

# Network Analysis Traffic Impacts

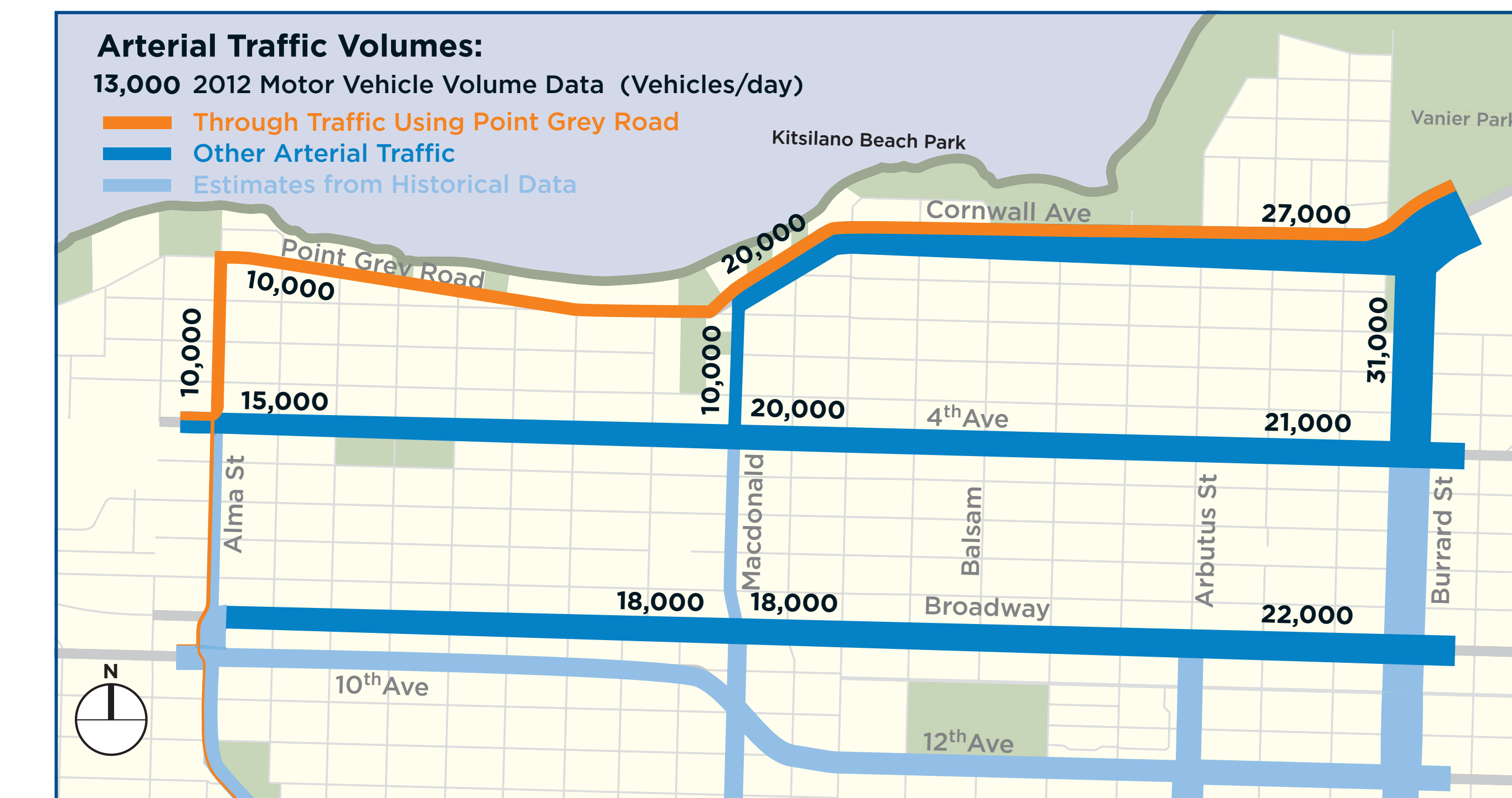
## Current Conditions

- 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 4<sup>th</sup>, west of Balsam
  - Broadway, west of Macdonald
  - Macdonald between Point Grey Road and King Edward
- Some streets are at or near capacity, including:
  - West 4<sup>th</sup>, east of Balsam
  - Broadway, east of Macdonald
- Broadway, West 4<sup>th</sup>, Cornwall and Macdonald are busy transit routes



Macdonald, Point Grey Road to 4<sup>th</sup> 10,000 vehicles per day

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



**Note:**  
Motor vehicle volumes measures in November 2012  
Origins and destinations estimated by EMME (travel demand modelling system for urban transportation forecasting)

## No through traffic on Point Grey Road

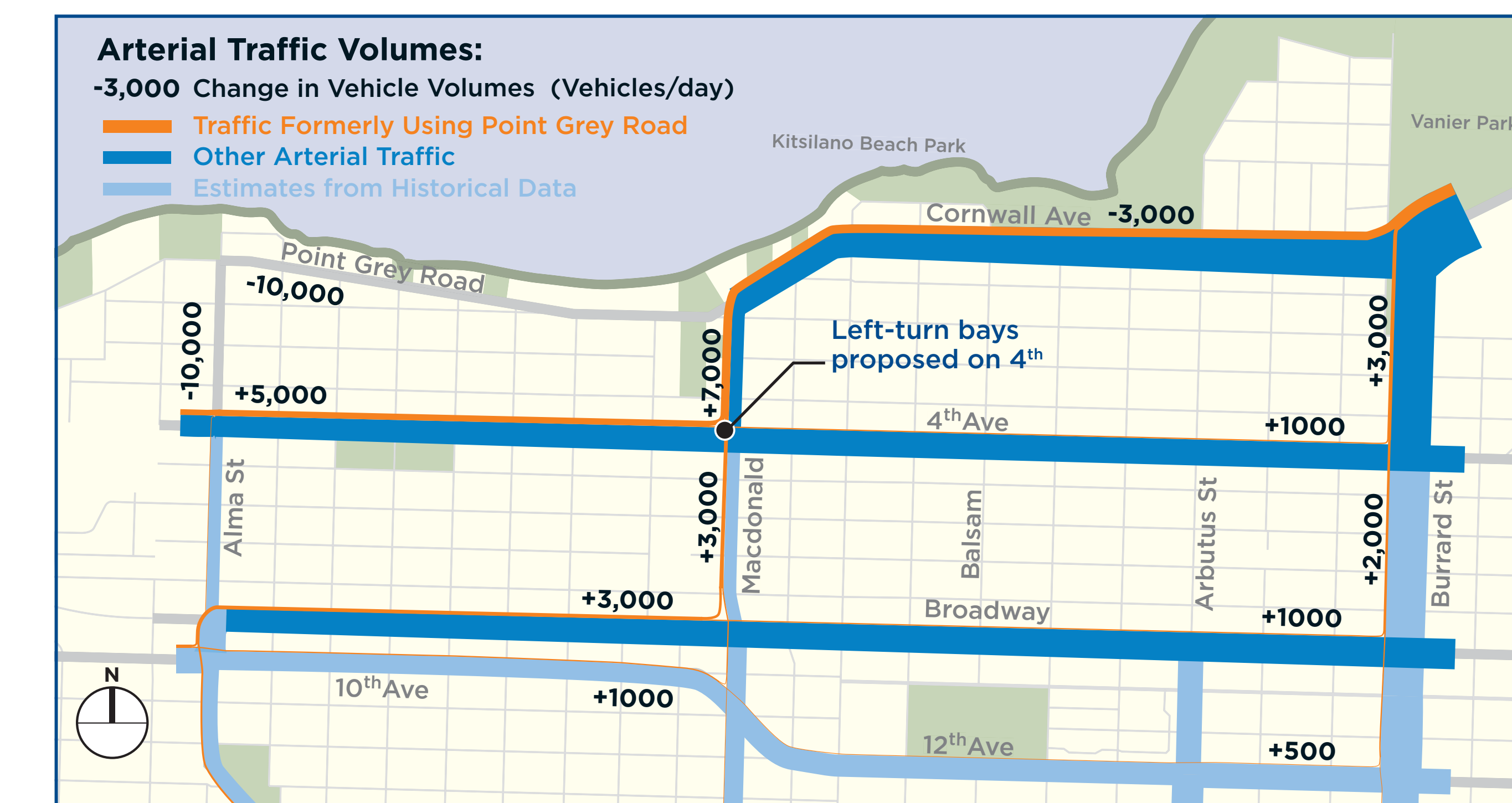
### 2a Road closures between Alma and Macdonald to make space for improved sidewalks and a local street bikeway

- Traffic would redistribute to Burrard, West 4<sup>th</sup>, Broadway, West 10<sup>th</sup> and West 16<sup>th</sup>, all of which **have the capacity to accommodate this traffic**
- West 4<sup>th</sup> between Alma and Macdonald would see traffic similar to the section between Balsam and Macdonald
- Macdonald north of 4<sup>th</sup> could see an increase to approximately 17,000 vehicles per day, similar to Dunbar, East 33<sup>rd</sup> and several other 2-lane arterial streets in Vancouver
- Turn movements at West 4<sup>th</sup> 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 4<sup>th</sup>



East 33<sup>rd</sup>, Fraser to Knight 19,000 vehicles per day

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



## Westbound traffic only on Point Grey Road

### 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 4<sup>th</sup>, Broadway, West 10<sup>th</sup> and West 16<sup>th</sup>, all of which **have the capacity to accommodate this traffic**
- West 4<sup>th</sup> between Alma and Macdonald would see traffic similar to existing traffic on Broadway between Alma and Macdonald
- Macdonald north of 4<sup>th</sup> could see increases to approximately 14,000 vehicles per day, similar to Macdonald south of 16<sup>th</sup> and several other 2-lane arterial streets in Vancouver
- Turn movements at West 4<sup>th</sup> 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 4<sup>th</sup>

## Conclusion

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

