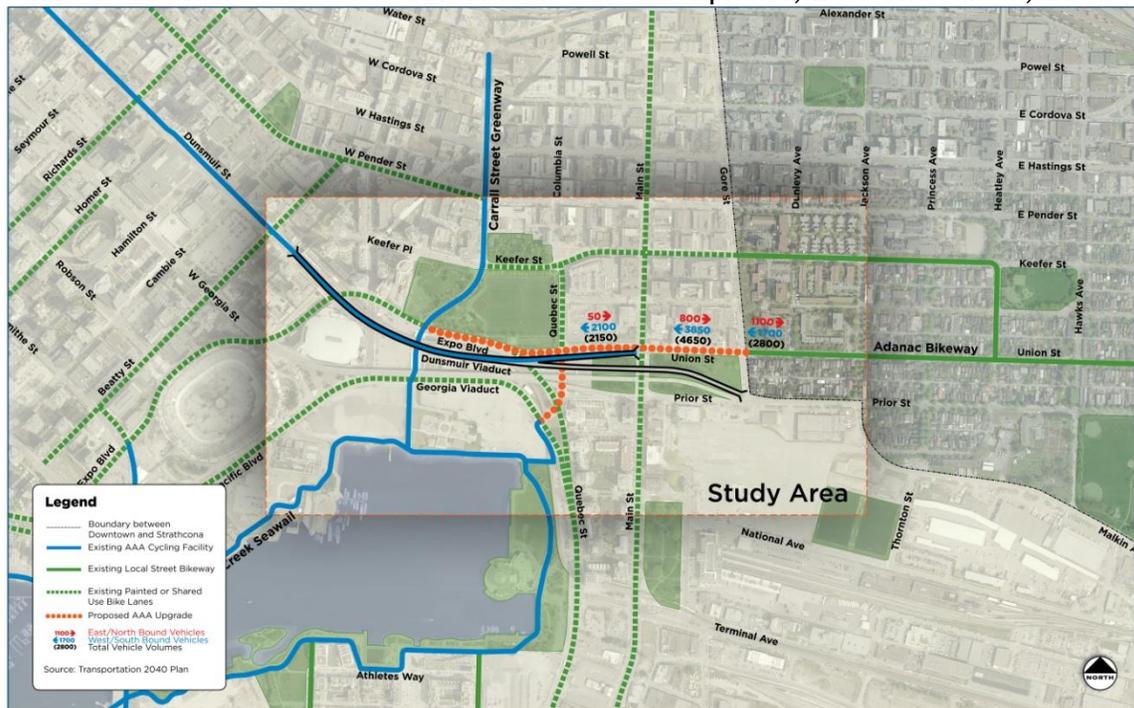




Adanac Bikeway Union Street Upgrade - Gore Avenue to Carrall and to the Seawall Consultation Summary

The purpose of this report is to provide a summary of what was heard from residents, businesses and other stakeholders during the consultation period for the proposed upgrades along the Adanac Bikeway from Gore Avenue to Carrall Street and along Quebec Street from Union Street to Pacific Avenue between April 11, 2013 and June 7, 2013.



Project Context & Goals

The *Transportation 2040 Plan* is the strategic policy framework developed to support a thriving local economy, increase affordability and create a healthy, accessible and sustainable city. Walking and cycling were identified as the highest transportation priorities in this plan, and the City's transportation target is to have at least two-thirds of all trips made on foot, bike or transit by 2040.

The plan also provides a set of project implementation principles, including investing public resources wisely, monitoring, learning and adopting, and involving citizens and local businesses. For all transportation projects, input from the public is considered within existing policy directions, along with financial and technical considerations.

This section of the Adanac Bikeway is one of the priority transportation projects identified in the City's recently adopted *Transportation 2040 Plan*, as a vital connection



of walking and cycling routes across the city that need to be upgraded to make it safer, more convenient and more comfortable for people of all ages and abilities.

The Adanac Bikeway was originally identified in the 1988 Comprehensive Bicycle Plan and again in the 1992 Bicycle Network Study as a priority local street bikeway. It was built in 1993 as the first local street bikeway in Vancouver. Today, it is one of the busiest bikeways in Vancouver, carrying an estimated 4000 cyclists per day in the summertime (east of Main Street). It extends from downtown Vancouver to Boundary Road, where it connects to Burnaby's Francis Union Bikeway and is a crucial connection in the overall cycling network. This section of the corridor also has a busy commercial area comprised of new local businesses. This section of Union Street is uncomfortable for cyclists as it overlaps with a section of the Regional Truck Route that carries approximately 5000 vehicles per day. In addition, the intersection at Union and Main Street is a top cyclist collision location in Vancouver (2006-2011) and is the number one cyclist collision location along the Adanac Bikeway.

The Union Street Upgrade project proposes to upgrade this section of the bikeway by making it safer, more comfortable and more convenient for cyclists of all ages and abilities. The project aims to:

- Address safety concerns at the intersection of Main and Union Streets.
- Improve pedestrian facilities where feasible along Union Street between Quebec and Main Streets.
- Upgrade this section of the Adanac Bikeway to all ages and abilities (AAA) cycling standards and provide a connection to the existing AAA cycling network in the area (Carrall Street Greenway, Dunsmuir Viaduct Separated Bike Lane, Seawall, Adanac Bikeway east of Gore Avenue).
- Discuss options to improve the demand for bike parking by introducing more bike parking facilities west of Gore Avenue.

Consultation Methods

During the consultation period, staff presented the following information at two information sessions and online on the project webpage ([project webpage](#)).

- Process overview
- Presentation Boards
 - Background policies, key transportation and local area safety data
 - Design proposal
- Policy Documents & Studies
 - 1988 Vancouver Comprehensive Bicycle Plan
 - 1992 Bicycle Network Study
 - Transportation 2040



During the consultation period staff met with a variety of residents, organizations, businesses and stakeholders in order to gain a better understanding of who currently uses the route, discuss the proposal and gather feedback.

Feedback was gathered through:

- Stakeholder meetings
- Information sessions
- Website
- Online Questionnaire
- Email

The following communication channels were used to provide information about the project and notify people about opportunities to provide input:

- Website (www.vancouver.ca/adanacbikeway)
- Notification Letters
- Posters
- Email distribution list
- Social Media (Twitter and Facebook)



The following table summarizes the consultation outreach and activities that occurred primarily between April 11, 2013 - June 7, 2013.

Consultation Activity	Quantity	Participants
Stakeholder Meetings	10	115*
Public Information Session	2	95*
Website	vancouver.ca/adanacbikeway	1693 visits
Online Questionnaire	vancouver.fluidsurveys.com/s/adanac-union/	108
Social Media	1 City of Vancouver Twitter Account and 1 Facebook Account	4 tweets through the COV Twitter account 18 re-tweets 3658 Facebook post views
Emails	adanacbikeway@vancouver.ca	20*
Business walk with Councillor Deal	1 time visit to businesses on 200 Union	10
Total		5656
Communication Product	Quantity	Distribution
Notification Letters	1	286
Poster Board Notices	1	4 locations: Union and Gore, Union and Main, Quebec and Expo, and Quebec and Pacific.
Flyers	1	70*
Media Articles	7	Globe and Mail - May 20, 2013 Fairchild TV - May 21, 2013 Global TV - May 27, 2013 CBC Radio Early Edition - June 5, 2013 Scout Magazine - June 5, 2013 News1130 - June 6, 2013 Vancouver Sun - June 7, 2013

**These are approximate numbers*

Consultation Summary

The public consultation for this project involved connecting with a diverse group of residents, businesses and stakeholders. The businesses located on the 200 block of Union Street expressed significant concerns about the proposed transportation changes, given the uncertainty of the viaducts as well as the loss of parking. Staff have particularly worked with businesses on the 200 block of Union Street, who were concerned about an initial concept to make this block of Union Street one-way for vehicles, and the loss of half of the vehicle parking on their block. Staff responded by recommending a two-way vehicle street where bicycles and cars share a single eastbound vehicle lane and by



adding new vehicle parking on Main Street. The recommended design includes a loss of 20 vehicle parking spaces on the 200 block of Union Street which is still a key concern as well as an eastbound vehicle closure east of Gore Avenue to decrease through vehicle volumes on this block of Union Street. This has caused some vehicle access concerns with adjacent residents.

The Active Transportation Policy Council Projects along with cyclists who attended the openhouse were satisfied with the project goals to improve walking and cycling, but expressed concern that the shared eastbound bicycle/vehicle lane from Main Street to Gore Avenue may still not be suitable for all ages and abilities cycling.

Staff heard from the Strathcona Residents Association that they felt the proposal and materials were mislabeled as the Adanac Bikeway, and did not include reference to Strathcona or indicate key proposed changes to Union Street, including a problematic one-way on Union Street between Dunlevy and Gore. They had significant concerns about additional local and regional traffic cutting through local Strathcona streets, as well as concerns about how residents in vehicles will get in and out of the neighbourhood. However, there was strong support for safety improvements at the intersection at Main & Union. They felt that more time and a better consultation process was needed with the neighbourhood and businesses to come to a better solution that works for everyone.

Overall, the comments from the public information sessions and online questionnaire were positive and supportive of the project and design proposal. Several key themes, including bikeway design, safety, and cycling and pedestrian concerns were discussed.

A summary of the most common themes included:

Potential Benefits

- Improve safety of cyclists, pedestrians and motorists by reducing the number of conflicts and accidents.
- Improve cycling and walking in the neighbourhood by making it more comfortable and enjoyable.
- Members of the public who are worried about cycling in traffic will be encouraged to use the upgraded bikeway.
- Will make the community more attractive and vibrant and encourage cyclists and pedestrians to visit and shop in the neighbourhood.
- Will connect to important bike routes like Carrall, the viaducts and the seawall, creating a stronger cycling network.
- The proposed traffic calming measures will reduce the number of cars.

Potential Challenges/Impacts

- The cycling treatment varies from block to block which might confuse new cyclists.
- Construction of the bikeway upgrades during peak hours should be avoided to minimize the inconvenience to road users.



- The removal of vehicle parking may have a negative impact on some of the small and/or newly established businesses on Union Street.
- Concerns that the recommended shared eastbound vehicle/bicycle lane on the 200 block of Union Street does not provide adequate separation and will not be attractive to less confident cyclists.
- The intersection of Main Street, Union Street and the viaducts is complex and very confusing to road users.

Other issues related to walking and cycling

- The sidewalks on Powell, Cordova, Jackson, and Gore Avenue need to be widened.
- More greenery/shade is needed between Main Street and Gore Avenue, and on Adanac Street and Union Avenue.
- The bikeway upgrades may result in gentrification of the neighbourhood.
- How will plans for the viaducts affect the Adanac Bikeway?

Next Steps

Using all of the feedback received through this consultation period, along with existing policy context, project goals, data analysis, technical transportation review and financial considerations, staff will refine the design. City staff will report to Vancouver City Council in June 2013 with a recommended final design and cost estimate based on all of the information available including feedback heard from the public. Council will decide how the project will proceed.



APPENDIX

The following appendix includes additional details on the consultation for the Adanac Bikeway-Union Streets Upgrades Project.

Information Sessions

Two information sessions were held during the consultation period to provide an overview of the project, share key data and the design proposal and facilitate face-to-face discussion with City staff to answer questions and address concerns that people had regarding the project.

Date	Location	Time	Attendance
Saturday, May 11, 2013	UBC Learning Exchange	11:00am-1:00pm	32
Wednesday, May 15, 2013	221A Gallery	4:00-6:00pm	63

Stakeholder Meetings

During the consultation period, City staff attended 10 meetings with the following stakeholders and organizations to discuss the project and gather feedback.

- Vancouver Fire and Rescue
- BC Hydro
- TransLink
- Vancouver Board of Parks and Recreation
- Active Transportation Policy Council Projects Subcommittee
- Port Metro Vancouver
- Strathcona Residents Association
- Meeting with local businesses (3 separate meetings)
 - Allena Chong Insurance
 - Brandywine Bartending School
 - Charlie & Lee
 - Department of WOW
 - Hogan's Alley Café
 - Life & Colour Hair Salon
 - The Union
 - Village & Co
 - Onni Group
 - Vancouver Chinatown BIA
 - Vancouver Chinatown Revitalization Committee

Submissions/Letters

Submissions and letters from the following groups/businesses were received during the consultation period:

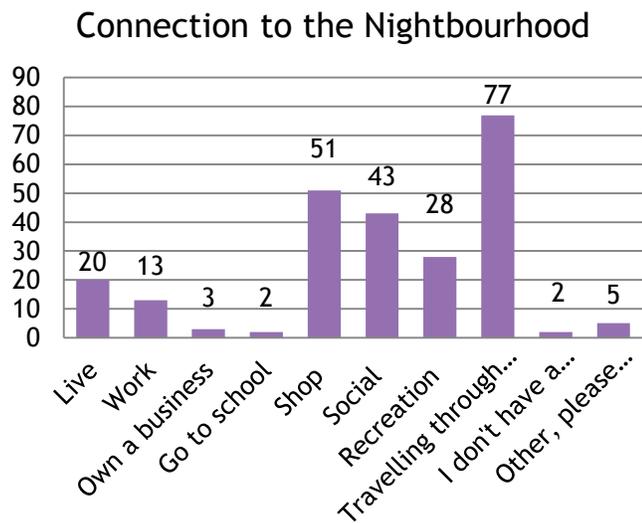
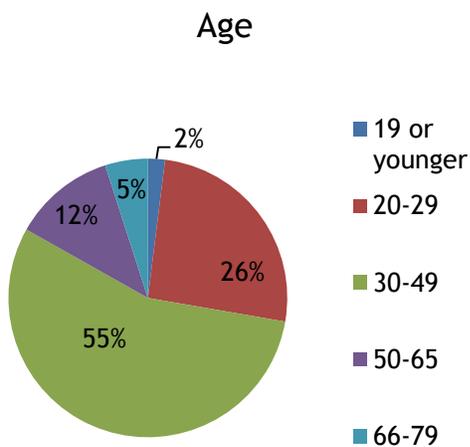
- The Parker (2)
- Village & Co (2)
- Charlie & Lee
- Life and Colour Salon
- Onni Group
- S.U.C.C.E.S.S



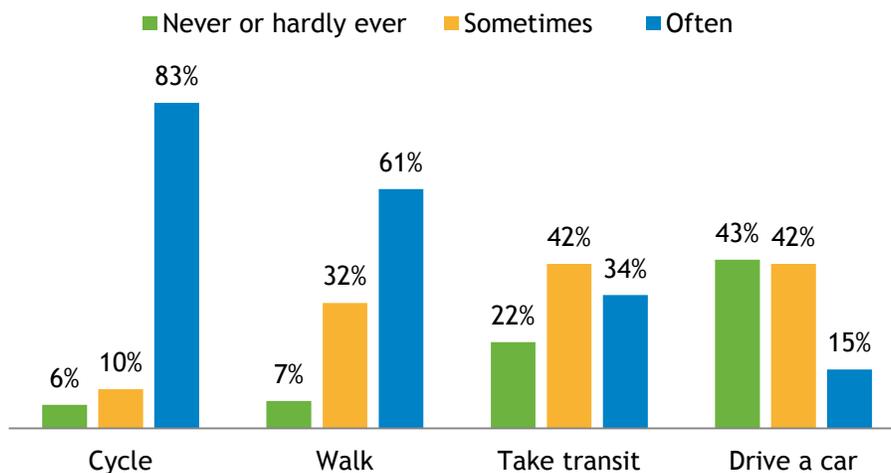
Online Questionnaire

A questionnaire was posted online at www.vancouver.ca/adanacbikeway from May 1, 2013 to May 21, 2013 and was included as part of the consultation period to help gather feedback relating to the potential benefits and impacts of the design proposal. A brief summary of the information collected through the 108** completed questionnaires is provided below.

Demographic Information



Mode Share



**We recognize that this is a small sample and is not necessarily representative. This information is not used for statistical purposes, but rather to gain a better understanding of who is providing feedback.



- 108 people provided feedback through the questionnaire. Of the respondents who provided their age, 55% were between the age of 30 and 49, 26% were in 20 - 29 age group, 12% were between 50 and 65, and 5% were in the 66 - 79 age group.
- When respondents were asked about their connection to the neighbourhood, the most common response was travelling through to access another destination (76%), followed by shopping along Union Street (50%). Additionally, 20% of respondents lived in the neighbourhood.
- When asked about their mode share, the majority of questionnaire respondents said they walked (61%), cycled (83%) or took transit (34%) most often to get around.

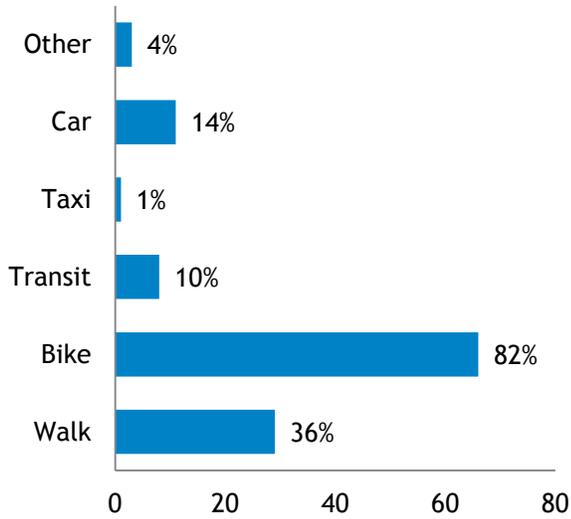
Customer Travel Information

As part of the City's policy to support local businesses, we asked respondents to answer a few questions about their travel patterns to and from the businesses located along the 200 block of Union Street (between Main Street and Gore Avenue). Of the 108* respondents who completed the questionnaire, 65% of them indicated that they shopped along the 200 block of Union Street. Their responses are below.

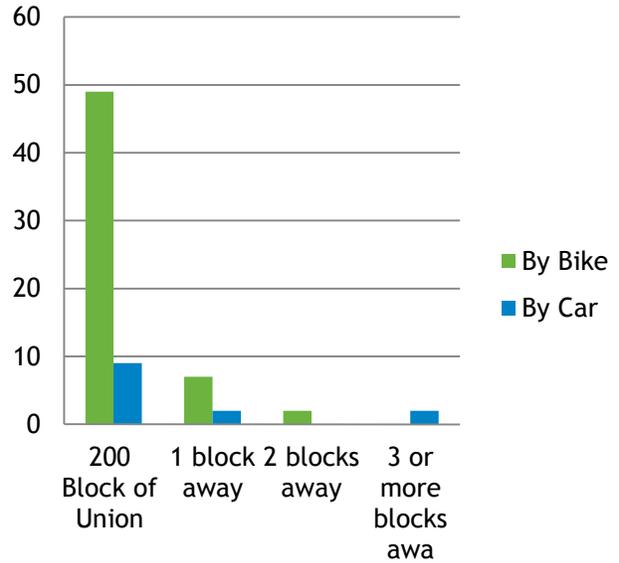
- When asked about their mode of travel to the 200 block of Union Street, biking was the most common response (82%), followed by walking (36%), driving (14%), and transit (10%).
- Of those respondents who rode their bikes or drove to the shops along the 200 block of Union Street, 71% said they parked on the 200 block of Union Street, 15% said they parked one or two blocks away and 4% said they parked more than 3 blocks away. Some of the "other" responses included keeping their bikes with them and others left them with friends who lived in the residential area above the businesses.
- When asked about how frequently they visited the 200 block of Union Street, 39% of respondents said 1 to 3 times a month, 29% said more than once a week, 25% said less than once per month, and 9% visit about once a week.
- When asked about how they found out about the businesses located along the 200 block of Union Street, the most common response was cycling by (81%), walking by (28%), word of mouth (25%) and online (9%).



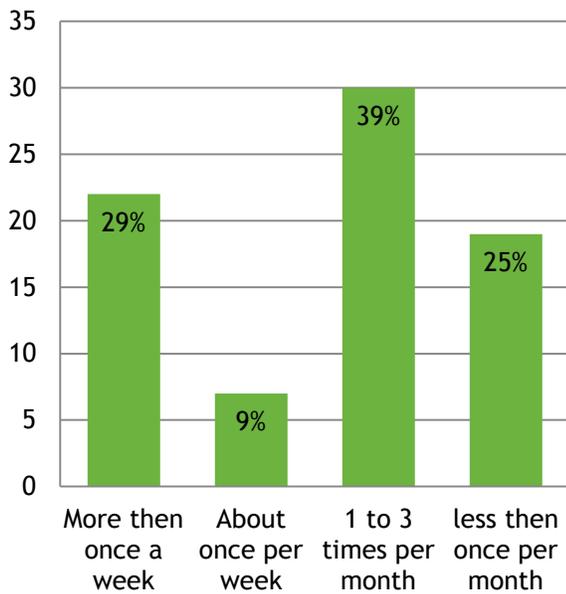
Mode of travel to the 200 block of Union Street



Bicycle and Vehicle Parking



Frequency of Visits



Learned about the businesses located on this block of Union Street.

