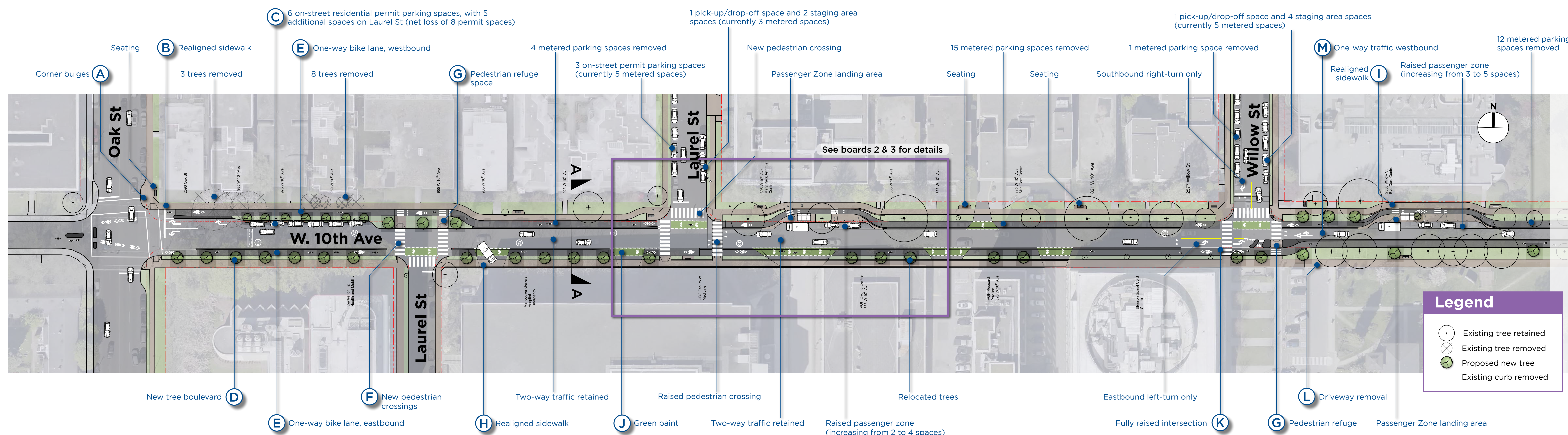
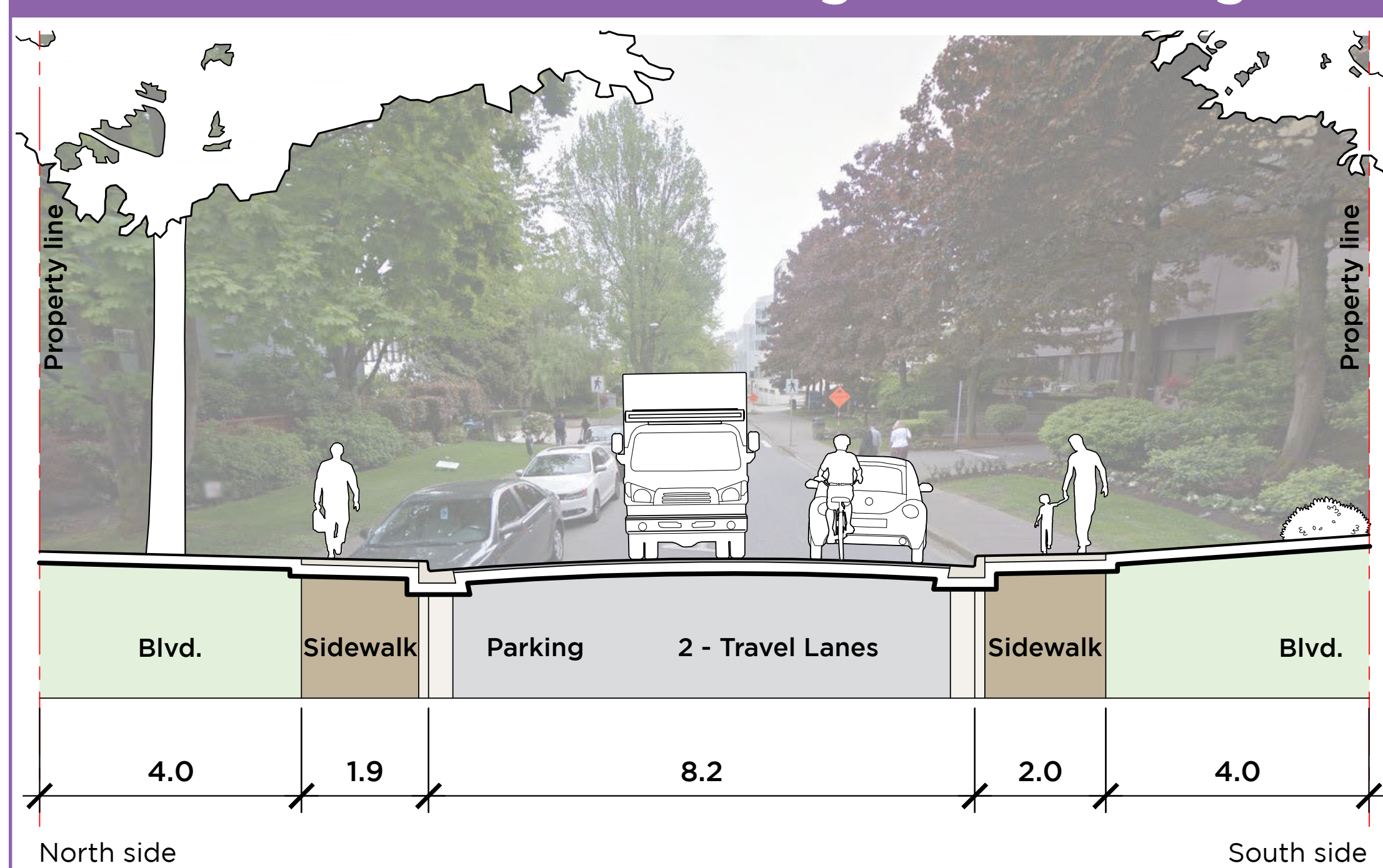


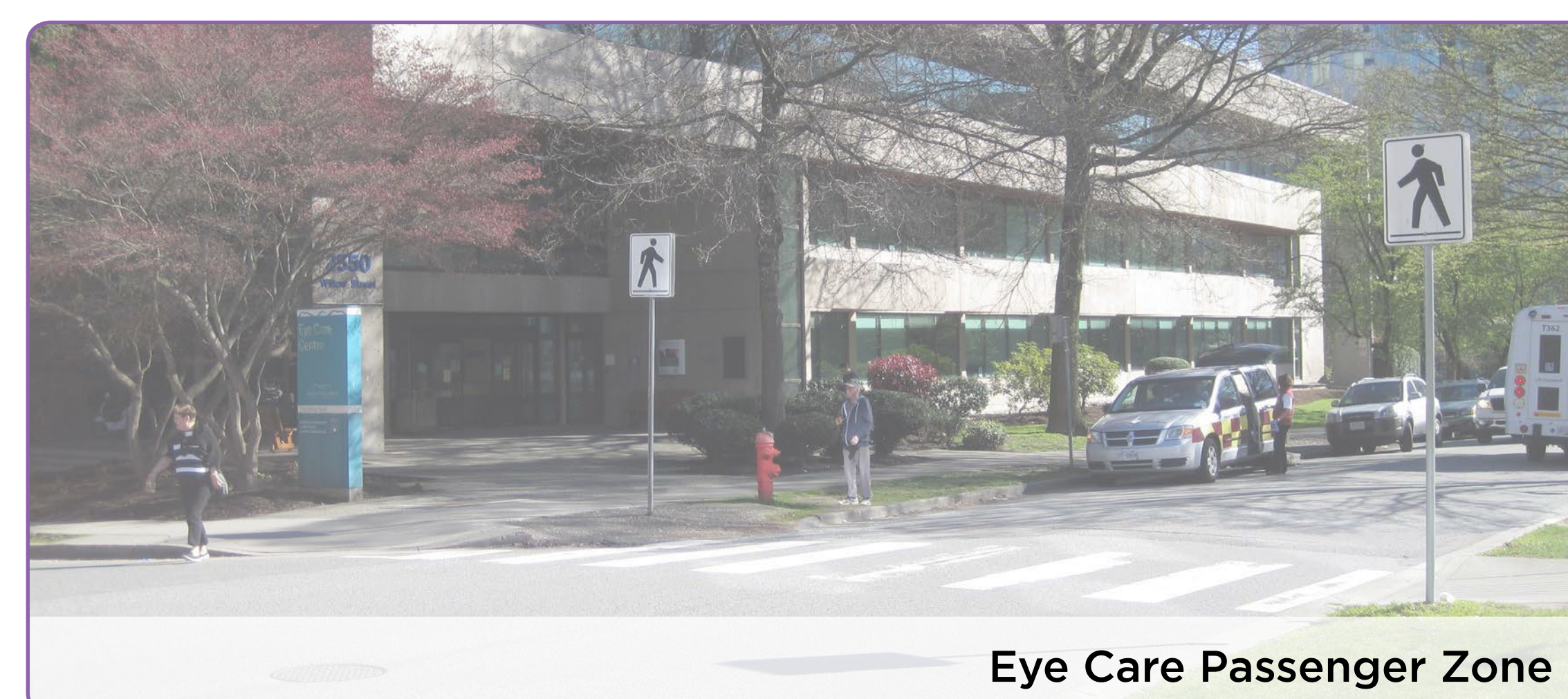
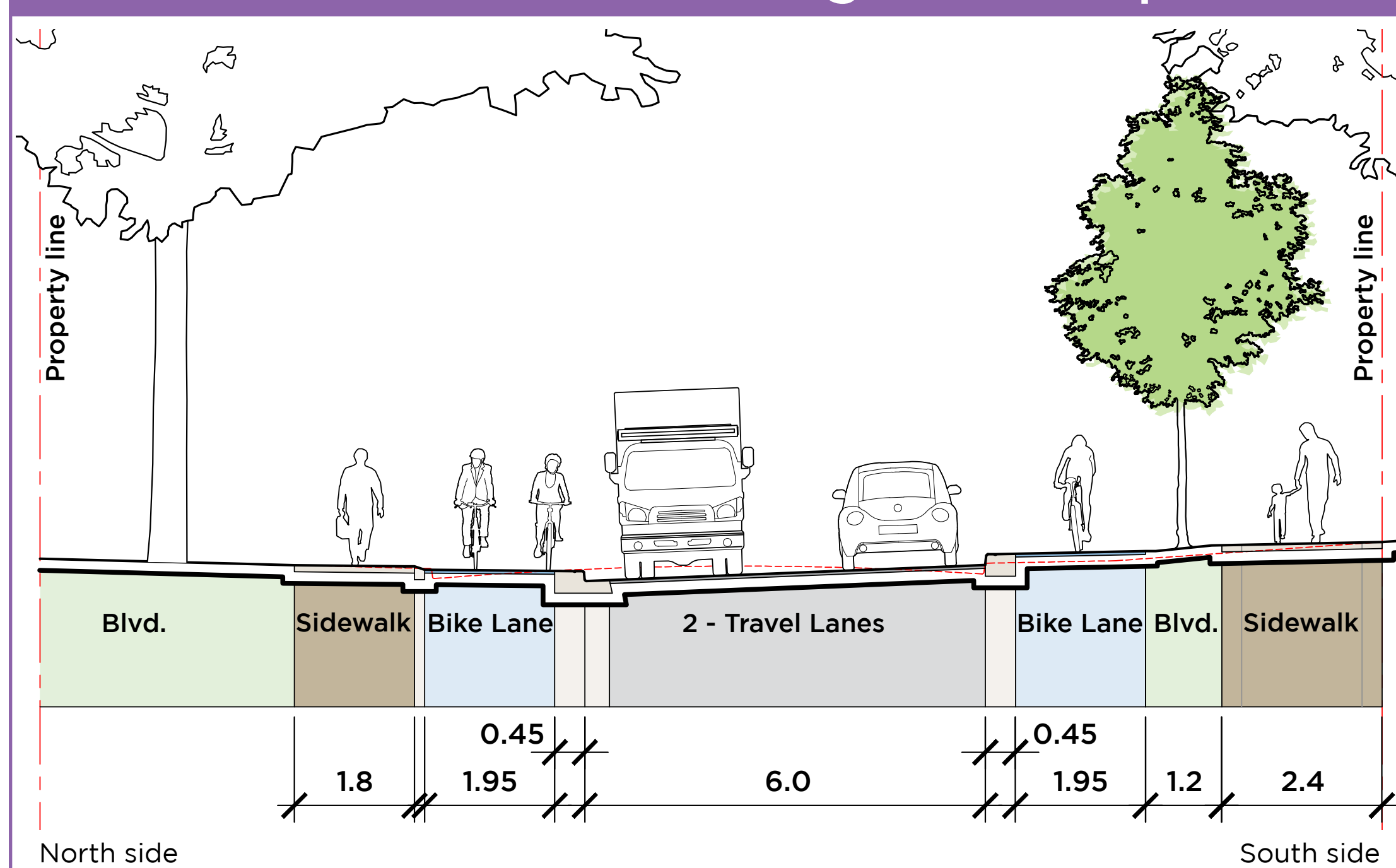
10th Ave Health Precinct Recommendations (Oak to Willow)



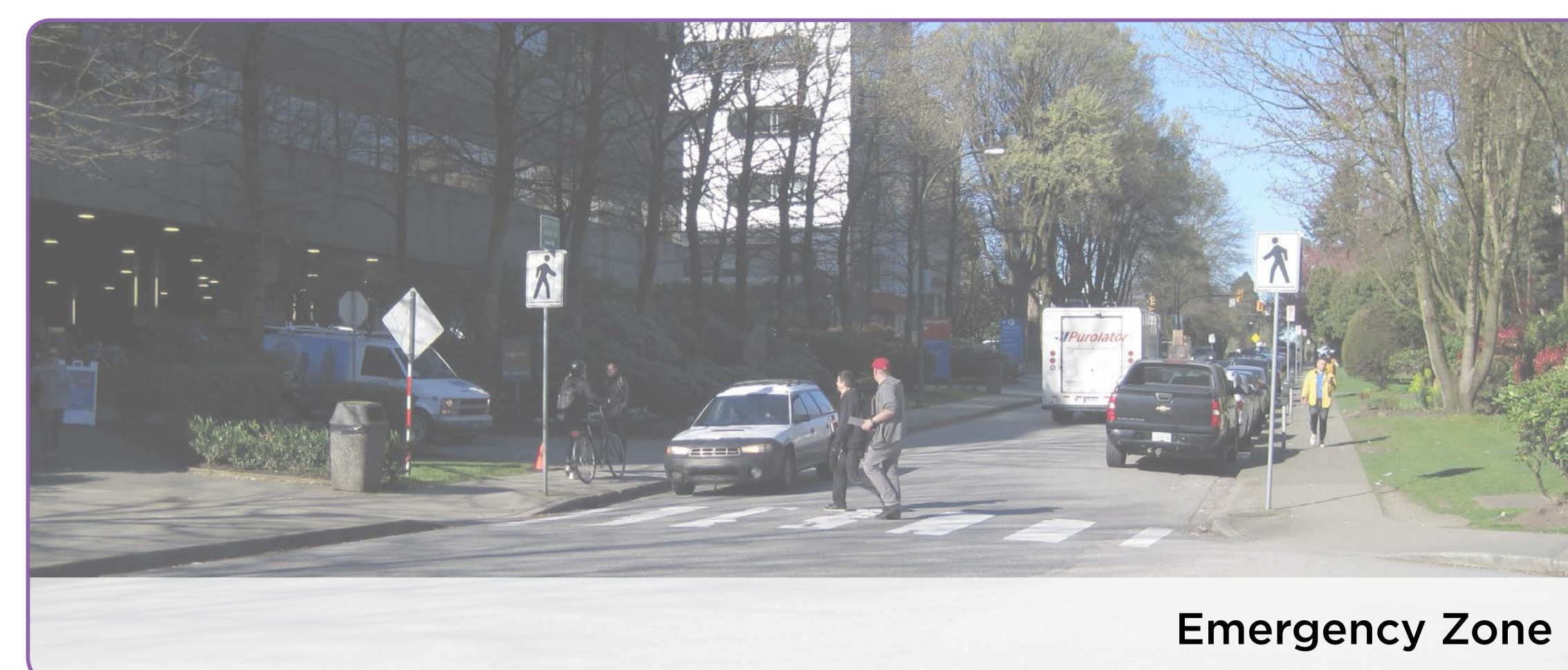
Section A-A 10th Ave looking east - Existing



Section A-A 10th Ave looking east - Proposed



Eye Care Passenger Zone



Emergency Zone



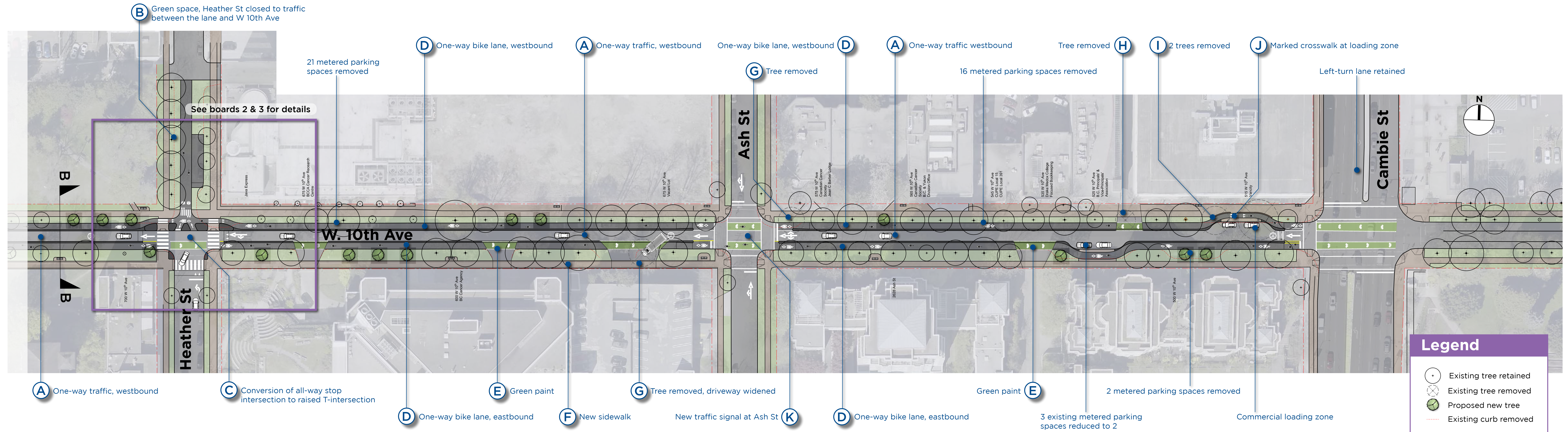
Arthritis Society Passenger Zone

What is Different?

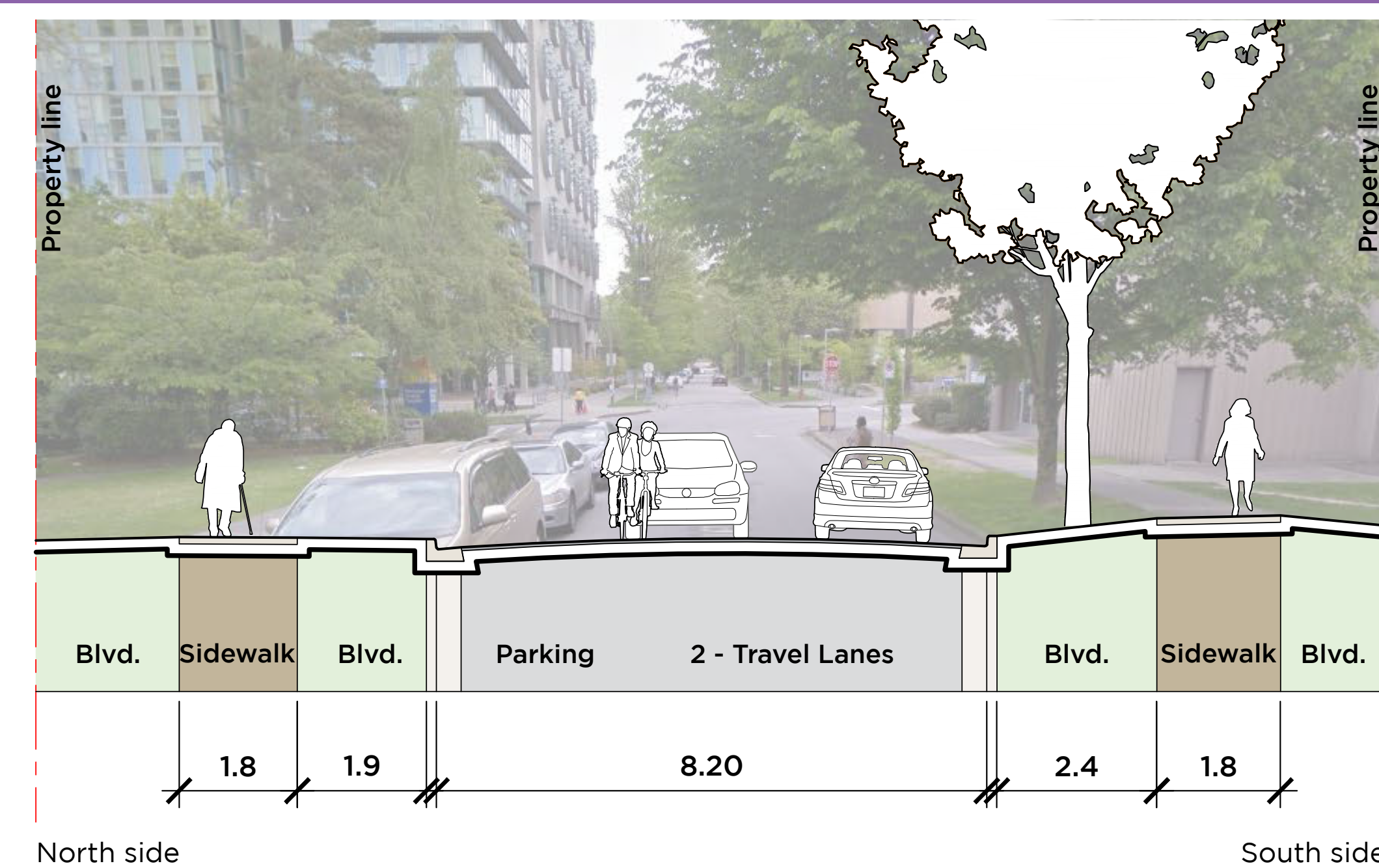
Why?

Pedestrian-scale lighting upgrades	• To improve safety for all road users
Improved pedestrian ramps at all intersections	• To improve accessibility for vulnerable pedestrians in the precinct
Changes to on-street metered parking spaces: <ul style="list-style-type: none">• 77 remain on side streets• 116+ surface lot spaces added by Provincial Health Services Authority (PHSA)• 82 removed• 14 repurposed to pick-up/drop-off zones and staging areas	• Recognizing that patient access to the precinct is a top priority, expecting an increase in parking supply in the precinct
Adding 13 new benches and planting 39 new trees between Oak St and Heather St, and removing 15 existing trees on the north side.	• Removing some trees primarily to provide flat accessible sidewalk and address maintenance concerns
A New corner bulge at Oak St	• To improve sightlines to corners
B Realign sidewalk between Oak St and Laurel St	• To shorten Oak St pedestrian crossings
C Reduce on-street residential permit parking spaces from 19 to 11 between Oak St and Laurel St (5 of the remaining spaces on Laurel St north - previously metered)	• To accommodate other adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel, on-street permit parking and street trees)
D New or improved tree boulevard separating the sidewalk and protected bike lane	• To accommodate other adjacent street uses (i.e. protected bike lanes, pedestrian refuges, dedicated left- and right-turn lanes at Oak St and street trees)
E New raised protected bike lane on both sides of the street (uni-directional)	• To provide space for new street trees
F New crosswalk treatments at Laurel St (south leg)	• To reduce conflicts between people walking and biking
G Pedestrian refuge areas at Laurel St (south leg) and the east side of Willow St	• To improve wayfinding for the visually impaired
H Realignment and widening of sidewalk in front of Vancouver General Hospital Emergency Room	• To improve comfort and safety for people of all ages and abilities to ride a bike
I Realignment of the sidewalk in front of the Mary Pack Arthritis Centre and the Eye Care Centre	• To enable pedestrians to cross more comfortably at these legal crosswalks
J Green paint at all protected bike lane crossings through intersections and driveways	• To shorten pedestrian crossings on W 10th Ave
K Fully raised intersection at Willow St and W 10th Ave	• To provide safe areas for people waiting to cross the street
L VGH driveway removed from W 10th Ave at Willow St	• To improve sightlines for all road users
M Motor vehicle traffic only permitted one-way westbound between Willow St and Cambie St	• To accommodate adjacent street uses (i.e. protected bike lanes, a treed boulevard, two-way travel)
	• To meet public realm requirements of the Vancouver General Hospital Master Plan
	• To accommodate wide landing area, sheltered seating area, and a single-file one-way protected bike lane for safe pick-up/drop-off zones
	• To improve awareness at conflict points between people biking and driving
	• To slow motor vehicle traffic through the intersection
	• To be removed as per Council-approved Vancouver General Hospital Master Plan and Development Permits
	• To reduce conflicts between people walking, biking and driving on W 10th Ave
	• To provide room for protected bike lanes and to retain mature trees
	• To eliminate conflicts between turning vehicles and people crossing Cambie St on foot and by bike
	• To maintain/improve efficient and intuitive access to Vancouver General Hospital Emergency Room entrance

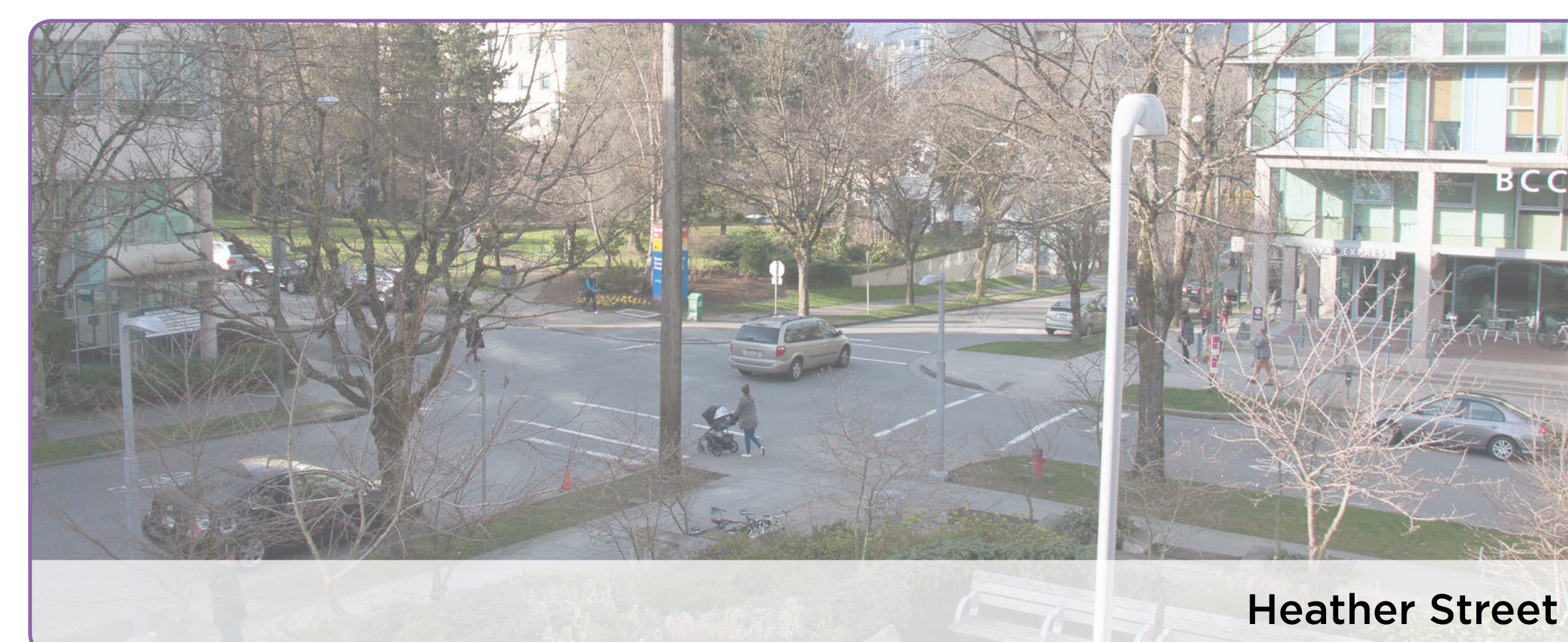
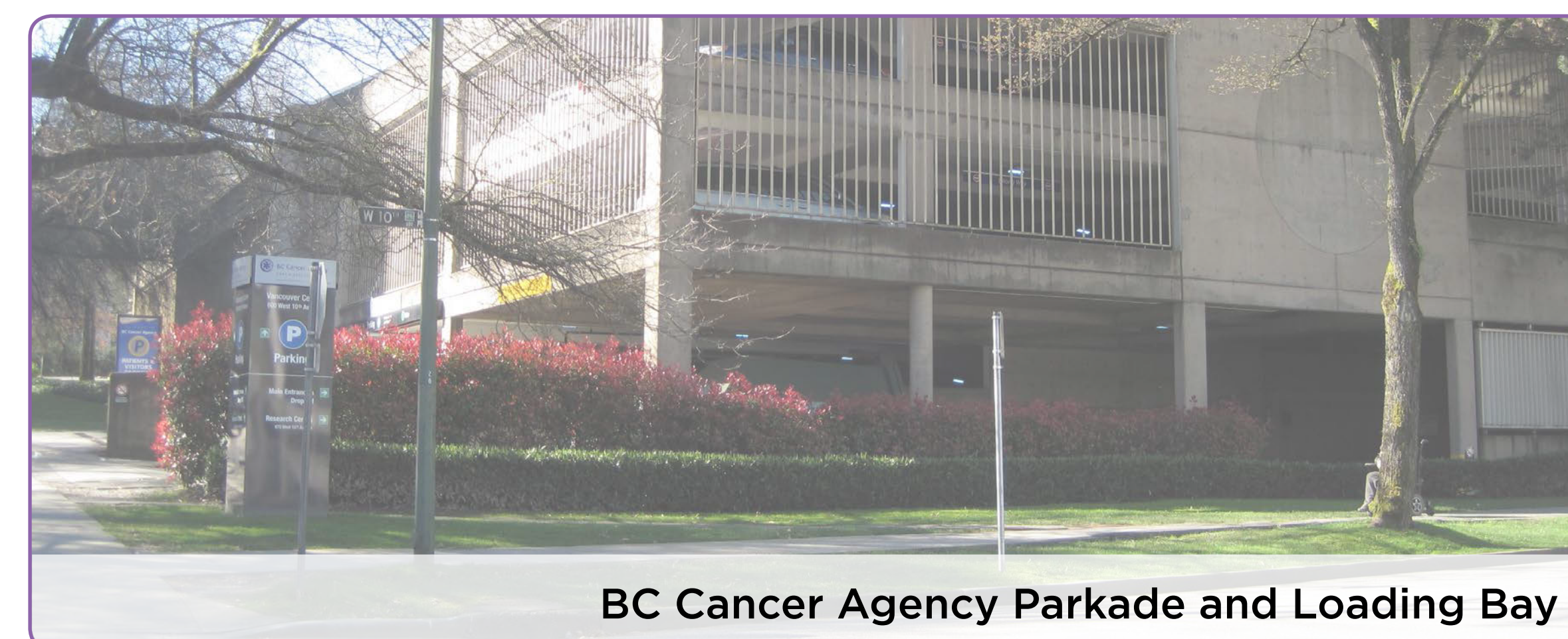
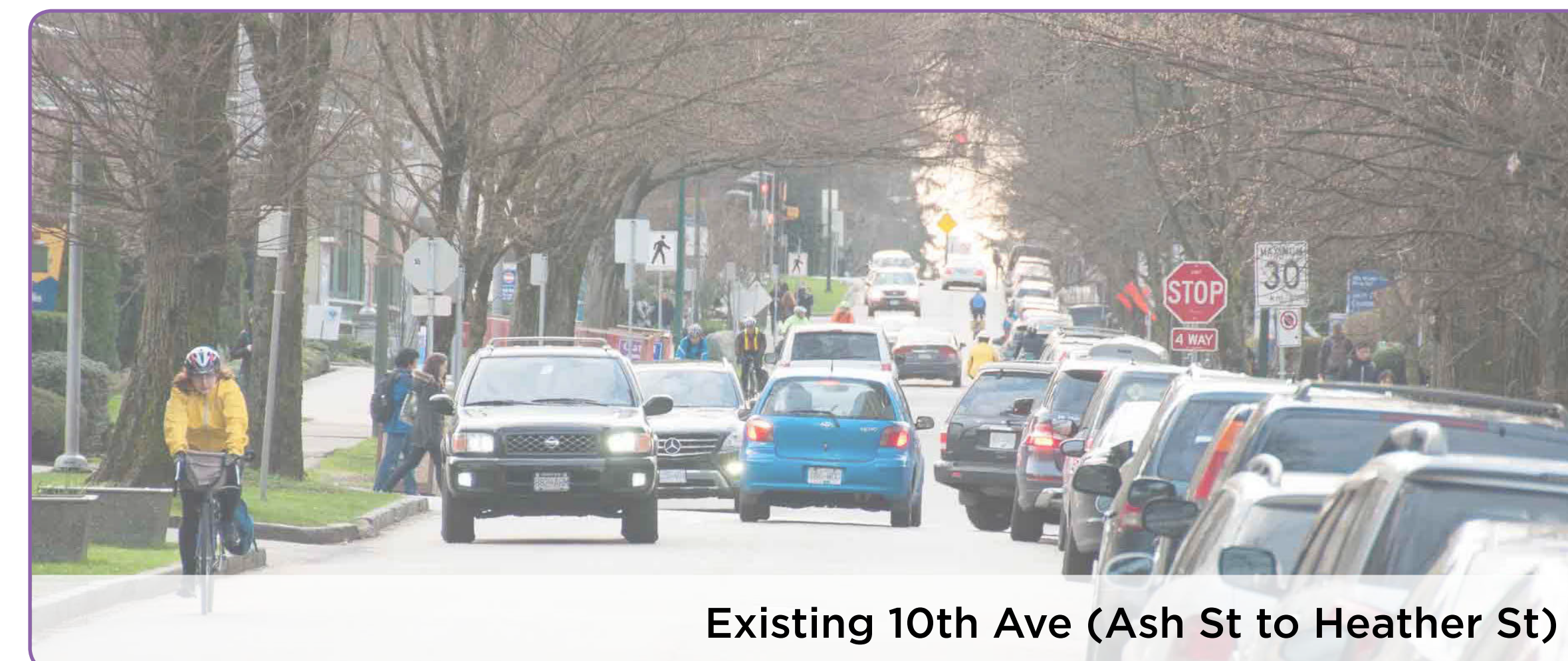
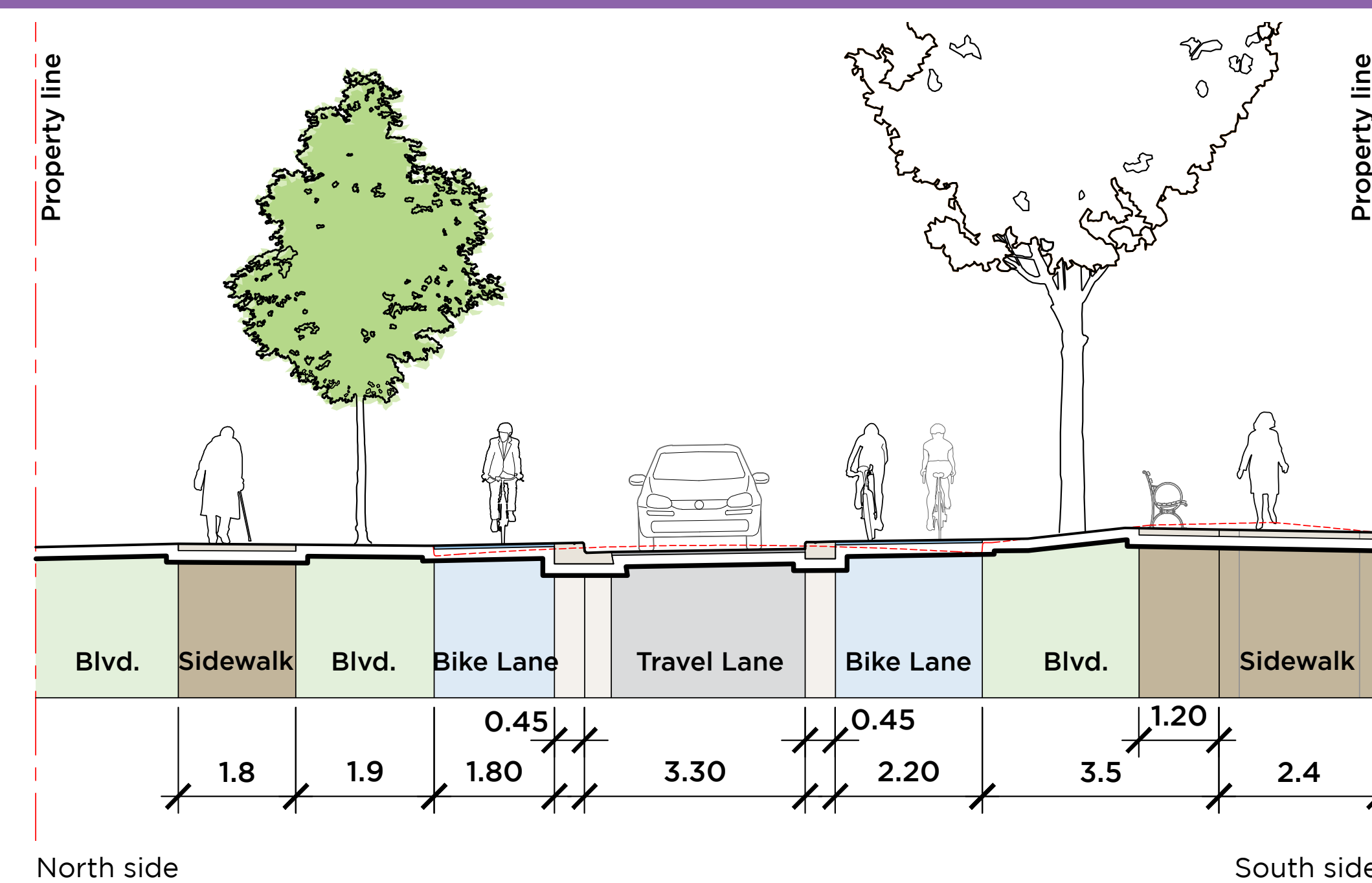
10th Ave Health Precinct Recommendations (Heather to Cambie)



Section B-B 10th Ave looking east - Existing



Section B-B 10th Ave looking east - Proposed



What is Different?

Pedestrian-scale lighting upgrades

Improved pedestrian ramps at all intersections

Changes to on-street metered parking spaces:

- 77 remain on side streets
- 116+ surface lot spaces added by Provincial Health Services Authority (PHSA)
- 82 removed
- 14 repurposed to pick-up/drop-off zones and staging areas

Adding 8 new benches, planting 10 new trees, and removing 5 existing trees between Heather St and Cambie St.

A Motor vehicle traffic only permitted one-way westbound between Willow St and Cambie St

B New green space on Heather St north of W 10th Ave through a closure to motor vehicles

C Conversion of Heather St intersection from all-way stop to a single raised T-intersection

D New raised protected bike lane on both sides of the street (uni-directional)

E Green paint at all bikeway crossings through intersections and driveways

F Realignment and widening of sidewalk in front of Heather Commons and BC Cancer Agency (BCCA)

G Removal of large trees

West of Ash St
East of Ash St

H Removal of large tree

I Removal of 2 large trees at the Vancity building commercial loading zone

J Pedestrian crossing over the protected bike lane at existing passenger and loading zones

K New traffic signal at Ash St

Why?

- To improve safety for all road users

- To improve accessibility for vulnerable pedestrians in the precinct

- Recognizing that patient access to the precinct is a top priority, expecting an increase in parking supply in the precinct
- Removing some on-street parking to retain street trees and accommodate adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel, passenger pick-up/drop-off)

- Removing some trees to accommodate commercial loading and one-way operation of the blocks on 10th Ave

- To provide room for protected bike lanes and to retain mature trees
- To eliminate conflicts between turning vehicles and people crossing Cambie St on foot and by bike
- To maintain/improve efficient and intuitive access to VGH ER entrance

- To reduce conflicts and anxiety between all road users crossing the intersection
- To expand public green space

- To slow people driving and turning through the intersection
- To orient the stop sign to favour the dominant flow of bicycle and motor vehicle traffic on W 10th Ave.

- To improve comfort and safety for people of all ages and abilities to bike

- To improve awareness at conflict points between people biking and driving

- To meet public realm requirements of the Vancouver General Hospital Master Plan

- To accommodate large westbound truck access to the BCCA loading bay, now required as result of the conversion of the block of W 10th Ave to one-way
- To accommodate the introduction of a uni-directional bike lane

- To accommodate vehicles exiting the parkade, given the conversion of this block of W 10th Ave to one-way
- To accommodate a protected bike lane and commercial loading zone on the north side of W 10th Ave. Front-door commercial loading is primarily required to accommodate armoured vehicles and frequent courier deliveries

- To notify people biking that they are to yield to crossing pedestrians

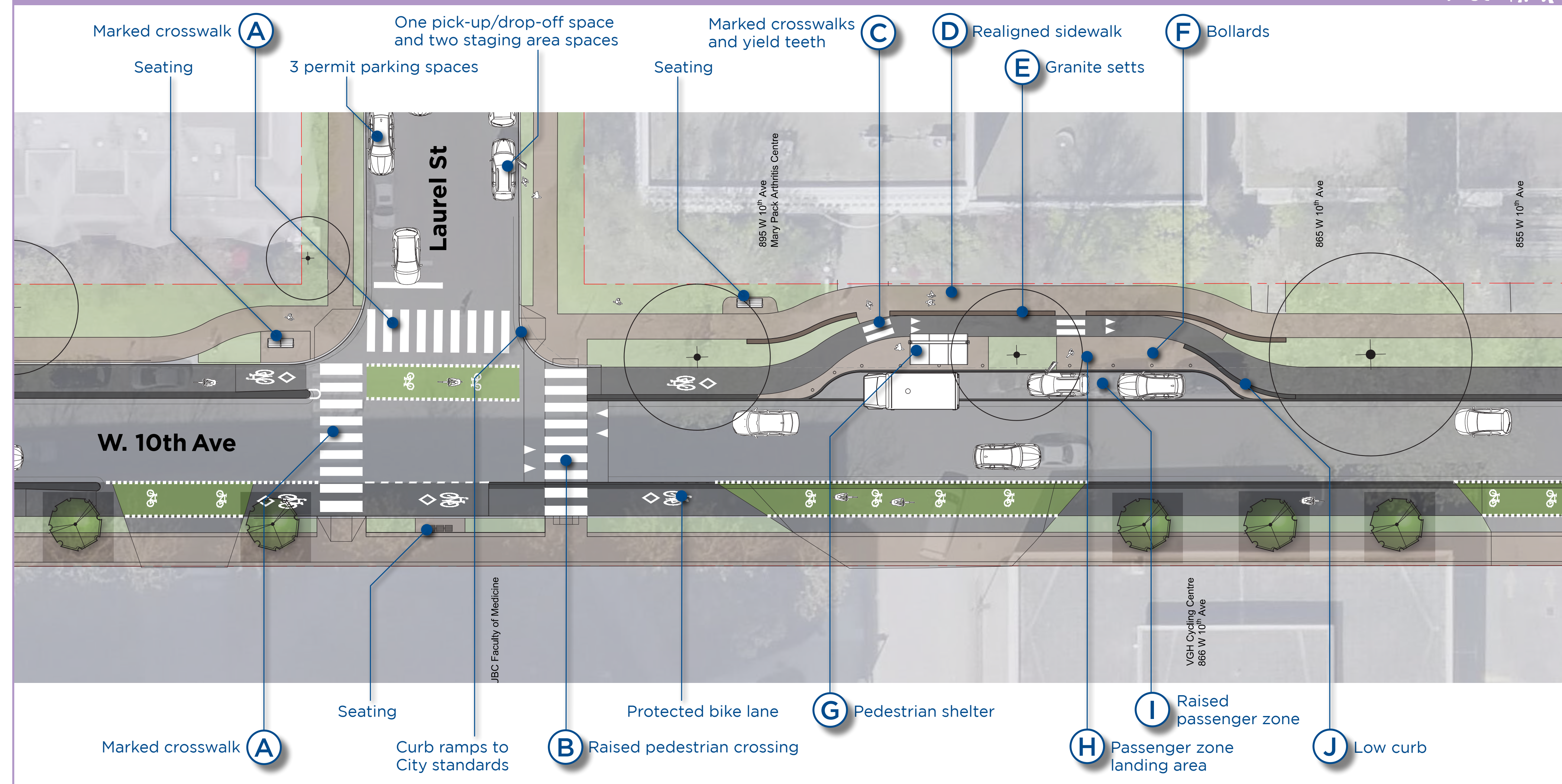
- To improve comfort and clarity for people walking, biking, and driving through the intersection
- To help manage the anticipated increase in traffic volumes resulting from the proposed closure on Heather St

10th Ave Health Precinct Recommendations - Detail of Pedestrian Realm Improvements



10th Ave Corridor Phase 3 Open Houses

10th and Laurel - Pedestrian Improvements

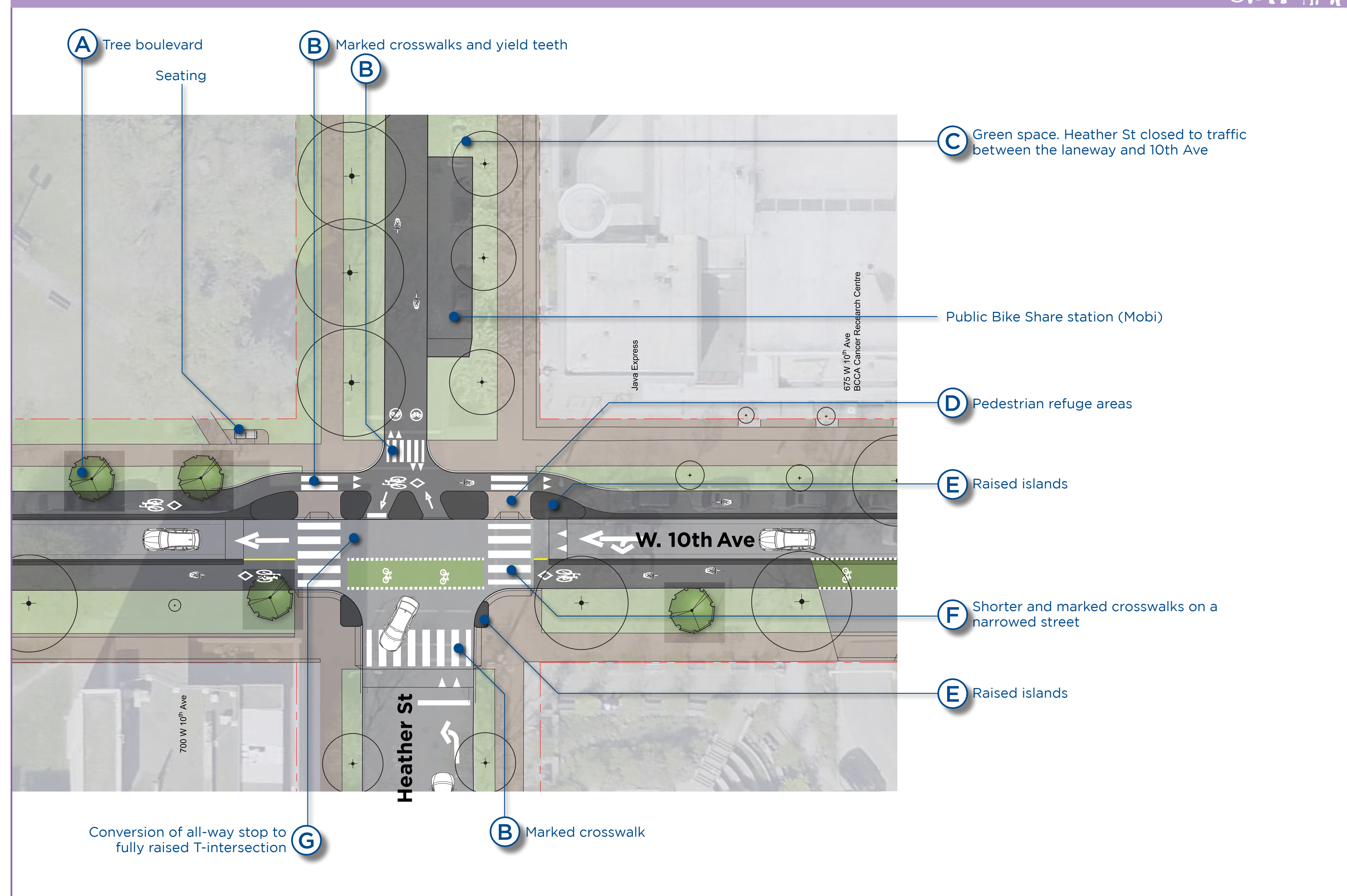


What is Different?

Why?

(A)	New crosswalk markings at all intersections	<ul style="list-style-type: none"> To reinforce to people driving and biking that they are to yield to pedestrians
(B)	Raised pedestrian crossing	<ul style="list-style-type: none"> To notify people biking and driving that they are to yield to people crossing on foot
(C)	Painted pedestrian crossings with extra yield markings across the protected bike lane at all passenger and loading zones	<ul style="list-style-type: none"> To message to people biking that they are to yield to people crossing on foot
(D)	Realignment of sidewalk in front of the Mary Pack Arthritis Centre	<ul style="list-style-type: none"> To accommodate pick-up/drop-off zones and a protected bike lane
(E)	Band of granite setts (square quarried stones) separating the sidewalk and bikeway at passenger zones	<ul style="list-style-type: none"> To improve wayfinding for the visually impaired To reduce conflicts between people walking and biking by discouraging biking on the sidewalk
(F)	Row of bollards/posts between the passenger zone and the pedestrian refuge area (at Mary Pack Arthritis Centre and Eye Care Centre)	<ul style="list-style-type: none"> To ensure motorists remain in the designated passenger zone and car doors do not open into the protected bike lane
(G)	Pedestrian shelters with seating (at Mary Pack Arthritis Centre and Eye Care Centre)	<ul style="list-style-type: none"> To provide sheltered space for patients to wait for pick-up in the passenger zones
(H)	Extra wide passenger zone landing areas (at Mary Pack Arthritis Centre and Eye Care Centre)	<ul style="list-style-type: none"> To provide refuge space where passengers can comfortably exit their vehicles, including wheelchair users, before crossing the bike lane
(I)	Raised passenger zones (at Mary Pack Arthritis Centre and Eye Care Centre)	<ul style="list-style-type: none"> To eliminate the need for curb ramps, which would complicate the accessibility of the landing area
(J)	Low curb where protected bike lane approaches passenger zones	<ul style="list-style-type: none"> To help guide people biking around the passenger zone landing area and discourage short cutting across it

10th and Heather - Pedestrian Improvements



What is Different?

Why?

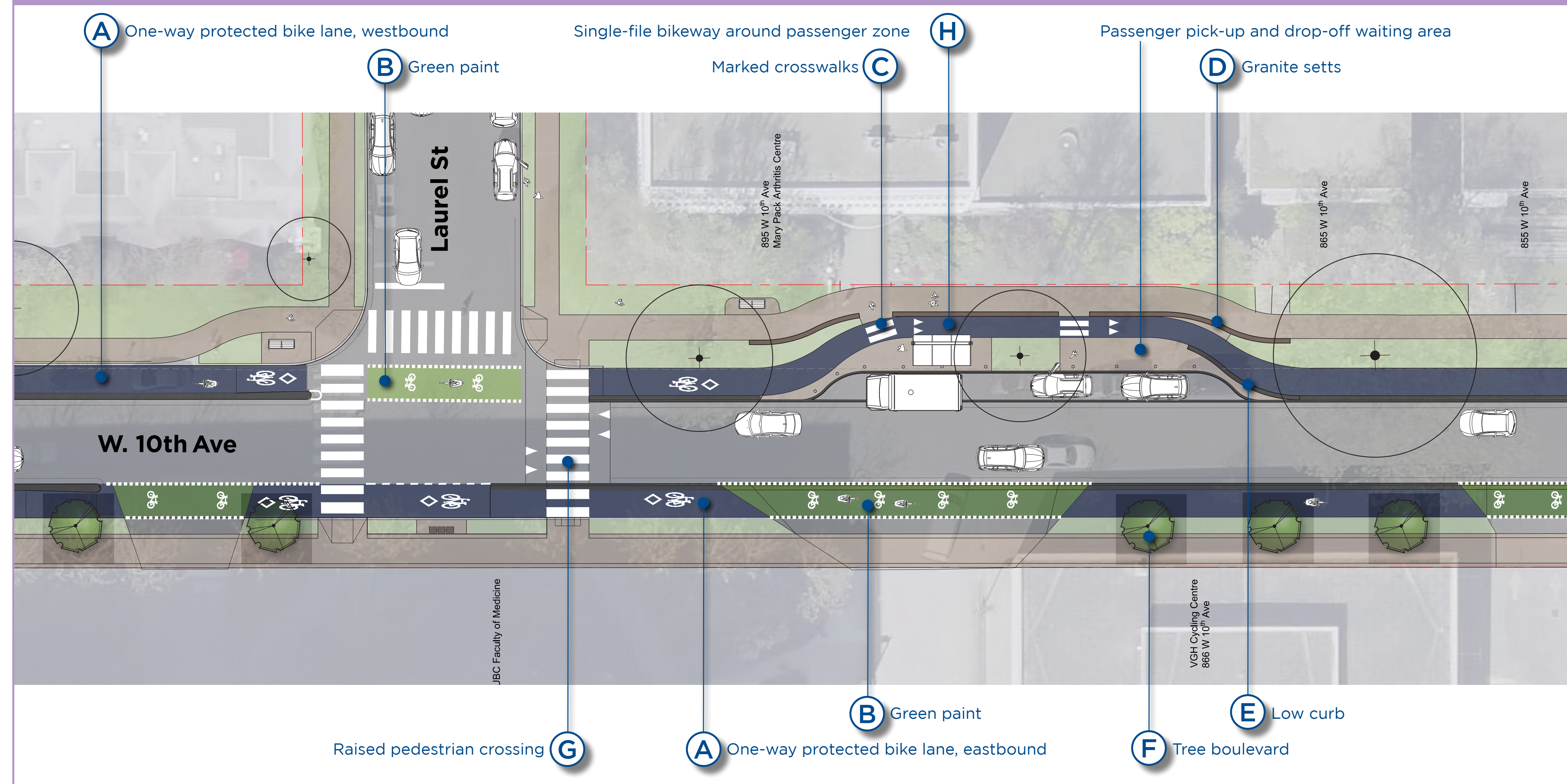
(A)	New or improved tree boulevard separating the sidewalks and protected bike lanes	<ul style="list-style-type: none"> To provide space for new street trees To reduce conflicts between people walking and biking To improve wayfinding for the visually impaired
(B)	New crosswalk markings, including through the protected bike lane, with painted yield signs	<ul style="list-style-type: none"> To better support visually impaired pedestrians at all legal crosswalks To remind people biking and driving that they are to yield to people crossing on foot To indicate to people driving and biking where to expect pedestrians to cross
(C)	Closure to motor vehicles and new green space on Heather St north of W 10th Ave	<ul style="list-style-type: none"> To reduce conflicts between all road users crossing the intersection To expand public green space
(D)	Pedestrian refuge areas	<ul style="list-style-type: none"> To shorten pedestrian crossings on W 10th Ave To provide safe areas for people waiting to cross the street To improve sightlines To separate motor vehicle and bikeway crossings
(E)	Raised islands	<ul style="list-style-type: none"> To help delineate pedestrian space and prevent turning motorists from driving onto the sidewalk (or bikeway in some cases) To provide protected refuge space for people walking and biking who are waiting to cross W 10th Ave
(F)	Shorter and marked crosswalks on a narrowed street	<ul style="list-style-type: none"> To remind people driving and biking that they are to yield to people crossing on foot To shorten the crossing distance for people walking
(G)	Conversion of Heather St intersection from all-way stop to a single raised T-intersection	<ul style="list-style-type: none"> To provide more accessible crossings for vulnerable pedestrians (minimal ramps) To orient the stop sign to favour the dominant flow of bicycle and motor vehicle traffic on W 10th Ave To slow people driving and turning through the intersection

10th Ave Health Precinct Recommendations - Detail Bikeway Improvements



10th Ave Corridor Phase 3 Open Houses

10th and Laurel - Bikeway Improvements

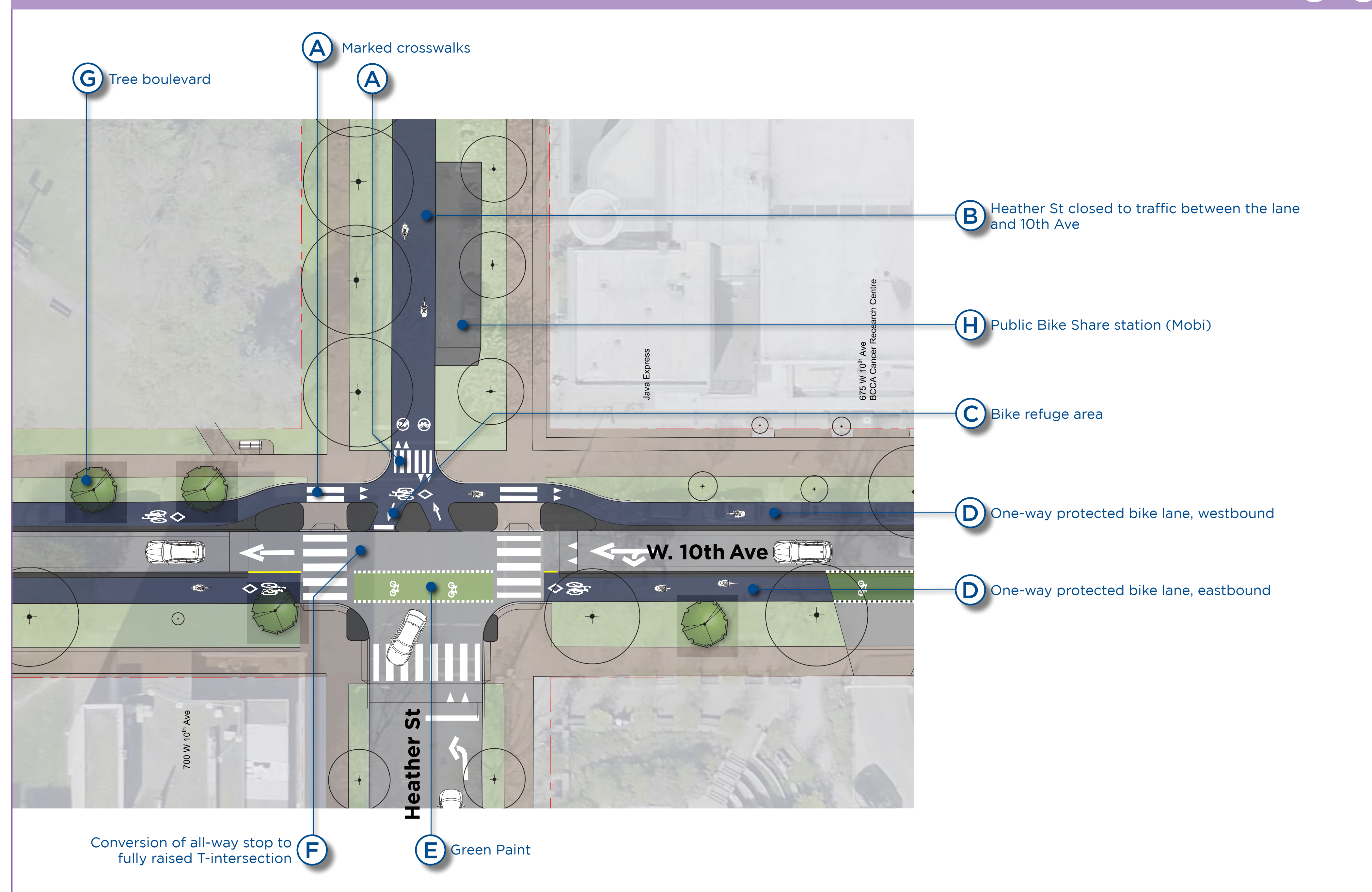


What is Different?

Why?

A	New raised protected bike lanes on both sides of the street (uni-directional), Oak St - Willow St: <ul style="list-style-type: none"> 2.4m wide (1.9m asphalt) with 6" barrier curbs on the both sides 	<ul style="list-style-type: none"> To improve comfort and safety for people of all ages and abilities to cycle To allow people biking to comfortably pass each other or ride side-by-side To accommodate people biking with wider cargo bikes or trailers To discourage motorists from stopping in the protected bike lane
B	Green paint at all bikeway crossings through intersections and driveways	<ul style="list-style-type: none"> To improve awareness of conflict points between turning motorists and people biking
C	Painted pedestrian crossings with yield teeth over the protected bike lane at all passenger and loading zones	<ul style="list-style-type: none"> To help message to people biking that they are to yield to people crossing on foot
D	Band of granite setts as separation between the sidewalk and bikeway at passenger zones	<ul style="list-style-type: none"> To improve wayfinding for the visually impaired to help avoid pedestrians inadvertently walking into the protected bike lane To reduce conflicts between people walking and biking by discouraging biking on the sidewalk
E	Low curb where protected bike lane approaches passenger zones	<ul style="list-style-type: none"> To help guide people biking around the passenger zone landing area
F	New or improved tree boulevard separating the sidewalks and protected bike lanes	<ul style="list-style-type: none"> To provide space for new street trees To reduce conflicts between people walking and biking To improve wayfinding for the visually impaired
G	Raised pedestrian crossing	<ul style="list-style-type: none"> To slow westbound drivers turning north across the protected bike lane To message to people biking that they are to yield to people crossing on foot
H	Single-file protected bike lane around passenger zone	<ul style="list-style-type: none"> To slow westbound cyclists To message to people biking that they are to yield to people crossing on foot

10th and Heather - Bikeway Improvements



What is Different?

Why?

A	New crosswalk markings, including through the protected bike lane and with painted yield signs	<ul style="list-style-type: none"> To indicate to people biking where to expect pedestrians to cross To message to people biking that they are to yield to people crossing on foot
B	Heather St closed to traffic between the lane and 10th Ave	<ul style="list-style-type: none"> To reduce conflicts between all road users crossing the intersection
C	Bike refuge areas	<ul style="list-style-type: none"> To provide safe refuge areas for people biking to wait before crossing with protection from motor vehicles and out of the way of people biking through To improve sightlines
D	New raised protected bike lanes on both sides of the street (uni-directional), Willow St - Cambie St: <ul style="list-style-type: none"> 2.4m wide (1.9m asphalt) with 6" barrier curb on the north side 2.9m wide (2.4m asphalt) with 4" barrier curb on the south side 	<ul style="list-style-type: none"> To provide space for emergency vehicles to use the protected bike lane on the south (left) side to drive around obstructions in the travel lane To improve comfort and safety for people of all ages and abilities to cycle To allow people biking to comfortably pass each other or ride side-by-side To accommodate people biking with wider cargo bikes or trailers To discourage motorists from stopping in the protected bike lane
E	Green paint at all protected bike lane crossings through intersections and driveways	<ul style="list-style-type: none"> To improve awareness of conflict points between turning motorists and people biking
F	Conversion of Heather St intersection from all-way stop to a single raised T-intersection	<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 To slow drivers turning south across the protected bike lane
G	New or improved tree boulevard separating the sidewalk and protected bike lane	<ul style="list-style-type: none"> To provide space for new street trees To reduce conflicts between people walking and biking To improve wayfinding for the visually impaired to help avoid pedestrians inadvertently walking into the protected bike lane
H	Public bike share station (Mobi)	<ul style="list-style-type: none"> To increase access to the public bike share program (Mobi)