We want to hear from you!

Seaside Greenway Completion Phase 2

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

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

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

All of the information shown today is also available online: vancouver.ca/pointgreycornwall
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For more information, visit vancouver.ca/pointgreycornwall
June 2015
Plans for the completion of the Seaside Greenway and improvements to the southern end of Burrard Bridge were approved by Council in July 2013. The plans included:

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

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

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

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

The York Bikeway now connects the southern end of the Burrard Bridge with Point Grey Road at Stephens Street. It has protected bike lanes where traffic is busier near Burrard, and is a quiet shared street further west.
Phase 1: Point Grey Road (completed)

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

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

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

South end of Burrard Bridge (completed)

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

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

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

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

1. Create an improved walking connection between Macdonald St and Alma St that is safe, convenient, comfortable and accessible for people of all ages and abilities.

2. Finalize a traffic plan for the local area south of Point Grey Road.

3. Coordinate walking improvements such as wider sidewalks and boulevards with needed sewer and water main work on Point Grey Road.

Key Objectives

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

Challenges

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

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

J une 2015
Next Steps

Review

Staff will review all comments and suggestions.

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

Revise

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

Report

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

Council will decide how the project will proceed.

We want to hear from you!

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

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

Existing Sidewalk Conditions

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

Walking Toolkit

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

Optimal Sidewalk Conditions

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

#### Location Map

[Location Map Image]

#### Air Photo Location Plans

- **WEST: Alma St to Waterloo St**

- **CENTRE: Waterloo St to Balaclava St**

- **EAST: Balaclava St to Tatlow Park**

For more information, visit [vancouver.ca/pointgreycornwall](vancouver.ca/pointgreycornwall)

June 2015
WEST: Alma St to Waterloo St - Cross Sections

Existing Conditions

Typical Cross Section
- 6.0m boulevard south side of Point Grey Road. Divided into: 4.0m landscaped back boulevard, 2.0m sidewalk
- 8.2m roadway (curb to curb) Divided into: 2.4m on-street parking, 2 x 2.9m travel lanes
- 5.9m boulevard north side of Point Grey Road Divided into: 2.0m sidewalk, 3.9m back boulevard

Changes

Recommended Option

Typical Cross Section
- 6.0m boulevard south side of Point Grey Road. Divided into: 4.0m back boulevard, 2.0m sidewalk
- 8.5m roadway (curb to curb) Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes
- 5.6m boulevard north side of Point Grey Road Divided into: 1.5-1.8m front boulevard, 2.7-3.0m sidewalk, 0.6-1.2m back boulevard

Changes

Alternate Option

Typical Cross Section
- 6.0m boulevard south side of Point Grey Road Divided into: 4.0m back boulevard, 2.0m sidewalk
- 8.2m roadway (curb to curb) Divided into: 2.4m on-street parking, 2 x 2.9m travel lanes
- 5.9m boulevard north side of Point Grey Road Divided into: 15-18m front boulevard, 2.7-3.0m sidewalk, 0.6-1.2m back boulevard

Changes

For more information, visit vancouver.ca/pointgreycornwall
Alma to Waterloo

WEST: Alma St to Waterloo St - Plans

Existing Conditions

Recommended Option

Alternate Option

For more information, visit vancouver.ca/pointgreycornwall
# Waterloo to Balaclava

## SEASIDE GREENWAY

### PHASE 2

## CENTRE: Waterloo St to Balaclava St - Sections

### Existing Conditions

**Typical Cross Section**

- 4.6m boulevard south side of Point Grey Road
- Varying boulevard widths between Waterloo and Balaclava with 2.0m sidewalk
- 110m roadway (curb to curb)
  - Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes, 2.5m on-street parking

- 4.5m boulevard north side of Point Grey Road
  - Divided into: 15m utility strip/boulevard, 18m sidewalk, 12m back boulevard

### Recommended Option

**Typical Cross Section**

- 4.6m boulevard south side of Point Grey Road
- Divided into: 2.6m back boulevard, 2.0m sidewalk
  - Between Blenheim and Balaclava: 18m sidewalk, 12m boulevard
- 8.5m roadway (curb to curb)
  - Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

**Changes**

- 6.9m boulevard north
  - Divided into: 2.7m front boulevard, 3.0m sidewalk, 12m back boulevard

### Alternate Option

**Typical Cross Section**

- 4.6m boulevard south side of Point Grey Road
  - Divided into: 2.6m back boulevard, 2.0m sidewalk
  - Between Blenheim and Balaclava: 18m sidewalk, 12m boulevard
- 8.5m roadway (curb to curb)
  - Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

**Changes**

- 6.9m boulevard north side of Point Grey Road
  - Divided into: 0.6m front utility strip, 1.8m sidewalk, 1.5m mid boulevard, 18m sidewalk, 12 back boulevard

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For more information, visit [vancouver.ca/pointgreycornwall](vancouver.ca/pointgreycornwall)

June 2015
Waterloo to Balaclava

CENTRE: Waterloo St to Balaclava St - Plans

Existing Conditions

Recommended Option

Alternate Option

For more information, visit vancouver.ca/pointgreycornwall
June 2015
**Typical Cross Section**

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

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

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

**Recommended Option**

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

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

6.8m boulevard north
Divided into: 2.6m front boulevard, 3.0m sidewalk, 12m back boulevard

**Alternate Option**

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

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

6.8m boulevard north side of Point Grey Road
Divided into: 0.5m front boulevard, 1.8m sidewalk, 1.5m mid boulevard, 18m sidewalk, 12 back boulevard
EAST: Balaclava St to Tatlow Park - Plans

Existing Conditions

Recommended Option

Alternate Option

For more information, visit vancouver.ca/pointgreycornwall

June 2015
Council approved cul-de-sacs on Point Grey Road between Bleheim St and Trutch St in Phase 1 of the Seaside Greenway Completion. The cul-de-sacs will close Point Grey Road to through traffic. Improved sidewalks and a bike path will link the two cul-de-sacs.

**Original Conditions**

**Current Conditions**

**Proposed Conditions**

*More greenspace, wider sidewalks, a local street bikeway*
Neighbourhood Traffic Issues

Current Traffic Conditions

- Fewer than 1000 vehicles per day drive on Point Grey Road
- Most other east-west local streets have vehicle volumes of 300-600 vehicles per day
- The north-south streets immediately north of 4th Ave have vehicle volumes of up to 1300 vehicles per day
- The 2800-block of 3rd Ave (bike route and playground zone) and Bayswater St between 2nd Ave and 3rd Ave have vehicle volumes of 1300 vehicles per day
- Some potential short-cutting in the lanes north of 4th Ave

Point Grey Road

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

* Currently Temporary

Current Measures

Objectives

- Discourage traffic from traversing the neighbourhood.
- Evenly distribute traffic across local streets
- Encourage traffic to use direct routes to arterial streets (4th Ave, Alma St and Macdonald St).
Connecting Point Grey Road Park with green space to the south with two cul-de-sacs was approved by Council in 2013 as part of the Seaside Greenway plan. These cul-de-sacs will be built after the major sewer and water works planned for Point Grey Road are carried out, likely in 2016.

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

### Approved Measures

**Point Grey Road**

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

**Remove**
- B. Westbound left-turn-only at Waterloo St and northbound right-turn-only from Waterloo St
- C. Eastbound right-turn-only at Blenheim St and Northbound left-turn-only from Blenheim St

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

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

**Option A**

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

Option B

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

Option C

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

For more information, visit vancouver.ca/pointgreycornwall

June 2015
Prior to 2014, the traffic signals on 4th Ave at Blenheim St, Trutch St, Balaclava St and Bayswater St stayed green for traffic travelling on 4th Ave unless a person walking or cycling pushed a button to change the light.

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

What we’ve heard

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

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

Proposed Solution:

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

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

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

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