POINT GREY - CORNWALL CORRIDOR
Project Context
Transportation 2040

- Raised the bar for walking and cycling infrastructure
- Focused on making streets safe, accessible, and enjoyable
- Prioritized Point Grey-Cornwall on the five year All Ages and Abilities cycling map
- Set targets for walking and cycling, aim for zero fatalities
Mode Share Targets

2008: 40% of all trips on foot, bike, or transit
2020: at least half of all trips on foot, bike, or transit
2040: at least two-thirds of all trips on foot, bike, or transit

- Motor Vehicle
- Transit
- Walk
- Bike

> 2/3
Pedestrians, cyclists, and motorcyclists are involved in only 3% of collisions, but account for almost 60% of fatalities.

Source: ICBC 2005-2010, VPD 2005-2010
Project Overview
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 Burrard/Cornwall intersection **safer** and more direct for walking & cycling
- Improve safety and comfort by minimizing conflicts and reducing the **volume** and **speed** of motor vehicles
- Close a major **gap** in the walking and cycling network
Key Objectives

• Significantly improve active transportation connections to the Burrard Bridge

• Support all active modes incl. walking (wheelchairs and strollers), cycling, running, and skateboarding

• Carefully consider impacts to local businesses, residents, and transit
Planning for All Ages and Abilities
Designing for All Ages and Abilities

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

Ample, even sidewalks make walking much more pleasant and attractive.
Designing for All Ages and Abilities

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.
Phase 1 Consultation

- Open Houses
- Online Questionnaire
- Stakeholder Meetings
- Cornwall Business Intercept Survey
Themes We Heard

- Walking and cycling safety
- Conflicts between road users
- Vehicle & emergency access
- Neighbourhood traffic impacts
- Waterfront access

we have witnessed too many accidents
vehicles are speeding
we would not be supportive of removing any parking
keep the cyclists off the sidewalk
I’d cycle more but I’m worried about being hit
I would suggest removing parking
Since Phase 1 consultation, staff have been:

- Reviewing questionnaire results
- Thoroughly analyzing options and implications
- Considering alternatives that meet project goals
Route Selection Criteria
We prioritize:

- High collision locations
- Gaps in the network
- High existing/potential walk/bike
- Civic facilities, commercial streets, transit stations, etc

Other factors include:

- Topography and directness
- Impacts to transit, loading, businesses, and residents
Managing Space

How Do We Build Better Walking and Cycling Streets?

Example Street (Cornwall)
Managing Space

Criteria

Widen Sidewalks
Manage Space

Criteria

Add Bicycle Lanes and Separation
Managing Space

Reconcile with Available Space
Criteria

Managing Space

Reduce Bicycle Lane Separation and Width at Bus Stop
Managing Space

Criteria

Eliminate a Traffic Lane and the Part-Time Parking Lane
Managing Space

Criteria

Reduce Sidewalks Back to Available Space
Managing Space

Criteria

Evaluate Result
Route Selection
Several route segments in the corridor were identified and reviewed for their potential to achieve the project goals.
Following a thorough review, these segments were set aside for failure to meet project objectives or unacceptable impacts.
A package of route segments were selected to create a recreational route and a direct connection to Burrard Bridge.
These routes are composed of the segments shown.
Details
**Point Grey Road**
Jericho to Alma Street

**Separated Bicycle Path**
Two-way Motor Vehicle Traffic

1. **Point Grey Road**
2. **Separated Bicycle Path**
Point Grey Road
Alma to Macdonald

Local Street Option
Significant Traffic Calming
Point Grey Road
Alma to Macdonald

Local Street Option
Significant Traffic Calming
Point Grey Road
Alma to Macdonald

Separated Lane Option
Motor Vehicles One-way Westbound
Point Grey Road
Alma to Macdonald

Separated Lane Option
Motor Vehicles One-way Westbound
Point Grey Road
Macdonald to Balsam

Separated Bicycle Path
Two-way Motor Vehicle Traffic
York Avenue
Stephens to Burrard

- Separated Bicycle Lanes
- Alternating One-ways
Burrard and Cornwall
Simplified Intersection

5

Shorten Crossings
Maintain All Movements
Network Analysis
Existing

**Arterial Traffic Volumes:**

- **13,000** 2012 Motor Vehicle Volume Data (Vehicles/day)
- **Through Traffic Using Point Grey Road**
- **Other Arterial Traffic**
- **Estimates from Historical Data**

Map showing traffic volumes on various streets in Vancouver.
Local Street Option (2a)

Arterial Traffic Volumes:
-3,000 Change in Vehicle Volumes (Vehicles/day)

- Traffic Formerly Using Point Grey Road
- Other Arterial Traffic
- Estimates from Historical Data

Left-turn bays proposed on 4th Ave
**Separated Lane Option (2b)**

### Arterial Traffic Volumes:

- **-1,500** Change in Vehicle Volumes (Vehicles/day)

- **Traffic Formerly Using Point Grey Road**
- **Other Arterial Traffic**
- **Estimates from Historical Data**

**Left-turn bays proposed on 4th**

- **Point Grey Road**
- **Cornwall Ave**
- **10th Ave**
- **12th Ave**
- **Vanier Park**
- **Kitsilano Beach Park**
- **Alma St**
- **Macdonald**
- **Arbutus St**
- **Burrard St**
- **Broadway**
- **Balsam**
Network Analysis

This section of Macdonald is expected to see the greatest increase (to 17,000 vehicles per day).

Macdonald, Point Grey Road to 4th

- 12.8m (42ft) curb-to-curb
- Parking permitted full-time

10,000 vehicles per day
However, numerous streets in the City carry much higher volumes. This example has a nearly identical configuration.

**East 33rd, Fraser to Knight**
- 12.8m (42ft) curb-to-curb
- Parking permitted full-time

**19,000 vehicles per day**
Next Steps
Phase 2 Consultation

Next Steps

- Feedback will be considered along with financial and technical considerations to refine the design.
- Staff will make a recommendation to Council for a decision.
Phase 2 Consultation

Next Steps

• Please take some time to review the information boards, consider the Point Grey Road options, and provide your feedback

• Staff will be happy to discuss and answer questions at the relevant board
We want to hear from you! Join us at an open house in May.

Drop-in to one of the following open houses to view design options for the corridor. City staff will be available during the times listed to discuss the options, answer questions and gather input.

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time</th>
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<tbody>
<tr>
<td>Thursday, May 23</td>
<td>Henry Hudson Elementary School (Gym)</td>
<td>7 – 9 pm</td>
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<tr>
<td></td>
<td>1551 Cypress Street</td>
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<tr>
<td>Saturday, May 25</td>
<td>Bayview Elementary School (Gym)</td>
<td>10 am – 2 pm</td>
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<td>2251 Collingwood Street</td>
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<tr>
<td>Monday, May 27</td>
<td>Kitsilano Public Library (Basement)</td>
<td>4 – 6 pm</td>
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<td>2425 MacDonald Street</td>
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FOR MORE INFORMATION: Phone: 3-1-1  TTY: 7-1-1
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