

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

Key to Boards



SEASIDE GREENWAY
PHASE 2

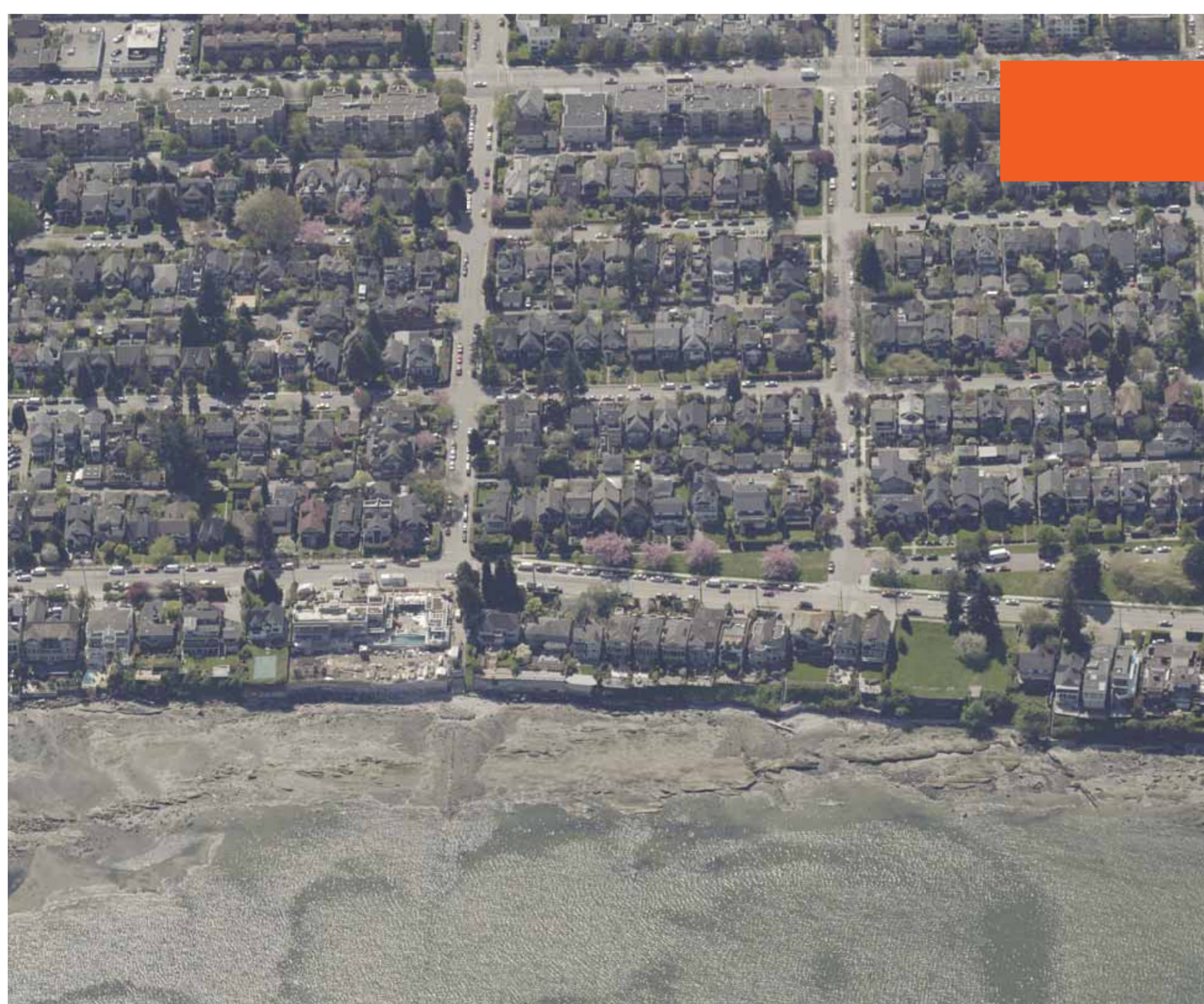
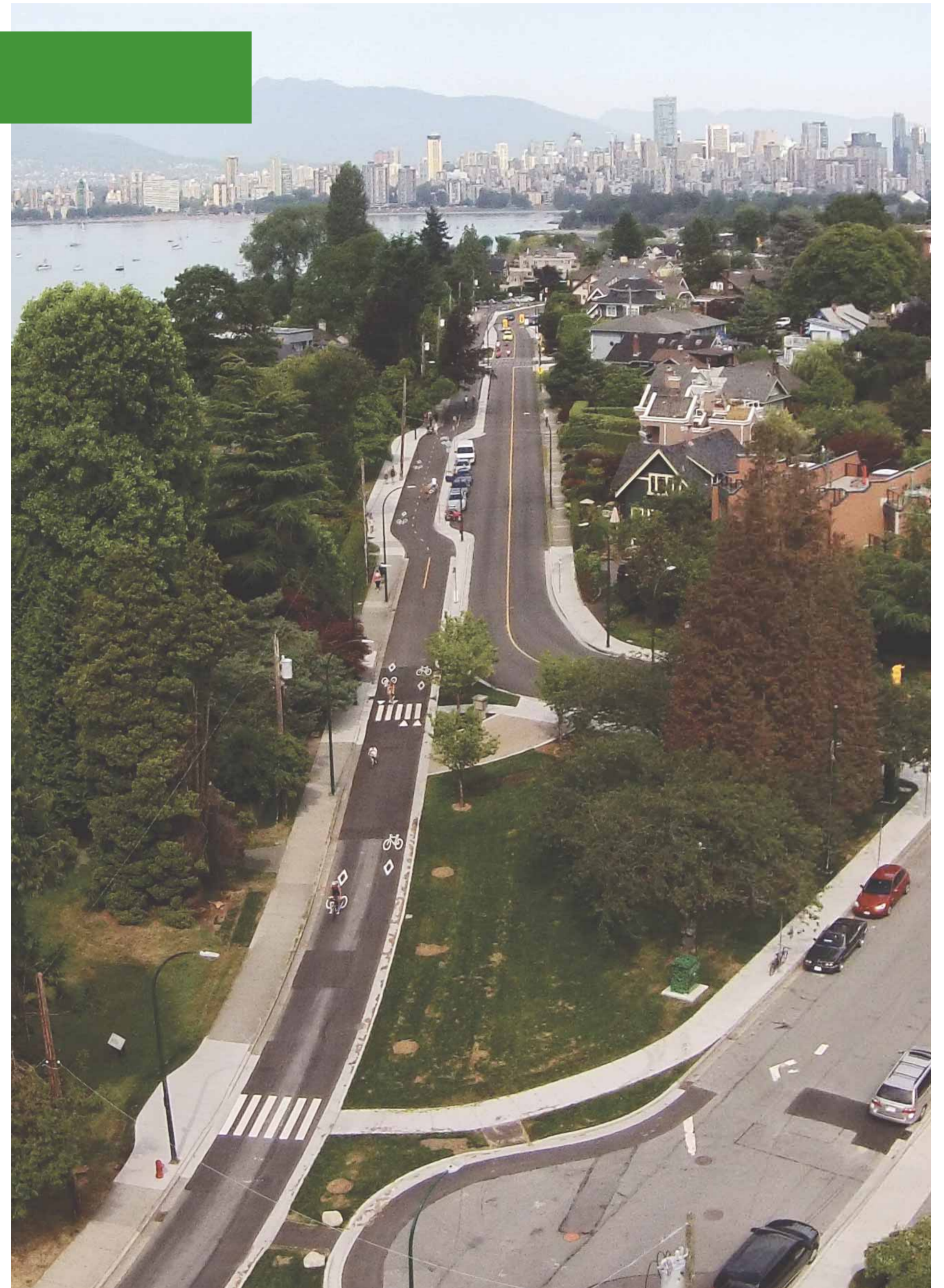
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① Background

Overview

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

Phased Work

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.

Phase 1: York Ave Bikeway (completed)



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.

② Background

Phase 1: Point Grey Road (completed)

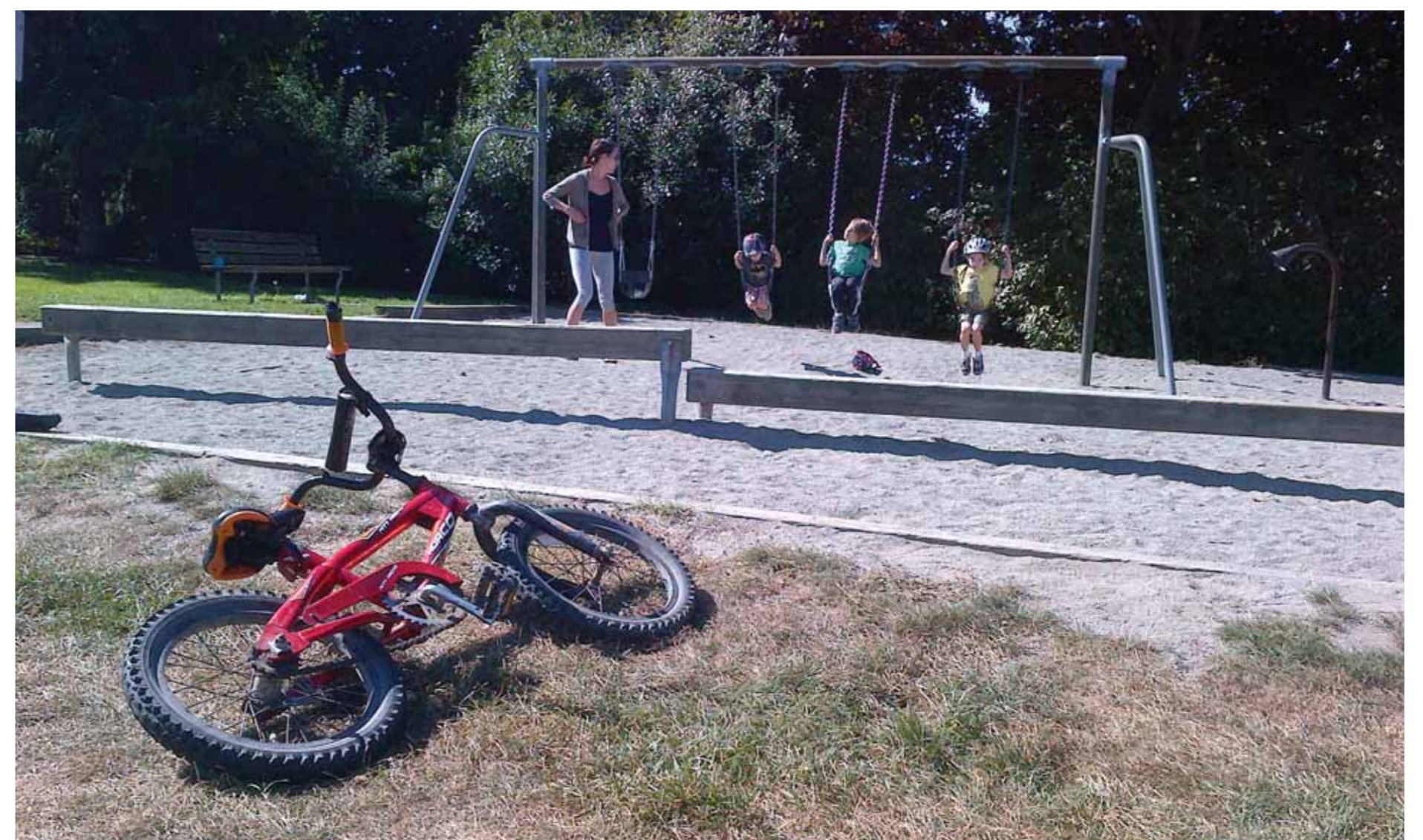


January 2014: Point Grey Road at Macdonald Street was closed to through traffic for vehicles. Westbound traffic was directed south on Macdonald Street. Point Grey Road is now open primarily to local traffic.

- **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



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

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.

③ Phase 2 Work

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.



5 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.

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