Welcome

SEASIDE GREENWAY
PHASE 2

We want to hear from you!

Seaside Greenway Completion Phase 2

We are working to improve the walking connection between Macdonald St and Alma St, and to finalize a neighbourhood traffic management plan for the local area south of Point Grey Road.

In addition to continuing to collect and analyze information, we are seeking input on wider sidewalk designs on the north side of Point Grey Road, and on traffic plan options.

Please take a few moments to review the information presented here and give us your feedback. Your feedback will be combined with technical and cost considerations, and refinements will be made to the designs where approporiate.

All of the information shown today is also available online:
vancouver.ca/pointgreycornwall

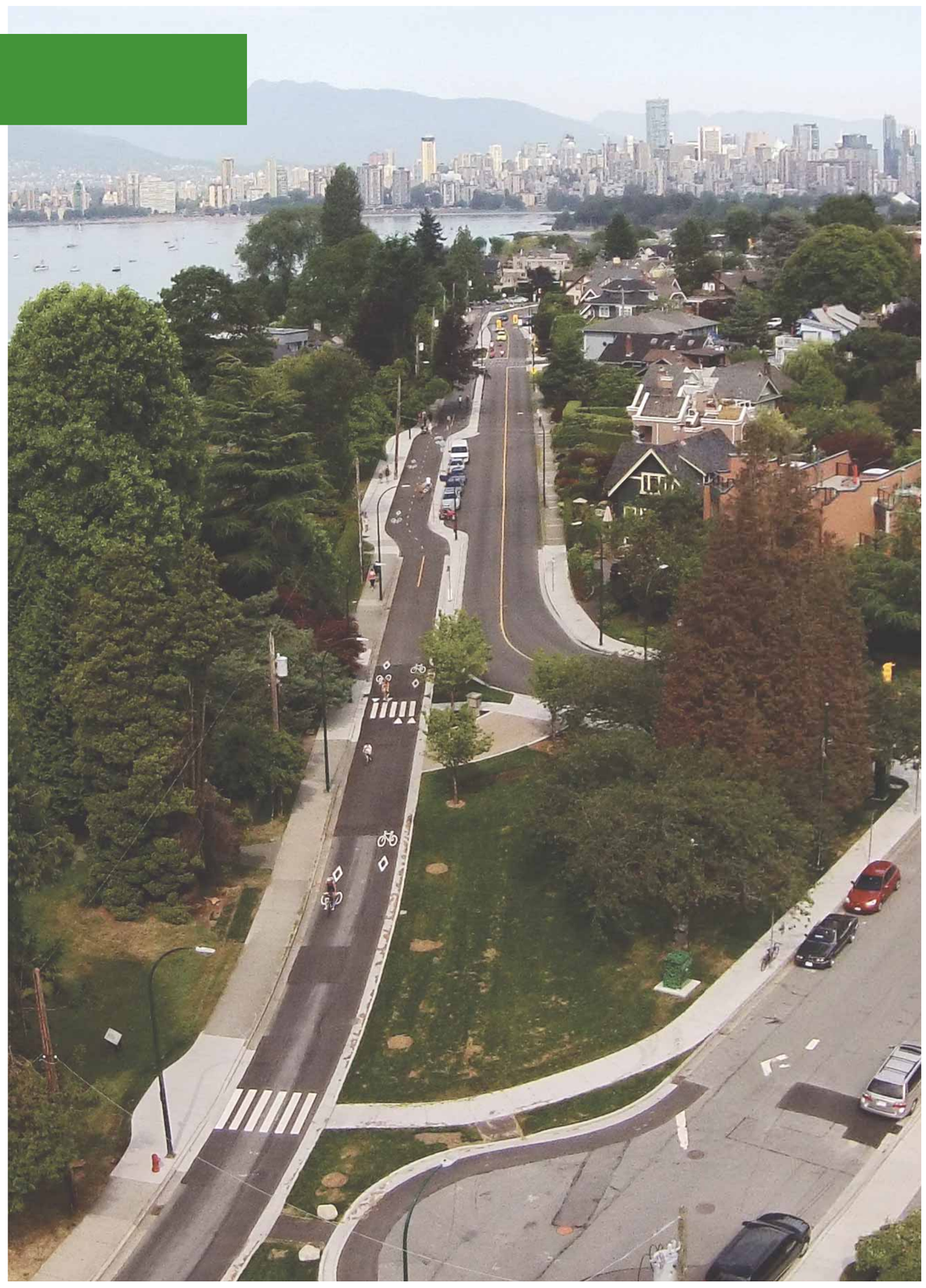
Key to Boards

SEASIDE GREENWAY
PHASE 2

Introduction Boards

1. Background
2. Background continued
3. Phase 2 work
4. Project Timeline
5. Next Steps

Improved Walking Boards



6. Improved Walking
   - Existing Sidewalk Conditions
   - Walking Toolkit
   - Optimal Sidewalk Conditions
7. Limits of Work
   - Location Map
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8. Alma to Waterloo - Sections
   - Preferred Option
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13. Balaclava to Tatlow Park - Plans
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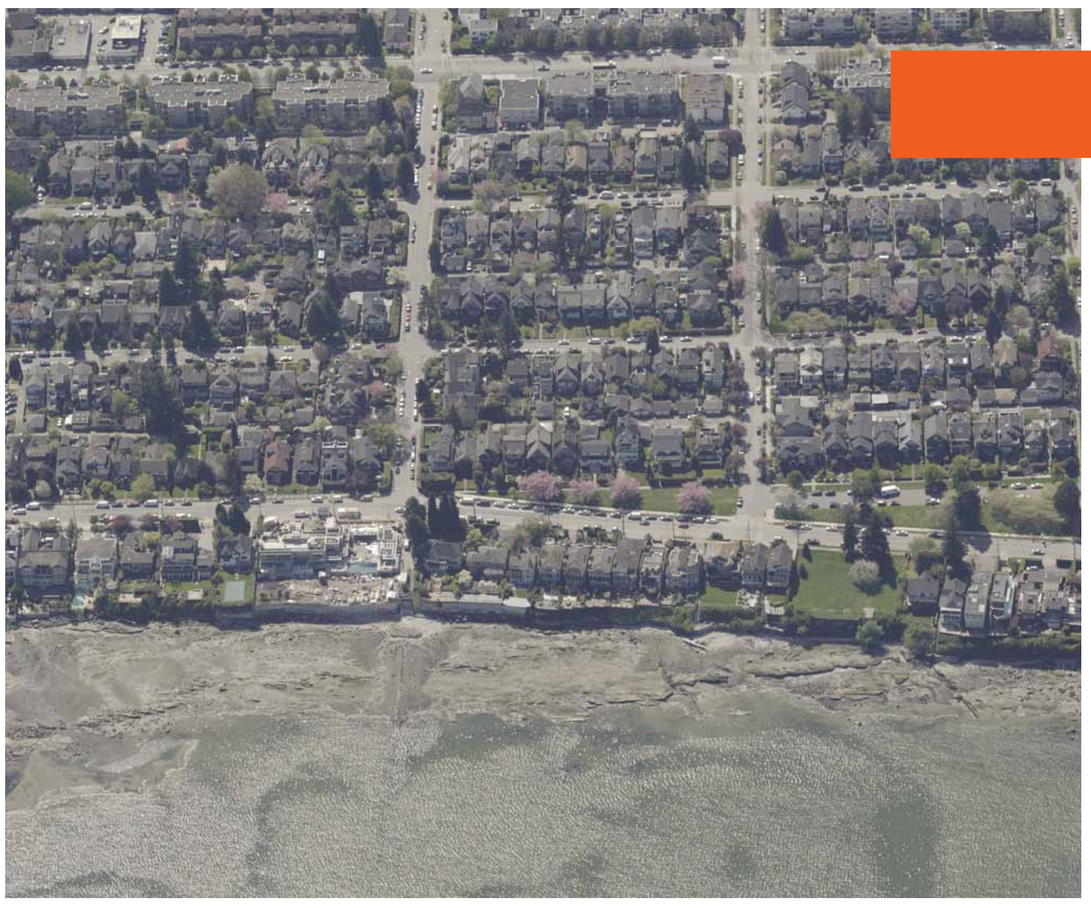

Neighbourhood Traffic Boards

14. Proposed Cul-de-sacs
15. Neighbourhood Traffic
    - Neighbourhood Traffic Issues
    - Current Measures
    - Objectives
16. Alternate Options
    - Approved Measures
    - Option A
17. Alternate Options
    - Option B
    - Option C
18. West 4th Avenue Signal Options

For more information, visit vancouver.ca/pointgreycornwall
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1 Background

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PHASE 2

Overview

Plans for the completion of the Seaside Greenway and improvements to the southern end of Burrard Bridge were approved by Council in July 2013. The plans included:

- Completion of the Seaside Greenway between Jericho Beach and Kitsilano Beach Park
- Creation of the York Ave Bikeway
- Reconfiguration of the intersection at Burrard St and Cornwall Ave

Phased Work

The completion of the Seaside Greenway is being carried out in two phases.

Phase 1: Most of the walking and cycling improvements from Jericho Beach Park to the Burrard Bridge were constructed in 2013 and 2014.

Phase 2: Sidewalk widening on the north side of Point Grey Road between Alma St and Macdonald St, lighting upgrades, pedestrian amenities such as benches and finalized traffic management features will be constructed beginning in 2016.

Phase 1: York Ave Bikeway (completed)

The York Bikeway now connects the southern end of the Burrard Bridge with Point Grey Road at Stephens Street. It has protected bike lanes where traffic is busier near Burrard, and is a quiet shared street further west.

② Background

SEASIDE GREENWAY
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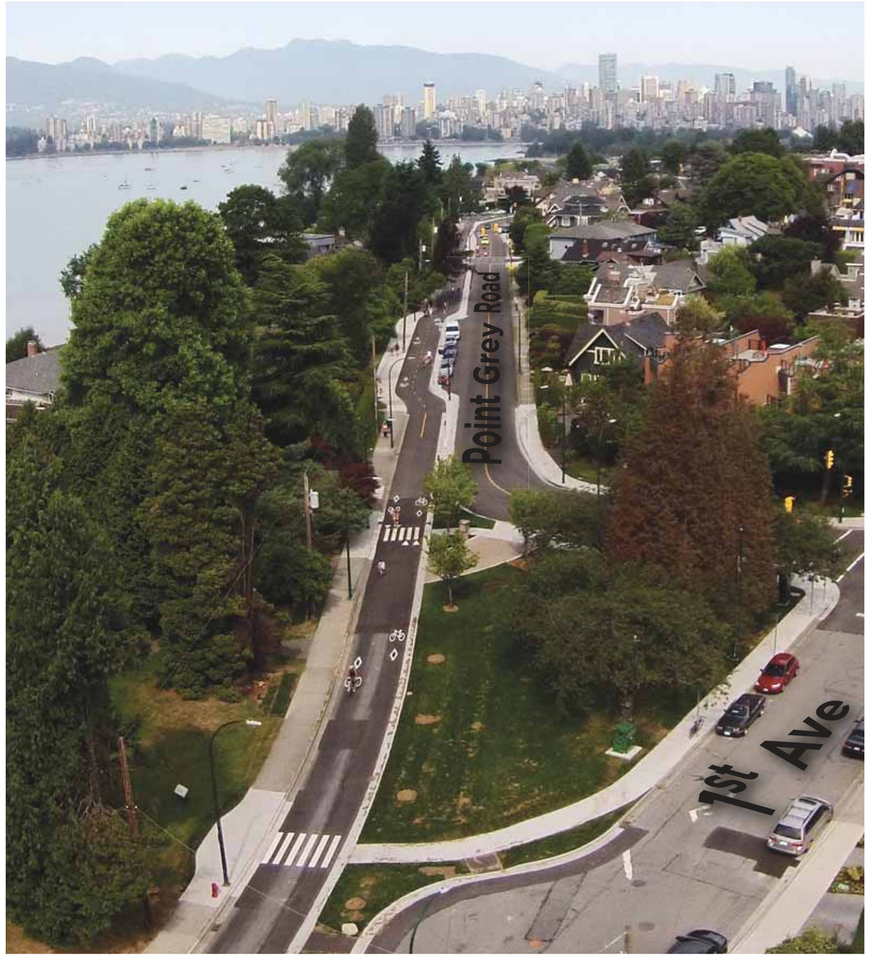
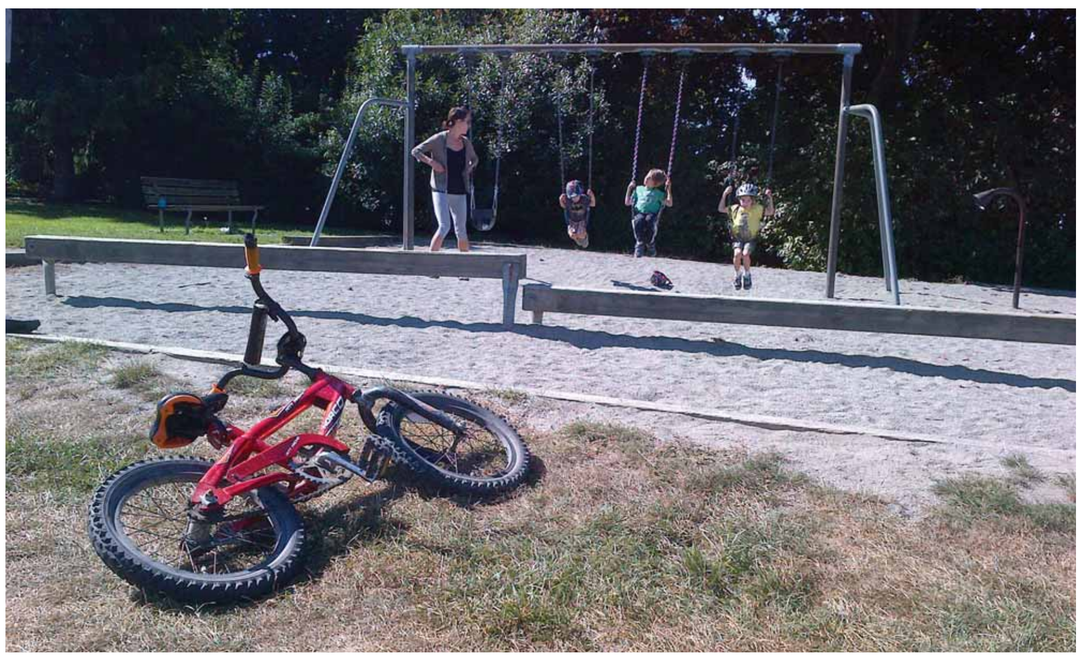
Phase 1: Point Grey Road (completed)



January 2014: Point Grey Road at Macdonald Street was closed to through traffic for vehicles. Westbound traffic was directed south on Macdonald Street. Point Grey Road is now open primarily to local traffic.

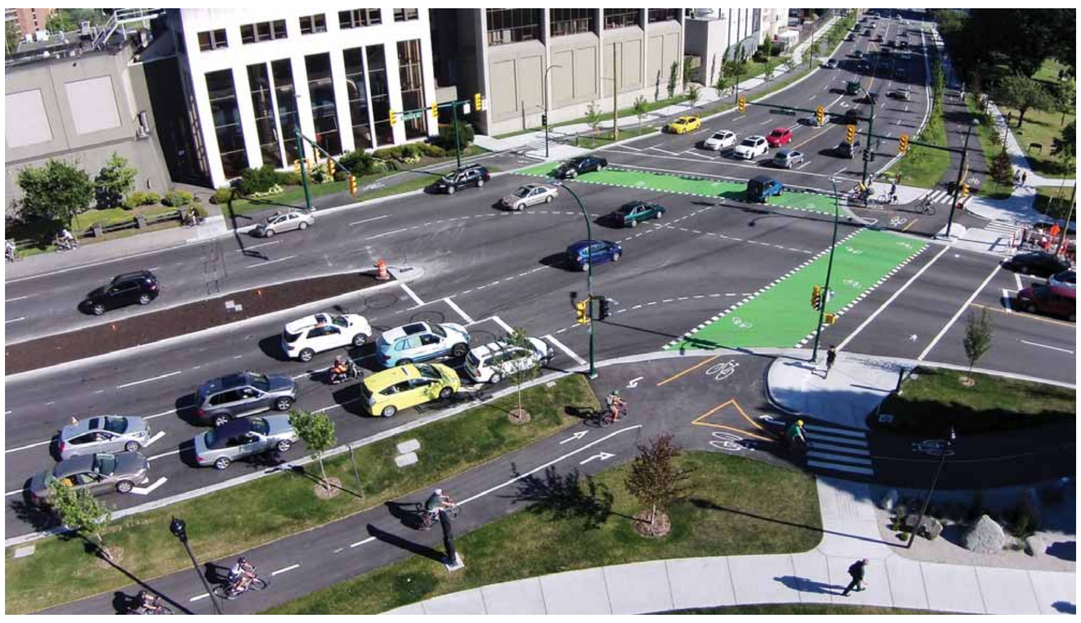
- **Walking** — The number of people walking mid-week rose from 600 per day to 900 per day after the closure of Point Grey Road to through traffic.
- **Cycling** — The number of people cycling rose from 600 per day to 2700 on weekdays and 3300 on weekends.
- **Transit** — Transit services and travel times were unaffected by the changes onPoint Grey Road.
- **Motor Vehicles** – Motor vehicle traffic on Point Grey Road has dropped from over 10,000 to under 1000 motor vehicles per day.

Fewer people driving combined with many more people cycling on Point Grey Road has created a cycling route that is safe, convenient, and comfortable for people of all ages and abilities



Families are choosing active modes of transportation to get to parks, beaches, etc

South end of Burrard Bridge (completed)



Designated walking and cycling traffic signals reduce the risk of collision for people crossing Burrard St or Cornwall Ave on foot or on a bike.

In the summer, 10,000 walk and bike trips and over 50,000 motor vehicle trips are made over the Burrard Bridge each day.

③ Phase 2 Work

SEASIDE GREENWAY
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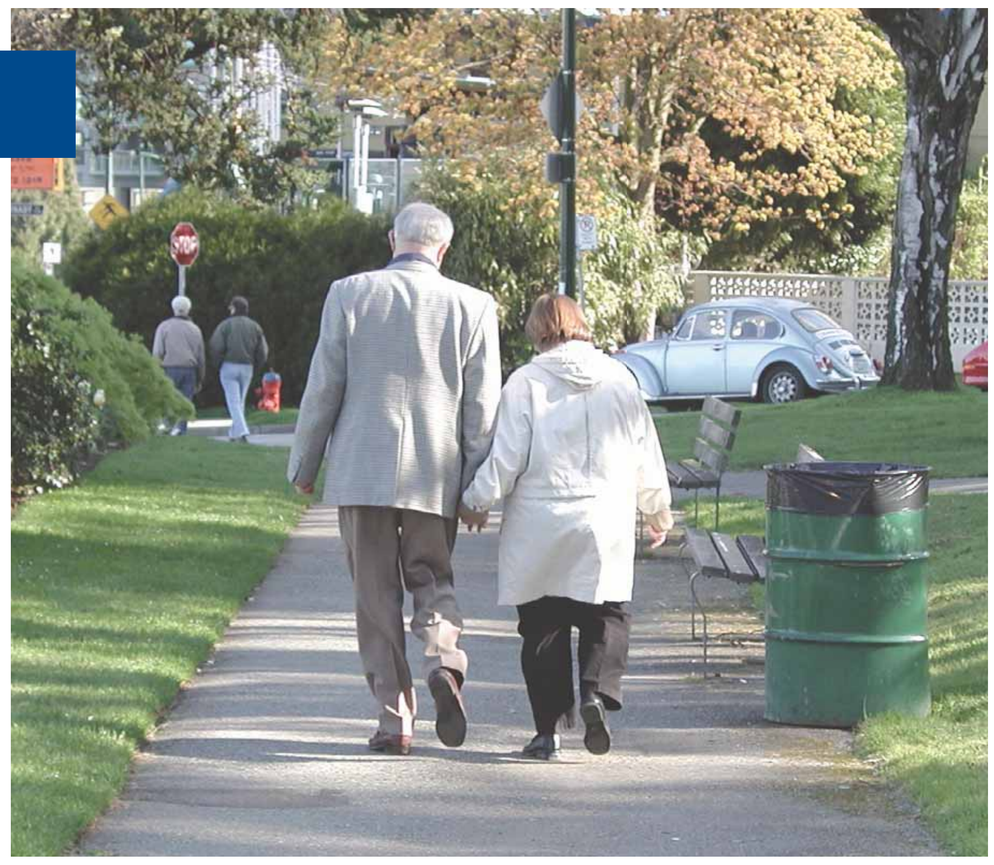
Project Goals



Phase 2 of the Seaside Greenway Completion Project has three key goals:

1. Create an improved **walking** connection between Macdonald St and Alma St that is safe, convenient, comfortable and accessible for people of all ages and abilities.
2. **Finalize a traffic plan** for the local area south of Point Grey Road.
3. **Coordinate** walking improvements such as wider sidewalks and boulevards with needed sewer and water main work on Point Grey Road.

Key Objectives

- Develop Point Grey Road as a comfortable, convenient and accessible walking route.
- Consider upgrades to pedestrian lighting and other amenities such as seating.
- Support all forms of active transportation such as walking (including wheelchairs and strollers), cycling, running and skateboarding.
- Carefully consider impacts to local residents and nearby businesses.
- Encourage non-neighbourhood traffic to use arterial routes to reach its destination.

Challenges

- the location of existing utilities such as power and light poles.
- existing tree conditions and locations.
- changes to on-street parking.
- improving pedestrian crossings at driveways while providing motor vehicle access to local residences.
- coordinating construction with planned major sewer and water utility upgrade work.
- ensuring safety for all street users, especially where visibility is limited due to obstructions such as plants within the street right-of-way.
- cost of street reconstruction.

④ Project Timeline

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Timeline

Council Approval	Plans for the completion of the Seaside Greenway and improvements to the southern end of Burrard Bridge were approved on July 29, 2013. Construction of Phase 1: Most of the walking and cycling improvements from Jericho Beach Park to the Burrard Bridge completed by summer 2014.	July 2013 2013 to 2014
We Monitor and Research	City staff carry out further analysis to develop Phase 2 of the Seaside Greenway Completion Plan Key areas: Sidewalk widening on the north side of Point Grey Road between Alma St and Macdonald St, lighting upgrades, pedestrian amenities and additional traffic calming as needed.	2014 to Present
We Listen	Public Meetings/Website and Questionnaire: • Residents • Businesses • Users of the corridor	June 2015
We Listen, Design and Report Back	Using the input from the public consultation, the sidewalk design and traffic plan will be refined. A Phase 2 consultation summary and recommended design options will be shared in Fall 2015. The recommended sidewalk designs and traffic management options will be presented to City Council in late 2015.	June to Late 2015
Construction	City staff will implement the final traffic plan. The planned sewer and water utility works will be implemented between Waterloo St and Balaclava St, with construction likely to begin in 2016. Improved walking connection from Alma St to Tatlow Park will be coordinated with planned utility work.	2016 2017

⑤ Next Steps

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Review

Staff will review all comments and suggestions.

We are continuing a thorough analysis, considering alternatives that meet project goals, and consulting with residents, businesses and other stakeholders.

Revise

Feedback from the public consultation will be considered with technical and cost considerations, and refinements will be made to the design where appropriate. We will bring a single proposed plan back for further input.

Report

Staff will report to City Council on the feedback heard during community consultation, recommended designs, and funding needed to proceed with construction.

Council will decide how the project will proceed.

We want to hear from you!

Please take a few moments to review the information on these boards and give us your feedback.

The information presented here is also available on our website at: vancouver.ca/pointgreycornwall

⑥ Improved Walking

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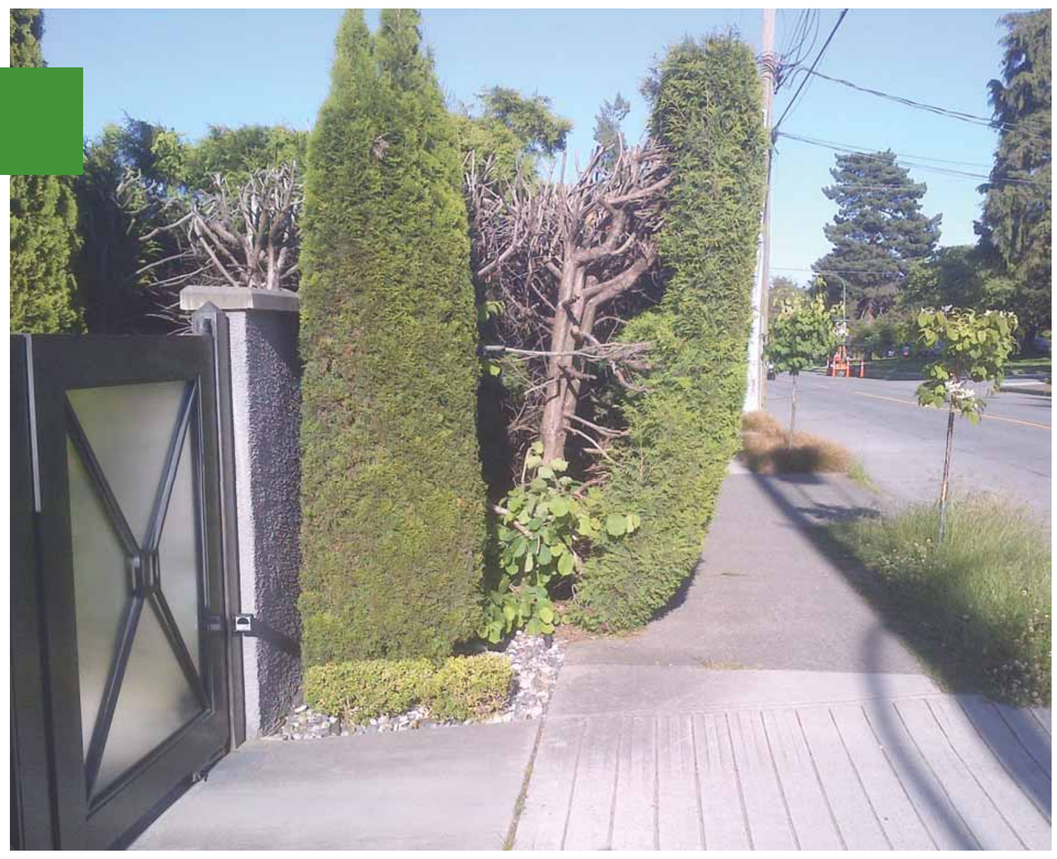
Existing Sidewalk Conditions

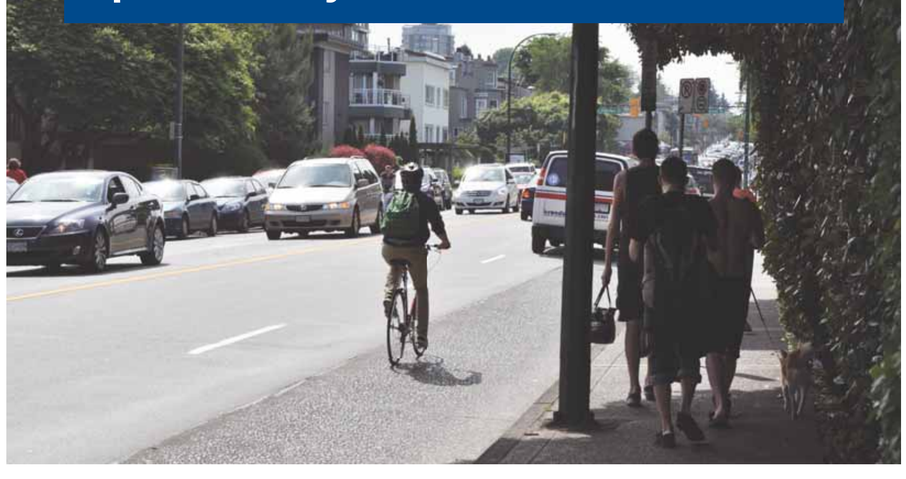
- Sidewalk levels drop at over 70 driveway crossings.
- They are extremely narrow when compared to the rest of the Seaside Greenway.
- Many are in a poor state of repair.
- There are crossing points with no curb ramps.
- In some places, hedges and vegetation hang into the sidewalk.



Walking Toolkit

- Design street and driveway crossings to be safe and convenient with sufficient visibility for all users.
- Provide sufficient sidewalk width, free of obstructions for the full range of anticipated users.
- Use smooth level surfaces to accommodate strollers and wheelchairs.
- Provide pedestrian-scale lighting and street furniture.

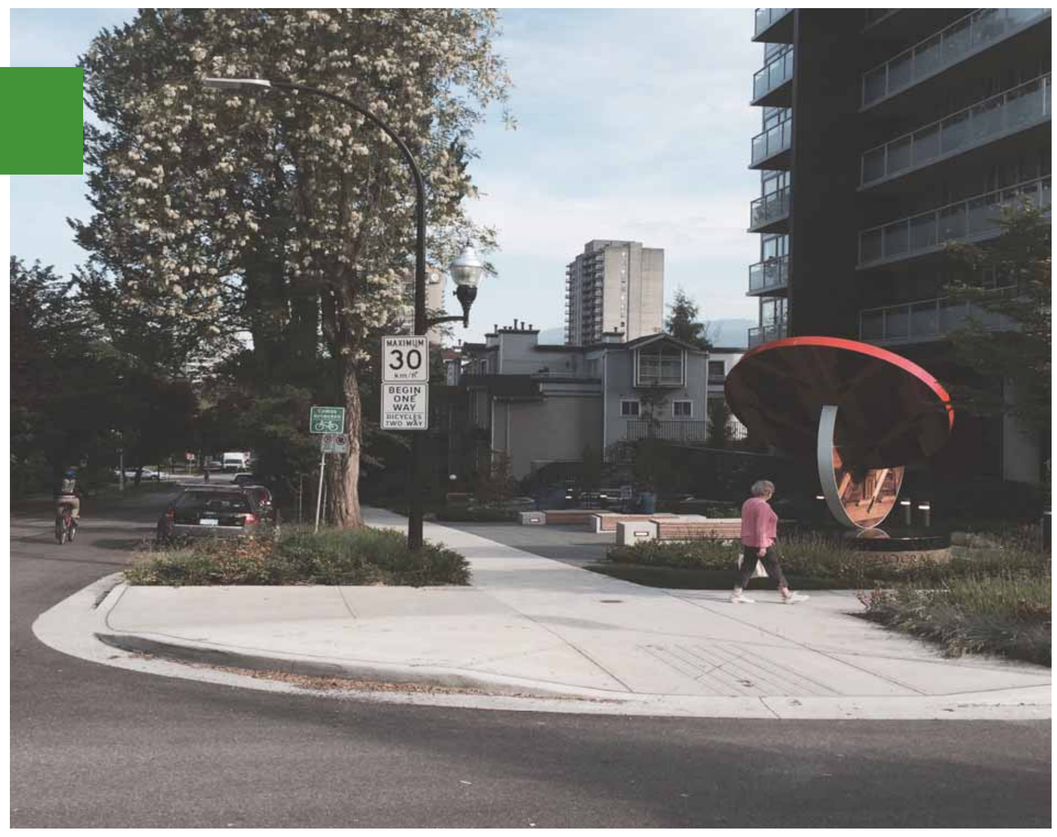
Walking on narrow sidewalks with obstructions is challenging, particularly for seniors



Ample, even sidewalks make walking much more pleasant and attractive

Optimal Sidewalk Conditions

- Maintain an even grade that does not drop down for driveway crossings.
- A sidewalk width comparable to the rest of the Seaside Greenway (2.4 - 3.6m wide).
- Provide a smooth, even surface.
- Provide adequate visibility for all users.



Improved sidewalks and public realm on the Comox-Helmcken Greenway

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⑦ Extent of Work

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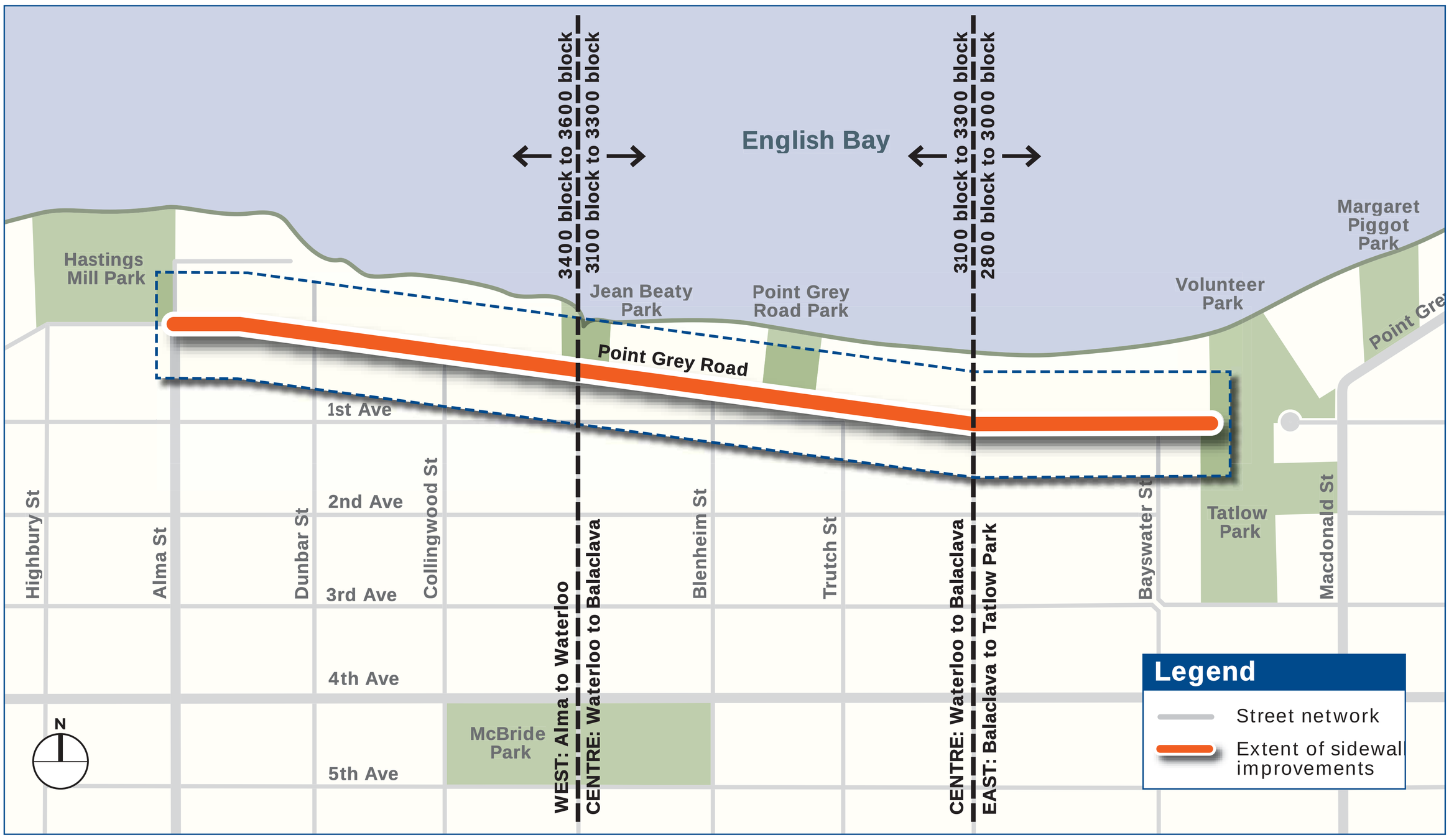
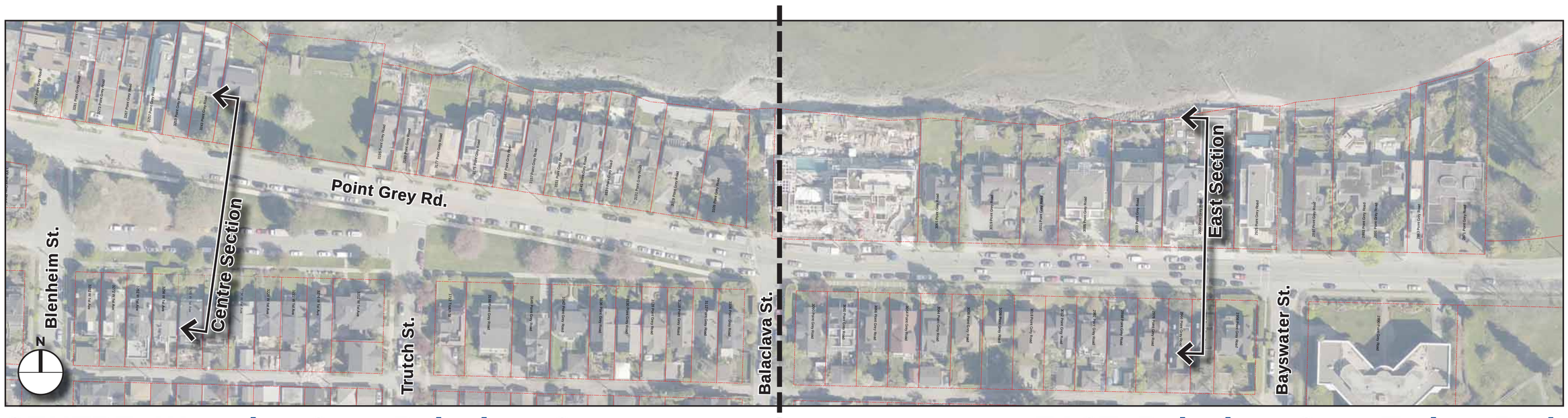
Location Map



Air Photo Location Plans

WEST: Alma St to Waterloo St



CENTRE: Waterloo St to Balaclava St

EAST: Balaclava St to Tatlow Park

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8 Alma to Waterloo

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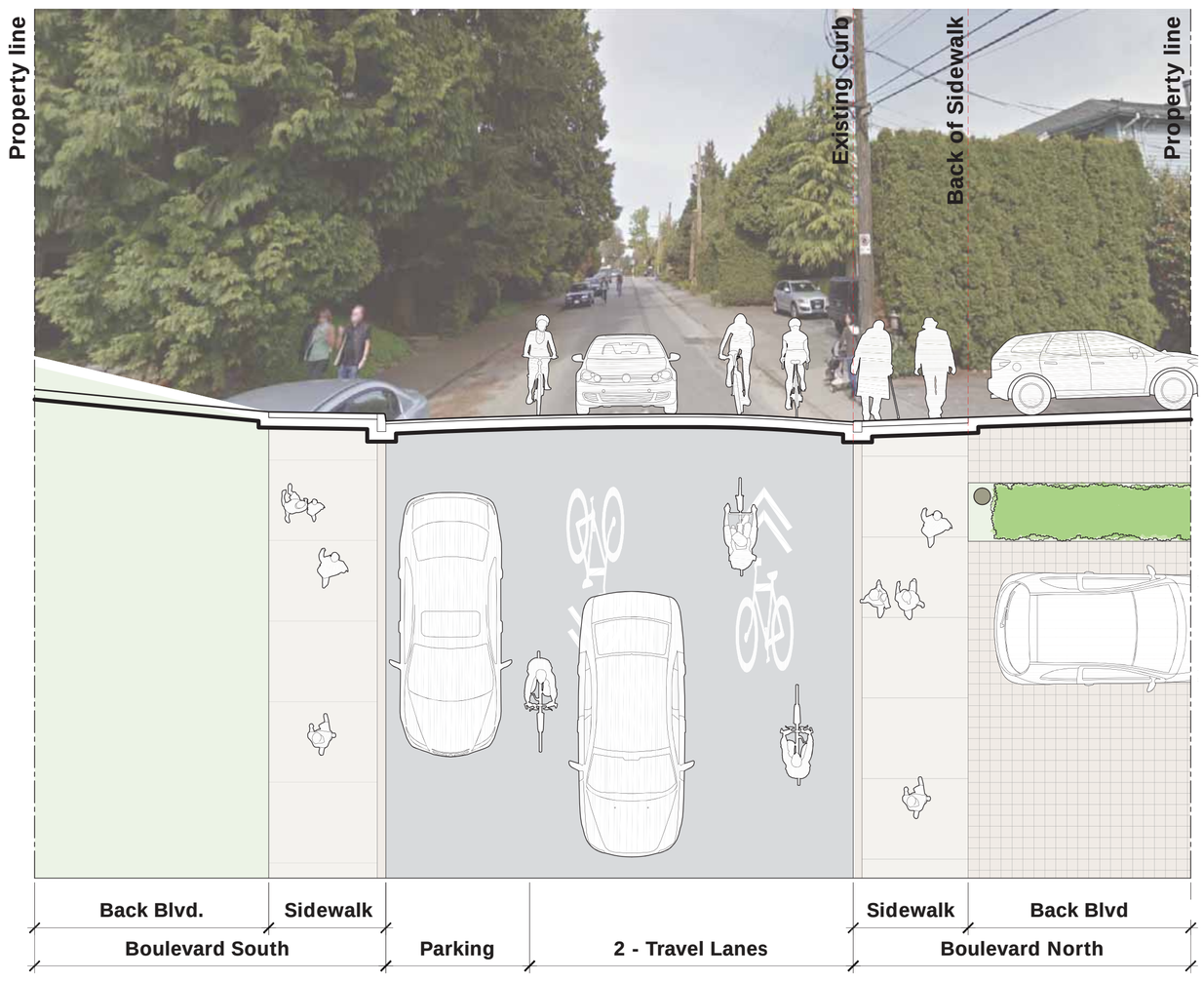
WEST: Alma St to Waterloo St - Cross Sections



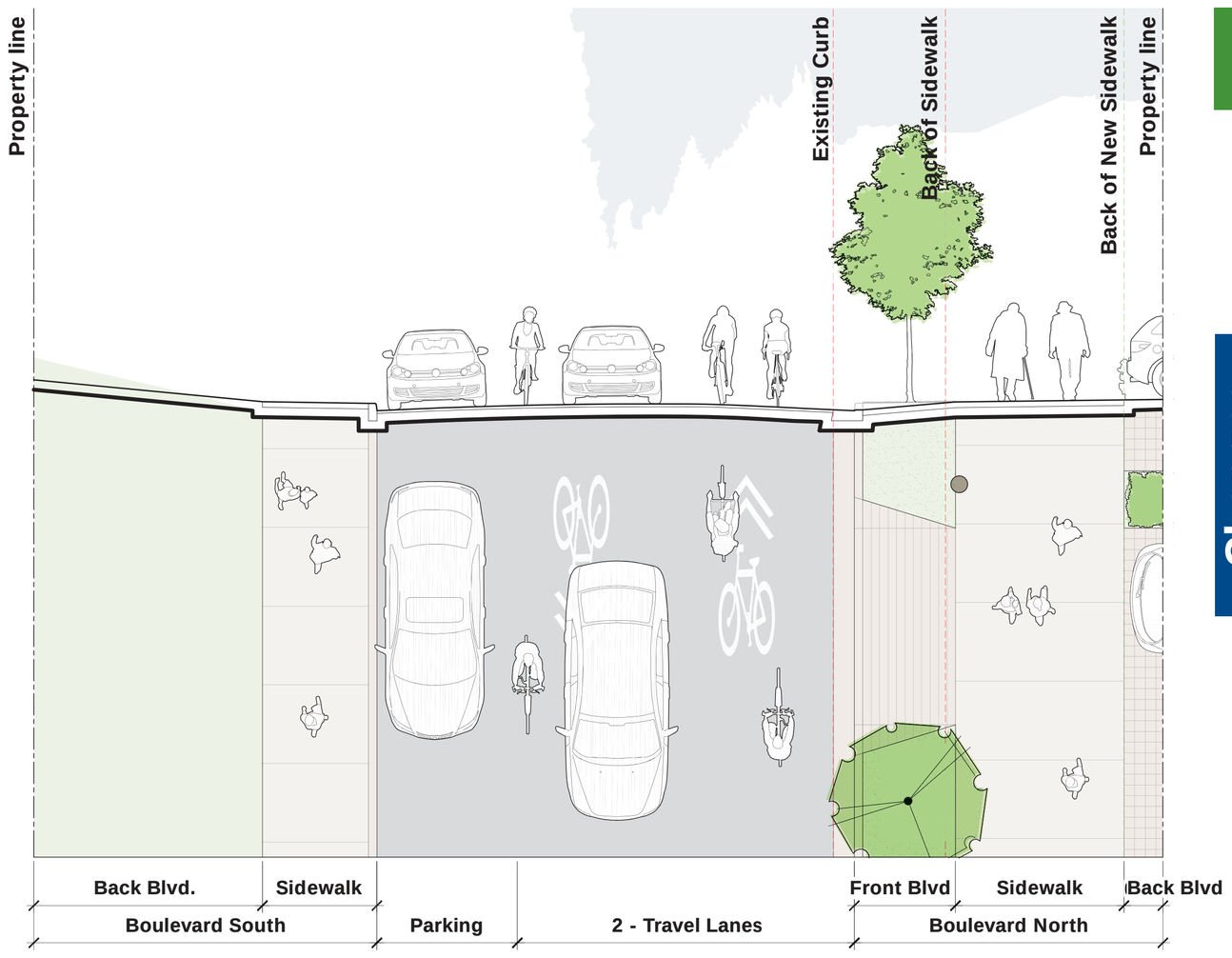
Existing Conditions

Typical Cross Section

6.0m boulevard south side of Point Grey Road.
Divided into: 4.0m landscaped back boulevard, 2.0m sidewalk

8.2m roadway (curb to curb)
Divided into: 2.4m on-street parking, 2 x 2.9m travel lanes

5.9m boulevard north side of Point Grey Road
Divided into: 2.0m sidewalk, 3.9m back boulevard



Recommended Option

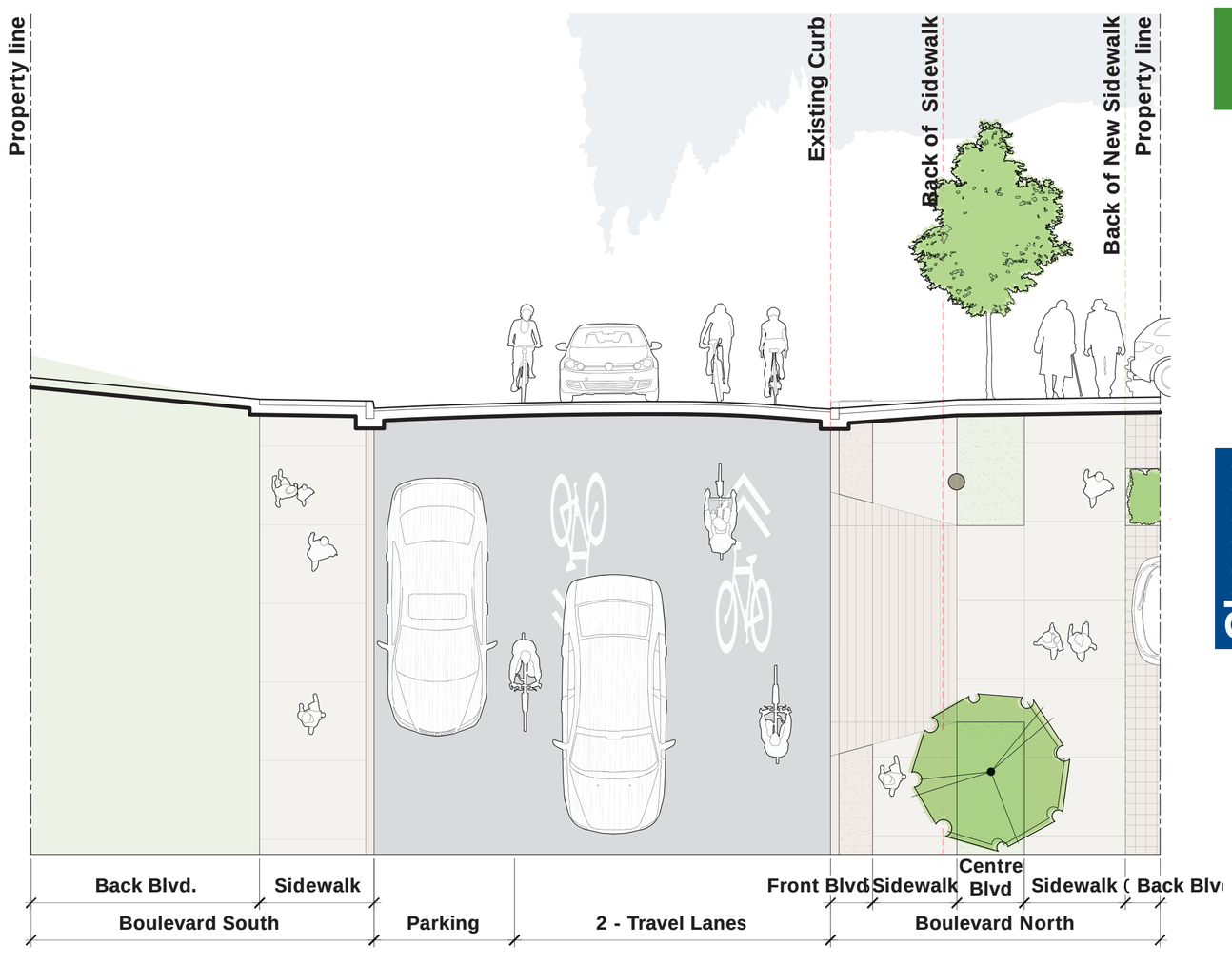
Typical Cross Section

6.0m boulevard south side of Point Grey Road.
Divided into: 4.0m back boulevard, 2.0m sidewalk

Changes

8.5m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

5.6m boulevard north side of Point Grey Road
Divided into: 1.5-1.8m front boulevard, 2.7-3.0m sidewalk, 0.6-1.2m back boulevard



Alternate Option

Typical Cross Section

6.0m boulevard south side of Point Grey Road
Divided into: 4.0m back boulevard, 2.0m sidewalk

8.2m roadway (curb to curb)
Divided into: 2.4m on-street parking, 2 x 2.9m travel lanes

Changes

5.9m boulevard north side of Point Grey Road
Divided into: 0.5m front utility strip, 1.5m sidewalk, 1.5m centre boulevard, 1.8m sidewalk, 0.6m back boulevard

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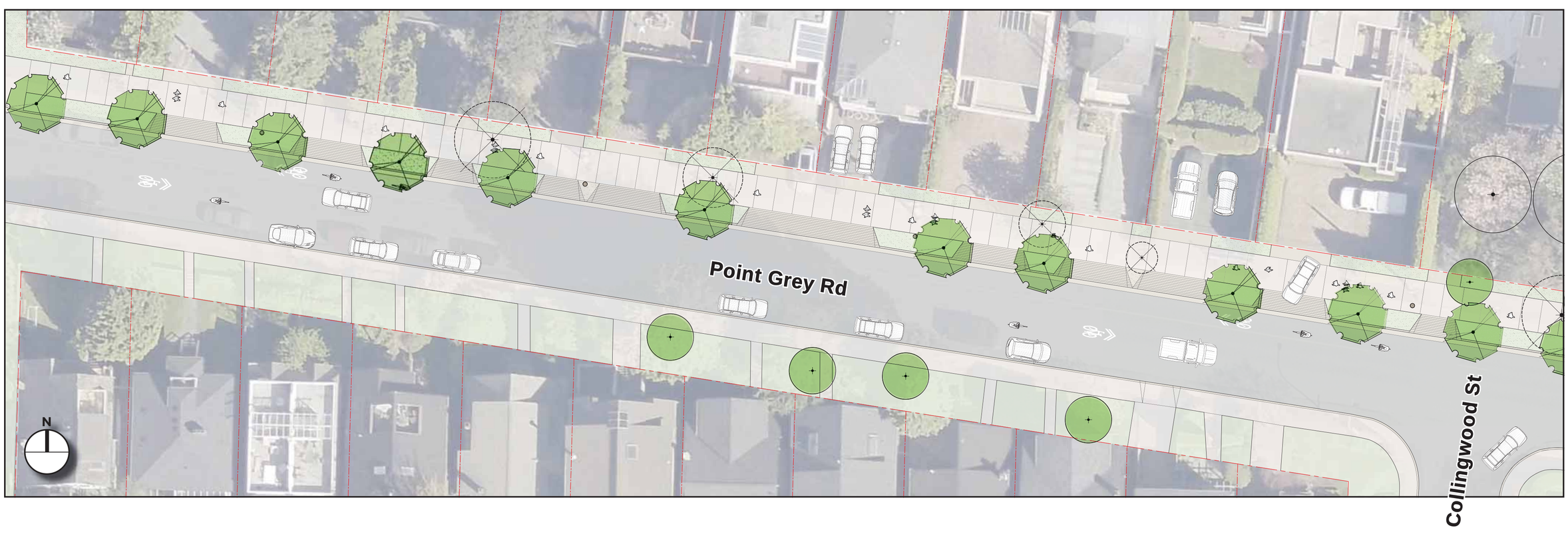
⑨ Alma to Waterloo

SEASIDE GREENWAY
PHASE 2

WEST: Alma St to Waterloo St - Plans

Existing Conditions

Recommended Option



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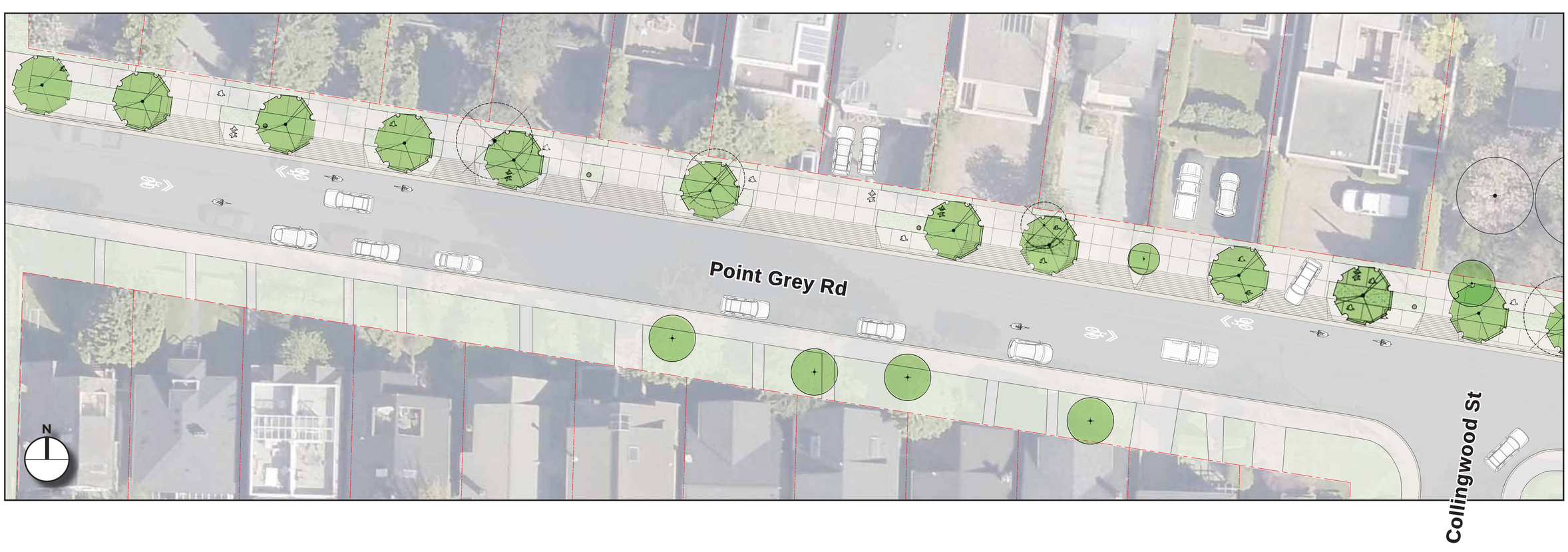

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⑩ Waterloo to Balaclava

SEASIDE GREENWAY
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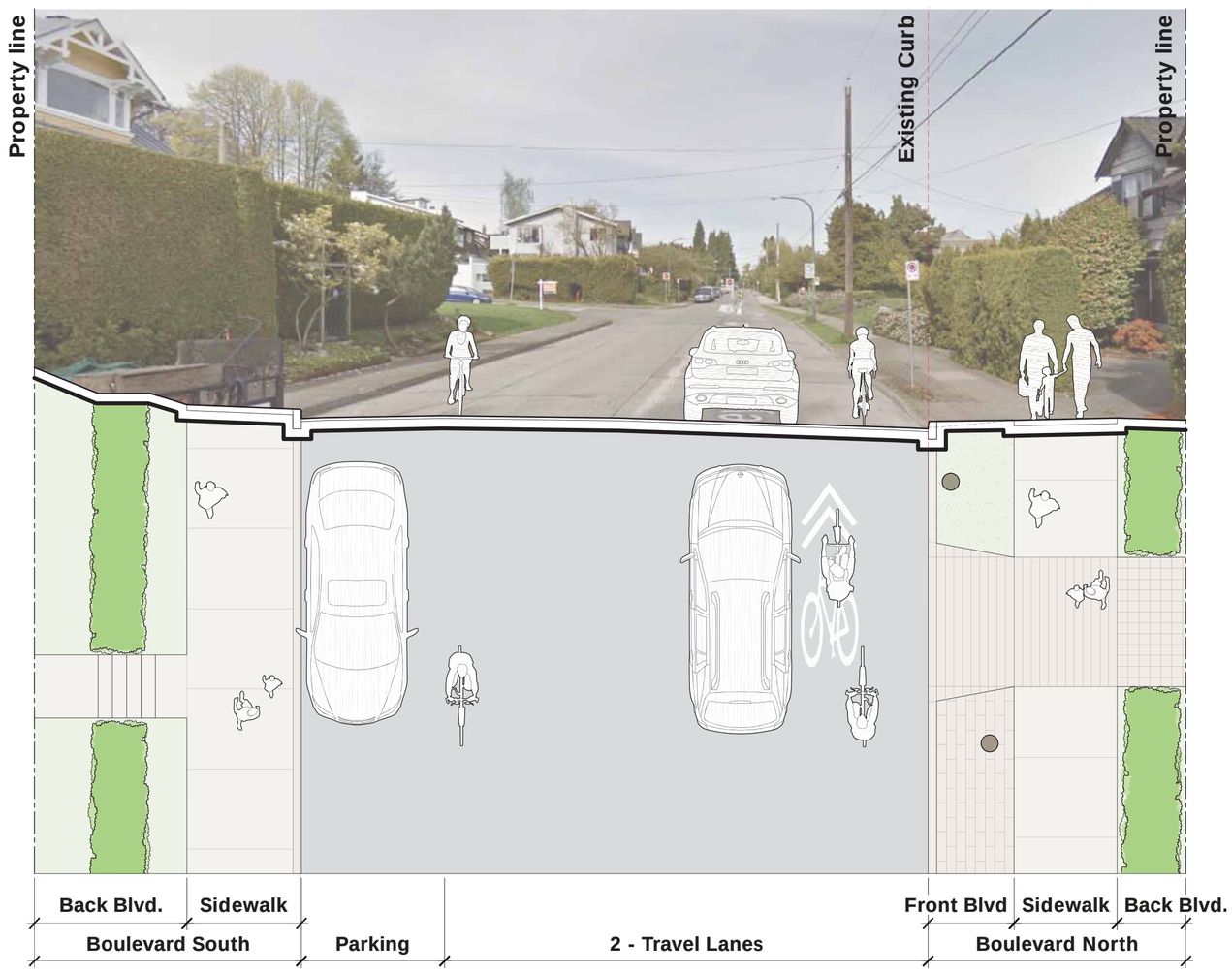
CENTRE: Waterloo St to Balaclava St - Sections



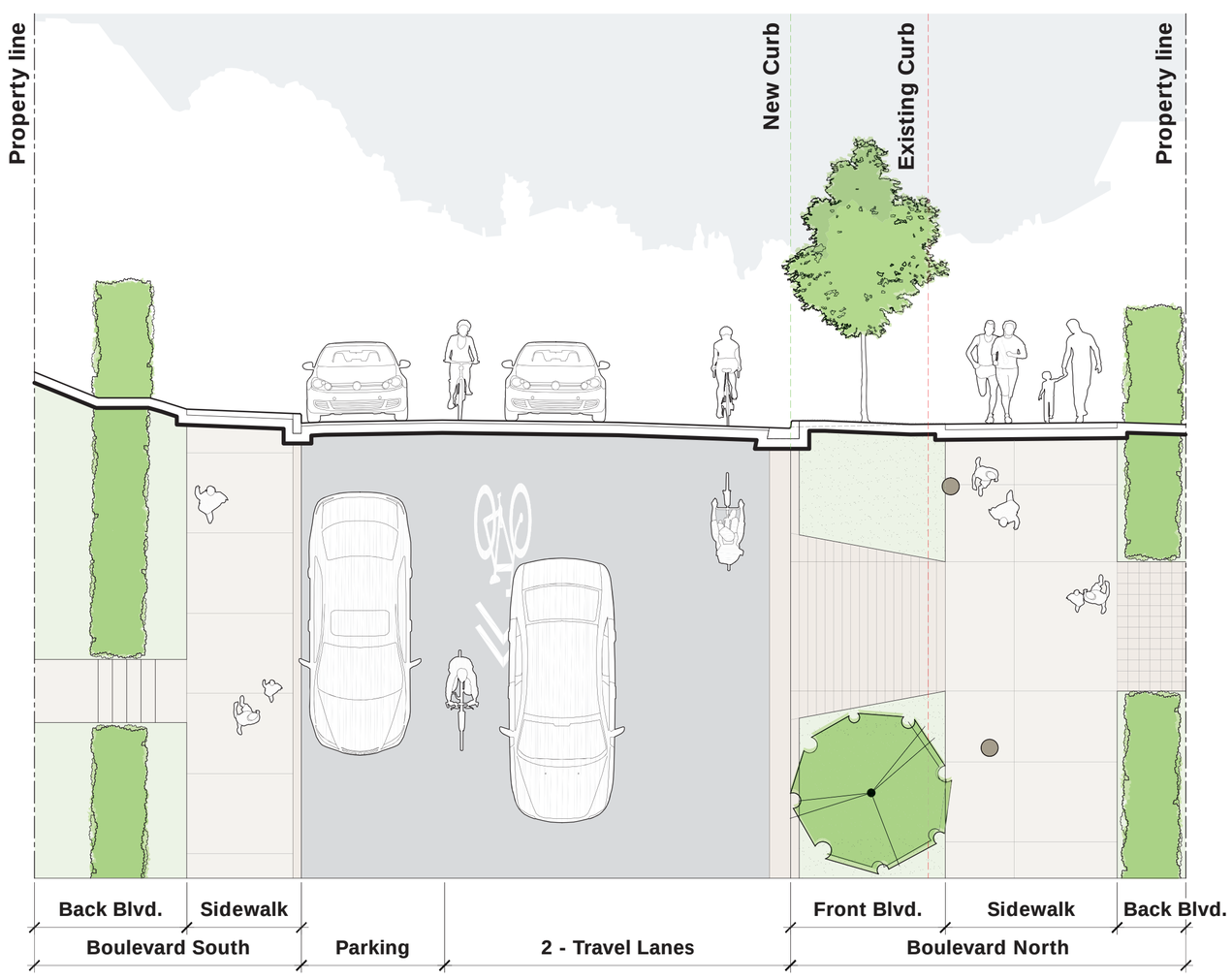
Existing Conditions

Typical Cross Section

4.6m boulevard south side of Point Grey Road
Varying boulevard widths between Waterloo and Balaclava with 2.0m sidewalk

11.0m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes, 2.5m on-street parking

4.5m boulevard north side of Point Grey Road
Divided into: 1.5m utility strip/boulevard, 1.8m sidewalk, 1.2m back boulevard



Recommended Option

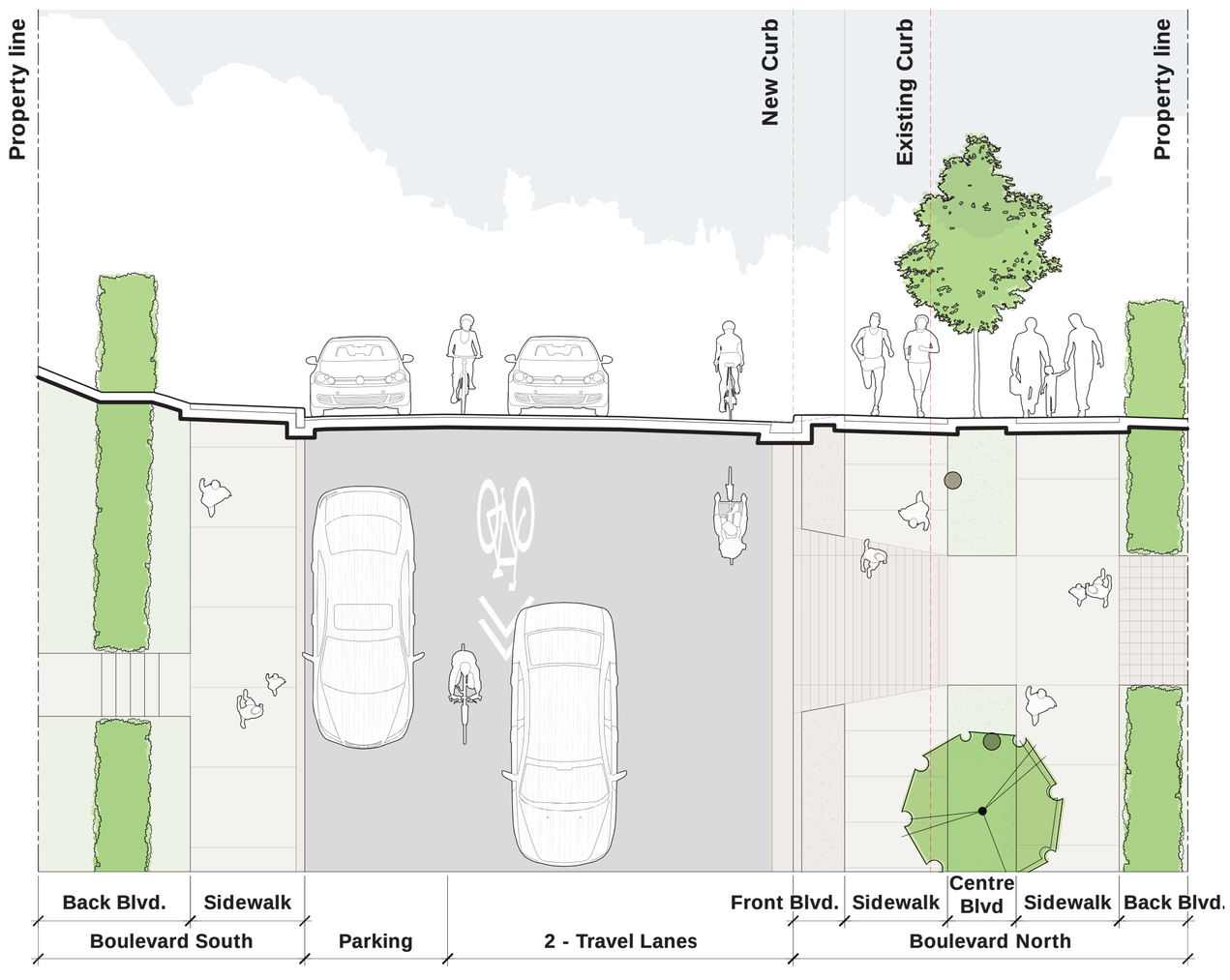
Typical Cross Section

4.6m boulevard south side of Point Grey Road
Divided into: 2.6m back boulevard, 2.0m sidewalk
Between Blenheim and Balaclava: 1.8m sidewalk, 1.2m boulevard

Changes

8.5m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

6.9m boulevard north
Divided into: 2.7m front boulevard, 3.0m sidewalk, 1.2m back boulevard



Alternate Option

Typical Cross Section

4.6m boulevard south side of Point Grey Road
Divided into: 2.6m back boulevard, 2.0m sidewalk
Between Blenheim and Balaclava: 1.8m sidewalk, 1.2m boulevard

Changes

8.5m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

6.9m boulevard north side of Point Grey Road
Divided into: 0.6m front utility strip, 1.8m sidewalk, 1.5m mid boulevard, 1.8m sidewalk, 1.2 back boulevard

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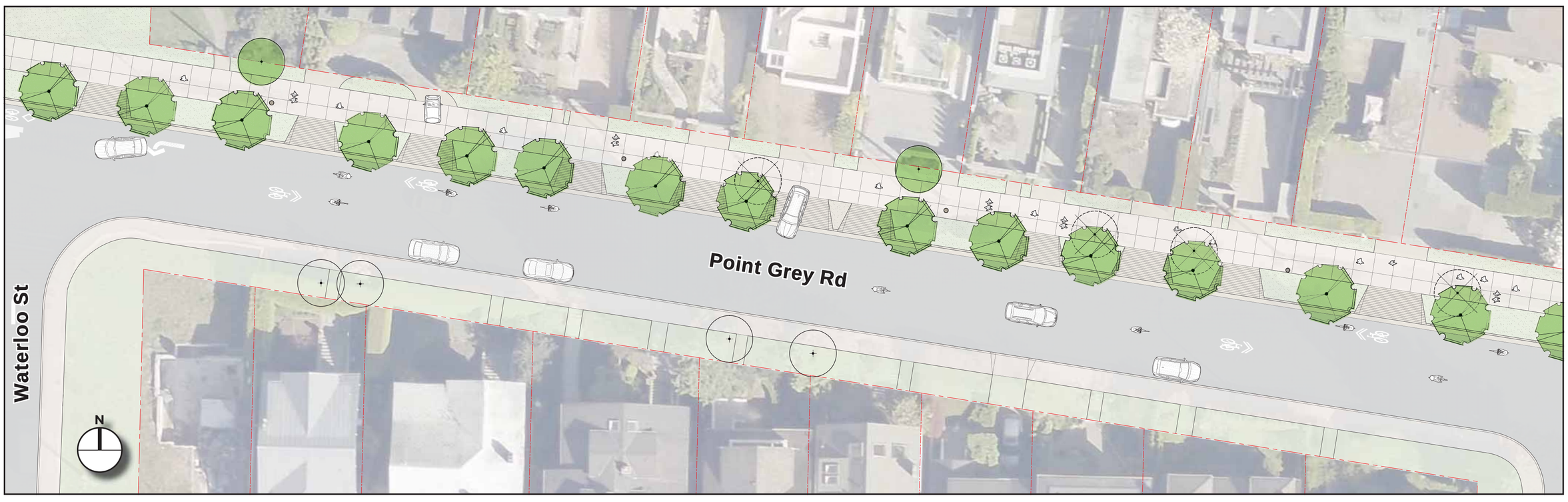
11 Waterloo to Balaclava

SEASIDE GREENWAY
PHASE 2

CENTRE: Waterloo St to Balaclava St - Plans

Existing Conditions

Recommended Option



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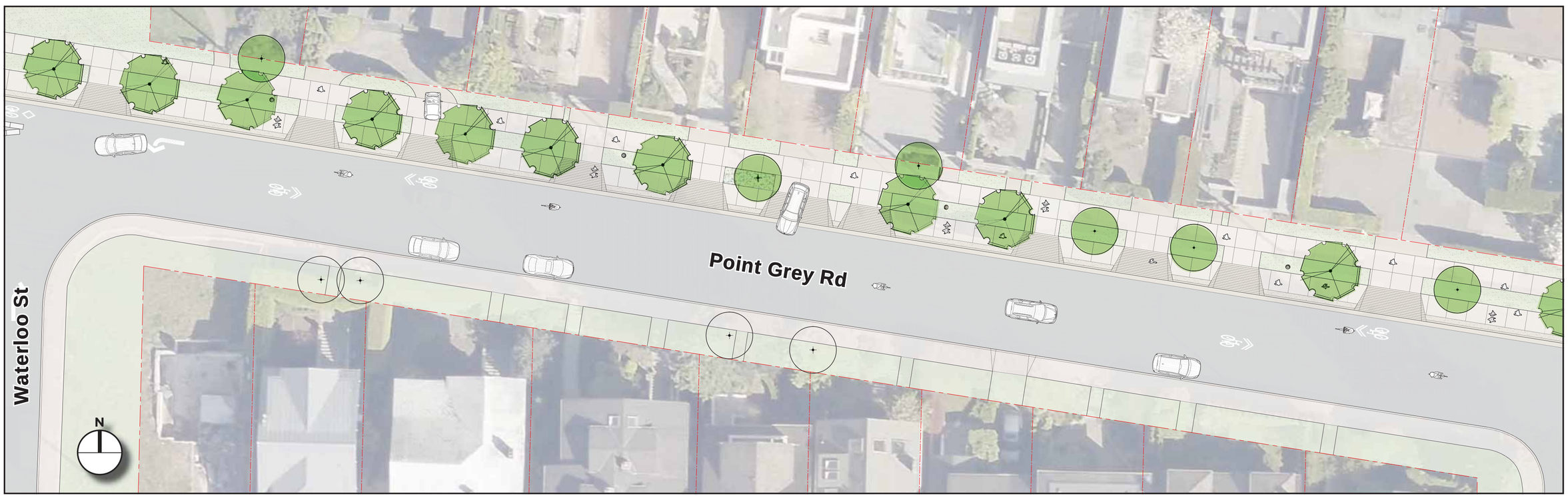

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⑫ Balaclava to Tatlow Pk

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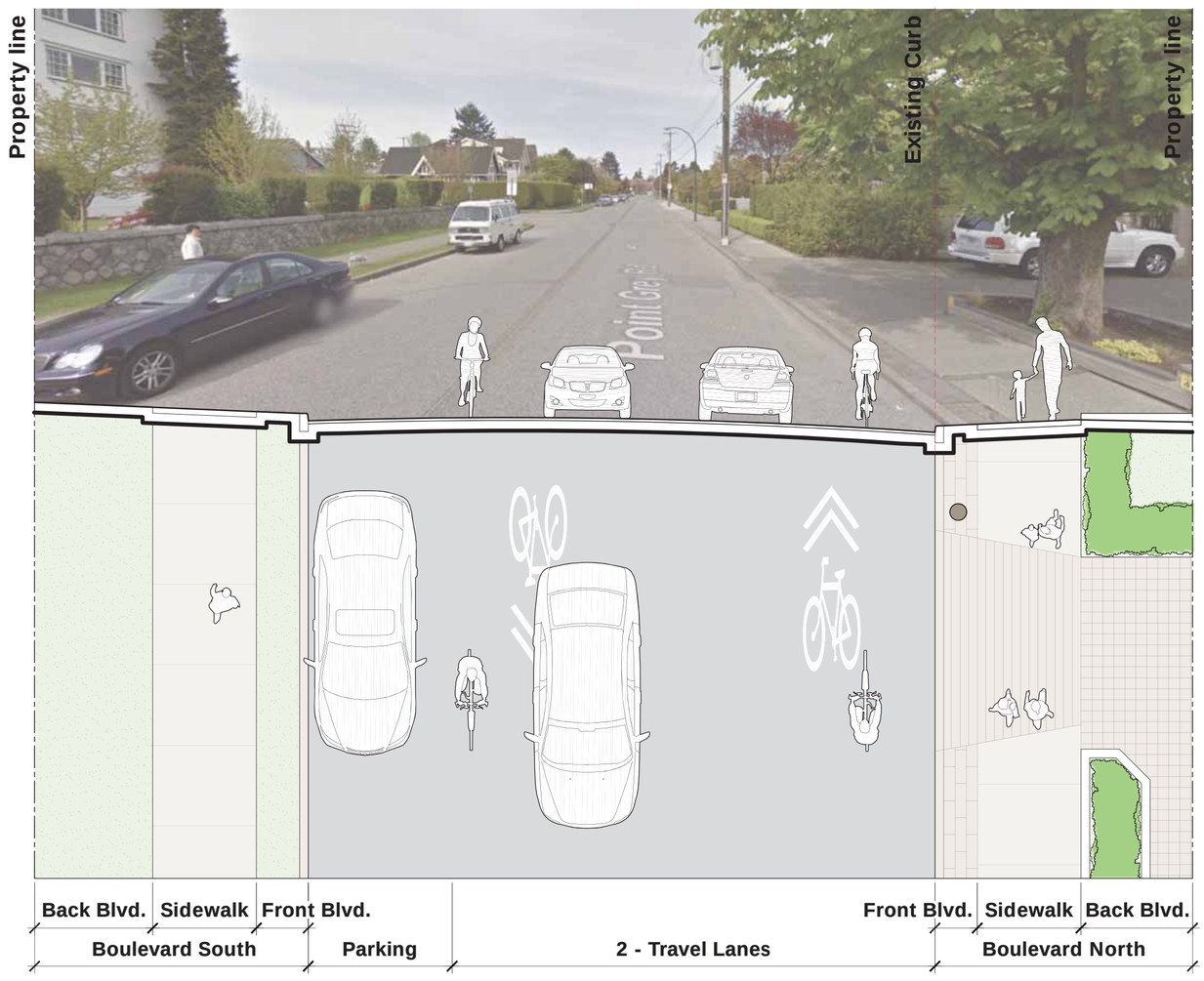
EAST: Balaclava St to Tatlow Park - Sections



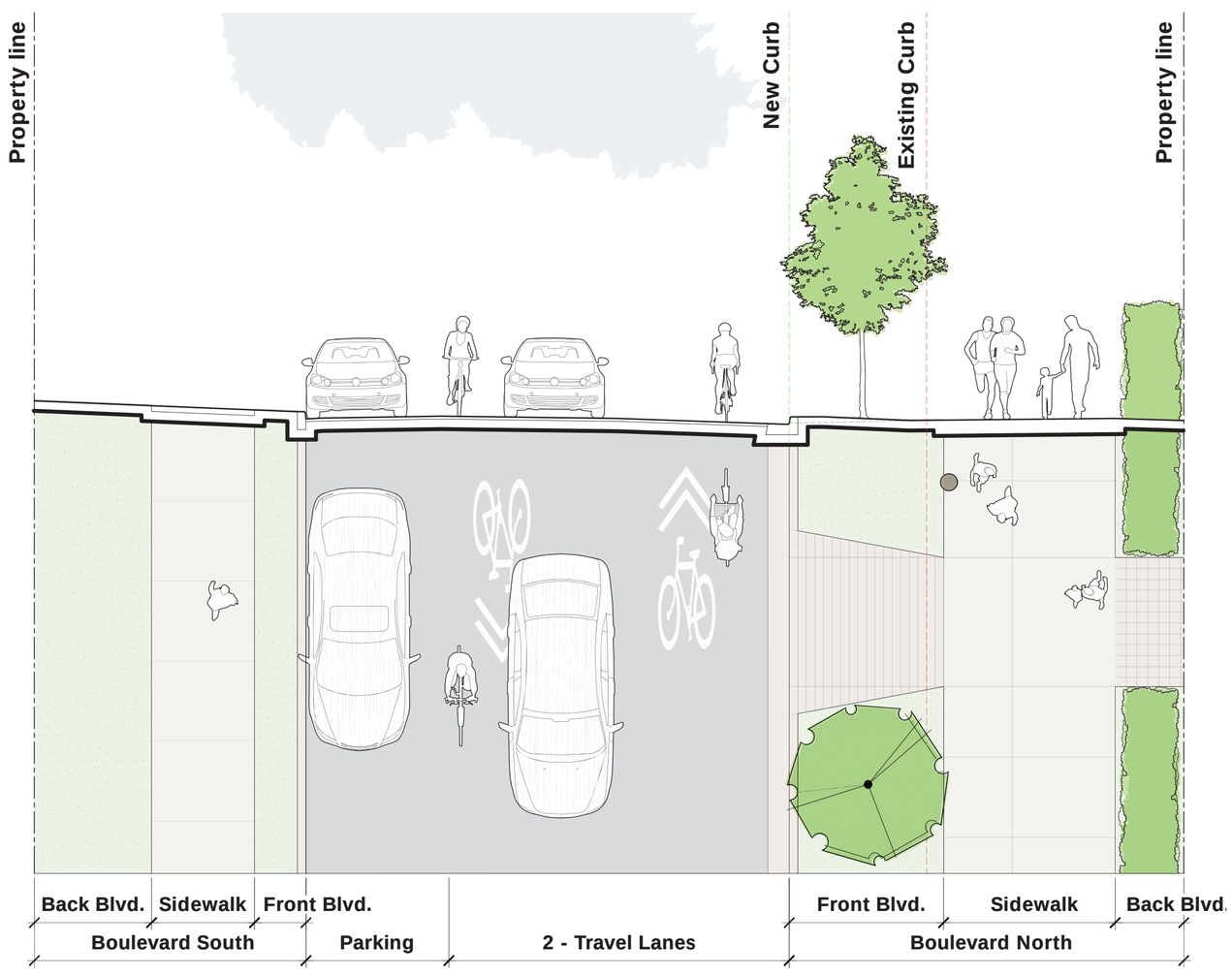
Existing Conditions

Typical Cross Section

4.8m boulevard south side of Point Grey Road
Divided into: 2.0m back boulevard, 1.8m sidewalk, 1.0m front boulevard

11.0m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes, 2.5m on-street parking

4.3m boulevard north side of Point Grey Road
Divided into: 0.6m utility strip/boulevard, 1.8m sidewalk, 1.9m back boulevard



Recommended Option

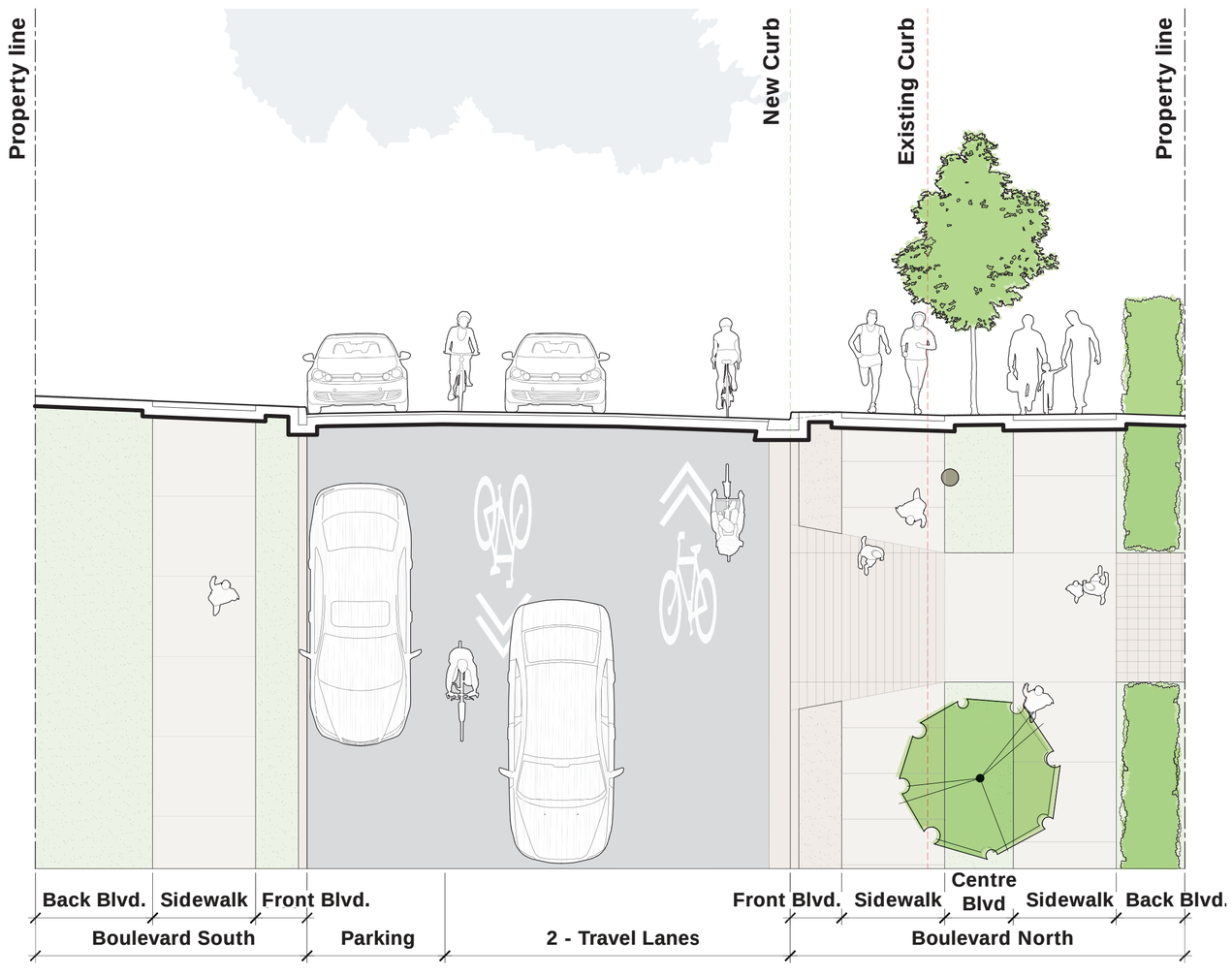
Typical Cross Section

4.8m boulevard south side of Point Grey Road
Divided into: 2.0m back boulevard, 1.8m sidewalk, 1.0m frount boulevard

Changes

8.5m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

6.8m boulevard north
Divided into: 2.6m front boulevard, 3.0m sidewalk, 1.2m back boulevard



Alternate Option

Typical Cross Section

4.8m boulevard south side of Point Grey Road
Divided into: 2.0m back boulevard, 1.8m sidewalk, 1.0m front boulevard

Changes

8.5m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

6.8m boulevard north side of Point Grey Road
Divided into: 0.5m front boulevard, 1.8m sidewalk, 1.5m mid boulevard, 1.8m sidewalk, 1.2 back boulevard

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13 Balaclava to Tatlow Pk

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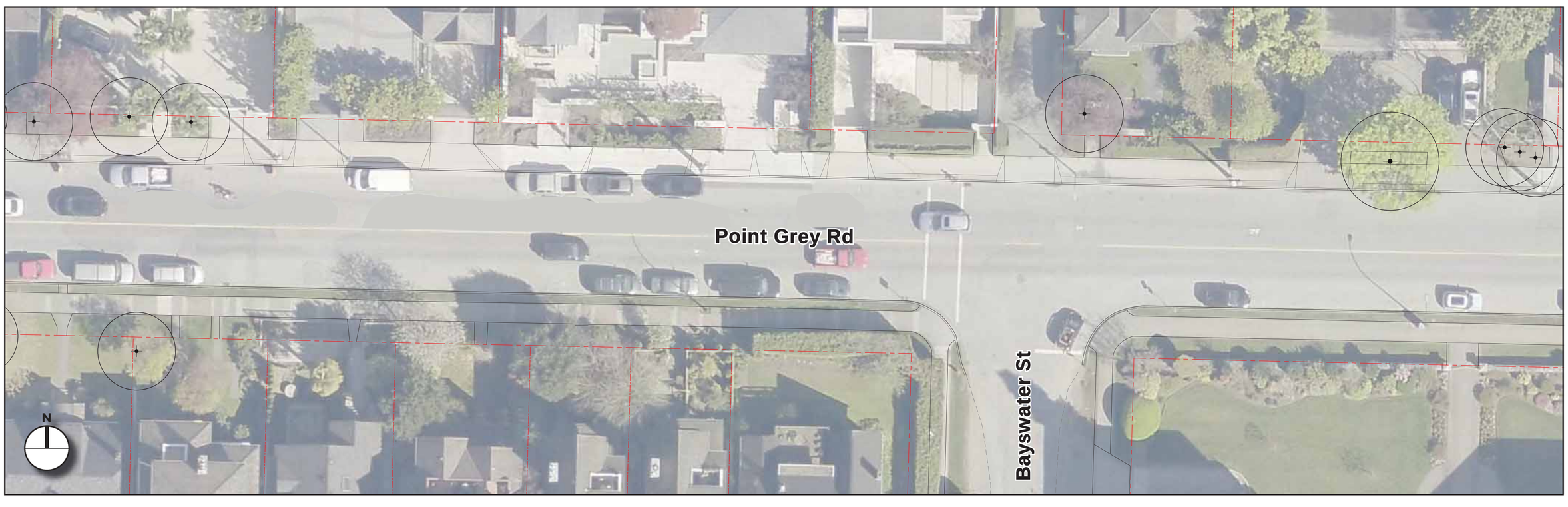
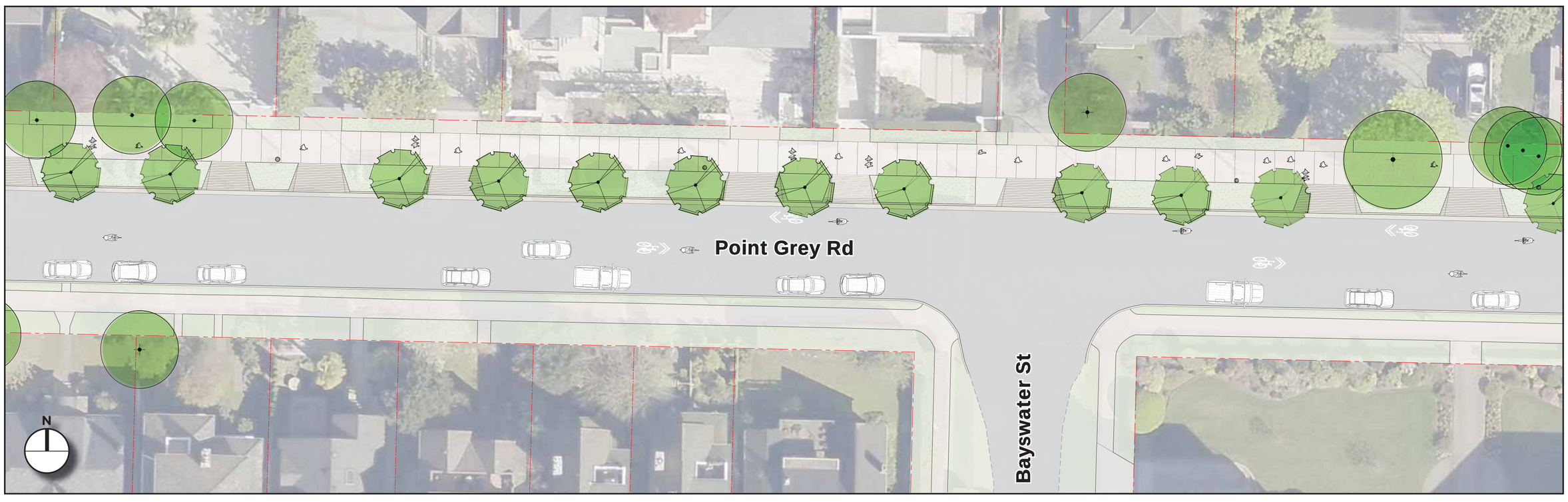
EAST: Balaclava St to Tatlow Park - Plans

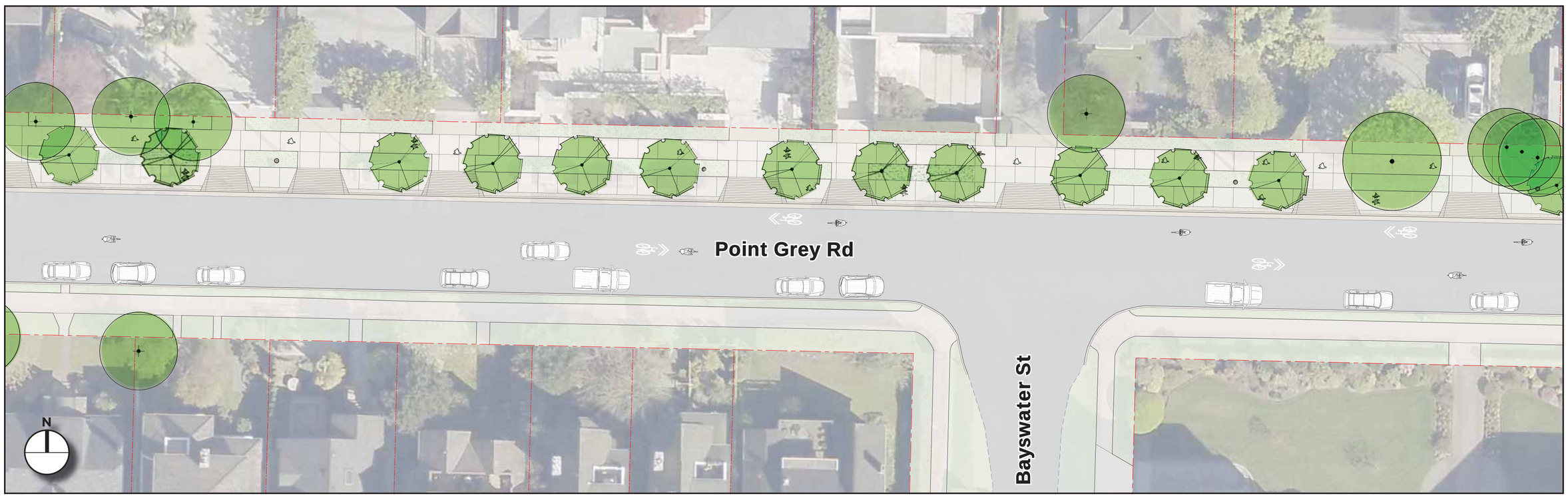
Existing Conditions



Recommended Option



Alternate Option



For more information, visit vancouver.ca/pointgreycornwall
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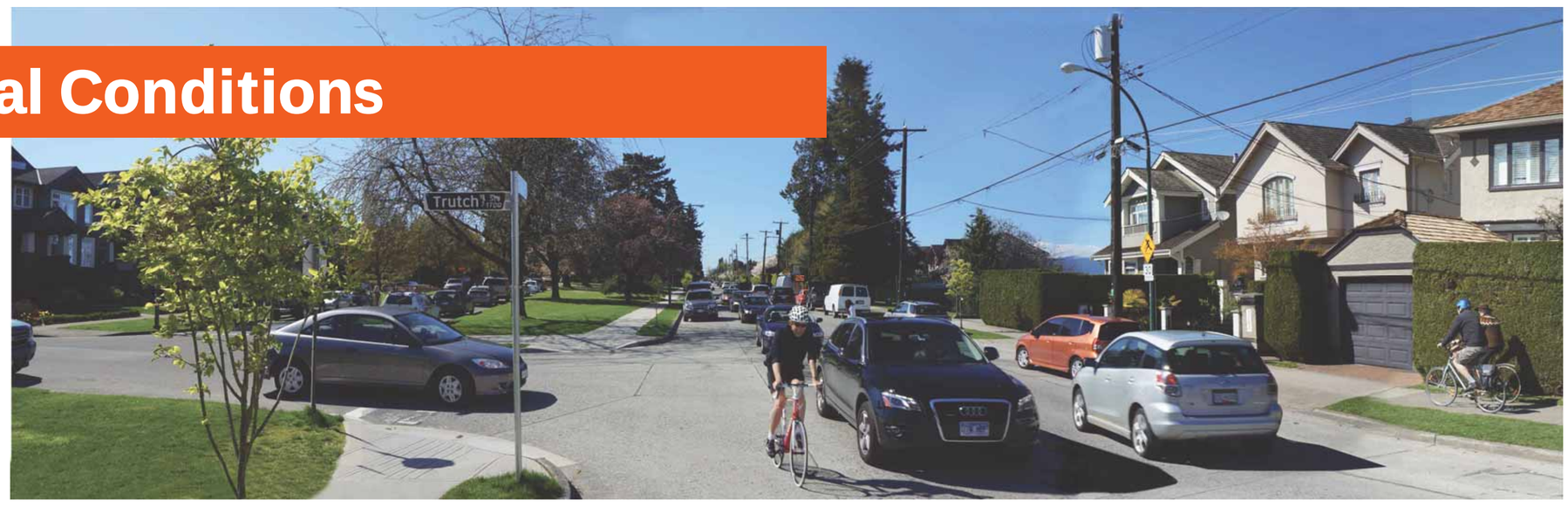
14 Point Grey Cul-de-sacs

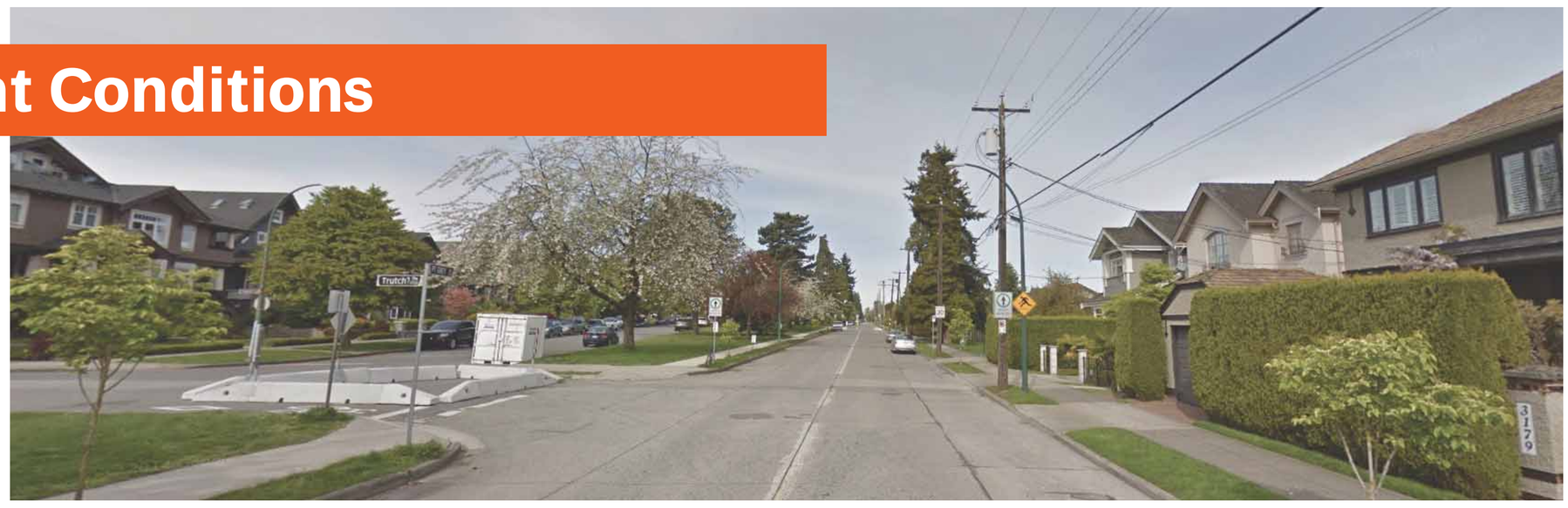
SEASIDE GREENWAY
PHASE 2

Council approved cul-de-sacs on Point Grey Road between Bleheim St and Trutch St in Phase 1 of the Seaside Greenway Completion. The cul-de-sacs will close Point Grey Road to through traffic. Improved sidewalks and a bike path will link the two cul-de-sacs.

Original Conditions



Current Conditions



Proposed Conditions

More greenspace, wider sidewalks, a local street bikeway

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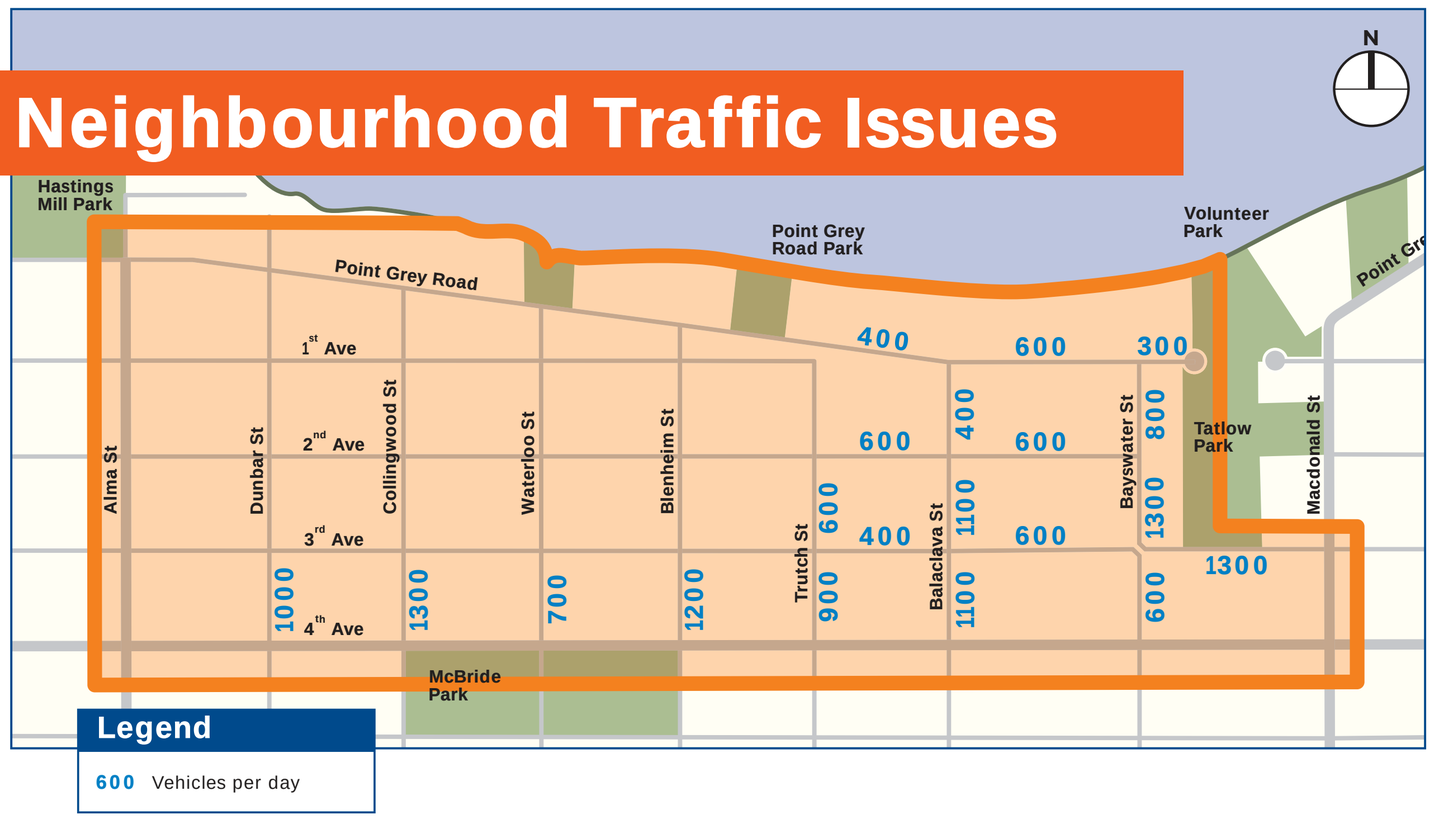
15 Neighbourhood Traffic

SEASIDE GREENWAY PHASE 2

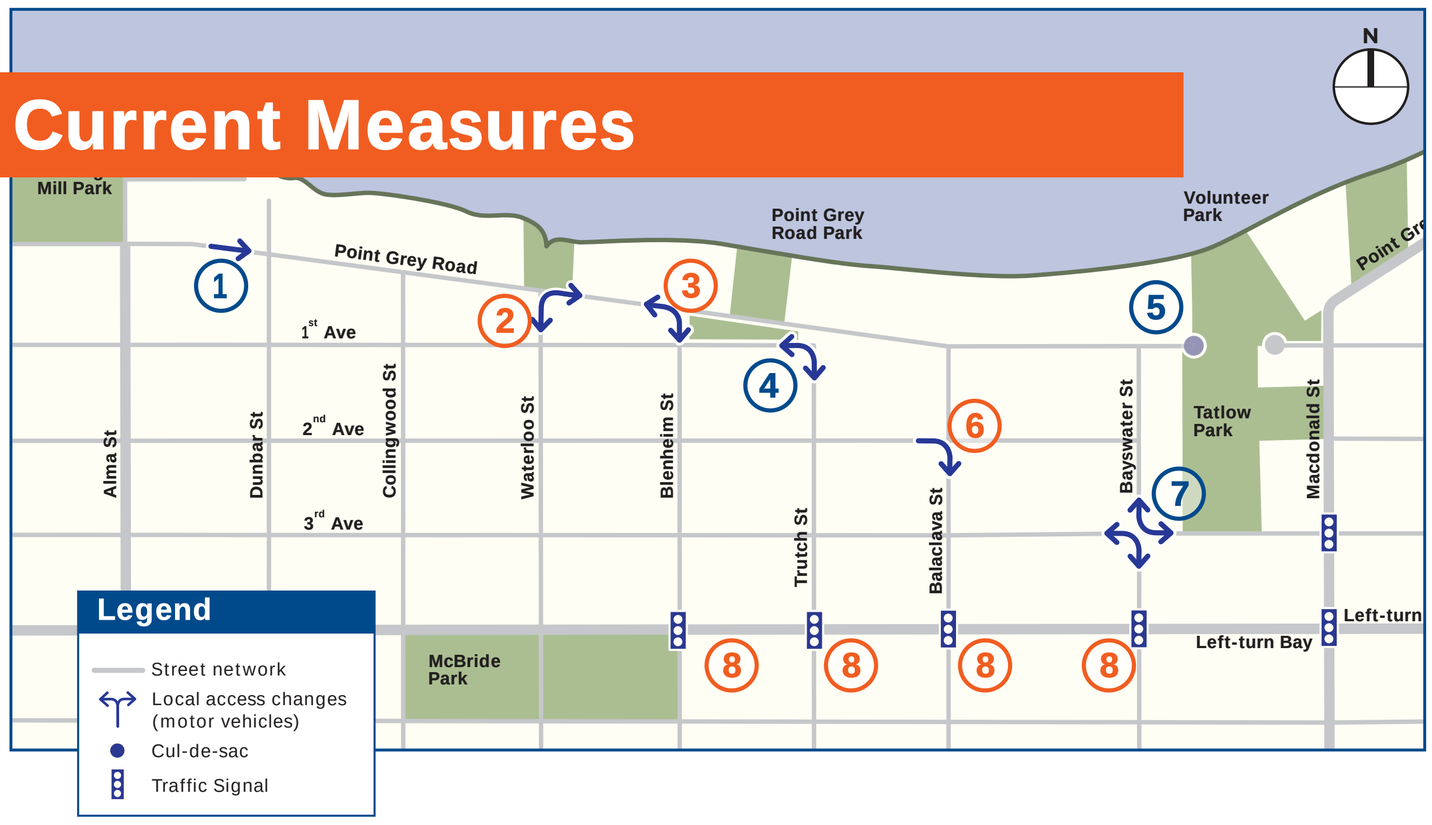
Neighbourhood Traffic Issues



Current Traffic Conditions

- Fewer than 1000 vehicles per day drive on Point Grey Road
- Most other east-west local streets have vehicle volumes of 300-600 vehicles per day
- The north-south streets immediately north of 4th Ave have vehicle volumes of up to 1,300 vehicles per day
- The 2800-block of 3rd Ave (bike route and playground zone) and Bayswater St between 2nd Ave and 3rd Ave have vehicle volumes of 1,300 vehicles per day
- Some potential short-cutting in the lanes north of 4th Ave

Current Measures



Point Grey Road

1. One-way, Alma St to Dunbar St
2. Westbound left-turn-only at Waterloo St and northbound right-turn-only from Waterloo St *
3. Eastbound right-turn-only at Blenheim St and Northbound left-turn-only from Blenheim St *
4. No access to Point Grey Road from Trutch
5. Cul-de-sac at Bayswater St
6. W 2nd & Balaclava St: Eastbound right-turn-only *
7. W 3rd Ave & Bayswater St: Diagonal diverter
8. W 4th Ave intersections: Four pedestrian signals on timer *

* Currently Temporary

Objectives

- Discourage traffic from traversing the neighbourhood.
- Evenly distribute traffic across local streets
- Encourage traffic to use direct routes to arterial streets (4th Ave, Alma St and Macdonald St).

For more information, visit vancouver.ca/pointgreycornwall

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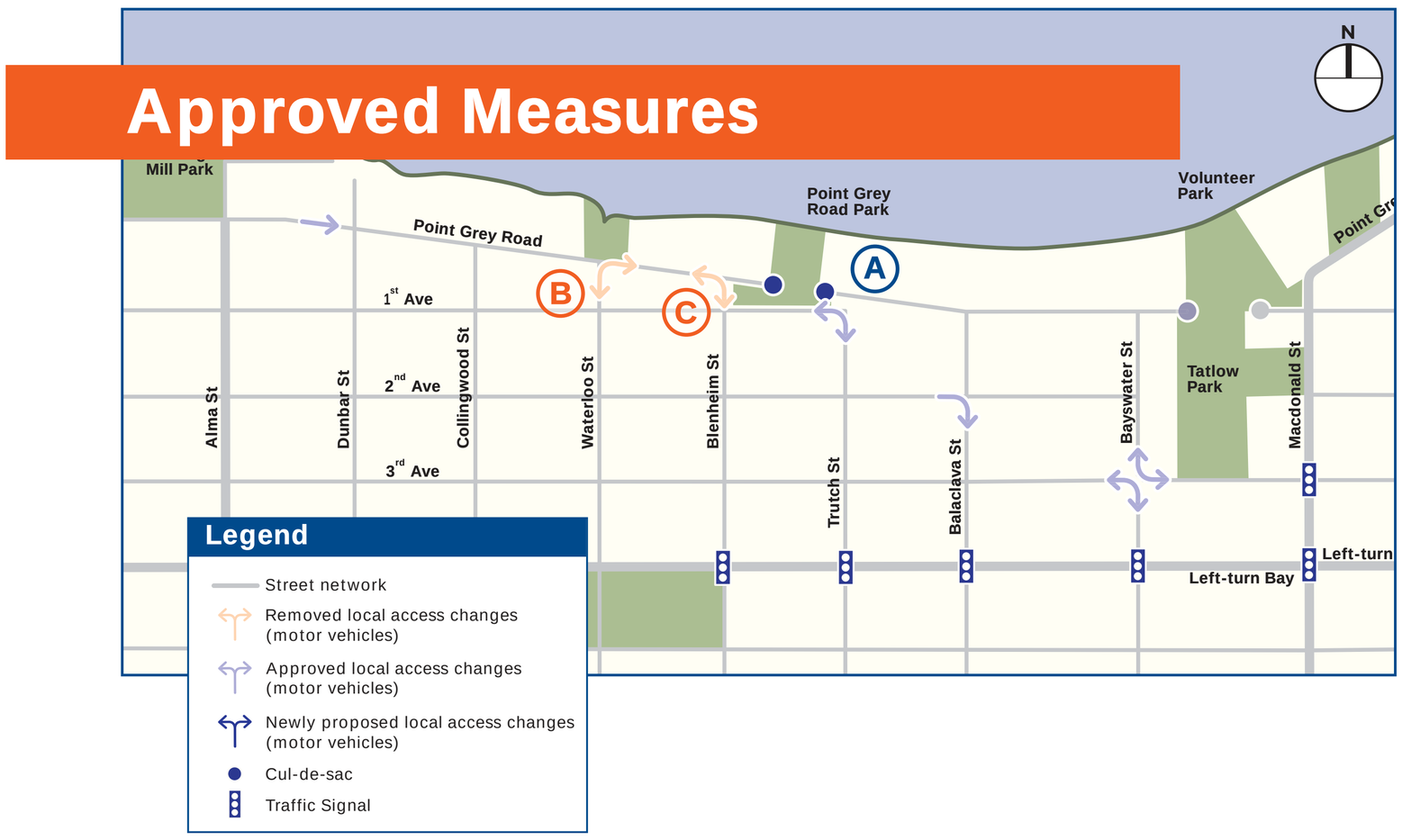
16 Alternate Options

SEASIDE GREENWAY PHASE 2

Connecting Point Grey Road Park with green space to the south with two cul-de-sacs was approved by Council in 2013 as part of the Seaside Greenway plan. These cul-de-sacs will be built after the major sewer and water works planned for Point Grey Road are carried out, likely in 2016.

The following changes to the current traffic calming features are planned:

Approved Measures



Point Grey Road

Add

A. Expanded green space and cul-de-sacs between Blenheim St and Trutch St

Remove

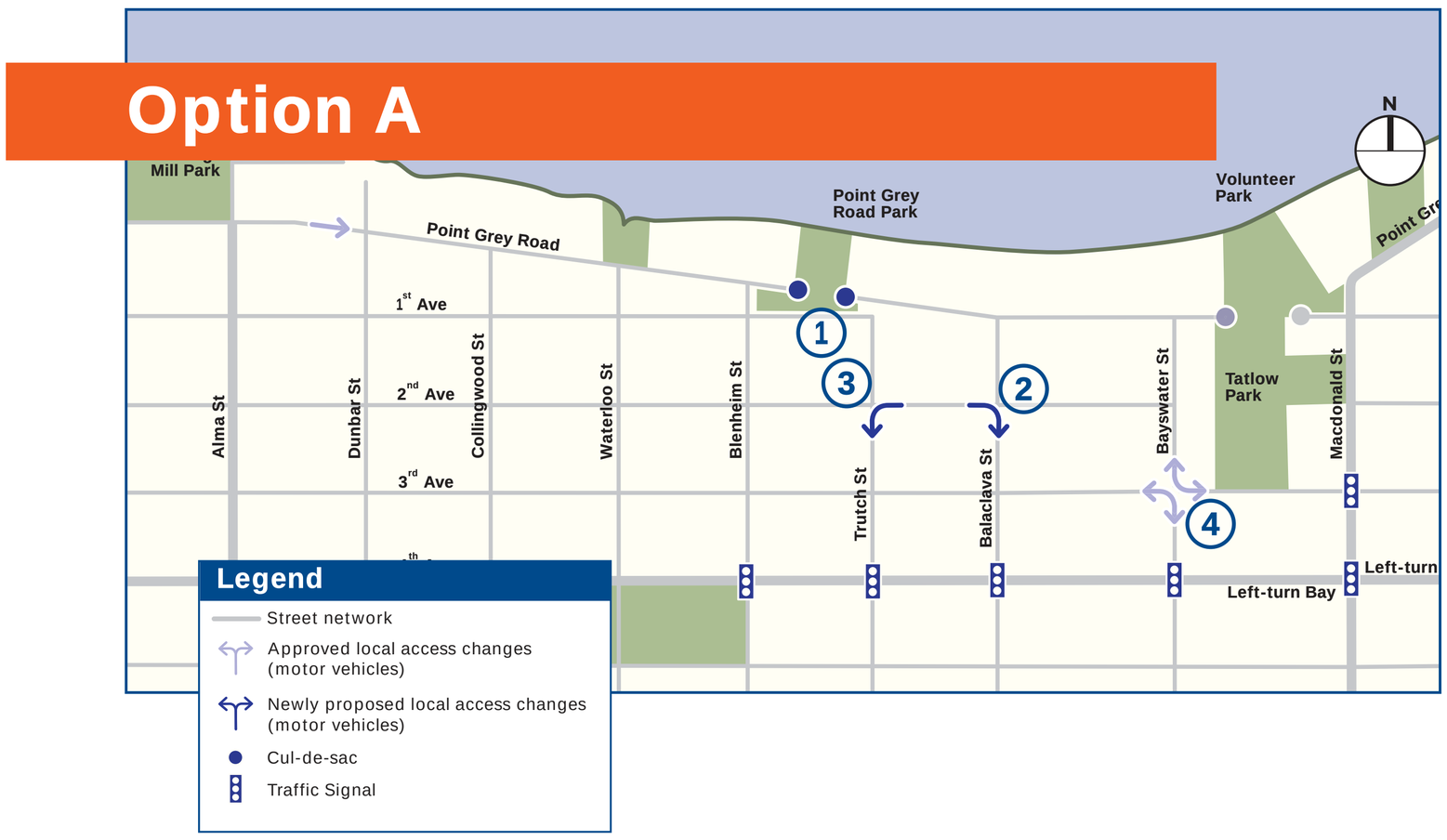
B. Westbound left-turn-only at Waterloo St and northbound right-turn-only from Waterloo St

C. Eastbound right-turn-only at Blenheim St and Northbound left-turn-only from Blenheim St

Note: These approved measures are part of all preliminary design options A, B and C.

The following diagrams outline three preliminary design options to accomodate traffic patterns that may change as a result of the installation of the planned cul-de-sacs on Point Grey Road, and address the high traffic volume and short-cutting in local lanes.

Option A



Point Grey Road

Approved in 2013

1. 2 cul-de-sacs between Blenheim St and Trutch St

Additional Features

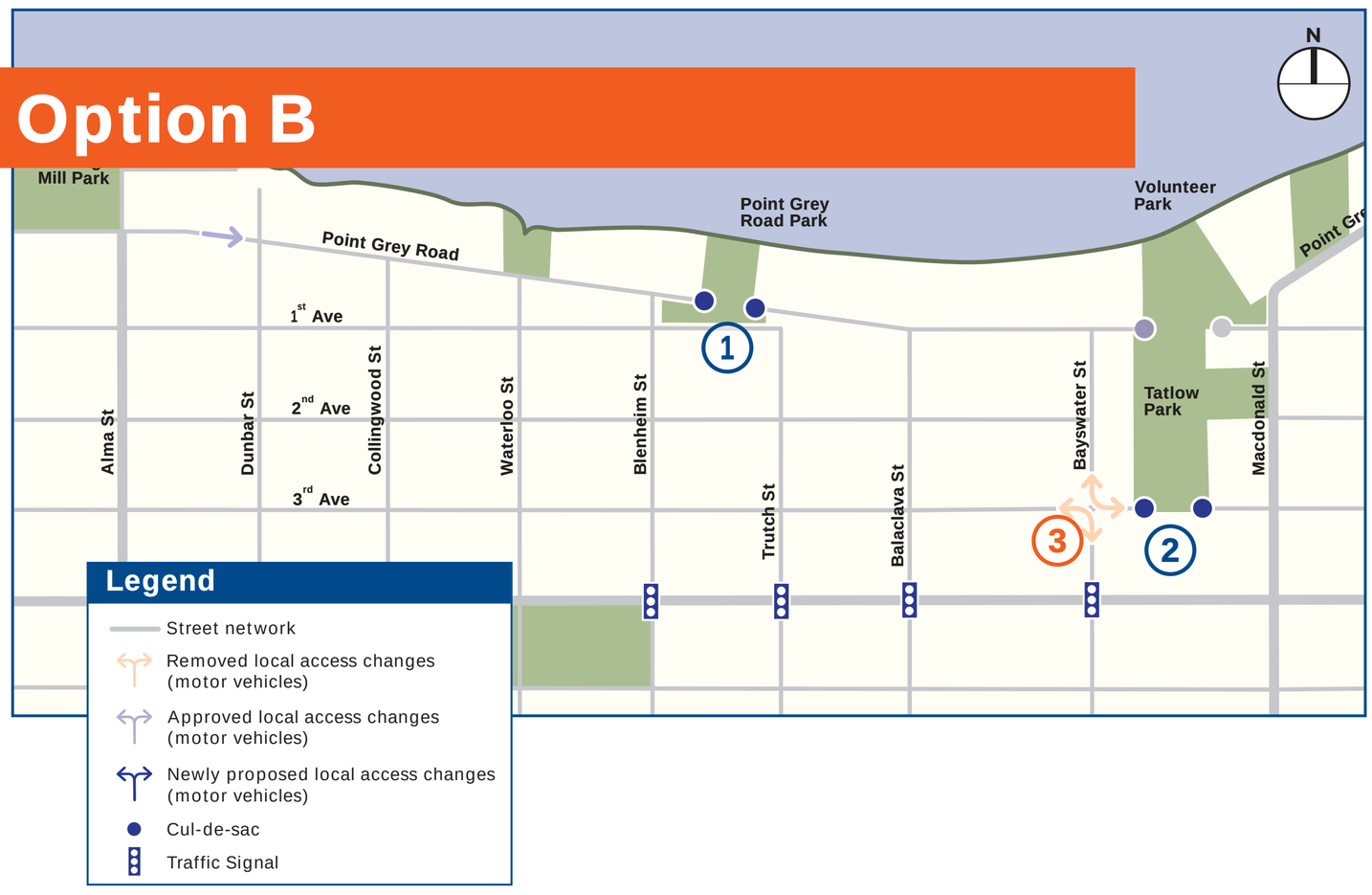
2. **W 2nd & Balaclava St:** Eastbound right-turn-only to become permanent
3. **W 2nd & Trutch St:** Add westbound diverter
4. **W 3rd Ave & Bayswater St:** Existing diagonal diverter remains

This preliminary design option maintains some of the traffic control measures currently in place, including the diagonal diverter at 3rd and Bayswater St and the temporary diverter at 2nd Ave and Balaclava St. It adds a diverter at 2nd Ave and Trutch St.

17 Alternate Options

SEASIDE GREENWAY
PHASE 2

Option B



Point Grey Road

Approved in 2013

1. 2 cul-de-sacs between Blenheim and Trutch

Additional Features

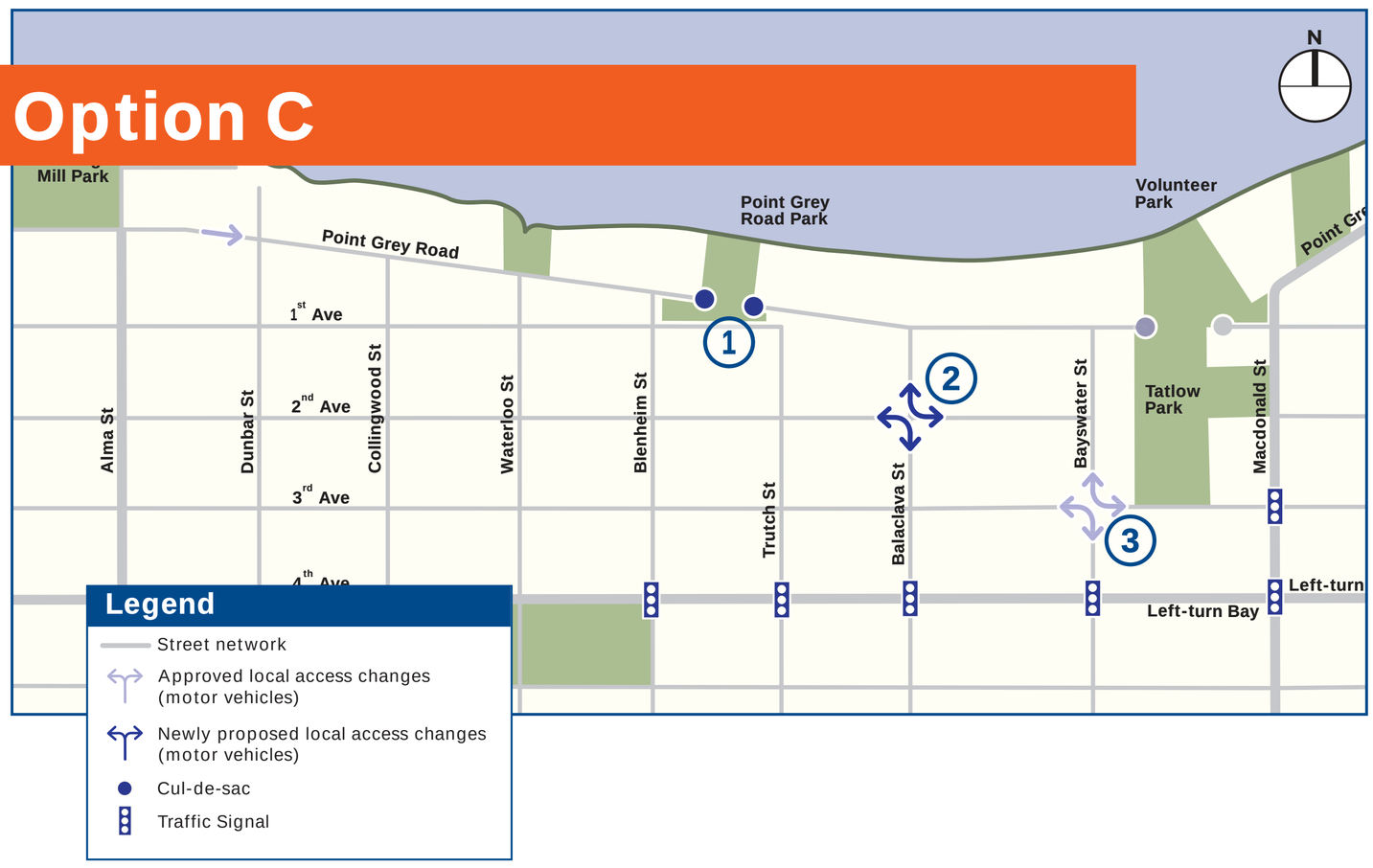
2. **W 3rd Ave:** 2 cul-de-sacs between Macdonald St and Bayswater St

Remove

3. **W 3rd Ave and Bayswater:** diagonal diverter

This preliminary design option returns most of the intersections north of 4th Ave to unrestricted left and right turns. New cul-de-sacs on 3rd Ave between Bayswater St and Macdonald St will prevent vehicles from using 3rd Ave as a short-cut between local streets and Macdonald St.

Option C



Point Grey Road

Approved in 2013

1. 2 cul-de-sacs between Blenheim St and Trutch St

Additional Features

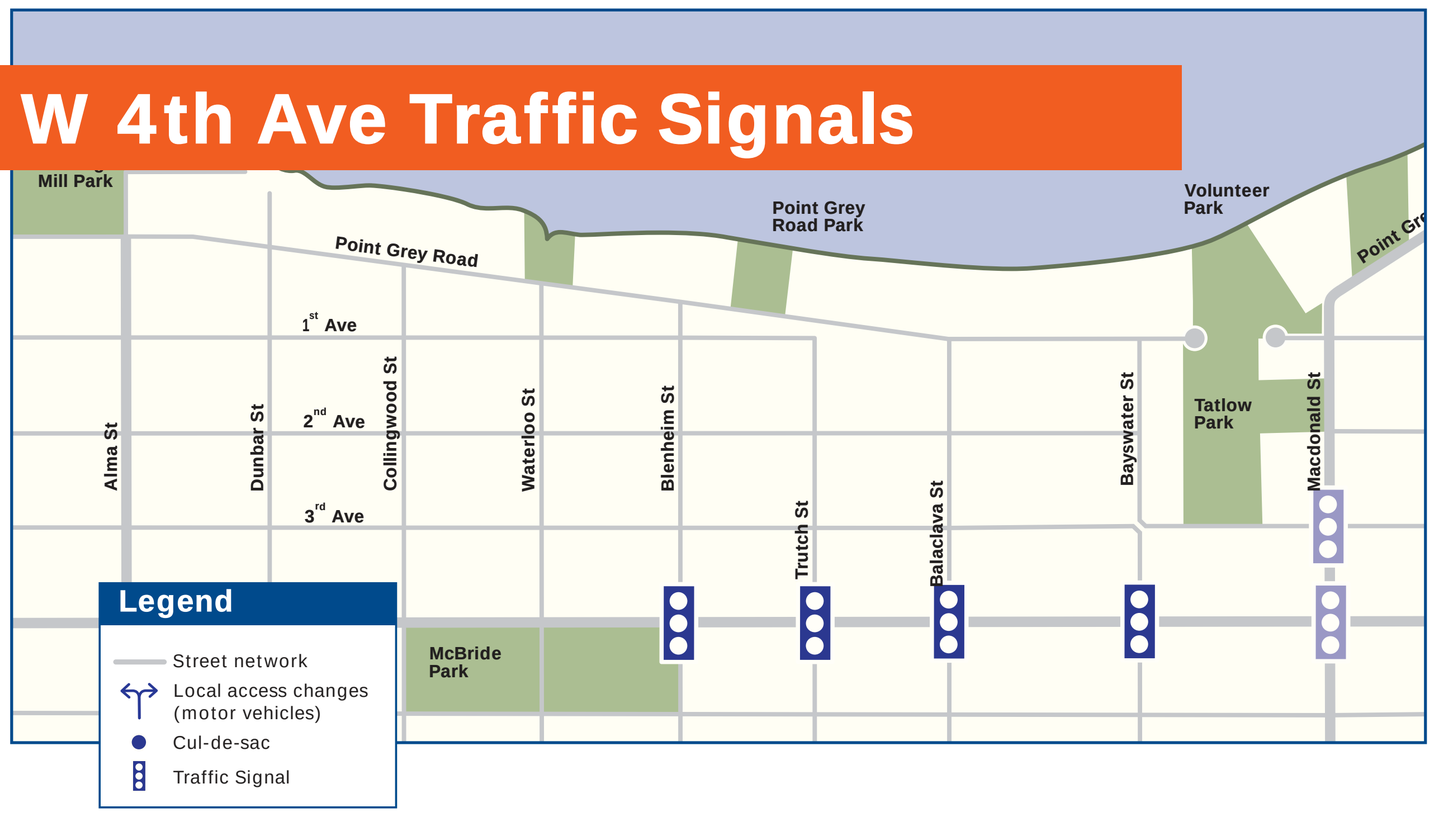
2. **W 2nd & Balaclava St:** Add diagonal diverter
3. **W 3rd Ave & Bayswater St:** Existing diagonal diverter remains

This preliminary design option maintains some of the temporary traffic control measures currently in place, including the diagonal diverter at 3rd Ave and Bayswater St. The eastbound right-turn-only at 2nd Ave and Balaclava St would be converted into a diagonal diverter. The traffic signal at Macdonald St and 3rd Ave may need modifications to accomodate east-bound traffic.

18 W 4th Traffic Signals

SEASIDE GREENWAY
PHASE 2

W 4th Ave Traffic Signals



Prior to 2014, the traffic signals on 4th Ave at Blenheim St, Trutch St, Balaclava St and Bayswater St stayed green for traffic travelling on 4th Ave unless a person walking or cycling pushed a button to change the light.

As part of the traffic management implemented in 2014, those four signals were set to operate on 'recall,' meaning that they change from green to red every 70 seconds from 7 am to 7 pm. This allows vehicles to turn left onto 4th Ave from neighbourhood streets more easily. From 7 pm to 7 am, the signals are activated by pushing a button.

What we've heard

The changes to the traffic signals implemented in Phase 1 have been beneficial to traffic leaving the neighbourhoods north of 4th Ave. However:

- Traffic travelling along 4th Ave is experiencing delays due to the increased number of red lights between Blenheim St and Bayswater St.
- We have heard complaints about increased noise from vehicles accelerating when traffic lights change from red to green.

Proposed Solution:

Remove the 'recall' setting and add vehicle detector loops on the north side of the four intersections.

As a result, the signals will stay green for traffic travelling on 4th Ave unless a person walking or cycling presses the button at the intersection, or a person driving southbound towards 4th Ave triggers a signal change from green to red.

Adding detector loops will limit the number of red lights on 4th Ave, **thereby** reducing vehicle delay and noise while still providing opportunities for a person driving to exit the neighbourhood north of 4th Ave.

We have also received questions about the possibility of adding a westbound to southbound left turn lane on 4th Ave at Alma, and are currently reviewing this issue. If you would like to receive updates about this intersection, please fill out a comment sheet in person or online at vancouver.ca/pointgreycornwall.

For more information, visit vancouver.ca/pointgreycornwall
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