

# 1. WELCOME

Ontario Greenway | 2nd Ave - 16th Ave Upgrades & Pavement-to-Plaza | March 2020

## What's happening?

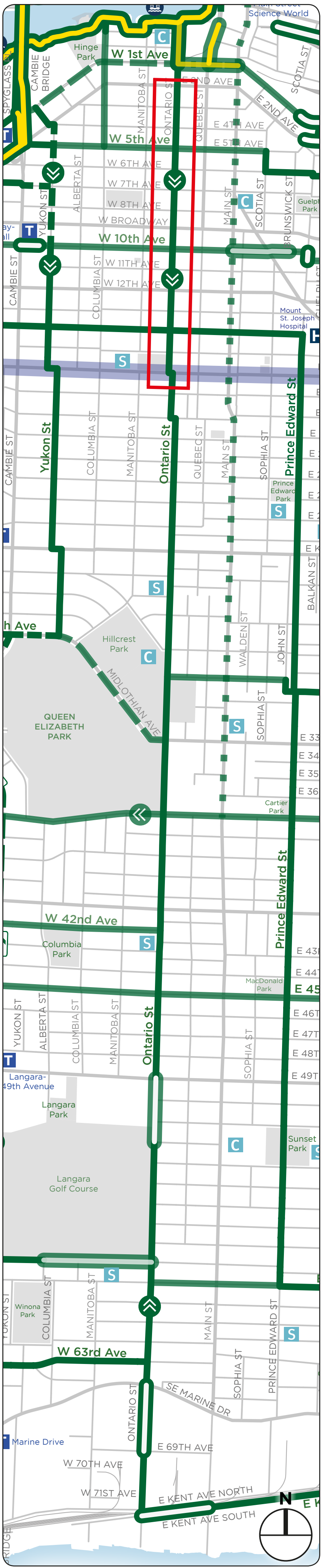
The City of Vancouver is planning transportation and public realm improvements to help make the Ontario Greenway (between 2nd Ave and 16th Ave) more comfortable for walking, cycling, and rolling and to reduce motor vehicle short-cutting during construction of the Broadway Subway.

At 5th Ave, a new plaza will also create a public space for people to sit and gather.

This is part of a larger process that the City will be undertaking to improve the Ontario Greenway from False Creek to the Fraser River.



### Ontario Greenway



Local street bikeway or greenway  
Project area

### Ontario Greenway

- A 6km scenic walking and cycling connection featuring public art, seating areas, improved lighting, and traffic calming that links schools, parks, and community centres.
- The Ontario Greenway is identified for All Ages and Abilities (AAA) improvements in the City's Five Year Cycling Network Plan (2018-2022).

### Broadway Subway

The Broadway Subway will be a 5.6 km tunneled extension of the Millennium Line along the Broadway Corridor, from the existing VCC-Clark SkyTrain Station to Arbutus St. The City is working with the Province to advance the design of the project, which is scheduled to begin construction in fall 2020 and start service in 2025.

## Where are we now?

Spring 2019

### Mount Pleasant Industrial Transportation Strategy

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.

August - November 2019

### Initial Conversations

Staff met with local businesses and residents and conducted surveys to gather information and understand issues to inform the upgrades between 2nd Ave and Broadway.

March 2020

### Share Concepts

Staff present designs and gather feedback from the public on changes between 2nd Ave and 16th Ave.

May 2020

### Report Back

Final designs will be shared online along with a consultation summary of what we heard during engagement.

Spring-Summer 2020

### Construction and Monitoring

Construction of changes at 16th Ave and between 2nd Ave and Broadway. We 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.



# 2. POLICY CONTEXT

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## Responding to the Climate Emergency

In 2019, Council approved the Climate Emergency Response report to increase the City’s efforts to address climate change and reduce Vancouver’s carbon pollution.

**Nearly 40% of carbon pollution generated in Vancouver comes from burning gasoline and diesel to power vehicles (primarily passenger vehicles).**

To reduce carbon pollution, we need to shift to using sustainable modes of transportation like walking, cycling, rolling, and transit. Two of the six “big moves” to fight climate change align with this project including accelerating the target of making two-thirds of trips by active transportation and transit by 2030 and creating walkable, complete communities.

## Making Vancouver a more walkable, bikeable city

To encourage a shift to sustainable modes, the City is making walking and cycling safe, convenient, and comfortable.

When we design inter-connected cycling networks and low-stress bike routes for people of All Ages and Abilities (AAA), cycling becomes a viable option for a wide spectrum of the population, including families with children, seniors, and new riders.

**AAA goals that will guide the design for Ontario Greenway include:**

- Target motor vehicle volumes below 500/day and speed limits at 30 km/hr on local street bikeways.
- Street widths that allow for parking and safe passing.
- Design intersections thoughtfully to reduce conflicts, increase visibility, and provide clear direction of movement.



Example of a local street bikeway

## MOUNT PLEASANT INDUSTRIAL TRANSPORTATION STRATEGY



The Mount Pleasant Industrial Transportation Strategy is part of a larger planning process that responds to the Mount Pleasant Community Plan and involves zoning changes to advance the innovation economy in the Mount Pleasant Industrial Area. The strategy identified:

- Encouraging more sustainable trips by improving walking and cycling connectivity in all directions.
- AAA cycling and walking upgrades on Ontario St between Broadway and 2nd Ave.
- Maintaining reliability in the transportation network to ensure access to all businesses, especially motor vehicles on Manitoba St and 7th Ave.

## OTHER SUPPORTING POLICIES



### Greenways Plan Update

The City is refreshing the 1995 Vancouver Greenways plan by:

- Assessing the existing greenway network connectivity and functionality
- Developing principles informed by community values for future greenways
- Developing a long-term implementation strategy



### Public Space Improvements

Public space improvements on Ontario St at 5th Ave are part of the City’s Pavement-to-Plaza Program.

Pavement-to-Plazas convert road space into low-barrier, high-impact places for people within neighbourhoods while providing traffic calming on local streets and bikeways.



# 3. PROJECT SCOPE

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## Areas of Improvement

In this phase, four areas along the Ontario Greenway between 2nd Ave and 16th Ave have been identified for upgrades to make walking, cycling, and rolling safe and comfortable for all ages and abilities.

### Area 1

#### Ontario St at 5th Ave

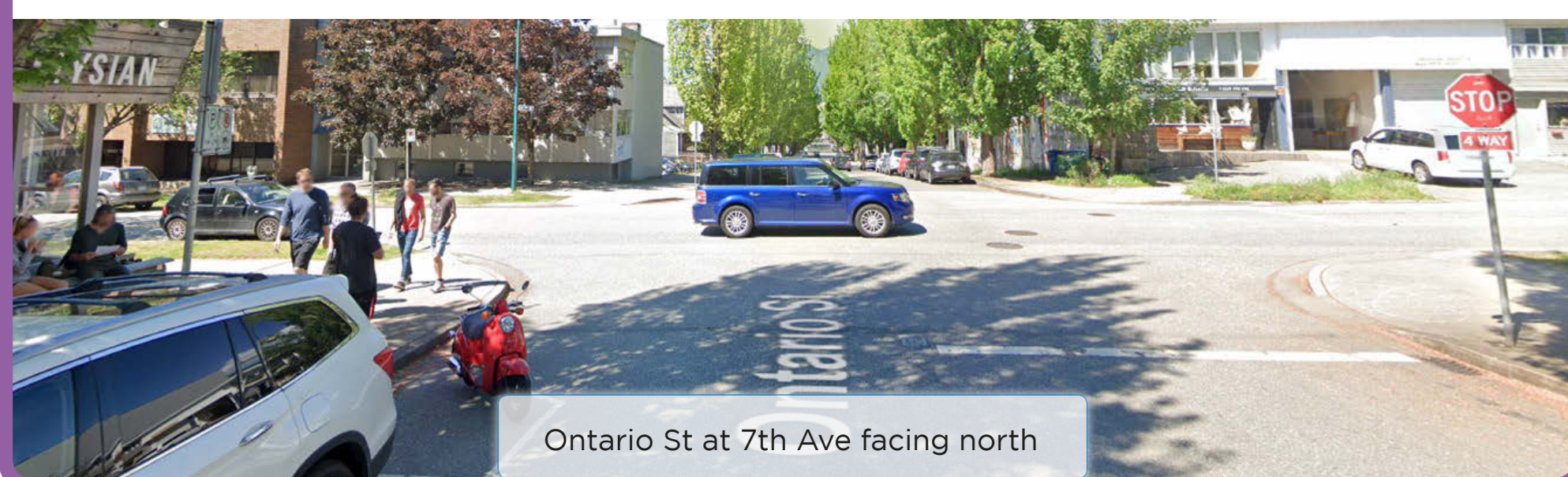
- Daily motor vehicle volumes on Ontario St approaching 5th Ave exceed AAA guidelines by five times
- Compliance concerns at four-way stop
- High volume of people walking
- High number of trucks and delivery vehicles accessing many local businesses



### Area 2

#### Ontario St at 7th Ave

- Daily motor vehicle volumes approaching 7th Ave exceed AAA guidelines by more than five times
- Compliance concerns at four-way stop
- 7th Ave has higher traffic volumes than other streets in the area and provides local access to many businesses



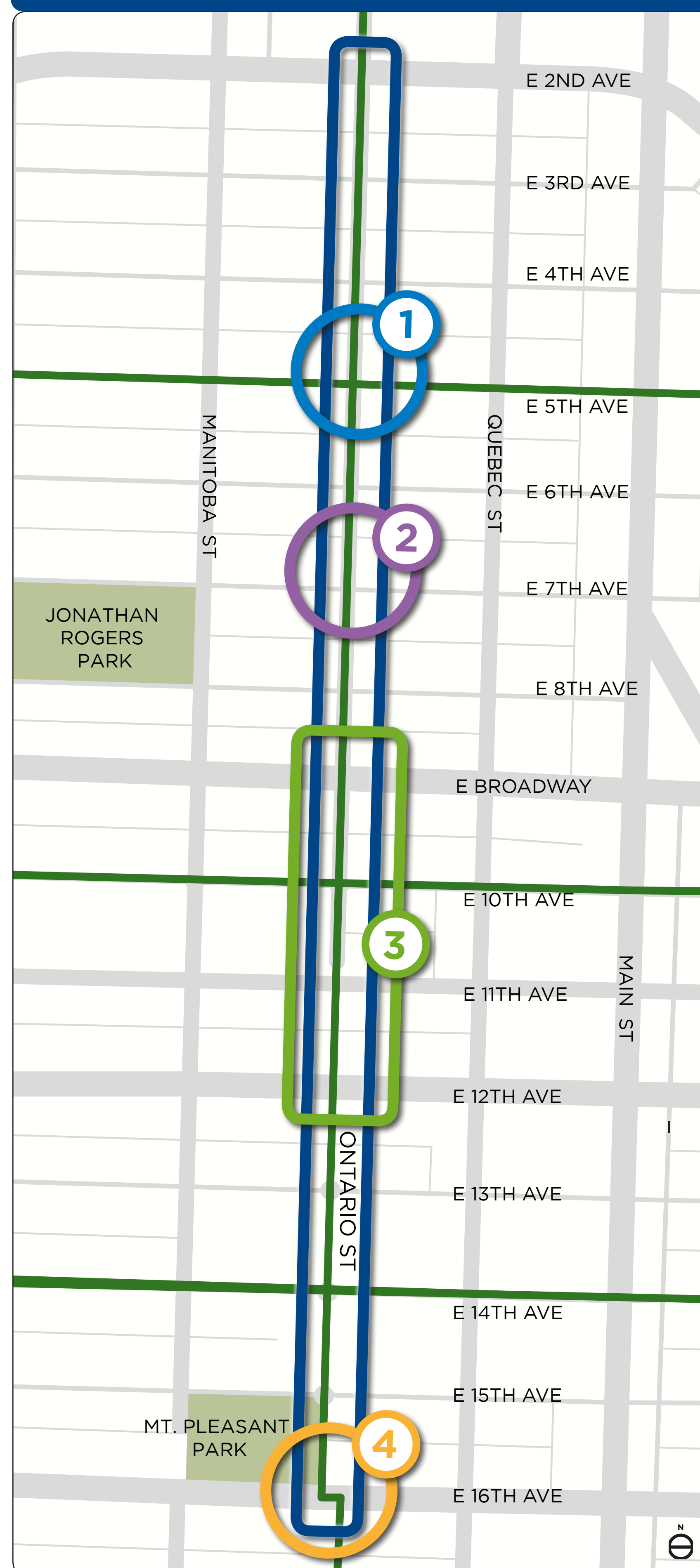
### Area 3

#### Broadway to 12th Ave

- High cycling volumes on the east-west 10th Ave bikeway and north-south Yukon St bikeway and Ontario St Greenway
- Previous engagement noted concerns about comfortable passing distances on roadways with parking on both sides
- Motor vehicle volumes along Ontario St between 10th Ave and Broadway exceed AAA guidelines by more than two times due in part to existing partial and full closures on Quebec St and Manitoba St, south of Broadway



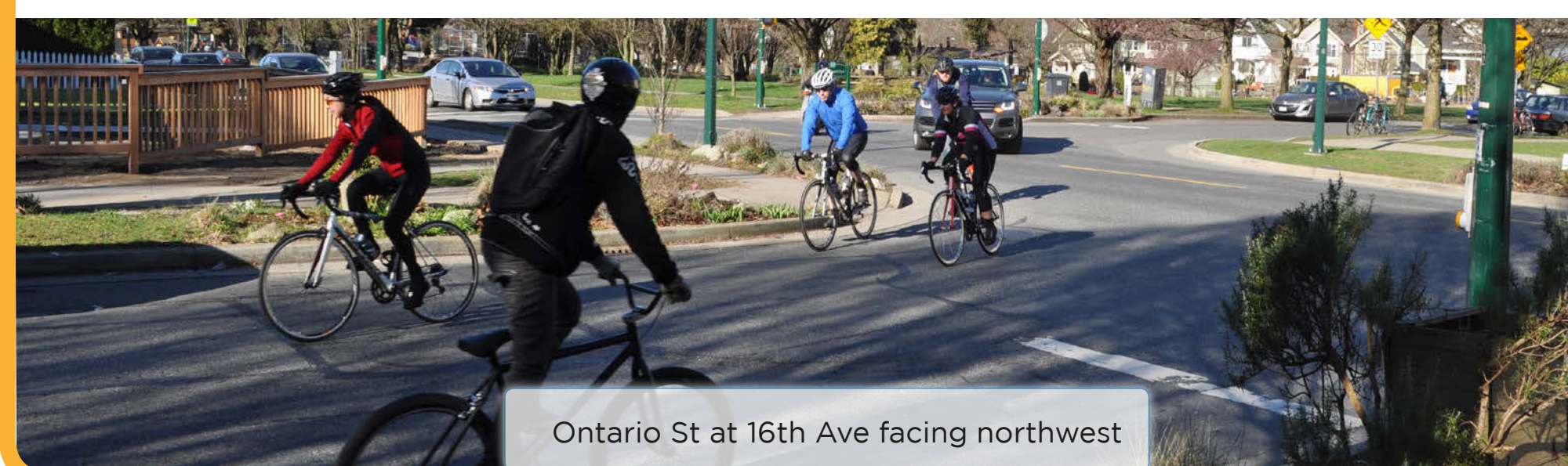
## Project Areas



### Area 4

#### Ontario St at 16th Ave

- The offset intersection makes crossing challenging for people walking and cycling
- Movements and yielding requirements are confusing and unclear for many road users
- The intersection has high cycling volumes and daily motor vehicle volumes that exceed AAA guidelines





# 4. PROPOSED CHANGES

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## Area 1 & Area 2

### Initial Conversations: What we heard

#### Support for:

##### From businesses

- Using Manitoba St and Quebec St for north-south delivery access
- Using the laneway north of Ontario St & 5th Ave for east-west delivery access
- Proposed plaza space

##### From people walking & cycling

- Strong support for the project, including proposed plaza

#### Concerns for:

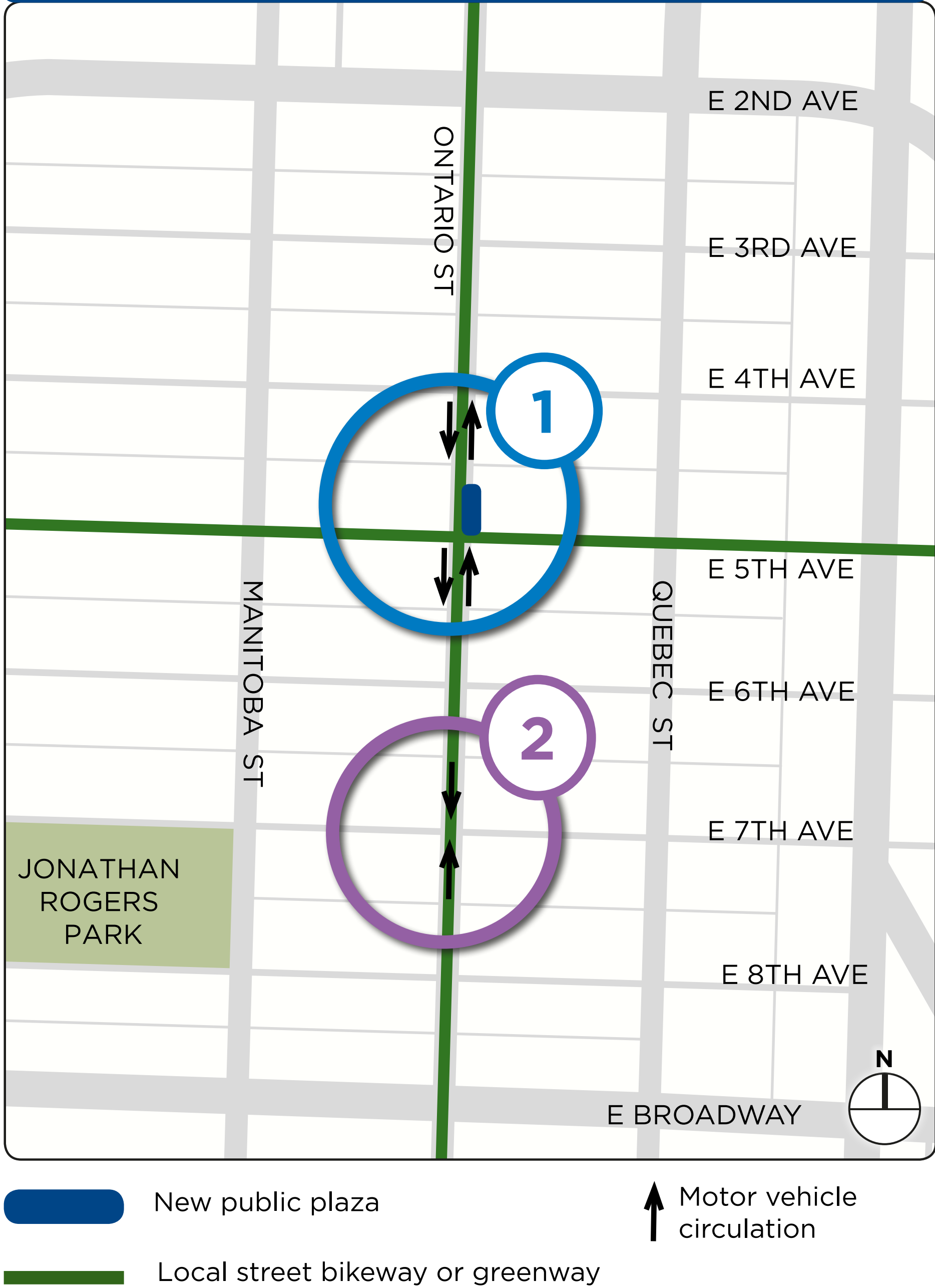
##### From businesses

- Compliance concerns at 5th Ave and 7th Ave four-way stops (all road users)
- Vehicles blocking laneway access
- Limited on-street parking
- Potential revenue loss during Broadway Subway construction

##### From people walking & cycling

- Compliance concerns at 5th Ave and 7th Ave four-way stops (all road users) and 3rd Ave east-west stop signs (motor vehicles)
- Pedestrian safety due to poor sight lines and unmarked crossings at intersections along Ontario St

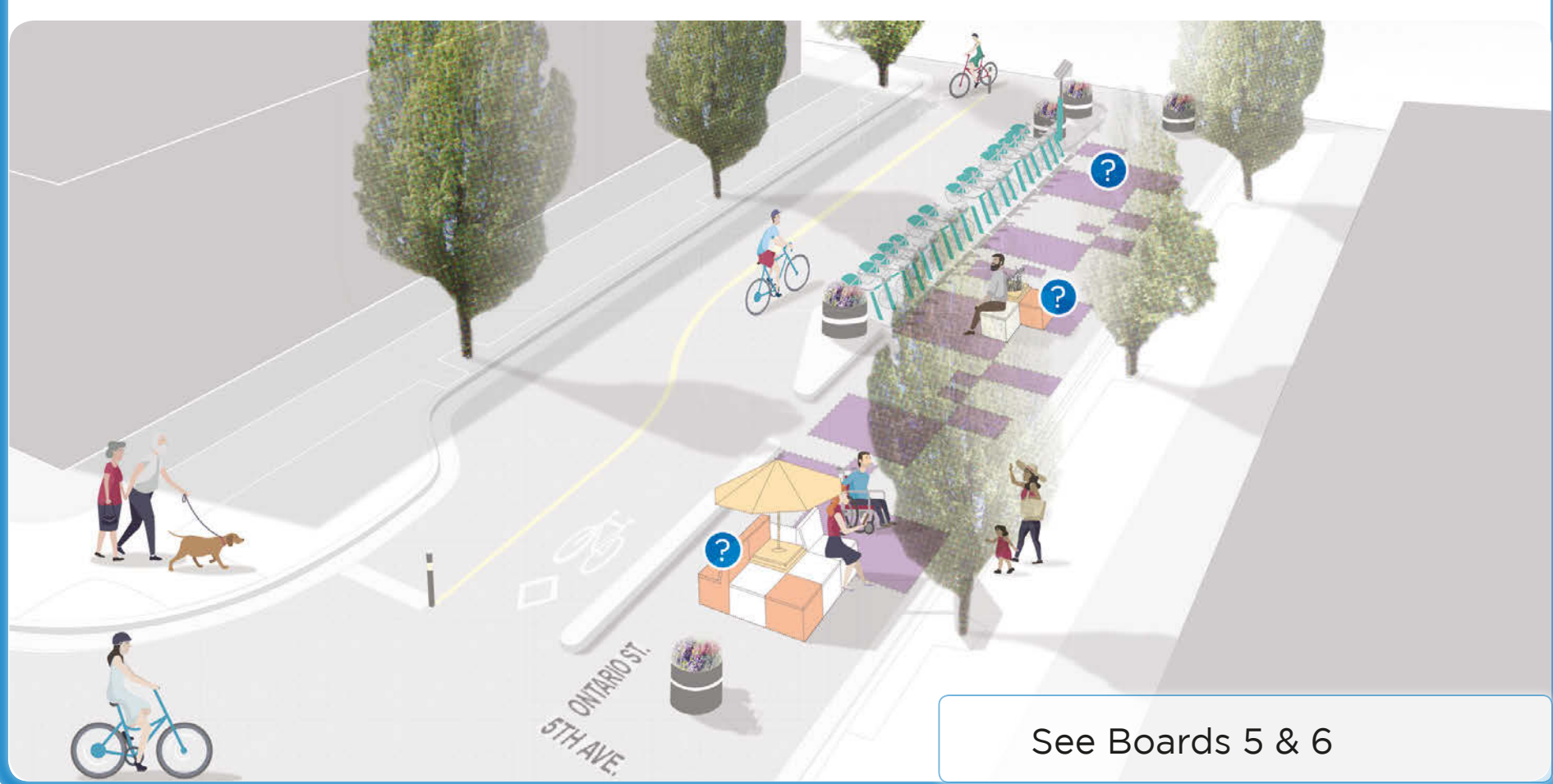
### Planned Upgrades



### Area 1: Ontario St at 5th Ave

#### To lower motor vehicle volumes on Ontario St., we will:

- Install diverters to create a closure for motor vehicles between 5th Ave and the lane north of 5th Ave. Access to the lane will be maintained.
- Manitoba St will continue to provide north-south motor vehicle access.
- A new public space is planned between 5th Ave and lane north of 5th Ave, maintaining walking and cycling connections and access to the bike share station.



### Area 2: Ontario St at 7th Ave

#### To lower motor vehicle volumes on Ontario St., we will:

- Install diverters 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.

#### To improve visibility for people walking, cycling, and driving, we will:

- Shift parking zones back from the corner (approx. 1 parking space removed per corner).
- Update parking signs to improve compliance with existing City of Vancouver by-laws around not parking within certain distances of lanes (1.5 m), driveways (1.5m) and sidewalks at intersections (6m).



# 5. Ontario-5th Plaza

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## Pavement-to-Plaza

Plazas play a vital role in public life, enabling community events, civic expression, and neighbourly interaction.

The City's Pavement-to-Plaza program transforms streets into engaging public spaces for people. Guided by the Transportation 2040 Plan and community plans including the Climate Emergency Response, the program mandate is to:

- Encourage creative approaches and increase access to public space
- Repurpose road space into low barrier, high impact places for people
- Locate, design and program plazas based on site context while supporting active transportation
- Align with the global tactical urbanism movement to explore lighter, quicker, cheaper ways to create spaces for gathering and community building
- Gather feedback during the interim period to evolve the design and determine whether there is support for the plaza to become permanent

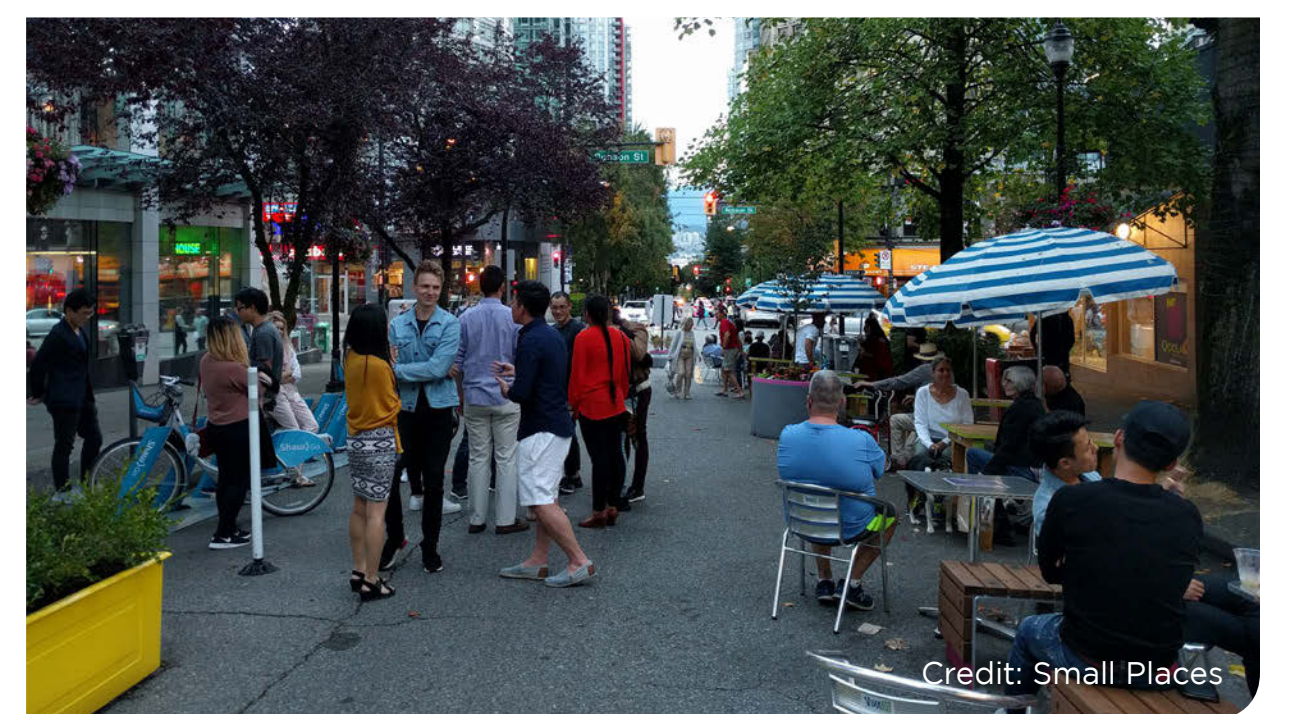
### New plaza at Ontario St and 5th Ave

With a high number of people walking and cycling, the neighbourhood and its vibrant retail, has potential to support a lively plaza experience.

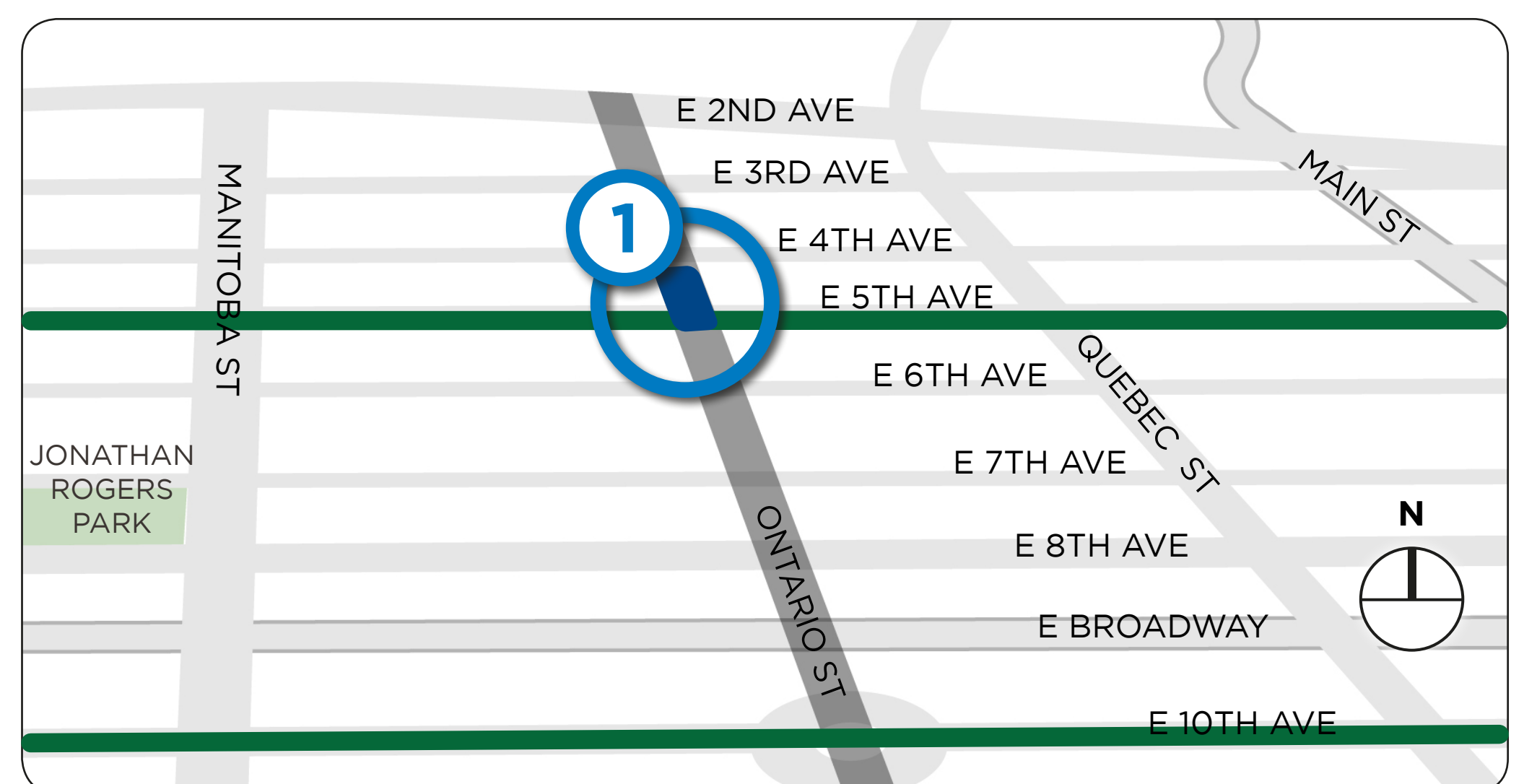
An interim plaza is planned for Ontario-5th to:

- 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

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.



Existing Pavement-to-Plazas across Vancouver.



Interim Pavement-to-Plaza Project Area



Ontario St and 5th Ave existing conditions.



# 6. Ontario-5th Plaza

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## Plaza Timeline

Fall  
2019

Early stakeholder engagement.

Early  
2020

Ontario Greenway pop-up sessions, stakeholder engagement, and the *Designing for Difference* project are informing future design, programming and stewardship considerations in the plaza.

Summer  
2020

With early feedback, an interim plaza will be installed at the Ontario St and 5th Ave location along with greenway improvements and public bike share relocation.

2021+

The plaza design will evolve over the years through continued public feedback and engagement. This will help determine a potential permanent plaza design.

### Designing for Difference

VIVA Vancouver is the City's public space innovation program that delivers short term action to inspire long term change. VIVA is working with Happy City to identify barriers facing those traditionally underrepresented at three public spaces in Vancouver.

At this location, the project aims to include more diverse perspectives and experiences in planning for the use and care of the future plaza. Learn more or get involved at:

[thehappycity.com/project/designing-for-difference](http://thehappycity.com/project/designing-for-difference)

## Help shape the plaza experience

The intent is to maximize plaza space while maintaining clear separation between the public bike share station and paths for walking, cycling, and rolling. Through public and stakeholder feedback, interim features that can evolve over time include:

- Layout of seating with umbrellas and other types of coverage
- Greenery and other features to make it year-round and friendly

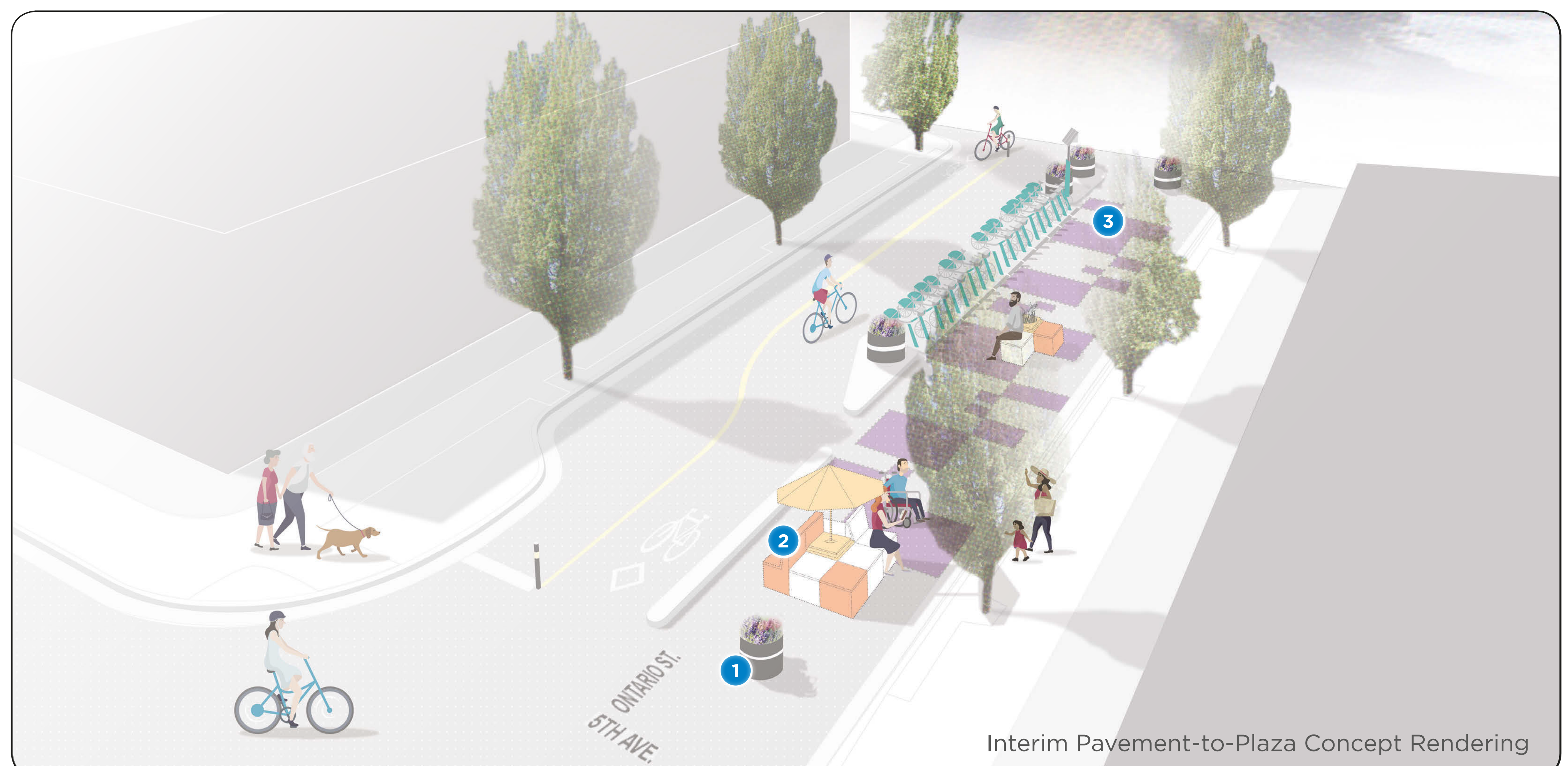
In exploring opportunities for the plaza, think about what makes a space public and:

**What type of activities would you like to see and do here?**

**What features could make this space feel more comfortable and welcoming?**

**Who could be involved in hosting activities and taking care of this space?**

Interim features include: (1) plantings; (2) furnishings; (3) and specialty ground treatment.





# 7. PROPOSED CHANGES

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## Area 3: Broadway to 12th Ave

Following a public consultation and piloting process between 1995-1997, a number of extensive traffic calming measures, including closures for motor vehicles, four-way stops, and traffic circles were implemented in 1998. These measures received strong support when they were first implemented and helped reduce motor vehicle short-cutting in the neighbourhood.

### Objectives for Area 3

- Lower motor vehicle volumes below 500/day on Ontario St to meet AAA guidelines.
- Maintain existing traffic calming efforts in the neighbourhood and monitor motor vehicle volumes during Broadway Subway construction. Explore ways to respond with temporary traffic calming measures if needed.
- Ensure that any proposed changes don't transfer additional motor vehicle volumes onto existing bikeways such as 10th Ave, where the City is currently making improvements to meet AAA guidelines.

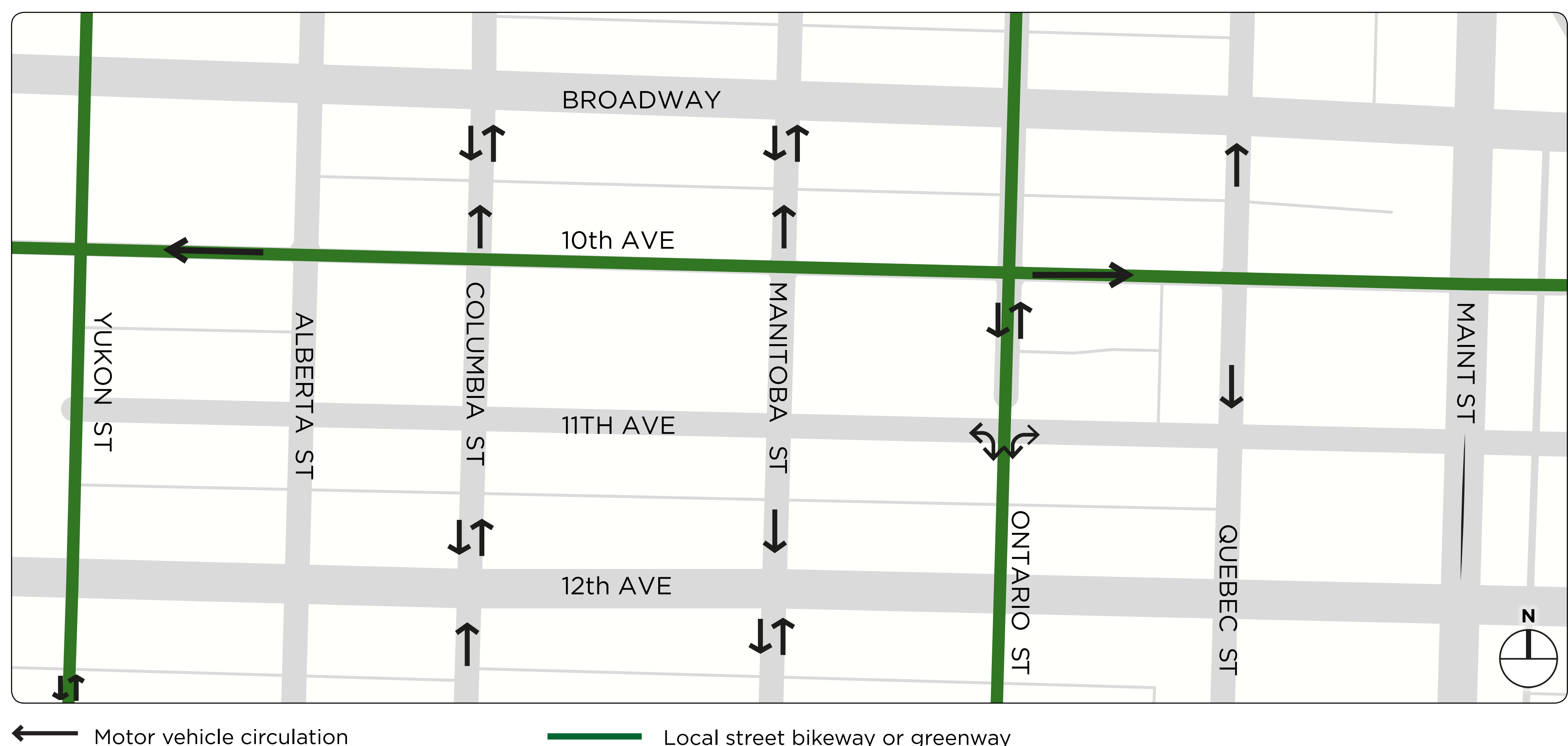


Typical motor vehicle closure (Manitoba St near 10th Ave)

### Potential traffic change measures include:

- Enhancing existing closures to improve compliance (ex. reinforcing a closure with temporary barriers or changing a partial closure to a full closure).
- Shifting closures and making minor changes to motor vehicle circulation.
- Modifying parking to ensure comfortable passing distances between people driving and cycling and improve visibility for people walking and cycling.

## Area 3: Existing traffic patterns



**Share your ideas and concerns about community mobility below:**





# 8. PROPOSED CHANGES

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## Area 4: Ontario St & 16th Ave

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.

The design has been further refined and includes:

A

Signal modification and two-way crossing for people cycling through 16th Ave.

B

One-way southbound on Ontario St between laneway north of 16th and 16th Ave.

C

One-way northbound on Ontario St between laneway south of 16th and 16th Ave.

D

Right-out only onto 16th Ave from Ontario St for motor vehicle traffic.

E

Proposed relocation of the bike share station from west side to east side of Ontario St to align with the greenway. Existing east side parking to shift to the west side.

F

Upgraded pedestrian signal to include counter timer.

G

New curb bulge with green rainwater infrastructure.

### Green Rainwater Infrastructure

When a street is reconstructed, it provides an opportunity to incorporate green rainwater infrastructure, reducing rainwater pollution, improving the way water is managed, and introducing more green space into the neighbourhood.

**Bioswales**  
**(Bioretention or Rain Gardens)**  
store and filter rainwater using plants and soils. They also create urban wildlife habitat.



### 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, we have identified additional parking changes at Quebec St, Manitoba St, and Columbia St near 16th Ave. These changes will improve visibility and roadway widths, making it more comfortable for two vehicles to pass each other near the intersection.

Proposed changes:

H

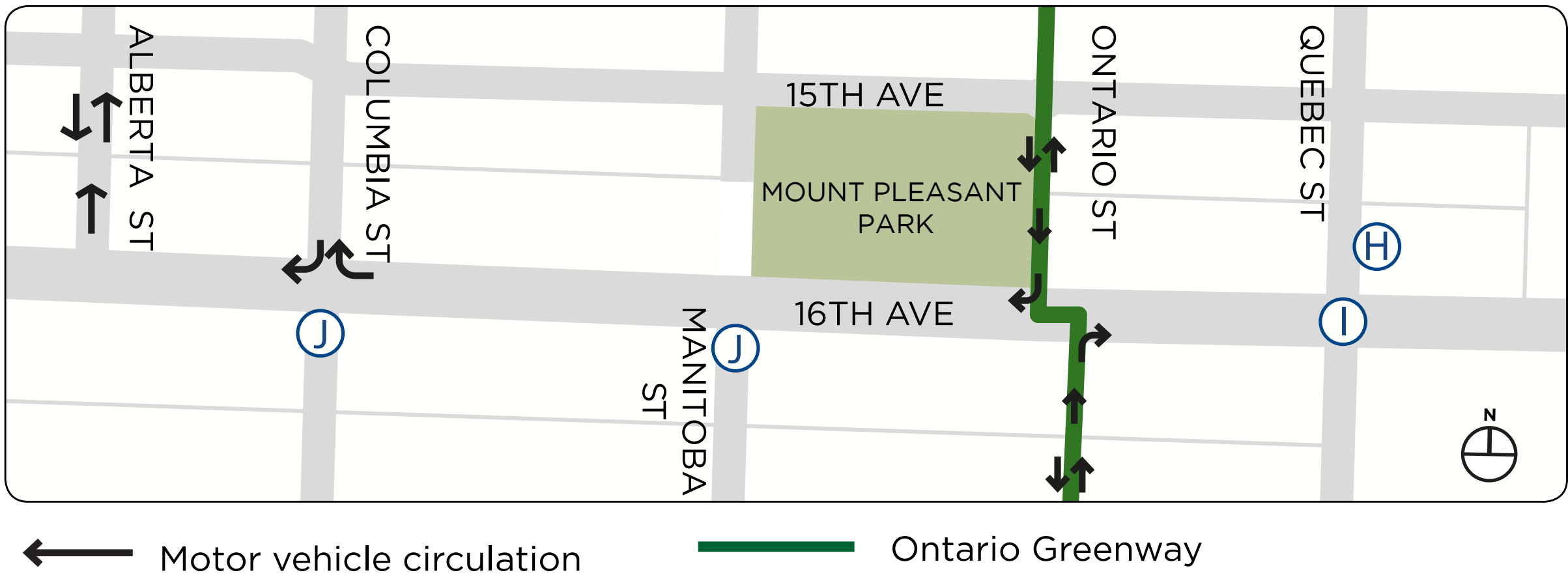
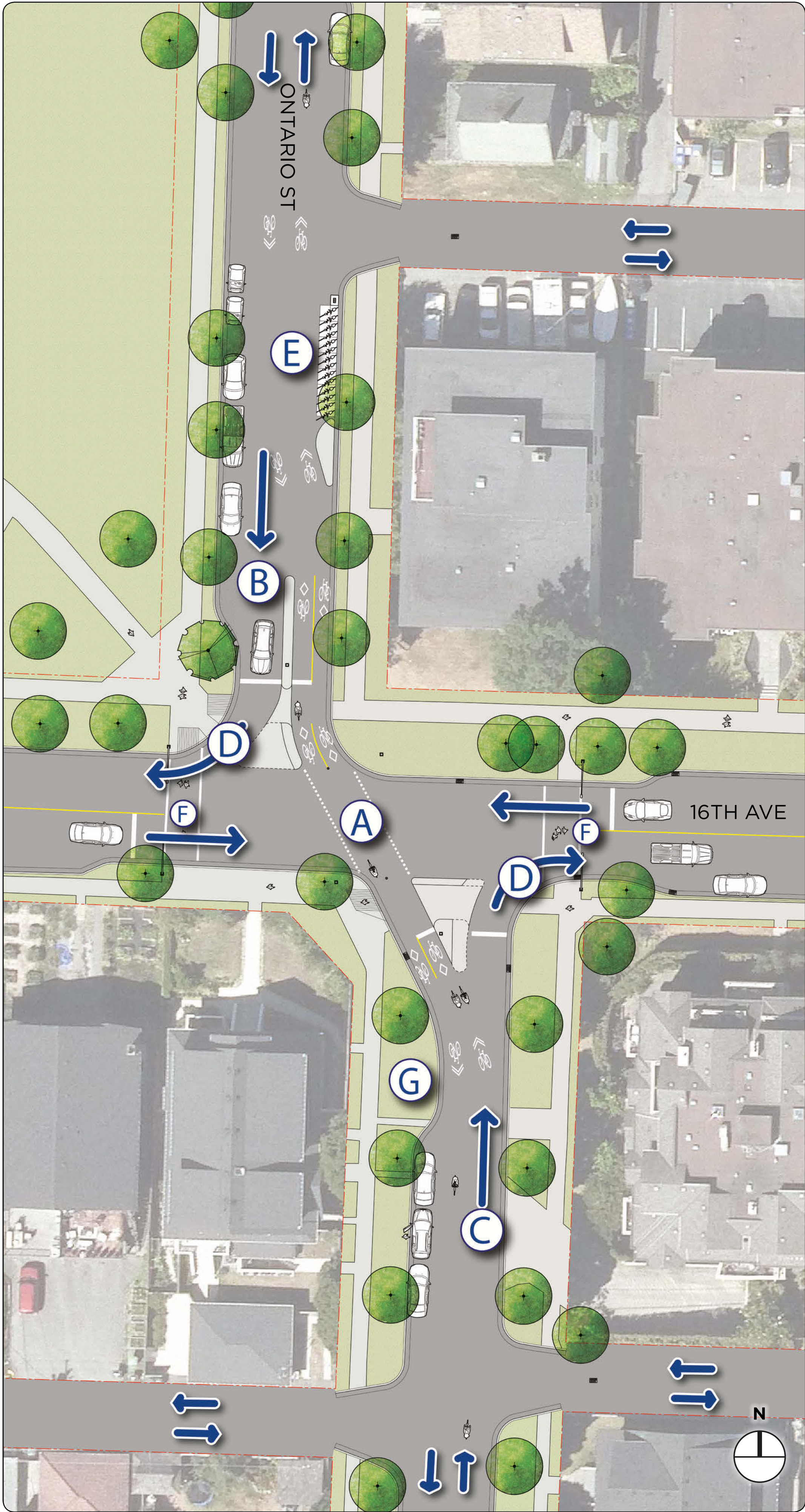
Removal of at least two parking spaces on the east side of Quebec St, north of 16th Ave to improve sightlines for left-turning motor vehicles northbound onto Quebec St.

I

Removal of at least one parking space nearest to the corners of Quebec St at 16th Ave to improve sightlines for motor vehicles crossing or turning left onto 16th Ave.

J

Removal of at least one parking space on the south side of 16th Ave to improve sightlines for left-turning vehicles onto 16 Ave.

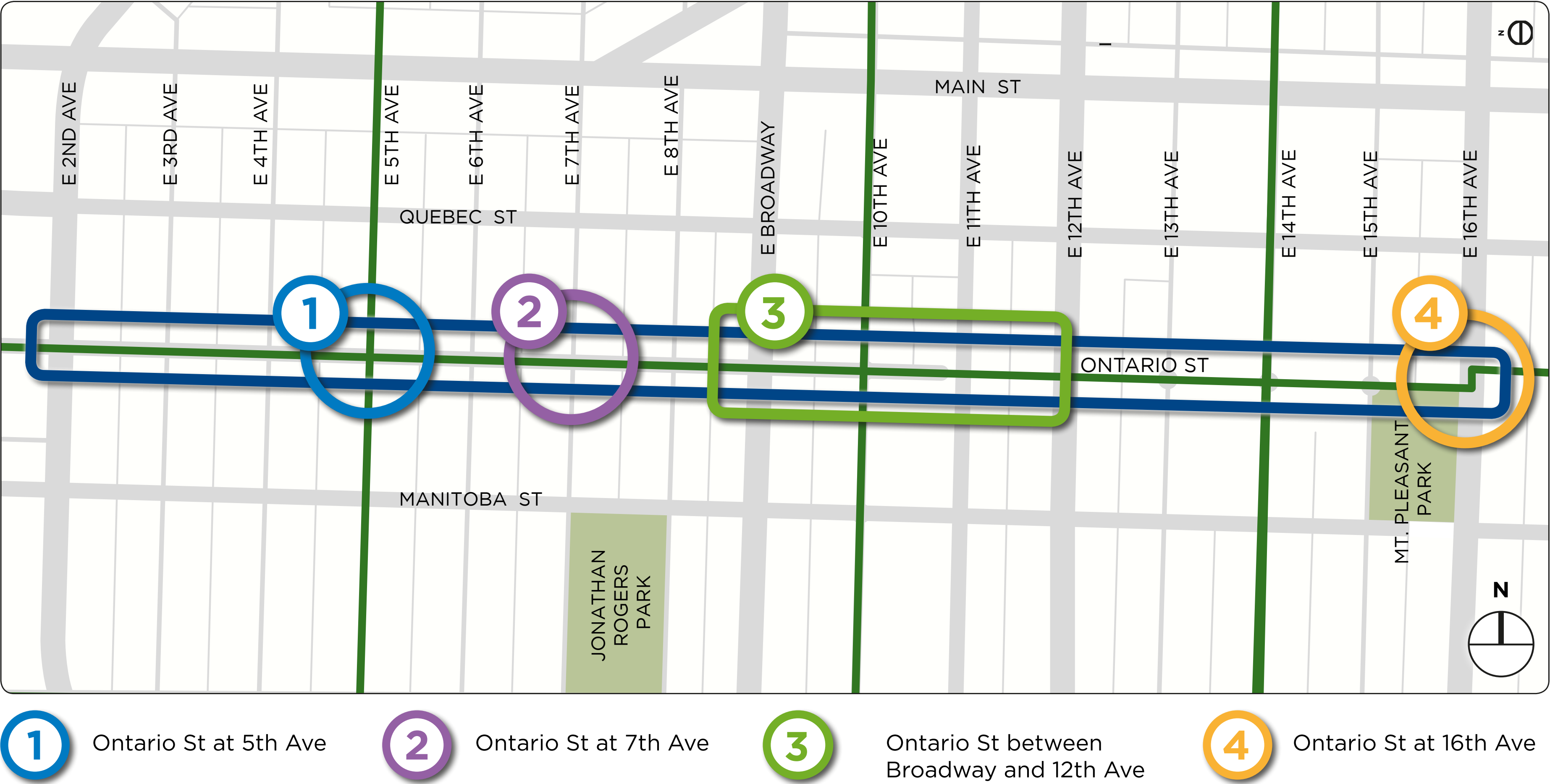




# 9. NEXT STEPS

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## Areas of improvement



## What's happening next?

Spring 2020	<b>Area 1, 2, and 4:</b> Staff will review feedback, make adjustments as needed, and finalize designs.
Late Spring - Fall 2020	<b>Area 1, 2, and 4:</b> Construction begins, including the new public plaza. <b>Area 3:</b> Staff will report back with proposed changes based on feedback, additional studies, and monitoring Broadway Subway construction impacts.

## Tell us what you think!



Fill out a survey at today's pop-up session and drop it off at the sign-in table or mail it back to us by **March 25, 2020.**



Call **3-1-1 (T-T-Y 7-1-1)**



Complete an online survey at **[vancouver.ca/ontario-greenway](https://vancouver.ca/ontario-greenway)** by March 25, 2020



Email us at **[greenways@vancouver.ca](mailto:greenways@vancouver.ca)**

Please submit feedback by March 25, 2020