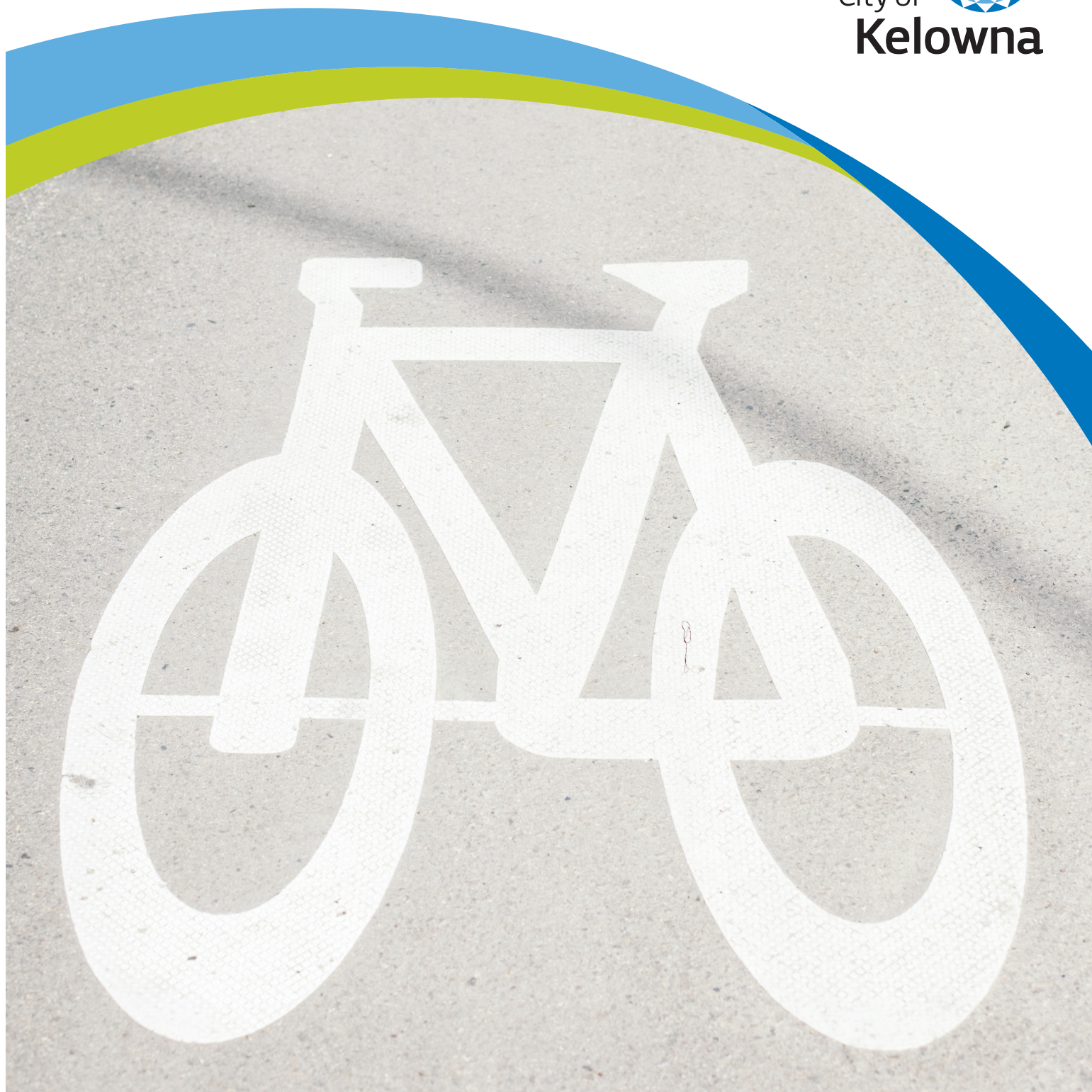


# Sutherland Active Transportation Corridor Concept Design

Open Online Opinion Survey Results

November 2016



# Open Online Opinion Survey Results

## ► Overview

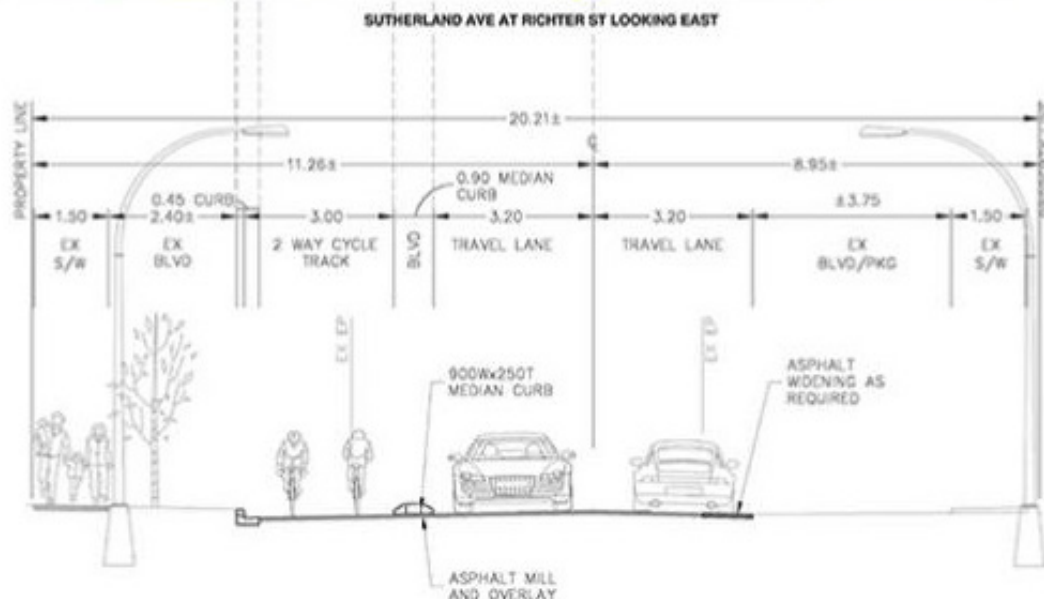
Sutherland Avenue is suitably positioned for an Active Transportation Corridor (ATC). It runs parallel to Harvey Avenue and extends from Abbott Street and Pandosy Street in the west to Parkinson Recreation Centre and Landmark area to the east, making it a safe and attractive east-west walking and cycling corridor.

Sutherland's connections with Richter Street, Ethel Street and Gordon Drive provides access to the Pandosy Village, Okanagan College and Kelowna Secondary and forms an active transportation loop connecting with Abbott ATC, Ethel ATC, Parkinson Pathway, Rails with Trails, Cawston ATC and waterfront pathways.

## ► Design Concept

The Sutherland ATC is designed to be a safe and attractive corridor that can be enjoyed by everyone. Corridor features include:

- A two-way street-level cycle track separated by a median from traffic
- Existing boulevards, sidewalks, curbs and gutters
- Existing parking on the south side will be retained





# Open Online Opinion Survey Results

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## ► Engagement Overview

A public information session was held for residents to review and provide input on the concept design at the Coast Capri Hotel on April 28, 2016.

Residents could also provide input online by filling out a survey between April 28 and May 14, 2016. This report contains the opinion survey results gathered online and at the open house.

## ► Summary of Public Information Session Results

Three quarters of survey respondents live or work on or near Sutherland Avenue, use the road daily or a few times per week and list cars as the mode of transportation they currently use.

More than 80 per cent of survey respondents were generally in support of separated bike lanes (cycle tracks) and like the concept design. Furthermore, two-thirds of participants said the improvements

as per the design would encourage them to walk or cycle more.

Suggested improvements to the design included having a bike lane on either side of the road, widening the sidewalks to include a bike facility, and accommodating parking.

Several participants noted challenges at intersections, loss of parking and uncertainty about the two-way bike lane design.

## ► Next Steps

Feedback from engagement are summarized to assist planning and design teams for consideration.

Additional public engagement would be anticipated during detailed design with construction timing subject to Council budget approval.

# Open Online Opinion Survey Results

## ► Results Overview

### What do you think about the **Sutherland Avenue Concept Design?**



We asked for your feedback on the Sutherland Avenue Active Transportation Corridor concept design from April - May 2016 and we received 370 survey responses, as well as numerous ideas on social media and at [getinvolved.kelowna.ca](http://getinvolved.kelowna.ca).

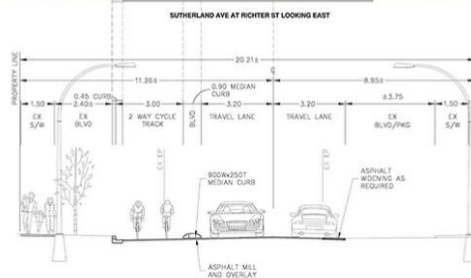


#### Here's what you said...



"I'm glad that Sutherland will be refreshed and made safer for cyclists. I do have a concern about the decreased parking for those who live there."

- survey response



**40%**

use Sutherland Avenue daily for their trips



**83%**

are generally in favour of separated bike paths (cycle tracks)



**86%**

currently use cars along Sutherland Avenue

#### Existing features of Sutherland Avenue that are important to you



**69%**

like the concept design



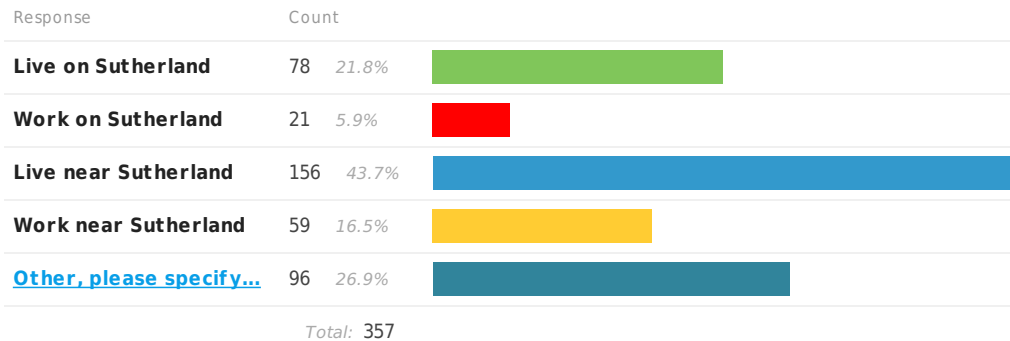
**67%**

would be encouraged to walk or cycle more if improvements were made as per the concept design

## Question Results

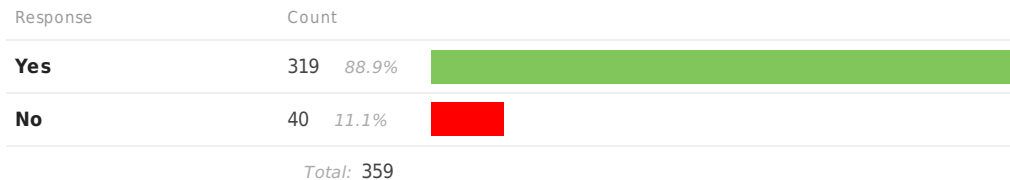
Please note this report contains the opinion survey results gathered online and at the open house and is not considered statistically valid.

### ► Q1: Do you live or work near Sutherland Avenue?



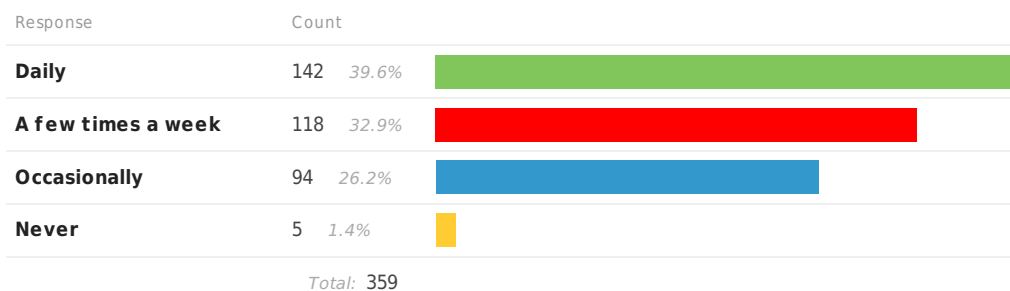
The majority of participants identified themselves as living or working on or near Sutherland Avenue.

### ► Q2: Do you use Sutherland Avenue for your trips?



Most participants said they use Sutherland Avenue for their trips.

### ► Q3: How often do you use Sutherland Avenue for your trips?

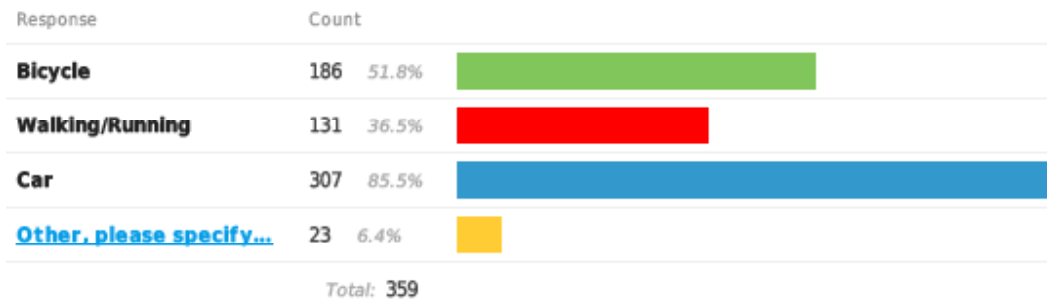


Respondents generally use Sutherland Avenue on a daily basis or a few times a week.

## Question Results

### ► Q4: What mode of transportation do you currently use?

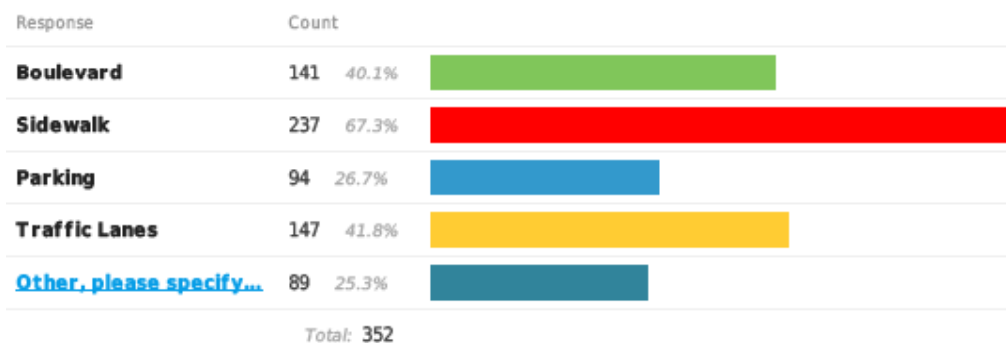
Respondents could select multiple options.



Most participants use a car as their primary mode of transportation.

### ► Q5: What existing features of Sutherland Avenue are important to you?

Respondents could select multiple options.



The majority of respondents selected sidewalks as an important existing feature of Sutherland Avenue.

## Question Results

### ► Q6: Are you generally in favour of separated bike paths (cycle tracks)?

Response	Count	
<b>Yes</b>	291 82.7%	<div style="width: 82.7%;"></div>
<b>No</b>	61 17.3%	<div style="width: 17.3%;"></div>
Total: 352		

Participants are generally in favour of separated bike paths.

### ► Q6: If no, why not? What type of cycling facility would you suggest?

This question was open ended and responses were provided by 89 participants. The text was analyzed through the survey tool word cloud and the top tags were created as categories. The five themes are listed in order of the frequency they were mentioned.



#### Top 5 Themes

- Lane on each side of the road
- Separating pedestrians
- Design
- Separated bike paths
- Not at the expense of parking

Several participants suggested changes to the design, including having a bike lane on either side of the road, widening the sidewalks to include a bike lane, and accommodating parking.



# Question Results

► Q7: Would the improvements as per the concept design encourage you to walk or cycle more?

Response	Count	
Yes	224 66.7%	<div></div>
No	112 33.3%	<div></div>
Total: 336		

Two-thirds of participants said the improvements would encourage them to walk or cycle more.





## Question Results

### ► Q8: What do you think about the concept design?

Response	Count	
<b>Like</b>	232	69.0%
<b>Dislike</b>	104	31.0%
Total: 336		

The majority of respondents said they like the concept design.

### ► Q9: Why? What changes would you make to the concept for it to be acceptable to you?

This question was open ended and responses were provided by 197 participants. The text was analyzed through the survey tool word cloud and the top tags were created as categories. The five themes are listed in order of the frequency they were mentioned.



#### Top 5 Themes

- How bike lanes are separated
- Road improvements
- Vehicle lanes
- How riders use the lanes
- Improvements to south side

There were frequent mentions in support of separated bike lanes noting that they are safer and increase comfort for cyclists. Several participants noted challenges at intersections, loss of parking and uncertainty about the two-way bike lane design.

## Question Results

► Q10: Please make any additional comments on the project in the space below.

This question was open ended and responses were provided by 142 participants. The text was analyzed through the survey tool word cloud and the top tags were created as categories. The five themes are listed in order of the frequency they were mentioned.



### Top 5 Themes

Separated bike paths
Alternative transportation
Parking spaces
Gordon/Sutherland
Crossings

Many respondents were in support of increasing cycling infrastructure, separated bike paths and using alternative/active modes of transportation. There were a few comments expressing concern over decreased parking, intersection crossings and connectivity to Gordon.

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