

From: "Mochrie, Paul" <Paul.Mochrie@vancouver.ca>

To: "Direct to Mayor and Council - DL"

CC: "City Manager's Correspondence Group - DL"

"Dobrovolny, Jerry" <jerry.dobrovolny@vancouver.ca>

Date: 10/3/2018 11:44:22 AM

Subject: Memo - Northeast Quadrant Greenways

Attachments: ENG - TPL - Memo to Mayor & Council - NE Quadrant Greenways - Sept. 2018....pdf

Greetings Mayor and Council,

Please see attached a memo and accompanying exhibits from Jerry Dobrovolny regarding the Northeast Quadrant Greenways and walking and cycling improvements. A short summary of the memo is as follows:

- ☐ This memo was drafted in response to a July 11, 2018 Council Motion to direct staff to review opportunities for a City Greenway in the Northeast Quadrant in the next capital plan.
- The memo provides a review of the Vancouver Greenways Plan, as well as planned walking and cycling enhancements in the Northeast Quadrant in the next capital plan.
- Staff plan to deliver key greenway enhancements on the Portside Greenway (on Wall Street between Semlin Drive and New Brighton Park) and along the Union-Adanac Corridor.
- In conjunction with other capital priorities and TransLink funding opportunities, City staff will also explore additional walking and cycling improvements through public consultation.

If you have any questions, please feel free to contact Lon LaClaire, Director of Transportation, at 604.873.7336 or lon.laclaire@vancouver.ca.

Best,
Paul

Paul Mochrie | Deputy City Manager
City of Vancouver | 453 W 12th Avenue
Vancouver | BC V5Y 1V4
604.873.7666 | paul.mochrie@vancouver.ca



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MEMORANDUM

September 27, 2018

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Katrina Leckovic, City Clerk
Lynda Graves, Manager, Administration Services, City Manager's Office
Rena Kendall-Craden, Communications Director
Kevin Quinlan, Chief of Staff, Mayor's Office
Naveen Girn, Community Relations Director, Mayor's Office
Lon LaClaire, Director of Transportation

FROM: Jerry Dobrovolny, General Manager of Engineering Services

SUBJECT: Northeast Quadrant Greenways and Walking and Cycling Improvements

Background

On July 11, 2018, Vancouver City Council unanimously passed a motion to support an "East Van City Greenway" in the northeast quadrant as a priority in the Greenway Program. Staff were requested to review the opportunities for a City Greenway in the Northeast Quadrant in a timely way, such that the funding for all or part of an "East Van City Greenway" could be adequately considered for inclusion in the City's 2019-2022 Capital Plan. The Northeast Quadrant as defined by the Council motion stretches from Main Street to Boundary Road and Grandview Highway to the Burrard Inlet.

In 1995, the City of Vancouver approved the Vancouver Greenways Plan. The plan presents two major components: City and Neighbourhood Greenways and a long term implementation strategy. City Greenways are intended to be recreational routes that cross the city and link important destinations. They are often also important transportation corridors for people who walk or cycle to their destinations, such as parks and schools. Neighbourhood Greenways are smaller scale connections that respond to local needs that are identified by a community. Generally, Neighbourhood Greenways are initiated and developed by residents in collaboration with the City.

The City Greenways identified in the 1995 plan were identified through review of public consultation feedback and detailed analysis. The routes identified in the plan are generally

not specific to a particular street but connect important City-wide destinations, exhibit a distinct character, contribute to an understanding of Vancouver, and create a city-wide greenway network.

Since the approval of the Vancouver Greenways Plan by Council, a number of greenways have been implemented and upgraded to date, most recently the Arbutus Greenway.

A few years after Council adoption of the Vancouver Greenways Plan, City Council approved the Trans Canada Trail in December 1997. The Trans Canada Trail is a multi-use trail that connects Canada through every province and territory and is accommodated primarily through greenways and bikeways in urban areas, such as Vancouver. In Vancouver, the Trans Canada Trail is routed along bike routes and greenways including Wall Street, Lakewood Drive, and Adanac Street (in the Northeast Quadrant) and the Seaside Greenway (in the Downtown).

Exhibit 1 provides an updated map of the Vancouver City Greenways Plan and Trans Canada Trail.

Review of Greenways in the Northeast Quadrant

Portside Greenway

The Portside Greenway is routed along the industrial waterfront of the Burrard Inlet, from Main Street to Boundary Road. It will connect parks, including Crab Park, New Brighton Park and Hastings Park. The Portside Greenway also makes up a portion of the Trans Canada Trail.

Portions of the Alexander Bikeway that make up the Portside Greenway have been completed to date. Other upgrades include the Powell Street Overpass and a connection to the Carrall Greenway routed along Alexander Street. In particular, completed upgrades include localized traffic calming on Alexander Street to connect to Gastown and the Powell Street Overpass.

Next Steps in 2019-2022

As presented to Council in the 5-Year Cycling Network Additions & Upgrades Map, cycling improvements along Wall Street, between Semlin Drive and New Brighton Park are already being considered, including but not limited to localized traffic calming and potential street closures. Upgrading this current bike route along Wall Street to a greenway standard is a key enhancement to be implemented in this capital plan. In addition, work to complete the cycling connection on Powell Street between Clark Drive (end of the overpass) and Mclean Drive (start of Mosaic Bikeway) is also prioritized in the next capital plan as well as cycling enhancements on Pandora Street between Powell Street and Hastings Park.

Midtown Way

The Midtown Way route starts at Granville Island, runs east through Fairview and Mount Pleasant, then heads north through Grandview-Woodland towards the Port. The proposed greenway links several neighbourhoods and runs parallel to commercial

streets. The alignment of the existing Mosaic Bikeway overlaps with Midtown Way and runs along Woodland Drive between the Union-Adanac Corridor and BC Parkway. The implementation of the Mosaic Bikeway included major walking and cycling improvements along the route.

Next Steps in 2019-2022

As part of the Pedestrian and Cycling Spot Improvement Programs, staff plan to implement upgrades for people walking and cycling along the Mosaic Bikeway.

Central Valley Greenway

The Central Valley Greenway is a 24-km long regional greenway that was funded in partnership with the City, TransLink and the federal government. The Central Valley Greenway follows the Expo and Millennium SkyTrain lines, running from False Creek through to Burnaby and New Westminster.

Next Steps in 2019-2022

Staff plan to explore walking and cycling spot improvement opportunities on the greenway, in particular at high growth areas such as the Broadway Tech Centre where Renfrew Street intersects the greenway. Staff have had preliminary discussions with TransLink to discuss cost sharing opportunities for cycling and walking improvements on the Central Valley Greenway.

BC Parkway

Owned and maintained by TransLink, BC Parkway is a 26-km long regional greenway that parallels the Expo SkyTrain line that connects Surrey, New Westminster, Burnaby, and Vancouver.

Next Steps in 2019-2022

TransLink proposes to spend approximately \$3-4M on structural and pathway improvements in the Vancouver portion of BC Parkway. This figure includes detailed design and construction work. In partnership and coordination with TransLink, staff plan to advance infrastructure upgrades along the BC Parkway corridor, especially where the greenway overlaps with City right-of-way. Presently, TransLink is conducting an intersection study for BC Parkway, preparing design guidelines and conceptual designs for high priority intersections, including Boundary Road, Slocan Street and Rupert Street. The intent of the study is to take the conceptual designs to detailed design and construction. City staff have also engaged with TransLink on upgrades between Rupert Street and Earles Street, including potential traffic calming changes and pedestrian improvements.

Eastside Crosscut Greenway

The Eastside Crosscut is a future north-south route connecting the Burrard Inlet with the Fraser River. It is intended to connect New Brighton Park through Hastings Park,

link the Renfrew Ravine, pass by Killarney Park and continue to the river along the edge of the Fraserview Golf Course. The Eastside Crosscut is expected to be located largely on quiet residential streets but some opportunities exist to possibly route portions of the Greenway through parks and future street closures. Additionally, land acquisition is a possible long term consideration.

Hastings Park currently provides a north-south walking and cycling connection through the park to connect to Windermere Street and the future Eastside Crosscut Greenway. The Hastings Park Master Plan has identified the provision for a north-south greenway which will eventually complete the connection of the Eastside Greenway to New Brighton Park and the Portside Greenway.

South of Hastings Park, towards the Fraser River the alignment is to be determined through further analysis and public consultation. The potential residential street alignment will be considered based on different factors including street width, vehicle volume, connectivity, accessibility and grade.

Next Steps in 2019-2022

In spring 2019, transportation staff will complete a review of the Eastside Crosscut Greenway, including a potential alignment and a feasibility review for the implementation of this greenway. By fall 2019, staff will begin a listen and learn engagement process on the Northeast Quadrant from Hastings Park to the Central Valley Greenway to receive community input and provide guidance for the future greenway. Momentum and uptake from the public engagement will guide the next steps and priorities for delivering the Eastside Crosscut Greenway.

Other Walking and Cycling Plans within the Northeast Quadrant

Union-Adanac Corridor

The Union-Adanac Corridor extends from downtown Vancouver to Boundary Road and is one of the busiest bike routes in the city. In the summer months, there are up to 5,000 cyclists per day at Union Street and Hawks Avenue where the corridor approaches downtown.

Since the 1970s, traffic-calming measures have been implemented to limit vehicle traffic along the corridor. In 2018, spot improvements are being constructed on the corridor to improve safety and comfort for people walking and cycling. These improvements include localized traffic calming, new sidewalks, corner bulges and marked crosswalks between Gore Avenue and Kamloops Street.

In 2019-2022 efforts will continue to improve walking and cycling along other parts of the corridor, including the sections between Nanaimo Street and Boundary Road.

In addition, there are longer-term plans to provide a grade-separated (overpass or underpass) rail crossing of the Union-Adanac Corridor between Raymur Avenue and Glen Drive. This is being planned in conjunction with the process to grade-separate the existing rail crossing at Prior/Venables Street, and the Community Panel that will be tasked to recommend a preferred route. Any new arterial street would include protected bike lanes, providing a new

cycling route south of the Union-Adanac Corridor that would connect with Main Street to the west and the bike network east of Clark Drive.

Hastings Park

In November 2010, the City published the Hastings Park Master Plan that will transform Hastings Park into a greener, year-round destination for park use, events and recreation. One of the major principles of the plan is to connect Hastings Park with the adjacent communities and the waterfront, providing safe and convenient pedestrian and bicycle access through and around the park. In total, the plan is to provide over 5 km of pedestrian and bicycle trails.

The plan proposes major east-west and north-south pedestrian and bicycle routes that travel through the park and link to city-wide greenways. The proposed north-south greenway will make up the northern segment of the Eastside Crosscut Greenway, beginning at Windermere Street and continue through to New Brighton Park and the Portside Greenway. The proposed east-west greenway provides a connection mid-way through the western portion of Hastings Park before splitting north and south around Playland to join the perimeter greenway that links to the Cassiar and Sunrise bikeways.

Additionally, a perimeter greenway is planned to encircle the park and create an active welcoming edge to Hastings Park. Along the western boundary of Hastings Park, traffic calming and landscaping improvements are proposed along Renfrew Street to further facilitate stronger community connections.

The timing of future greenway upgrades at Hastings Park is tied to construction of the Playland Redevelopment project. Since the Playland Redevelopment project is in the early stages of development, greenway implementation plans have not been included in the current 2019-2022 capital plan. Capital planning will occur once the Playland Redevelopment project is approved.

Ironworkers Memorial Bridge

In 2015, construction was completed on the Ironworkers Memorial Bridge to double the width of both shared bicycle and pedestrian paths on the bridge. The widening along with other improvements made it easier and safer for people walking and cycling to cross the bridge. To complement the upgrades the City improved wayfinding for people walking and cycling to access the bridge.

The Ironworkers Memorial Bridge and Portside Greenway are regionally important routes. In coordination with future Portside Greenway work along Wall Street, staff plan to improve connections to the bridge for people walking and cycling.

Cassiar South Sewer Separation and Green Infrastructure Project

In the next capital plan, the City will be undertaking a sewer separation project in the Hastings-Sunrise neighbourhood. The extent of the project is from Charles Street to E 6th Avenue and from Renfrew Street to Boundary Road. The project will be coordinated and supplemented with public realm improvements including green infrastructure and active transportation upgrades.

The City will continue to leverage public realm, walking, and cycling improvements with utilities projects where possible.

Exhibit 2 contains a summary map of the planned projects and processes within the Northeast Quadrant.

Next Steps

In summary, the City is focusing on delivering improvements in a number of areas within the Northeast Quadrant. Staff will continue to upgrade walking and cycling infrastructure on the Portside Greenway and the Union-Adanac Corridor. Key greenway enhancements are planned on Wall Street between Semlin Drive and New Brighton Park in this next capital plan.

In coordination with other capital priorities and TransLink funding opportunities, City staff will explore additional walking and cycling enhancements through conversation with the public. These could include enhancements such as spot improvements and corridor upgrades in the Northeast Quadrant, including both the Central Valley Greenway and the BC Parkway.

In 2019, transportation staff will complete a review of the Eastside Crosscut Greenway followed by a community engagement process on the Northeast Quadrant from Hastings Park to the Central Valley Greenway. Momentum and uptake from the public consultation will guide the next steps and priorities for delivering the Eastside Crosscut Greenway.

Sincerely,



Jerry W. Dobrovolny, P.Eng., MBA
General Manager, Engineering Services

604.873.7331 | jerry.dobrovolny@vancouver.ca

City Greenways Plan: 1995

This plan illustrates the routes of the proposed City Greenways Network.

Exhibit 1



