



Round 2 Public Engagement Summary

Greenway Design Options

AUGUST 2021



**District of Mission
Parks, Recreation & Culture**
Fraser River Heritage Park is operated and
maintained by the Mission Heritage Association
on behalf of the District of Mission
This park is open for you to enjoy:
- May 1 to September 30 - Dawn till Dusk
- October 1 to April 30 - 7:00am to 9:00pm
- Park gate open 8:00am to Dusk
To help protect you and the park:
- Be aware of wildlife
- Dogs must be Leashed
- Keep the park clean and litter free
- Motorized vehicles are not allowed on trails
- Park use is regulated - Bylaw 5001-2008
- Smoking is prohibited - Bylaw 5143-2010
For Bookings or Report damage
or Incidents: 604-825-9277
Emergencies: 911

**SPEED
LIMIT**
15
km/h



**PEDESTRIAN
ROUTE**





INTRODUCTION

In March 2021, the City of Mission launched the design process for the 7th Avenue Greenway, a 6.5 km route for people walking, wheeling, and cycling.

The greenway is an extension of the existing East Mission Heritage Greenway and will provide a continuous connection from Wren Street in the west, to Dewdney Trunk Road in the east. It will provide a safe place, outside of vehicle travel lanes, for people of all ages and abilities to walk or roll across almost the entire length of Mission.

DESIGN PROCESS AND ENGAGEMENT ROUND ONE

To launch the design process for the 7th Avenue Greenway, the City published a project page on its Engage Mission engagement platform which included project information, a FAQ section, a moderated Q/A tool, examples from other communities and background documents.

The website also featured a survey designed to better understand how the community currently uses the corridor, what issues should be addressed through the greenway design, and what priorities are important to community members.





ENGAGEMENT ROUND TWO RECOMMENDED DESIGN OPTIONS

A second round of engagement was launched on July 5, 2021. This round of engagement was at the inform and consult level on the International Association of Public Participation spectrum (IAP2). As such, it informed stakeholders and the public:

- About the 7th Avenue Greenway Project, with special focus on why the City is undertaking the creation of a greenway along 7th street and how the facility will fit within the City's broader vision for active transportation
- About how public feedback was used to inform the three design options that were developed and recommended by the project team
- About the specifics of each recommended design option
- About the opportunities to engage and provide feedback on the design options
- About how feedback from stakeholders and the public would be used by the project team in selecting a preferred option to advance to detailed design

Activities were designed to consult in-person with stakeholders and the public, allowing for both in-person and virtual opportunities to:

- Ask questions of the City and the project team on the 7th Avenue Greenway
- Provide feedback on which design options are preferred
- Provide feedback on whether participants feel that the design options address key considerations
- Provide feedback on the level of support for improvements generally and in specific locations
- Provide feedback on preferences for amenities to install along the greenway
- Provide feedback on the importance of benefits such as mobility options and accessibility as well as opinions on whether the greenway will achieve these

OPTION 1: ONE WAY PROTECTED BICYCLE LANE



OPTION 2: TWO WAY PROTECTED BICYCLE LANE



OPTION 3: MULTI-USE PATHWAY





AWARENESS CAMPAIGN

An awareness campaign for the second round of engagement included updates to the project page, a press release, social media posts and tweets, letters to stakeholders, follow up calls to stakeholders, and paid social media campaigns.

- **Social Media Promotion**

There were seven posts on Facebook and Twitter from July 6 to July 21, resulting in over 285 comments and 35 shares. The social media posts directed questions and comments to the EngageMission site where participants could use the Q/A tool, or provide feedback through the online survey. There was also one multi-day paid social media advertisement.

- **Stakeholder Outreach**

A stakeholder letter was distributed to 24 stakeholder groups with the study area, including local schools, businesses, churches and faith-based groups, seniors' facilities, and user groups. Additionally, there were 26 follow up calls to stakeholders. Letters and follow up calls encouraged stakeholders to meet with the 7th Avenue project team to learn more about the project.

- **One-hour Stakeholder meetings** were held with those interested. These meetings consisted of a brief PowerPoint presentation to provide context, followed by a discussion period for questions and comments. In total, there were 5 stakeholder meetings between June 24 and July 30.

Meetings were held with:

- Ecole Mission Senior Secondary School - June 24
- Mission Community Cycling Coalition - July 6
- Downtown Mission Business Association - July 7
- Firehall #1 - July 12
- ZZ Cuts - Week of August 2

WHAT WE HEARD:

- Parking needs to be considered for school students and staff. City staff will remain flexible to work with the school infrastructure
- Multi-Use paths could create conflicts in front of school grounds (especially on the North Side)
- Concerns over costs
- Support for curb extensions to enhance pedestrian safety
- Suggestions for bike pullouts for those travelling eastbound to travel southbound
- The need for treatments at major intersections like Grand and Cedar
- Support for change of grade in the business plaza to sidewalk level
- Parking on the south side create challenging sightlines for large trucks
- Creation of a no-stopping zone in front of the firehall to avoid backups, and warning lights for when fire trucks are pulling out of the station



EMAILS

There were three emails received by the City regarding:

- Limit parking on the Southside of 7th Ave between Grand and James to residents only as many Leisure Center staff and patrons of the waterpark park here making it challenging for residents to park
- Environmental benefits for all new infrastructure
- Building a Rural Living Laboratory, focused on all environmental, scientific, social involvement and improvement in Mission
- A table of expenditures and grants to nearby communities for cycling infrastructure (table provided)

SOCIAL MEDIA ANALYSIS

In total, 14% of social media comments support the greenway. Twenty-one percent were neutral, had more questions, or were discussing other topics. Fifty-seven percent of social media comments were opposed to the project.

Supportive

Support for the Greenway

- Improves safety for children (6 comments) / Improves safety for the school zone (2 comments) / Improves safety in general (1 comment)
- Supports active transportation (4 comments)
- Excited for the greenery (3 comments)
- Demonstrates forward thinking / environmental consciousness (3 comments)

- Supports the public realm (1 comment)
- Support for user separation (1 comment)

Preference for Options

- Option 3: Multi-Use Pathways (4 comments)
- Option 2: Two-Way Protected Bicycle Lane (2 comments)
- Option 1: One-Way Protected Bicycle Lane (1 comment)

Neutral

- Questions regarding the costs (5 comments)
- Would like to see design options for east and west ends of 7th that have more houses (4)
- Questions regarding parking (4 comments)
- Questions regarding the project history / greenery (2 comments)

Opposed

Other Priorities are More Important:

- Other infrastructure and resources - citing lack of use of bike lanes (60 comments)
- Safe/Accessible sidewalks in other areas: on Cherry and Cedar, on 14th (14 comments)
- Flashing crosswalks for pedestrian safety (33 comments)
- Proper crosswalks (12 comments)
- Deal with congestion coming east into Mission at



Stave Lake Road and the Highway (18 comments)

- Waste of money (18 comments)
- Rebuild Mission Secondary (14 comments)
- Medical facilities (8 comments)
- Focus on road infrastructure and potholes (5 comments) / More traffic calming circles (1)
- Traffic light on Wren Street for pedestrian safety (3 comments)
- Fix the bridge on the train tracks (2 comments)
- Improve transit access (2 comments)
- More parks are needed (2 comments)
- Waterfront project (1 comment)

Design Concerns:

- Keep all parking (9 comments)
- Keep 7th Ave Wide (6 comments)
- Not enough room for emergency vehicles (4 comments)
- One-way rules would not be obeyed (2 comments)
- Wrong route for the bike lanes (2 comments)
- Better connections needed to connect on and off the bike lane (1 comment)

Opposition to the Greenway

- Too many hills in Mission (7 comments)
- Residents have not been listened to (6 comments)
- Concerns over long-term maintenance (2 comments)
- The survey was biased (3 comments)
- May worsen school traffic (1 comment)

ENGAGEMENT ACTIVITIES

The project page on the *EngageMission* platform was active throughout the July 5 to July 26 engagement period. From July 5 onward, there were 600 visits to the site. This page included:

- a project introduction
- a map of the proposed Greenway route
- a project timeline
- an FAQ section
- a moderated Q&A tool
- example images from other communities
- supporting reference materials:
 - 2016 Transportation Master Plan
 - 2009 Parks, Trails, and Bicycle Master Plan
 - Mission's Official Community Plan



In-Person Open House

An in-person Open House was held at the Mission Leisure Centre on July 11 from 11 a.m. to 2 p.m. Twenty-four people registered for the event and eight were in attendance.

Members of the project team were available to walk participants through 13 open house boards including information about: the 7th Avenue Greenway Project (including the rationale as well as the area and scope of the project), where the project team is at in the design process, the engagement that has taken place to date, the three draft concept designs; as well as further ways to engage and share feedback on the project and design.

Participants were encouraged to ask questions about the draft concept design options and share their opinions and preferences. Hard copies of the online survey were available at tables for those who were more comfortable with this option.

Virtual Open House

A virtual open house was held on July 15, 2021, from 6 p.m. to 7:30 p.m. on zoom. There were eight registrants and four in attendance. There was a 30-minute presentation by Urban Systems about the history of the project, the current context, and the project timeline, the choice of location, and the draft concept options.

Several questions and comments were submitted via a question-and-answer zoom. Questions were posed about:

- Snow clearing
- Timing of the construction
- Location of the greenway, specifically whether it would be extended to Silverdale
- Cost of the construction, including how it would be paid for and which were the most expensive to least expensive options

Participants were encouraged to visit the project page and online survey and a quick poll conducted showed that 66% of participants intended to complete the online survey and 33% intended to visit the project page for further information.

ONLINE SURVEY

An online survey on the Engage Mission website was open and received 130 visitors, resulting in 102 complete surveys.

WHAT WE HEARD | ENGAGEMENT BY THE NUMBERS

Engagement By Numbers



102 Survey Responses



285 Comments on City Social Media Posts



8 In-Person Open House Attendees



4 Virtual Open House Attendees



5 Stakeholder Meetings



3 Emails Received

Promotional Activities



7 Social Media Posts on City Channels



24 Letters to Stakeholders



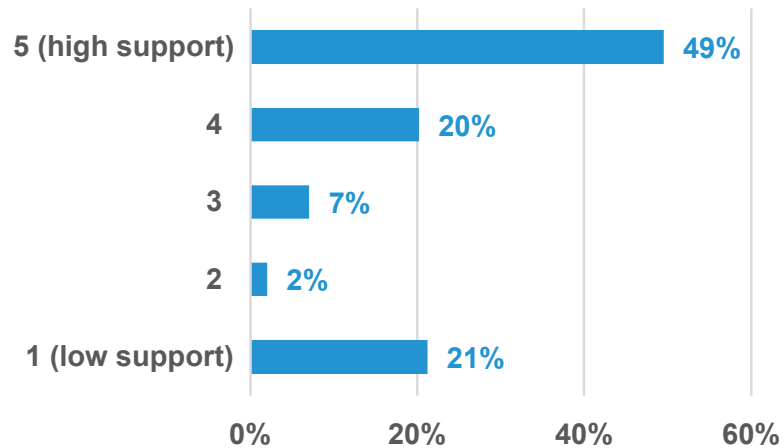
1 Multi-Day Paid Social Media Advertisement



26 Stakeholder Calls

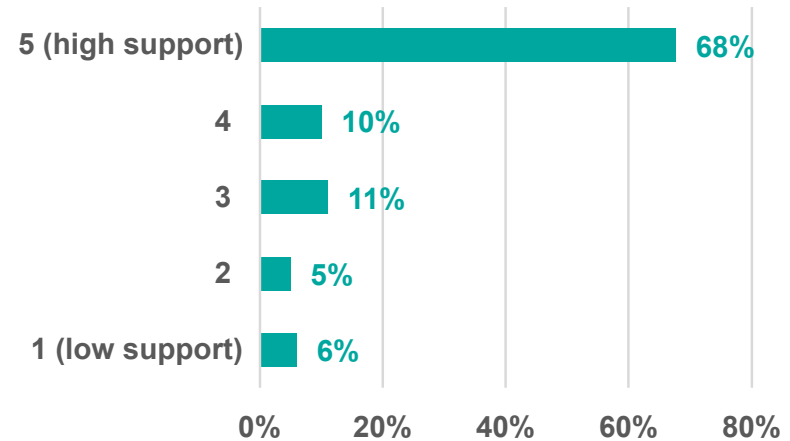


What is your level of support for the curb extensions recommended along the greenway?



The majority of respondents (69%) indicated a high level of support for curb extensions along the greenway. Twenty-one percent of were not supportive of curb extensions.

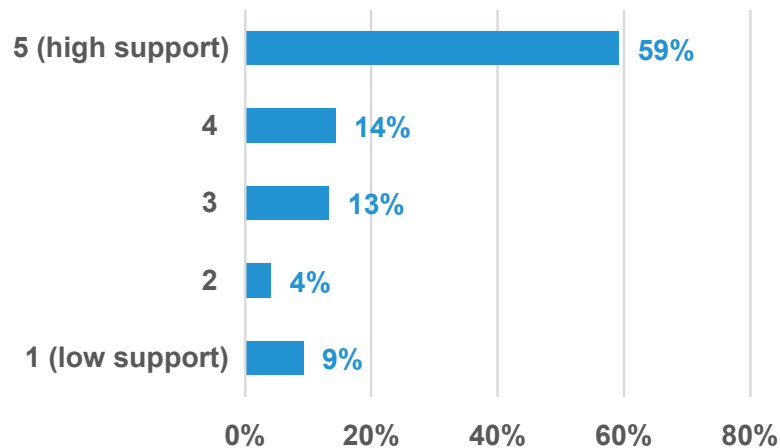
What is your level of support for a second crosswalk on the west side of the Taulbut Street intersection to improve access to transit?



Respondents were highly supportive (78%) of a second crosswalk on the west side of the Taulbut Street interception to improve access to transit. Only six percent rated their level of support as low.

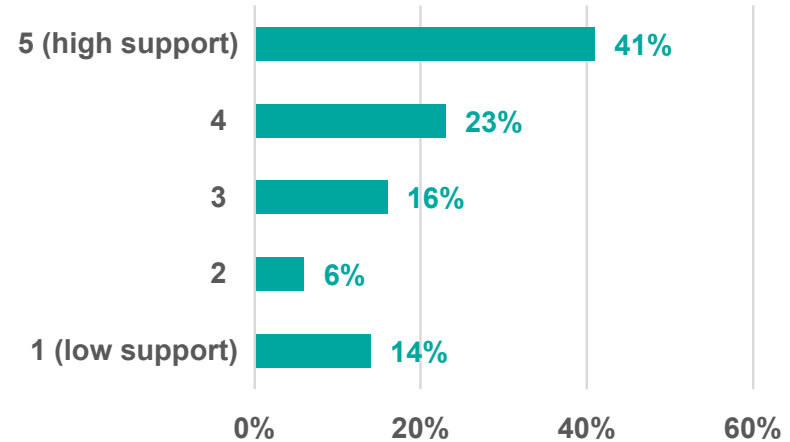


What is your level of support for the new crosswalk and median barrier on the east side of the Horne Street?



Respondents were also very supportive of the new cross walk and median barrier on the east side of Horne Street, with 73% indicating a high level of support. Only nine percent did not support this infrastructure.

Overall, how well to you think the design accommodates pedestrian safety, accessibility, and comfort?



More than half (64%) of respondents stated that they think the design accommodates pedestrian safety, accessibility, and comfort. Respondents were invited to provide any suggestions they had for how the design could improve the pedestrian experience. In total, there were 38 responses:

Safe Infrastructure:

- Ensure separated cycling lanes (4 comments)
- Ensure greenery does not obstruct sightlines (2 comments)
- Add sidewalks where there aren't any (2 comments)
- Curb extensions (with a cyclist's path through them) (2 comments)



- Move utility poles (1 comment)
- Widen pathways (1 comment)
- More crosswalks (1 comment)
- More walking trails (1 comment)
- Keep it accessible for the visually impaired (1 comment)

Lighting Features:

- Better lighting at crosswalks (including pedestrian controlled flashing lights) (7 comments)
- Better street lighting (2 comments)

Opposition to the Greenway:

- Does not support the initiative (7 comments)
- Other priorities are more important (2 comments)

Traffic Suggestions:

- Traffic calming circles (3 comments)
- Slow traffic (1 comment)

Amenities:

- Rest stops/benches (4 comments)
- Garbage cans (1 comment)

Clear Signage:

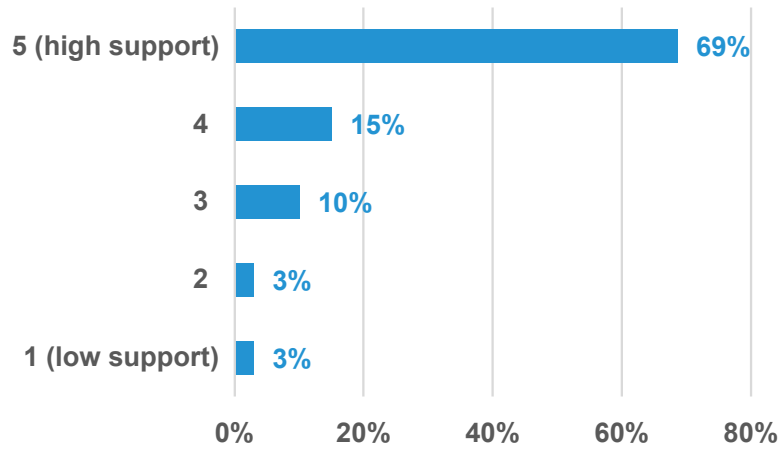
- Clear signage that marks sidewalks vs bike lanes (1 comment)
- Signs to limit parking where it may obstruct sightlines (1 comment)
- Speed limit signs (1 comment)

Other:

- Link Greenway to 14th Ave (1 comment)
- keep parking on 7th (1 comment)
- Redesign 7th and James for pedestrians (1 comment)
- Option 1 seems safer (1 comment)
- Different style pathways for different streets (1 comment)
- Enforce cycling safety (1 comment)

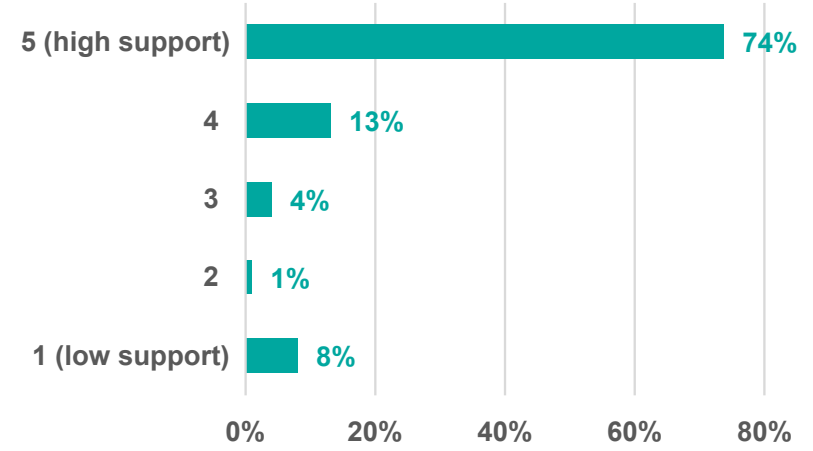


What is your level of support for maintaining all existing turn lanes at intersections?



Most respondents (84%) support maintaining all existing tuning lanes at intersections. Only three percent were not supportive.

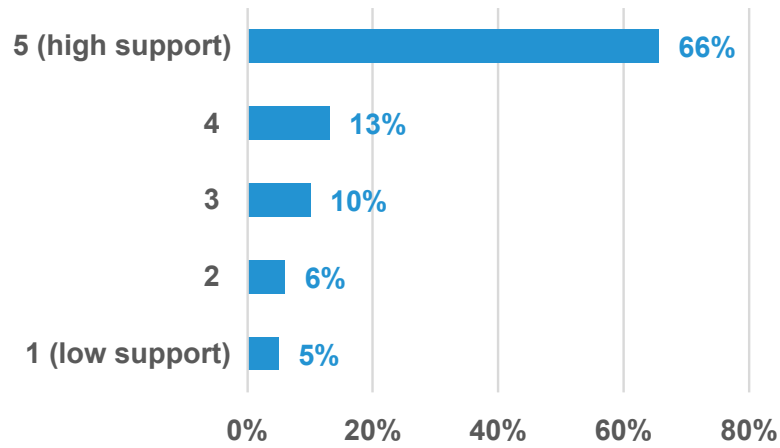
What is your level of support for adding north and south left turn lanes at Cedar Street as part of future projects?



Eighty-seven percent of respondents were supportive adding north and south left turn lanes at Cedar Street as part of future projects. Eight percent indicated low support.

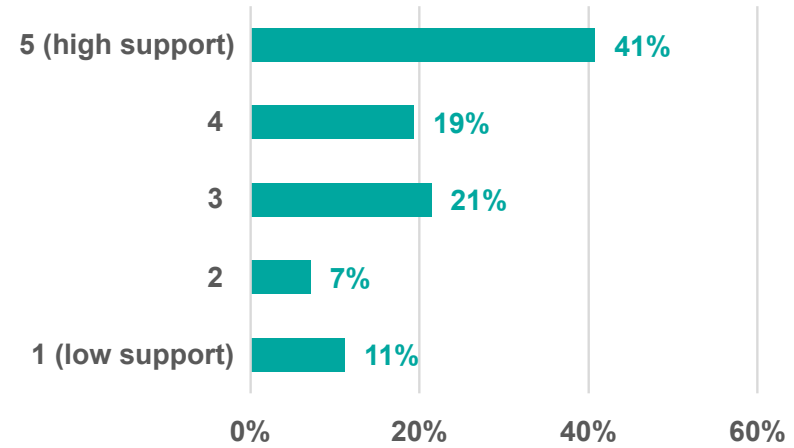


What is your level of support for adding a new traffic signal with westbound left turn lane at Murray Street?



Almost 80% of respondents were supportive of adding a new traffic signal with a westbound left turn lane at Murray Street. Five percent were not supportive of this feature.

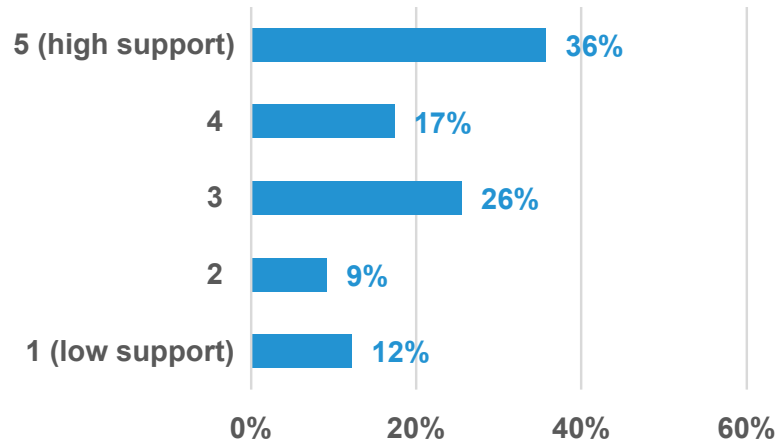
What is your level of support for adding an eastbound left turn lane at Horne Street?



Sixty percent of respondents were supportive of adding an eastbound left turn lane at Horne Street. Eleven percent were not supportive.

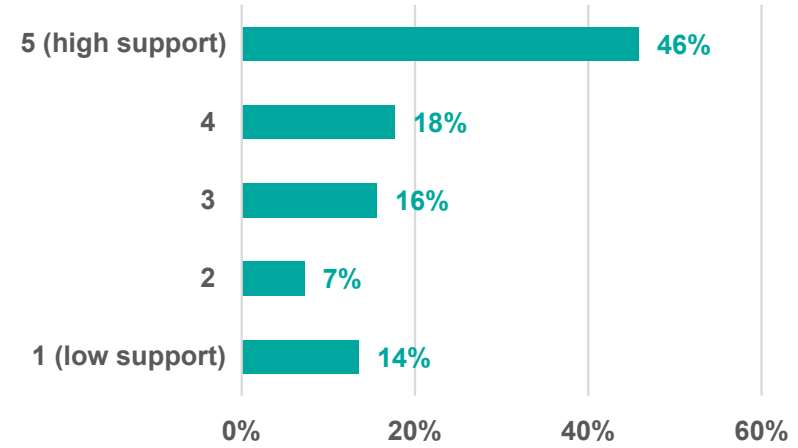


What is your level of support for adding an eastbound left turn lane at Dunsmuir Street?



Over half (53%) of respondents were supportive of adding an eastbound left turn lane at Dunsmuir Street, while 12% indicated low support.

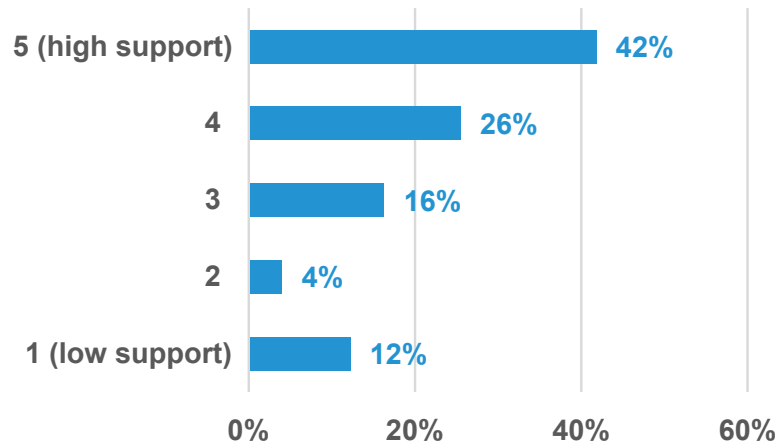
What is your level of support for the curb extensions and intersection realignment to improve safety and Mary Street?



The majority (64%) of respondents were supportive of curb extensions and intersection realignment to improve safety and Mary Street. Fourteen percent were not supportive of these changes.



Overall, how well do you think the design accommodates traffic operations?



Sixty-eight percent of respondents stated that the design accommodates traffic operations. Respondents were invited to provide any ideas or suggestions for how the design could better improve traffic operations. In total, there were 27 comments.

Traffic Management:

- Low speed limit / speed enforcement (3 comments)
- Traffic light management (3 comments)
- Traffic circles (2 comments)
- Opposed to turning lanes (1 comment)

Crosswalks:

- More pedestrian controlled crossings (1 comment)
- Between 3rd and Stave (1 comment)
- At 5th and Stave (1 comment)

Other Priorities:

- More direct route to Lougheed (1 comment)
- Improve Cedar, Murray, and Wren (1 comment)
- Better access to mission bridge (1 comment)

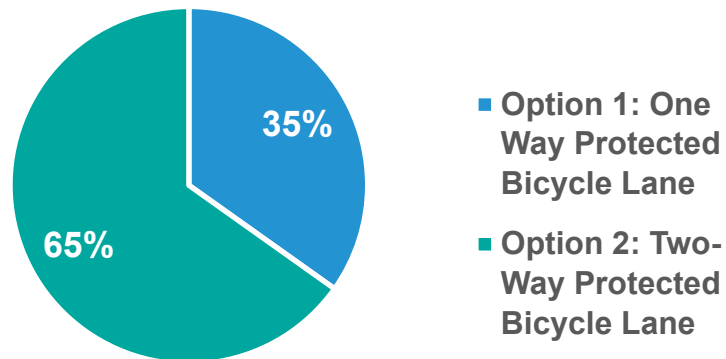
Other:

- Opposed to the greenway (5)
- Keep parking on 7th Ave (2 comment)
- Widen 7th Ave to 2 lanes (2 comment)
- Repaint lines and curbs (1 comment)
- Remove barricade 5th and Mary (1 comment)
- Support the greenway (1 comment)



Between Wren Street and Juniper Street, two different options have been developed. Both options maintain parking on one side of the street in this segment. Each option offers a different type of bicycle facility. Option 1: One Way Protected Bicycle Lane: A physically separated bike lane that allows bicycles to move in one direction on one side of the street. Separation for the protected bicycle lane is provided through physical barriers between the bike lane and the vehicle traffic lane. Option 2: Two-Way Protected Bicycle Lane: A physically separated bike lane that allows bicycles to move in both directions on one side of the street. Separation for the protected bicycle lane is provided through physical barriers between the bike and the vehicle traffic lane.

Which project concept do you prefer for this section of the greenway?



The majority of respondents preferred Option 2, while 35% preferred Option 1. The most prominent comments are sorted by option preference below:

OPTION PREFERENCE	TOP COMMENTS
Option 1: One Way Protected Bicycle Lane	<ul style="list-style-type: none">• This is the safer option• Keeps travellers with the flow of traffic• Spreads out congestion• Has the lowest impact on vehicle traffic and parking
Option 2: Two-Way Protected Bicycle Lane	<ul style="list-style-type: none">• Separates user groups / less conflicts between user groups• Users would not obey the one-way lanes• Easier to navigate• More cost effective• Has the lowest impact on vehicle traffic and parking• More practical / efficient• More accessible for strollers / wheelchairs• This is the safer option



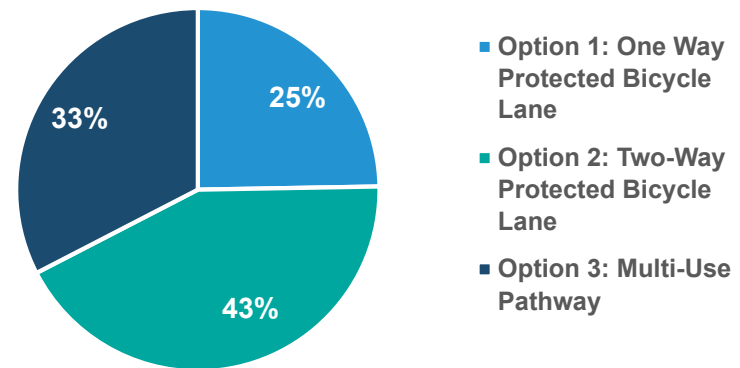
Between Juniper Street and Taulbut Street (in front of Ecole Mission Secondary School and the Mission Leisure Centre), three different options have been developed. All three options maintain parking on both sides of the street in this segment. Each option offers a different type of bicycle facility. Select the project concept you prefer for the greenway.

Option 1: One Way Protected Bicycle Lane. A physically separated bike lane that allows bicycles to move in one direction on one side of the street. Separation for the protected bicycle lane is provided through physical barriers between the bike lane and the vehicle traffic lane.

Option 2: Two-Way Protected Bicycle Lane. A physically separated bike lane that allows bicycles to move in both directions on one side of the street. Separation for the protected bicycle lane is provided through physical barriers between the bike and the vehicle traffic lane.

Option 3: Multi-Use Pathway. A physically separated pathway that accommodates multiple modes of transportation including walking, rolling, and cycling. Separation for the multi-use pathway is provided through physical barriers between the bicycle and the vehicle traffic lane.

Which project concept do you prefer for this section of the greenway?



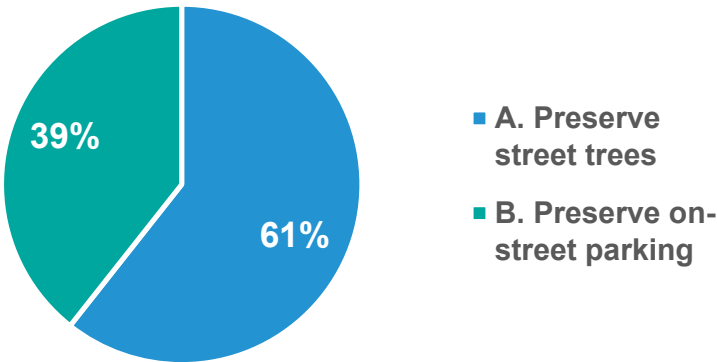


Almost half of respondents (43%) chose Option 2 as their preferred option for the Juniper Street to Taulbut Street section of the greenway. One quarter of respondents (25%) preferred Option 1, while 33% preferred Option 3. The most prominent comments are sorted by option preference below:

OPTION PREFERENCE	TOP COMMENTS
Option 1: One Way Protected Bicycle Lane	<ul style="list-style-type: none">• This is the safer option• Users will follow the flow of traffic
Option 2: Two-Way Protected Bicycle Lane	<ul style="list-style-type: none">• Better separates user groups / less user conflict• This is the safer option• More efficient
Option 3: Multi-Use Pathway	<ul style="list-style-type: none">• Encourages more diverse uses (skate boarding, wheeling, roller blading)• Least impact on vehicles and parking• There is not enough usage to justify multiple lanes

Between Birch Street and Grand Street, two sub-options have been prepared based on your priorities for preserving on-street parking or preserving street trees. A. Preserve street trees: On-street parking would be removed on the north side of the street to provide an on-street bicycle facility in order to retain street trees. B. Preserve on-street parking: On-street parking would be maintained on both sides of the street but the street trees on the north side of the street may be impacted.

Which sub-option do you prefer for this section of the greenway?

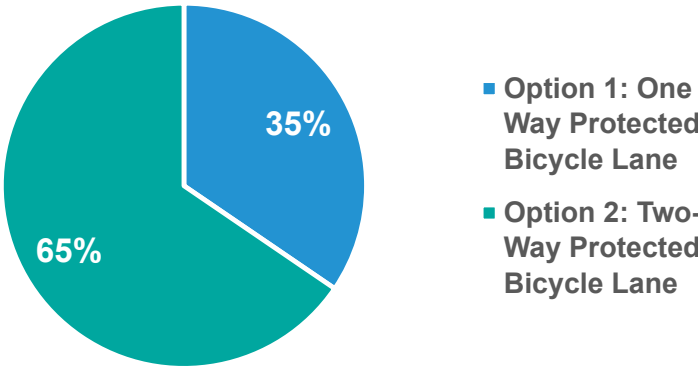


Most (61%) of respondents were more concerned with preserving street trees between Birch Street and Grand Street. Thirty-nine percent indicated a preference for preserving on-street parking.



Between Taulbut Street and Stave Lake Street, two different options have been developed. Both options maintain parking on one side of the street in this segment. Each option offers a different type of bicycle facility. Option 1: One Way Protected Bicycle Lane: A physically separated bike lane that allows bicycles to move in one direction on one side of the street. Separation for the protected bicycle lane is provided through physical barriers between the bike lane and the vehicle traffic lane. Option 2: Two-Way Protected Bicycle Lane: A physically separated bike lane that allows bicycles to move in both directions on one side of the street. Separation for the protected bicycle lane is provided through physical barriers between the bike and the vehicle traffic lane.

Which project concept do you prefer for this segment of the greenway?

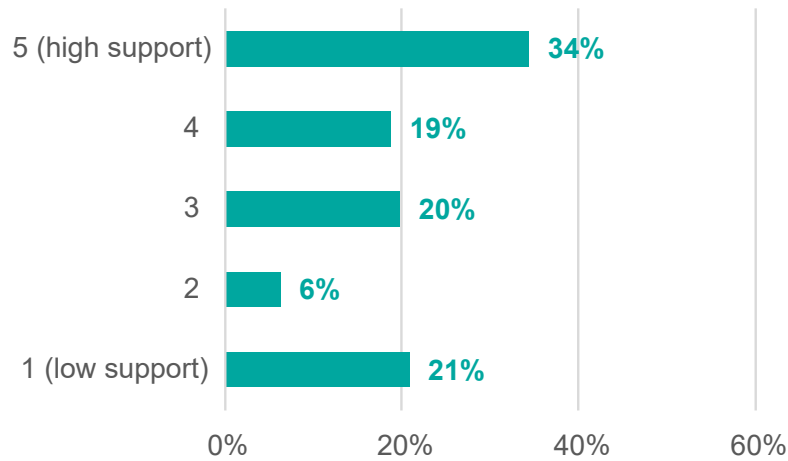


The majority of respondents prefer Option 2 (65%) for this section of the greenway, whereas 35% indicated support for Option 1. The most prominent comments are sorted by option preference below:

OPTION PREFERENCE	TOP COMMENTS
Option 1: One Way Protected Bicycle Lane	<ul style="list-style-type: none">• Users will follow the flow of traffic• This is the safer option• Least likely for conflict with pedestrians
Option 2: Two-Way Protected Bicycle Lane	<ul style="list-style-type: none">• Better user separation (pedestrians from cyclists and cyclists from traffic)• It is easier for faster users to pass slower users / wider with more space• It is the most practical• This is the safer option• Not enough volume to need bike paths on both sides of the street.

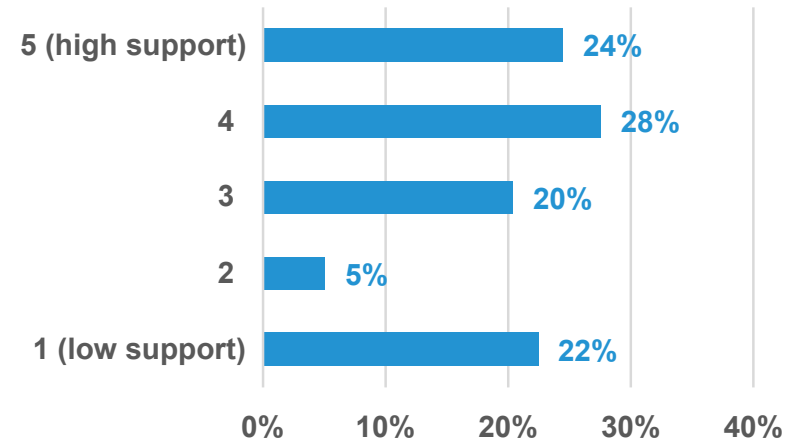


Between Stave Lake Street and Fraser River Heritage Park, one option has been developed. This option includes a shared roadway between people cycling and driving. Parking would be maintained on both sides of the street. Please rate your level of support from 1 (low support) to 5 (high support)



Over half (53%) of respondents are supportive of this option between Stave Lake Street and Fraser River heritage Park. However, almost one quarter (21%) of respondents were not supportive.

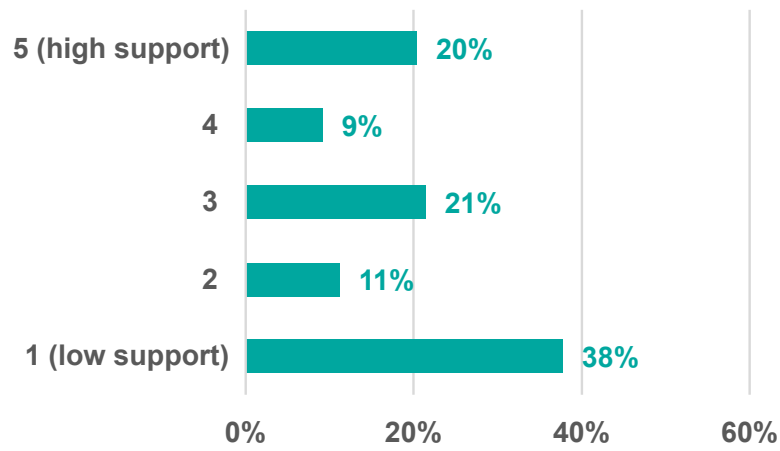
Overall, how well to you think the design accommodates on-street parking and loading?



Fifty-two percent of respondents indicated that they think the design accommodates on-street parking and loading. Twenty-two percent stated that they did not feel it accommodated on-street parking and loading well.



Is parking on the side streets a viable alternative to parking on 7th Avenue for you?



Only 29% of participants support side street parking as a viable alternative to parking on 7th Ave. Thirty-eight percent were not supportive at all. Participants were invited to suggest ideas on how the design could improve on-street parking and loading. In total, there were 44 comments.

Parking Opportunities:

- Encourage parking in laneways / side streets (but clearly mark setbacks to keep sightlines clear) (5 comments)
- Build more parking lots (especially for the school/ students) (4 comments)

- Widen 7th Ave to accommodate more parking / accommodate all parking and bike lanes (4 comments)
- Keep parking on north side / only remove parking from south side (3 comments)
- Include off street parking in new development / Require driveways (2 comments)
- Angled parking on one side (1 comment)
- Vertical parking options (1 comment)
- Limit on street parking (1 comment)

Parking Concerns:

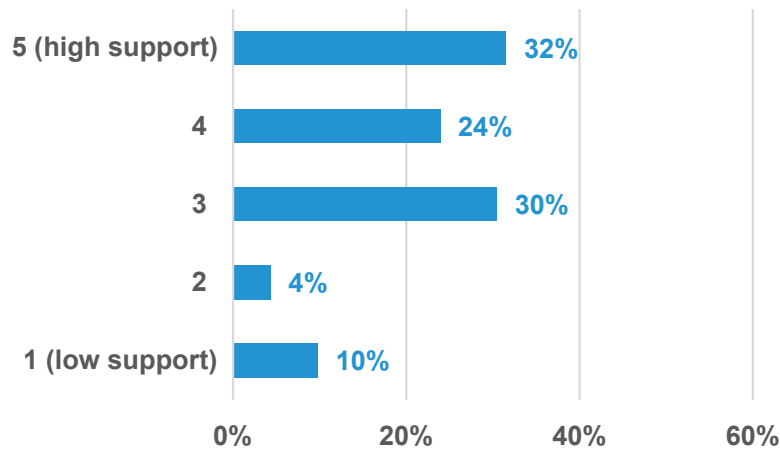
- Parking needed for the school (4 comments)
- Parking needed across Firehall (2 comments)
- Parking needed on both sides from Wren to Stave Street (1 comment)
- Future planning of businesses will need parking on both sides (1 comment)
- Opposed to moving all parking to south side (1 comment)

Other:

- Leave all parking as is (5 comments)
- Opposed to greenway (3 comments)
- Safety of kids is more important than parking (1 comment)
- Painted bike lane from Stave to Heritage Park (1 comment)

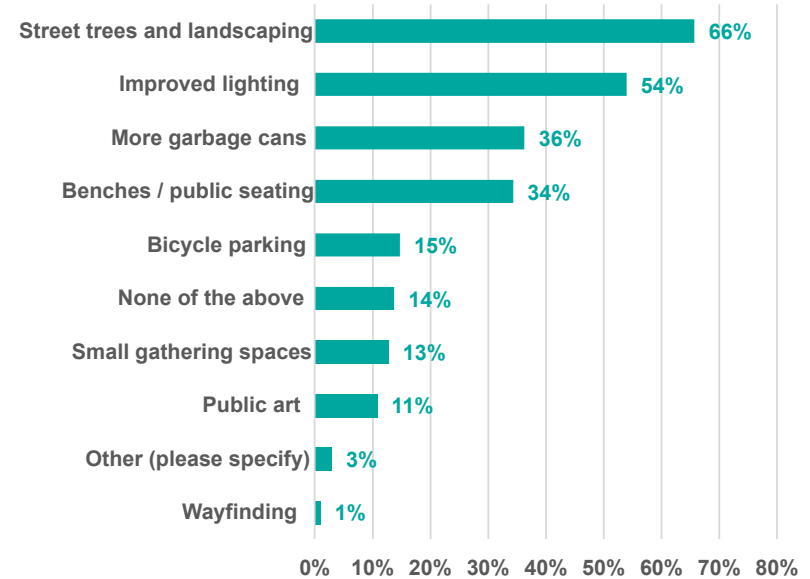


Overall, how well to you think the design accommodates transit?



Over half (56%) of respondents stated that the design accommodates transit well. Ten percent stated that the design did not accommodate transit well.

What amenities would you like to see installed along the 7th Avenue Greenway?



The top amenities that respondents want to see installed are street trees and landscaping (66%), improved lighting (54%), garbage cans (36%) and benches / public seating (34%). Respondents were invited to comment on any other amenities they would like to see along the greenway. In total, there were three comments:

- Lighted crosswalks with pedestrian controlled LED flashing lights
- Remove telephone poles in the middle of sidewalks
- Rezone to allow 6 storey high-rise and mixed-use commercial along 7th



Respondents were also invited to comment on any suggestions for how the design could improve landscaping and the public realm. There were 29 comments:

Greenery:

- Street trees (5 comments)
- Wildflowers (1 comment)
- flowering trees (1 comment)
- Fruit trees (1 comment)
- Drought tolerant/low maintenance greenery (1 comment)
- Low shrubs that preserve sightlines (1 comment)
- Plants like on 7th/Murray (1 comment)
- Replace trees between Birch and Grand (1 comment)

Community Building / Beautification:

- Small gathering spaces (2 comments)
- Public art (2 comments)
- Beautification (1 comment)
- Colourful (1 comment)
- Heritage markers (1 comment)
- Wayfinding (1 comment)
- Ongoing maintenance (1 comment)

Amenities:

- Bike parking (2 comments)
- Crosswalk lighting (2 comments)
- Proper sidewalks (1 comment)
- Garbage cans (1 comment)
- Street lighting (1 comment)
- Street parking (1 comment)

Design Features:

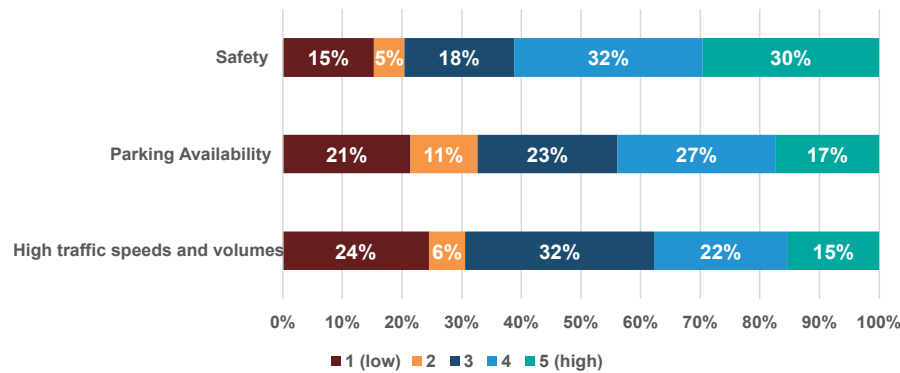
- Good movement flow (1 comment)
- Traffic calming circles (1 comment)
- Keep parking and trees at Grand (1 comment)
- Curb extensions (1 comment)
- Curve pathway around landscaping instead of straight line (1 comment)
- Opposed moving all parking to south side (1 comment)

Other:

- Opposed to the greenway (3 comments)
- Other priorities (2 comments)
- Develop 7th for future residents and children (1 comment)

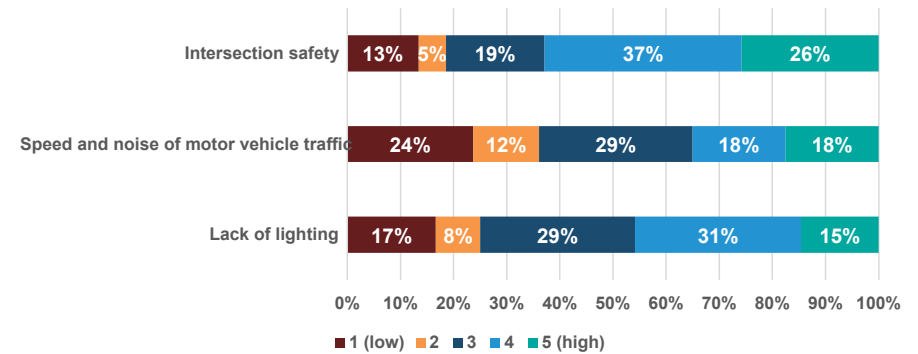


In the first survey, we heard that the top transportation issues and concerns for 7th Avenue were safety, parking availability, and high traffic speeds and volumes. How well do you think the proposed design addressed each of these issues and concerns:



The majority of respondents stated that the proposed design addressed safety (62%). Forty-four percent of respondents stated that the design addressed concerns related to parking availability, and 37% stated that it addressed high traffic speeds and volumes.

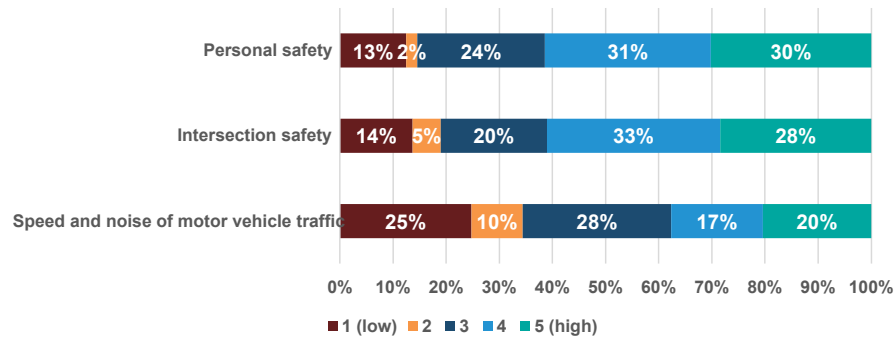
In the first survey, we heard that the main challenges when walking or wheeling along 7th Avenue were intersection safety, lack of lighting, and speed and noise of motor vehicle traffic. How well do you think the proposed design addressed each of these issues:



The majority (63%) of participants stated that the proposed design addressed intersection safety for those walking or wheeling. Thirty-six percent stated that the design addresses the speed and noise of motor vehicle traffic, while 46% felt that it addressed the lack of lighting.

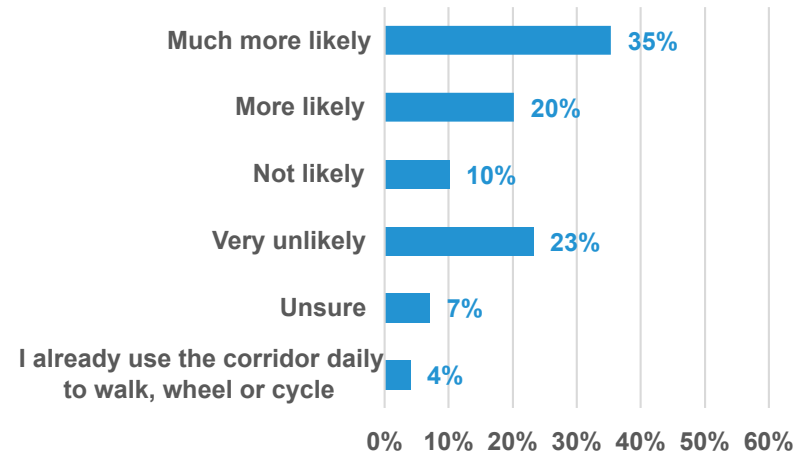


In the first survey, we heard that the main challenges when cycling along 7th Avenue were intersection safety, speed and noise of motor vehicle traffic, and personal safety. How well do you think the proposed design addressed each of these issues:



Most (61%) of respondents stated that the proposed design addresses personal safety and intersection safety for cyclists. Thirty-seven percent felt that it addressed the speed and noise of motor vehicle traffic.

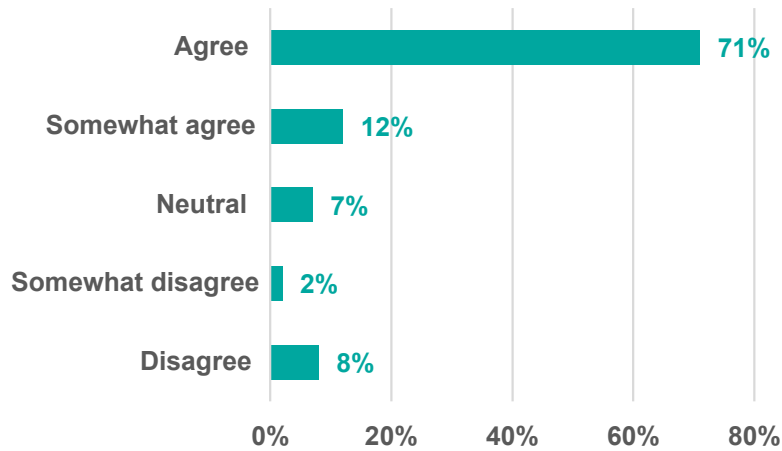
Once the greenway is built, how likely are you to walk, wheel, or cycle along 7th Avenue?



Once the greenway is built, 55% of respondents would be more likely to walk, wheel, or cycle along 7th Avenue. Ten percent indicated that they would not likely use the greenway and 23% stated that it would be very unlikely that they would be using the greenway to walk, wheel, or cycle.

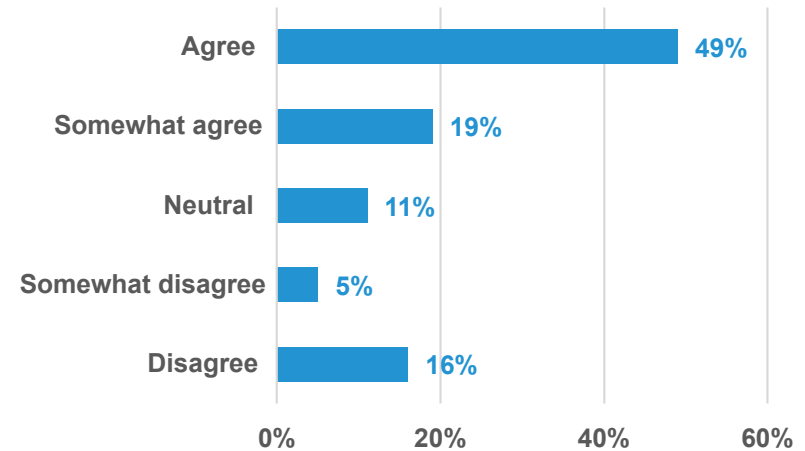


It is important to provide mobility options for those that can not afford motor vehicles for greater equity among residents.



The majority (83%) either agree or somewhat agree that it is important to provide affordable mobility options for all residents. Only 8% disagreed with this statement.

The 7th Avenue Greenway project will achieve greater mobility equity for residents.



Over half (68%) of respondents either strongly agreed or somewhat agreed that the 7th Avenue Greenway will achieve greater mobility equity for residents.

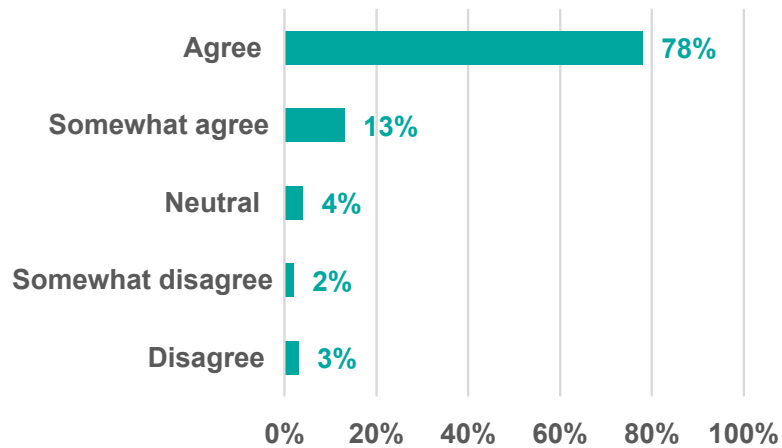


Respondents were asked to explain their response. In total, there were 57 comments.

ANSWER CHOICE	TOP COMMENTS
Agree	<ul style="list-style-type: none">• Increases access for diverse mobility• Encourages active transportation• Will feel safer as a pedestrian / increases walkability• Will feel safer to ride bikes• Improves community health• Car infrastructure only serves certain classes
Somewhat Agree	<ul style="list-style-type: none">• Hills and bikes are not accessible• Support for better sidewalk infrastructure• Encourages active transportation• Health care / social supports are more important for mobility than bike lanes
Neutral	<ul style="list-style-type: none">• Can't tell if design will promote transit• Not enough interest / demand• Bike lanes are not accessible
Somewhat Disagree	<ul style="list-style-type: none">• Will be easier to access facilities on 7th• Other intersections in Mission need updating• Won't slow commuter traffic
Disagree	<ul style="list-style-type: none">• Opposed to the greenway / Greenway is not necessary• Services are needed along 7th, not bike lanes• Steep hills / active transportation are not accessible for those with mobility challenges

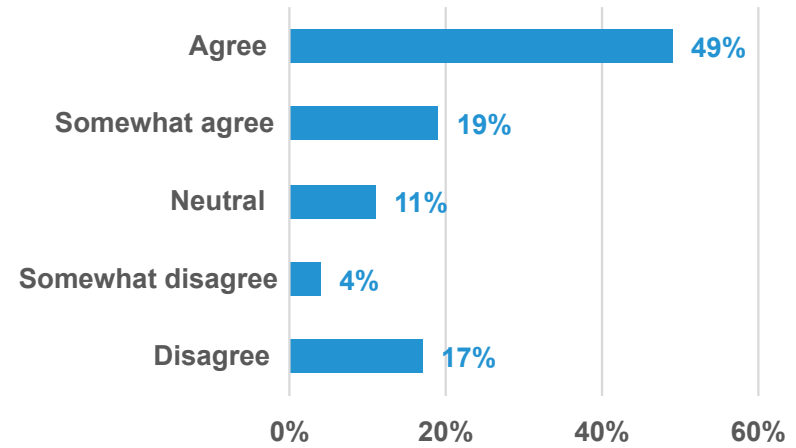


It is important to provide greater accessibility to seniors and people with disabilities.



Almost all (91%) of respondents either agreed or somewhat agreed that it is important to provide greater accessibility for seniors and people with disabilities. Only three percent disagreed with this statement.

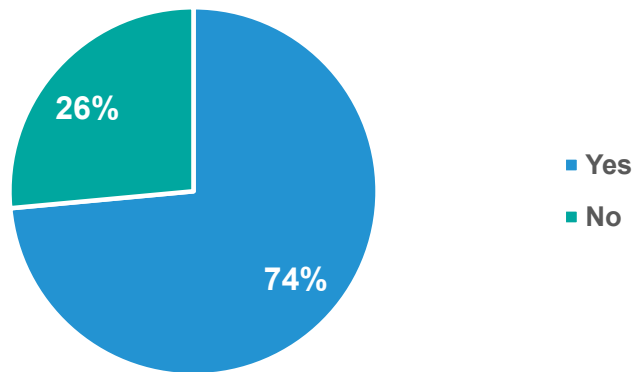
The 7th Avenue Greenway project will achieve greater accessibility.



The majority of respondents (68%) felt that the 7th Avenue Greenway will achieve greater accessibility throughout the community.

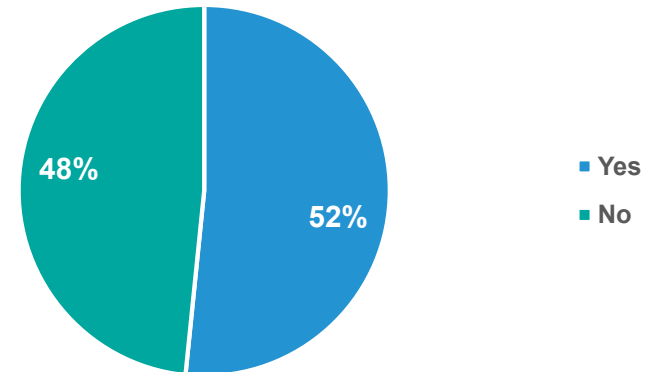


Do you consider a project of this nature to be a positive asset for the City?



Three quarters of respondents (74%) agreed that a project of this nature will be a positive asset for the City. Twenty-six percent disagreed.

Are there other options that have not been considered by the City?



Over half (52%) of respondents felt that there were other options that the City has not considered. Participants were invited to elaborate on ideas that the City has not considered. In total, there were 31 comments:

Amenities:

- Better street lighting (3 comments)
- Removal of utility poles in lanes (2 comments)
- Garbage cans (1 comments)
- Greenery / street trees (2 comments)
- Seating (1 comment)
- Public art (1 comment)
- More sidewalks (1 comment)
- Elements from Whistler/Stamley Park (1 comment)



Route Considerations:

- Connect greenway to 1st (3 comments)
- Separated bike lane between Stave Lake and Heritage Park (3 comments)
- Not to stay confined to 7th (include Kinsman Park, MSS playfields, Leisure Centre grounds) (1 comment)
- Traffic calming circles (1 comment)

Parking / Road Infrastructure:

- School parking lots (2 comment)
- One sided parking is unfair (1 comment)
- Keep 7th Ave wide (1 comment)
- Lower speed limits (1 comment)

Transit:

- Bus stop behind school (1 comment)
- Better communication about transit (1 comment)

Other:

- Opposed to greenway (2 comments)
- Develop residential/commercial along 7th Ave (1 comment)
- Engage with youth (1 comment)

Do you have other comments to make about this project?

In total, there were 33 responses to this question:

Support for the Greenway:

- The project is for the greater good (6 comments)
- It is long overdue (5 comments)
- Supports healthy communities (1 comment)
- Excited for the greening (1 comment)
- Mission needs more greenways (1 comment)

Opposition to the Greenway:

- Not needed / waste of resources (8 comments)
- Other priorities are more important (building sidewalks on 14th Ave, road work, crosswalk safety) (5 comments)
- It is being built at the wrong location (1 comment)

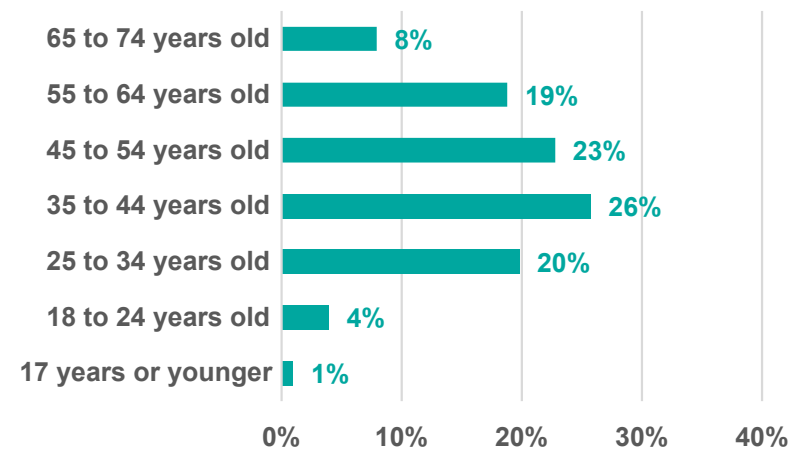
Other:

- Retain all parking (3 comments)
- Develop 7th with retail and residential (1 comment)
- Incentivize transit (1 comment)
- Nervous about costs (1 comment)
- Bike parking needed (1 comment)



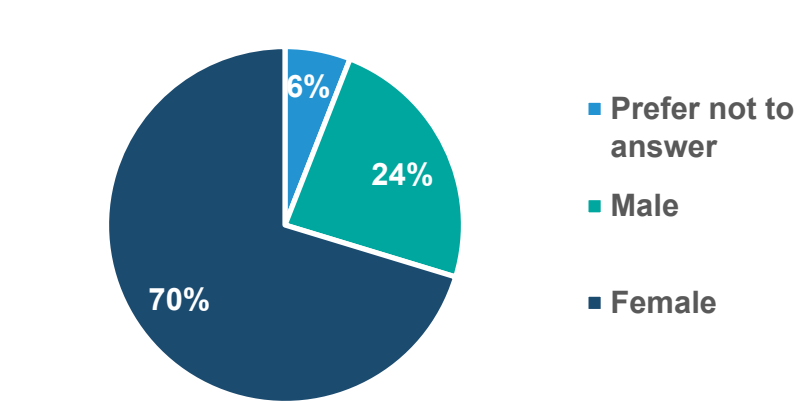
DEMOGRAPHICS

What is your age?



The highest number of respondents (26%) were between the ages of 35 to 44 years of age. This is followed by 23% who are 45 to 54 years of age, and 20% who were 25 to 34 years of age.

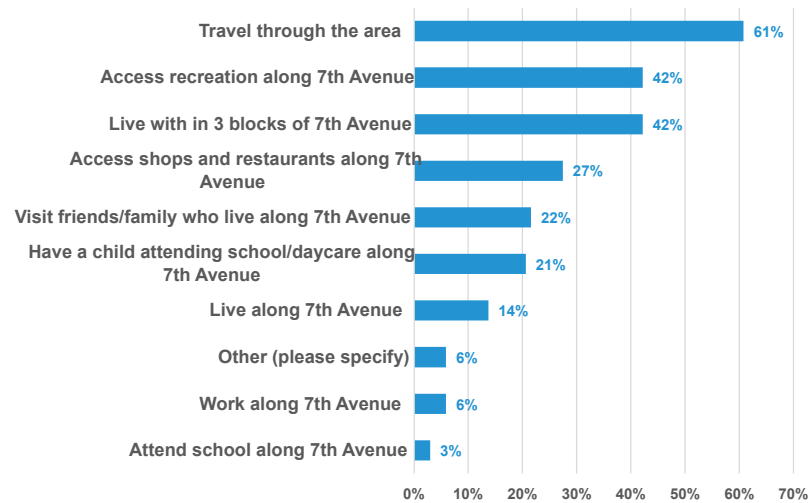
What is your gender?



Most (70%) of the respondents were female, whereas 24% were male and 6% preferred not to answer.



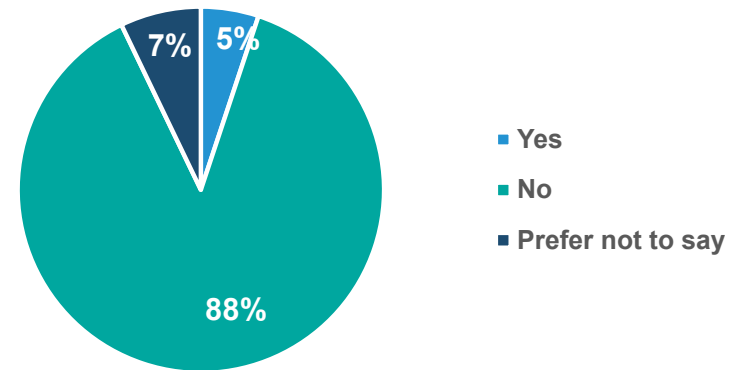
What is your connection to 7th Avenue?



The most common connections to the 7th Avenue are:

1. Travelling through the area (61%)
2. Access recreation along 7th Ave (42%)
3. Live within 3 blocks of 7th Ave (42%)

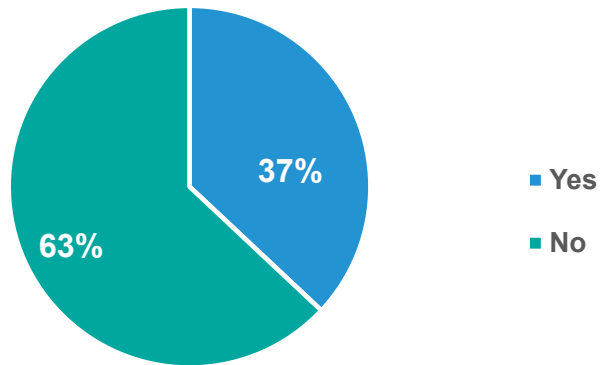
Do you use a mobility aid or have mobility challenges?



Five percent of respondents use a mobility aid or have mobility challenges.

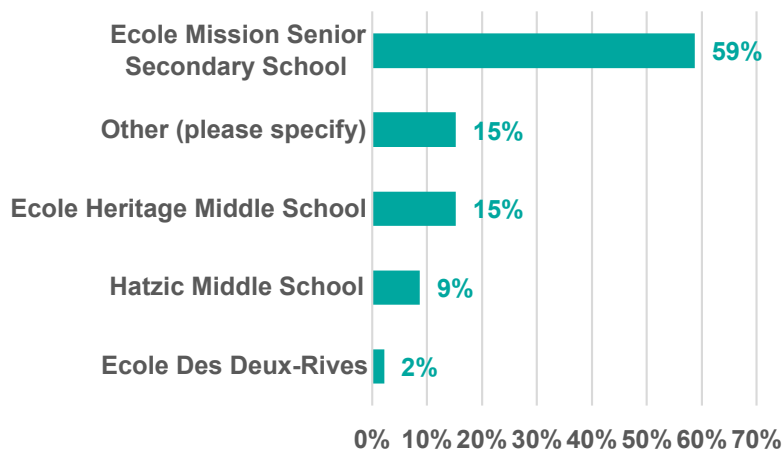


Do you have children that attend school along or near 7th Avenue?



Thirty-seven percent of respondents have children who attend school along or near 7th Avenue.

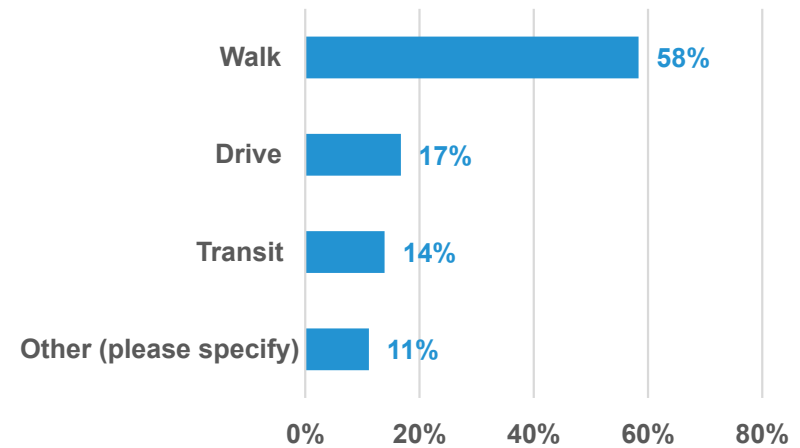
Which school does your child attend?



Of the children who attend school along or near 7th Avenue, the majority of those children attend Ecole Mission Senior Secondary. Fifteen percent chose other and provided the following responses:

- Mission Central (3 comments)
- Windebank (2 comments)

How does your child/children normally travel to and from school?



For respondents whose children attend school along or near 7th Avenue, over half (58%) of them walk, 17% drive, and 14% take transit. Of the 14% who chose other, comments include:

- Excited to cycle
- School bus
- Sometimes walk and sometimes drive



NEXT STEPS

The input collected through the second round of consultation for the 7th Avenue Greenway design process has been an invaluable part of collecting feedback from stakeholders and the local community on which design options best work to create a facility that is safe, comfortable, and accessible for people of all ages and abilities.

The project team will now work to select a preferred design and advance it through to be finalized for construction of the 7th Avenue Greenway.

On behalf of the 7th Avenue Greenway project team, we would like to thank all community members for their participation and valued input into the design process!

