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**To:** ["Direct to Mayor and Council - DL"](#)  
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**Date:** 5/18/2021 4:09:17 PM  
**Subject:** Commercial Dr - background info re complete street planning  
**Attachments:** ENG - TPL - Commercial Dr - Phase 1 - Consultation Summary Draft  
10-22-2016.pdf  
ENG-TPL - Commercial Dr - Phase Display Boards - Oct  
2016.PDF

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Good afternoon Mayor and Council,

We have received a question from Councillor Boyle regarding the previous plans on the topic of Commercial Drive as a complete street and prior engagement on this issue. We are providing this background in recognition of the fact that Council will be considering a related motion tomorrow. As indicated in the staff advice regarding the motion, there is no major street construction planned for Commercial Drive in the near future and no capital funds allocated for a substantial planning /design exercise.

In response to the question regarding the background, staff have provided the following information. Please note that as the process for the Commercial Drive complete street was put on hold, the outcomes from preliminary engagement have not been formally communicated to Council to date.

1. The role of Commercial Drive was explored extensively through the Grandview-Woodland Community Planning Process. In this process, the Citizens' Assembly (CA) investigated the topic of Commercial Drive as a "complete street" - this included multiple interviews with the Commercial Drive BIA and individual businesses along the Drive, public forums with community members, community dialogue sessions with various advocacy organizations, and deliberations amongst themselves. The CA recommended that Commercial Drive be a complete street, and a core part of this vision was for protected AAA cycling facilities along the Drive.
2. The Grandview-Woodland Community Plan was passed by City Council in 2016. The Plan identified Commercial Drive as a complete street.
3. Early engagement on Commercial Drive Complete Street – a listening and learning phase – was conducted with the community in 2016-17. This included intercept surveys to learn how people access the Drive, a goods movement and business survey, conversations with local businesses and the Commercial Drive BIA, and two public open houses. At this stage no street concepts were explored with the community. However, early concern about potential impacts to parking and access to businesses was expressed by the Commercial Drive BIA.

### Precursor Planning Engagement included

- ☐ Grandview-Woodland Community Plan events and surveys including those with a focus on Commercial Drive, transportation/public space
- ☐ Grandview-Woodland Citizens' Assembly process
- ☐ Grandview-Woodland Neighbourhood Transportation and Parking Stakeholder Advisory Group

The resulting Grandview-Woodland Community Plan includes direction on Commercial Drive in multiple sections including 8.1.1 on page 140: <https://vancouver.ca/files/cov/grandview-woodland-community-plan.pdf>

### Previous Memos to Council on Engagement

- ☐ Initially, the plan was for a three-phase engagement process in 2016-17: <https://vancouver.ca/files/cov/2016-10-14-commercial-drive-complete-street-implementation.PDF>
- ☐ The expected end date was then adjusted to at least 2019 to allow additional business outreach: <https://vancouver.ca/files/cov/2017-03-06-commercial-drive-complete-street-update.pdf>
- ☐ Engagement activities in 2017 were focused on business outreach: <https://vancouver.ca/files/cov/2017-12-10-commercial-drive-complete-street-business-engagement-update.pdf>

A summary of the engagement is included in the attached, as well as open house boards from the 2016 engagement. Please note that due to the project being put on hold, the engagement summary was not completed. Extracted data from one question about priorities for the corridor is included below.

To create a more Complete Street, there are street design elements that can be used to improve safety, comfort,	
Total	
Provide more seating and gathering spaces (i.e. parklets, plazas)	
Provide protected bike lanes	
Provide clearer sidewalk paths by reducing clutter (i.e. locked bicycles, free-standing signs, newspaper boxes)	
Provide more street trees and landscaping	
Improve transit stops (i.e. shelters, more space for people to wait)	
Improve accessibility features (i.e. smooth surfaces, curb ramps, audible signals)	
Maintain on-street parking	
Improve pedestrian lighting	
Provide more public art	
Provide more weather protection	
Shorten intersection crossings (i.e. reduce crossing distance with sidewalk extensions or curb bulges)	
Provide raised crosswalks (i.e. elevate crosswalks to sidewalk level at local streets and laneways)	
Did not answer	

4. At the time, internal staff exploration of design concepts was focused on Commercial Drive south of Graveley. The key objectives were:

- Improve the pedestrian experience:
  - Wider sidewalks and shorter crossings of Commercial Drive at minor intersections
  - Continuous sidewalks and integrated public realm finishes across minor streets
  - Opportunities to upgrade and expand parklets, plazas (piazzas), and patios
- Improve safety and comfort for people cycling:
  - Raised protected bike lanes south of Graveley
- Continue to prioritize transit
  - Buses travel in a single lane with more space at stops through bus bulges, plus additional measures at Broadway
- Maintain motor vehicle movement and access:
  - All motor vehicle movements within a single lane per direction plus turn lanes at arterials
  - Provide the same amount of on-street parking, except where parking is already not permitted by bylaw for safety

Best,  
Paul

**Paul Mochrie (he/him)**  
 City Manager  
 City of Vancouver  
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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməŋ̓əm (Musqueam), ləw̓ú 7mesh (Squamish), and səliwətaɬ (Tsleil-Waututh) Nations.



# Commercial Drive Complete Streets Project – Phase 1

## Consultation Summary

November 2016

Phase 1 - Listen and Learn public for the Commercial Drive Complete Streets Project took place on Thursday October 20<sup>th</sup> and Saturday October 22<sup>nd</sup>, 2016.

### Pre-Consultation Activities

Pre-Consultation Activities	Details	Participants
Intercept Survey	<ul style="list-style-type: none"><li>Delivered by Mustel Group (in person)</li><li>The purpose of the survey was to understand how people travel when they shop and access services, as well as their sense of comfort walking/cycling along Commercial Drive under current conditions.</li><li>Conducted over 6 days between Thursday, August 25 and Tuesday, August 30.</li></ul>	669 surveys
Goods Movement and Business Survey	<ul style="list-style-type: none"><li>Delivered by City of Vancouver (in-person and online)</li><li>The survey intended to help better understand the commercial loading, delivery, access and parking needs of business along Commercial Drive.</li><li>Conducted in September, 2016 (ended September 30)</li><li><a href="http://vancouver.fluidsurveys.com/s/commercialbusinesssurvey/">vancouver.fluidsurveys.com/s/commercialbusinesssurvey/</a></li></ul>	423 delivered in person and/or by mail  157 surveys received (Oct 1)



## Consultation Activities

Consultation Activities	Details	Participants
<b>Public Open House (1)</b>	Thursday, October 20, 2016 3:00 – 7:30pm Croatian Cultural Centre 3250 Commercial Drive	<b>141 attendees</b>
<b>Public Open House (2)</b>	Saturday, October, 22, 2016 10:00am - 3:00 pm Wise Hall 1882 Adanac Street	<b>164 attendees</b>
<b>Feedback Forms (1)</b> <b>Feedback Forms (2)</b>	Available at public open house and online	<b>69 surveys</b> <b>62 surveys</b>
<b>Online Feedback Forms (Talk Vancouver)</b>	Closing date is 6 November, 2016	<b>797 surveys</b>
<b>Project Website</b>	vancouver.ca/commercial- complete-street	
<b>Email/Phone Comments</b>	Received through <a href="mailto:commercialdrive@vancouver.ca">commercialdrive@vancouver.ca</a>	

Consultation Activities	Details	Participants
<b>Business Drop-In Event (Business and Goods Movement Survey Results)</b>	Monday, December 12, 2016 8:30am-8:00pm Canuck Family Education Centre 1655 William Street	<b>433 invitations mailed and 75 email invitations sent</b>  <b>10 attendees</b> <b>6 telephone calls</b>

## Communications Products

Communications Products	Quantity	Details
Notification letters	8,800	Mailed to residents and businesses located within two blocks (west and east) and (north and south) from E.16 Avenue to Frances Street. 8,200 Canada Post mail-out + 600 of regular postcards
Poster	525	Delivered to Commercial Drive, Main Street
Postcards	250	Delivered to Commercial Drive, Main Street, Strathcona, Hastings St/Nanaimo
Advertisements	2 1	Georgia Strait (digital and print) Vancouver Courier Facebook & Twitter
Media Coverage	1 8	<b>Radio Interview</b> CBC Radio – Early Edition – (Interview with Dale Bracewell)  <b>Media Articles:</b> <ul style="list-style-type: none"> <li>• News1130</li> <li>• Metro News (print)</li> <li>• Vancouver Courier (online)</li> <li>• Province (print)</li> <li>• Global News (televised ?/ online)</li> </ul>

## Media articles and interviews

- <http://www.news1130.com/2016/10/20/commercial-drive-bike-lane-supporter-calls-petition-unbalanced/>
- <http://globalnews.ca/news/3013888/5000-people-sign-petition-against-commercial-drive-bike-lane/>
- <http://www.metronews.ca/news/vancouver/2016/10/18/arbutus-corridor-paving-work-to-move-forward.html>
- <http://vancouver.sun.com/news/local-news/petition-fights-idea-of-commercial-drive-bus-lanes>
- <http://www.inews880.com/syn/112/233247/mobi-bike-share-usage-not-impacted-by-wet-weather-in-vancouver>
- <http://www.metronews.ca/news/vancouver/2016/10/18/commercial-drive-businesses-say-no-to-bike-lanes.html>
- <http://www.vancourier.com/news/city-seeking-input-to-make-commercial-drive-a-complete-street-1.2369020>
- <http://www.vancitybuzz.com/2016/02/roadblocks-complete-streets/>

## CBC Radio One – Early Edition

Listen at 02:38:20

<http://www.cbc.ca/player/play/2696574768>

## Advertisements:

- Georgia Straight Digital ads ran October 10 to October 22, 2019.
- Georgia Straight Print ads October 13 and October 20
- Vancouver Courier ad October 20



# What's Happening Today?

We are here to discuss the Commercial Drive Complete Street Project. There are many ways to provide feedback:

## In Person

- Discuss ideas, opportunities, and needs with neighbours and City staff
- Share ideas through interactive displays and activities
- Provide written feedback



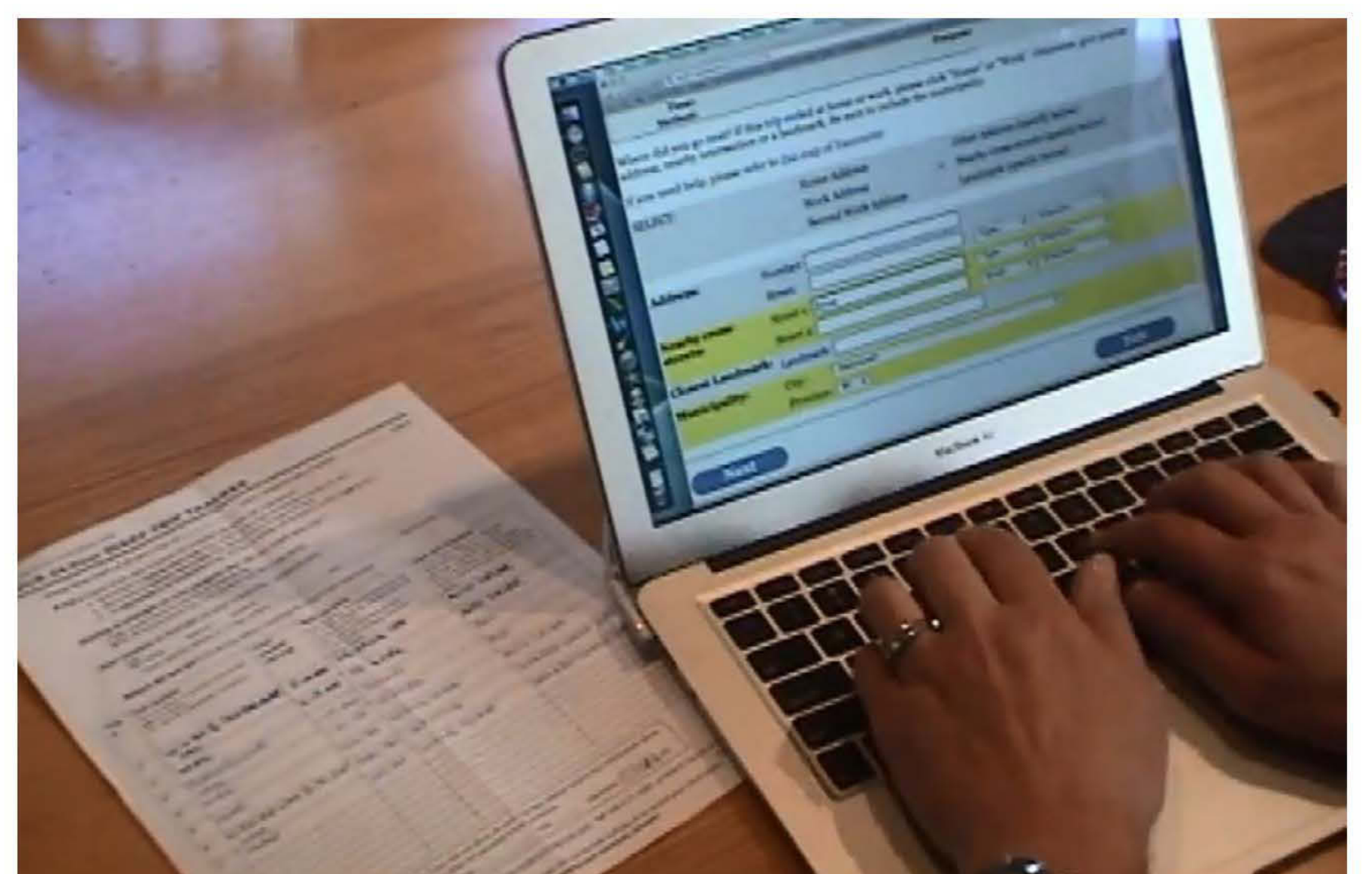
## Join a Walking Tour



- Join a 30-minute walking tour led by City staff
- Learn more about opportunities and constraints
- Tours depart on Thursday, October 20 at 5:30 PM and Saturday, October 22 at 12PM and 2PM. Additional tours will be added if necessary.

## At Home

- All the information shown today is available online at [vancouver.ca/commercial-complete-street](http://vancouver.ca/commercial-complete-street)
- Sign up for the project email list to be notified of future updates and events
- Share your thoughts on the online feedback form





# 1 Welcome!

The Grandview-Woodland Community Plan highlights the importance of Commercial Drive as the heart and soul of the neighbourhood.

This project aims to make Commercial Drive a more Complete Street. **We want your help!**

- » Learn more about the project
- » Confirm design principles
- » Share your ideas and concerns

Your input will be combined with technical analysis and cost considerations to develop preliminary design options.

## Consultation process:

### Phase 1: Listen & Learn

Fall 2016

**We are here**

### Phase 2: Design Options

Winter/Spring 2017

### Phase 3: Recommendation

Spring/Summer 2017



Commercial Drive near Grandview Park (photo: by Tim Welbourn)

## We want to hear from you!

Please take a few moments to review the information presented here and give us your feedback.

All of the information shown today is also available online at [vancouver.ca/commercial-complete-street](http://vancouver.ca/commercial-complete-street)



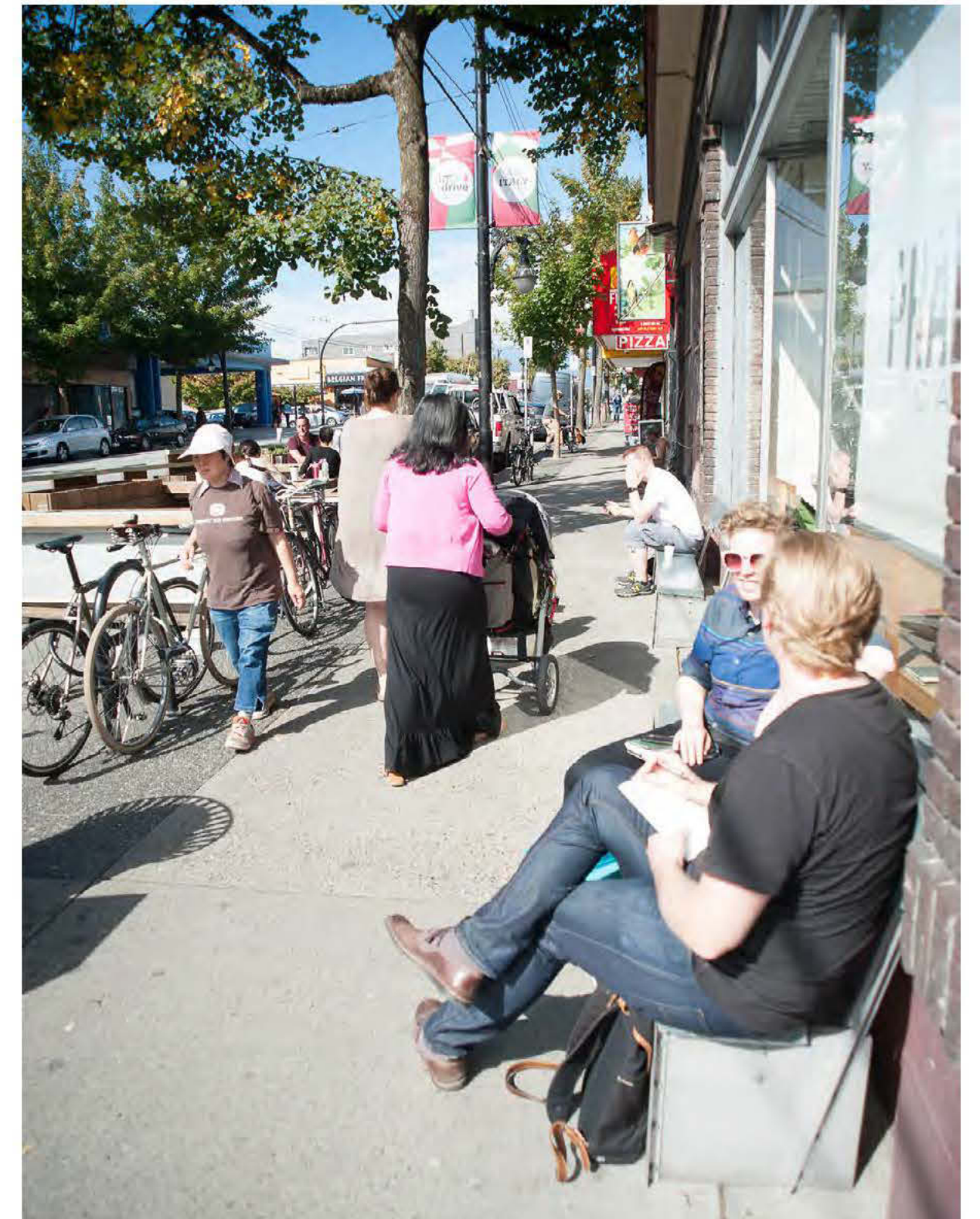
# 2 Project Goals

## Project Goal

On Commercial Drive:

- Increase safety and comfort for people of all ages and abilities using all types of transportation
- Allow people convenient access to shops and services
- Maintain and enhance the vitality of the street
- Ensure local businesses continue to thrive

This project covers the corridor of Commercial Drive between Hastings Street and East 14th Avenue, which is separated into two distinct sections.



Outdoor seating at a cafe on Commercial Drive adds vibrancy and life to the street.

## Proposed Design Principles:

1. Provide direct and convenient access to shops and services for people of all ages and abilities (AAA) using all modes of transportation
2. Improve safety and comfort for people travelling by all modes of transportation, with a focus on walking, cycling, and transit
3. Ensure loading, delivery, and access works well for local businesses
4. Consider impacts to transit, traffic flow, nearby streets, and parking
5. Consider flexible design approaches that facilitate special events
6. Explore opportunities to integrate sustainable rainwater management

## What is “All Ages and Abilities”?

“All Ages and Abilities” (AAA) describes walking and cycling facilities that are attractive, comfortable, and low-stress for all users, including children, seniors, and people new to active transportation.

For most people to feel safe and comfortable on busy streets when walking or cycling, they prefer their own space, physically separated from motor vehicles.

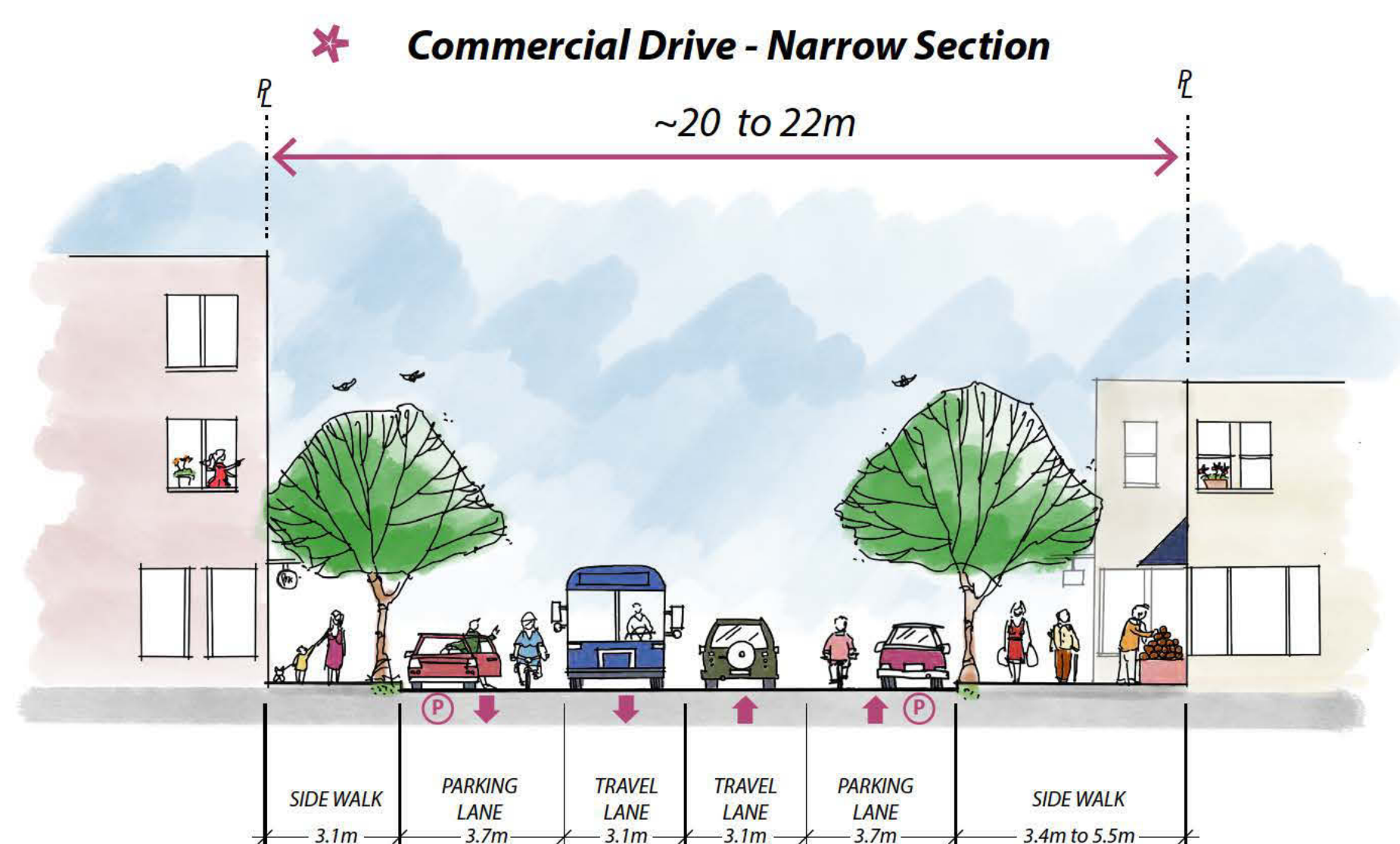


AAA bicycle facility along Union Street.



This project looks at Commercial Drive between Hastings Street and East 14th Avenue. The project will explore Complete Street design tools to improve the corridor in two distinct sections.

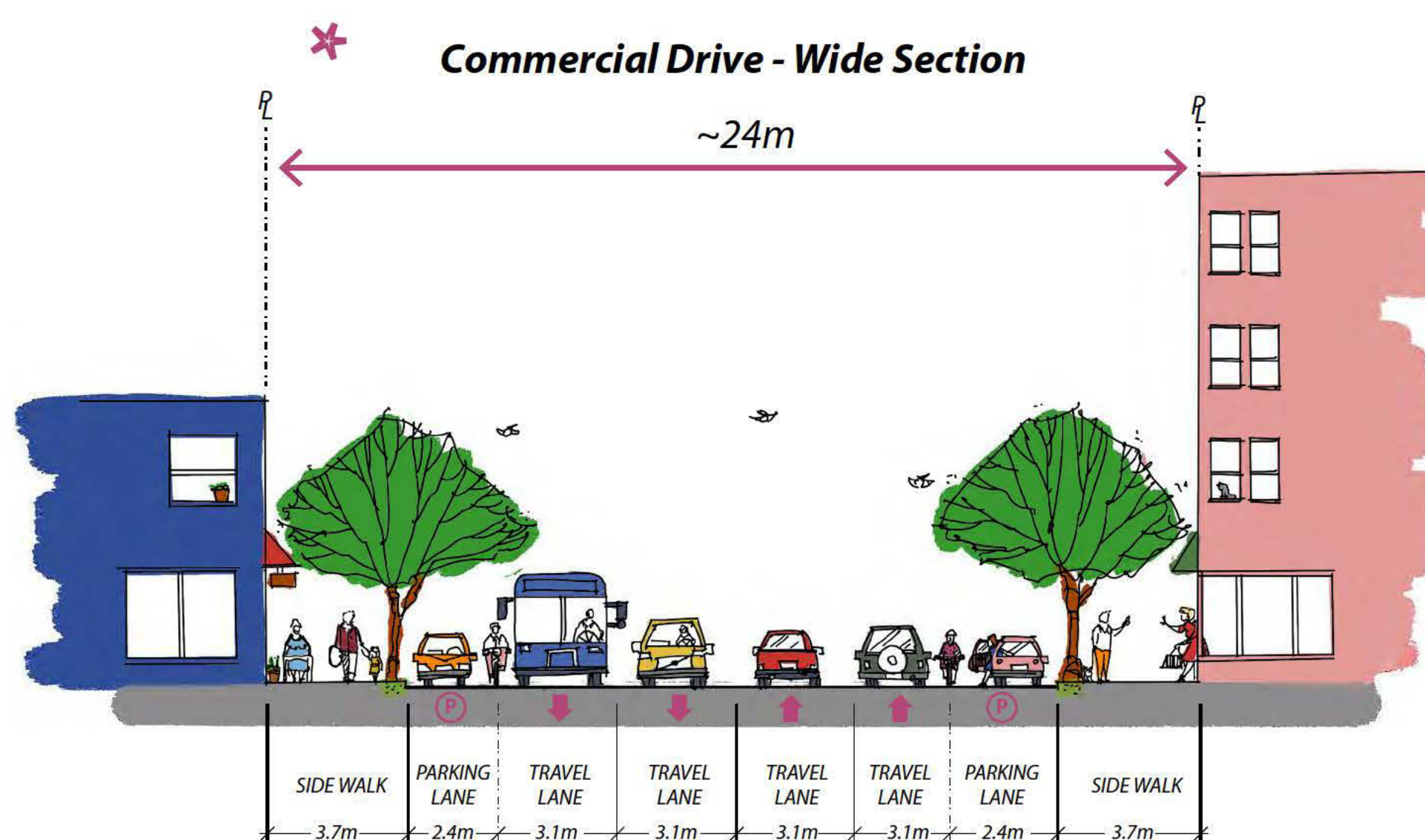
## Narrow Section - North of Graveley Street



### Current Conditions:

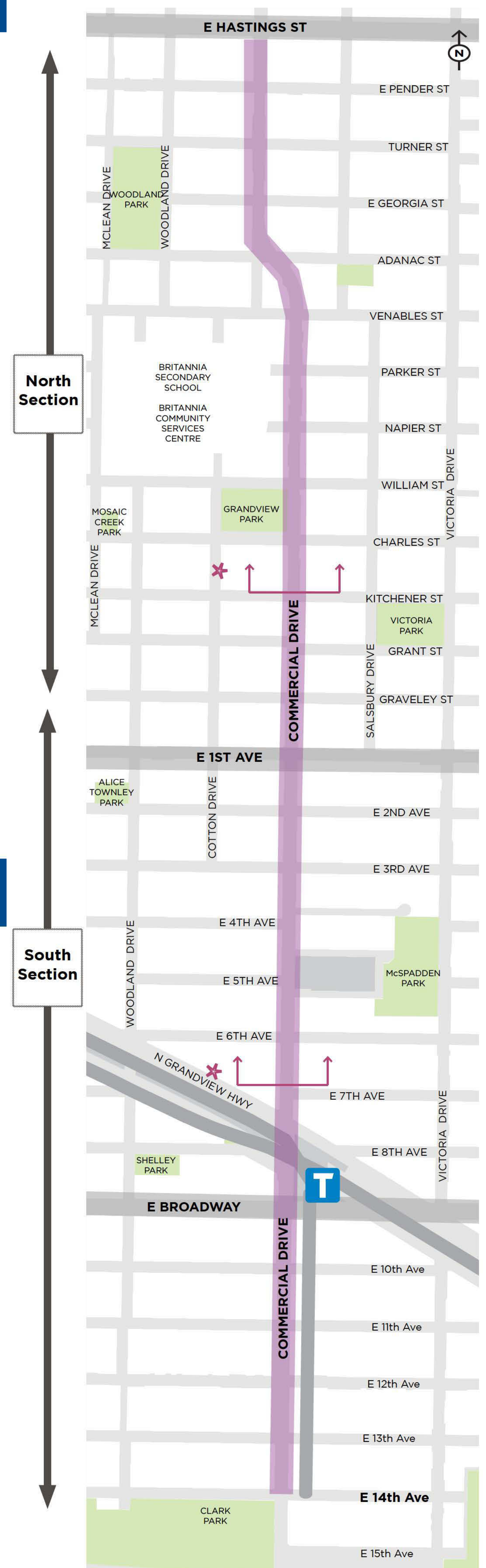
- One travel lane in each direction (two total)
- One curb lane in each direction for parking (two total)
- Rush hour restrictions - during busy periods, parking is removed on one side of the street to add a lane of traffic

## Wide Section - South of Graveley Street



### Current Conditions:

- Two travel lanes in each direction (four total)
- One curb lane in each direction for parking (two total)



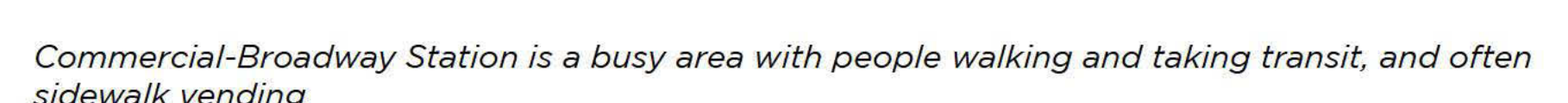
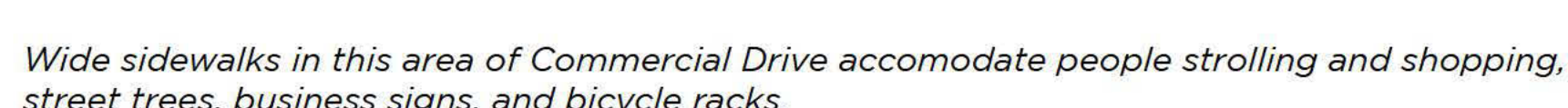


Transportation 2040 is a long-term strategic vision for the City that helps guide transportation and land use decisions and public investments. The plan sets long-term targets and includes policies and actions to help us reach them.

- ## Transportation 2040 Policies

- W 1.2: Make streets safer for walking
- C 1.1: Build cycling routes that feel comfortable for people of all ages and abilities
- C 1.2: Expand the cycling network to efficiently connect people to destinations
- T 1.3: Improve transit reliability and speed using transit priority measures
- M 1.2: Consider impacts to transit, commercial vehicles, and general traffic flow prior to reallocating road space
- M 1.3: Manage traffic and improve safety and neighbourhood livability
- G 2.2: Provide for efficient loading and unloading

- Greenest City 2020 Action Plan: Green Transportation
- Healthy City Strategy: Active Living and Getting Outside, Getting Around
- Renewable City Strategy: Complete Streets
- Economic Action Strategy: Support for Local Business





# 5 Background

In July 2016, City Council adopted the Grandview-Woodland Community Plan, following a four year community planning process.

## Grandview-Woodland Community Plan: Transportation Directions

The Grandview-Woodland Community Plan includes the following transportation directions:

- **Complete Streets:** Prioritize sustainable transportation choices and accessibility for people of all ages and abilities
- **Safety:** Eliminate transportation-related fatalities and serious injuries
- **Walking:** Make walking safe, comfortable, and delightful for everyone
- **Cycling:** Make cycling safe, convenient, and comfortable for everyone
- **Transit:** Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable
- **Goods Movement, Services, and Emergency Response:** Support the local economy and maintain effective emergency response times
- **Road Network and Parking:** Support a gradual reduction in car dependence by making it easier, safer, and more efficient to drive less

### Grandview-Woodland Community Plan Complete Street Policy:

Design streets to prioritize sustainable transportation choices and accessibility for people of all ages and abilities, while ensuring that core service and delivery functions can still be accommodated and the needs of multiple users and modes of transportation can be safely met.

## Grandview-Woodland Community Plan: Public Space and Public Life

**Streets as Places:** Enhance streets to function both as public spaces as well as pathways for movement



Public plaza at Britannia Community Services Centre provides gathering and event space.



Parklet outdoor seating at E 4th Avenue. A parklet converts an on-street parking space into a public gathering place or mini plaza.



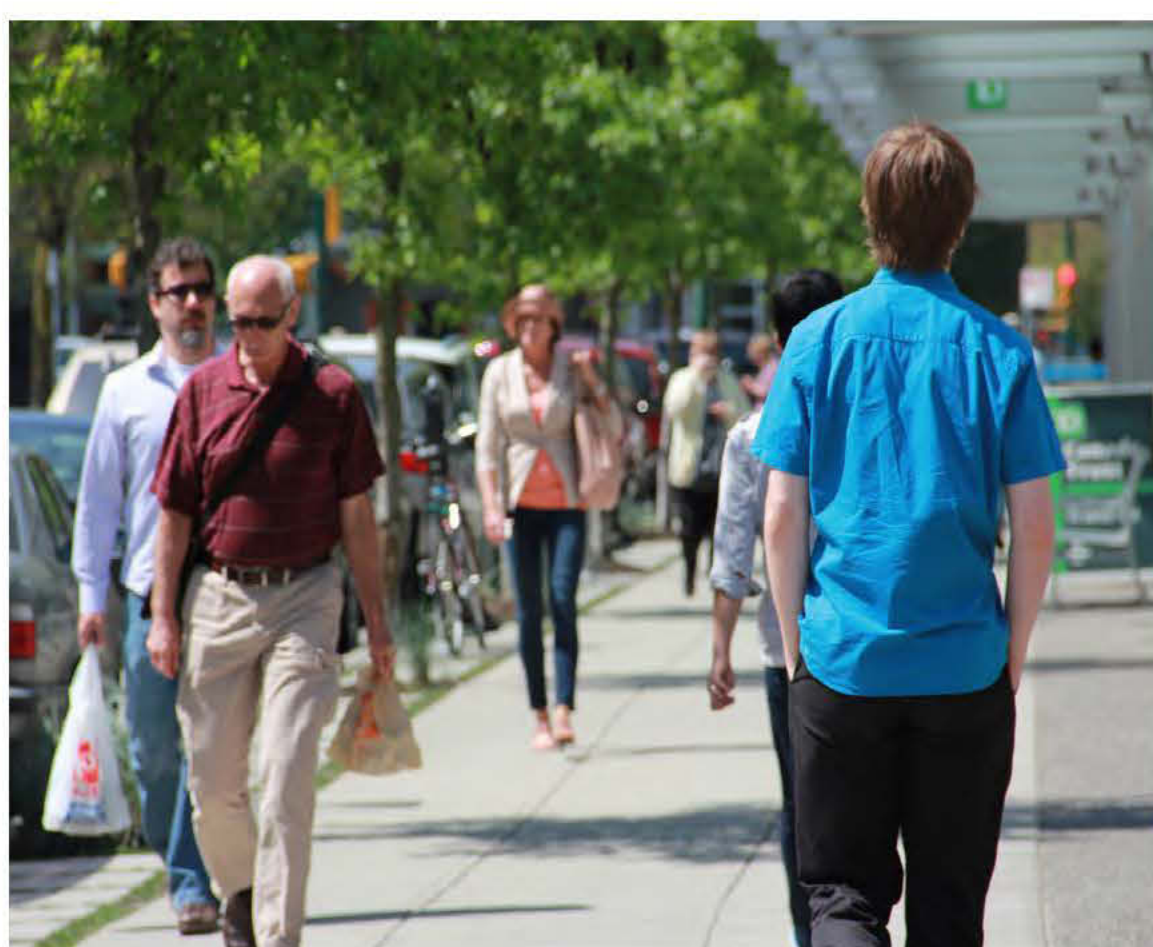
# 6 Complete Streets

## What is a Complete Street?

A Complete Street considers the needs of people of all ages and abilities, using all modes of travel. Safe and comfortable access for people walking, cycling, and using transit is not an afterthought, but an integral planning feature. Accessible design allows all people to meet their daily needs and participate in public life.

Complete Streets often require retrofitting roads to provide a full array of transportation choices that are safe and convenient.

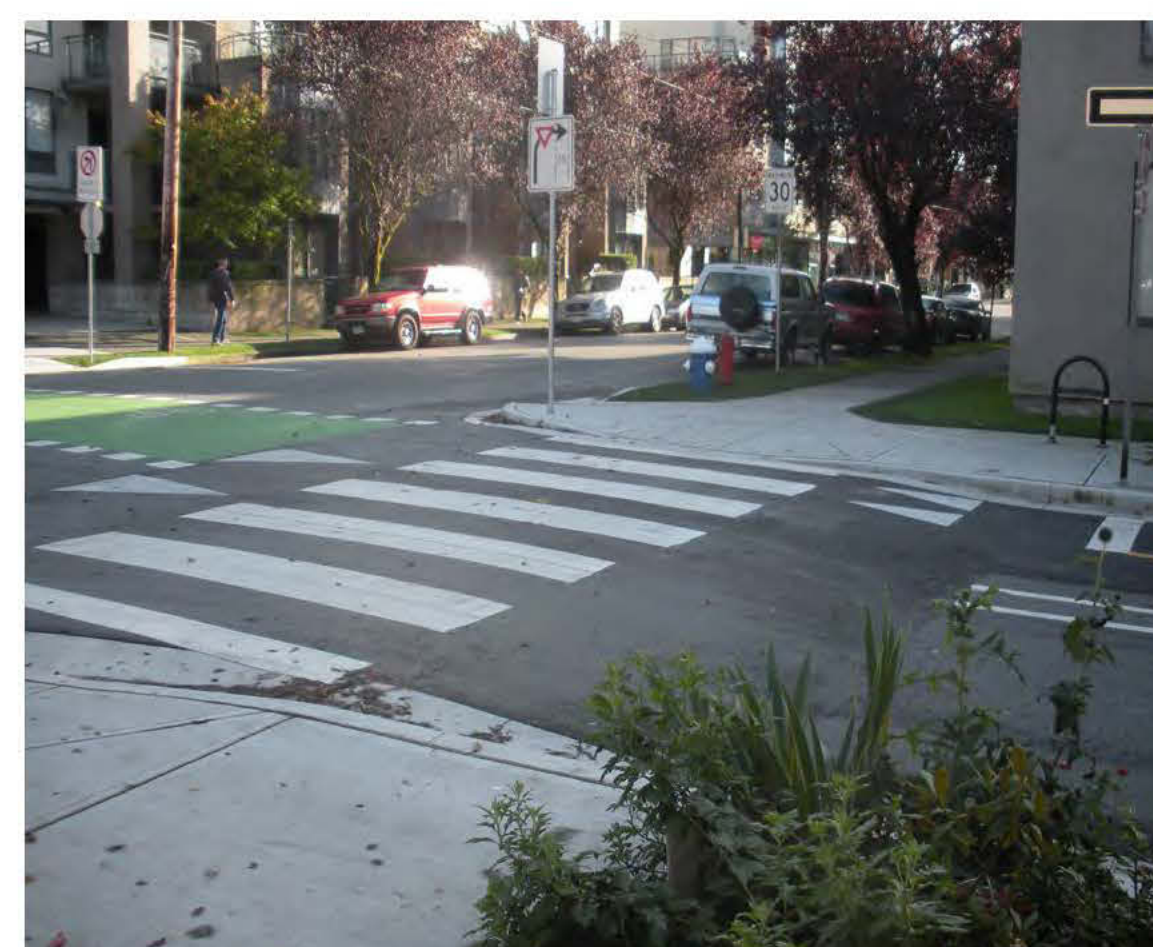
## Complete Street Treatment Toolkit Examples:



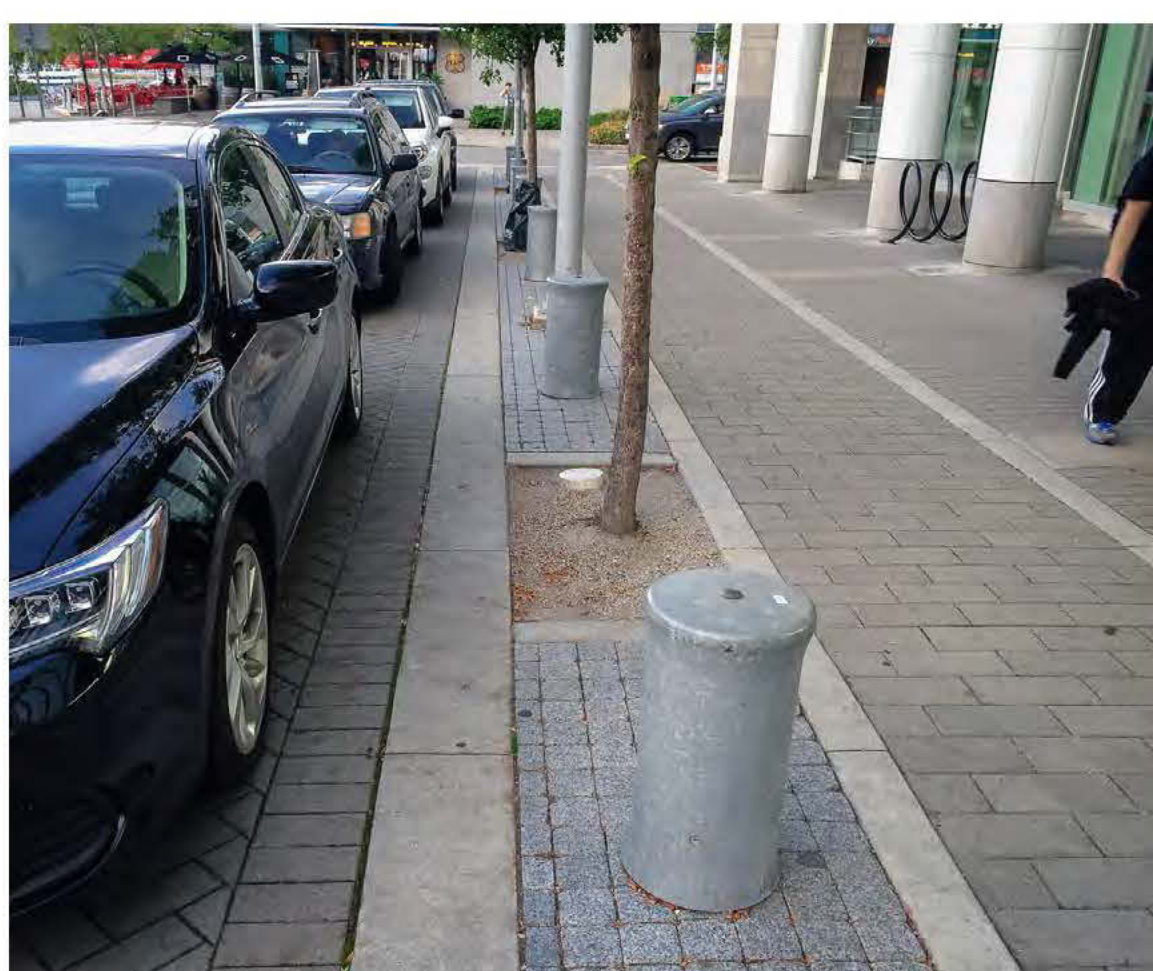
Reduce sidewalk barriers (relocate signs and furniture)



Shorten crossing distance at intersections with curb bulges



Provide raised crosswalks across local streets and laneways



Include a buffer between the sidewalk and motor vehicles



Improve accessibility (smooth surface and curb ramps)



Improve pedestrian lighting

*Photo by: Payton Chung*



Enhance transit stops



Provide protected bike lanes



Provide more seating



# 7 Complete Street Design Principles

Commercial DR

Help us confirm the Complete Street design principles for Commercial Drive. Tell us what you like and don't like, and what is missing:

## Proposed Design Principles

Like (Blue)  
Don't Like (Yellow)

## Potential Design Toolkit:

Like (blue)  
Don't like (yellow)

1. Provide direct and convenient access to shops and services for people of all ages and abilities (AAA) using all types of transportation
2. Improve safety and comfort for people travelling by all types of transportation, with a focus on walking, cycling, and transit
3. Ensure loading, delivery, and access works well for local businesses
4. Consider impacts to transit, traffic flow, nearby streets, and parking
5. Consider flexible design approaches that facilitate special events
6. Explore opportunities to integrate sustainable rainwater management

- » Enhance public realm
- » Reduce sidewalk barriers
- » Shorten crossings at intersections
- » Provide raised crosswalks
- » Include a buffer between the sidewalk and motor vehicles
- » Improve accessibility (smooth surfaces, curb ramps, and audible signals)
- » Improve pedestrian lighting
- » Provide weather protection
- » Provide protected bike lanes
- » Consolidate and enhance transit stops
- » Provide additional seating

What's missing...?



# 8

# Safety and Comfort

Commercial DR

Most of Commerical Drive is a thriving commercial high street, but there are ongoing problems with collisions between motor vehicles and other road users, especially people walking and cycling.

## Safety Hotspots

- The highest collision locations are at Hastings Street, Venables Street, East 1st Avenue, and East Broadway
- Right turn or 'right hook' collisions for people walking and cycling
- Midblock collisions, often with people jaywalking
- 'Dooring' is a hazard, as people cycling are often squeezed between moving and parked cars

## Perception of Comfort

- Almost **90%** feel comfortable walking with a young child today
- However, only **14%** feel comfortable cycling with a young child today

How comfortable do you feel walking along Commercial Drive?

80%

15%

How comfortable would you feel walking along Commercial Drive with a young child or elderly person who may need assistance?

60%

27%

How comfortable do/would you feel cycling along Commercial Drive

15%

22%

How comfortable do/would you feel cycling along Commercial Drive with a young child?

4%

10%

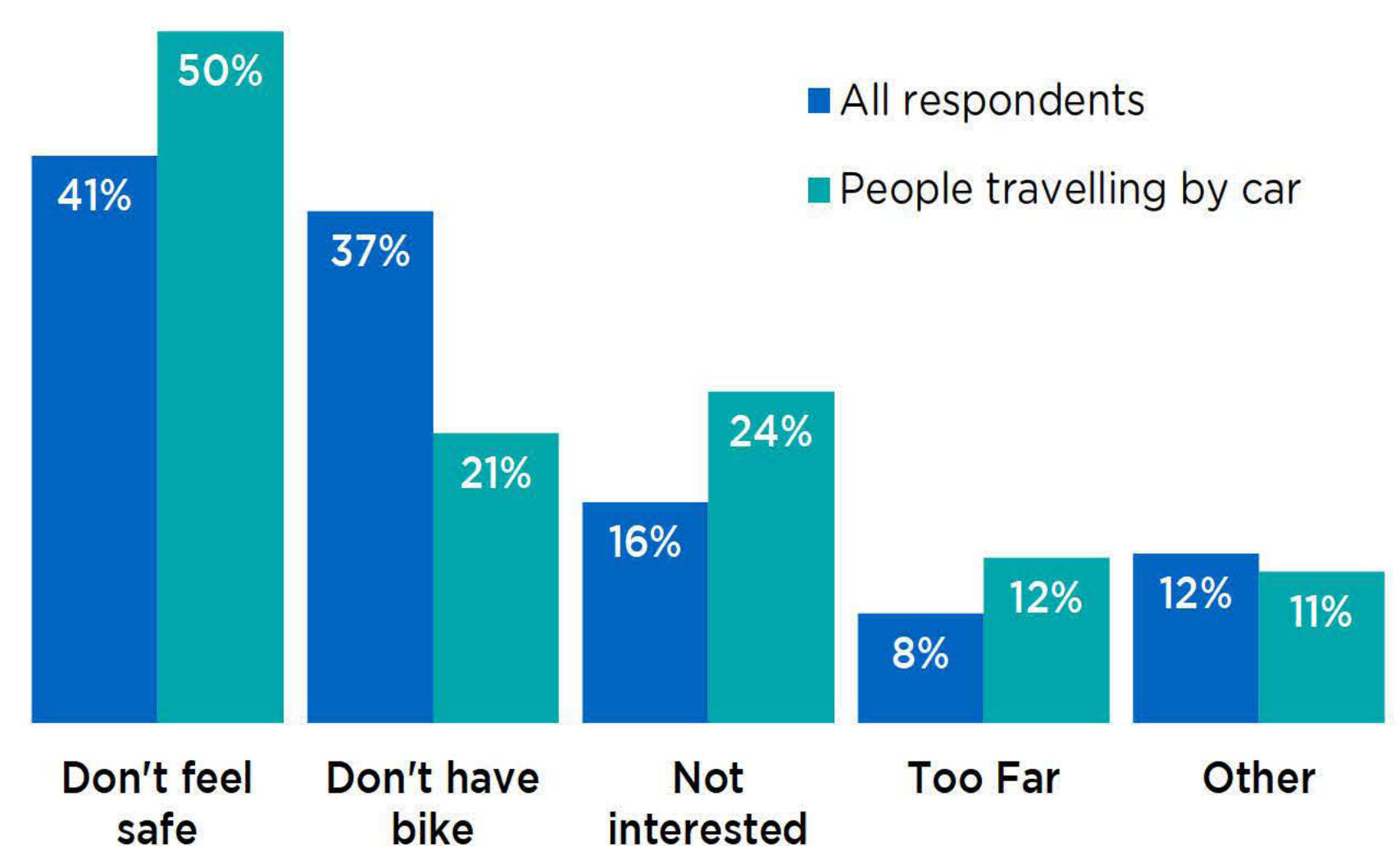
■ Completely Comfortable ■ Somewhat Comfortable

Source: 2016, Intercept Survey

## Safety is a major barrier

- Two-thirds of people surveyed have never cycled on Commercial Drive, but only 16% say it's because they are not interested
- **Over 50% are interested** but identified the following **barriers**:
  - » **Feel unsafe/uncomfortable (41%)**
  - » **Don't own a bike (37%)**

## Why don't you cycle on Commercial Drive?



Source: 2016, Intercept Survey



## Walking and Public Space

### Overview

- Thousands of people walk along Commercial Drive every day
- About **70%** are visiting shops or services
- About **90%** feel comfortable walking with a small child or elderly person who needs assistance

### Challenges

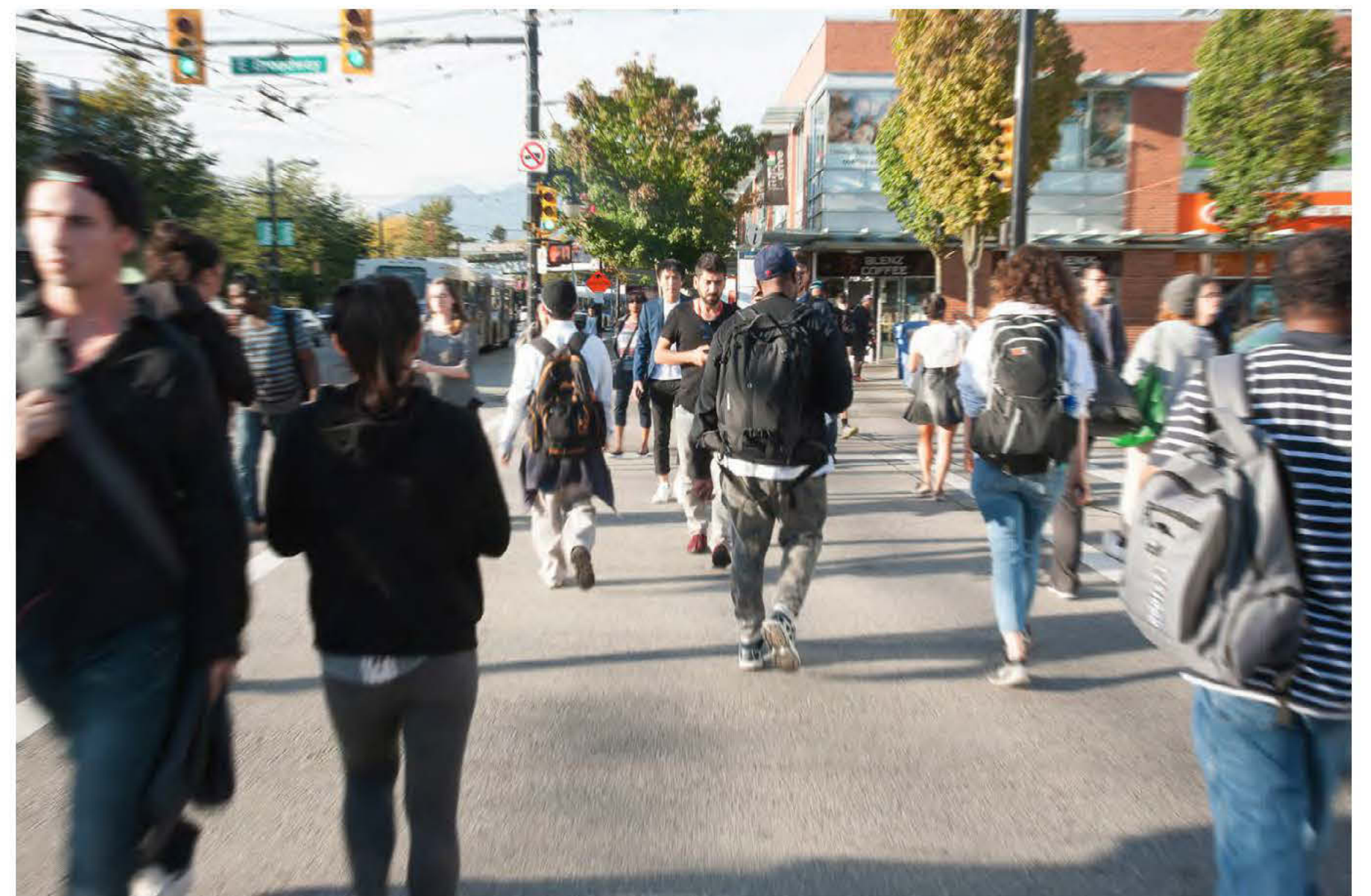
- Competing sidewalk uses, including people strolling, outdoor seating, locked bicycles, and free-standing signs
- Sidewalk congestion, especially at busy bus stops

### Opportunities

- Create a better pedestrian environment and public realm
- Improve comfort by providing raised crosswalks across local streets and lanes
- Improve pedestrian lighting
- Expand sidewalk space at bus stops
- Optimize street furniture locations and reduce sidewalk clutter
- Create more public plazas and parklets on adjacent local streets



Sidewalks on Commercial Drive are generally very busy. Relocating bike parking, smooth surfaces, and improved crossings may help improve accessibility and comfort.



Commercial Drive at Broadway is a gateway to the Grandview-Woodland neighbourhood and a frequent collision location.

## Are we missing any challenges or opportunities?



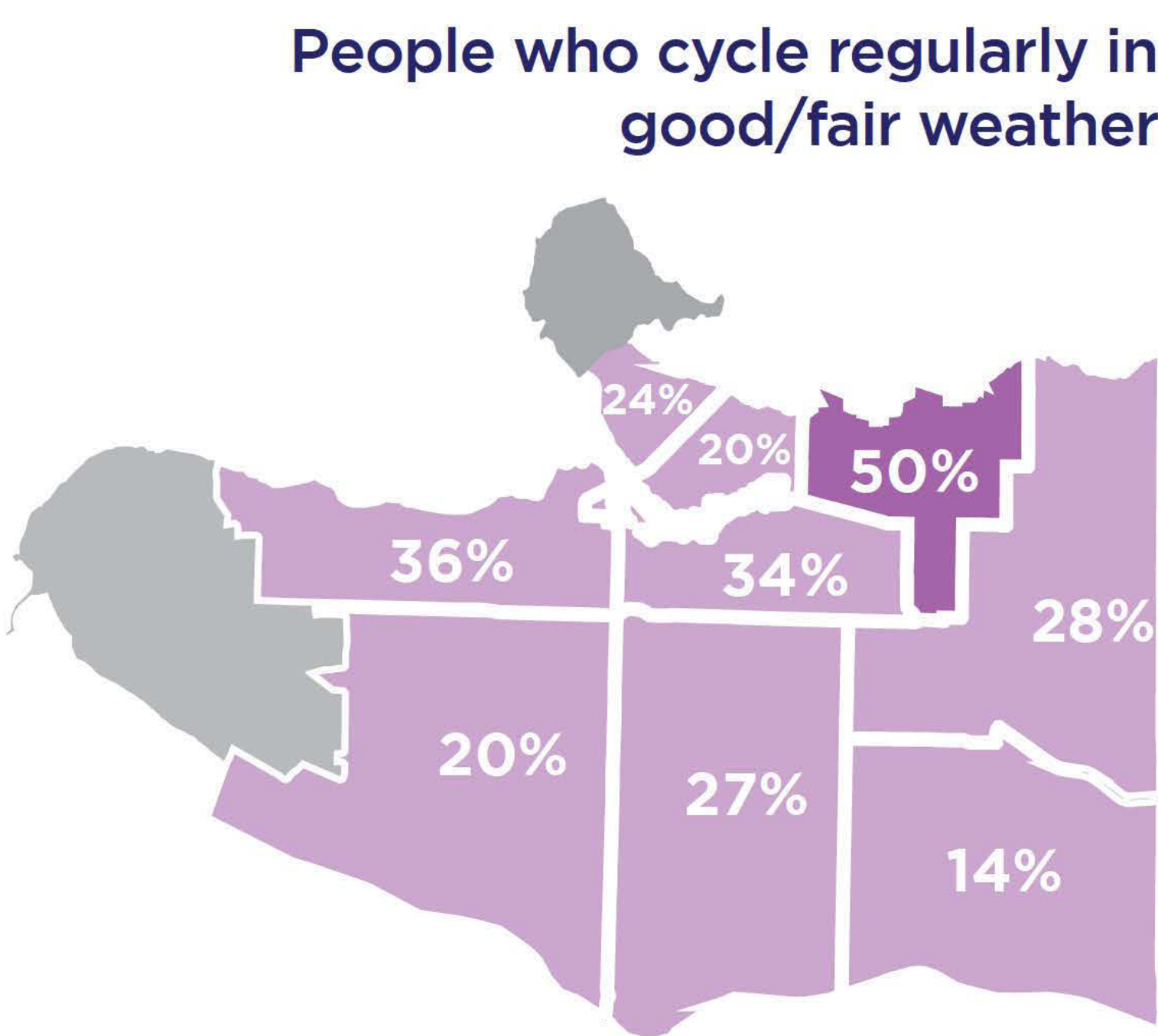
## Cycling on The Drive

### Overview

- **A bike-friendly community:** half of all people in the area cycle regularly in good or fair weather, and 60% would like to cycle more often
- About **two-thirds** of people visiting have never cycled on Commercial Drive, with safety concerns and not having a bike being the largest barriers cited
- Only **14%** of people would feel comfortable cycling with a small child today

### Challenges

- Shared roadways feel unsafe and uncomfortable for people cycling
- Lack of cycling facilities means people cycle on the sidewalks and in the 'door zone' between moving and parked cars



Source: 2015, Transportation Panel Survey

### Opportunities

- Explore reallocating a travel lane south of Graveley Street to create a protected bike lane
- Explore improved intersection designs to reduce conflicts between road users
- Expand Mobi bike share
- Relocate bike racks from the sidewalk by adding bike corrals (using on-street parking spaces)
- Improve connections and wayfinding to existing bike routes



Without cycling facilities, people are forced to ride in the 'door zone' between parked cars and moving traffic. Some people avoid riding altogether because it does not feel safe.



People are more likely to bike on the sidewalk if riding on the street does not feel safe. AAA facilities will help reduce sidewalk riding by providing a safe option.



People cycling or skateboarding ride in the 'door zone' between parked cars and moving traffic.



# 11 Transit Routes and Service

Commercial DR

## Transit

### Overview

- Commercial-Broadway is the busiest rapid transit station in the region, with 90,000 train trips and 60,000 bus trips each day
- Seven bus routes serve the neighbourhood – including the 9, 14, 16, 20, 22, 135, and 99 B-Line bus routes
- 25% of daily trips in the neighbourhood are made by transit (Source: 2015, Transportation Panel Survey)

### Challenges

- Overcrowded routes such as the 99 B-Line and the 20 bus route
- Poor reliability on the 20 bus route, in part due to close bus stop spacing (every 200 -300 metres) and bus bunching

### Opportunities

- Improve transit reliability and travel times by reducing the number of transit stops (e.g. every 300-500 metres)
- Optimize bus stop locations and create new transit waiting areas
- Align stops with crosswalks to improve access
- Integrate street improvements with station upgrades
- Look for improvements on each bus route outside the Commercial Drive segment



The 20 Victoria bus route travels from Downtown Vancouver to SE Marine Drive. Waiting areas at some bus stop along Commercial Drive are busy and congested.



The 99 B Line bus stop on Commercial Drive at the Commercial-Broadway Station is one of the busiest in the region.

## Are we missing any challenges or opportunities?



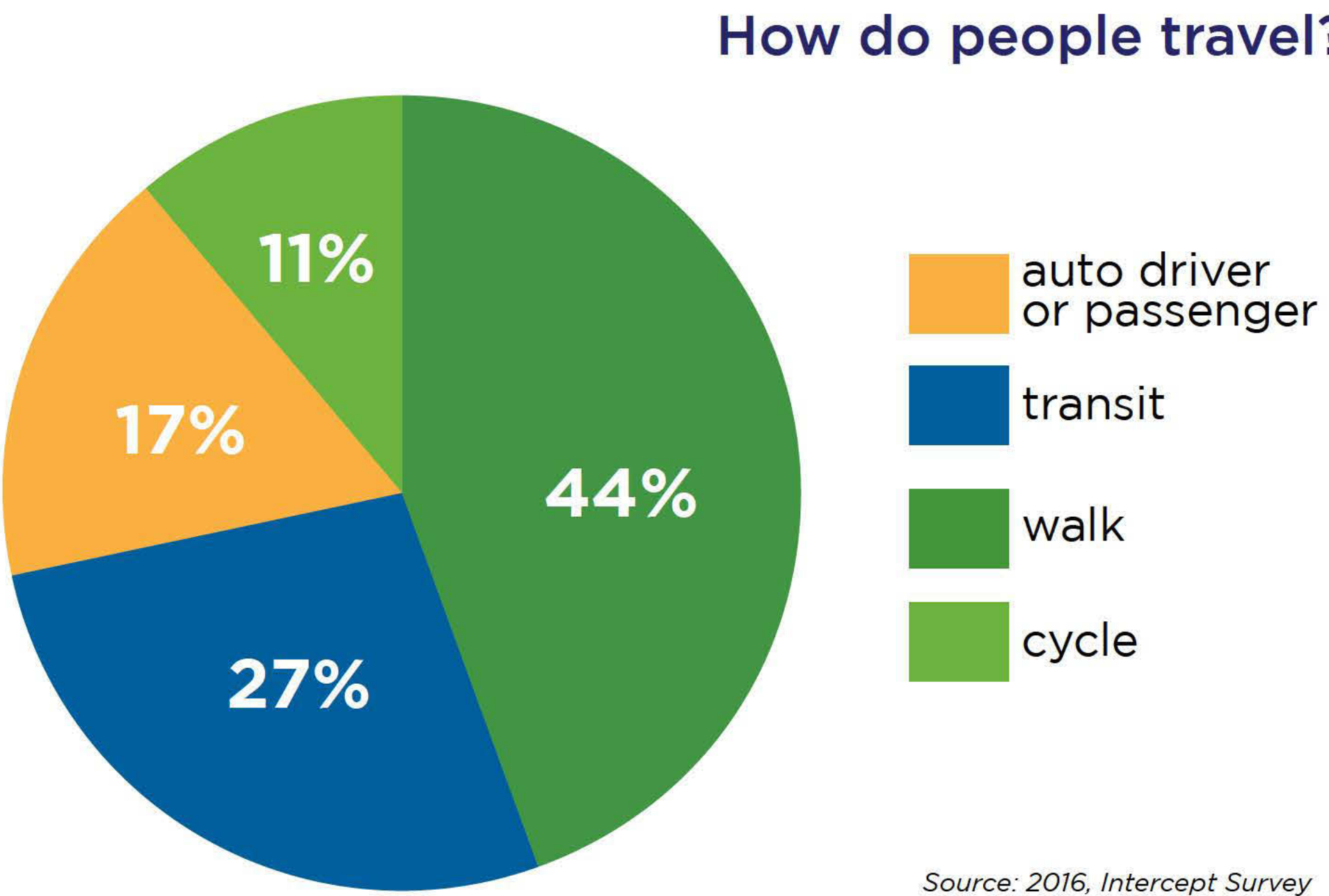
With over 300 independent businesses serving both locals and the broader region, Commercial Drive is a key destination in the Grandview-Woodland neighbourhood and the city.

In August 2016, the City commissioned a street intercept survey to gain insights into how people travel to and along The Drive.

Accessing Shops and Services

How do people get to The Drive?

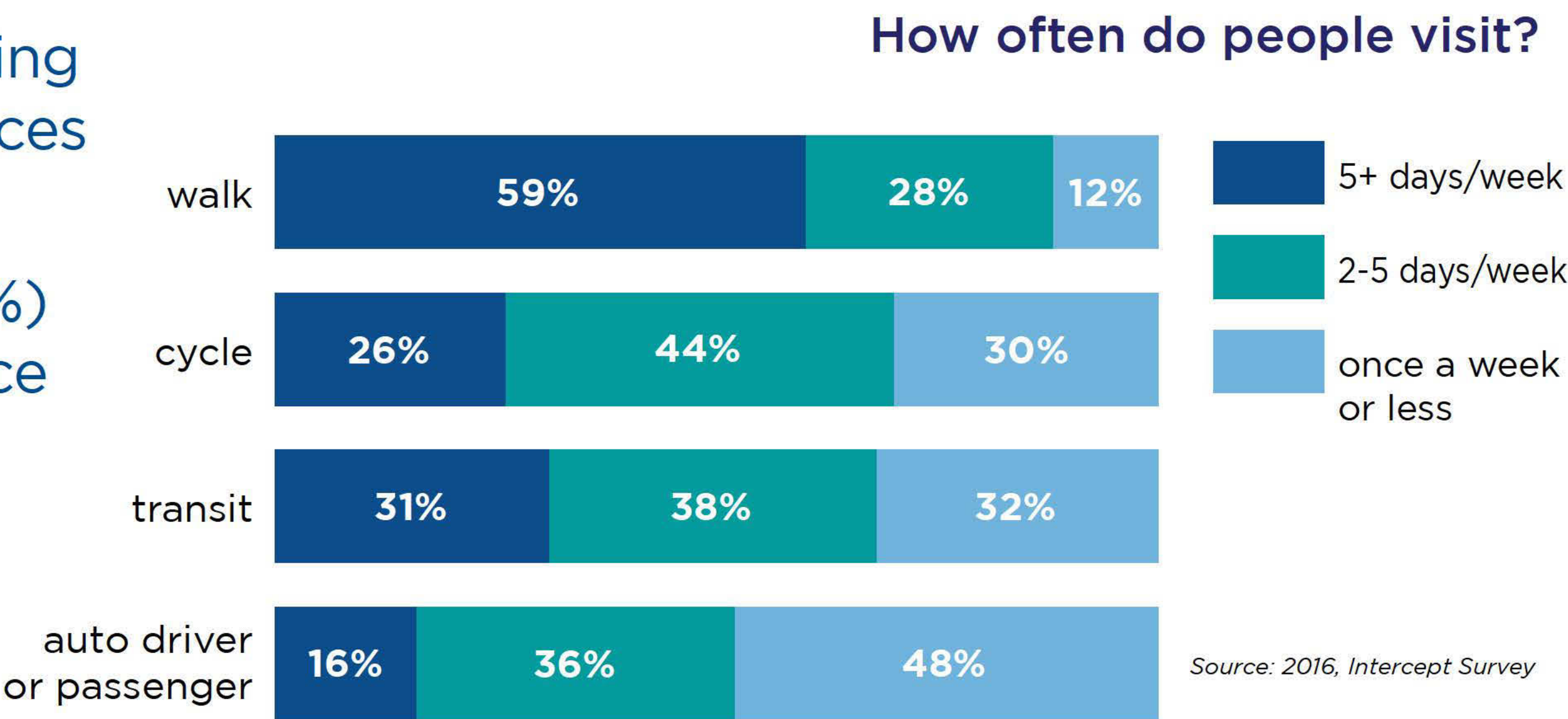
- Over **80%** of people surveyed on Commercial Drive sidewalks arrived on foot, bike, or transit



Source: 2016, Intercept Survey

How often do people visit The Drive?

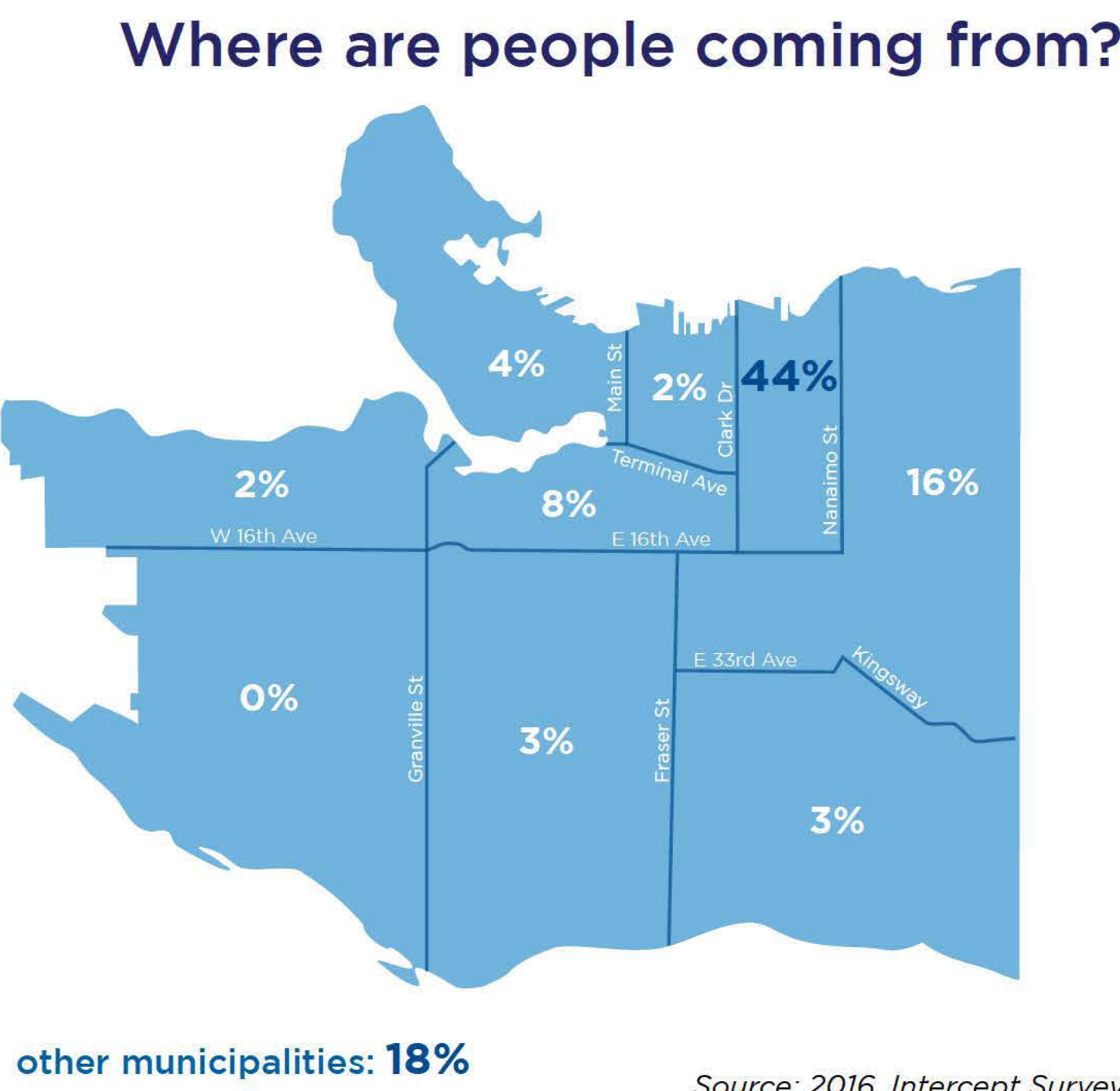
- People walking, cycling, or taking transit visit businesses or services more frequently
- Half of the people driving (48%) visit businesses or services once per week or less



Source: 2016, Intercept Survey

Where are people coming from?

- Most people shopping on The Drive are local:
  - » 44% from within Grandview-Woodland
  - » 38% from elsewhere in the city
  - » 18% from other municipalities



Source: 2016, Intercept Survey



## Parking

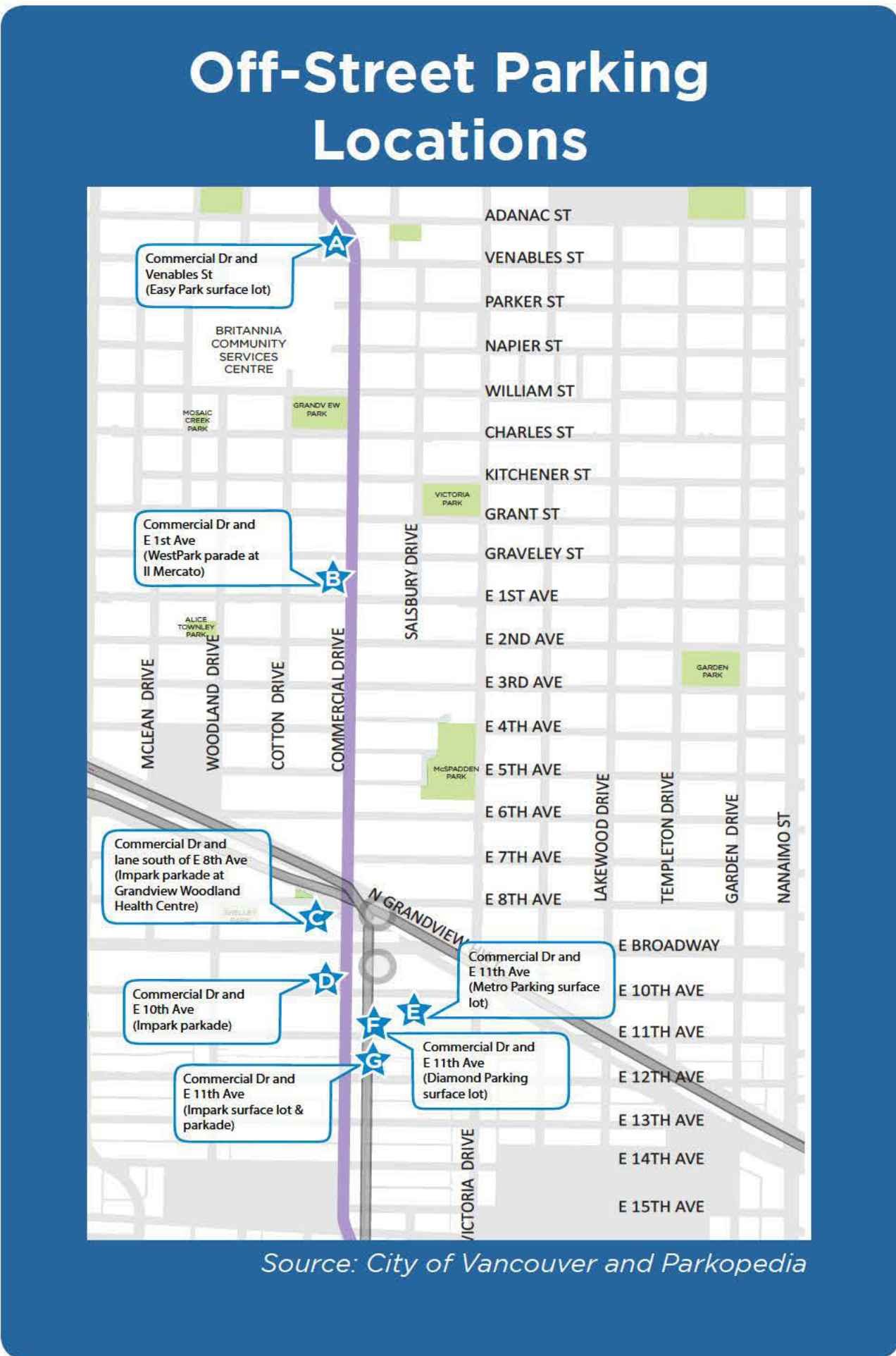
17% of people arrive by vehicle, and there is on-street and off-street parking available in the area for visitors.

- **272 on-street** parking spaces between Venables St and Grandview Hwy N
- Estimated **800\* off-street** parking spaces between Venables St and Grandview Hwy N
- Neighbourhood streets have prioritized on-street permit parking for residents

\*Areas behind businesses were often not demarcated into individual spaces, requiring the number of available parking spaces to be estimated (as opposed to counted). Source: 2014, City of Vancouver

### Where do people park to get to The Drive?

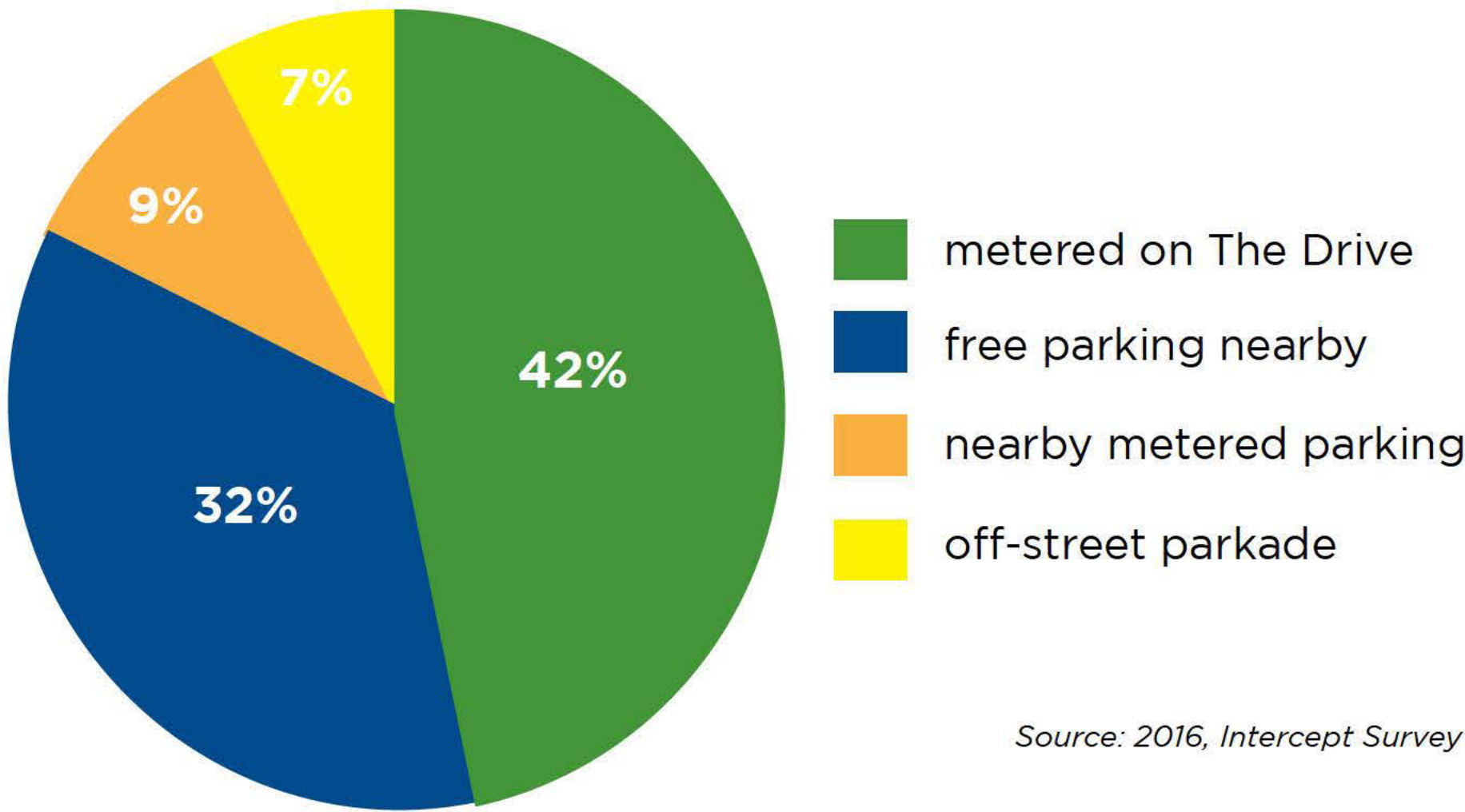
- **42% use metered** parking either on The Drive (33%) or nearby (9%)
- **32% use free** (unmetered) parking on neighbourhood side streets
- **Less than 7% use off-street** parkades/lots



### How easy was it to park when coming to The Drive?

- 86% said it was very easy (53%) or somewhat easy (33%) to find parking
- 11% found it somewhat difficult or very difficult (4%) to find parking

### Where do people park?



A popular shopping destination for locals who can walk to Commercial Drive, or regional visitors who may drive or take transit.



With limited laneway access on some blocks, delivery vehicles may park on side streets.



## Goods Movement and Road Network

Commercial Drive is a street that primarily serves local destinations. Parallel streets like Clark Drive or Nanaimo Street carry most of the regional traffic through the neighbourhood.

### Daily traffic

- Commercial Drive carries 13,000 to 22,000 vehicles per day, with heavier volumes south of East 1st Avenue

### Hourly traffic

- 700-800 vehicles per hour, in each direction in busiest sections during peak times
- Similar volumes to Victoria Drive
- By comparison, Clark Drive, Hastings Street, Broadway, and East 1st Avenue carry in excess of 1,200 vehicles per hour

### Challenges

- Design must continue to accommodate loading and delivery needs
- Interventions may reduce available on-street parking

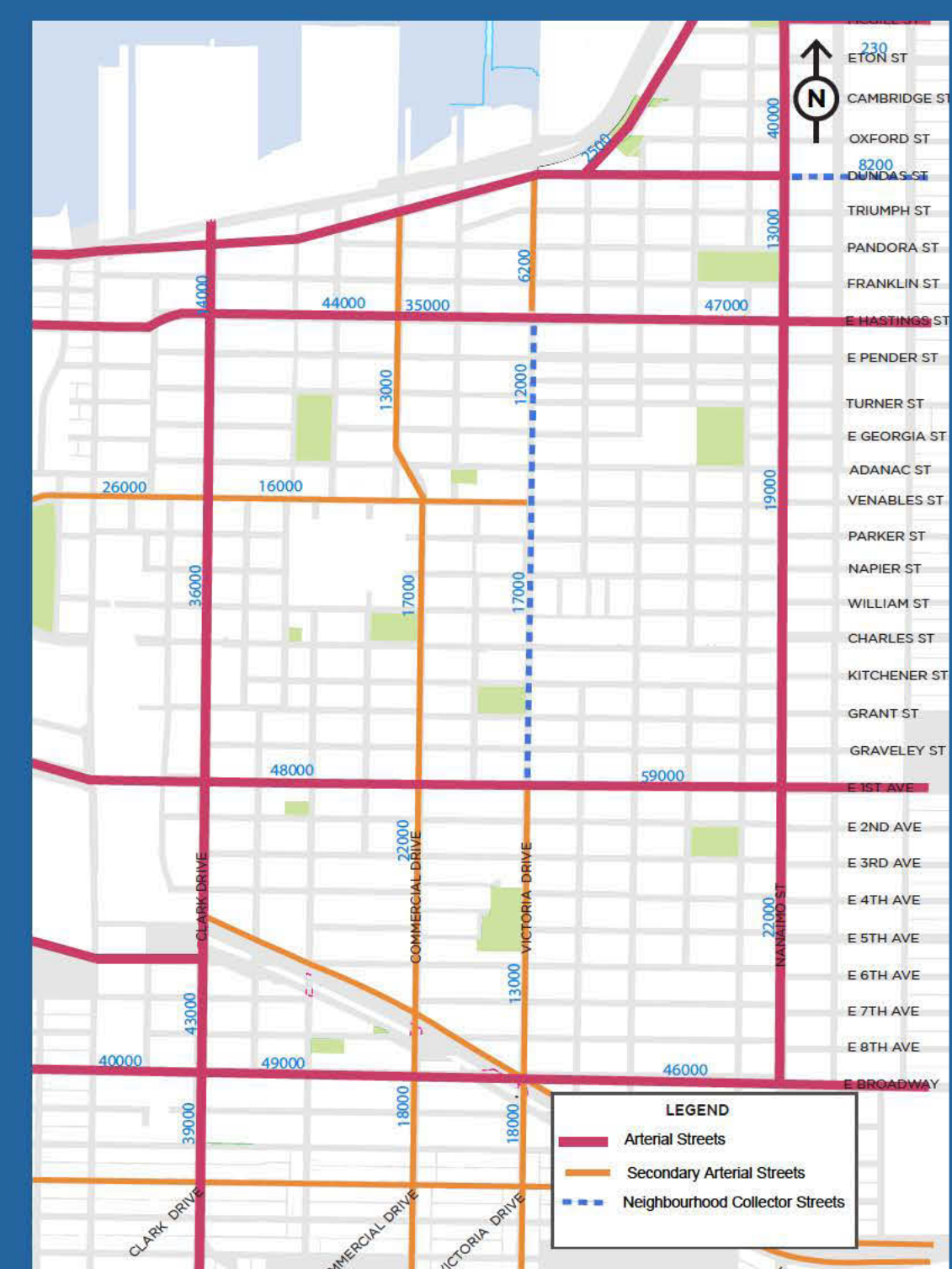
### Opportunities

- Improve wayfinding and signage to existing off-street parking
- Increase customer access to local shops and services
- Consider relocation of special zones (e.g. commercial loading, passenger loading, taxi, etc.)

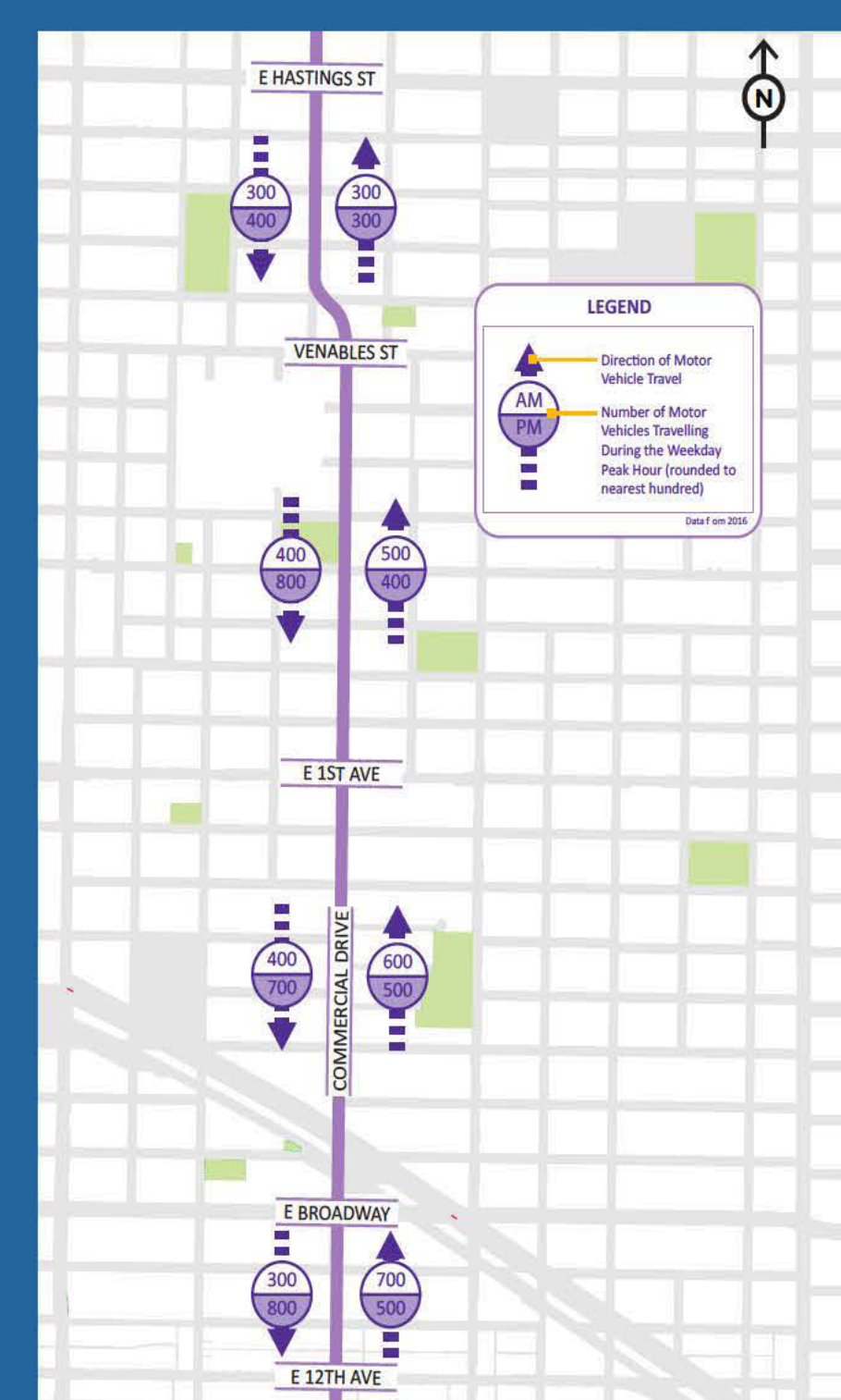
A **Goods Movement and Business Survey** is underway to better understand the loading, delivery, and access needs of individual businesses on The Drive. If you represent a local business and have not completed a survey, please talk to us!

## Are we missing any challenges or opportunities?

### Traffic Counts and Road Designation



### Hourly Peak Volumes

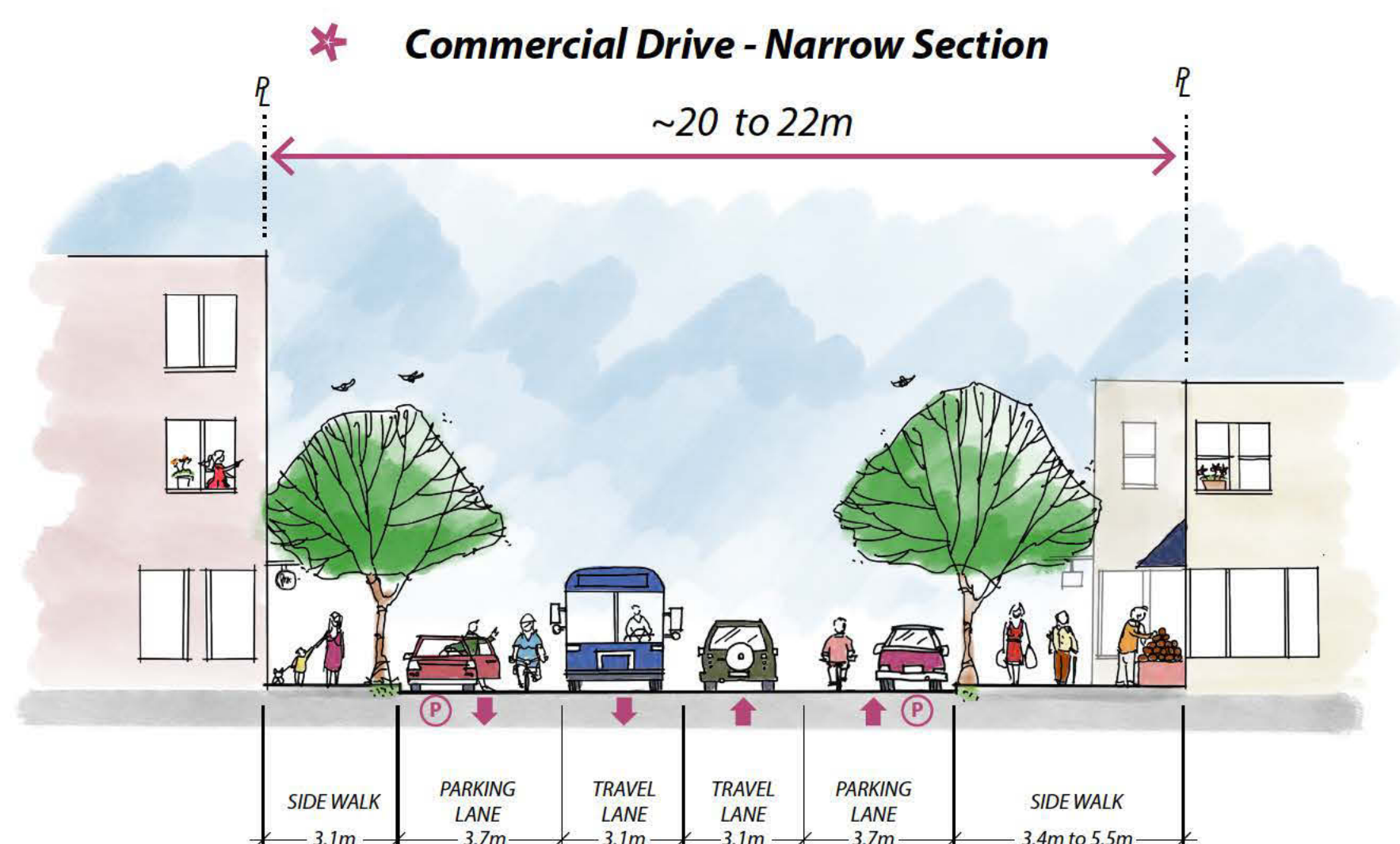




This project covers Commercial Drive between Hastings Street and East 14th Avenue.

While the project will explore walking, cycling, transit, and public space improvements through the corridor, the south section is wider and there may be potential to reallocate a travel lane in each direction.

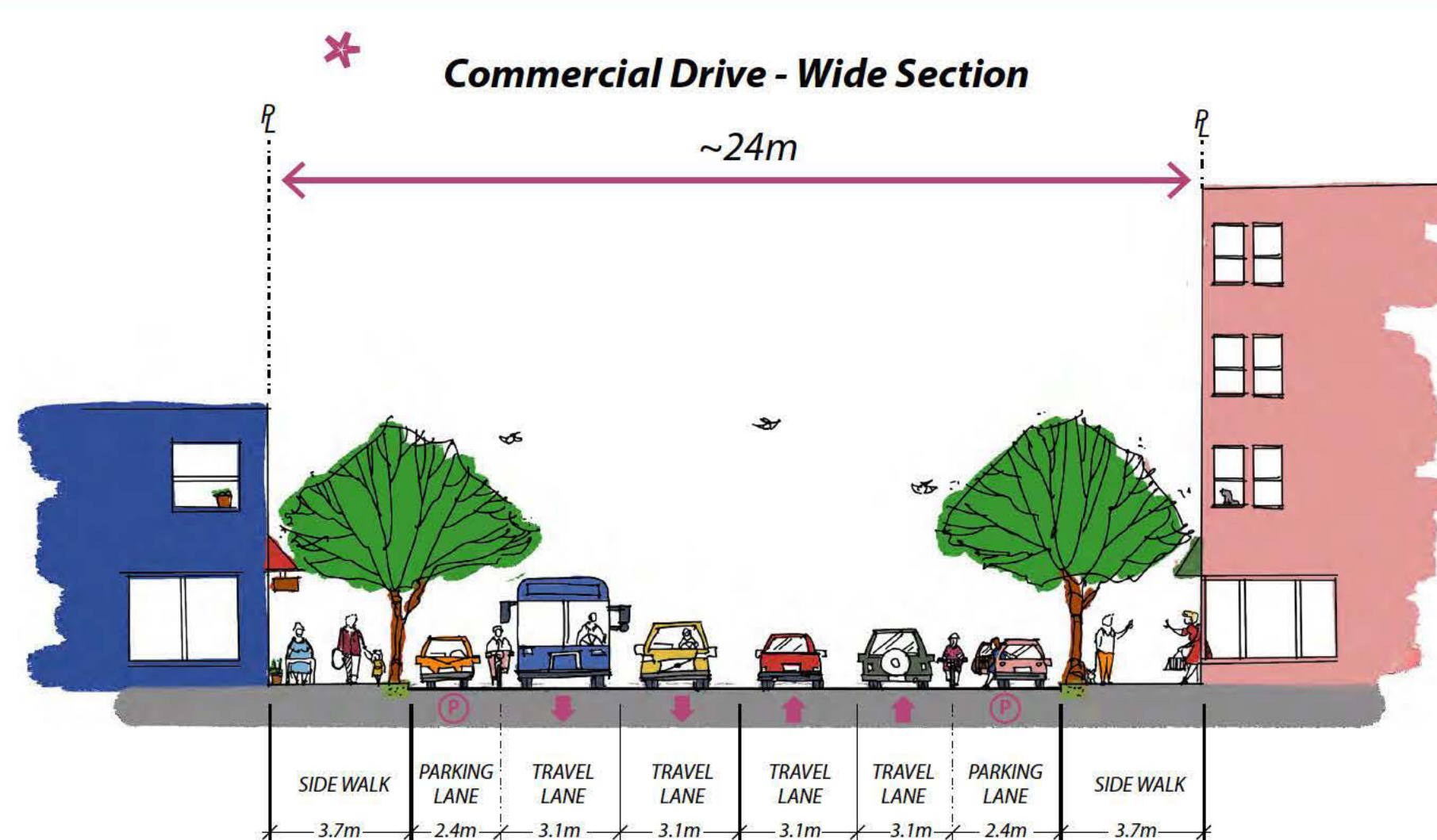
## Narrow Section - North of Graveley Street



### Opportunity - Spot Improvements and Minor Changes:

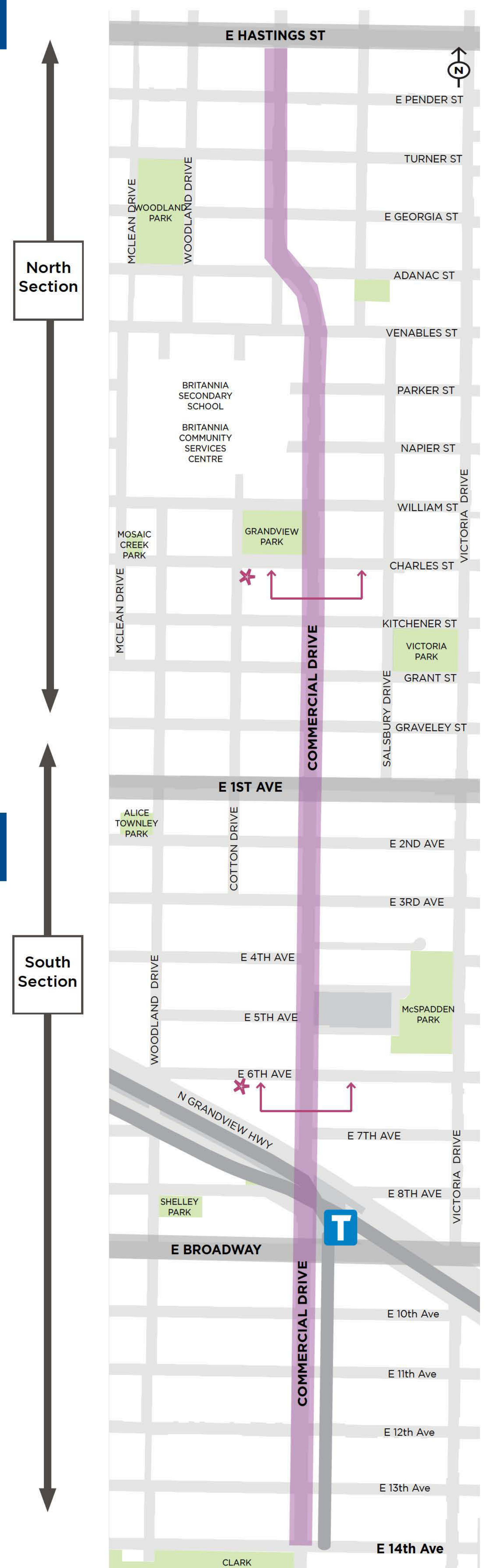
- Sidewalk and public realm enhancements
- Potential Mobi bike share expansion
- Bus stop changes
- Review parking restrictions

## Wide Section - South of Graveley Street



### Opportunity - Significant Improvements:

- Sidewalk and public realm enhancements
- Protected bike lane
- Potential Mobi bike share expansion
- Bus stop changes and expanded waiting areas





**Please number your dot place it on o the map and ell us what it is!**

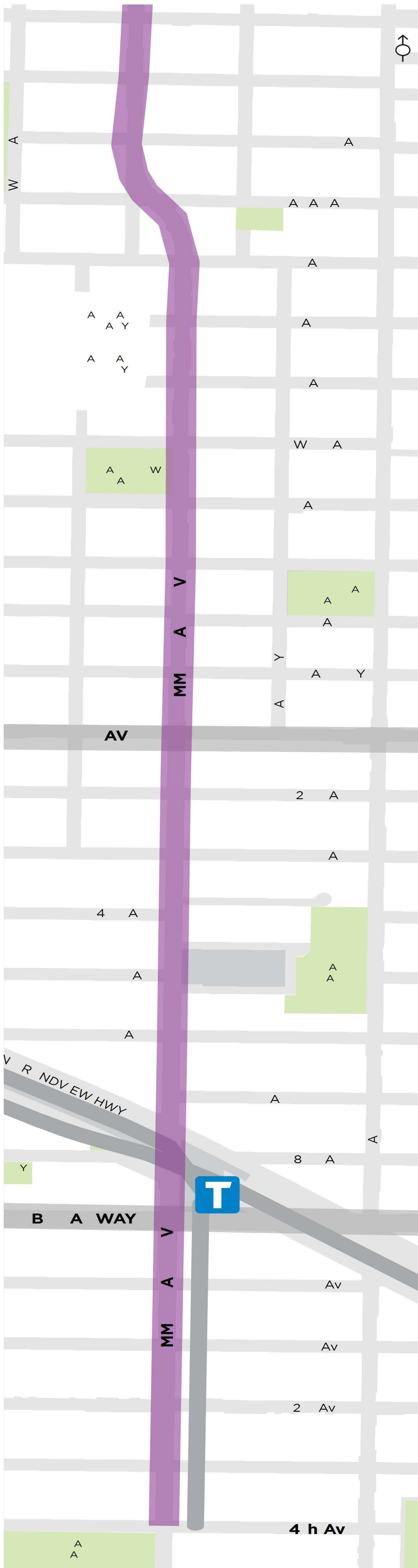


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What aspects of transportation do **you love** along Commencement Drive?

**Please number your dot place it on o the map and e l us what it is!**



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# What are your hopes? ... concerns?

Tell us what is important to consider as we improve the street for all users. Share your hopes and concerns for Complete Street transportation improvements along Commercial Drive.





Our process and anticipated milestones:



## We want to hear from you!

### Ways to share your feedback:

- Review the information on these boards and complete a comment sheet in person at an open house or online at [vancouver.ca/commercial-complete-street](http://vancouver.ca/commercial-complete-street)
- Email: [commercialdrive@vancouver.ca](mailto:commercialdrive@vancouver.ca)
- Phone: 3-1-1

Your input will help finalize the design principles and contribute to design options for creating a more Complete Street along Commercial Drive.