

We want to hear from you!

The Point Grey Road - Cornwall Avenue Active Transportation Corridor Project aims to create a walking and cycling connection between Burrard Bridge and Jericho Beach that is **safe, convenient and comfortable for people of all ages and abilities.**

This is the second round of public consultation. Please take a few moments to review the information today and give us your input.



- **The proposed corridor improvements:**
- A “seaside” recreational route through waterfront parks and along Point Grey Road for walkers and cyclists wanting the scenic route.
- A more direct route along Point Grey Road and York connecting to Burrard Bridge.
- These routes come together on Point Grey Road west of Stephens.
- Two options for Point Grey Road between Alma and Macdonald.

Your feedback will be used to help us refine the final design, along with financial and technical considerations.

Staff will report to City Council this summer on what was heard, along with a recommended design and implementation plan.

All the information shown today is available online:
vancouver.ca/pointgreycornwall.

Project Overview



Project Goal

The Point Grey - Cornwall Corridor Project aims to create a walking and cycling connection between Burrard Bridge and Jericho Beach that is **safe, convenient, and comfortable for people of all ages and abilities.**

Key Objectives

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

Who are we planning for?



We are planning for pedestrians and cyclists of all ages and abilities and considering the needs of transit riders, drivers and others who use the street.

Transportation 2040 Policy Context



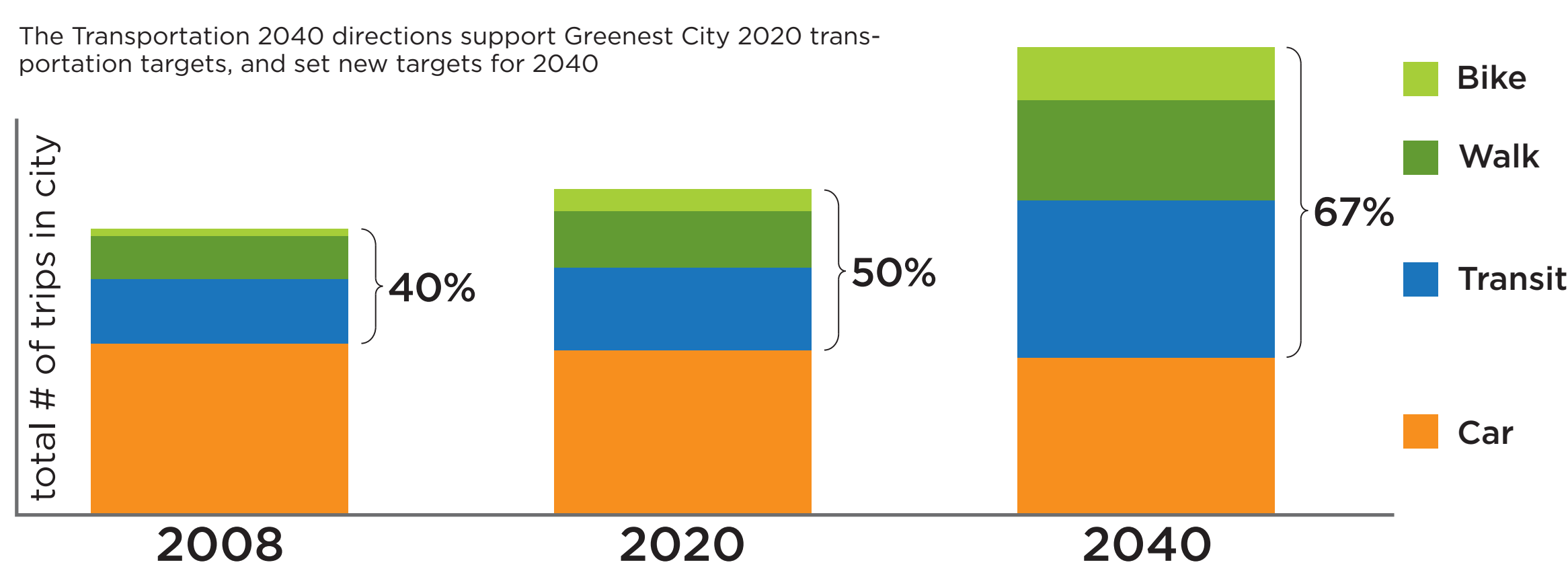
Overview

The City's new Transportation 2040 Plan was approved by Council in 2012. The plan:

- Supports healthy citizens in a safe, accessible, and vibrant city
- Confirms walking, cycling and transit as the first three transportation priorities
- Aims to make walking and cycling safe, convenient and comfortable for people of all ages and abilities

Targets

- At least two-thirds of all trips be on foot, bike, or transit by 2040
- Eliminate all fatalities from the transportation system



Key Directions

- **Walking** — Make walking safe, convenient, comfortable, and delightful. Ensure streets and sidewalks support a vibrant public life and encourage a walking culture, healthy lifestyles, and social connectedness
- **Cycling** — Make cycling safe, convenient, comfortable, and fun for people of all ages and abilities
- **Transit** — Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable
- **Motor Vehicles** - Manage the road network efficiently to improve safety.

How do we choose and prioritize walking and cycling routes

In general, we prioritize:

- High collision locations
- Gaps in the network
- Areas with high existing or potential walking and cycling
- Priority destinations like schools, community centres, high streets, and transit stations
- Opportunities through (re)construction/ (re)development

Other factors include:

- Topography
- Route directness
- Impacts to transit, loading, services, local businesses, and residents

Designing for All Ages and Abilities

Walking toolkit

- Design crossings to be safe and convenient
- Provide sufficient sidewalk width, free of obstructions
- Use smooth surfaces to accommodate strollers and wheelchairs
- Provide pedestrian-scale lighting and street furniture

Walking on narrow sidewalks with obstructions is challenging, particularly for seniors



Ample, even sidewalks make walking much more pleasant and attractive



Cycling toolkit

- Use traffic calming to reduce vehicle speeds and volumes
- Provide room for passing and 'conversational cycling'
- Manage conflicts and improve visibility at intersections
- Provide physical separation when necessary

Some key factors when choosing to separate cars and vehicles are vehicle speeds, volumes and conflict zones



Cycling in traffic is uncomfortable for most as well as potentially dangerous



Riding on quiet local streets or separated from traffic is preferred by most



Project Timeline



**POINT GREY -
CORNWALL CORRIDOR**

Timeline

The Policy

Vancouver Greenways Plan (1995)

The Seaside Greenway is incomplete. There is a gap between Kitsilano Beach Park and Jericho Beach Park.

Transportation Plan (1997)

Walking and cycling are identified as the City's two highest transportation priorities.

Transportation 2040

Supports a network of walking and cycling routes that feel safe, convenient, comfortable and fun for people of all ages and abilities.

1990s
to
2012

We Listen

Public Meetings/Website and Questionnaire:

- Residents, children/youth, seniors
- Businesses
- Stakeholders
- Users of the corridor

January
to
March 2013

We Research

City staff carry out further analysis to develop the Point Grey - Cornwall Corridor design.

Key areas:

- Transportation 2040 Plan
- Emergency access
- Parking and circulation
- Traffic counts and speed data
- ICBC collision data
- Business customer surveys

January
to
April 2013

We Propose and Listen

Using the input from the first round of public consultation, design options will be presented through a second round of community workshops and open houses. Information on potential impacts and trade-offs of each design option will be provided.

A Phase 2 consultation summary report will be prepared and made available prior to the project going to Council

May 2013
We are here



Council Decides

City staff will report to Vancouver City Council this summer with a recommended design and implementation plan, based on what was heard through both phases of public consultation, data analysis and technical transportation review.

Council will decide how the project will proceed.

Summer
2013

May 2013

For more information, visit vancouver.ca/pointgreycornwall



We Listened

Phase 1 Consultation

In early 2013, we met with residents, businesses and organizations to:

- Communicate the broader goals of the project
- Better understand issues, concerns, and ideas
- Gather feedback on various route features and options



A number of outreach approaches were used, including:

- Public open houses
- Meetings with local businesses, community groups, and other stakeholders
- Online questionnaire with over 1300 responses
- Cornwall business customer survey

What we heard

Key themes:

- Safety for pedestrians and cyclists
- Conflicts between all road users
- Vehicle and emergency access
- Neighbourhood traffic impacts
- Waterfront access

Cornwall business customer survey (winter)

- Almost 80% arrive by foot, bike, or transit
- Almost 60% are local residents
- About 30% live within a 10 minute walk of the businesses

We used the feedback along with technical considerations to develop the design proposals you see today.



we have witnessed
too many accidents

vehicles are
speeding

I'd cycle more
but i'm worried
about being hit

I would suggest
removing parking

we would not be
supportive of removing
any parking

keep the cyclists
off the sidewalk