



RR-3

ADMINISTRATIVE REPORT

Report Date: July 16, 2013
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VanRIMS No.: 08-2000-20
Meeting Date: July 23, 2013

TO: Vancouver City Council

FROM: General Manager of Engineering Services

SUBJECT: Active Transportation Corridor:
Seaside Greenway Completion and York Bikeway
(Phase 1 of Point Grey-Cornwall Active Transportation Corridor)

RECOMMENDATION

- A. THAT, to create improved walking and cycling routes which provide safe and comfortable connections between Jericho Beach Park and Burrard Bridge and between Jericho Beach Park and the False Creek South seawall, Council:
- i. approve the recommended design for the completion of the Seaside Greenway between Jericho Beach Park and Trafalgar Street, including making Point Grey Road west of Macdonald Street a local street, as described in this report; and
 - ii. request that the Board of Parks and Recreation proceed with the upgrading of the Seaside Greenway in Kitsilano Beach and Hadden Parks as a priority project funded by the City's capital budget; and
 - iii. approve the recommended design for the York Bikeway from Stephens Street to Seaforth Peace Park, as described in this report; and
 - iv. approve the installation of painted left turn bays on West 4th Avenue at Macdonald.
- B. THAT Council approve a two-phase implementation plan for the completion of the Seaside Greenway and creation of the York Bikeway as described in this report:
- i. Phase 1, consisting of most of the walking and cycling corridor improvements from Jericho Beach Park to the Burrard Bridge, be constructed in 2013 and 2014; and

- ii. Phase 2, consisting of sidewalk widening on the north side of Point Grey Road between Alma and Macdonald, final lighting upgrades, pedestrian amenities, and additional traffic calming as needed, be constructed as part of the 2015-2017 Capital Plan in coordination with utility construction.
- C. THAT Council approve up to \$6.0 million budget for Phase 1 of the completion of the Seaside Greenway and creation of the York Bikeway, to be funded from the 2012-2014 Capital Plan:
 - i. \$4.5 million from Active Transportation Corridors and Spot Improvements; and
 - ii. \$1.5 million from other Street and Transportation programs, as detailed in the Financial Implications.

with no net change to the 2013 Capital Expenditure Budget by reallocating \$1.0 million from the street and lane paving programs which are projected to be underspent this fiscal year.

REPORT SUMMARY

The City of Vancouver's Transportation 2040 Plan identified the Point Grey-Cornwall corridor as one of the highest priority projects to be completed in the next five years. Development of an Active Transportation Corridor from Jericho Beach Park to Burrard Bridge will close the gap of the Seaside Greenway and enhance commuter cycling routes, thus providing significant improvements for walking and cycling in this area of the city. In total, the project will provide the final leg of a continuous 28 km seaside walking and cycling route from the downtown Convention Centre to Spanish Banks Park, through Coal Harbour, Stanley Park, English Bay, False Creek, Kitsilano and Point Grey.

The recommended design for the completion of the Seaside Greenway (Recommendation A.i.) includes improvements for walking and cycling on Point Grey Road between Jericho Beach Park and Trafalgar Street, including making Point Grey Road west of Macdonald Street a local street. The changes to Point Grey Road in this section will significantly improve walking and cycling and include the amalgamation and expansion of parks and other green space in two main areas between Macdonald and Alma. In the future, these changes also enable much awaited opportunities for daylighting of Tatlow Creek with expanded biodiversity and better access to beaches along the Point Grey corridor..

Recreational walking and cycling improvements to the Seaside Greenway for all ages and abilities through Kitsilano Beach and Hadden Parks will be finalized subject to Park Board approval and will involve discussions with park users on design to reduce conflicts amongst multiple users on this popular and well used section of the Seaside Greenway (Recommendation A.ii).

To provide additional safe and comfortable cycling commuter connections directly to the Burrard Bridge, the recommended design for the York Avenue Bikeway (Recommendation A.iii.) includes cycling improvements along York Avenue from Stephens Street to Seaforth Peace Park, including pedestrian safety improvements for Henry Hudson Elementary school.

The intersection at the south end of the Burrard Bridge of Cornwall and Burrard will be improved, pending Council's approval (RTS 10230) as part of the city's bridge infrastructure

program. Along with addressing significant safety issues in this intersection, the proposed reconfiguration will also improve walking and cycling connections from the Burrard Bridge to Cypress and 1st Avenue including new pathways through Seaforth Peace Park.

Modelling of transportation metrics have helped inform the design and plan for the corridor project. Making Point Grey Road into a local street would result in approximately 10,000 through vehicles per day being diverted onto other arterial roads, including Burrard and Macdonald running north-south and West 4th and, to a lesser degree, Broadway, West 10th and West 16th as east-west connectors. Mitigating the impact of these changes will be planned changes to the Burrard and Cornwall intersection as well as the addition of painted left turn bays and signal modifications on West 4th at Macdonald (Recommendation A.iv.).

Through the consultation, a number of design changes have been made to mitigate removal of on-street parking, particularly along York Avenue and Point Grey Road from Trafalgar to Balsam.

Implementation of the recommended designs described in this report will require a phased approach (Recommendations B and C). Phasing will take into consideration planned upgrading of public works infrastructure along Point Grey Road currently scheduled as part of the 2015-2017 Capital Plan:

- All changes to separate or reduce vehicle traffic on Point Grey Road and York Avenue, and some lighting upgrades will be completed in Phase 1, in addition to improved walking and cycling paths in Kitsilano Beach and Hadden Parks.
- The remaining work, primarily widening the sidewalk on the north side of Point Grey Road between Alma and Macdonald and final lighting upgrades and pedestrian amenities, would be completed in Phase 2 in coordination with utility construction.
- Final work to enhance Park infrastructure in the Point Grey corridor west of Macdonald, including daylighting of Tatlow Creek and enhancing beach access and biodiversity will be part of Park Board capital submissions to the 2015-2017 Capital Plan.

Realization of a completed and enhanced Seaside Greenway between Jericho Beach Park and through Kitsilano Beach and Hadden Parks to Vanier Park, combined with a new local street bikeway connection along York Avenue to the Burrard Bridge will provide a long-awaited enhanced walking and cycling connection for residents and visitors of all ages and abilities wishing to access the many parks, shops, schools and recreational facilities along this vibrant waterfront corridor.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies include:

- Transportation 2040 (2012)*
- Greenest City 2020 Action Plan (2011)
- Bicycle Plan (1999)*
- Transportation Plan (1997)*
- Greenways Plan (1995)*

* Point Grey Road and/or Cornwall Avenue were identified as a priority bikeway and/or greenway in each of these plans.

In July 2012, Council passed a motion directing staff to report back regarding issues “related to building a seawall for cyclists and pedestrians along the foreshore area adjacent to Point Grey Road, in order to complete the seawall network from Kitsilano Pool to Jericho Park.”

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The recommendations of this report include the completion of the Seaside Greenway between Jericho and Kitsilano Beaches, a goal of the City's for decades. Combined with a new local street bikeway on York Avenue, this will create a vastly improved east-west walking and cycling route in Kitsilano and important connections to the Burrard Bridge. These routes serve both recreational, seaside walkers and cyclists as well as commuter cyclists and are an important step towards achieving the City's long-term transportation goal of two-thirds of trips by sustainable modes (walking, cycling, transit). An extensive consultation, which is well documented in the Appendices, informed the recommended design contained in this report. Generally there is good support for the overall transportation goals inherent in this project and specific and extensive input from the public assisted staff in taking a balanced approach in addressing the sometimes competing issues of local residents, cyclists, pedestrians, transit and drivers. The City Manager supports the recommendations.

REPORT

Background/Context

The City of Vancouver's Transportation 2040 Plan envisions an efficient transportation system to support a thriving economy; a healthy, safe, accessible and vibrant city, and; an improved natural environment. Specific targets include having two-thirds of all trips in Vancouver by walking, cycling or transit by 2040 and eliminating pedestrian and other traffic-related fatalities. The Point Grey-Cornwall Active Transportation Corridor is identified in Transportation 2040 as one of the highest priority projects to be completed in the next 5 years because of high existing and potential walking and cycling demand, to fill a critical gap in the Seaside Greenway, to address safety issues (high cycling collision rates), and to improve connections to the waterfront and other local destinations.

The project also supports two Greenest City 2020 actions: Green Transportation and Access to Nature. The Green Transportation target of making at least half of all trips by foot, bicycle, and public transit by 2020 is addressed by the recommended improvements for walking and cycling; Access to Nature is addressed by providing local residents, pedestrians and cyclists with enhanced and safer access to parks, daylighting of Tatlow Creek and biodiversity improvements.

Strategic Analysis

1. Overview

A safe, convenient and comfortable connection between the Burrard Bridge and Jericho Beach Park is the goal of this project. Achieving this goal would enable people of all ages and abilities (AAA) to walk and cycle the full 28 kilometre length of the Seaside Greenway from the downtown Convention Centre, around Stanley Park, past English Bay, around False Creek

and through Vanier, Kitsilano Beach and Jericho Beach Parks to Spanish Banks Park. In addition, in conjunction with planned improvements to the Burrard and Cornwall intersection (RTS 10230) this project will significantly enhance the connection for cycling commuters between downtown and Kitsilano and Point Grey, via a new local street bikeway on York Avenue.

The Point Grey-Cornwall corridor is a popular route for all modes of transportation, providing access to destinations adjacent to the corridor, and acting as a thoroughfare for those travelling to points beyond the corridor. The corridor is also the site of many cyclist-involved collisions, particularly near the Burrard Bridge where ICBC data has identified a number of intersections as hotspots for collisions. A summary of existing pedestrian, bicycle and vehicle metrics can be found in Appendix A.

Improving conditions for walking and cycling along the corridor would make it safer, more comfortable and more convenient for residents and visitors to access the vibrant commercial areas on Cornwall and Yew, beaches, parks and recreation facilities, schools, and the seaside neighbourhood of Kitsilano. Once completed, it would be safer and more comfortable for children to walk or cycle to school, to parks and to the beach, and it would be more comfortable for seniors to walk, shop and make social connections within their neighbourhood. In addition, the work will enhance direct and safe cycling for the many cycling commuters who use this corridor by providing a route parallel to the high volume arterial bus and vehicle traffic on Cornwall Avenue.

Described in the following sections is the multi-step process which staff followed to arrive at a recommended design. The process included:

- first phase consultation with local residents and other stakeholders
- data collection and analysis, evaluation of a range of route ideas, and development of a proposed design
- a second phase of consultation, again including local residents and other stakeholders
- further analysis and design refinement, culminating in the recommended design in this report.

2. Public Consultation - Phase 1 - Route Options and Ideas (Winter 2013)

The first phase of public consultation in early 2013 involved connecting with a large number and wide variety of residents, businesses and other stakeholders through many outreach methods.

- Over 530 people attended three public open houses
- Over 1350 people completed the online questionnaire between January 29, 2013 and February 15, 2013
- Staff met with nine different stakeholder groups.

Additional details on the Phase 1 consultation process are provided in the Phase 1 Consultation Summary report located in Appendix B. Route ideas presented by staff and suggested by stakeholders are described in Appendix C.

Although it was acknowledged during Phase 1 as a project of interest to many in the community, extending the Seawall along the waterfront west of Kitsilano Beach Park was not

presented as a route idea for implementation as part of this project because significant environmental assessment is required; there are complex access considerations on Provincial land and in front of homes and private clubs; it has undetermined but likely very high cost, and; these issues would likely take many years, perhaps decades, to resolve.

3. Phase 1 - Evaluation of the full range of route ideas

The route ideas presented by staff and suggested by stakeholders during Phase 1 consultation were evaluated based on the policy context, project goals, data analysis, technical transportation review and input from Phase 1 of public consultation. The following criteria were considered in the evaluation:

- Safety of pedestrians, cyclists and motor vehicle occupants
- Vehicle volumes and speeds
- Emergency access/response
- Parking
- Vehicle re-routing
- Access to waterfront and park space
- Access to schools and commercial areas
- Topography (e.g. hills)
- Convenience and comfort
- Transit
- Street and driveway crossings
- Impacts on Business operations

Staff developed treatment options for eight different route segments and evaluated each of these. Some of these were set aside for a variety of reasons (see Appendix C). The remaining routes were presented to the public for feedback.

Cornwall Avenue was set aside as a possible route for enhanced cycling even though early analysis showed that it had the potential to meet the objectives of the project. However, in the context of current transit and traffic conditions, the changes that would be needed to make Cornwall a AAA active transportation corridor, such as separated bike lanes, would result in significant impacts to all vehicle travel patterns, including neighbourhood impacts such as short cutting vehicles, vehicle turn restrictions, parking supply and transit operations along Cornwall. Staff determined that these impacts could not be mitigated to the extent that would be required.

Based on the policy context, project goals, transportation data and the feedback received from the public, staff selected a route and developed a proposed design for the purposes of the Phase 2 Consultation. The route was separated into five sections, and for one section - Point Grey Road between Macdonald and Alma - two options were presented.

4. Phase 2 Design Proposal (Seaside route and cycling commuter route, May 2013)

Based on the feedback received during Phase 1 consultation and evaluation of the full range of route ideas, staff proceeded with more in-depth analysis and developed a proposed design. The route was separated into 5 sections as shown in Figure 1; the complete set of Phase 2 design proposals is provided in Appendix D.



Figure 1 - Phase 2 Design Proposal

The design proposals included two options for the section of Point Grey Road between Alma and Macdonald as follows:

- Option 2a - conversion of the street from an arterial through-route to a local street suitable for shared bike-vehicle use and widened sidewalks on the north side of Point Grey Road.
- Option 2b - retention of one-way westbound arterial vehicle traffic, widened sidewalks on the north side of Point Grey Road and installation of a two-way separated bike lane on the south side of Point Grey Road.

Two options for this part of the corridor were developed in response to feedback received during Phase 1 consultation. Some people expressed a desire for Point Grey Road to remain an arterial street. Option 2b was developed to maintain the greatest possible arterial street function while meeting project goals for walking and cycling.

5. Public Consultation - Phase 2 (Spring and Summer 2013)

Phase 2 consultation occurred between March 1, 2013 and July 12, 2013 and involved connecting with a large number and wide variety of residents, businesses, organizations and other groups through many outreach methods, and provided an opportunity to hear feedback that would help refine the proposals and inform the choice between options 2a and 2b.

- Over 950 people attended the three public open houses in May 2013.
- Over 1730 people completed the online questionnaire between May 23, 2013 and June 10, 2013.
- Over 480 people met with staff at over 30 stakeholder workshops or individual resident or business group meetings in May, June and early July 2013.
- Over 370 children and youth participated in 15 workshops, in partnership with Green Streets Game, in March 2013.
- Over 1000 people contacted staff via the project email box: pointgrey.cornwall@vancouver.ca

The Phase 2 Consultation Summary Report is provided in Appendix E. The following key themes were raised:

- Overall, there was a lot of support for the project goals and the project as a whole.
- The majority of people- pedestrians, cyclists, transit users and drivers -recognized the need for improved safety for all road users - pedestrians, cyclists and vehicle occupants - travelling along the corridor between Burrard Bridge and Jericho Beach.
- Staff also heard from a variety of local residents, businesses, organizations and groups with specific concerns, including:
 - The reduction of residential and visitor parking on Point Grey Road and York.
 - The proposed increase of vehicle volumes on Macdonald and 4th (west of Macdonald), and across the Kitsilano neighbourhood.
 - Impact on driveway access to homes and businesses.
 - Visibility and safety concerns for drivers who will need to exit out of their driveways and cross the separated bike lanes.
 - Potential conflicts between cyclists, pedestrians and drivers, particularly in areas with an anticipated increase in cyclists.

- For some, the desire to maintain the status quo and make no transportation changes to Point Grey Road or York Avenue
- The cost of the project, and that budget figures were not included in the Phase 2 consultation materials.
- Lack of cycling or pedestrian improvements on Cornwall.
- Insufficient notification of the public open houses and time available to provide feedback.

The proposed Phase 2 design was presented to the City of Vancouver's Active Transportation Policy Council's (ATPC) Projects Subcommittee on June 5, 2013 and a proposed motion was brought forward to the full Policy Council at its regular meeting of June 19, 2013. Unanimous support was given to a motion to support the proposed design for all sections of the Point Grey Cornwall active transportation corridor from Jericho Beach to Burrard Bridge, including option 2a between Alma and Macdonald. It should be noted, however, that many ATPC members expressed a route preference for Cornwall, but it was agreed that the proposed design does provide for an acceptable and immediately implementable AAA route along York. Specific to Cornwall, their motion does request more immediate pedestrian improvements until such time as Cornwall could be fully developed as an active transportation corridor. The full motion is included in Appendix F.

Staff also met with the City of Vancouver Senior's Advisory Committee and a joint meeting of the Seniors Advisory and Persons with Disabilities transportation subcommittees. Feedback included concerns about pedestrian safety for older adults, particularly near Brock House area and the Burrard and Cornwall intersection. Parking losses near Brock House were also identified as concerns, as older adults and people with disabilities are often not able to walk more than a short distance. Longer travel times to destinations along Point Grey Road for older adults and people with disabilities were an additional concern raised. The joint subcommittees suggested an alternate plan to making the pedestrian improvements on Point Grey Road and Cornwall Avenue, and improving the cycling route on 3rd Avenue or 1st Avenue. More details of the meeting are included in Appendix F.

Based on the feedback staff heard during both phases of consultation - including through the online questionnaire, emails, workshops, meetings with local residents, businesses and other stakeholders, and the City of Vancouver Active Transportation Policy Council - and the need to ensure safety issues were addressed, refinements to the Phase 2 design proposal were made to arrive at the design recommended in this report.

The refinements mostly pertain to retaining more of the existing parking, providing pedestrian safety improvements at Henry Hudson School, and implementing arterial modifications to further reduce the impact of increased vehicle traffic on Macdonald. The final recommended design addresses these concerns while remaining consistent with the project goals and Transportation 2040 Plan and is described in the next section.

6. Final Recommended Design (July 2013)

The final recommended designs (Recommendation A) include all of the essential elements of Sections 1, 2a, 3 and 4 of the Phase 2 design proposal as well as refinements to the design described later in this section. Design refinements were made based on policy context, safety data, technical analysis and data, public input received during Phase 2 consultation and financial considerations. Figure 4 provides an overview of the recommended routes

(seaside and commuter) from Jericho Beach Park to the Burrard Bridge. Appendix G lists of all of the recommended design elements along the corridor west of Burrard Bridge.



Figure 2 - Recommended Design

The recommended design is comprised of completion and enhancement of the Seaside Greenway and a new local bikeway on York Avenue. The Burrard and Cornwall intersection, Section 5 of the Phase 2 design proposal, is addressed in a separate report (RTS 10230).

Seaside Greenway

- Section 1 - improved sidewalks and separated bike lanes on the north side of Point Grey Road between Jericho Beach Park and Alma Street.
- Section 2a - converting Point Grey Road west of Macdonald into a local street by making it one way eastbound from Alma to Waterloo and closing it at Trutch and at Macdonald; improved sidewalks; expanded green space at Volunteer, Tatlow and Point Grey Road Parks, daylighting of Tatlow Creek, and enhanced access to the beach with accompanying biodiversity improvements.
- Section 3 - improved sidewalks; separated bike lanes on the north side of Point Grey Road between Macdonald and Trafalgar; pedestrian/bike signal at Stephens.
- Parks - Separated walking and cycling pathways for all ages and abilities through Kitsilano Beach and Hadden Parks.
- Future - Additional calming treatments along Point Grey Road between Trafalgar and Balsam would be finalized as part of a future process which will include resident input.

York Bikeway

Section 4 - walking and cycling connection on Stephens to Point Grey Road; alternating one-way streets on York between Vine and Maple; pedestrian safety improvements at York and Yew; pedestrian safety improvements for Henry Hudson Elementary school; separated bike lanes on York between Maple and Chestnut; separated bike lanes on Cypress between Cornwall and York.

(a) Point Grey Road (Section 2) Options

In Section 2 (Point Grey Road, Alma to Macdonald), two options were presented during Phase 2 consultation. Option 2a involved converting Point Grey Road between Alma and Macdonald to a traffic-calmed residential street by amalgamating park space on either side of the street. Option 2b maintained westbound arterial traffic and introduced two-way separated bike lanes on the south side of the street.

Option 2a, and the detailed design described in Appendix G, best supports Transportation 2040 goals and the objectives of this project as determined by analysis of safety, walking, cycling, transit and motor vehicle requirements; consideration of a range of design criteria, and; consideration of feedback received from residents and other stakeholders.

The primary advantages to Option 2a are:

- It is much better for walking because it would result in significantly fewer motor vehicles on Point Grey Road.
- It provides a safer and more comfortable cycling environment because there would be only traffic-calmed local vehicle traffic, and through traffic would be eliminated.
- It provides additional green space at Volunteer, Tatlow and Point Grey Road Parks and a long awaited opportunity to daylight Tatlow Creek and enhance biodiversity and access to beachfront.
- It retains more on-street parking.

Considering the full range of feedback received during Phase 2 consultation, people supported Option 2a over 2b as the design that provides the most improvement for walking and cycling and the extension of the Seaside Greenway, creating the last leg of a 28 km route from Coal Harbour, around Stanley Park, and through to Spanish Banks.

(b) Design Changes to the Phase 2 (Spring 2013) Proposal

A large number of comments and suggestions were received during Phase 2 consultation, and staff considered a range of design refinements based on this feedback; the recommended design includes changes to the design resulting from this input. Listed below are the major differences between the proposed design presented during Phase 2 consultation, and the final recommended design in this report:

Section 1

- Wider north sidewalks between Brock House and Jericho Beach Park.
- Provision of new off-street parking for members of Brock House Society senior centre.

- Retention of some on-street parking west of Wallace (subject to Parks approval of a new bike path in Jericho beach Park)

Section 2a

- Further expanded green space at Point Grey Road Park between Waterloo and Trutch.
- Addition of a pedestrian and cyclist activated traffic signal at Macdonald and West 3rd.

Section 3

- Provision of a new parking bay on the south side of the 2600 block of Point Grey Road to accommodate a mid-block property without driveway or lane access.
- Construction of missing sidewalks and necessary safety changes to parking to improve pedestrian and cyclist visibility would proceed between Trafalgar and Balsam. These blocks will be traffic calmed with an effort to retain as much parking as possible.

Section 4

- Retain on-street parking on York Avenue by eliminating the painted counter-flow bike lanes on York between Vine and Maple so that residential and commercial parking is retained.
- Reversing of the directions of three alternating one-way blocks of York between Vine and Maple Streets to provide better protection of the bike route from circulating vehicles near Yew Street.
- Introducing raised crosswalks on York at Cypress and at Maple for Henry Hudson students.

The final recommended design retains approximately 90 parking spaces that the Phase 2 proposal would have removed.

7. Vehicle Traffic

Approximately 10,000 vehicles per day travel through Kitsilano using Point Grey Road west of Macdonald, with most travelling to or from Point Grey, Dunbar, UBC, the North Shore and the downtown peninsula, and over one-third coming from outside Vancouver or UBC. The recommended design of this corridor along with changes outlined in a separate report to the intersection at the south end of the Burrard Street Bridge would disperse these vehicles across the other main east west arterials - West 4th Avenue, West Broadway, West 12th and West 16th Avenues.

Understanding the likely changes to traffic on arterial and local streets in the Kitsilano and Point Grey neighbourhoods was an important part of the detailed transportation analysis completed by staff. Traffic modeling was completed for the entire corridor and included the Burrard-Cornwall intersection, Cornwall Avenue, Point Grey Road and Macdonald Street. Based on the results of modeling, and subsequent analysis, staff anticipate that if Point Grey Road west of Macdonald is removed from the arterial street network, as recommended in this report (Option 2a), traffic would redistribute to other arterial roads as illustrated in Figure 3 and described below:

- Through vehicle traffic would redistribute via Burrard and Macdonald to West 4th, Broadway, West 10th/12th and West 16th, which together have the capacity to accommodate this traffic.
- West 4th between Alma and Macdonald would see traffic similar to the section of West 4th between Macdonald and Balsam.

Macdonald north of West 4th currently has approximately 10,000 vehicles per day. With the closure of Point Grey Road west of Macdonald, and with no mitigating action, it could see an increase in motor vehicle traffic to approximately 17,000 vehicles per day, which is similar to volumes seen on Dunbar, East 33rd and several other 2-lane arterial streets in Vancouver. To address the anticipated changes in motor vehicle circulation the changes shown in Figure 4 and described below are recommended:

- Turn movements at West 4th and Macdonald would increase enough to require left-turn bays and signal modifications to avoid congestion and neighbourhood shortcutting, requiring the removal of some parking on West 4th near Macdonald.
- Traffic volumes at Burrard and Cornwall will continue to be monitored and signal timings adjusted to further facilitate the movement of traffic on Burrard to and from other east-west arterial streets rather than Cornwall and Macdonald.
- To address potential traffic short-cutting through the neighbourhood near West 4th and Macdonald, a diagonal diverter is recommended for the intersection of West 3rd and Bayswater.
- Installation of a pedestrian and cyclist activated signal on Macdonald at West 3rd.

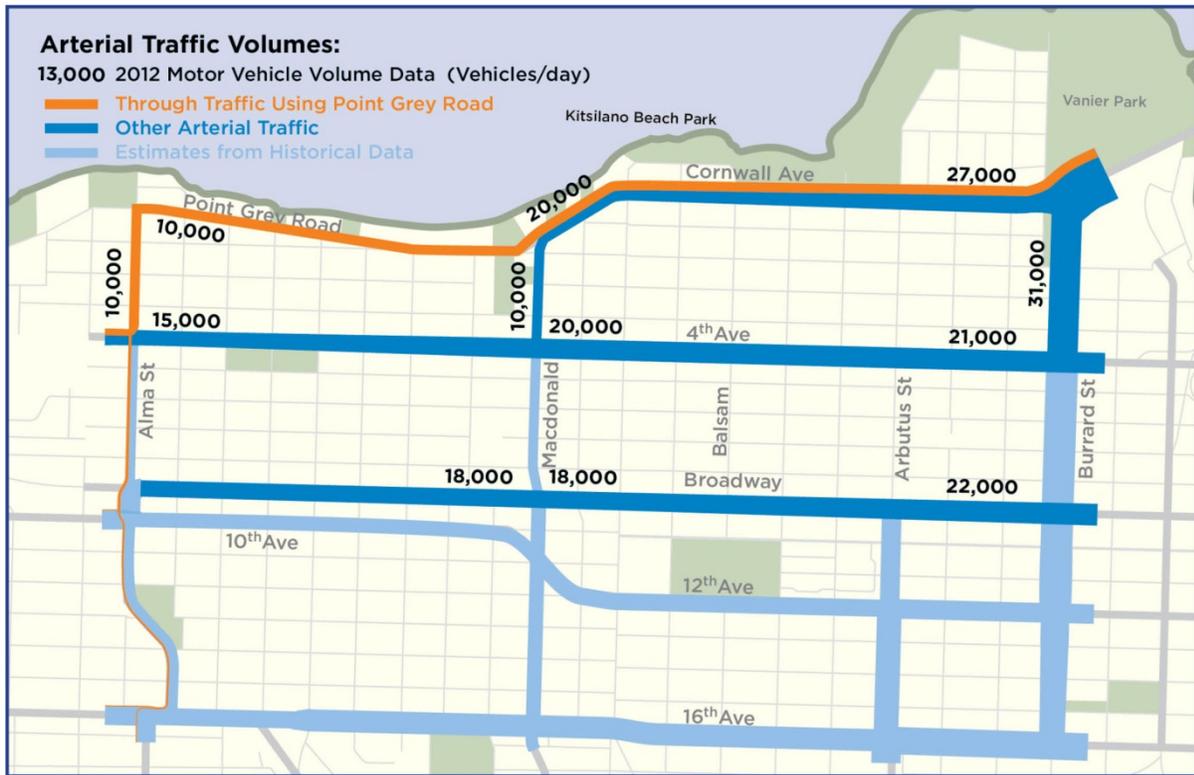


Figure 3 - Existing (top) and expected changes (bottom) to arterial traffic volumes

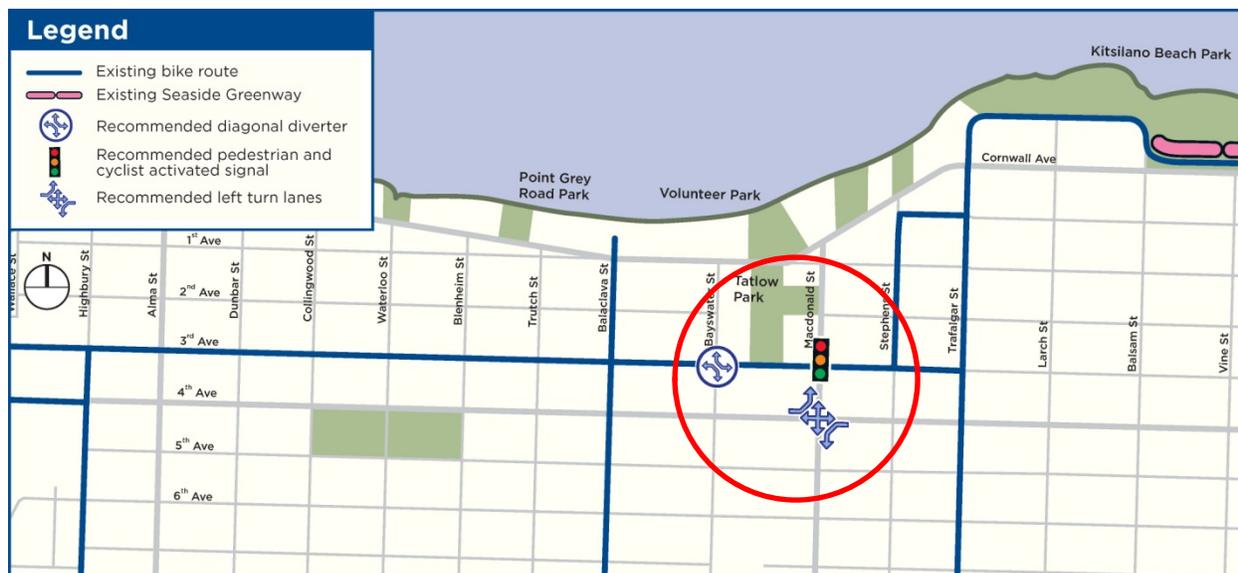


Figure 4 - Recommended actions to mitigate arterial traffic changes

Traffic conditions would be monitored periodically and additional mitigative measures implemented as warranted, consistent with Transportation 2040 policy and project goals.

8. Parking

Both residents and visitors provided extensive input in regard to the importance of retaining on-street parking, and every effort has been made to retain as much parking as possible. The recommended design includes a reduction in the space available for on-street parking along several blocks of Point Grey Road, York Avenue and West 4th Avenue. A summary of design changes that relate to providing more parking along the corridor include:

- New off-street parking for members of Brock House Society senior centre
- Recommendation of option 2a which retains approximately 80 more parking spaces on Point Grey Road than option 2b
- Provision of a parking bay on the south side of 2600 block of Point Grey Road
- Retaining parking on the north side of Point Grey Road between Trafalgar and Balsam
- Retaining parking on both sides of York Avenue between Vine and Maple
- Retaining all of the existing parking along Cornwall Avenue

Where staff anticipate that there would not otherwise be sufficient on-street parking to meet current demand, strategies such as increasing parking supply on nearby streets have been developed to manage the new parking conditions. These strategies are detailed in Appendix H.

9. Improvements to the Seaside Greenway

During the Phase 2 consultation process, it was noted that walking and cycling improvements to the Seaside Greenway recreational route for all ages and abilities from Balsam Street to

Burrard Bridge would require some further detailed discussion with park users regarding design of route options for cyclists, pedestrians and other users of the multiuse paths through Kitsilano Beach and Hadden Parks. It is recommended that Council request that Park Board proceed with upgrading and separating as appropriate the pathways in Kitsilano Beach and Hadden Parks (Recommendation A.ii.) following additional discussion with park users to finalize design in a consultation process to be completed this summer.

Based on input during Phase 2 consultation further discussion with local residents will be undertaken for traffic calming options on Point Grey between Trafalgar and Balsam, a key part of the Seaside Greenway. These options should be designed to retain as much parking as possible but take into consideration existing weekday and weekend traffic volumes as well as the potential Point Grey Hospital rezoning.

10. Emergency and non-emergency vehicle access

Vehicle access for residents, visitors, service providers and emergency services is important. The route has been designed so that emergency vehicles can access any block in any direction, and where separated bike lanes are recommended, they have been designed with sufficient width to accommodate emergency vehicles. Although the existing circulation patterns in the neighbourhood would change as a result of the proposed one-way streets and street closures, vehicle access to all adjoining land uses has been maintained. Staff would continue to work with Vancouver Fire and Rescue, BC Ambulance and other service providers to ensure the changes are implemented in a way that maintains necessary vehicle access.

11. Implementation Plan

Due to the scope, scale and complexity associated with realizing the goals of this project, staff recommend a phased implementation plan (Recommendation B). Phasing will also take into consideration planned upgrades to public works utilities which are scheduled for the coming years. Point Grey Road between Alma and Balaclava contains an aging combined sewer that is scheduled for replacement as part of the City's sewer separation program. Between Alma and Macdonald, pavement conditions warrant a resurfacing of Point Grey Road. Construction efforts for these needed maintenance items provide opportunities for economies and will be coordinated with improvements for walking and cycling.

Phase 1 - 2013-2014

1. Complete all elements of the final recommended design for Sections 1, 2a, 3 and 4 of the corridor, as shown in Figure 5 and described in Appendix G, excluding some sections of sidewalk widening and lighting upgrades on Point Grey Road. The road closure at Trutch would be in an interim configuration until the completion of sewer and water main replacement on Point Grey Road as part of the 2015-2017 capital plan.
2. Install painted left turn bays on West 4th Avenue at Macdonald following consultation with local businesses and the development of a plan to minimize disruption of parking.
3. Install a pedestrian and cyclist activated signal on Macdonald at West 3rd and a diagonal diverter at the intersection of West 3rd and Bayswater.



Figure 7 - Phase 1 Implementation, Sections 1, 2a, 3 and 4 and through Parks

Phase 2 - 2015-2017

1. Complete remaining sidewalk widening on Point Grey Road (Alma to Macdonald) and construction of permanent road closure and expanded green space near Trutch (Point Grey Road Park) in coordination with needed sewer and water main replacement and street repaving.
2. Complete remaining lighting upgrades and other outstanding pedestrian amenities and walking and cycling improvements to the corridor and remaining traffic calming on Point Grey Road between Trafalgar and Balsam.
3. Pending Park Board approval, complete enhancements to Tatlow, Volunteer, and Point Grey Road Parks, daylighting of Tatlow Creek and improvements to increase biodiversity and beach access.

Implications/Related Issues/Risk (if applicable)

Financial

The 2012-2014 Capital Plan contemplates \$12.25 million of investment in Active Transportation Corridors and Spot Improvements, of which \$6.8 million has been allocated in the 2012 and 2013 Capital Budgets to the projects listed below. A total of \$5.45 million is available for priority projects identified in the Transportation 2040 Plan.

Active Transportation Corridors Currently Funded from 2012-2014 Capital Plan

Completed projects	<ul style="list-style-type: none"> • 45th Ave bikeway (Ontario to Nanaimo) • Dumfries bikeway (37th to 59th) • North Arm Trail Greenway
Projects under construction	<ul style="list-style-type: none"> • Comox greenway (Stanley Park to Hornby Street)
Projects starting construction in the second half of 2013	<ul style="list-style-type: none"> • Adanac bikeway upgrade (Union, Carrall to Gore) • Cambie Bridge bikeway improvement (north end) • Canada Line Bridge connections

This project will add 2.1 km to the City's Greenways network along Point Grey Road from Jericho Beach Park to Trafalgar Street and 1.6 km of local street bikeway on York Avenue from Stephens Street to Seaforth Peace Park. Even more significantly, it will complete a 28 km loop of Seaside Greenway from Coal Harbour, through Stanley Park and False Creek to Spanish Banks. Subject to Council approval, the project will be implemented in two phases: Phase 1 will be funded and completed within the current Capital Plan (2012-2014) and Phase 2 will be prioritized and considered for the next Capital Plan (2015-2017).

The estimated cost to complete Phase 1 is up to \$6 million. This estimate is based on preliminary designs only. As designs are finalized, more detailed estimates will be available prior to the start of construction. It is expected that the required survey and design work and approvals will be completed by the end of September 2013, resulting in a more detailed cost estimate.

The proposed funding strategy is to allocate \$4.5 million from the funding remaining in the 2012-2014 Capital Plan for the Active Transportation Corridors program, and an additional \$1.5 million contribution from funding remaining in the 2012-2014 Capital Plan for the following Transportation programs to cover the cost of specific work components that are integral to this project, as follows:

- \$0.40 M from Rehabilitation of Existing Pedestrian-Bicycle Signal program
- \$0.30 M from Rehabilitation of Existing Traffic Signal program
- \$0.30 M from New Sidewalks program
- \$0.25 M from Reconstruction of Existing Local Streets program
- \$0.215 M from New Pedestrian-Bicycle Signals program
- \$0.035 M from New Curb Ramps program

Of this \$6.0 million capital project budget, \$1.0 million is anticipated to be spent in 2013. There will be no change to the 2013 Capital Expenditure Budget because \$1.0 million will be reallocated from the street and lane paving programs, as these will not be fully spent by year's end.

To minimize disruption to residents and businesses and to optimize cost-effectiveness, both phases of the project will be coordinated and aligned with other planned public works construction, including sewer and water main replacement and street paving.

Staff anticipate additional funding will be required from the Operating Budget to maintain the completed Seaside Greenway and York bikeway, estimated to be \$40,000 per year once fully constructed. The project will result in the removal of about 15

metered parking spaces which, depending on parking demand, could result in an annual reduction of revenue of approximately \$50,000. These impacts will be integrated into the 2014 Operating Budget.

Environmental

This project encourages more and safer walking and cycling, bringing significant social, health, and environmental benefits. By addressing gaps or deficiencies in the existing walking and cycling networks, this project would encourage increased use of existing infrastructure, and more and safer walking and cycling generally. It would increase access to green space by linking parks and other recreational places. It promotes a culture of 'everyday cycling' by better linking everyday destinations with the existing network. This project would help the City reach its Greenest City goals of half of all trips by sustainable modes by 2020 and our Transportation 2040 Plan goals of two thirds of all trips by sustainable modes by 2040.

Closure of Point Grey Road at Macdonald Street will allow connecting Tatlow Park with Volunteer Park, increasing green space, allowing for the daylighting of Tatlow Creek with stream enhancements to bolster biodiversity, and improving pedestrian access to the beach. Funding for this park enhancement will be sought in the 2015-2017 Capital Plan.

CONCLUSION

Transportation 2040 identifies providing an all ages and abilities (AAA) walking and cycling route along the Seaside Route, between the Burrard Bridge and Jericho Beach Park, as a priority. The work recommended in this report would result in improvements to the pedestrian network by addressing pedestrian safety and accessibility concerns, providing a corridor that feels safe and supports a vibrant life. The recommended design would also result in improvements that would have broad appeal by providing a route that is safer, more comfortable and more convenient for all cyclists, including children, the elderly, and those who have been interested in cycling, but concerned about cycling on routes with high motor vehicle volume and speed.

* * * * *

Point Grey-Cornwall Active Transportation Corridor Existing Transportation Metrics

Walking and Cycling

A one-day pedestrian and bicycle traffic count study completed in August 2012 showed approximately 450 people walking and 600 people cycling on Point Grey Road, and approximately 1250 people walking and 900 people cycling on Cornwall Avenue.

The same study showed female riders comprising 30% of bicycle traffic on Point Grey Road and 26% on Cornwall Avenue. Comparatively, Burrard Bridge counts from 2012 showed a proportion of 33%, while TransLink Trip Diary results show a city-wide average of 41%. A higher proportion of girls and women walking and cycling is seen to be an indicator of the quality and safety of a city's infrastructure. While some local street bikeways exceed our city-wide average, it is believed that the improvements along the Burrard Bridge have increased overall ridership, but the gender split has not changed due to difficult connections at either end of the Bridge.

Sidewalks on Cornwall and Point Grey Road are, in several sections or times of day, immediately adjacent to moving traffic lanes, making for an uncomfortable and potentially unsafe walking environment. From 2008 to 2012, the highest collision locations along Point Grey Road and Cornwall between motor vehicles and people walking were at Cornwall and Arbutus (four collisions) and Point Grey Road and Macdonald (three collisions). By comparison, the top 10 pedestrian collision locations in Vancouver have had an average of 15 collisions per location during the same time period.

Nearly every intersection along Cornwall between Balsam and Burrard has recorded collisions between people cycling and motor vehicles. For cycling, a significant portion of injuries and collisions relate to the opening of car doors or parking maneuvers; using ICBC data that include crashes in parking lots and crashes involving parked vehicles, 46 collisions were reported on Cornwall and five on Point Grey Road from 2008 to 2012. The data do not include incidents where the cyclist did not make a claim with ICBC, hit and run incidents, and those caused by a vehicle avoiding a cyclist (where there was no actual contact between the vehicle and cyclist or bicycle).

Transit and Driving

Point Grey-Cornwall is a busy transit corridor, with four bus routes using Cornwall and Point Grey Road between Macdonald and the Burrard Bridge, almost 400 bus trips per day and a bus every three minutes during peak periods. Around 2700 people board buses at the fourteen stops along this section of the corridor on a typical day.

An assessment of existing vehicle traffic conditions concluded the following (see Figure A1):

- Approximately 27,000 motor vehicles per day travel on Cornwall near the Burrard Bridge and this number drops to about 20,000 per day on Point Grey Road east of Macdonald
- Approximately 10,000 vehicles per day travel through Kitsilano using Point Grey Road west of Macdonald, with most travelling to or from Point Grey, Dunbar, UBC, the North Shore and the downtown peninsula

- A one-day study of license plates undertaken in January 2012 found that over one-third of the motor vehicles using Point Grey Road between Alma and Macdonald were registered outside Vancouver and UBC.
- Some arterial streets have capacity to carry more traffic, including:
 - West 4th, west of Balsam
 - Broadway, west of Macdonald
 - Macdonald between Point Grey Road and King Edward
- Some arterial streets are at or near capacity, including:
 - West 4th, east of Balsam
 - Broadway, east of Macdonald
- Broadway, West 4th, Cornwall and Macdonald are busy transit routes

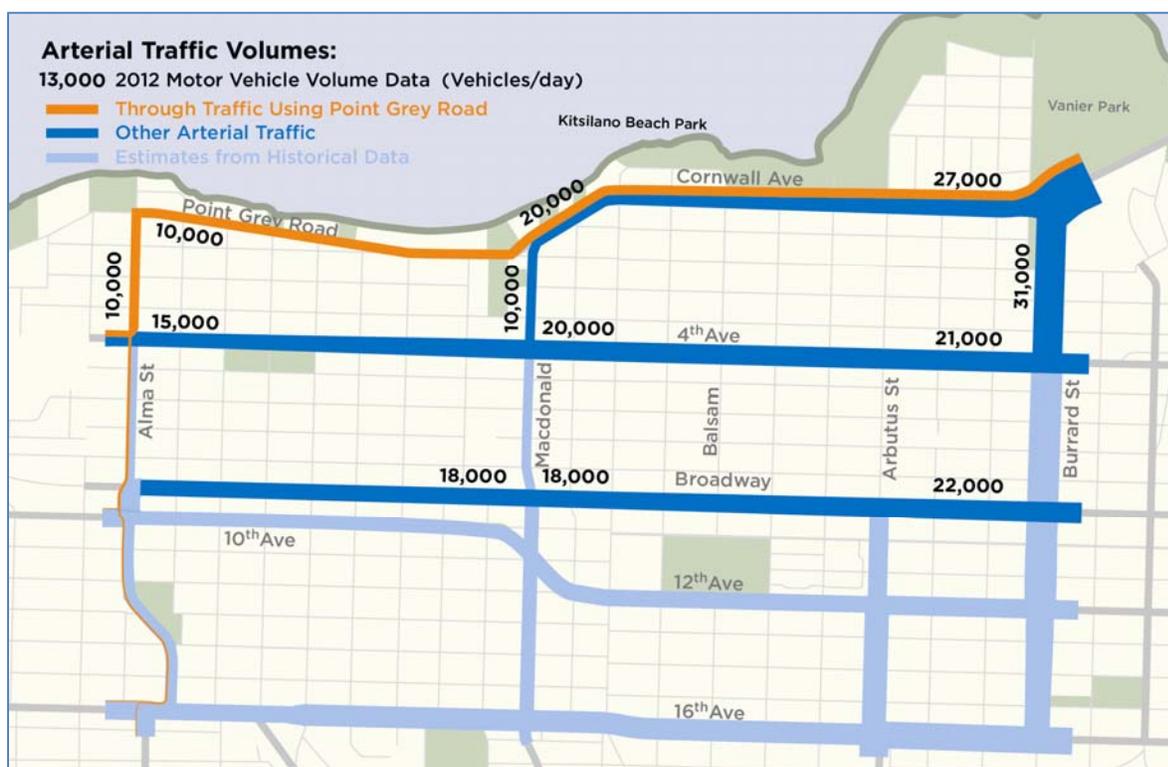


Figure A1 - Current Arterial Traffic Volumes

Point Grey Road - Cornwall Avenue Active Transportation Corridor

Phase 1 Consultation Summary

The purpose of this report is to provide a summary of what we heard from residents, businesses, and other stakeholders during the first phase of consultation for the proposed Point Grey Road - Cornwall Avenue Active Transportation Corridor, which occurred between January 2, 2013 and February 28, 2013.

Project Context & Goals

The *Transportation 2040 Plan* is the strategic policy framework developed to support a thriving local economy, increase affordability, create a healthy, accessible and sustainable city. Walking and cycling were identified as the highest transportation priorities in this plan, and the City's transportation target is to have at least two-thirds of all trips made on foot, bike or transit by 2040.

The plan also provides a set of project implementation principles, including investing public resources wisely, monitoring, learning and adopting, and involving citizens and local businesses. For all transportation projects, input from the public is considered within existing policy directions, along with financial and technical considerations.

The Point Grey Road - Cornwall Avenue Corridor Active Transportation Project was one of the priority transportation projects identified in the City's recently adopted *Transportation 2040 Plan*, part of a network of walking and cycling routes across the city that feel safe, convenient and comfortable for people of all ages and abilities.

This corridor was originally identified in the 1995 Greenways Plan to address the gap in the pedestrian and cycling network between Burrard Bridge and Jericho Beach. The Kitsilano and Point Grey neighbourhoods have one of the highest number of people in Vancouver walking and cycling - both for commuting and for recreational purposes. This corridor also has a busy commercial area, waterfront parks, and several schools and community facilities. Cornwall Avenue is currently dangerous for cyclists and pedestrians, with several intersections along Cornwall included in the top ten highest cycling collision areas across Vancouver. Cornwall Avenue is also a very busy corridor for vehicles, and the fifth busiest bus route in Vancouver, with buses running every three minutes. Vehicle speeds along both Cornwall Avenue and Point Grey Road have been monitored and are frequently above the 30 km/h speed limit.

The Point Grey-Cornwall corridor project proposes creating a safe, convenient and comfortable connection for pedestrians and cyclists between Burrard Bridge and Jericho Beach. The project aims to:

- Address existing safety issues along Point Grey Road and Cornwall Avenue by reducing the volume and speed of vehicle traffic.
- Create walking and cycling routes that are safe, convenient, and comfortable for people of all ages and abilities.

- Make the intersection of Burrard Street and Cornwall Avenue safer and more direct for pedestrians and cyclists.
- Support local businesses.

Phase 1 Consultation Methods

During the first phase of consultation staff presented the following information at the public open houses and online on the [project webpage](#):

- Consultation process overview
- Presentation Boards
 - Background policies, key transportation and local area safety data
 - Ideas for active transportation corridor routes describing six potential routes and existing road conditions
- Transportation 2040 Presentation from June 13, 2012 (West Point Grey Community Centre)

As part of the first phase of consultation City staff met with a variety of residents, organizations, businesses and stakeholders within the Kitsilano and Point Grey neighbourhoods in order to gather input and to gain a better understanding of who uses the corridor, how the corridor is currently used, current transportation issues and concerns, important corridor features and route ideas.

Feedback was gathered through:

- Stakeholder Meetings
- Public Open Houses
- Website
- Online Questionnaire
- Email
- Business customer intercept study on Cornwall Avenue

The following communications channels were used to provide information about the project and to notify people about opportunities to provide input:

- Website (www.vancouver.ca/pointgreycornwall)
- Postcards
- Print and Online Newspaper Advertisements
- Poster Boards
- [Social Media](#) (Twitter & Facebook)
- Email distribution list

The following table summarizes the Phase 1 consultation outreach and activities that occurred primarily between January 2 - February 28, 2013.

Consultation Activity	Quantity	Participants
Stakeholder Meetings	9	58 participants
Public Open Houses	3	530 participants*
Website	1	4,035 visits
Online Questionnaire	1	1350 completed responses
Social Media	1 City of Vancouver Twitter account & 1 Facebook account	9 Tweets through the City of Vancouver Twitter account 35 re-tweets 3712 views
Emails	1 account	154 emails
Customer Intercept Survey (along Cornwall Avenue)	1	307 participants
TOTAL		10,790
Communications Product	Quantity	Distribution
Postcards	1	14,000 notification postcards (Mailed to 12,265 residents within Point Grey and Kitsilano through Canada Post. 1,735 postcards hand delivered to community centres, libraries and businesses in Point Grey and Kitsilano)**
Poster Board Notices	3	Corner of Burrard/Cornwall Kitsilano Park Hastings Mill Park
Advertisements	4	Vancouver Courier - January 25, 2013 Georgia Straight - January 25, 2013 Kitsilano.ca (blog) - January 18, 2013 West Ender - January 25, 2013
Media Articles	11	Vancouver Courier CBC Early Edition Radio CBC News Georgia Straight Jason Howe and Joanne Abshire News 1130 Metro Vancouver Global News Fairchild TV Globe and Mail CTV

**These are approximate numbers. ** Project notification postcards were distributed at the Kitsilano Library, Kitsilano Community Centre, Point Grey Library, Point Grey Community Centre, Henry Hudson Elementary School, Kitsilano Running Room, University of British Columbia campus, and local businesses along Cornwall Avenue.*

Phase 1 Consultation Summary

- The first phase of public consultation for the Point Grey-Cornwall Corridor project involved connecting with a large number and wide variety of residents, businesses and stakeholders through many outreach methods. Over 530 people attended the three public open houses, and over 1350 people completed the online questionnaire between January 29, 2013 and February 15, 2013.
- The following key themes were raised throughout the first phase of consultation, and these comments are in line with feedback received on transportation projects across Vancouver.
 - The majority of people- pedestrians, cyclists, transit users and drivers - recognized that there are safety concerns for cyclists and pedestrians along the Point Grey -Cornwall corridor.
 - Conflicts between cyclists, pedestrians and drivers, safety for pedestrians and cyclists along the corridor, vehicle and emergency access, and neighbourhood traffic impacts were identified as key transportation issues.
 - Access to the waterfront was identified as a priority corridor feature for everyone, and drivers also identified maintaining vehicle access and maintaining road capacity for vehicles as priorities.
- Through the business customer intercept survey we learned that almost 60 per cent of visitors to Cornwall businesses are local area residents. 80 per cent of people visiting local businesses along Cornwall Avenue travel by walking, cycling or transit, and walking and transit are the currently the most popular modes of travel to this shopping area.

Detailed information on the feedback received through the first phase of consultation is attached in Appendix A.

Next Steps

Using the existing policy context, project goals, data analysis, technical transportation review and input from the first phase of public consultation, feasible design options will be presented later this spring. Information on trade-offs for each design option, as well as how any potential impacts to local residents and businesses would be managed will be included. Advance notice of upcoming stakeholder workshops and open houses will be provided to local residents and stakeholder groups.

Staff will report to City Council in the summer of 2013 with a recommended final corridor design and cost estimate that incorporates all of the technical information available, as well as input from both phases of public consultation. Council will decide how the project will proceed.

APPENDIX A

The following appendix includes additional details on the Phase 1 consultation for the Point Grey- Cornwall Corridor project.

Open Houses

Three public open houses were held during the Phase 1 consultation period to provide an overview of the project, to better understand current local area transportation patterns, and potential routing ideas, and to facilitate face-to-face discussions with City staff who could answer questions or concerns that people had regarding the project.

Date	Location	Time	Attendance
Tuesday January 29 th , 2013	Maritime Museum	4:00pm-6:00pm	250*
Thursday January 31 st , 2013	Queen Mary Elementary	7:00pm-9:00pm	110*
Saturday February 2 nd , 2013	Kitsilano Community Centre	10:00am-2:00pm	170*

**these are approximate numbers*

Stakeholder Meetings

During the Phase 1 consultation period, City staff attended 9 meetings with the following stakeholders and community groups to discuss the goals of the project, how the route is currently used and current transportation issues.

- Point Grey local residents (2 separate meetings)
- Active Transportation Policy Council Projects Subcommittee
- Henry Hudson Elementary School Parent Advisory Council
- Point Grey Residents Association
- Local Area Residents Meeting (West 4th Residents' Association)
- HUB Your Cycling Connection, Vancouver
- Meeting with local recreation centres, libraries and Vanier Park institutions:
 - Museum of Vancouver
 - Maritime Museum
 - Vancouver Academy of Music
 - H.R. MacMillan Space Centre
 - Kitsilano Community Centre
 - Point Grey Library
- Meeting with local Businesses along Cornwall Avenue
 - Juliets Café
 - Booster Juice
 - Corduroy Restaurant
 - Panne Rizo
 - The Taco Shack
 - Vera's Burgers

Submissions and letters from the following groups were received during the first phase of consultation:

- “Everyone Wins” submission - West 4th Community Association
- HUB: Assessment Ride: Cornwall-Point Grey Corridor
- UBC School of Community and Regional Planning; Strategies for Increasing Safety and Accessibility on Point Grey Road (*UBC Planning Course 580*)
- North West Point Grey Home Owners Association
- Resident submission for Point Grey Road Park

Business Customer Intercept Survey

An intercept survey along Cornwall Avenue was conducted by Mustel Group Market Research to gather background information on travel patterns in the area, business customer travel behavior and perceptions of safety along the corridor. A random selection of 307 visitors to local businesses on Cornwall Avenue (concentrating on two locations: North side of Cornwall between Maple and Chestnut & South side of Cornwall between Yew and Vine) were intercepted and interviewed. Residents of the City of Vancouver and other municipalities were included in this survey. The key findings from the survey were:

- Cornwall business visitors are likely to be local area residents (59%), but a large segment have come to this business district from farther away (41%). About three-in-ten work nearby (within a 10-minute walk).
- One-quarter visit two or more businesses when in the area.
- On the whole, nearly half of business visitors intercepted travel along Cornwall more than five days a week and usually get there by walking (38%) or taking transit (36%). These are the most popular modes of travel, followed by private vehicle use (at 21%). Only a small fraction (5%) currently travels by bicycle.
- Although 67% of vehicle users visiting the area are aware of parking lots or parkades nearby, the greater proportion chooses to park on a nearby road (38%) or on Cornwall Avenue (35%) rather than in a lot or parkade (22%).
- One-quarter of business visitors report having cycled along Cornwall at some point.

In general, most visitors feel safe walking along Cornwall (94% overall). However 51% of non-cyclists and 44% of cyclists feel unsafe riding along Cornwall.

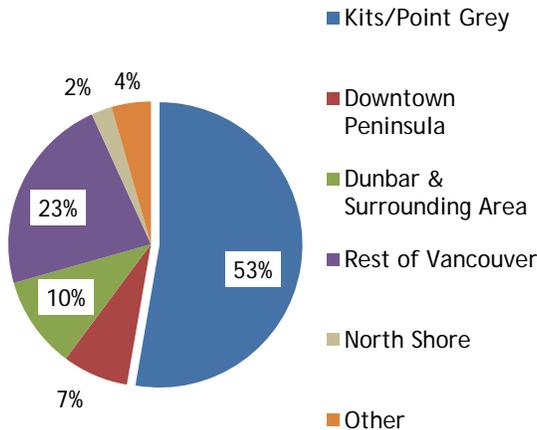
Online Questionnaire

A questionnaire was posted online from January 29, 2013 to February 15, 2013. This questionnaire was included as part of the Phase 1 consultation period to help determine key transportation issues and concerns for users of the Point Grey-Cornwall corridor, and to receive feedback related to key route features and potential routing options. A brief summary of the information collected through the 1365 completed questionnaires is provided below.¹

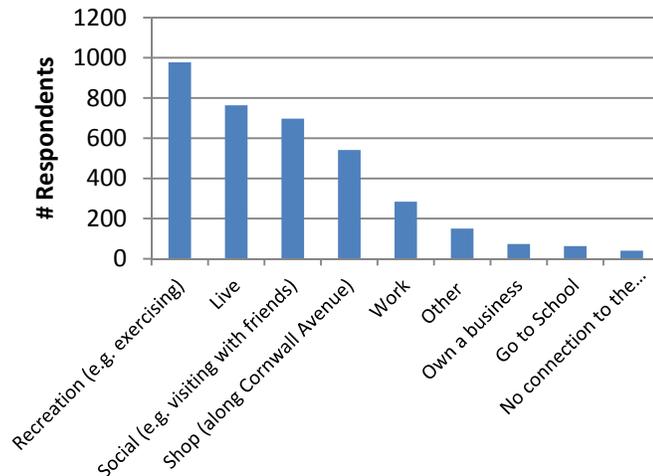
¹ Questionnaires were reviewed to ensure that feedback was provided on at least one of the questions, and that multiple responses were not provided.

Demographic Background

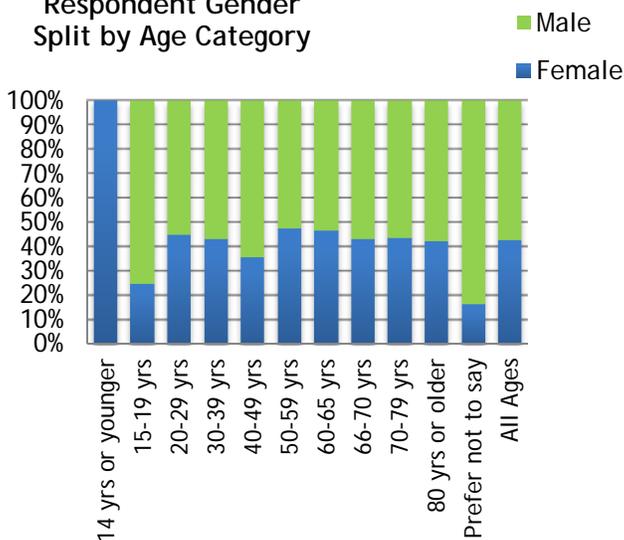
Respondents by Home Location



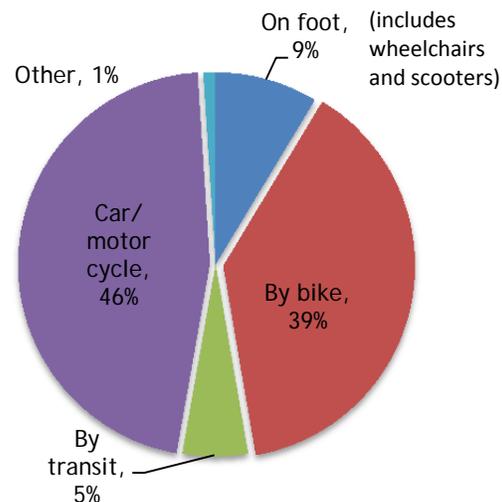
Connection to the Neighbourhood (All Respondents)



Respondent Gender Split by Age Category



Primary Mode Through Corridor



- A total of 1365 people provided feedback through the questionnaire. Approximately half (719/53%) of respondents self-identified as being residents of Kitsilano and Point Grey. Overall, 94% of all residents self-identified as residents of Vancouver and the remainder from neighbouring municipalities (including the North Shore, Richmond and Burnaby).
- When asked about their connection to the neighbourhood, the most common responses provided were recreational (72%), lived in the neighbourhood (56%), social (51%), and shopping along Cornwall Avenue (40%).

- Of the respondents who provided age and gender information, 57% were male and 43% were female. Individuals in their 30s, 40s, and 50s each comprised about 20%+ of all respondents, while younger adults (20-29) and seniors (>65) each comprised of approximately 10% of all respondents.
- When asked about their mode of travel along the corridor, 46% of respondents stated that they primarily travelled by car or motorcycle, 39% by bike, 9% on foot (including wheelchairs and scooters) and 5% by transit.

Route Ideas

Ideas for six potential active transportation corridor routes were presented as part of the online questionnaire:

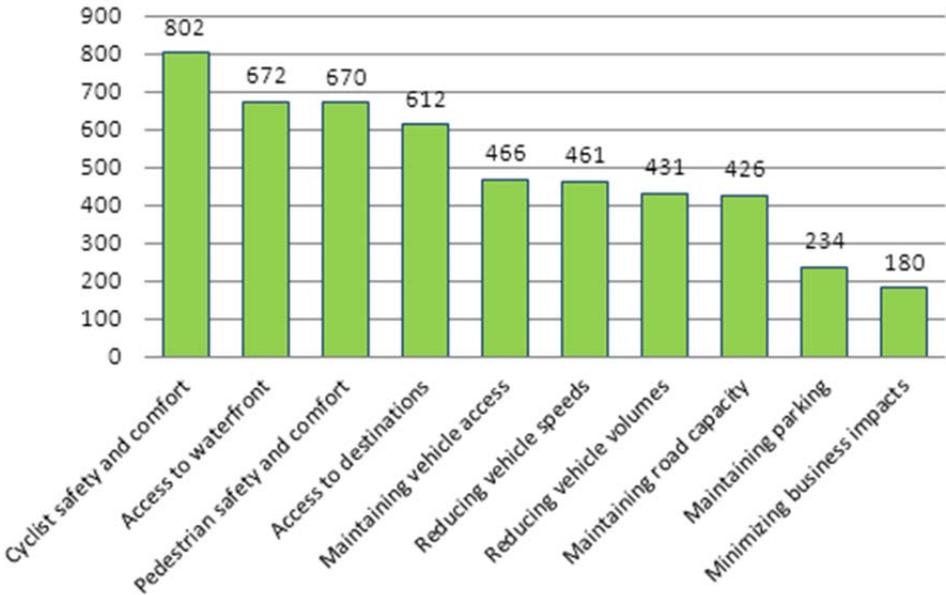
Jericho Beach to Macdonald Street		Macdonald Street to Burrard Street	
Point Grey Road	Upgrade existing pedestrian facilities and introduce a separated cycling facility	Seaside Greenway	Improvements to the existing Seaside Greenway including a connection along Chestnut Street
Point Grey Road (Parks)	Close sections of Point Grey Road, extend park space across roads and maintain local access	Cornwall/Point Grey	Upgrade existing pedestrian facility and introduce a separated cycling facility
Third Avenue	Upgrade existing cycling facilities on this local street and pedestrian facilities on Point Grey Road	York Avenue	Upgrade pedestrian facility on Cornwall Avenue and create a cycling facility on York Avenue

- The majority of questionnaire respondents indicated that these ideas would meet the stated project goals either fully or partially.
- A wide variety of feedback was provided on these ideas by pedestrians, cyclists, transit riders and drivers, and is reflected in the key themes below.

A concept for improving pedestrian and cyclist safety and connections at the Burrard-Cornwall intersection was also presented.

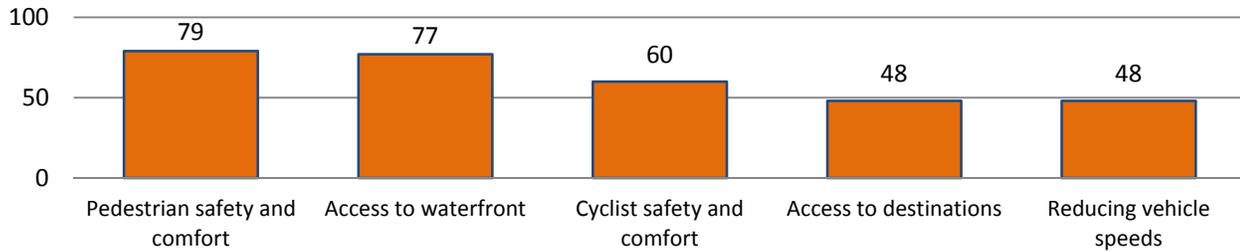
- 80% of questionnaire respondents expressed support for the proposed Burrard-Cornwall intersection concept.

Top 10 Important Route Features (all respondents)

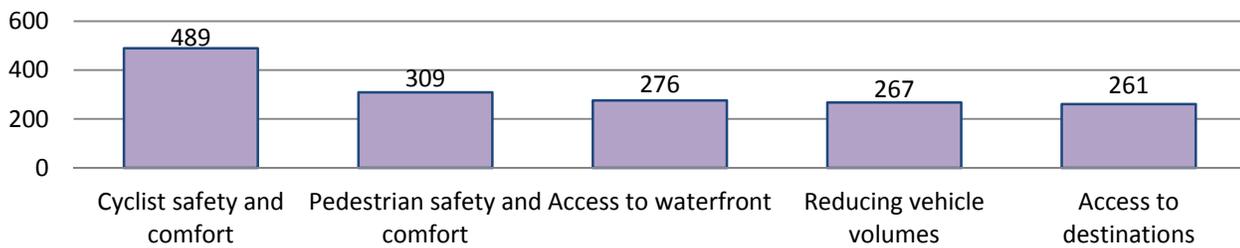


- Pedestrians, cyclists and transit users all identified pedestrian safety and comfort, cyclist safety and comfort and access to the waterfront as their 3 top priorities. Drivers also identified access to the waterfront as one of their 3 top priorities, but chose maintaining vehicle access and road capacity for their other two priorities. A further breakdown of important route features by mode is on the following page.

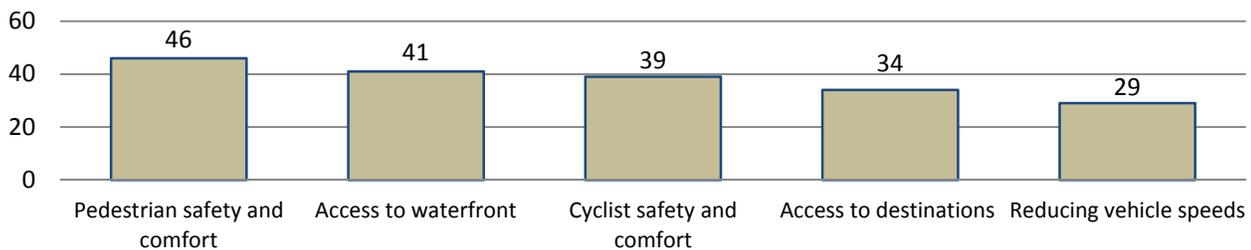
Top 5 Important Route Features - Pedestrians



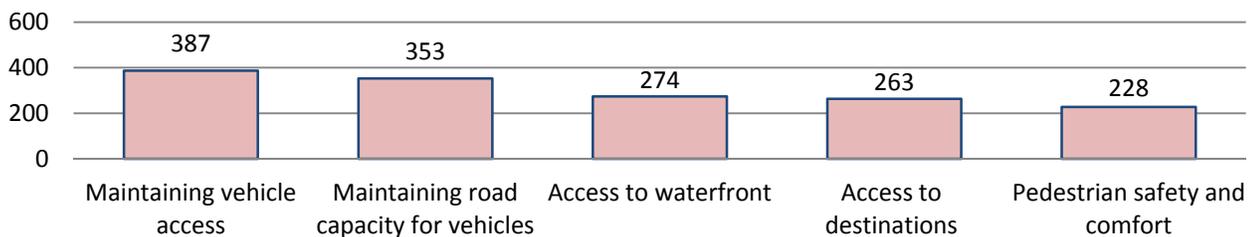
Top 5 Important Route Features - Cyclists



Top 5 Important Route Features - Transit Users



Top 5 Important Route Features - Drivers



Sample Questionnaire Comments

The following quotes were taken from the online questionnaire, asking participants what their vision was for the Point Grey Road- Cornwall Avenue Active Transportation Corridor. They reflect the range of thoughts and opinions that were heard.

"While we now use this for recreation, we would be more likely to use local shops on Cornwall if there was a segregated route we could use with our young son."

"I would like to see an increase in pedestrian friendly areas of this area."

"Cornwall Avenue and Point Grey Road is the road we proudly take visitors to show off our waterfront. At our age that has to be by car...We mostly avoid walking along Cornwall because of the traffic. We agree that the Cornwall/Chestnut corner is dangerous...one just has to be very conservative when walking onto Burrard Bridge. Of course we regret that we shall probably lose our car access from the bridge onto Chestnut but are willing to balance self-interest for some better walking routes along the water."

"The Cornwall/Point Grey route is and needs to be actively used by a mix of transportation modes. I am a frequent cyclist and car driver in this area. Cars and other motor vehicle traffic are a reality that will not change any time soon and other arteries are already busy."

"My vision is one where people from Point Grey and Kits can still commute to downtown Vancouver without undue delays and congestion. It is absurd to shut down an important commuter route in favor of a handful of residents and bikers, when alternative bike routes already exist."

"Vancouver has the somewhat unique advantage of weather that allows cyclists to ride for sport, commuting, and pleasure throughout the year. There are many people in the city who want to ride, but are intimidated by lanes shared with cars. I believe in the future motorists will learn to be more considerate and courteous to cyclists, as we become more of the local road and traffic culture. In the meantime, a lot of potential cyclists need the security of safe passage in separated lanes to get on their bikes. Ultimately this will lead us to a cleaner and healthier city."

Phase 1 Consultation Key Themes

The following is a summary of key themes that were heard during the first phase of consultation through all consultation methods including the online questionnaire, stakeholder meetings, public open houses, emails, letters, and phone calls.

Conflicts Between Transportation Modes

- Pedestrians
 - Cyclists not following the rules (speeding, rolling through stop signs) Lack of buffer between vehicles on the road and sidewalk on Point Grey Road
 - Difficulty crossing at intersections due to lighting, poor visibility, high vehicle speeds and insufficient marked pedestrian crossings
 - Cyclists on sidewalks

- Cyclists
 - Too dangerous to cycle along Point Grey Road and Cornwall Avenue due to the narrowness of the road in certain areas, poor visibility and speeding vehicles
 - Joggers frequently on road due to sidewalk being overcrowded
 - Existing Seaside Greenway is overcrowded with pedestrians
 - Concern about being hit by car doors opening unexpectedly
- Transit riders
 - Cyclists riding in the same lanes as buses, slowing them down
 - Cyclists on sidewalk, cycling through busy transit stops
 - Poor visibility of all modes (pedestrians, cyclists, vehicles)
- Drivers
 - Cyclists not following the rules (speeding, rolling through stop signs) and safety issue that this causes for other modes, particularly pedestrians
 - Poor visibility of pedestrians, especially along Point Grey Road
 - Conflicts between cyclists, pedestrians and drivers at Chestnut Street and Cornwall Avenue

Safety

- Vehicle speeds along the corridor are too high, especially in school zones
- Visibility is poor along some parts of the corridor
- Pedestrian concerns along Point Grey Road - need for more crosswalks and improved lighting
- Cyclists not feeling safe riding in traffic on Cornwall Avenue and certain sections of Point Grey Road that are too narrow
- Cycling bylaws should be enforced to ensure cyclists abide by the rules of the road

Access

- The corridor is necessary for local and regional vehicle access and connections
- Concern that the Point Grey Road options would limit local residential access
- Maintain and improve access to the waterfront
- Availability of parking and loading areas, especially for local businesses
- Concern about restricted tour/school bus vehicle access to Vanier Park institutions via Chestnut Street and the need for better way-finding signage
- Important to maintain access to busy transit route and the number of stops along Cornwall Avenue
- Point Grey and Cornwall provide direct cycling access along the corridor
- Current bike route on 3rd Avenue is not convenient for cyclists due to topography

Neighbourhood Impacts

- Concern about increase in vehicle traffic on 4th Avenue, Macdonald and local Kitsilano streets
- Concern about additional vehicle congestion in the Kitsilano and Point Grey neighbourhoods
- Concern about vehicles shortcutting on local streets if Point Grey Road is closed
- Concern about construction impacts to local businesses along Cornwall Street during busy summer months

Emergency Access

- Concerned that the closure of Point Grey Road would affect emergency vehicle access

Consultation Process

- Concern of bias towards cyclists
- Concern of bias toward residents along Point Grey Road - perception that they are getting special treatment
- Concern that a final design has already been selected
- Character limits on the questionnaire made it difficult to complete
- Interest in a formal presentation by staff followed by a group discussion and then a drop-in open house
- Concern about lack of notification of open houses

*Seawall**

- Staff heard from people who would like to see the seawall extended and used by pedestrian and cyclists with just minor traffic calming along Point Grey Road and Cornwall Avenue, as well as from others who do not support a seawall extension.

**Upgrades to the Seawall are currently being reviewed and information will be reported to City Council at the end of 2013. This would be a much larger long-term project that would take significant resources. An active transportation corridor would address existing safety concerns on Point Grey and Cornwall Avenue, complete the gap in the pedestrian and cycling network and would complement any future changes to the seawall.*

Point Grey-Cornwall Active Transportation Corridor Phase 1 Route Assessment

During Phase 1 consultation, staff suggested the route ideas shown in Figure C1 and listed below:

- Point Grey Road, Jericho Beach to Macdonald
- Point Grey Road, Macdonald to Balsam
- West 3rd Avenue, Jericho Beach to Trafalgar, combined with Trafalgar Street, 3rd to Cornwall
- Cornwall Avenue, Trafalgar to Burrard
- York Avenue, Stephens to Chestnut
- Seaside Greenway (within Kitsilano Beach Park and Hadden Park)



Figure C1 - Phase 1 route ideas

The public and other stakeholders were invited to share their thoughts on these route ideas, or to suggest additional ideas. This led to two routes being added to those which were assessed:

- West 1st Avenue, Wallace to Trutch
- Creelman Avenue, Arbutus to Cypress

Following a thorough review, four of these routes were set aside for one or all of the following reasons:

- Failure to meet project objectives
- Unacceptable impacts to transit, business operations, or neighbourhood traffic
- Other routes performed much better

The four routes set aside were:

3rd Avenue, Jericho Beach to Trafalgar, and Trafalgar, 3rd to Cornwall

Wider sidewalks on the north side of Point Grey Road and a local street bikeway on 3rd with significant traffic calming. This route option was set aside because:

- Steep hills on Trafalgar from Cornwall to 3rd and on 3rd from Macdonald to Trafalgar
- Doesn't provide waterfront access for cyclists
- Car volumes on Point Grey Road would be too high for pedestrians to be comfortable
- Requires the removal of approximately 160 high demand resident parking spaces on 3rd and approximately 40 on Point Grey Road

1st Avenue and Point Grey Road, Jericho Beach to Macdonald

Wider sidewalks on the north side of Point Grey Road, a local street bikeway with significant traffic calming on 1st and separated two-way bike lanes on two blocks of Point Grey Road.

This route option was set aside because:

- Provides less waterfront access for cyclists
- Requires the removal of approximately 70 high demand resident parking spaces on 1st and approximately 90 on Point Grey Road
- Car volumes on Point Grey Road would still be too high for pedestrians to be comfortable

Creelman Avenue, Arbutus to Chestnut

A local street bikeway with traffic calming. This route option was set aside because:

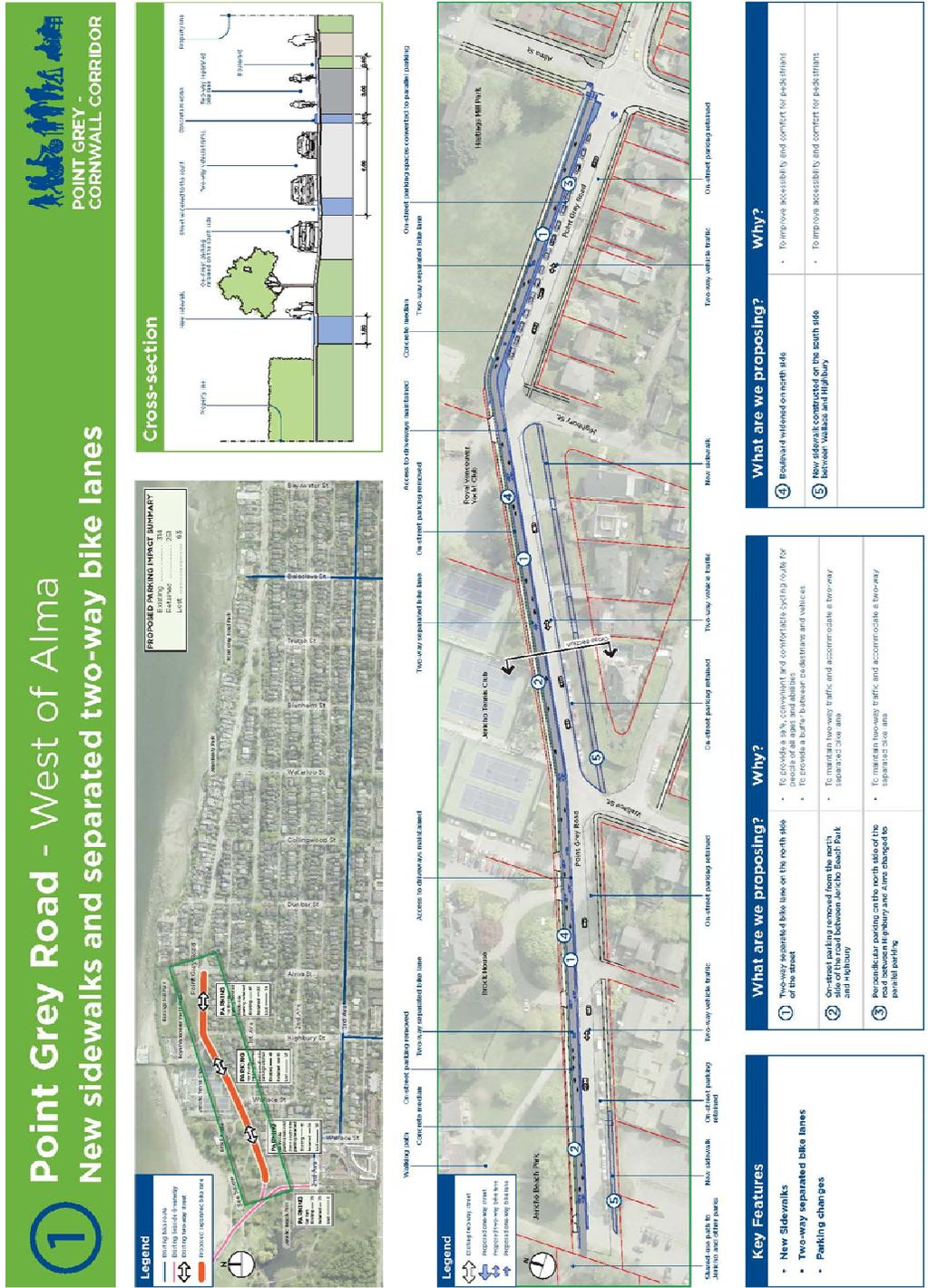
- Does not serve commuting cyclists (too indirect)
- Does not serve recreational cycling (who prefer the Seaside route through parks and near the waterfront)
- Too indirect for most pedestrians

Cornwall Avenue, Trafalgar to Cypress

Sidewalk improvements and separated bike lanes. This route option was set aside because:

- Significant impacts to traffic on parallel arterial streets, including West 4th from Balsam to Burrard
- Potential adverse impacts to local transit, including loss of bus stops

Point Grey Cornwall Active Transportation Corridor
Phase 2 Consultation - design proposals (open house material)



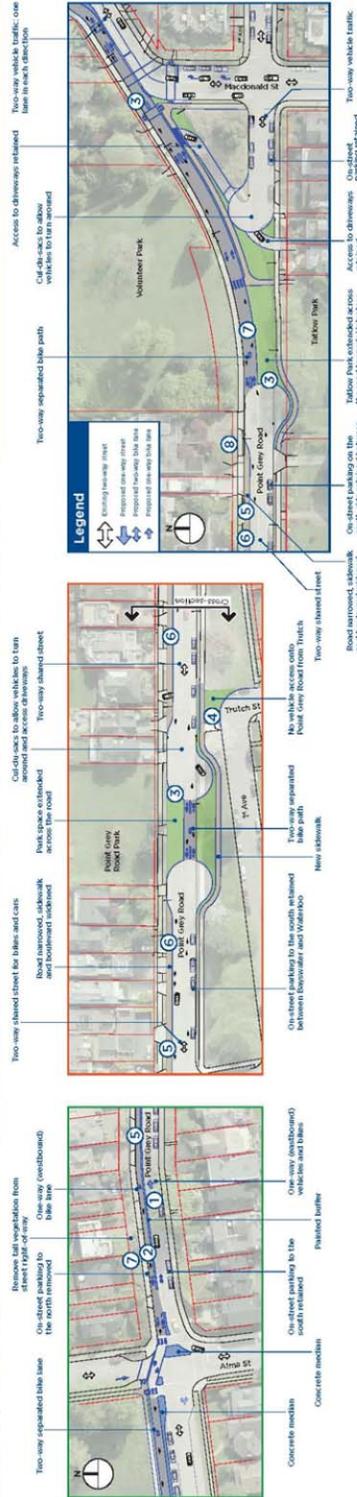
Drawing available at <http://vancouver.ca/files/cov/Point-Grey-Cornwall-Public-Consultation-Phase2-1-West-of-Alma.pdf>, where it is possible to zoom in.

May 2013

For more information, visit vancouver.ca/pointgreycornwall



2a Point Grey Road - Alma to Macdonald Wider sidewalks and a local street bikeway with road closures



Key Features

- Wider sidewalks and/or boulevard on north side adjacent to hundreds of vehicles per day
- Street closed to through vehicle traffic at Macdonald and Trutch
- One-way street between Alma and Waterloo
- Low volume street shared by bikes and cars
- Increased park space
- Diagonal diverter at Baywater and 3rd

What are we proposing?

- One-way (eastbound) street for cars between Alma and Waterloo, shared with eastbound bikes
- Westbound bike lane between Alma and Waterloo
- Road closures at Point Grey Road and Bistow Park
- No vehicle access onto Point Grey Road from Trutch

Why?

- To reduce the vehicle volumes and speed on Point Grey Road while maintaining access for residents and emergency and sanitation vehicles
- To provide a safe, convenient and comfortable cycling route for people of all ages and abilities
- To improve safety for all road users by reducing vehicle volume and increasing access for residents and emergency and sanitation vehicles
- To provide an on-street cycling route for people of all ages and abilities
- To increase park space
- To improve safety for all road users by reducing conflict between vehicles, bikes and pedestrians

What are we proposing?

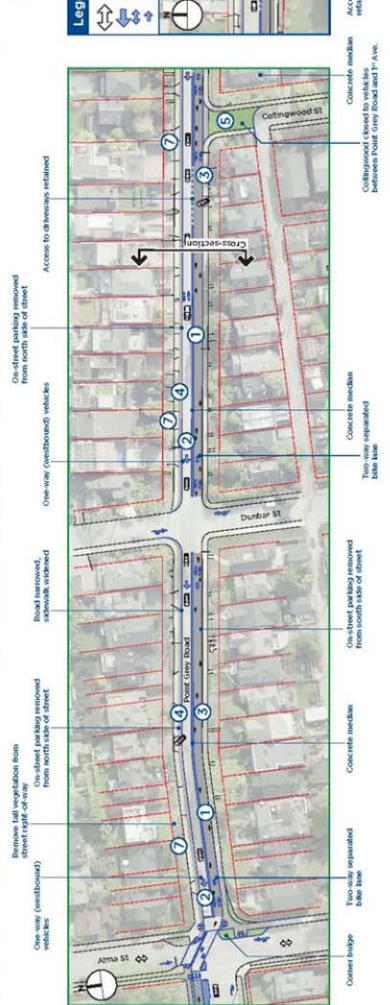
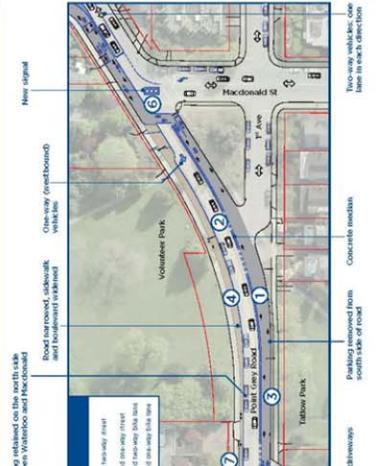
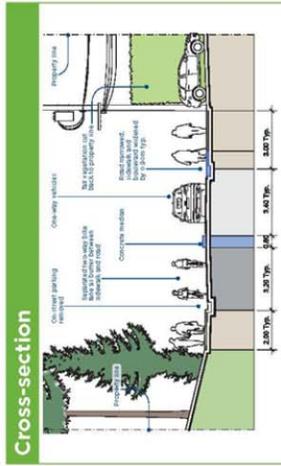
- On-street parking removed from north side between Alma and Macdonald
- Sidewalk and boulevard widened on north side between Waterloo and Macdonald
- Two-way separated bike lane between Volunteer Park and Tallow Park
- Remove ball operation from street right-of-way on the north side
- Left-turn bay on 4th at Macdonald and traffic calming on nearby local streets

Why?

- To provide space for sidewalk (boulevard) widening
- To maintain emergency and sanitation vehicle access
- To provide space for the one-way countercurrent bike lane between Alma and Waterloo
- To improve accessibility and comfort for pedestrians
- To provide a safe, convenient and comfortable cycling route for people of all ages and abilities
- To improve visibility and safety for park users
- To improve visibility and safety for all road users
- To safely and efficiently accommodate re-routed traffic and avoid start-cutting on local streets

Drawing available at <http://vancouver.ca/files/cov/Point-Grey-Cornwall-Public-Consultation-Phase2-2a-Alma-Macdonald.pdf>, where it is possible to zoom in.

2b Point Grey Road - Alma to Macdonald
Wider sidewalks, separated bike lanes and one-way traffic



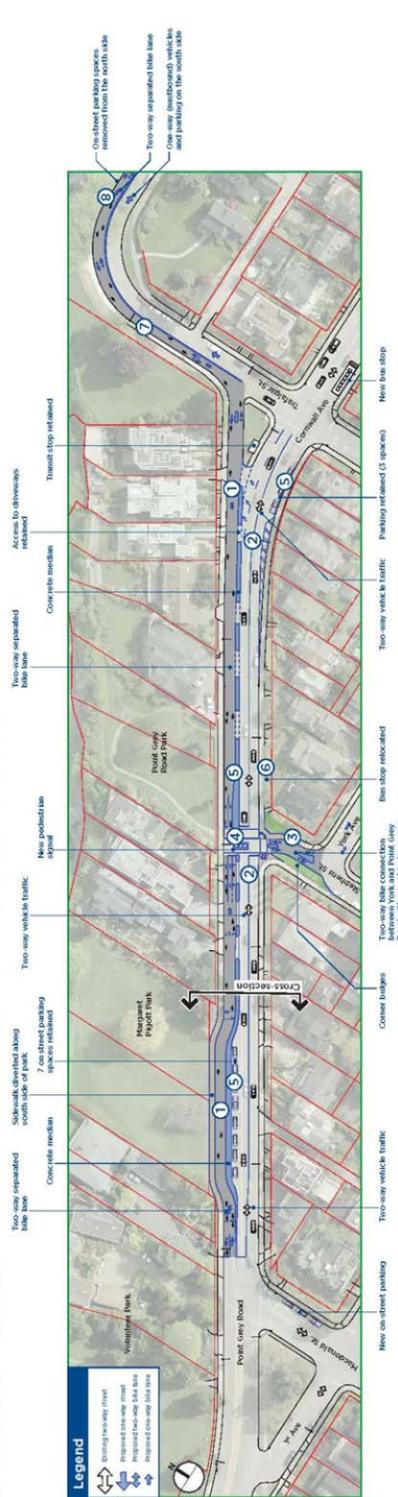
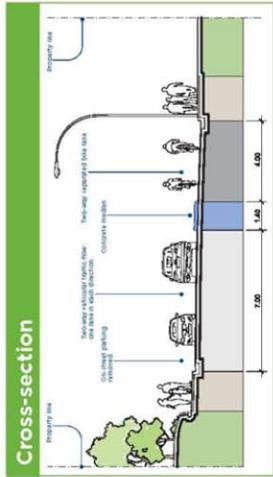
What are we proposing?	Why?
5 No vehicle access onto Point Grey Road from Colquhoun and Trutch (access maintained at street level)	<ul style="list-style-type: none"> To improve safety for all road users by reducing conflict between vehicles, bikes and pedestrians
6 Modified traffic signal at Macdonald and Point Grey Road	<ul style="list-style-type: none"> To improve pedestrian and cyclist safety at the intersection
7 Remove tall vegetation from street right-of-way on north side	<ul style="list-style-type: none"> To improve visibility and safety for all road users
* Left-turn bay at 4' at Macdonald and traffic calming on nearby road network	<ul style="list-style-type: none"> To safely and efficiently accommodate re-routed traffic and avoid short-cutting on local streets

What are we proposing?	Why?
1 Two-way separated bike lane on the south side between Alma and Macdonald	<ul style="list-style-type: none"> To provide a safe, convenient and comfortable cycling route for people of all ages and abilities
2 One-way street westbound for vehicles between Alma and Macdonald	<ul style="list-style-type: none"> To reduce the vehicle volume within maintaining access for westbound traffic, residents and emergency and sanitation vehicles
3 One-way street eastbound from the south side between Alma and Macdonald	<ul style="list-style-type: none"> To provide space for a wider sidewalk To provide space for the two-way separated bike lane To maintain emergency and sanitation vehicle access
4 Sidewalk and boulevard widened on north side	<ul style="list-style-type: none"> To improve accessibility and comfort for pedestrians

Key Features
<ul style="list-style-type: none"> Wider sidewalks and/or boulevards on north side adjacent to approximately 5000 vehicles per day. Two-way separated bike lanes on south side Westbound only vehicle traffic from Alma to Macdonald

Drawing available at <http://vancouver.ca/files/cov/Point-Grey-Cornwall-Public-Consultation-Phase2-2b-Alma-Macdonald.pdf>, where it is possible to zoom in.

3 Point Grey Road - Macdonald to Balsam Wider sidewalks and separated two-way bike lanes

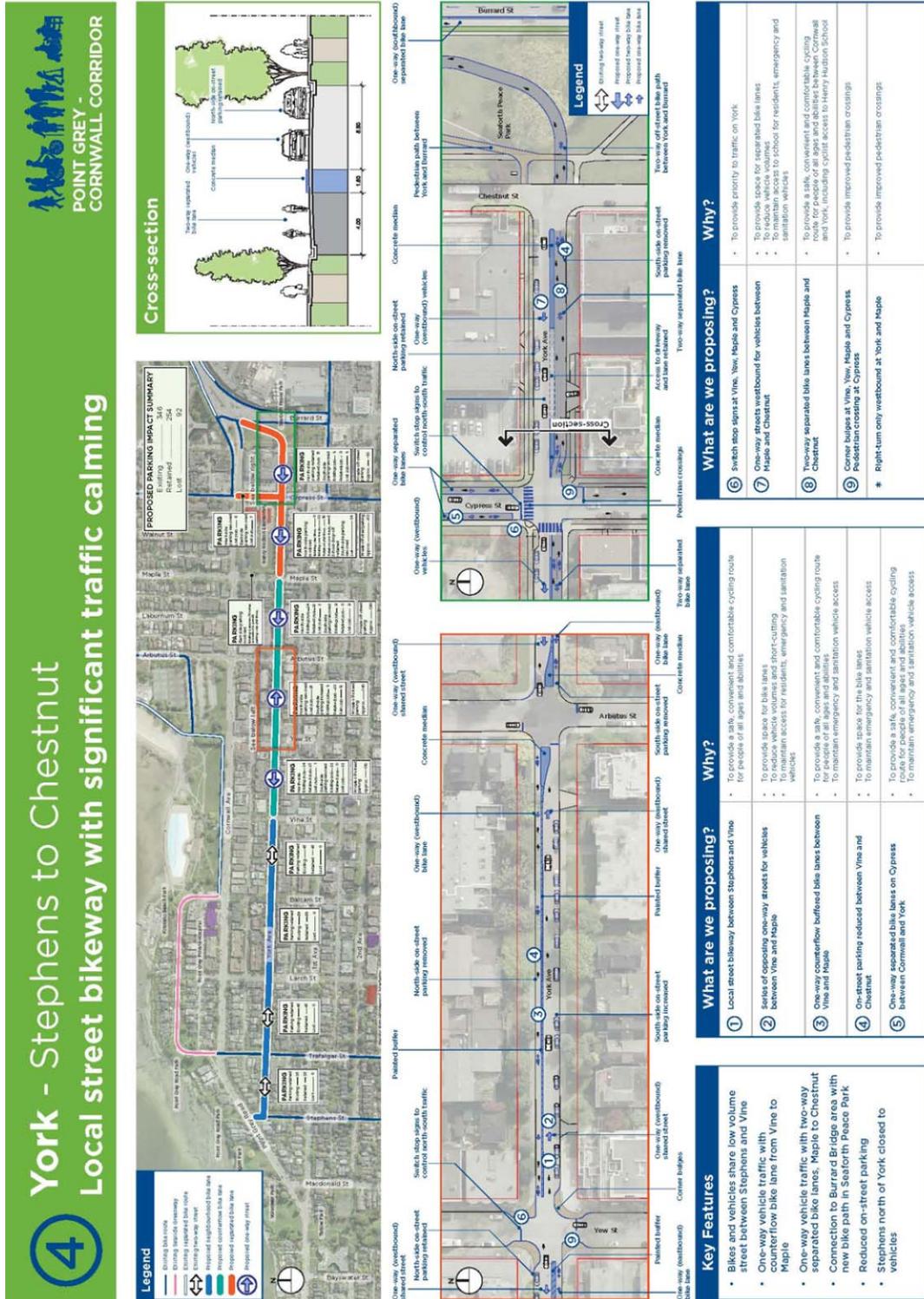


What are we proposing?	Why?
5 Changes to parking on both sides of street between Macdonald and Trafalgar (See parking changes above)	<ul style="list-style-type: none"> To provide space for two-way traffic and two-way separated bike lane To improve vehicle access To accommodate existing parking demand
6 Bus stop east of Stephens relocated to Trafalgar	<ul style="list-style-type: none"> To improve vehicle traffic flow on Point Grey Road
7 Relocated bike lanes on Point Grey Road between Trafalgar and Balsam	<ul style="list-style-type: none"> To provide a safe, convenient and comfortable cycling route for people of all ages and abilities
8 On-street parking removed from the north side between Trafalgar and Balsam	<ul style="list-style-type: none"> To provide space for the separated bike lane To maintain emergency and sanitation vehicle access

What are we proposing?	Why?
1 Two-way separated bike lane on the north side of the street	<ul style="list-style-type: none"> To provide a safe, convenient and comfortable cycling route for people of all ages and abilities
2 Reduction in number of vehicle lanes from four to two	<ul style="list-style-type: none"> To provide space for separated bike lanes and some full-time parking To reduce the vehicle volumes on Cornwall
3 No vehicle access along Stephens between York and Point Grey Road	<ul style="list-style-type: none"> To improve safety for all road users by reducing conflict between vehicles, bikes and pedestrians To provide a safer cycling connection between York and Point Grey Road
4 New pedestrian and bike crossing signal at Stephens	<ul style="list-style-type: none"> To provide a safe and accessible crossing for pedestrians and cyclists

Key Features
<ul style="list-style-type: none"> Two-way separated bike lanes on north side Parking changes Two-way, two-lane vehicle traffic between Macdonald and Trafalgar One-way, one-lane vehicle traffic between Trafalgar and Balsam New pedestrian/cyclist signal at Stephens Stephens, north of York closed to vehicles

Drawing available at <http://vancouver.ca/files/cov/Point-Grey-Cornwall-Public-Consultation-Phase2-3-Macdonald-to-Balsam.pdf>, where it is possible to zoom in.



May 2013
For more information, visit vancouver.ca/pointgreycornwall

Drawing available at <http://vancouver.ca/files/cov/Point-Grey-Cornwall-Public-Consultation-Phase2-4-York-Stephens-to-Chestnut.pdf>, where it is possible to zoom in.

Point Grey Cornwall Active Transportation Corridor Phase 2 Consultation Summary Report

Point Grey Road - Cornwall Avenue Active Transportation Corridor: Phase 2 Consultation Summary

The purpose of this report is to provide a summary of the feedback City of Vancouver staff heard from residents, businesses, and other stakeholders during the second phase of consultation for the proposed Point Grey Road - Cornwall Avenue Active Transportation Corridor.

Phase 2 consultation occurred between March 1, 2013 and July 12, 2013 and involved connecting with a large number and wide variety of local residents, businesses, organizations, and groups. City staff heard from:

- 950 people who attended three public open houses in May 2013.
- 1730 people who completed the online questionnaire between May 23, 2013 and June 10, 2013.
- 488 people who met with staff at over 30 stakeholder workshops or individual local resident or business group meetings in May, June and early July 2013.
- Over 370 children and youth who participated in 15 workshops, in partnership with Green Streets Game, in March 2013.
- Over 1000 people through the Point Grey Cornwall email box PointGrey.Cornwall@vancouver.ca.

Policy Context & Background

The *Transportation 2040 Plan* is the strategic policy framework developed to support a thriving local economy, increase affordability and create a healthy, accessible and sustainable city. Walking and cycling were identified as the highest transportation priorities in this plan, and one of the City's transportation target is to have at least two thirds of all trips made on foot, bike or transit by 2040. The Plan also aims to eliminate all traffic-related fatalities by identifying and focusing on safety hotspots.

The plan also provides a set of project implementation principles, including investing public resources wisely, monitoring, learning and adopting, and involving citizens and local businesses. For all transportation projects, input from the public is considered within existing policy directions, along with financial and technical considerations.

The Point Grey Road - Cornwall Avenue Corridor Active Transportation Project was one of the priority transportation projects identified in the City's recently adopted *Transportation 2040 Plan*, part of a network of walking and cycling routes across the city that feel safe, convenient and comfortable for people of all ages and abilities.

Project Goals

The Point Grey-Cornwall corridor project proposes creating a safe, convenient and comfortable connection for pedestrians and cyclists between Burrard Bridge and Jericho Beach. The project aims to:

- Make the intersection of Burrard Street and Cornwall Avenue safer and more direct for walking and cycling
- Improve safety on Point Grey Road and Cornwall Avenue by minimizing conflicts and reducing the volume and speed of vehicle traffic
- Fill a major gap in the walking and cycling network between Jericho and Kitsilano beaches
- Significantly improve walking and cycling connections with the Burrard Bridge
- Support all forms of active transportation such as walking (including wheelchairs and strollers), cycling, running and skateboarding
- Carefully consider impacts to local businesses, residents, and transit

Consultation

During the first phase of public consultation (January 2 - February 28, 2013) City staff met with and gathered feedback from a large number and wide variety of local residents, businesses and other stakeholders through many outreach methods. Over 530 people attended three public open houses, and over 1350 people completed the online questionnaire between January 29, 2013 and February 15, 2013. In addition, staff met with nine different stakeholder groups. A copy of the Phase 1 Consultation Summary can be found at <http://vancouver.ca/files/cov/Point-Grey-Cornwall-Phase1-Consultation-Summary-April-2013.pdf>.

Based on the policy context, project goals, transportation data and the feedback received from the public, staff selected a route and developed a proposed design. The route was separated into five sections, and for one section - Point Grey Road between Macdonald and Alma, two options were presented.

Phase 2 Consultation Methods

During the second phase of consultation, staff presented a package of information at the public open houses and on the project webpage (www.vancouver.ca/pointgreycornwall) including the following:

- Phase 1 Consultation Summary
- Open house Presentation
- Background policy, design consideration for people of all ages and abilities, project timeline and brief overview of the design proposal.
- Routes that are not being recommended
- Design Proposal (by section)
 - Point Grey Road - West of Alma
 - Point Grey Road - Alma to Macdonald
 - Option 2a (Local Street Option)
 - Option 2b (One-way arterial with separated bike lanes option)
 - Artist rendering of each option
 - Network analysis of the traffic impacts
 - Point Grey Road - Macdonald to Balsam
 - York Avenue - Stephens to Chestnut
 - Burrard/Cornwall Intersection

As part of the second phase of consultation, City staff continued to meet with a variety of residents, businesses, organizations, and groups within the Kitsilano and Point Grey neighbourhoods in order to gather input on the design proposals, answer questions and address concerns.

The following communications channels were used to provide information about the project and to notify people about opportunities to provide input:

- Website (www.vancouver.ca/pointgreycornwall)
- Notification Postcards delivered by Canada Post
- Print and Online Newspaper Advertisements
- Burrard Bridge Digital Billboard
- Posters distributed to local businesses and organizations and posted on poster cylinders
- [Social Media](#) (Twitter & Facebook)
- Email distribution list

The following table summarizes the Phase 2 consultation outreach and activities that occurred primarily between March 1, 2013 - July 12, 2013.

Consultation Activity	Quantity	Participants
Stakeholder Workshops & Local Resident & Business Group Meetings	39	488 participants*
Public Open Houses	3	950 participants*
Website	1 - www.vancouver.ca/pointgreycornwall	8466 visits*
Online Questionnaire (May 23 and June 10, 2013)	1	1730 completed responses
Social Media	1 City of Vancouver Twitter account & 1 Facebook account	12 Tweets through the City of Vancouver Twitter Account (1192 Re-tweets) 2 wallpost's on the City of Vancouver Facebook Page - 5359 views in total
Emails	1 account - pointgrey.cornwall@vancouver.ca	1000+
Children + Youth Workshops	15	371 participants
TOTAL		18,376

Communications Product	Quantity	Distribution Notes
Postcards	14,000	Mailed to 11,919 residents within Point Grey and Kitsilano through Canada Post. 2,081 postcards hand delivered to local community centres, libraries and businesses in Point Grey and Kitsilano**
Posters	43	Distributed to cafes and posted to poster cylinders along 4 th Avenue between Bayswater and Burrard on May 14, 2013
Advertisements	3	Vancouver Courier - May 16, 2013 Georgia Straight - May 16, 2013 Kitsilano.ca (blog) - May 15, 2013
Burrard Bridge Digital Billboard (May 13-19, 2013)	1	Visible to vehicles, pedestrians and cyclists travelling southbound on the Burrard Bridge going into Kitsilano. 10,077 impressions***
Media Articles	23	The Globe and Mail - May 16, 2013 The Province - May 16, 2013 Vancouver Courier - May 17, 2013 Ming Pao - May 20, 2013 The Globe and Mail - May 20, 2013 CBC News - May 21, 2013 Fairchild TV - May 22, 2013 News 1130 - May 23, 2013 CBC Early Edition - May 23, 2013 CBC News - May 23, 2013 The Globe and Mail - May 23, 2013 Vancouver CKNW - May 25, 2013 Fairchild TV - May 26, 2013 News 1130 - May 27, 2013 Vancouver Courier - May 28, 2013 Vancouver Courier - May 31, 2013 The Province - June 18, 2013 The Province - June 19, 2013 CTV News - June 24, 2013 The Globe and Mail - June 24, 2013 CBC Early Edition - June 24, 2013 CBC News - June 28, 2013 News 1130 - June 28, 2013

These are approximate numbers based on current information available. ** Project notification postcards were distributed at the Kitsilano Library, Kitsilano Community Centre, Point Grey Library, Point Grey Community Centre, Henry Hudson Elementary School, and local businesses along West 4th Avenue, Cornwall Avenue and Yew Street to York Avenue. *Impressions are the number of people who actually saw the ad.*

Phase 2 Consultation Summary- Key Themes

The following key themes were raised throughout the Phase 2 consultation:

- Overall, there was much support for the project goals and project as a whole.
- The majority of people - pedestrians, cyclists, transit users and drivers -recognized the need for improved safety for all road users travelling along the corridor between Burrard Bridge and Jericho Beach.
- Staff also heard from a variety of local residents, businesses, organizations and groups with specific concerns including:
 - The reduction of residential and visitor parking along Point Grey Road and York Avenue
 - The proposed increase of vehicle volumes on Macdonald and 4th Avenue (west of Macdonald), and across the Kitsilano neighbourhood
 - Driveway access to homes and businesses
 - Visibility and safety concerns for drivers who will need to cross the bike lane in order to exit their driveways
 - Potential conflicts between cyclists, pedestrians and drivers, particularly in areas with an anticipated increase in cyclists.
 - Maintaining the status quo and making no transportation changes to Point Grey Road or York Avenue
 - The cost of the project, and that budget figures were not included in the Phase 2 consultation materials
 - Lack of cycling or pedestrian improvements along Cornwall Avenue
 - Lack of notification of the public open houses, and time available to provide feedback that will influence the final design
- Based on feedback received during the second phase of consultation, specific refinements were made to the design proposal, mostly pertaining to additional pedestrian safety upgrades, retaining additional parking, wayfinding signage and intersection operations.

Detailed information on the feedback received through Phase 2 consultation is outlined below.

PHASE 2 CONSULTATION DETAILS

Children and Youth Workshops

In March 2013, City Staff worked with Green Streets Game to develop a series of workshops to engage children and youth in Kitsilano to gain a better understanding of what was important to them when trying to make their neighbourhood safer and more accessible. The goals of the workshops was to identify issues, how the City might address them and what could be done to make it easier and safer for younger people to get around using various modes of active transportation. Between March 11-15, 2013, staff in partnership with Green Streets Game conducted 15 workshops with 371 participants. Please see page 19 for a summary of feedback received through the children and youth workshops.

Date	Location	Grades	Participants
Monday, March 11, 2013	Henry Hudson Elementary School	3 workshops with grades 1, 2, 4/5	73
Wednesday, March 13, 2013	Kitsilano High School	4 workshops with grades 10, 11	102
Thursday, March 14, 2013	General Gordon Elementary School	4 workshops with grades 6, 7	93
Friday, March 15, 2013	Bayview Elementary School	4 workshops with grades 4, 5, 6, 7	103
TOTAL			371

Open Houses

Three public open houses were held at the end of May to provide an overview of the project, share the design proposals, and to facilitate face-to-face discussions with City staff who could answer questions, address concerns and gather feedback.

Date	Location	Time	Attendance
Thursday, May 23 rd , 2013	Henry Hudson Elementary School	7:00pm-9:00pm	375*
Saturday, May 25 th , 2013	Bayview Elementary School	11:00am-2:00pm	325*
Monday, May 27 th , 2013	Kitsilano Public Library	4:00pm-6:00pm	250*
TOTAL			950

**these are approximate numbers*

Local Resident & Business Group Meetings

Between March 1, 2013 and July 12, 2013, City staff attended 39 meetings with the following organizations, groups and individuals to discuss the design proposals for the corridor, answer questions, address potential concerns and gather feedback.

- Henry Hudson Elementary Administration and Vancouver School Board
- HUB (2)
- City of Vancouver Active Transportation Policy Council (3)
- City of Vancouver Seniors Advisory Committee (
- City of Vancouver Seniors Advisory Committee and Persons with Disabilities Committee Transportation Subcommittees Joint Meeting
- Brock House Society (2)
- Royal Vancouver Yacht Club
- Vancouver Tennis Club
- Lululemon
- Musqueam Indian Band
- Squamish Nation
- Lower Point Grey Residents (2400-2500 block)
- Lower Point Grey Residents (2600-2700 block)
- Kitsilano Yacht Club
- Macdonald Street Residents
- Bastion Development
- West Kitsilano Residents Association
- York Avenue Residents
- Businesses on West 4th Avenue (between Bayswater and Trafalgar)*
- Yorkville North Strata Council (1888 York)
- York Residents (1688 Cypress)
- Running Room
- Transportation 2040 Stakeholder Advisory Group
- Individual Residents at 507 West Broadway Counter (3)
- Bastion Development (2)
- Value Property Group
- Delay the Vote on Cornwall Community Meeting
 - TransLink
 - Vancouver Fire and Rescue
 - Vancouver Board of Parks and Recreation
 - Vanier Park Institutions:
 - Museum of Vancouver
 - Maritime Museum
 - Bard on the Beach
 - H.R. MacMillan Space Centre
 - Vancouver Trolley Company
 - Vancouver Academy of Music
 - 2 Stakeholder Workshops with representatives from:
 - Kitsilano Public Library
 - Point Grey Public Library
 - Putting Pedestrians First
 - Point Grey Private Hospital
 - H.R. MacMillan Centre
 - Museum of Vancouver
 - Bard on the Beach
 - Point Grey Residents
 - Point Grey Residents Associate
 - Point Grey Natural Foreshore & Waterfowl Sanctuary Protective Society
 - HUB
 - Kitsilano Community Centre
 - Maritime Museum
 - UBC Coop
 - Kits Point Residents Association
 - Henry Hudson PAC
 - Kitsilano Chambers of Commerce
 - North West Point Grey Homeowners Association
 - 2890 Point Grey Road Residential Strata

**Over 60 businesses located on West 4th Avenue between Bayswater and Trafalgar were mailed a letter on June 17, 2013 inviting them to attend a meeting on Tuesday June 25th between 8:30 am and 10 am at the Kitsilano Community Centre to discuss the proposed changes at West 4th Avenue and Macdonald including a new left turn bay on Macdonald to accommodate an expected increase in vehicle volumes on Macdonald and West 4th Avenue. One business representative from Oceanview Nails and Hair attended this meeting, and no other phone calls or emails were received from other businesses in the area.*

Submissions and Letters

Submissions and letters from the following groups, organizations and residents were received during the second phase of consultation including:

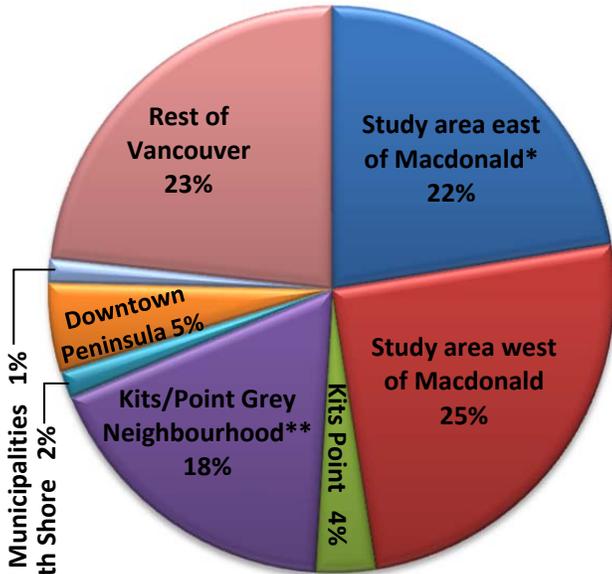
- City of Vancouver Active Transportation Policy Council
- City of Vancouver Seniors Advisory Committee and Persons with Disabilities Committee
- Kits Point Residents Association
- HUB
- North Side Point Grey Residents Association
- Brock House Society (2)
- West Kitsilano Residents Association
- Transport Action British Columbia - British Columbia's Public Transportation Advocacy Organization
- Musqueam Indian Band
- Vancouver Public Space Network
- 23 individual resident submissions

Online Questionnaire

A questionnaire was posted online at vancouver.ca/pointgreycornwall from May 23, 2013 to June 10, 2013. This questionnaire was included as part of the Phase 2 consultation period to gather feedback and levels of support on the design proposals for the corridor and gain a better understanding of how the proposals might impact users.

Demographic Information

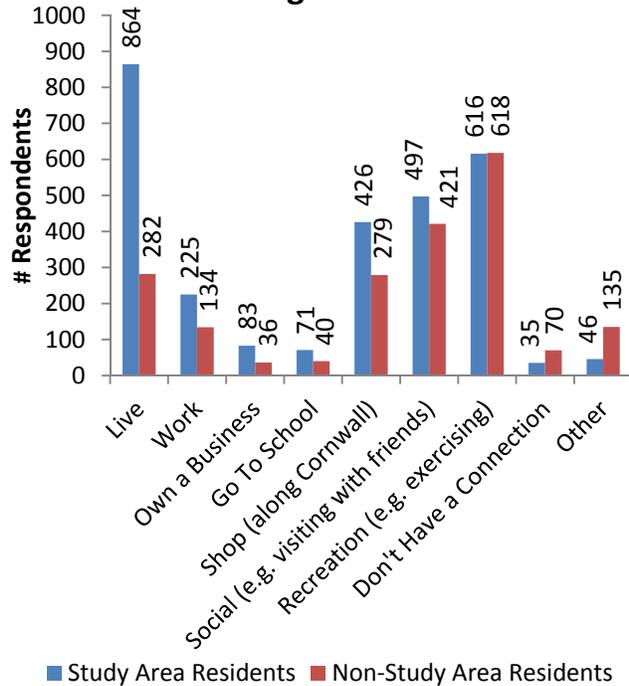
Responses by Home Location



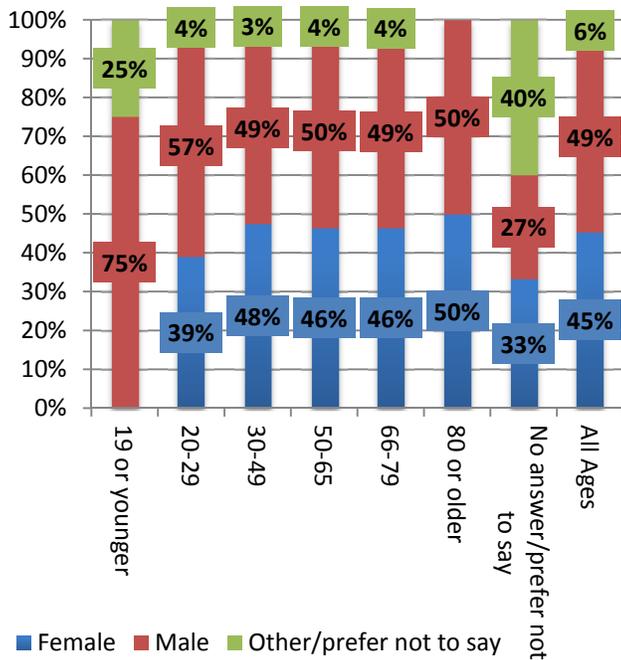
*Excluding Kits Point

**Excluding the study area. Study area is bounded by Burrard to the east, Jericho Beach to the west and 4th Avenue to the south.

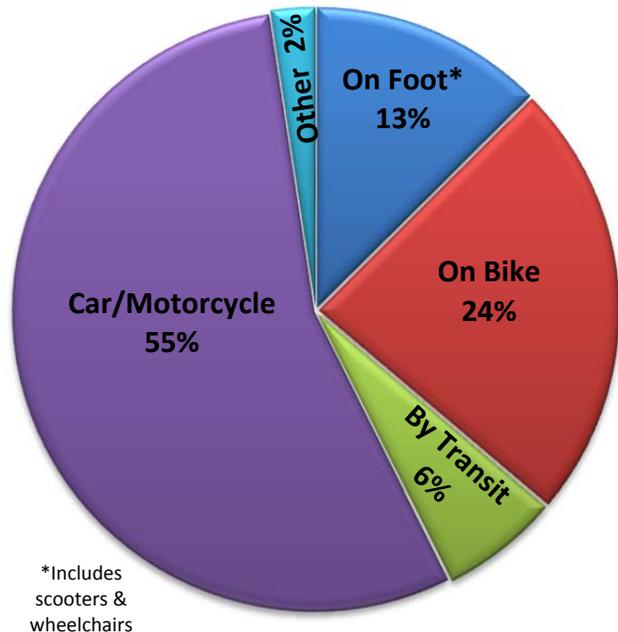
What Is Your Connection to the Neighbourhood?



Respondent Gender Split by Age



Primary Mode of Travel Through the Corridor



*Includes scooters & wheelchairs

- A total of 1730 people provided feedback through the questionnaire. 69% of respondents self-identified as residing within Point Grey and Kitsilano. Overall, 97% of respondents reside in Vancouver, 2% reside on the North Shore, and 1% reside in other municipalities.
- When asked about their connection to the neighbourhood, the most common responses provided were recreation (73%), live (67%), social (54%) and shopping along Cornwall Avenue (42%).
- Of the respondents who provided age and gender information, 49% were male, 45% were female and 6% chose not to say or selected other. 71% of respondents are between the ages of 30-65, 16% are 66 or older, 8% are under 29 and 6% choose not to answer.
- When asked about their mode of travel along corridor, 55% of respondents stated that they primarily travelled by car, 24% by bike, 13% on foot (including scooters/wheelchairs) and 6% by transit.

Project Support

- Of the 1730 respondents who completed the questionnaire, 61% supported the goals* of the project and 39% did not.
- When respondents were asked about their level of support for the design proposals, 41% stated they did not support the design proposals, 34% supported it completely and 24% supported it with refinements. Some of those refinements included:
 - Significant concerns regarding network impacts, suggestions included additional analysis/monitoring and traffic calming to prevent speeding/shortcutting
 - Would prefer the bikeroute on Cornwall
 - Need to address transit efficiency
 - Need to better accommodate commuter vehicle traffic
 - Mitigate parking impacts
 - Mitigate local access issues
 - Revisit proposed Chestnut closure
- Of those who supported the goals of the project, 90% of respondents supported the design proposals completely or with refinements and 10% of respondents who supported the goals of the project, did not support the design proposals.
- Of those who did not support the goals of the project, 88% of respondents do not support the design proposals.

* *The goals as outlined on page 2 of this report*

Design Proposals and Phase 2 Consultation Key Themes

Based on the policy context, project goals, transportation data and feedback received, staff selected a proposed route, and developed a design proposal. The route was separated into five sections, and for one section - Point Grey Road between Macdonald and Alma, two options were presented.

The feedback reflected is from the full range of Phase 2 consultation methods including public open houses, stakeholder meetings, children and youth workshops, resident and business group meetings, emails, community petitions and surveys, as well as the online questionnaire.

(1) Jericho Beach to Alma Street (Point Grey Road)

- Staff heard concerns from residents, as well as members from the Brock House Society, Jericho Tennis Club and the Royal Vancouver Yacht Club regarding safety and visibility of cyclists from vehicles having to cross the bike lane, as well as the proposed reduction in parking. Residents also voiced concerns about the proposal for a new sidewalk installation on the south side of Point Grey Road where none currently exist.
- Questionnaire Response
 - Of the respondents who provided feedback on this section of the design proposal, over 60% felt that the design would improve pedestrian and cyclist safety, comfort and convenience, and 40% said that maintaining all vehicle movements and access was a benefit.
 - 68% of respondents felt that the reduction in on-street parking was a concern/impact and 13% said that it doesn't sufficiently address cyclist safety, comfort and convenience. 39% of respondents provided other reasons, that include:
 - Concern that the design would disrupt a quiet street
 - Concerns about property values decreasing
 - Design does not sufficiently address driver's comfort and convenience
 - Visibility concerns for drivers who have to cross the bike lane

(2a) Alma Street to Macdonald Street - Local Street Option (Point Grey Road)

- Staff heard from the neighbourhood at the public open houses as well as from stakeholder meetings and through the online questionnaire that this option for this section of Point Grey Road better addressed pedestrian safety by calming traffic and was safer and more comfortable for cyclists. Concerns were also raised about vehicles rerouting onto Macdonald and 4th Avenue west of Macdonald and impacting Kitsilano residents.
- Questionnaire Response
 - Over 50% of respondents felt that the design improved pedestrian (52%) and cyclist (59%) safety, comfort and convenience and 57% said that the reduced vehicle volumes and speeds were a benefit/best feature.
 - The majority of respondents (69%) felt that vehicles rerouting onto nearby arterial streets (e.g. 4th Avenue, Broadway, Macdonald, etc.) was a concern/impact along with reduced vehicle access (42%) and reduced vehicle capacity (39%)

(2b) Alma Street to Macdonald Street - Arterial Option (Point Grey Road)

- Staff heard throughout the second phase of consultation that this option did not do enough to improve pedestrian safety or reduce vehicle speeds along Point Grey Road. However others felt that this option was important as it allows vehicle access westbound. Staff also heard concerns about the reduction of parking this option proposed compared to the local street option (2a).
- Questionnaire Response
 - 63% of respondents said that this option for Point Grey Road improved cyclist safety, comfort and convenience and 44% said it improved the safety, comfort and convenience for pedestrians. Maintaining westbound arterial traffic was also a benefit to 35% of respondents.
 - 60% of respondents are concerned about vehicle rerouting onto nearby arterial streets, and reduced vehicle access (39%) and reduced vehicle capacity (37%) were also identified as concerns/impacts of this design.
- As part of the online questionnaire, staff asked respondents what their preference was. Of those, 44% said that they would be happy with option 2a, 38% said they would prefer neither and 17% strongly supported option 2b.
- Of the respondents who supported the goals of the project, 71% would prefer or be happy with option 2a, and 62% would prefer or be okay with option 2b. 19% strongly support option 2b and 11% would prefer neither.

(3) Macdonald Street to Balsam Street (Point Grey Road)

- Staff met with residents along the 2600-2700 block of Point Grey Road and heard a range of concerns and suggestions about parking, access to homes and visibility of drivers who need to cross the bike path to join traffic. Staff also heard through the questionnaire and at the open houses similar concerns, as well the closure of Stephens would be an impact to drivers.
- There was a lot of support for the separated bike lane on this section of Point Grey Road as it improved cyclist safety, connected well to the York Avenue bikeroute and still maintained vehicle and transit functions.
- Questionnaire Response
 - 71% of respondents said that the design proposal for this section of Point Grey Road improved cyclist safety, comfort and convenience and 46% said it improved the safety, comfort and convenience for pedestrians. Improved access to waterfront parks is also a benefit to 35% of respondents.
 - 66% of respondents are concerned about vehicle rerouting onto nearby arterial streets, and 48% feel that the reduction of parking and reduction of vehicle capacity are an impact.

(4) York Avenue (Burrard to Macdonald)

- There was support for this design based on responses from the questionnaire, open houses and stakeholder meetings, that the reduced vehicle volumes, pedestrian safety upgrades (especially around Henry Hudson Elementary School) and the fact that staff were able to add parking throughout the neighbourhood to off-set the demand of parking were all benefits.
- Staff heard concerns from many residents on York Avenue about the lack of notification about the project, the proposed reduction in parking, access to homes and visibility of drivers who need to cross the bike path to join traffic, concern that the alternative one-way streets would be confusing and that the bikeroute should have been on Cornwall Avenue.
- Questionnaire Response
 - Of the respondents who provided feedback, 70% said that the design proposal for York Avenue improved cyclist safety, comfort and convenience whereas 40% said it improved the safety, comfort and convenience for pedestrians. 36% of respondents said that the reduction of vehicle speeds and volumes on York Avenue was a benefit.
 - More than 50% of respondents are concerned about the reduction of on-street parking (57%) and reduced vehicle volumes (52%). 25% of respondents provided other concerns that included:
 - The bikeroute should be on Cornwall Avenue
 - Topography
 - Traffic Impacts
 - Proposed design is confusing to understand

(5) Burrard Street and Cornwall Intersection

- There was consistent support for the realignment of the Burrard and Cornwall intersection throughout this phase, as it greatly improves pedestrian and cyclist safety, addressed safety locations at Chestnut and Cornwall and the Cornwall driveway of Donegal Place plaza and improved the Cypress and Cornwall intersection with better signalling.
- Concerns were raised around the closure of Chestnut from residents in Kits Point as well as institutions within Vanier Park because it would restrict access and would force tour/school busses through the residential neighbourhood as well as put more pressure on the Cypress and Cornwall intersection.
- Questionnaire Response
 - 75% of respondents believe the proposed realignment of the Burrard and Cornwall intersection would improve cyclist safety, comfort and convenience and 59% believed it would improve pedestrian safety, comfort and convenience. Approximately 40% thought that reducing vehicle speeds onto Cornwall would be a benefit.

- The largest concern for respondents who provided feedback was vehicles potentially rerouting onto nearby streets (71%) and reduced vehicle access onto Chestnut Street (47%). 23% of respondents provided other concerns, specifically:
 - Impacts to some of the existing landscaping (i.e. Seaforth Park, the Welcome to Kits log)
 - Impacts to local businesses (i.e. reduced access, parking)
 - Concerns specifically about Cypress and the Cypress/Cornwall intersection
 - Access to Kits Point

Community Petitions and Surveys

Many community petitions and surveys were circulated during the second phase of consultation including:

- Everyone Wins Concept
- Re-evaluate Point Grey-Cornwall Corridor Project Plan
- Petition from local residents support Point Grey Road Option 2A
- Brock House Society Petition - Retention of parking
- City of Vancouver: Stop the Bike Lanes
- Kitsilano Chambers of Commerce Member Survey
- Keep Point Grey Road Open To All Commuters
- Point Grey Road - Cornwall Avenue - Road Closure
- Point Grey-Cornwall Bikelane - Facebook Page
- City of Vancouver, Mayor and Council: Make Point Grey Cornwall safer for people of all ages and abilities!

Point Grey Cornwall Active Transportation Corridor
Input from Council Advisory Committees

Active Transportation Policy Council Motion of Support



CITY CLERK'S DEPARTMENT
Legislative Operations

VanRIMS No.: 08-3000-11

MEMORANDUM

June 26, 2013

TO: Jerry Dobrovolny, Director of Transportation
Dale Bracewell, Manager, Active Transportation

CC: Tanya Paz, Chair, Active Transportation Policy Council
David Rawsthorne, Active Transportation Project Coordinator

FROM: Pat Boomhower, Meeting Coordinator

SUBJECT: Point Grey Rd - Cornwall Ave Corridor: Active Transportation Project

At its meeting on June 19, 2013, the Active Transportation Policy Council passed the following motion:

WHEREAS:

The Transportation 2040 Plan targets a significant increase in active transportation mode share and highlights the Point Grey-Cornwall corridor as a key potential route for a new All Ages and Abilities (AAA) cycling facility;

1. Benefits to pedestrians helps the City of Vancouver meet its mode share target, supporting transit users would be supporting pedestrians:

THEREFORE BE IT RESOLVED THAT:

- A. The Active Transportation Policy Council (ATPC) appreciates the leadership of City Council and the hard work of City staff in designing, consulting, and engaging on the Point Grey Road - Cornwall Avenue Corridor Active Transportation Project, and strongly supports the intent to create an All Ages and Abilities (AAA) facility along this route.

- B. The Active Transportation Policy Council strongly supports the proposed design outlined for sections 1, 3, and 5 of the Point Grey Road - Cornwall Avenue Corridor project as presented at the ATPC Project Committee meeting on June 5, 2013.
- C. For section 2 of the project, the Active Transportation Policy Council recommends option 2A, as this proposed design offers the most significantly improved pedestrian environment and a comfortable cycling facility.
- D. For section 4 of the project, the Active Transportation Policy Council believes that Cornwall Avenue would provide the most attractive route for cyclists as it offers a more direct, flatter route with access to destinations;

FURTHER THAT ATPC encourages the City to pursue an AAA cycling facility on this route as soon as it is feasible;

AND FURTHER THAT as an immediate solution, ATPC believes that the proposed York Avenue route design will provide an adequate facility and meets AAA standards.

- E. Along Cornwall Avenue, west of Cypress Street, with a priority on the north side, staff immediately review pedestrian improvements that encourage more walking.

Pat Boomhower
Meeting Coordinator
tel: 604.873.7015
fax: 604.873.7419

Notes from Meeting with Representatives from Seniors Advisory Committee & Persons with Disabilities Committee, Monday, July 8, 2013, 3:00 pm to 5:00 pm, 507 West Broadway

Attendees:

City of Vancouver Staff: Marnie McGregor, Paul Lightfoot, Brian Gould, David Kyobe

City of Vancouver Seniors Advisory & Persons with Disabilities Committees:
Sharon Fenton, Dellie Lidyard, Rowena Tate, Eva Wadolna, Jill Weiss

General Comments & Questions:

- Questions about why the City was undertaking the Point Grey Cornwall Project and why it was determined a priority project.
- Clarification on the alternative designs and routes considered was also requested.
- Questions about why this project is being rushed to present this to Council? The proposed plan has significant problems for seniors and people with disabilities, is very expensive, and seems to have serious flaws. It would seem more appropriate to take the time to properly consider the feedback received before presenting it to Council.
- The project design plan does provide a few improvements for seniors and people with disabilities, but in major ways, the plan makes the Pt Grey/Cornwall corridor more difficult for seniors and people with disabilities.
- Overall feeling that the project is cyclist-centric, and not sufficiently focused on pedestrian improvements, especially for older adults and persons with disabilities.
- In fact, many of the proposed changes would make it more difficult for seniors and people with disabilities. If vehicle access is reduced on the Pt Grey/Cornwall corridor, this is a major reduction in access for older adults and people with disabilities who are often not able to walk or cycle.
- Building for all ages and abilities requires smooth, even, flat wider surfaces; minimal distances and disruptions; parking that is very close; vehicle and transit access; paths with well positioned lighting; and safe crossings.
- Concerns that Transit should be an important part of the Point Grey Road - Cornwall Avenue project discussion, and it had not been given enough consideration.

Detailed Comments & Questions:

Significant concern about Brock House parking, pedestrian safety, and access.

- Concern about pedestrian safety near Brock House; pedestrians crossing Point Grey Road from the public parking to Brock House are vulnerable to collisions with cyclists whose numbers might increase with the proposed bike path enhancement. The risk of collisions is increased for seniors because many have mobility, hearing and eyesight impairments.
- The loss of diagonal street parking in front of Brock House was identified as a major access issue for older adults and people with disabilities who are often not able to travel more than a very short distance on their own. If parking is located half a block away, this is too far for many seniors and people with disabilities, and many will not be able to use the community centre.

- Allocating more spaces for people with SPARC disability decals doesn't solve the problem, because many seniors who can't walk more than a few meters don't have a SPARC decal. It is essential that the same amount of parking be provided with no additional distance to travel.
- The reduction of parking will make it impossible for many older adults to use Brock House.
- A solution was proposed to use an underutilised Park Board space adjacent to Brock House for Brock House members designated parking. Staff indicated they would look into that.
- Brock House is not located directly on a transit route making vehicle access the only viable transportation option for older adults. Many of Brock House's members are frail and mobility impaired, and will not be able to access Brock House without vehicle access and close parking. Walking and cycling are not an option for most seniors.
- Some of the seniors who use Brock House services travel by HandyDART, and this service will also be negatively impacted by the proposed changes. Persons who use HandyDART are already on the vehicle for a very long time -- for example, an hour from the West End to Brock House. Implementation of this plan will make routes more indirect, and therefore lengthier. This can have a serious impact on persons with bladder issues or neurological conditions.
- The Brock House total membership is about 1800. Staff identified that 547 of those are over 80 years old. Four are over the age of 100, 28 are between 95 and 99, 92 are between 90 and 94, 161 are between 85 and 89 and, 262 are between 80 and 84 years old. Almost all people over 80 have a mobility or other impairment, and about half of those over sixty five have a disability.
- Elders from the community use key services at Brock House on a daily basis, including daily meals, so access to the community centre is crucial to many people.
- The loss of parking could also affect Brock House's ability to hold fundraising events and that could result in a significant loss of revenue for the society, further adversely impacting their ability to serve seniors of the area.

Vehicle restrictions and the impact on seniors and people with disabilities:

- If vehicle access is reduced on the Pt Grey/Cornwall corridor, this means a major reduction in access for older adults and people with disabilities who are not able to walk any distance or cycle. If the corridor had transit along the whole length, this would solve the problem for some. However introduction of the current model of community shuttle won't solve the problem, because the existing shuttles have very poor entry/exit points and very poor shocks, and the rough ride causes injuries to frail seniors and people with disabilities.
- The reduction in vehicle access and parking also reduces the ability of older adults and people with disabilities to access the many mini parks along the Pt Grey/Cornwall corridor.
- The reduction in vehicle access also means that for persons who can't walk or wheel any distance, the lovely scenic ride along Pt Grey and Cornwall will no longer be available.

Option 2A

- Option 2A, from Alma to MacDonald is the more age-friendly option, if the pedestrian improvements for all ages and abilities are made on the South side of the road. The current option with sidewalk access only on the North side actually makes pedestrian travel more difficult for seniors and people with disabilities because the North side sidewalk has many changes in elevation due to driveways. This makes it very difficult for older adults who are walking and for persons using manual wheelchairs or walkers.
- As long as pedestrian access is only on the North side, the “improvements” in sidewalk smoothness and wideness don’t actually help seniors or people with disabilities because of the driveway issue.
- However, even if pedestrian access is switched to the South side with option 2A, this still leaves seniors and people with disabilities with pedestrian access on only one side of the road, which is significantly harder for both populations.

An alternative proposal

- The committees suggested an alternative plan of making the pedestrian improvements on Pt Grey Road/Cornwall, with some traffic speed reduction and safer elevated crossing changes, and maintaining or improving cycling on a different route such as 3rd or 1st Ave. This would improve pedestrian access for everyone, remove the reductions in access for older adults and people with disabilities that exist in the current plans, and maintain an excellent bicycle route for cyclists.
- There is support for keeping the 3rd Avenue and current Seaside bike route, as it is seen to be safe enough for cyclists because of low traffic volumes and gentle gradient of the route. 1st Avenue was identified as another alternative for cycling improvements. This point was emphasised by a senior biker in the group who successfully uses both West 3 and West 1.

Intersection at Cornwall and Burrard

- The intersection at Cornwall Avenue and Burrard Street is dangerous for pedestrians, especially older adults and persons with disabilities who use mobility aides. It is also dangerous for any older adult or any person who moves slowly (e.g. parents with children in carriages or walking/biking beside them). The double change in elevation - going down a ramp, up a ramp, then down another ramp and up another ramp - is very difficult and dangerous because any slowness or slipping may cause the person to slip or fall into traffic. The push button is on a sloped pedestrian island in the intersection, which creates the risk of wheelchairs and walkers rolling backwards into vehicle traffic. The city should have guidelines for push buttons so that they have a minimum flat surface around them and can be accessed by a person using a wheelchair safely without risk of the wheelchair slipping or moving while the person removes their hand from the wheel to push the button. The crossing times at this and other intersections should be longer to ensure older adults and persons with disabilities can cross safely in time.
- There is general support of the proposed improvements to the Burrard & Cornwall intersection with preference for the installation of elevated sidewalks, which improve pedestrian safety by making pedestrians more visible and by slowing vehicles.

Other intersections

- We would like safety issues for pedestrians, cyclists and vehicles at Chestnut and Cornwall Avenue, and Cypress and Cornwall Avenue to be addressed in a more comprehensive manner, keeping in mind that Chestnut is an access point to cultural and recreational amenities of importance to seniors and persons with disabilities from Vancouver and beyond.
- Concerns about changes to the parking at the business parking lot at Cypress and Cornwall. Blocking access from Cornwall Avenue may reduce parking for businesses, cause congestion at the intersection and make it less safe for patrons walking (particularly those using mobility aides.)

Other issues and concerns

- In general, the traffic changes resulting from the Point Grey Road - Cornwall Avenue project will cause congestion on certain streets and increase the journey times due to rerouting (loss of a direct route).
- This is a prime area with fabulous views and it must be accessible for all.
- There should be a greater focus on reduced speed for all transit whether vehicles, cyclists, skateboarders etc.

Point Grey Cornwall Active Transportation Corridor Final Recommended Design

For each section of the route, staff recommend the changes listed below, and illustrated in Figures G1 through G4. The recommended design reflects comments received from stakeholders during Phase 2 consultation. Appendix D shows the proposed design as presented during Phase 2 consultation.

1. Section 1 - Point Grey Road, Jericho Beach Park to Alma Street



Figure G1 - Section 1, Point Grey Road, Jericho to Alma

Improvements for walking and cycling:

- existing sidewalk on the north side of Point Grey Road would have minor modifications, including widening between Wallace and Jericho Beach Park.
- new grass boulevard would be installed beside the existing north sidewalk.
- missing sections of sidewalk on the south side of Point Grey Road would be built.
- two-way separated bike lane would be built on the north side of Point Grey Road adjacent to new boulevard and the existing sidewalk.

Required changes to parking:

- angle parking and gravel shoulder on the north side of Point Grey Road west of Highbury would be removed.
- perpendicular parking adjacent to Hastings Mill Park would be converted to parallel parking.

- parking on the south side of Point Grey road would be unaffected.
- In order to provide space for the separated bike lanes, space for approximately 60 parked cars would be removed from the street.
- dedicated parking for Brock House Society Seniors Centre will be created in a nearby parking lot.

2. Section 2 - Point Grey Road, Alma Street to Macdonald Street



Figure G2 - Section 2, Point Grey Road, Alma to Macdonald

Point Grey Road would become a local street:

- Point Grey Road between Alma and Waterloo would become one-way (eastbound only) for motor vehicles.
- park space would be expanded at Point Grey Road Park (between Blenheim and Trutch) by closing the section of Point Grey Road adjacent to this park to motor vehicle traffic.
- Trutch between West 1st and Point Grey Road would be closed to motor vehicles to support the adjacent park expansion and limit vehicle traffic on the bike route.
- park space would be expanded at Tatlow and Volunteer Parks (between Bayswater and Macdonald) by closing the section of Point Grey Road adjacent to these parks to motor vehicle traffic.

Improvements for walking and cycling:

- the one-way street segment and the road closures at parks would lead to low vehicle volumes and speeds, making for safer and more comfortable walking.

- low vehicle volumes and speeds would also make for streets that would be comfortable for people of all ages and abilities to cycle on the streets without separated bicycle facilities.
- sidewalks on the north side of Point Grey Road would be widened.
- vegetation on City street right of way which encroaches on the sidewalk or which creates safety issues by blocking visibility would be trimmed or removed.
- Counter-flow, painted bike lanes for westbound bikes from Alma to Waterloo.

Changes to intersections along the corridor and on other streets in the neighbourhood are recommended in order to support the resulting traffic changes:

- Signal removed at Alma and Point Grey Road and replaced with stop signs.
- To manage traffic re-routed from Point Grey Road in a way that avoids short-cutting on local streets, staff recommend the introduction of left-turn bays and signals on West 4th Avenue at Macdonald. These left turn bays are expected to have the added benefit of improving safety at these intersections.
- To aid pedestrian crossings on Macdonald between Point Grey Road and West 4th Avenue, a pedestrian and cyclist-activated traffic signal would be installed on Macdonald Street at West 3rd Avenue.
- To address potential traffic shortcutting through the neighbourhood near 4th and Macdonald, a diagonal diverter is recommended for the intersection of 3rd and Bayswater.

Required changes to parking:

- In order to provide space for the wider sidewalks, approximately 60 parking spaces would be removed from the north side of Point Grey Road between Waterloo and Macdonald.

3. Section 3 - Point Grey Road, Macdonald Street to Trafalgar Street



Figure G3 - Section 3, Point Grey Road, Macdonald to Trafalgar

Improvements for walking and cycling:

- The sidewalk on the north side of Point Grey Road between Macdonald and Trafalgar would be widened where possible.
- A two-way separated bike lane would be built on the north side of Point Grey Road between Macdonald and Trafalgar.
- A new pedestrian and cyclist-activated traffic signal would be installed at Point Grey Road and Stephens Street to provide pedestrians and cyclists with access across Point Grey Road, including access to York Avenue.

Transit implications:

- An east bound bus stop on Point Grey Road at Stephens would be relocated to Trafalgar

Implications for on-street parking and motor vehicle circulation:

- Provision of a new parking bay on the south side of the 2600 block of Point Grey Road to accommodate a mid-block property without driveway or lane access.
- Stephens Street would be closed to motor vehicle traffic between York Avenue and Point Grey Road to enhance pedestrian and cyclist access.
- Between Macdonald and Trafalgar, Point Grey Road would retain two lanes of arterial vehicle traffic. The existing curbside lanes, which function as parking lanes outside of peak periods, would be removed and replaced by parking bays in strategic locations.

4. Section 4 - York Avenue, Stephens Street to Chestnut Street

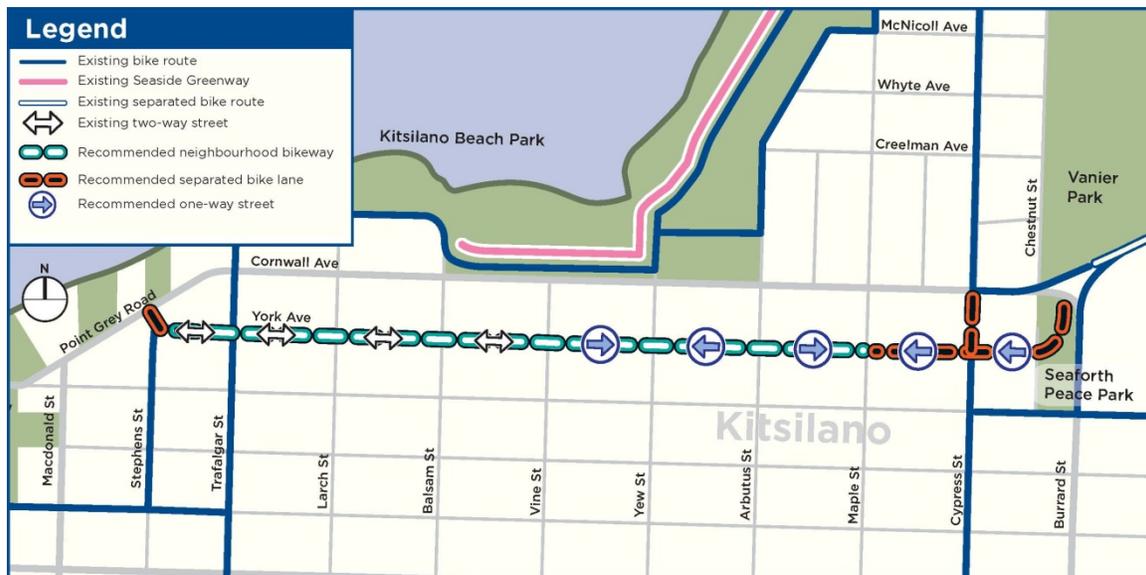


Figure G4 - Section 4, York, Stephens to Chestnut

A combination of separated bike lanes and local street bikeway.

Improvements for walking and cycling on York:

- between Chestnut and Maple, a two-way separated bike lane would be built on the south side of York.
- pedestrian improvements for Henry Hudson students would be added, including raised crosswalks on York at Cypress and at Maple.

Implications for on-street parking and motor vehicle circulation:

- between Vine and Stephens, existing vehicle volumes and speeds are low and compatible with shared use with cyclists - there would be no change here.
- No changes to on-street parking on York west of Vine
- between Vine and Maple, these three blocks of York would become one-way for motor vehicles, with the directions alternating by block to discourage through vehicle traffic.
- Between Chestnut and Maple, vehicle traffic would be limited to one-way westbound.
- on the north side of York, parking and passenger zones adjacent to Henry Hudson Elementary School would be unchanged, maintaining the current student drop-off and pick-up operations.
- space for approximately 30 parked cars would be removed between Chestnut and Vine.
- Most two-way and four-way stops would be adjusted to give York bicycle and motor vehicle traffic priority over cross-street traffic.

Point Grey-Cornwall Active Transportation Corridor Parking Management Strategy

The proposed changes to Point Grey Road, York Avenue and other streets in the project area include some notable changes to parking on these streets. The changes and associated mitigation approaches are detailed below.

Point Grey Road, Jericho Beach Park to Alma Street

Between Jericho Beach Park and Alma Street, approximately 60 unregulated parking spaces would be removed from the north side of Point Grey Road, adjacent to Brock House, the Jericho Tennis Club and the Royal Vancouver Yacht Club, to make room for a two-way separated bike lane. There is a 178-space public parking lot adjacent to Jericho Beach Park which is rarely fully occupied. Some of these spaces will be made available to members of the seniors centre at Brock House at no charge.

Point Grey Road, Alma Street to Macdonald Street

Between Alma and Macdonald Streets, approximately 60 unregulated parking spaces would be removed from the north side of Point Grey Road between Waterloo and Macdonald to make room for wider sidewalks, wider boulevards and expanded park space. Approximately 130 spaces would remain on the south side of Point Grey Road, evenly distributed along the street and more than enough to meet the normal residential demand of approximately 80 vehicles.

Point Grey Road, Macdonald Street to Trafalgar Street

To provide space for a two-way separated bike lane on the north side of this busiest section of Point Grey Road, much of the existing curb-side parking would be removed. There are currently about 40 parking spaces, but all prohibit parking during peak periods aside from a few spaces on the connection with Trafalgar. Use of these spaces is light, with normal evening use averaging five (5) vehicles in this two block section of Point Grey Road. The modified street with separated bike lanes would provide twelve (12) parking spaces with no peak period restrictions.

Point Grey Road, Trafalgar Street to Balsam Street

As an immediate improvement for walking and cycling, parking restrictions will be implemented at the curve in Point Grey Road near Kitsilano Beach Park to improve visibility. Additional parking signage will be installed to clarify existing parking regulations at the Point Grey Road and Larch intersection and at the driveway access to Kitsilano Beach Park.

Stephens

The closure of Stephens Street to vehicle traffic between York and Point Grey Road would include the loss of a one (1) parking space.

York Avenue

No changes are proposed to parking on York west of Vine.

Between Vine and Maple Streets, parking will be reconfigured to accommodate these blocks operating as one-way for motor vehicles, but there will be no loss of parking.

To provide space for separated bike lanes on York Avenue between Maple and Chestnut Streets near Henry Hudson School, approximately 30 parking spaces would be removed from York. Some of this loss would be made up by increasing the parking supply on nearby streets. The affected section of York also has approximately 100 off-street residential parking spaces.

Cornwall Avenue

No changes are proposed to parking on Cornwall.

Cypress Street

In order to improve the cycling conditions on Cypress Street between Cornwall and York, and provide an all ages and abilities (AAA) connection between the separated bike lanes on York and Cornwall east of Cypress, curbside parking would be removed to allow for the introduction of buffered or separated bike lanes on this existing local street bike route. This would result in the loss of on-street space for approximately 13 parked cars.

Parking regulations on Cypress immediately north of Cornwall will be changed to accommodate safe pedestrian, bicycle and vehicle operation at the intersection of Cornwall and Cypress and the parking lot exit onto Cypress.

West 4th Avenue

To provide space for left turn bays needed to accommodate re-routed traffic, 20-30 on-street short-term (2hr) parking on West 4th near Macdonald would be removed. Parking regulations on West 4th between Balaclava and Stephens will be modified to mitigate the impact of this change.

Other

Additional minor changes to parking would likely arise as the design of pedestrian and cycling improvements are finalized.