Seaside Greenway Completion

Public Realm & Sidewalks
Point Grey Road, Alma to Tatlow Park

Presentation to Standing Committee of Council on Policy and Strategic Priorities
May 4, 2016
Recommendation

“That Council approve a multi-year capital project budget of up to $6.4 million for public realm improvements to the Seaside Greenway between Alma Street and Macdonald Street . . . to improve safety and comfort for people walking and to increase public green space”
Public Realm Key Components

Expanded green space and street closure at Point Grey Road Park

Wider more accessible sidewalk and new/wider boulevards on north side of Point Grey Road

Artist illustration of potential changes to Point Grey Road at Trutch Street and new cul-de-sac at Point Grey Road Park.
2013 Council Approved

A “design for the completion of the Seaside Greenway between Jericho Beach Park and Trafalgar Street, including making Point Grey Road west of Macdonald a local street”

To create “improved walking and cycling routes which provide safe and comfortable connections between Jericho Beach Park and Burrard Bridge”

Final step in the 28 km route for walking and cycling.
Seaside Greenway Completion

Phase 1 (completed in 2014):

- Improvements to cycling route including the conversion of Point Grey Road to a local street

<table>
<thead>
<tr>
<th>People Walking</th>
<th>People Cycling</th>
<th>Vehicle volumes</th>
<th>Vehicle speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>900/day</td>
<td>2,700/day (weekday)</td>
<td>&gt;10,000/day</td>
<td>Majority below 30km/h</td>
</tr>
<tr>
<td>↑ 600/day (weekday)</td>
<td>3,300/day (weekend)</td>
<td>↓ 400-600/day</td>
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</tr>
<tr>
<td></td>
<td>↑ 600/day (weekday)</td>
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Seaside Greenway Completion

Phase 2:

• Improvements to walking conditions, public realm, expanded green space and connections to waterfront parks along Point Grey Road
• Construction to be coordinated with sewer replacement

Completes a critical 2 km gap in the Seaside Greenway, running from the Vancouver Convention Centre to Spanish Banks.
Public Engagement

Three-stage process:

Engage
Consult
Recommend

Phase 1 (2013)

Extensive public engagement including local residents, City advisory committees and other groups through meetings, workshops and public open houses.

Phase 2 (2015-2016)

Built on public engagement started in Phase 1 with additional public open houses and meeting with residents.
Phase 2: Public Engagement

### Phase 2 Consultation

**Consult**
- Public Open Houses
- One-on-one meetings
- Presentations to committees and groups

**Recommend**
- One-on-one meetings with residents of W 3rd Avenue
- Newsletter: Neighbourhood Traffic Recommendations
- One-on-one meetings with residents of Point Grey Road
- 3 meetings for residents on north side of Point Grey Road
- Newsletter: Point Grey Road Public Realm Improvements

Heard from over 400 individuals
Received over 650 pieces of input
# Phase 2: Public Engagement

## Consultation Highlights

<table>
<thead>
<tr>
<th>Greatest Concerns</th>
<th>Best features and benefits of recommended design</th>
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<tbody>
<tr>
<td>• Conflict between people walking, cycling and driving</td>
<td>• Wider and fully accessible sidewalks</td>
</tr>
<tr>
<td>• Difficulty accessing driveways</td>
<td>• Greater separation between sidewalk and roadway</td>
</tr>
<tr>
<td>• Change to parking</td>
<td>• More green space</td>
</tr>
<tr>
<td>• Impacts to privacy of adjacent properties</td>
<td>• Seating and resting opportunities</td>
</tr>
<tr>
<td></td>
<td>• Reduced conflict between users</td>
</tr>
</tbody>
</table>
Point Grey Road Public Realm Improvements

- **West**: Alma to Waterloo
- **Centre**: Waterloo to Balaclava
- **East**: Balaclava to Tatlow Park

- **Sewer improvement**
- **Water line replacement**

**Legend**
- Grey: Street network
- Orange: Extent of sidewalk improvements
PGR: South Side and Roadway

South side sidewalk unchanged

Parking on south side of Point Grey Road and two travel lanes

Consistent 8.5m width of Point Grey Road from Alma to Tatlow Park

Changes to intersection at Alma and Point Grey Road

Illustration represent a typical design and variations may occur for different segments on Point Grey Road.
Illustration represent a typical design and variations may occur for different segments on Point Grey Road.
PGR: Public Realm Improvements

Improved street and pedestrian lighting

Site furniture including benches and water fountain at the parks

Illustration represent a typical design and variations may occur for different segments on Point Grey Road.
Visibility of people walking with appropriate plantings within the back boulevard

Existing condition along 3 blocks of Point Grey Road

<table>
<thead>
<tr>
<th></th>
<th>SOUTH SIDE</th>
<th>POINT GREY ROAD</th>
<th>NORTH SIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>varies</td>
<td>2.0m</td>
<td>8.5m</td>
<td>1.4 - 2.7m</td>
</tr>
</tbody>
</table>

Illustration represent a typical design and variations may occur for different segments on Point Grey Road.
PGR: Public Realm Improvements

Illustration represents a typical design and variations may occur for different segments on Point Grey Road.
PGR: Improved Waterfront Access

Identified alignment is for illustration purposes. Final alignment may vary according to site specific conditions.

- Improved crossings including new raised crosswalks
- Corner bulges
- Accessible curb ramps
- Corner bulge to reduce crossing distance
Point Grey Road Park

Expanded green space with waterfront views

- New seating and bicycle parking
- New green space with water and mountain views
- New sidewalk connections and tree planting
- Slow cycling connection past park and green space

Identified alignment is for illustration purposes. Final alignment may vary according to site specific conditions.
Recommended Design

Recommended design will improve the walking environment and public realm on Point Grey Road.

- Wider and fully accessible sidewalk
- Greater separation between pedestrian experience and roadway
- More green and park space
- New or improved treed front boulevard
- Seating and resting opportunities
- New/improved pedestrian street lighting
- Reduced conflicts at driveways due to improved site distance through:
  - Consistent sidewalk, back boulevard and road width
“THAT Council approve a multi-year capital project budget of up to $6.4 million for public realm improvements to the Seaside Greenway between Alma Street and Macdonald Street . . . to improve safety and comfort for people walking and to increase public green space”
Thank you