/motor bike and 12% by bicycle). This is similar to the previous measure.
- Mode of travel today: 41% walking, 37% transit vs. 27% in previous measure, 20% vehicle/motor bike, 6% bicycle. Note that weather/seasonal differences may come into play (e.g., perhaps more transit use in inclement weather).
- Weekday/weekend: In this wave there are no differences of note in weekday and weekend patterns.



Note that there is variable reporting of multiple modes.

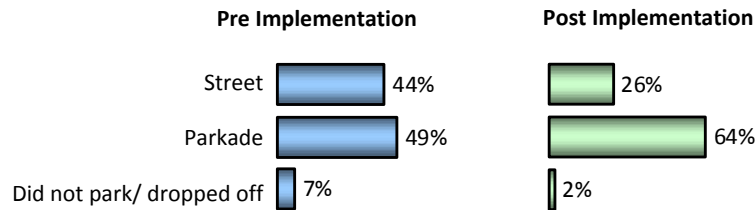
Base: Total pre implementation (n=500)
Total post implementation (n=506)

Q.5a) How do you usually travel to this area of downtown?

Q.5b) How did you travel here today?

- Parking patterns: Among vehicle travelers, considerably fewer are parking on the street, 26% vs. 44% in the pre-measure, and more are choosing to use a parkade (64% vs. 49% in the pre-measure). Visitors are parking closer to their destination, 1.7 blocks on average, down from 2.2 in the pre-measure.

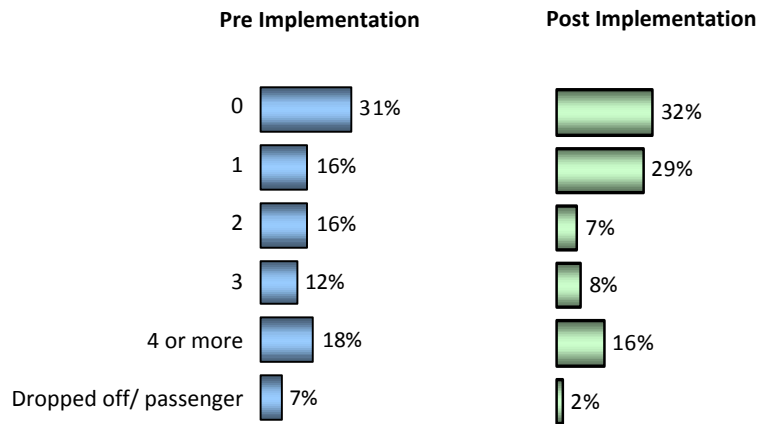
Parking Patterns



Base: Total those who travelled by vehicle
 Pre implementation (n=110)
 Post implementation (n=100)

Q.6b) Did you park on the street or in parkade?

of Blocks from Destination



Average number of blocks from destination = 2.2

Average number of blocks from destination = 1.7

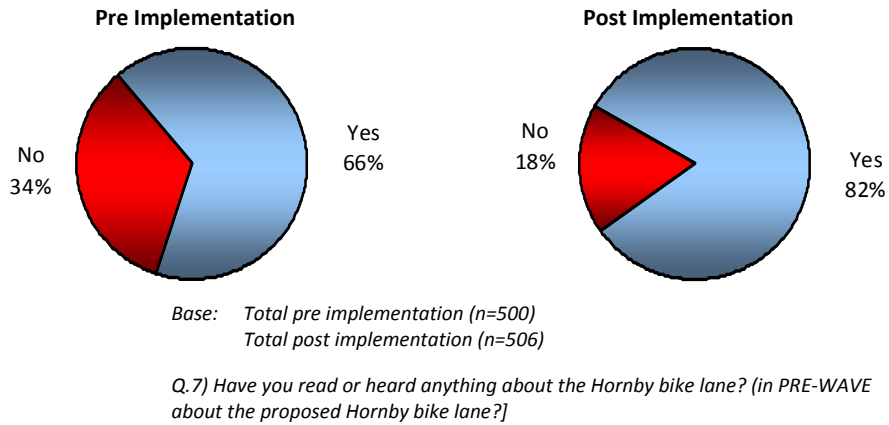
Base: Total those who travelled by vehicle
 Pre implementation (n=110)
 Post implementation (n=100)

Q.6a) How many blocks did you park from your destination?

- **Awareness of Hornby Bike Lane:**

- A large majority of area visitors have read or heard something about the Hornby bike lane (82%, up from 66% in the pre-implementation measure).
- Overall, awareness has increased across all age groups, especially for those under 35 years of age (72% vs. 44% in previous measure) and up slightly among middle-aged and older visitors (89% vs. 80%).
- Those who live or work downtown tend to be more aware than others (85% vs. 71%).

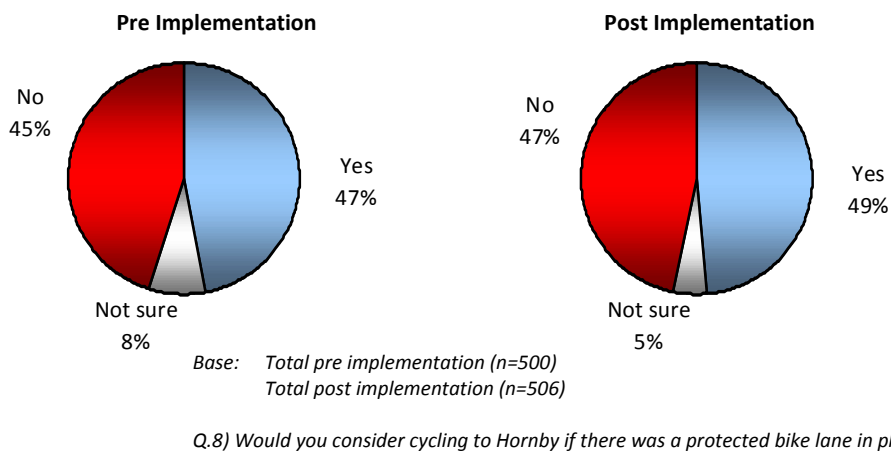
Awareness of Bike Lane



- **Cycling to Hornby via Protected Bike Lane:**

- Visitors to the area continue to be divided in terms of their willingness to consider cycling to Hornby Street if there a protected is bike lane in place (49% yes, 47% no), representing no real change since last Fall.
- Somewhat more likely to consider cycling than their counterparts are males (54%), City residents (53%), Downtown residents (51%) and of course, current cyclists to the area (92% of usual cyclists, 91% of those who cycled today). These findings are similar to the pre-measure.
- Even some vehicle users would consider cycling (25% of usual and 29% of today’s personal auto travelers).

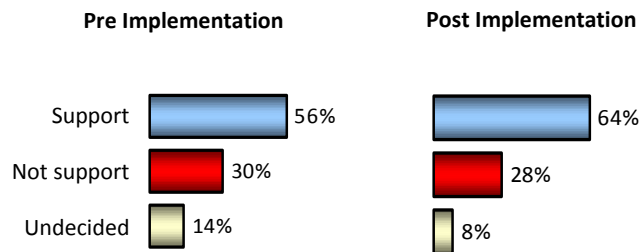
Willingness to Consider Cycling



- **Support for Protected Bike Lane on Hornby:**

- The majority of area visitors continue to support a protected bike lane on Hornby (now 64%)—significantly outweighing those opposed (28%) and the undecided (8%). Furthermore, there appears to be a lift in support since last Fall, as the undecided level has dropped.
- Support easily outweighs opposition regardless of the frequency of visiting the Hornby area.
- Those under 35 years of age remain more strongly in support (74%).
- Naturally, those who would consider cycling to Hornby with a protected bike lane also support the idea (90% vs. 36% of those who would not cycle).

Support for Protected Bike Lane

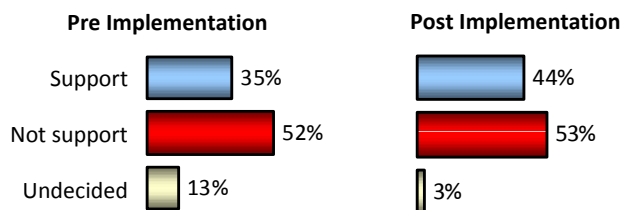


Base: Total pre implementation (n=500)
Total post implementation (n=506)

Q.9) Overall do you support or not support having a protected bike lane on Hornby?

- Vehicle users to the area remain the least favourable about the Hornby bike lane (44% in support vs. 53% not in support). However, consistent with the pattern for the sample in total, a positive shift in support seems to be emerging among drivers to the Hornby area, as undecided drivers have shifted toward supporting the lane.

Support among Drivers

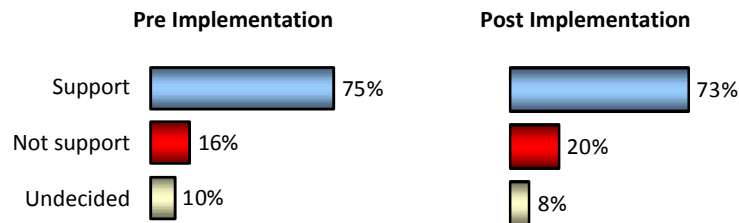


Base: Total pre implementation (n=120)
Total post implementation (n=95)

Q.9) Overall do you support or not support having a protected bike lane on Hornby?

- **Support for a Bike Lane Network Linking Downtown from East and West:**
 - Support remains stronger for a Downtown bike lane network linking east and west with a substantial majority in favour (73%). This network continues to be particularly popular with those under 35 years of age (reaching 82%).
 - Even vehicle users to the area tend to support a downtown east-west bike lane network (55% of both usual vehicle travelers and today’s vehicle travelers to Hornby).

Support for Bike Lane Network



Base: Total pre implementation (n=500)
Total post implementation (n=506)

Q.10) Overall do you support or not support a bike lane network that links the downtown area from east and west?

Summary

The results reveal some stability as well as some changes since the Fall 2010 pre-implementation measure.

- The purpose and mode of travel are largely the same as before among those surveyed on Hornby Street sidewalks.
- One of the most significant changes since last fall is a shift in parking patterns among those who come to Hornby by vehicle. As might be expected, parking on the street has declined significantly and parkade use has grown. As well, on average, visitors are now parking closer to their destination.
- Awareness of hearing/seeing information about the protected bike lane has grown to a very large majority (now 82%).
- Almost half of street visitors (49%) would still consider biking downtown if a protected lane is in place, representing no change.
- Support for a protected bike lane on Hornby has increased somewhat since the Fall 2010 measure (now reaching 64%).
- Widespread support is found for an east-west downtown bike lane network (73%).



MUSTEL GROUP

Date: _____

Interviewer: _____

West Georgia/Nelson (In)

Nelson/Helmcken & West Georgia/Dunsmuir (Out)

Hornby Street Intercept Survey

Hello. We are conducting a very brief opinion survey on behalf of the City of Vancouver. I'm _____ of Mustel Group, a professional polling research firm. **(IF NEEDED: Be assured we are not selling or soliciting anything.) (CONFIRM 16+)**

1. First of all, do you live in the City of Vancouver?

- 1 Yes
- 2 No

2. Do you:

- 1 Live downtown or in the West End
- 2 Work downtown
- 3 Or are in the downtown area for other reasons?

3. What is the main reason for your visit on Hornby Street today? PROBE FOR BUSINESS NAME/TYPE OF BUSINESS IF APPROPRIATE

4. How frequently do you come to this area of the downtown?

- 1 Almost every day
- 2 2-3 times a week
- 3 About once a week
- 4 2-3 times a month
- 5 About once a month
- 6 Less often

5a. How do you usually travel to this area of downtown?

- 1 Transit
- 2 Bike
- 3 Walk
- 4 Vehicle/Motor Bike

b. How did you travel here today?

- 1 Transit
- 2 Bike
- 3 Walk
- 4 Vehicle/Motor Bike

6. **IF TRAVELLED BY VEHICLE ASK Q.6:**

a. How many blocks did you park from your destination? #: ____

b. Did you park on the street or in parkade?

- 1 Street
- 2 Parkade

c. **IF STREET:** Are you aware of any of the large parkades nearby?

- 1 Yes
- 2 No

7. Have you read or heard anything about the Hornby bike lane?
- 1 Yes
 - 2 No
8. Would you consider cycling to Hornby now that there is a protected bike lane in place?
- 1 Yes
 - 2 No
 - 3 NOT SURE
9. Overall do you support or not support having a protected bike lane on Hornby?
- 1 Support
 - 2 Not support
 - 3 UNDECIDED
10. Overall do you support or not support a bike lane network that links the downtown area from east and west?
- 1 Support
 - 2 Not support
 - 3 UNDECIDED

Finally, just to make sure our study includes a mix of people.

A. GENDER: (OBSERVE)

- 1 MALE
- 2 FEMALE

B. Into which of the following categories may I place you? READ LIST

- 1 16-24 years
- 2 25 -34 years
- 3 35 to 44 year
- 4 45 to 64 years
- 5 65 or better

C. DAY OF INTERVIEW:

- 1 WEEKDAY
 - 2 WEEKEND
-

VERIFICATION: In case my supervisor needs to verify that I completed this survey, may I please have
Just your first name or initials _____ and your telephone # _____

On behalf of Mustel Research Group, thank you very much for your input! Have a nice day!