

# 1 10th Ave Corridor

Public Open House June 2017



## 10th Ave Corridor Project



10th Ave has been a busy bike route for over 10 years and is one of the most direct East-West connectors in Vancouver's cycling network. A goal of the project is to improve the route for people who walk and cycle to ensure it is safe and comfortable for **all-ages-and-abilities (AAA)**.

Since 2015, staff have been developing a plan to improve the 10th Ave Corridor to make it safer and more comfortable for people of all ages and abilities to walk and cycle. The entire bike route runs from Trafalgar St to Victoria Dr and **the focus of this open house is about improvements between Quebec St and Guelph St.**

On a busy summer day roughly 2,000 to 3,000 people bike through the busier sections of 10th Ave with an annual total of over 600,000 trips. 10th Ave runs parallel to Broadway connecting schools, busy commercial areas and key destinations including the Broadway Corridor, Vancouver General Hospital, City Hall, Kingsgate Mall, Main St, Kingsway, Vancouver Community College and Commercial Dr. It also connects many intersecting north-south bike routes and two SkyTrain lines.

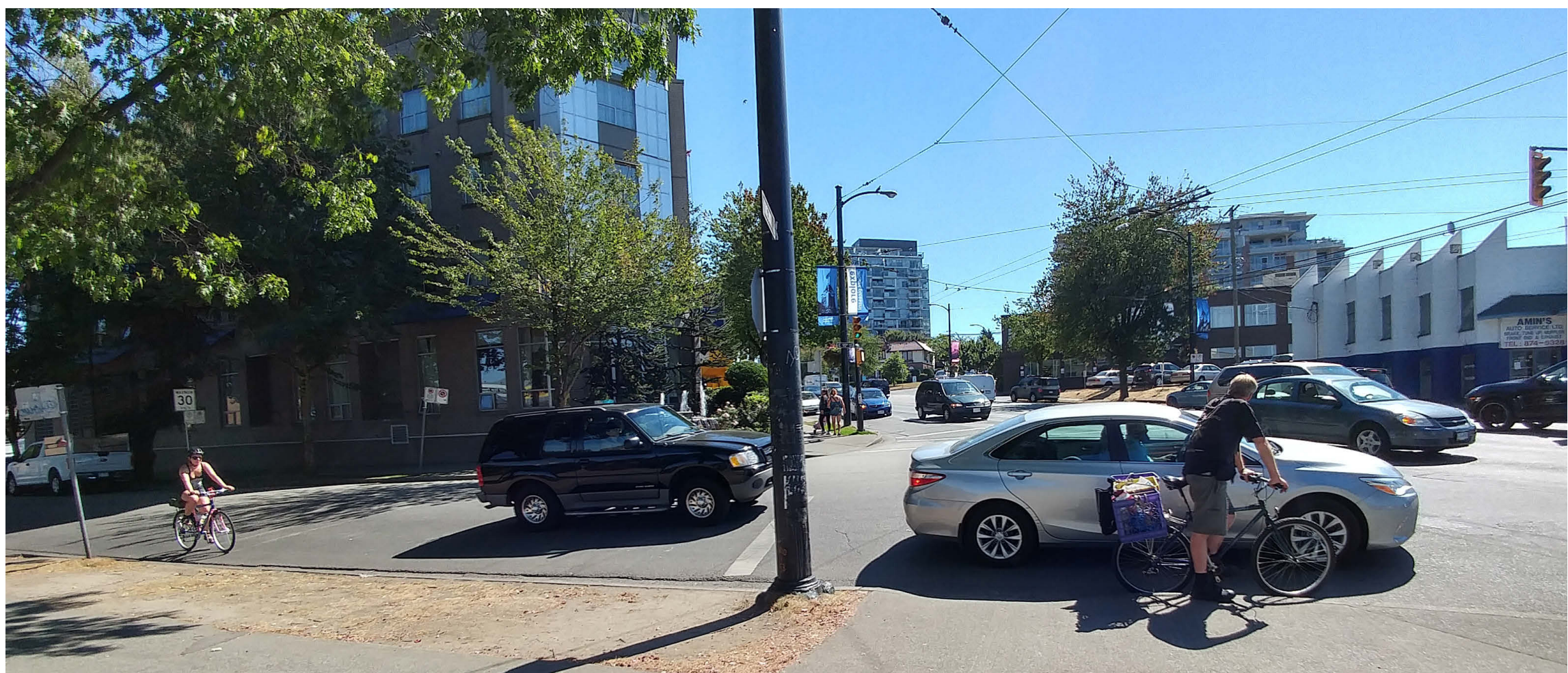
## Quebec St to Guelph St Segment

### Key Objectives for Quebec to Guelph

- Upgrade 10th Ave so it is safe and comfortable for people of **all ages and abilities to cycle**
- Improve comfort and accessibility for **people on foot**
- Accommodate the **loading and access needs** of adjacent businesses
- 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

10th Ave between Quebec St and Guelph St has a high number of reported collisions. Although, the segment between Main St and Prince Edward St is currently shared between people biking and driving, it experiences high volumes of vehicles (2,400 vehicles/day) and bike traffic (3,000 bikes/day). The jog in 10th Ave on Prince Edward St also creates a problematic conflict area between people walking, cycling, and driving.

The recommended design for this segment aims to reduce or mitigate conflict points between people walking, biking, and driving while still accommodating all necessary vehicle access and loading needs to adjacent destinations. Through the use of protected bike lanes and traffic calming measures, a consistent all-ages-and-abilities (AAA) design would be achieved through this busy area.



For more information, visit [vancouver.ca/10th-avenue](http://vancouver.ca/10th-avenue)  
June 2017 - Board #1



# 2 What We Heard



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In November 2016, a proposed design for the Quebec St to Guelph St segment of the 10th Ave Corridor was presented at Public Open Houses for comment and feedback from the community.

In general, there was public support for several aspects of the initial design. However, there was concern raised by Kingsgate Mall merchants with the original proposal for left-turn restrictions off Broadway that would have made mall access indirect for customers and deliveries arriving westbound on Broadway. The second significant point of concern came from local residents living south of the mall who felt the proposal would over complicate vehicle access to their neighbourhood. The following table provides a summary of some of the key concerns heard from the community.

Based on feedback received and additional meetings with businesses and local residents, significant changes were made to the proposed design presented last November. These refinements are outlined in detail on the following boards.

Comment	Response
Converting 10th Ave to one-way eastbound from Kingsway to Prince Edward St presents significant challenges to Kingsgate Mall customers and deliveries arriving westbound on Broadway since left turns from Broadway are banned at both lower mall parking lots as well as at the Kingsway and Main St intersections.	<ul style="list-style-type: none"><li>Adjust the design to the proposed one-way conversion of this block of 10th Ave to be westbound instead of eastbound from Prince Edward St to mid-block.</li><li>Adjust the design to accommodate semi-trailer truck deliveries to access the Kingsgate Mall's loading bay via Prince Edward St at Broadway.</li></ul>
Car-free space on Prince Edward St will make vehicle access very indirect for local residents due to several other road closures and diversers.	<ul style="list-style-type: none"><li>Retain the proposed car-free zone, which was well-received by many members of the public, but install a new full traffic signal at Kingsway/11th Ave to help improve walking, biking, and driving access in/out of the neighbourhood.</li></ul>
Due to the proposed car-free zone on Prince Edward St, residents will be more reliant on access to Kingsway via 10th Ave and 11th Ave.	<ul style="list-style-type: none"><li>Adjust the design to extend two-way vehicle access on the western portion of 10th Ave between Kingsway and Prince Edward St to include both driveways accessing the Buy-Low Foods parking lot.</li></ul>
Concern about the proposed removal of on-street parking, especially in light of all the new development in the area.	<ul style="list-style-type: none"><li>Monitor parking occupancy following implementation. The 2-hr on-street parking planned for removal was installed for adjacent businesses that no longer exist. All new development is required to provide sufficient parking on-site and both the Kingsgate Mall and the Telus building have their own existing surface parking lots. Staff will continue to monitor parking use in the area with the option of converting more unregulated parking to visitor and/or residential permit parking to better accommodate the needs of local residents.</li></ul>
Concern that the one-way westbound change to 10th Ave between Main St and Quebec St will require residents of this block to drive to Main St to access their home instead of driving east along 10th Ave.	<ul style="list-style-type: none"><li>Retain proposed design since it is intended to prevent vehicle shortcutting along the 10th Ave bike route. The proposal allows local residents access to 10th Ave via Broadway, or 12th Ave and Main St, noting that the Main St/10th Ave intersection has a full traffic signal with a full left-turn bay for turning onto 10th Ave. Staff are reviewing the entire Broadway corridor to assess how turning traffic can be better accommodated without impacting bus traffic.</li></ul>

## Public Open Houses (November 2016)

Feedback has been received from the public through open houses, online surveys, emails, 3-1-1 and meetings with local residents and businesses.

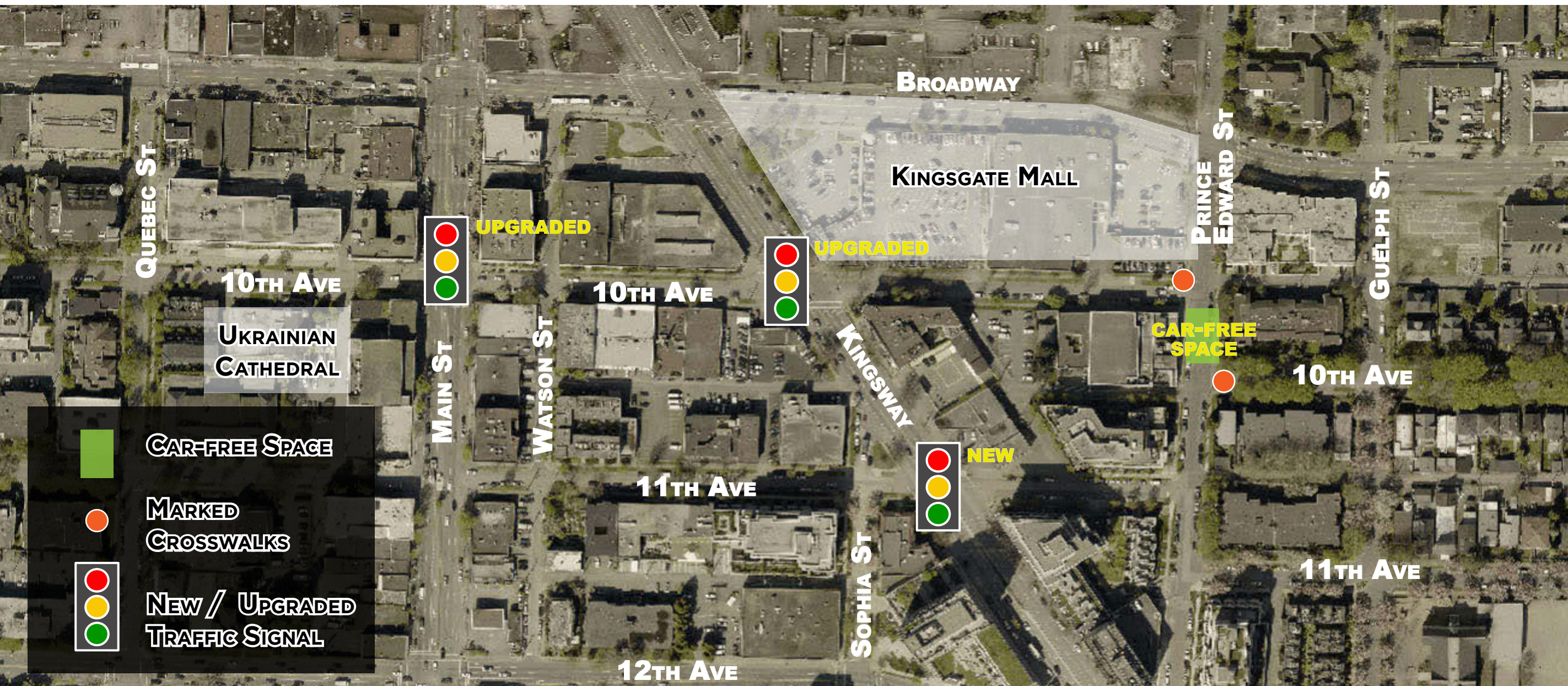
350  
Attended  
Open  
Houses

1,300  
Surveys completed  
for Phase 3 Open  
Houses materials

100+  
Emails and 3-1-1  
responses  
received on Phase 3  
materials

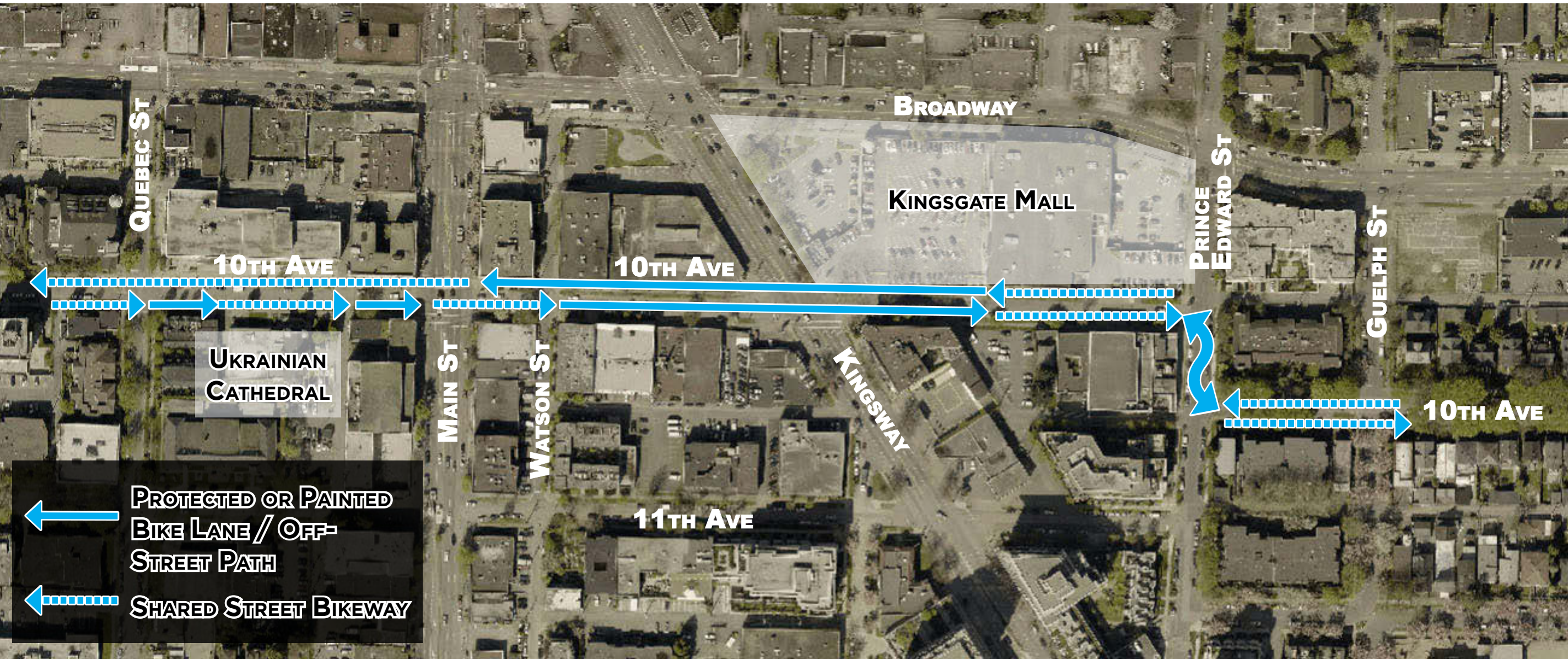
To improve safety and comfort for people walking and biking in the area, the following modifications are recommended between Quebec St and Guelph St, which requires changes to traffic circulation and on-street parking and has some impacts to existing trees. Detailed illustrations of the recommended designs are highlighted on boards 4 and 5.

## Walking Improvements



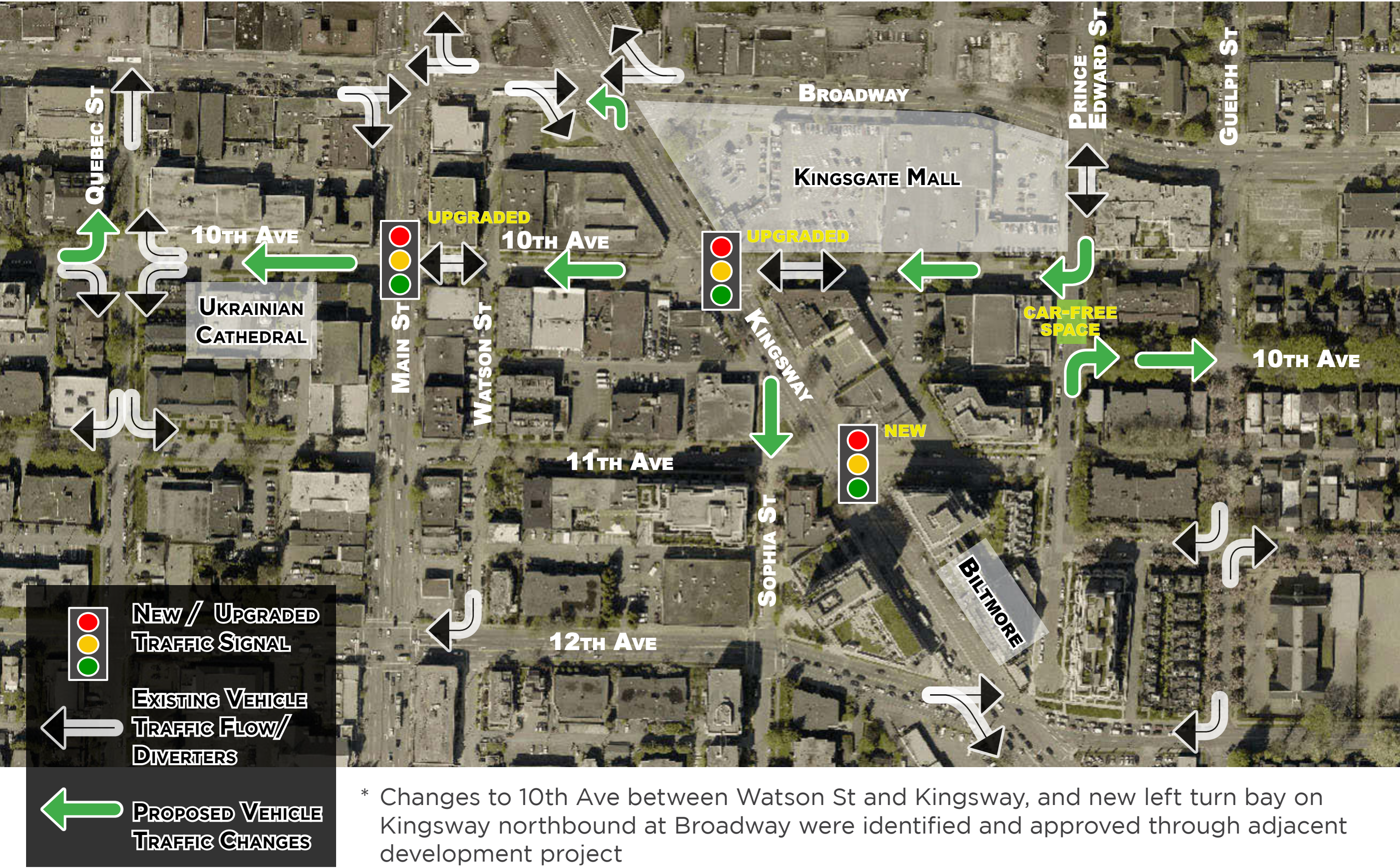
Improvements for people walking would include sidewalk repairs in spot locations and the creation of a car-free space on a portion of Prince Edward St with marked crosswalks and new street trees. Vehicle circulation changes will eliminate some turn conflicts and reduce traffic volumes. The addition of a new traffic signal at 11th Ave/Kingsway provides an additional pedestrian crossing option. Upgraded signals on 10th Ave at Kingsway and at Main St will also improve crossings for people walking.

## Bikeway Configuration



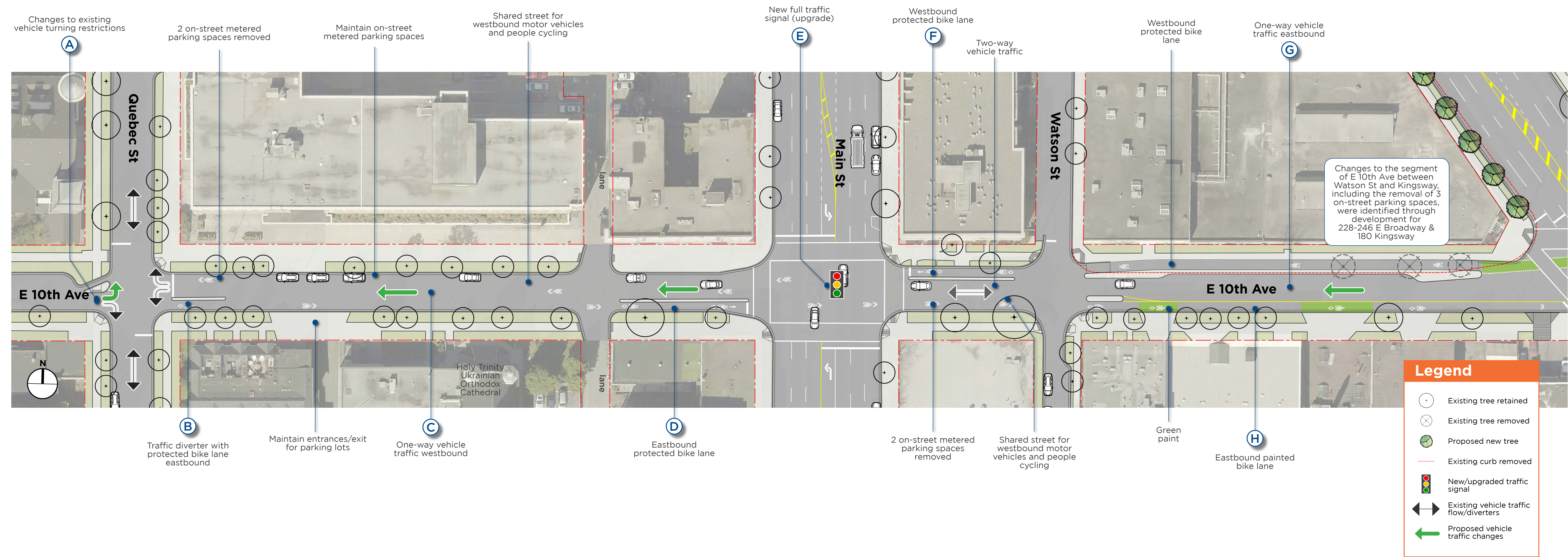
Improvements to the bike route would include a combination of three types of treatments including uni-directional protected bike lanes where vehicle volumes are high, shared road where vehicle volumes are lower, and a car-free space on Prince Edward St with a bi-directional bike lane to reduce vehicle/bike conflicts. In shared segments, the recommended changes for vehicle circulation will eliminate some turn conflicts and help reduce traffic volumes to a more comfortable level.

## Traffic Circulation



\* Changes to 10th Ave between Watson St and Kingsway, and new left turn bay on Kingsway northbound at Broadway were identified and approved through adjacent development project

# 4 Quebec St to Kingsway - Recommended Design



## Design Highlights

The recommended design changes to 10th Ave between Quebec St and Kingsway include changing vehicle circulation to one-way on specified blocks, installing protected uni-directional bike lanes at high conflict points, using a shared street for people biking and driving on other segments where vehicle volumes are lower, and upgrading the traffic signal at Main St to improve crossings.

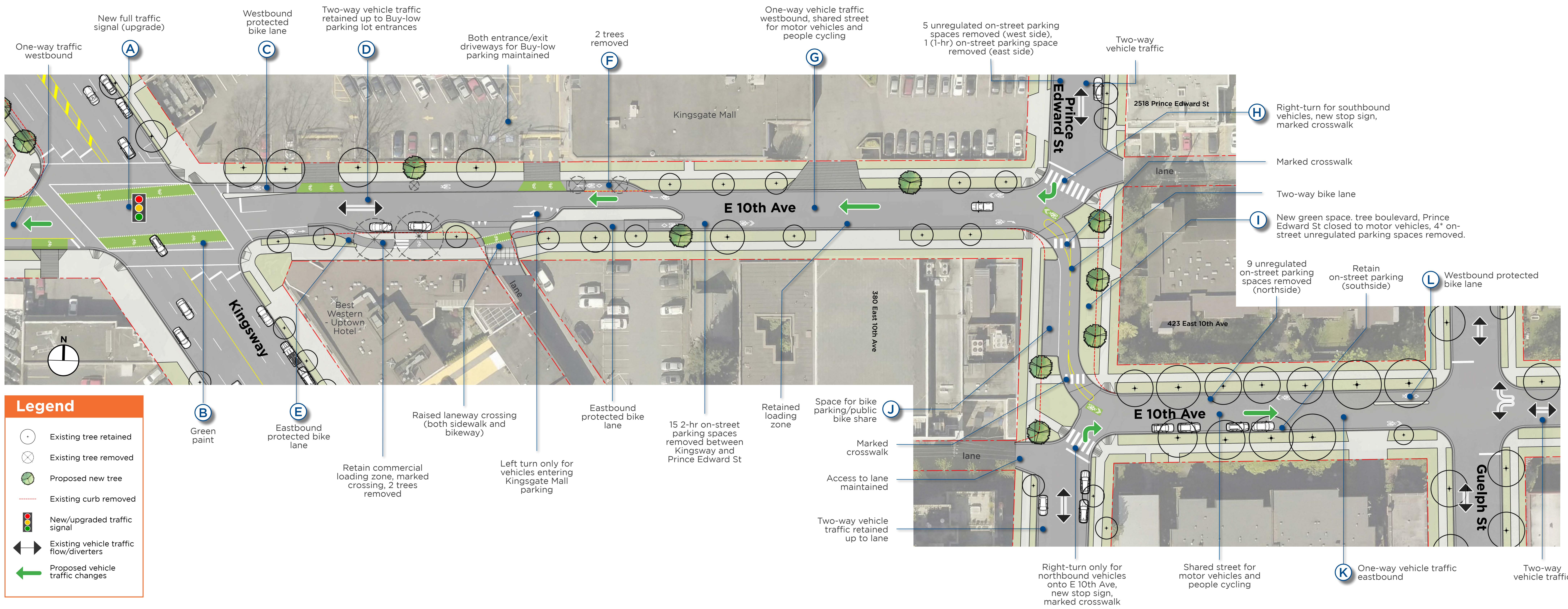
What is Different?	Why?
Removal of 2 on-street metered parking spaces on the north side of E 10th Ave adjacent to the intersection at Quebec St. Removal of 2 on-street metered parking spaces at Main St.	<ul style="list-style-type: none"> <li>To accommodate traffic diverter</li> </ul>
<b>A</b> Change existing traffic turning restrictions at Quebec St and 10th Ave	<ul style="list-style-type: none"> <li>To allow vehicles to turn north at Quebec St to access Broadway or south to access 11th Ave</li> </ul>
<b>B</b> New section of protected bike lane on south side of the street (uni-directional)	<ul style="list-style-type: none"> <li>To lower vehicle volumes on 10th Ave by preventing vehicles from continuing eastbound past Quebec St and discouraging short cutting</li> <li>To improve comfort and safety for people of all ages and abilities to cycle at key conflict point</li> </ul>
<b>C</b> Motor vehicle traffic only permitted one-way westbound on E 10th Ave between Main St and Quebec St	<ul style="list-style-type: none"> <li>To improve comfort and safety for people of all ages and abilities to cycle by reducing vehicle volumes on E 10th Ave</li> <li>To allow the use of shared street for people biking and driving, reducing the need to provide a protected bike lane through the entire stretch</li> </ul>

What is Different?	Why?
<b>D</b> New section of protected bike lane (uni-directional) on south side of the street between Main St and the lane	<ul style="list-style-type: none"> <li>To prevent vehicles leaving the laneway from turning eastbound</li> <li>To improve comfort and safety for people of all ages and abilities to cycle by providing a safe space to stop while waiting for the traffic signal at Main St</li> </ul>
<b>E</b> Upgrade to a full traffic signal	<ul style="list-style-type: none"> <li>To improve crossing and access for people traveling on foot or by bike</li> </ul>
<b>F</b> New section of protected bike lane (uni-directional) on north side of the street between Main St and Watson St	<ul style="list-style-type: none"> <li>To improve comfort and safety for people of all ages and abilities to cycle by providing a safe space to stop while waiting for the traffic signal at Main St</li> </ul>
<b>G</b> Motor vehicle traffic only permitted one-way westbound on E 10th Ave between Watson St and Kingsway	<ul style="list-style-type: none"> <li>To improve comfort and safety for people of all ages and abilities to cycle by reducing vehicle volumes on E 10th Ave</li> <li>To minimize turn conflicts at Kingsway and E 10th Ave</li> </ul>
<b>H</b> Section of painted bike lane on the south side of the street between Watson St and Kingsway	<ul style="list-style-type: none"> <li>To improve comfort and safety for people biking by separating road users</li> </ul>

# 5 Kingsway to Guelph St - Recommended Design



Public Open House June 2017



## Design Highlights

The recommended design changes to 10th Ave between Kingsway and Guelph St include maintaining two-way vehicle travel in portions of 10th Ave, changing vehicle circulation to one-way on specified block segments, installing protected uni-directional bike lanes at high conflict points, using a shared street for people biking and driving on other segments where vehicle volumes are lower, creating a car-free space with bi-directional bike lanes, adding new pedestrian crossings and sidewalk improvements, and upgrading the traffic signal to improve crossings.

What is Different?	Why?
<b>Removal of 15 2-hr on-street parking spaces on E 10th Ave (Kingsway to Prince Edward St)</b> <b>Removal of 5 unregulated and 1 (1-hr) on-street parking spaces on Prince Edward St (Broadway to E 10th Ave)</b> <i>* note - additional room for 4 parking spaces on Prince Edward Street will be lost. This parking is frequently used although not legal since it is in a T-intersection</i> <b>Removal of 9 unregulated on-street parking spaces from E 10th Ave (Prince Edward St to Guelph St)</b>	<ul style="list-style-type: none"><li>To accommodate adjacent street uses (i.e. protected bike lanes, two-way/one-way travel, commercial loading zones)</li><li>To enable pedestrians to cross more comfortably at these legal crosswalks</li><li>To retain street trees</li><li>To accommodate turning radius for large delivery trucks</li><li>To accommodate traffic diverter</li><li>To improve safety and comfort for people of all ages and abilities to cycle</li></ul>
<b>A</b> Upgrade to a full traffic signal	<ul style="list-style-type: none"><li>To improve crossing and access for people traveling on foot or by bike</li><li>To facilitate better vehicle circulation due to one-way vehicle restrictions between Kingsway and Prince Edward St</li></ul>
<b>B</b> Green paint at all bikeway crossings through intersections and driveways	<ul style="list-style-type: none"><li>To improve awareness of conflict points between turning motorists and people biking</li></ul>
<b>C</b> New protected bike lane (uni-directional) on the north side of the street between Kingsway and one-way portion of E 10th Ave	<ul style="list-style-type: none"><li>To improve comfort and safety for people of all ages and abilities to cycle</li><li>To provide a safe place to stop while waiting for the traffic signal at Kingsway</li></ul>
<b>D</b> Two-way motor vehicle traffic maintained on the western end of E 10th Ave including both driveways accessing Buy-Low parking and one-way portion of E 10th Ave	<ul style="list-style-type: none"><li>To allow direct access to Kingsway for people leaving the mall by car from the upper parking deck</li><li>To allow more direct access to Kingsway for people leaving the lane on the south side of E 10th Ave.</li></ul>

What is Different?	Why?
<b>E</b> New protected bike lane (uni-directional) on the south side of the street between Kingsway and Kingsgate Mall building	<ul style="list-style-type: none"><li>To improve comfort and safety for people of all ages and abilities to cycle</li></ul>
<b>F</b> Removal of two trees	<ul style="list-style-type: none"><li>To accommodate a protected bike lane on the north side of E 10th Ave</li></ul>
<b>G</b> Motor vehicle traffic only permitted one-way westbound between Prince Edward St and western Buy-low parking lot entrances	<ul style="list-style-type: none"><li>To improve comfort and safety for people of all ages and abilities to cycle by reducing vehicle volumes on E 10th Ave</li><li>To allow access to upper parking lots by vehicles traveling westbound on Broadway and turning south on Prince Edward St</li></ul>
<b>H</b> New stop sign for vehicles traveling south on Prince Edward St and new marked crosswalk	<ul style="list-style-type: none"><li>To improve safety and comfort for people crossing on foot or by bike</li><li>To give priority to people biking</li></ul>
<b>I</b> New green space on Prince Edward St through a closure to motor vehicles	<ul style="list-style-type: none"><li>To reduce turn conflicts between people driving and biking</li><li>To expand public space, including new street trees</li></ul>
<b>J</b> Space for a public bike share station	<ul style="list-style-type: none"><li>To provide access to bike share in this busy commercial area and growing neighbourhood</li></ul>
<b>K</b> Motor vehicle traffic only permitted one-way eastbound between Prince Edward St and Guelph St	<ul style="list-style-type: none"><li>To improve comfort and safety for people of all ages and abilities to cycle by reducing vehicle volumes on E 10th Ave</li></ul>
<b>L</b> New section of protected bike lane on north side of the street (uni-directional)	<ul style="list-style-type: none"><li>To prevent vehicles on Guelph St from turning westbound</li><li>To improve comfort and safety for people of all ages and abilities to cycle at a conflict point</li></ul>



## Share your feedback

**Please submit  
comments by  
July 13, 2017**

The feedback you provide will help us refine the recommended design before we move forward with implementation.

**In Person** Complete a feedback form at the Open House event and drop in the comment box

**Online** View the display boards and complete a feedback form online at [vancouver.ca/10th-avenue](http://vancouver.ca/10th-avenue)

**By Email** Send comments or questions to [10thAvenue@vancouver.ca](mailto:10thAvenue@vancouver.ca)

**By Phone** Call 3-1-1 to provide comments or questions

## What's happening in the rest of the 10th Ave Corridor?

### Health Precinct

The “10th Avenue Health Precinct Street Improvements” between Oak St and Cambie St were approved by Council on May 17, 2017. The approved design includes elements such as improvements for patients and other vulnerable pedestrians, enhanced pick-up/drop-off areas, convenient parking for patients with disabilities, and physical separation between each type of road user.

For more information on the approved design visit: [vancouver.ca/10th-avenue](http://vancouver.ca/10th-avenue).



### Commercial Dr to Victoria Dr

A proposed interim design for the Commercial Dr to Victoria Dr segment was presented at the November 2016 Public Open Houses. City staff are currently fine tuning the interim design for this segment. Development of a final design for the segment will be coordinated with future development opportunities in the area. Construction for the interim improvements is anticipated to begin in 2018.



### Future Improvement Areas

Future improvements for other segments along the 10th Ave Corridor will continue to be implemented. Impacted residents and businesses will be invited to provide feedback on nearby improvements.

For more information on the City's Cycling Spot Improvement program visit: [vancouver/spotimprovements](http://vancouver/spotimprovements).



To view previous event materials and information on other segments visit: [vancouver.ca/10th-avenue](http://vancouver.ca/10th-avenue)