

Alexander Bikeway Engagement Summary

April 19, 2018

PROCESS TIMELINE

2012 Alexander St. identified as future all ages and abilities cycling route
Alexander St. identified in the City Council adopted Transportation 2040 Plan as a future all ages and abilities cycling route.

Summer 2017 Exploring design options for Alexander St. bikeway
The City had conversations about potential changes to the street with local businesses and residents at key locations, as well as the Gastown, Hastings Crossing and Strathcona Business Improvement Associations (BIAs).

Overall, staff had 24 individual meetings with 58 people.

Fall 2017 Public open house to share design options
The City held a public open house to share the design options for each section of Alexander St. and received public feedback. To see the presentation boards visit vancouver.ca/spotimprovements.

73 people attended the open house, and an additional 49 emails or comment forms were submitted.

Winter 2018 Revise and refine designs
The City revised designs based on feedback and had further discussions with residents and businesses at key locations, as well as local BIAs.

Spring 2018 Construction and implementation
Design changes will be implemented to make Alexander St. a local street bikeway. In Maple Tree Square, the changes will be revisited through the Gastown Streets transportation planning process.

The strategic traffic calming between Main St. and Gore Ave. will also be monitored to ensure it effectively reduces vehicle volumes on Alexander St. Depending on results, the design may be modified with more permanent materials and sidewalk corner bulges.

The first phase of the eastern section at Alexander St. and Hawks Ave. will be constructed in 2018, and the second phase in 2019.

DESIGN CHANGES BASED ON PUBLIC AND STAKEHOLDER FEEDBACK

In our discussions with the community, there was general support for making Alexander St. a local street bikeway. People were generally supportive of changes to improve safety and slow traffic on Alexander St., and there was a strong interest in maintaining parking and access to homes and businesses.

The final designs for Alexander St. try to respond to the feedback we received from residents and local businesses.

West Alexander St. **Please see design diagrams in the notification letter.*

What we heard	How the final designs respond
There needs to be clear travel lanes and signage to direct the flow of traffic through Maple Tree Square.	There will be clearly marked lanes on Powell St. to direct vehicles into either the left lane for Carrall St. or the right lane for Water St. or Alexander St.
Maple Tree Square is an important destination and the design should emphasize that this is a place for people.	The interim design for Maple Tree Square will expand public space to make more room for people. The design attempts to use a 'light touch' to delineate space for cycling and walking.
There is no intuitive connection for people walking and cycling through Maple Tree Square. It can feel unsafe	The interim design for Maple Tree Square is based on where people feel safe crossing traffic today – at crosswalks. Staff have added an additional crosswalk

and confusing.	between Gassy Jack and the public space in front of the Local where there's a desire to cross today.
Some concern from residents about the change in direction of the one-way and its impacts on access. Other residents and businesses liked the proposed change to the traffic flow because they felt like it would improve circulation.	The change in direction of the one-way on Alexander St. will likely make it less convenient for residents driving home, but more convenient on their way out. It will also improve the circulation for visitors to the area, and the back-in parking will be safer for people cycling.
Support for two-way of Columbia St.	Initially, Columbia St. will be two-way to Powell St., and there is an opportunity to extend the two-way further south on Columbia St. in the future.

Central Alexander St.

What we heard	How the final designs respond
There was mixed feedback on the proposed options for this section of Alexander St., but many preferred the closure east of the lane as it involved no separated bike lanes and a minimal loss of parking.	The design will strategically traffic calm the busiest section of Alexander St. This design has no separated bike lanes and involves a minimal reduction in parking – in total 6 parking spaces will be removed to ensure vehicles will have space to turn around mid-block. Staff will monitor the design to ensure that: 1) it effectively reduces motor vehicle volumes on Alexander St. and 2) it works for local business loading and delivery needs.
There was interest in a passenger loading zone in front of the senior's residence at Main St. and Alexander St.	A passenger loading zone will be created in front of the senior's residence on Main St.
Residents near the intersection of Gore Ave., Alexander St., and Railway St., noted that this is a difficult intersection due in part to angled turns and poor sightlines. There was concern about how traffic calming on Alexander St. would impact this intersection, as well as Gore Ave.	Staff expect the traffic diverter to reduce motor vehicle volumes on Alexander St., which will help reduce the conflicts at this intersection. Once we know that the design is working, there is an opportunity for corner sidewalk bulges and crosswalks to improve this intersection.
There was some concern from local businesses about how strategic traffic calming would impact their businesses.	To have the least impact on local businesses, the location of the traffic calming was moved from the Main St. intersection to mid-block between Main St. and Gore Ave. The traffic diverter will also be angled to allow trucks to back in to adjacent driveways.
The Japanese Language School and Daycare also noted that the intersection Alexander St. often feels unsafe to cross for families walking to the school.	Staff expect the traffic diverter to reduce motor vehicle volumes on Alexander St., which will help reduce the conflicts at this intersection. Once we know that the design is working, there is an opportunity for corner sidewalk bulges and crosswalks to improve the design of the intersections with Jackson Ave. and Dunlevy Ave.

East Alexander St.

What we heard	How the final designs respond
There was strong support for the recommended design option, rather than the alternate option which involved a significant loss of parking on Powell St.	The project will move ahead with the recommended design option at Hawks Ave. and Alexander St. The design has been modified, primarily to address BC Hydro requirements for pole locations.
The intersection of Hawks Ave. and Alexander St. is a difficult intersection due in part to cycling and driving connections with the Powell St. overpass and regular loading and deliveries with large trucks.	The design at this intersection introduces a protected path for cycling. This reduces potential conflicts with vehicles. The protected path has minimal impact on the width of the road, maintains parking and allows for loading and delivery.
There was interest in understanding how the Heatley Overpass coming down would impact the Alexander Bikeway and traffic circulation in the neighbourhood.	At this time there is no firm timeline on the removal of the Heatley Overpass. When the overpass does come down, the impacts and opportunities of this change will need to be assessed.