

File No. 04-1000-20-2016-072

April 12, 2016

s.22(1)

Dear s.22(1) :

Re: Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")

I am responding to your request of March 3, 2016 for:

- In regards to the "Cycling Spot Improvement Program" planned for West 7th Avenue and Oak Street, records such as reports and/or summaries prepared by city staff or consultants, public consultation reports and/or summaries, internal memos, and briefing notes, from January 1, 2014 to March 3, 2016.

All responsive records are attached. Some information in the records has been severed, (blacked out), under s.22(1) of the Act. You can read or download those sections here: http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00

Under section 52 of the Act you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your request. The Act allows you 30 business days from the date you receive this notice to request a review by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number assigned to your request (#04-1000-20-2016-072); 2) a copy of this letter; 3) a copy of your original request for information sent to the City of Vancouver; and 4) detailed reasons or grounds on which you are seeking the review.

Please do not hesitate to contact the Freedom of Information Office at foi@vancouver.ca if you have any questions.

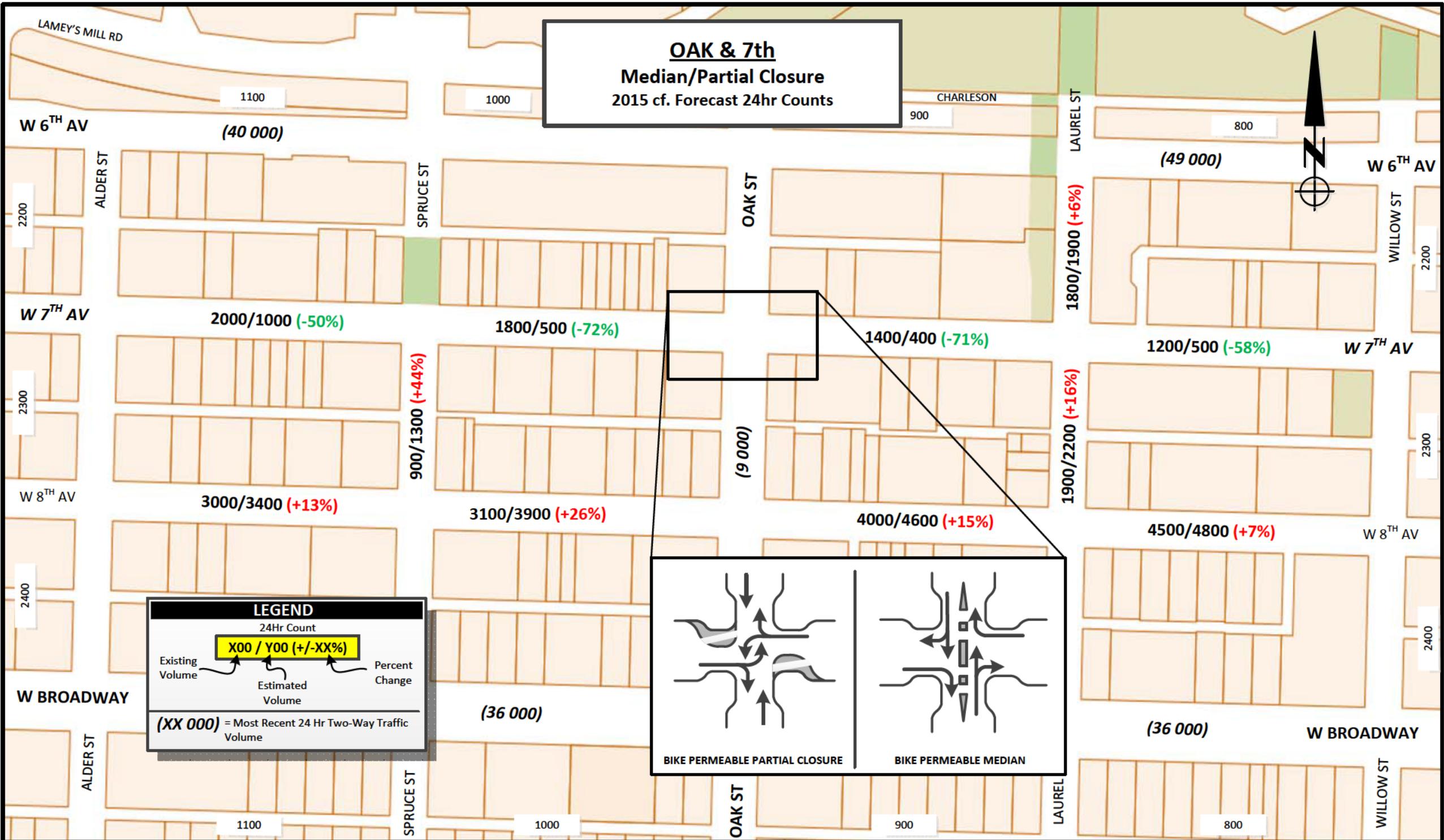
Yours truly,

A handwritten signature in black ink, appearing to be 'B. Van Fraassen', written in a cursive style.

Barbara J. Van Fraassen, BA
Director, Access to Information
City Clerk's Department, City of Vancouver
Email: Barbara.vanfraassen@vancouver.ca
Telephone: 604.873.7999

Encl.
:cf

OAK & 7th
Median/Partial Closure
 2015 cf. Forecast 24hr Counts



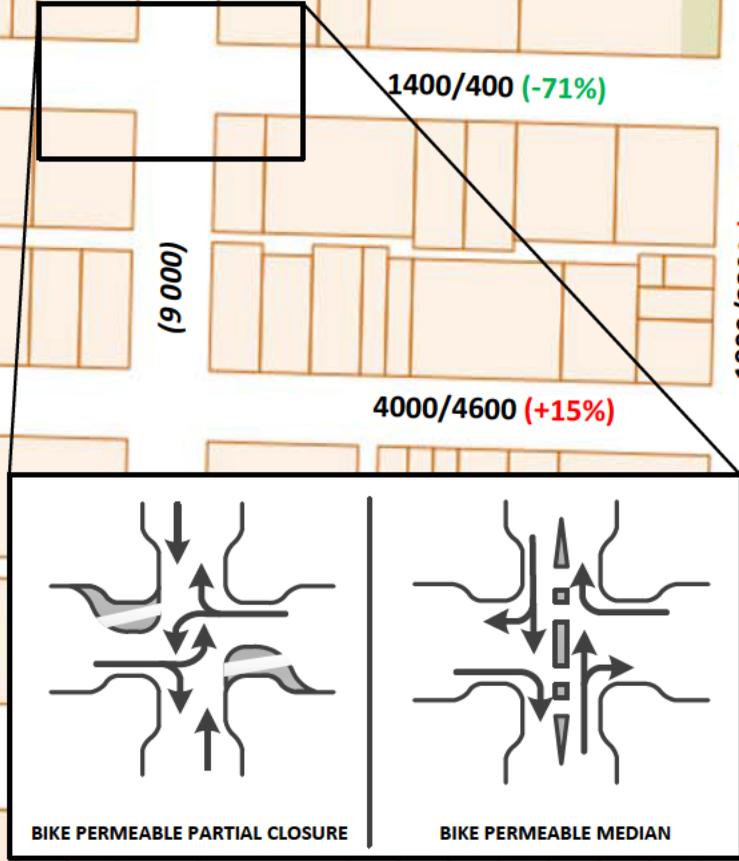
LEGEND

24Hr Count

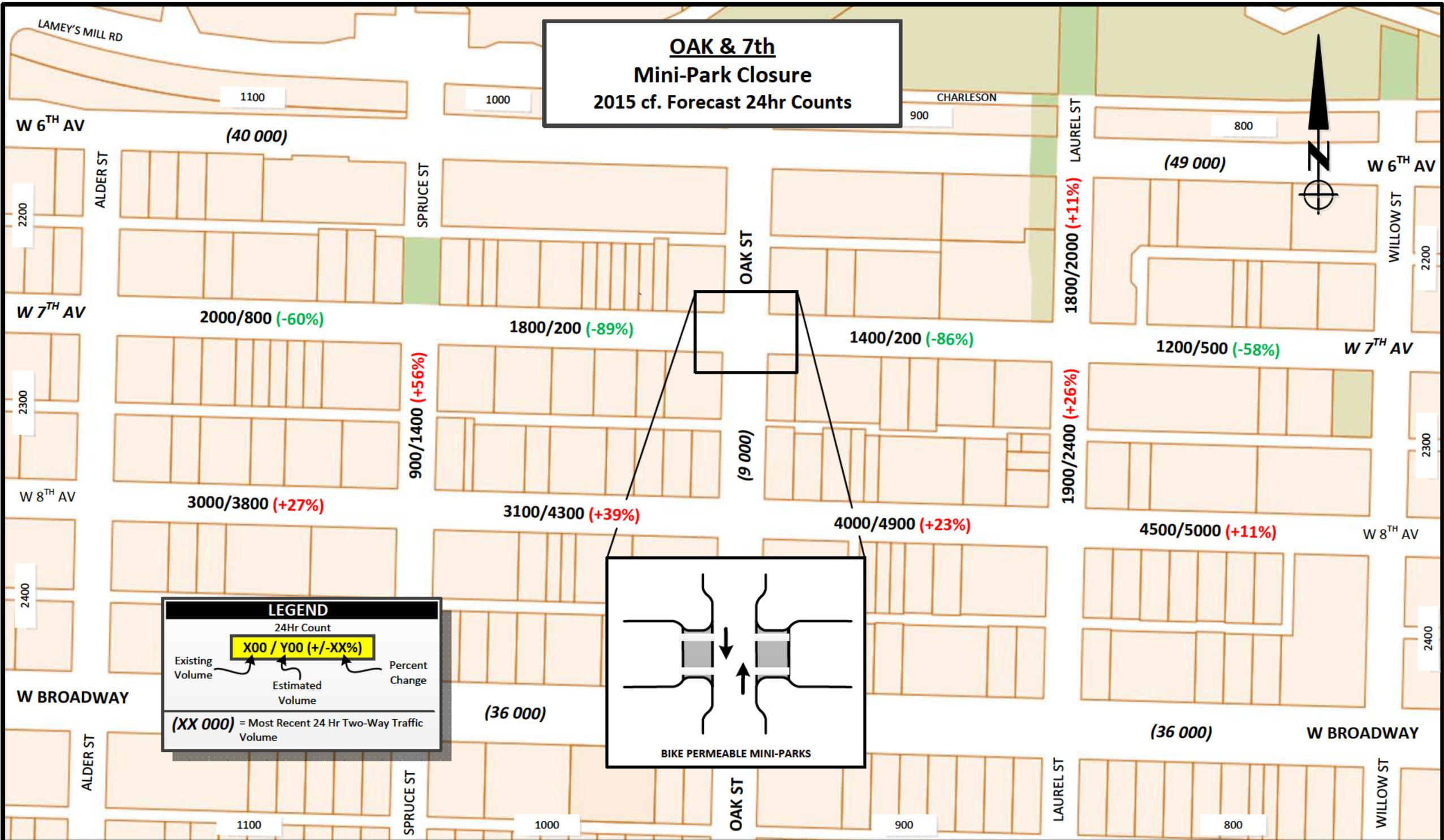
X00 / Y00 (+/-XX%)

Existing Volume Estimated Volume Percent Change

(XX 000) = Most Recent 24 Hr Two-Way Traffic Volume



OAK & 7th Mini-Park Closure 2015 cf. Forecast 24hr Counts



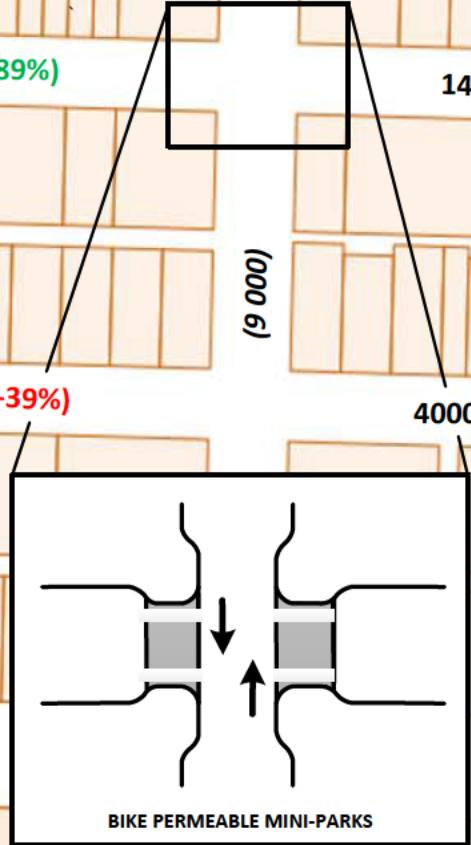
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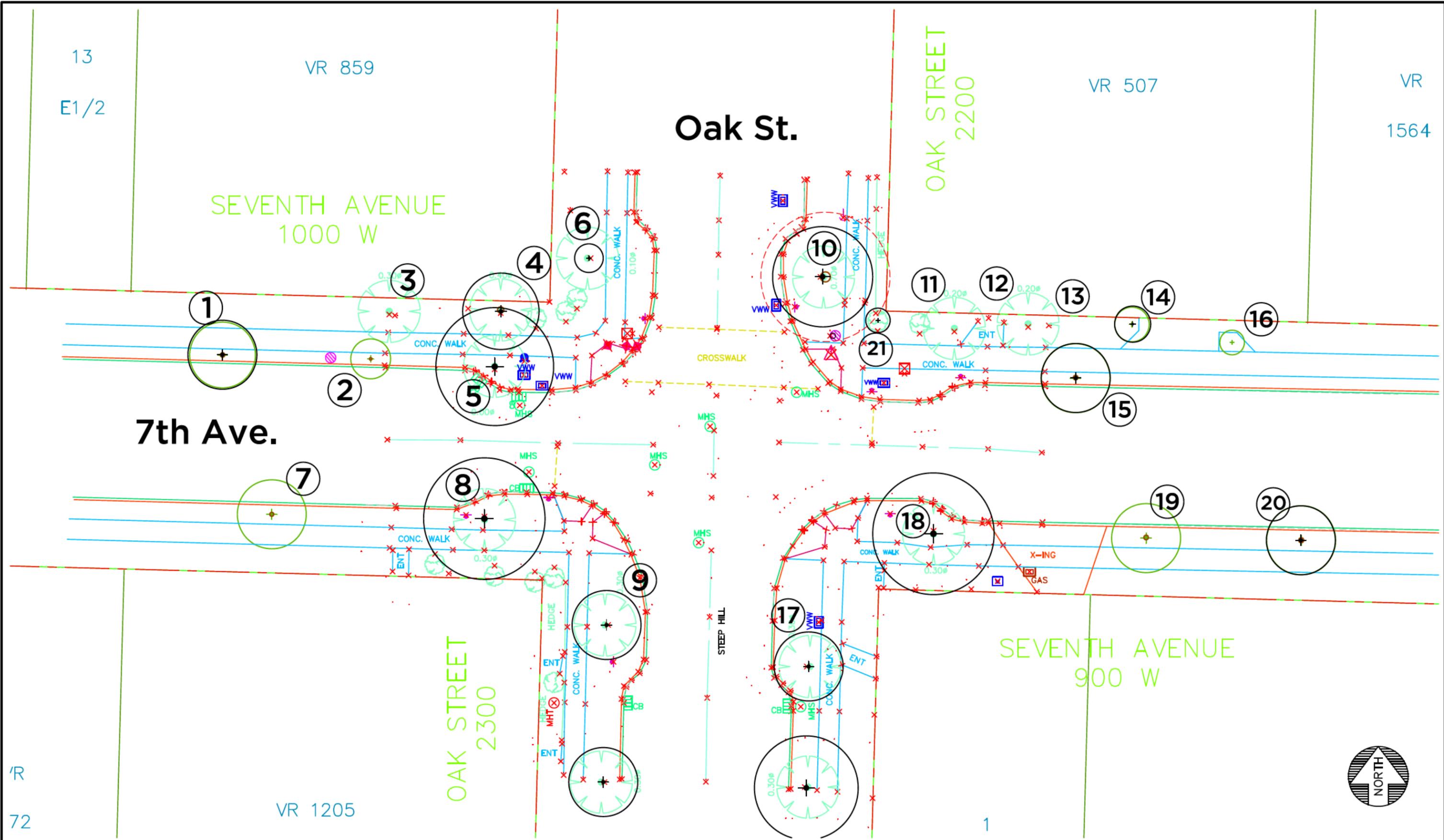
24Hr Count

X00 / Y00 (+/-XX%)

Existing Volume Estimated Volume Percent Change

(XX 000) = Most Recent 24 Hr Two-Way Traffic Volume





	APPROVALS	INITIALS	CONTACT	REVISIONS / DESCRIPTION	INITIALS	ENGINEERING SERVICES – CITY OF VANCOUVER – ACTIVE TRANSPORTATION		SCALE: 1:250
	LANDSCAPE ARCHITECT					DESIGNED BY:	Cycling Spot Improvements - Oak & 7th Existing Tree Inventory	DATE: September 2015
	PROJECT ENGINEER					DRAFTED BY: APL		DWG. NO. 2012-112-B-1.1
	CONSTRUCTION COORDINATOR					CHECKED BY:		REV. NO.
LANDSCAPE DESIGNER				DIRECTORY: Y:\TRANSPORTATION\TRANSPORT_DRAFTING\PROJECTS\2012\2012-112\2 Preliminary\2012-112 Landscape\CADD\ENG - ATB - 2012 - 112 - Oak and 7th - Landscape Plan.dwg			SHEET: OF	

MEMORANDUM

October 15, 2015

TO: Dale Bracewell, Manager of Active Transportation
Steve Brown, Manager of Traffic & Data Management
Eric Mital, Manager of Neighbourhood Parking & Transportation
Paul Storer, Strategic Transportation Planning
Lon LaClaire, Acting Director of Transportation

FROM: Brian Gould, Active Transportation
Mike Anderson, Active Transportation

SUBJECT: 2015 Cycling Spot Improvements: Oak Street at W 7th Avenue

Attached are the proposed geometric, paint, and sign plans to improve the walking and cycling crossings of Oak St at W 7th Ave, reduce motor vehicle volumes on the Off Broadway bike route, and increase green space.

Specific Features of the Design

- Full closures of both legs of W 7th Ave at Oak St to motor vehicle traffic via culs-de-sac
- Reduced crossing distances for walking and cycling, and extended bulges for sight lines
- Bike paths through mini-parks with seating, bicycle parking, and Green Streets garden
- Bulges on W 7th Ave to prevent motor vehicle parking from obstructing culs-de-sac
- Lowered curbs and structural materials needed to accommodate all ladder truck turns
- Provisions for a future traffic signal or yield control

Design Notes: Culs-de-sac

As W 7th Ave runs east-west with long blocks through this area, turn-around points are required to maintain vehicle access needed for on-street parking, deliveries, etc. At consultation these were depicted as something between a hammerhead and a cul-de-sac; however, through detailed analysis and internal review it has been determined that a cul-de-sac is preferred to reduce conflicts with bicycle traffic.

ENG - ATB - 2015 Cycling Spot Improvements - Oak St and W 7th Av - Design Approvals Memo - 2015-10-08

The current minimum size cul-de-sac in Vancouver is 15m in diameter (as used on W 1st Ave and Point Grey Road). At this size, parking regulations and entry angle become important considerations and 3-point turns are required for any vehicle larger than a passenger car (PC). However, both culs-de-sac coincide with driveways which can be used to help turn large vehicles. Bulges are proposed on W 7th Ave to ensure parked cars do not block the space for vehicles to turn around. Nevertheless, even if a large vehicle is parked in the cul-de-sac, PC-sized cars are able to 3-point turn around them.

With a 20m street dedication and only 12.8m between sidewalks, the proposed culs-de-sac occupy the front boulevards and require that sidewalks be shifted into the back boulevards where residents/stratas have planted trees and landscaped entryways. Three larger street trees are to be removed, with one replacement location identified in the project area and three in other areas near W 7th; two additional trees on the back boulevard are quite young, and impacts are not as significant. Other encroaching landscaping will be impacted, however, with the new alignment coming much closer to doorways, fences, and trees/bushes in the back boulevard. A Hydro pole will also require relocation.

With the change to culs-de-sac and a shift in their locations, there has been a net loss of approximately three additional parking spaces versus the design taken to consultation. Total on-street parking has now been reduced from approximately 63 spaces on these two blocks to approximately 49.

In order to minimize cruising for parking and cul-de-sac use, 2hr parking is to be prohibited on these two blocks of W 7th Ave (pending an NPT process), resulting in a net increase in resident-only spaces from 33 to 49 (approximately 18 unregulated spaces on Oak and Laurel are expected to be converted to 2hr parking, 9am-5pm, Monday to Friday - without a permit exemption). About 5 cars and up to 1 SU-9 are expected to turn around in each cul-de-sac in a typical hour, based on parking turnover and hose counts. Sanitation vehicles (about 1 full-sized garbage truck per day) are able to use the driveways to make 3-point turns.

Design Notes: Oak Bulges and Crossing Distance

The bulges on Oak St are proposed to be expanded from approximately 1.5m to 2.5m, reducing the crossing distance to 7.0m. The benefits include significantly reduced crossing distances for walking (crosswalks approximately 5m shorter) and cycling (7m between curb lines rather than 23m between stop bars), as well as improved sight lines with people waiting to cross being level with or beyond parked cars rather than behind them. Two parking spaces are still proposed to be removed from Oak Street to improve visibility given the hill; these are now both on the downhill side to maximize the corner clearances in each direction and minimize the visibility constraints due to the crest along the north crosswalk.

Although bulges are typically limited to 2.0m wide, typical concerns relate to people cycling in the door-zone being unexpectedly pinched out between a narrow lane and a wide bulge. As grades approach 20% on this section of Oak St, the situation is quite different (very slow cycling uphill or cycling downhill at speeds that make door-zone riding strongly inadvisable) and there are few destinations that suggest riding along Oak St to W 6th Ave, leading to very low ridership. Object markers will be installed as appropriate.

Design Notes: Paths and Emergency Access

Based on a VFRS request that all ladder truck movements be accommodated at the intersection, structural grass will be installed as necessary in addition to bicycle paths, sidewalks, and hardscape landscaping. These turns are designed to avoid traffic control signs and potential future bicycle push buttons, but the path areas will need to be kept clear of any other vertical elements such as furniture, plantings, and signs (especially those that may be normally mounted on a median). The intent is to avoid the use of lockable bollards and rely on geometric cues to make the design self-enforcing.

The bike path medians will need to be constructed low enough to accommodate emergency vehicles, without any sign posts, and with a slight setback to reduce damage from less successful turning movements in the cul-de-sac. Based on 3D design and a review of visibility and effectiveness in the field, yellow median noses, reflectors, and/or bollards may be installed. Similarly, the visibility of and around walking and cycling crossings (e.g. signs, approaches) will be checked for obstructions due to a combination of other signs and slopes.

Design Notes: Signalization and Traffic Control

Although two-way stop control is maintained on the current sign plan, a two-way yield is recommended given the short crossing and increased corner clearance, as well as different characteristics of cycling (slower speed, wider field of vision, better hearing, expectation drivers may not stop, desire to maintain momentum). Unlike typical intersections with stop bars located before the property line, sidewalk, and parked cars, people can cycle 6m into the Oak St dedication before reaching the point where they must yield to cross-traffic. Preserving some low speed into a crossing can often increase cycling safety as makes it easier to accelerate when a gap is available, while still allowing for a stop if necessary.

This is consistent with typical Dutch practice and CROW, where crossings would very rarely be stop controlled (and only in situations of extremely poor visibility). CROW speaks of “crossability” being a function not only of cross-street width, traffic volumes, and distribution, but also of cycling with a minimum of stopping or braking on approach. CROW would judge the proposed design to function quite well in terms of crossing width and traffic volumes, though this would be assuming cycling at 1m/s (consistent with yield control) rather than from a stop. Active Transportation will be working to identify other potential trial locations for yield control, building on recent installations such as Stephens St at York Ave and Trutch St at Point Grey Road. This is likely to include conversations with partners such as ICBC and VPD. Along with trials at other locations, Active Transportation will continue to pursue converting this location to yield control in the future.

Although the sign and paint plans reflect an unsignalized crossing, as with concepts showed at consultation, there remains interest in a future signal. Junction boxes and other underground components for a potential future signal are expected to be installed during construction, along with any lighting upgrades needed to bring the intersection up to current standards.

The draft green paint guidelines advise against using green paint in a crossing when bicycle traffic never has the right of way. As a result, while all crosswalks will be zebra marked, no green paint will be used in the bicycle crossing, nor will elephants’ feet be installed, to reflect the right-of-way configuration.

Consultation

An open house was held in May with an online questionnaire. The four options were also presented to ATPC. This design will be presented to Council on November 18, with local notification advising of the approved recommendation.

Funding

To be funded primarily through the 2016 Capital Budget for Active Transportation Corridors and Spot Improvements Program. A preliminary cost estimate is currently being prepared.

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Senior Transportation Engineer
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mike.anderson@vancouver.ca

BG/bg

Spot Improvement Program: Oak St & West 7th Ave

*NOTE: Lon Laclaire and Dale Bracewell are the City media spokespersons on this project. All media inquiries are to be sent through Corporate Communications at media@vancouver.ca or 604-871-6336.

Frequently Asked Questions

1. What is the project?

As part of the City's ongoing Cycling Spot Improvement Program, changes will be made to the intersection of Oak St and 7th Ave to improve accessibility and safety for people walking and cycling.

2. Why is this being undertaken? What are the project goals and objectives?

Goal: to improve accessibility and safety for people walking and cycling at the intersection of Oak St and 7th Ave and along the existing Off-Broadway bikeway.

Objectives:

- Provide a walking and cycling environment comfortable for people of all ages and abilities
- Make the intersection at Oak + 7th more comfortable to cross on foot
- Develop 7th Ave as a quiet, comfortable and convenient walking and cycling route
- Improve walking and cycling connections to central Broadway and South False Creek Seawall
- Accommodate impacts to residents, businesses and emergency vehicle access

3. What is the policy support and Council direction for this project?

Transportation 2040:

- Implement a spot improvement program to address safety, comfort and capacity issues on existing bike network;
- Upgrade key existing routes with high existing or potential ridership;
- Manage and reduce motor vehicle traffic volumes and speeds on neighbourhood routes through traffic diversion and other calming measures;
- Design safe intersections and crossings with improved visibility and managed conflicts (for example, through turn restrictions and signal priority)

Greenest City 2020 Action Plan:

- Make the majority of trips (over 50%) by foot, bike and public transit by 2020

A Healthy City for All: Vancouver's Healthy City Strategy 2014-2025:

- All Vancouver residents live within a five-minute walk of a park, greenway or other green space by 2020
- Increase the percentage of Vancouver residents aged 19 and older who meet the Canadian Physical Activity Guidelines by 25% over 2014 levels

4. How much will this project cost?

The cost will depend on the selected design option.

5. Where is the funding coming from?

The funding for this Spot Improvement program is part of the City's 2015 capital plan budget, which includes \$2 million for active transportation projects.

6. When do you expect to begin/complete construction?

Construction could begin in late 2015 or early 2016.

7. Will there be any impact to motor vehicle traffic?

Some motor vehicle traffic patterns, including left and right turns, will be revised at the intersection of Oak St and 7th Ave. The specific changes will depend on the final selected design. Volume and speed of motor vehicle traffic is expected to decrease on 7th Ave (existing Off-Broadway bike route) as a result of changes to the intersection.

8. Will there be any impact to car parking?

Depending on the design option selected, between 2 and 8 parking spaces will be affected to improve visibility and safety for all street users.

9. Is this project being done in response to a high number of collisions in the area?

Changes to the Oak St and W 7th Ave intersection are primarily intended to improve comfort and safety for people on foot and bicycle, not respond to collision volumes.

An annual average of one to two cycling collisions related to motor vehicle volumes and speeds along the Off Broadway bikeway (such as doorings) have been reported within a few blocks of Oak Street since 2000.

10. Will any trees be cut down?

It is not anticipated that any trees will be cut down.

11. What consultation was done/is being done for this project?

Notification to nearby residents. Open house. Information boards and survey available online at vancouver.ca/spotimprovements.

12. Will any of these options slow traffic down on Oak Street?

Two of the options proposed would require people to drive more carefully on Oak Street, which would likely reduce speeds. For example, Option 2 requires drivers to drive more carefully to navigate their way around a median on Oak Street. Option 4 includes extending the curbs at this intersection, which may also slow traffic down.

13. What can be done to calm traffic on Oak Street?

Oak Street is an arterial street and traffic calming is typically limited to local streets. When we do traffic calm local streets, there is typically an underlining policy motive, such as supporting a school, park, or bicycle route. Other times it is simply to redirect shortcutting traffic from a local street to a nearby arterial. In this case, Oak Street is an arterial.

In addition to being an arterial on a steep hill, current traffic volumes make traffic calming difficult such as diverting motor vehicle trips to other streets, including:

- Local streets, such as Larch, Spruce, Alder, or Heather (a bike route), as through traffic attempts to shortcut and residents find alternate ways to reach their homes
- Other north-south arterials, such as Hemlock or Cambie, as through traffic finds the next-best alternative route
- Other east-west arterials, most likely Broadway (with key transit routes)

In most cases, the alternate streets have as many or more nearby residents. If a significant portion of traffic is directed onto local streets, they could easily double in volume, completely changing their character. Some are bike routes, which may require additional traffic calming to compensate.

14. Why not put in a traffic circle at the Oak Street/7th Avenue intersection?

We have safety and operational concerns regarding the use of speed humps and traffic circles on steep hills and arterial streets. Additionally, our traffic circles with the highest number of cycling collisions tend to be those where a busy cycling route crosses a busy motor vehicle route; in this situation particularly, we would expect that some drivers on a traffic circle on Oak would not yield right-of-way to someone on a bicycle approaching from their right.

15. Why not put in a four-way stop at Oak and 7th?

There are also specific requirements for using four-way stops, which include the two streets having similar traffic volumes. Oak Street has higher traffic volumes than 7th Avenue.

16. Why aren't you diverting traffic away from Oak Street instead of 7th Avenue?

Active Transportation and the Cycling Spot Improvement Program are focusing on changes to 7th Avenue, the Off Broadway bike route and a walking route with connections to Central Broadway and the South False Creek Seawall via the Laurel Street Land Bridge. The most viable options to improve 7th Avenue and the crossing do not involve significant changes to Oak Street.

See also impacts to traffic calming above.

Oak St. and W 7th Ave. - Recommended Spot Improvements: Key Messages

*NOTE Lon LaClaire is the ONLY City staff media spokesperson on this project. All media enquiries are to be sent through Corporate Communications at media@vancouver.ca or 604.871.6336.

WHAT IS THE PROJECT?:

- As part of the City's ongoing Cycling Spot Improvement Program, changes will be made to the intersection of Oak St and 7th Ave to improve accessibility and safety for people walking and cycling.
- The estimated cost for the Oak Street & W 7th Avenue intersection improvements is \$600,000 and will come from Active Transportation Corridors and Spot Improvements in the 2016 Capital Expenditure Budget.
- Construction of these improvements is anticipated to begin in March 2016.

WHY ARE WE DOING THIS?:

- Motor vehicle volumes on W 7th Avenue near Oak Street remain significantly higher than is comfortable for people of all ages and abilities to walk and cycle:
 - 1,800 motor vehicles/day on W 7th Ave. between Oak & Spruce Streets;
 - 1,400 motor vehicles/day on W 7th Ave. between Oak and Laurel Streets;
 - 8,000 and 9,000 motor vehicles per day on Oak Street;
- Many people cycle along the Off-Broadway Bikeway with between 1,300 and 1,400 cycling through this intersection per day along W 7th Avenue.
- In addition to the people in cars and on bikes moving through this intersection, several hundred people cross Oak Street on foot each day. Three out of four people walking choose the northern marked crosswalk.

THE PROCESS

- Following a public open house last May, public feedback was received about four options to improve the oak Street/7th Avenue intersection. The mini parks option received the most favourable response from the public.
- Further technical analysis of the mini-parks option included discussions with sanitation and emergency services, and the design was refined to reflect these needs.
- Prior to mailing out the newsletter about the recommended option last December, Staff met (and continue to meet) with adjacent property owners to review the recommended design. Some refinements to the design have been made as a result of the feedback received.

SUPPORTING POLICY:

- The Transportation 2040 Plan recognizes the need to upgrade the existing pedestrian and cycling network. Some of the policies and actions in this plan that pertain to improvements at Oak and W 7th Ave include the following:
 - Implement a spot improvement program to address safety, comfort and capacity issues on existing bike network;
 - Upgrade key existing routes with high existing or potential ridership;
 - Manage and reduce motor vehicle traffic volumes and speeds on neighbourhood routes through traffic diversion and other calming measures;
 - Design safe intersections and crossings with improved visibility and managed conflicts (for example, through turn restrictions and signal priority)
- The Greenest City 2020 Action Plan has a goal to make the majority of trips (over 50%) by foot, bike and public transit by 2020.
- The Healthy City for All Plan has a goal that all Vancouver residents live within a five-minute walk of a park, greenway or other green space by 2020

WHAT ARE THE KEY CHANGES?:

- Reducing motor vehicle volumes on 7th Avenue - create culs-de-sac on 7th Ave on either side of Oak St. to reduce through traffic.
- Creating a mini-park in the new culs-de sac with additional green space, seating, and bike parking. A volunteer can “adopt” the new garden area proposed through the Green Streets coordinator at 604-873-7204 or Vancouver.ca/greenstreets.
- Providing shorter walking/cycling crossing distance on Oak St with the addition of curb bulges. These curb bulges will also increase visibility.
- Improving visibility and marking/signing both crosswalks across Oak Street (north and south side)
- Widening reconstructed sidewalks to the current residential standard of 1.8m
- Accommodating emergency vehicle access and sanitation vehicle turning movements.
- Minimizing landscaping/building entrance impacts by moving culs-de-sac eastward and replacing three trees removed with three new trees near the intersection and three more new trees nearby.
- Reducing on-street parking spaces (three spaces will be removed on Oak Street and 14 spaces will be removed on W 7th Ave).
- Changing parking regulations to reduce parking turnover/cruising for parking in culs-de-sac.
- Providing electrical connections for a potential future traffic signal.
- Providing new pedestrian scale street lights in line with current standards.

Original public open house boards are on the City website at vancouver.ca/spotimprovements.

Any questions or comments can be directed to 3-1-1 or emailed to bikeupgrades@vancouver.ca

Key Project Date(s): Council Reports (2 on December 10th) & early 2016 construction

Subject: Active Transportation Update and 2016 Look Ahead

Purpose: To update MPSC on a variety of Active Transportation projects including:

1. An updated 5-Year cycling network additions and upgrades map for 2016-2020
2. A recommendation to allow skateboarding in protected bike lanes for a 1-year pilot
3. A major coordination bikeway improvement for Southwest Marine Drive for 2016
4. A major cycling spot improvement at Oak & 7th for construction in early 2016
5. An update on other major transportation corridor projects for implementation in 2016/17

Does this Briefing Note link back to an earlier MPSC Briefing Note? NO

If yes, provide the original MPSC reference number or earlier MPSC meeting date._____

Background on Project/Application/City Initiative:

Council recently approved improvements to walking and cycling across the Burrard Bridge. Two Council reports on December 10th will recommend the emerging opportunities to further continue improving active transportation in the next few years, mostly focused in the Metro Core.

The reports will outline immediate spot improvements, street rehabilitation coordination opportunities, and other corridor upgrades in the near future while clarifying how these immediate active transportation projects being implemented are part of an updated 5- year bike network strategy.

Key Relevant Information:

1. Transportation 2040 directs staff to implement both spot improvement and corridor upgrades for improving walking and cycling for people of all ages and abilities, including updating a 5-Year cycling network map
2. Council's Active Transportation Policy Council (ATPC) recommends allowing skateboarding in protected bike lanes while the VPD has concerns that allowing skateboarding in bike lanes will increase conflicts. The recommendation for piloting skateboarding for a minimum of 1-year and the 5-year bike network map (2016-2020) are the focus of one of the Dec 10 Council reports.
3. SW Marine Drive will have pavement upgrades in 2016. There is an opportunity to coordinate a consistent bikeway improvement with a new traffic signal at 49th Ave. This will not be to a full "AAA" bikeway standard and will not have major pedestrian upgrades. This is the focus of the second Council report on Dec 10.
4. Typically, major traffic diversionary measures on local street bikeways have been brought as a staff recommendation to Council but are within the City Engineer's ability to approve without Council approval. It is recommended to not seek Council approval on the most recent spot improvement at Oak and 7th which is ready for implementation in early 2016. Following this improvement, it will likely be proposed to not do Council reports for other spot improvements including diversionary traffic changes at Ontario and 16th Ave.
5. Staff are concurrently looking at a rapid implementation plan for downtown bike facilities, primarily building them using paint and other less expensive measures. However, public engagement is still required to manage the loss of parking and other impacts and coordination with repaving needs to be considered.

Key Questions/Issues:

- Update on December Council reports
- Confirmation of strategy around what to report to bring to Council
- Speed of implementation while still achieving a satisfactory amount of public engagement

Recommendation (if applicable):

- Bring to Council major coordination improvements and piloting skateboarding in protected bike lanes for a trial period with monitoring
- Continue to advance smaller active transportation projects (particularly spot improvements) without Council approval. This will improve the speed at which staff can implement projects. The strategy will continue to be regularly reviewed to understand the risks of this approach.
- Proceed with implementation on downtown corridors with an appropriate amount of public engagement.

Send completed forms to the CMO - maryann.murray@vancouver.ca

For completion by Staff Lead following MPSC Meeting Date. Due Friday after MPSC.

Summary of Decisions/Outcomes (2-3 bullet points)

- For upcoming major spot improvements, Transportation will prepare an issues matrix after communicating back to the public our recommended design. The issues matrix will include how we are best managing outcomes including efforts with other departments. Staff will present to MPSC to receive confirmation if a Council report is required.
- For the pilot on skateboarding in protected bike lanes, Transportation will reach out to Risk Management to minimize any risks with shared space between skateboarders and people cycling, including discussions on how to actively monitor the trial and end it if undesirable results are evidenced.
- Also for skateboarding in protected bike lanes, Transportation will work with Communications in educating the public on the official launch of the pilot including new field signage, maps, and key messages for the 311 team.













Block	Type	Spaces	Turnover Day 1	Turnover Day 2	Turnover/hour	Turnover/hour/space	
900 W 7th	No parking Except with permit	13	1.5	4	0.8	0.06	1.873626
900 W 7th	2 hr parking: 9am-6pm, Except with Permit	18	26.5	29	7.9	0.44	
1000 W 7th	No parking Except with permit	18	6	4.5	1.5	0.08	2.666667
1000 W 7th	2 hr parking: 9am-6pm, Except with Permit	14	16.5	14.5	4.4	0.32	
900 W 7th	All	31	28	33	8.7		
1000 W 7th	All	32	22.5	19	5.9		
Both	No parking Except with permit	31	7.5	8.5		0.07	13.5625
Both	2 hr parking: 9am-6pm, Except with Permit	32	43	43.5		0.39	2.589595

Oak St. and W 7th Ave. - Recommended Spot Improvements: Key Messages

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- Following a public open house last May, public feedback was received about four options to improve the oak Street/7th Avenue intersection. The mini parks option received the most favourable response from the public.
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- Prior to mailing out the newsletter about the recommended option last December, Staff met (and continue to meet) with adjacent property owners to review the recommended design. Some refinements to the design have been made as a result of the feedback received.

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- Changing parking regulations to reduce parking turnover/cruising for parking in culs-de-sac.
- Providing electrical connections for a potential future traffic signal.
- Providing new pedestrian scale street lights in line with current standards.

Original public open house boards are on the City website at vancouver.ca/spotimprovements.

Any questions or comments can be directed to 3-1-1 or emailed to bikeupgrades@vancouver.ca

VERBATIM

Monday, June 22, 2015 10:28 am (UTC-08:00) Pacific Time (US & Canada)

TITLE: Verbatims

Benefits_option_1_Other (please specify). Preliminary Option 1: One-Way Streets (Away from Oak St), Spruce St to Laurel St This preliminary design option introduces new concrete islands on 7th Ave to convert 7th Ave between Spruce St and Laur

Verbatim Responses	Total
None	5
Respondent chose all the above options	2
Does prevent people from short cutting	1
increased green space, increased seating and	1
Increased visibility for drivers with parking	1
Keeps option open to keep moving on 7th	1
Less residential parking	1
more physical seperation of cars and cyclists	1
No advantages to this design	1
None - the conflict with with Oak Street traffic	1
None except for cyclists	1
none this sis status coq	1
None, Confusing out of towners who use oak	1
quiet, reduced vehicle volumes & speeds,	1
Reduced street parking spaces (a good thing)	1
Reduced vehicle volumes and speeds,	1
Reduced vehicle volumes and speeds,	1
Respondent also chose "Unsure/don't	1
Safety	1
Safety improved as parked Cars not blocking	1
speed humps	1
will create traffic congestion. Use traffic lights.	1
you are failing to address resident needs	1

Benefits_option_1_Other (please specify). Preliminary Option 1: One-Way Streets (Away from Oak St), Spruce St to Laurel St This preliminary design option introduces new concrete islands on 7th Ave to convert 7th Ave between Spruce St and Laur

Verbatim Responses	Total
create difficulty to enter underground parking	1

don't like this option	1
improved pedestrian safety, less noise +	1
None Creating accidents as people fly down the	1
Respondent also chose "Unsure/Don't	1
So little parking on street anyway. Many cars	1
Will reduce vehicle volume but not necessarily	1
you are failing to address the needs of all the	1

Concerns_option_1_Other (please specify). What are the biggest impacts/concerns of the proposed design to you?

Verbatim Responses	Total
does not address crossing safety adequately	2
ALL PARKING FROM SPRUCE TO WILLOW	1
Amber crosswalk lights needed	1
can't access Oak from Laurel by car	1
cars try to go around concrete barriers just like	1
Confusing out of towners who use oak	1
could still be difficult to cross oak by bike	1
crossing Oak in cars (heading South/North)	1
cyclist speed needs to be monitored + reduced.	1
Does not address the need to foster + enforce	1
Does not address traffic volumes from Oak to	1
does not make it easy to cross oak street	1
does not reduce traffic on Oak St therefore	1
does not slow down Oak traffic	1
does not slow down traffic on Oak to make	1
does not stop people turning from Oak onto 7th	1
Doesn't go far enough, should reduce car traffic	1
doesn't slow down people on oak	1
Doesn't slow traffic on Oak	1
Don't like one way streets	1
Drivers from Oak already have multiple ways to	1
Failure to address pedestrian safety. Letter	1
I don't think it meets the needs of cycyclists.	1
I don't think those living on 7th will like the	1
I see this being a problem for cyclists and the	1
If parking is restricted please ensure there is no	1
inconvenient for the people that live on those	1
increases traffice on Oak St	1
It does not address the main concern of the	1
Laurel and 7th will suck	1
Must reduce speed and traffic	1

Needs a signal	1
no concerns	1
no concerns with #1	1
no crossing signal for bikes or pedestrians to	1
no increase in seating and park space	1
No one way streets	1
No to this option. Flashing pedestrian light req'd	1
one-way streets are a problem, confusion result	1
one-way streets are inconvenient	1
Our main problem is the volume and limited sigh	1
Reduced vehicle access, ability to cross Oak by	1
Reduced vehicle access, I prefer being able to	1
Reduced vehicle access, right turns off of 7th	1
Respondent also chose "Unsure/don't	1
Respondent chose all the above	1
seems too confusing	1
speed humps	1
Still allows traffic from 6th ave to go up to 7th	1
still lots of cars at the intersection	1
The similar traffic calming intersection design at	1
This could end up increasing traffic speed on	1
This option wouldn't allow me (?) to drive up	1
This transfers the chaos to 7th & Laurel	1
traffic uses 7th as a shortcut by going North on	1
vehicle rerouting down lane west of oak between	1
Vehicles rerouting and my alley which is already	1
Vehicles rerouting onto nearby streets, does not	1
Vehicles rerouting onto nearby streets, reduced	1
Vehicles rerouting onto nearby streets, reduced	1
When crossing Oak as a pedestrian or cyclist,	1
will create confusion	1
you are missing huge impact of traffic at Willow	1

Concerns_option_1_Other (please specify). What are the biggest impacts/concerns of the proposed design to you?

Verbatim Responses	Total
confusion with bike lane and cars driving down	1
Creating accidents as people fly down the hill on	1
Does not address traffic volumes on Oak	1
Does not include a crossing light for walking	1
This option doesn't appear to do much to reduce	1
This will not reduce traffic along 7th from	1

Will need increased parking on surrounding	1
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Benefits_option_2_Other (please specify). Preliminary Option 2: Median on Oak St

This preliminary design option introduces a new median on Oak St. What this will look like:

The median will prevent motor vehicle traffic from crossing Oak

Verbatim Responses	Total
none	2
Allows crossing Oak in 2 stages with a legitimate	1
Appears to increase safety for	1
bigger concrete barrier so cars don't try to go	1
doesn't have one way streets	1
Increased visibility for drivers to see other	1
Like the bulges	1
My favorite, should just be combined with one	1
need stop signs on oak	1
No one way st	1
none of the above	1
OK	1
permits 2 way traffic	1
Prefer #4	1
reduced vehicle volumes and speeds in that	1
Reduced vehicle volumes and speeds on 7th.	1
reduced vehicle volumes and speeds, increased	1
reduced vehicle volumes and speeds, increased	1
Removes left turn traffic volumes from Oak to	1
Respondent chose all above options	1
Respondent chose all the above options	1
still allows access for cars to 7th. Good for local	1
stops left turns	1
THERE ARE NO BENEFITS OTHER THAN	1
this option is marginal improvement only	1
This will probably speed up traffic on Oak	1
vehicle access 2 ways on 7th west of Oak	1
vehicles no longer clog Oak wanting to take left	1
will create traffic congestion. Use traffic lights.	1
will force more traffic to stay on Oak and there	1
will lock me in my neighbourhood	1
will reduce vehicle volume but not necessarily	1
With this option vehicles can still use 7th as a	1

Benefits_option_2_Other (please specify). Preliminary Option 2: Median on Oak St

This preliminary design option introduces a new median on Oak St. What this will look like:

The median will prevent motor vehicle traffic from crossing Oak

Verbatim Responses	Total
But the areas already designated for sitting etc.	1
fully support narrowing Oak st to allow shorten	1
need to cut off northbound traffic on oak st at	1
you are not addresses issue of speed and	1

Concerns_option_2_Other (please specify). What are the biggest impacts/concerns of the proposed design to you?

Verbatim Responses	Total
does not address crossing safety adequately	2
Same as option 1	2
Again, I prefer 3 as it allows people on 7th to	1
can't cross Oak St with vehicle	1
conflict with vehicles	1
could be harder for city vehicles to deal with	1
Crossing oak will still be bad	1
Does not calm traffic on 7th itself much, as most	1
Does not include a crossing light for walking	1
Does not reduce traffic volume on Oaks Street -	1
Does not reduce traffic volumes on Oak	1
does not slow traffic speeds enough	1
does not stop traffic from 6th going North on	1
doesn't address vehicle speed North/South	1
doesn't adequately reduce volume on Oak	1
doesn't change enough; still significant safety	1
Doesnt fully reduce or stop excessive speeds on	1
Doesn't prevent cars from travelling through.	1
doesn't reduce traffic on Oak	1
Flashing pedestrian light at Oak & 7th	1
forces westbound on 7th to Oak	1
gridlock already an issue on Oak and this will	1
ice/winter cars hitting median. Favourite option.	1
if it'll be like Arbuturs & 8th - not a great	1
if park no locals use it - like no traffic on Oak	1
Increase traffic on W 7th Ave	1
It just stops me from turning left to 7th South on	1
It will reduce volume but no speed of vehicles	1

lack of pedestrian and walk on both sides of 7th	1
Less Bubbles (?), do not reduce parking	1
may not work - diversion on Ash does not	1
no crossing signal for bikes or pedestrians to	1
No negative impact	1
No one way st	1
no one would sit in this space - too small	1
no park space	1
none	1
Not addressing speed and volume of cars from	1
Oak street is the dangerous area	1
People, especially those coming from out of	1
Reduced cyclist speeds immediately. Crosswalk	1
Refuges may just give drivers an excuse not to	1
Respondent chose all the above	1
Same as above comment. I don't think this	1
See big comment for Option 1. I don't like	1
See comment on option 1	1
See previous comment.	1
speed on 7th! Please add speed humps	1
The centre median causes pedestrians/cyclists	1
This option again does not provide sufficient	1
this will only slightly reduce the danger and	1
too many obstacles in middle of Oak	1
Traffic can shortcut Broadway from Hemlock to	1
Traffic in lanes to navigate neighbourhood.	1
very busy - still a big mix of bikes, cars,	1
With this option vehicles can still use 7th as a	1
Would like to see left hand turn at 6th ave.	1
You fix 7th + Oak - what happens to 8th + Oak	1

Concerns_option_2_Other (please specify). What are the biggest impacts/concerns of the proposed design to you?

Verbatim Responses	Total
Cross walk 7th and Willow very dangerous	1
Failure to address impact of street parking when	1
none	1
Not enough impact for the construction. Value	1
People causing accidents by going around	1
Will confuse and frustrate residents	1

Benefits_option_3_Other (please specify). Preliminary Option 3: One-way Streets (Towards Oak St), Spruce St to Laurel St.

This preliminary design option introduces new medians on 7th Ave. 7th Ave between Spruce St and Laurel St becomes one-w

Verbatim Responses	Total
none	7
creates congestion at Oak	1
Doesn't help crossing Oak either on foot or bike.	1
failing to address traffic volume oak to heather	1
I cannot see any	1
no improvement	1
no response	1
none stupid stupid idea	1
permits 2 way traffic through Oak	1
Prefer #4	1
Really like this option, because it makes sense	1
Reduced street parking (a good thing)	1
Reduced vehicle volumes and speeds, stops	1
Remove all traffic volume from Oak to 7th	1
Respondent chose all above options	1
Same as above	1
Stops clog on Oak by removing left + right turns	1
will create traffic congestion. Use traffic lights.	1

Benefits_option_3_Other (please specify). Preliminary Option 3: One-way Streets (Towards Oak St), Spruce St to Laurel St.

This preliminary design option introduces new medians on 7th Ave. 7th Ave between Spruce St and Laurel St becomes one-w

Verbatim Responses	Total
least likely to have rerouting	1
stop northbound traffic at oak & Broadway	1
street parking can not be reduced as access to	1

Concerns_option_3_Other (please specify). What are the biggest impacts/concerns of the proposed design to you?

Verbatim Responses	Total
Confusing	2
does not address crossing safety adequately	2
none	2
Again, given the traffic volumes on a bike route,	1

Allowing left hand turns onto Oak St.	1
cars going north/south on Oak do not stop for	1
cars will still speed up and down Oak with all	1
Conflict between vehicles turning left onto Oak	1
confusion by non locals	1
creates more congestion at dangerous	1
does not improve pedestrian safety and	1
Does not include a crossing light for walking -	1
does not slow down traffic on oak	1
Does not sufficiently slow down traffic	1
Does nto work for residents to get out of their	1
Doesnt fully reduce the problem of speed on 7th	1
Doesn't slow traffic on Oak	1
Exits for those living on Oak is already impaired	1
Flashing pedestrian light at Oak & 7th	1
I dont think this plan would make any difference	1
I think left turn options are better in option 1	1
im not sure cars will follow	1
In bad weather this is a hard neighbourhood to	1
inconvenient for people that live on those blocks	1
Needs a signal	1
no crossing signal for bikes or pedestrians to	1
no negative impact	1
No one way streets	1
no park space	1
Oak needs to have traffice reduced - traffic on	1
one way streets	1
one way streets - boo!	1
only one way traffic for local residents.	1
Reduce cyclists speeds immediatly. Vehicles	1
reduced vehicle access on Oak block only	1
reduced vehicle access. Same as comments on	1
Respondent chose all the above	1
Same as option 1	1
See comment for option 1	1
speed on 7th	1
Still a gong show at Oak; still too many cars for	1
still a gong-show at the intersection	1
Still hard to cross Oak	1
still to hard to cross oak street	1
still too much traffic on 7th, and chaos at Oak	1
The design confusion is high. Driver confusion.	1
the problem in fast traffic on Oak + poor visibility	1
THERE IS HARDLY EVER STREET PARKING	1
This option allows for the ability to turn left onto	1
too complicated!	1

Too much money for something that will be a pia	1
too much preference given to vehicles	1
What about "Local Traffic Only"	1
When crossing Oak as a pedestrian or cyclist,	1
will cause backup of traffic on 7th eastbound	1
With this option vehicles can still use 7th as a	1
worst option. 7th + Oak still dangerous	1
you are not addressing volume and speed oak	1

Concerns_option_3_Other (please specify). What are the biggest impacts/concerns of the proposed design to you?

Verbatim Responses	Total
cars speeding	1
Does not slow Oak St speeds	1
Does this make it any safer for bikes crossing	1
Increased blind spots. Especially dangerous	1

Benefits_option_4_Other (please specify). Preliminary Option 4: Mini-Parks

This preliminary design option features the closure of 7th Ave to motor vehicles approximately 20m from Oak St to the east and west. What this will look like:

Verbatim Responses	Total
none	6
reduced vehicle volumes and speeds, increased	3
Reduced vehicle volumes and speeds,	2
Respondent chose all the above options	2
(Respondent chose all the above options) lovely	1
(Respondent chose all the above options) Stops	1
does not address dangerous oak street traffic	1
Excellent, let's do it	1
I don't see any benefit to this option. Parking is	1
I love how this routes walkers and bikers going	1
I think it is a great improvement for 7th Ave,	1
Just sending cars to other streets	1
Makes the crossing MUCH shorter.	1
No advantages to this design!	1
none - this is a joke right?! Then make Oak St	1
None except for cyclists. Why is it all about them	1
None, worse case	1
Reduced vehicle volumes and speeds,	1
Removes all traffic volumes Oak to 7th	1
There are none	1

This is a great idea	1
This is so over the top and such a waste of	1
this is the worst option	1
This would be a great option if combined with	1
will create traffic congestion. Use traffic lights	1
Yes! This is very good, because it'll really give a	1

Benefits_option_4_Other (please specify). Preliminary Option 4: Mini-Parks

This preliminary design option features the closure of 7th Ave to motor vehicles approximately 20m from Oak St to the east and west. What this will look like:

Thi

Verbatim Responses	Total
Does not reduce North/South vehicles which is	1
For traffic issues on 7th	1
need to educate cyclist of the rules of the road.	1
Reduced the number of possible hazards, since	1
This is an insane waste of money and soooo	1

Concerns_option_4_Other (please specify). What are the biggest impacts/concerns of the proposed design to you?

Verbatim Responses	Total
does not address crossing safety adequately	2
none	2
address all my concerns	1
As above - it does not solve the North/South	1
Best option. Like all the options I believe	1
Cars can & will drive down the hill on oak even	1
clearly the best at reducing traffic on 7th and	1
Congestion with people having to turn around in	1
cyclist speeds need to be reduced. Crosswalks	1
Does not address speed and volume of cars	1
does not address the dangerous oak street	1
Does not include a crossing light for walking	1
Does not reduce Oak St speeds	1
does not slow down traffic on oak	1
does not slow traffic on oak at all	1
Does not sufficiently slow down traffic speeding	1
doesn't slow traffic on Oak	1

Don't think we're lacking park/seating space on	1
Drivers using Oak Street as a straight through	1
Exits for those living on Oak is already impaired	1
Forcing traffic onto 8th which is already like a	1
how does this make it easier to cross oak?	1
Huge waste of taxpayer money and so over the	1
if a park - no locals will use it & if dog poo	1
If traffic can't turn onto 7th at all the next place is	1
Increased traffic speed on Oak	1
It would be nice to introduce this to other	1
Needs a signal	1
Never	1
no crossing signal for bikes or pedestrians to	1
no negative	1
no response	1
nonr	1
Reduced access and re-routing are the trade-off	1
reduced access for emergency vehicles	1
Reduced on-street parking, reduced vehicle	1
Reduced residential on street parking - please	1
reduced vehicle access - inconveniences people	1
Respondent chose all the above	1
Second best for me. I love coming down Oak	1
See comment for option 1. I like Option 4 the	1
significantly reduces parking and vehicle access	1
still a big challenge for cyclists to cross Oak -	1
this does not improve pedestrian safety or	1
THIS IS A TERRIBLE IDEA. BY FAR THE	1
This is clearly the best option for safety for bikes	1
This is the best option	1
This option is not acceptable. Is essentially	1
too expensive	1
too inconvenient - use 7th to avoid Broadway	1
Traffic frustration at dead ends	1
Unsafe to have 2 bike lanes as residents have	1
U-turns hazard	1
way too problematic	1
When crossing Oak as a pedestrian or cyclist,	1
will not slow down traffic on oak heading	1
Windy narrow parks as indicated (e.g. Union St	1
without cross vehicle traffic on Oak cars will go	1
You are not addressing pedestrian safety	1

Concerns_option_4_Other (please specify). What are the biggest impacts/concerns of the proposed design to you?

Verbatim Responses	Total
A flashing pedestrian or cyclist operated light	1
cras will continue to speed on oak and not yield	1
does not adress needs of physically	1
Further reduce width of oak street to reduce	1
Increased traffic on Oak Street.	1
REDUCING CARS FOR KIDS WALKING TO	1
Still have to cross Oak	1
There are great pocket parks within a block of	1
too much parking lost	1
turnaround will cause a lot of car congestion on	1

Other_comments. Do you have any other comments that you would like to provide on the Oak St & 7th Ave Spot Improve

Verbatim Responses	Total
- Does this address how pedestrians & cyclists	1
- I am concerned about the speed on Oak St	1
#3 and #4 are my personal favs but all will bring	1
(Additional comments from respondent)	1
(comments from option 1 are long and therefore	1
Flashing Pedestrian Light	1
A crossing light similar to the one at 7th and	1
A lot of older locals on Fairview slopes are anti-	1
A traffic light is the best option	1
Add a pedestrian light at the intersection, with	1
All of these options seem so over-thought +	1
All options penalize local residents to the benefit	1
All options require a flashing pedestrian light at	1
Any option that reduces through traffic and stops	1
As a 7th Ave resident, I think this is a GREAT	1
Best idea: controlled stop like on Hemlock + 7th.	1
Cars heading down oak street need to be	1
Cars stopping for cyclists or pedestrians on Oak	1
Cyclists are using Lamey's Mill road, which	1
Fairview Slopes is generally understood to be	1
General Comments:	1
How about just using a crosswalk light for	1
I am concerned about the existing bike route	1
I am vehemently opposed to your proposed	1
I am wondering why the following are not being	1

I believe Option 2 is the best option for biking	1
I believe option 4 (mini parks) will make this a	1
I feel all the proposed options will cause cross	1
I have lived in this area since 1995. I walk a dog	1
I like #4 the best. I would also like to see safety	1
I like Option #4 the most. Mini Parks is a great	1
I like option 2 the best since it does allow the	1
I like Option one. It provides for more control of	1
I like options 2 because for me leaving on west	1
I like the option with the greenspace & mini	1
I live at Oak and Sixth and fully support this	1
I live right on corner of Oak + 7th. Options 3 and	1
I see very little advantage to the restriction of	1
I still feel that the best option is a pedestrian	1
I think that each option has both benefits and	1
I think the biggest problem is speed of N/S	1
I walk, drive and bike this intersection and will	1
I would like to see 4 way stop introduced at	1
I would oppose option 4 strongly	1
If the goal is the greatest increase in safety and	1
If you go ahead with any of these plans would	1
I'm just not seeing how the improvements will	1
Instead of the on-street parking spots which will	1
Is a simple 4 way stop not an option? Too many	1
It has always been difficult to cross Oak on 7th.	1
It is a dangerous and noisy intersection, as	1
It is inevitable there will be more rerouting onto	1
It seems to me that a big part of the issue comes	1
It's all about the cyclists and not enough about	1
I've lived at Laurel and 7th for over 10 years and	1
Just put up a traffic light and stop trying to re-	1
Leave it alone!	1
Love option 4 the best. Excessive speed on 7th	1
Mini Parks is best.	1
More physical separation of bikes and cars is	1
Must have good turn around space	1
My best preference is Preliminary Option 2:	1
My may concerne is to reduce traffic east bound,	1
NA	1
needs to be better for cycling across oak	1
Next time, I'd recommend preparing a survey	1
no	1
None of the options address the fundamental	1
None of the options allow for significant	1
None of the options presented walking and	1
None of these options address the extremely	1

Notes from a pedestrian who has not chosen to	1
Oak is still far higher volume than 7th - that	1
Oak Street is the problem. It is a main	1
Option #2 seems like the only viable option -	1
Option 1 appears best.	1
Option 1 seems to penalize residents of West	1
Option 2 in my view that will really make it safer	1
Options should consider traffic speeds on Oak	1
People who live at Granville Island Village	1
Perhaps the focus to improve cycling and	1
Please combine Option 2 and Option 4. I love	1
Please consider when removing parking -	1
Please look beyond 1 intersection and look at	1
Please put in speed hump from Heather to Oak	1
please put in speed humps from heather to alder	1
Please use traffic lights.	1
Prefer option 1	1
Remember to put up signs "bike crossing"	1
respondent ranked the options as follows:	1
Sadly, there has not been enough focus on	1
Speed bumps along 7th between Oak and	1
Speed bumps along 7th Oak - Willow raised	1
Suggest option 4 with even more green such as	1
Thank you for the well thought options.	1
Thanks - can we also address 8th + Oak's	1
The 4th option appears to be the best solution. It	1
The main issue are cars going North and South	1
The main issue is how to get people to SLOW	1
The mini parks option is clearly the best option	1
The mini-parks is the best with or without a	1
The Oak St slope going south becomes a	1
The options presented by the City do not seem	1
The park idea is great and the best option. Just	1
The problem is Oak St. Hill is dangerous for	1
The speed of traffic up and down Oak between	1
The stated goal of this project is to "create a	1
There are a lot of concerns that this plan is	1
There are many school aged children in the	1
There should be a better connection to the	1
These options are really nice and well thought	1
these options only address that particular	1
This intersection is too busy to passively control	1
This is a great little project and could not come	1
This is great and hope these types of	1
This is my favourite of the options. It reduces the	1
To be honest, just put in a stop light. I	1

Traffic on Oak street is the major issue to	1
Want a traffic signal @ Oak + 7th.	1
We have been asking for years for traffic	1
We think that it would be a great to have small	1
What is the cheapest option?	1
why don't you just add a stop signs ... would	1
Would like to see speed bumps along 7th.	1
Yes - No left or right turn on any access to or	1
You are not addressing volume or speed of	1
You must consider that any improvement WILL	1
you need to address Willow to Laural as well.	1
You really are not addressing the biggest safety	1

Primary_mode_of_travel_Other (please specify). What is your primary mode of transportation along Oak St or 7th Ave?

Verbatim Responses	Total
on foot, car/motorcycle	5
on foot, on a bike	3
car and walking since i live here	1
foot and auto	1
I live 1000 Blk West 7th. I walk to close by	1
no response	1
on foot, bike, car/motorcycle equally	1
on foot, on a bike, car/motorcycle	1
on foot, scooter/wheelchair	1
respondent selected 3 options, on foot, bike,	1

Other_modes_of_travel_Other (please specify). What other modes of transportation do you use along Oak St or 7th Ave?

Verbatim Responses	Total
car	1
foot and auto	1
no response	1
not much, just for occasional trips out of	1
Occasionally, a Zip Car	1
taxi	1

How_hear_about_initiative_Other (please specify). Tell us a little about yourself How did you find out about this initiative?

Verbatim Responses	Total
walked by	5
walking by	4
all residents were not sent notications	1
ATPC	1
BY accident!!!!	1
cycling by	1
driving down street	1
I heard about it, but then I just stumbled across	1
My neighbor got a letter from the city but I did	1
My Strata informed me of the City's proposed	1
Neighbours because very few of your letters	1
pass by	1
passed by	1
ran into it while biking	1
set up in park	1
showed up at pop up open house	1
stand at 7th & Laurel	1
strata email	1
Stumbled across a pop up presentation by	1
walk by	1
walked by tent @ 7th + Laurel	1
walked on by	1
walked passed and saw it	1
walked up	1
walking by, City presented May 12/15 @ 7th	1

Live_work_in_neighbourhood_Yes (please indicate the closest intersection). Do you live or work in the area?

Verbatim Responses	Total
7th & Laurel	9
7th and laurel	7
Oak and 7th	7
7th and Oak	6
7th + Laurel	4
Laurel + 7th	4
Oak + 7th	4
7th & Oak	3
7th and Spruce	3

Laurel	3
Laurel & 7th	3
Spruce & 7th	3
8th + Oak	2
Laurel and 7th	2
Oak & 7th	2
(no response)	1
1038 west 7th	1
10th + Spruce	1
10th and cambie	1
10th and heather	1
11th + Spruce	1
4th & Oak	1
4th and Birch	1
4th and Oak	1
6th & hemlock	1
7 Oak	1
7th & Alder	1
7th & Granville	1
7th & Spruce	1
7th + Birch	1
7th + Heather	1
7th + Oak	1
7th + Spruce	1
7th + Willow	1
7th and Cambie	1
7th and Heather	1
7th ANd Laural	1
877 West 7th (near Laurel)	1
8th & spruce	1
8th & Willow	1
8th & Yew	1
8th + Laurel/Oak	1
8th + Spruce	1
8th and Spruce	1
8th and willow	1
8th Avenue	1
Alder & 10th	1
Alder & 7th.	1
Ash and 8th	1
at corner of oak and 7th	1
Birch/10th	1
cambie and 7th	1
Hemlock	1
laural	1
laural and 7th	1

Laurel & 7th	1
Laurel & 7th	1
Laurel @ W7th	1
Laurel and 8th	1
Laurel and W.7th	1
Laurel St. and West 7th Ave.	1
Laurel west 7th	1
Laurel/7th	1
Live	1
live 7th ave at Spruce	1
Live at 7th & Laurel	1
Live close to Birch and 7th	1
live Oak & 7th	1
Oak & 7th	1
Oak & 7th	1
oak & 7th ave	1
Oak & 8th Ave	1
Oak & 8th Avenue	1
Oak & Broadway	1
Oak + 6th	1
Oak + 7th 1000 Blk (Lesley Hicks #4-1063 W	1
Oak + Broadway	1
oak 7th	1
Oak and W 8th ave	1
Oak and W. 7th Ave.	1
oak st and 7th st	1
Oak/7	1
On the NW corner of west 7th and oak street	1
right at 7th + Laurel	1
Sixth and Oak	1
spruce & 10th	1
SW corner 7th & Oak	1
W 7th and Laurel	1
W 7th and Oak	1
West 7 and Alder	1
West 7th and Willow	1
West 7th Avenue and Oak Street	1
Willow & 7th	1
work at Broadway & Heather, live @	1

List_serve_contacts. If you would like to be added to the Notification List for this project, please enter your contact i

Verbatim Responses	Total
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Email.

Verbatim Responses	Total
s.22(1)	1
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		1



**OAK & 7TH
SPOT
IMPROVEMENT**

Consultation Summary
Summer 2015



Background:

- The City of Vancouver has implemented an ongoing Cycling Spot Improvement program for existing bicycle routes as part of the Transportation 2040 plan. This spot improvement program helps to ensure that the City's bicycle routes are efficient, comfortable, and safe for people of all ages and abilities.
- This report summarizes the public consultation process and feedback received for the cycling spot improvement proposed for the intersection of Oak Street and West 7th Avenue.
- Consultation occurred between May 8 and June 30 2015. The consultation program included one public open house and an online comment sheet. During this time, City staff heard from:
 - Approximately 150 people who attended the public open house
 - 153 people who completed the comment sheet online or at the public open house
 - Approximately 35 people through 3-1-1 and the Cycling Spot Improvement Program e-mail inbox – BikeUpgrades@vancouver.ca



Supporting Policy

As part of the Transportation 2040 plan, the City of Vancouver has implemented an ongoing cycling spot improvement program for existing bicycle routes. The aim of this program is to:

- Address safety, comfort and capacity issues on the existing bike network.
- Upgrade key existing routes with high existing or potential ridership
- Manage and reduce motor vehicle traffic volumes and speeds on neighbourhood routes through traffic diversion and other calming measures
- Design safe intersections and crossings with improved visibility and managed conflicts (for example, through turn restrictions and signal priority)



Project Goal and Objectives

Project Goal

- The goal of this spot improvement is to improve accessibility and safety for people walking and cycling at the intersection of Oak St and 7th Ave and along the Off–Broadway Bikeway.

Project Objectives

- Provide a walking and cycling environment comfortable for people of all ages and abilities
- Make the intersection of Oak St and 7th Ave more comfortable to cross on foot and bicycle
- Develop 7th Ave as a quiet, comfortable, and convenient walking and cycling route
- Support improved walking and cycling connections to Central Broadway and the South False Creek Seawall
- Carefully consider impacts to residents, businesses, and emergency vehicle access



Consultation Overview

Communications Products

Communications Products	Quantity	Details
Notifications	870*	Mailed to residents in a four-block radius around Oak St & W 7th Ave
Advertisements	1, week of May 4 th 2015	City of Vancouver Calendar of Events

Consultation Activities

Consultation Activities	Details	Participants
Public Open House	May 12, 2015 4:30-8:30 pm South end of Laurel Street Land Bridge, Laurel St & W 7 th Avenue	150* participants
Project Website	vancouver.ca/spotimprovements	265 page views
Online Questionnaire	May 12 th to June 12 th 2015	153 responses
Social Media	1 post on the BikeVancouver Facebook Page	526 views
Stakeholder Groups and Advisory Committees	Presentation to Active Transportation Policy Council Projects Subcommittee	15
TOTAL		1,109

Staff received additional comments via:

- Approx. 35 3-1-1 calls, letters and e-mails to bikeupgrades@vancouver.ca

*Note: * Approximate value*



Summary of Public Feedback

Travel in the Oak Street & 7th Avenue Area



67% of respondents say they primarily travel through the Oak & 7th intersection travelling along 7th Avenue;
25% cross the intersection travelling along Oak Street.



Primary modes of transportation in this area vary:

32% travel on foot;
26% travel by bike; and,
25% travel by car or motorcycle.

Preliminary Design Options

- Respondents are most likely to name improved walking and cycling conditions as a benefit or best feature for option 2 (median on Oak Street) and option 4 (mini-parks).
- For option 1 (one-way streets – away from Oak St.) and option 3 (one-way streets – towards Oak St.), respondents were less likely to find as many benefits compared to options 2 and 4, and more likely to identify impacts or concerns.
- Many respondents provided comments indicating that the proposed designs would not address one of the main issues with the Oak Street and 7th Avenue area – cars speeding.
- Many respondents provided comments indicating that they would be interested in the addition of a traffic signal at Oak Street and 7th Avenue



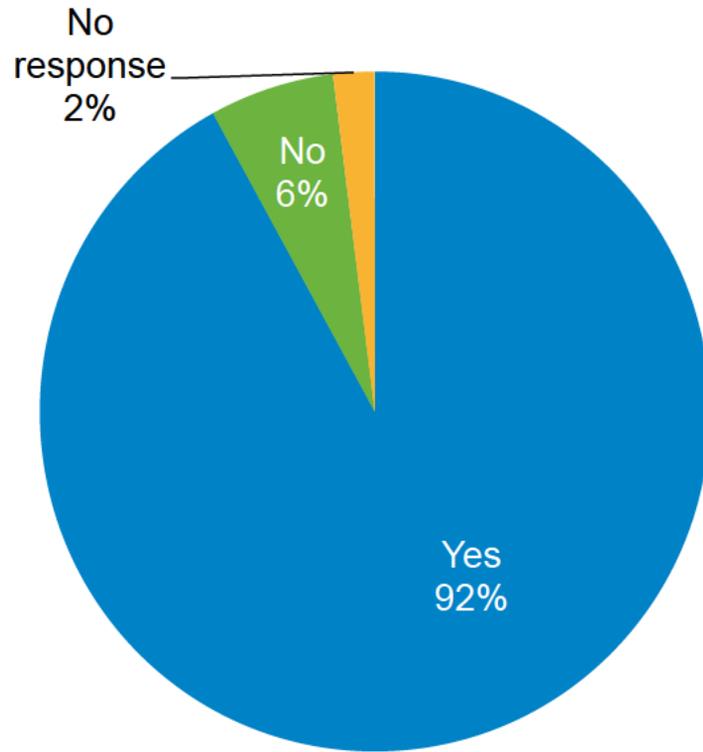
FEEDBACK RESULTS



TRAVEL IN OAK & 7TH AVENUE AREA



Connection to Oak Street & 7th Avenue Area

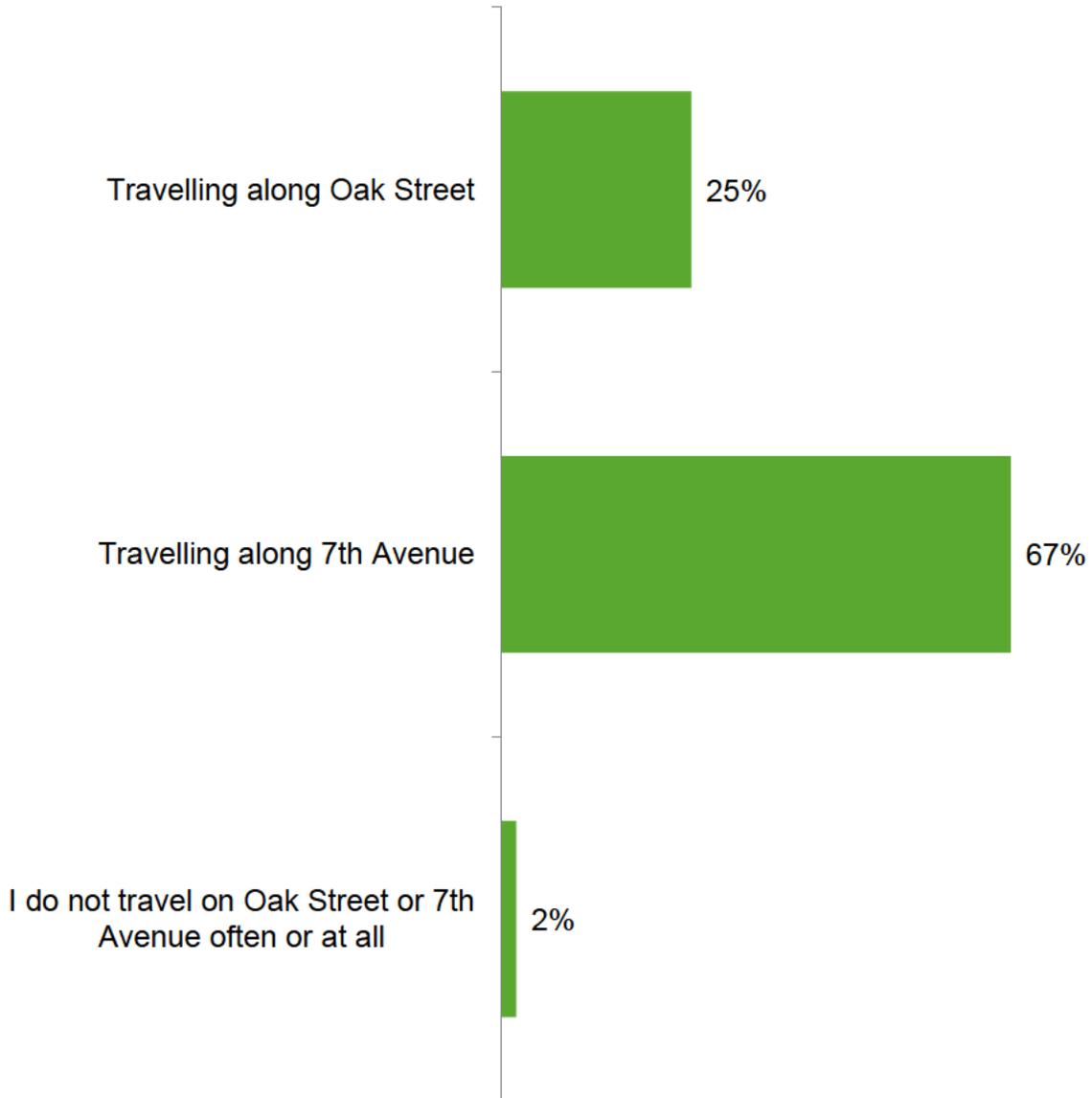


Base: All respondents (153)

Do you live or work in the area?



Travel Through Oak & 7th Avenue Intersection

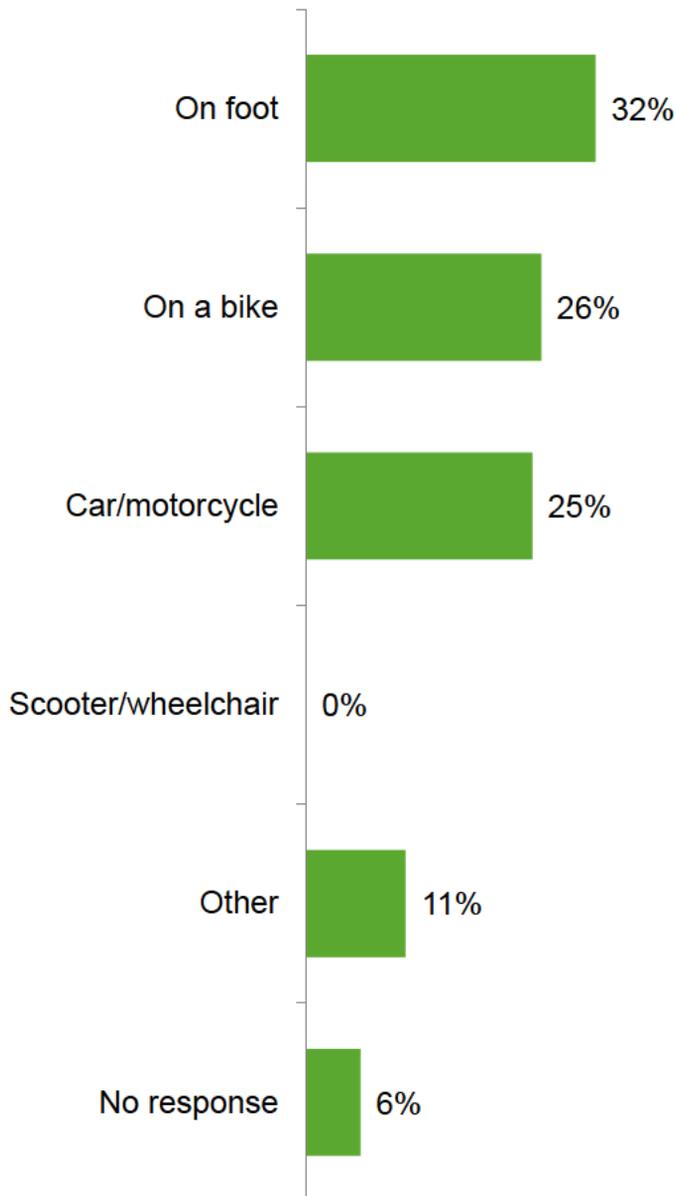


Base: All respondents (153)

How do you primarily travel through the Oak Street and 7th Avenue intersection? If you use the intersection for both options listed below, please choose the one you use it for the most.



Primary Mode of Transportation along Oak Street or 7th Avenue

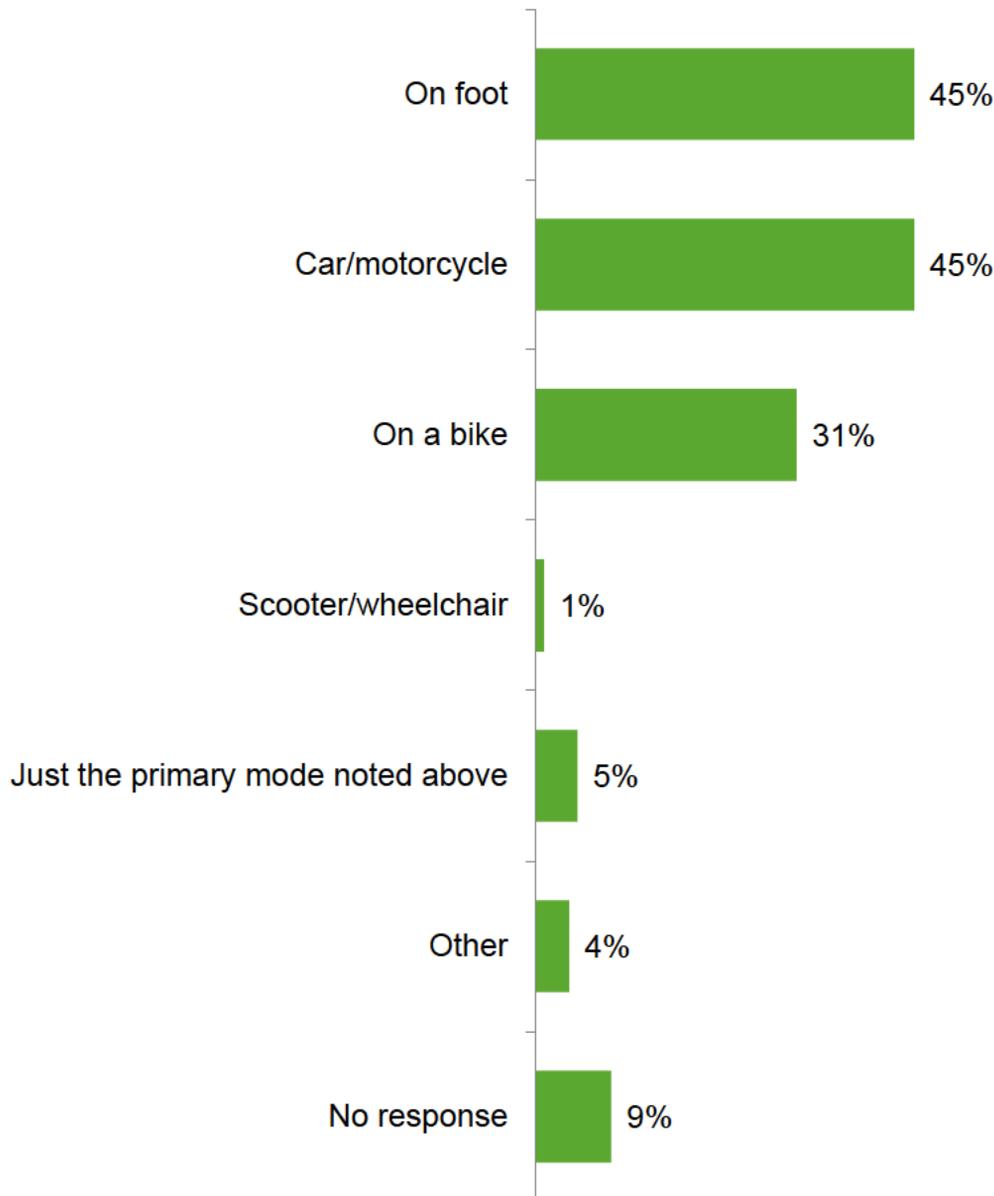


Base: All Respondents (153)

What is your primary mode of transportation along Oak Street or 7th Avenue?



Other Modes of Transportation along Oak Street or 7th Avenue



Base: All Respondents (153)

What other modes of transportation do you use along Oak Street or 7th Avenue?



EVALUATION OF PRELIMINARY DESIGN OPTIONS



Summary of Design Option Benefits/Features

	Option 1: One-Way Streets (Away from Oak Street)	Option 2: Median on Oak Street	Option 3: One- way Streets (Towards Oak St.)	Option 4: Mini-Parks
Reduced vehicle volumes and speeds	42%	46%	35%	43%
Improved cycling conditions	35%	46%	31%	42%
Improved walking conditions	29%	44%	28%	33%
Increased green space	7%	3%	4%	33%
Increased seating and resting opportunities	1%	3%	1%	9%
Other	24%	25%	18%	26%
Unsure/don't know	15%	13%	20%	7%



Summary of Design Option Impacts/Concerns

	Option 1: One-Way Streets (Away from Oak Street)	Option 2: Median on Oak Street	Option 3: One- way Streets (Towards Oak St.)	Option 4: Mini-Parks
Does not sufficiently address walking needs	43%	30%	42%	32%
Does not sufficiently address cycling needs	34%	29%	33%	27%
Reduced on-street parking	26%	29%	25%	26%
Vehicles rerouting on to nearby streets (i.e. 6th Ave., 8th Ave.)	26%	20%	21%	19%
Reduced vehicle access	20%	20%	21%	13%
Other	46%	43%	42%	46%
Unsure/don't know	5%	5%	3%	4%



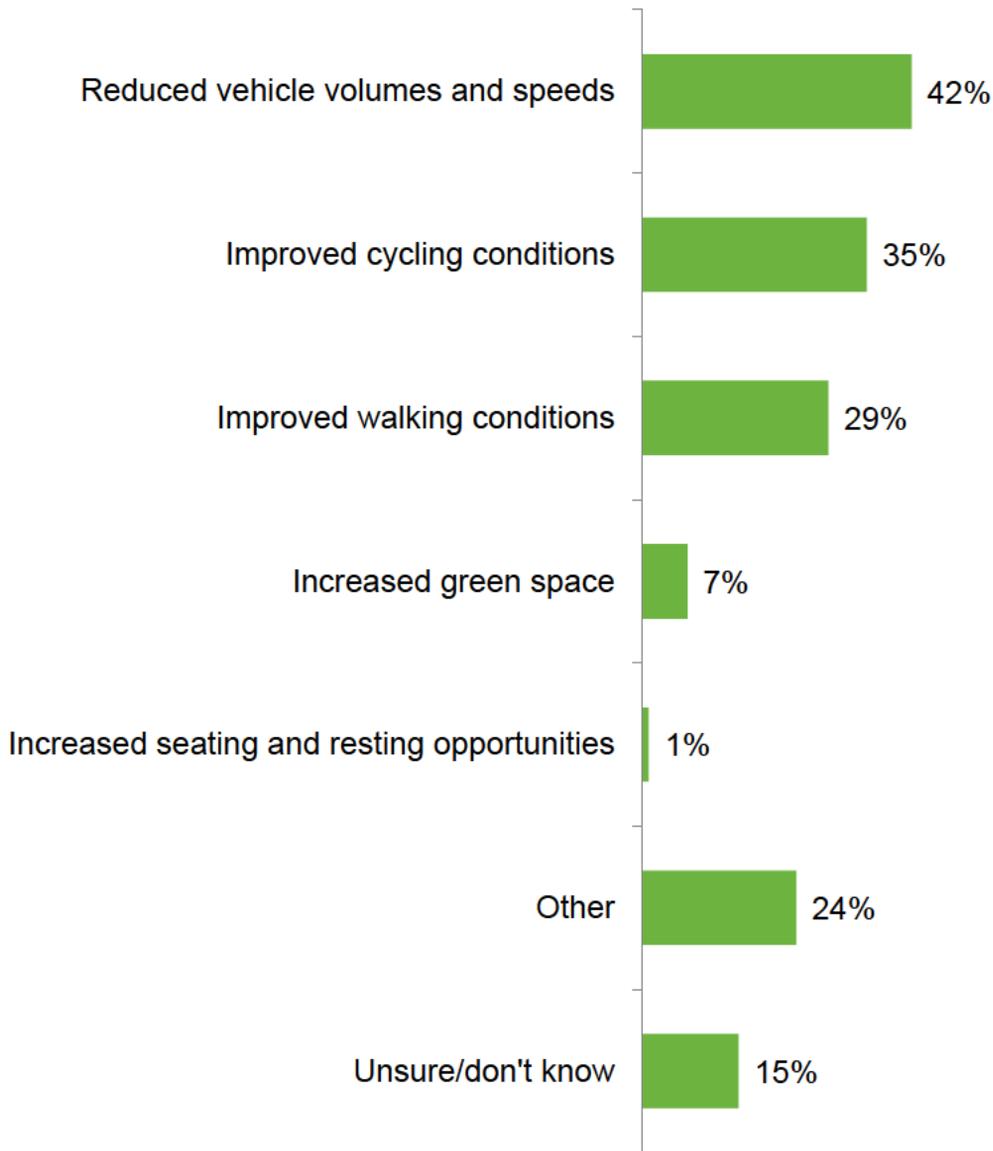
Summary of Design Option

Comparing Benefits and Concerns

	Option 1: One-Way Streets (Away from Oak Street)	Option 2: Median on Oak Street	Option 3: One- way Streets (Towards Oak St.)	Option 4: Mini-Parks
Average Benefits/Features	23%	28%	20%	32%
Average Impacts/Concerns	30%	26%	28%	23%



Preliminary Option 1: One-Way Streets (Away from Oak Street) Benefits/Best Features



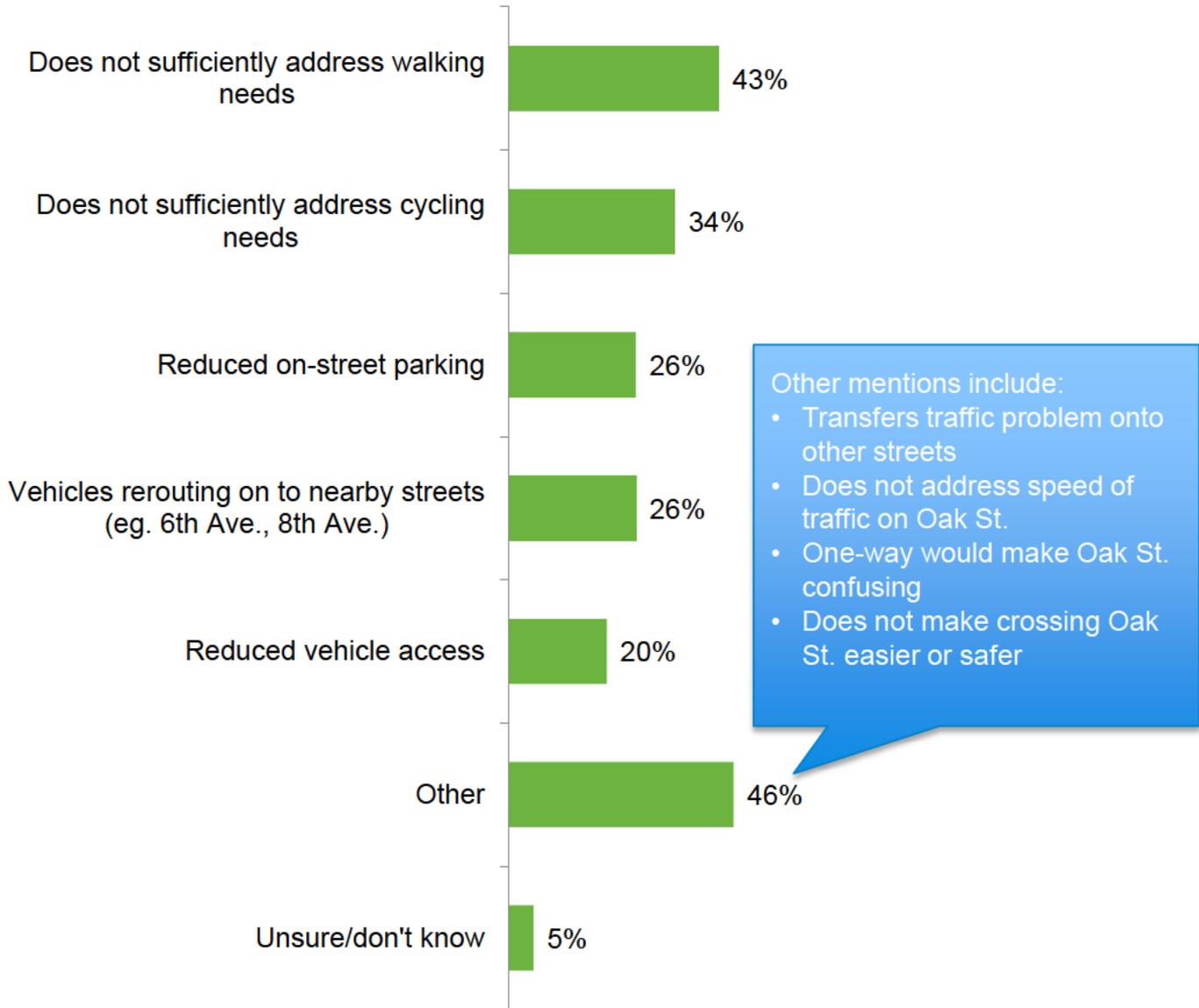
Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

...What do you think the benefits/best features of the proposed design are? Please select up to three.



Preliminary Option 1: One-Way Streets (Away from Oak Street) Impacts/concerns



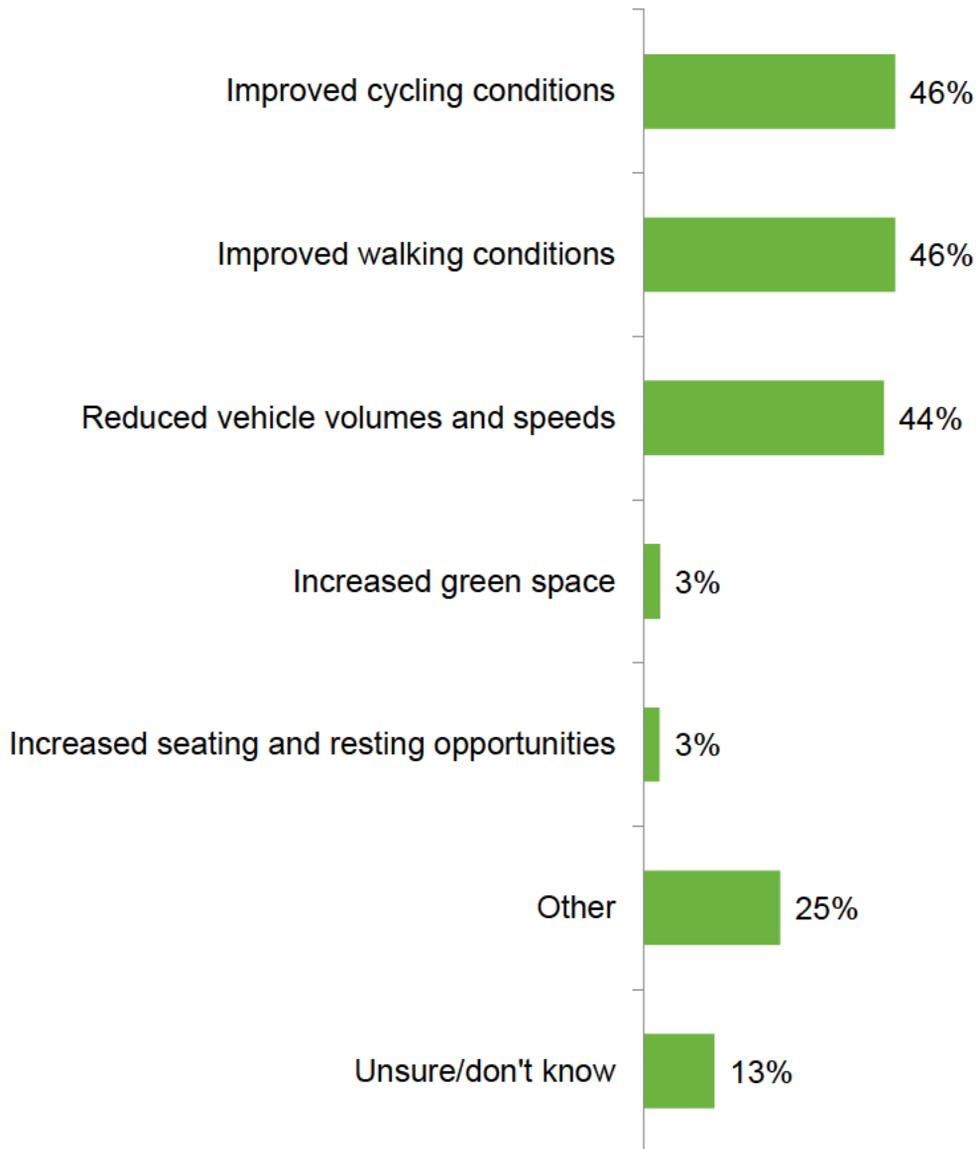
Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

What are the biggest impacts/concerns of the proposed design to you? Please select up to three.



Preliminary Option 2: Median on Oak Street Benefits/Best Features



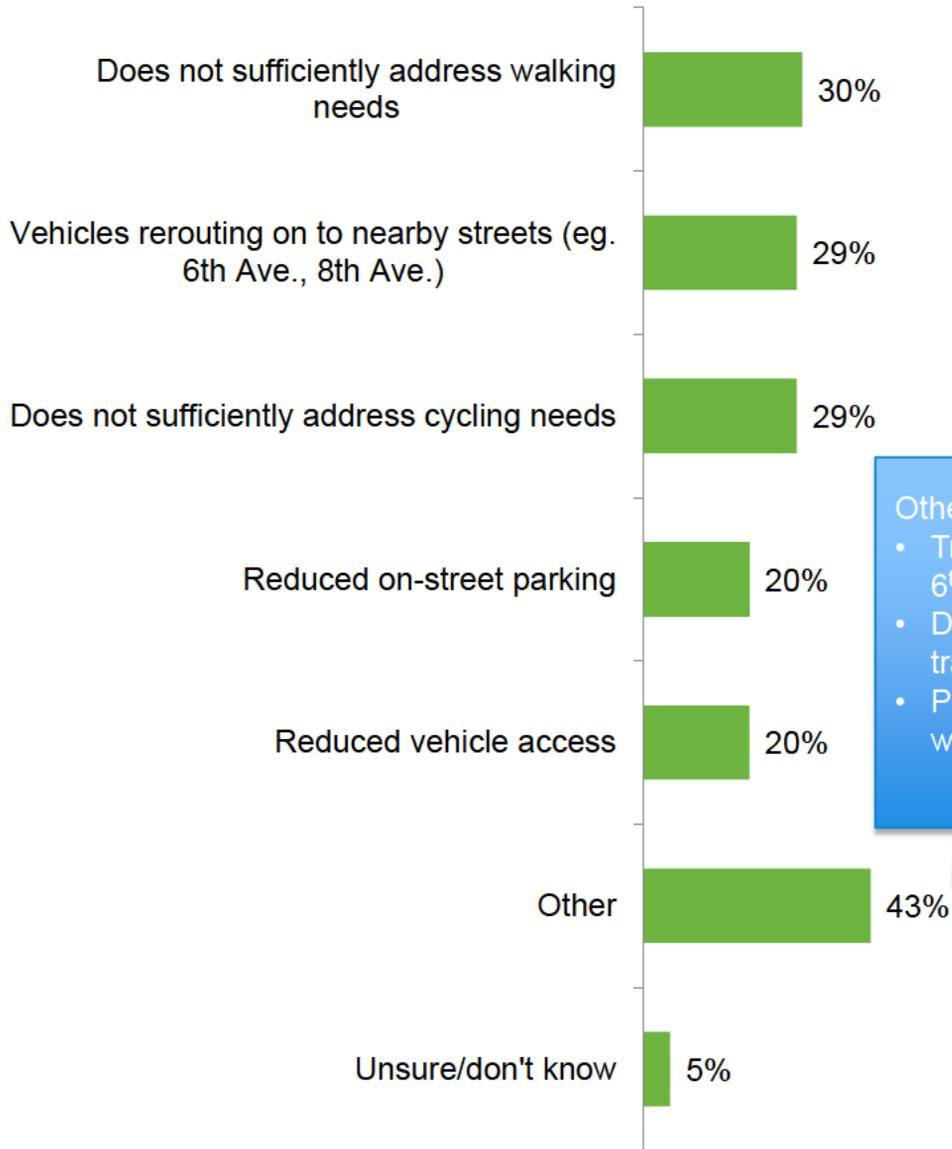
Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

...What do you think the benefits/best features of the proposed design are? Please select up to three.



Preliminary Option 2: Median on Oak Street Impacts/concerns



Other mentions include:

- Traffic will just divert to 8th or 6th Avenues
- Does not address speed of traffic on Oak St.
- Pedestrian crossing at Oak St. would remain dangerous

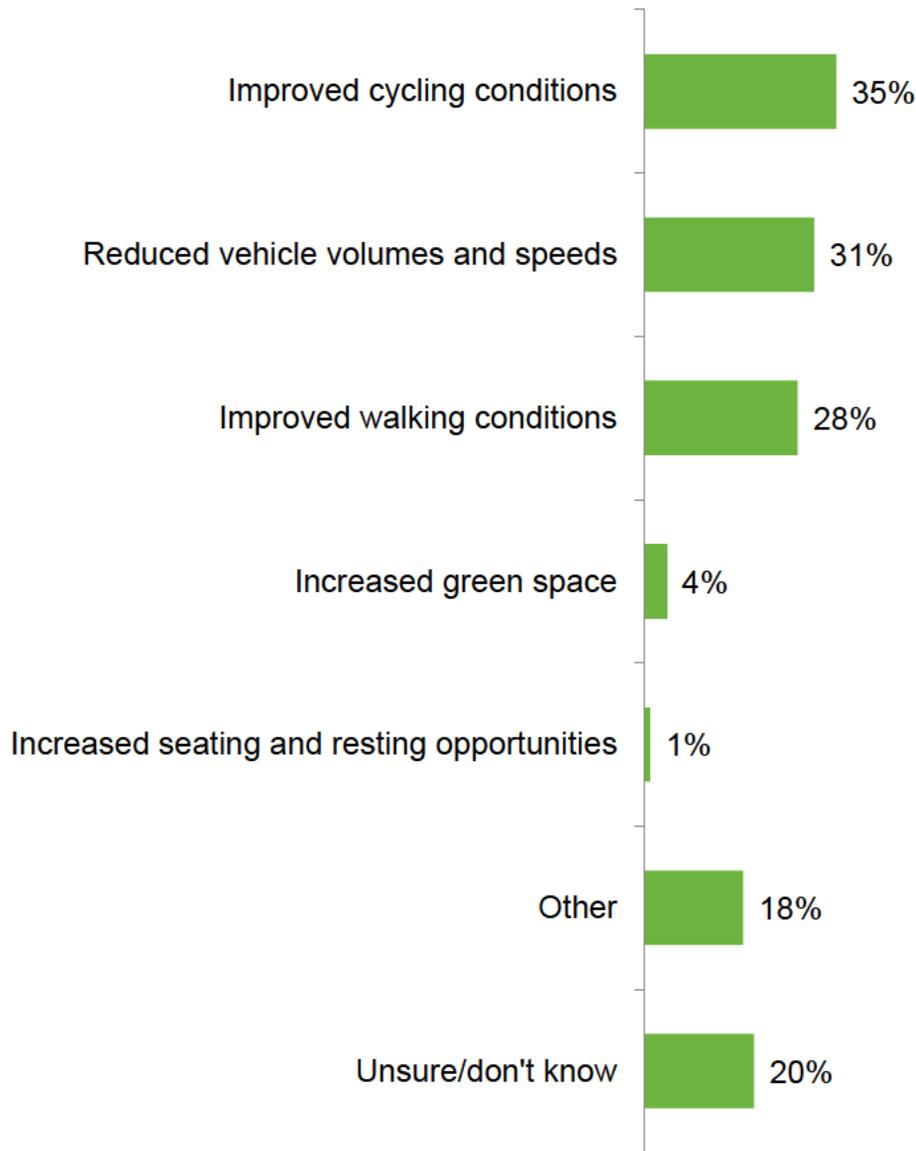
Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

What are the biggest impacts/concerns of the proposed design to you? Please select up to three.



Preliminary Option 3: One-way Streets (Towards Oak Benefits/Best Features



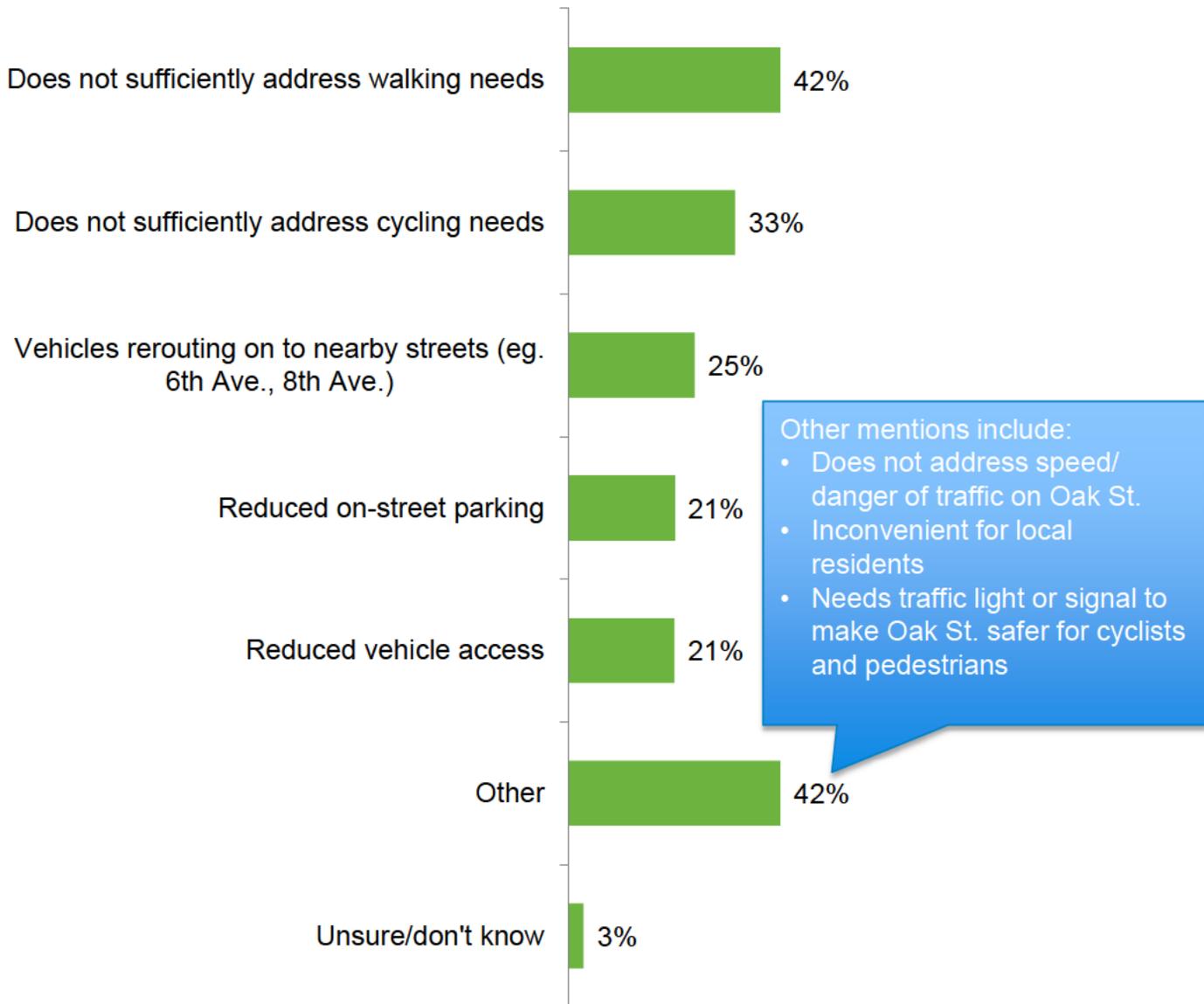
Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

...What do you think the benefits/best features of the proposed design are? Please select up to three.



Preliminary Option 3: One-way Streets (Towards Oak Impacts/concerns



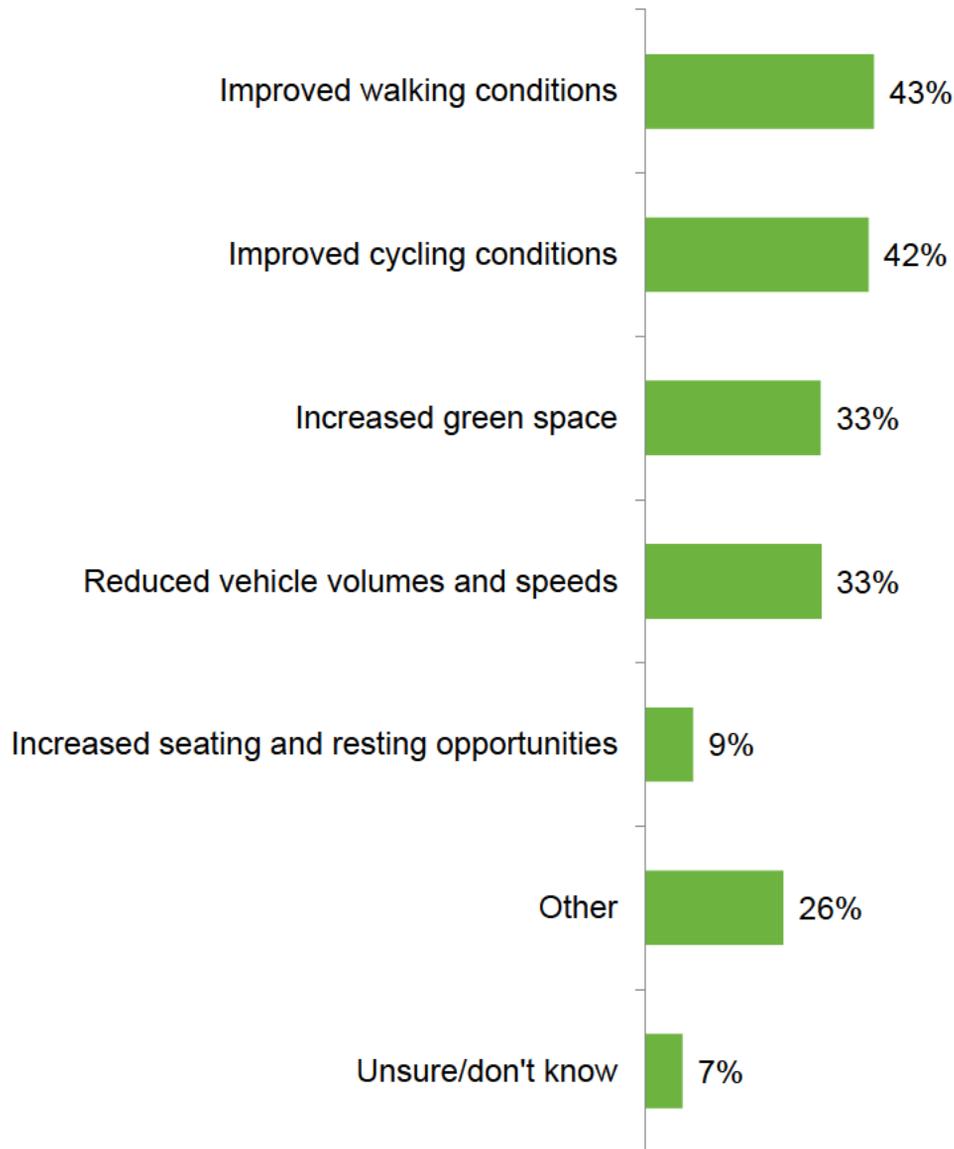
Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

What are the biggest impacts/concerns of the proposed design to you? Please select up to three.



Preliminary Option 4: Mini-Parks Benefits/Best Features



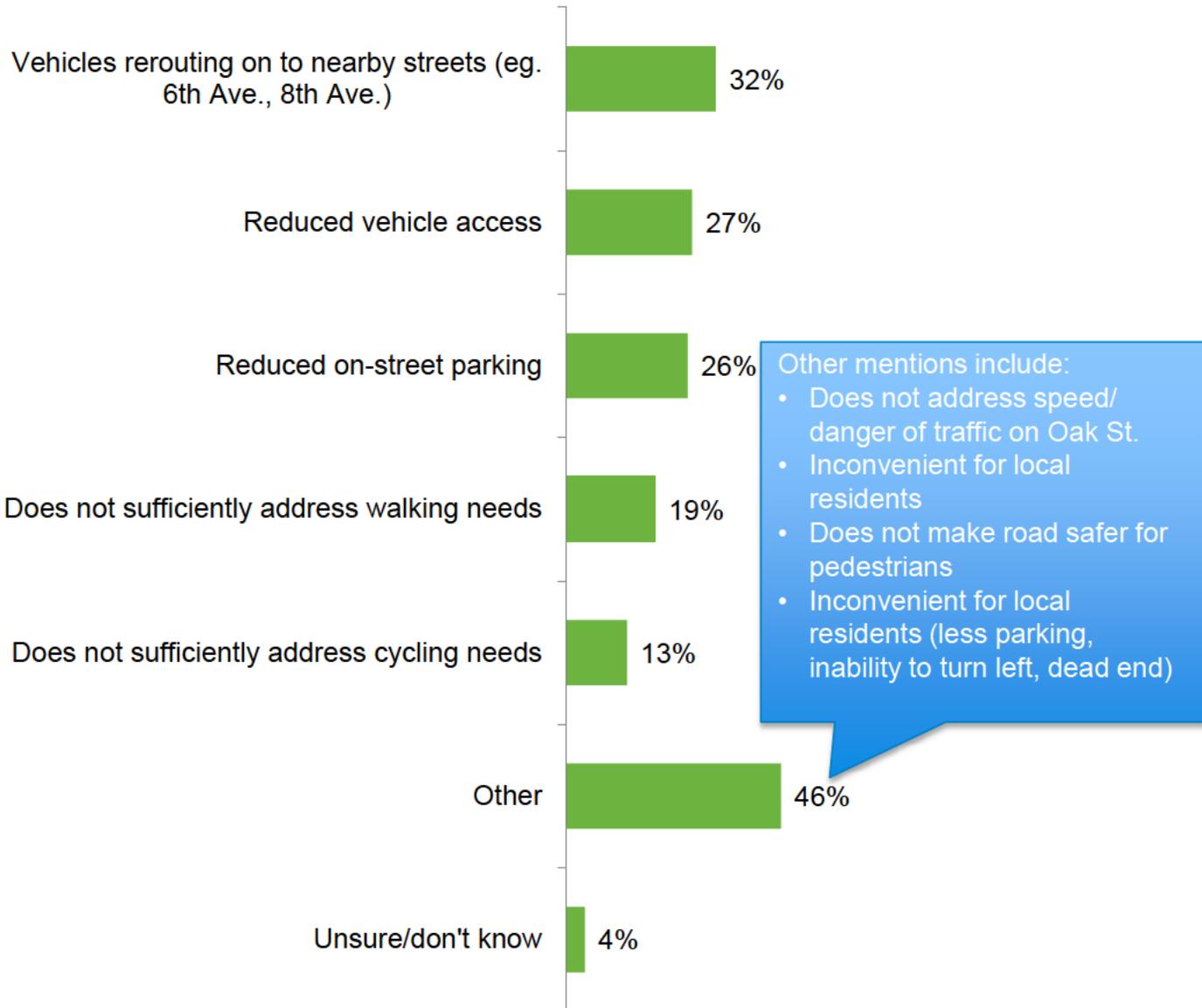
Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

...What do you think the benefits/best features of the proposed design are? Please select up to three.



Preliminary Option 4: Mini-Parks Impacts/concerns



Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

What are the biggest impacts/concerns of the proposed design to you? Please select up to three.



General Comments on Oak & 7th Spot Improvement

The following are some responses received for the question “Do you have other comments that you would like to provide on the Oak St. & 7th Ave. Spot Improvement project or the options that have been presented?”

“Is a simple 4 way stop not an option? Too many people “cheat” at the Heather medians and it actually make things more dangerous. These designs are more complicated so it will only be worse.”

“The park idea is great and the best option. Just concerned with parking for locals.”

“A traffic light is the best option.”

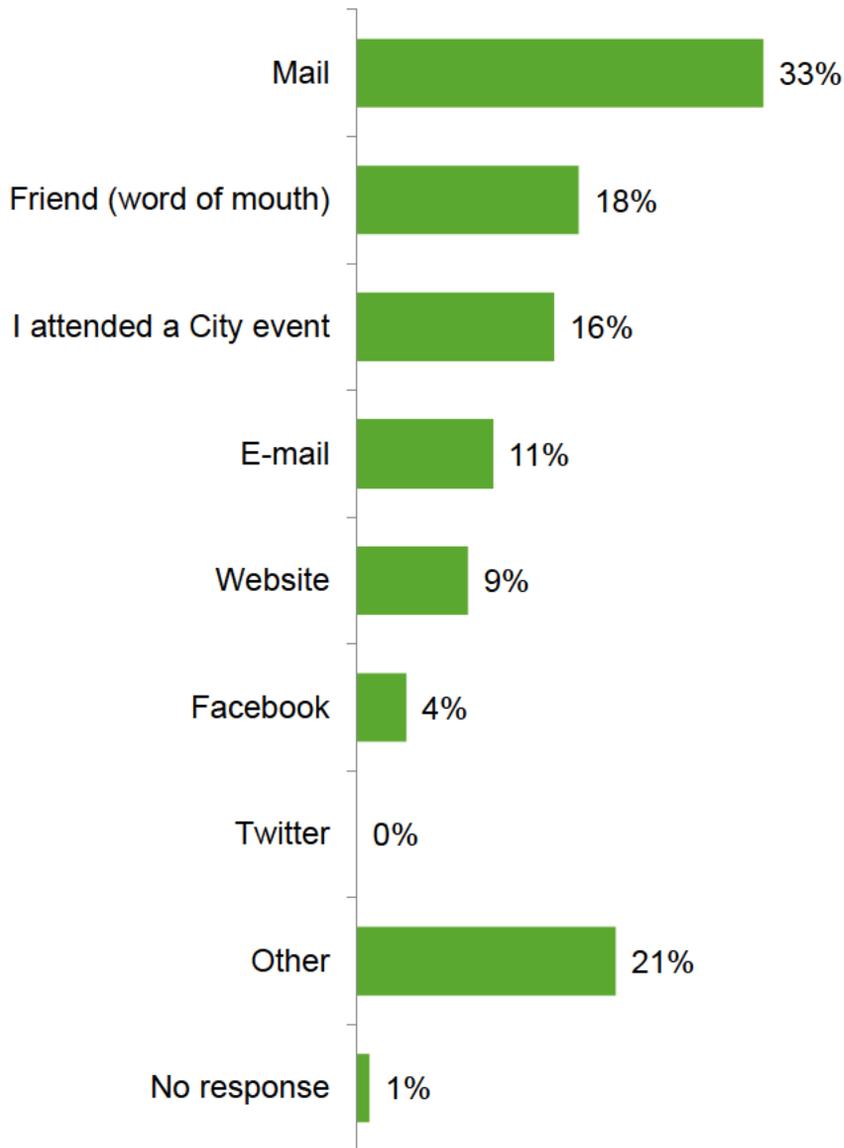
“As a 7th Ave resident, I think this is a GREAT idea. A combination of 2 and 4 would be ideal, but 2 is my preferred if I had to chose 1, due to the benefit to pedestrians and cyclists crossing Oak - cars rarely stop even if they can see you.”

“These options only address that particular intersection - drivers will resume speeding along 7th once they've made it across oak. Would like to see speed bumps installed all along 7th, and a 4-way stop at 7th and Willow.”

“Please look beyond 1 intersection and look at the community from 6th to Broadway Heather to Hemlock (like traffic calming).”



Source of Awareness of Initiative



Note: Respondents were able to select more than one response, so percentages total more than 100%.

Base: All respondents (153)

Tell us a little about yourself. How did you find out about this initiative?