

Point Grey Road - Cornwall Avenue Active Transportation Corridor: Phase 1 Consultation Summary

The purpose of this report is to provide a summary of what we heard from residents, businesses, and other stakeholders during the first phase of consultation for the proposed Point Grey Road - Cornwall Avenue Active Transportation Corridor, which occurred between January 2, 2013 and February 28, 2013.

Project Context & Goals

The *Transportation 2040 Plan* is the strategic policy framework developed to support a thriving local economy, increase affordability, create a healthy, accessible and sustainable city. Walking and cycling were identified as the highest transportation priorities in this plan, and the City's transportation target is to have at least two-thirds of all trips made on foot, bike or transit by 2040.

The plan also provides a set of project implementation principles, including investing public resources wisely, monitoring, learning and adopting, and involving citizens and local businesses. For all transportation projects, input from the public is considered within existing policy directions, along with financial and technical considerations.

The Point Grey Road - Cornwall Avenue Corridor Active Transportation Project was one of the priority transportation projects identified in the City's recently adopted *Transportation 2040 Plan*, part of a network of walking and cycling routes across the city that feel safe, convenient and comfortable for people of all ages and abilities.

This corridor was originally identified in the 1995 Greenways Plan to address the gap in the pedestrian and cycling network between Burrard Bridge and Jericho Beach. The Kitsilano and Point Grey neighbourhoods have one of the highest number of people in Vancouver walking and cycling - both for commuting and for recreational purposes. This corridor also has a busy commercial area, waterfront parks, and several schools and community facilities. Cornwall Avenue is currently dangerous for cyclists and pedestrians, with several intersections along Cornwall included in the top ten highest cycling collision areas across Vancouver. Cornwall Avenue is also a very busy corridor for vehicles, and the fifth busiest bus route in Vancouver, with buses running every three minutes. Vehicle speeds along both Cornwall Avenue and Point Grey Road have been monitored and are frequently above the 30 km/h speed limit.

The Point Grey-Cornwall corridor project proposes creating a safe, convenient and comfortable connection for pedestrians and cyclists between Burrard Bridge and Jericho Beach. The project aims to:

- Address existing safety issues along Point Grey Road and Cornwall Avenue by reducing the volume and speed of vehicle traffic.
- Create walking and cycling routes that are safe, convenient, and comfortable for people of all ages and abilities.

- Make the intersection of Burrard Street and Cornwall Avenue safer and more direct for pedestrians and cyclists.
- Support local businesses.

Phase 1 Consultation Methods

During the first phase of consultation staff presented the following information at the public open houses and online on the [project webpage](#):

- Consultation process overview
- Presentation Boards
 - Background policies, key transportation and local area safety data
 - Ideas for active transportation corridor routes describing six potential routes and existing road conditions
- Transportation 2040 Presentation from June 13, 2012 (West Point Grey Community Centre)

As part of the first phase of consultation City staff met with a variety of residents, organizations, businesses and stakeholders within the Kitsilano and Point Grey neighbourhoods in order to gather input and to gain a better understanding of who uses the corridor, how the corridor is currently used, current transportation issues and concerns, important corridor features and route ideas.

Feedback was gathered through:

- Stakeholder Meetings
- Public Open Houses
- Website
- Online Questionnaire
- Email
- Business customer intercept study on Cornwall Avenue

The following communications channels were used to provide information about the project and to notify people about opportunities to provide input:

- Website (www.vancouver.ca/pointgreycornwall)
- Postcards
- Print and Online Newspaper Advertisements
- Poster Boards
- [Social Media](#) (Twitter & Facebook)
- Email distribution list

The following table summarizes the Phase 1 consultation outreach and activities that occurred primarily between January 2 - February 28, 2013.

Consultation Activity	Quantity	Participants
Stakeholder Meetings	9	58 participants
Public Open Houses	3	530 participants*
Website	1	4,035 visits
Online Questionnaire	1	1350 completed responses
Social Media	1 City of Vancouver Twitter account & 1 Facebook account	9 Tweets through the City of Vancouver Twitter account 35 re-tweets 3712 views
Emails	1 account	154 emails
Customer Intercept Survey (along Cornwall Avenue)	1	307 participants
TOTAL		10,790
Communications Product	Quantity	Distribution
Postcards	1	14,000 notification postcards (Mailed to 12,265 residents within Point Grey and Kitsilano through Canada Post. 1,735 postcards hand delivered to community centres, libraries and businesses in Point Grey and Kitsilano)**
Poster Board Notices	3	Corner of Burrard/Cornwall Kitsilano Park Hastings Mill Park
Advertisements	4	Vancouver Courier - January 25, 2013 Georgia Straight - January 25, 2013 Kitsilano.ca (blog) - January 18, 2013 West Ender - January 25, 2013
Media Articles	11	Vancouver Courier CBC Early Edition Radio CBC News Georgia Straight Jason Howe and Joanne Abshire News 1130 Metro Vancouver Global News Fairchild TV Globe and Mail CTV

**These are approximate numbers. ** Project notification postcards were distributed at the Kitsilano Library, Kitsilano Community Centre, Point Grey Library, Point Grey Community Centre, Henry Hudson Elementary School, Kitsilano Running Room, University of British Columbia campus, and local businesses along Cornwall Avenue.*

Phase 1 Consultation Summary

- The first phase of public consultation for the Point Grey-Cornwall Corridor project involved connecting with a large number and wide variety of residents, businesses and stakeholders through many outreach methods. Over 530 people attended the three public open houses, and over 1350 people completed the online questionnaire between January 29, 2013 and February 15, 2013.
- The following key themes were raised throughout the first phase of consultation, and these comments are in line with feedback received on transportation projects across Vancouver.
 - The majority of people- pedestrians, cyclists, transit users and drivers - recognized that there are safety concerns for cyclists and pedestrians along the Point Grey -Cornwall corridor.
 - Conflicts between cyclists, pedestrians and drivers, safety for pedestrians and cyclists along the corridor, vehicle and emergency access, and neighbourhood traffic impacts were identified as key transportation issues.
 - Access to the waterfront was identified as a priority corridor feature for everyone, and drivers also identified maintaining vehicle access and maintaining road capacity for vehicles as priorities.
- Through the business customer intercept survey we learned that almost 60 per cent of visitors to Cornwall businesses are local area residents. 80 per cent of people visiting local businesses along Cornwall Avenue travel by walking, cycling or transit, and walking and transit are the currently the most popular modes of travel to this shopping area.

Detailed information on the feedback received through the first phase of consultation is attached in Appendix A.

Next Steps

Using the existing policy context, project goals, data analysis, technical transportation review and input from the first phase of public consultation, feasible design options will be presented later this spring. Information on trade-offs for each design option, as well as how any potential impacts to local residents and businesses would be managed will be included. Advance notice of upcoming stakeholder workshops and open houses will be provided to local residents and stakeholder groups.

Staff will report to City Council in the summer of 2013 with a recommended final corridor design and cost estimate that incorporates all of the technical information available, as well as input from both phases of public consultation. Council will decide how the project will proceed.

APPENDIX A

The following appendix includes additional details on the Phase 1 consultation for the Point Grey- Cornwall Corridor project.

Open Houses

Three public open houses were held during the Phase 1 consultation period to provide an overview of the project, to better understand current local area transportation patterns, and potential routing ideas, and to facilitate face-to-face discussions with City staff who could answer questions or concerns that people had regarding the project.

Date	Location	Time	Attendance
Tuesday January 29 th , 2013	Maritime Museum	4:00pm-6:00pm	250*
Thursday January 31 st , 2013	Queen Mary Elementary	7:00pm-9:00pm	110*
Saturday February 2 nd , 2013	Kitsilano Community Centre	10:00am-2:00pm	170*

**these are approximate numbers*

Stakeholder Meetings

During the Phase 1 consultation period, City staff attended 9 meetings with the following stakeholders and community groups to discuss the goals of the project, how the route is currently used and current transportation issues.

- Point Grey local residents (2 separate meetings)
- Active Transportation Policy Council Projects Subcommittee
- Henry Hudson Elementary School Parent Advisory Council
- Point Grey Residents Association
- Local Area Residents Meeting (West 4th Residents' Association)
- HUB Your Cycling Connection, Vancouver
- Meeting with local recreation centres, libraries and Vanier Park institutions:
 - Museum of Vancouver
 - Maritime Museum
 - Vancouver Academy of Music
 - H.R. MacMillan Space Centre
 - Kitsilano Community Centre
 - Point Grey Library
- Meeting with local Businesses along Cornwall Avenue
 - Juliets Café
 - Booster Juice
 - Corduroy Restaurant

- Panne Rizo
- The Taco Shack
- Vera's Burgers

Submissions and letters from the following groups were received during the first phase of consultation:

- “Everyone Wins” submission - West 4th Community Association
- HUB: Assessment Ride: Cornwall-Point Grey Corridor
- UBC School of Community and Regional Planning; Strategies for Increasing Safety and Accessibility on Point Grey Road (*UBC Planning Course 580*)
- North West Point Grey Home Owners Association
- Resident submission for Point Grey Road Park

Business Customer Intercept Survey

An intercept survey along Cornwall Avenue was conducted by Mustel Group Market Research to gather background information on travel patterns in the area, business customer travel behavior and perceptions of safety along the corridor. A random selection of 307 visitors to local businesses on Cornwall Avenue (concentrating on two locations: North side of Cornwall between Maple and Chestnut & South side of Cornwall between Yew and Vine) were intercepted and interviewed. Residents of the City of Vancouver and other municipalities were included in this survey. The key findings from the survey were:

- Cornwall business visitors are likely to be local area residents (59%), but a large segment have come to this business district from farther away (41%). About three-in-ten work nearby (within a 10-minute walk).
- One-quarter visit two or more businesses when in the area.
- On the whole, nearly half of business visitors intercepted travel along Cornwall more than five days a week and usually get there by walking (38%) or taking transit (36%). These are the most popular modes of travel, followed by private vehicle use (at 21%). Only a small fraction (5%) currently travels by bicycle.
- Although 67% of vehicle users visiting the area are aware of parking lots or parkades nearby, the greater proportion chooses to park on a nearby road (38%) or on Cornwall Avenue (35%) rather than in a lot or parkade (22%).
- One-quarter of business visitors report having cycled along Cornwall at some point.

In general, most visitors feel safe walking along Cornwall (94% overall). However 51% of non-cyclists and 44% of cyclists feel unsafe riding along Cornwall.

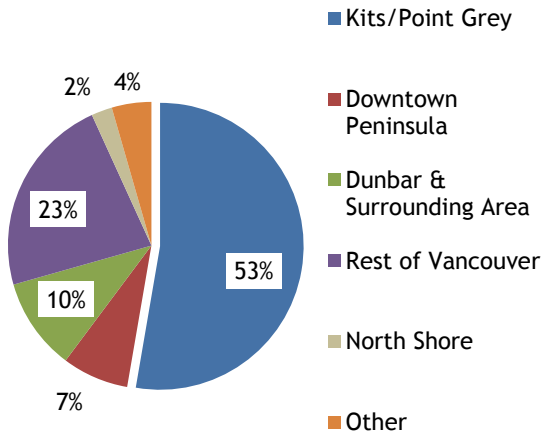
Online Questionnaire

A questionnaire was posted online from January 29, 2013 to February 15, 2013. This questionnaire was included as part of the Phase 1 consultation period to help determine key transportation issues and concerns for users of the Point Grey-Cornwall corridor, and to receive feedback related to key route features and potential routing

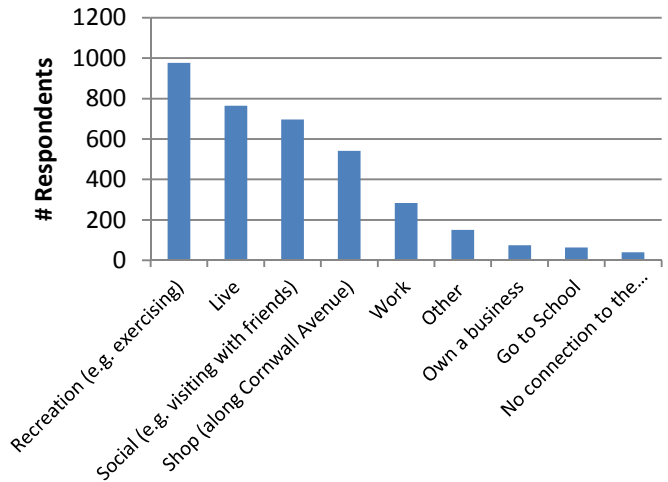
options. A brief summary of the information collected through the 1365 completed questionnaires is provided below.¹

Demographic Background

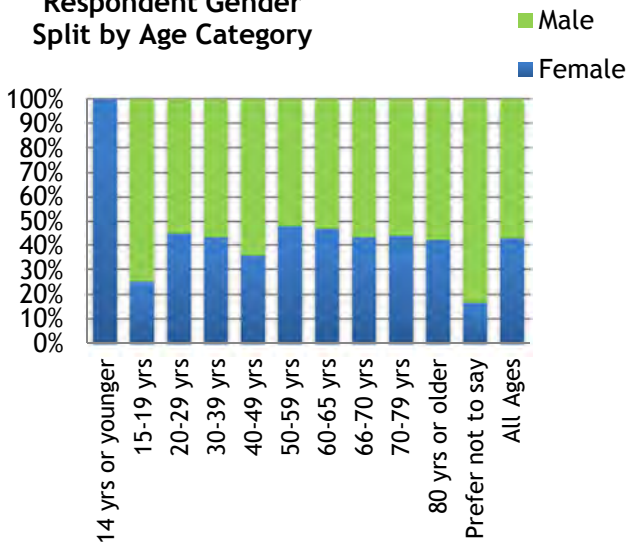
**Respondents
by Home Location**



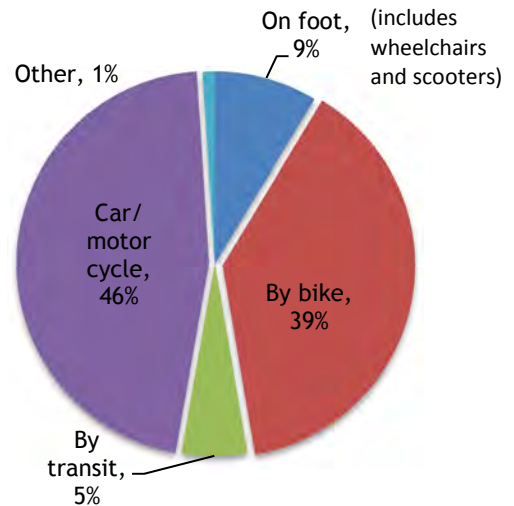
**Connection to the Neighbourhood
(All Respondents)**



**Respondent Gender
Split by Age Category**



**Primary Mode
Through Corridor**



¹ Questionnaires were reviewed to ensure that feedback was provided on at least one of the questions, and that multiple responses were not provided.

- A total of 1365 people provided feedback through the questionnaire. Approximately half (719/53%) of respondents self-identified as being residents of Kitsilano and Point Grey. Overall, 94% of all residents self-identified as residents of Vancouver and the remainder from neighbouring municipalities (including the North Shore, Richmond and Burnaby).
- When asked about their connection to the neighbourhood, the most common responses provided were recreational (72%), lived in the neighbourhood (56%), social (51%), and shopping along Cornwall Avenue (40%).
- Of the respondents who provided age and gender information, 57% were male and 43% were female. Individuals in their 30s, 40s, and 50s each comprised about 20%+ of all respondents, while younger adults (20-29) and seniors (>65) each comprised of approximately 10% of all respondents.
- When asked about their mode of travel along the corridor, 46% of respondents stated that they primarily travelled by car or motorcycle, 39% by bike, 9% on foot (including wheelchairs and scooters) and 5% by transit.

Route Ideas

Ideas for six potential active transportation corridor routes were presented as part of the online questionnaire:

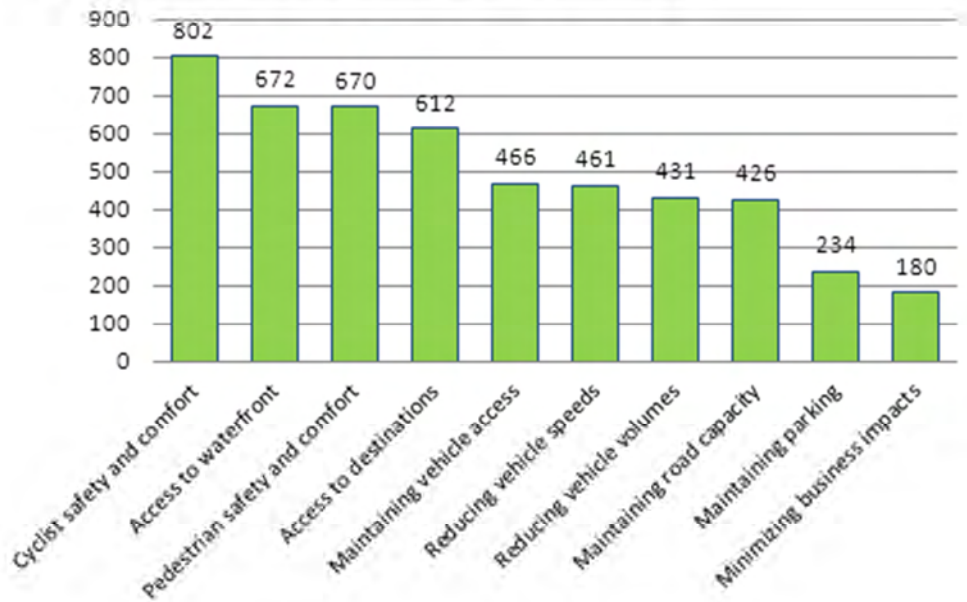
Jericho Beach to Macdonald Street		Macdonald Street to Burrard Street	
Point Grey Road	Upgrade existing pedestrian facilities and introduce a separated cycling facility	Seaside Greenway	Improvements to the existing Seaside Greenway including a connection along Chestnut Street
Point Grey Road (Parks)	Close sections of Point Grey Road, extend park space across roads and maintain local access	Cornwall/Point Grey	Upgrade existing pedestrian facility and introduce a separated cycling facility
Third Avenue	Upgrade existing cycling facilities on this local street and pedestrian facilities on Point Grey Road	York Avenue	Upgrade pedestrian facility on Cornwall Avenue and create a cycling facility on York Avenue

- The majority of questionnaire respondents indicated that these ideas would meet the stated project goals either fully or partially.
- A wide variety of feedback was provided on these ideas by pedestrians, cyclists, transit riders and drivers, and is reflected in the key themes below.

A concept for improving pedestrian and cyclist safety and connections at the Burrard-Cornwall intersection was also presented.

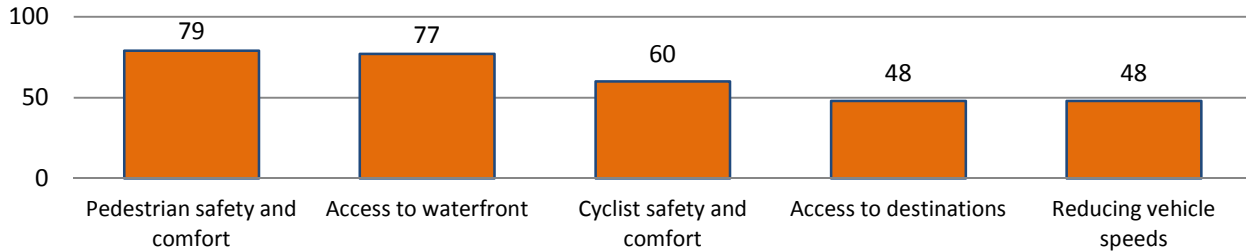
- 80% of questionnaire respondents expressed support for the proposed Burrard-Cornwall intersection concept.

Top 10 Important Route Features (all respondents)

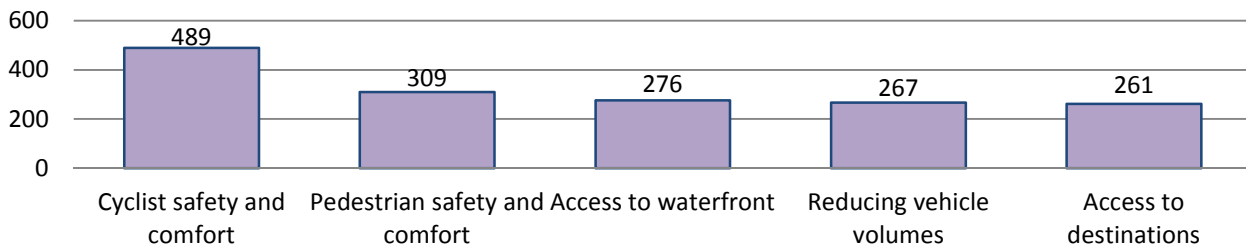


- Pedestrians, cyclists and transit users all identified pedestrian safety and comfort, cyclist safety and comfort and access to the waterfront as their 3 top priorities. Drivers also identified access to the waterfront as one of their 3 top priorities, but chose maintaining vehicle access and road capacity for their other two priorities. A further breakdown of important route features by mode is on the following page.

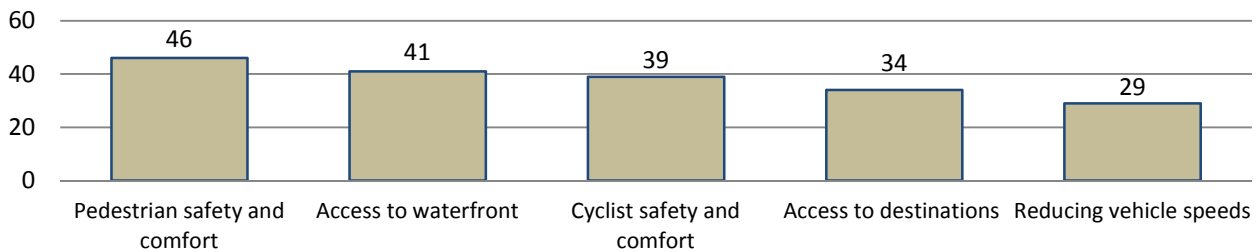
Top 5 Important Route Features - Pedestrians



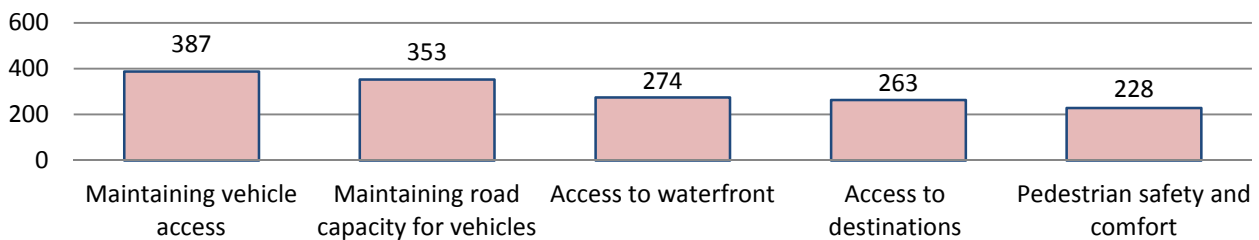
Top 5 Important Route Features - Cyclists



Top 5 Important Route Features - Transit Users



Top 5 Important Route Features - Drivers



Sample Questionnaire Comments

The following quotes were taken from the online questionnaire, asking participants what their vision was for the Point Grey Road- Cornwall Avenue Active Transportation Corridor. They reflect the range of thoughts and opinions that were heard.

“While we now use this for recreation, we would be more likely to use local shops on Cornwall if there was a segregated route we could use with our young son.”

“I would like to see an increase in pedestrian friendly areas of this area.”

“Cornwall Avenue and Point Grey Road is the road we proudly take visitors to show off our waterfront. At our age that has to be by car...We mostly avoid walking along Cornwall because of the traffic. We agree that the Cornwall/Chestnut corner is dangerous...one just has to be very conservative when walking onto Burrard Bridge. Of course we regret that we shall probably lose our car access from the bridge onto Chestnut but are willing to balance self-interest for some better walking routes along the water.”

“The Cornwall/Point Grey route is and needs to be actively used by a mix of transportation modes. I am a frequent cyclist and car driver in this area. Cars and other motor vehicle traffic are a reality that will not change any time soon and other arteries are already busy.”

“My vision is one where people from Point Grey and Kits can still commute to downtown Vancouver without undue delays and congestion. It is absurd to shut down an important commuter route in favor of a handful of residents and bikers, when alternative bike routes already exist.”

“Vancouver has the somewhat unique advantage of weather that allows cyclists to ride for sport, commuting, and pleasure throughout the year. There are many people in the city who want to ride, but are intimidated by lanes shared with cars. I believe in the future motorists will learn to be more considerate and courteous to cyclists, as we become more of the local road and traffic culture. In the meantime, a lot of potential cyclists need the security of safe passage in separated lanes to get on their bikes. Ultimately this will lead us to a cleaner and healthier city.”

Phase 1 Consultation Key Themes

The following is a summary of key themes that were heard during the first phase of consultation through all consultation methods including the online questionnaire, stakeholder meetings, public open houses, emails, letters, and phone calls.

Conflicts Between Transportation Modes

- Pedestrians

- Cyclists not following the rules (speeding, rolling through stop signs)
Lack of buffer between vehicles on the road and sidewalk on Point Grey Road
- Difficulty crossing at intersections due to lighting, poor visibility, high vehicle speeds and insufficient marked pedestrian crossings
- Cyclists on sidewalks
- Cyclists
 - Too dangerous to cycle along Point Grey Road and Cornwall Avenue due to the narrowness of the road in certain areas, poor visibility and speeding vehicles
 - Joggers frequently on road due to sidewalk being overcrowded
 - Existing Seaside Greenway is overcrowded with pedestrians
 - Concern about being hit by car doors opening unexpectedly
- Transit riders
 - Cyclists riding in the same lanes as buses, slowing them down
 - Cyclists on sidewalk, cycling through busy transit stops
 - Poor visibility of all modes (pedestrians, cyclists, vehicles)
- Drivers
 - Cyclists not following the rules (speeding, rolling through stop signs) and safety issue that this causes for other modes, particularly pedestrians
 - Poor visibility of pedestrians, especially along Point Grey Road
 - Conflicts between cyclists, pedestrians and drivers at Chestnut Street and Cornwall Avenue

Safety

- Vehicle speeds along the corridor are too high, especially in school zones
- Visibility is poor along some parts of the corridor
- Pedestrian concerns along Point Grey Road - need for more crosswalks and improved lighting
- Cyclists not feeling safe riding in traffic on Cornwall Avenue and certain sections of Point Grey Road that are too narrow
- Cycling bylaws should be enforced to ensure cyclists abide by the rules of the road

Access

- The corridor is necessary for local and regional vehicle access and connections
- Concern that the Point Grey Road options would limit local residential access
- Maintain and improve access to the waterfront
- Availability of parking and loading areas, especially for local businesses
- Concern about restricted tour/school bus vehicle access to Vanier Park institutions via Chestnut Street and the need for better way-finding signage
- Important to maintain access to busy transit route and the number of stops along Cornwall Avenue

- Point Grey and Cornwall provide direct cycling access along the corridor
- Current bike route on 3rd Avenue is not convenient for cyclists due to topography

Neighbourhood Impacts

- Concern about increase in vehicle traffic on 4th Avenue, Macdonald and local Kitsilano streets
- Concern about additional vehicle congestion in the Kitsilano and Point Grey neighbourhoods
- Concern about vehicles shortcutting on local streets if Point Grey Road is closed
- Concern about construction impacts to local businesses along Cornwall Street during busy summer months

Emergency Access

- Concerned that the closure of Point Grey Road would affect emergency vehicle access

Consultation Process

- Concern of bias towards cyclists
- Concern of bias toward residents along Point Grey Road - perception that they are getting special treatment
- Concern that a final design has already been selected
- Character limits on the questionnaire made it difficult to complete
- Interest in a formal presentation by staff followed by a group discussion and then a drop-in open house
- Concern about lack of notification of open houses

Seawall*

- Staff heard from people who would like to see the seawall extended and used by pedestrian and cyclists with just minor traffic calming along Point Grey Road and Cornwall Avenue, as well as from others who do not support a seawall extension.

**Upgrades to the Seawall are currently being reviewed and information will be reported to City Council at the end of 2013. This would be a much larger long-term project that would take significant resources. An active transportation corridor would address existing safety concerns on Point Grey and Cornwall Avenue, complete the gap in the pedestrian and cycling network and would complement any future changes to the seawall.*