Seaside Greenway Completion and York Bikeway
Phase 1 of Point Grey-Cornwall Active Transportation Corridor
Top Transportation 2040 priority

Key Goals:
- Complete the Seaside Greenway, Coal Harbour to Spanish Banks
- Provide a direct commuter cycling route
- Address safety and comfort issues

Six months of consultation
Changes to manage arterials
Phased implementation
Co-ordinate with Park Board and Utilities capital projects
Project Context
Transportation 2040

- Raised the bar for all ages and abilities walking and cycling
- Focused on making streets safe, comfortable, and enjoyable
- Set mode share targets for walking and cycling, aim for zero fatalities
- Prioritized Point Grey-Cornwall on the 5-year cycling priorities map
Transportation 2040
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**
Transportation 2040
Zero Fatality Target

Collisions

Pedestrians, Cyclists, Motorcyclists
3%

Motor Vehicle Occupants
97%

Fatalities

Pedestrians, Cyclists, Motorcyclists
59%

Motor Vehicle Occupants
42%

For City of Vancouver 2005-2010.
Sources: Insurance Corporation of British Columbia, Vancouver Police Department
Project Overview
Study Area

Legend

- Existing Bike Routes
- Existing Seaside Greenway
Transportation Goals

Overview

Seaside Greenway

• Completes 28km Seaside route, Coal Harbour to Spanish Banks

• Proposed Project:
  • Recreational waterfront seaside route with improved walking and cycling
  • From Burrard Bridge, along Chestnut, through Hadden and Kitsilano Beach Parks, out to entry of Jericho Park
Key gap in the Seaside Greenway – completes a 28km walking and cycling route
Seaside Greenway

- Separate walking and cycling paths through parks
- Consolidate Volunteer and Tatlow Parks
- Daylight Tatlow Creek, with biodiversity enhancements and access to beaches
- Expand Point Grey Road Park at Trutch Street
Commuter Route - York Bikeway

- 6,000 cyclists/day ride Burrard Bridge during high season
- Safety issues at south end
- Provide a safe, direct route by:
  - Enhancing the bridge exit and connecting directly to York
  - Upgrading walking and cycling next to Henry Hudson School
  - Connecting to the Seaside Greenway separated bike lane on Point Grey at new signal
Increasing Cycling Mode Share
Many ICBC cycling-involved collisions involve car doors or parking maneuvers and are not on the ICBC website map:

**Street Segment** | **Publicly Available** | **All ICBC Reports**
--- | --- | ---
Cornwall East | 14 | 18
Cornwall West | 18 | 28
Point Grey Road | 1 | 5
**Total** | **33** | **51**

ICBC: “Data include crashes in parking lots and crashes involving parked vehicles. The data do not include incidents where the cyclist did not make a claim with ICBC, hit and run incidents, and those caused by a vehicle avoiding a cyclist (where there was no actual contact with the cyclist or bicycle).”
Improving Safety and Comfort

Overview

Burrard Bridge – South End
(Topic of Separate Report)

- Hotspot for cycling collisions
- Complex, inefficient crosswalks
- High vehicle speeds and conflict with pedestrians and cyclists

Proposed Action:
- Rebuild and simplify intersection to enhance safety and improve walking connections
Summary of Transportation Goals

Overview

- Close a major **gap** in the walking and cycling network
- Improve safety and comfort, minimize conflicts
- Support **all active modes**
- Carefully **consider impacts** to local businesses, residents, transit and other vehicles – balanced approach
Public Consultation
**Project Timeline**

**Phase 1 Consultation:**
January to February 2013

Proposed routes and ideas

**Phase 2 Consultation:**
May to July 2013

Design proposals based on Phase 1 input

**Recommended Design to Council:**
July 2013

Final recommended design based on Phase 2 input
## Two Phases of Consultation

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<td>Public Open Houses</td>
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<td>Local Resident &amp; Business Group Meetings, Stakeholder Workshops</td>
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<td><strong>Total</strong></td>
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Key Themes:

• Majority recognized walking and cycling safety concerns
• Conflicts between all road users were a key issue
• Access to waterfront was seen as a priority

Specific comments regarding:

• Maintaining vehicle access
• Neighbourhood traffic impacts
• Parking
Following a thorough review, these segments were set aside for failure to meet project objectives or unacceptable impacts.
Phase 2 Consultation Feedback

Key Themes:

- Support for the project goals and project as whole
- All road users recognize the need to improve safety
- Prefer the local street option (2a) for Point Grey Road

Specific comments regarding:

- Parking (locations, driveways)
- Vehicle volumes and access
- Safety between all modes
Recommendation
The proposal completes the Seaside Greenway along the water and creates a direct commuter cycling route to the Burrard Bridge on York.
Completing the Seaside Greenway was divided into sections referred to as 1, 2a, 3, and * during Phase 2 consultation.
Point Grey Road
Jericho to Alma Street

Separated Bicycle Lanes
Two-way Motor Vehicle Traffic
Section 1 (Jericho to Alma)

1. Provision of off-street parking for members of Brock House Society senior centre

2. Wider north sidewalks between Brock House and Jericho Park

3. Retention of some on-street parking west of Wallace (subject to Parks approval of a new bike path in Jericho Beach Park)
Point Grey Road
Alma to Macdonald

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

Local Street Conversion
Significant Traffic Calming
Seaside Greenway: Design Changes based on Feedback
Future Park Board Enhancements

Section 2a (Alma to Macdonald)

1. Further expansion of Point Grey Road Park at Trutch
2. Addition of a walk/bike signal at Macdonald and West 3rd

Park Board Enhancements:

3. Re-create (daylight) Tatlow Creek
4. Access to beach and enhanced biodiversity
Point Grey Road
Macdonald to Balsam

Separated Bicycle Lanes
Two-way Motor Vehicle Traffic
Section 3 (Macdonald to Balsam)

1. New parking bay to accommodate a mid-block property without driveway or lane access

2. Traffic calming rather than a separated bike lane on lower Point Grey Road (Trafalgar-Balsam) to retain as much parking as possible
   - Constructing missing sidewalks and make necessary parking changes for pedestrian & cyclist visibility
Park Enhancements
Kitsilano Beach to Hadden Park

Path Upgrades
Separated Walking and Cycling Paths
The York Bikeway was identified as section 4 during Phase 2 consultation.
York Avenue
Vine to Maple

Local Street Bikeway
Alternating One-way Motor Vehicles
York Avenue
Maple to Burrard
Separated Bicycle Lanes
Two-way Motor Vehicle Traffic
Section 4 (York Avenue)

1. Bicycles in low volume mixed traffic rather than a bike lane to retain parking (Vine to Maple)
2. Reversing the one-way blocks between Vine and Maple Streets to better protect the bike route near Yew Street
3. Introducing raised crosswalks at Cypress and at Maple for Henry Hudson students
False Creek Bridges: Burrard Street Bridge South End Improvements

Burrard and Cornwall
Simplified Intersection

Shorten Crossings
Maintain All Movements

Land available for other city initiatives

Cornwall Ave

Seaforth Peace Park
Goal: Redirect vehicles from Cornwall/Point Grey to other arterials:

- **South End Burrard Bridge project:**
  - Normalization of Burrard and Cornwall intersection to favour route along Burrard Street up to 16th Ave
- **Traffic management to optimize flow on arterials**
- **Changes in the vicinity of W 4th and Macdonald:**
  - Minimize short-cutting through neighbourhood
Arterial Traffic Management

- Painted left turn bays on West 4th at Macdonald
- New walk/bike signal on Macdonald at West 3rd
- Diagonal traffic diverter at West 3rd and Bayswater
Implementation Plan
Phase 1 implementation completes the essential all ages and abilities walking and cycling elements along the entire corridor.
Phase 1 (2013-14): Point Grey Road

- New sidewalks, sidewalk widening and new separated bike lanes west of Alma (Section 1)
- One–way street, Alma to Waterloo (Section 2a)
- Park amalgamation – Tatlow/Volunteer (Section 2a)
- Separated bike lanes, Macdonald to Trafalgar and new walk/bike signal at Stephens (Section 3)
- Separated bike paths Kitsilano Beach and Hadden Parks – subject to Park Board approval
Phase 1 (2013-14): York Avenue

- Walk and bike paths and motor vehicle closure on final block of Stephens from Point Grey to York
- Walking improvements (corner bulges) at Yew
- Alternating one-way blocks for motor vehicles (with two-way cycling), Vine to Maple
- Separated bike lane and pedestrian safety improvements adjacent to Henry Hudson School
Seaside Greenway

Phase 2 (2015-16): Point Grey Road

- Enhancements and expansions of Tatlow, Volunteer, and Point Grey Road Parks, daylighting of Tatlow Creek, improved beach access and biodiversity

- Widened north sidewalks and improved lighting and pedestrian amenities along Point Grey Road, Alma to Macdonald

- Coordination with Utility capital projects
Seaside Greenway Implementation Plan
Transportation: Seaside Greenway and York Bikeway

Phase 1 cost of up to $6 million total based on preliminary designs

- $1.0 million of construction anticipated this year, remainder in 2014

Funding for Transportation from 2012-14 Capital Plan:

- $4.5 million allocated from Active Transportation Corridors
- $1.5 million other Transportation & Streets sources

Park Board: Kitsilano and Hadden Parks

- Funded from 2012-2014 Capital Plan; pending approval
Recommendation that Council Approve:

A. The Seaside Greenway & York Bikeway designs

B. A two-phase implementation plan

C. Up to $6.0 million budget for Phase 1 (2013/14)
Questions?