



ADMINISTRATIVE REPORT

Report Date: April 20, 2016
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RTS No.: 11336
VanRIMS No.: 08-2000-20
Meeting Date: May 4, 2016

TO: Standing Committee on Policy and Strategic Priorities

FROM: General Manager of Engineering Services

SUBJECT: Seaside Greenway Completion - Phase 2 - Public Realm & Sidewalks
Point Grey Road, Alma Street to Tatlow Park

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, as detailed in this report, to improve safety and comfort for people walking and to increase public green space; source of funding to be:

- i. \$1.1 million to be reallocated from the current multi-year capital project budget for Seaside Greenway & York Bikeway;
- ii. \$3.3 million from the 2015-18 Capital plan for the Active Transportation Corridors and Spot Improvement Program; and
- iii. \$2.0 million City Wide DCL allocated to Transportation, to be added to the 2015-18 Capital plan for Active Transportation Corridors & Spot Improvements.

REPORT SUMMARY

This report provides recommendations for the creation of an improved walking environment and enhanced public realm on the Seaside Greenway between Alma Street and Tatlow Park (Macdonald Street). The key components are:

- Wider, more accessible sidewalks and new or wider front boulevards with street trees on the north side of Point Grey Road
- Expanded green space and street closure at Point Grey Road Park

These public realm changes were approved in principle by Council in July 2013. This report provides specific recommendations regarding sidewalk and boulevard widths and locations and green space configuration and requests approval of funding for construction in 2016 and 2017. Details are provided in Appendix A.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

In July 2013 (RTS 10182), 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 Street a local street” for the purpose of creating “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”.

This work was to be completed in two phases. Phase 1, “consisting of most of the walking and cycling corridor improvements from Jericho Beach Park to the Burrard Bridge” received funding as part of the 2013 Council approval and was built in 2013 and 2014. 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”, was to be built as part of the 2015-2018 Capital Plan “in coordination with utility construction.”

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The improved Seaside Greenway from the Burrard Bridge to Jericho has been very successful in creating opportunities for residents and visitors of all ages and abilities to cycle and walk. The number of people taking advantage of the Greenway has demonstrated the enthusiasm and demand for the amenity. The work outlined in this report will complete the public realm improvements and make it an even safer and more pleasurable place to walk and cycle. The City Manager supports the recommendations contained in the report.

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 completion of the Seaside Greenway along Point Grey Road is identified in Transportation 2040 as one of the highest priority projects to be completed by 2017 because of high existing and potential walking and cycling demand, to fill a critical 2 km gap in the Seaside Greenway, 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 and waterfront.

The Seaside Greenway Completion was approved by Council in July 2013 as a two phase project. The conversion of Point Grey Road to a local street between Alma and Macdonald Streets in early 2014, part of the Phase 1 work, has been effective in creating an all-ages-and-abilities (AAA) bike route. Vehicle volumes, previously over 10,000 per day, are now between 400 and 600 per day. Typical vehicle speeds have dropped and are now generally between 20 km/h and 40 km/h, with the majority travelling below the 30 km/h speed limit.

Phase 2 of the Seaside Greenway Completion will improve the walking environment and public realm between Alma and Macdonald Streets, including lighting and pedestrian amenities, and be the final step in the creation of a continuous 28km route for walking and cycling.

An existing combined sewer beneath Point Grey Road, from Alma Street to Balaclava Street, is due for replacement and separation. This work will be coordinated with the recommended street reconstruction.

Strategic Analysis

Sidewalks and Boulevards

The existing sidewalk on the north side of Point Grey Road provides a direct and almost uninterrupted connection for people walking between Jericho Beach Park and Kitsilano Beach Park. However, in its current state it has a number of weaknesses. The sidewalk:

- is narrow compared to most of the Seaside Greenway walking path
- drops at over 70 driveway crossings
- is in poor repair in many places
- has few curb drops (i.e. wheelchair ramps) at crossings
- is further narrowed in places by overhanging hedges and vegetation
- has no or minimal separation from vehicle traffic between Alma Street and Tatlow Park (Macdonald Street)

In early 2015, staff developed a number of options for improved, wider sidewalks on the north side of Point Grey Road. These options were assessed against an "ideal" sidewalk with the following characteristics:

- a width comparable to the rest of the Seaside Greenway (2.4m - 3.6m wide)
- an even grade that does not drop down for driveway crossings
- a smooth, even surface
- adequate visibility for all street users, including at driveways
- curb drops at all pedestrian crossings

The two options for public realm and improved sidewalk that performed best in this analysis, one recommended and one alternate, were presented to the public for input in June 2015. See Appendix B for details.

The recommended option included:

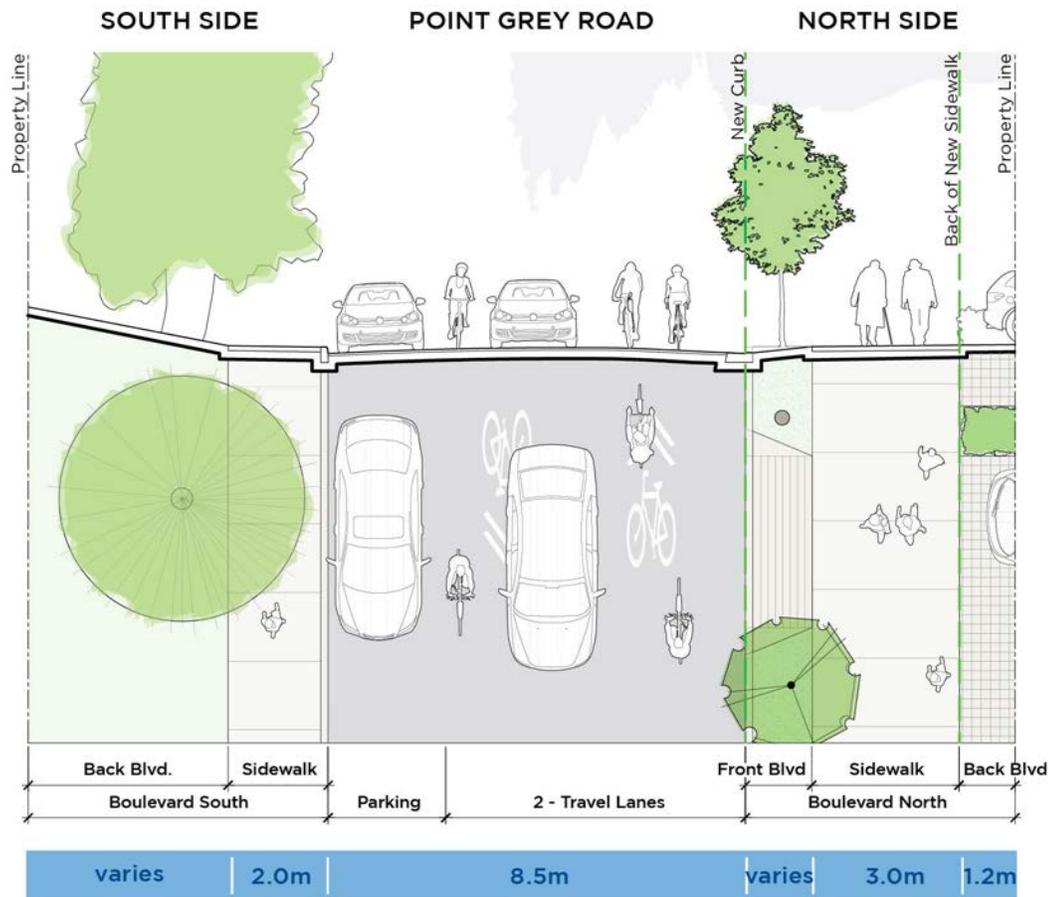
- single 3.0m wide north sidewalk
- added or wider (1.5m-2.7m) treed front boulevard (between roadway and sidewalk)
- 8.5m wide roadway, for vehicles and people cycling, with parking on the south side only
- unaffected or narrower (0.6m-1.2m) back boulevard (between sidewalk and private property)

The alternate option included:

- two 1.5m-1.8m wide north sidewalks separated by a 1.5m treed centre boulevard
- 8.5m wide roadway, for vehicles and people cycling, with parking on the south side only
- narrow front boulevard (between roadway and sidewalk)
- unaffected or narrower (0.6m-1.2m) back boulevard (between sidewalk and private property)

The recommended public realm option, with a single, wide sidewalk separated from the roadway by a treed boulevard, was preferred by a wide margin (6:1) over the alternate. See Appendix C for details of the 2015 public engagement feedback.

Based on input received during public engagement, including over 30 one-on-one meetings with residents/property owners, staff refined the preferred option to arrive at the updated recommended public realm and street cross-section shown in Figure 1.



Identified widths represent a typical design and variations may occur for different segments on Point Grey Road.

Figure 1 Recommended Typical Street Cross-section, Point Grey Road, Alma Street to Macdonald Street (looking westward)

The width of the treed front boulevard will differ east and west of Waterloo Street due to the differing existing roadway locations within the street dedication.

The width of the back boulevard will become a consistent 1.2m and the change in back boulevard width will generally vary as follows:

- between Alma and Waterloo the width will decrease from 3.9m to 1.2m
- between Waterloo and Balaclava the width will remain at the existing 1.2m
- between Balaclava and Tatlow Park the width will decrease from 1.9m to 1.2m

There are several locations where the width and/or position of the sidewalk and/or boulevards will differ from the typical treatment shown above to accommodate significant existing trees or other conditions (e.g. a steep driveway).

To further enhance the new north sidewalk, raised crosswalks will be built across Point Grey Road at Alma, Waterloo and Balaclava Streets. They will provide easier and safer street crossing and enhanced pedestrian access to waterfront parks and beach access as well as further reduce vehicle speeds.

The public realm experience will be improved with upgraded street lighting between Alma Street and Tatlow Park to provide pedestrian level lighting for people walking as well as improved roadway lighting for people cycling and driving.

The narrowing of the roadway east of Waterloo will require the removal of all remaining parking from the north side of Point Grey Road. These parking changes were approved in 2013, but some north side parking was left in place in the interim until the roadway is narrowed to accommodate the wider sidewalk. Parking studies done in 2013 and again in 2016 have shown that curb space on the south side is more than sufficient to meet normal parking demand.

Between Alma Street and Waterloo Street and, to a lesser extent, between Balaclava Street and Tatlow Park, wider sidewalks and treed front boulevards will be achieved by narrowing back boulevards, the space between the back of the sidewalk and the private property. Much of this space is currently occupied by soft landscaping and pavement and is frequently used for parking vehicles, in contravention of the City's Street and Traffic Bylaw No. 2849, §17.4(e). In some cases, this space has been "privatised" by the installation of fences, some with locked gates. These encroaching features will be removed to make room for new sidewalks, street trees, etc. Discussions with affected residents will continue through implementation.

Public Realm at Point Grey Road Park

In early 2014, Point Grey Road was transformed from an arterial street to a local street to provide conditions appropriate for all-ages-and-abilities (AAA) cycling. This was done by closing the street to through traffic at Macdonald Street, making a section near Alma Street one-way for vehicles, and installing temporary traffic diverters near Point Grey Road Park. The temporary measures were installed as a proxy for the recommended permanent closure and expansion of green space across the roadway.

Following the replacement of a combined sewer beneath the street, Point Grey Road immediately west of Trutch will be reconstructed to remove the roadway, creating new green space with water and mountain views and public seating, while accommodating a curved bike path connecting two new culs-de-sac.



Figure 2 Public Realm Changes Adjacent to Point Grey Road Park

This public realm design, shown in Figure 2, is an evolution of the concept approved in 2013, providing more green space adjacent to the waterfront park and incorporating input from community members and emergency services personnel.

The expanded green space at Point Grey Road Park, combined with the wider sidewalk, wider treed boulevards, and other improvements, will complete the transformation of Point Grey Road from a vehicular arterial street to an integral part of the 28 km Seaside Greenway.

Green Infrastructure

The recommended sidewalk, boulevard and other public realm improvements are an opportunity to use green infrastructure. In particular, the additional north side boulevard area and expanded green space at Point Grey Park will be evaluated for applicability of green infrastructure tools to mitigate runoff from road surfaces. Detailed site investigation will need to be undertaken to determine the scope and extent of the applicable green infrastructure tools.

Neighbourhood Traffic

When Point Grey Road was closed to through traffic in January 2014, a number of complimentary measures were put in place on local streets, on Macdonald Street and on West 4th Avenue with aim of:

- discouraging traffic from traversing the neighbourhood,
- evenly distributing local traffic across local streets,
- encouraging local traffic to use direct routes to arterial streets (West 4th Avenue, Alma Street).

These measures have been refined since January 2014 in response to traffic monitoring and input from the neighbourhood.

The June 2015 public engagement presented three options for finalizing traffic control in the neighbourhood north of West 4th Avenue (see Appendix B). Option B received the most favourable response and a variant of this option was implemented in March 2016 following neighbourhood notification in December 2015 (see Appendix D).

This current configuration differs somewhat from the 2013 concept, as follows:

- Only one block of Point Grey Road, Alma to Dunbar, operates as one-way for vehicles. The 2013 concept proposed that the three blocks between Alma and Waterloo be one-way.
- A diagonal diverter at West 3rd and Bayswater has been replaced by a closure of West 3rd on the west side of Macdonald.

Public Engagement

On large and complex projects, Transportation staff conduct a three-stage public engagement process that comprises the following stages:

1. *Engage* - work with stakeholder groups and/or the public to identify key issues, opportunities and potential solutions
2. *Consult* - share preliminary solutions and design options with stakeholder groups and the public and gather detailed feedback
3. *Recommend* - present recommended designs and proposed timelines that incorporate the feedback received through previous engagement stages to stakeholder groups and the public for further comment

Public engagement on this project has been ongoing since 2013 and has involved local residents, City advisory committees and other groups, including:

- Active Transportation Policy Council
- Children, Youth and Families Advisory Committee
- Persons with Disabilities Advisory Committee
- Seniors Advisory Committee
- Transportation 2040 Stakeholder Advisory Group
- Women's Advisory Committee
- Vancouver Fire and Rescue Services

Phase 2 built on the three-stage process for engagement, consultation and recommendations completed in Phase 1. Through further consultation events in Phase 2 specific to the remaining goals of completing an enhanced public realm for Point Grey Road, staff heard from over 400 individuals and received over 650 pieces of input.

Key events held during Phase 2:

Consult:

- Public open houses held June 18 & 20 (360 attendees)
- One-on-one meetings held with residents
- Presentation to and feedback from committees

Recommend:

- One-on-one meetings held with residents on W 3rd Avenue
- Traffic Management Changes newsletter mailed December 2015
- One-on-one meetings with residents on Point Grey Road
- 3 meetings for residents on the north side of Point Grey Road, February 18, 22 & 25 (38 attendees)
- Point Grey Road Public Realm Improvements newsletter mailed February 2016

Key output of the engagement has improved the design such as:

- Refinements to the path alignment and greenspace at Point Grey Road Park
- Narrowing the sidewalk at specific locations to accommodate significant trees
- Incorporating raised crosswalks at key access points on Point Grey Road
- Improved intersection design and lighting at Alma Street and Point Grey Road

Key issues revealed through public engagement are summarized below.

- Concern about the challenges of a shared roadway with people cycling and people driving.
- Concern about impacts to properties on Point Grey Road including accessing and exiting driveways, changes to landscaping in the public right of way, accommodating steep driveways, and availability of on-street parking.
- Concern about yielding behaviour and vehicle speeds on local streets.
- Concern about increased vehicle travel times due to closures and restrictions.
- Request to reconsider the changes to Point Grey Road including the need for wider sidewalks and removal of on-street parking on the north side.
- Request to underground utilities along Point Grey Road, provide improved park amenities, and improve paving on local streets

Details regarding public engagement are provided in Appendix E.

Implications/Related Issues/Risk (if applicable)

Financial

The estimated total cost of all engineering capital works on Point Grey Road between Alma Street and Tatlow Park, including sewer and water work, is \$11 million. Of this total, the cost of the sidewalk and public realm enhancement work is \$6.4 million.

The breakdown of the work and associated costs include:

- Sidewalk and roadway reconstruction - \$4.4 million
- Lighting upgrades and other electrical- \$1.8 million
- Water main and other utility relocations - \$0.2 million

The funding sources for the recommended work include:

- \$1.1 million remaining from the current multi-year capital project budget for Seaside Greenway & York Bikeway
- \$3.3 million from the 2015-18 Capital Plan for the Active Transportation Corridors and Spot Improvement Program
- \$2.0 million City-Wide DCL allocated to Transportation, to be added to the 2015-18 Capital plan for Active Transportation Corridors & Spot Improvements

Cash flow of this project is expected to be approximately \$2.0 million in 2016 and \$4.4 million in 2017, subject to coordination with utility construction.

The 2016 expenditures will be managed within the overall approved annual Capital Expenditure Budget.

Environmental

The recommended public realm changes will increase the total area of green space and permeable surface within the Point Grey Road street dedication.

Sewer separation, to be done in coordination with street reconstruction, will reduce effluent discharge into receiving waters.

CONCLUSION

This report provides recommendations for the creation of an improved walking environment and enhanced public realm on the Seaside Greenway between Alma Street and Tatlow Park (Macdonald Street) to compliment the improvements to the cycling environment that were made in 2014. The key components of this are:

- Wider, more accessible sidewalks and new or wider front boulevards with street trees on the north side of Point Grey Road
- Expanded green space and street closure at Point Grey Road Park

These changes were approved in principle by Council in July 2013. This report provides specific recommendations regarding sidewalk and boulevard widths and locations and green space configuration and requests approval of funding for construction in 2016 and 2017.

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Point Grey Road Public Realm Improvements (February 2016 newsletter)

The information on the following four pages was distributed as a newsletter to over 3000 homes and businesses in the area in February 2016 and posted on the project web page: vancouver.ca/pointgreycornwall

Seaside Greenway Phase II



Events and Feedback

- -360 people attended Open Houses (June 2015)
- 189 questionnaires received
- over 30 meetings with residents on north side of Point Grey Road
- 3,100 newsletters: about neighbourhood traffic recommendations in the area (Dec. 2015)

Please submit your comments by March 13, 2016.

Visit vancouver.ca/pointgreycornwall for detailed plans.

Contact us by phone at 3-1-1 or e-mail pointgrey.cornwall@vancouver.ca

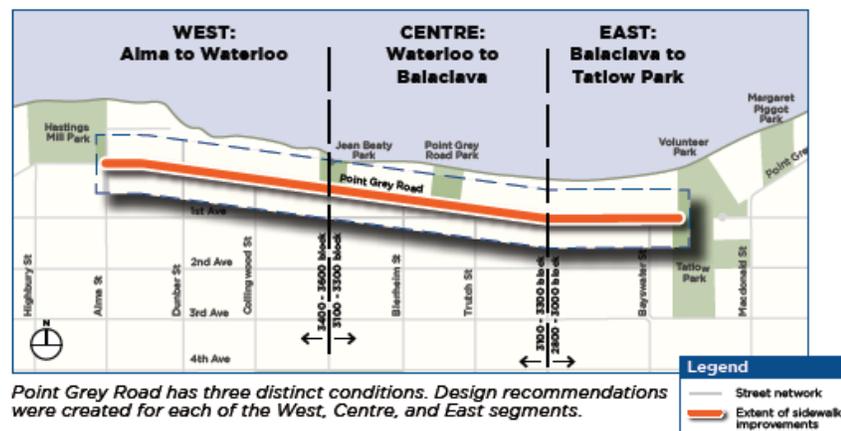
Point Grey Road Public Realm Improvements

The Seaside Greenway is a 28 km stretch of walking and cycling paths that begins at the Vancouver Convention Centre and ends at Spanish Banks Park. Since 2013, work has been underway to complete the Seaside Greenway. Phase I (completed in 2014) provided improvements between Burrard Bridge and Jericho Beach Park. Phase II includes traffic signal adjustments to W 4th Avenue (completed in 2015), a final traffic plan for the neighbourhood north of W 4th Avenue, and a recommended design for public realm and walking connections on Point Grey Road.

In June 2015, staff presented two public realm and sidewalk options along Point Grey Road. Over 360 people attended the events with 80% of them from the neighbourhood north of W 4th Avenue. Following public feedback on the design options, staff have been meeting with residents on Point Grey Road to discuss property-specific impacts.

This newsletter outlines the recommended public realm and sidewalk design along Point Grey Road between Alma Street and Tatlow Park, and refinements to the cul-de-sacs between Blenheim and Trutch Streets.

Point Grey Road



Point Grey Road has three distinct conditions. Design recommendations were created for each of the West, Centre, and East segments.

Sidewalk and Public Realm Highlights

Highlights

Recommended improvements to Point Grey Road include:

- Sidewalk width of **3.0 m** along north side of Point Grey Road
- A **treed front boulevard** between the roadway and sidewalk on the north side of Point Grey Road
- Planting of **new trees** along Point Grey Road
- Consistent **1.2 m back boulevard** between sidewalk and private properties
- Improved street and pedestrian **lighting**
- Addition of site furniture including **benches and water fountains** in the parks
- **Construction** coordinated with upcoming sewer replacement



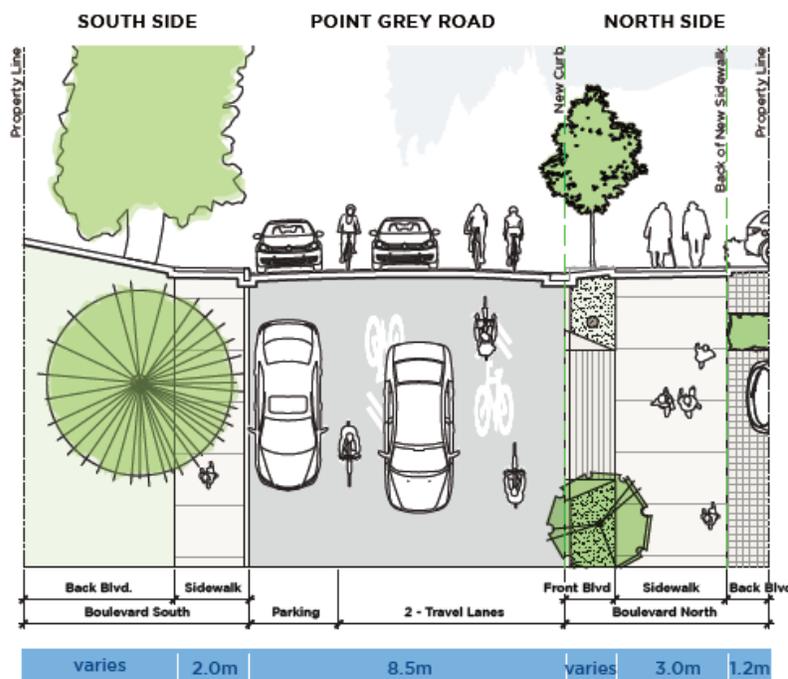
What is different?	Why?
Widened sidewalk on the north side of the street	<ul style="list-style-type: none"> • To provide additional space for people walking and running with connections to waterfront parks • To bring sidewalk width in line with other sections of the Seaside Greenway
Maintain a level sidewalk across driveways	<ul style="list-style-type: none"> • To improve the walking and running surface for people of all ages and abilities
Road narrowed between Waterloo and Tatlow Park	<ul style="list-style-type: none"> • To widen the sidewalk while maintaining two travel lanes and south on-street parking
Road widened slightly between Alma and Waterloo	<ul style="list-style-type: none"> • To provide additional space for motor vehicles and bicycles, reducing conflict between the two • To bring road widths in line with the rest of Point Grey Road
New or widened front boulevard on the north side of the street	<ul style="list-style-type: none"> • To provide a more comfortable pedestrian experience by creating separation between vehicles and pedestrians and improved visibility for all road users
Some existing tree and hedges removed from the street right of way	<ul style="list-style-type: none"> • To accommodate the widened sidewalk and improve visibility for all road users
New street tree planting	<ul style="list-style-type: none"> • To replace existing trees that need to be removed and to enhance the public realm
New street and pedestrian lighting	<ul style="list-style-type: none"> • To provide lighting levels to current standards and improve visibility to all road users
New driveway crossings	<ul style="list-style-type: none"> • To provide access for residents while maintaining a level sidewalk
Corner bulges with raised pedestrian crossings	<ul style="list-style-type: none"> • To provide improved and safer pedestrian crossing at key intersections and reduce vehicle speeds
New benches, water fountain and bicycle parking	<ul style="list-style-type: none"> • To provide new rest areas at the parks



February 2016

Typical Cross Section and Plan

Variations to the front boulevard, sidewalk width, and overall alignment are anticipated to accommodate issues such as significant trees and corner crossings. Detailed plans and cross sections for each segment of Point Grey Road are available on the project website.



Identified widths represent a typical design and variations may occur for different segments on Point Grey Road.

Next Steps and Comments

Final recommendations will be presented to Council in the spring.

Development of the public realm and sidewalk improvements are being coordinated with the Point Grey Road sewer replacement. Final construction of the recommended sidewalk, public realm, and cul-de-sacs improvements is anticipated to start Fall 2016.

To view detailed plans for each segment of Point Grey Road visit: vancouver.ca/pointgreycornwall. Comments can be sent to 3-1-1 or by email at pointgrey.cornwall@vancouver.ca.

Please submit your comments by March 13, 2016.

Survey Highlights

One hundred and eighty-nine questionnaires were received during and after the June 2015 Open Houses. Feedback was provided on the public realm and walking connection options, and traffic plan options for the area north of W 4th Avenue.

Highlights from questionnaire responses include the following:

Best features and benefits of recommended design

- Wider and fully accessible sidewalks (58%)
- Greater separation between sidewalk and roadway (48%)
- More green space (47%)
- Seating and resting opportunities, and reduced conflict between users

% support for recommended option

Greatest concerns

- Conflicts between people walking, cycling and driving
- Difficulty accessing driveways
- Changes to parking
- Impacts to access and privacy on adjacent properties

Point Grey Cul-de-sacs

In June 2015, a design was presented for the cul-de-sacs between Blenheim Street and Trutch Street. The proposed conditions will provide more greenspace, wider sidewalks and a local street bikeway. Refinements to the cul-de-sac design were made based on further technical analysis of tree root protection and consultation with emergency services.



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



To view information on Seaside Greenway Phase II, visit:
vancouver.ca/pointgreycornwall

Questions or comments? Contact us by phone at 3-1-1
or e-mail pointgrey.cornwall@vancouver.ca



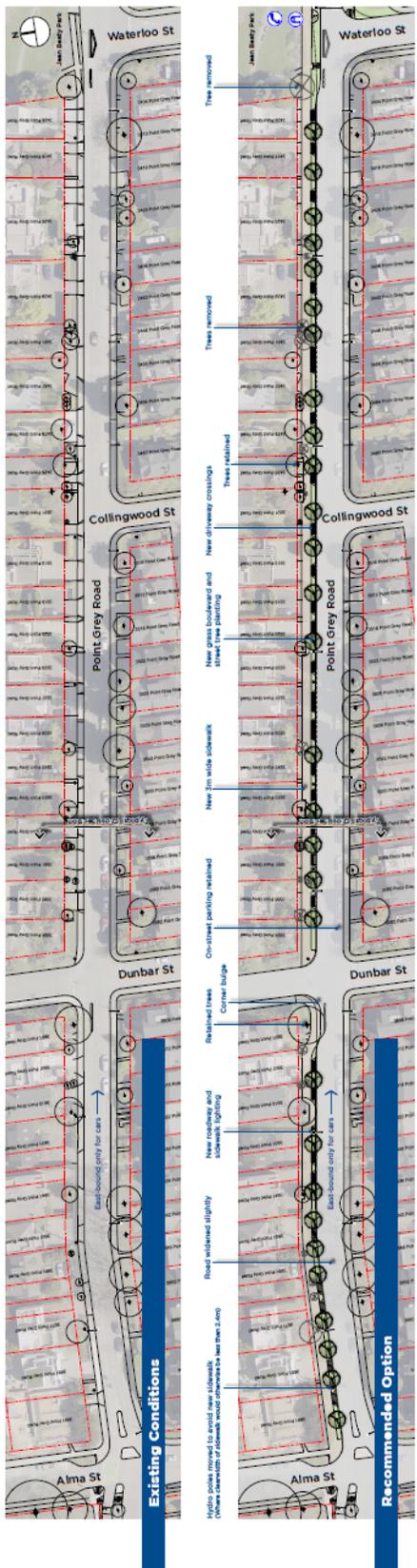
Point Grey Road, Alma Street to Tatlow Park - Final Recommendations

The information on the following three pages was presented at meetings with Point Grey Road residents in February 2016 and posted on the project web page:
vancouver.ca/pointgreycornwall

Alma to Waterloo - Final Recommendations

SEASIDE GREENWAY
PHASE 2

- There should not be impacts to existing gardens
- There is not enough separation between the sidewalk and roadway
- Widen the south sidewalks
- The recommended sidewalk is too close to private property
- Use the right-of-way for wider sidewalks
- There are conflicts and people walking and biking at the driveways
- The effects on local parking on Point Grey Road are too great
- Finish the seawall between Kits Beach and Jericho
- There is no need for these changes
- We like the wider sidewalks
- We like the increase to public green space
- We like the separation between sidewalk and roadway



What is different?	Why?
Widened sidewalk on the north side of the street	To provide additional space for people walking and running with connections to waterfront parks
Maintain a level sidewalk across driveways	To improve the walking and running surfaces for people of all ages and abilities
Road widened slightly between Alma and Waterloo	To provide additional space for motor vehicles and bicycles, reducing conflict between the two
Creation of front boulevard on the north side of the street	To bring road width in line with the rest of Point Grey Road
Some existing trees and hedges removed from the street	To provide a more comfortable pedestrian experience by creating separation between vehicles and pedestrians and improving visibility for all road users
New street and pedestrian lighting	To accommodate the widened sidewalk and front boulevard and to improve visibility for all road users
New driveway crossings	To provide lighting levels to current standards and improve visibility for all road users
New street tree planting	To provide access for residents while maintaining a level sidewalk
	To replace existing trees that need to be removed and to enhance the public realm

Existing Conditions

Typical Cross Section

- 6.0m boulevard south side of Point Grey Road
- 4.0m landscaped back boulevard, 2.0m sidewalk
- 8.0m roadway (curb to curb)
- 5.0m landscaped parking, 4.0m travel lanes
- 8.0m boulevard north side of Point Grey Road
- 2.0m sidewalk, 2.0m back boulevard

Recommended Option

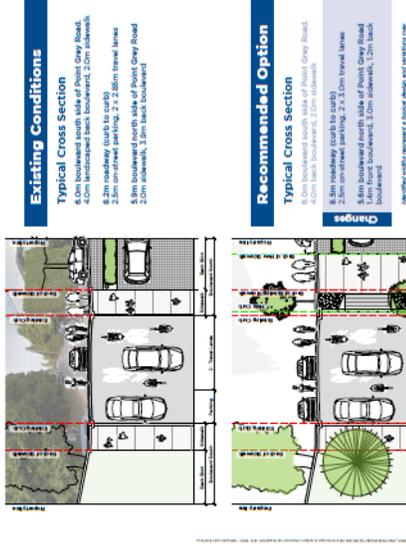
Typical Cross section

- 6.0m boulevard south side of Point Grey Road
- 4.0m back boulevard, 2.0m sidewalk
- 8.0m roadway (curb to curb)
- 2.0m on-street parking, 2.0m travel lanes
- 8.0m boulevard north side of Point Grey Road
- 2.0m sidewalk, 2.0m back boulevard

Note: All widths are subject to local, provincial and federal laws.

Legend

- Existing tree retained
- Existing tree removed
- Proposed new tree
- Proposed drinking fountain
- Proposed bicycle parking



Balclava to Tatlow Pk - Final Recommendations

SEASIDE GREENWAY
PHASE 2

- Assume green space adjacent to parks
- The separation between the sidewalk and roadway is fine as is
- There should be no impacts to existing gardens
- There is already ample room for cyclists, pedestrians and the few cars that access Point Grey Road
- The effects on local parking on Point Grey Road are too great
- Clear the overhanging vegetation from sidewalks
- There is no need for these changes
- Make sure emergency vehicles still have access
- A wider sidewalk is better for walking and running in groups



What is different?	Why?
Widened sidewalk on the north side of the street	<ul style="list-style-type: none"> To provide additional space for people walking and running with connections to waterfront parks To bring sidewalk width in line with other sections of the Seaside Greenway to improve the walking and running surface for people of all ages and abilities
Maintain a level sidewalk across driveways	<ul style="list-style-type: none"> To widen the sidewalk while maintaining two travel lanes and south side on-street parking
Road narrowed between Balclava and Tatlow Park	<ul style="list-style-type: none"> To provide a more comfortable pedestrian experience by creating additional space for cyclists, pedestrians and improved visibility for all road users
Front boulevard on the north side of the street widened	<ul style="list-style-type: none"> To accommodate the widened sidewalk and to improve visibility for all road users
Some existing trees and hedges removed from the street light of way	<ul style="list-style-type: none"> To provide lighting levels to current standards and improve visibility for all road users
New street and pedestrian lighting	<ul style="list-style-type: none"> To provide access for residents while maintaining a level sidewalk To replace existing trees that need to be removed and to enhance the public realm
New driveway crossings	<ul style="list-style-type: none"> To improve pedestrian crossings and reduce vehicle speeds
New street tree planting	
Corner bushes at Hibernica St and Balclava St in association with raised pedestrian crossings	



Legend

- Existing tree retained
- Existing tree removed
- Proposed new tree
- Proposed drinking fountain
- Proposed bicycle parking



Existing Conditions

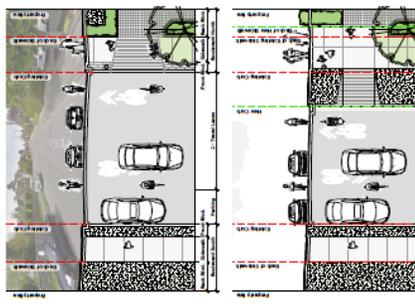
Typical Cross Section

- 4.0m on-street parking, 2.0m travel lane, 2.0m back boulevard, 1.0m sidewalk, 1.0m front boulevard
- 3.0m on-street parking, 2.0m travel lane, 2.0m back boulevard, 1.0m sidewalk, 1.0m front boulevard
- 4.0m on-street parking, 2.0m travel lane, 2.0m back boulevard, 1.0m sidewalk, 1.0m front boulevard

Recommended Option

Typical Cross Section

- 4.0m on-street parking, 2.0m travel lane, 2.0m back boulevard, 1.0m sidewalk, 1.0m front boulevard
- 5.0m on-street parking, 2.0m travel lane, 2.0m back boulevard, 1.0m sidewalk, 1.0m front boulevard



Consultation Summary Report (July 2015)

The information on the following 20 pages summarizes the findings of public engagement efforts in June and July 2015.



SEASIDE GREENWAY COMPLETION PHASE II

Consultation Summary Report
July 2015



Consultation Overview



Background:

- The Seaside Greenway is a 28km stretch of walking and cycling paths that begin at the Vancouver Convention Centre and ends at Spanish Banks Park.
- Phase 1 of the Seaside Greenway Completion, which included the Point Grey-Cornwall and York Bikeway, was completed in 2014. It created a safe, convenient and comfortable walking and cycling connection between Burrard Bridge and Jericho Beach.
- Phase 2 of this project includes design proposals for improved walking and public realm connections on Point Grey Road between Macdonald Street and Alma Street, a final traffic plan for the neighbourhood north of 4th Avenue, and traffic signal adjustments on 4th Avenue.
- The City sought input on the preliminary walking and public realm improvement options and on the final traffic plan for the local area north of 4th Avenue through an online questionnaire using the City's Talk Vancouver engagement platform.
- The questionnaire ran from June 19 to July 4, 2015.
- A total of **189** respondents completed the questionnaire. The questionnaire was accessed in the following ways:
 - Open invitation to the general public via the Seaside Greenway project page on the City of Vancouver website;
 - A paper version of the questionnaire, made available at an open house event that took place on June 19th, and to a Residents' Association group.
- The majority of the respondents lived in the neighbourhood (80%) around the Seaside Greenway.



Summary of Results



Improved Public Realm and Walking Connection

- Across all dimensions, respondents perceived greater benefits associated with the Recommended Design than the Alternate Design.
 - Respondents thought the Recommended Design compared to the Alternate Design had wider and fully accessible sidewalks (58% vs. 9%), greater separation between the sidewalk and roadway (48% vs. 8%), more green space (47% vs. 10%), and more seating and resting opportunities (34% vs. 8%).
- Overall, respondents thought there were fewer negative impacts/issues than benefits associated with both the Recommended and Alternate Designs (6% to 19% vs. 8% to 58% identifying benefits). But when comparing the designs:
 - For the East location, there was greater concern with the Recommended Design's impact on the existing green space (13%) compared to the Alternate (7%).
 - Similarly, for the Centre location, there was greater concern with the Recommended Design's impact on existing green space (13% vs. 8%).
 - For the West, the Alternate Design was seen as more concerning because of sidewalks being too narrow (14%), compared to the Recommended Design (8%).
- Overall, the Recommended Design was the most preferred, with 45% of respondents willing to support that option.
 - However 40% of those surveyed did not answer this question, and the comments provided suggest that this reflected a dissatisfaction with both designs (respondents did not have an option to select neither design).



Summary of Results



Traffic Plans for Local Area North of 4th Avenue

- Similar benefits were perceived for all three traffic options, but Option B received a somewhat greater reception.
 - Benefits/features associated with Option B were identified by 19%-32% of the respondents. This is compared to 13%-26% perceiving benefits associated with Option A, and 9%-22% perceiving benefits associated with Option C.
 - The specific benefits most commonly identified were reduced vehicle volumes in the neighbourhood, and improved walking and cycling conditions.
- Similarly, respondents identified the least number of concerns with Option B (7%-11%), followed by Option A (8%-26%) and the greatest number of concerns with Option C (7%-25%).
 - The specific issues most concerning were navigation becoming too irregular or confusing for visitors to the neighbourhood, and vehicles rerouting onto nearby laneways.
- The majority of respondents would support at least one of the traffic options (88%). Overall Option B was the most preferred, receiving support from 35% of those surveyed.

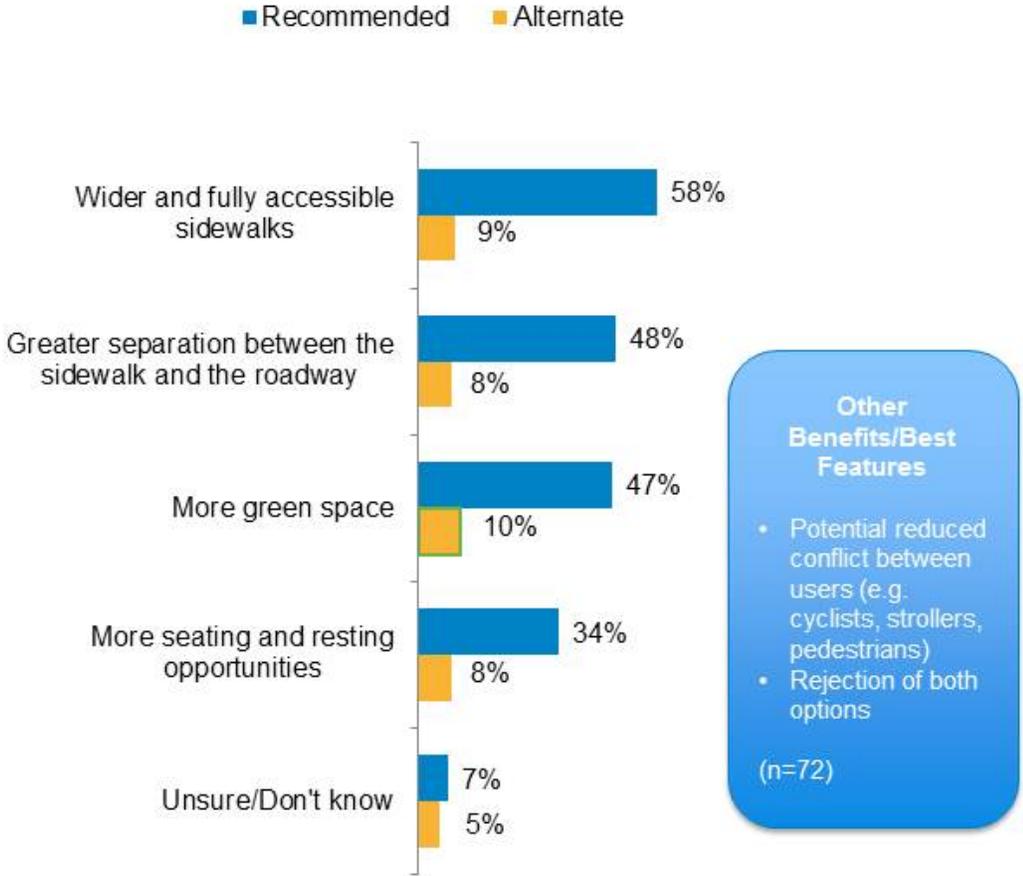


QUESTIONNAIRE RESULTS



IMPROVED PUBLIC REALM
AND WALKING CONNECTION

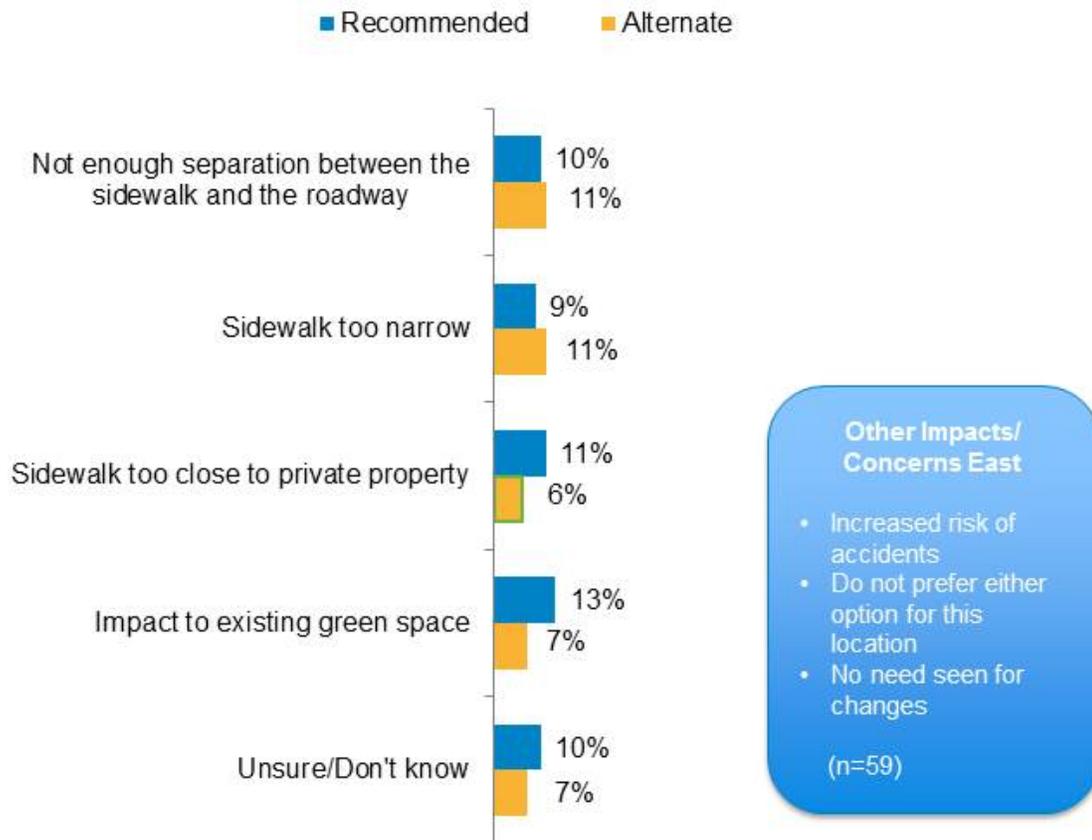
Perceptions of Benefits/Best Features of Recommended and Alternate Design Options



Base: All respondents (189)
What do you think the benefits/best features of the three proposed designs are? (Select up to three for each option)

 **Biggest Impacts/Concerns of Recommended and Alternate Design Options : East** 

East:



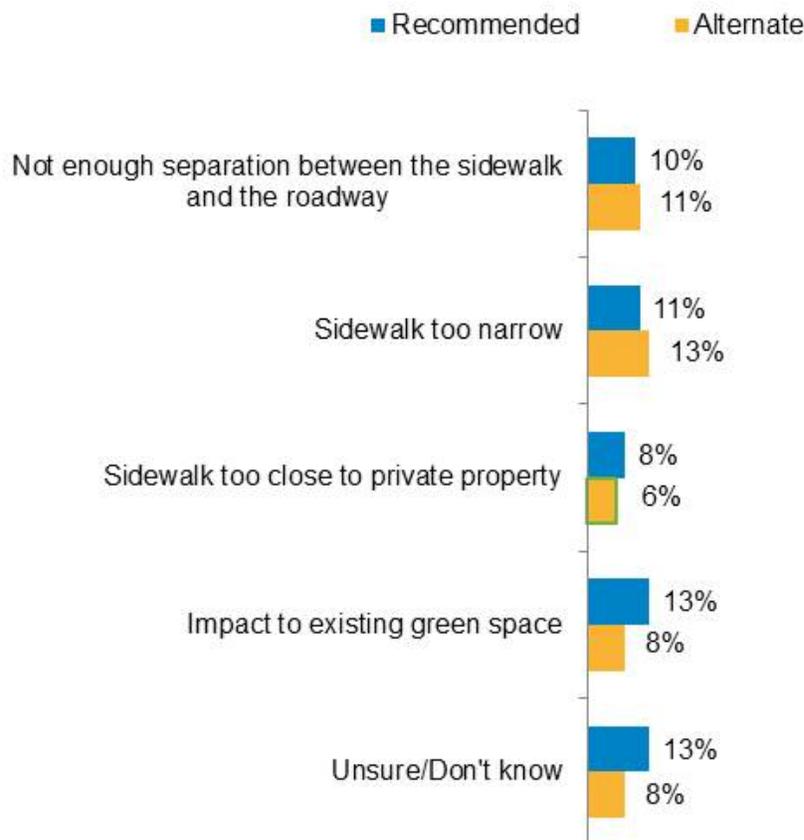
Base: All respondents (189)

What are the biggest concerns of the proposed designs to you? (Select up to three for each option)

Seaside Greenway Completion Phase II (July 2015)

Biggest Impacts/Concerns of Recommended and Alternate Design Options : Centre

Centre:



Base: All respondents (189)

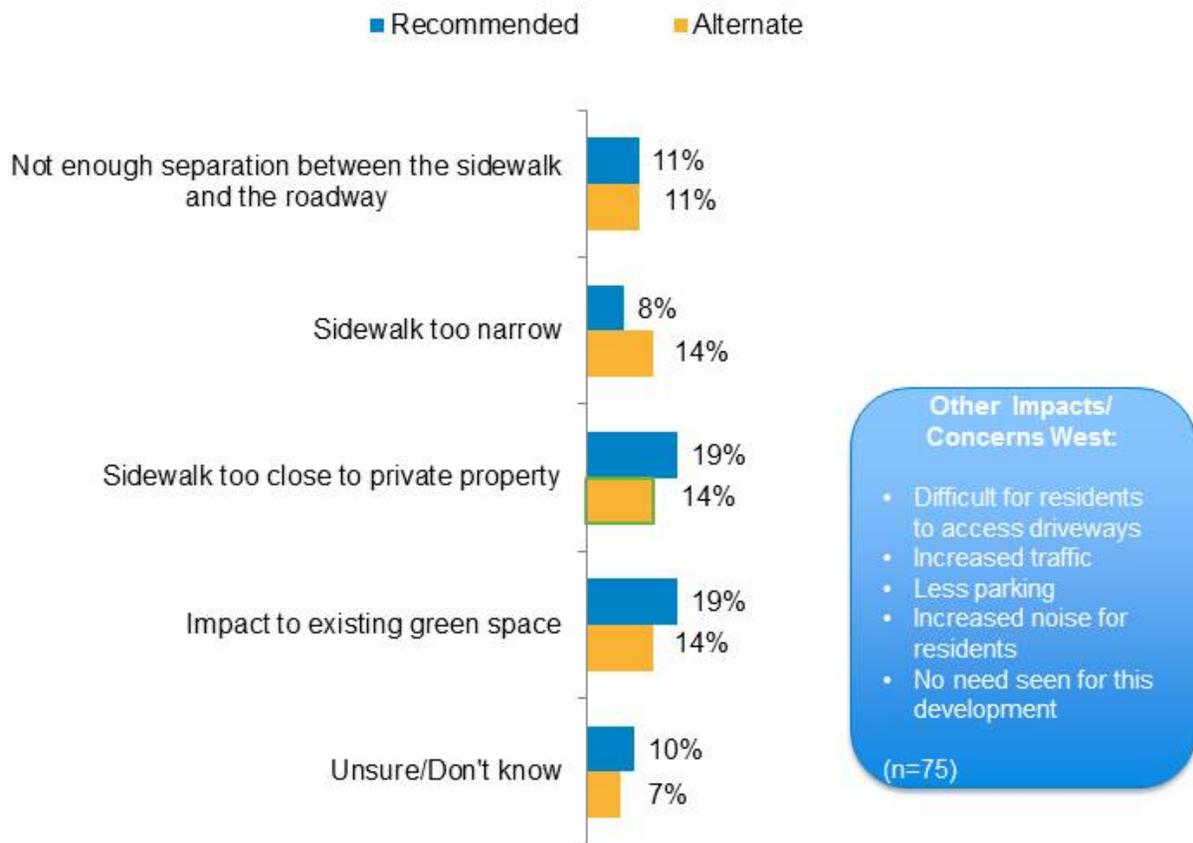
What are the biggest concerns of the proposed designs to you? (Select up to three for each option).

Due to programming error, respondents were not asked to indicate other additional impacts/concerns they had with the designs for the Centre location.



Biggest Impacts/Concerns of Recommended and Alternate Design Options : West

West:

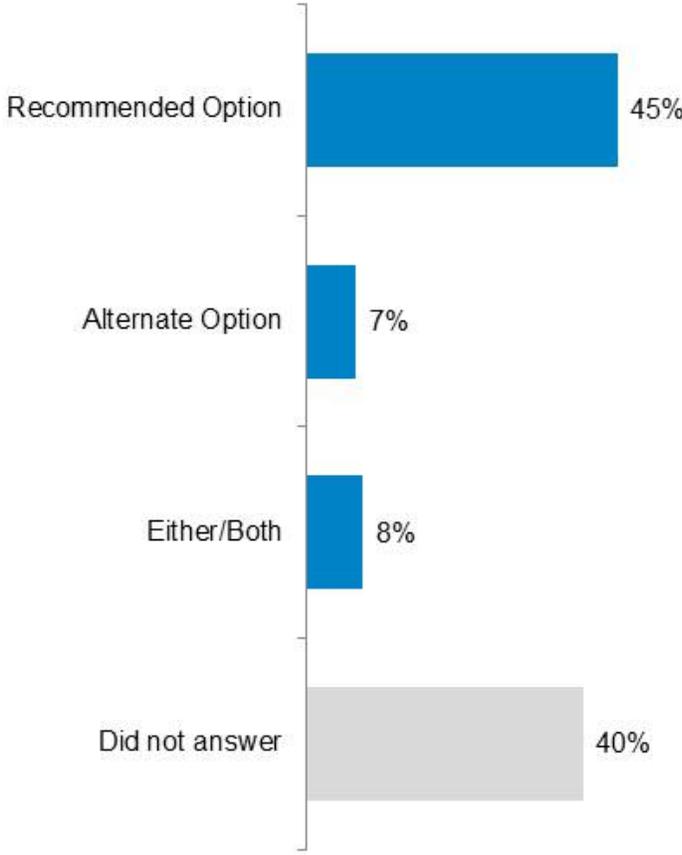


Base: All respondents (189)

What are the biggest concerns of the proposed designs to you? (Select up to three for each option)

Seaside Greenway Completion Phase II (July 2015)

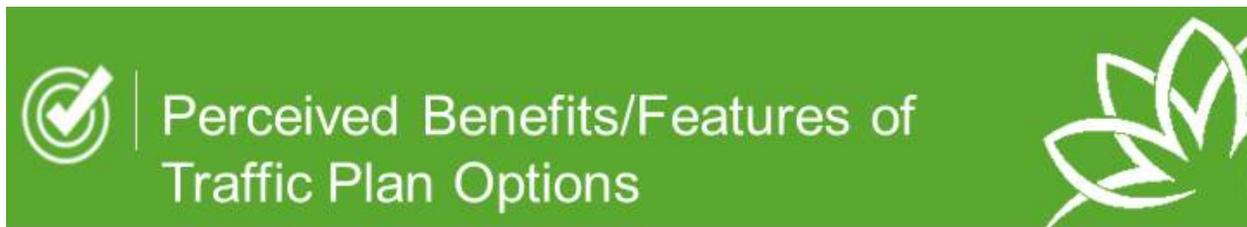
Overall Preference for Recommended vs. Alternate Public Realm Design Option



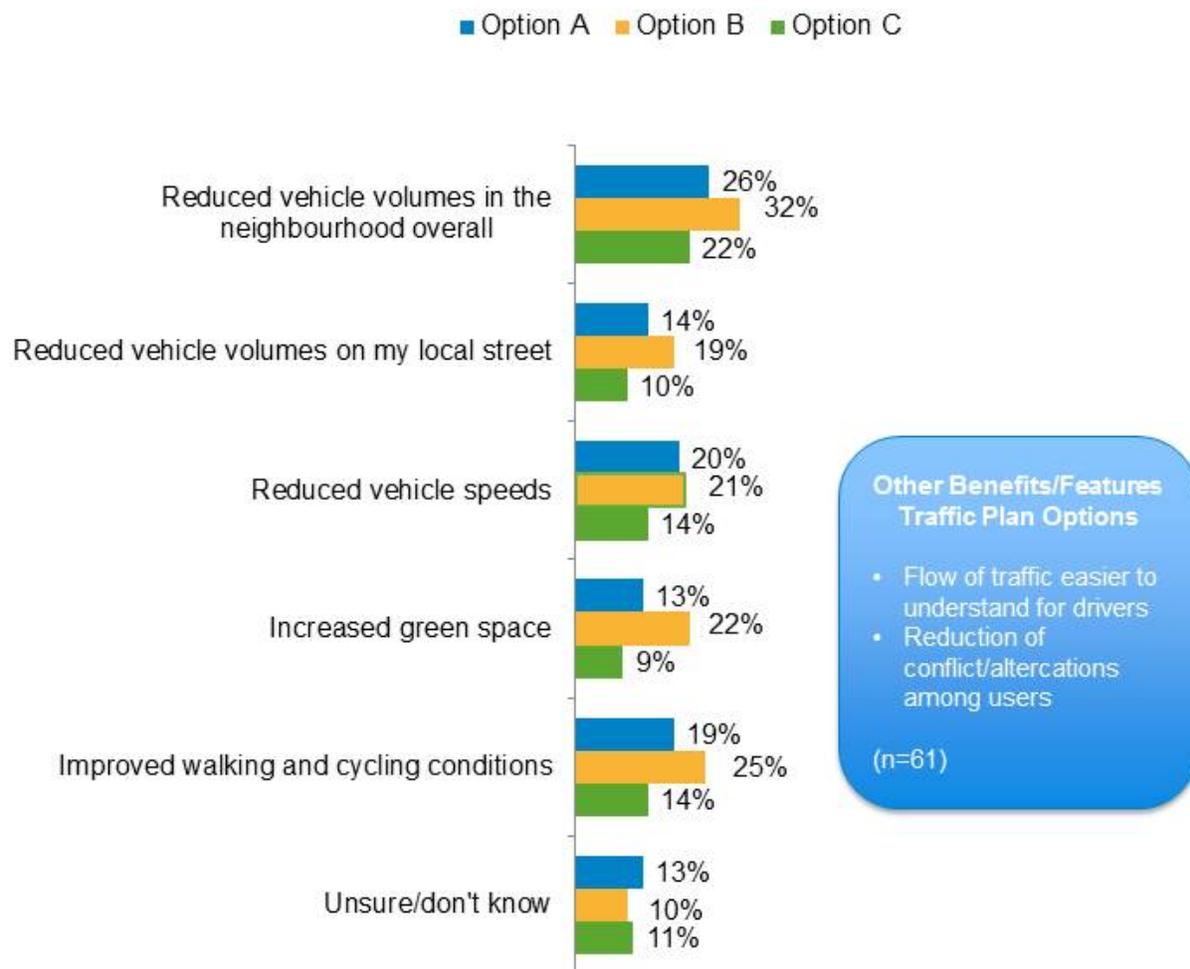
Base: All respondents (189)
Considering all of the factors outlined above, which of the preliminary public realm design options would you support?



TRAFFIC PLANS FOR LOCAL
AREA NORTH OF 4TH AVENUE



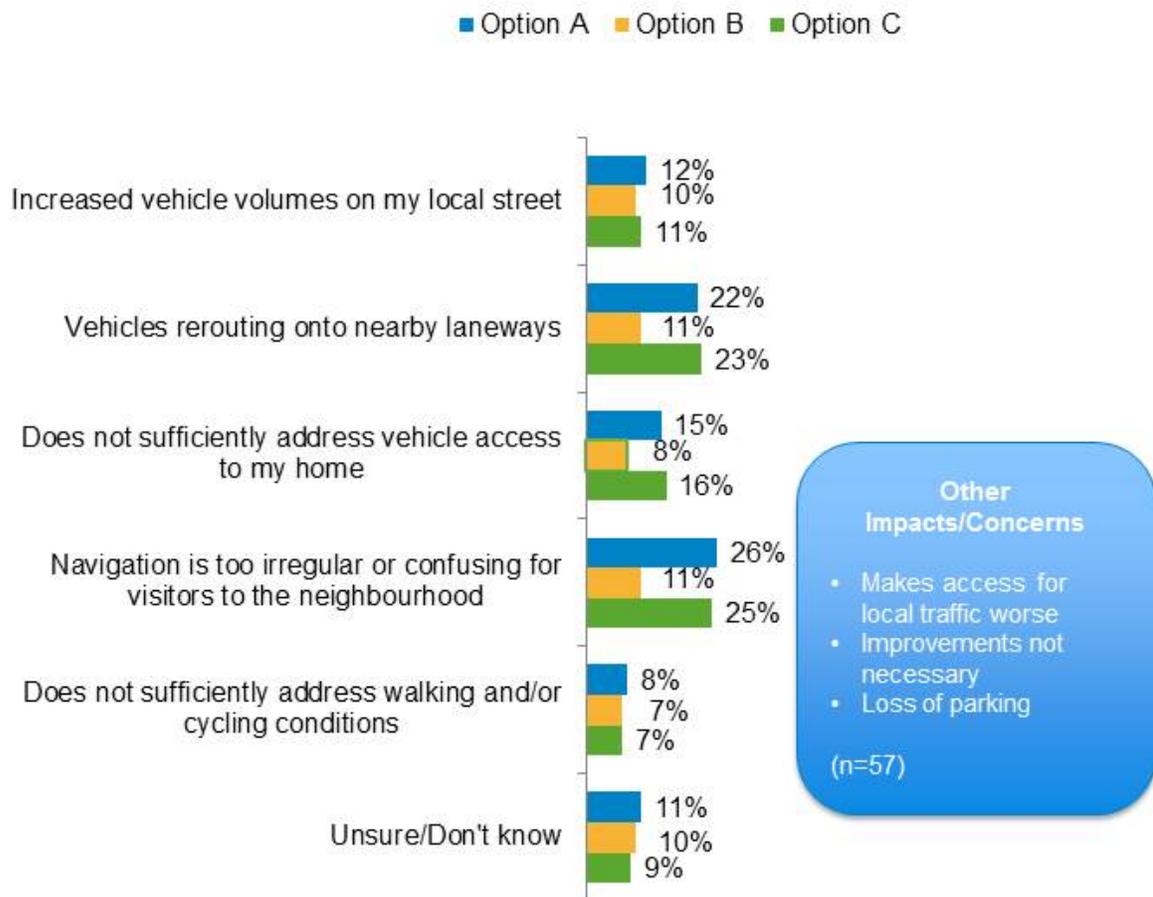
Perceived Benefits/Features of Traffic Plan Options



Base: All respondents (189)

What do you think the benefits/best features of the three proposed traffic plan designs are? (Select up to three for each option)

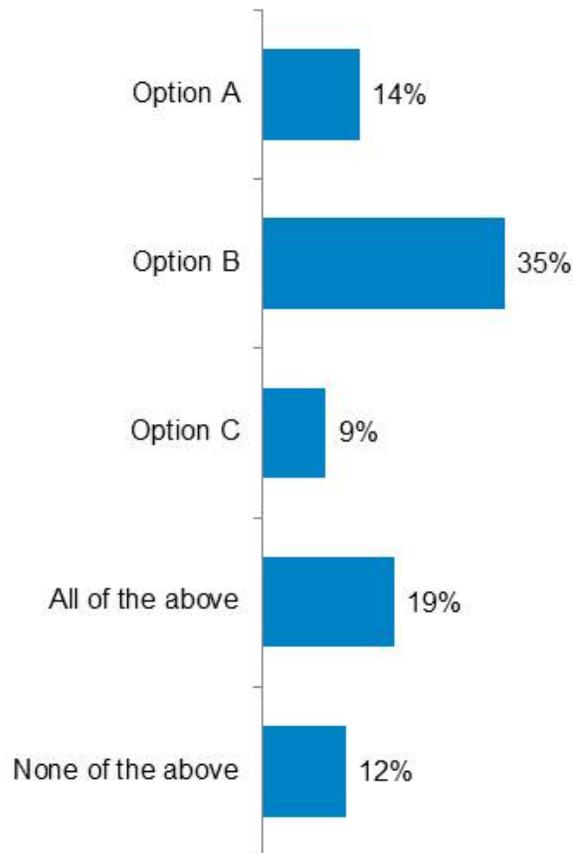
Perceived Impacts/Concerns of Traffic Plan Options



Base: All respondents (189)

What are the biggest impacts or concerns of the proposed designs to you? (Select up to 3 for each option)

Overall Support for Traffic Plan Options



Base: All respondents (189)

Considering all of the factors outlined above, which of the preliminary traffic design options would you support? (Select all that apply)

Seaside Greenway Completion Phase II (July 2015)



Final Comments



- The following are some of the general comments provided by respondents about the improvements:

“This has been a great improvement to the neighbourhood. Thanks for a great job.”

“...Stop signs? Traffic lights? Increased lighting? This is where time and money would be well spent. Existing safety concerns should be resolved before attention is diverted to "beautification".

“Safety issues - cars backing onto cyclists, mothers with strollers & cyclists - extremely hazardous and stressful to residents - Noise level too high when windows open you hear all the noises from pedestrians/cyclists - cost/expense + disruptive”

“Suggest removing powerlines and find ways to allow us to come in/out of own driveway w/o worrying about endangering self/others”

Base: All respondents (142)

Do you have any other comments that you would like to provide on the Seaside Greenway Completion project or the options that have been presented?

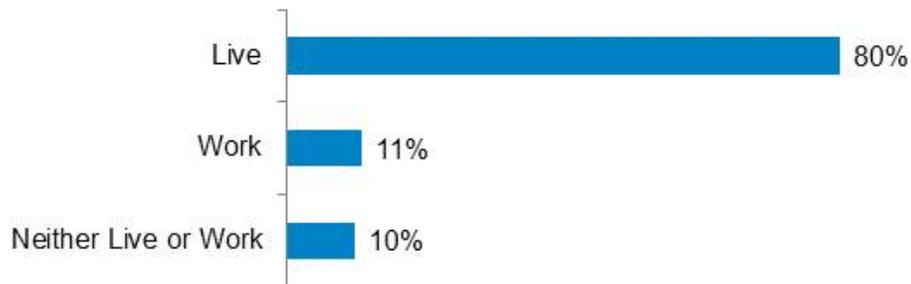
Seaside Greenway Completion Phase II (July 2015)



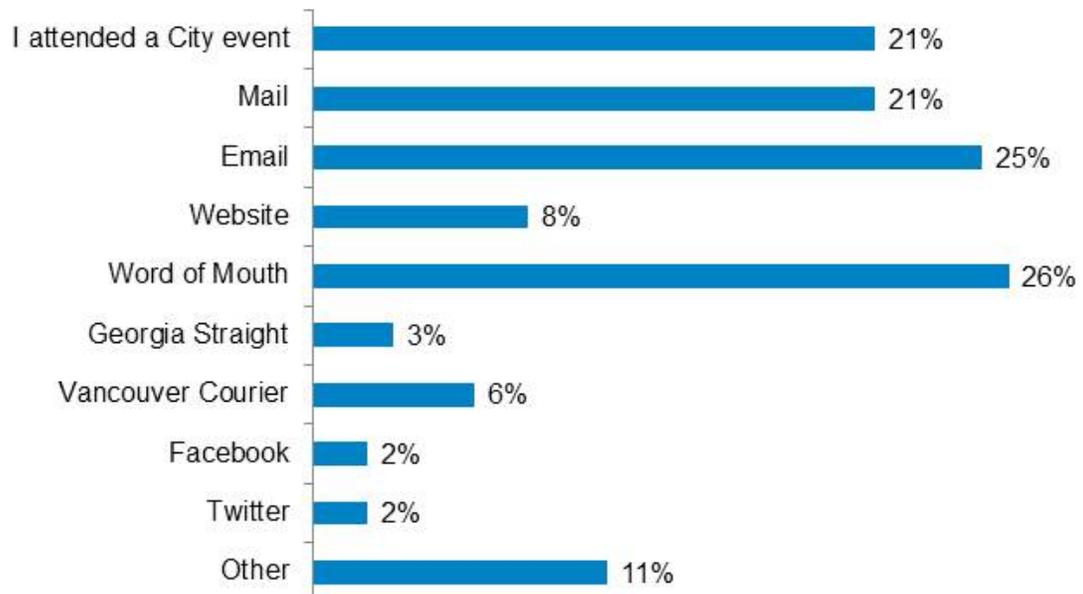
ABOUT RESPONDENTS

About Respondents

Relationship to Area



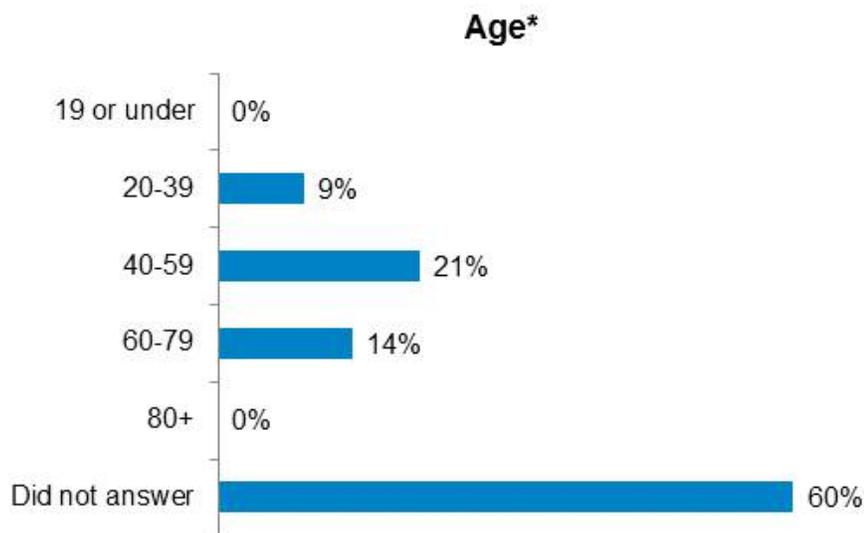
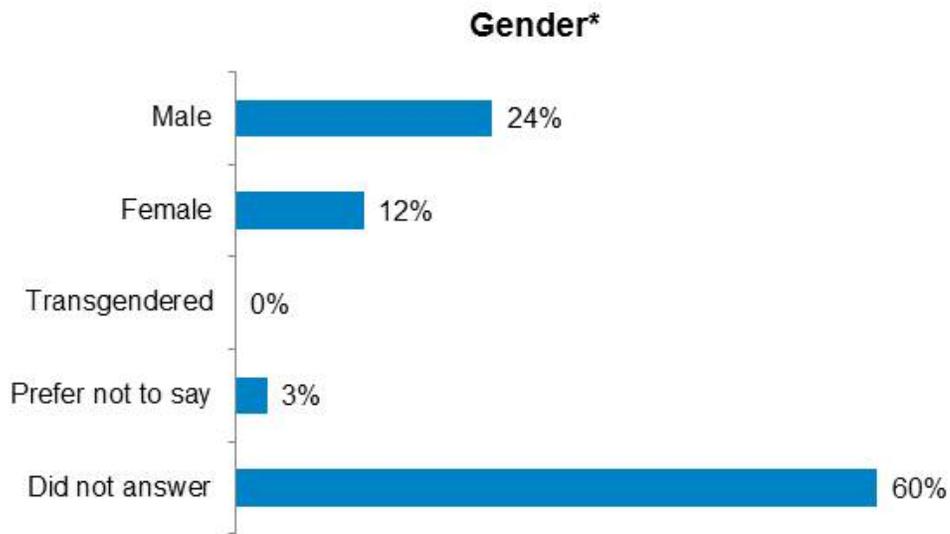
How did you find out about this project?



All respondents (189)

Seaside Greenway Completion Phase II (July 2015)

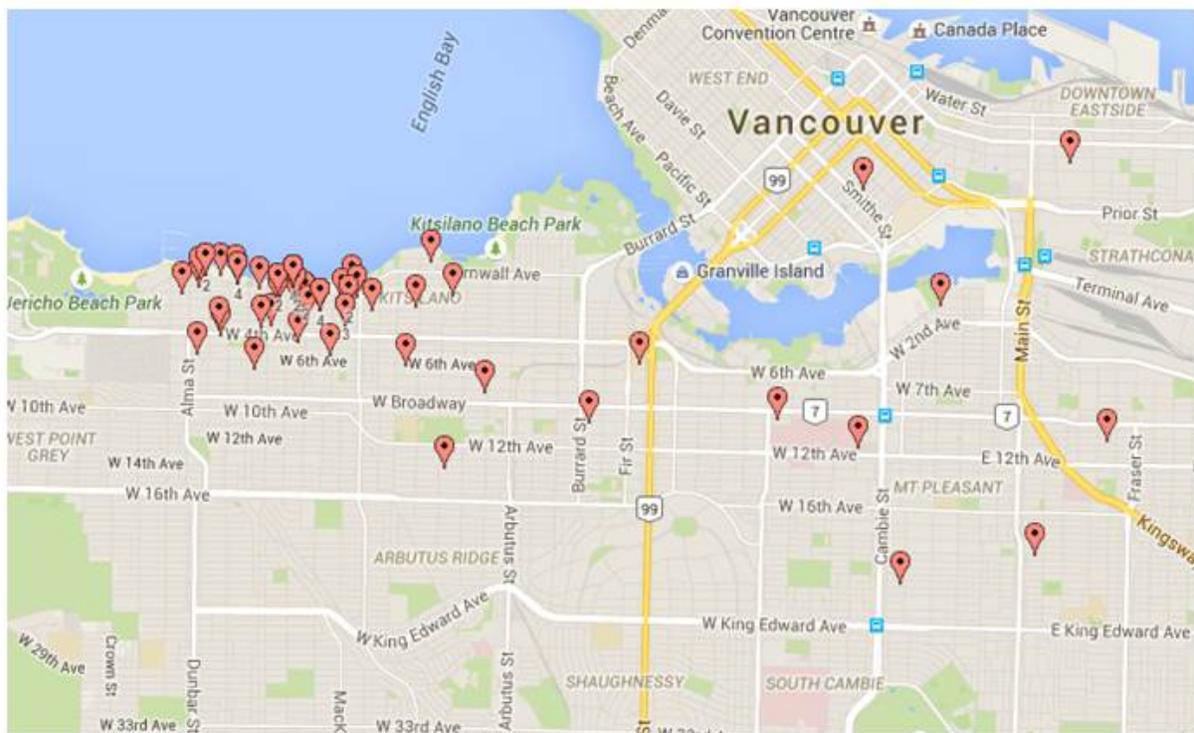
About Respondents



*Those that completed the questionnaire on paper were not asked demographics questions, and make up the "did not answer group". Seventy-five online respondents answered questions about their postal code, gender and age.

About Respondents

- Geographic concentration of respondents (Online Only).



***Those that completed the questionnaire on paper were not asked demographics questions. Seventy-five online respondents answered questions about their postal code, gender and age.**

Neighbourhood Traffic Recommendation (December 2015 newsletter)

The information on the following four pages was distributed as a newsletter to over 3000 homes and businesses in the area in December 2015.

Seaside Greenway Phase II



In June 2015, staff presented three neighbourhood traffic plan options for the neighbourhood north of W 4th Ave, and two public realm and sidewalk options along Point Grey Road. Thank you for providing your input on these preliminary designs.

This newsletter contains information about the final recommended neighbourhood traffic plan and planned improvements to the traffic signals on W 4th Ave between Macdonald St and Bayswater St.

Recommendations for the sidewalk and public realm improvements on Point Grey Road will be finalized in early 2016.



Neighbourhood Traffic Recommendation

Three neighbourhood traffic plans were presented at two public open houses in June 2015. Option B, which closes W 3rd Ave to through traffic between Bayswater St and Macdonald St, received the most favourable public response.

Following additional internal review, staff have determined that a modified version of Option B also best meets the project goals and objectives of discouraging traffic from traversing the neighbourhood, evenly distributing neighbourhood traffic across local streets, and encouraging local traffic to use direct routes to arterial streets.

This plan returns most of the intersections north of W 4th Ave back to standard unrestricted intersections. W 3rd Ave between Bayswater St and Macdonald St would be closed to through traffic at Macdonald St.

Approximately 360 people attended the public open houses in June 2015. 189 questionnaire responses were received in addition to email and phone contact. More than 80% of these respondents live or work in the area.

Current Neighbourhood Traffic Control



Planned Neighbourhood Traffic Control



Objectives for Neighbourhood Traffic Plan

As highlighted at the June 2015 public open houses, the following objectives were used to guide the development of the neighbourhood traffic plan options:

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

To review background information from the June 2015 public open houses, visit: vancouver.ca/pointgreycornwall

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

* *To be removed*

- A One-way, Alma St to Dunbar St
- B No access to Point Grey Road from Trutch St
- C Cul-de-sac at Bayswater St
- D Reconfigure the temporary concrete barriers on Point Grey Road west of Trutch St to create two interim culs-de-sac. This will prohibit vehicles from driving past Point Grey Road Park. These will be replaced by a permanent culs-de-sac in the future.
- E Install temporary concrete barriers on W 3rd Ave immediately west of Macdonald St to create a cul-de-sac. Vehicles will only be able to access the 2800 block of W 3rd Ave from Bayswater St. Remove a limited number of on-street parking spaces on W 3rd Ave to allow vehicles to turn around in the cul-de-sac. Once staff have confirmed that this configuration meets the project objectives, the temporary cul-de-sac will be replaced with a permanent cul-de-sac.
- F Install vehicle detector loops on the north sides of the intersections at W 4th Ave and Bayswater St, Balaclava St, Trutch St and Blenheim St. This will improve traffic flows on W 4th Ave while still allowing residents to leave the neighbourhood north of W 4th Ave easily.

Traffic Management Changes and Implementation

The changes to the signal functions on W 4th Ave are expected to be implemented by year end.

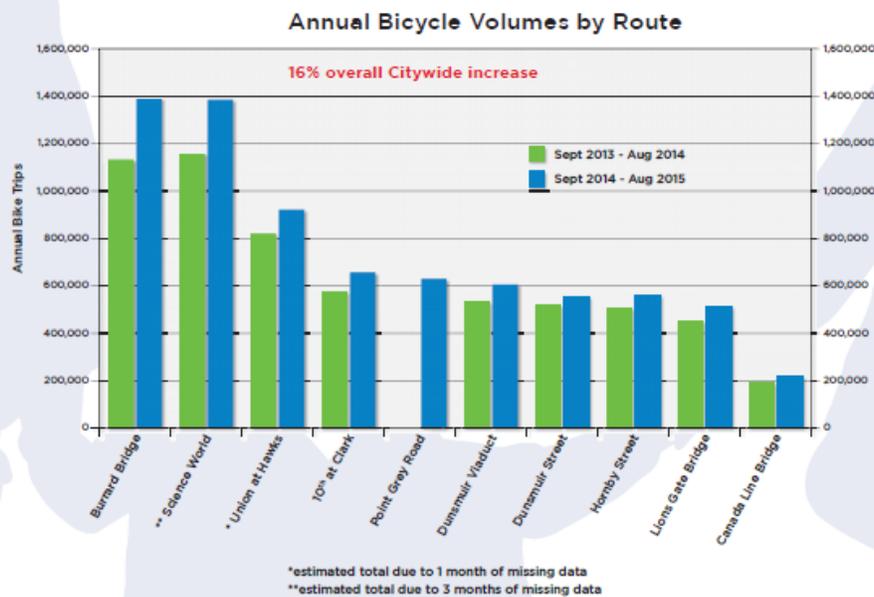
The changes to the intersection of W 3rd Ave and Bayswater St, followed by the changes to the traffic patterns in the neighbourhood north of W 4th Ave will be implemented this winter.

Questions or comments? Contact us by phone: [3-1-1](tel:3-1-1) or e-mail: pointgrey.cornwall@vancouver.ca

Public Realm Improvements

Phase 1 of the Seaside Greenway was completed in 2014. The project has created a safe, convenient, and comfortable walking and cycling connection between Burrard Bridge and Jericho Beach.

The City has seen steady increases in trips made on foot and by bicycle over the last five years. As of 2015, 50% of all trips in Vancouver are taken on foot, by bike or by transit. This summer, we saw record numbers of cycling on almost all major bike routes. In fact, a 16% increase in cycling traffic throughout Vancouver was recorded over the past year, including on the Burrard Bridge and on Point Grey Road.



Improving safety, comfort and accessibility for people of all ages and abilities walking along the Seaside Greenway will help further increase the number of trips made by walking, supporting the Transportation 2040 direction of ensuring streets and sidewalks support a vibrant public life and encourage a walking culture, healthy lifestyles, and social connectedness.

Staff are continuing to meet with local residents to review site-specific design considerations for the sidewalk widening and public realm improvements on Point Grey Road. Design recommendations will be shared in early 2016.

To review background information from the June 2015 public open houses, visit: vancouver.ca/pointgreycornwall

Questions or comments? Contact us by phone: [3-1-1](tel:3-1-1) or e-mail: pointgreycornwall@vancouver.ca

Phase 2 Consultation Summary Report

Stakeholder and public consultation for the Point Grey Road Phase 2 built on the three-stage process (Engage, Consult and Recommend) that took place as part of Phase 1 in 2013-2014 . Phase 2 consultation events took place in two stages:

- Stage 1 - Consult: Conceptual Designs with Preliminary Options
- Stage 2 - Recommendation: Conceptual Design with Selected Options

Stage 1 -Consult: Conceptual Designs with Preliminary Options

The City sought public input on preliminary design options for improved walking and public realm connections for the north side of Point Grey Road and preliminary traffic plan options for the local area north of W 4th Avenue through two public open houses held in June 2015.

A feedback questionnaire was distributed at the events and posted on the Seaside Greenway project webpage. A total of 189 respondents completed the questionnaire providing feedback on the preliminary options. Additional comments were submitted to the Point Grey-Cornwall email inbox and through 3-1-1.

In August 2015, staff attended a resident-organized meeting of 65 residents to hear concerns with the sidewalk widening on the north side of Point Grey Road.

During the Fall 2015, two letters were mailed to Point Grey Road north side residents indicating City crews would be conducting surveys of the public right-of-way and property lines and to offer to meet with residents one-on-one to identify site-specific concerns. Staff met one-on-one with 47 residents at their homes to discuss design considerations and answer specific implications for changes to the right-of-way adjacent to private properties. Staff also met with and presented materials to stakeholder groups and civic advisory committees.

Communications Products - Stage 1

Communications Products	Quantity	Details
June Public Open House Notification Postcards	5,000	3,000 mailed to area residents in Point Grey and Kitsilano, 2,000 hand-delivered to multi-family lobbies, community centres, libraries and businesses on W 4 th Ave.
Resident Letters North Side of Point Grey Road	~200	2 different letters mailed to approximately 100 individual property owners located on the north side of Point Grey Road between Alma and Macdonald Streets
June Public Open House Notification to Listserv	1	590 recipients
Advertisements	4	Week of June 15 2015: Vancouver Courier, Georgia Straight, West Ender, City of Vancouver Calendar of Events
Media Articles	1	June 8, 2015 Metro News Vancouver

Consultation Activities - Stage 1

Consultation Activities	Details	Participants
June Public Open House	2 open houses held: <ul style="list-style-type: none"> - Thu, June 18 - Bayview Elementary School - Sat, June 20 - Point Grey Road (tent between Blenheim and Trutch Streets) 	~360 participants
Questionnaire	Completed at open houses and online (June 19 - July 4, 2015)	189 responses
Project Website	vancouver.ca/pointgreycornwall	2,631 page views
Social Media	<ul style="list-style-type: none"> - 1 Tweet, City of Vancouver Twitter Account - 2 posts, BikeVancouver Facebook Page 	902 views
Stakeholder Groups and Advisory Committees	<ul style="list-style-type: none"> - Transportation 2040 Stakeholder Group - Persons with Disabilities Advisory Committee - Seniors Advisory Committee - Women's Advisory Committee 	~120 participants
Resident and Group Meetings	<ul style="list-style-type: none"> - One-on-one meetings with residents - 1 meeting organized by residents along Point Grey Road on August 18, 2015 	112 participants
Email/Phone Comments	Received through pointgrey.cornwall@vancouver.ca , 3-1-1, and individual project staff	~500 calls, emails and letters

Stage 1 Consultation Key Themes

The following is a summary of the key themes that were heard during Stage 1 through all consultation methods including stakeholder and resident meetings, emails, letters, and phone calls.

Conflicts Between Transportation Modes

- Concern with challenges of a shared roadway of people cycling and driving on Point Grey Road.
- Concern with reduced visibility between people walking, running, cycling, and those accessing or exiting driveways in motor vehicles.

Design Components

- Support for the "Recommended Design" option than the "Alternate Design", with wider and fully accessible sidewalks, greater separation between sidewalk and roadway, more green space, and more seating and resting opportunities.

- Request to reconsider the need for a wider sidewalk on Point Grey Road.
- Concern about changes within the public right-of-way including removal of landscaping (i.e. shrubs and trees), impacts to parking and driveway access.
- Request for refinements to the widths of the sidewalk, front and back boulevards to improve safety, visibility, and access concerns.

For a detailed summary of the questionnaire results see **Appendix C: Consultation Summary Report (July 2015)**.

Stage 2 - Recommendation: Conceptual Design with Selected Options

The City provided recommended traffic management changes for the local area north of W 4th Avenue between Alma and Macdonald Streets based on public feedback and refined conceptual designs for improved walking and public realm connections for the north side of Point Grey Road in late 2015 and early 2016.

In mid-December 2015, letters were hand delivered to residents located on W 3rd Avenue between Tatlow Park and Macdonald Street to outline the new cul-de-sac design and location on W 3rd Avenue at Macdonald Street. Approximately 3,100 newsletters were mailed to residents in the area outlining the recommended option for neighbourhood traffic management changes and traffic signal changes on W 4th Avenue.

In February 2016, letters were mailed to residents on the north side of Point Grey Road inviting them to attend area specific information meetings. Thirty-eight people attended the presentations highlighting the sidewalk public realm design recommendations for each segment of Point Grey Road (Alma to Waterloo, Waterloo to Balaclava, Balaclava to Tatlow Park).

In late February, 3,100 newsletters were mailed to the rest of the neighbourhood outlining the recommended option for public realm and sidewalk design for Point Grey Road between Alma Street and Tatlow Park, and the updated cul-de-sac design at Point Grey Park. Between December 2015 and March 2016, approximately 160 comments were received on traffic management changes and Point Grey Road sidewalk improvements.

Since December 2015, Staff held additional one-on-one meetings with 12 residents to review design considerations, answer questions, and gain feedback regarding the W 3rd Avenue cul-de-sac, and changes to the public right-of-way adjacent to private properties along Point Grey Road.

Communications Products - Stage 2

Communications Products	Quantity	Details
Resident Letters North Side of Point Grey Road	~ 60	Letter mailed to individual property owners located on the north side of Point Grey Road between Alma Street and Tatlow Park
Newsletters	6,200	3,100 mailed about Traffic Management Changes (December 2015) 3,100 mailed about Point Grey Road Public

		Realm Improvements (February 2016)
Project email listserv	2	Traffic Management Changes (December 2015) sent to ~750 recipients Point Grey Road Public Realm Improvements (March 2016) sent to ~750 recipients

Consultation Activities - Stage 2

Consultation Activities	Details	Participants
Resident and Group Meetings	3 scheduled meetings in 2016 for residents located on the north side of Point Grey Road: - West: Alma to Waterloo, Feb. 18 - Centre: Waterloo to Balaclava, Feb. 22 - East: Balaclava to Tatlow Park, Feb 25 One-on-one meetings with individual property owners (December 2015 to March 2016)	50 participants
Email/Phone Comments	Received through pointgrey.cornwall@vancouver.ca , 3-1-1, and individual project staff	~160 calls, emails and letters

Stage 2 Consultation Key themes

The following is a summary of the key themes that were heard during Stage 2 through all consultation methods including stakeholder and resident meetings, emails, letters, and phone calls.

Public Realm Improvements

- Support for Point Grey Road changes which benefit the neighbourhood and improve the experience and number of people walking and cycling.
- Concern about accommodating steep driveways on Point Grey Road.
- Concern about increased maintenance requirements of new treed front boulevard and preference for a more narrow boulevard.
- Concern about removal of landscaping on public right-of-way
- Concern about decreased visibility due to new tree plantings and further consideration of appropriate species selection in the parks, along bicycle route and sidewalk.
- Recommended refinements to Trutch Street cul-de-sac design to improve amenities and increase usable greenspace.
- Reconsider the need for wider sidewalks on Point Grey Road and suggestion to allocate the budget elsewhere in the City.
- Reconsider Seaside Greenway route and closure of Point Grey Road to through traffic
- Incorporate appropriate drainage into the design and include improved pedestrian lighting
- Provide additional signage for safety and wayfinding for people cycling and driving.

Access and Parking

- Concern about difficulty exiting driveways on Point Grey Road due to high cycling and pedestrian volumes
- Concern about available on-street parking and on the public right-of-way behind the existing sidewalk.
- Concern about challenges of a shared roadway with people cycling and people driving.
- Concern about increased use of the lane between W 3rd and W 4th Avenues with the construction of new cul-de-sac on W 3rd Avenue at Macdonald Street.
- Concern about vehicle speeds and yielding behaviour of people driving in the neighbourhood.
- Concern about increased traffic volumes on W 4th Avenue especially at Macdonald Street.
- Concern about conflicts at Alma and Point Grey Road.
- Request for additional vehicle detectors at various cross streets and on the south side of W 4th Avenue.
- Request for additional parking restrictions on local streets.
- Request to underground utility lines on Point Grey Road to further enhance the street.
- Request for additional park amenities such as playgrounds, dog-off leash area, accessible public washrooms, and enhancements related to stream daylighting.
- Consider improved paving on local streets north of W 4th Avenue.

Consultation Process

- Concern regarding public consultation process