From: "Mochrie, Paul" <Paul.Mochrie@vancouver.ca>
To: "Direct to Mayor and Council - DL"
Date: 3/30/2023 3:02:55 PM
Subject: FW: Additional questions to Report 2

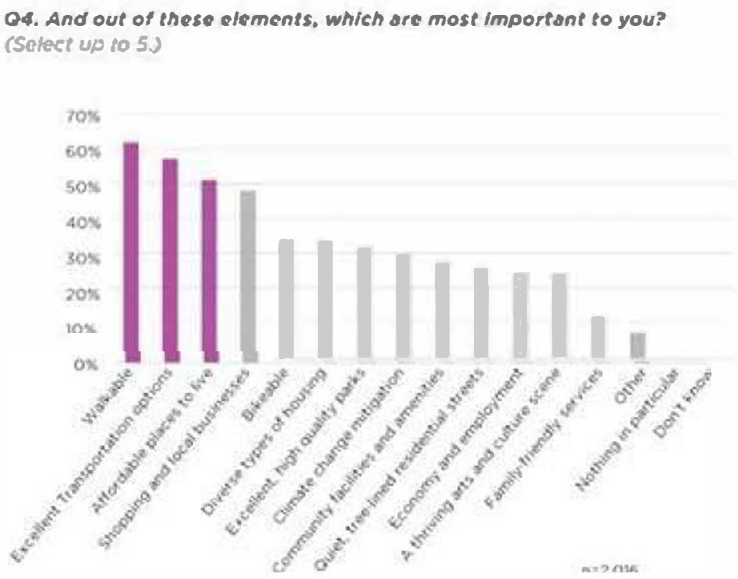
Mayor and Council,

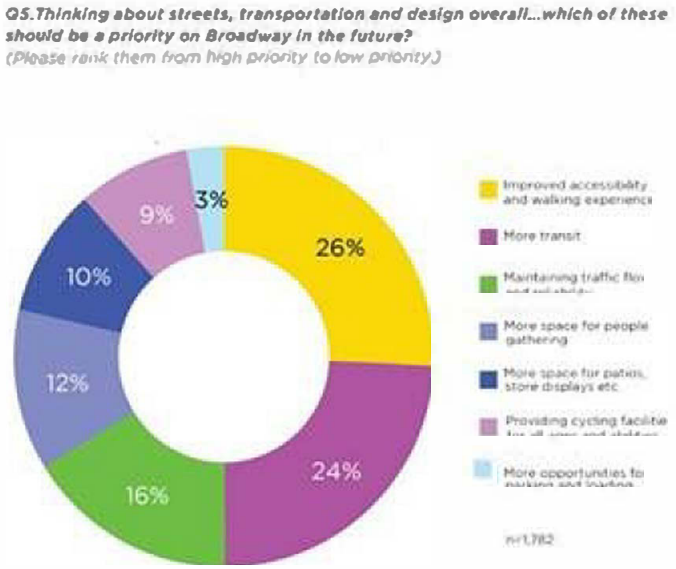
The following information is provided in response to a number of questions regarding the Broadway Active Transportation Lanes report.

Best,
Paul

1. I heard staff say in answer to one of my questions today that they consulted businesses on Broadway only on the idea of expanded sidewalks. Why did they not consult businesses on options 2 and 3 specifically re: an active transportation lane?

   Early in the Broadway Plan process, Staff clearly heard the public prioritize walking and public space for improvements on Broadway. From the Phase 1 launch survey (approximately 2,000 respondents), 61% identified walkability as the top priority for the Broadway Plan area. For Broadway itself, 48% prioritized improved walking and public space (incl gathering space and patios), while only 9% prioritized protected cycling facilities. See excerpts from the Broadway Plan Phase 1 Engagement Summary below:





   In addition, thorough design testing highlighted considerable challenges in accommodating bike lanes, particularly in the Station Blocks, such as conflicts with potential patio space, new and existing trees, and future green infrastructure opportunities.

Based on this engagement feedback and design work, options and engagement on active transportation lanes on Broadway were not advanced in the Broadway Plan.

2. Are there other options for providing patio space – e.g., that take up smaller amounts of sidewalk space than a full lane especially where there are wider sidewalks along Broadway, or (for corner businesses) on the side street rather than Broadway, or by setting back new buildings?

   Patios at wider sidewalks – where wider sidewalks exist there is the most flexibility in accommodating a range of sizes for retail patios.

   Patios at corners and side streets – these can be a good option as they often allow for better solar access and respite from a busy arterial like Broadway.

   Patios delivered through building setbacks – this is sometimes possible but can impact development viability on constrained sites (like the properties on the north side of Broadway between Main and Cambie) and thereby hinder the delivery of new housing and job space. Also, these opportunities only arise incrementally as development of individual sites takes place.

3. What are the estimated costs to implement active transportation lanes AFTER the subway is completed vs. now? Although Clr Boyle asked this with the answer being "we don't know, it depends on the design", please choose one design and estimate now vs. later. PLUS – how long do you estimate it will take to phase in the separated active transportation lane under option A. Plus, what is the estimated cost to alter any changes to pedestrian/sidewalk space in order to achieve the separated active transportation lane?

   Cost to retrofit will depend on the level of intervention, from low-cost paint or tactile warning systems such as at Olympic Village Station, to high-cost reconstruction adding asphalt and concrete mountable curbs. Previous cost estimates assumed full road reconstruction, therefore it is challenging to compare what a retrofit to a portion of the sidewalk might cost in the future. If the designs can be future-proofed, the costs might be able to be relatively low, particularly when considering the cost risk of a design change to the station blocks at this point of the project.

4. Do we have data on accidents related to active transportation in traffic vs. in unprotected active transportation routes as well as accidents to pedestrians hit on sidewalks by cyclists/scooters? Does 10th Avenue have, as one speaker noted, the most vehicle/cyclist accidents in the City of Vancouver?

   From a recent study completed by Bio-Med Central which explored collisions among motor vehicles and cyclists in Toronto and Vancouver, the study found that cyclists are 3-5x more likely to be involved in a collision with a motor vehicles if there is no bicycle infrastructure as compared to if a bike lane is present.

   A review of the 2017-2021 VGH data of patients admitted for pedestrian-bicycle collisions indicated that there were a total of 14 cases (2 serious, 12 minor). Three of these were in the Broadway Plan area. It's unknown if any of these occurred on a sidewalk since this information is self-reported and rarely documented.

   10th Ave bike route does in fact rank highest for collisions based on 2017-2021 ICBC data. Both E 10th and W 10th have a downward trend, which is likely correlated to the improvements made over the past several years.

5. If there is no separated active transportation lane but wider sidewalks, do we have estimates on how much active transportation would end up on the sidewalk. Also – do we expect that if e-scooters are introduced, will they be geo-fenced off sidewalks and end up in car lanes?

   It's unclear if there is any direct correlation between sidewalk width and the prevalence of sidewalk riding (bikes or micro-mobility). Wider sidewalks would create more space for pedestrians, and therefore more opportunity for sidewalk riding, however, we cannot predict to what degree this would happen. On wider sidewalks, though, if it does end up on the sidewalk there will be less conflicts with pedestrians. With the introduction of shared e-scooters, there are

opportunities to restrict operations such as geo-fencing or cameras.