



10TH AVE CORRIDOR PHASE 1 FEEDBACK FORM RESULTS

December 2015



Between July and October, 2015, City staff conducted Phase 1 of the 10th Ave Corridor consultation, which was designed to help City staff improve their understanding of how 10th Ave is currently being used, the corridor's issues and opportunities, and the public's opinion on the trade-offs involved in supporting a comfortable, safe, and enjoyable walking and cycling experience. The following summarizes the public input received through the project's Phase 1 'feedback form', which was available through the City's 10th Ave Corridor webpage and in hard copy at the open house events. It was also distributed in an online format through Talk Vancouver. The feedback form's comment period was October 29 to November 15, 2015.

Travel Experience on 10th Ave

- When considering different types of travel experiences, respondents indicated that **walking was the most safe and enjoyable activity along 10th Ave**, with over 66% agreeing or strongly agreeing in general.
- With respect to cycling on 10th Ave, **"cycling with children" was viewed as the least safe and enjoyable activity (only 8% felt it was safe and enjoyable) and only 22% of respondents indicated they find cycling safe and enjoyable during rush hour.**
- Respondents also clearly indicated they **do not feel comfortable driving on 10th Ave**, especially when parking or during rush hour.

Support for Potential Improvements

Potential improvements to 10th Ave targeting safety were the most popular among respondents, with over two-thirds supporting the following potential improvements on 10th Ave:

- Improving visibility at problem locations, especially at intersections, by adding corner bulges and removing limited on-street parking or landscaping (76%).
- Prohibiting some turning movements or limiting some streets with lower motor vehicle volumes for use by only emergency services, people walking, and people cycling (67%).

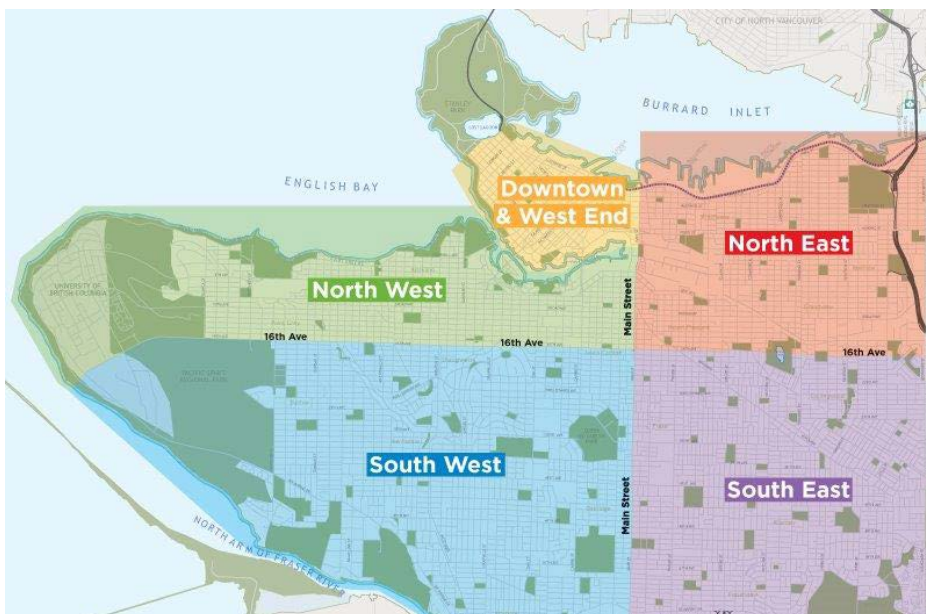
Additionally, many supported other changes to improve the walking and cycling experience :

- Installing protected bike lanes where motor vehicle volumes are high by removing some on-street parking, or converting the street to one-way for motor vehicles (65% and 62%).
- Consolidating on-street parking to one side of the street or converting some blocks to one-way to provide enough space to more comfortably share the street (65% and 64%).
- Respondents preferred to remove on-street parking in place of trees in order to install protected bike lanes where motor vehicle volumes are high (65% vs. 35%).



Who did we hear from?

- 181 people attended the three public open houses in October and November 2015.
- 1,789 people completed the survey at the public open houses, online, and through Talk Vancouver.
- Survey respondents were connected to 10th Ave in a variety of ways. Over three quarters of respondents either own, rent or work in areas along 10th Avenue. Over half of the respondents also indicated that they commute along 10th Avenue.
- Respondents indicated they most commonly travel along 10th Ave by cycling (46%) and walking (40%). In contrast, approximately 20% of respondents indicated they drive alone, carpool, or take transit to 10th Ave frequently.
- We heard from similar numbers of women (49%) and men (47%), but most were adults and the project's target age groups (seniors and youth) were underrepresented with adults overrepresented.
- Most respondents do not have children under the age of 18 in their homes (77%).
- All areas of the city were represented, with the greatest proportions living in the Northwest (32%) and Northeast (25%).





DETAILED FEEDBACK FORM RESULTS

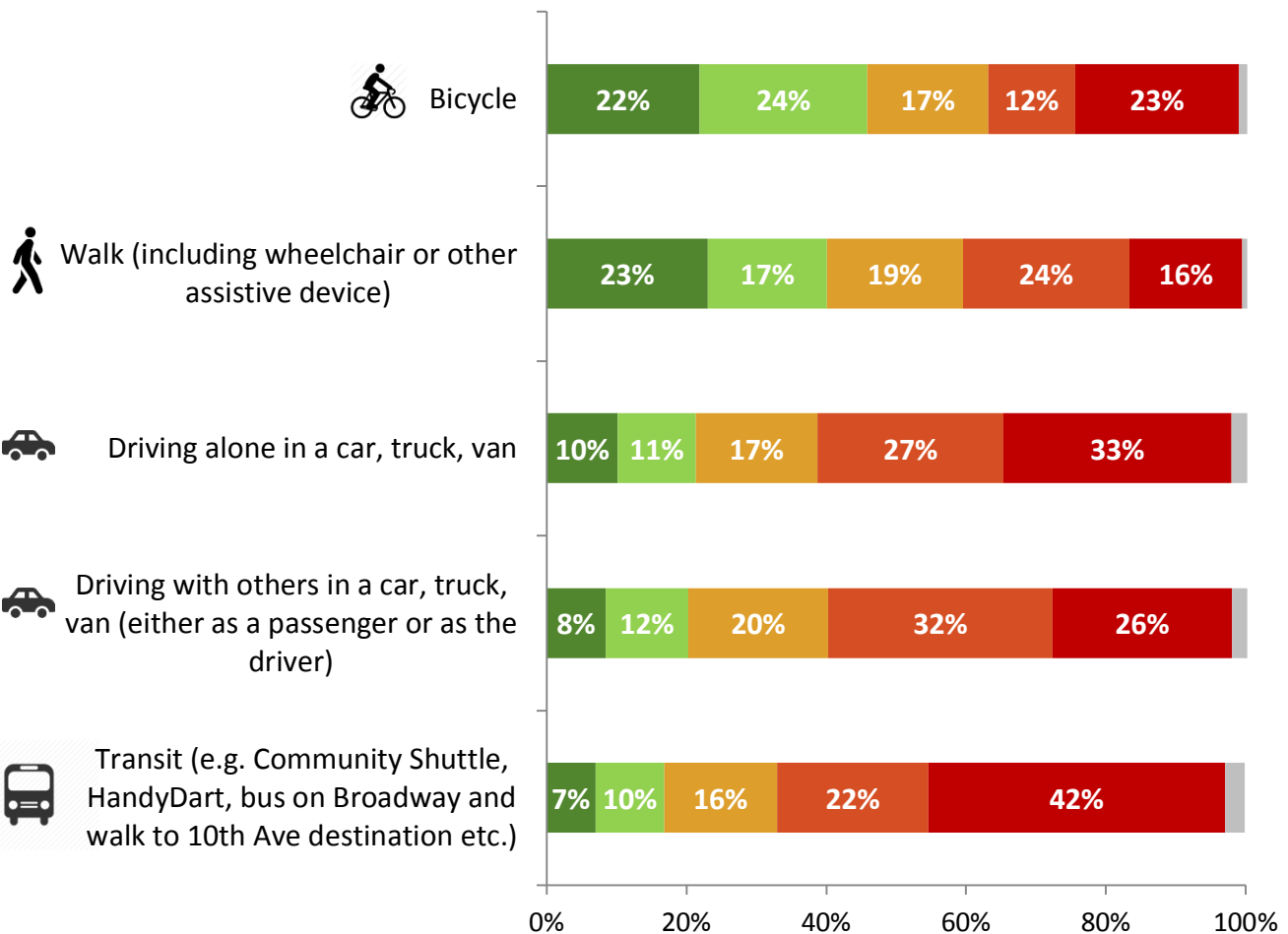


Modes of Travel and Frequency



- Respondents indicated they typically use a wide variety of modes of travel to get around the corridor.
- The most common reported modes of travel along 10th Ave were cycling and walking. Just over four in every 10 respondents cycled regularly on the corridor (46%), with similar numbers walking (40%) on the route.
- Transit was less popular, with 42% indicating that they “never” take transit along Broadway to access destinations on 10th Ave.

■ Frequently
 ■ Often
 ■ Sometimes
 ■ Rarely
 ■ Never
 ■ Did not answer



Base: All respondents (n =1789)

How do you usually travel on 10th Avenue?

Frequently (at least 4-5X per week), Often (at least once a week), Sometimes (at least once a month), Rarely (once every couple of months.), Never

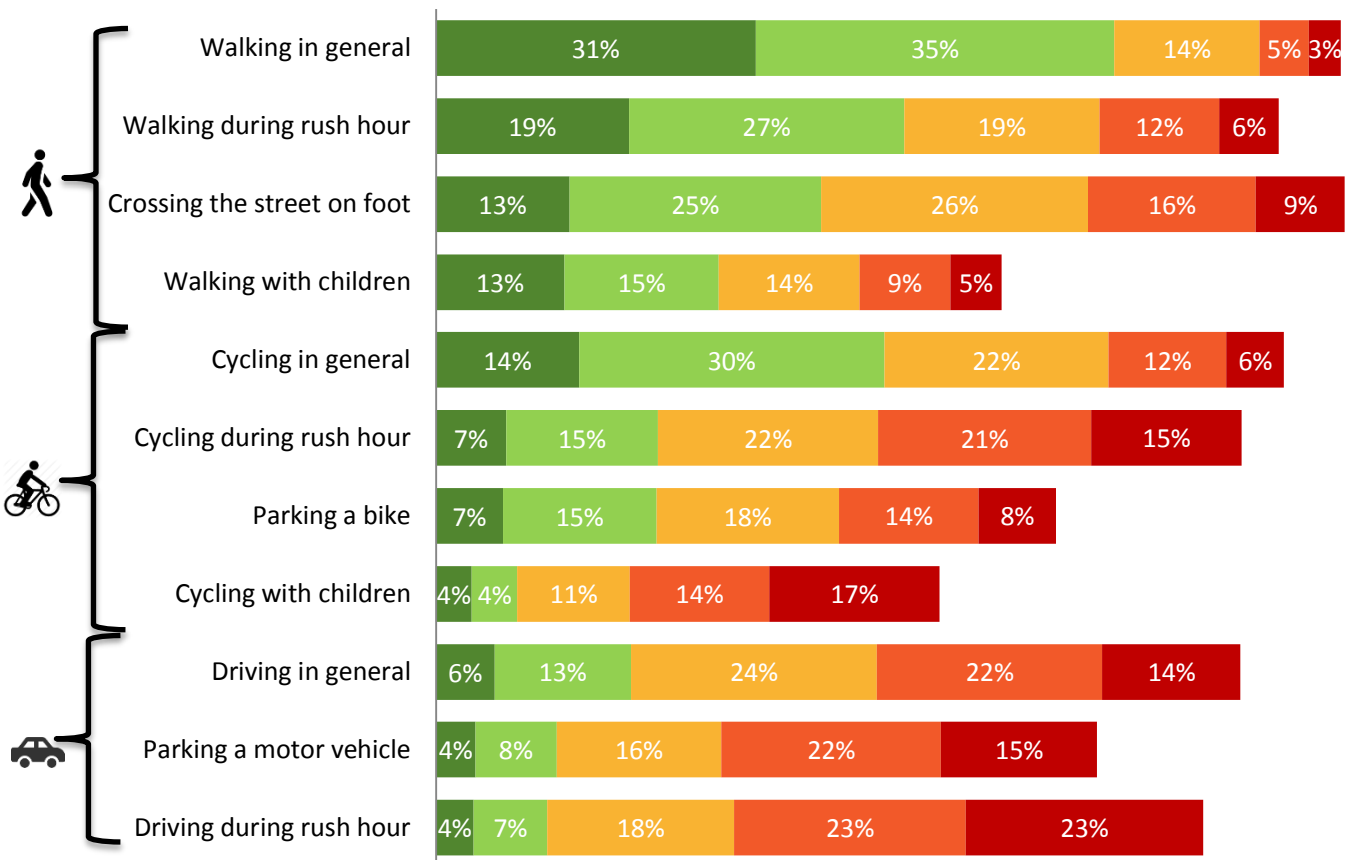


Enjoying Travel on 10th Ave



- When considering different types of travel experiences along 10th Ave, walking was found to be the most safe and enjoyable.
- For cycling, “Cycling in general” was the most enjoyed cycling activity (44%) while “cycling with children” was viewed as the least safe and enjoyable activity (8%).
- Driving and parking were not very popular along the 10th Ave Bike Route, with only between 11% to 19% agreeing they were safe and enjoyable.

■ 5 - Strongly agree ■ 4 - Somewhat agree ■ 3 - Neutral ■ 2 - Somewhat disagree ■ 1 - Strongly disagree



Base: All respondents (n =1789), with Did Not Know, Not Applicable and Did not Answer not displayed.

Do you agree with the following statements? 10th Avenue is a safe, enjoyable place for... (1-strongly disagree to 5 – strongly agree)



Issues and Opportunities for 10th Ave



The following are some examples of respondents' comments about what they saw as the issues and opportunities most important for 10th Ave:

Connectivity: Extend or better connect the route past Trafalgar St to UBC!

Accessibility: It can be really hard to cross the street on foot, especially at 4-way stops with old curb ramps.

Safety: Fallen leaves on wet roads and sidewalks are really slippery. Improve paving and drainage!

Visibility: Better lighting, especially at intersections!

Greening: Add more trees please but note that tall plants in roundabouts and at street corners can make it hard to see at intersections.

Congestion: There's so much traffic, especially around the hospital.

Variability: 10th Ave varies so much depending on where you are along the corridor. The stretch between Cambie St and Oak St is where I feel least safe on a bike, walking and in a car.

Base: Respondents who provided an answer (n=1479)

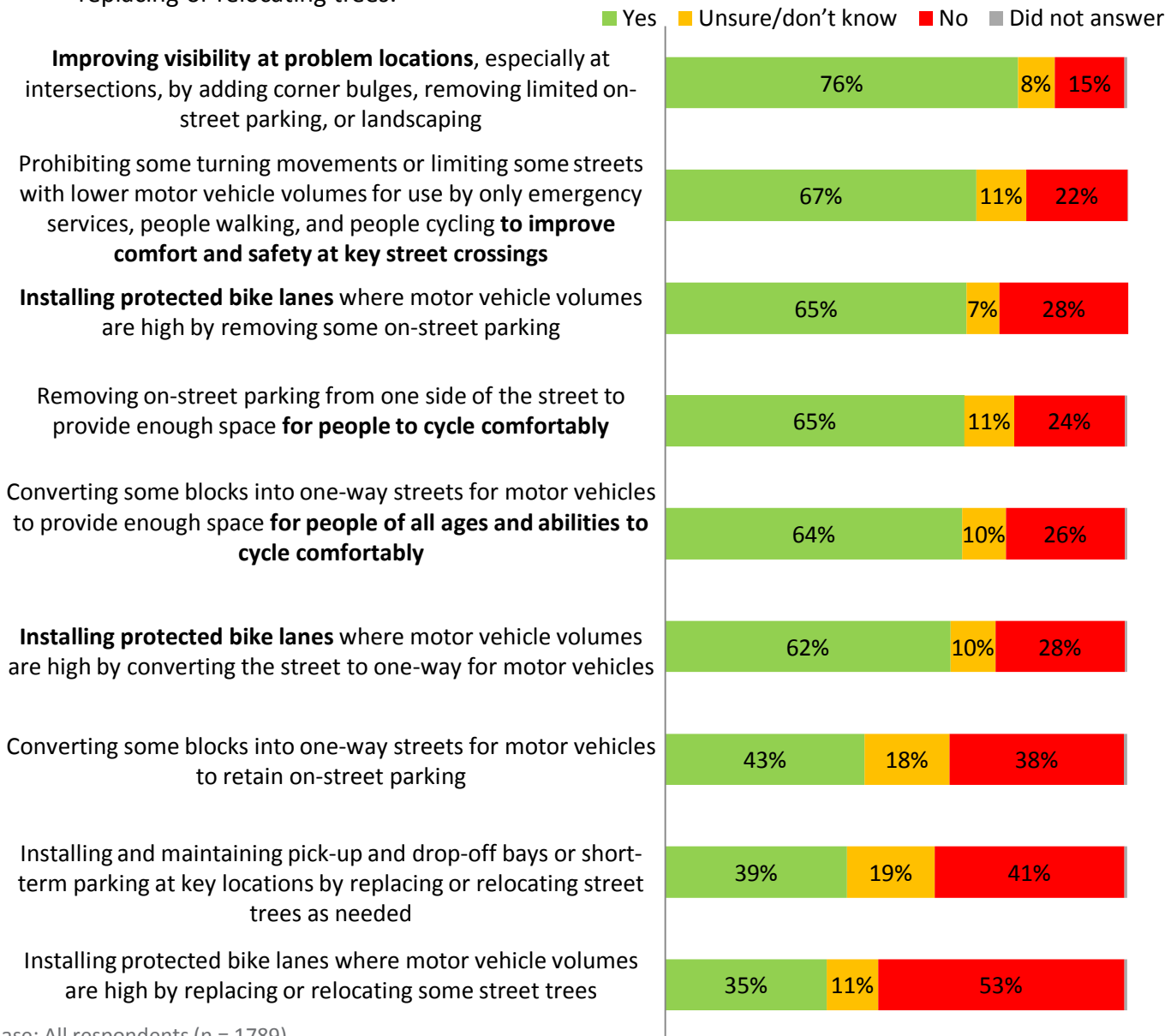
When considering all of the ways that people travel – walking, cycling, transit and driving – what issues and opportunities do you feel are most important for the 10th Avenue Corridor?



Support for Potential Key Improvements on 10th Ave



- Potential improvements to 10th Ave targeting safety were the most popular among respondents.
- Improvements to enhance cycling were also popular, with over 60% of respondents supporting the prioritization of bike safety and comfort over convenient vehicle access on 10th Ave.
- Respondents had mixed opinions when trading off vehicle access or bike infrastructure against replacing or relocating trees.



Base: All respondents (n = 1789)

Our goal is to design walking and cycling routes that are comfortable, safe and enjoyable for people of all ages and abilities. ... Which of the following key improvements would you like us to consider in order to achieve this goal?



Comments on Specific Improvements



The following are some examples of respondents' comments about the specific improvements to 10th Ave being considered:

Traffic calming in East Vancouver generally works well. More instances of that to deter motor vehicles from using 10th Ave as a thoroughfare might be useful.

4-way stops are hard for everyone – please turn these into 2-way stops that gives the right of way to the bike route wherever possible

Better pedestrian access, such as better crosswalks or signals at 10th + Trutch or Victoria, would be really helpful.

It's so narrow around the hospital. Removing some parking could make it more comfortable for everyone – no matter how they get around.

Protected bike lanes around the hospital would be great!

One-way streets (like the one I live on) help dramatically in my experience as a cyclist and driver of the corridor. As a driver I can better focus on the road and cyclists, and as a rider I feel safer navigating with cars only going in one direction.

Base: Respondents who provided an answer (n=817)

Please provide any comments or example locations that are relevant to the improvements shown above.



Other Comments and Changes to Consider for 10th Ave



The following are some examples of respondents' comments about changes they would like considered for 10th Ave, reflecting the wide range of opinions on 10th Ave and the challenge before staff to balance priorities and improve conditions.

Remove all of the street parking!

There needs to be parking available in the area.

Maintaining safe pick up and drop off at key institutions like VGH and local schools is important.

Please keep the lovely, mature, healthy trees.

Invest in high profile public education programs, advertisements, and better signage to help improve safety and better connections.

Make 10th near the hospital for walking, cycling, emergency and transit only.

Base: Respondents who provided an answer (n=670)

Are there any other changes you would like us to explore?



In addition to completing the questionnaire, public open house attendees provided feedback on maps and at facilitated conversation tables. The following are some examples of participants' recurring comments:

Please improve the intersection at 10th Ave and Prince Edward St.

Can you continue the route or improve the connections west of Trafalgar St to UBC?

Uneven paving west of Arbutus is really bumpy and uncomfortable

We (heart) the big trees, especially east of Yukon St!

Oak St to Cambie St is so busy. The 4-way stops are especially tricky for everyone.

Parallel parking on narrow sections of the street slows down traffic

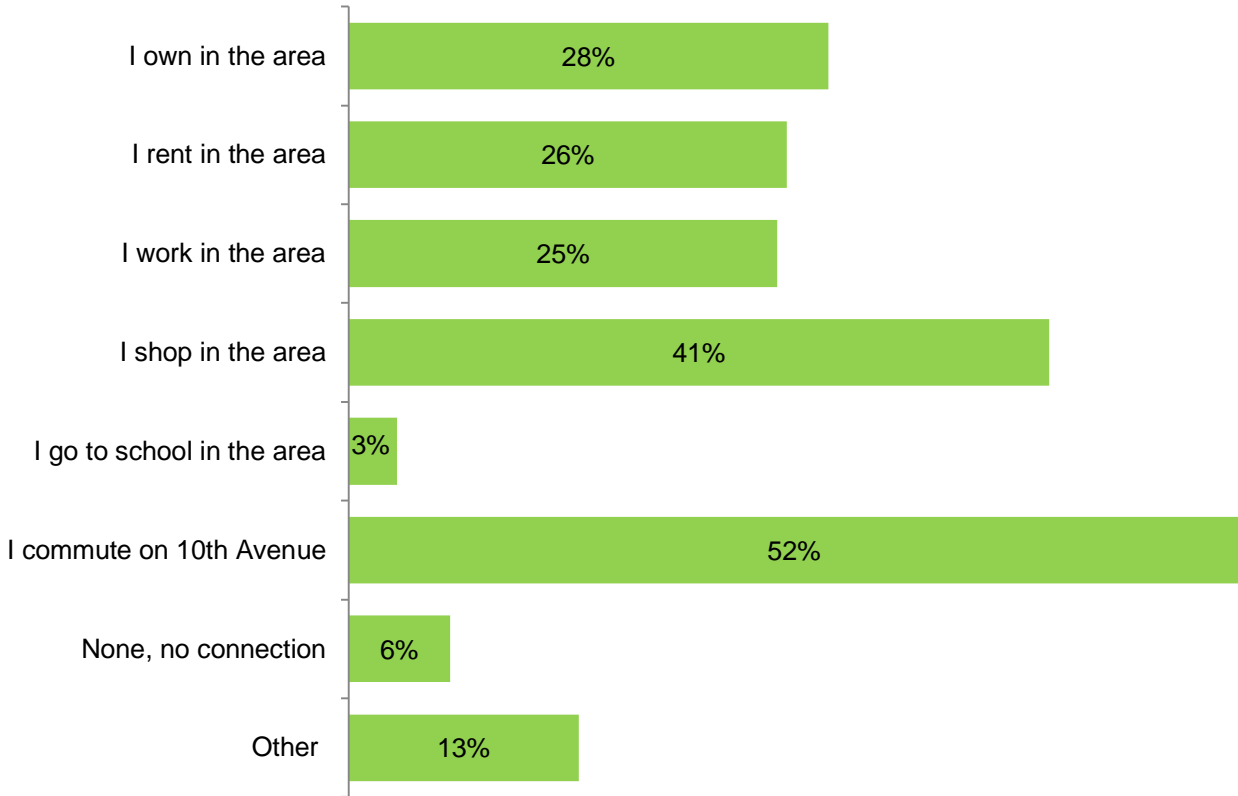
The traffic around school pick-up and drop-off times around 10th Ave + Yew St is crazy!



DEMOGRAPHICS



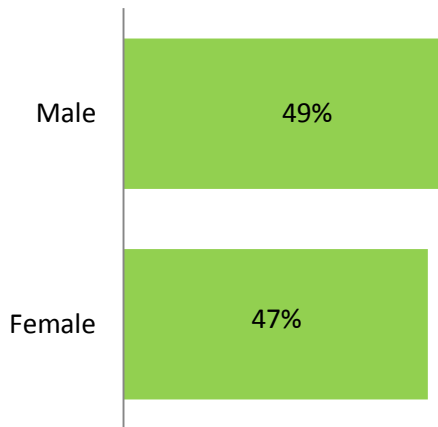
Connection to 10th Ave.





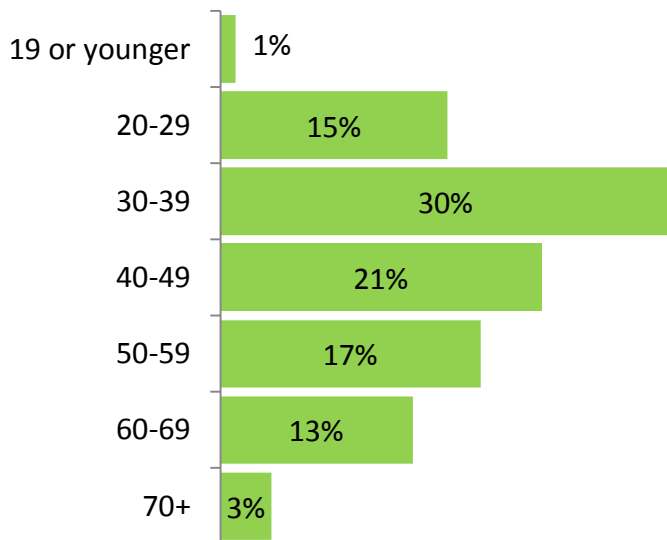
RESPONDENTS

Gender

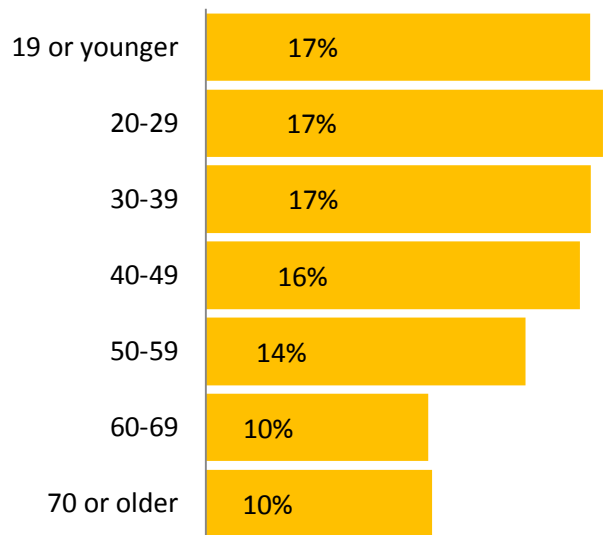


CITY OF VANCOUVER 2011 CENSUS

Age



Age

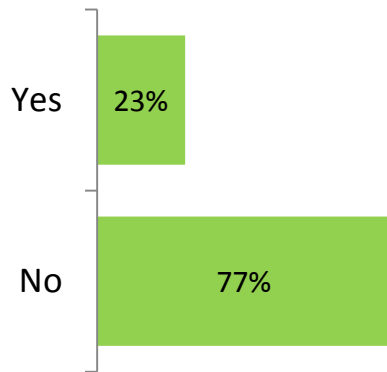


Base: All respondents (n=1789)



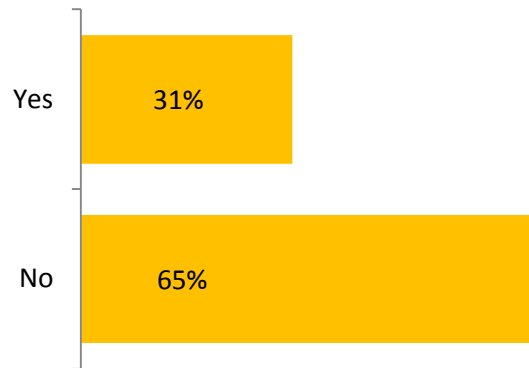
RESPONDENTS

**Children in Household
under 18 years**



CITY OF VANCOUVER 2011 CENSUS

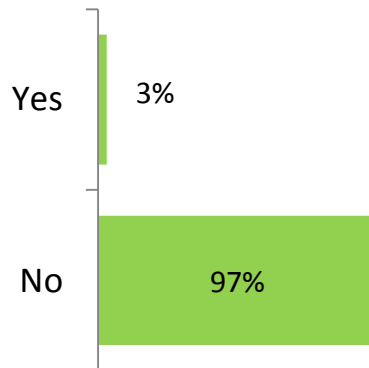
**Children in Household
under 24 years**



RESPONDENTS

Use of mobility aid

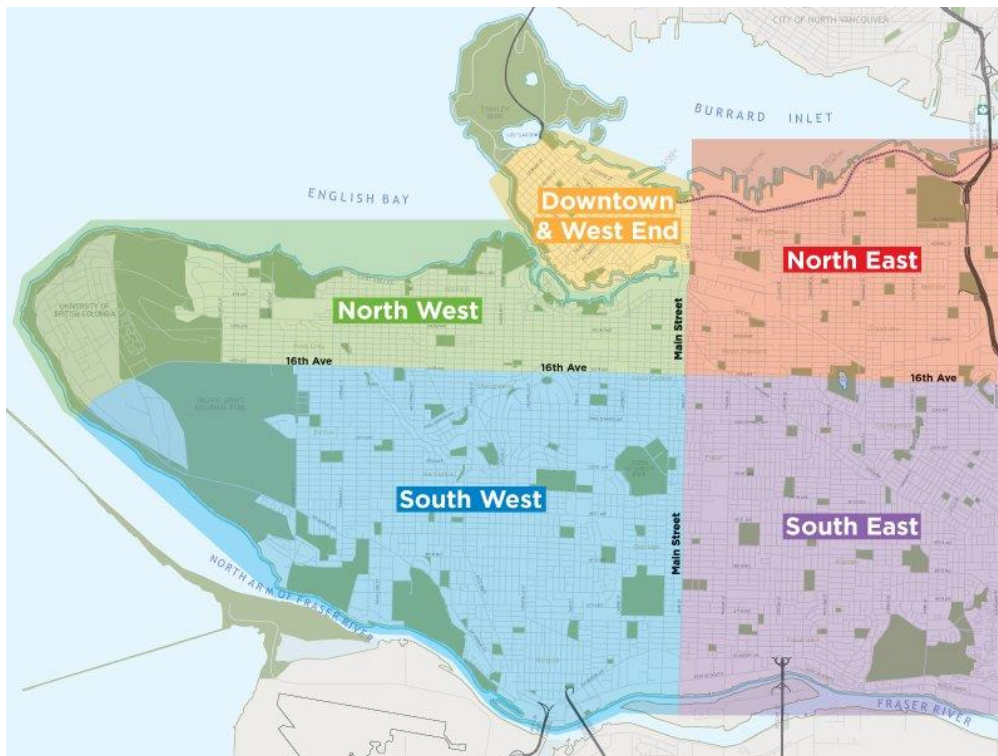
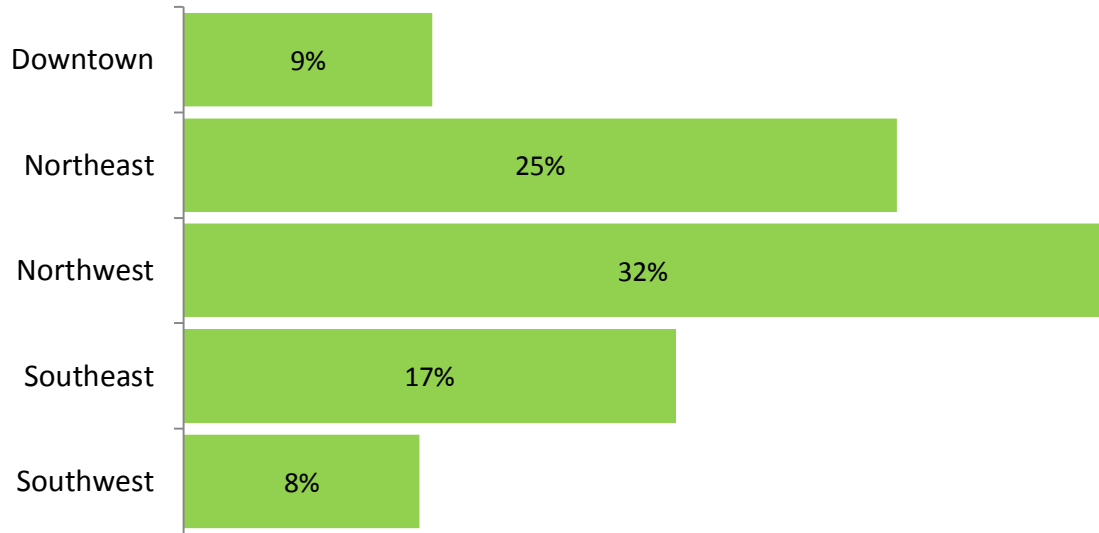
(i.e. wheelchair, scooter, walker, cane, other)



Base: All respondents (n=1789)



Residential Zone



Base: All respondents (n=1789)



PHASE 1 CONSULTATION FEEDBACK FORM



10th Avenue Corridor

We want to hear from you!

A top priority of the Transportation 2040 plan is to upgrade the 10th Avenue Corridor to be more safe, convenient, comfortable, and fun for people of all ages and abilities to walk and cycle.

The 10th Avenue local street bikeway runs from Victoria Drive to Trafalgar Street, linking many key destinations like Vancouver General Hospital (VGH), Central Broadway, and Commercial Drive, plus several busy north-south cycling routes. Over 500,000 people cycle on 10th Avenue every year, making it one of the busiest east-west bikeways in the city.

We are at the start of a planning and design process for the 10th Avenue Corridor. Your feedback will help identify opportunities and challenges to support active transportation improvements.

This project will be developed and implemented between 2015 and 2017.

This section will help us understand how you currently get around.

How do you usually travel on 10th Avenue?

Please select one response for each item.

| | Frequently (at least 4-5 times a week) | Often (at least once a week) | Sometimes (at least once a month) | Rarely (once every few months) | Never |
|---|--|------------------------------|-----------------------------------|--------------------------------|-----------------------|
| Walk (including wheelchair or other assistive device) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bicycle | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Transit (e.g. Community Shuttle, HandyDart, bus on Broadway and walk to 10 th Ave destination etc.) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Driving with others in a car, truck, van - either as a passenger or as the driver | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Driving alone in a car, truck, van | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you use any other modes of transportation?

Please be as specific as possible.

Do you agree with the following statements: 10th Avenue is a safe, enjoyable place for...

Rate your response on a scale of 1 to 5. 1 means you strongly disagree. 5 means you strongly agree.

If you don't know, select "unsure." Select "Not applicable" if the statement does not apply to you.

| | 1 Strongly disagree | 2 | 3 Unsure | 4 | 5 Strongly agree | Not Applicable |
|-----------------------------|---------------------------|-----------------------|-----------------------|-----------------------|------------------------|-----------------------|
| Walking in general | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Walking during rush hour | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Walking with children | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Crossing the street on foot | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cycling in general | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cycling in rush hour | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cycling with children | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Driving in general | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Driving during rush hour | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Parking a bike | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Parking a motor vehicle | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

How do you feel about cycling, walking and motor vehicle traffic on 10th Avenue? *Select all that apply.*

| | I don't notice it | It's too noisy | It's too busy | I feel unsafe |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Motor vehicle traffic | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bicycle traffic | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Foot traffic | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Compared to other nearby local streets, do you enjoy travelling on 10th Avenue? *Select one.*

- I really like it
- I like it
- Neutral
- I don't like it
- I really don't like it

When considering all of the ways that people travel - walking, cycling, transit and driving - what issues and opportunities do you feel are most important for the 10th Avenue Corridor?

Our goal is to design walking and cycling routes that are comfortable, safe and enjoyable for people of all ages and abilities. Achieving this level of comfort on 10th Avenue will require some changes within the existing space-constrained corridor. Which key trade-offs would you like us to consider in order to achieve this goal?

| | Yes | No | Unsure /don't know | Comments, Example Locations |
|---|-----------------------|-----------------------|-----------------------|-----------------------------|
| Improving visibility at problem locations, especially at intersections, by adding corner bulges, removing limited on-street parking, or landscaping | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |
| Converting some blocks into one-way streets for motor vehicles to provide enough space for people of all ages and abilities to cycle comfortably | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |
| Converting some blocks into one-way streets for motor vehicles to retain on-street parking | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |
| Removing on-street parking from one side of the street to provide enough space for people to cycle comfortably | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |
| Prohibiting some turning movements or limiting some streets with lower motor vehicle volumes for use by only emergency services, people walking, and people cycling to improve comfort and safety at key street crossings | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |
| Installing protected bike lanes where motor vehicle volumes are high by removing some on-street parking | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |
| Installing protected bike lanes where motor vehicle volumes are high by replacing or relocating some street trees | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |
| Installing protected bike lanes where motor vehicle volumes are high by converting the street to one-way for motor vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |
| Installing and maintaining pick-up and drop-off bays or short-term parking at key locations by replacing or relocating street trees as needed | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <hr/> |

Are there any other changes you would like us to explore?

Do you have any other comments you'd like to share with us?

It is extremely important to us that we hear from a diversity of people and perspectives. The following questions help us to determine how the feedback we receive represents the community. Please note that individual responses are treated as 'anonymous' and personal data is not shared with any third-party agencies or organizations.

To help us with data collection, please provide your home postal code: _____

What is your connection to the 10th Avenue Corridor? *Check all that apply.*

- I own in the area
- I rent in the area
- I work in the area
- I shop in the area
- I go to school in the area
- I commute on 10th Avenue
- None
- Other _____

How old are you?

- 19 yrs or under
- 20-29 yrs
- 30-39 yrs
- 40-49 yrs
- 50-59 yrs
- 60-69 yrs
- 70-79 yrs
- 80 yrs or over

Do you currently use a wheelchair, scooter, walker, cane, or other mobility aid?

- Yes
- No

Do you have children under the age of 18 at home?

- Yes
- No

Do you primarily identify as...

- Female
- Male
- Transgender
- Other _____
- Prefer not to say

Would you like to receive updates about the 10th Avenue Corridor project?

- Yes (please include your e-mail address) _____
- No

By providing your contact information, you are subscribing to an email newsletter regarding the 10th Avenue Corridor project. You acknowledge that you can unsubscribe at any time by emailing the email address below with "unsubscribe 10th Avenue Corridor" in the subject line.

Thank you for taking the time to complete this feedback form. Please place the form in the drop box here today or submit it by **November 15 2015** through any of the following methods:

E-mail:
10thavenue@vancouver.ca

Online:
vancouver.ca/10th-avenue

Mail:
City of Vancouver
Attention: Active Transportation
Engineering Services
507 W Broadway, Vancouver BC V5Z 0B4

Drop off at:
City Hall brass box
453 W 12th Ave, Vancouver
Attention: Active Transportation



10TH AVE CORRIDOR PHASE 2 FEEDBACK FORM RESULTS

May 2016



Between November 2015 and April, 2016, City staff conducted Phase 2 of the 10th Ave Corridor consultation to build on the key messages we heard from Phase 1 consultation. Phase 2 consultation presented to the public three design options for the 10th Ave Health Precinct between Oak St and Cambie St. The following summarizes the public input received through the project's Phase 2 'feedback form', which was available through the City's 10th Ave Corridor webpage and in hard copy at the open house events. It was also distributed in an online format through Talk Vancouver. The feedback form's comment period was April 15 to May 15, 2016.

Overall Feedback

- The strongest support was for proposed public realm improvements (72%) and few expressed concern (10%). These included:
 - Raised crossings
 - New refuge areas
 - New accessible ramps
 - New crosswalks at Laurel
 - New trees
 - Level sidewalks
- Strong support for introducing new, fully protected bike lanes to physically separate people biking from both people driving and people walking. However, those who typically access health services or drive to the area expressed high concern.
- The possible introduction of protected bike lanes was the aspect respondents felt most strongly about.
- The uni-directional bikeway option was the preferred configuration compared to the north side and south side bi-directional bikeway options.
- Parking and wayfinding plans are critical to address driver access concerns to health services.
- Pick-up/drop-off zones need special attention to address concerns.
- Strong support for protected signal phasing at Oak St (57%), converting 10th Ave to one-way westbound from Cambie St to Willow St (60%), reallocating metered parking to accommodate protected bike lanes (60%), and car-free space on Heather St (59%).



Uni-directional Design Option Feedback

Overall, the uni-directional design option received more support compared to the north side and south side bi-directional design options. The most positively received elements of the uni-directional design option included:

- Reallocating on-street metered parking spaces on the south side of 10th Ave between Ash St and Cambie St to provide landscaping and avoid weaving the bike.
- New car-free green space on Heather St, north of 10th Ave through closure to motor vehicles.
- The protected bike lane design and alignment.

Bi-directional Design Options Feedback

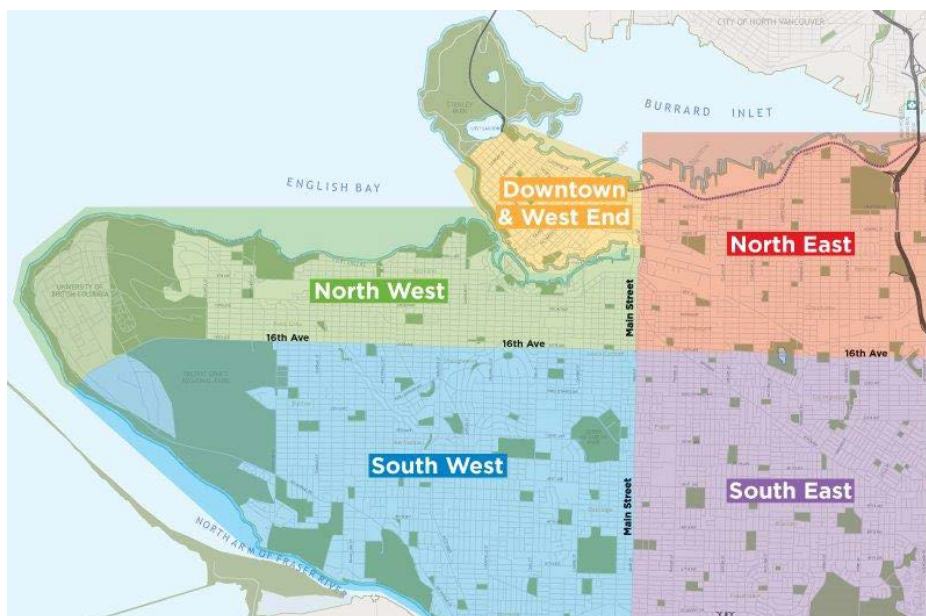
- The most supported design element of the north side bi-directional option was the new raised pedestrian and bike crossing at Willow St that aims to reduce speeds of turning vehicles, minimize conflicts and improve safety for all road users.
- The most supported design element of the south side bi-directional option was a protected signal phase for westbound drivers turning off 10th Ave onto Oak St.
- For both north side and south side bi-directional options, the largest concerns include the protected bike lane design and alignment, as well as banning westbound right turns for vehicles from 10th Ave onto Oak St and Ash St to reduce turning conflicts.



Who did we hear from?



- 177 people attended the two public open houses April, 2016.
- 1,068 people completed the feedback form at the public open houses events, online, and through Talk Vancouver (40% fewer than completed the Phase 1 feedback form)
- Most respondents indicated they walk and/or bike along 10th Ave (66%), and many indicated they access Health Services in the area (43%). The mix of respondents' connections to the area was similar to Phase 1, although local residents were better represented than in the Phase 1 feedback form (34% in Phase 2 vs 26% in Phase 1)
- Respondents indicated they most commonly travel along 10th Ave by cycling (44%), while 28% most commonly drive and 18% most commonly walk.
- We heard from similar numbers of women (45%) and men (51%). As with the Phase 1 feedback form, most were adults, with youth and young adults under 30 being underrepresented at only 11% of the survey sample. However, more seniors responded in Phase 2, with the age distribution of respondents getting closer to the age distribution of Vancouver overall.
- The distribution of respondents across the city was similar to Phase 1, with the greatest proportions of respondents living in the Northwest (27%) and Northeast (25%).





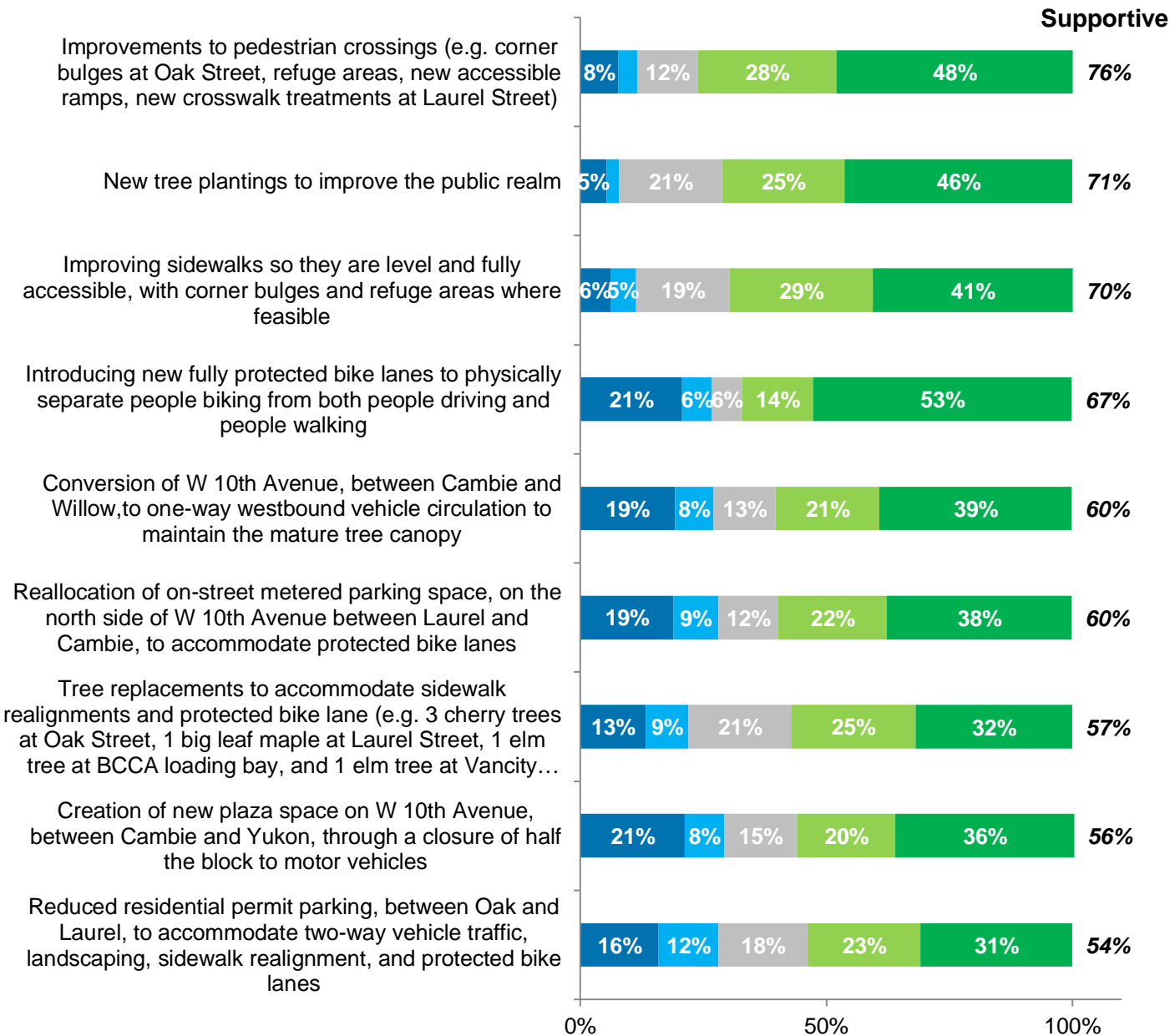
DETAILED FEEDBACK FORM RESULTS



Overall Attitudes Common to All 3 Design Options



■ Very Concerned ■ Concerned ■ Neutral ■ Supportive ■ Very Supportive



Base: All respondents (n = 1068)

*Base is 478 for “Improvements to pedestrian crossings...” and “Improving sidewalks so they are level...”

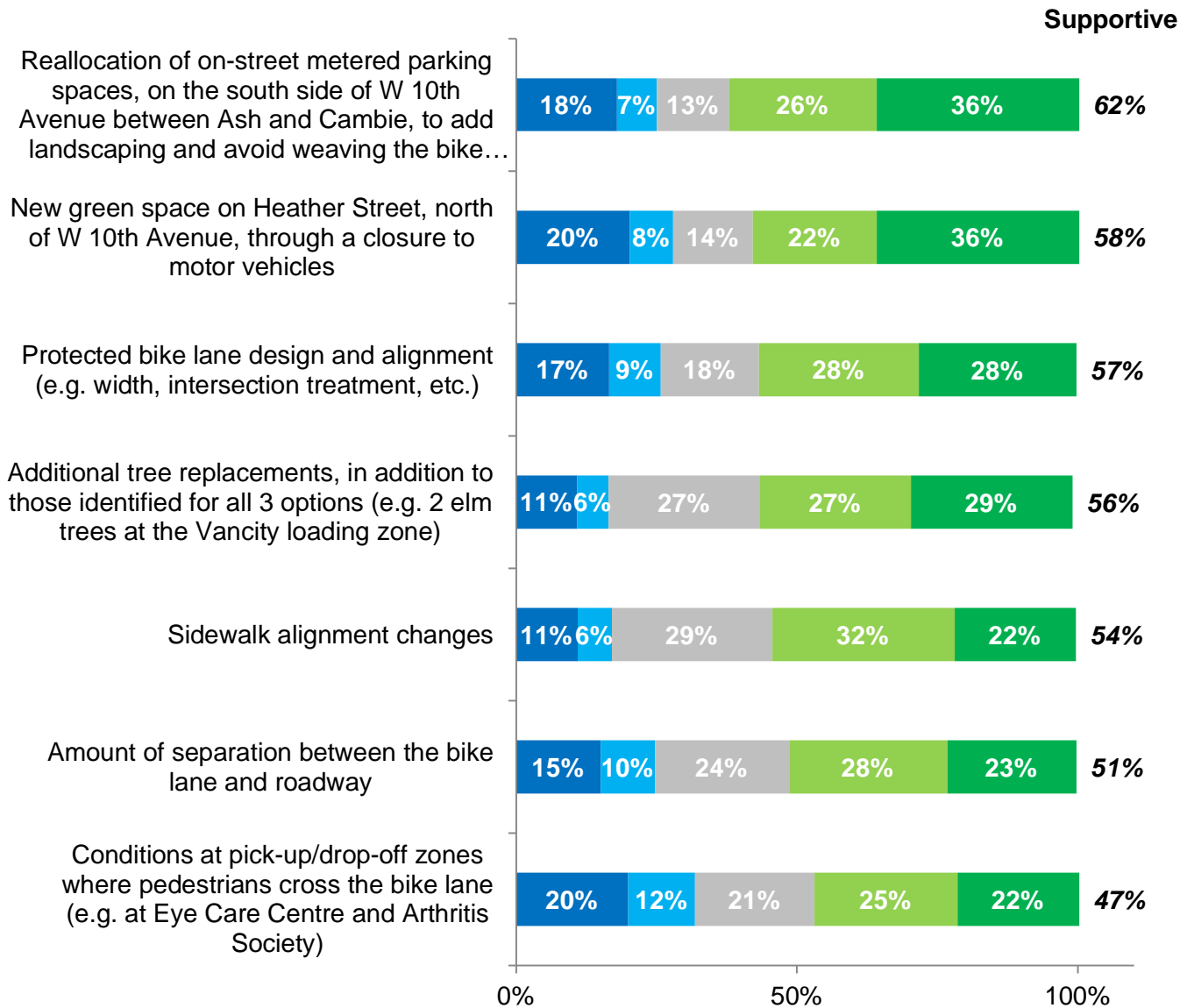
How do you feel about the following design changes common to all 3 design ?



Attitudes toward Elements of Unidirectional Design Option



■ Very Concerned ■ Concerned ■ Neutral ■ Supportive ■ Very Supportive



Base: All Respondents (n = 1068)

How do you feel about the following changes proposed in the uni-directional design option?



Comments: Uni-directional Design Option



The following are some examples of the comments provided about the uni-directional bikeway option by respondents.

I use this bikeway often and a uni directional would make it safer for me, my child in a trailer and my wife.

The uni-directional plan means only crossing one way/lane of traffic and not two.

Uni-directional is slightly better at intersections so that cars can better expect which way the cyclists are coming from.

We need to ensure direction of traffic flow, drop off areas and signage make it very clear to patients seeking access to their health care.

I support the uni-directional bikeway option because it narrows the motor vehicle travel lane as much as possible, making drivers slow down.

I like this design, but am concerned about vehicle owners who would have bikes on either side of them and not checking both lanes before turning.

Biggest concern is the relatively large number of motorist-cyclist conflict zones that this option creates as opposed to the bi-directional options.

Base: Respondents who provided an answer (n=455)

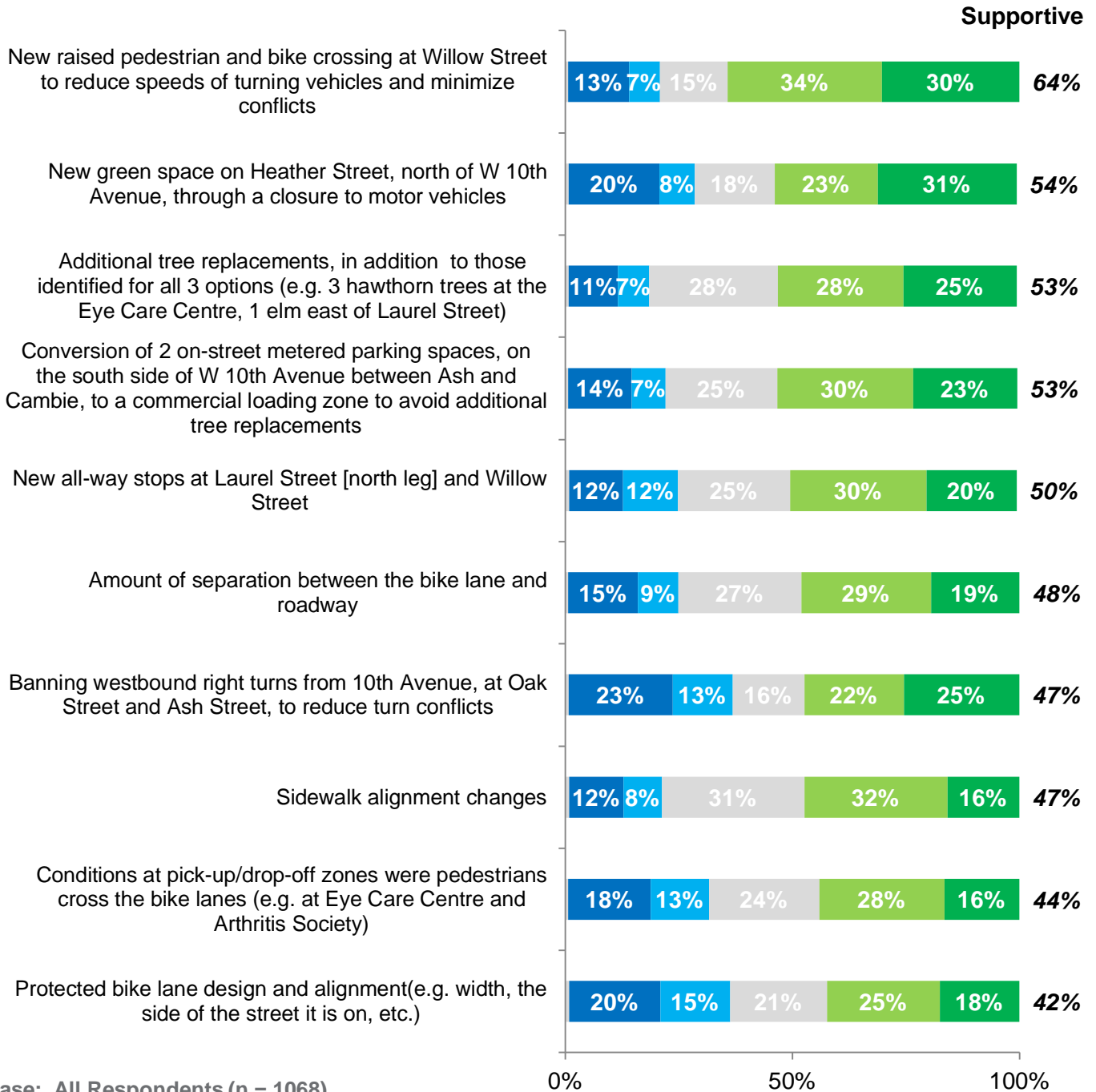
Do you have any additional comments on the uni-directional bikeway option?



Attitudes toward Elements of North Bi-directional Design



■ Did not answer ■ Very Concerned ■ Concerned ■ Neutral ■ Supportive ■ Very Supportive



Supportive

Base: All Respondents (n = 1068)

How do you feel about the following changes proposed in the north side bi-directional design option?



Comments: North Bi-directional Design



The following are some examples of the comments provided about the north side bi-directional bikeway option:

This option looks great, mainly because it avoids conflict with many driveways on the south side of the street.

Notifying the visually impaired entering and leaving the eye care centre is important for both options.

Steps need to be taken to reduce the risk to vulnerable patients that will be dropped off.

I'm worried about people turning into the bike lane.

I am concerned about turning at intersections, but I think the proposed turning changes for vehicle owners will help with this issue.

Putting bi-directional bike traffic on one side of the street creates a situation where bikes are travelling in a direction that car drivers do not expect.

The north side option would keep the emergency entrance to VGH accessible for ambulances and patients being driven to the hospital.

Base: Respondents who provided an answer (n=344)

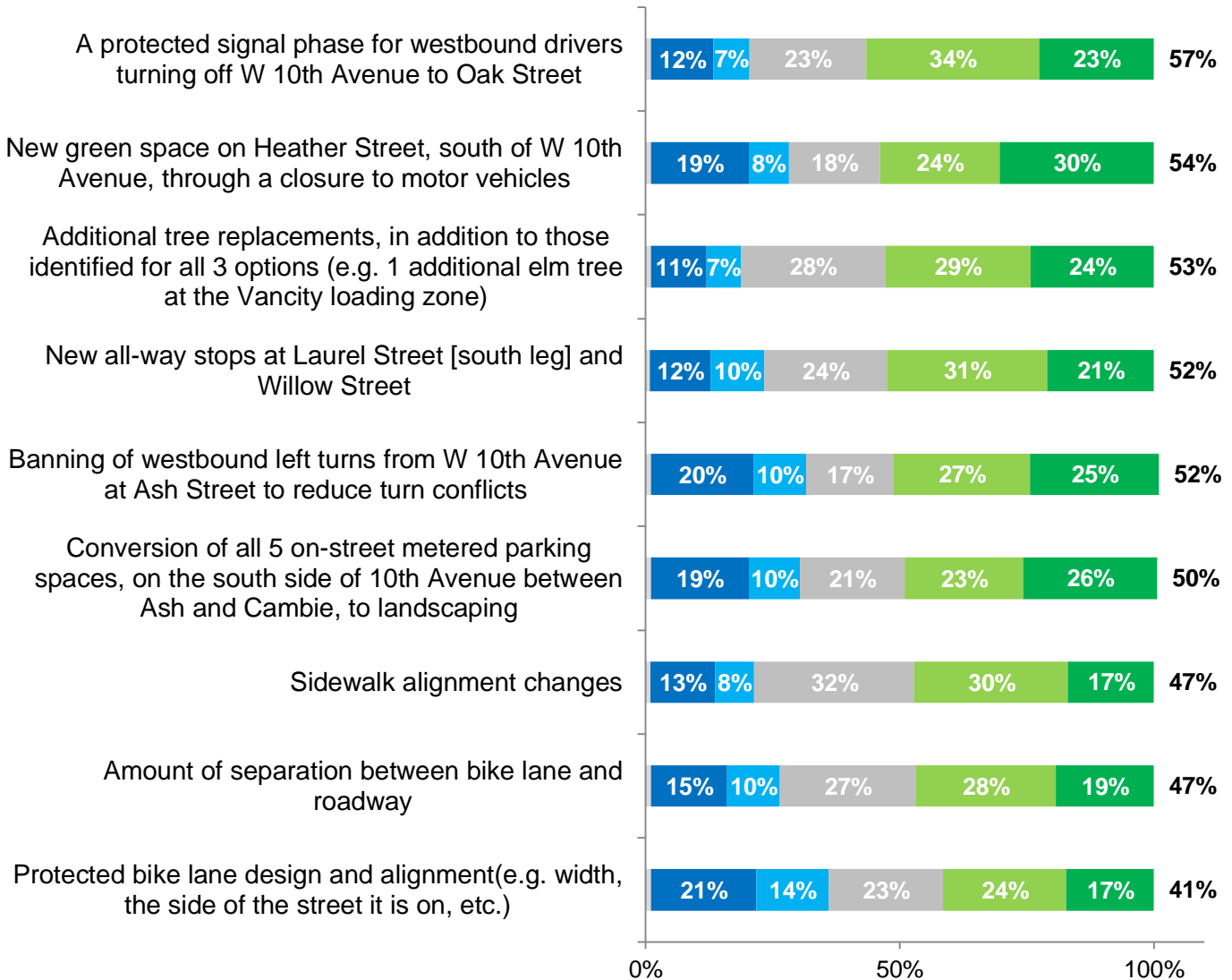
Do you have any additional comments on the north side bi-directional bikeway option?



Attitudes toward Elements of South Bi-directional Design



■ Did not answer ■ Very Concerned ■ Concerned ■ Neutral ■ Supportive ■ Very Supportive



Base: Respondents (n = 1067)

How do you feel about the following changes proposed in the south side bi-directional design option?



Comments: South Bi-directional Design



The following are some examples of the comments provided about the south side bi-directional bikeway option:

The confusion of bi-directional travel on one side of the street adds to the stress of people driving in the area.

I like that this option has the least number of tree removals.

There should be signage on the bike lanes to alert them of VGH's ER entrance / exit.

Need to maintain access to all medical facilities.

Some concerns with transitions to the bi directional bike lanes at Cambie and at Oak.

Crossing of ambulances and bicycles are highly undesired.

Bi-directional bikeway on the south seems to have more conflicts compared to the north side.

Base: Respondents who provided an answer (n=303)

Do you have any additional comments on the south side bi-directional bikeway option?



The following are some examples of the general comments provided by respondents about the project.

All projects should be prioritized with pedestrian safety first.

New signage such as “you are entering a hospital zone” should be included.

Traffic calming on Ash and Heather required.

Building a parkade to accommodate lost parking must be in plan.

There must be adequate separation between the pick up / drop off zones and the bike lanes.

My greatest fear as a cyclist is navigating streets where parking is permitted on both sides of the street.

Information should be provided city which states how to access the various target locations along 10th Avenue.

Base: Respondents who provided an answer (n=420)

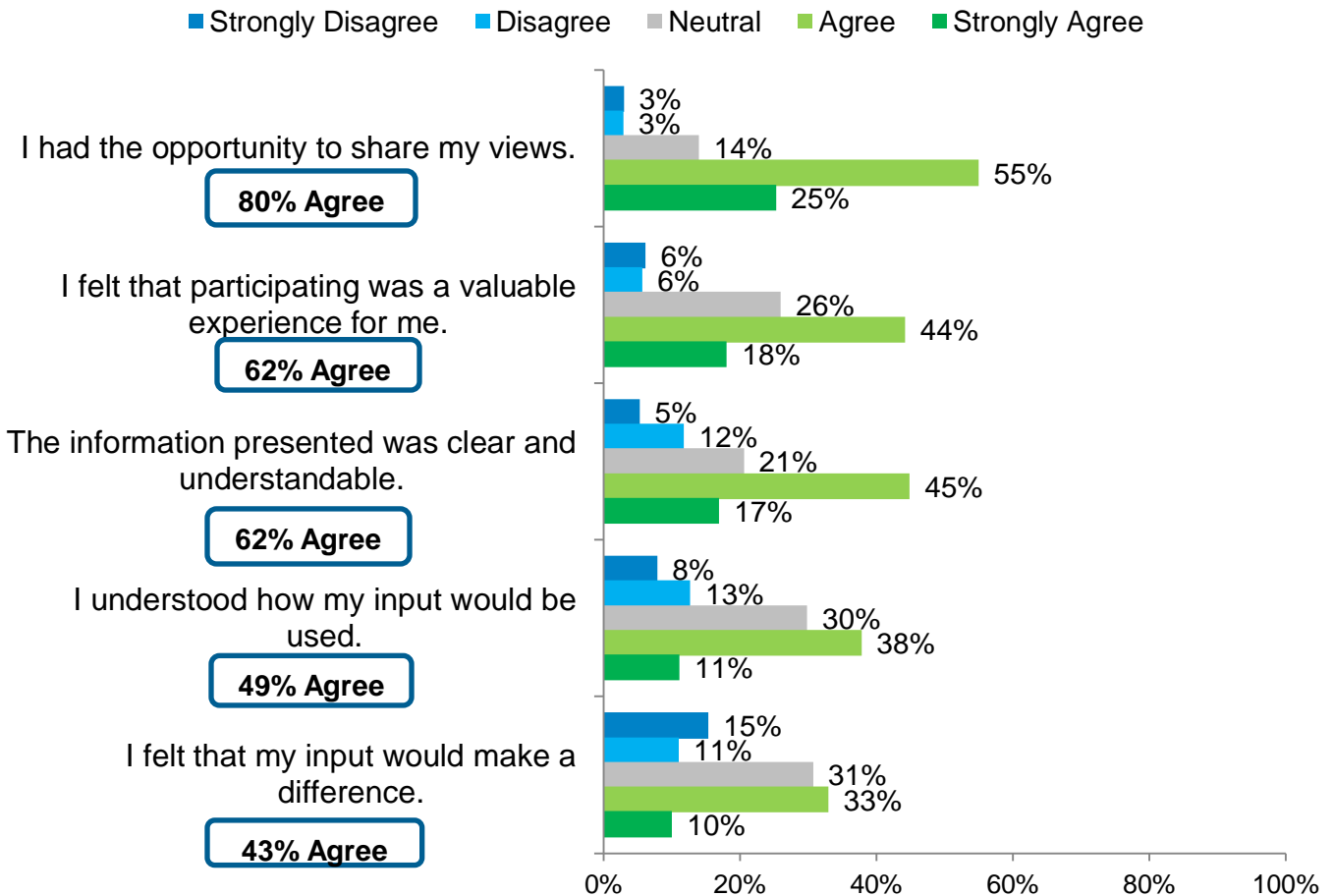
Do you have any additional comments that you would like to provide on the project?



Consultation Experience



- Overall, respondents viewed the consultation experience positively. Over 80% of respondents felt they had an opportunity to share their views, and 62% of respondents felt that participating in the open houses and travel survey was a valuable experience.
- Respondents had mixed opinions with regards to their input being used and making a difference.

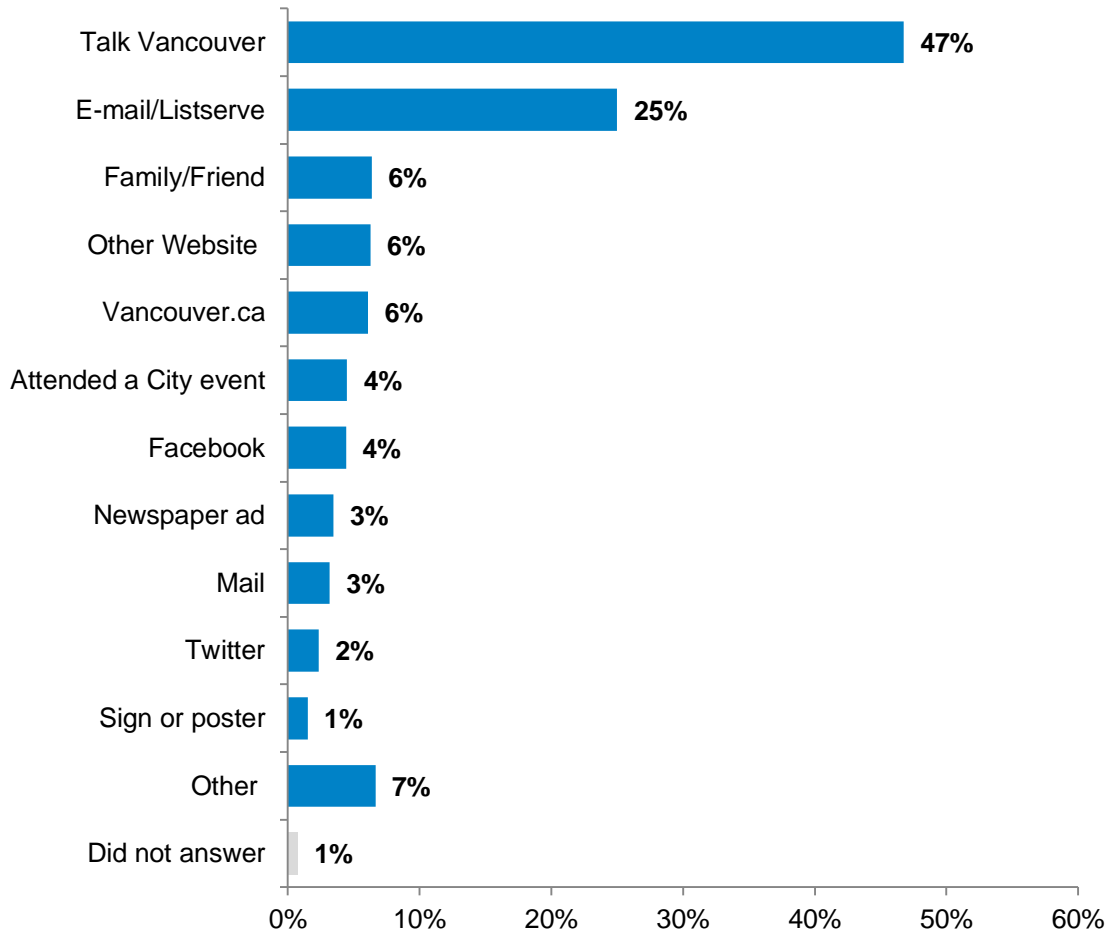


Base: All Respondents (n = 1068)

Reflecting on your experience with the consultation for the 10th Avenue Health Precinct Design Options (10th Ave. between Oak and Yukon), how would you rate the following?



Source of Information about Project Consultation



Base: All Respondents (n = 1068)

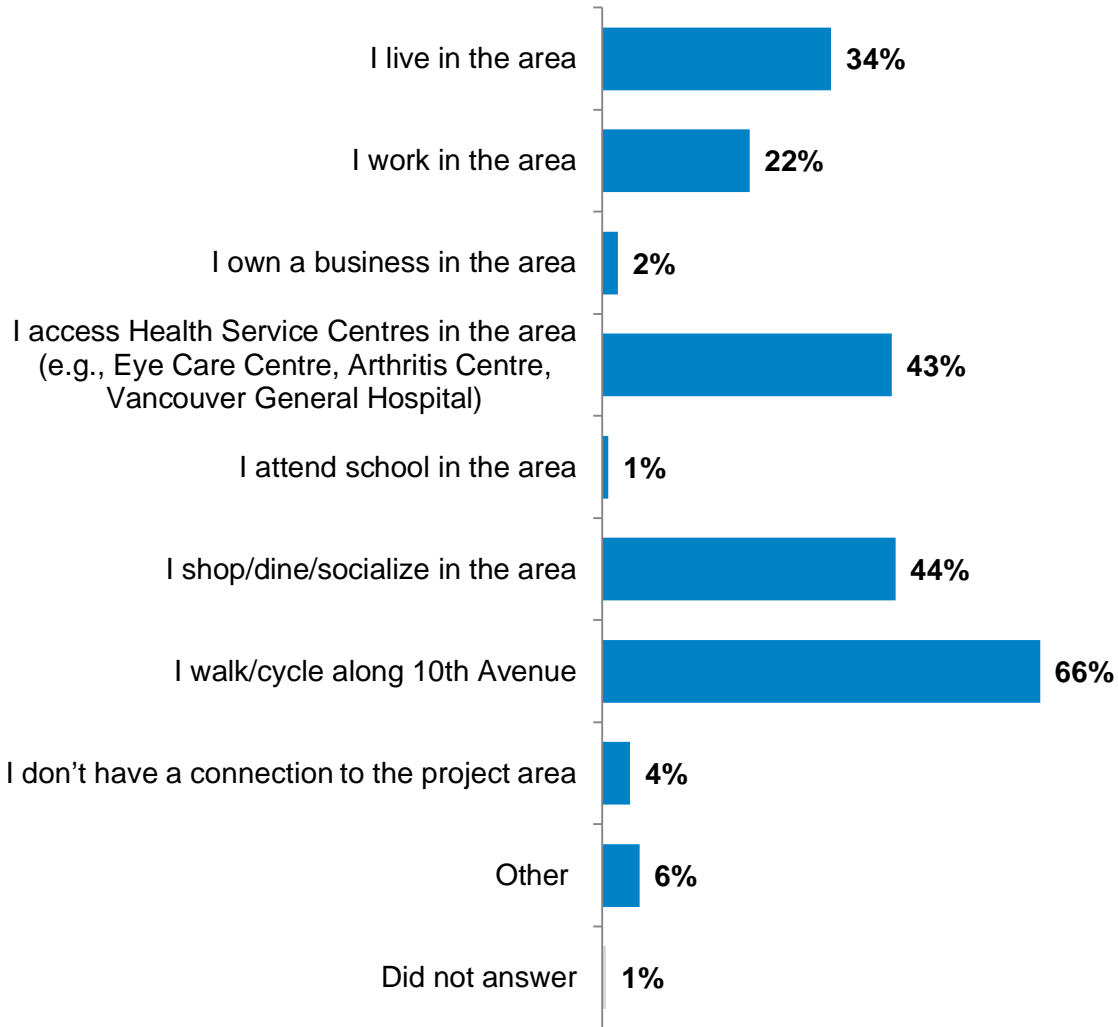
How did you find out about the 10th Avenue Health Precinct consultation?



DEMOGRAPHICS



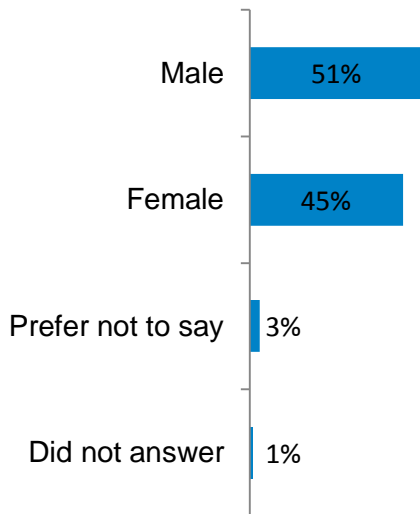
Connection to Area



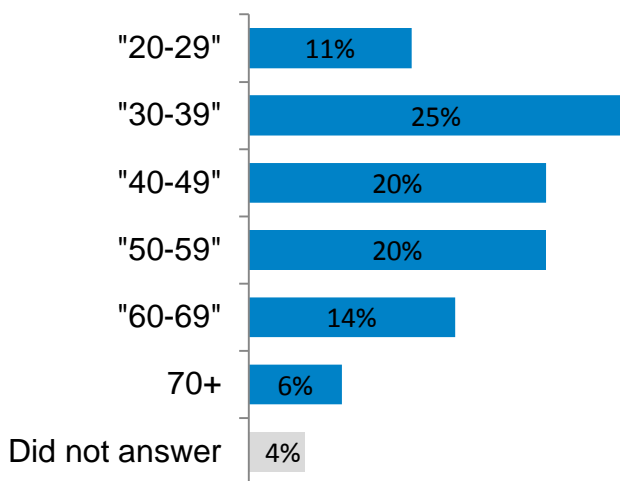


Respondents

Gender

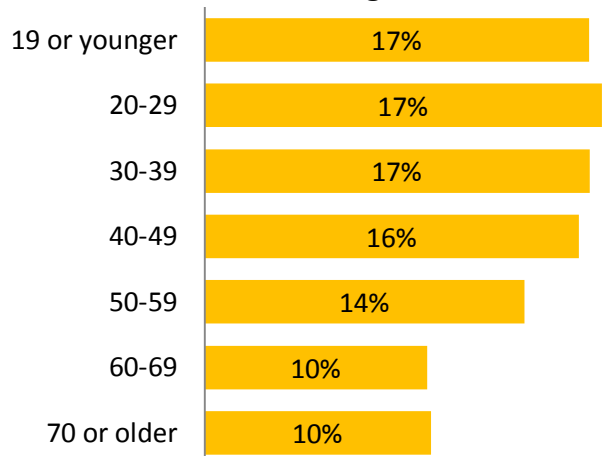


Age



City of Vancouver 2011 Census

Age



Base: All respondents (n=1068)



Gender and Age

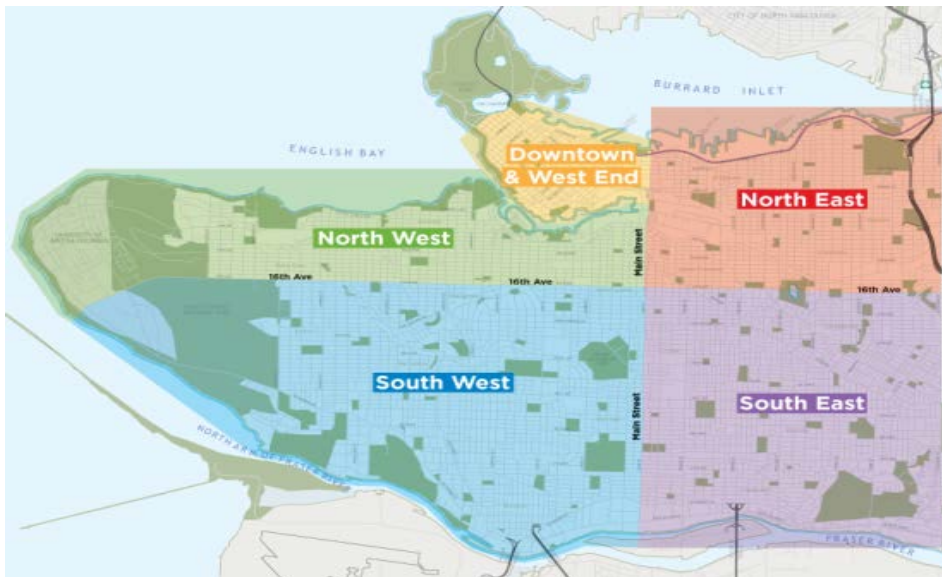
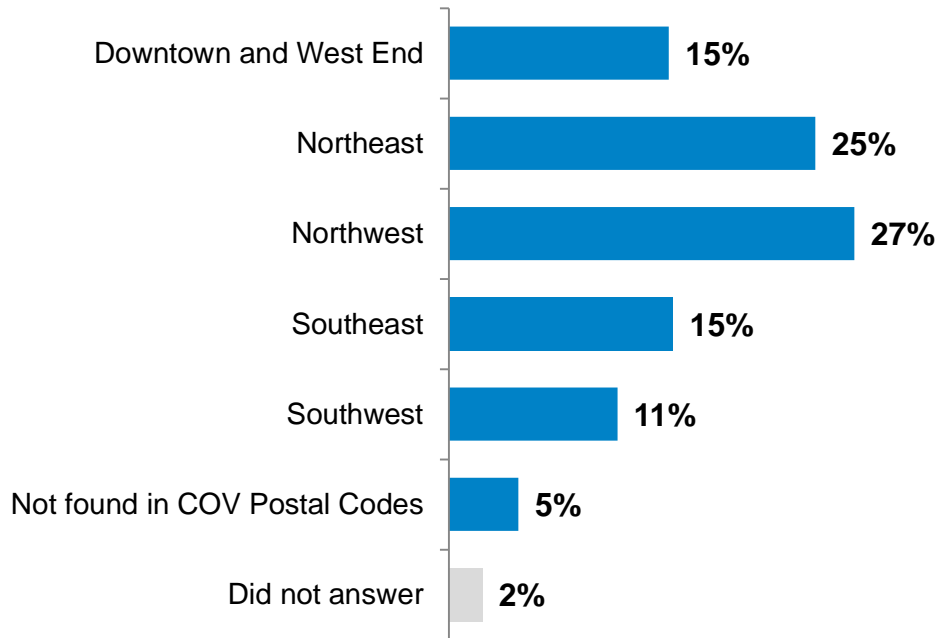


| Gender | Phase 1 Consultation | Phase 2 Consultation |
|-----------------------|-----------------------------|-----------------------------|
| Male | 49% | 51% |
| Female | 47% | 45% |
| Transgender | 0% | 0% |
| Other | 0% | 0% |
| Prefer not to say | 3% | 3% |
| Number of respondents | 1789 | 1067 |

| Age | Phase 1 Consultation | Phase 2 Consultation |
|-----------------------|-----------------------------|-----------------------------|
| 19 and under | 1% | 0% |
| 20-29 | 15% | 11% |
| 30-39 | 30% | 25% |
| 40-49 | 21% | 20% |
| 50-59 | 17% | 20% |
| 60-69 | 13% | 14% |
| 70+ | 3% | 6% |
| Did not answer | 0% | 4% |
| Number of respondents | 1789 | 1067 |



Residential Zone



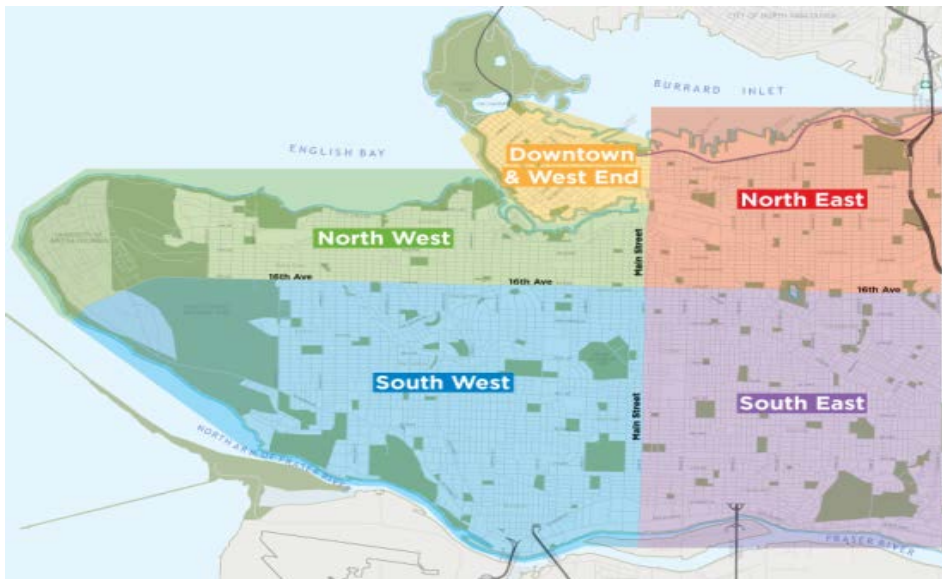
Base: All respondents (n=1068)



Residential Zone



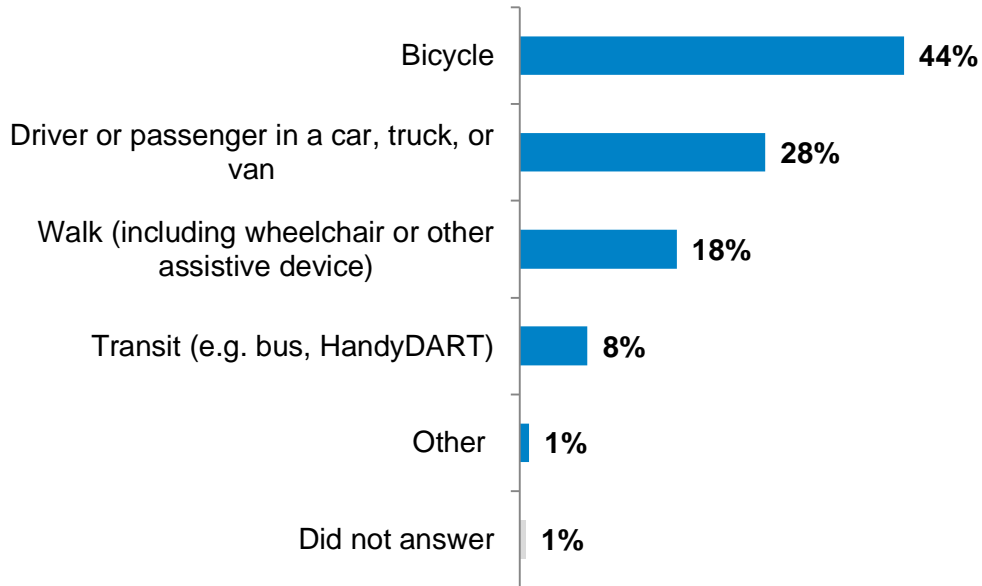
| Residential Zone | Phase 1 Consultation | Phase 2 Consultation |
|------------------------------|----------------------|----------------------|
| Downtown and West End | 9% | 15% |
| Northeast | 25% | 25% |
| Northwest | 32% | 27% |
| Southeast | 17% | 15% |
| Southwest | 8% | 11% |
| Not found in COV Postal Code | 7% | 5% |
| Number of respondents | 1789 | 1067 |



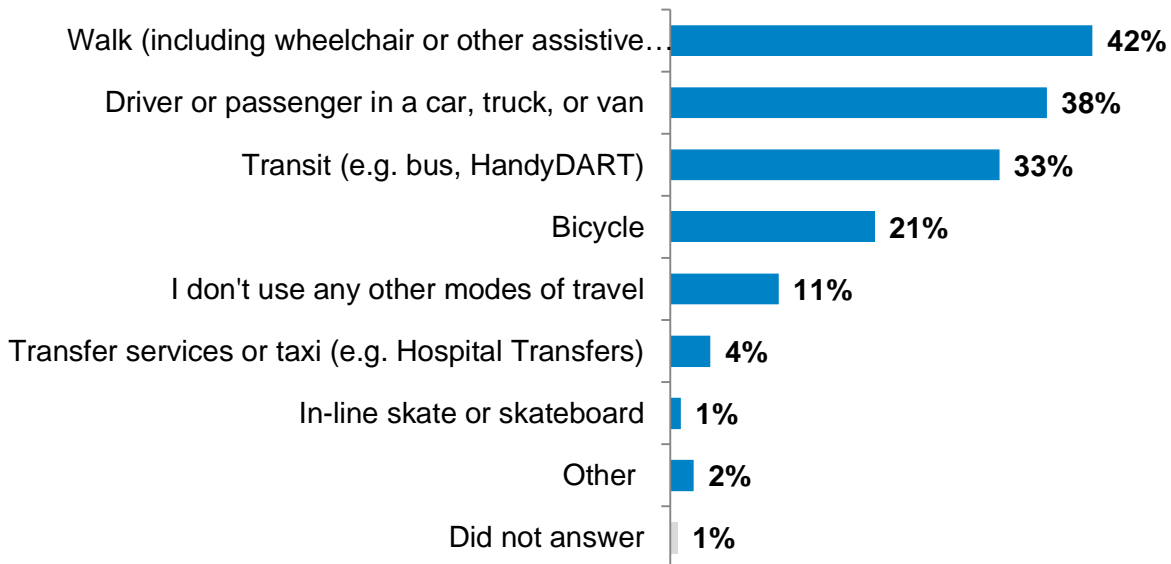
Base: All respondents (n=1068)



Primary Mode of Travel along 10th Ave Health Precinct



Other Modes of Travel along 10th Ave Health Precinct



Base: All respondents (n=1068)



PHASE 2 CONSULTATION FEEDBACK FORM

Please provide your postal code:

| | | | | | |
|--|--|--|--|--|--|
| | | | | | |
|--|--|--|--|--|--|

We want to hear from you!

The City of Vancouver is planning to improve the 10th Avenue Corridor (10th Avenue between Trafalgar and Victoria Streets) to make it safer and more comfortable for people of all ages and abilities to walk and cycle. Building on what we heard from you at events in the fall, we have focused our initial efforts on developing design options for the **10th Avenue Health Precinct**, which is the stretch of W 10th Avenue between Oak and Yukon Streets (centred around Vancouver General Hospital).

The three protected bikeway design options for the 10th Avenue Health Precinct are:

- 1) **Uni-Directional Bikeway Option** (one-way bike lane on both sides of the street)
- 2) **North Side Bi-Directional Bikeway Option**(both bike lanes on the north side of the street)
- 3) **South Side Bi-Directional Bikeway Option** (both bike lanes on the south side of the street)

Please take the time to review the 10th Avenue Health Precinct Design Option material and answer the following questionnaire. Your feedback will be considered along with stakeholder feedback and further technical review to refine the design for the Health Precinct. Staff plan to conduct further public consultation on a recommended design in Fall 2016.

W 10th Avenue Health Precinct Design Options (W 10th Avenue between Oak and Yukon)

Please keep in mind the project’s 6 key objectives while answering the following questions:

1. Upgrade the 10th Avenue Bike Route so that it is safe and comfortable for people of all ages and abilities to cycle
2. Improve comfort and accessibility for people on foot
3. Ensure efficient and intuitive access to hospital emergency facilities for both ambulance drivers and the general public
4. Preserve as much of the street’s healthy and mature tree canopy as possible
5. Accommodate the loading and patient/client access needs of adjacent medical services, businesses, and other institutions
6. Ensure adjacent residents can continue to park within a reasonable walking distance of home

1. How do you feel about the following design changes common to all 3 design options?

| | Very Concerned | Concerned | Neutral | Supportive | Very Supportive |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Improving sidewalks so they are level and fully accessible, with corner bulges and refuge areas where feasible | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Introducing new fully protected bike lanes to physically separate people biking from both people driving and people walking | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Conversion of W 10 th Avenue, between Cambie and Willow, to one-way westbound vehicle circulation to maintain the mature tree canopy | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Reduced residential permit parking , between Oak and Laurel, to accommodate two-way vehicle traffic, landscaping, sidewalk realignment, and protected bike lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Reallocation of on-street metered parking space , on the north side of W 10 th Avenue between Laurel and Cambie, to accommodate protected bike lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improvements to pedestrian crossings (e.g. corner bulges at Oak Street, refuge areas, new accessible ramps, new crosswalk treatments at Laurel Street) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New tree plantings to improve the public realm | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Continued next page...

| | Very Concerned | Concerned | Neutral | Supportive | Very Supportive |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Tree replacements to accommodate sidewalk realignments and protected bike lane (e.g. 3 cherry trees at Oak Street, 1 big leaf maple at Laurel Street, 1 elm tree at BCCA loading bay, and 1 elm tree at Vancity parkade entrance) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Creation of new plaza space on W 10th Avenue, between Cambie and Yukon, through a closure of half the block to motor vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Uni-Directional Bikeway Design Option

Please review the material on boards **1a and 1b** and provide your feedback below on the design option with a one-way protected bike lane on both sides of W 10th Avenue, keeping in mind the project’s 6 key objectives:

1. Upgrade the 10th Avenue Bike Route so that it is safe and comfortable for people of all ages and abilities to cycle
2. Improve comfort and accessibility for people on foot
3. Ensure efficient and intuitive access to hospital emergency facilities for both ambulance drivers and the general public
4. Preserve as much of the street’s healthy and mature tree canopy as possible
5. Accommodate the loading and patient/client access needs of adjacent medical services, businesses, and other institutions
6. Ensure adjacent residents can continue to park within a reasonable walking distance of home

2. How do you feel about the following changes proposed in the uni-directional design option?

| | Very Concerned | Concerned | Neutral | Supportive | Very Supportive |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Amount of separation between the bike lane and roadway | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Protected bike lane design and alignment (e.g. width, intersection treatment, etc.) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sidewalk alignment changes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New green space on Heather Street, north of W 10th Avenue, through a closure to motor vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Reallocation of on-street metered parking spaces , on the south side of W 10 th Avenue between Ash and Cambie, to add landscaping and avoid weaving the bike lane | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Conditions at pick-up/drop-off zones where pedestrians cross the bike lane (e.g. at Eye Care Centre and Arthritis Society) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Additional tree replacements , in addition to those identified for all 3 options (e.g. 2 elm trees at the Vancity loading zone) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Do you have any additional comments on the uni-directional bikeway option?

North Side Bi-Directional Bikeway Design Option

Please review material on boards **2a and 2b** and provide your feedback below for the design option with a two-way protected bike lane on the north side of W 10th Avenue, keeping in mind the project’s 6 key objectives:

1. Upgrade the 10th Avenue Bike Route so that it is safe and comfortable for people of all ages and abilities to cycle
2. Improve comfort and accessibility for people on foot
3. Ensure efficient and intuitive access to hospital emergency facilities for both ambulance drivers and the general public
4. Preserve as much of the street’s healthy and mature tree canopy as possible
5. Accommodate the loading and patient/client access needs of adjacent medical services, businesses, and other institutions
6. Ensure adjacent residents can continue to park within a reasonable walking distance of home

4. How do you feel about the following changes proposed in the north side bi-directional design option?

| | Very Concerned | Concerned | Neutral | Supportive | Very Supportive |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Amount of separation between the bike lane and roadway | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Protected bike lane design and alignment (e.g. width, the side of the street it is on, etc.) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sidewalk alignment changes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Banning westbound right turns from 10 th Avenue, at Oak Street and Ash Street, to reduce turn conflicts | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New all-way stops at Laurel Street [north leg] and Willow Street | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New green space on Heather Street, north of W 10th Avenue, through a closure to motor vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Conversion of 2 on-street metered parking spaces , on the south side of W 10 th Avenue between Ash and Cambie, to a commercial loading zone to avoid additional tree replacements | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New raised pedestrian and bike crossing at Willow Street to reduce speeds of turning vehicles and minimize conflicts | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Conditions at pick-up/drop-off zones were pedestrians cross the bike lanes (e.g. at Eye Care Centre and Arthritis Society) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Additional tree replacements , in addition to those identified for all 3 options (e.g. 3 hawthorn trees at the Eye Care Centre, 1 elm east of Laurel Street) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

5. Do you have any additional comments on the north side bi-directional bikeway option?

South Side Bi-Directional Bikeway Design Option

Please review material on boards **3a and 3b** and provide your feedback below for the design option with a two-way protected bike lane on the south side of W 10th Avenue, keeping in mind the project’s 6 key objectives:

1. Upgrade the 10th Avenue Bike Route so that it is safe and comfortable for people of all ages and abilities to cycle
2. Improve comfort and accessibility for people on foot
3. Ensure efficient and intuitive access to hospital emergency facilities for both ambulance drivers and the general public
4. Preserve as much of the street’s healthy and mature tree canopy as possible
5. Accommodate the loading and patient/client access needs of adjacent medical services, businesses, and other institutions
6. Ensure adjacent residents can continue to park within a reasonable walking distance of home

6. How do you feel about the following changes proposed in the south side bi-directional design option?

| | Very Concerned | Concerned | Neutral | Supportive | Very Supportive |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Amount of separation between bike lane and roadway | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Protected bike lane design and alignment (e.g. width, the side of the street it is on, etc.) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sidewalk alignment changes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| A protected signal phase for westbound drivers turning off W 10 th Avenue to Oak Street | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Banning of westbound left turns from W 10 th Avenue at Ash Street to reduce turn conflicts | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New all-way stops at Laurel Street [south leg] and Willow Street | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New green space on Heather Street, south of W 10th Avenue, through a closure to motor vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Conversion of all 5 on-street metered parking spaces , on the south side of 10 th Avenue between Ash and Cambie, to landscaping | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Additional tree replacements , in addition to those identified for all 3 options (e.g. 1 additional elm tree at the Vancity loading zone) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

7. Do you have any additional comments on the south side bi-directional bikeway option?

Additional Comments

8. Do you have any additional comments that you would like to provide on the project?

9. Reflecting on your experience with the consultation for the 10th Avenue Health Precinct Design Options (10th Ave. between Oak and Yukon), how would you rate the following?

| | Strongly Disagree | Disagree | Neutral | Agree | Strongly Agree |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| The information presented was clear and understandable | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I understood how my input would be used | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I felt that my input would make a difference | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I felt that participating was a valuable experience for me | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I had the opportunity to share my views | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

10th Avenue Corridor Email List

Yes, I would like to receive updates on the 10th Avenue Corridor project (10th Ave from Trafalgar Street to Victoria Drive)

Name: _____ Email: _____

By providing your contact information above, you are subscribing to an email list regarding 10th Avenue Corridor project. You acknowledge that you can unsubscribe at anytime by emailing 10thavenue@vancouver.ca with “unsubscribe 10th Avenue Corridor” in the subject line.

Tell us a little about yourself

It is important to us that we hear from a diversity of people. The following questions help us to determine how the feedback we receive represents the community. Individual responses are treated as anonymous.

What is your connection to the 10th Avenue Corridor? *Select all that apply.*

| | |
|---|---|
| <input type="radio"/> I live in the area | <input type="radio"/> I attend school in the area |
| <input type="radio"/> I work in the area | <input type="radio"/> I shop/dine/socialize in the area |
| <input type="radio"/> I own a business in the area | <input type="radio"/> I walk/cycle along 10 th Avenue |
| <input type="radio"/> I access Health Service Centres in the area (e.g., Eye Care Centre, Arthritis Centre, Vancouver General Hospital) | <input type="radio"/> I don't have a connection to the project area |
| | <input type="radio"/> Other (please specify): _____ |

What mode of transportation do you most often use to access the Health Precinct? *Select one.*

| | |
|---|---|
| <input type="radio"/> Walk (including wheelchair or other assistive device) | <input type="radio"/> Transfer services or taxi (e.g. Hospital Transfers) |
| <input type="radio"/> Bicycle | <input type="radio"/> Driver or passenger in a car, truck, or van |
| <input type="radio"/> In-line skate or skateboard | <input type="radio"/> Other (please specify): _____ |
| <input type="radio"/> Transit (e.g. bus, HandyDART) | |

What other modes of transportation do you use to access the Health Precinct? *Select all that apply.*

| | |
|---|---|
| <input type="radio"/> Walk (including wheelchair or other assistive device) | <input type="radio"/> Transfer services or taxi (e.g. Hospital Transfers) |
| <input type="radio"/> Bicycle | <input type="radio"/> Driver or passenger in a car, truck, or van |
| <input type="radio"/> In-line skate or skateboard | <input type="radio"/> I don't use any other modes of travel |
| <input type="radio"/> Transit (e.g. bus, HandyDART) | <input type="radio"/> Other (please specify): _____ |

How did you find out about the 10th Avenue Health Precinct Open House events? *Select all that apply.*

| | |
|--|--|
| <input type="radio"/> Attended a City event | <input type="radio"/> Newspaper ad |
| <input type="radio"/> Mail | <input type="radio"/> Sign or poster |
| <input type="radio"/> E-mail/Listserve | <input type="radio"/> Facebook |
| <input type="radio"/> Talk Vancouver | <input type="radio"/> Twitter |
| <input type="radio"/> Vancouver.ca | <input type="radio"/> Family/Friend (word of mouth) |
| <input type="radio"/> Other Website (please specify): _____ | <input type="radio"/> Other (please specify): _____ |

Do you primarily identify as?

What age category do you fall in?

| | | |
|--|---------------------------------------|--|
| <input type="radio"/> Male | <input type="radio"/> 19 yrs or under | <input type="radio"/> 50-59 yrs |
| <input type="radio"/> Female | <input type="radio"/> 20-29 yrs | <input type="radio"/> 60-69 yrs |
| <input type="radio"/> Transgender | <input type="radio"/> 30-39 yrs | <input type="radio"/> 70 yrs or over |
| <input type="radio"/> None of the above. I identify as _____ | <input type="radio"/> 40-49 yrs | <input type="radio"/> Prefer not to answer |
| <input type="radio"/> Prefer not to answer | | |

THANK YOU!

Thank you for taking the time to complete this questionnaire on 10th Avenue Health Precinct Design Options. Please place the form in the drop box here today or submit it by **May 15, 2016** through any of the following methods:

Email: 10thavenue@vancouver.ca

Online: vancouver.ca/10th-avenue

Mail: City of Vancouver
Attention: Active Transportation
Engineering Services
320-507 W Broadway, Vancouver, BC V5Z 0B4

Drop off at: City Hall brass box
453 W 12th Avenue, Vancouver
Attention: Active Transportation



10TH AVENUE CORRIDOR PHASE 3 FEEDBACK FORM RESULTS

January 2017



Between May and November, 2016, City staff conducted Phase 3 of the 10th Ave Corridor consultation to build upon the key messages we received from Phase 2 consultation. Phase 3 consultation presented to the public the recommended design for the 10th Ave Health Precinct, along with proposed design options for two other segments of the 10th Ave Corridor: Quebec St to Guelph St and Commercial Dr to Victoria Dr. The following summarizes the public input received through the project's Phase 3 'feedback form', which was available through the City's 10th Ave Corridor webpage and in hard copy at the open house events. It was also distributed in an online format through Talk Vancouver. The feedback form's comment period was November 22 to December 12, 2016

10th Ave Health Precinct (Oak St to Cambie St) Feedback

On average, 56% of respondents supported and 24% of respondents expressed concern regarding how well the City's recommended design for the Health Precinct meets various project objectives. People who typically walk or bike in the area tended to be the most supportive, while people who typically drive were split with roughly half expressing support and half expressing concern.

The most well received elements of the recommended design for the Health Precinct include:

- Formalizing 10th Ave crosswalks at Laurel St with new paint, accessible pedestrian ramps, and refuge areas.
- Improving wayfinding and adding parking to the Health Precinct in collaboration with Vancouver Coastal Health.
- Lengthening, fully-raising, and adding shelters to passenger zones in front of the Eye Care and Mary Pack Arthritis Centres.
- Committing to a process that monitors results, provides updates to key stakeholders, and makes spot improvements based on the conclusions.
- Fully-raising the Willow St /10th Ave and Heather St /10th Ave intersections, and raising the north-south crosswalk in front of the Mary Pack Arthritis Centre.
- Adding new street furniture and landscaping where feasible.

Respondents had mixed feelings about other elements of the design, including:

- Converting some metered parking on Laurel St and Willow St to pick-up/drop-off zones, staging areas, and residential permit parking.
- Converting 10th Ave to one-way westbound for vehicles, from Cambie St to Willow St
- Reducing vehicle traffic and preserving mature trees by removing on-street parking



- Pinching the bike lane around passenger zones to single-file width.
- Relocating 72 metered parking spaces from 10th Ave to a PHSA-owned off-street parking lot at Ash St and 10th Ave.
- Car-free space on Heather St north of 10th Ave to reduce traffic, add green space, and improve walking and cycling crossing conditions.

10th Ave (Quebec St to Guelph St)

On average, respondents were supportive of most aspects of the proposed design, especially:

- Adding marked pedestrian crossings at 10th Ave/Prince Edward St.
- Full traffic signals at 10th Ave/Kingsway and Broadway/Prince Edward St.
- Installing new protected bike lanes between Kingsway and Prince Edward St.

The aspect of the proposal that received the most mixed feedback was the proposed tree removals, with only 30% supportive and 38% concerned.

10th Ave (Commercial Dr to Victoria Dr)

On average, respondents were supportive of all aspects of the proposed design, especially:

- A new traffic signal at Victoria St/10th Ave.
- A new formal pick-up/drop-off zone at Commercial-Broadway Station.
- Additional green paint and a traffic diverter at Commercial Dr/10th Ave to reduce turn conflicts.

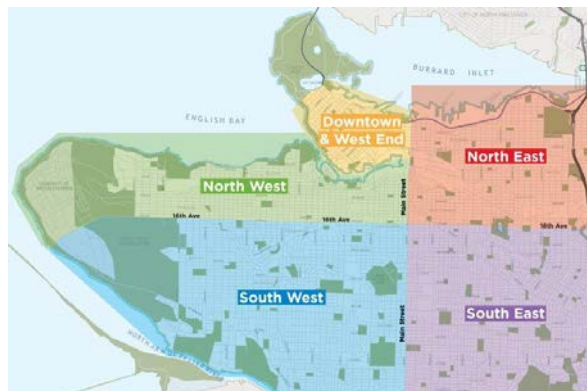
There was mixed support for the permanent removal of the passenger zone and disability parking in front of the East Van Medical Centre, with 55% supportive and 23% concerned.



Who did we hear from?



- 350 people attended four public open houses in November 2016, representing roughly a doubling of the attendance at the previous two open houses.
- 1,349 people completed the feedback form available at the public open houses, online and through Talk Vancouver, which is a 26% increase in the response rate from Phase 2.
- The majority of respondents had a positive consultation experience and indicated that the content presented in Phase 3 was clearer and more understandable compared to Phase 2.
- Those who responded to the Phase 3 feedback form were connected to the 10th Ave Corridor in a similar way to those who responded in Phase 2, although we did hear from more people who lived in the area (45% of respondents vs. 34% of respondents in Phase 2). Respondents indicated they most commonly travel along 10th Ave by cycling (37%), while 33% most commonly drive and 22% most commonly walk. As such, the Phase 3 feedback form results capture a higher percentage of drivers and pedestrians and a smaller percentage of cyclists compared to Phase 2.
- We heard from similar numbers of women (44%) and men (52%). As with the Phase 2 feedback form, most were adults, with youth and young adults under 30 being underrepresented at only 10% of the survey sample. However, we had the best response rate from seniors in Phase 3, with 28% of respondents being 60 and older.
- The distribution of respondents across the city was similar to Phase 2, with the greatest proportions of respondents living in the Northwest (25%) and Northeast (25%).





DETAILED FEEDBACK FORM RESULTS

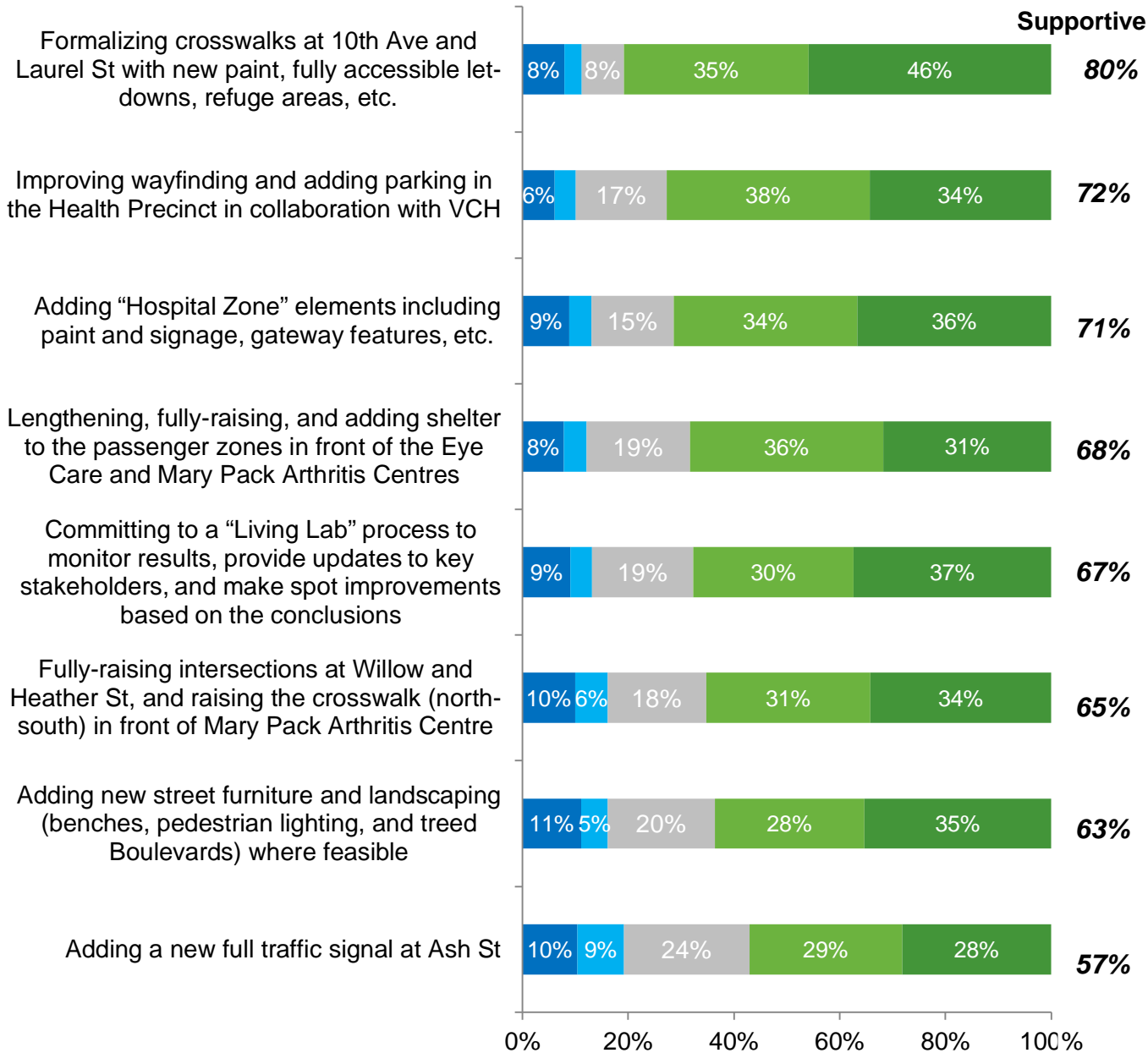


OAK ST TO CAMBIE ST (10TH AVE HEALTH PRECINCT)

Attitudes toward Elements of Oak St to Cambie St Recommended Design



■ Very concerned
 ■ Concerned
 ■ Neutral
 ■ Supportive
 ■ Very supportive

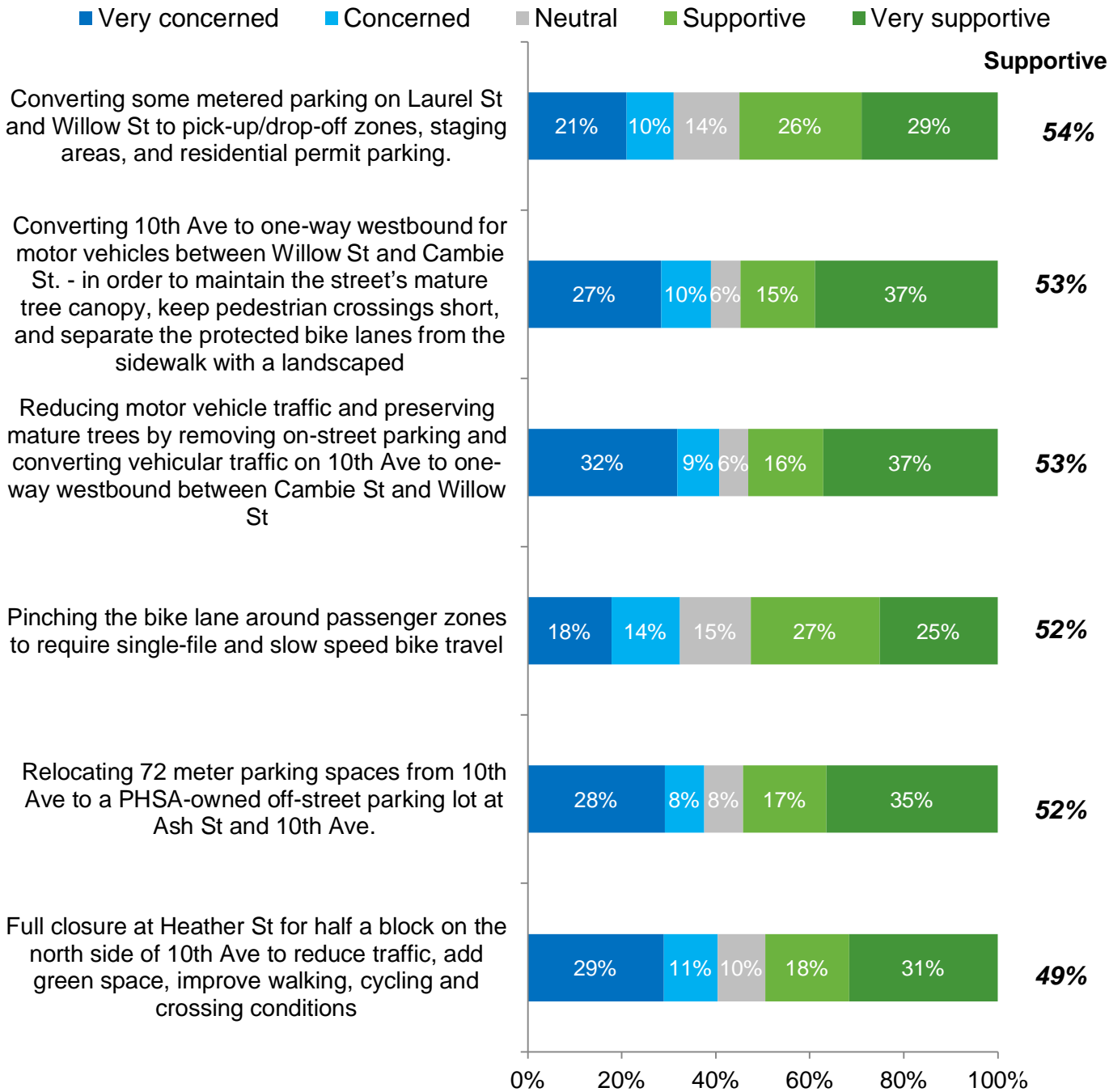


Base: All respondents who selected Health Precinct Topic (n = 1148)

How do you feel about these following elements of the 10th Ave Health Precinct recommended design?

10th Ave. Corridor Planning Project - Preliminary Designs Consultation Summary (Jan 2017)

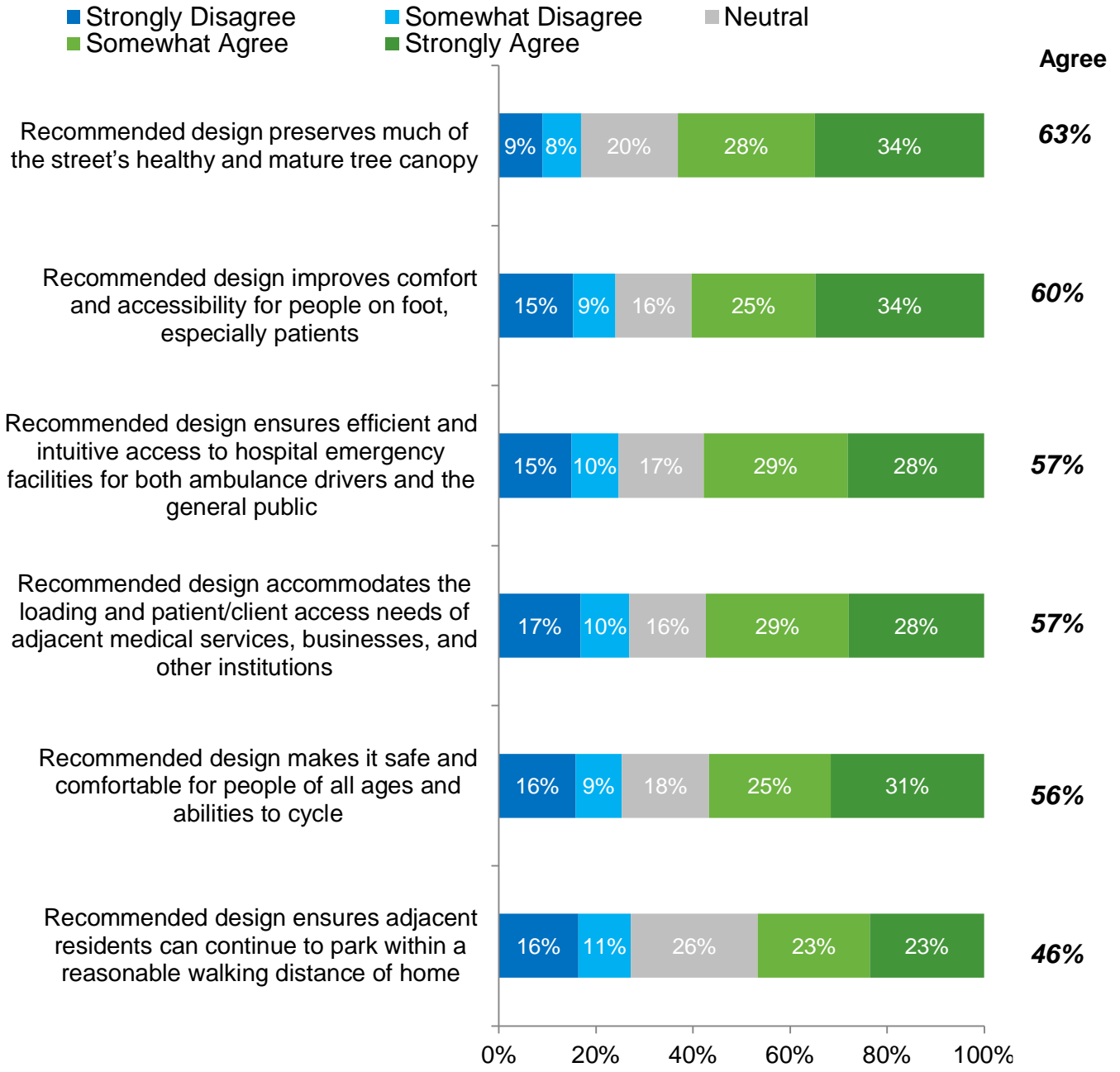
Attitudes toward Elements of Oak St to Cambie St Recommended Design



Base: All respondents who selected Health Precinct Topic (n = 1148)

And how do you feel about these following elements of the 10th Ave Health Precinct recommended design?

Perceptions of Elements of Oak St. to Cambie St. Designs Meeting Project Objectives



Base: All respondents who selected Health Precinct Topic (n = 1148)

How do you feel the recommended design meets the project objectives for the Health Precinct?

General Comments – Oak St. to Cambie St. Recommended Design



The following are some examples of the general comments provided by respondents about the recommended design for the 10th Avenue Health Precinct.

Ensuring adequate, close and affordable parking for adjacent medical buildings is extremely important.

Clear marking of off-street parking is essential.

Making access to ER safe, well marked, and easy for pick up and drop off is very important.

Improved lighting, especially around pedestrian/cyclist pinch points would be necessary.

Would like to see more rain protection at seating areas (back and side cover in addition to the current canopy). Sometimes people have to wait in inclement weather whilst the caregiver fetches the car.

Please consider actual yield signs at crosswalks and at patient drop off / waiting areas.

I very much like the “Health Campus” concept. I think it would be a great way to add a sense of community to the area, as well as helping capture the right “feeling” for traffic passing through.

Base: All respondents who selected Oak St. to Cambie Street topic and provided comments (n=597)
Do you have any additional comments about the recommended design for the 10th Ave Health Precinct?

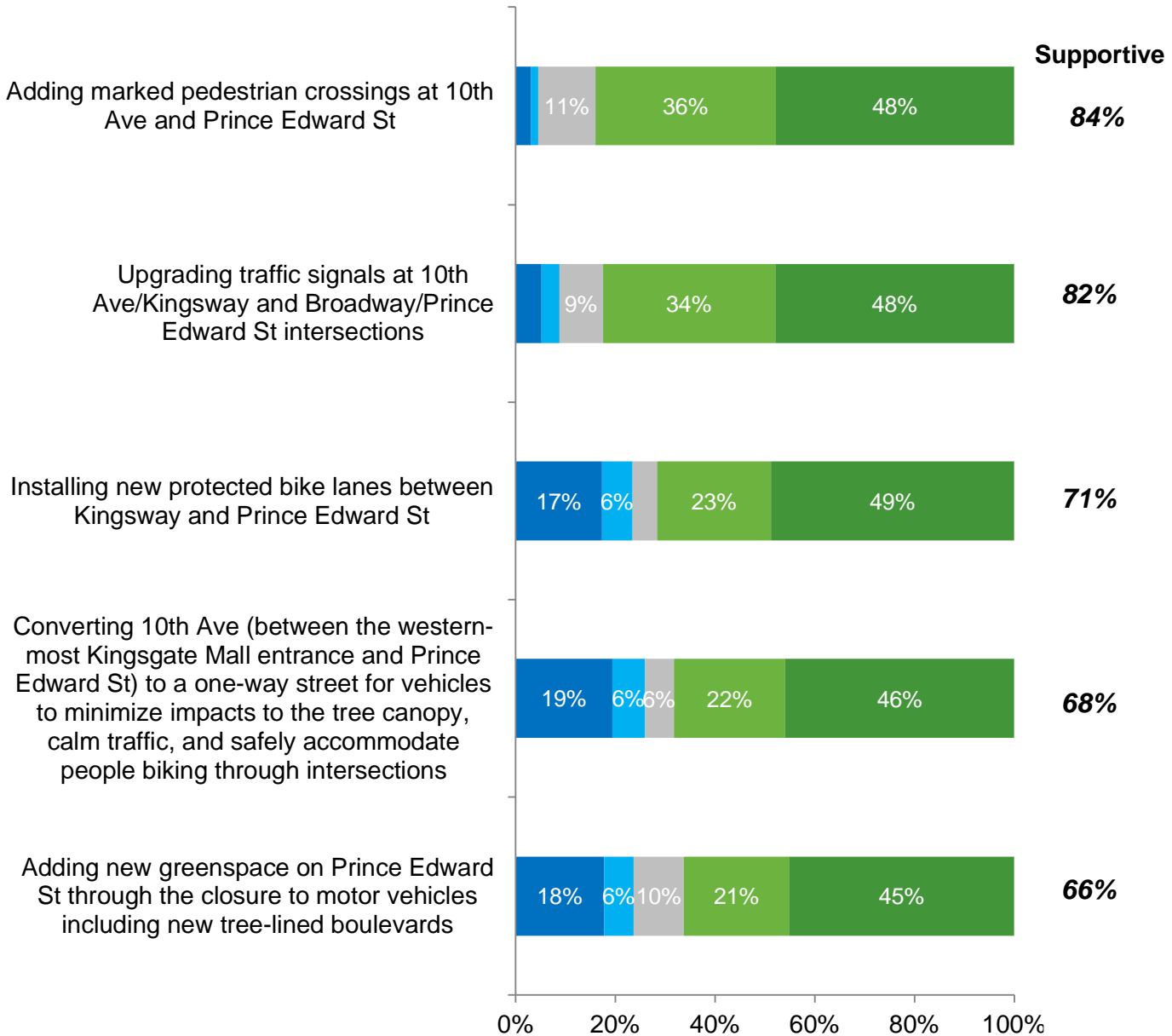


QUEBEC ST TO GUELPH ST (NEAR KINGSGATE MALL)

Attitudes toward Elements of Quebec St to Guelph St Proposed Design



■ Very concerned
 ■ Concerned
 ■ Neutral
 ■ Supportive
 ■ Very supportive



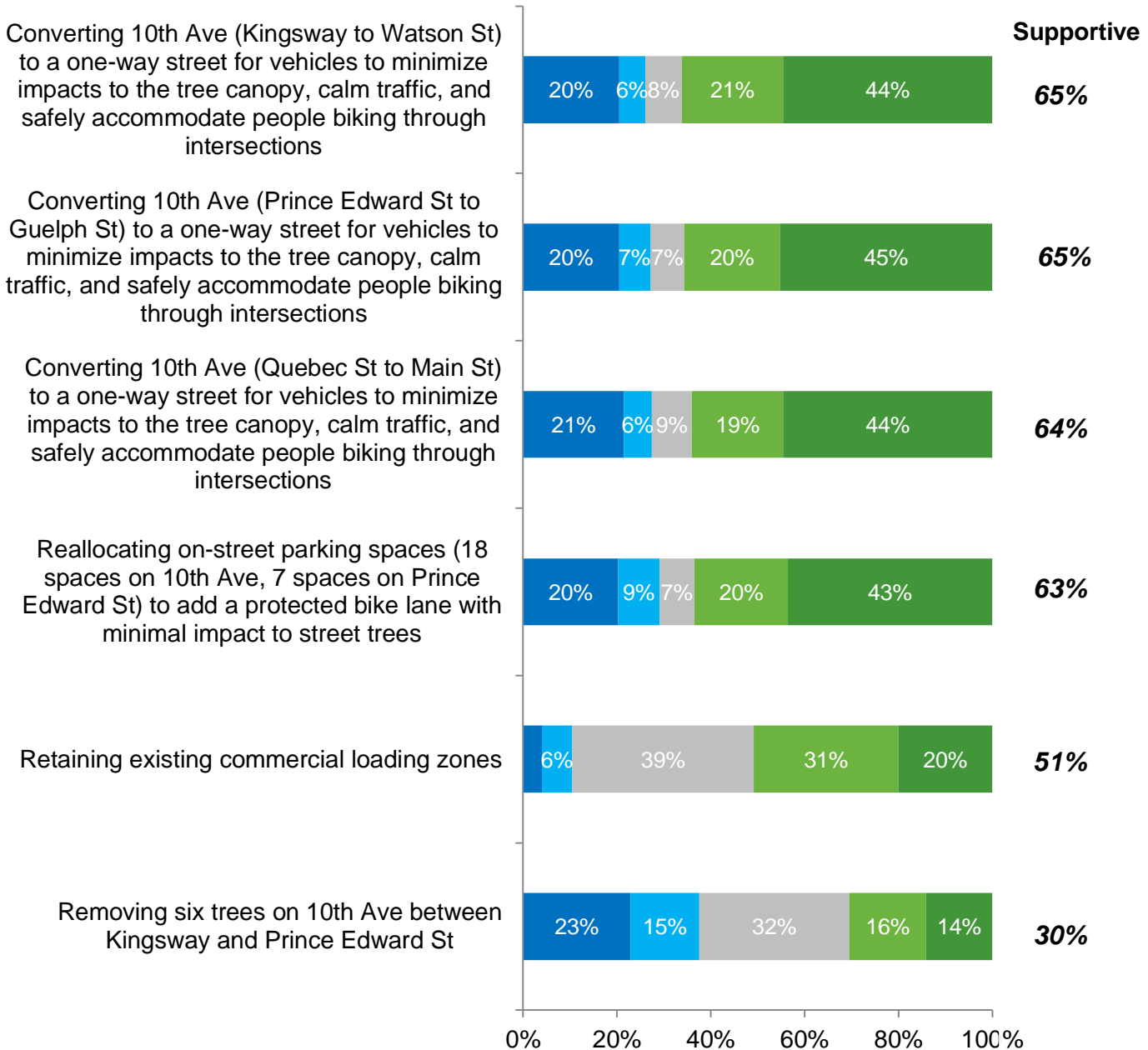
Base: All respondents who selected the Quebec St. to Guelph St. Topic (n = 727)

How do you feel about these following elements of the proposed design between Quebec St. to Guelph St.?

Attitudes toward Elements of Quebec St to Guelph St Proposed Design



■ Very concerned
 ■ Concerned
 ■ Neutral
 ■ Supportive
 ■ Very supportive



Base: All respondents who selected the Guelph St. to Quebec St. topic (n=727)

And how do you feel about these following elements of the Guelph St. to Quebec St....design?

10th Ave. Corridor Planning Project - Preliminary Designs Consultation Summary (Jan 2017)

General Comments:

Quebec St. to Guelph St. Recommended Design



The following are some examples of the general comments provided by respondents about the segment between Quebec St and Guelph St.

Right of way needs to be clearly indicated at the proposed elevated westbound bike lane cross-over.

I am especially thrilled by the replacement of the pedestrian-controlled intersections with full traffic lights.

I think it would be safer to move the loading zones because the trucks block the bikes from going through when they are trying to back in.

My only concern is accessing the Buy-Low parking lot for a vehicle travelling westbound on Broadway.

The 10th Ave “jog” is very confusing for bikers, having a clearly painted track or protected bikeway to intuitively guide bikers would help a lot.

It would be helpful to discourage through traffic and make it safer for pedestrians and cyclists.

Love the idea of closing off part of the street to make greenspace. With density rising, these sorts of mini parks are very important!

Base: All respondents who selected the Quebec St. to Guelph St. topic and provided comments (n=269)

Do you have any additional comments on the proposed design for Quebec St to Guelph St segment?

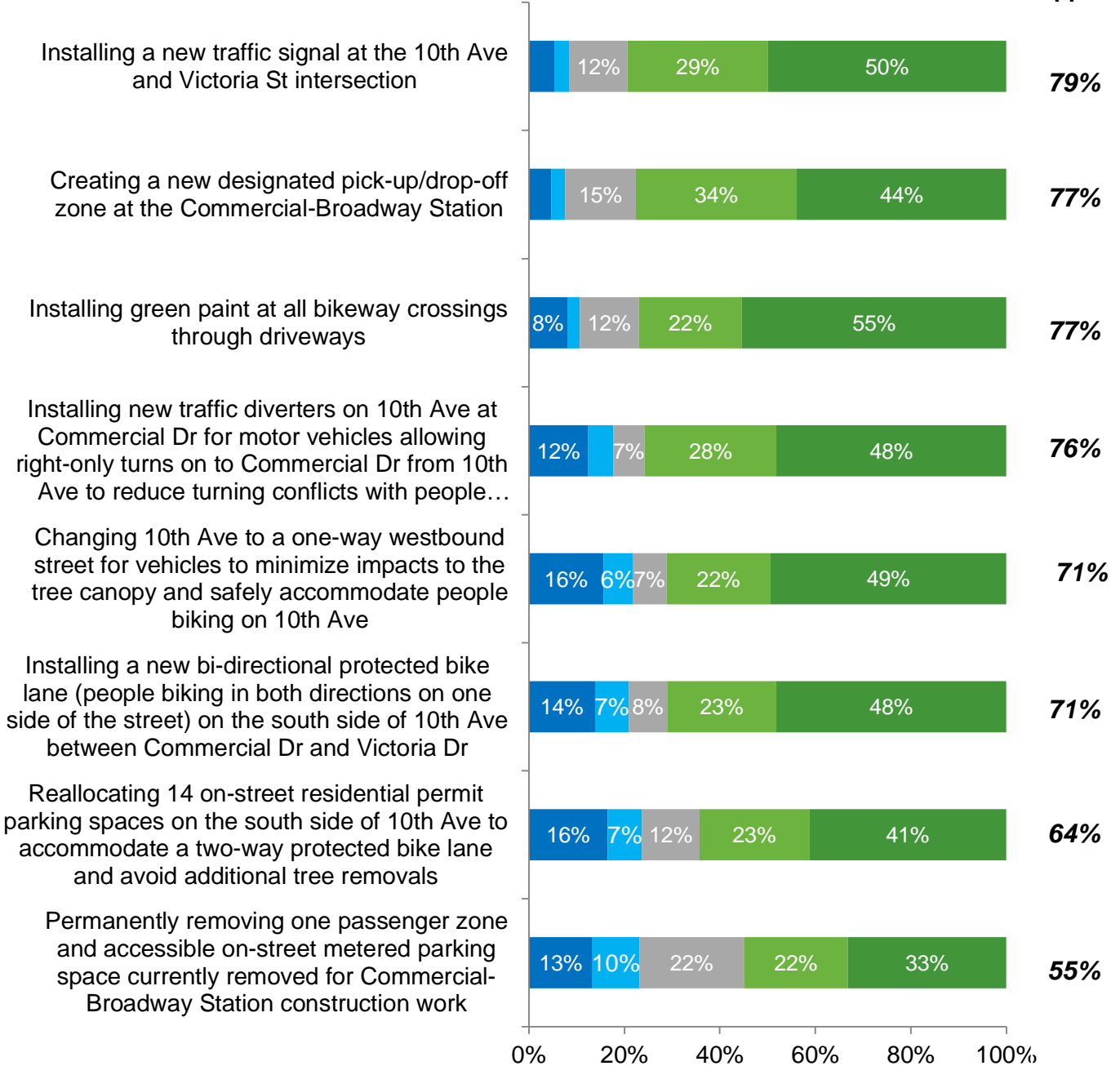


COMMERCIAL DR TO VICTORIA DR

Attitudes toward Elements of Commercial Dr to Victoria Dr Proposed Interim Design



■ Very concerned
 ■ Concerned
 ■ Neutral
 ■ Supportive
 ■ Very supportive
 Supportive



Base: All respondents who selected the Commercial Dr. to Victoria Dr. topic (n = 668)

How do you feel about these following elements of the proposed design between Commercial Dr. to Victoria Dr.?

General Comments:

Commercial Dr to Victoria Dr Proposed Interim Design



The following are some examples of the general comments provided by respondents about the segment between Commercial Dr and Victoria Dr.

Since I often bike with kids, I really appreciate having safe bike routes with safe interaction zones.

I'd prefer to close this strip of 10th to cars.

Good signage essential here, along with more education for cyclists and drivers.

A traffic signal at Victoria Dr and 10th Ave would go a long way to making the intersection feel safe for everyone.

I hope a more robust complete street design can be implemented in the long term with better prioritization of walking/cycling/green space.

Green paint and improved signaling is very much required at 10th and Commercial.

I would be more supportive of a cul-de-sac for cars along 10th Ave at Commercial St (both directions).

Base: All respondents who selected the Commercial Dr. to Victoria Dr. topic and provided comments (n = 668)

Do you have any additional comments on the proposed design for Commercial Dr. to Victoria Dr. segment?

10th Ave. Corridor Planning Project - Preliminary Designs Consultation Summary (Jan 2017)



Overall Comments: 10th Avenue Corridor Project



The following are some examples of the overall comments provided by respondents about the 10th Ave Corridor Project.

Clear and visible signage will be a very important part of the proposed changes.

Education for all users of the roadways should be provided.

I appreciate you realizing it is difficult and not realistic to re-route the 10th Ave bike trail, which has been here for many years and is highly used year round.

These are great ideas, and I look forward to using 10th Ave as a pedestrian + cyclist when they are in place.

I really like the idea of decreasing the on street parking. Drop off zones like they have in front of the Diamond Health Centre are excellent.

Improving street lighting would improve visibility of cyclists and pedestrians.

I agree that there needs to be a redesign as it is nerve-racking driving along, having bikes without a designated lane. My observations is that things get further complicated by drivers looking, waiting for meters.

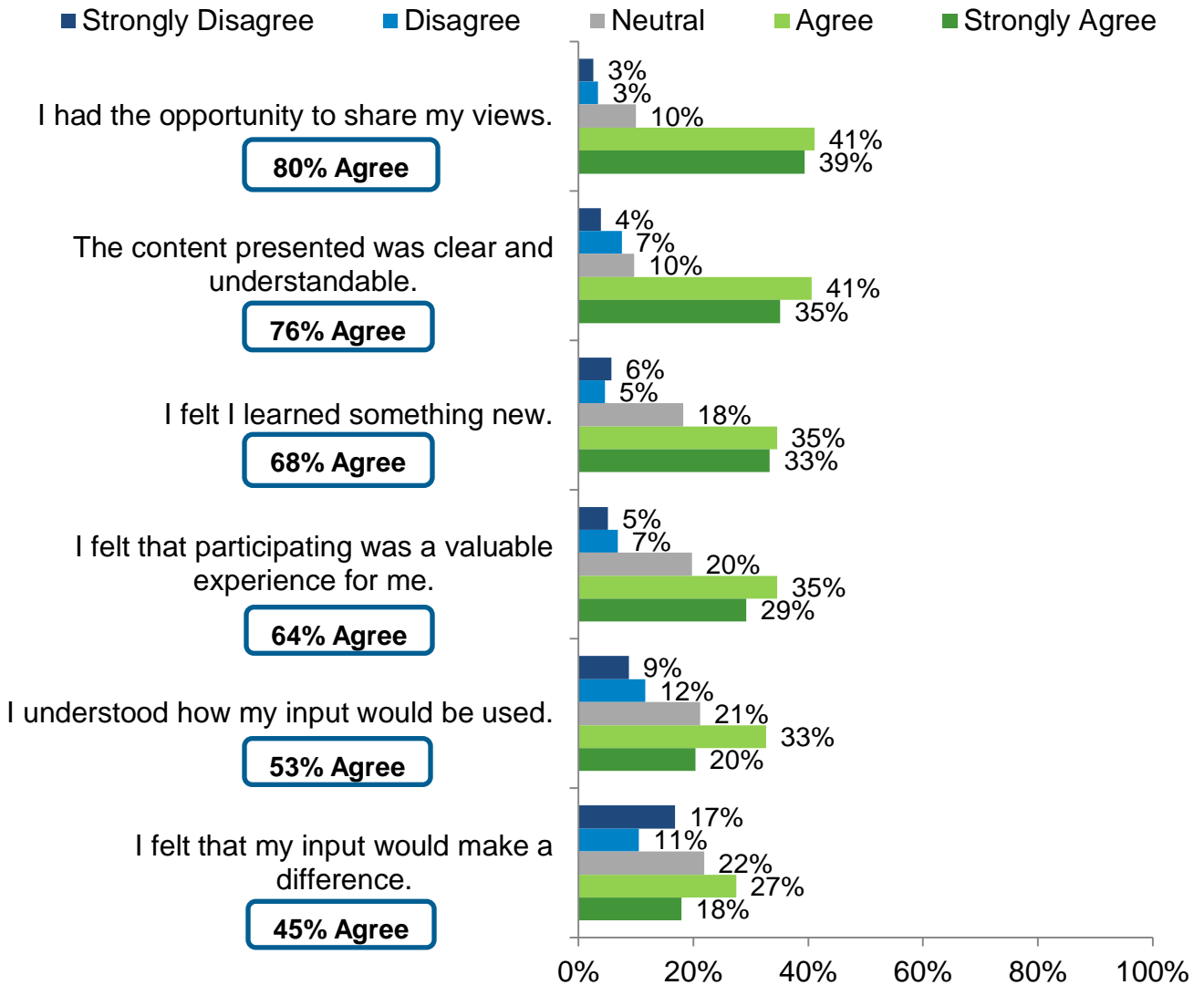
Base: All respondents who provided comments (n = 418)

Do you have any additional comments that you would like to provide on the project?

10th Ave. Corridor Planning Project - Preliminary Designs Consultation Summary (Jan 2017)



Phase 3 Consultation Experience



Base: All Respondents (n = 1349)

Thinking about your experience with the 10th Ave Corridor consultation to date, how much do you agree or disagree with the following?

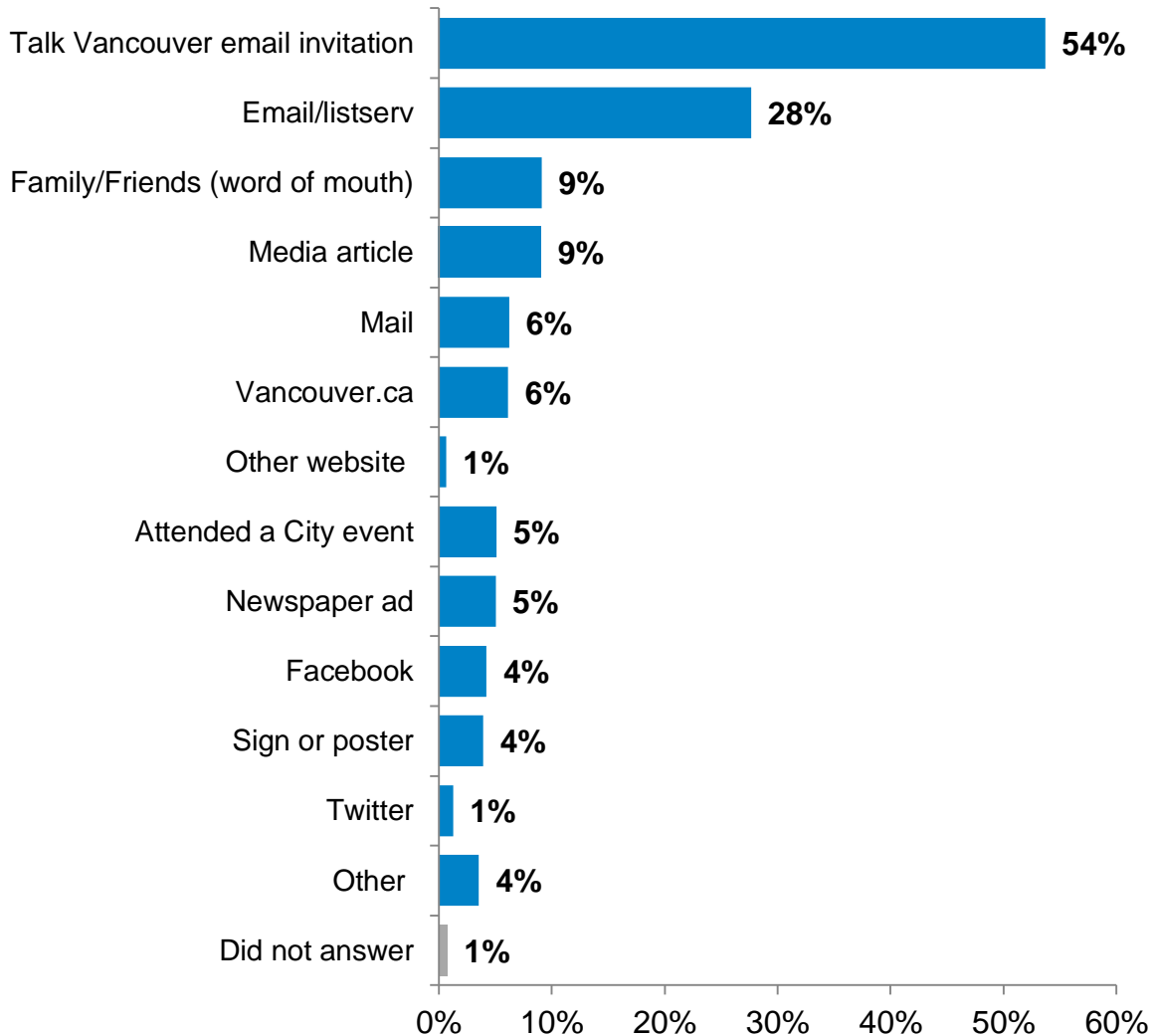


Consultation Experience

| Consultation Experience | Phase 2 Consultation | Phase 3 Consultation |
|---|----------------------|----------------------|
| I had the opportunity to share my views | 80% | 80% |
| The content presented was clear and understandable. | 62% | 76% |
| I felt I learned something new. | - | 68% |
| I felt that participating was a valuable experience for me. | 62% | 64% |
| I understood how my input would be used. | 49% | 53% |
| I felt that my input would be make a difference. | 43% | 45% |
| Number of respondents | 1068 | 1349 |



Source of Information about Project Consultation



Base: All Respondents (n = 1349)

How did you find out about the 10th Avenue Corridor Questionnaire?



Source of Information about Project Consultation



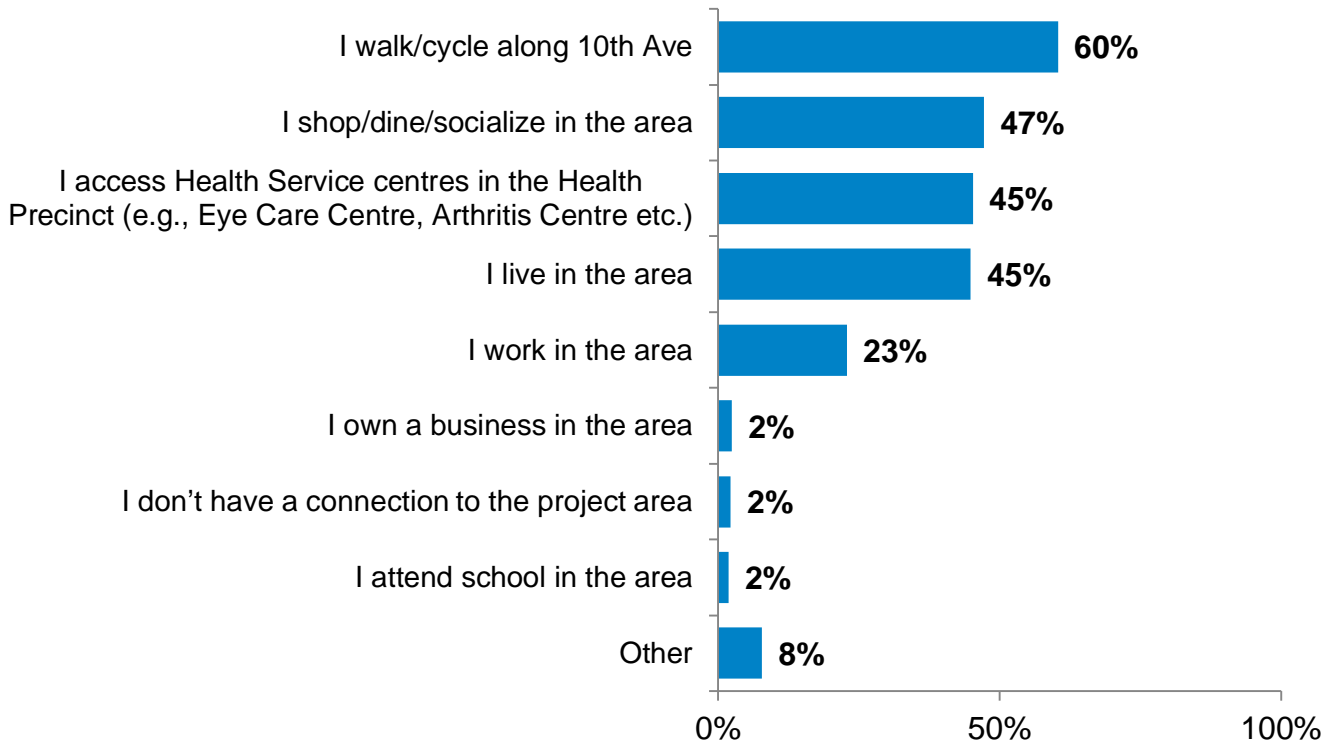
| Source of Information about Project Consultation | Phase 2 Consultation | Phase 3 Consultation |
|--|----------------------|----------------------|
| Talk Vancouver email invitation | 47% | 54% |
| Email / Listserv | 25% | 28% |
| Family / Friends | 6% | 9% |
| Media article | - | 9% |
| Mail | 3% | 6% |
| Vancouver.ca | 6% | 6% |
| Other website | 6% | 1% |
| Attended a city event | 4% | 5% |
| Newspaper ad | 3% | 5% |
| Facebook | 4% | 4% |
| Sign or poster | 1% | 4% |
| Twitter | 2% | 1% |
| Other | 7% | 4% |
| Did not answer | 1% | 1% |
| Number of respondents | 1068 | 1349 |



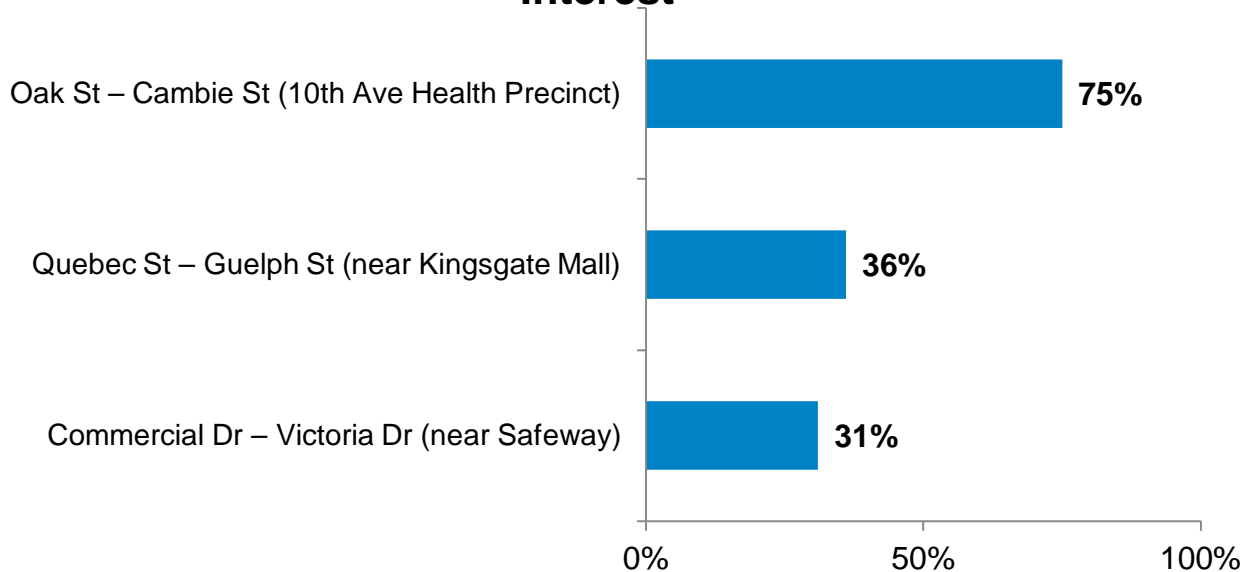
DEMOGRAPHICS



Phase 3 Consultation



Segment of 10th Ave of Greatest Personal Impact and Interest





Connection to 10th Ave

Phase 1, 2 and 3 Comparison

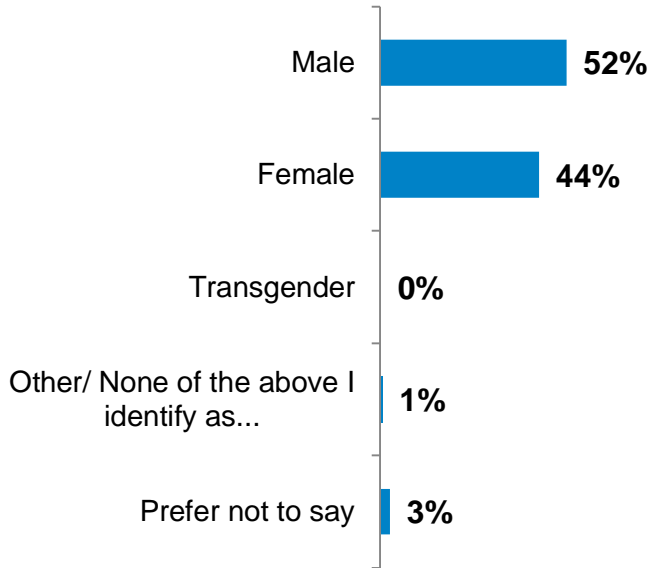


| Connection to 10th Ave | Phase 1 Consultation | Phase 2 Consultation | Phase 3 Consultation |
|--|----------------------|----------------------|----------------------|
| I walk/cycle along 10 th Ave | - | 66% | 60% |
| I commute on 10 th Ave | 52% | - | - |
| I shop/dine/socialize in the area | 41% | 44% | 47% |
| I access health service centres in the Health Precinct | - | 43% | 45% |
| I live / rent in the area | 26% | 34% | 45% |
| I work in the area | 25% | 22% | 23% |
| I own a business in the area | - | 2% | 2% |
| I don't have a connection to the project area | 6% | 4% | 2% |
| I attend school in the area | 3% | 1% | 2% |
| Other | 13% | 6% | 8% |
| Number of respondents | 1789 | 1067 | 1349 |

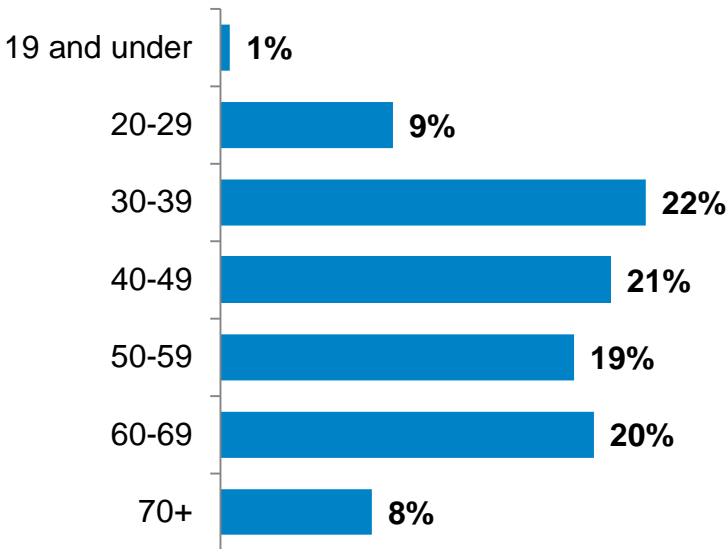


Phase 3 Consultation

Gender

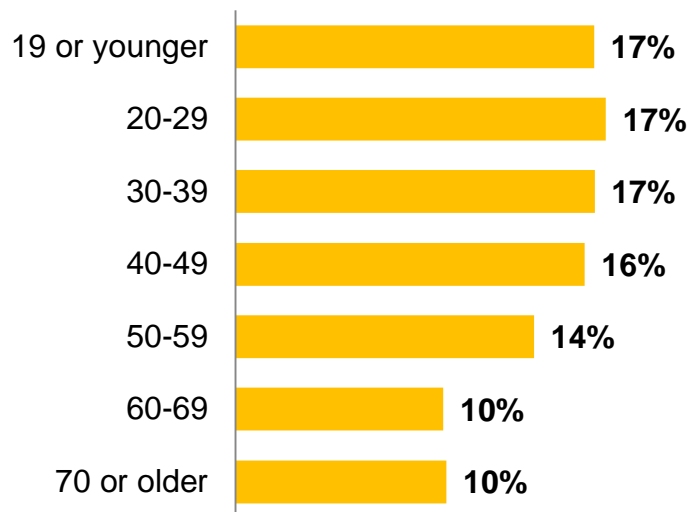


Age



City of Vancouver Census (2011)

Age



Base: All respondents (n=1349)



Gender and Age Phase 1, 2 and 3 Comparison

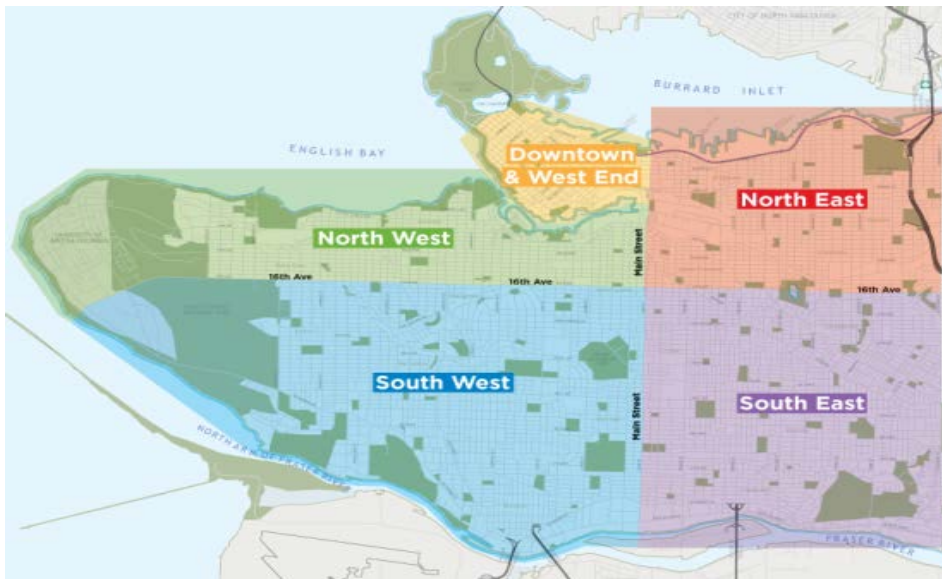
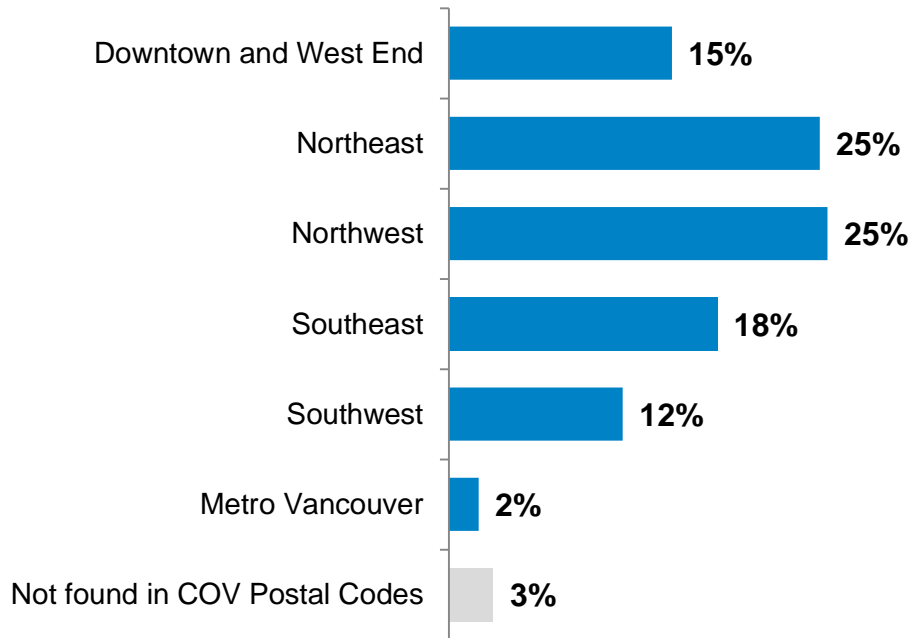


| Gender | Phase 1 Consultation | Phase 2 Consultation | Phase 3 Consultation |
|-----------------------|----------------------|----------------------|----------------------|
| Male | 49% | 51% | 52% |
| Female | 47% | 45% | 44% |
| Transgender | 0% | 0% | 0% |
| Other | 0% | 0% | 1% |
| Prefer not to say | 3% | 3% | 3% |
| Number of respondents | 1789 | 1067 | 1349 |

| Age | Phase 1 Consultation | Phase 2 Consultation | Phase 3 Consultation |
|-----------------------|----------------------|----------------------|----------------------|
| 19 and under | 1% | 0% | 1% |
| 20-29 | 15% | 11% | 9% |
| 30-39 | 30% | 25% | 22% |
| 40-49 | 21% | 20% | 21% |
| 50-59 | 17% | 20% | 19% |
| 60-69 | 13% | 14% | 20% |
| 70+ | 3% | 6% | 8% |
| Did not answer | 0% | 4% | 0% |
| Number of respondents | 1789 | 1067 | 1349 |



Residential Zone



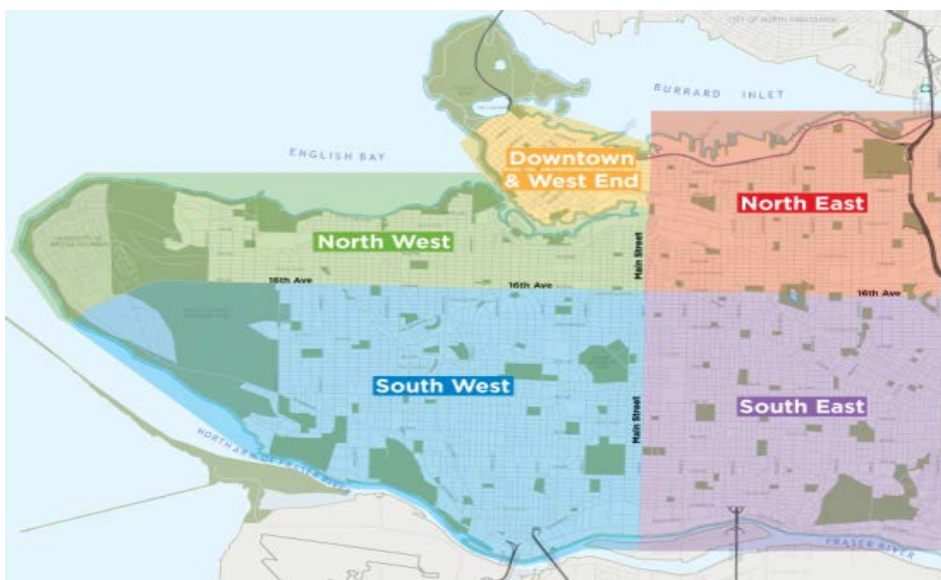
Base: All respondents (n=1349)



Residential Zone Phase 1, 2 and 3 Comparison

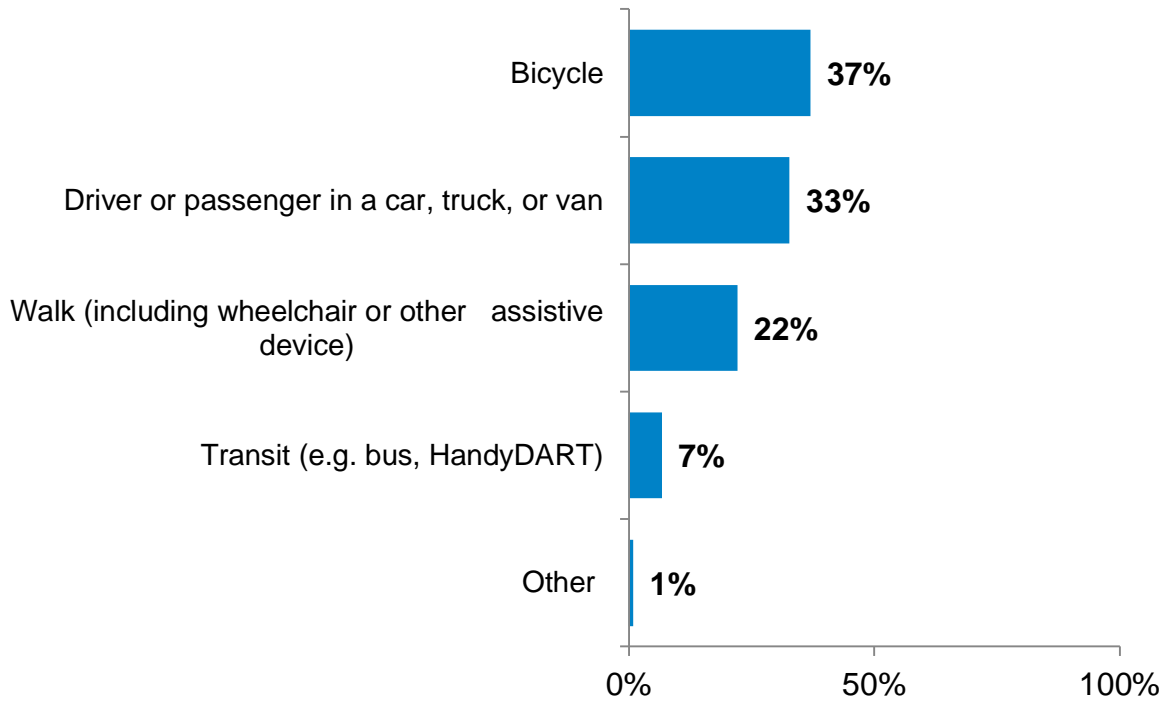


| Residential Zone | Phase 1 Consultation | Phase 2 Consultation | Phase 3 Consultation |
|------------------------------|----------------------|----------------------|----------------------|
| Downtown and West End | 9% | 15% | 15% |
| Northeast | 25% | 25% | 25% |
| Northwest | 32% | 27% | 25% |
| Southeast | 17% | 15% | 18% |
| Southwest | 8% | 11% | 12% |
| Not found in COV Postal Code | 7% | 5% | 3% |
| Number of respondents | 1789 | 1067 | 1349 |

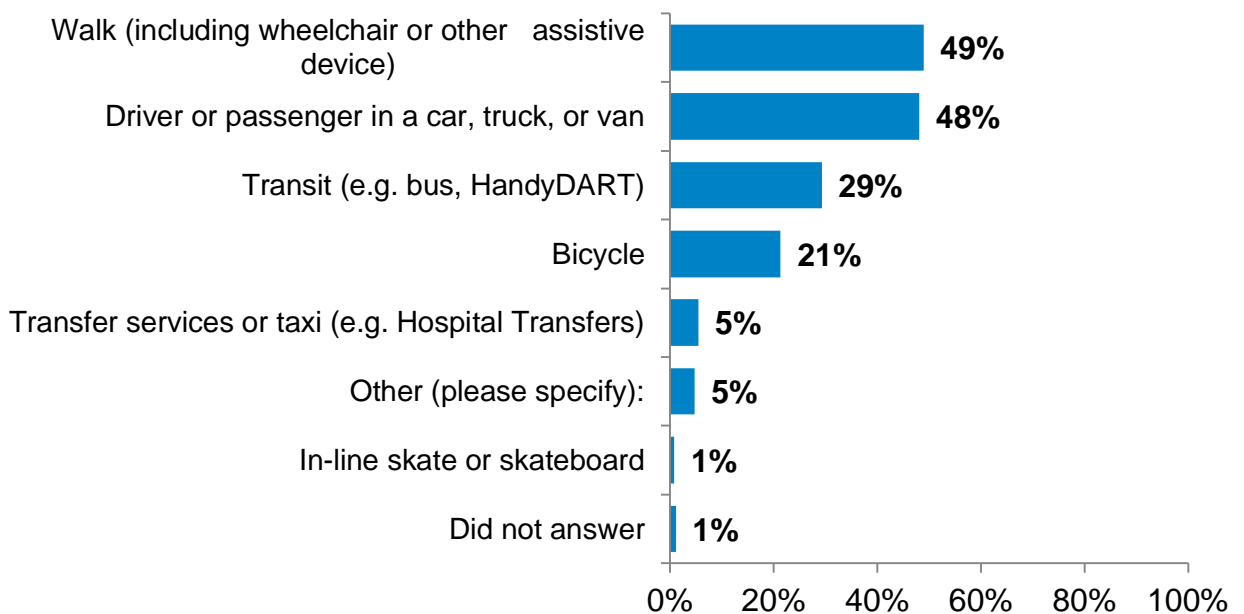




Primary Mode of Transportation



Other Modes of Transportation





Modes of Transportation Phase 2 and 3 Comparison



| Primary Mode of Transportation | Phase 2 Consultation | Phase 3 Consultation |
|---|----------------------|----------------------|
| Bicycle | 44% | 37% |
| Driver or passenger in a car, truck or van | 28% | 33% |
| Walk (including wheelchair or other assistive device) | 18% | 22% |
| Transit (e.g. bus, HandyDART) | 8% | 7% |
| Other | 1% | 1% |
| Number of respondents | 1067 | 1349 |

| Other Modes of Transportation | Phase 2 Consultation | Phase 3 Consultation |
|---|----------------------|----------------------|
| Walk (including wheelchair or other assistive decide) | 42% | 49% |
| Driver or passenger in a car, truck or van | 38% | 48% |
| Transit (e.g. bus, HandyDART) | 33% | 29% |
| Bicycle | 21% | 21% |
| Transfer services or taxi | 4% | 5% |
| Other | 2% | 5% |
| In-line skate or skateboard | 1% | 1% |
| Number of respondents | 1068 | 1349 |



PHASE 3 CONSULTATION FEEDBACK FORM



**10th Ave Corridor Phase 3 Open Houses
Feedback Questionnaire**
November 2016

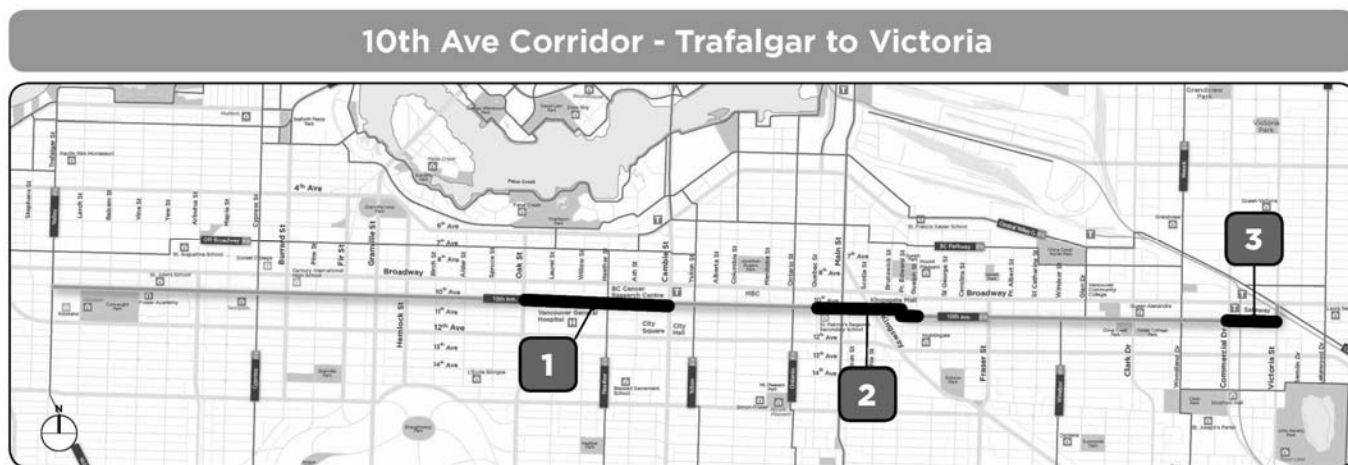
Please provide your postal code:

| | | | | | |
|--|--|--|--|--|--|
| | | | | | |
|--|--|--|--|--|--|

We want to hear from you!

The City of Vancouver is planning to improve the 10th Ave Corridor (10th Ave between Trafalgar St and Victoria St) to make it safer and more comfortable for people of all ages and abilities to walk and cycle while accommodating motor vehicle access. Since the summer of 2015, City staff have been engaging stakeholders, residents, Health Precinct service providers, and the general public about improvements to the 10th Ave bike route.

Building on what we heard from you at events in October 2015 and April 2016, we are focusing on **3 key areas** of the 10th Ave Corridor with relatively high traffic volumes and collision rates, which have frequently been identified by the public as uncomfortable for walking or biking.



- 1) 10th Ave Health Precinct: Oak St to Cambie St (Recommended Design)
- 2) 10th Ave: Quebec St to Guelph St (Proposed Design)
- 3) 10th Ave: Commercial Dr to Victoria Dr (Proposed Design)

Please take the time to review the 10th Ave Corridor material for each segment and answer the following questionnaire. Your feedback will be considered along with stakeholder feedback in order to inform the final recommended designs to be presented to Council in early 2017.

Share your feedback

Please place the form in the **drop box** here today or through any of the following methods:

Email: 10thavenue@vancouver.ca

Complete online: vancouver.ca/10th-avenue

Mail: City of Vancouver
Attention: Transportation Planning
Engineering Services
320-507 W Broadway, Vancouver, BC V5Z 0B4

Drop off at: City Hall brass box
453 W 12th Avenue, Vancouver
Attention: Transportation Planning
Engineering Services

Submit comments by December 12th, 2016

Tell us a little about yourself

It is important to us that we hear from a diversity of people. The following questions help us to determine how the feedback we receive represents the community. Individual responses are treated as anonymous.

Which segment of proposed changes interest and affect you the most? *Select all that apply.*

- Oak St - Cambie St (10th Ave Health Precinct)
- Quebec St - Guelph St (near Kingsgate Mall)
- Commercial Dr - Victoria Dr (near Safeway)

What is your connection to the 10th Ave Corridor? *Select all that apply.*

- | | |
|--|--|
| <ul style="list-style-type: none"> <input type="radio"/> I live in the area <input type="radio"/> I work in the area <input type="radio"/> I own a business in the area <input type="radio"/> I access Health Service centres in the Health Precinct (e.g., Eye Care Centre, Arthritis Centre, Vancouver General Hospital) | <ul style="list-style-type: none"> <input type="radio"/> I attend school in the area <input type="radio"/> I shop/dine/socialize in the area <input type="radio"/> I walk/cycle along 10th Ave <input type="radio"/> I don't have a connection to the project area <input type="radio"/> Other (please specify): _____ |
|--|--|

What mode of transportation do you most often use to access the 10th Ave Corridor? *Select one.*

- | | |
|--|---|
| <ul style="list-style-type: none"> <input type="radio"/> Walk (including wheelchair or other assistive device) <input type="radio"/> Bicycle <input type="radio"/> In-line skate or skateboard <input type="radio"/> Transit (e.g. bus, HandyDART) | <ul style="list-style-type: none"> <input type="radio"/> Transfer services or taxi (e.g. Hospital Transfers) <input type="radio"/> Driver or passenger in a car, truck, or van <input type="radio"/> Other (please specify): _____ |
|--|---|

What other modes of transportation do you use to access the 10th Ave Corridor? *Select all that apply.*

- | | |
|--|--|
| <ul style="list-style-type: none"> <input type="radio"/> Walk (including wheelchair or other assistive device) <input type="radio"/> Bicycle <input type="radio"/> In-line skate or skateboard <input type="radio"/> Transit (e.g. bus, HandyDART) | <ul style="list-style-type: none"> <input type="radio"/> Transfer services or taxi (e.g. Hospital Transfers) <input type="radio"/> Driver or passenger in a car, truck, or van <input type="radio"/> I don't use any other modes of travel <input type="radio"/> Other (please specify): _____ |
|--|--|

How did you find out about the 10th Ave Corridor Open House events? *Select all that apply.*

- | | |
|--|--|
| <ul style="list-style-type: none"> <input type="radio"/> Attended a City event <input type="radio"/> Mail <input type="radio"/> E-mail/Listserve <input type="radio"/> Talk Vancouver <input type="radio"/> Newspaper ad <input type="radio"/> Vancouver.ca <input type="radio"/> Other Website (please specify): _____ | <ul style="list-style-type: none"> <input type="radio"/> Media article <input type="radio"/> Sign or poster <input type="radio"/> Facebook <input type="radio"/> Twitter <input type="radio"/> Family/Friend (word of mouth) <input type="radio"/> Don't know <input type="radio"/> Other (please specify): _____ |
|--|--|

Do you primarily identify as?

- Male
- Female
- Transgender
- None of the above. I identify as _____
- Prefer not to answer

What age category do you fall in?

- | | |
|--|--|
| <ul style="list-style-type: none"> <input type="radio"/> 19 yrs or under <input type="radio"/> 20-29 yrs <input type="radio"/> 30-39 yrs <input type="radio"/> 40-49 yrs | <ul style="list-style-type: none"> <input type="radio"/> 50-59 yrs <input type="radio"/> 60-69 yrs <input type="radio"/> 70 yrs or over <input type="radio"/> Prefer not to answer |
|--|--|

Please provide feedback on one or all of the segments that you are most interested in.

10th Avenue Health Precinct (Recommended Design)
Quebec St to Guelph St (Proposed Design)
Commercial Dr to Victoria Dr (Proposed design)

10th Ave Health Precinct (Recommended Design)
 (10th Ave between Oak St and Cambie St)

Please review the 10th Ave Health Precinct materials (PURPLE BOARDS) and answer the following questions.

1. How do you feel about the following elements of the 10th Ave Health Precinct recommended design?
 See boards #1a, #1b, #2 and #3.

| | Very Concerned | Concerned | Neutral | Supportive | Very Supportive |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Adding "Hospital Zone" elements including paint and signage, gateway features, etc. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Lengthening, fully-raising, and adding shelter to the passenger zones in front of the Eye Care and Mary Pack Arthritis Centres | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Converting some metered parking on Laurel St and Willow St to pick-up/drop-off zones, staging areas, and residential permit parking. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Formalizing crosswalks at 10 th Ave and Laurel St with new paint, fully accessible let-downs, refuge areas, etc. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Fully-raising intersections at Willow and Heather St, and raising the crosswalk (north-south) in front of Mary Pack Arthritis Centre | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Adding a new full traffic signal at Ash St | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Pinching the bike lane around passenger zones to require single-file and slow speed bike travel | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improving wayfinding and adding parking in the Health Precinct in collaboration with VCH | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Full closure at Heather St for half a block on the north side of 10 th Ave to reduce traffic, add green space, improve walking, cycling and crossing conditions | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Adding new street furniture and landscaping (benches, pedestrian lighting, and treed Boulevards) where feasible | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Committing to a "Living Lab" process to monitor results, provide updates to key stakeholders, and make spot improvements based on the conclusions | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Reducing motor vehicle traffic and preserving mature trees by removing on-street parking and converting vehicular traffic on 10 th Ave to one-way westbound between Cambie St and Willow St | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

2. How do you feel the recommended design meets the project objectives for the Health Precinct?

| | Strongly Agree | Somewhat Agree | Neutral | Somewhat Disagree | Strongly Disagree |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Recommended design ensures efficient and intuitive access to hospital emergency facilities for both ambulance drivers and the general public | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Recommended design accommodates the loading and patient/client access needs of adjacent medical services, businesses, and other institutions | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Recommended design improves comfort and accessibility for people on foot, especially patients | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Recommended design makes it safe and comfortable for people of all ages and abilities to cycle | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Recommended design preserves much of the street's healthy and mature tree canopy | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Recommended design ensures adjacent residents can continue to park within a reasonable walking distance of home | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Do you have any additional comments about the recommended design for the 10th Ave Health Precinct?

Quebec St to Guelph St (Proposed Design)

The key objectives for changes to the 10th Ave bike route between Quebec St and Guelph St are:

- Upgrade 10th Ave so that it is safe and comfortable for people of all ages and abilities
- Improve comfort and accessibility for people on foot
- Accommodate the loading and access needs of adjacent businesses
- Preserve as much of the street’s healthy and mature tree canopy as possible
- Ensure adjacent residents can continue to park within a reasonable walking distance of home

Please review the Quebec St to Guelph St materials (ORANGE BOARDS) and answer the following questions.

4. How do you feel about the following elements of the proposed design between Quebec St to Guelph St? See board #4.

| | Very Concerned | Concerned | Neutral | Supportive | Very Supportive |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Installing new protected bike lanes between Kingsway and Prince Edward St | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Upgrading traffic signals at 10 th Ave/Kingsway and Broadway/Prince Edward St intersections | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Adding marked pedestrian crossings at 10 th Ave and Prince Edward St | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Converting 10 th Ave (between the western-most Kingsgate Mall entrance and Prince Edward St) to a one-way street for vehicles to minimize impacts to the tree canopy, calm traffic, and safely accommodate people biking through intersections | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Converting 10 th Ave (Kingsway to Watson St) to a one-way street for vehicles to minimize impacts to the tree canopy, calm traffic, and safely accommodate people biking through intersections | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Converting 10 th Ave (Quebec St to Main St) to a one-way street for vehicles to minimize impacts to the tree canopy, calm traffic, and safely accommodate people biking through intersections | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Converting 10 th Ave (Prince Edward St to Guelph St) to a one-way street for vehicles to minimize impacts to the tree canopy, calm traffic, and safely accommodate people biking through intersections | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Reallocating on-street parking spaces (18 spaces on 10 th Ave, 7 spaces on Prince Edward St) to add a protected bike lane with minimal impact to street trees | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Adding new greenspace on Prince Edward St through the closure to motor vehicles including new tree-lined boulevards | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Removing six trees on 10 th Ave between Kingsway and Prince Edward St | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Retaining existing commercial loading zones | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

5. Do you have any additional comments on the proposed design for Quebec St to Guelph St segment?

Commercial Dr to Victoria Dr (Proposed Design)

The key objectives for interim changes to the 10th Ave Bike Route between Commercial Dr and Victoria Dr are:

- Improve comfort and accessibility for **people on foot**
- Upgrade the 10th Ave so that it is safe and comfortable for people of **all ages and abilities**
- Accommodate the **loading and access** needs of adjacent businesses, health services, and the Commercial-Broadway SkyTrain station
- Preserve as much of the street's **healthy and mature tree canopy** as possible
- Ensure adjacent residents can continue to **park within a reasonable walking distance** of home

Please review the Commercial Dr to Victoria Dr materials (RED BOARDS) and answer the following questions.

6. How do you feel about the following elements of the proposed design between Commercial Dr to Victoria Dr? See board #5.

| | Very Concerned | Concerned | Neutral | Supportive | Very Supportive |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Installing a new bi-directional protected bike lane (people biking in both directions on one side of the street) on the south side of 10 th Ave between Commercial Dr and Victoria Dr | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Changing 10 th Ave to a one-way westbound street for vehicles to minimize impacts to the tree canopy and safely accommodate people biking on 10 th Ave | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Creating a new designated pick-up/drop-off zone at the Commercial-Broadway Station | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Installing new traffic diverters on 10th Ave at Commercial Dr for motor vehicles allowing right-only turns on to Commercial Dr from 10 th Ave to reduce turning conflicts with people walking and biking | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Installing a new traffic signal at the 10 th Ave and Victoria St intersection | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Reallocating 14 on-street residential permit parking spaces on the south side of 10 th Ave to accommodate a two-way protected bike lane and avoid additional tree removals | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Permanently removing one passenger zone and accessible on-street metered parking space currently removed for Commercial-Broadway Station construction work | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Installing green paint at all bikeway crossings through driveways | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

7. Do you have any additional comments on the proposed design for Commercial Dr to Victoria Dr segment?

Additional Comments

8. Do you have any additional comments that you would like to provide on the project?

9. Reflecting on your experience with the consultation for the 10th Ave Corridor project, how would you rate the following?

| | Strongly Disagree | Disagree | Neutral | Agree | Strongly Agree |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| The information presented was clear and understandable | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I understood how my input would be used | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I felt that my input would make a difference | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I felt that participating was a valuable experience for me | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I had the opportunity to share my views | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I felt I learned something new | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

10th Avenue Corridor Email List

Yes, I would like to receive updates on the 10th Avenue Corridor Project (10th Ave from Trafalgar Street to Victoria Drive)

Name: _____ Email: _____

By providing your contact information above, you are subscribing to an email list regarding 10th Avenue Corridor project. You acknowledge that you can unsubscribe at any time by emailing 10thavenue@vancouver.ca with "unsubscribe 10th Avenue Corridor" in the subject line.

THANK YOU