1.9 surface lot spaces added by Provincial Health Services
82 removed
8.2

Fully raised intersection at Willow St and W 10th Ave
77 remain on side streets

• Realign sidewalk between Oak St and Laurel St

Realignment of the sidewalk in front of the Mary Pack Arthritis Centre
To accommodate adjacent street uses (i.e. protected bike lanes, a treed boulevard, VGH driveway removed from W 10th Ave at Willow St
To provide room for protected bike lanes and to retain mature trees
Green paint at all protected bike lane crossings through intersections
• To meet public realm requirements of the Vancouver General Hospital Master Plan
To provide safe areas for people waiting to cross the street

2.0

To reduce conflicts between people walking and biking

Recognizing that patient access to the precinct is a top priority, expecting an increase in parking supply in the precinct
New or improved tree boulevard separating the sidewalk and pedestrian refuges, dedicated left- and right-turn lanes at Oak St and street trees
To improve wayfinding for the visually impaired

New tree boulevard

To accommodate other adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel, passenger refuges, and the Eye Care Centre
To eliminate conflicts between turning vehicles and people crossing Cambie St on foot

New raised protected bike lane on both sides of the street (uni-directional)
To reduce conflicts between people walking, biking and driving on W 10th Ave
To maintain/improve efficient and intuitive access to Vancouver General Hospital Emergency Room

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

What is Different?

Pedestrian-scale lighting upgrades

Improved pedestrian ramps at all intersections

Changes to on-street metered parking spaces:

• 77 spaces on side streets

• 53 spaces added by Provincial Health Services Authority (PHSA)

• 83 removed

• 14 repurposed to pick-up/drop-off zones and staging areas

Adding 11 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

New corner bulge at Oak St

To improve sightlines to corners

Realign sidewalk between Oak St and Laurel St

To accommodate other adjacent street uses (i.e. protected bike lanes, pedestrian refuges, two-way travel, on-street permit parking and street trees)

Reduce on-street residential permit parking spaces from 18 to 15 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, dedicated left- and right-turn lanes at Oak St and street trees)

New or Improved tree boulevard separating the sidewalk and protected pedestrian refuges, two-way travel, on-street permit parking and street trees

To provide space for new street trees

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

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

New crosswalk treatments at Laurel St (south leg)

To enable pedestrians to cross more comfortably at these legal crosswalks

Emergency Zone

Arthritis Society Passenger Zone

Eye Care Passenger Zone

For more information, visit vancouver.ca/10th-avenue

November 2016 - Board #17
10th Ave Health Precinct
Recommendations (Heather to Cambie)

- Removal of large trees
  - 2 large trees at the Vancity building commercial loading zone
  - Tree removed

- Removal of 16 metered parking spaces

- Green paint at all bikeway crossings through intersections

- Motor vehicle traffic only permitted one-way westbound between Ash St to Cambie St

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

- 2 trees removed

- Parked crossover at loading zone

- Pedestrian-scale lighting upgrades

- Improved pedestrian ramps at all intersections

- Changes to on-street metered parking spaces:
  - 27 ramps on side streets
  - 16 new surface lot spaces added by Provincial Health Services Authority (PHSA)
  - 14 repositioned in 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.

- BC Cancer Agency Parkade and Loading Bay

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

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

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

- New raised protective bike lane on both sides of the street (unidirectional)

- Green paint at all bikeway crossings through intersections and driveways

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

- Removal of large trees

- Removal of large tree

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

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

- New traffic signal at Ash St

- For more information, visit vancouver.ca/10th-avenue

November 2016 - Board #18

Legend:
- Existing tree retained
- Existing tree removed
- Proposed new tree
- Existing curb removed

For more information, visit vancouver.ca/10th-avenue

10th Ave Corridor Phase 3 Open Houses

Section B-B 10th Ave looking east - Existing

Section B-B 10th Ave looking east - Proposed
### 10th and Laurel - Pedestrian Improvements

<table>
<thead>
<tr>
<th>What is Different?</th>
<th>Why?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marked crosswalks and yield teeth</td>
<td>To notify people biking and driving that they are to yield to pedestrians</td>
</tr>
<tr>
<td>Raised pedestrian crossing</td>
<td>To message to people biking that they are to yield to people crossing on foot</td>
</tr>
<tr>
<td>Painted pedestrian crossings with extra yield markings across the protected bike lane at all passenger and loading zones</td>
<td>To improve wayfinding for the visually impaired</td>
</tr>
<tr>
<td>Realignment of sidewalk in front of the Mary Pack Arthritis Centre</td>
<td>To provide refuge space where passengers can comfortably exit their vehicles, including wheelchair users, before crossing the bike lane</td>
</tr>
<tr>
<td>Band of granite sets (square quarried stones) separating the sidewalk and bikeway at passenger zones</td>
<td>To help guide people biking around the passenger zone landing area and discourage short cutting across it</td>
</tr>
<tr>
<td>Pedestrian shelters with seating (at Mary Pack Arthritis Centre and Eye Care Centre)</td>
<td>To provide sheltered space for patients to wait for pick-up in the passenger zones</td>
</tr>
<tr>
<td>Extra wide passenger zone landing area (at Mary Pack Arthritis Centre and Eye Care Centre)</td>
<td>To provide refuge space where passengers can comfortably exit their vehicles, including wheelchair users, before crossing the bike lane</td>
</tr>
<tr>
<td>Raised passenger zones (at Mary Pack Arthritis Centre and Eye Care Centre)</td>
<td>To eliminate the need for curb ramps, which would complicate the accessibility of the landing area</td>
</tr>
</tbody>
</table>

### 10th and Heather - Pedestrian Improvements

<table>
<thead>
<tr>
<th>What is Different?</th>
<th>Why?</th>
</tr>
</thead>
<tbody>
<tr>
<td>New or improved tree boulevard separating the sidewalks and protected bike lanes</td>
<td>To provide space for new street trees</td>
</tr>
<tr>
<td>New crosswalk markings, including through the protected bike lane, with painted yield signs</td>
<td>To better support visually impaired pedestrians at all legal crosswalks</td>
</tr>
<tr>
<td>Closure to motor vehicles and new green space on Heather St north of W 10th Ave</td>
<td>To provide refuge space where passengers can comfortably exit their vehicles, including wheelchair users, before crossing the bike lane</td>
</tr>
<tr>
<td>Pedestrian refuge areas</td>
<td>To shorten pedestrian crossings on W 10th Ave</td>
</tr>
<tr>
<td>Raised islands</td>
<td>To provide refuge space where passengers can comfortably exit their vehicles, including wheelchair users, before crossing the bike lane</td>
</tr>
<tr>
<td>Shorter and marked crosswalks on a narrowed street</td>
<td>To reduce conflicts between all road users crossing the intersection</td>
</tr>
<tr>
<td>Conversion of Heather St intersection from all-way stop to a single raised T-intersection</td>
<td>To provide more accessible crossings for vulnerable pedestrians (minimally ramps)</td>
</tr>
</tbody>
</table>

For more information, visit vancouver.ca/10th-avenue

November 2016 - Board #19
10th Ave Health Precinct
Recommendations - Detail Bikeway Improvements

10th and Laurel - Bikeway Improvements

- Conversion of all-way stop to a fully raised T-intersection
- Tree boulevard
- One-way protected bike lane, westbound
- One-way protected bike lane around passenger zone
- Pedestrian crosswalks
- Green paint
- Marked crosswalks
- Bike refuge area
- Raised pedestrian crossing
- Public bike share station (Mobi)

What is Different?

- Raised protected bike lanes on both sides of the street (uni-directional), Oak St - Cambie St:
  - 2.4m wide (1.9m asphalt) with 6” barrier curbs on the north side
  - 2.9m wide (2.4m asphalt) with 4” barrier curbs on the south side

Why?

- 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 comfort and safety for people of all ages and abilities to cycle
- To provide space for emergency vehicles to use the protected bike lane on the south (left) side to drive around obstacles in the travel lane
- To improve comfort and safety for people of all ages and abilities to cycle
- To accommodate people biking with wider cargo bikes or trailers
- To discourage motorists from stopping in the protected bike lane

10th and Heather - Bikeway Improvements

- Conversion of Heather St intersection from all-way stop to a single raised T-intersection
- Bike refuge area
- Green paint
- Marked crosswalks
- Conversion of all-way stop to a fully raised T-intersection

What is Different?

- New crosswalk markings, including through the protected bike lane and with painted yield signs

Why?

- 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
- To improve comfort and safety for people of all ages and abilities to cycle
- To improve awareness of conflict points between turning motorists and people biking
- To improve wayfinding for the visually impaired
- To help message to people biking that they are to yield to people crossing on foot
- To help message to people biking that they are to yield to people crossing on foot
- To help guide people biking around the passenger zone landing area
- To slow westbound cyclists
- To message to people biking that they are to yield to people crossing on foot
- To reduce conflicts between people walking and biking