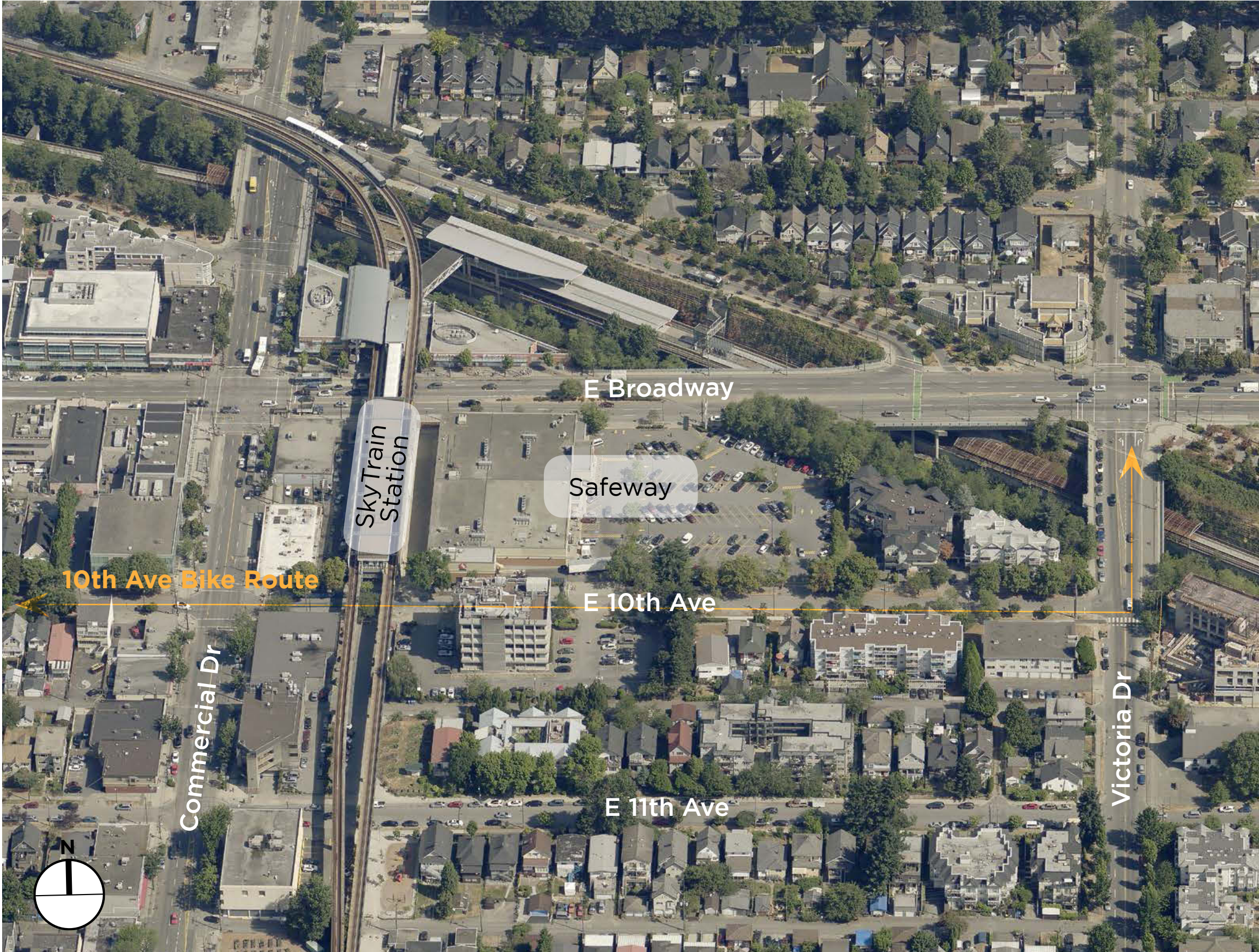


Key Objectives

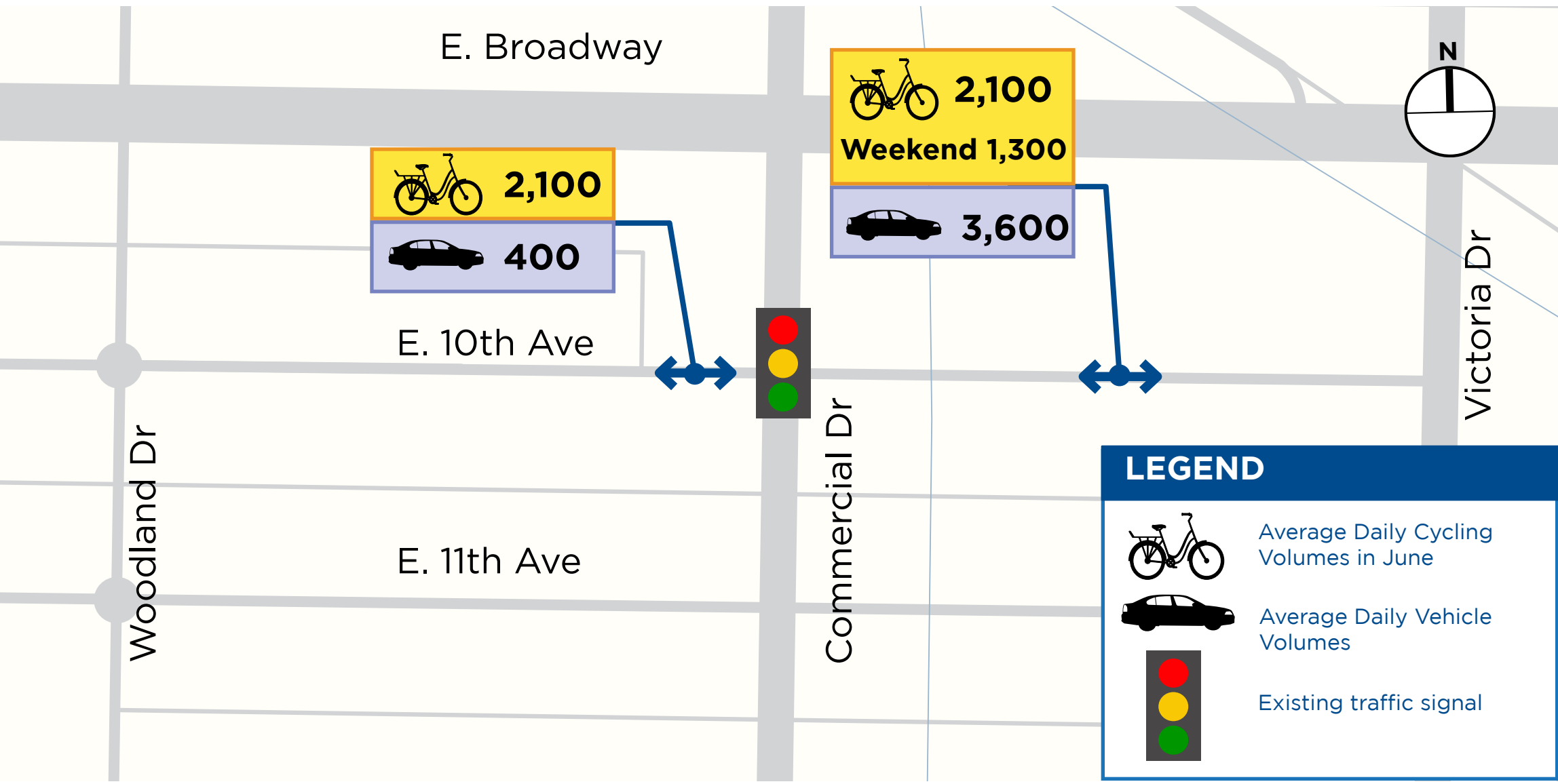
- Improve comfort and accessibility for **people on foot**
- Upgrade 10th Ave so that it is safe and comfortable for people of all ages and abilities
- Accommodate the **loading and access** needs of adjacent businesses, health services, and the SkyTrain station
- Preserve as much of the street’s **healthy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



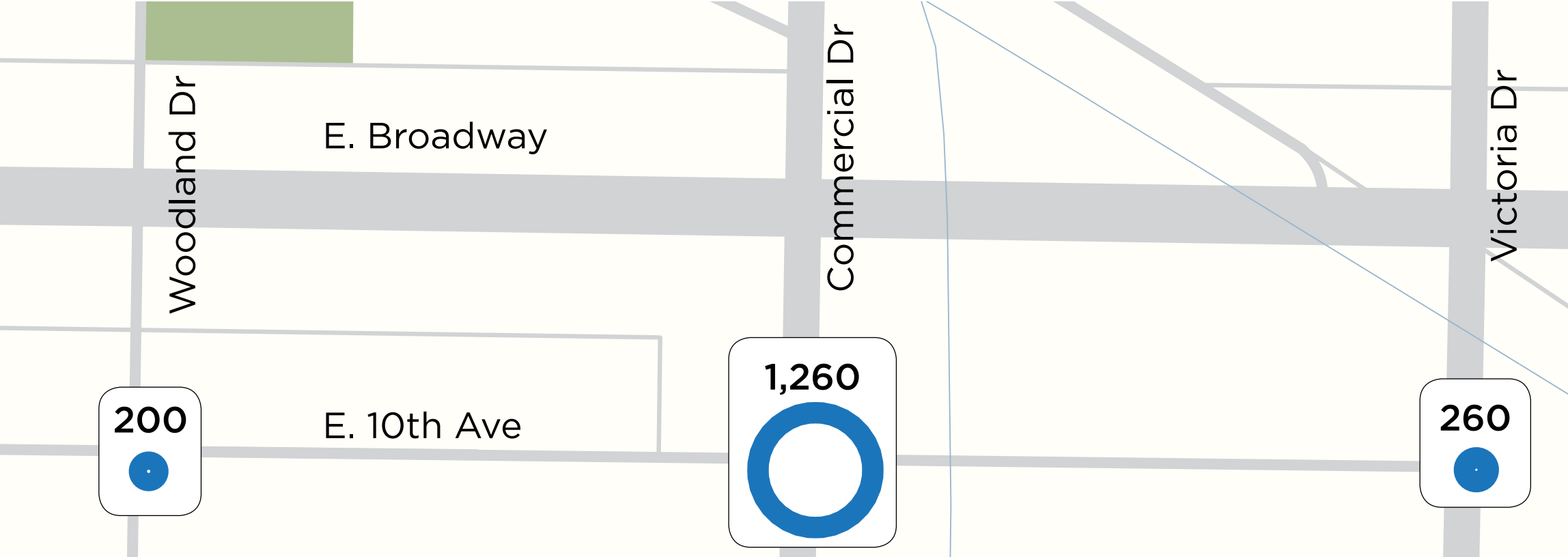
## The Challenge

Motor vehicle traffic on this stretch of 10th Ave is much higher than most other locations along 10th Ave, even with a temporary closure in place next to Commercial Dr for TransLink’s Commercial-Broadway station upgrade work. This heavy traffic is primarily due to people driving to/from Safeway. With these high traffic volumes, staff have also received many complaints that the unsignalized E 10th Ave and Victoria St intersection is not comfortable for people walking or biking to cross. Representatives from the Laura Secord Elementary School have expressed the concern that this is a significant barrier to students walking to their school.

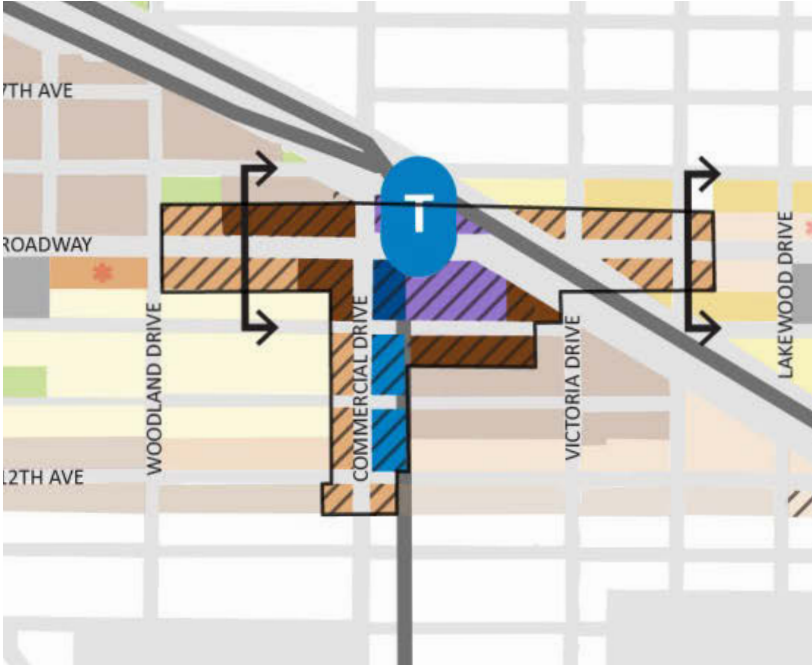
### Existing Daily Vehicle and Bike Volumes



### Existing Peak-Hour Pedestrian Volumes



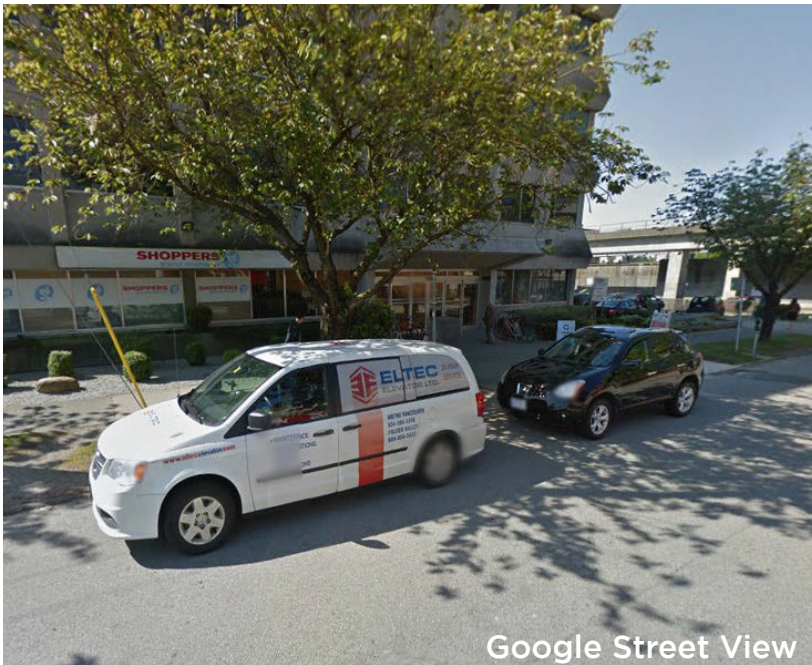
Access to SkyTrain station



Future development in the neighbourhood



Many people walking, cycling and driving



Pick-up and drop-off zones

Bike volumes based on 12-hour demographic and manual intersection counts in summer 2016, expanded to an average 2016 June day based on bike volumes at 10th Ave and Clark St permanent bike counter.

Vehicle volumes based on 24-hour average mid-week day (Tues, Wed, or Thurs).

Pedestrian crossing volumes pulled from 12-hr CoV manual intersection counts from summer 2016.

Highest hourly volumes shown on map represent sum of all pedestrians counted at each crosswalk for given intersection.

## Did you know?

There are a number of exciting programs underway in the Grandview-Woodland neighbourhood. For more information visit:

Grandview-Woodland Community Plan (2016)  
[vancouver.ca/g-w](http://vancouver.ca/g-w)

Commercial Drive Complete Street  
[vancouver.ca/commercial-drive-complete-street](http://vancouver.ca/commercial-drive-complete-street)

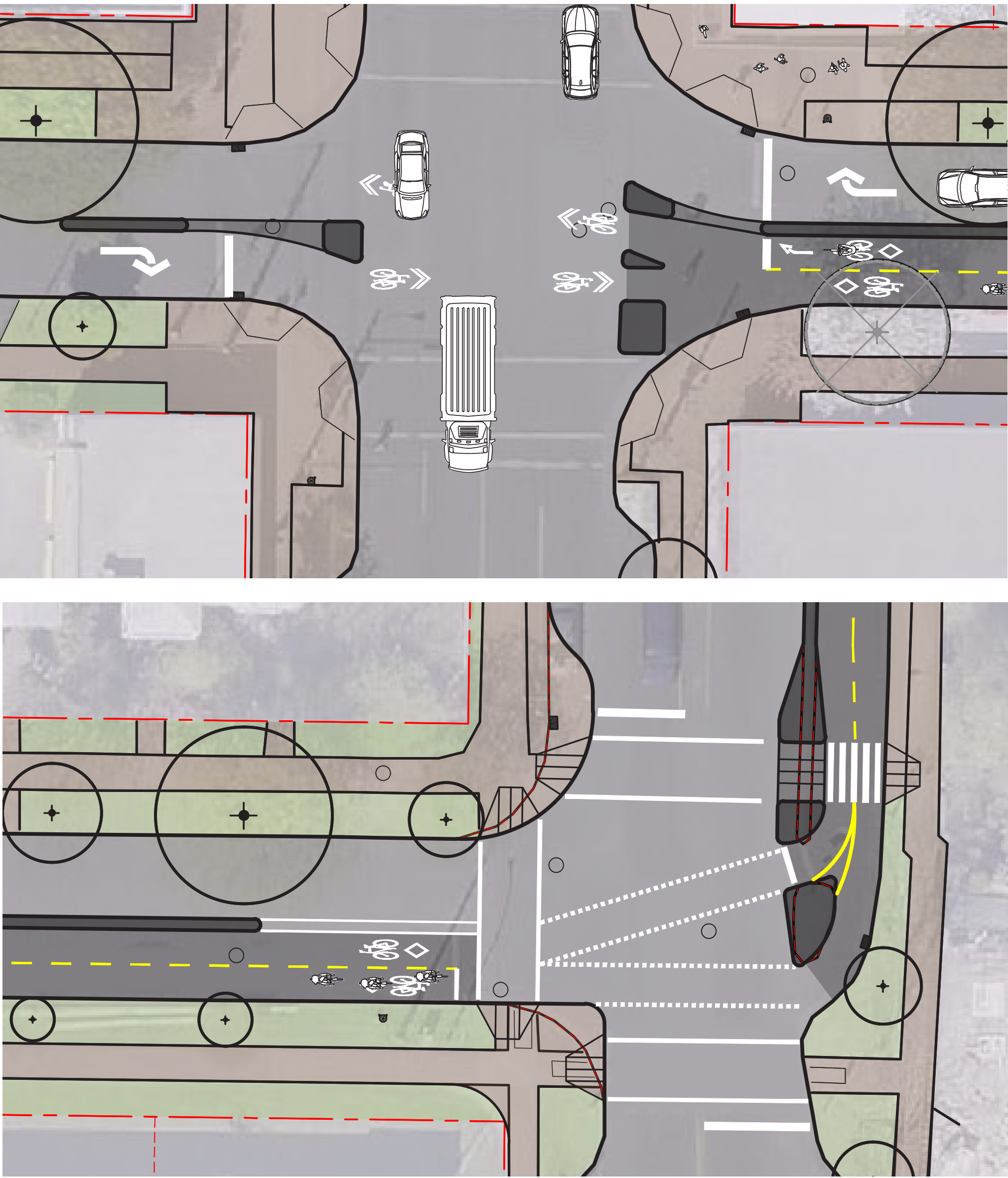


## The Interim Concept

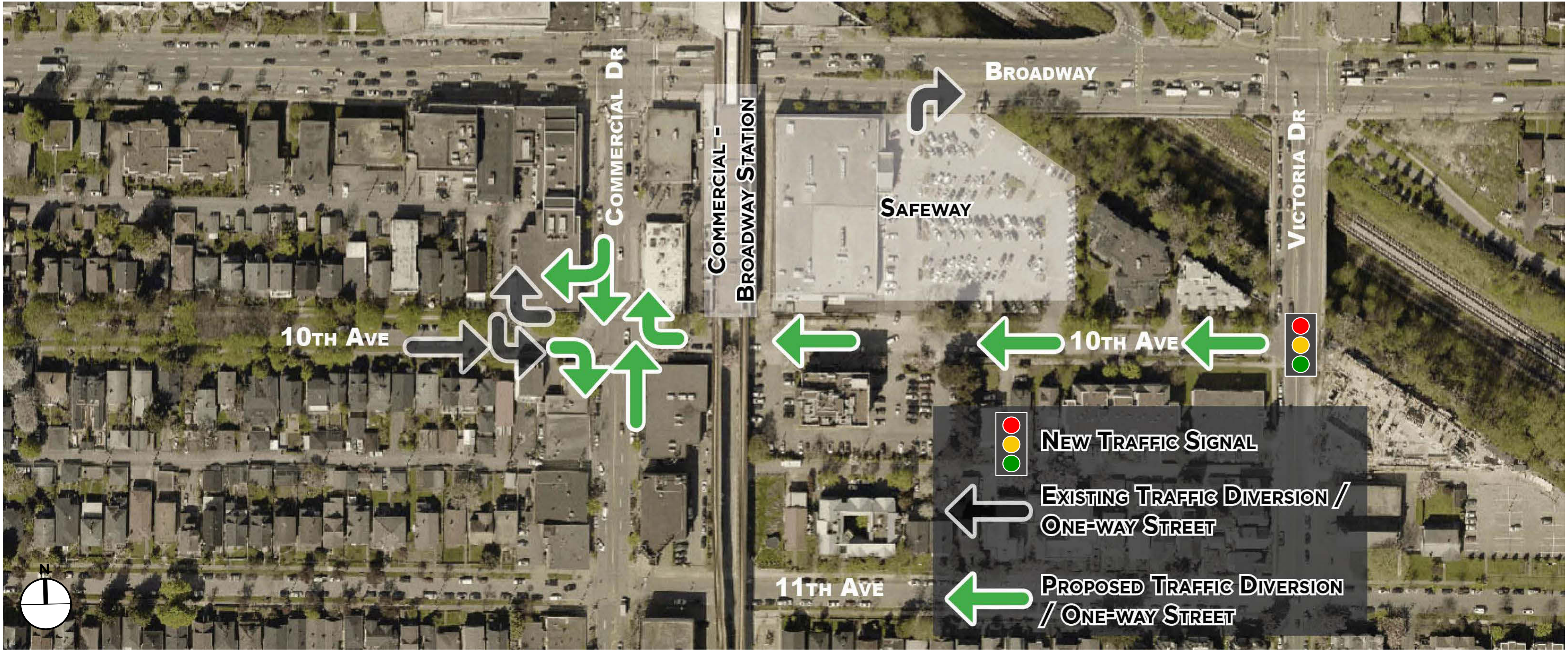
This segment of 10th Ave falls within the scope of the Grandview-Woodland Community Plan and has potential for short- or medium-term redevelopment. Until permanent solutions are built as part of new development, staff recommend **piloting some early changes to this block of 10th Ave while continuing to work with local residents, adjacent businesses, and developers towards a longer-term solution.** The proposed design includes a new traffic signal at the 10th Ave and Victoria St intersection, as well as fully separating vehicle and bicycle traffic by converting the block to a one-way westbound street for motor vehicles with a bi-directional (two-way) bikeway on the south side.

A long-term design may consider closing 10th Ave for motor vehicles for some or all of the block, as proposed in the Grandview-Woodland Community Plan. If access to the Safeway site is still required off 10th Ave with a street closure in place, a protected bike lane on this block would require significant reconstruction and removal of most trees. The proposed one-way operation will achieve the project objectives until a longer-term solution is developed.

### Proposed Interim Changes at Commercial Dr and Victoria Dr Intersections



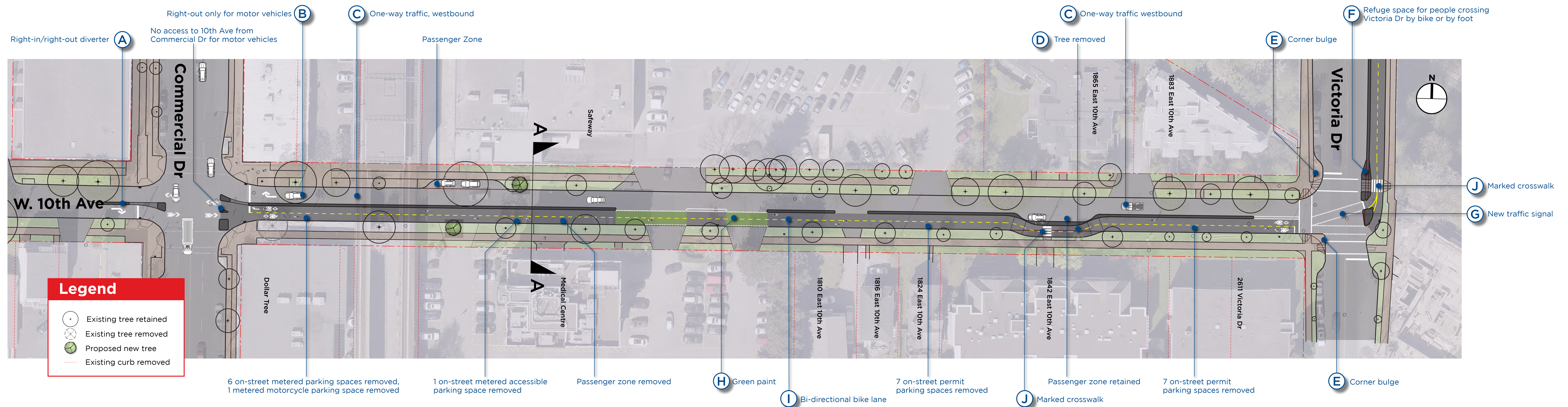
## Proposed Changes to Motor Vehicle Circulation



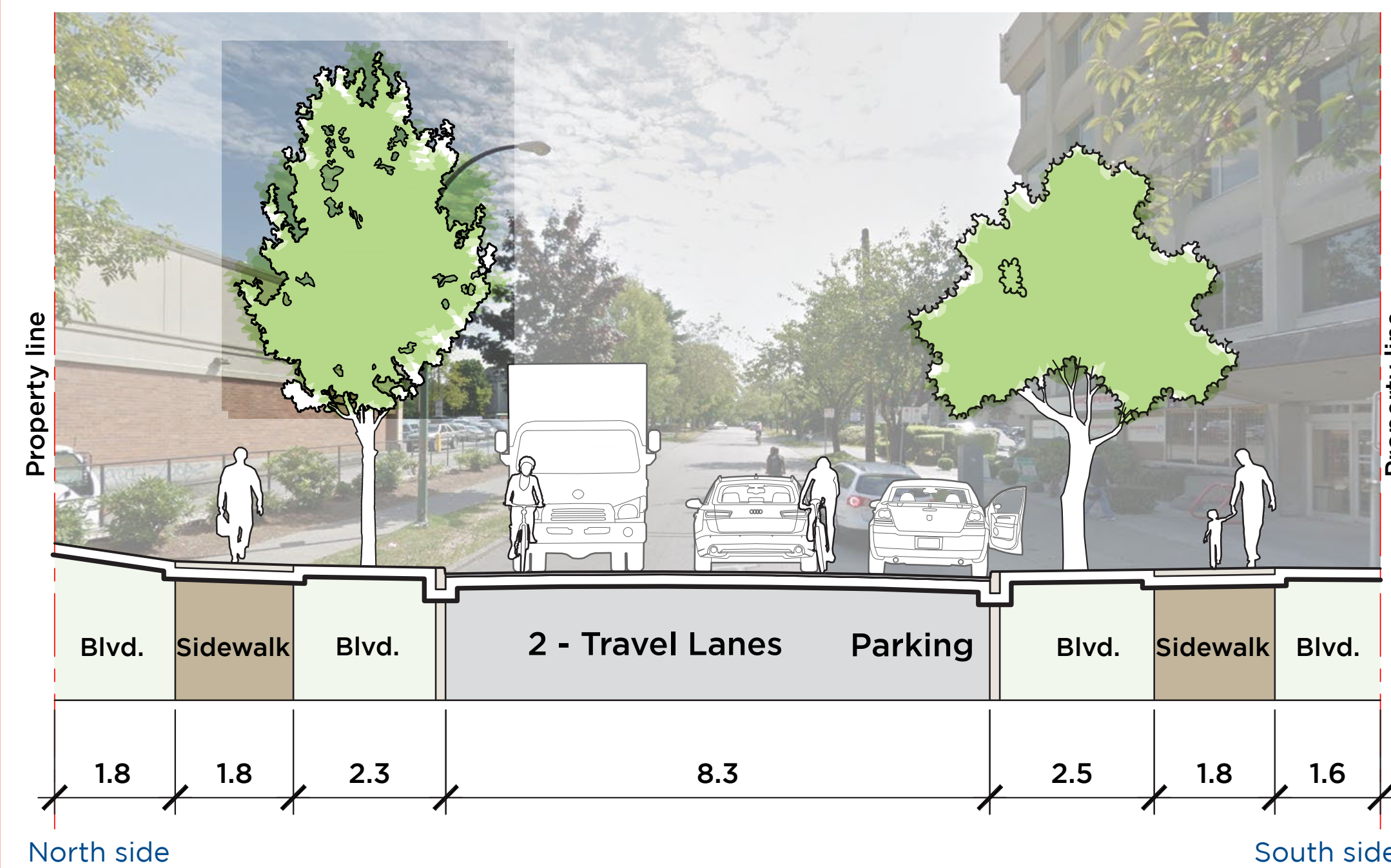
**Provide  
your  
feedback!**

Review the proposed design for 10th Ave between Commercial Dr and Victoria Dr. Complete the comment sheet to provide feedback on materials presented.

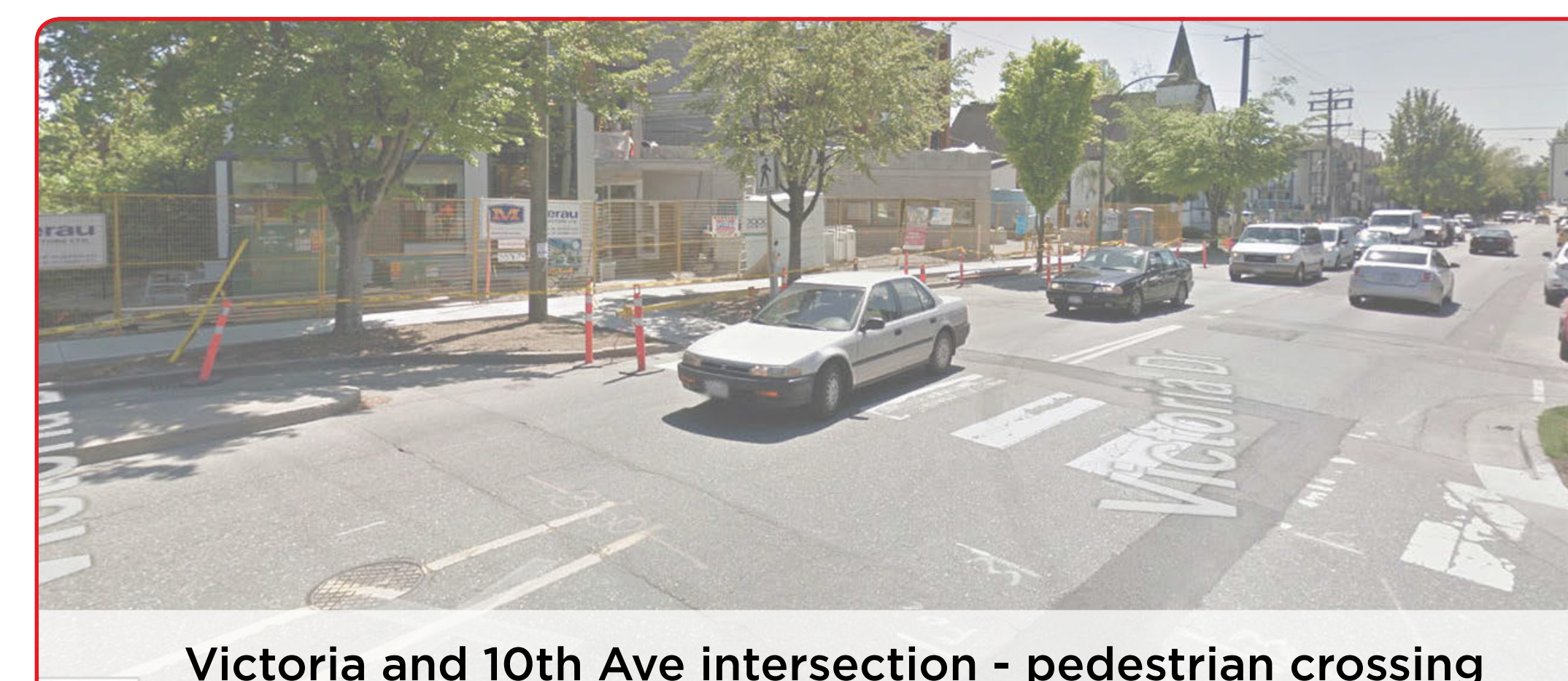
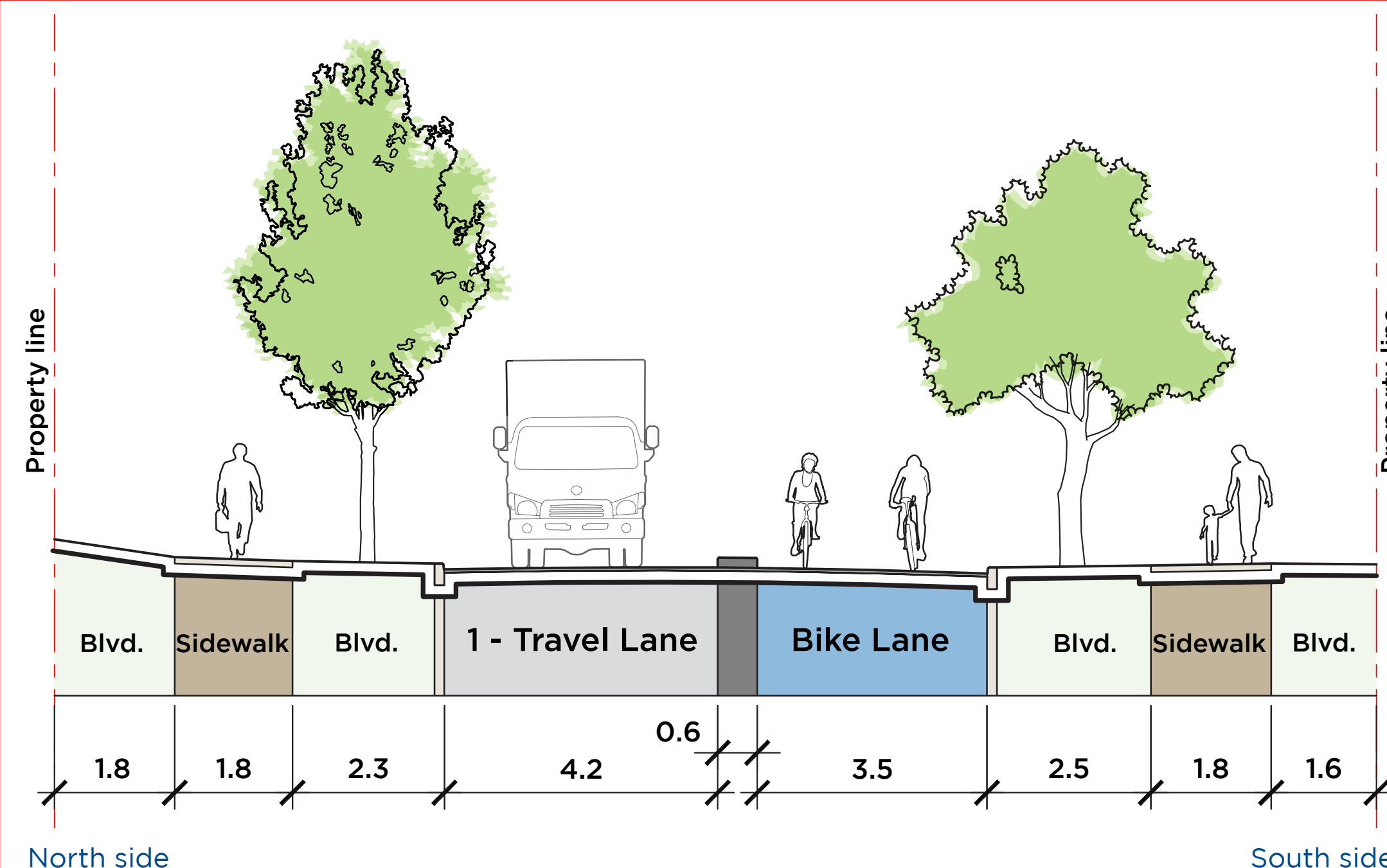




## Section A-A 10th Ave looking east - Existing



## Section A-A 10th Ave looking east - Proposed



## What is Different?

## Why?

**Removal of 14 residential permit parking spaces**  
**Permanent removal of parking already removed as part of Commercial-Broadway station upgrades:**

- 6 on-street metered parking spaces
- 1 metered motorcycle parking space
- 1 accessible metered parking space
- 2-space passenger zone

- To accommodate adjacent street uses (i.e. protected bike lanes, one-way travel, passenger pick-up/drop-off)
- To retain street trees

**A Right-in/right-out diverter on E 10th Ave west of Commercial Dr**

- To improve comfort and safety for people of all ages and abilities to cycle by reducing vehicle volumes on E 10th Ave
- To reduce conflicts between turning motorists and people crossing the intersection by bike in both directions on one side of the street

**B Westbound right-turn only**

- To eliminate conflicts between turning motorists and people crossing the intersection by bike in both directions on one side of the street
- To avoid complex traffic signal phasing that would likely confuse and delay many road users

**C Motor vehicle traffic only permitted one-way westbound between Victoria Dr & Commercial Dr**

- To provide room for protected bike lanes
- To minimise landscaping impacts on E 10th Ave in the interim

**D Removal of one tree**

- To accommodate protected bike lanes and an existing passenger zone on the south side of the street, in front of 1842 E 10th Ave.

**E New corner bulges on Victoria Dr**

- To improve sightlines at corners
- To slow turning motorists
- To shorten Victoria Dr pedestrian crossings

**F Refuge space for people crossing Victoria Dr on foot or by bike**

- To shorten crossings over Victoria Dr
- To provide safe areas for people walking or biking to wait to cross the roadway
- To separate the bikeway and roadway crossings for pedestrians
- To improve sightlines

**G New traffic signal at E 10th Ave and Commercial**

- To improve comfort and safety for people of all ages and abilities crossing the street, including children getting to/from Laura Secord Elementary School

**H Green paint at all bikeway crossings through driveways**

- To improve awareness of conflict points between turning motorists and people biking

**I New protected bike lane on the south side of the street (bi-directional)**

- To improve comfort and safety for people of all ages and abilities to cycle
- To minimise landscaping impacts on E 10th Ave
- To provide space for emergency vehicles to get around obstructions in the roadway

**J Marked crosswalks at passenger zones**

- To help message to people biking that they are to yield to people walking across the bikeway