CITY OF VANCOUVER

# Drake Street Upgrades

## Downtown Bike Network Expansion

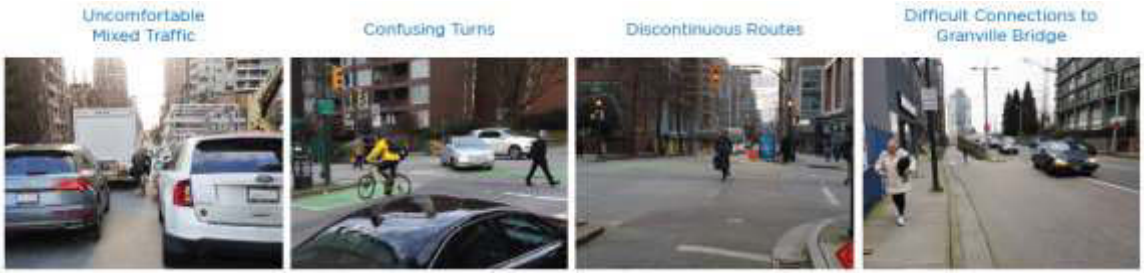
## Phase 1 - Public & Stakeholder Engagement Summary
## 2019 - 2020

## Project overview

The City of Vancouver is planning upgrades along Drake Street from Burrard St. to Pacific St. These changes will:

- Provide more street trees and improve the ability of the street to manage rainwater;
- Improve safety, comfort and accessibility for people of all ages and abilities to walk, roll and cycle
- Provide a safe and accessible cycling connection to neighbourhoods including the West End and Yaletown. It will fill a major gap in the cycling network, linking a number of existing and future routes including Burnaby St., Hornby St., Richards Street, and the proposed future Granville Bridge Connector
- Maintain access for residents and businesses

### Existing Conditions on Drake Street




### Potential Improvements

Engagement Approach

Public and stakeholder engagement is taking place from spring 2019 to spring 2020. This work informs ongoing design efforts and is structured around a two-phase public engagement process including open houses, targeted discussions with the businesses and resident associations, and surveys for the broader public to share their feedback and concerns.

The two phases of public engagement are described below.

- In **Phase 1 (Spring 2019 – Fall 2019)**, staff sought input on:

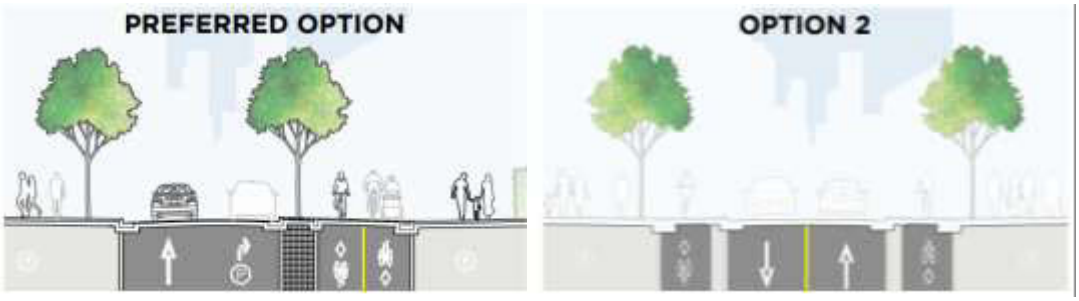
    - The role of the Drake St. bike lane in the overall downtown cycling network and on future connections that could improve safety and encourage sustainable travel

    - Two design options:

      **Preferred Option**: The preferred design option proposed a bi-directional (two-way) bike lane on the south side of Drake Street with protected intersections and significant opportunities for new trees, landscaping and green infrastructure. In this option, Drake Street would become one-way eastbound for motor vehicles. Approximately half of the on-street parking would be retained.

      Option 2: This option would provide uni-directional (one-way) bike lanes on both sides of the street. The option maintained two-way motor vehicle traffic, but would require turn restrictions at key intersections, such as Howe St and Granville St. Significant sidewalk reductions would be required, for example at the Hornby, Granville, and Richards intersections. Approximately one-quarter of the on-street parking would be retained – primarily in the Yaletown area.

      More details about the two design options can be found on the Information Displays.




- In **Phase 2 (Early 2020)** staff will report back on what we heard in Phase 1 and share a refined recommended design that addresses the feedback and concerns we received from public. There will be an opportunity to review and comment on the design. Staff are also extending invitations to have one-on-one meetings with businesses, BIAs and stratas who want to discuss the proposal in more depth.

The second and final phase of public engagement is occurring in conjunction with the final phase of engagement for the Granville Bridge Connecter project. Both projects will present recommended designs to Council in Spring 2020.

# What Did We Do

## Stakeholder Engagement

In spring 2019, staff held 13 stakeholder meetings and over 30 door-to-door meetings with local businesses along Drake St. to receive feedback on the two proposed design options. Approximately 400 businesses in the neighbourhood were notified of the engagement and opportunities for participation.

**We met with:**

- Vancouver Fire and Rescue Service
- Vancouver Police Department
- HUB
- Downtown Vancouver Business Improvement Association
- Yaletown Business Improvement Association
- Yaletown businesses along Hamilton St.
- Ismaili Community Centre
- GEC Suites
- Residence Strata and Associations along Drake St. such as -
    - Drake-Marinaside Corridor Association
    - Governors Tower – 388 Drake St.
    - Charleston – 499 Pacific St.
    - Pacific Point – 1323 Homer St.
    - Grace – 1280 Richards St.
- Other local businesses and residents associations along Drake St.

**We notified:**

- Elsie Roy School
- TransLink
- BC Trucking Association

Targeted stakeholder engagement will continue to take place throughout the engagement process. Staff are also meeting with relevant Council-appointed citizen advisory committees now that they have been re-established, including those representing transportation, seniors, and persons with disabilities.

## Phase 1: Public Engagement

### *Outreach Tactics*

A communications outreach plan was developed to support the engagement process by ensuring diverse public awareness of the scope, timeline, and opportunities for input.

Specific tactics are listed below.

- **Notification letter mail drop:** sent to over 8,300 residents and businesses near Drake St.
- **Posters:** Eye-level signs installed along and nearby bike network intersections, targeting people walking or cycling in the area to promote the public open house.
- **Social media:** Organic and paid posts across the City's Facebook and Twitter platforms. The social media posts had over 70 engagements (shares, comments etc.) and over 35,000 impressions.
- **Consultation web page:** A dedicated project page (*vancouver.ca/downtown-bike-network*) was created, displaying project information and how to provide feedback. Open house engagement materials were posted to this website and were available throughout the consultation period. The public could also sign up for the project newsletter from the webpage. The website received 943 impressions/visitors.

### *Engagement and Communications Overview*

| Activity | Quantity | Participants* |
|---|---|---|
| **Stakeholder Meeting/Conversations** | 13 | 43+ |
| **Local Businesses (door knocking)** | 30 | 30+ |
| **Public Open House**<br>- Date: June 18, 2019<br>- Location: Roundhouse Community Centre | 1 | 158 attendees |
| **Pop up**<br>- Date: July 12, 2019<br>- Location: Drake-Hornby Intersection | 1 | 160+ travellers |
| **Website** | 1 | 943 visitors |
| **Survey form**<br>- Dates: June 11 to July 22 | 1 | 578 responses |
| **Social Media** | 4 Twitter posts | 44 Engagements<br>23,295 Impressions |
| | 4 Facebook posts | 31 Engagements<br>15,998 Impressions |
| **Emails, Letters, Calls, 311 inquiries** | 1 inbox | 70+ |

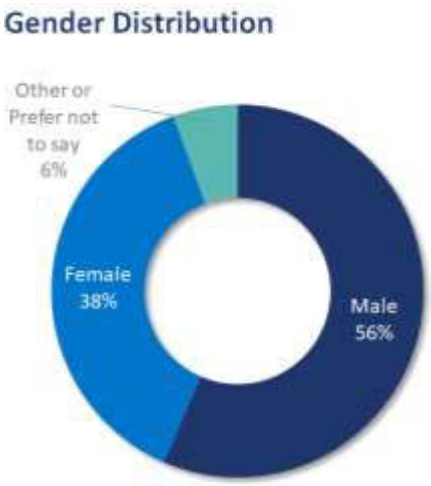
| Communications Product | Quantity | Distribution |
|---|---|---|
| **Notification Letters** | 2 | 7,975(Consumer)<br>388 (Business) |
| **Postcards** | 1 | 300 |
| **Posters** | 1 | 3 |

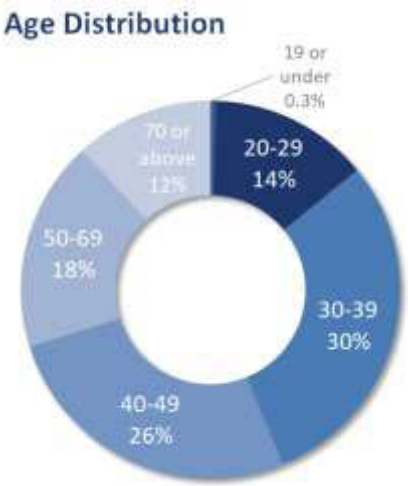
*Totals may include those who participated in multiple engagement methods.*

## Who We Heard From

A total of 578 people responded to the public survey.

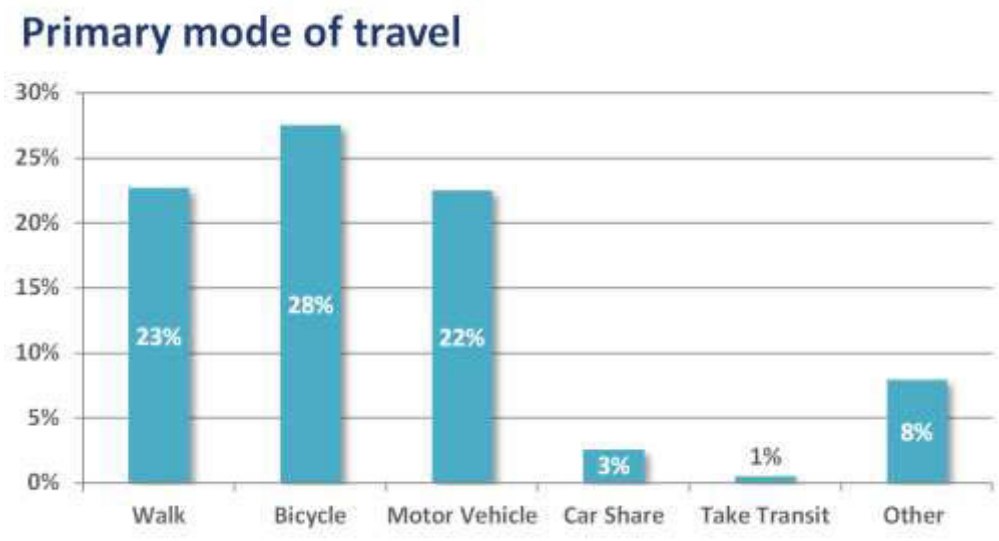
More respondents identified as male (56%) than female (38%), with another 1% identifying as transgender or another gender identify, and 5% preferring not to say. A diverse range of ages was represented.



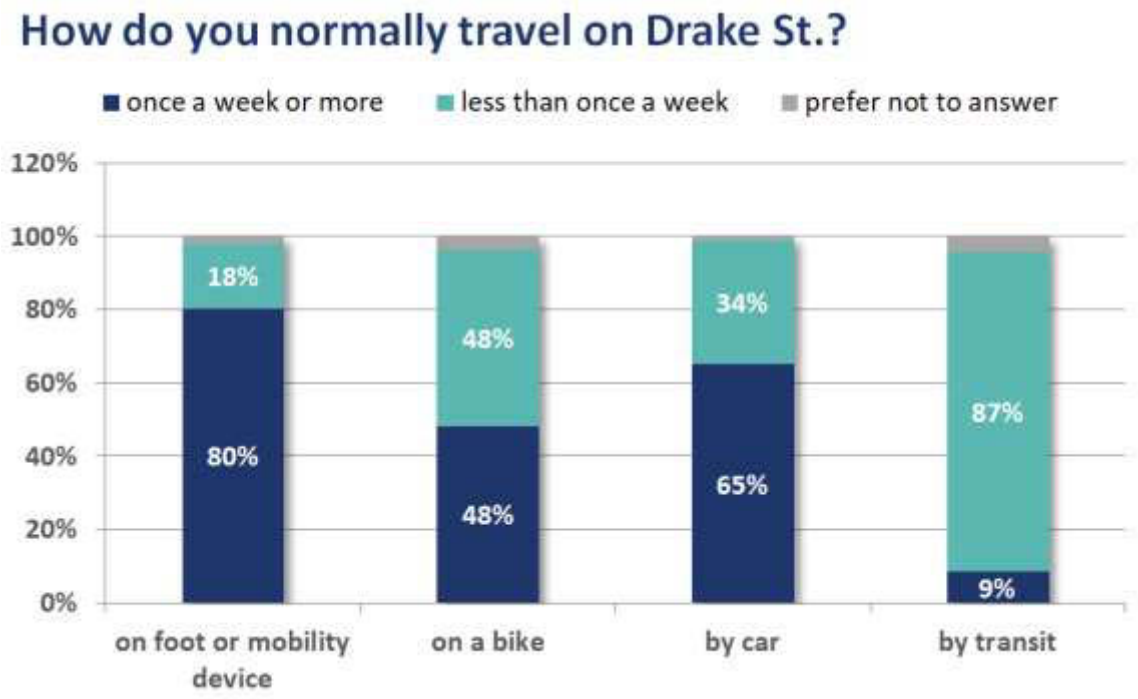

When asked about their primary mode of travel in everyday life, respondents reported a broad mix:

- 23% walk as their main mode of travel
- 28% bike as their main mode of travel
- 1% takes transit as their main mode of travel
- 22% use motor vehicle as their main mode of travel
- 3% use car-share as their main mode of travel
- 8% use other ways or switch between different modes as their main way of getting around



Participants reported how they normally travel along Drake St. using a wide variety of travel modes:

- 65% walk along Drake St. more than twice in a week (16% indicated they walk along Drake St. at least once a week)
- 23% bike along Drake St. more than twice in a week (25% indicated they bike along Drake St. at least once a week)
- 53% drive along Drake St. more than twice in a week (13% indicated they take transit across it at least once a week)
- 10% of the participants of total participants do not travel along Drake St. but are interested in the project



# What We Heard

This section highlights key findings and themes from stakeholders and the general public.

## Key Findings

Participants noted the importance of -

- Providing for safe cycling in both directions
- Improving landscaping and add more trees
- Maintaining current sidewalk widths
- Ensuring the cycling route safely connects to existing and future routes
- Minimizing construction impacts

Most common themes from the stakeholder and public conversations in phase 1 were -

- Parking and passenger/ loading zones
- Access to Granville Bridge
- Access to Yaletown Businesses and the local neighbourhood
- One–way traffic: vehicle circulation and turning movements
- Safety for all road users, especially at intersections
- Walking infrastructure including sidewalk width and landscaping
- Construction impacts and co-ordination with other related projects

Many of the concerns we heard about one-way vehicle traffic and turn restrictions are located at the eastern end of the project area and were related to either Granville Bridge access or access to Hamilton St. We are assessing these concerns and making a number of design modifications.

Additionally, we reviewed feedback about the importance of providing parking and loading options along Drake St. We are working with stratas and businesses to provide a mix of parking, loading and passenger zones in each block, as required, and to find new opportunities for zones on adjacent streets.

Although some participants shared that maintaining two-way motor vehicle traffic along Drake Street was important, many shared concerns that Option 2 (One-way protected bike lanes on each side of the street and two-way vehicle traffic) retains very little parking and loading/passenger zones. Through the engagement, we heard that much of the support for retaining two-way traffic was to facilitate convenient access to the Granville Bridge for motor vehicles, however the turn restrictions required, to make the project safe, removed most of the benefit of retaining two-way traffic.

Overall, Option 2 provided fewer transportation and public realm improvements since it reduced sidewalk widths at intersections, introduced new motor vehicle turning restrictions, had more conflict areas and didn't provide opportunities for green rainwater infrastructure.

Based on what we learned during Phase 1, staff have continued to refine the Preferred Option (Two-way protected bike lane and one-way eastbound vehicle traffic) to address feedback and concerns.

| Concerns/Comments | Staff Responses |
|---|---|
| ○ Vehicle Circulation<br>○ Access to Yaletown Businesses<br>○ Vehicle turning restrictions at Pacific Blvd. – Drake St.<br>○ Pick-up/ drop-off at Elsie Roy school<br>○ Access to the Marinaside neighbourhood<br>○ Access to Granville Bridge via Pacific | The new recommended design converts Drake St. to eastbound one-way vehicle traffic from Hornby St. to Hamilton St. Vehicle traffic would remain two-way from Hamilton St. to Pacific Blvd. which retains access to Yaletown Businesses on Hamilton.<br><br>The design would allow vehicles traveling eastbound on Drake St. to make all turns (left, right and thru) at Pacific Blvd. This will allow better access to the Marinaside neighbourhood and Elsie Roy School. This change from the Phase 1 Preferred design maintains Pacific Blvd. as a route to access to the Granville Bridge and provides the same access to Hamilton St as today. |
| ○ Extend the bi-directional (two-way) protected bike lane to Pacific Blvd.<br>○ Cycling safety | The two-way protected bike lane on south side would extend from Hornby St. to Hamilton St. People cycling westbound from Pacific Bvld. to Hamilton St. would remain in mixed traffic and transition to the protected bike lane at Hamilton St. This portion of the street will be low-volume and will allow comfortable sharing of space between motor vehicles and people cycling.<br><br>Currently, Hamilton functions like a laneway in terms of motor vehicle access with parking, garbage trucks, and delivery trucks. It has low vehicle volumes making the Drake St. and Hamilton St. intersection a suitable spot to transition people cycling from a shared lane to a protected bike lane without requiring extensive turn restrictions at Pacific Blvd. |

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| ○ Removal of some passenger/ loading zones and on-street parking | Passenger and loading zones have been prioritized in the new design. The project team has been working directly with businesses and residents to retain and locate these zones, particularly where they are most needed by businesses and residents.<br><br>Parking would be maintained on the south side of the street while providing right turn lanes at intersections and ensuring adequate sightlines at driveways. In total there will be a net decrease of approximately 40 parking spaces along Drake Street. We are working with stratas and businesses to provide a mix of parking, loading and passenger zones in each block, as required, and to find new opportunities for zones on adjacent streets.<br><br>Staff have also reviewed waste and recycling bin placement on the west side of Hamilton Street and the new design provides additional angled parking spots on Hamilton and Mainland to help mitigate parking loss near Yaletown businesses. These additional parking spots will not conflict with the intersection and will allow easy vehicle movement.<br><br>Staff have reviewed the availability of public on-street and off-street parking within a block of Drake Street (between Burrard St. and Pacific Blvd.). In total over 600 parking spaces (approximately 300 on-street and 300 off-street) are available to the public. Additionally, there are many more private parking spaces available to stratas, hotels and businesses. On-street parking in Downtown Vancouver is more commonly found on north-south streets: they are more closely spaced, so more space can be dedicated to parking than moving, and the long blocks are generally free of intersecting alleys.<br><br>Staff are continuing to look for additional opportunities in the vicinity of Yaletown, and some additional curb use may be possible at the Granville/Drake intersection as a result of the proposed Granville Connector design. |
| ○ Safety concerns for all road users<br>○ Safety concerns where two cycling routes connect | Sidewalks and protected bike lanes make walking and cycling safer and accessible and also appeal more to people who are interested in cycling but are concerned for their safety.<br><br>We are proposing protected intersection where two cycling routes connect as it reduces the likelihood of collisions between vehicles, bikes, and pedestrians by -<br>○ Providing separate infrastructure for each mode<br>○ Reducing high-speed vehicle turns<br>○ Improving sightlines<br>○ Reducing the time & distance during which people are exposed to potential conflicts |

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| | Protected intersections result in a higher degree of yielding to people walking and cycling and provide a higher degree of comfort and safety for people of all ages and abilities.<br><br>Intersections with fewer turning movements and directions of travel (i.e. one-way streets) have fewer potential conflict points between people walking, cycling, and driving. Bike signals and separate signal phasing for turning vehicles help reduce the chance of conflict and make intersections safer for people walking and cycling. |
| Walking infrastructure including sidewalk width and landscaping | The proposed design would create a more pleasant sidewalk and cycling experience with a raised two-way bicycle path. The median between parked vehicles and the protected bike lane is wide enough to accommodate comfortable passenger loading and a smooth transition across the bike lane. The design includes an angled curb between the sidewalk and the protected bike lane; these curbs are detectable by people who are visually impaired but are still mountable by a wheelchair.<br><br>At laneways and unsignalized intersections, the south sidewalk is carried continuous and raised to prioritize walking.<br><br>At protected intersections, the extra wide buffer between the bike lane and motor vehicle lane at the intersection creates a refuge area for people walking. This shortens the crossing distance and reduces the amount of time that pedestrians spend exposed to motor vehicle traffic as they cross the street. The proposed design does not require significant sidewalk reductions as in Option 2.<br><br>The originally proposed treed and landscaped median will be enhanced with integrated green rainwater infrastructure including permeable paving materials, trees and rainwater trenches to help reduce road flooding during heavy or prolonged rainfall. This is key component of meeting our Rainwater City Strategy. |

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| Cycling connections to existing and future cycling routes | The proposed Drake Street upgrades include extending the existing two-way protected bike lane from Hornby St to Pacific Blvd to provide a safe and comfortable cycling connection to neighbourhoods including the West End and Yaletown. The extension fills a major gap in the cycling network, linking a number of routes:<br>o Extend the Burnaby Street route<br>o Provide a comfortable and intuitive walking and cycling connection to Hornby St. and Richards St. (under construction)<br>o Provide a comfortable and intuitive walking and cycling connection to the future Granville Bridge Connector<br>o Connect onward to the Seaside Greenway (Seawall) by local streets east of Pacific<br>Currently, there are no viable cycling routes that connect the north end of the Granville Street Bridge to the rest of downtown. When Granville Bridge is upgraded to accommodate safe and comfortable cycling, an east-west route will be critical to connect cycling traffic from the bridge to other cycling routes downtown. |
| Construction impacts and coordination with other related projects and adjacent redevelopment | The recommended design and timeline would minimize disruptions. We have the opportunity to coordinate the Drake Street upgrades with sewer upgrades, other local infrastructure projects, and neighbouring private developments.<br><br>Upgrades to the existing section (Burrard St. - Hornby St.) of protected bike lane are expected to be delivered through adjacent redevelopment in summer 2020. Pending Council approval, the extension would will be built in 2021. |
| Cycling connections to Seaside Greenway | To help improve the connection to the Seaside Greenway, we are exploring minor walking and cycling improvements on Marinaside Cres. between Drake St. and Davie St. such as 30km/h limit and wayfinding. Through a related project, we would explore re-designing the Davie St. & Marinaside Cres. intersection and separating walking and cycling paths along the Seawall to help reduce conflicts between all users and provide a smooth transition between the roadway and the Seaside Greenway. |