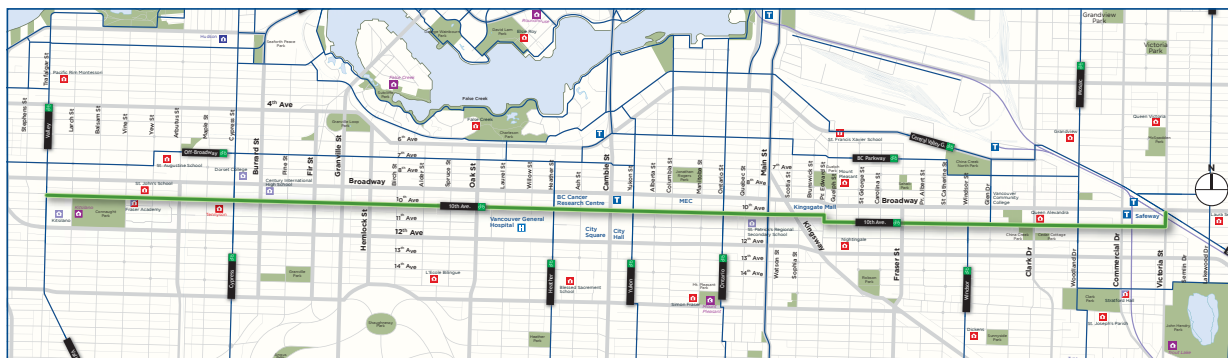


10th Avenue Corridor Project

The 10th Avenue bike route runs from Victoria Drive to Trafalgar Street, linking many key destinations.

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.



We want to hear from you!

Please take a few moments to review the information presented here and give us your feedback. Your feedback will be combined with technical and cost considerations to develop preliminary design proposals. Staff will face challenging trade-offs in this process to achieve the project goals within the limited street right-of-way. Share your priorities to help inform corridor design and planning.

All of the information shown today is also available online: vancouver.ca/10th-avenue

What's Happening?

W 10TH 

In Person

There are many ways you can share your thoughts on the 10th Avenue Corridor with us.

- Take a moment to review this background information.
- Share the places you love and places you want to see improved on the map.
- Join a conversation table and discuss your ideas and concerns with your neighbours and City staff.
- Complete the comment sheet.



On the Road



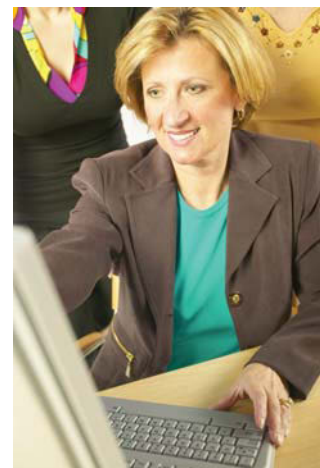
Take part in a 30-minute walking tour. These tours will depart on the hour and will give you an opportunity to learn more about the opportunities and challenges of this project, and to share your experience walking.

At Home



The information shown today is also available online: vancouver.ca/10th-avenue.

Download project information, sign up for the project listserv, and complete the feedback survey online.



Supporting Policy



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 approved in principle as part 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



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 driver 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



10th Avenue at Clark Dr during the afternoon peak period

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

Background



Project Goals

The 10th Avenue Corridor project has four key goals:

- Improve safety for all road users, especially at key intersections
- Improve comfort and accessibility for people walking and cycling, especially in busier sections around the Vancouver General Hospital (VGH) precinct
- Help people driving, who may not be accustomed to high bicycle volumes, get to their destinations along 10th Ave safely and comfortably
- Accommodate the loading and access needs of adjacent businesses and institutions

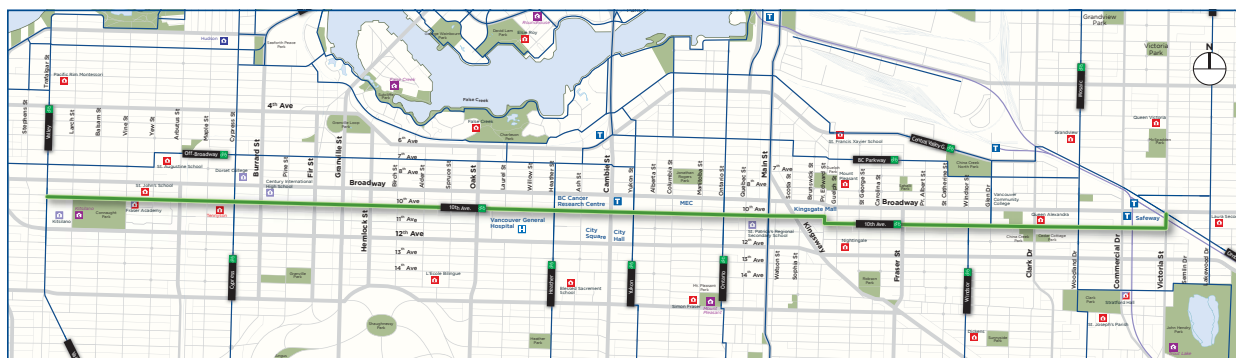
Challenges

- Narrow, constrained street right-of-way
- High car and truck volumes where cycling volumes are also high
- Maintaining emergency services access in the VGH precinct
- Loading and personal vehicle access for residences, businesses, and institutions
- Heavily used metered and permit on-street parking in some segments
- Mature tree canopy in some segments
- Schools on and near 10th Avenue with many students being driven to school
- Coordinating changes with other private developments and public capital works



10th Avenue at Yew St during school drop-off

Geographical Area



The 10th Avenue local street bikeway runs from Victoria Drive to Trafalgar Street, linking many key destinations like VGH, the Central Broadway employment corridor, and Commercial Drive, plus several busy north-south cycling routes.

Background

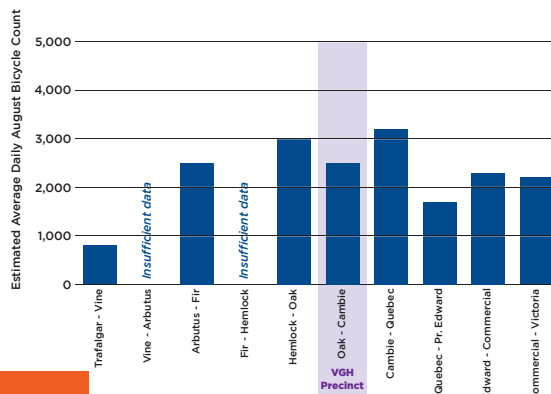


When the bikeway was installed in 2004, 10th Avenue was already a popular cycling route. Cycling conditions were improved by installing a variety of traffic management features including seven two-way traffic signals, six traffic circles, three traffic diverters, five corner bulges and signage improvements. At the time, staff estimated that approximately 600 people cycled on 10th Avenue every day.

Estimated Average Bicycle Volumes

Today, between 2,500 and 3,900 people cycle on 10th Avenue daily in the summertime. With an annual total of over 500,000 people cycling, 10th Avenue is one of the busiest east-west bikeways in the city.

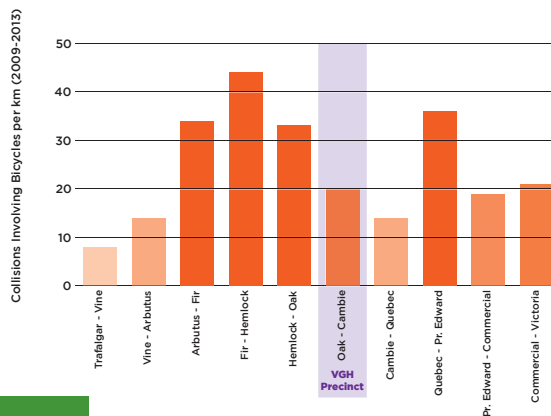
City of Vancouver staff estimated the average August 2015 bicycle volumes based on several 12-hour and 6-hour manual counts conducted during the spring, summer, and fall since 2014. The counts were normalized for the season and time of day based on 24-hour bicycle count data from a permanent counter located at Clark Dr. and E 10th Ave.*



Collisions Involving Bicycles

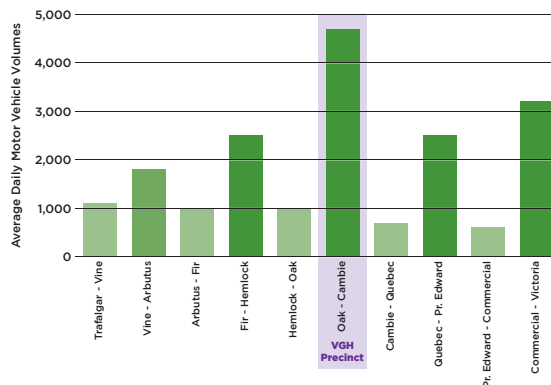
The Cycling Safety Study, presented to City Council in spring 2015, shows that the 10th Avenue bikeway has a high number of reported cycling collisions relative to other corridors, with approximately 38 cycling collisions (5 per km) reported each year.

Approximately half of these collisions occur at intersections. “Dooring” accounts for about 1 in 4 collisions.



Motor Vehicle Volumes

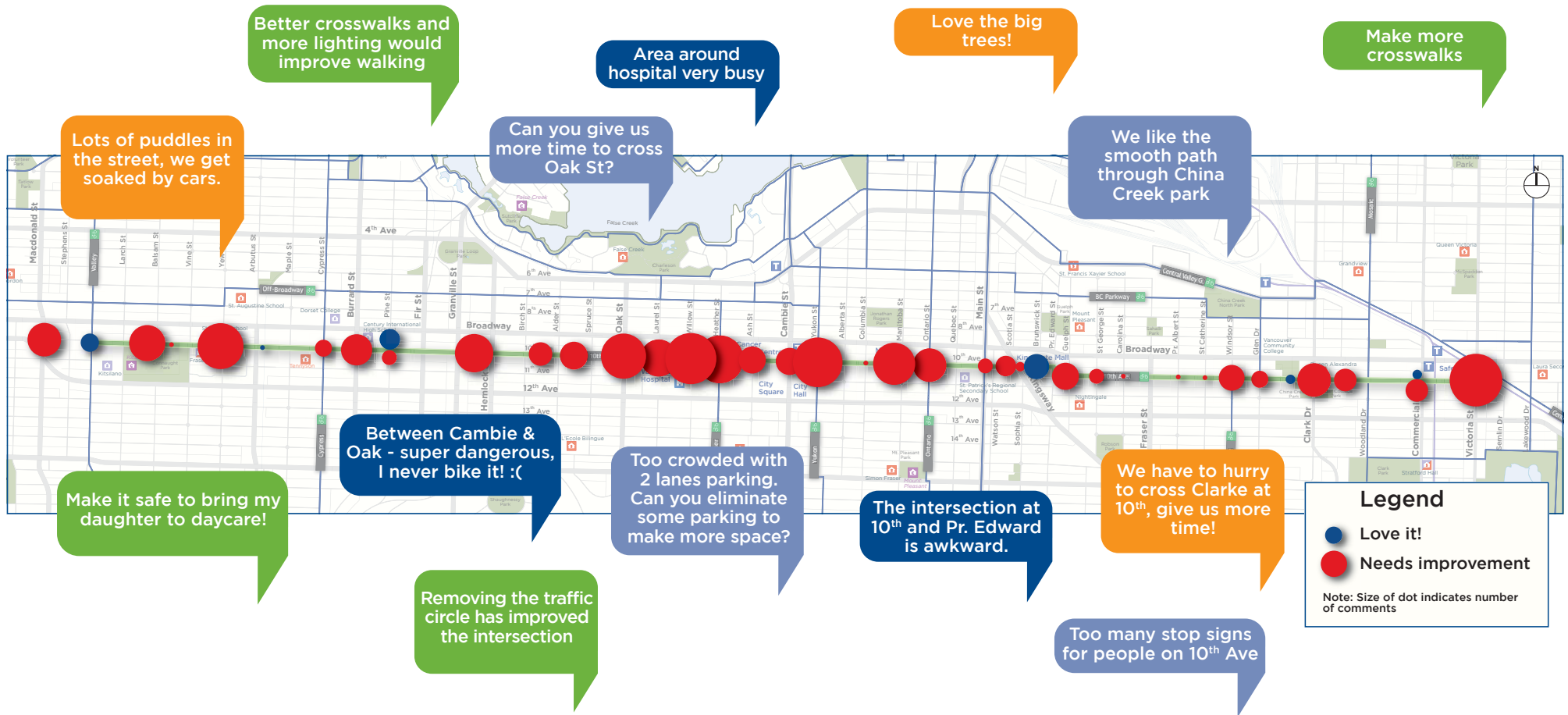
Motor vehicle volumes along the 10th Ave bikeway vary, from 600 to 4,300 vehicles per day. For people of all ages and abilities to feel comfortable riding a bicycle when sharing the lane with people driving, motor vehicle volumes should be limited to around 500 vehicles per day. This can often be achieved through the use of traffic calming measures. Where motor vehicle volumes are not reduced to 500 vehicles per day, protected bike lanes may be required.



What you've told us so far



Earlier this year, we asked people walking and cycling on 10th Avenue to share their experiences on the corridor. We received lots of comments about areas that people enjoy, and areas that people are concerned about. This feedback will help inform some of the tough design challenges ahead. This is what we heard:



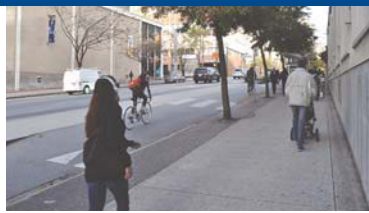
For more information, visit vancouver.ca/10th-avenue
 October 2015

H:\TRANSPORTATION_DIVISION\113-1400-30\10thAvenueBikeway(0000052)\13-CommunicationalPhase1-OpenHouseBoards\ENG-ATB-2014-86-10thAve-PresentationBoards_Oct15.indd

What could improvements look like?

The challenges we're facing on 10th Avenue are not unique to this corridor. We've used a variety of strategies to address similar challenges on other local street bikeways around Vancouver. The following are some examples of how to improve the fun, comfort, and enjoyment of walking and cycling for people of all ages and abilities.

Accessible Sidewalks



Dunsmuir St



Bike Parking



Adanac Bikeway, Union St at Main St

Protected Bike Lanes



Adanac Bikeway, Union St at Main St



York St at Cypress St

Intersection Treatments - Traffic Calming



Adanac Bikeway, Union St at Hawkes St



Street Treatments - Gardens, Benches



Green Streets Garden

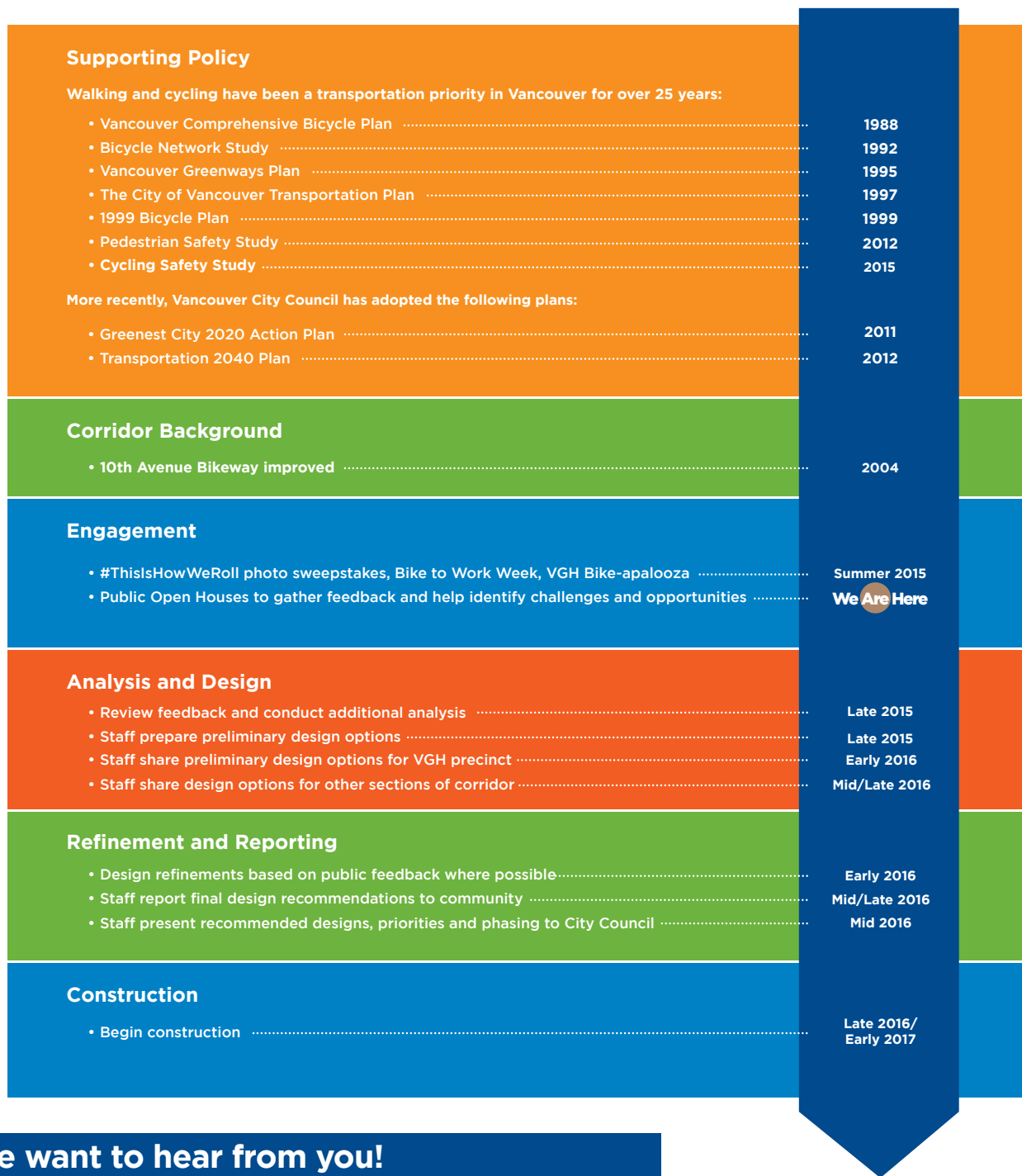


Gardens at 14th and Yukon St



More places for sitting and resting

Project Timeline



We want to hear from you!

Ways to share your feedback:

- Review the information on these boards and complete a comment sheet in person at an open house or online at vancouver.ca/10th-avenue
- Email: 10thavenue@vancouver.ca
- Phone: 3-1-1

We will use your input to help develop and prioritize options for improving active transportation along the 10th Avenue Corridor. Next year, you will have a chance to review and comment on the preliminary design options.

Next Steps - Phase 1



Review and Design

Staff will review all comments and suggestions.

Feedback from public consultation will be combined with technical and cost considerations in developing preliminary design options. Full street redesigns may be developed for some sections of the corridor, such as the VGH precinct. Other sections may be subject to more localised spot improvements that support project goals.

Staff will continue to analyse the corridor, refine preliminary design options that meet project goals, and consult with residents, businesses and other stakeholders.

Report and Review

We will bring preliminary designs back for further input in 2016.



We want to hear from you!

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

The information presented here is also available on our website at: vancouver.ca/10th-avenue



How do you get around on 10th Avenue?

W 10TH 

