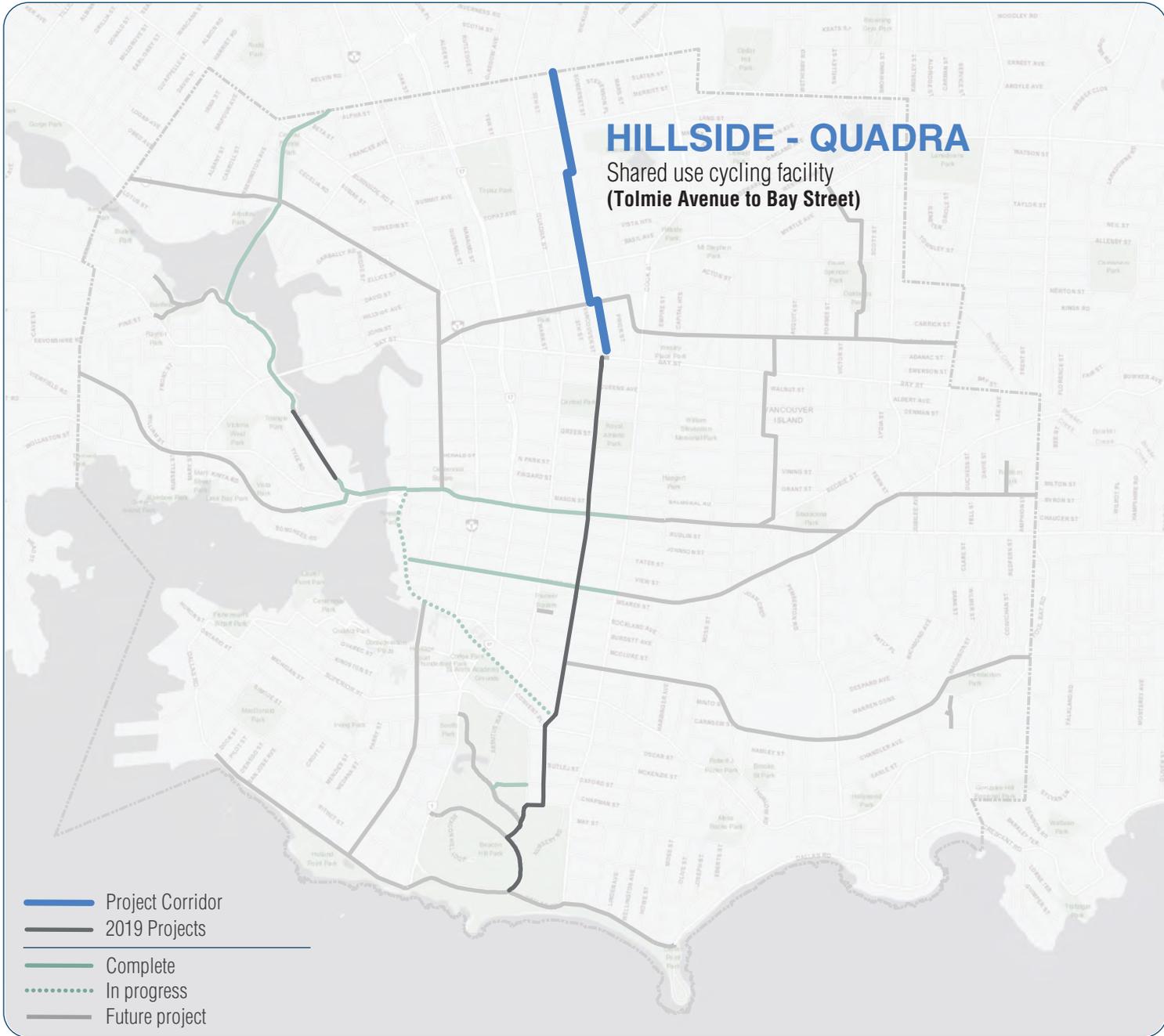


APPENDIX C - AAA Design Overview

Recommended Design for Hillside - Quadra

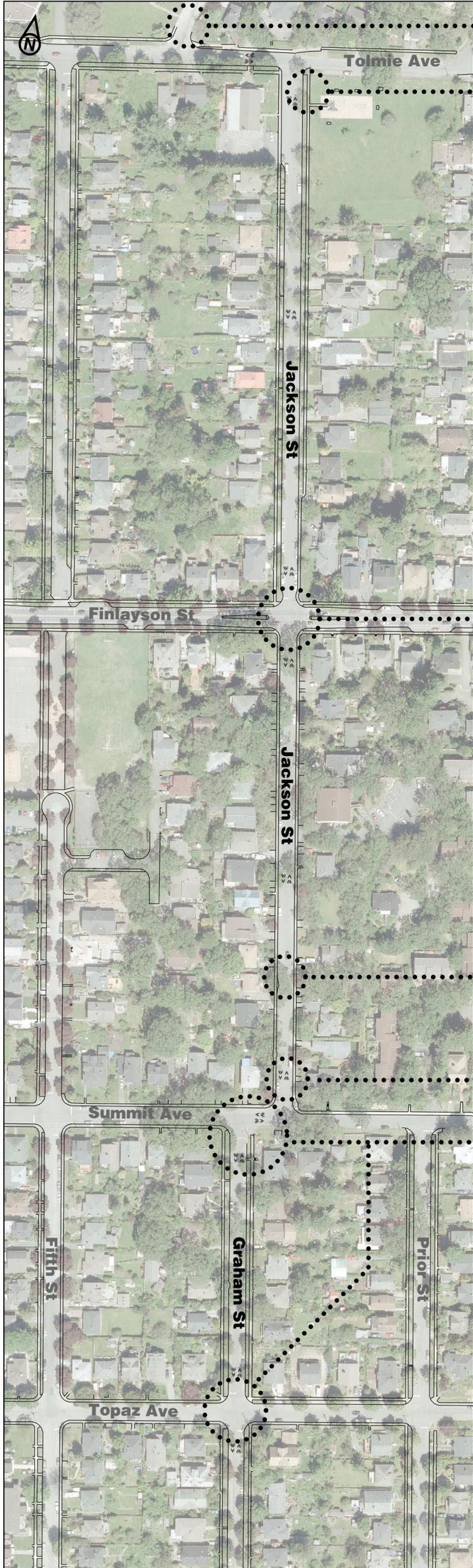


Key Design Features		
Vancouver Street	Harbour Road	Hillside-Quadra
<ul style="list-style-type: none"> • 2 kilometres of shared use cycling facilities • 1.26 kilometres of protected bike lanes • 11 pedestrian crossing improvements • 2 new pedestrian plazas • up to 13 new street trees • 6 new traffic diversions • up to 33 additional parking stalls 	<ul style="list-style-type: none"> • 470 metres of two-way protected bike lanes • 950 metres of paint line restoration • 1 new mid-block pedestrian crossing • no impact to on-street parking • no impact to street trees or boulevards • no impact to vehicle circulation or access 	<ul style="list-style-type: none"> • 1.3 kilometres of shared use cycling facilities • 2 pedestrian crossing improvements • 3 cycling crossing improvements • no impact to on-street parking • no impact to street trees or boulevards • neighbourhood traffic calming

HILLSIDE - QUADRA AAA CORRIDOR

Jackson Street | Finlayson Road to Summit Avenue

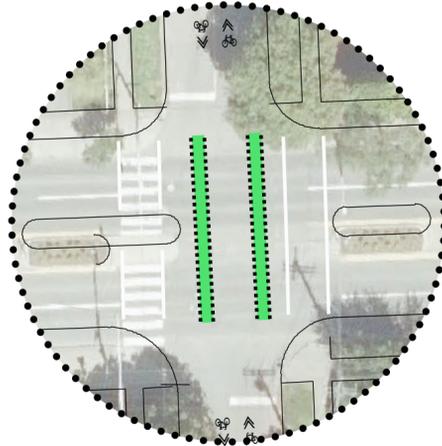
TOLMIE AVENUE TO TOPAZ AVENUE



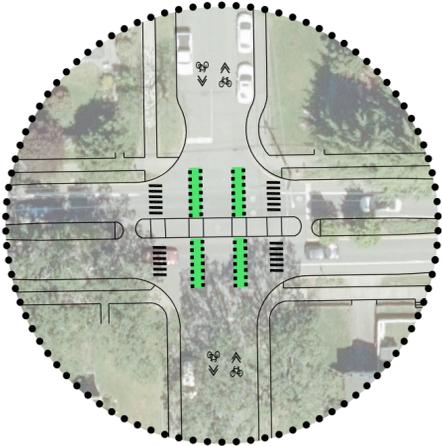
Connect to Linwood Avenue (Saanich AAA route)

Add 30 km/hr posted speed limit sign in select locations along the corridor

Add paint markings for cyclists at Hillside and Graham



Improve the road crossing at Jackson and Finlayson for pedestrians and cyclists. Continue to explore designs for a median refuge island (see concept below) or pedestrian / bike signal.

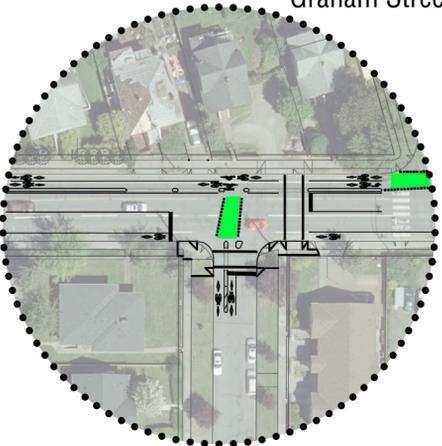


Retain existing speed bumps and assess other locations along the corridor where additional speed bumps are required

Add sharrow paint markings in select locations along the corridor to remind drivers to share the route with cyclists

Assess suitability of stop sign orientation and curb bulbouts through detailed design

Provide a signalized pedestrian / bike crossing at Bay and Vancouver and a two-way protected bike lane on the north side of Bay Street from Vancouver to Graham Streets



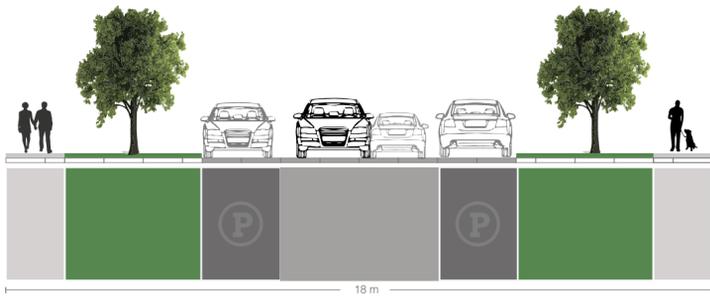
VISTA HEIGHTS TO BAY STREET



JACKSON / GRAHAM STREET - Tolmie Avenue to Bay Street

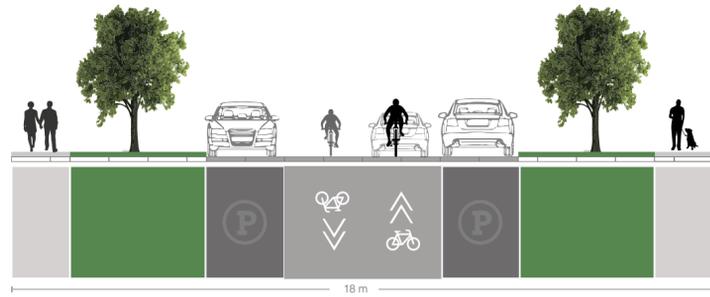
Recommended Design Changes & Rationale

Existing Cross Section



TOLMIE AVENUE TO BAY STREET - 18m ROW

Proposed Cross Section



TOLMIE AVENUE TO BAY STREET - 18m ROW

Existing Conditions	Proposed Conditions	Rationale
Cycling Facilities		
No cycling facilities.	Shared use cycling facility	To provide a comfortable cycling environment for people of all ages and abilities, traffic volumes less than 1000 vpd and vehicle speeds of less than 30 km/hr are required. A shared use design retains on-street parking, reduces project costs, and traffic calms neighbourhoods.
Pedestrian Amenities		
Sidewalks buffered by boulevards.	2 pedestrian crossing upgrades (Jackson & Finlayson and Vancouver & Bay). Reduced vehicle speeds and traffic volumes.	Provides a safer and more accessible pedestrian environment.
Public Realm / Landscaping		
Existing conditions illustrated in cross section.	No changes.	No changes.
Vehicle Speeds		
Speed limit is 50 km/hr. Measured speeds are 43 km/hr (85th percentile).	Posted speed limits to be 30 km/hr speed limit. Anticipated speeds are 25-30 km/hr.	To accommodate a safer cycling environment vehicle speeds of 30 km/hr or less are encouraged.
Vehicle Volumes & Circulation		
Existing traffic volumes along the corridor <1000 vpd Circulation provided at all intersections excluding	Anticipated traffic volumes are 500-1000 vpd. A right in, right out turning restriction to be explored at Jackson and Finlayson through community consultation with local residents.	Existing traffic volumes are less than target traffic volumes of 1000 vpd resulting in little need for traffic diversion.
On-street Parking / Loading		
No change.	No change.	No change.
Road Classification		
Local Road (500 - 1000 vpd)	Local Road (500 - 1000 vpd)	No change.