

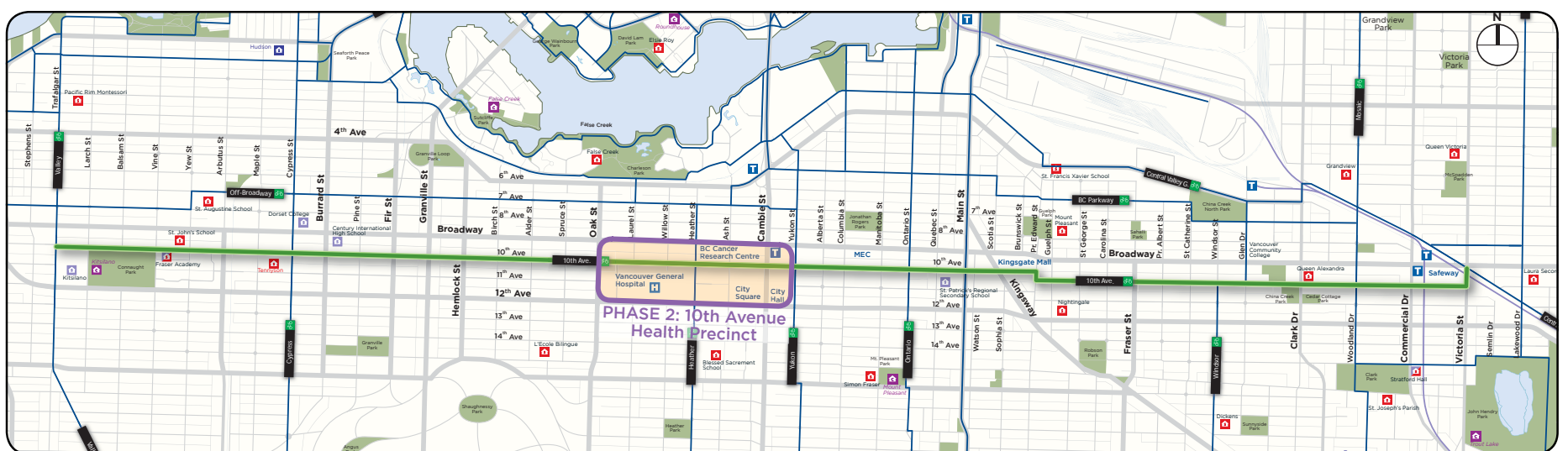


10th Avenue Corridor

The City of Vancouver is planning to improve the 10th Avenue Corridor 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 public open houses held last fall, we have focussed our initial efforts on developing options for the 10th Avenue Health Precinct (W 10th Avenue between Oak and Yukon Streets).

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



We want to hear from you!

Since Fall 2015, staff have been developing design options for the 10th Avenue Health Precinct. Please take a few moments to review the information presented here and give us your feedback.

Your feedback will be used to help refine the detailed designs for the Health Precinct.

Information presented at the Open House is available at vancouver.ca/10th-avenue.

Project Timeline



Phase 2: 10th Ave Health Precinct
April 2016

The 10th Avenue Corridor project officially kicked off in Fall 2015 with three Public Open Houses. We received many comments about areas that people enjoy, and areas that people are concerned about. To view the materials and feedback from 2015 events, please visit: vancouver.ca/10th-avenue.

Policy

Supporting Policy

Walking and cycling have been a transportation priority in Vancouver for over 25 years:

- Vancouver Comprehensive Bicycle Plan 1988
- Bicycle Network Study 1992
- Vancouver Greenways Plan 1995
- The City of Vancouver Transportation Plan 1997
- 1999 Bicycle Plan 1999
- Pedestrian Safety Study 2012
- Cycling Safety Study 2015

More recently, Vancouver City Council has adopted the following plans:

- Greenest City 2020 Action Plan 2011
- Transportation 2040 Plan 2012
- Healthy City Strategy 2014-2025 2014

Corridor Background

- 10th Avenue Bikeway opens 2004

10th Avenue Corridor Improvements

Engagement

- #ThisIsHowWeRoll photo sweepstakes, Bike to Work Week, VGH Bike-apalooza Summer 2015 to Early 2016
- Public Open Houses to gather feedback and help identify challenges and opportunities
- Meetings with key stakeholder and advisory groups



Analysis and Design

- Review feedback and conduct additional analysis Late 2015
- Staff prepare preliminary design options Early 2016
- **Public Open Houses for design options in Health Precinct** **We Are Here**
- Public Open Houses for design options for other sections of corridor Late 2016

Refinement and Reporting

- Design refinements based on public feedback Middle to Late 2016
- Staff present final design recommendations to the public for feedback
- Staff present recommended design to City Council

Construction

- Begin construction 2017

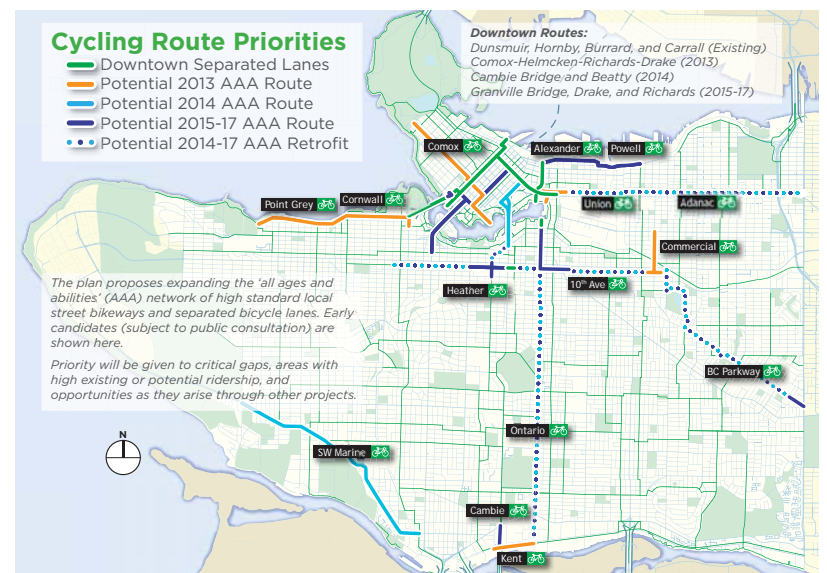
Transportation 2040

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

Improving the 10th Avenue Corridor was identified as an important project of Transportation 2040, and is highlighted on the Cycling Route Priorities.

Transportation 2040 directions:

- Make two thirds of trips on foot, bike and transit by 2040
- C1.1: Build cycling routes that feel comfortable for people of all ages and abilities
- C1.2: Upgrade and expand the cycling network to efficiently connect people to destinations
- W1.1: Make streets safer for walking
- M1.2: Consider impacts to transit, commercial vehicles, and general traffic flow prior to reallocating road space
- M1.3: Manage traffic to improve safety and neighbourhood livability
- G2.2: Provide for efficient loading and unloading



10th Avenue at Clark Dr during the afternoon peak period

Other Policies Supported

Greenest City Action Plan: Goal 4: Green Transportation

- Make the majority of trips (over 50%) by foot, bicycle, and public transit by 2020
- Reduce the average distance driven per resident by 20% from 2007 levels

Healthy City Strategy 2014 - 2025: Goal 8: Active living and getting outside

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

2015 - 2018 Capital Plan

10th Avenue is one of three existing bikeways that have been designated funding to be upgraded to "all ages and abilities" safety and comfort levels in the 2015-2018 Capital Plan.

10th Avenue Health Precinct

The Health Precinct is a regional destination with numerous health care service providers including Vancouver General Hospital (VGH). Many of these service providers need to use W 10th Avenue for loading and patient access which leads to high vehicle volumes and makes cycling and walking uncomfortable. This phase of the project provides options to balance the corridor's various transportation, public realm, and building access needs in the Health Precinct.



Challenges and Constraints

W 10th Avenue in the Health Precinct serves a lot of purposes which creates many challenges and constraints including:

- High car and truck volumes where walking and cycling volumes are also high
- A high proportion of people with accessibility needs
- Narrow and constrained street right-of-way
- Emergency services access on W 10th Avenue
- Loading and personal vehicle access for residences, businesses, and institutions
- Heavily-used on-street meter parking, as well as on-street permit parking near Oak Street
- Mature tree canopy on some blocks
- Ongoing private development and public capital works
- Lack of comprehensive wayfinding across multiple institutions



What We've Heard

W 10TH

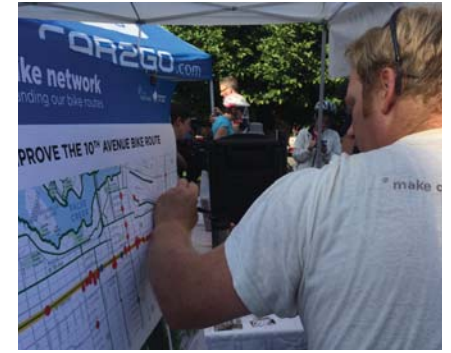


Phase 2: 10th Ave Health Precinct
April 2016

Key Public Feedback to Date

At the 10th Avenue Health Precinct engagement events in 2015, some key themes emerged. In summary, people felt that:

- Consensus that the status quo is **not** an option, but there is no easy solution
- Street trees should be kept
- Biking is uncomfortable here (especially with children) due to vehicle volumes and on-street parking
- Sidewalk conditions and widths are a concern
- Improving precinct wayfinding is important
- People avoid walking and biking on 10th Avenue
- 4-way stops create anxiety
- Yielding behaviour at crosswalks (and stop signs) is poor
- Many drivers shortcut through the precinct
- Concerned about lighting
- Parking is an issue, including:
 - Loss of permit parking, which is valued
 - “Dooring” for people biking
 - Traffic turbulence created by on-street parking
 - Limited parking supply and expensive
 - On-street parking at corners results in poor visibility



Health Precinct Stakeholders

Since Fall 2015, staff have been meeting with various health care service providers in the Health Precinct to better understand access and loading requirements for clients, employees, and operations.

A stakeholder workshop, held in February 2016, brought together many stakeholder groups to discuss the project scope, challenges, and constraints within the precinct, as well as design options under development. The key theme underlying feedback to staff was that **“safety is paramount”** for all users of 10th Avenue while maintaining access to the hospital and health services. Additional feedback included:

- Emphases on the importance of the passenger and loading zones
- Concern about conflicts between people walking, cycling and driving
- A general preference for a uni-directional design (single bike lane on each side of street) over the bi-directional options (both lanes on one side of the street)
- A preference for two-way access between Oak and Willow Streets in all options
- Concern over conflicts between people using the passenger zones and people biking, including fast bikes travelling downhill
- Concern about increased turning conflicts between people cycling and driving with bi-directional options
- A hope that the region’s aging population and increase in number of people accessing health services here are considered



Stakeholder Groups

In order to identify and address the complex issues within the Health Precinct, staff have met with the following groups:

- Active Transportation Policy Council
- Arthritis Society
- BC Ambulance Service
- BC Cancer Agency
- BC Cancer Research Centre
- Canadian Cancer Society
- Centre for Hip Health and Mobility
- Children, Youth, and Families Advisory Committee
- Eye Care Centre
- Fraser Health
- Hospital Transfers / SN Transport
- HUB Cycling
- Provincial Health Services Authority (PHSA)
- Persons with Disabilities Advisory Committee
- Residents along W 10th Avenue
- Seniors Advisory Committee
- TransLink, HandyDART and Coast Mountain Bus Company
- Vancity Savings Credit Union
- Vancouver Coastal Health
- Vancouver Fire & Rescue Services
- Vancouver General Hospital
- Womens Advisory Committee

How to Achieve a AAA Bikeway

The City's goal is to create infrastructure for people who cycle that is safe and comfortable for **all ages and abilities** (AAA). In some cases this means calming traffic, in others it means creating protected space for biking.

The 10th Avenue Health Precinct experiences heavy traffic volumes including large trucks, ambulances, transfer and drop-off services, and personal vehicles accessing hospital facilities and health centres.

A range of improvements have been investigated. Shared use and painted/buffered bike lanes would not achieve a AAA standard for the Health Precinct due to these conditions. Traffic calming is not feasible for the precinct, since it would impact access to facilities that have clients and patients from all over the city, region, and province.

In order to meet the project's key objectives and create safe and comfortable infrastructure for people walking and cycling, only protected bike lane design options are being considered for the Health Precinct.



Designing for All Ages and Abilities on Streets

Less Comfortable

More Comfortable



Shared Use Lane



Bike Lane



Buffered Bike Lane



Local Street Bikeway



Protected Bike Lane
(physically separated from moving vehicular traffic)

Designs being considered for Health Precinct