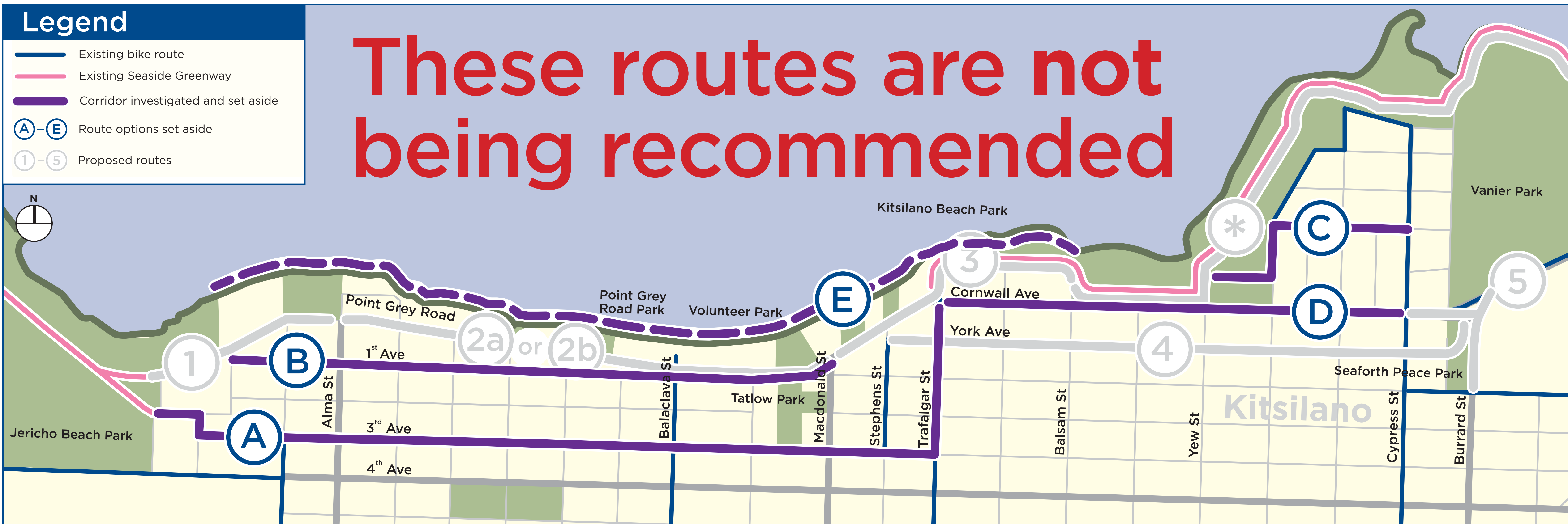


Routes that have been set aside

These routes are not being recommended



A number of routes identified had the potential to achieve the project goals. These have been reviewed using a variety of considerations, including (but not limited to):

- Safety of pedestrians, cyclists and drivers
- Vehicle volumes and speeds
- Emergency access/response
- Parking
- Vehicle re-routing
- Access to waterfront and park space
- Access to schools and commercial areas
- Topography - hills
- Convenience and comfort
- Transit
- Street and driveway crossings
- Business operations

Following a thorough review, four 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

3rd Ave - Jericho Beach to Trafalgar

A 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 will 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 Ave/Point Grey Road - Jericho Beach to Macdonald

B 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 will still be too high for pedestrians to be comfortable

Creelman - Yew to Chestnut

C A local street bikeway. 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 - Balsam to Cypress

D 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

This option should only be considered in the future with significant transportation changes in the area (ie the Broadway Subway Project).

A fifth route is being assessed as part of a 2012 Council motion.

Waterfront Seawall - Jericho Beach to Balsam

E Walking and cycling paths along the waterfront. This route option was set aside because:

- Significant environmental assessment is required
- Undetermined but likely very high cost
- Access considerations on Provincial land and in front of homes and private clubs

This option should only be considered in the future once these issues have been studied and Council directs staff to consider feasibility level assessment.



Cornwall - Trafalgar to Cypress

Sidewalk improvements and separated one-way bike lanes



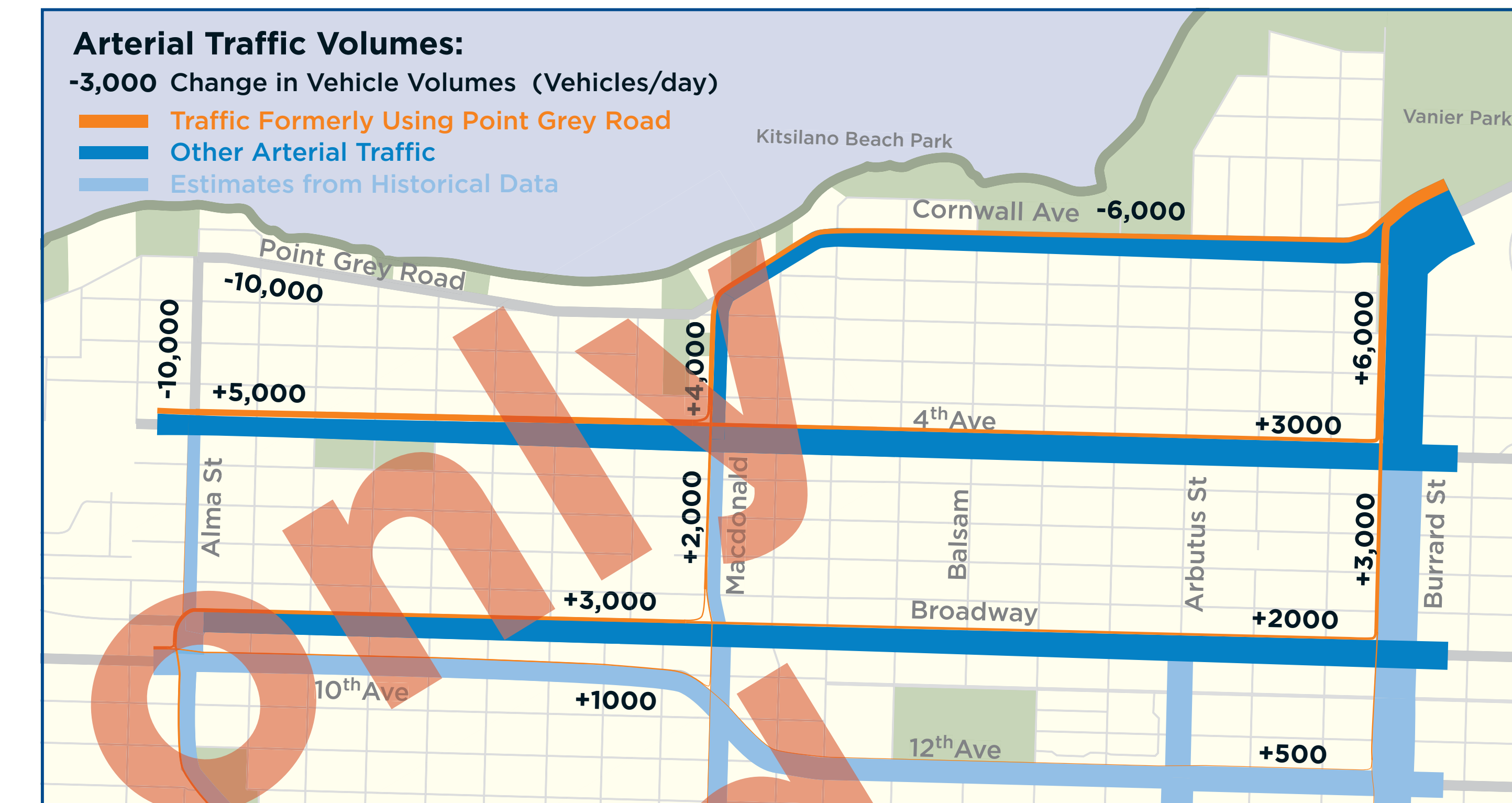
POINT GREY - CORNWALL CORRIDOR

Current Conditions

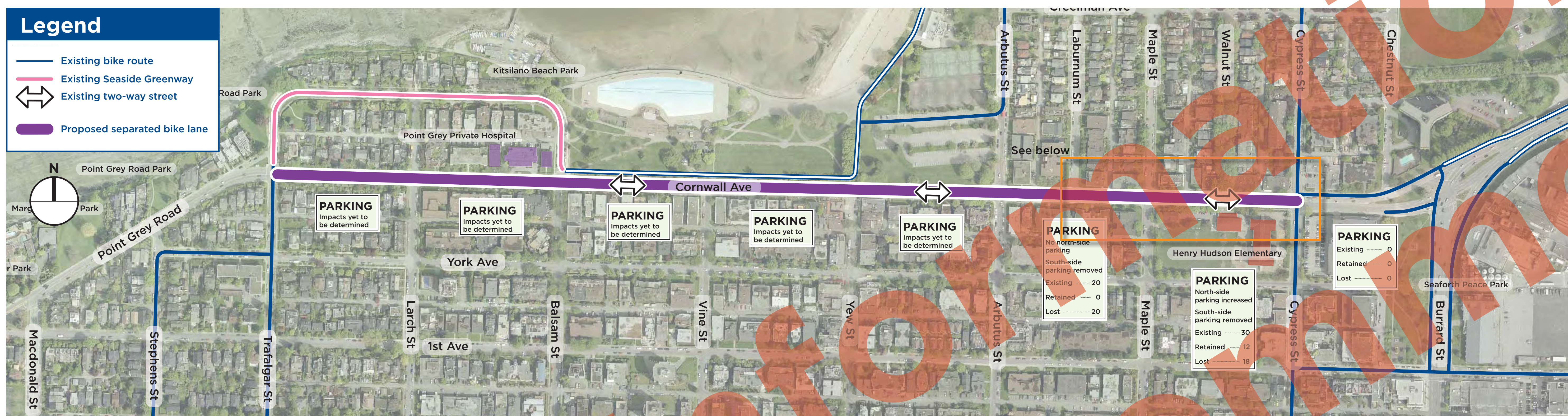
- Cornwall near Burrard currently carries 27,000 vehicles per day in up to 4 traffic lanes.
- Cornwall serves four bus routes: #2, #22, #32 and #258. The #22 is one of the city's busiest routes.

Traffic Impacts

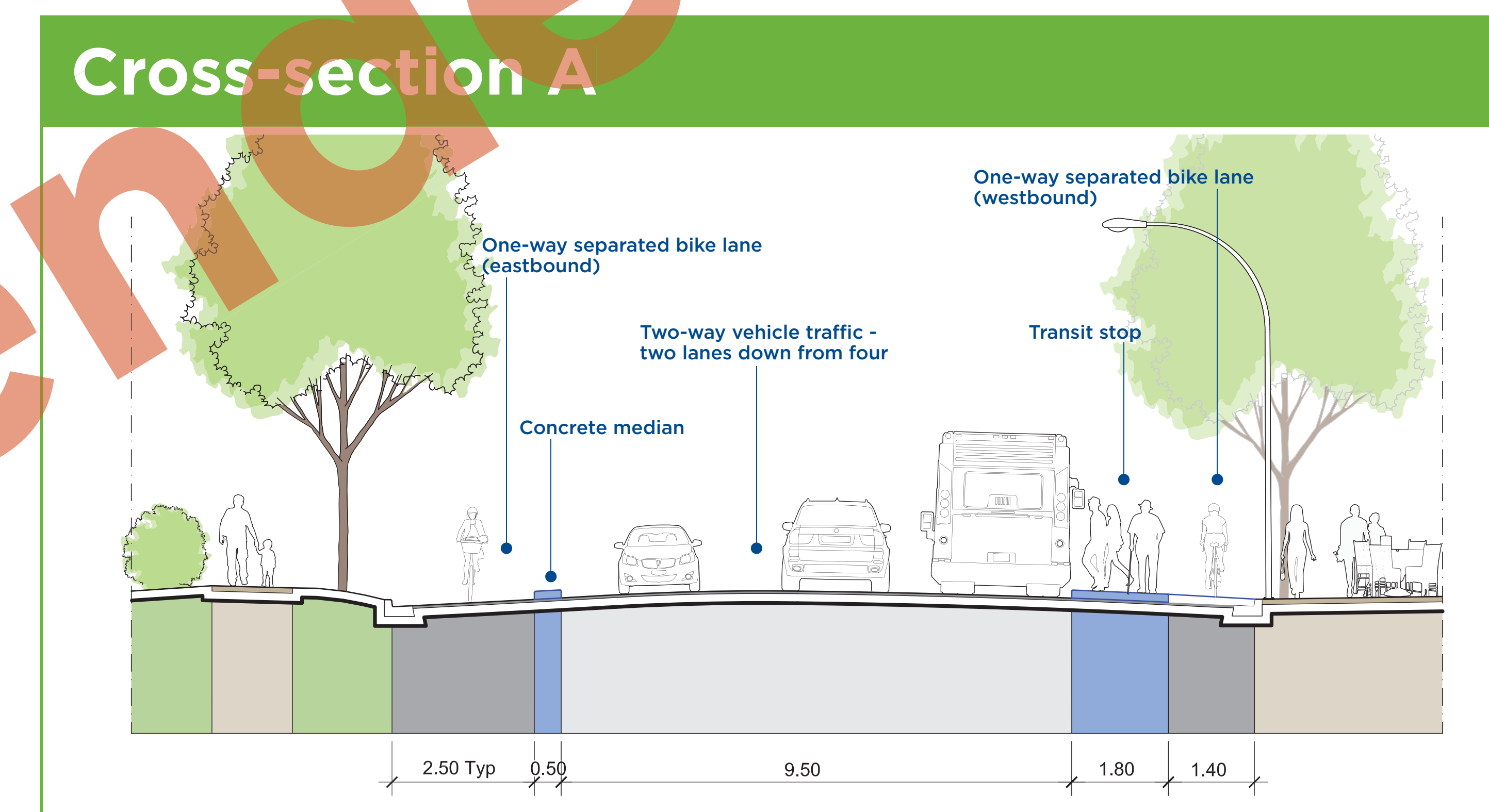
- Reducing the number of traffic lanes to one in each direction would result in these lanes running at capacity (over 10,000 vehicles per lane per day) and would require that about 6,000 vehicles per day redistribute to other streets.
- Most rerouted traffic would be expected to go to 4th and to Broadway with some traffic routing via neighbourhood streets.
- This redistributed traffic would likely over-stress the 4th and Burrard intersection and the busy retail section of West 4th west of Burrard.
- Bus operations on both Cornwall and West 4th would be adversely affected by busier traffic lanes many hours of the day and more frequent congestion. There may also be additional impacts on Broadway transit.
- To mitigate the expected transit delays, turn restrictions (e.g. no left turn) would be added on Cornwall in addition to some bus stops being relocated or eliminated.



Note: The traffic impacts above are shown in conjunction with option 2a for Point Grey Road.



One-way separated bike lane | On-street parking retained between Maple and Cypress | Bus stop retained at Cypress



On-street parking removed between Arbutus and Cypress | Bus stop removed | Bus stop removed | One-way (eastbound) separated bike lane | Two-way street | Turn restrictions

