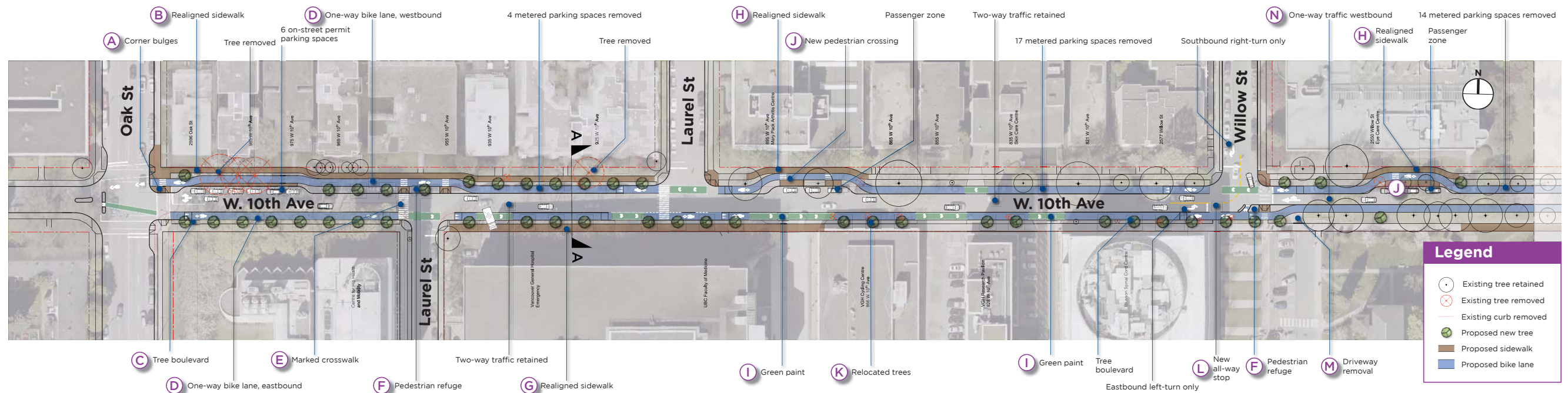
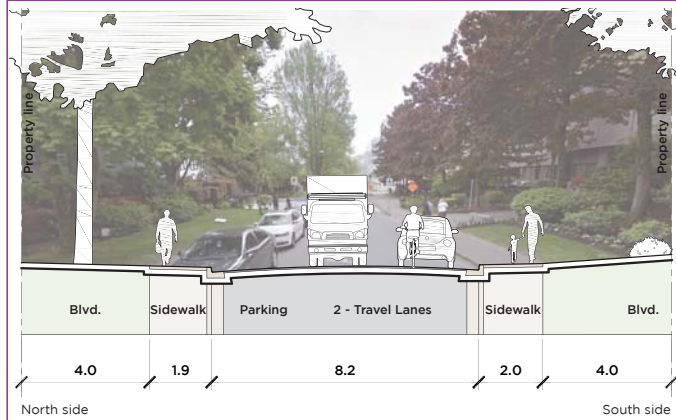


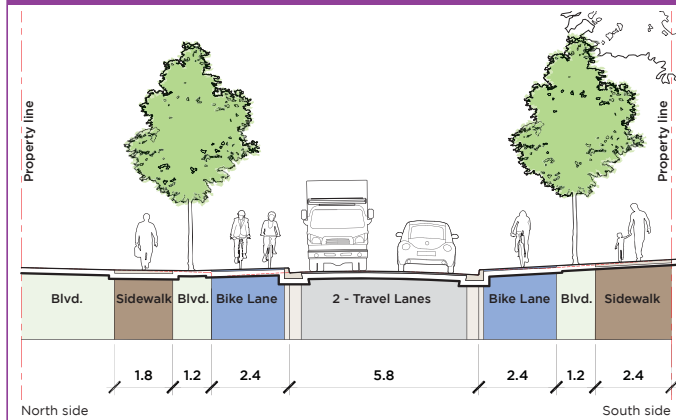
Uni-Directional Bikeway Option Preferred Design (Oak to Willow)



Section A-A 10th Ave looking east - Existing



Section A-A 10th Ave looking east - Proposed

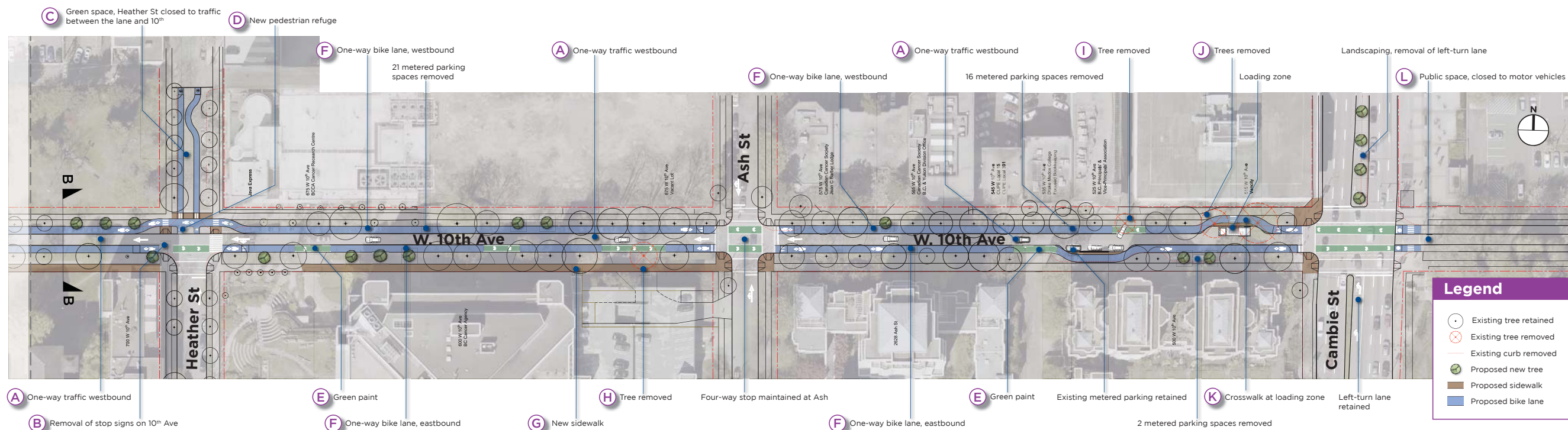


What is different?

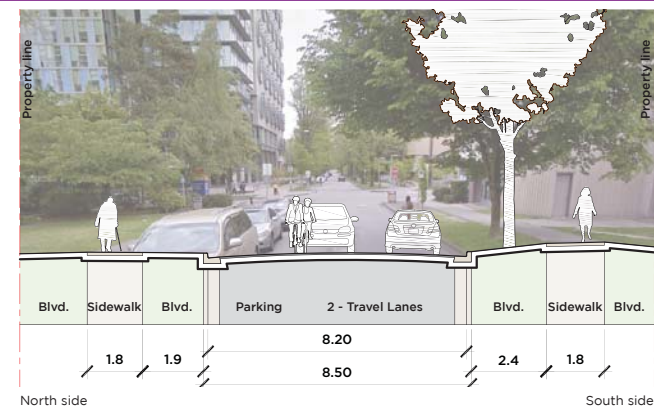
Why?

| | |
|---|---|
| Removal of 74 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 |
| Improved pedestrian ramps at all intersections | <ul style="list-style-type: none">To improve pedestrian accessibility |
| 7 trees removed on the north side between Oak St and Heather St | <ul style="list-style-type: none">To provide flat accessible sidewalk and address maintenance concerns |
| A New corner bulges at Oak St | <ul style="list-style-type: none">To improve sightlines to cornersTo shorten Oak St pedestrian crossings |
| B Realign sidewalk and reduce on-street residential permit parking spaces from 19 to 6 between Oak St and Laurel St | <ul style="list-style-type: none">To accommodate legal crosswalks at the south leg of Laurel StTo minimise landscaping impacts on the north side and maintain space for new street treesTo accommodate other adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel) |
| C New or improved tree boulevard separating the sidewalk and bikeway | <ul style="list-style-type: none">To provide more space for new street treesTo reduce conflicts between people walking and bikingTo improve wayfinding for the visually impaired |
| D New raised protected bike lanes on both side of the street (uni-directional): 2.4m wide on the north side, 2.9m wide on the south | <ul style="list-style-type: none">To improve comfort and safety for people of all ages and abilities to cycle |
| E New crosswalk treatments at Laurel St (south leg) | <ul style="list-style-type: none">To enable pedestrians to cross at these legal crosswalks |
| F 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 AveTo provide safe areas for pedestrians waiting to cross the bikeway and roadwayTo improve sightlinesTo separate motor vehicle and bikeway crossings |
| G Realignment and widening of sidewalk in front of VGH ER | <ul style="list-style-type: none">To accommodate adjacent street uses (i.e. protected bike lanes, a treed boulevard, two-way travel)To meet public realm requirements of the VGH Master Plan |
| H Realignment of the sidewalk in front of the Arthritis Society and VGH Eye Care | <ul style="list-style-type: none">To accommodate pick-up/drop-off zones and a protected bike lane |
| I 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 |
| J Pedestrian crossings over the protected bike lane at existing passenger and loading zones | <ul style="list-style-type: none">To notify people biking that they are to yield to crossing pedestrians |
| K 8 trees relocated on the south side between Laurel St and Willow St | <ul style="list-style-type: none">To make room for moving the curb. |
| L New all-way stop at Willow St | <ul style="list-style-type: none">To slow motor vehicle traffic through the unconventional geometry of the intersection |
| M VGH driveway removed from W 10th Ave at Willow St | <ul style="list-style-type: none">To replace portion of adjacent surface parking with green space, consistent with Council-approved VGH Master PlanTo reduce conflicts between people walking, biking and driving on W 10th AveTo provide room for protected bike lanes |
| N Motor vehicle traffic only permitted one-way westbound between Willow St and Cambie St | <ul style="list-style-type: none">To eliminate conflicts between turning vehicles and people crossing Cambie St on foot and by bikeTo maintain/improve efficient and intuitive access to hospital (VGH) emergency entrance |

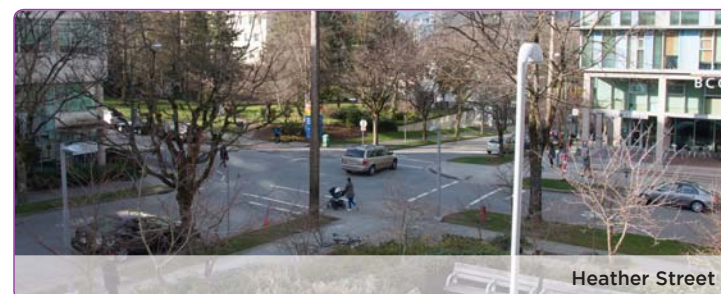
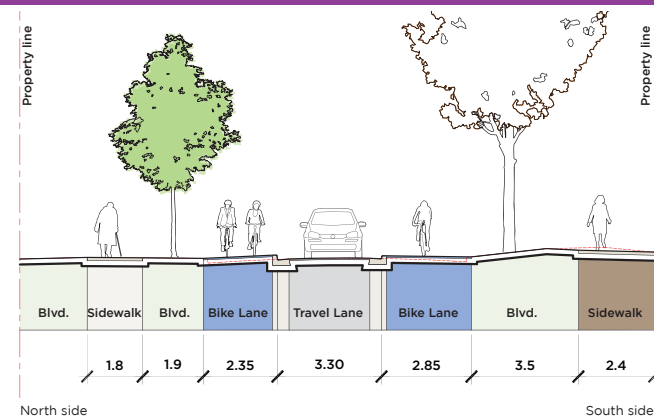
Uni-Directional Bikeway Option Preferred Design (Heather to Cambie)



Section B-B 10th Ave looking east - Existing



Section B-B 10th Ave looking east - Proposed



What is different?

Why?

| | | |
|-----|--|--|
| | Removal of 74 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) |
| | Improved pedestrian ramps at all intersections | <ul style="list-style-type: none"> To retain street trees To improve pedestrian accessibility |
| (A) | Motor vehicle traffic only permitted one-way westbound between Willow St and Cambie St | <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 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 |
| (B) | 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 |
| (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) | 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 |
| (E) | 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 |
| (F) | New raised protected bike lanes on both sides of the street (uni-directional): 2.4m wide on the north side, 2.9m wide on the south | <ul style="list-style-type: none"> To improve comfort and safety for people of all ages and abilities to cycle |
| (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) | 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 |
| (J) | Removal of 2 elm trees 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 |
| (K) | Pedestrian crossings over the protected bike lane at existing passenger and loading zones | <ul style="list-style-type: none"> To notify people biking that they are to yield to crossing pedestrians |
| (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 |