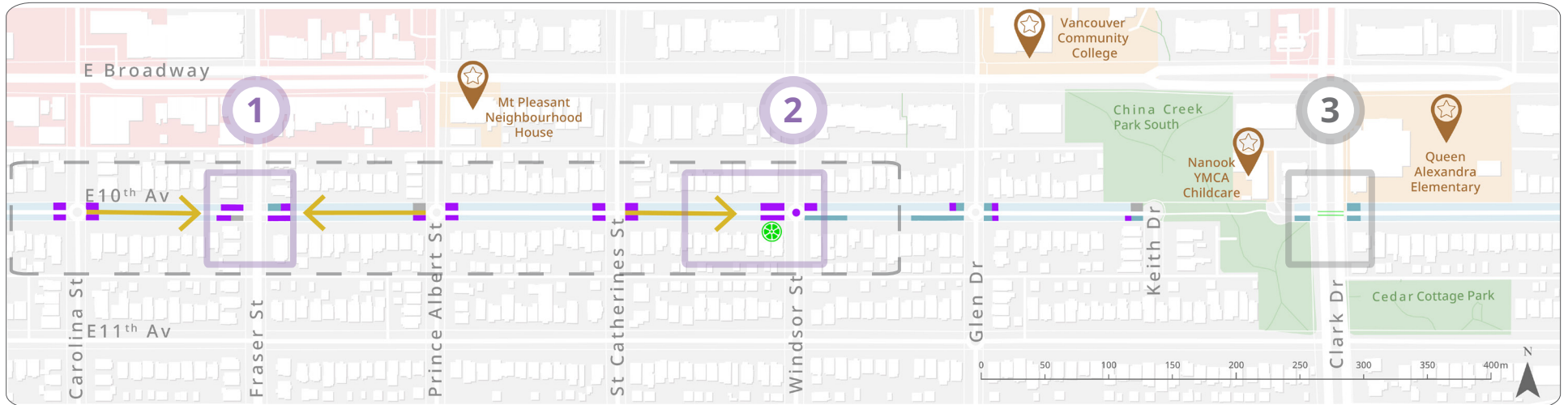


# 10th Avenue Bikeway Improvements | Carolina Street to Glen Drive

Improving safety for people walking and biking.



## Legend

- Vehicle circulation impacts
- Curbside space**
- Unrestricted vehicle parking
- Existing no stopping or parking
- Existing shared mobility stations
- Proposed no stopping or parking
- ⊗ New shared e-scooter station (Lime)
- Vehicle circulation**
- ➔ Proposed one-way for vehicles
- Existing traffic circle to be removed
- Land use**
- Residential
- Commercial / mixed use
- Civic (education, community centres)
- Parks

- 1
**Fraser Street:** one-way streets either side
  - Eastbound (Carolina Street to Fraser Street), Westbound (Prince Albert Street to Fraser Street).
  - Keeps vehicle volumes low. Reduced conflicts between vehicles and people cycling.
- 2
**St Catherines to Windsor Street:** one-way
  - Keeps vehicle volumes low. Reduced conflicts between vehicles and people cycling.
  - Traffic circle on Windsor Street replaced with a two-way stop. This makes people cycling more visible.
  - New Lime station supports active transportation users.
- 3
**Clark Drive:** related intersection upgrades
  - Green paint and high visibility crosswalk improve safety for people crossing.
  - Removing a tree in the centre median makes people crossing and traffic signals more visible to drivers.
  - Upgraded traffic signal can further reduce conflicts between vehicles and people cycling.

### How does more space at intersections help?

- People cycling and walking are more visible where they are most vulnerable.
- People driving have space to wait for oncoming bikes.

This improves **safety for all**.

### What are the parking changes?

- **1-2 parking spaces** require removal at some intersection corners between Guelph Street and Keith Drive.
- 3 parking spaces require removal at Fraser Street (all corners) and Windsor St (westside only).