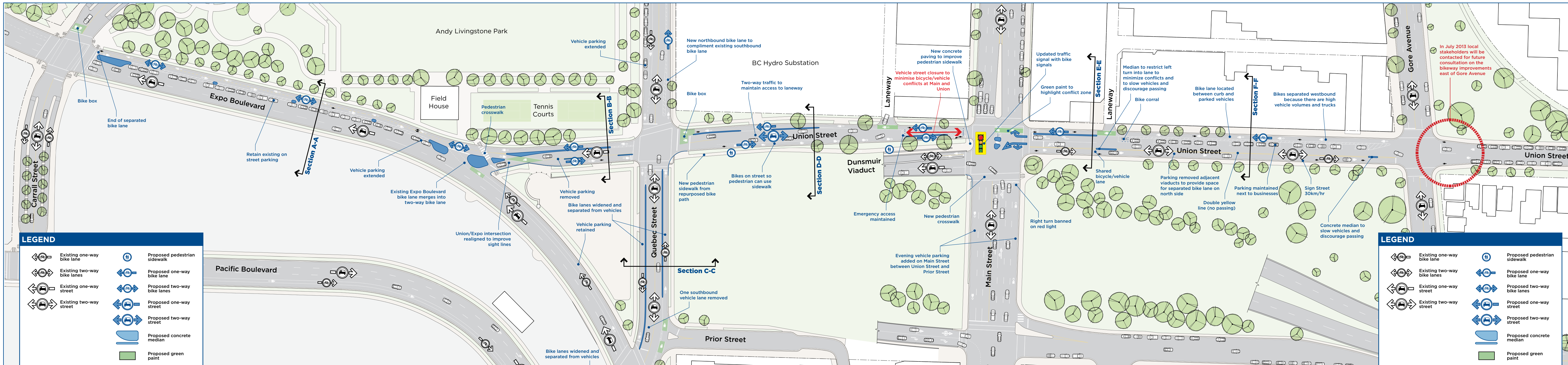


# Council Approved Design

## Adanac Bikeway Improvements: Gore to Carrall



**LEGEND**


**LEGEND**


**SECTION A-A**  
EXPO BLVD: Carrall St to Union St

**What's Different?**

- Removed the existing westbound painted bike lane and added a two-way separated bike lane against the north curb.
- The vehicle parking is moved from curb side to the south edge of the new bike lane.
- Added 5 metered parking spaces.
- Expo from Union Street to Carrall Street will have two westbound vehicles lanes, consistent with Expo Boulevard east of Union Street.

**Why?**

- Provide an all ages and abilities cycling route connecting the Adanac Bikeway and Dunsmuir Viaduct to the Carrall Street Greenway.
- A two-way cycling connection will improve access to the Carrall Street Greenway.

**SECTION B-B**  
UNION ST: Expo Blvd to Quebec St

**What's Different?**

- Added one-way eastbound and westbound separated bike lanes on the north and south side of Union Street from Quebec to Expo Boulevard.
- The vehicle intersection at Union Street and Expo Boulevard is realigned to improve sight lines between motorists and pedestrians.
- Loss of 8 metered parking spaces.

**Why?**

- Provide an all ages and abilities cycling route from the Adanac Bikeway to the new separated bike lanes on Expo Boulevard.

**SECTION C-C**  
QUEBEC ST: Pacific Blvd to Union St

**What's Different?**

- Separated the existing bike lanes with concrete barrier and widened them to accommodate passing between Union Street and Pacific Boulevard.
- Removed a southbound vehicle lane.
- A northbound painted bike lane added between Union Street and Keefer Avenue.
- Added more metered parking adjacent to Andy Livingstone Park.
- Traffic signals modified to accommodate bike lanes.

**Why?**

- Provide an all ages and abilities cycling route from the Adanac bikeway to the Seaside bike route.

**SECTION D-D**  
UNION ST: Quebec St to Main St

**What's Different?**

- Added one-way separated and painted bike lanes on both sides of Union Street from Main to Quebec streets.
- Street closure on Union Street from Main Street to alleyway west of Main.
- Added pedestrian sidewalk on south side of Union Street.
- Loss of up to 23 unregulated parking spots.

**Why?**

- Provides an all ages and abilities cycling facility from Main to Quebec streets.
- Reduces traffic volumes and eliminates conflicts between large vehicles and cyclists.
- Improves pedestrian connectivity and access
- Vehicle closure required to provide adequate space for cyclists at Main Street and address vehicle cyclist collisions in intersection.

**SECTION E-E**  
UNION ST: Main St to Lane East of Main St

**What's Different?**

- Union Street from Gore Avenue to Main Street is a regional truck route and carries relatively high vehicles volumes and large trucks (mostly westbound).
- Bicycle separation on the north side is required to reduce conflicts and provide an all ages and abilities connection between the Adanac Bikeway and Dunsmuir Viaduct.
- Parking is maintained on the north side of the street to provide access to businesses and residences.
- Bicycle corral improves the pedestrian realm by removing parked bicycles from the sidewalk. They also encourage cyclists to stop and visit local businesses.
- Two-way vehicle traffic maintained to support local businesses and provide vehicle circulation.
- Vehicle access to Union Street west of Main Street is restricted as this is the least restrictive method of reducing bicycle/vehicle conflicts at the intersection while maintaining existing traffic flow on Main Street.

**SECTION F-F**  
UNION ST: Lane East of Main St to Gore Ave

**What's Different?**

- Union Street from Gore Avenue to Main Street is a regional truck route and carries relatively high vehicles volumes and large trucks (mostly westbound).
- Bicycle separation on the north side is required to reduce conflicts and provide an all ages and abilities connection between the Adanac Bikeway and Dunsmuir Viaduct.
- Parking is maintained adjacent to businesses on the north side of the street.
- Two-way vehicle traffic maintained to support local businesses and provide vehicle circulation.

**SECTION F-F**  
UNION ST: Lane East of Main St to Gore Ave

**What's Different?**

- Union Street from Gore Avenue to Main Street is a regional truck route and carries relatively high vehicles volumes and large trucks (mostly westbound).
- Bicycle separation on the north side is required to reduce conflicts and provide an all ages and abilities connection between the Adanac Bikeway and Dunsmuir Viaduct.
- Parking is maintained adjacent to businesses on the north side of the street.
- Two-way vehicle traffic maintained to support local businesses and provide vehicle circulation.

In July 2013 local stakeholders will be contacted for future consultation on the bikeway improvements east of Gore Avenue