

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

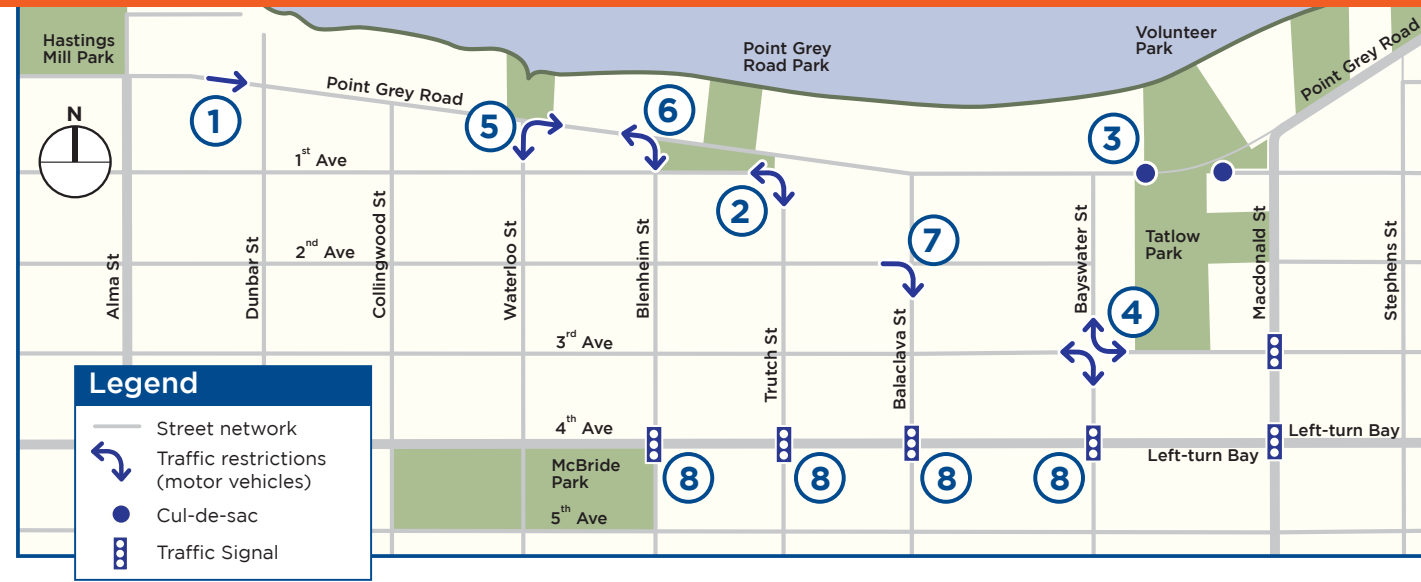
Three neighbourhood traffic plans were presented at two public open houses in June 2015. Option B, which closes W 3rd Ave to through traffic between Bayswater St and Macdonald St, received the most favourable public response.

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.

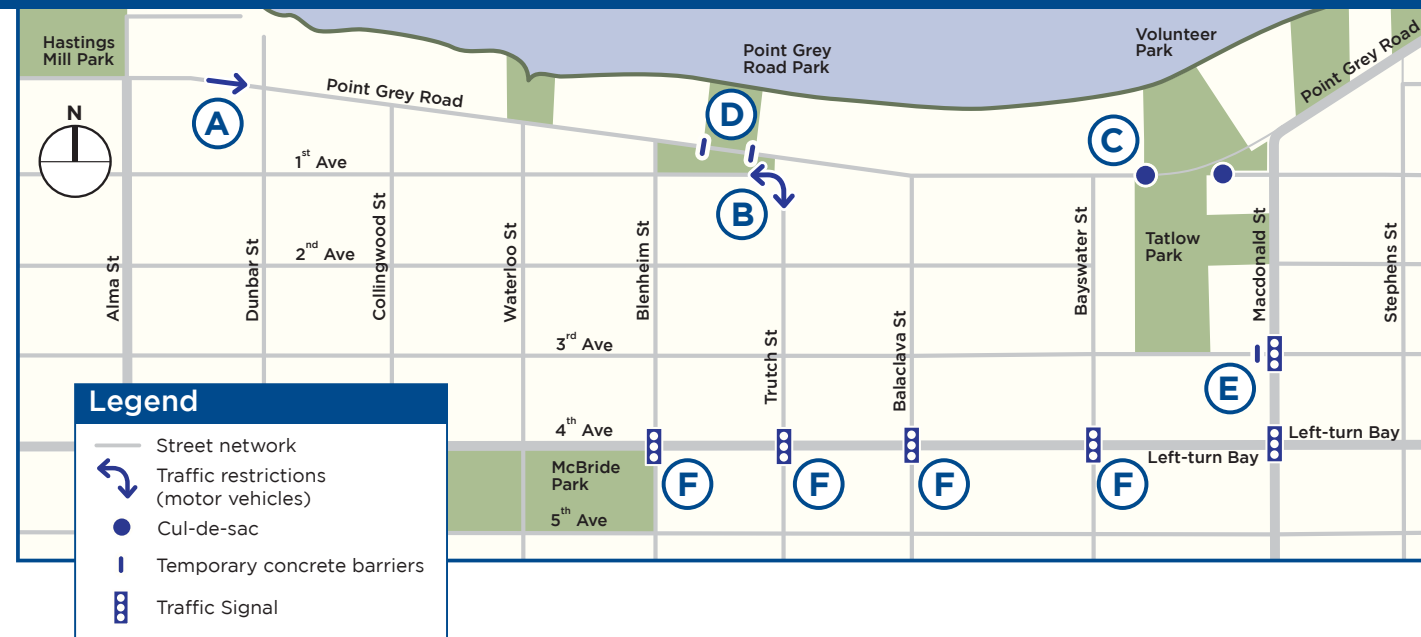
Approximately 360 people attended the public open houses in June 2015. 189 questionnaire responses were received in addition to email and phone contact. More than 80% of these respondents live or work in the area.

Current Neighbourhood Traffic Control



- 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

Planned Neighbourhood Traffic Control



- 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 cul-de-sacs. This will prohibit vehicles from driving past Point Grey Road Park. These will be replaced by a permanent cul-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.

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

Traffic Management Changes and Implementation

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

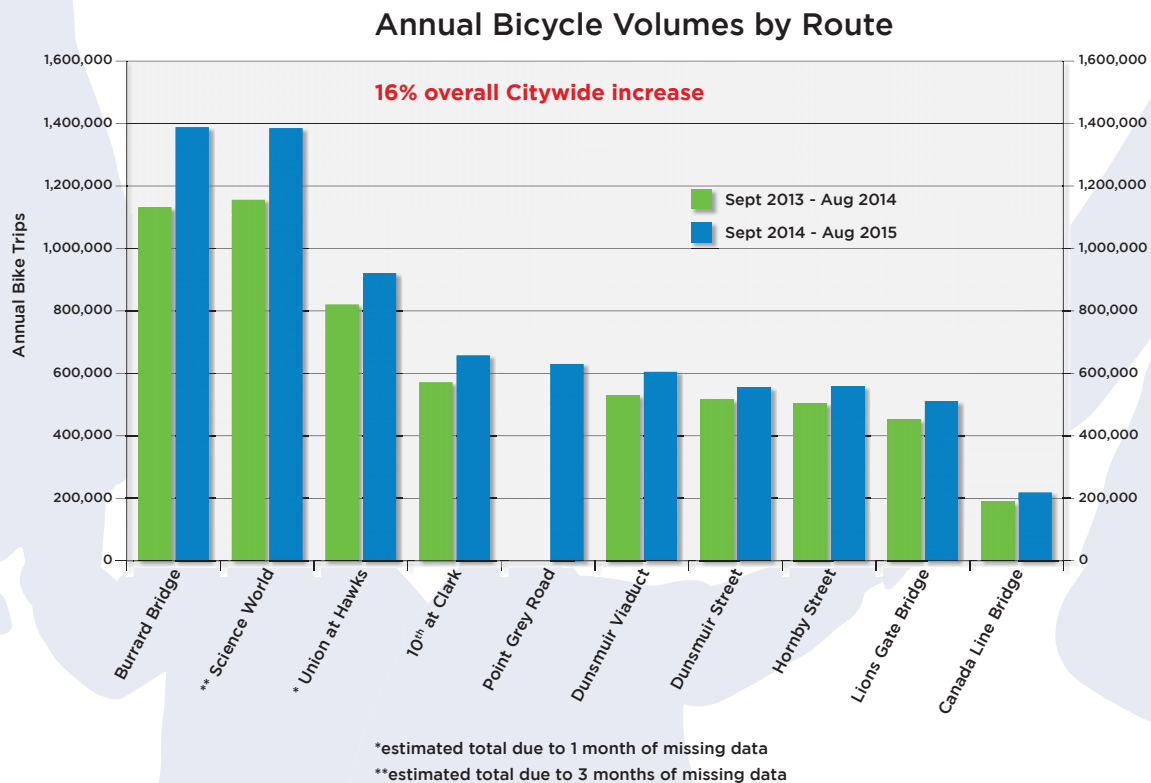
The changes to the intersection of W 3rd Ave and Bayswater St, followed by the changes to the traffic patterns in the neighbourhood north of W 4th Ave will be implemented this winter.

Questions or comments? Contact us by phone: 3-1-1 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.

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