



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: September 29, 2005
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RTS No.: 4889
CC File No.: 5767
Meeting Date: October 18, 2005

TO: Standing Committee on Transportation and Traffic

FROM: General Manager of Engineering Services in consultation with the Director of City Plans

SUBJECT: Ridgeway Greenway West Extension

RECOMMENDATION

- A. THAT Council approve the proposed pedestrian and traffic calming improvements for the Ridgeway Greenway and the off-greenway changes as described in this report, at a estimated cost of \$946,000 to be funded from the following sources:
- \$646,000 from 2002 Street Basic Capital - Greenways (CA3EA2HXX1)
 - \$250,000 from capital previously allocated in 2004 for Ridgeway Greenway(CB2EA2H003)
 - \$50,000 from 2004 Streets Basic Capital - New Traffic Signal Program (CB2EA3AX1).
- B. THAT additional costs of \$39,000 related to the ongoing maintenance of the greenway be reflected in future operating budgets commencing in 2007, subject to the 2007 Budget Review process.
- C. THAT Council approve the re-classification of Quesnel Drive north of King Edward Avenue to the category of Neighbourhood Collector.

GENERAL MANAGER'S COMMENTS

The General Manager of Engineering Services recommends approval of this report.

COUNCIL POLICY

On July 18, 1995, Council adopted the Vancouver Greenways Plan. This plan supports the development of Greenways to improve walking and cycling opportunities to local connections and to promote community building.

In 1997, Council approved the Vancouver Transportation Plan which places the highest priority on pedestrians and cyclists.

PURPOSE

The purpose of this report is to seek Council approval of improvements for pedestrians and cyclists along the Ridgeway Greenway from 18th Avenue and Dunbar Street to 37th Avenue and Yew Street, as well as associated off-greenway changes.

BACKGROUND

In 1995, Council adopted the Vancouver Greenways Plan and identified the Ridgeway Greenway as the first of fourteen citywide greenways to be constructed. The Ridgeway Greenway runs east-west and generally follows the ridge of the city and connects Pacific Spirit Park with Central Park in Burnaby. The greenway from 18th and Dunbar to 37th and Yew is the final section to be completed.

In October 1998, Council considered the routing of the western portion of the Ridgeway Greenway which runs from 37th and Granville to 8th and Blanca. At that time, the Ridgeway was divided into seven sub-areas for the purpose of public consultation (see Appendix A). Based on community feedback, routes through all areas were approved and constructed except for Sub-Areas 3 and 4, referred to as the areas south and north of King Edward Avenue in this report (see Appendix B). The route through the King Edward south area was not selected due to a lack of community consensus on a preferred route. Consideration of the King Edward north area was deferred until route selection for the King Edward south segment was resolved.

On November 30, 2004 Council approved a dual greenway route in the area south of King Edward and directed staff to report back on the greenway design.

DISCUSSION

In March 2005, Open Houses were held to gather community feedback for the Ridgeway Greenway. An advertisement was placed in the Courier newspaper and flyers were delivered to the notification area (shown in Appendix B) for two Open Houses held at the Kerrisdale Community Centre. Approximately 100 people attended the Open Houses.

In May 2005 two surveys, one for the area north of King Edward and one for the area south, were sent to residents and absentee owners seeking their comments on the greenway proposals. Approximately 4100 surveys were delivered to the King Edward south area and about 1700 to the area north of King Edward (see Appendix B for a map of the notification

areas and sample surveys). Additional Open Houses were held on May 18 and May 19, 2005 to assist residents in completing their survey forms.

The response rate was approximately 19%. In both areas over 50% of respondents support the proposed changes (see Appendix C for detailed survey results)

Based on these results, staff recommend proceeding with the following greenway improvements (sketches of each intersection are shown in the survey forms in Appendix B and a general location sketch is provided in Appendix D):

- **Traffic circle at 18th Avenue and Collingwood Street** (57% approval from King Edward north area) to reduce traffic speeds on Collingwood Street, facilitate crossings for pedestrians and cyclists, and add green space.
- **Intersection realignment at Quesnel Drive, 20th Avenue and Galiano Road** (72% approval from King Edward north area) to standardize the intersection by narrowing the street and widening the boulevard to add additional green space and landscaping opportunities. This design is compatible with a future bikeway proposed for Quesnel Drive and Galiano Street.
- **Intersection realignment (including street closure) at Quesnel Drive, BalACLava Street, and 22nd Avenue** (53% approval from King Edward north area) as suggested by residents at the Open Houses. This would simplify the intersection and provide shorter pedestrian crossings for greenway users.
- **Pedestrian/cyclist activated signal at Quesnel Drive and King Edward Avenue with no Right In/Right Out Diverter** (55% approval from King Edward north area; 62% approval from King Edward south area)
As part of the greenway design it was determined a pedestrian and cyclist operated signal would be required at this intersection to improve visibility. Concerns were raised by residents north of King Edward that the installation of this signal would increase traffic on Quesnel Drive. In response, a right in/right out diverter was proposed for the northern approach of this intersection. However, residents of Puget Drive were concerned the diverter would increase traffic on Puget Drive. Consequently residents were surveyed about whether a right in/right out diverter should be installed as part of the signal installation. Survey results indicate 55% of respondents north of King Edward and 62% south of King Edward favour the signal installation without the diverter. Staff recommend the installation of the traffic signal without the diverter and will monitor traffic volumes and report back if further changes are necessary.
- **Intersection realignment at Quesnel Drive, 27th Avenue and Mackenzie Street** (56% approval from King Edward south area) to standardize the intersection by narrowing the street and widening the boulevard. Crossing distances for pedestrians would also be reduced.
- **Intersection realignment at Narvaez Drive, 31st Avenue and Puget Drive** (56% approval from King Edward south area) to standardize the intersection by narrowing the street and reducing crossing distances for pedestrians. This redesign would also add additional green space and landscaping opportunities.

- **Centre medians at Vine Street, 33rd Avenue and Narvaez Drive** (54% approval from King Edward south area) to provide a mid-street refuge for pedestrians crossing 33rd Avenue. The design also accommodates future bikelanes in each direction on 33rd Avenue.
- **Traffic circle at 37th Avenue and Yew Street** (58% approval from King Edward south area) to add green space, reduce traffic speeds and facilitate easier crossing for pedestrians and cyclists using the greenway.
- **Corner bulges at 37th Avenue and Mackenzie Street** (57% approval from King Edward south area) to add green space and reduce the crossing distance for pedestrians using the greenway crossing McKenzie Street.

In addition, a number of off-greenway changes were also proposed. These were suggested by the community in both 1997 and 2005 to minimize possible traffic impacts in the neighbourhood as a result of the greenway changes.

- **Intersection realignment at 16th Avenue and Quesnel Drive** (63% approval in King Edward north area) is proposed to narrow the intersection and provide shorter crossing distances for pedestrians.
- **Intersection narrowing at Puget Drive and King Edward Avenue** (61% approval in King Edward north area) to narrow the intersection, reduce traffic speeds and provide shorter pedestrian crossings.

As part of the greenway process, residents were also asked for their comments on the proposed reclassification of Quesnel Drive north of King Edward Drive from a secondary arterial to a neighbourhood collector. This change received 54% approval from the area north of King Edward Avenue.

Concerns about traffic speed along Quesnel Drive and Puget Drive have been raised by residents. Staff are currently working to develop a toolkit for Neighbourhood Collector Traffic Calming and a protocol for prioritizing candidate streets and will report back when that work is complete. If reclassified Quesnel Drive north of King Edward will become a candidate for such traffic calming.

Staff presented the proposed Greenway designs to the Bicycle Advisory Committee (BAC) in June 2005 and the BAC unanimously supported the proposed changes.

FINANCIAL IMPLICATIONS AND IMPLEMENTATION PLAN

The total estimated cost to complete the Ridgeway Greenway is \$946,000. This cost includes geometric intersection changes, increased street lighting at modified intersections, greenways directional signage and landscaping. It is intended that funding of \$646,000 will be from the 2002 Streets Basic Capital - Greenways (order group CA3EA2HXX1 order 3000444) and \$250,000 from capital previously allocated in 2004 from prior capital closeout for the Ridgeway West project. Partial funding of \$50,000 is also available from the 2004 Street Basic Capital - New Signal Program (CB2EA3AX1 - order 30006973) for the new pedestrian

signal at the intersection of King Edward Avenue and Quesnel Drive. New sidewalks are also required in some locations and this will be funded through the Local Improvement Process.

Applications for cost share funding will also be submitted to TransLink, ICBC and the Province's Cycling Infrastructure Program. If approved this would free up City funds to be reallocated to other greenways projects.

Future operating budgets will be affected by the increased maintenance costs associated with the greenway including:

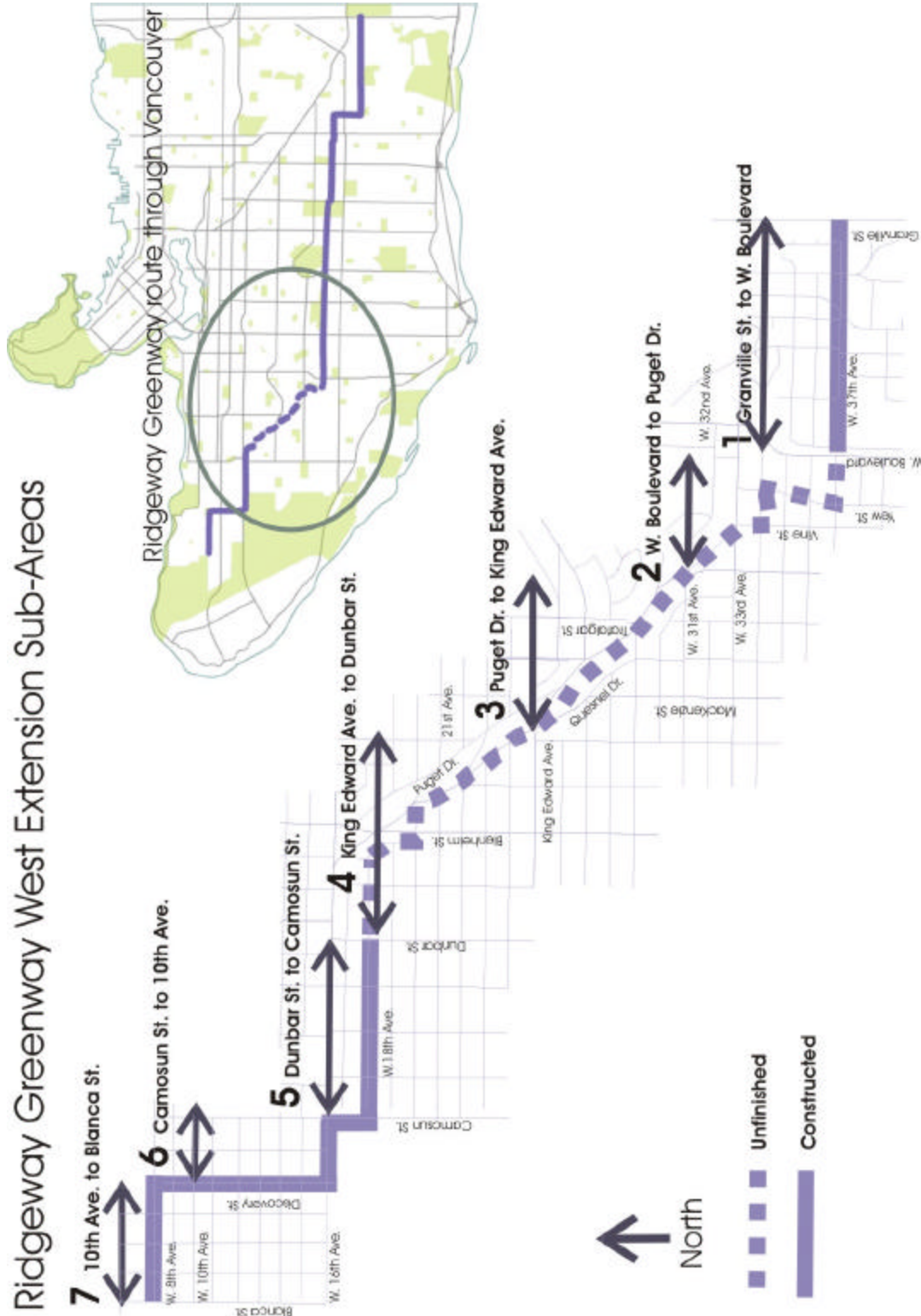
- \$33,500 increase to the Streets Operating Budget for horticultural maintenance
- \$2,500 increase to the Traffic Operating Budget for traffic signal maintenance
- \$2,000 increase to the Traffic Operating Budget for street lighting maintenance
- \$1,000 increase to the Traffic Operating Budget for sign and paint maintenance.

CONCLUSION

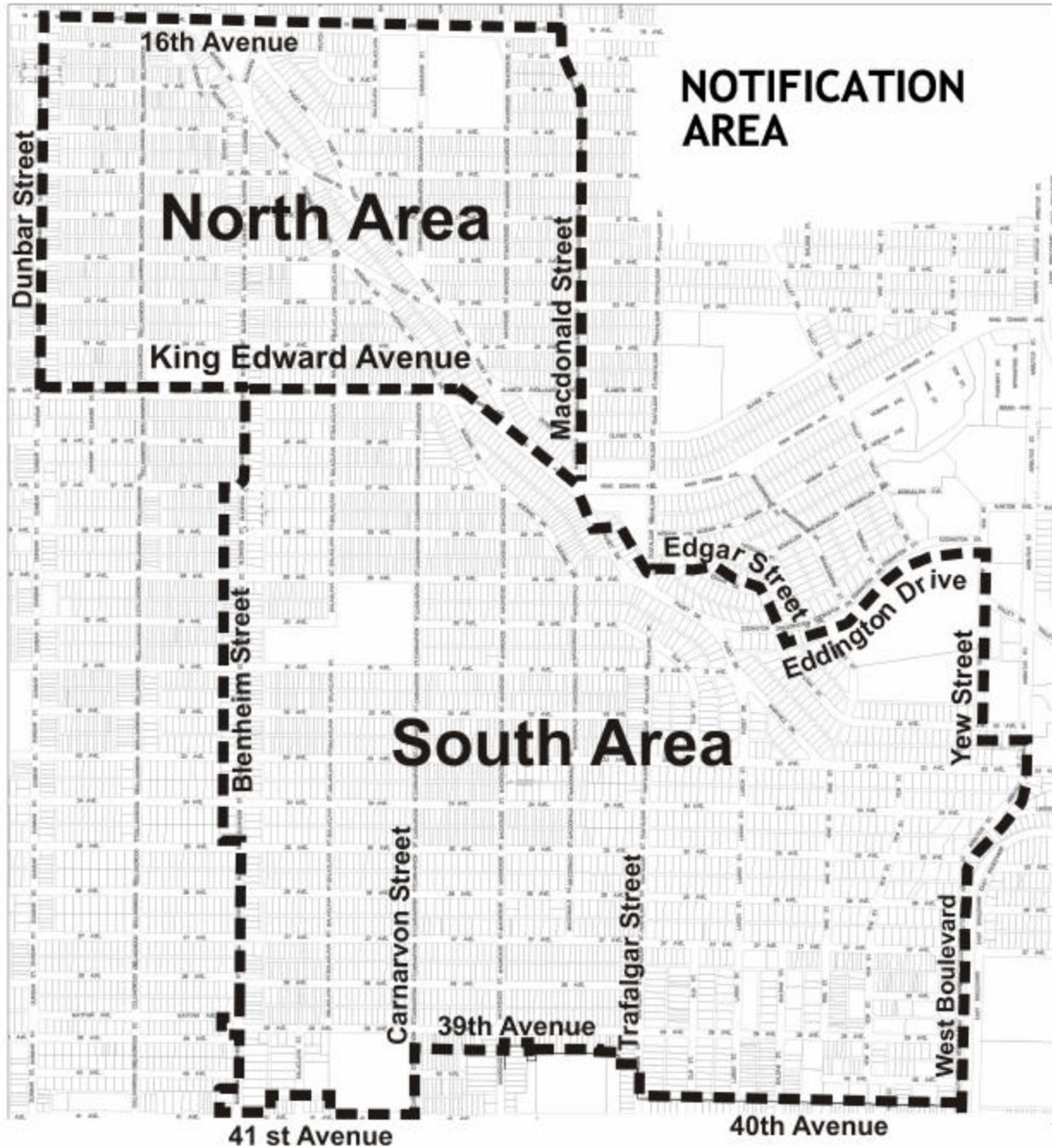
The construction of the two routes through the areas north and south of King Edward Avenue will complete the citywide Ridgeway Greenway. This greenway was originally identified as part of the 1995 Vancouver Greenways Plan and when completed will be the City's first complete east-west greenway.

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1998 Public Consultation Sub-Areas



Survey Notification Areas





CITY OF VANCOUVER
ENGINEERING SERVICES
T.R. Timm, P.Eng., General Manager

SURVEY

Ridgeway Greenway Proposed Pedestrian Improvements - North of King Edward Avenue

Name _____
Address and Postal Code _____
Telephone Number and/or Email _____

Please return one survey per household. Individual responses are strictly confidential.
To validate this survey, please provide your name, address, postal code and telephone number. Please complete and return this survey in the enclosed postage paid return envelope, or by fax to 604.871.6193 or at the Open House on May 19th. In order to be counted, your response must be returned to Vancouver City Hall by Friday May 27, 2005. If you have any questions, please contact Linda Chow, Greenways Engineering at 604.873.7305 (linda.chow@vancouver.ca) or Sandy James, Greenways Planning at 604.873.7679 (sandy.james@vancouver.ca). Thank you for your time.

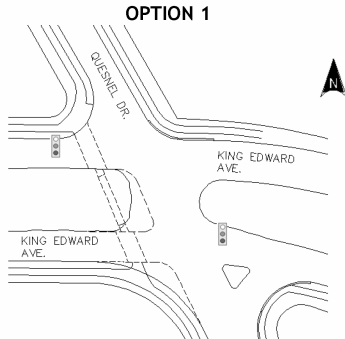
Key: — Existing - - - - Proposed

<p>1 18th Avenue & Collingwood Street</p> <p>Do you support the construction of a traffic circle? This would:</p> <ul style="list-style-type: none"> • Reduce traffic speed • Increase green space <p><input type="checkbox"/> YES <input type="checkbox"/> NEUTRAL <input type="checkbox"/> NO</p>	
<p>2 Quesnel Drive, 20th Avenue & Galiano Road</p> <p>Do you support the realignment of this intersection? This would:</p> <ul style="list-style-type: none"> • Increase visibility for pedestrians and motorists • Provide shorter pedestrian crossings • Increase green space <p><input type="checkbox"/> YES <input type="checkbox"/> NEUTRAL <input type="checkbox"/> NO</p>	
<p>3 Quesnel Drive, Balaclava Street & 22nd Avenue</p> <p>Do you support the closure of 22nd Avenue between Balaclava Street and Quesnel Drive? This would:</p> <ul style="list-style-type: none"> • Simplify the intersection • Provide shorter pedestrian crossings • Increase green space <p><input type="checkbox"/> YES <input type="checkbox"/> NEUTRAL <input type="checkbox"/> NO</p>	

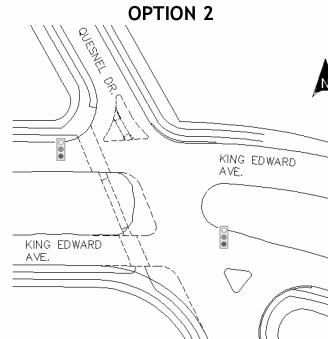
Please see over →

Ridgeway Greenway Survey - North of King Edward Avenue

4 Quesnel Drive & King Edward Avenue - For this city-wide greenway, which option would you prefer?



A pedestrian activated signal **ONLY**



A pedestrian activated signal **WITH** a right in/right out diverter on the north side of Quesnel Drive

- A pedestrian activated signal provides for safer pedestrian crossing
- A right in/right out diverter prevents the following movements:
 - turning east from southbound Quesnel Drive
 - turning north from eastbound King Edward Avenue
 - all north-south through movements on Quesnel Drive

OPTION 1 NO PREFERENCE OPTION 2

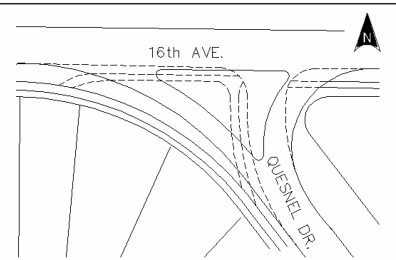
Off Ridgeway Greenway Changes:

5 16th Avenue and Quesnel Drive

Do you support the realignment of this intersection? This would:

- Reduce traffic speed
- Increase visibility for pedestrians and motorists
- Provide shorter pedestrian crossings

YES NEUTRAL NO

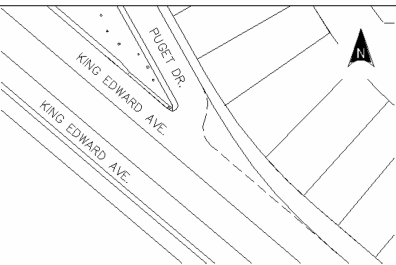


6 Puget Drive and King Edward Avenue

Do you support the narrowing of this intersection? This would:

- Reduce traffic speed
- Increase visibility for pedestrians and motorists
- Provide shorter pedestrian crossings
- Increase green space

YES NEUTRAL NO



7 Reclassification of Quesnel Drive between 16th Avenue and King Edward Avenue

Do you support the reclassification of Quesnel Drive from a secondary arterial to a neighbourhood collector street? (This would mean Quesnel Drive would give local traffic access to the arterial road network and would generally not carry more traffic than it does now.)

YES NEUTRAL NO

Comments:

Would you like to be notified when these items go before City Council? Yes No



CITY OF VANCOUVER
ENGINEERING SERVICES
T.R. Timm, P.Eng., General Manager

SURVEY

Ridgeway Greenway Proposed Pedestrian Improvements - South of King Edward Avenue

Name _____

Address and Postal Code _____

Telephone Number and/or Email _____

Please return one survey per household. Individual responses are strictly confidential.
To validate this survey, please provide your name, address, postal code and telephone number. Please complete and return this survey in the enclosed postage paid return envelope, or by fax to 604.871.6193 or at the Open House on May 18th. In order to be counted, your response must be returned to Vancouver City Hall by **Friday May 27, 2005**. If you have any questions, please contact Linda Chow, Greenways Engineering at 604.873.7305 (linda.chow@vancouver.ca) or Sandy James, Greenways Planning at 604.873.7679 (sandy.james@vancouver.ca). Thank you for your time.

Key: — Existing - - - - - Proposed

<p>1 37th Avenue & Yew Street Do you support the construction of a traffic circle? This would:</p> <ul style="list-style-type: none"> • Reduce traffic speed • Increase green space <p><input type="checkbox"/> YES <input type="checkbox"/> NEUTRAL <input type="checkbox"/> NO</p>	<p>YEW ST. 37th AVE.</p>
<p>2 37th Avenue & Mackenzie Street Do you support the construction of two corner bulges? This would:</p> <ul style="list-style-type: none"> • Increase visibility for pedestrians and motorists • Provide shorter pedestrian crossings • Increase green space <p><input type="checkbox"/> YES <input type="checkbox"/> NEUTRAL <input type="checkbox"/> NO</p>	<p>37th AVE. MACKENZIE ST.</p>
<p>3 Vine Street, 33rd Avenue & Narvaez Drive Do you support the construction of center medians? This would:</p> <ul style="list-style-type: none"> • Increase visibility for pedestrians and motorists • Provide a pedestrian refuge • Increase green space <p><input type="checkbox"/> YES <input type="checkbox"/> NEUTRAL <input type="checkbox"/> NO</p>	<p>NARVAEZ DR. 33rd AVE. VINE ST.</p>

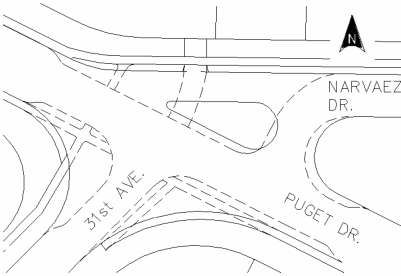
Please see over →

Ridgeway Greenway Survey - South of King Edward Avenue

4 Narvaez Drive, 31st Avenue & Puget Drive
Do you support the realignment of this intersection? This would:

- Reduce traffic speed
- Increase visibility for pedestrians and motorists
- Provide shorter pedestrian crossings
- Increase green space


YES NEUTRAL NO



5 Quesnel Drive, 27th Avenue & Mackenzie Street
Do you support the simplification of this intersection? This would:

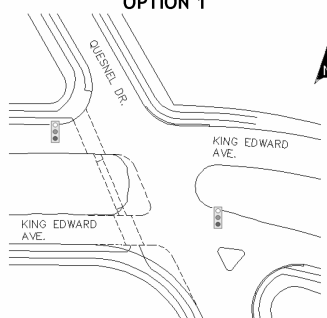
- Reduce traffic speed
- Increase visibility for pedestrians and motorists
- Provide shorter pedestrian crossings
- Increase green space

YES NEUTRAL NO



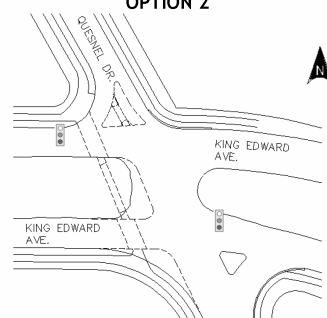
6 Quesnel Drive & King Edward Avenue - For this city-wide greenway, which option would you prefer?

OPTION 1



A pedestrian activated signal **ONLY**

OPTION 2



A pedestrian activated signal **WITH** a right in/right out diverter on the north side of Quesnel Drive

- A pedestrian activated signal provides for safer pedestrian crossing
- A right in/right out diverter prevents the following movements:
 - turning east from southbound Quesnel Drive
 - turning north from eastbound King Edward Avenue
 - all north-south through movements on Quesnel Drive

OPTION 1 NO PREFERENCE OPTION 2

Comments:

Would you like to be notified when these items go before City Council? Yes No

Survey Results for the Area North of King Edward Avenue

Number of Surveys Distributed: 1656

Number of Surveys Returned (return rate): 346 (21%)

Proposed On-Greenway Changes:

Location	In favour (approval rate)	Neutral	Not in favour (disapproval rate)
<i>Traffic Circle</i> • 18 th Avenue & Collingwood Street	193 (57%)	76 (22%)	70 (21%)
<i>Intersection realignment</i> • Quesnel Drive, 20 th Avenue & Galiano Road	248 (72%)	33 (10%)	62 (18%)
<i>Street closure</i> • Quesnel Drive, Balaclava Street & 22 nd Avenue	183 (53%)	56 (16%)	105 (31%)

Location	Without Diverter	No Preference	With Diverter
<i>Pedestrian/cyclist activated light</i> • Quesnel Drive and King Edward Avenue	176 (55%)	28 (8%)	118 (37%)

Proposed Off-Greenway Changes:

Location	In favour (approval rate)	Neutral	Not in favour (disapproval rate)
<i>Intersection realignment</i> • 16 th Avenue & Quesnel Drive	211 (63%)	37 (11%)	88 (26%)
<i>Intersection narrowing</i> • Puget Drive & King Edward Avenue	203 (61%)	43 (13%)	86 (26%)
<i>Reclassification from secondary arterial to neighbourhood collector</i> • Quesnel Drive, 16 th Avenue to King Edward Avenue	177 (54%)	77 (23%)	74 (23%)

Survey Results for the Area South of King Edward Avenue

Number of Surveys Distributed: 4091

Number of Surveys Returned (return rate): 757 (19%)

Location	In favour (approval rate)	Neutral	Not in favour (disapproval rate)
<i>Traffic Circle</i> • 37 th Avenue & Yew Street	439 (58%)	103 (14%)	208 (28%)
<i>Corner bulges</i> • 37 th Avenue & Mackenzie Street	424 (57%)	97 (13%)	224 (30%)
<i>Center medians</i> • Vine Street, 33 rd Avenue & Narvaez Drive	400 (54%)	126 (17%)	214 (29%)
<i>Intersection realignment</i> • Narvaez Drive, 31 st Avenue & Puget Drive	398 (56%)	160 (22%)	158 (22%)
<i>Intersection realignment</i> • Quesnel Drive, 27 th Avenue & Mackenzie Street	409 (56%)	141 (20%)	175 (24%)

Location	Without Diverter	No Preference	With Diverter
<i>Pedestrian/cyclist activated light</i> • Quesnel Drive and King Edward Avenue	436 (62%)	96 (14%)	168 (24%)

Proposed Improvement Locations

