

We want to hear from you!

As part of the Transportation 2040 plan, the City is implementing an ongoing cycling spot improvement program for existing bicycle routes.

We are currently in the early stages of these projects. In addition to collecting and analyzing data, we are seeking input from you on the preliminary proposals.

Cycling Spot Improvement Program

The program is intended to address:

- Comfort for people of all ages and abilities
- Safety at locations with a high number of collisions
- Capacity and continuity of the bicycle route network

Spot Improvement Locations

More than 100 spot improvement locations have been completed since the adoption of the Transportation 2040 plan in 2012.

These improvements reduce motor vehicle volumes and speeds while making it easier to cross busy streets on foot and bicycle.



Please take a few moments to review the information on these boards and give us your feedback.

The information presented here is also available on our website at: vancouver.ca/spotimprovements

Transportation 2040

Transportation 2040 is a long-term strategic vision for the city that will help guide transportation and land use decisions and public investments for the years ahead.

As part of the Transportation 2040 plan, the City has implemented an ongoing cycling spot improvement program for existing bicycle routes.



Cycling Spot Improvement Program

- Implement an ongoing spot improvement program to address safety, comfort, and capacity issues on the existing bike network.
- Upgrade key existing routes with high existing or potential ridership.
- Manage and reduce motor vehicle traffic volumes and speeds on neighbourhood routes through traffic diversion and other calming measures.
- Design safe intersections and crossings with improved visibility and managed conflicts (for example, through turn restrictions and signal priority).

Greenest City 2020 Action Plan

The Greenest City 2020 Action Plan is divided into 10 smaller plans, each with a long-term (year 2050) goal and medium-term (year 2020) targets. Together, these 10 plans address three overarching areas of focus: carbon, waste, and ecosystems.

Goal 4: Green Transportation

- Make the majority of trips (over 50%) by foot, bicycle, and public transit. (Also Goal 11: Healthy City Strategy)
- Reduce the average distance driven per resident by 20% from 2007 levels.



Vancouver's Healthy City Strategy 2014 - 2025

The strategy is guided by a vision of A Healthy City for All: a city where together we are creating and continually improving the conditions that enable all of us to enjoy the highest level of health and well-being possible.

Goal 8: Active living and getting outside

- All Vancouver residents live within a five-minute walk of a park, greenway, or other green space by 2020.
- Increase the percentage of Vancouver residents aged 18 and older who meet the Canadian Physical Activity Guidelines by 25% over 2014 levels.

Project Goal

To improve accessibility and safety for people walking and cycling at the intersection of Ontario St and 16th Ave and along the Ontario Greenway.

Key Objectives

- Provide a walking and cycling environment comfortable for people of all ages and abilities.
- Make the intersection of Ontario St and 16th Ave more comfortable to cross on foot and bicycle.
- Develop Ontario St as a quiet, comfortable, and convenient walking and cycling route.
- Support improved walking and cycling connections to Mount Pleasant Park and Fraser Elementary School.
- Carefully consider impacts to residents, community facilities, and emergency vehicles access.



The current intersection often results in people on bicycles making left turns from the right hand side while motor vehicles turn across them

Challenges

- Reduce the volume and speed of motor vehicle traffic on Ontario St while maintaining vehicle and emergency service access to residences and community facilities.
- Provide an improved crossing while maintaining existing traffic signal equipment, curb alignments, and gardens where possible.
- Address conflicts at the offset intersection of Ontario St and 16th Ave.
- Maintain arterial traffic flow on 16th Ave.



The offset legs of Ontario St present problems for motor vehicles crossing 16th Ave and conflicts can occur between people driving, walking and cycling



Crossing 16th Ave on foot and accessing the park across Ontario St sometimes results in circuitous paths and cutting corners

Ontario St and 16th Ave

Background

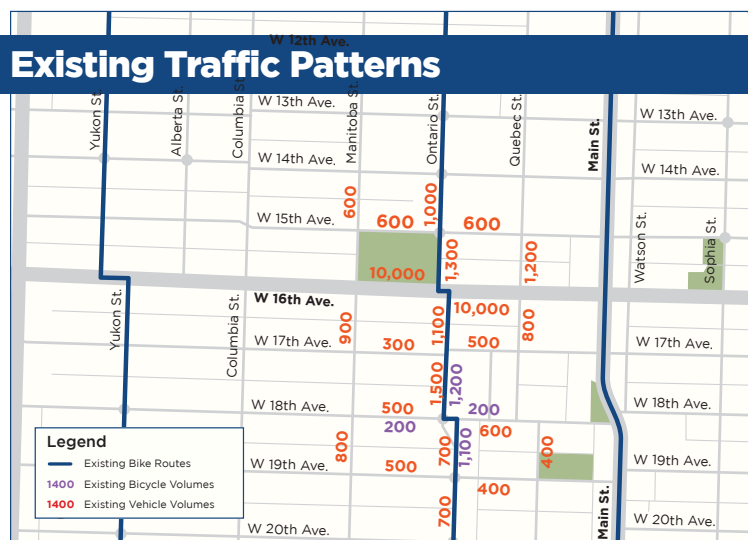
The Ontario Greenway was introduced in 1995. It parallels Main St and connects to the Seaside Greenway between Science World and Olympic Village, one of the busiest sections of the Seawall.

Early efforts to reduce motor vehicle volumes and speeds along the greenway included in a mini-park at 11th Ave and traffic circles at most intersections in the vicinity of 16th Ave.

In 2012, City Council adopted the Transportation 2040 plan. This plan designated this section of Ontario St as a top priority for all ages and abilities cycling upgrades.



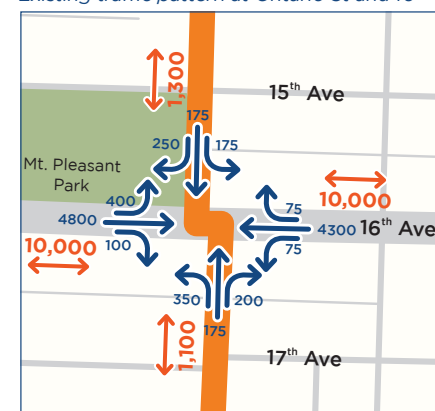
Existing Traffic Patterns



Counts are vehicles or bicycles per day

Local traffic volume map

Existing traffic pattern at Ontario St and 16th



Daily vehicle volumes

Motor vehicle volumes on Ontario St near 16th Ave remain higher than is comfortable for people of all ages and abilities.

- 1,300 motor vehicles drive between 16th Ave and 15th Ave in a typical day.
- 1,100 motor vehicles drive between 16th Ave and 17th Ave in a typical day.
- 1,100 to 1,200 people cycle through this intersection per day along Ontario St.

With even higher volumes on 16th Ave (between 9,000 and 11,000 motor vehicles per day), it can be difficult for someone on a bicycle to find a safe gap in traffic during rush hour. People often rely on the signal.

In addition to the people in cars and on bikes, over 1,000 people cross 16th Ave on foot each day. Slightly more than half choose the western crosswalk as it has better connections to Mount Pleasant Park and Simon Fraser Elementary School.

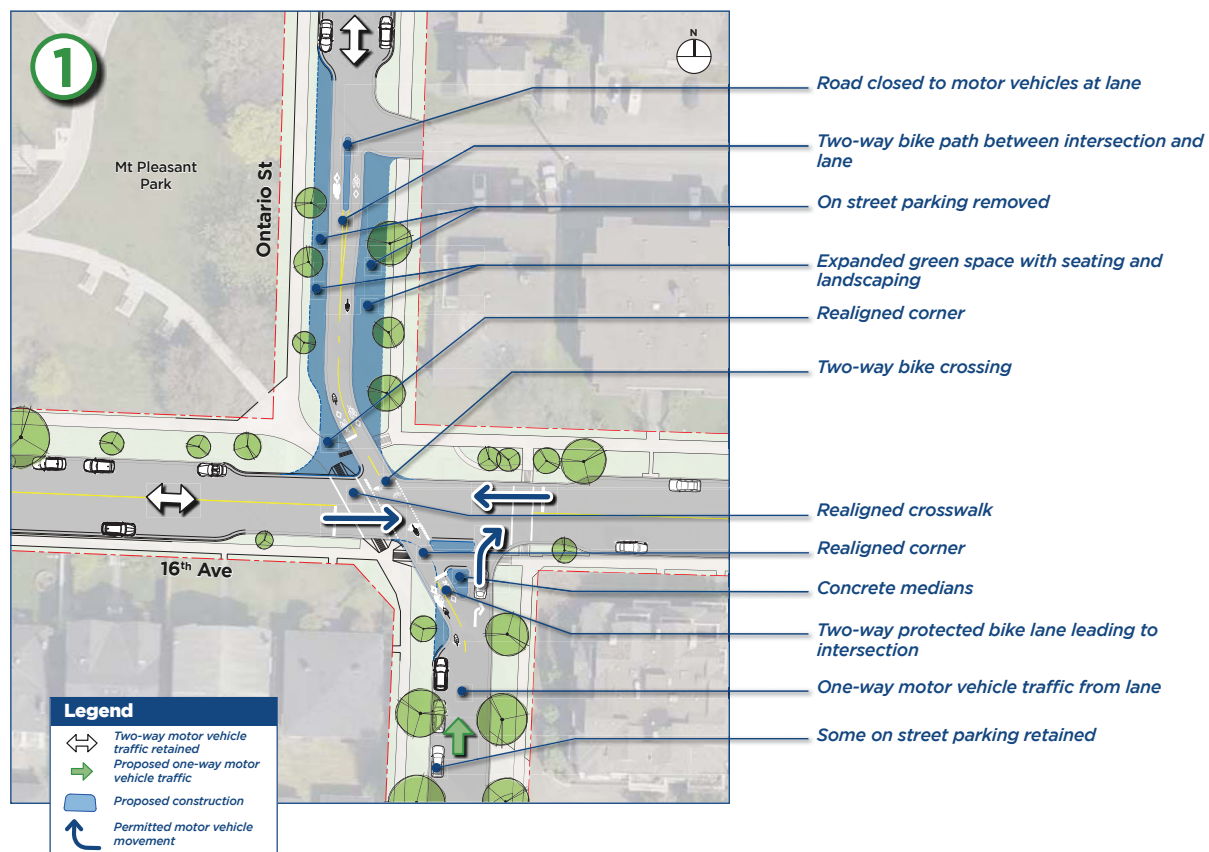
Crossing 16th Ave on foot is generally comfortable. However, the indirect, offset intersection can lead to unpredictable walking, cycling and driving behaviour.

Ontario St and 16th Ave

City staff have put together a number of options that improve the intersection for people walking and cycling.

Please take a few moments to review the information on these boards and give us your feedback.

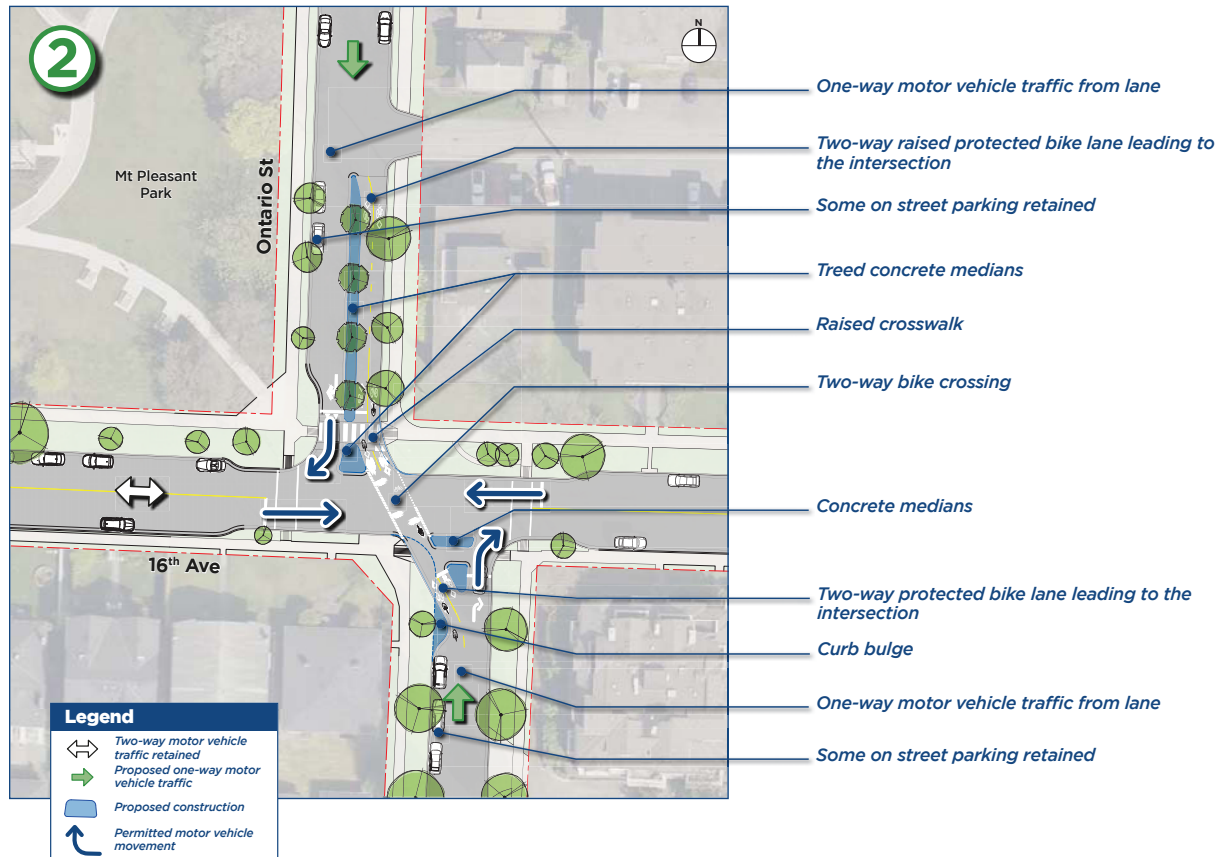
Preliminary Option: Expanded Green Space



WHAT IS DIFFERENT?	WHY?
Construction of a realigned west crosswalk, new bicycle crossing, and connects walking and cycling paths	<ul style="list-style-type: none"> To provide simple and direct walking and cycling crossings to support the Ontario Greenway
Ontario St closed to motor vehicles between 16 th Ave and the lane to the north	<ul style="list-style-type: none"> To provide expanded green space next to Mount Pleasant Park and reduce vehicle volumes on Ontario St
No motor vehicle access to Ontario St from 16 th Ave	<ul style="list-style-type: none"> To reduce vehicle volumes along Ontario St while maintaining vehicle access for residents, businesses, and emergency services
Right-out only for motor vehicle traffic onto 16 th Ave from northbound Ontario St	<ul style="list-style-type: none"> To prevent conflicts between bicycle traffic and left-turning motor vehicles
Ontario St becomes one-way street between 16 th Ave from lane to the south	<ul style="list-style-type: none"> To provide space for the protected bike lane and prevent conflicts between bicycle and motor vehicle traffic
Construction of medians and bulges on Ontario St at the intersection (including realigned corners)	<ul style="list-style-type: none"> To provide an intuitive road pattern and dedicated space for all road users

Ontario St and 16th Ave

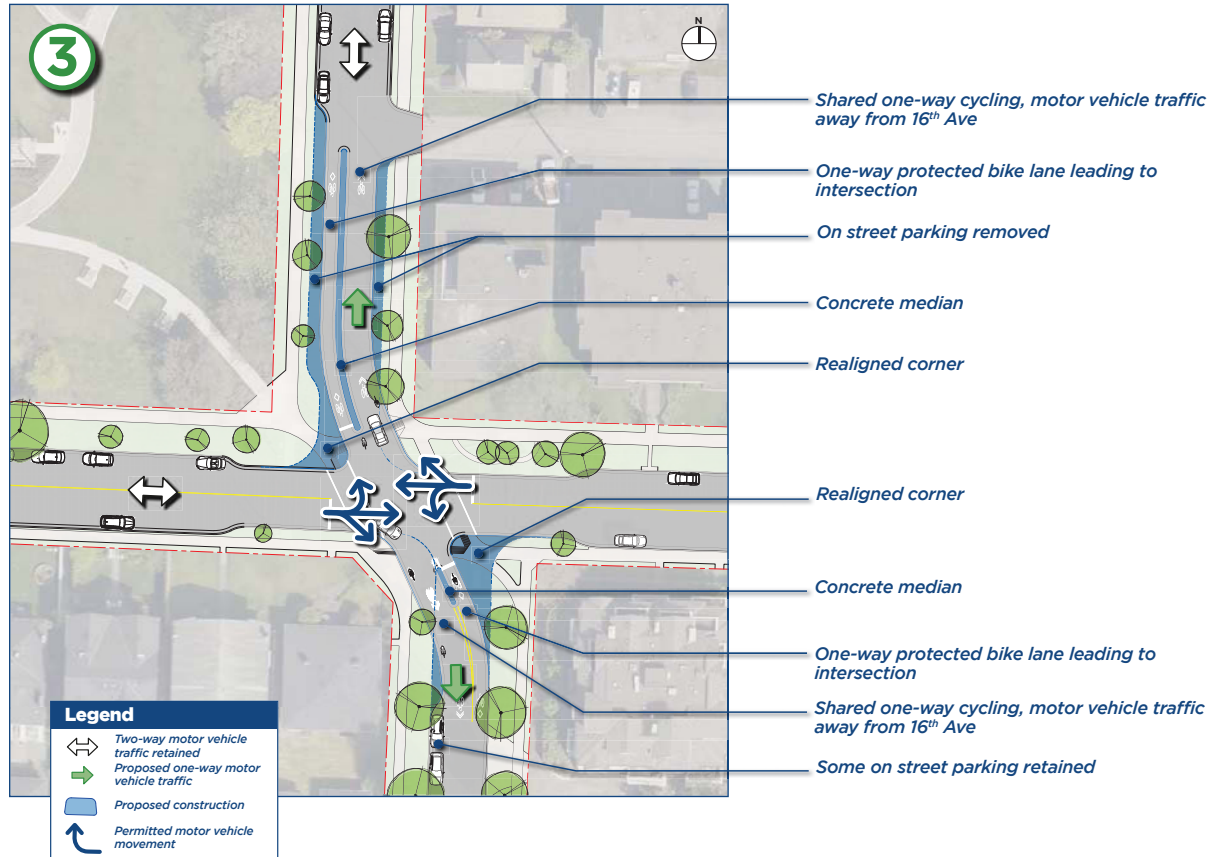
Preliminary Option: One-Way Streets (Towards 16th Ave)



WHAT IS DIFFERENT?	WHY?
One-way streets converging on 16 th Ave from lanes north and south (No motor vehicle access onto Ontario St from 16 th Ave)	<ul style="list-style-type: none"> To reduce vehicle volumes along Ontario St while maintaining vehicle access for residents, businesses, and emergency services
Right-out only onto 16 th Ave from Ontario St for motor vehicle traffic	<ul style="list-style-type: none"> To prevent conflicts between bicycle traffic and left-turning motor vehicles
Construction of medians and bulges on Ontario St at the intersection	<ul style="list-style-type: none"> To provide an intuitive road pattern and dedicated space for all road users
Construction of a new bicycle crossing and connections	<ul style="list-style-type: none"> To provide a simple and direct cycling crossing to support the Ontario Greenway

Ontario St and 16th Ave

Preliminary Option: One-Way Streets (Away from 16th Ave)



WHAT IS DIFFERENT?	WHY?
One-way streets diverging from 16 th Ave to lanes north and south (no motor vehicle access onto 16 th Ave from Ontario St)	<ul style="list-style-type: none"> To reduce vehicle volumes along Ontario St while maintaining vehicle access for residents, businesses, and emergency services
Construction of one-way protected bike lanes leading to the intersection	<ul style="list-style-type: none"> To maintain two-way bicycle travel and provide a comfortable waiting position at the signal
Realignment of Ontario St	<ul style="list-style-type: none"> To provide simple and direct walking and cycling crossings to support the Ontario Greenway

Next Steps

Review

Staff will review all comments and suggestions.

We are continuing a rigorous analysis, considering alternatives that meet project goals, and consulting with residents, businesses and other stakeholders.

Revise

Feedback from the public consultation will be combined with financial and technical considerations, and refinements will be made to the design where appropriate.

Report

Staff will notify the public of the recommended design option in early 2016.

Construction Timeline

Pending public feedback and design revisions, construction may begin in 2016.