

WELCOME!

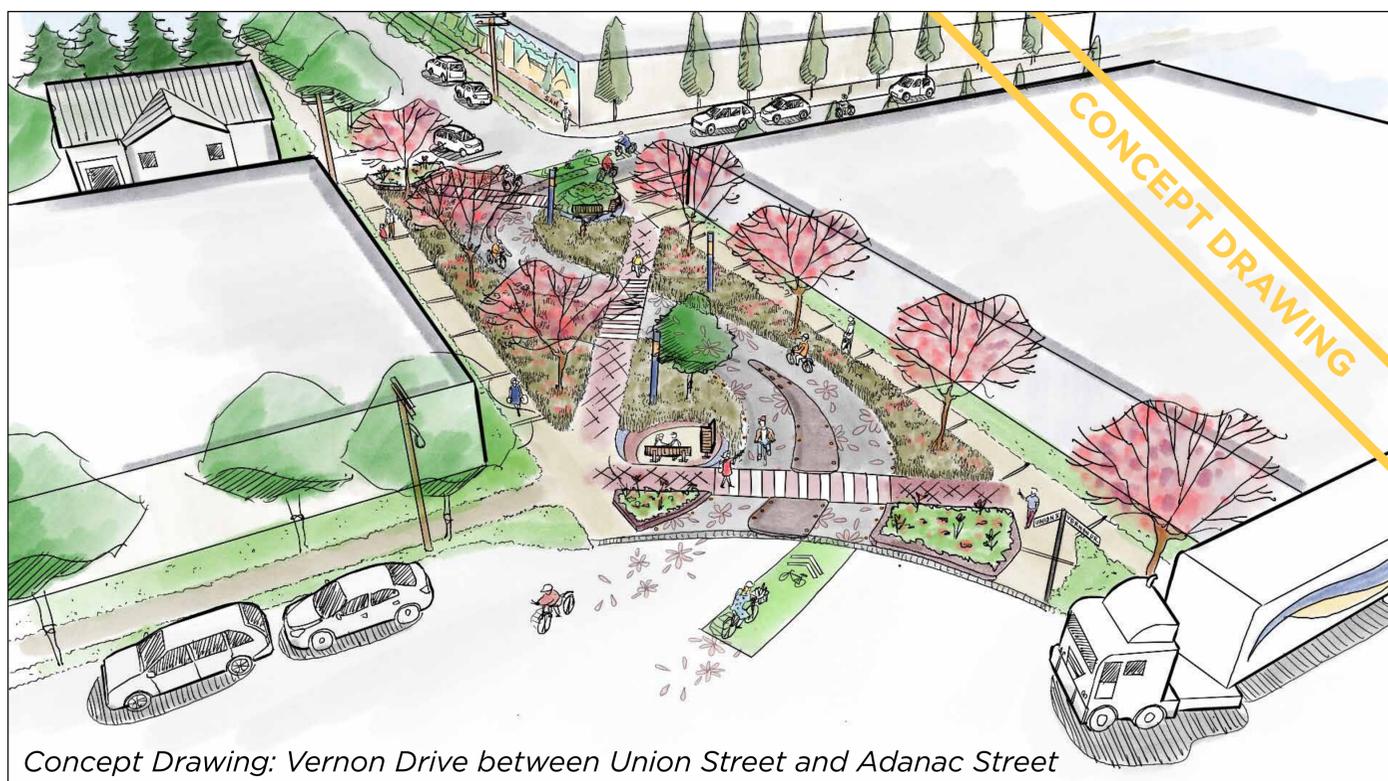
UNION-ADANAC CORRIDOR

The City of Vancouver is planning to make changes to the Union-Adanac Corridor to make it safer and more comfortable for people of all ages and abilities to walk and cycle.

Spot improvements are proposed along the corridor **between Gore Avenue and Kamloops Street**. In the future, we will continue to make improvements to other parts of the corridor, including the section further east between Rupert and Boundary Streets.

KEY OBJECTIVES:

- 1 Improve safety and comfort** for people of all ages and abilities walking and cycling along Union and Adanac Streets.
- 2 Improve visibility** at intersections and crossings to reduce conflicts between all modes of transportation.
- 3 Further calm traffic** in key areas to increase safety for all modes of transportation, while accommodating access needs of residences and local businesses.
- 4 Enhance the corridor** with new landscaping and lighting improvements at key intersections.



Concept Drawing: Vernon Drive between Union Street and Adanac Street

**We want
to hear
from you!**

We have identified a number of improvements along the Union-Adanac Corridor. Please review the materials and provide your feedback.

Your input will be used to help us refine the final designs for these spot improvements.

Information presented here is online at vancouver.ca/union-adanac.

BACKGROUND

TIMELINE

PAST IMPROVEMENTS

In 1993, the **Adanac Bikeway** was the first local street bikeway built in **Vancouver**, extending from downtown Vancouver to Boundary Road, where it connects to Burnaby's Francis-Union Bikeway. It is now one of the busiest bikeways in the city, connecting the downtown all-ages-and-abilities (AAA) bike network to local street bikeways throughout Strathcona, Grandview-Woodland, and Hastings-Sunrise.



Union and Adanac Streets are used by vehicles bypassing nearby arterial streets. Union Street is the only local street between Hastings and Venables Streets that crosses the north/south rail line, while Adanac Street is the only local street between Hastings and East 1st Avenue that crosses the Trans-Canada Highway.

Since the 1970s, traffic-calming measures have been implemented to limit vehicle traffic along the corridor.

The City is advancing planning programs for the False Creek Flats and Northeast False Creek, which may affect the bike route along the Union-Adanac corridor in the future. In the interim, our goal for this project is to address existing safety concerns and increase comfort for people of all ages and abilities walking and cycling.

1911

Barnard Street **renamed** Union Street

1930

Union Street east of Vernon Drive **renamed** Adanac Street (Canada backwards)

1970s

Union Street **closed to vehicle through-traffic** at Hawks Avenue

1993

Adanac Bikeway opened

2010

Dunsmuir Viaduct **protected bike lane constructed** connecting Union-Adanac to the downtown core

2011

Traffic signal installed at Gore Avenue and Union Street

2012

Traffic signal installed at Adanac Street and Commercial Drive, **slip lane from Commercial Drive removed**
Intersection of Union Street and Hawks Avenue **reconstructed**

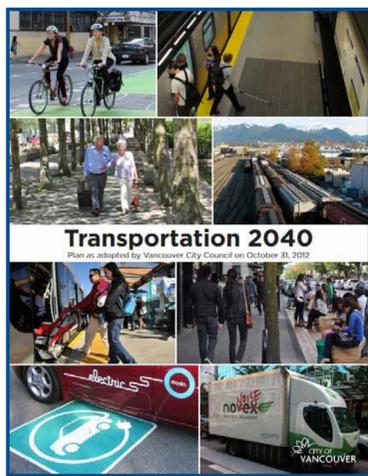
2013

Protected bike lane constructed on 200-block Union Street, including improvements at the intersection of Union and Main Streets
Adanac Street closed to vehicle through-traffic at McLean Drive and **closed to westbound vehicle traffic** at Clark Drive

2016

Traffic signal and median installed at Renfrew Street, closing the intersection to through and left-turning vehicle traffic

SUPPORTING POLICY



TRANSPORTATION 2040:

Approved in 2012, Transportation 2040 is a long-term strategic vision for the City to help guide transportation, land use decisions and public investments for the years ahead. The plan sets long-term targets and includes policies and actions to help us reach them.

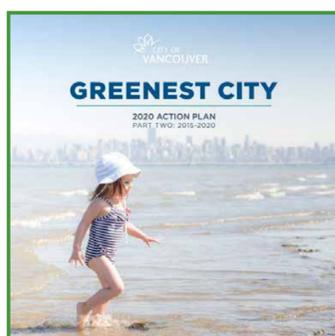
Transportation 2040 identifies Union-Adanac as a cycling priority route for improvements as it is “one of our busiest bike routes and connects to the downtown all ages and abilities network...”

TARGET: Make two-thirds of all trips on foot, bike, and transit by 2040
TARGET: Achieve zero traffic-related fatalities

KEY TRANSPORTATION 2040 DIRECTIONS:

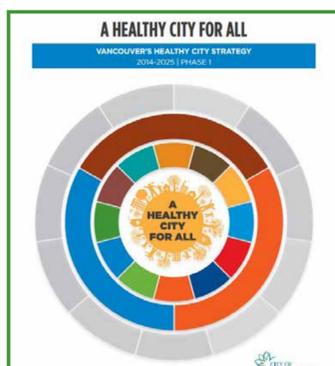
- W 1.1: Make streets safer for walking
- C 1.1: Build cycling routes that feel comfortable for people of all ages and abilities
- C 1.2: Expand the cycling network to efficiently connect people to destinations
- M 1.3: Manage traffic and improve safety and neighbourhood livability

OTHER SUPPORTING POLICIES



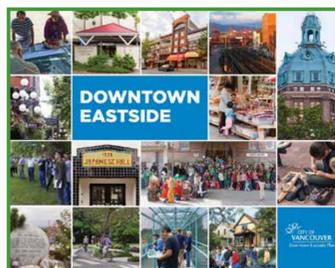
Greenest City Action Plan 2020 Targets

- All Vancouver residents live within a 5-minute walk of a park, greenway or other green space
- The majority of trips (over 50%) are by foot, bike, and public transit



Healthy City Strategy 2025 Targets

- 25% more Vancouver residents meet the Canadian Physical Activity Guidelines, compared to 2014
- Every neighbourhood has a Walk Score of at least 70 (indicating that most errands can be done on foot)



Downtown Eastside Local Area Plan

- 11.2.4 Enhance existing walking and cycling routes including Keefer, Union, Heatley, and Quebec Streets
- 11.2.6 Improve safety and comfort among all road users on high-volume bike routes such as Union/Adanac



Grandview Woodland Community Plan

- 8.4.1 Maintain and enhance the cycling network supporting people of all ages and abilities and to serve all kinds of trips, including shopping and errands as well as commuting and recreation. For route upgrades prioritize collision hotspots and high-volume routes.

WHAT WE HEARD

Here are some of the key concerns that we heard from you about the Union-Adanac Corridor.

Visibility at intersections

Crossing the bikeway on foot



Crossing Victoria Drive on foot and bike, especially in the evening rush hour

Cycling speeds along the corridor



Connecting the bike route between Adanac and Union

Enforcing fast cycling speeds, bike helmets, bike lights, etc.

Needing more cycling **education**

Need for **another bike route** to the north because Union-Adanac is very busy, especially at rush hour



Volume of people cycling and driving on the bikeway

Awareness of the bikeway by people driving

Misuse of parking protected bike lanes on Union (near Main Street) to park vehicles or taxis

Use of the Union-Adanac corridor as a **shortcut** by people driving to avoid Prior Street



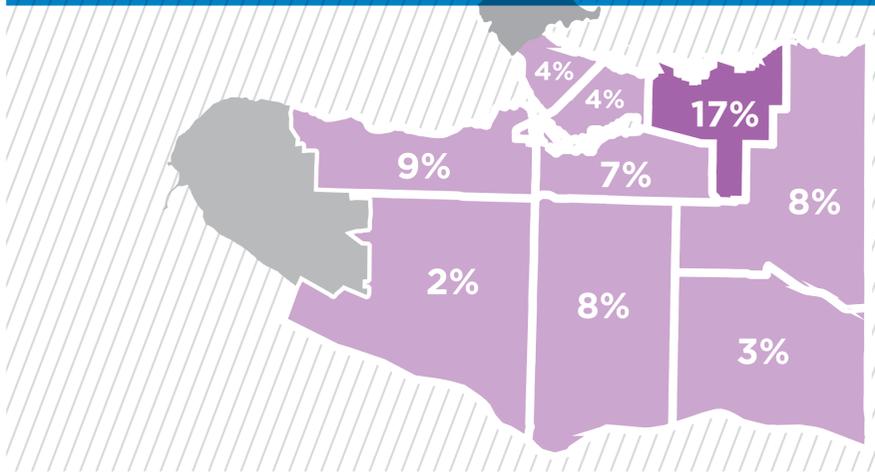
Vehicle speeds through the industrial area west of Clark Drive

EXISTING CONDITIONS

The **Union-Adanac Corridor** connects **Downtown, Chinatown, Strathcona, Grandview-Woodland, and Hastings-Sunrise**. It is also acts as a regional connection, providing links to municipalities to the East and North. Much of the corridor is residential, with a number of businesses located in Strathcona and in the industrial area around Clark Drive.

CYCLING MODE SHARE BY HOME AREA

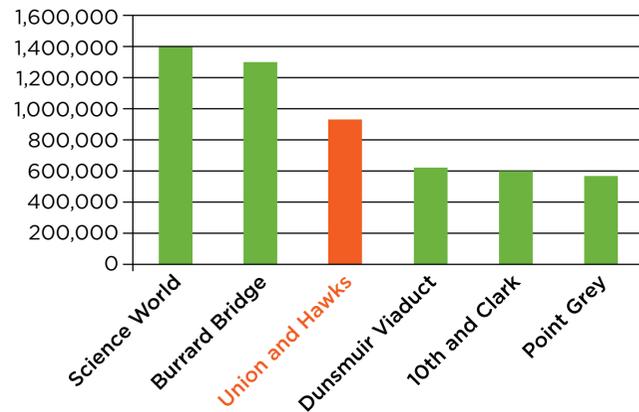
Source: 2015 Transportation Panel Survey



People living in the **Vancouver Port area** — made up of the Downtown Eastside, Strathcona, and Grandview-Woodland neighbourhoods — make more trips by bike than residents of other neighbourhoods.

CYCLING VOLUMES

Source: City of Vancouver bike counter data



TOTAL BIKE TRIPS
NOV 2015 –
OCT 2016

Union-Adanac is one of the busiest cycling routes in the city. In the summer months, approximately 1000 people cycle per day on the route near Renfrew Street, and up to 5000 per day at Union and Hawks where the bikeway approaches downtown.

VEHICLE VOLUMES

Source: City of Vancouver vehicle counter data, Fall 2016

Vehicle volumes vary along the corridor. Parts of Union and Adanac Streets are used by people driving to bypass arterial streets. Prior and Venables Streets immediately to the south carry vehicle through-traffic between Victoria Drive and the Georgia and Dunsmuir Viaducts.



DESIGNING FOR ALL AGES AND ABILITIES

The City of Vancouver has a vision to make **cycling safe, convenient, comfortable and fun for all ages and abilities (AAA)** including families with children, seniors, and new riders.

Reducing the number of interactions between motor vehicles and people cycling can improve comfort and safety. At our AAA target volume of 500 vehicles per day or less, the likelihood

of encountering a motor vehicle is typically less than one per block in the peak hour. On routes where low motor vehicle volumes and speeds are not possible to achieve, separation of bikes from vehicles is needed.

The traffic calming measures we are proposing in key areas along the Union-Adanac Corridor will help move us toward AAA.

LESS COMFORTABLE

MORE COMFORTABLE



MAJOR STREET SHARED USE LANE



PAINTED BIKE LANE



PAINT BUFFERED BIKE LANE



LOCAL STREET BIKEWAY



PROTECTED BIKE LANE



OFF-STREET PATHWAY

UNSUITABLE FOR AAA FACILITY

SUITABLE FOR AAA FACILITY

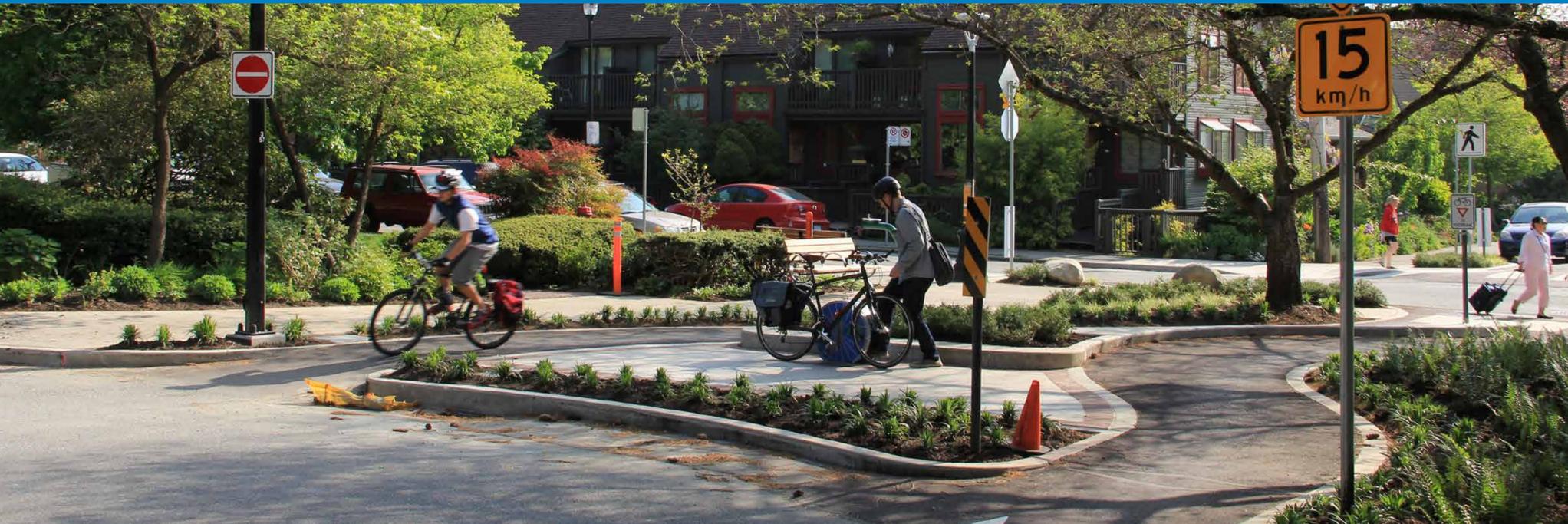
FUTURE IMPROVEMENTS: WHAT WOULD YOU LIKE TO SEE?

Please number your dot, place it onto the map, and tell us your idea!



- 1) _____
- 2) _____
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- 30) _____

NEXT STEPS



REVIEW

Staff will **compile and analyze all feedback** received through the process and consider adjustments to the designs.

FINAL DESIGNS

The final designs will be posted on the project **website** (vancouver.ca/union-adanac) and shared by **email** to everyone who signed up for the project listserve.

CONSTRUCTION

The final designs are anticipated to be constructed in **2017 and 2018**.

FUTURE IMPROVEMENTS

Future improvements along the Union-Adanac Corridor (outside of those presented here) will be done under the City's **Cycling Spot Improvement Program**.

**SHARE
YOUR
FEEDBACK**

**PLEASE SUBMIT
COMMENTS BY
FEBRUARY 8, 2017**

IN PERSON

Complete a comment sheet at an **Open House**

ONLINE

View the display boards and complete a comment sheet online at vancouver.ca/union-adanac

BY EMAIL

Send comments or questions to adanac@vancouver.ca

BY PHONE

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