Network Analysis  Traffic Impacts

Current Conditions
- 10,000 vehicles per day travel through Kitsilano using Point Grey Road
- Most are travelling to or from Point Grey, Dunbar, UBC, the North Shore and the downtown peninsula
- Some streets have capacity to carry more traffic, including:
  - West 4th, west of Balsam
  - Broadway, west of Macdonald
  - Macdonald between Point Grey Road and King Edward
- Some streets are at or near capacity, including:
  - West 4th, east of Balsam
  - Broadway, east of Macdonald
- Broadway, West 4th, Cornwall and Macdonald are busy transit routes

No through traffic on Point Grey Road

2a Road closures between Alma and Macdonald to make space for improved sidewalks and a local street bikeway
- Traffic would redistribute to Burrard, West 4th, Broadway, West 10th and West 16th, all of which have the capacity to accommodate this traffic
- West 4th between Alma and Macdonald would see traffic similar to the section between Balsam and Macdonald
- Macdonald north of 4th could see an increase to approximately 17,000 vehicles per day, similar to Dunbar, East 33rd and several other 2-lane arterial streets in Vancouver
- Turn movements at West 4th and Macdonald would increase enough to require left-turn signals to avoid congestion and neighbourhood short-cutting, requiring the removal of approximately 26 parking spaces on 4th

2b One-way vehicle traffic between Alma and Macdonald to make space for wider sidewalks and a separated two-way bike path
- Traffic would redistribute to Burrard, West 4th, Broadway, West 10th and West 16th, all of which have the capacity to accommodate this traffic
- West 4th between Alma and Macdonald would see traffic similar to existing traffic on Broadway between Alma and Macdonald
- Macdonald north of 4th could see increases to approximately 14,000 vehicles per day, similar to Macdonald south of 16th and several other 2-lane arterial streets in Vancouver
- Turn movements at West 4th and Macdonald would increase enough to require left-turn signals to avoid congestion and neighbourhood short-cutting, requiring the removal of approximately 26 parking spaces on 4th

Westbound traffic only on Point Grey Road

10,000 vehicles per day
- 12.8m (42ft) curb-to-curb
- Parking permitted full-time

19,000 vehicles per day
- 12.8m (42ft) curb-to-curb
- Parking permitted full-time

Conclusion
Based on the network analysis, the traffic impacts could be managed for either Point Grey Road Option (2a or 2b)