1 ALEXANDER STREET BIKEWAY

Project Overview

The City of Vancouver wants to address a major gap in the bike network by making Alexander Street safer and more comfortable for people of all ages and abilities to cycle. The project's goals are to slow and reduce traffic to make it safer for everyone to share the road, and create better cycling connections between Strathcona and Gastown.

Recommended changes include:

- Address safety at key intersections with traffic calming measures
- Introduce 30 km/hr speed limit
- Add signs to mark the street as a local bikeway
- Improve connections to protected bike lanes on the Powell Street Overpass and Carrall Street in Gastown

Location of Route

Locations of proposed changes to vehicle movements are highlighted below.

Project Goals

- Make Alexander Street safe and comfortable for people of all ages and abilities to cycle and address a major gap in the bike network.
- Maintain access to homes and businesses, and ensure that loading and delivery needs are addressed.
- Keep as much on-street parking as possible.

We are here

October 2012
Alexander connection identified in Transportation 2040 policy.

Summer 2017
Consultation with stakeholders near key Intersections

Fall 2017
Public Consultation

Spring 2018
Implementation

Summer 2018
Project Completion

For more information, visit vancouver.ca/spotimprovements

November 2017

T:\13-1400-30\Alexander-Powell (0000127)\13 - Communications\1 - Consultation Materials\Alexander Presentation Boards - Nov 2017

CITY OF VANCOUVER | GREENEST CITY

2 ALEXANDER STREET BIKEWAY

NEIGHBOURHOOD CONTEXT

The neighbourhood around Alexander Street is a unique mix of industry, community services and residences.

Industry includes diverse types of businesses that use on- and off-street parking for employees, as well as vehicle loading space for all sizes of trucks. Changes to Alexander Street need to be sensitive to this unique mix and support the vitality of the neighbourhood.

CYCLING CONNECTIONS

Currently, the Adanac bikeway is the only All Ages and Abilities (AAA) cycling route connecting East Vancouver to Downtown. An average of 4,000 people cycle this route every day, many of them Strathcona residents who make more trips by bike than in any other neighbourhood in Vancouver — 17% of trips according to the 2016 Panel Survey.

An increase in rail traffic at the railway crossing on Adanac has increased delays for those cycling the bike way the route and accelerated the need for an alternative East-West cycling route.

Alexander Street has informally served as this cycling connection for years. It is also the shortest route between the protected bike lanes on the Powell Street Overpass and Carrall Street in Gastown.

Improvements along Alexander Street can make it feel safer and more comfortable for everyone to bike and as such, a more enjoyable way to get around.

WHAT WE'VE HEARD

CYCLING

Cycling connections onto Alexander Street feel unsafe and uncomfortable.

SHORT-CUTTING

Alexander Street is often used as a short-cut for non-local trips at high speeds.

LOADING

Businesses in the area need access and space to load and unload goods.

PARKING

Parking is a major concern for customers, employees and residents.

3 ALEXANDER STREET BIKEWAY

AAA BIKE NETWORK

All Ages and Abilities Bike Facilities

There is no one-size-fits all approach to making streets safe and comfortable for people of all ages and abilities to bike.

Alexander Street Recommendation

On Alexander Street, we are recommending a Local Street Bikeway — a street where people cycling and driving share the road. Key changes to achieve this will include:

- Strategic traffic calming to reduce the number of non-local motor vehicles on the street.
- A 30 km/hr speed limit to slow vehicles.
- Clear signage to let street users know it is a bikeway.

A bikeway along Alexander Street will close an important gap in Vancouver's bike network.

For more information, visit vancouver.ca/spotimprovements

November 2017

T:\13-1400-30\Alexander-Powell (0000127)\13 - Communications\1 - Consultation Materials\Alexander Presentation Boards - Nov 2017

CITY OF VANCOUVER | GREENEST CITY

4 ALEXANDER STREET BIKEWAY

Improvements to Alexander Street

To make Alexander Street safer and more comfortable for people of all ages and abilities to cycle, we are recommending improvements that will:

Reduce speed to 30 km/hr

Maintain loading & delivery

Minimize impact to parking

Improve pavement surface

Address key intersections

Three sections of the route have been identified as areas for additional improvements. Improvements common to each section will include:

WEST ALEXANDER

- Connect to bike lanes on Carrall Street
- Modify circulation on Alexander Street & Columbia Street.
- Support public space improvements.

CENTRAL ALEXANDER

- Reduce motor vehicles traveling along Alexander Street.
- Maintain local area access for residents and businesses.
- Add a cycling signal.

EAST ALEXANDER

- Address cycling safety concerns.
- Maintain large vehicle loading and delivery.
- Restrict vehicle access to reduce short-cutting.

5 ALEXANDER STREET BIKEWAY

SECTION 1: WEST ALEXANDER

This section is a key link between Alexander Street and the Carrall Street bike lane. Changes to the area will make the connection safer and simplify traffic flow.

Recommended Traffic Flow: Change Motor Vehicle Direction on Alexander Street

Maple Tree Square Cycling Connection

We heard that the connection between Alexander Street and the Carrall Street bikeways feels uncomfortable and confusing for people cycling. The City will continue to work with local businesses and stakeholders to explore options to improve this connection through Maple Tree Square. Any change to traffic patterns here will be an interim improvement. Long-term improvements will be developed through the Gastown Complete Streets project currently underway.

	What is Different?	Why?
1	Reverse the one-way westbound traffic on Alexander Street to one-way eastbound between Columbia and Carrall Streets.	To reduce traffic volume, improve safety for people cycling and improve circulation.
2	Convert angle parking to back-in angled parking.	To improve visibility between people parking motor vehicles and people cycling.
3	Locate a new loading zone near Powell Street and Maple Tree Square with input from nearby businesses.	To provide a reserved location for deliveries to businesses.
4	Clarify motor vehicle lanes to Water and Carrall Streets.	To let people know where they should be travelling on the road to reduce conflicts.
5	Clarify bike lane crossings in Maple Tree Square.	To let people know where they should be travelling on the road to reduce conflicts.
6	Convert one-way northbound traffic on Columbia Street to two-way traffic.	To improve traffic circulation.

For more information, visit vancouver.ca/spotimprovements

November 2017
T:\13-1400-30\Alexander-Powell (0000127)\13 - Communications\1 - Consultation Materials\Alexander Presentation Boards - Nov 2017

CITY OF VANCOUVER | GREENEST CITY

6 ALEXANDER STREET BIKEWAY

SECTION 2: CENTRAL ALEXANDER

This is the busiest section of Alexander Street. It has traffic volumes nearly 10 times higher than our target for a Local Street Bikeway. However, vehicles of all sizes need access to Alexander Street, Railway Street and the Port.

Different options have been considered to maintain traffic circulation and reduce the number of vehicles traveling on Alexander Street east of Main Street.

All three options presented will:

- Restrict access between Main Street and Alexander Street.
- Maintain local area access and parking.
- Provide push button control for those cycling at the Main Street signal.
- Convert two-way stop at Dunlvey Avenue to favour Alexander Street.

Option 1 (Recommended): Restrict Motor Vehicles East of Main Street on Alexander Street

This option is the simplest way to reduce through-traffic along Alexander Street. It also maintains access to local businesses, maintains existing traffic direction, does not require protected bike lanes and minimizes impact to parking and circulation in the area.

	What is Different?	Why?
1	Add bollards on Alexander Street on the east side of Main Street that are designed to accommodate emergency access and adjacent business needs.	To reduce traffic volumes by restricting through traffic. Lower traffic volume improves safety for people cycling without the need for protected bike lanes.
2	Restrict access east of lane on south side of Alexander Street to local traffic access. Allow on-street "Temporary Special Zone" permits between Main Street and the lane, similar to today.	To allow for larger truck turning movements into driveways.
3	Convert two metered parking spots to a passenger zone.	To provide a dedicated space for pick-up and drop-off in front of the Seniors' residence.

7 ALEXANDER STREET BIKEWAY

SECTION 2: CENTRAL ALEXANDER

Option 2: Add a Median Diverter at Main Street

	What is Different?	Why?
1	Add median diverter in the middle of Main Street	To reduce traffic volumes by restricting left turns from Main Street and through traffic on Alexander Street. Lower traffic volumes improves safety for people cycling without the need for protected bike lanes
2	Convert Alexander Street into alternating one-way blocks for motor vehicles – eastbound between Main and Gore; westbound between Gore and Dunlevy.	To reduce traffic volumes by restricting through traffic. Lower traffic volumes improves safety for people cycling.
3	Consider protected bike lanes in counter flow direction.	To reduce conflicts between people cycling and parking on the left side of one-way streets.

Option 3: Two-way Protected Bike Lane

	What is Different?	Why?
1	Relocate Mobi station.	To provide a buffer between the two-way protected bike lane west of Main Street.
2	Restrict left turns from Main Street to eastbound Alexander Street.	To reduce conflicts between people cycling and driving.
3	Add a two-way protected bike lane on Alexander Street between Main Street and Gore Avenue.	To provide a AAA bike facility where traffic volumes are too high.
4	Convert Alexander Street into alternating one-way blocks for motor vehicles – eastbound between Main and Gore; westbound between Gore and Dunlevy.	To reduce traffic volumes by restricting through traffic. Lower traffic volumes improves safety for people cycling.
5	Consider protected bike lanes in counter flow direction east of Gore Street.	To reduce conflicts between people cycling and parking on the left side of one-way streets.

What else should we know?

8 ALEXANDER STREET BIKEWAY

Section 3: EAST ALEXANDER

This section of Alexander Street connects to Hawks Street and the Powell Street Overpass. Currently, the connection for people cycling to the Powell Street Overpass is unclear and needs improvement. Many large trucks also regularly need access to industrial businesses in the area.

All options for this section aim to:

- Address safety by improving cycling connections to the Powell Street Overpass.
- Maintain large vehicle access for loading and delivery.
- Reduce vehicles using Alexander Street as a shortcut.

Option 1 (Recommended): Connect Bike Lane via Hawks Avenue

This option creates a safe cycling connection to the Powell Street Overpass, maintains loading and delivery access, retains existing traffic circulation patterns, has no net impact to parking or travel lanes and reduces motor vehicles traffic along Alexander Street.

	What is Different?	Why?
1	Add two-way protected bike lanes on Hawks Avenue around the curve.	To provide a logical connection to the two-way bike lanes on Powell Street, safely retain parking and protect people cycling from truck movements.
2	New loading zone to be retained.	To maintain delivery and loading access.
3	Restrict right turns from Powell Street to Hawks Avenue.	To reduce traffic volumes by restricting through traffic. Lower traffic volumes improves safety for people cycling.

9 ALEXANDER STREET BIKEWAY

SECTION 3: EAST ALEXANDER

Option 2: Connect Bike Lane via Powell Street

	What is Different?	Why?
1	Convert northbound travel lane and parking lane on Heatley Avenue to a two-way protected bike lane. Remove 8 parking spaces.	To connect the two-lane protected bikeways on Powell Street with Alexander Street.
2	Restrict right turns from Powell Street to only the Heatley Overpass.	To accommodate a two-way protected bike lane on the east side of the overpass.
3	Remove 20 parking spaces along Powell Street.	To accommodate a two-way protected bike lane to connect with the existing bike lanes east of Hawks Avenue.
4	Provide a dedicated right turn lane from Powell Street to Hawks Avenue.	To mitigate conflicts with the protected bike lane.
5	Retain Port access via the Heatley overpass.	To support Port activities.

What else should we know?

10 ALEXANDER STREET BIKEWAY

Next Steps

- Refine designs based on feedback from local businesses, residents, other stakeholders and the public
- Construct and complete improvements by Summer 2018
- Work with businesses to address any specific concerns and find interim solutions in advance of the removal of the Heatley Street Overpass
- Continue to work with Strathcona Business Improvement Association and other partners to identify potential north-south cycling connections.

Share your thoughts today

Share your feedback

Please submit comments by December 8, 2017.

In Person	Share your Alexander experience today
Online	Learn more at vancouver.ca/spotimprovements
By Email	Send comments or questions to **BikeUpgrades@vancouver.ca**
By Phone	Call **3-1-1** to provide comments or

CITY OF VANCOUVER | GREENEST CITY