

CITY OF VANCOUVER

Ontario Greenway Upgrades 2nd Ave to 16th Ave

Public Engagement Summary 2019-2020



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1. Executive Summary

The Ontario Greenway is located along Ontario Street, following the popular Ontario Bikeway connecting False Creek to 59th Ave, with a future plan to extend to the Fraser River, linking parks, schools, and community centres along the way.

Between August 2019 and March 2020, the City of Vancouver conducted a public engagement process to inform design upgrades to the Ontario Street Greenway, from 2nd Ave to 16th Ave. Upgrades in this area will help make the Ontario Greenway more comfortable for walking, cycling, and rolling and reduce motor vehicle short-cutting during construction of the Broadway Subway.

During the engagement period, staff received feedback from over 660 people, both in-person and online. Overall, there was support for the four areas of improvement between 2nd Ave and 16th Ave. Staff have made some minor modifications to the designs based on the feedback received and have provided further analysis to help address continuing areas of concern.

In the following pages, this report summarizes the activities and findings from public engagement that took place between August 2019 and March 2020 and outlines next steps in the project's timeline.

Since March 2020, staff have been supporting a variety of COVID-19 mobility response initiatives which has delayed the publishing of this summary and construction timelines. We appreciate your understanding in these unprecedented times.

2. Engagement Timeline

The table below outlines the engagement timeline which began in 2015, recommenced in Spring 2019 and will continue beyond 2021 as we phase installing improvements along the greenway.

Stakeholder Outreach	Date	Details or Attendees?
Ontario St at 16th Ave Upgrades - Public engagement as part of the Cycling Spot Improvement Program	Fall 2015	Staff gathered feedback from local stakeholders and the public on three intersection design options. All three options proposed to improve the crossing for all road users but had different impacts to vehicle circulation and parking. View the 2015 public display boards by clicking here .
Ontario St at 16th Ave Upgrades - Public engagement as part of the Cycling Spot Improvement	Spring 2016	Staff had additional follow-up conversations with the Simon Fraser Elementary PAC and VSB regarding circulation around the school/park block.

Program		
Mount Pleasant Industrial Transportation Strategy - Public engagement	Spring 2019	Staff gathered feedback from local businesses, residents, and the public to determine long-term improvements to the transportation network in the Mount Pleasant Industrial Area.
Stakeholder engagement on Ontario St between 2nd Ave and Broadway	Summer-Fall 2019	Staff met with local businesses and residents and conducted surveys to gather information and understand access needs to inform the upgrades between 2nd Ave and Broadway.
Engagement at Bike to Work Week Celebration Station on Ontario St at 5th Ave	Fall 2019	Staff partnered with the City's Walk, Bike, Roll program to gather feedback from 34 participants during a Bike to Work Week Celebration Station.
Early stakeholder engagement for Pavement-to-Plaza	Fall 2019- Winter 2020	Early business stakeholder engagement and the Designing for Difference project helped to inform future design, programming, and stewardship considerations in the plaza. Staff also met with the Mount Pleasant BIA for general feedback.
<p>Staff presented designs and gathered feedback from the public on four areas of improvement between 2nd Ave and 16th Ave at three Pop-Up Sessions:</p> <p>Pop-up Session 1: Tenth Church Pop-up Session 2: Lobby of Mount Pleasant Community Centre Pop-up Session 3: Ontario St at 5th Ave</p>	March 2020	<p>Effort was made to host the sessions at different locations, times, and formats in order to encourage more diverse representation that included local residents, businesses and employees, and users of the greenway and surrounding neighbourhoods.</p> <p>In addition to a mailed postcard to all residents and businesses near the Ontario Greenway between 2nd Ave and 16th Ave, posters advertising the Pop-Up Sessions were hand delivered to large employers between 2nd Ave and Broadway, in an attempt to engage with local employers and employees near the project area.</p>
Future Engagement	TBD	As the Broadway Subway construction continues, staff will consult with the community if any impacts to mobility near the Ontario Greenway between 2nd Ave and 16th Ave emerge.

3. Summary of Key Findings from Public Feedback

Between August 2019 and March 2020, over 660 people provided feedback on four areas of improvement between 2nd Ave and 16th Ave, with the majority of the feedback gathered during the three Pop-up Sessions (March 4th, 6th, and 7th 2020) and an online survey which ran from March 4th - 25th, 2020.

3.1 Survey: Who we Heard From

Over 250 survey responses were received between March 4th - 25th, 2020. More respondents identified as male (55.7%) than female (34%) with another 1.9% identifying as non-binary, 6.6% preferring not to say, and none of the above (1.9%).

The majority of ages represented were between 30-39 years old (42.2%), 40-49 years old (24%) and 50-59 years old (18%).

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

- 63.4% cycle
- 14.9% walk
- 8.9% motor vehicle
- 8.9% bus, SkyTrain, or other transit
- 4% use other ways or switch between different modes as their main way of getting around (includes bike share)

Given this is a project that focuses on upgrading the existing cycling infrastructure, it is not surprising that the majority of respondents walk and bike as their primary mode.

When asked what their connection to the Ontario Greenway is:

- 29.6% rent in the neighbourhood
- 31.5% own & live in the neighbourhood
- 4.6% own a business in the neighbourhood
- 20.4% work in the neighbourhood
- 83.3% walk, cycle, and/or roll on the Ontario Greenway
- 15.7% has a different connection

The findings and comments below are in reference to the design options presented at the Pop-Up Sessions and via the online survey between March 5th-25th, 2020. To revisit the information displays, [click here](#).

3.2 Summary of Feedback

Public feedback from the Pop-up Sessions and survey indicated that the majority of participants support the recommended design options. These designs can be reviewed on the project [information boards](#).

Key findings are broken down into the four different Areas of Improvement (see Fig. 1- Four Project Areas) while a more comprehensive list of public feedback with staff responses is listed in Section 4.

Area 1: Ontario St at 5th Ave and Area 2: Ontario St at 7th Ave

- Significant support for:
 - Reducing conflicts between all road users through traffic diversion for north and southbound motor vehicles
 - A new Pavement-to-Plaza at 5th Ave, involving roadway conversion into public space
- Some concerns about non-compliance by all road users on Ontario Street at 5th Ave and 7th Ave
- Suggestions to further reduce motor vehicle volumes on 5th Ave
- Continued consideration in our planning for truck movements and access in this light industrial/commercial area

Area 3: Broadway to 12th Ave

- Some concerns about conflicts between right-turning motor vehicles and people cycling at busier intersections like Broadway and 12th Avenue
- Many concerns about the safety (ex. yielding, 'short-cutting' by going counter-clockwise, differing speeds, and visibility to other users) by all road users using the traffic circle at 10th Avenue
- Many concerns about the number of motor vehicles in this area, making it challenging to safely share the road with people cycling
- Significant support for traffic diversion at 11th Ave but suggestions to make it wider for wider cycles and more visible to other road users.
- Suggestions to increase safety for people walking across 12th Avenue with a clearer crosswalk and pushbutton set further back from the roadway

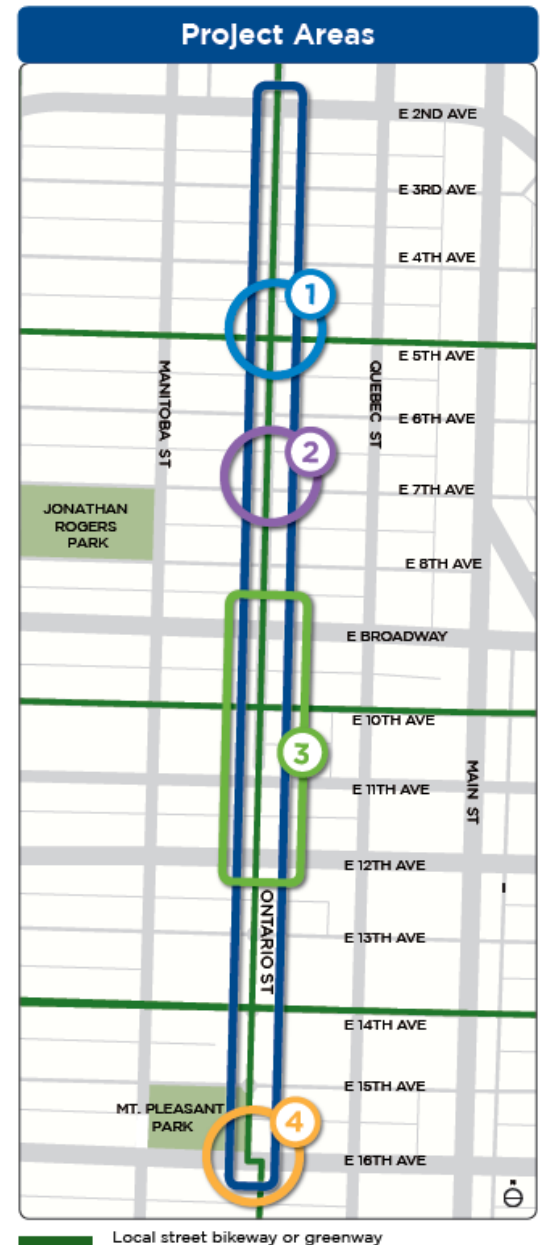


Figure 1: Four Project Areas

Staff are still evaluating traffic and parking patterns in this area, and are working with the Broadway Plan team to determine future opportunities. Staff will also be monitoring traffic pattern changes during construction of the Broadway Subway to propose interim, reactive measures to protect local streets from cut-through traffic. We are not proposing any changes to this area at this time.

Area 4: 16th Ave

- Significant support for an improved intersection that will make it safer to walk, bike, and roll
- Some localized concerns that restricting left turns for motor vehicles would potentially increase motor vehicle volumes on adjacent streets and would increase motor vehicle travel times.
- Significant support to remove a small number of on-street parking spaces near Quebec St and 16th Ave, to improve sightlines for motor vehicles entering and exiting from / onto 16th Ave

4. Detailed key findings from public feedback

Staff have reviewed and responded to public feedback for each area of improvement. Feedback that could be addressed through a minor upgrade or modification has been reflected in the final design whereas more comprehensive suggestions have been recorded for future consideration, based on both feasibility and alignment with planned and concurrent projects.

Area 1: Ontario St at 5th Ave & Area 2: Ontario St at 7th Ave

Current Conditions

Currently, daily motor vehicle volumes on Ontario St approaching 5th Ave exceed the City’s [All Ages and Abilities \(AAA\) guidelines](#) by five times. A high volume of people walking and large number of trucks and delivery vehicles accessing many local businesses continues to make this intersection a busy one for all road users.

Proposed Changes

In order to lower motor vehicle volumes on Ontario St, staff plan to install diverters to create a closure for motor vehicles between 5th Ave and the lane north of 5th Ave. This change will convert road space into a public plaza with dedicated space for cycling. Access to the lane will be maintained and Manitoba St will continue to provide north-south motor vehicle access.

Traffic diverters are also planned to create a partial closure and a converging one-way street for motor vehicles heading north and south on Ontario St at 7th Ave. Lane access will be maintained.

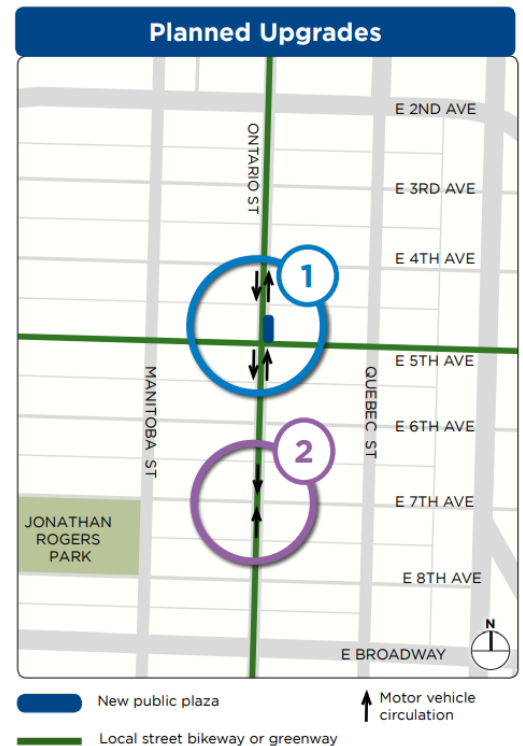


Figure 2: Proposed changes in Area 1 and 2

Public Feedback

The public was asked if there were any other considerations staff should keep in mind as we finalize the changes. For feedback specifically on the plaza, please refer to Table 2.

Table 1: Feedback Themes for Area 1 + Area 2

Theme	Examples of Public Feedback	Staff Response
<p>Majority of respondents, including both people cycling and driving encounter conflicts and confusion at the four-way stop intersections (5th and 7th Aves).</p> <p>Some respondents would like to see the stop signs removed north and southbound on Ontario St at 5th and 7th Aves.</p>	<p><i>“The steep hill from Broadway to 5th Ave encourages speeding by all road users which contributes to poor behaviour at the 4 way on 7th and 5th.”</i></p> <p><i>“The 4 way stops here can be stressful to navigate on a bike, as a high volume of cars enter.”</i></p>	<p>Four-way stops can distribute alternating right-of-way and give people in each direction a chance to cross the intersection, particularly as an alternative to two-way stops favouring busy cross-traffic.</p> <p>Traffic circles have also been considered. However, the safety records of traffic circles are inconsistent. Some locations show a high number of collisions and have been removed, and other locations have been known to cause confusion and near misses – particularly where hills are involved and one street carries more motor vehicles while the other more bicycles.</p> <p>In the short-term, there are few low-cost options that can improve the operation of the intersections. In the long term, full signalized intersections can give clear right of way while making sure that each road user has a safe opportunity to proceed through the intersection.</p>
<p>Many respondents from all travel modes noted that poor visibility exists at intersections along this section of the greenway, especially when large vehicles are parked close to the intersection.</p>	<p><i>“Some of the intersections in this area are poorly lit and visibility into the intersection is sometimes blocked by taller trucks.”</i></p> <p><i>“...better visibility with curb bulges and setting-back car parking from intersections”</i></p> <p><i>“I’d like to see curb extensions that reach somewhat into the open area”</i></p>	<p>The designs at 5th Ave and 7th Ave will improve visibility for all road users by removing a few parking spaces. At 5th Ave, 6 parking spots on Ontario St will be removed and at 7th Ave, about 5-6 parking spots will be removed. These increased setbacks from the intersections will improve visibility.</p> <p>Parking signs will also be updated to improve compliance with existing City of Vancouver by-laws around not parking within certain distances of lanes (1.5 m),</p>

	<i>of the intersection, to calm traffic and make cycling and walking more comfortable.”</i>	driveways (1.5m) and marked/unmarked crosswalks at intersections (6m).
Many respondents suggested adding more 30km/ hr signs (ex. beginning at Broadway) and paint "SLOW" stencil on the pavement (northbound before 5th Ave and 7th Ave) to slow down faster people cycling		Posted speed limit signage will be updated through this project. Changes include replacing old signs with newer signs, adjusting the position of signs that currently have poor visibility, and adding more signs in general to better inform road users of the posted speed limit.
Some respondents noted high motor vehicle volumes along this section of the greenway, especially on 5th Avenue crossing Ontario St.	<p><i>“Currently, this part of Ontario St has way too much motor vehicle traffic to be a comfortable all-ages cycling route. It needs a lot more traffic calming.”</i></p> <p><i>“I am more concerned about East-West and West-East vehicle traffic crossing the Ontario Greenway than vehicle traffic on Ontario Greenway.”</i></p>	Traffic diverters at 5th Ave and 7th Ave will reduce motor vehicle volumes overall and limit the number of conflicting movements between all road users. This approach has been implemented successfully in other areas of the city and staff will continue to monitor volumes and conflicts at intersections after changes are implemented.
Some respondents would like to see more greenery and beautification People suggested trees, green landscape and/ or green infrastructure, and other beautification would enhance this section of the greenway.	<p><i>“Pedestrian walkway with traffic diversion and green space”</i></p> <p><i>“Paint the traffic diverters green to designate that it’s a green commuting route, or have the diverters beautified with painted images of green commuting modes”</i></p>	Ontario St has more tree canopy compared to the adjacent streets. There is still a lot of room for improvement in terms of urban landscape for the greenway. For longer term upgrades, design staff will consider green rainwater designs, and find opportunities for curb bulge gardens, murals, new trees, etc.
Some respondents would like the width of bicycle lanes through the diverters to be wide enough to accommodate larger cycles such as cargo bikes and trikes. Some respondents would	<i>“Ensure the cycle lane widths are sufficient for the easy passage of wider bikes such as urban cargo tricycles on deliveries and ensure that the intersection has a logical path for wide cycles travelling in any direction, not just along the certified bike route.”</i>	The width of bicycle lanes have been designed so that a standard bicycle trailer can easily fit through, with extra space for larger sized cycles. The design would also make sure vehicles are not able to drive through or onto the bike lane. Staff have minimized the use of bollards as they create new obstacles. Where

<p>also like to see a flexi-post diverter at 5th Ave to avoid injuring people cycling.</p>	<p><i>“...ensure the bollards don't blend in with the directional dividing line.”</i></p>	<p>necessary, bollards would have reflective signage and wrapped with bright colours so they are easily identified.</p>
<p>Some respondents had feedback about other streets and connections within the Mount Pleasant Industrial Area including:</p> <ol style="list-style-type: none"> 1. Concerns that diverters will increase motor vehicle volumes on adjacent streets. 2. Interest in seeing safety improvements for people walking and cycling on 5th Ave between Ontario St and Main St. and walking on 7th Avenue 	<p><i>“By diverting more cars from Ontario, the other intersections will get worse. I walk through this neighbourhood west of Ontario every day and there are near misses at almost every intersection.”</i></p> <p><i>“Incorporate traffic diverters on 5th Ave as well to inhibit motor vehicle through traffic and short-cutting”</i></p> <p><i>“The lack of painted crosswalks in surrounding streets (Quebec, Manitoba, etc) leads to frequent car pedestrian near misses.”</i></p>	<ol style="list-style-type: none"> 1) Mount Pleasant Industrial Area Transportation Strategy (page 7) identified Manitoba St and 7th Ave to be continuous vehicle access streets. Staff expect a portion of the traffic currently using Ontario St to switch to using these other streets instead. The exact shift in route choices, depends on the purpose of the trip and destinations before and after arriving in the Mount Pleasant Area, among other factors. Staff will continue to monitor and respond to changes in traffic patterns on the Ontario Greenway and adjacent streets as they arise. 2) The Mount Pleasant Industrial Area Transportation Strategy (page 7) identified walking and cycling upgrades on 5th Avenue as a long term recommendation. Staff will continue to make upgrades as new development emerges on 5th Ave. In the long term, staff will develop conceptual plans for 5th Ave to meet AAA standards. <p>In the long run, staff are considering permanent changes such as green infrastructure, curb bulges, and improved traffic controls at intersections to further improve conditions.</p>

Area 1: Ontario St at 5th Ave Pavement-to-Plaza

An interim plaza is planned for Ontario-5th (Figure 3) to:

- Create a space for people to sit and gather
- Integrate with Ontario Greenway upgrades at 5th Avenue
- Help reduce motor vehicle short-cutting during construction of the Broadway Subway

- Help make the Ontario Greenway more comfortable for walking, cycling, and rolling

Staff have summarized feedback about the design, programming and stewardship of the plaza space in Table 2.

Table 2: Feedback about public plaza at Ontario St and 5th Avenue

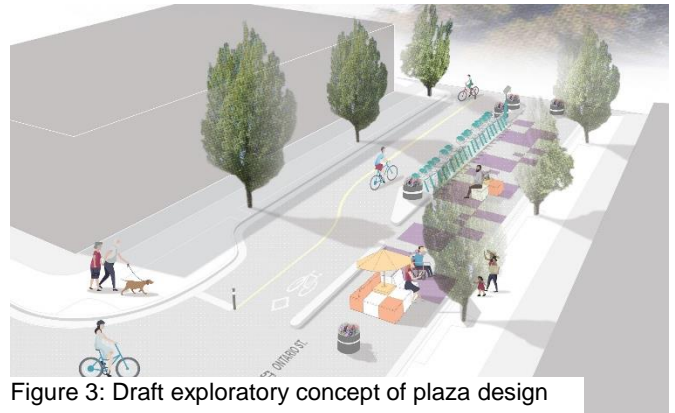


Figure 3: Draft exploratory concept of plaza design

Theme	Examples of Public Feedback	Staff Response
<p>Respondents support the plaza as a meeting place, a place to sit and relax.</p>	<p><i>“This area is frequently used by employees of the businesses in that area - it would be great to have meeting spaces (larger tables and small 2-seat tables and benches) to draw people out of their buildings for informal meetings and lunches. Food trucks would also reinforce this area as a place to congregate.”</i></p>	<p>The plaza will provide a mix of seating opportunities to remain in place with flexibility to modify based on public feedback during the interim.</p>
<p>People had many ideas for comfort and accessibility, with common suggestions for greenery, public art, bike locks, a wheelchair ramp, a water fountain, sun shade and rain cover.</p>	<p><i>“Lots of greenery and plants will also help overcome the sense of sitting next to traffic on 5th.”</i></p> <p><i>“Public spaces to sit, eat, and drink... provide shade in the summer and cover against rain as well.”</i></p> <p><i>“A bike utility station: pumps and other things useful for upkeeping bikes. Also, a water fountain.”</i></p> <p><i>“Wheelchair accessible picnic style benches in addition to regular benches.”</i></p>	<p>The plaza will provide additional greenery with planters and the possibility of more plantings through potential green street gardening opportunities.</p> <p>Bike rack parking may be provided at a later phase.</p>
<p>Several respondents expressed concerns of</p>	<p><i>“Avoid bike - pedestrian conflicts by keeping different</i></p>	<p>As part of the Ontario Greenway design upgrades, the traffic diverters</p>

<p>safety. Suggested included lighting, and distinction between cycling and resting areas.</p>	<p><i>modes separated as much as possible.”</i></p> <p><i>“Lighting at night. Strong looking bollards (or curbs).”</i></p> <p><i>“Ensure sufficient space to allow access to Mobi station. Bikes will be pulled backwards into bike lane by Mobi users with potential conflict to North bound cyclist.”</i></p>	<p>within the plaza will provide physical separation from cycling.</p> <p>Planters will be placed to provide landscaping separation from motor vehicle traffic.</p>
<p>People shared considerations to distinguish the plaza as a perceived public space.</p>	<p><i>“Making sure it is known that the seats/tables are for public use. I think people assume the ones at 14th and Main are for coffee shop patrons and sometimes don't use them.”</i></p> <p><i>"Make clear that this space is public, independent from Pure Bread or any other business."</i></p>	<p>Plaza seating is intended to be distinguishable from adjacent businesses by introducing different colours and products.</p>
<p>Respondents that live or work in the area support a variety of programming and activities to occur in the plaza.</p>	<p><i>“Concrete checkers / chess boards and concrete ping pong table would be great.”</i></p> <p><i>“Tables (with umbrellas), chess squares painted on the asphalt, flower boxes, and power supply for a movable espresso bar.”</i></p> <p><i>“Public exercise facilities could be nice. Even just a bar that could be used for stretching / chinups.”</i></p>	<p>A mix of flexible spaces and programming for different demographics is encouraged.</p> <p>Through an iterative design approach, the pavement-to-plaza will support a range of passive and active programming, with the goals of making the plaza safe, welcoming and inclusive to all.</p> <p>A stewardship approach will be developed with key partners within the neighbourhood.</p>
<p>Respondents concerned about maintenance and cleanliness.</p>	<p><i>“Concerned about over-nighters, security and cleanup. What kind of budget allocation is considered for daily cleaning and repair.”</i></p> <p><i>“Will this become a sleeping area for homeless people? There is a lot of litter in the area have you put in place</i></p>	<p>In partnership with plaza stewardship, managing safety and cleanliness will determine the long-term success of the plaza.</p> <p>The City is committed to ensuring the neighborhood is adequately served by amenities such as furnishings and litter bins. The City also works with social enterprise groups providing low</p>

	<p><i>some garbage and recycling containers?”</i></p> <p><i>“I would love for this place to be a place where people without homes would feel welcome at all times of day.”</i></p> <p><i>“If this becomes a popular lunch spot I’d like to see recycling and compost trash cans in the area as well.”</i></p>	<p>barrier employment opportunities to keep the public realm clean on a regular basis, including spaces like the plaza at Ontario & 5th.</p> <p>Homelessness and housing affordability is a major issue, with over 2,000 people across the City experiencing homelessness, with even more now being impacted as a result of COVID-19. Through grants, partnerships, and direct outreach, the City helps provide homeless and under-housed residents with shelter, free or low-cost food, and other services and resources.</p> <p>Plazas and public spaces are places where all residents can freely spend time in the company of others, regardless of social or economic circumstances, and without the need to purchase anything. We strive to manage public realm spaces so they are welcoming and safe to all.</p>
Interim plaza vs long-term.	<p><i>“I would like to see investment in a long term plaza, having it be an interim seems like a waste of resources.”</i></p>	<p>The interim plaza allows the public a chance to try out the space and share feedback to shape the final design, programming, and opportunities to be involved in the long-term stewardship of the plaza. The interim plaza may be in place for 3 to 5 years and the design can evolve over time based on community feedback and further engagement.</p>

Area 3: Broadway to 12th Ave

Proposed Upgrades

Staff are exploring measures to enhance the existing traffic calming in this area. Staff will ensure that any proposed changes avoid transferring motor vehicle volumes onto existing bikeways such as 10th Ave, where the City is currently making improvements to meet AAA cycling guidelines. Staff will seek additional public input before making any changes.

Public Feedback

The public was asked to comment on specific locations that are working well and locations that are challenging for walking, cycling, and rolling, along with any other general feedback about community mobility in the area. Feedback to these survey questions is summarized in Table 3.

Table 3. Feedback about improving walking, cycling and rolling between Broadway and 12th Ave

Theme	Examples of Public Feedback	Staff Response
Many concerns about the volume of motor vehicle traffic shortcutting through the neighbourhood via Ontario St between 10th and 11th Ave, making people cycling feel unsafe.	<p><i>“Close Ontario St between Broadway and 10th Ave to motor vehicles, given steep hill means people cycling more likely to zig-zag and/or stop /start to let motor vehicles pass. Hard to share space on this block.”</i></p> <p><i>“Between 11th Ave & 12th Ave. There is too much vehicle traffic. Because there is a light at 12th, cars uses this as a cut through.”</i></p>	Even though the neighbourhood has many traffic calming measures implemented, there are some streets that still experience cut-through traffic. Staff collected volumes on some local streets and found that the volumes exceed the AAA threshold. With the upcoming Broadway Subway construction, staff will be looking at interim solutions to reduce vehicle cut-through in the neighbourhood.
Some concerns about poor visibility at intersections due to parked cars or untrimmed bushes.	<p><i>“Ontario St & 10th Ave: very busy with several modes of transport; difficult to see down the street due to parked cars.”</i></p> <p><i>“Because of parking cars on 11th Ave don't have good sight lines for cyclists on Ontario.”</i></p>	Staff are working with landscape architects to investigate locations that need trimming. Drivers are required by law to leave a minimum 6m clearance from intersections to provide adequate sightlines. Staff will work with parking enforcement to ensure the parking clearances are properly maintained. Staff will also explore adding signage that shows “no stopping” zones for better compliance.
Ontario St at Broadway: Some concerns about conflicts between southbound and northbound right-turning motor vehicles and people cycling.	<i>“The Ontario/Broadway intersection, when heading Northbound on bike, is often busy with many bikes and cars. Would be nice if there could be a barrier between vehicle traffic and the bike button for bikes. Or removal of some on-street parking right near the intersection.”</i>	This type of conflict is often evidence that drivers are using the bikeway and its signal, if possible staff will seek to redirect this traffic off of Ontario. Protected bike lanes can help with comfort when waiting for the light to change, but can also introduce conflicts when it is time to cross Broadway, particularly given the speed of downhill cycling.

<p>Ontario St at 10th Ave: Many concerns about the safety (ex. yielding, 'short-cutting' by going counter-clockwise, differing speeds, and visibility to other users) by all road users using the traffic circle.</p> <p>Many concerns about a lack of space for people cycling, especially southbound uphill due to parking on both sides, making it unsafe if motor vehicles choose to pass. Some suggestions to remove one side of parking to create more space for all road users.</p>	<p><i>"Roundabout at 10th and Ontario. As a pedestrian I find it extremely dangerous when cyclists just plow through the intersection."</i></p> <p><i>"Please do away with the roundabout in favour of a better design."</i></p> <p><i>"Ontario & 10th the roundabout has all users not yielding."</i></p> <p><i>"There is not enough space on Ontario St for cars to pass beside one another so you get congestion and dicey situations."</i></p> <p><i>"Choke point at 10th: too narrow, especially considering grade and passing."</i></p>	<p>Re-designing 10th Ave and Ontario St is challenging because of the hill, pedestrian volumes, and designated bikeways on both intersecting streets. The traffic circle does not have a significant collision history and traffic circles help reduce vehicle speeds and avoid the use of stop signs along bikeways. Staff will work with the neighbourhood as part of future engagement to arrive at a suitable upgrade at this intersection.</p> <p>Most of the roadways in the neighbourhood are 8-9 metres wide, which is typical for local streets but below AAA standards for parking on both sides of the roadway. Staff have been exploring parking adjustments to better utilize road space. Further engagement is required to better understand parking demand and impacts of parking removal on local residents. This will also be reviewed in the context of reducing vehicle volumes on Ontario.</p>
<p>Ontario St at 11th Ave: Significant support for existing traffic diversion on Ontario St between 10th Ave and 11th Ave but concerns about visibility and narrowness for wider cycles such as trailers and cargos heading north and south through diverter at 11th Ave.</p>	<p><i>"I think the cycling/walking only block between 10th and 11th is amazing. It's so nice to take your time cycling up the steepest section of Ontario without worrying about an impatient driver behind."</i></p>	<p>Visibility can be improved by signing or extending no parking zones. This will be balanced with parking regulation and supply for local residents and short term visitors. The diverter at 11th was built with previous standards. For new bike routes and diverters, greater widths will be considered.</p>
<p>Ontario St at 12th Avenue: Some concerns about southbound left-turning vehicles blocking through traffic for people cycling.</p>	<p><i>"A fair number of cars turning left onto 12th. Makes it hard to bike straight through heading south."</i></p> <p><i>"People turn down Ontario"</i></p>	<p>Staff will further monitor how this intersection is operating for people walking, cycling and driving.</p> <p>Staff will continue to monitor motor</p>

<p>Several suggestions to better enforce no right turn northbound onto Ontario St from 12th Ave.</p>	<p><i>from 12th during hours when you are not allowed to. The street is so narrow there it is not safe when cars are flying down the road.”</i></p>	<p>vehicle volumes on Ontario St to determine if any additional measures are required.</p>
<p>Suggestion to provide clearer crosswalk and place push-button further away from curb facing 12th Ave, to increase safety for people walking and rolling.</p>	<p><i>“12th Ave & Ontario intersection: The road is narrow and cars are very close to the sidewalk, it is not pleasant, especially with kids.”</i></p>	<p>Dependent upon future funding, staff will consider building out corner curbs (known as curb bulges) and adjust the location of the push-button.</p>
<p>Some concerns that the signal phase at 12th Ave is too long.</p>	<p><i>“Too much traffic, cars go so fast, sometimes long waiting times to cross and buttons to cross not working.”</i></p>	<p>12th Avenue is a major thoroughfare, and additional delay or congestion on arterials can prevent efforts to reduce short-cutting on local streets. Staff will continue to monitor motor vehicle volumes in the area, as traffic patterns change on Broadway, due to subway construction.</p>

Additionally, staff heard general feedback about mobility in the community (circulation, parking, traffic calming, accessibility) between Broadway and 12th Ave including:

- Creating Ontario St one-way southbound uphill (ex. from 7th Ave to 10th Ave) to give people cycling more space travelling uphill
 - **Staff Response:** To ensure businesses have adequate access to their driveways and lanes, particularly for large size trucks, and to provide access to local residents, two-way travel will remain between 7th Ave and Broadway. In light of the [Broadway Plan](#) staff are reviewing neighbourhood traffic circulation and parking between Broadway and 12th Avenue.
- Some concerns for people walking, cycling, and rolling on Yukon St at Broadway
 - **Staff Response:** Staff have determined that protected bike lanes would be required at this location; however, additional work would be coordinated through the Broadway Plan.
- Support to discourage motor vehicles to pass people cycling through signage and/or road space reallocation.
 - **Staff Response:** On designated residential bikeways, traffic volumes and speeds are actively reduced through the City’s AAA design measures, making it safer for people cycling and driving to negotiate road space with each other. Staff

will continue to implement these measures on bikeways that do not yet meet AAA standards.

- Support for enhanced lighting, especially on Ontario St at 11th Ave diverter, to increase visibility and safety for people walking, rolling, and cycling.
 - **Staff Response:** The electrical design department evaluates and prioritizes locations for upgrades: <https://vancouver.ca/streets-transportation/outdoor-lighting-strategy.aspx>

Area 4: Ontario at 16th Ave

Existing conditions

Today, the offset intersection makes crossing challenging for people walking and cycling. With high cycling volumes and daily motor vehicle volumes that exceed AAA guidelines, movements and yielding requirements are confusing and unclear for all road users.

Proposed Upgrades

In 2015, staff gathered feedback from local stakeholders and the public on three intersection design options. All three options proposed to improve the crossing for all road users but had different impacts to vehicle circulation and parking.

Option 2: One-way streets (toward 16th Ave) has been selected and maintains circulation and access around Simon Fraser Elementary school while improving comfort and safety for people walking and cycling. Review this design on the [information boards](#).

Public Feedback

The public was asked if there was anything else that staff should consider as they finalize the design of this intersection, Table 4 summarizes what we heard. The majority of respondents were supportive of the planned intersection upgrades, sighting confusion and near-collisions as common challenges with the existing conditions.

Table 4. Summary of Feedback for Ontario St and 16th Avenue

Theme	Examples of Public Feedback	Staff Response
Many respondents would like to see clearer signage and stencils for the approaches to 16th to reduce potential conflicts between people cycling and driving, as the current proposal requires people cycling to shift onto the 'opposite side' of the street, thus crossing into the path	<p><i>“On the approach to 16th from either south or North, bicyclists are going to have to cross the the "wrong" side of Ontario to cross 16th. That is ok but will require good signage as it is not intuitive.”</i></p> <p><i>“Only issue is for cyclists having to "cross" in front of traffic to access bike lanes rather than</i></p>	Sharrows are included angling in and out of the bike path as wayfinding for people cycling as well as a reminder to drivers. However, given the width of the roadway on Ontario (particularly south of 16 th) drivers should generally not be passing people cycling, even if they ride to the right rather than along the sharrows. With no oncoming motor vehicle traffic, this maneuver should

of moving motor vehicles.	<i>sticking to the right.”</i>	be relatively straightforward.
Some respondents would like to see traffic calming on adjacent residential streets and laneways	<i>“Please consider speed reducing measures in the laneway between 16th and 17th Avenue and between Ontario and Manitoba. Drivers heading northbound on Ontario wanting to turn left (westbound) on 16th may not see signage until they pass 17th Ave. This will compel them to use the laneway between 16th and 17th Ave where children play.”</i>	We have included some additional advance notification signs along Ontario as well as signing corner clearances at nearby intersections to minimize through traffic, and we would expect drivers to adjust and turn off before reaching the final lane. Staff will review motor vehicle volumes on adjacent streets after the changes are implemented.
Some concerns about pedestrian safety, especially children crossing 16 th to access the nearby school”	<i>“The traffic diversions are great. However, this still creates a conflict between pedestrians and traffic turning onto 16th. Please consider how pedestrian safety can be increased here! Especially for elementary school children.”</i>	The design intent is to reduce both motor vehicle traffic along Ontario and traffic making turns at this intersection, while maintaining sidewalk space and safety for people waking.

There were also some localized concerns and suggestions about changes to motor vehicle turning movements and traffic patterns in the neighbourhood, impacts to residential permit parking, and pedestrian safety.

- Some concerns that left turn restriction will make it more challenging for motor vehicles to exit the neighbourhood, potentially increasing traffic and decreasing pedestrian safety at adjacent crossings such as Manitoba St at 16th Ave
 - **Staff response:** Additional parking restrictions near the noted intersections will improve sightlines at alternate left turn locations, including the crosswalk near the school.
- Longer-term suggestion to monitor the safety of traffic circles for all road users at 14th Ave, 15th Ave, and 17th Ave
 - Staff response:** Staff will continue to review traffic circles for removal on an individual basis, as there are traffic calming benefits, and many provide much loved green space in the neighbourhood.

Area 4: Proposed Parking Changes

In addition to hearing that maintaining circulation around the school-park block is important, staff heard concerns about sightlines at intersections along 16th Ave. Based on this feedback, staff

identified additional parking changes at Quebec St, Manitoba St, and Columbia St near 16th Ave, these changes can be reviewed on the [information boards](#).

These parking changes will improve visibility and roadway widths, making it more comfortable for two vehicles to pass each other near the intersection.

Public Feedback:

Overall, there was significant support for the three proposed parking changes to improve sight-lines for left-turning vehicles. Additional feedback is listed below.

- Some respondents requested to have parking on Quebec St between 14th and 16th Aves become Resident-Only.
 - **Staff Response:** Resident permit parking areas have a formal process, but depending on the ongoing [Citywide Parking Permit](#) conversation, this may also happen automatically.
- A couple respondents were concerned that parking removal would encourage motor vehicles to drive faster.
 - **Staff Response:** By limiting parking changes to immediately adjacent the intersection, we aim to strike a balance. In most cases the parking removal is intended for traffic that is already facing a stop sign.

5. Next Steps

Construction of upgrades between 2nd Ave and Broadway will start in March 2021 with 16th Ave to follow later in the year. During construction, traffic detours for all road users will be implemented as required. Staff will monitor and study the impacts of the Broadway Subway construction in the area between Broadway and 12th Ave to determine any additional recommended changes.

Plaza Timeline

Summer 2021 - An interim plaza will be installed and the design will evolve over the years through continued public feedback, engagement and further guidance from public life, mobility and business recovery planning. This will help determine a potential permanent plaza design.