

# Pedestrian & Bike Linkages

## What We've Heard

- Neighbours felt that pedestrian and bicycle access should be improved. Many respondents emphasized the need to improve access from 45th Avenue (across the Safeway parking lot) and across Cambie Street. A few others noted that access across 41st Avenue should be improved.
- Several respondents indicated that potential conflicts between pedestrians and bicycles needs to be considered.
- People suggested linking parks and existing greenway pathways with new bike routes.
- Enhanced street conditions and additional bikeways and walkways would encourage people not to take their car.



## Draft Concept



## Existing Policy

### Oakridge Langara Policy Statement (1995)

- Heather and Marine Drive, Heather/Tisdall/Willow Streets should be planned as a neighbourhood greenway linking the Fraser River north through the study area.
- Major local destinations (schools, parks, shopping centres, etc.) should be interconnected by neighbourhood greenways.
- Sites larger than 1/2 block should provide public access through them where desirable and where they can connect into safe mid-block crossings.
- Streets with high pedestrian use should be designed to encourage and add to pedestrian activity and enjoyment, through the provision of benches, landscaping, bus shelters, etc.
- Existing public places (i.e., parks, shopping centres, public lands) should incorporate walkways, bikeways and facilities where possible and desirable.



## Questions

- Is there adequate pedestrian and bike access in and around the site? Do you have any suggestions for improving routes?
- Are there any features that you would like to see incorporated in the pedestrian and bike paths?
- Should we explore options for an open, weather-protected, 24-hour exterior pedestrian pathway to improve access to RAV and transit.

