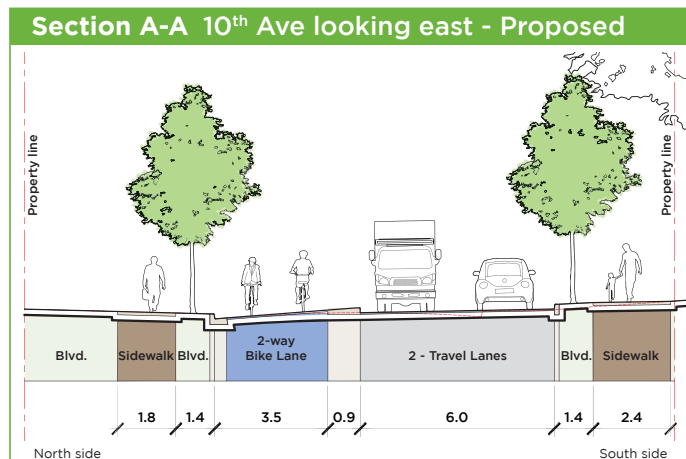
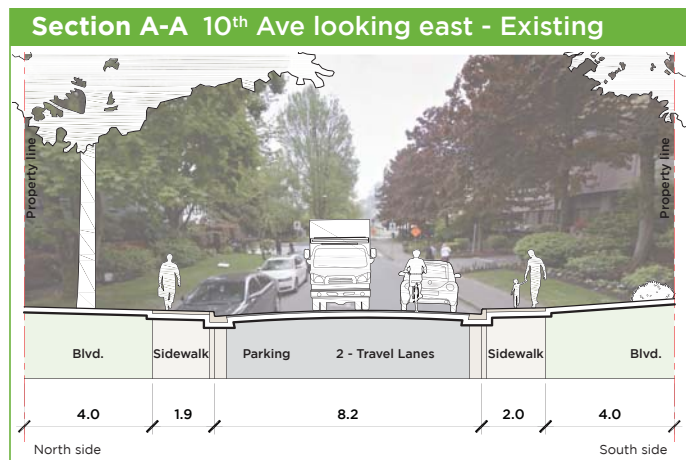
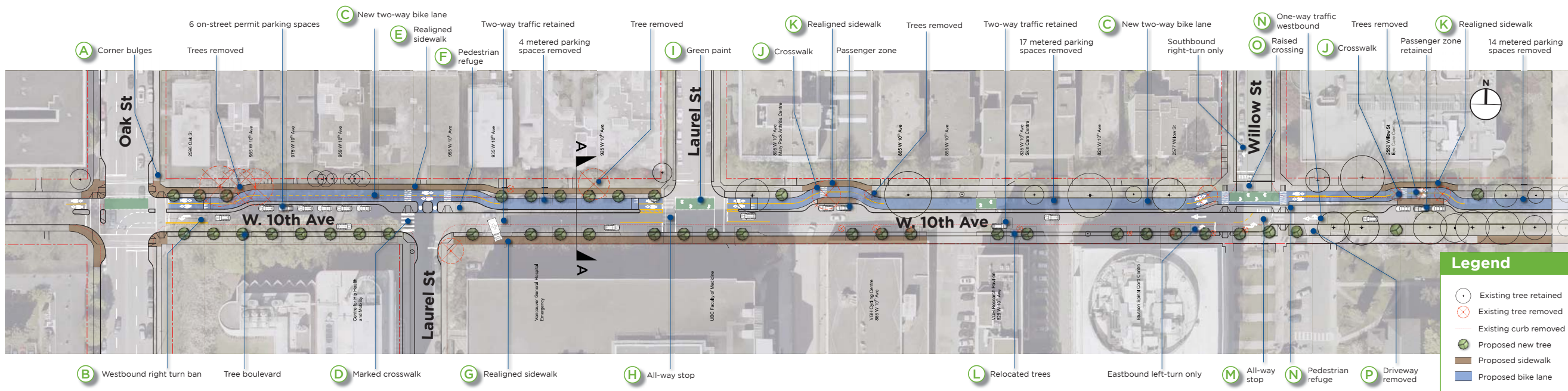
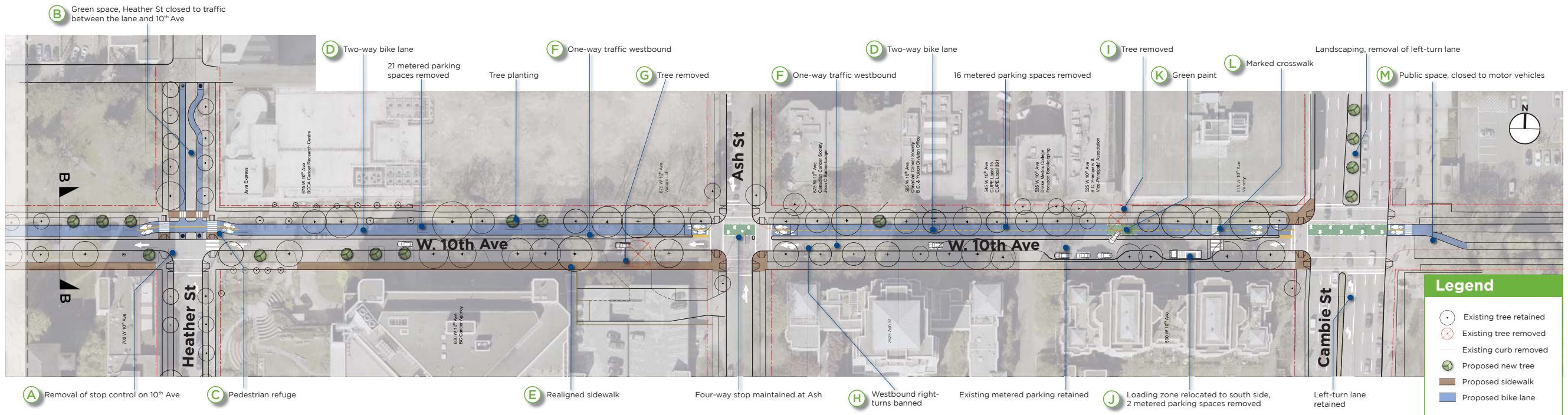


# North Side Bi-Directional Bikeway Option Alternative Design (Oak to Willow)

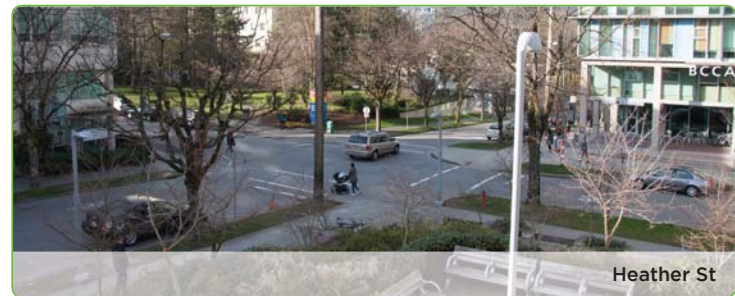
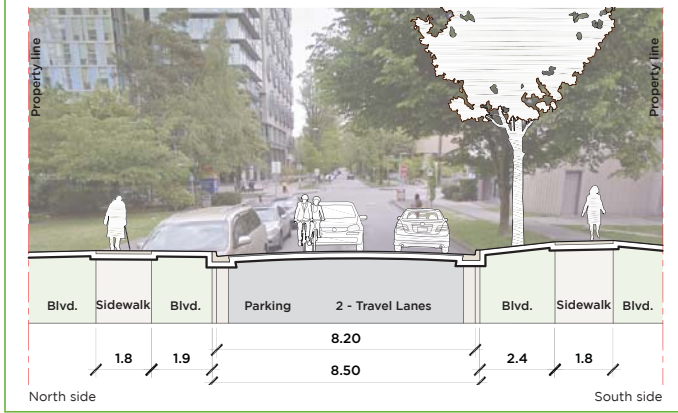


What is different?	Why?
<b>Removal of 74 on-street metered parking spaces (Oak St to Cambie St)</b>	<ul style="list-style-type: none"> <li>To accommodate adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel, passenger pick-up/drop-off)</li> <li>To retain street trees</li> </ul>
<b>Improved pedestrian ramps at all intersections</b>	<ul style="list-style-type: none"> <li>To improve pedestrian accessibility</li> <li>To provide more space for new street trees</li> <li>To reduce conflicts between people walking and biking</li> <li>To improve wayfinding for the visually impaired</li> </ul>
<b>New or improved tree boulevard separating the sidewalk and bikeway</b>	<ul style="list-style-type: none"> <li>To provide flat accessible sidewalk and address maintenance concerns</li> </ul>
<b>11 trees removed on the north side between Oak St and Heather St - no trees removed at Arthritis Society or Eye Care passenger zones</b>	<ul style="list-style-type: none"> <li>To provide flat accessible sidewalk and address maintenance concerns</li> </ul>
<b>A New corner bulges at Oak St</b>	<ul style="list-style-type: none"> <li>To improve visibility at corners</li> <li>To shorten Oak St pedestrian crossings</li> </ul>
<b>B Westbound right turns banned from 10th Ave at Oak St</b>	<ul style="list-style-type: none"> <li>To avoid right-hook conflicts between turning drivers and people biking in both directions</li> </ul>
<b>C New raised protected bike lanes on the north side of the street (bi-directional): 3.5m wide with roughly a 1m separation from traffic</b>	<ul style="list-style-type: none"> <li>To improve comfort and safety for people of all ages and abilities to cycle</li> </ul>
<b>D New crosswalk treatments at Laurel St (south leg)</b>	<ul style="list-style-type: none"> <li>To enable pedestrians to cross at these legal crosswalks</li> <li>To accommodate legal crosswalks at the south leg of Laurel St</li> </ul>
<b>E Realign sidewalk and reduce on-street residential permit parking spaces from 19 to 6 between Oak St and Laurel St</b>	<ul style="list-style-type: none"> <li>To minimise landscaping impacts on the north side and maintain space for new street trees</li> <li>To accommodate other adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel)</li> <li>To shorten pedestrian crossings on W 10th Ave</li> </ul>
<b>F Pedestrian refuge areas at Laurel St (both legs), on the east side of Willow St and at Heather St</b>	<ul style="list-style-type: none"> <li>To provide safe areas for pedestrians waiting to cross the bikeway and roadway</li> <li>To improve visibility</li> <li>To separate motor vehicle and bikeway crossings</li> </ul>
<b>G Realignment and widening of sidewalk in front of VGH ER</b>	<ul style="list-style-type: none"> <li>To accommodate adjacent street uses (i.e. protected bike lanes, a treed boulevard, two-way travel)</li> <li>To meet public realm requirements of the VGH Master Plan</li> <li>To reduce conflicts between people biking through the intersection and turning vehicles</li> </ul>
<b>H New all-way stop at Laurel St (north leg)</b>	<ul style="list-style-type: none"> <li>To improve awareness at conflict points between people biking and driving</li> </ul>
<b>I Green paint at all bikeway crossings through intersections and driveways</b>	<ul style="list-style-type: none"> <li>To notify people biking that they are to yield to crossing pedestrians</li> </ul>
<b>J Pedestrian crossings over the protected bike lane at existing passenger and loading zones</b>	<ul style="list-style-type: none"> <li>To accommodate pick-up/drop-off zones and a protected bike lane</li> </ul>
<b>K Realignment of the sidewalk in front of the Arthritis Society and VGH Eye Care</b>	<ul style="list-style-type: none"> <li>To make room for moving the curb.</li> </ul>
<b>L 8 trees relocated on the south side between Laurel St and Willow St</b>	<ul style="list-style-type: none"> <li>To slow motor vehicle traffic through the unconventional geometry of the intersection</li> </ul>
<b>M New all-way stop at Willow St</b>	<ul style="list-style-type: none"> <li>To provide room for protected bike lanes</li> <li>To eliminate conflicts between turning vehicles and people crossing Cambie St on foot and by bike</li> <li>To maintain/improve efficient and intuitive access to hospital (VGH) emergency entrance</li> </ul>
<b>N Motor vehicle traffic only permitted one-way westbound between Willow St and Cambie St</b>	<ul style="list-style-type: none"> <li>To slow down turning drivers across the crosswalk and bi-directional bikeway, reducing risk of collisions without requiring an all-way stop</li> </ul>
<b>O Raised pedestrian and bike crossing at Willow St</b>	<ul style="list-style-type: none"> <li>To reduce conflicts between people walking, biking and driving on W 10th Ave</li> </ul>
<b>P VGH driveway removed from W 10th Ave at Willow St</b>	

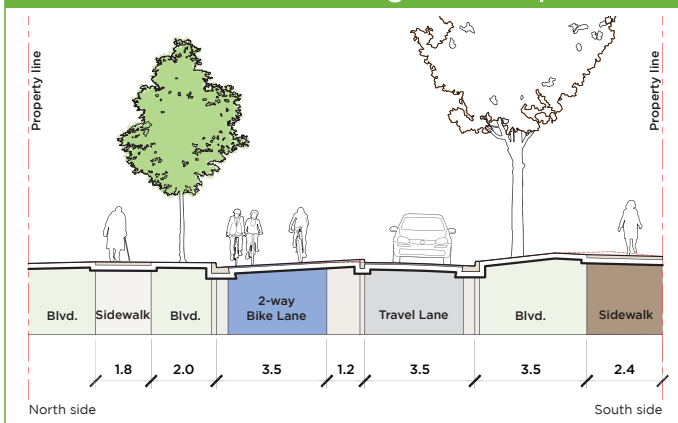




### Section B-B 10<sup>th</sup> Ave looking east - Existing



### Section B-B 10<sup>th</sup> Ave looking east - Proposed



### What is different? Why?

What is different?	Why?
Removal of 74 on-street metered parking spaces (Oak St to Cambie St)	<ul style="list-style-type: none"> <li>To accommodate adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel, passenger pick-up/drop-off)</li> <li>To retain street trees</li> <li>To improve pedestrian accessibility</li> </ul>
Improved pedestrian ramps at all intersections	<ul style="list-style-type: none"> <li>Where feasible, corner radii are tightened to discourage illegal turns, help slow turning vehicles and provide more sidewalk space for pedestrians</li> </ul>
<b>A</b> Conversion of Heather St intersection from all-way stop to a single T-intersection stop	<ul style="list-style-type: none"> <li>To orient the stop sign to favour the dominant flow of bicycle and motor vehicle traffic on W 10th Ave</li> </ul>
<b>B</b> New green space on Heather St North of W 10th Ave through a closure to motor vehicles	<ul style="list-style-type: none"> <li>To reduce conflicts and anxiety between all road users crossing the intersection</li> <li>To expand public green space</li> </ul>
<b>C</b> Pedestrian refuge areas at Laurel St (south leg), on the east side of Willow St and at Heather St	<ul style="list-style-type: none"> <li>To shorten pedestrian crossings on W 10th Ave</li> <li>To provide safe areas for pedestrians waiting to cross the bikeway and roadway</li> <li>To improve sightlines</li> <li>To separate motor vehicle and bikeway crossings</li> </ul>
<b>D</b> New raised protected bike lanes on the north side of the street (bi-directional): 3.5m wide with roughly a 1m separation from traffic	<ul style="list-style-type: none"> <li>To improve comfort and safety for people of all ages and abilities to cycle</li> </ul>
<b>E</b> Realignment and widening of sidewalk in front of Heather Commons and BCCA	<ul style="list-style-type: none"> <li>To meet public realm requirements of the VGH Master Plan</li> </ul>
<b>F</b> Motor vehicle traffic only permitted one-way westbound between Willow St and Cambie St	<ul style="list-style-type: none"> <li>To provide room for protected bike lanes</li> <li>To eliminate conflicts between turning vehicles and people crossing Cambie St on foot and by bike</li> <li>To maintain/improve efficient and intuitive access to hospital (VGH) emergency entrance</li> </ul>
<b>G</b> Removal of 1 elm tree at the BCCA loading bay entrance	<ul style="list-style-type: none"> <li>To accommodate large truck westbound access to the loading bay required by the conversion of W 10th Ave to one-way</li> </ul>
<b>H</b> Westbound right turns banned from W 10th Ave at Ash St	<ul style="list-style-type: none"> <li>To avoid right-hook conflicts between turning drivers and people biking in both directions</li> </ul>
<b>I</b> Removal of 1 elm tree at the Vancity building driveway	<ul style="list-style-type: none"> <li>To accommodate vehicles exiting the parkade, given the conversion of this block of W 10th Ave to one-way</li> </ul>
<b>J</b> Commercial loading zone at the Vancity building relocated to the south side of 10th Ave in place of 2 metered parking spaces	<ul style="list-style-type: none"> <li>To avoid removing any elm trees</li> </ul>
<b>K</b> Green paint at all bikeway crossings through intersections and driveways	<ul style="list-style-type: none"> <li>To improve awareness at conflict points between people biking and driving</li> </ul>
<b>L</b> Pedestrian crossings over the protected bike lane at existing passenger and loading zones	<ul style="list-style-type: none"> <li>To notify people biking that they are to yield to crossing pedestrians</li> </ul>
<b>M</b> New plaza space on W 10th Ave east of Cambie St through a closure to motor vehicles	<ul style="list-style-type: none"> <li>To expand public space</li> <li>To reduce intersection conflicts between all road users</li> </ul>