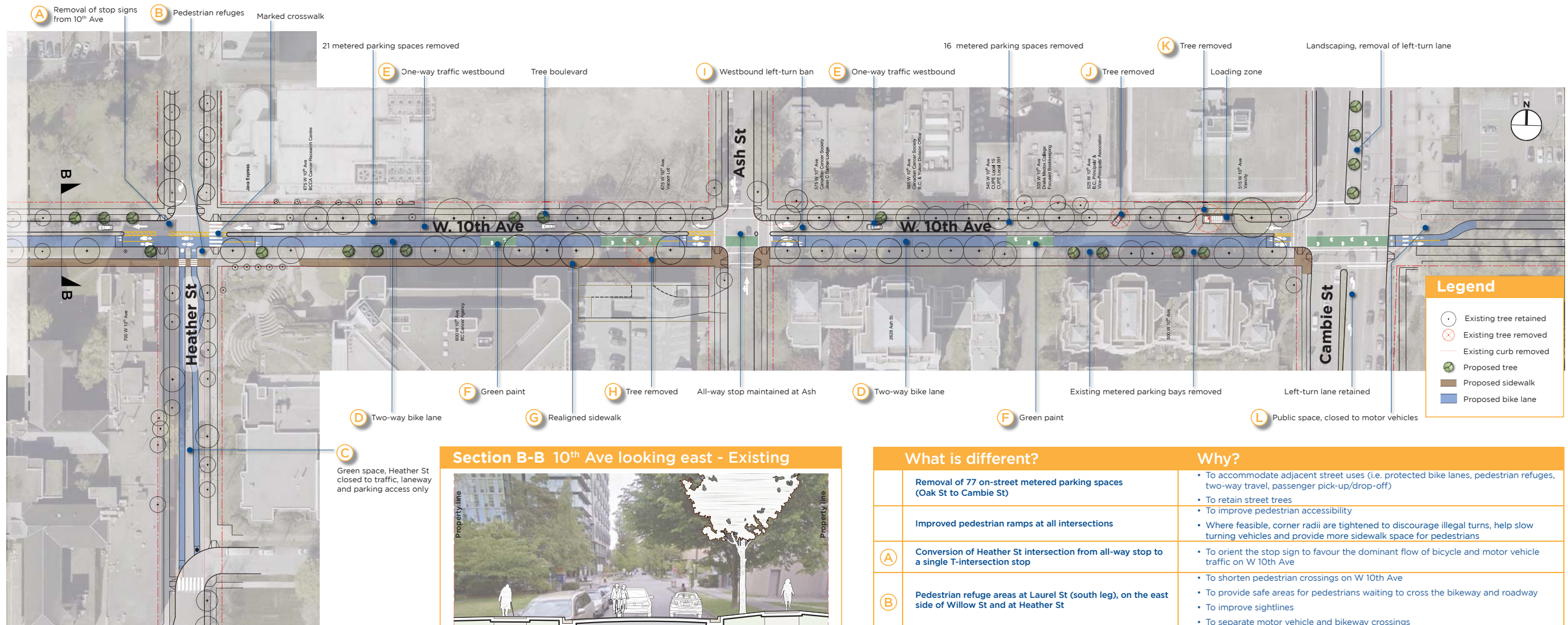


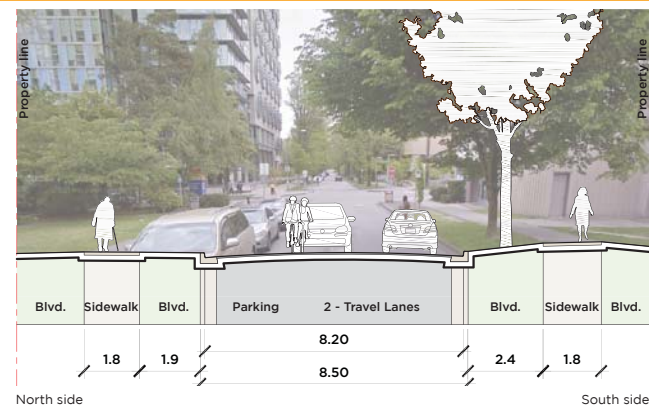


South Side Bi-Directional Bikeway Option

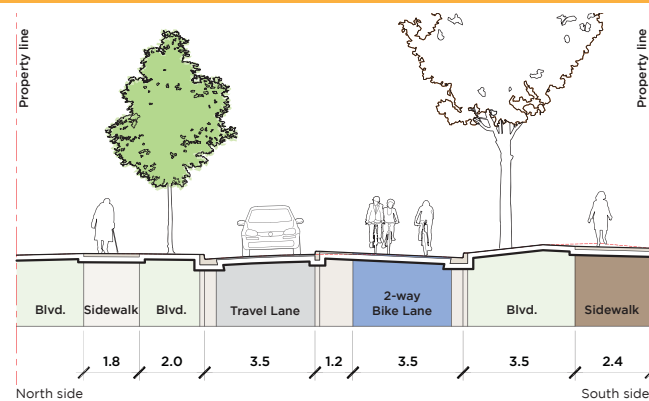
Alternative Design (Heather to Cambie)



Section B-B 10th Ave looking east - Existing



Section B-B 10th Ave looking east - Proposed



What is different?

What is different?	Why?
Removal of 77 on-street metered parking spaces (Oak St to Cambie St)	<ul style="list-style-type: none"> To accommodate adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel, passenger pick-up/drop-off) To retain street trees To improve pedestrian accessibility
Improved pedestrian ramps at all intersections	<ul style="list-style-type: none"> Where feasible, corner radii are tightened to discourage illegal turns, help slow turning vehicles and provide more sidewalk space for pedestrians
A Conversion of Heather St intersection from all-way stop to a single T-intersection stop	<ul style="list-style-type: none"> To orient the stop sign to favour the dominant flow of bicycle and motor vehicle traffic on W 10th Ave
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"> To shorten pedestrian crossings on W 10th Ave To provide safe areas for pedestrians waiting to cross the bikeway and roadway To improve sightlines To separate motor vehicle and bikeway crossings
C New green space on Heather St North of W 10th Ave through a closure to motor vehicles	<ul style="list-style-type: none"> To reduce conflicts and anxiety between all road users crossing the intersection To expand public green space
D New raised protected bike lanes on the south side of the street (bi-directional): 3.5m wide with roughly a 1m separation from traffic	<ul style="list-style-type: none"> To improve comfort and safety for people of all ages and abilities to cycle
E Motor vehicle traffic only permitted one-way westbound between Willow St and Cambie St	<ul style="list-style-type: none"> To provide room for protected bike lanes To eliminate conflicts between turning vehicles and people crossing Cambie St on foot and by bike To maintain/improve efficient and intuitive access to hospital (VGH) emergency entrance
F Green paint at all bikeway crossings through intersections and driveways	<ul style="list-style-type: none"> To improve awareness at conflict points between people biking and driving
G Realignment and widening of sidewalk in front of Heather Commons and BCCA	<ul style="list-style-type: none"> To meet public realm requirements of the VGH Master Plan
H Removal of 1 elm tree at the BCCA loading bay entrance	<ul style="list-style-type: none"> To accommodate large truck westbound access to the loading bay required by the conversion of W 10th Ave to one-way operation
I Westbound left turns banned from W 10th Ave at Ash St	<ul style="list-style-type: none"> To avoid right-hook conflicts between turning drivers and people biking in both directions
J Removal of 1 elm tree at the Vancity building driveway	<ul style="list-style-type: none"> To accommodate vehicles exiting the parkade, given the conversion of this block of W 10th Ave to one-way
K Removal of 1 elm tree at the Vancity building commercial loading zone	<ul style="list-style-type: none"> To accommodate a protected bike lane and loading zone on the north side of W 10th Ave
L New plaza space on W 10th Ave east of Cambie St through a closure to motor vehicles	<ul style="list-style-type: none"> To expand public space To reduce intersection conflicts between all road users

