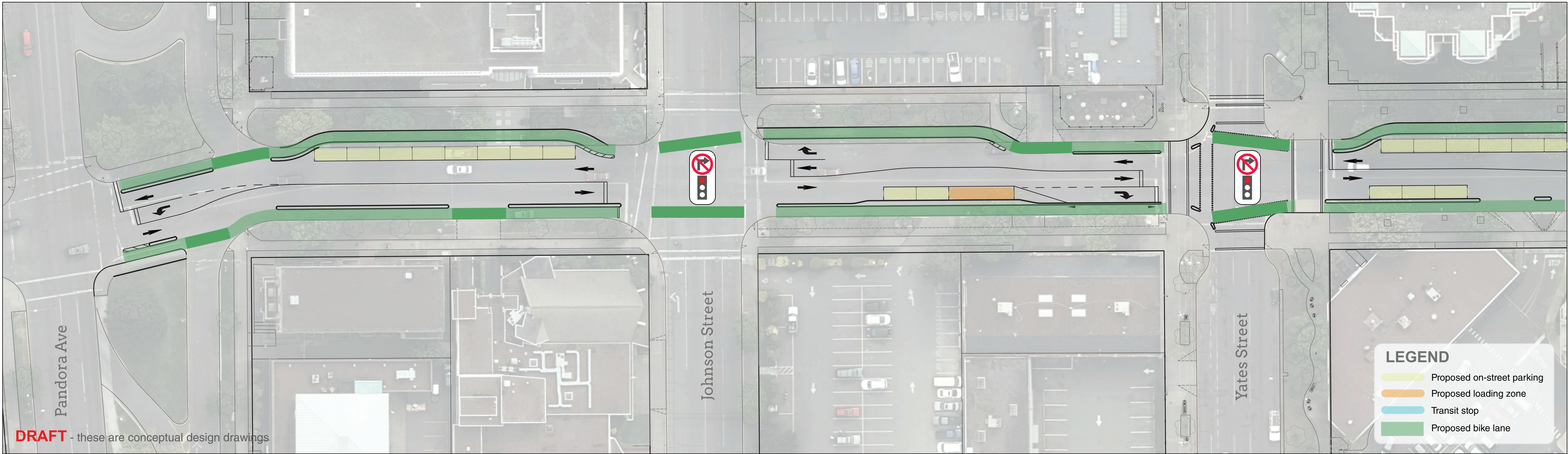


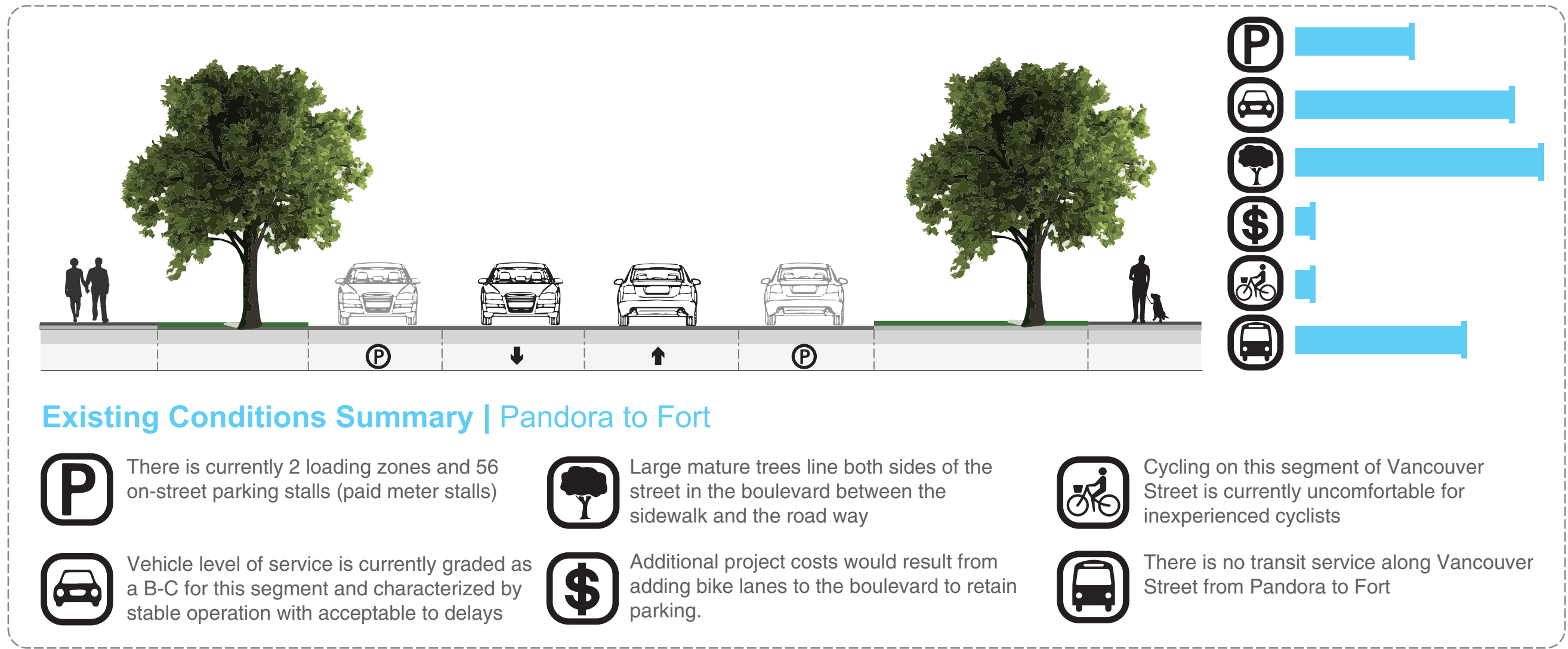
PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

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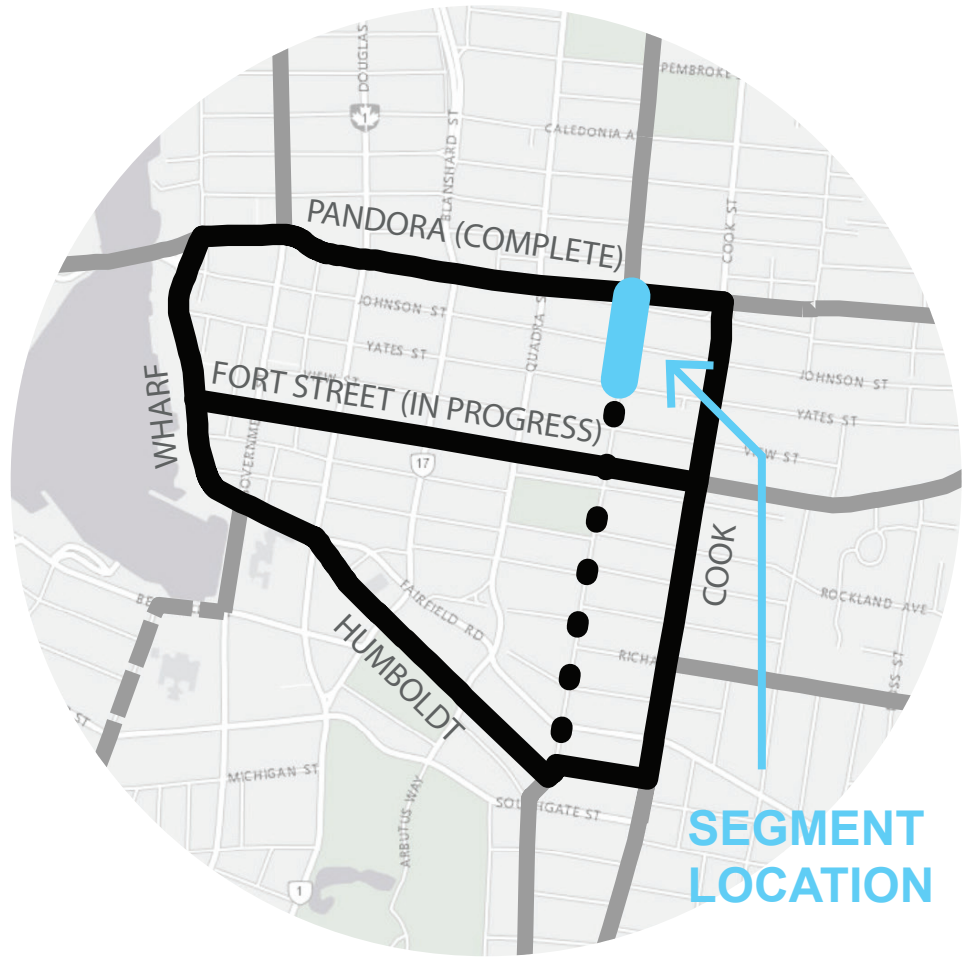
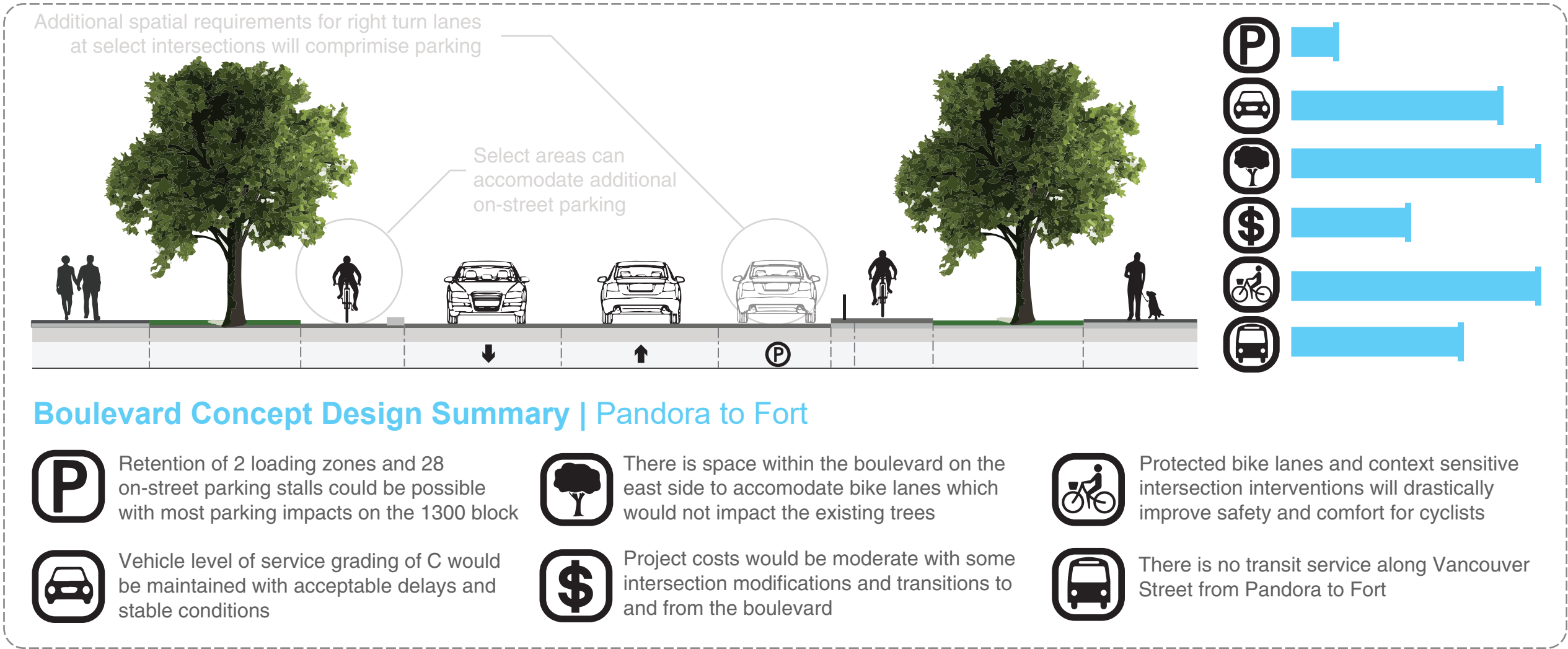
SEGMENT A | Pandora Avenue to Yates Street



Existing Conditions: 2 travel lanes and no bicycle facilities



Boulevard Concept: 1 way protected bike lanes designed to retain parking

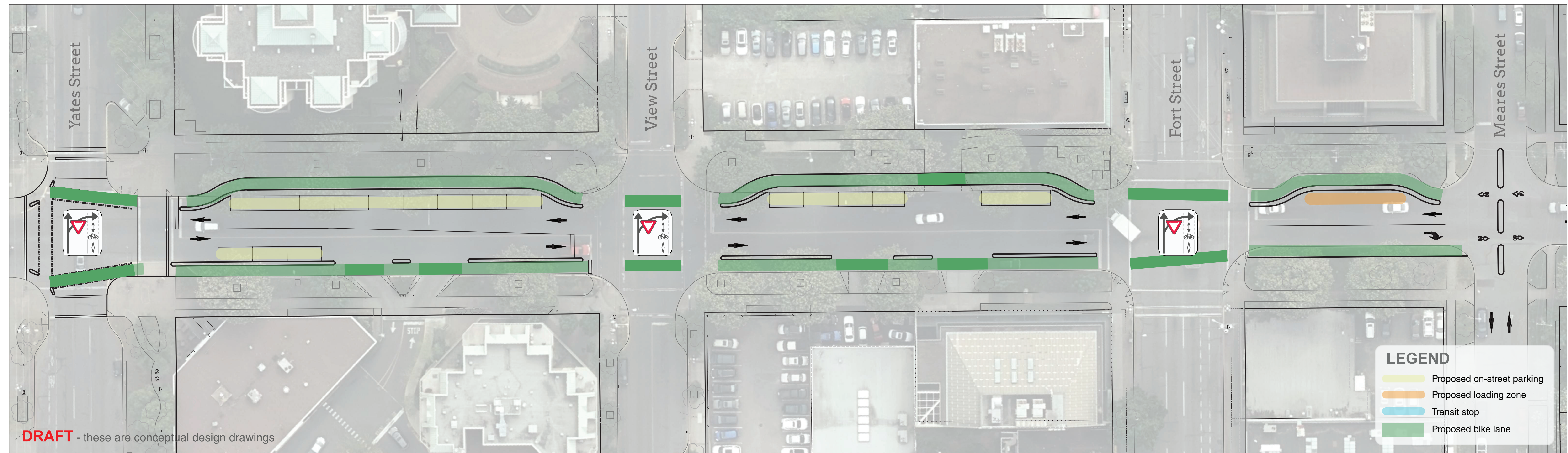


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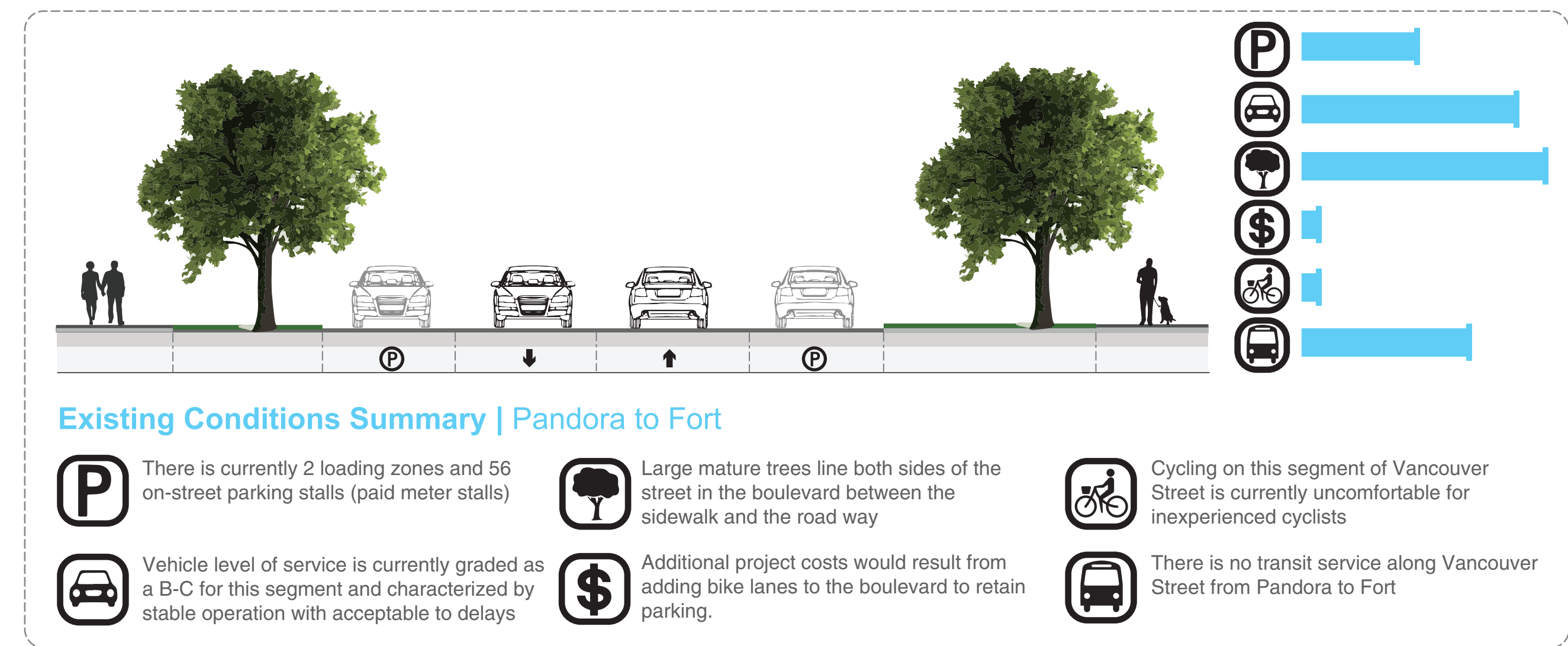
PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

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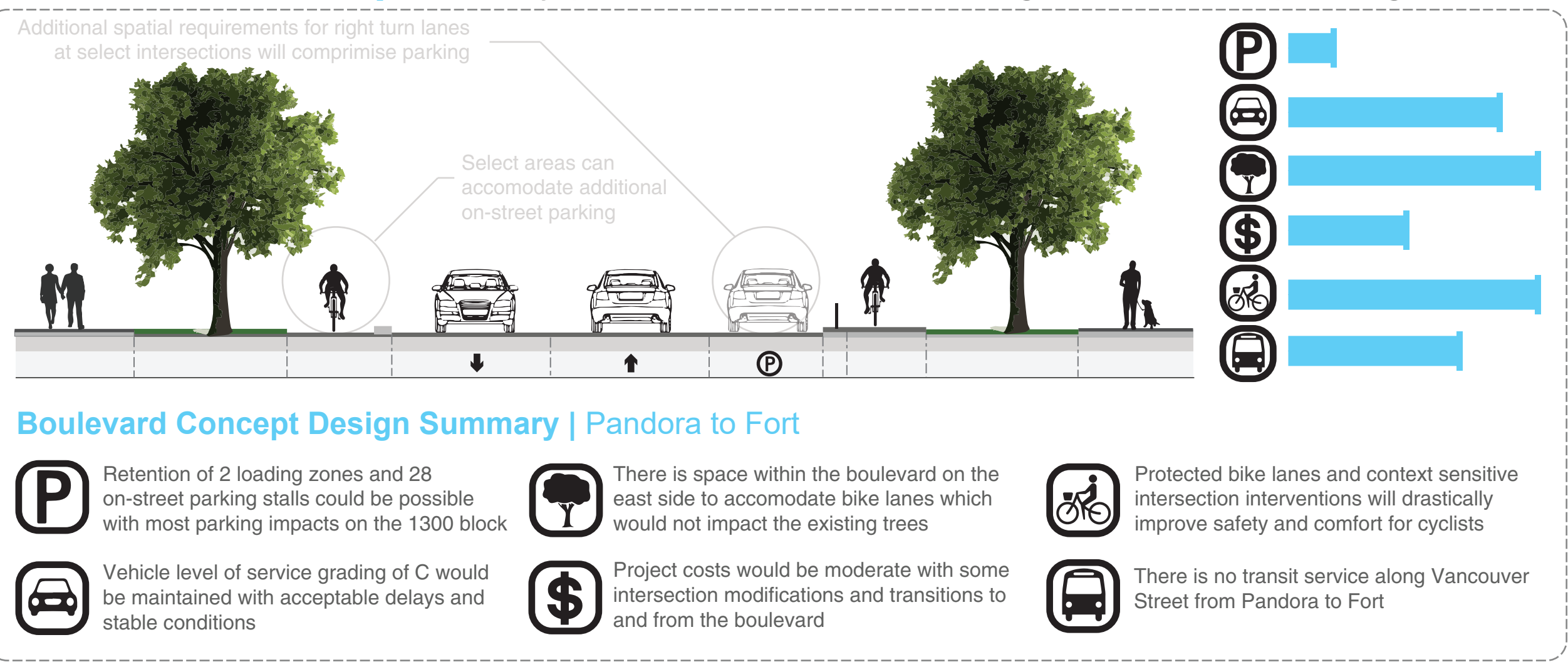
SEGMENT B | Yates Street to Meares Street



Existing Conditions: 2 travel lanes and no bicycle facilities



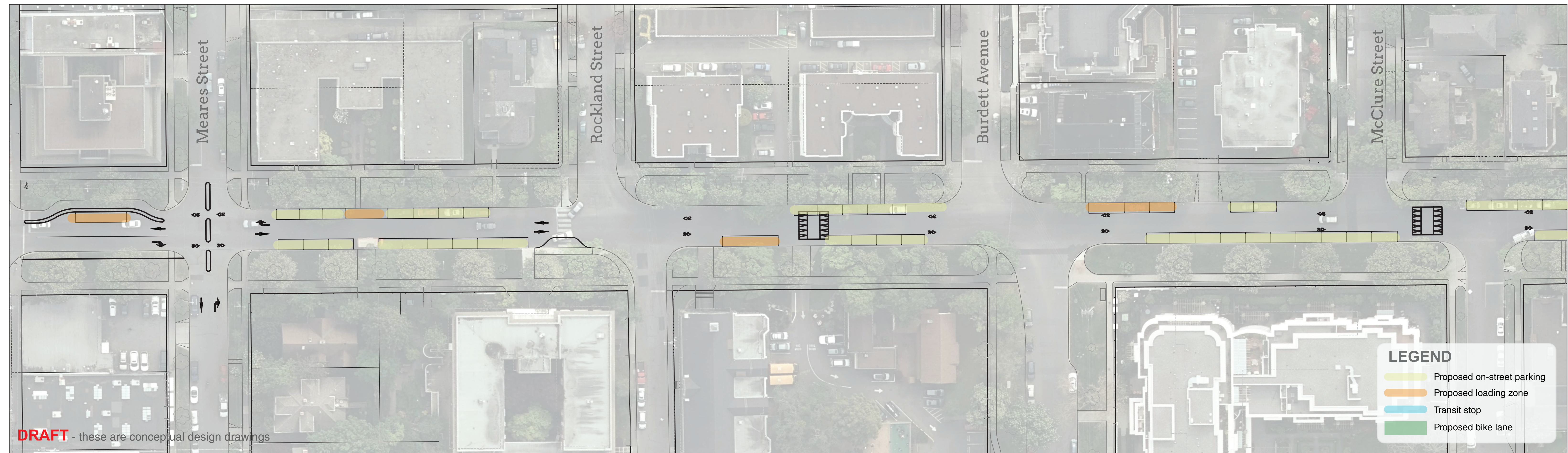
Boulevard Concept: 1 way protected bike lanes designed to retain parking



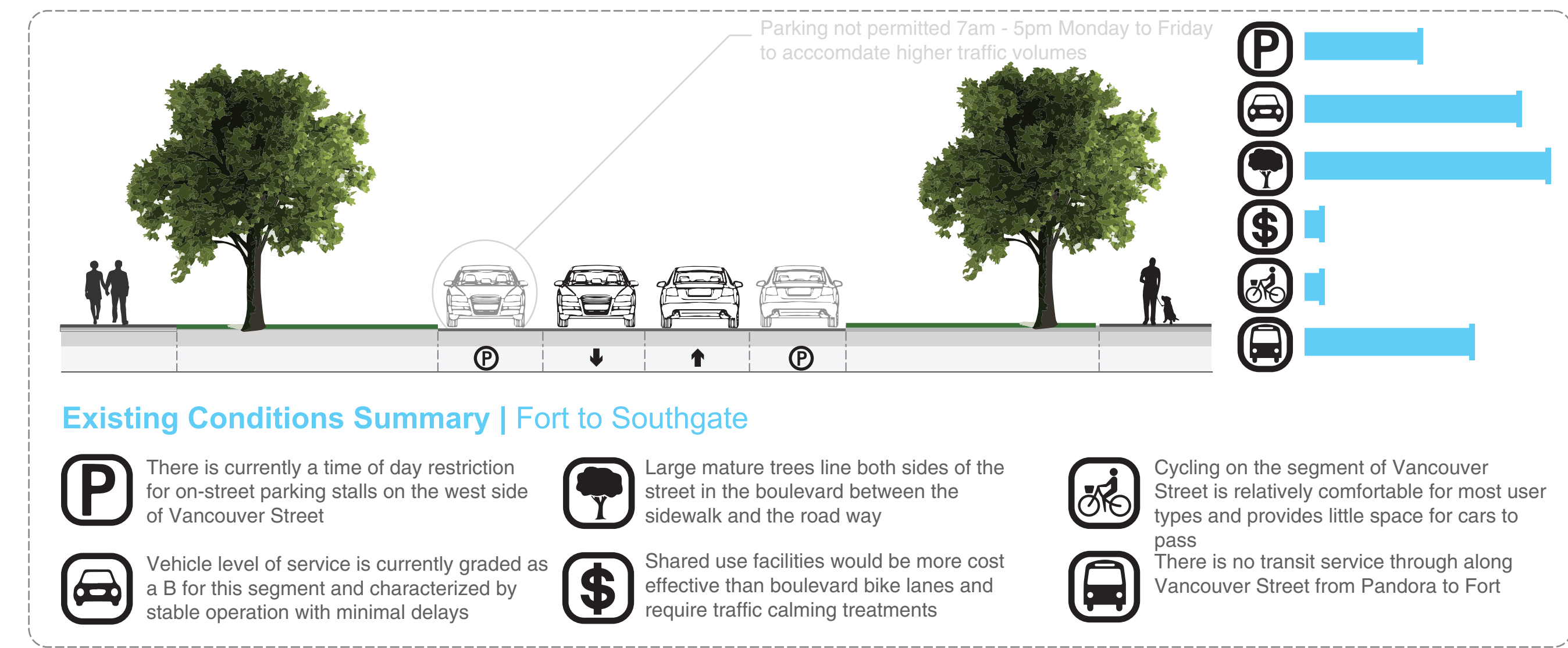
PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

VANCOUVER STREET | concept design

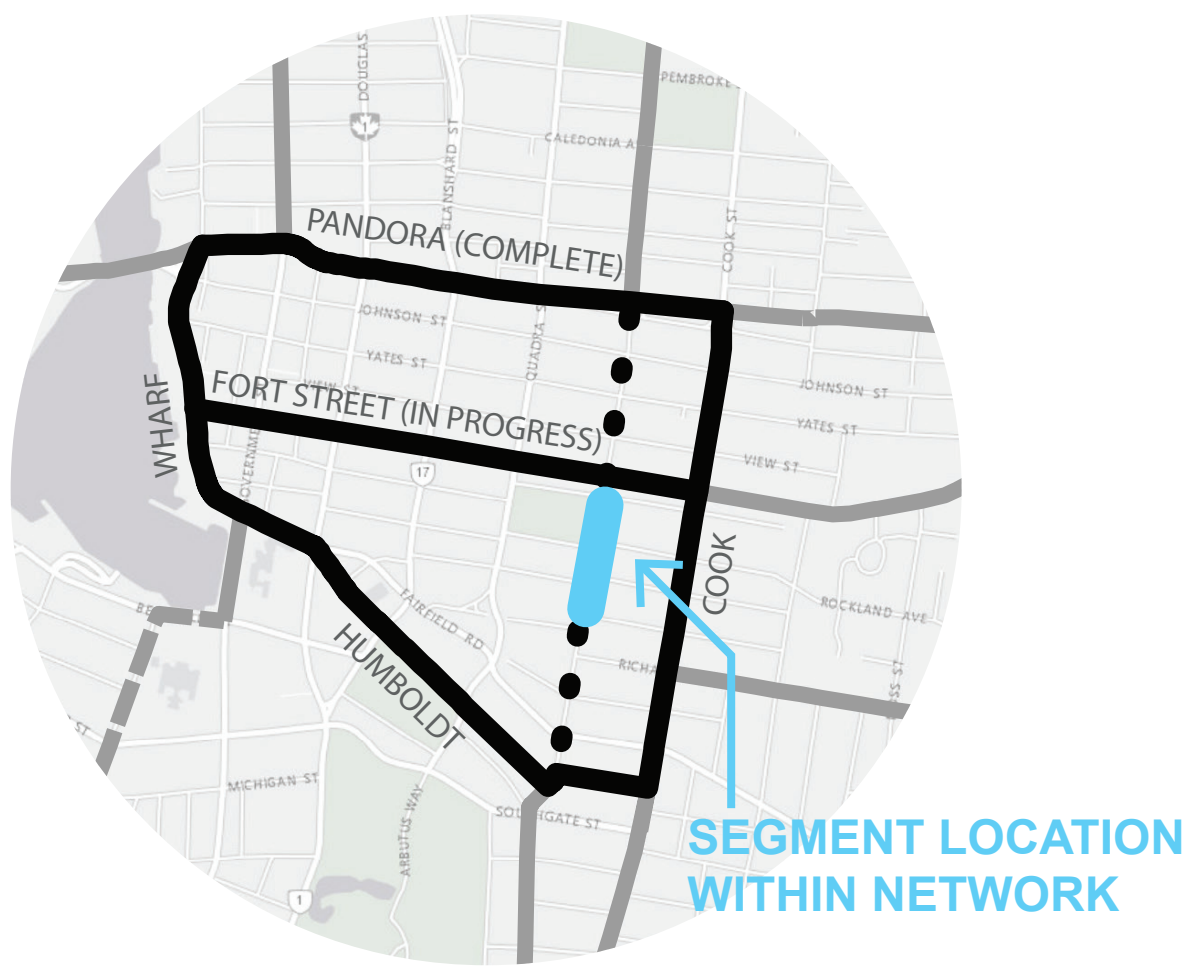
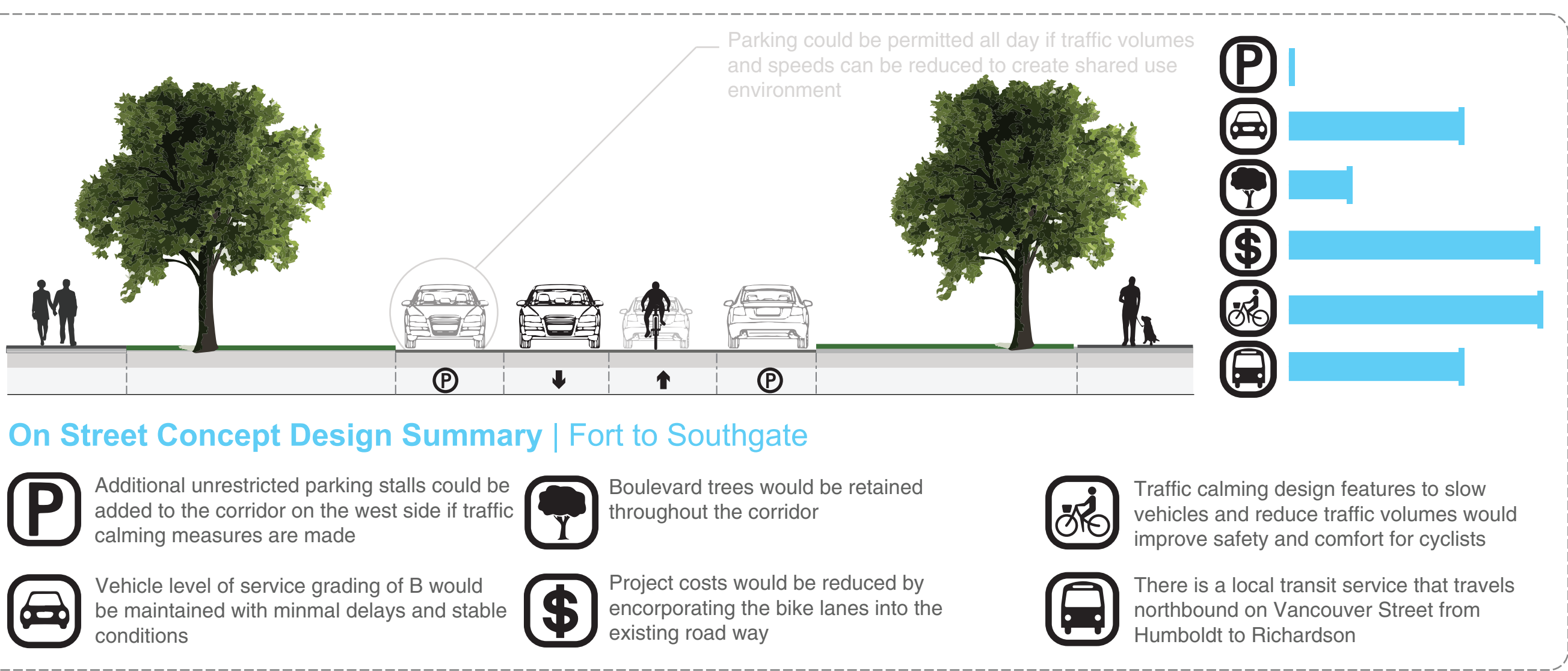
SEGMENT C | Meares Street to McClure Street



Existing Conditions: 2 travel lanes and no bicycle facilities



On Street Concept: shared use in a traffic calmed street

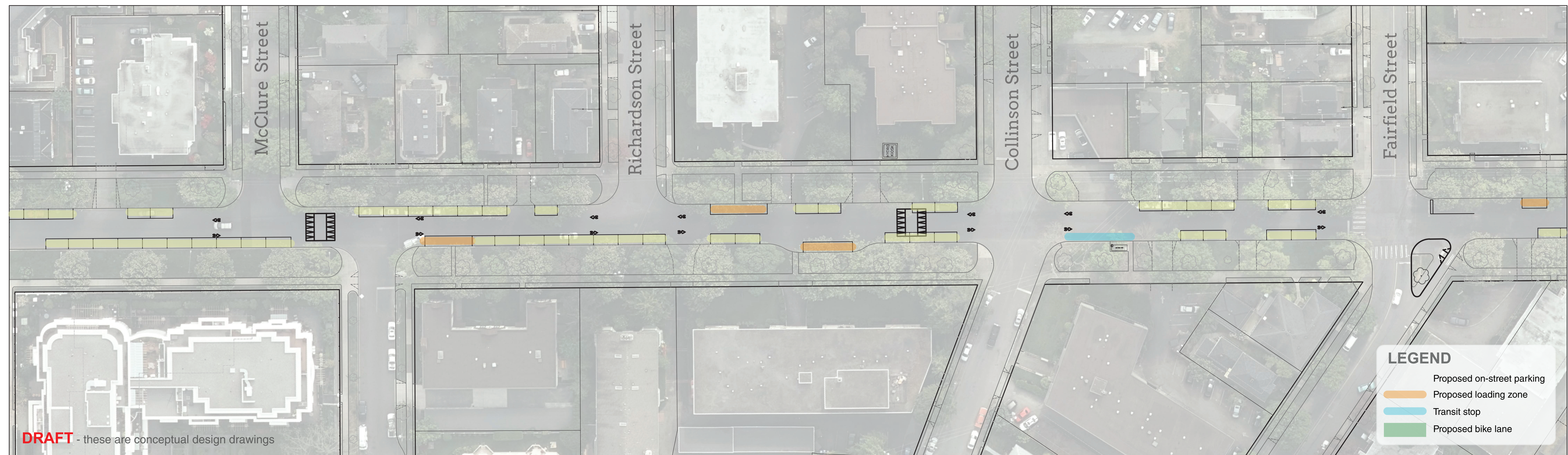


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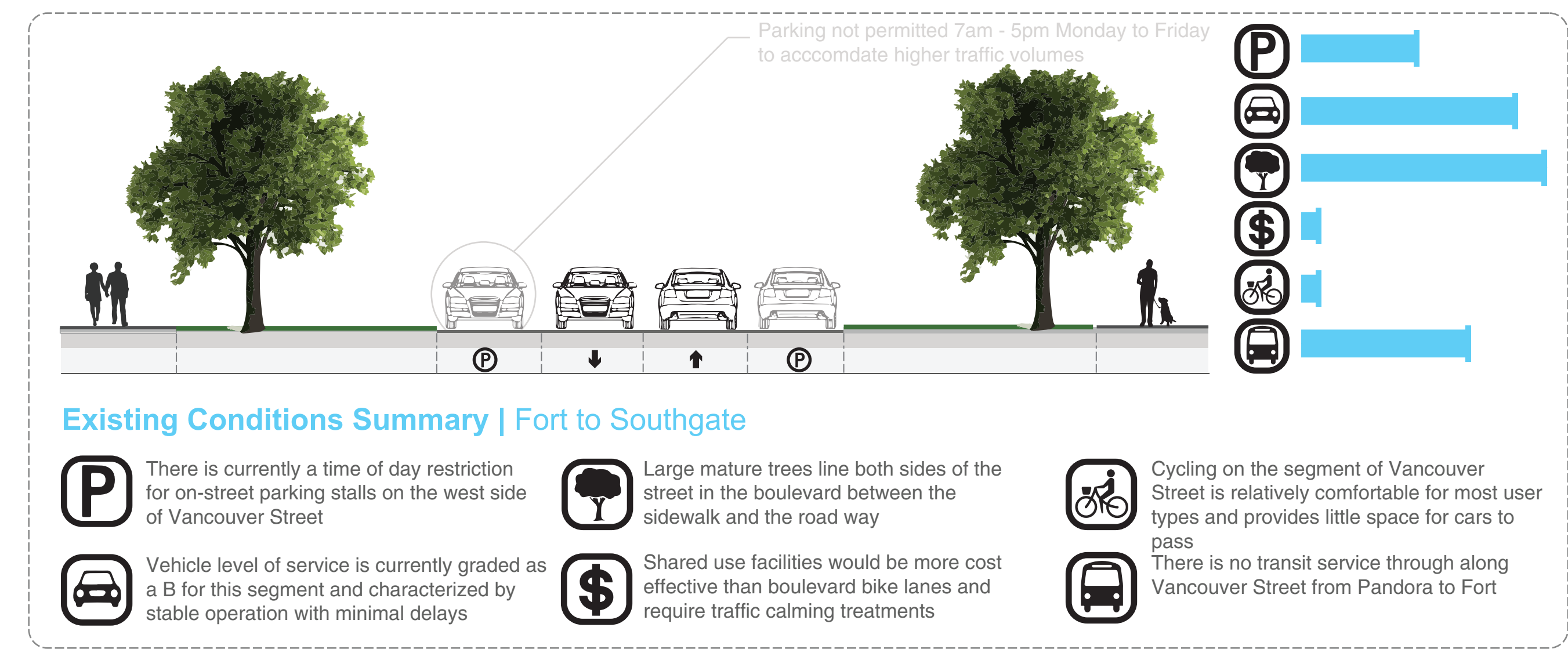
PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

VANCOUVER STREET | concept design

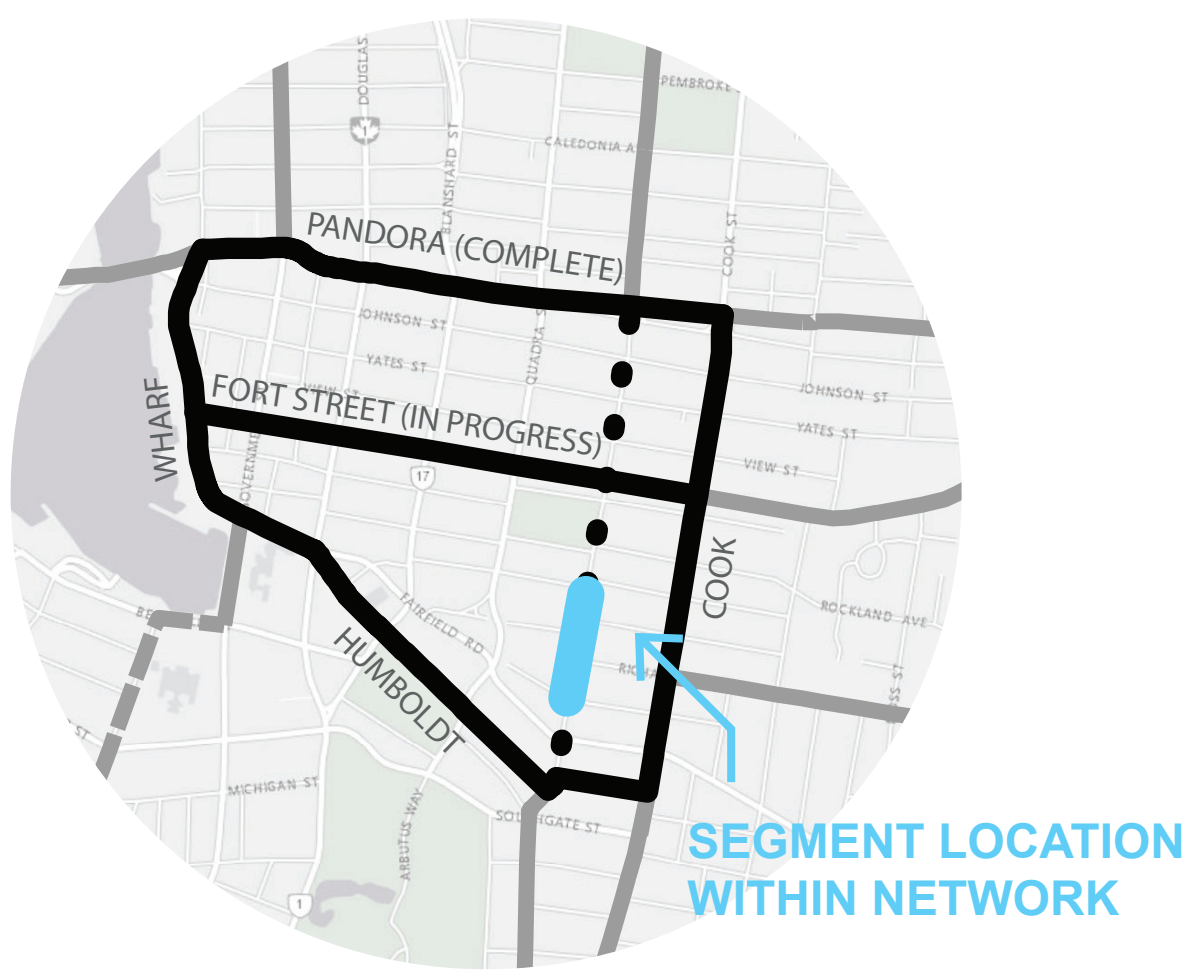
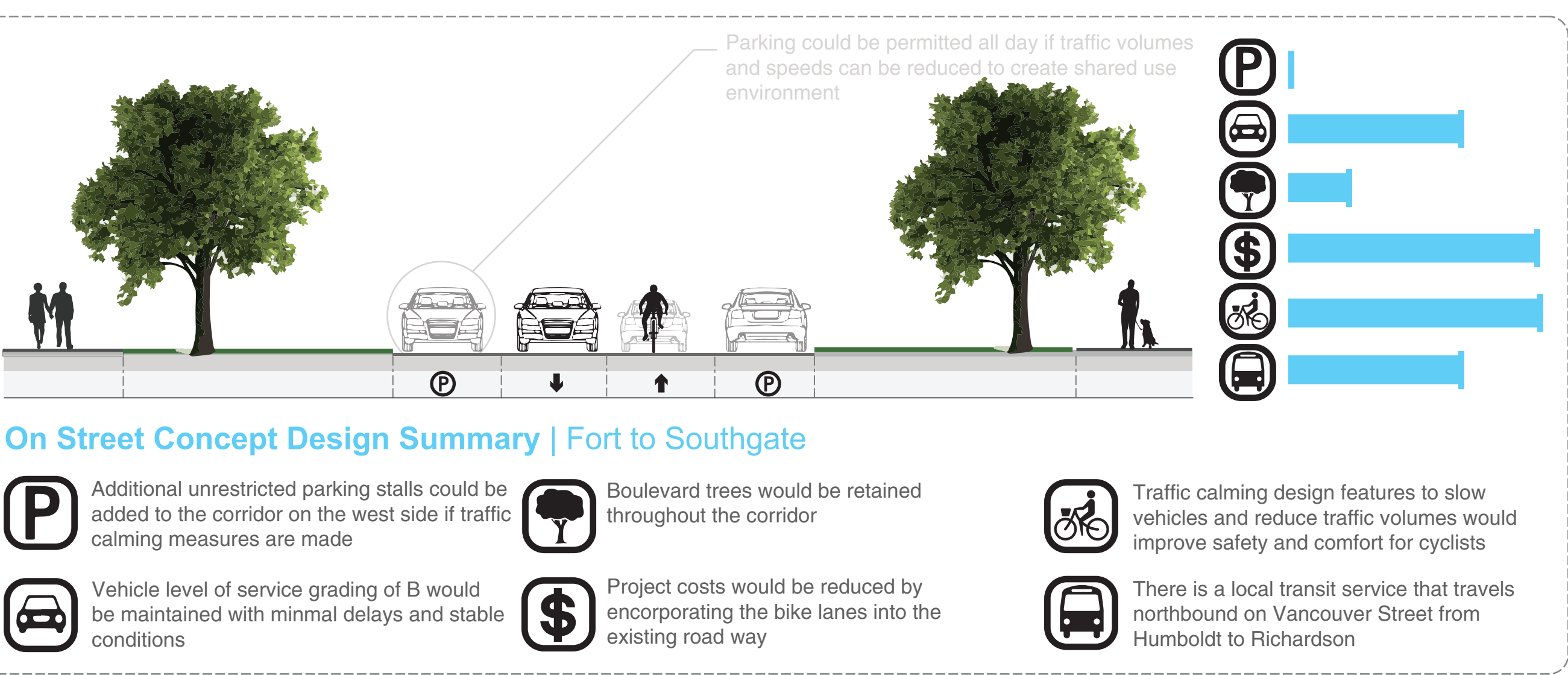
SEGMENT D | McClure Street to Fairfield Street



Existing Conditions: 2 travel lanes and no bicycle facilities



On Street Concept: shared use in a traffic calmed street



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PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

VANCOUVER STREET | concept design

SEGMENT E | Fairfield Street to Southgate



DRAFT - these are conceptual design drawings

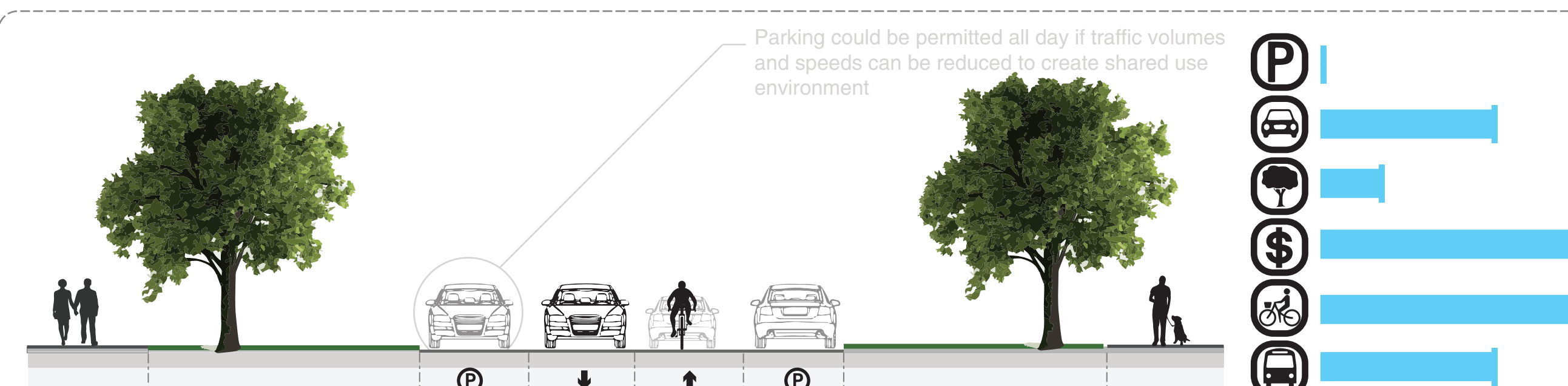
Existing Conditions: 2 travel lanes and no bicycle facilities



Existing Conditions Summary | Fort to Southgate

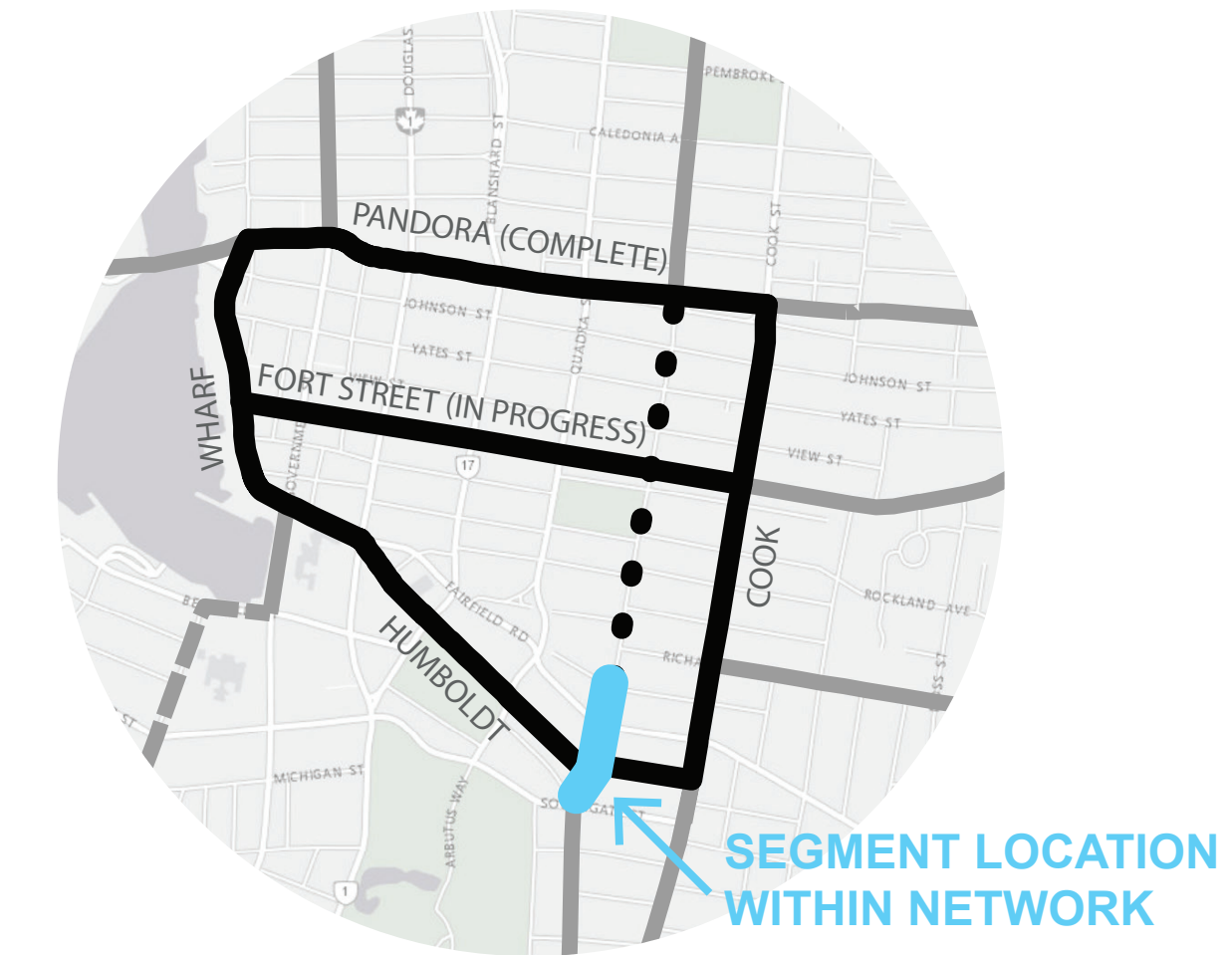
- P** There is currently a time of day restriction for on-street parking stalls on the west side of Vancouver Street
- car** Vehicle level of service is currently graded as a B for this segment and characterized by stable operation with minimal delays
- tree** Large mature trees line both sides of the street in the boulevard between the sidewalk and the road way
- \$** Shared use facilities would be more cost effective than boulevard bike lanes and require traffic calming treatments
- bicycle** Cycling on the segment of Vancouver Street is relatively comfortable for most user types and provides little space for cars to pass
- bus** There is no transit service through along Vancouver Street from Pandora to Fort

On Street Concept: shared use in a traffic calmed street



On Street Concept Design Summary | Fort to Southgate

- P** Additional unrestricted parking stalls could be added to the corridor on the west side if traffic calming measures are made
- car** Vehicle level of service grading of B would be maintained with minimal delays and stable conditions
- tree** Boulevard trees would be retained throughout the corridor
- \$** Project costs would be reduced by incorporating the bike lanes into the existing road way
- bicycle** Traffic calming design features to slow vehicles and reduce traffic volumes would improve safety and comfort for cyclists
- bus** There is a local transit service that travels northbound on Vancouver Street from Humboldt to Richardson



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