



Seaside Greenway Completion and York Bikeway

Phase 1 of Point Grey-Cornwall Active Transportation Corridor



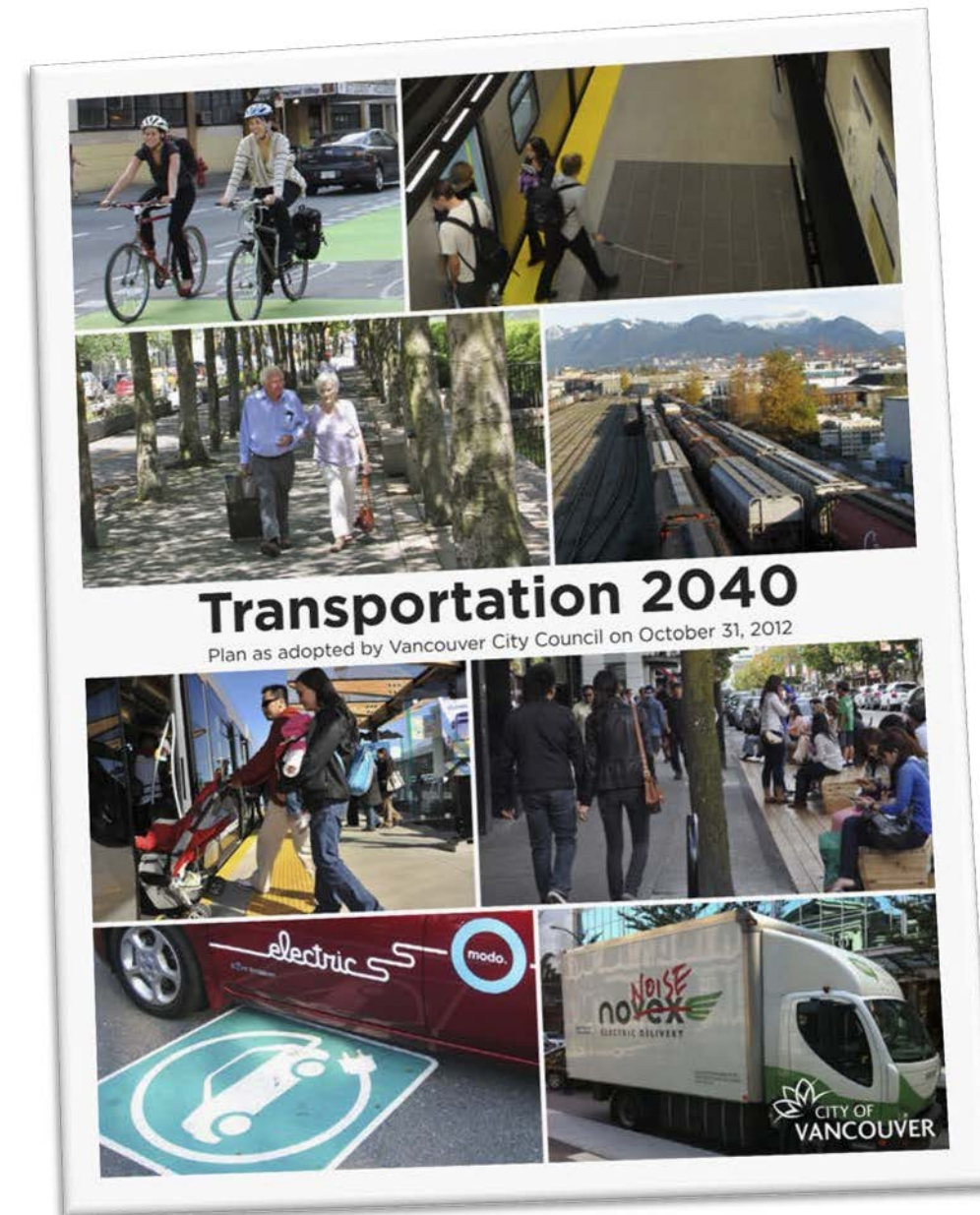
- Top Transportation 2040 priority
- Key Goals:
 - Complete the Seaside Greenway, Coal Harbour to Spanish Banks
 - Provide a direct commuter cycling route
 - Address safety and comfort issues
- Six months of consultation
- Changes to manage arterials
- Phased implementation
 - Co-ordinate with Park Board and Utilities capital projects



Project Context

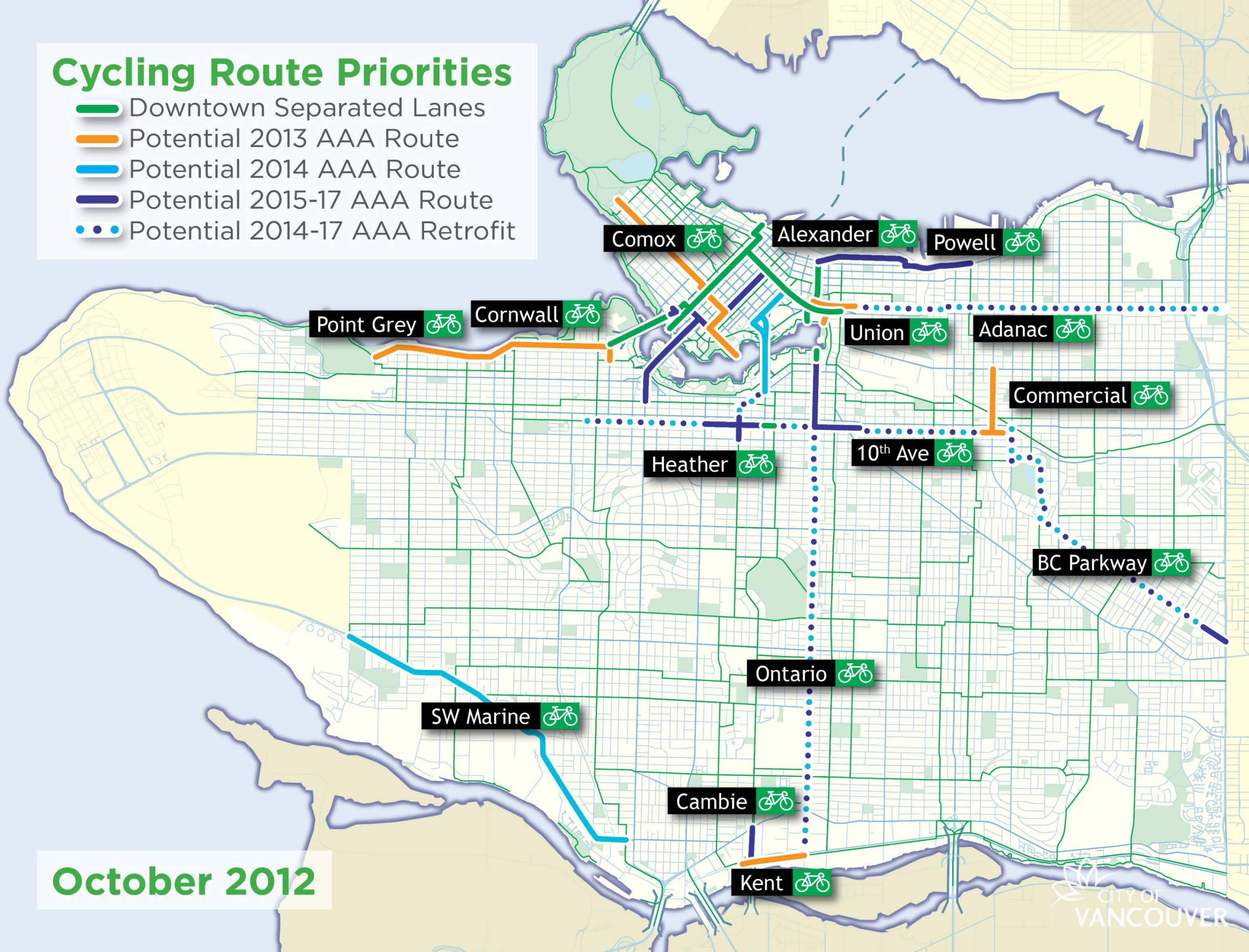
Transportation 2040

- 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



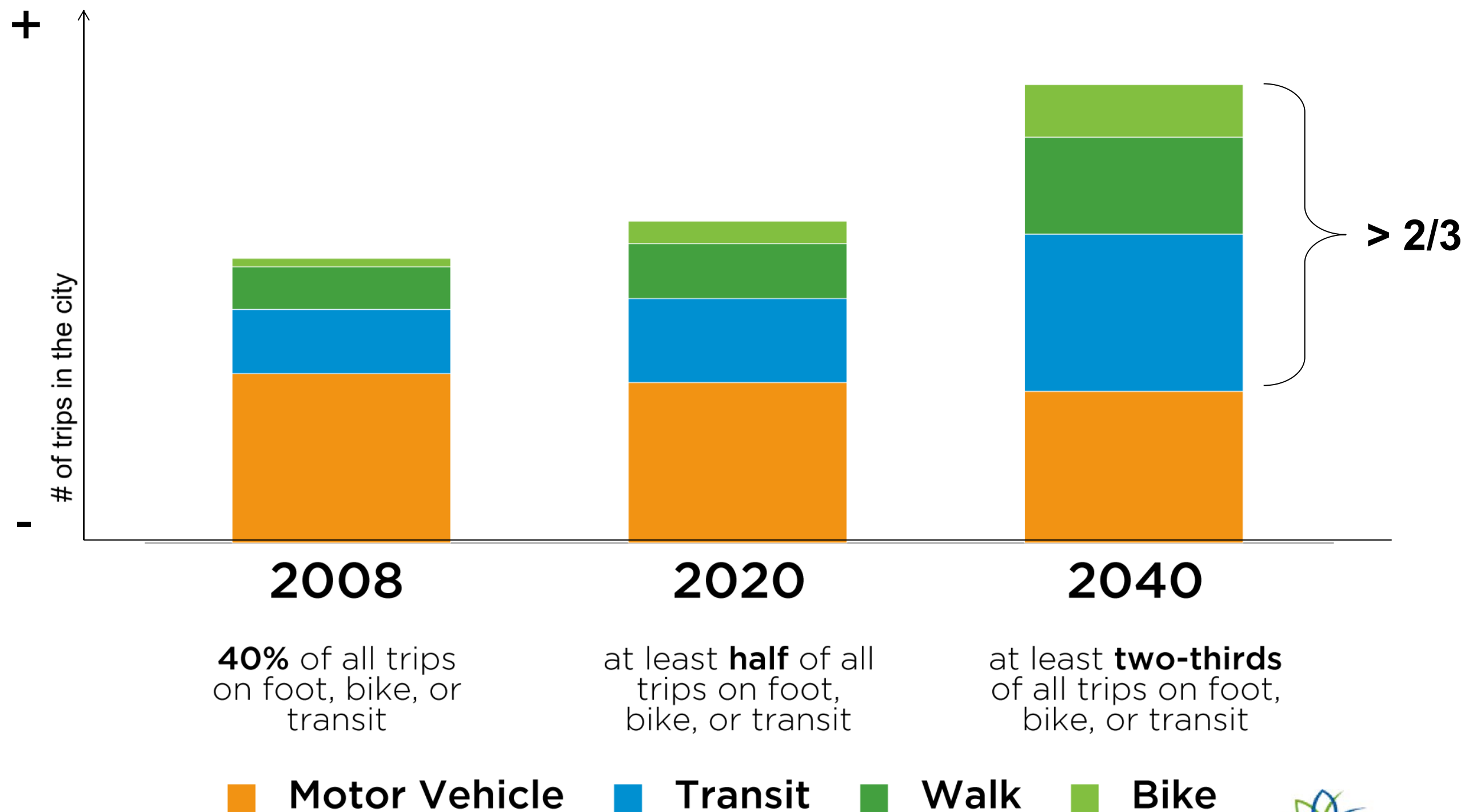
Cycling Route Priorities

-  Downtown Separated Lanes
-  Potential 2013 AAA Route
-  Potential 2014 AAA Route
-  Potential 2015-17 AAA Route
-  Potential 2014-17 AAA Retrofit

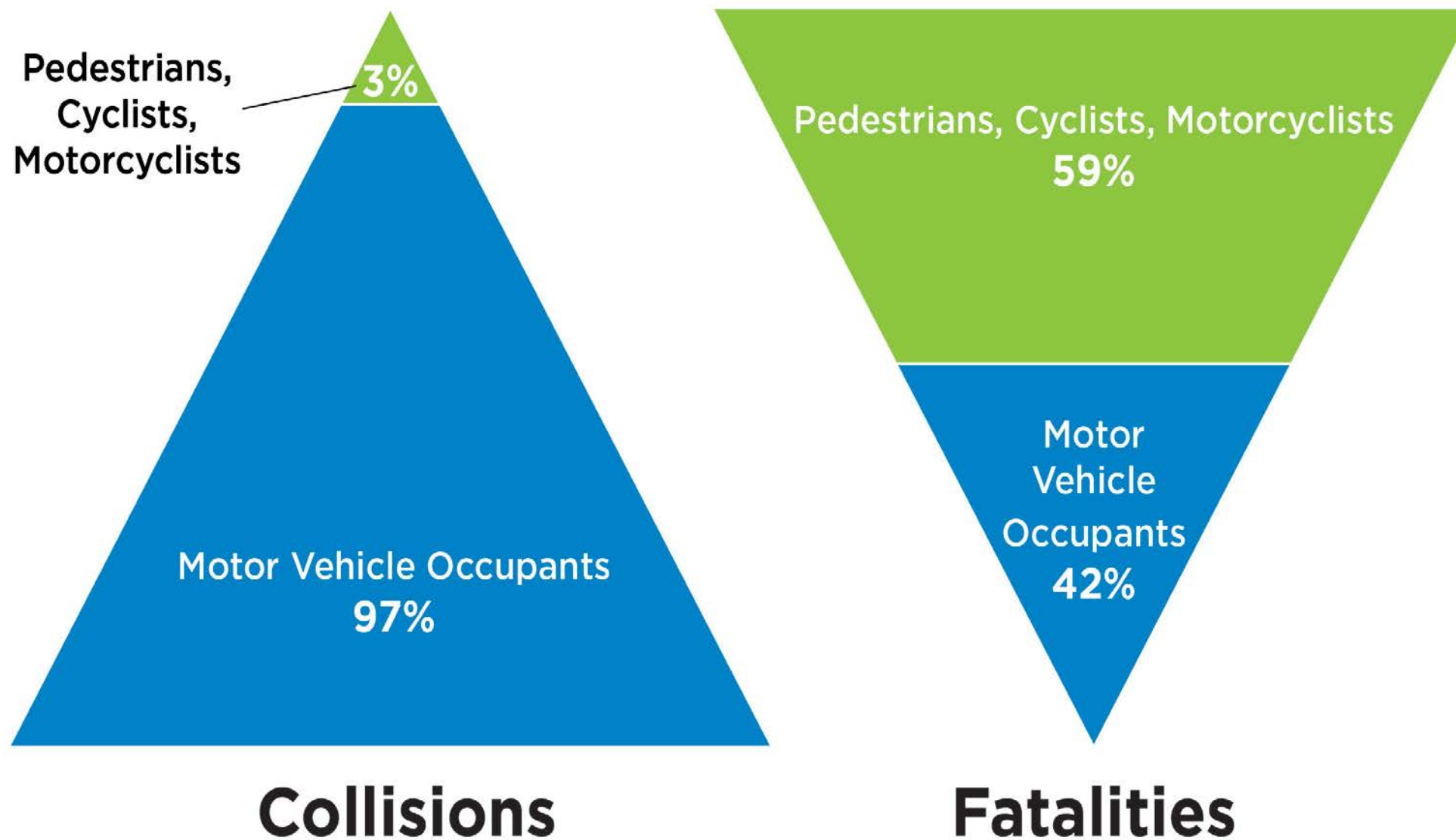


October 2012

Transportation 2040 Mode Share Targets



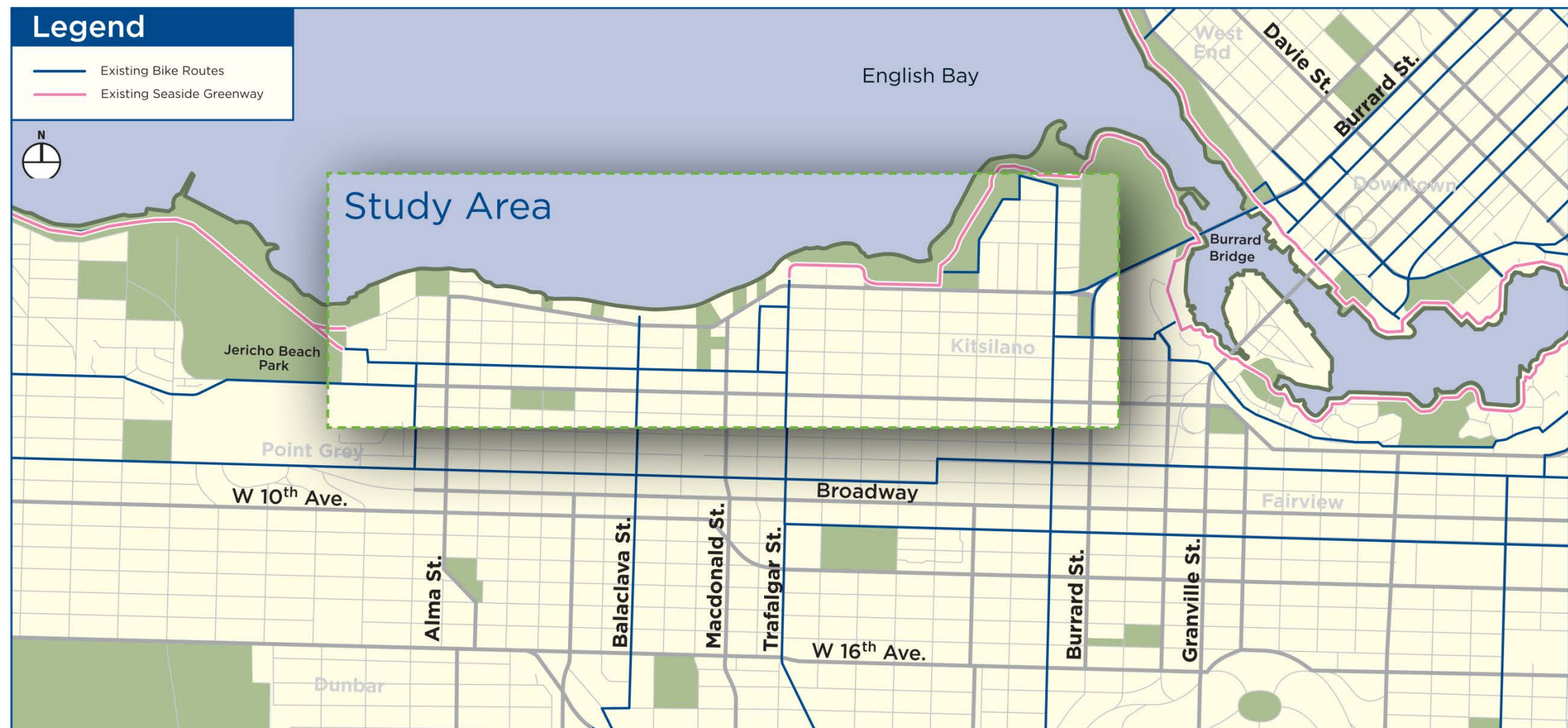
Transportation 2040 Zero Fatality Target



For City of Vancouver 2005-2010.

Sources: Insurance Corporation of British Columbia, Vancouver Police Department

Project 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



Seaside Greenway Gap

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

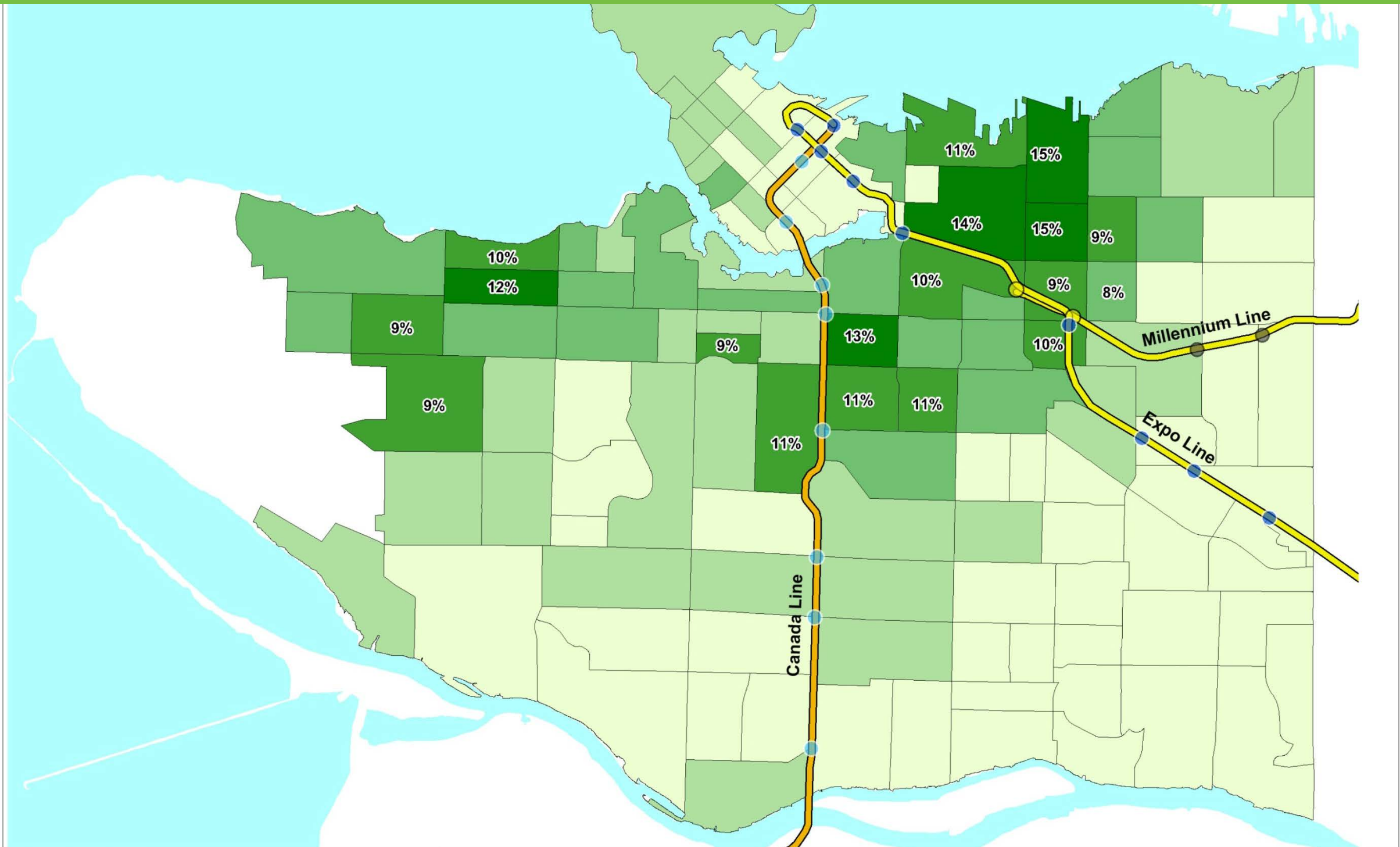


Commuter Route - York Bikeway

- 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



**National Household Survey
2011 Cycling Mode Share**

■ 15% to 12%
 ■ 12% to 9%
 ■ 9% to 6%
 ■ 6% to 3%
 ■ 3% to 0%

Data Source: NHS 2011 Census Tract

Planning & Development Services
Research & Data Services

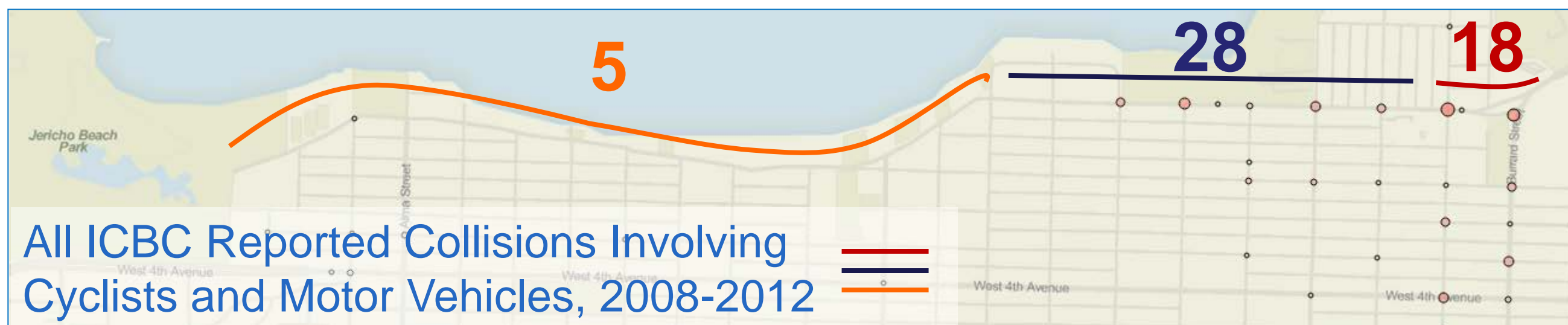
Date: 2013-07-17

NHS 2011 City CT ModeShare.wor



Improving Safety and Comfort

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)."

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

- 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:**

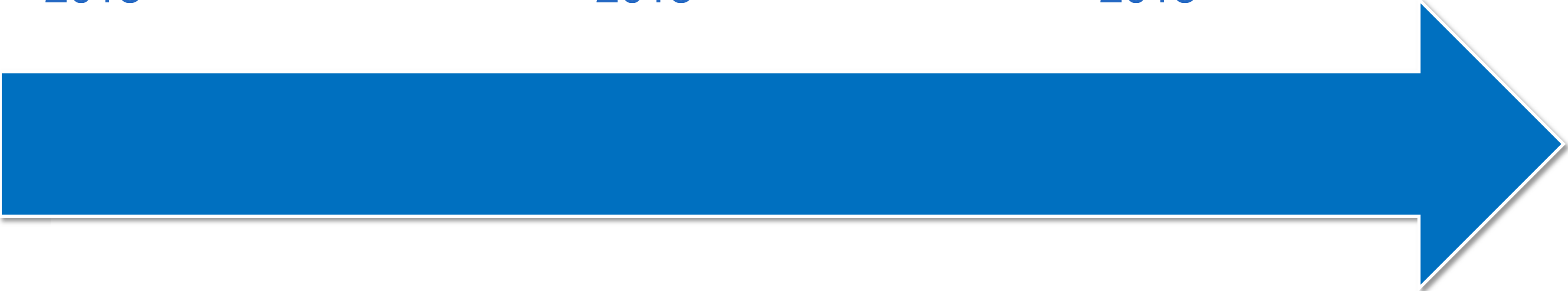
January to February
2013

**Phase 2
Consultation:**

May to July
2013

**Recommended
Design to Council:**

July
2013



Proposed routes
and ideas

Design proposals
based on
Phase 1 input

Final recommended
design based on
Phase 2 input

Two Phases of Consultation

| Consultation | Total | Participants |
|---|-------|-----------------------|
| Public Open Houses | 6 | Approx. 1500 |
| Local Resident & Business Group Meetings, Stakeholder Workshops | 48 | Approx. 500 |
| Youth Workshops | 15 | Approx. 370 |
| Online Questionnaires | 2 | Approx. 3000 |
| Website | 1 | Approx. 12500 visits |
| Total | | Approx. 18,000 |

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



Post Phase 1: Routes Set Aside



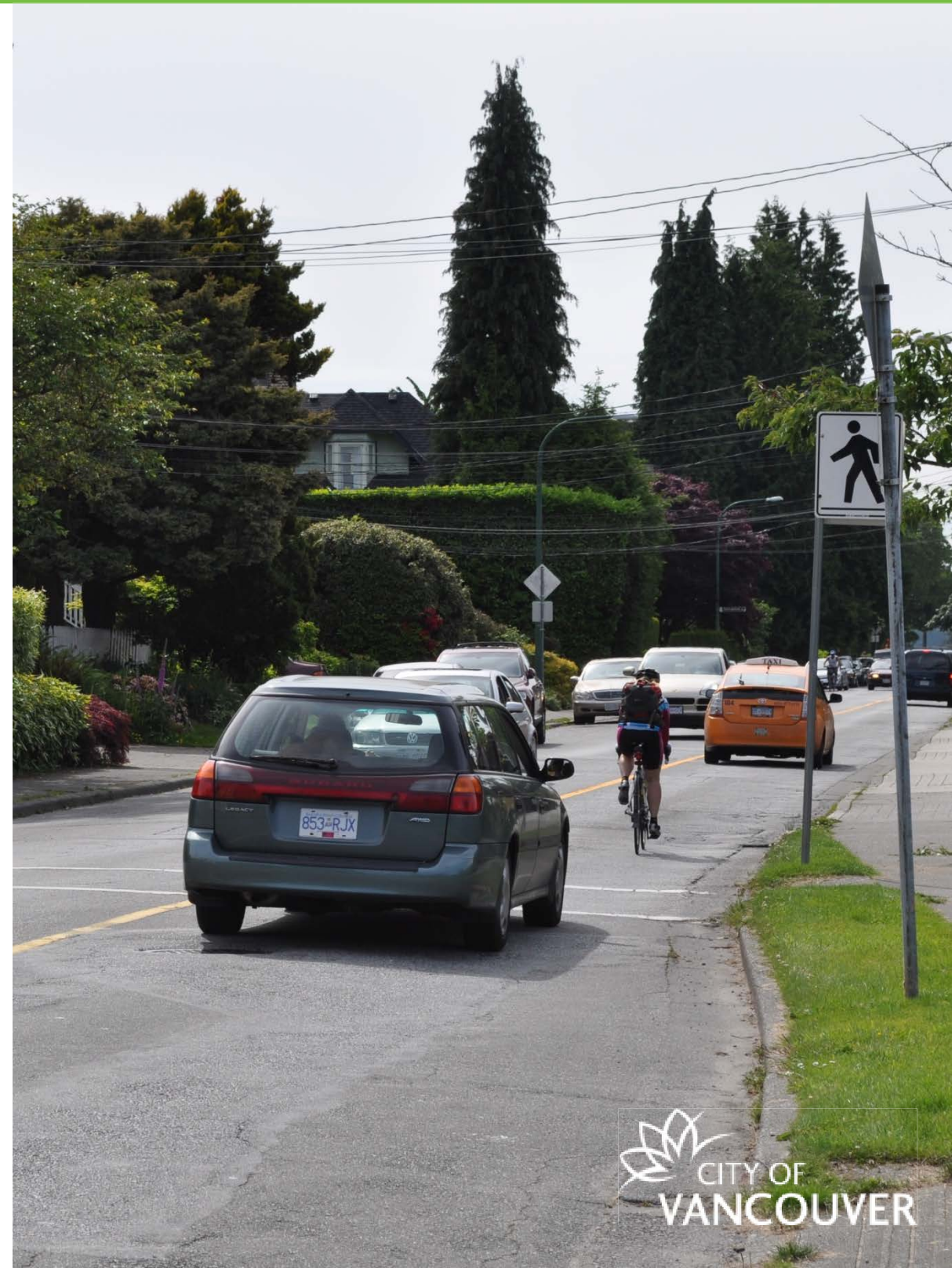
Following a thorough review, these segments were set aside for failure to meet project objectives or unacceptable impacts.

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

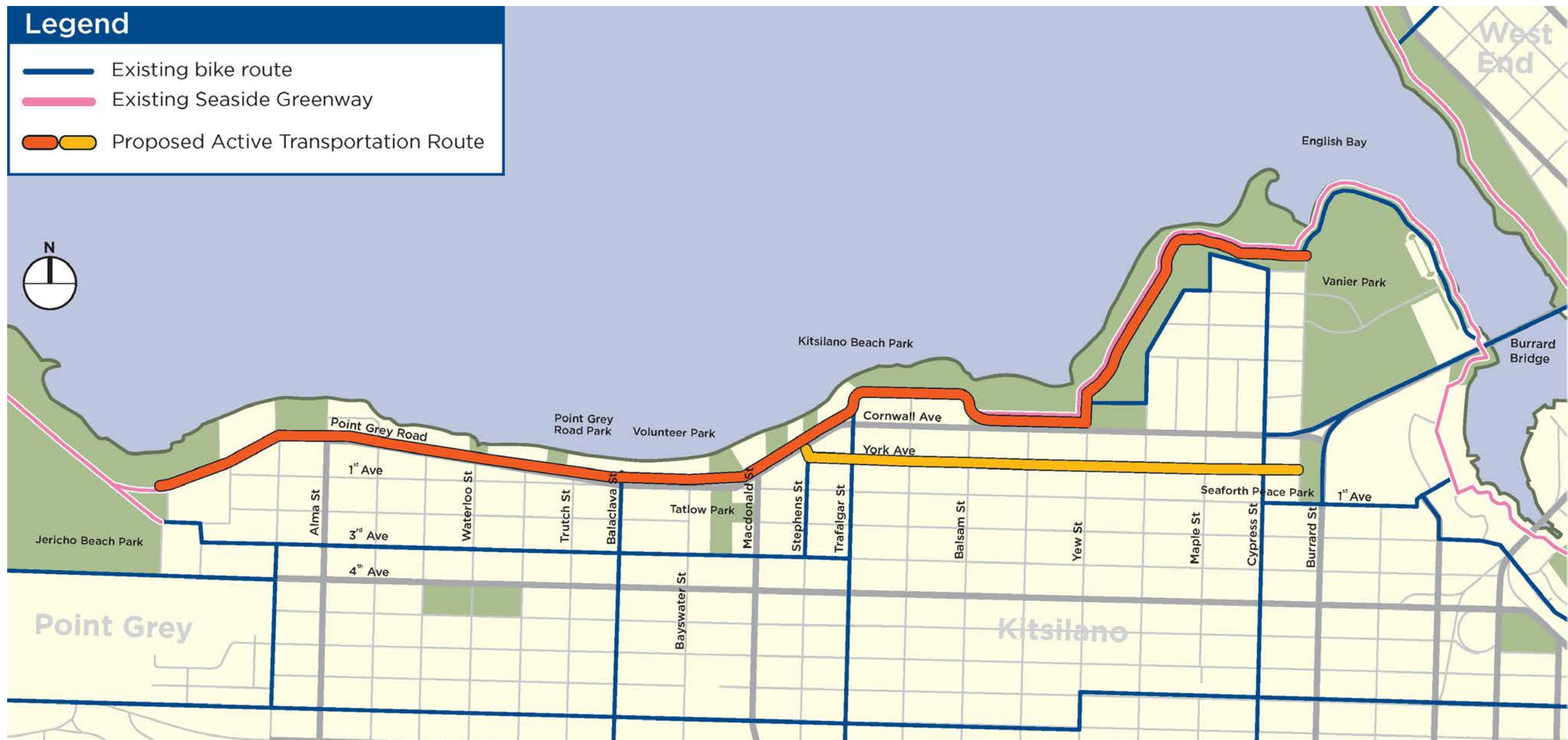
Specific comments regarding:

- Parking (locations, driveways)
- Vehicle volumes and access
- Safety between all modes



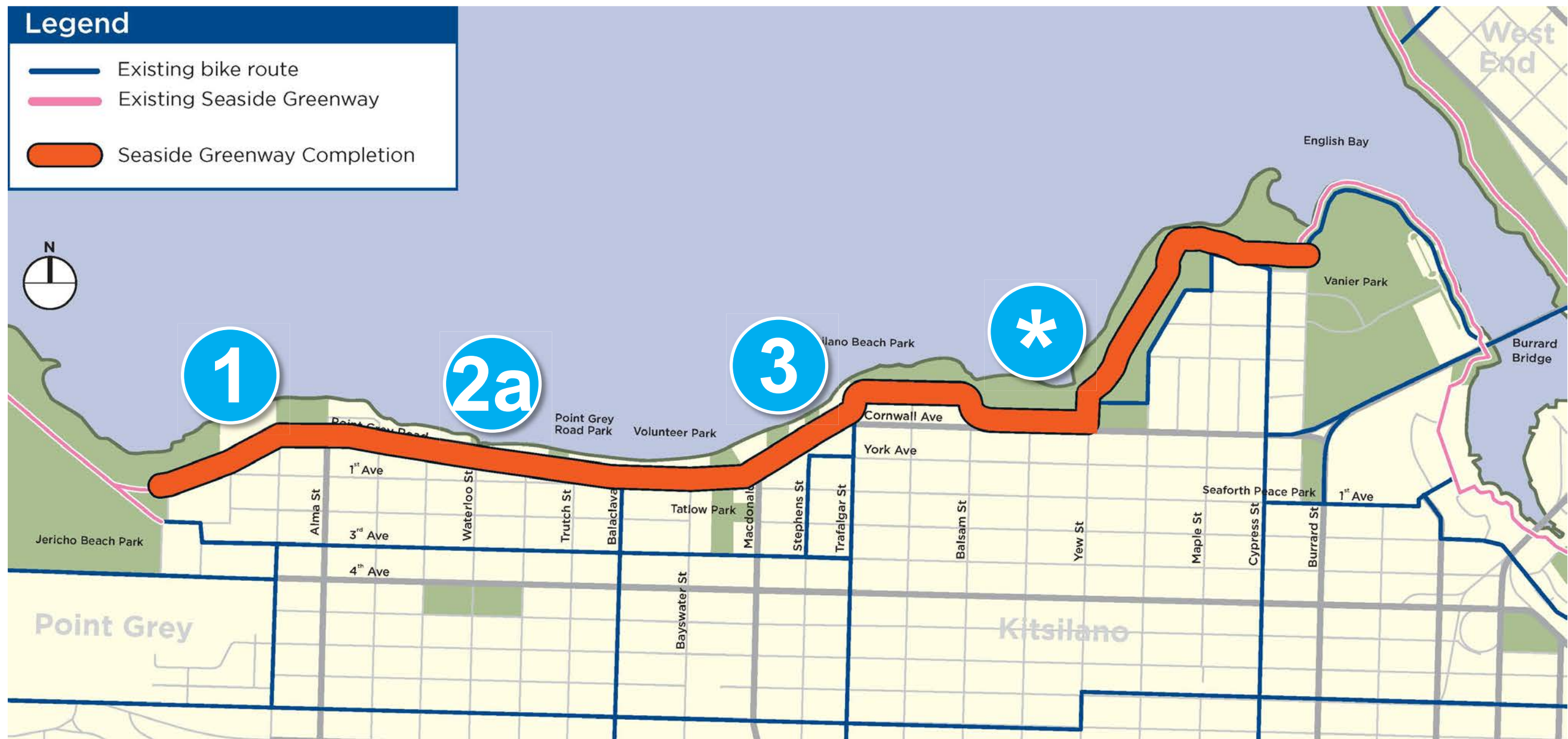
Recommendation

Seaside Greenway and York Bikeway



The proposal completes the Seaside Greenway along the water and creates a direct commuter cycling route to the Burrard Bridge on York.

Seaside Greenway: Overview



Completing the Seaside Greenway was divided into sections referred to as 1, 2a, 3, and * during Phase 2 consultation.

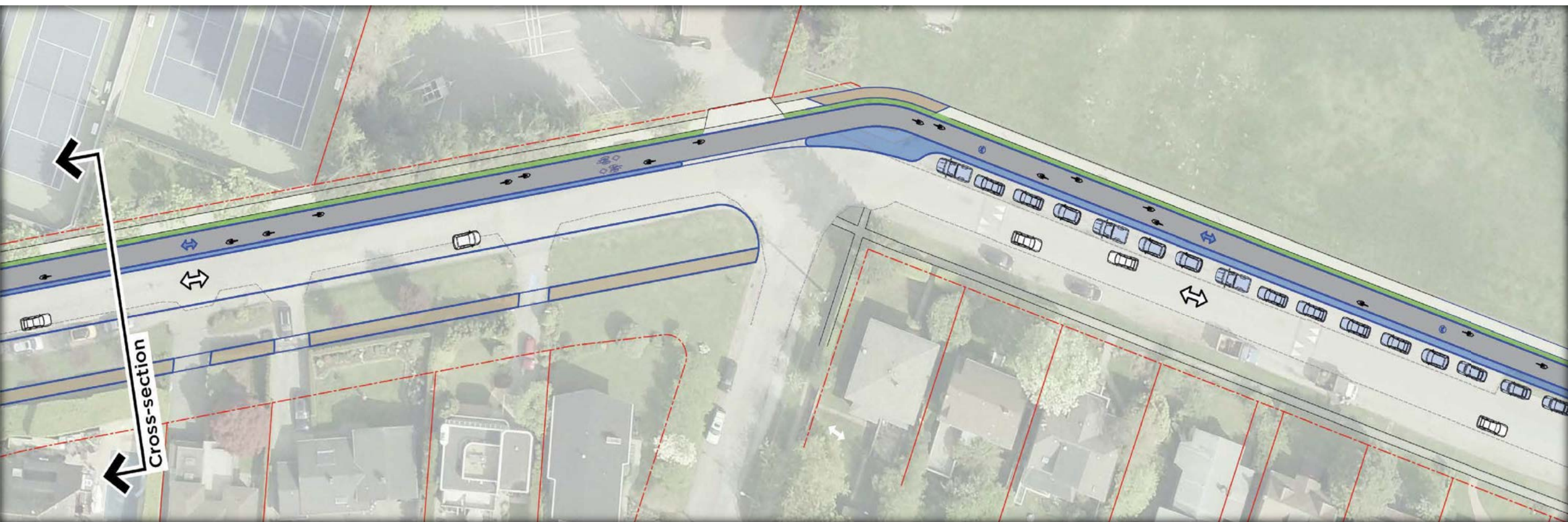


1

Point Grey Road Jericho to Alma Street

Separated Bicycle Lanes

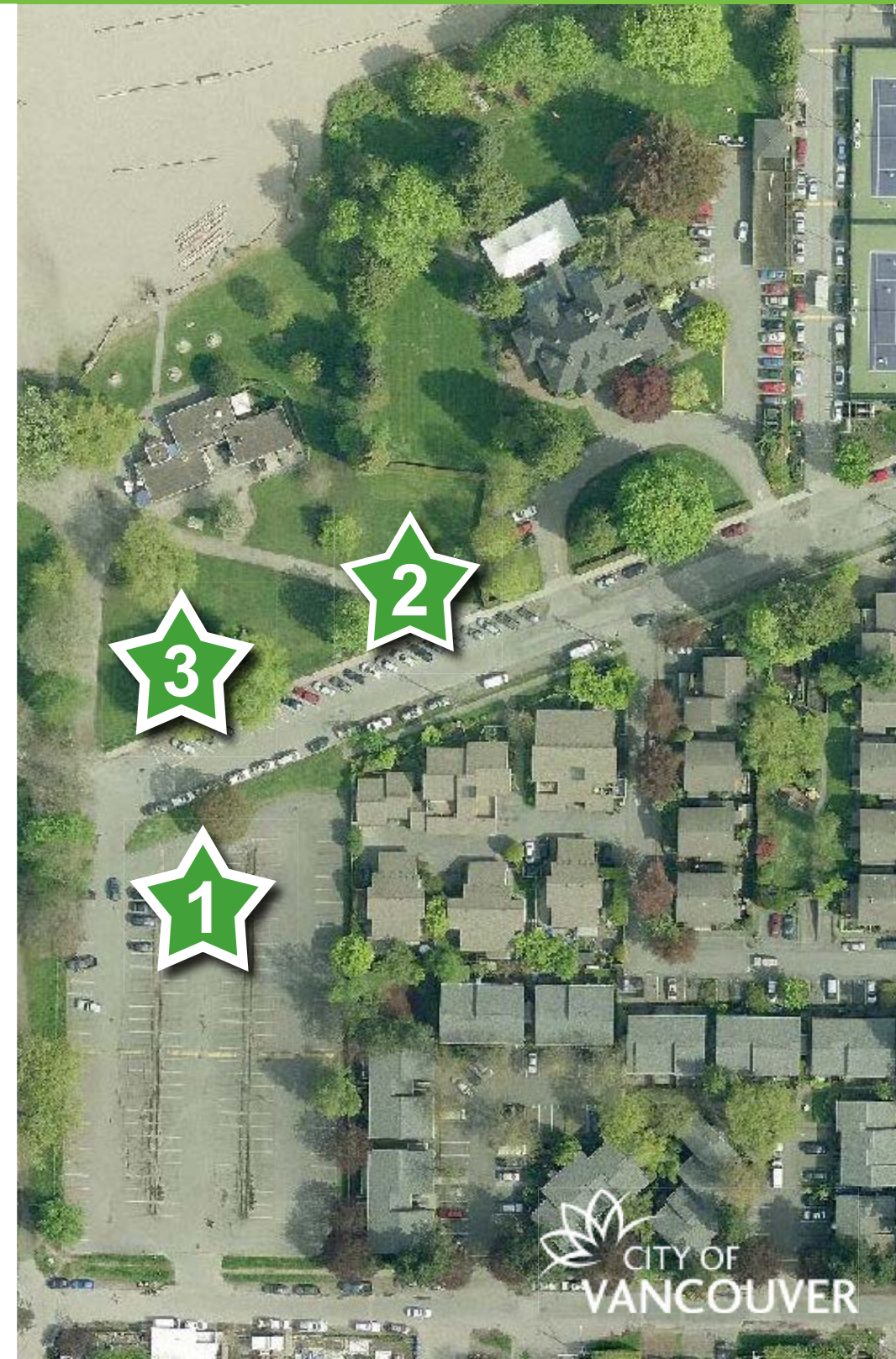
Two-way Motor Vehicle Traffic



Seaside Greenway: Design Changes based on Feedback

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)





2a

Point Grey Road

Alma to Macdonald

Local Street Conversion

Significant Traffic Calming





2a

Point Grey Road

Alma to Macdonald

Local Street Conversion

Significant Traffic Calming



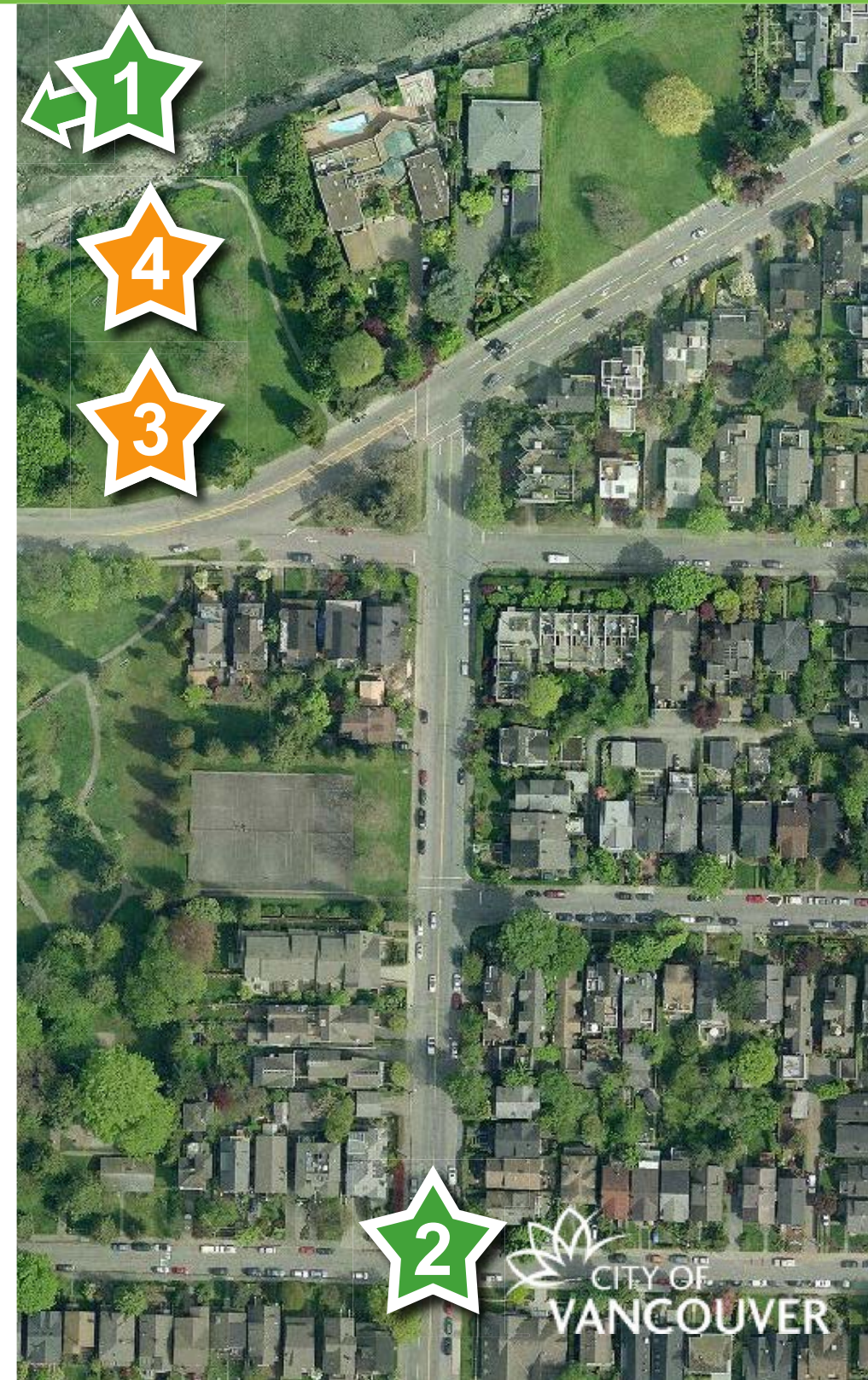
Seaside Greenway: Design Changes based on Feedback Future Park Board Enhancements

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

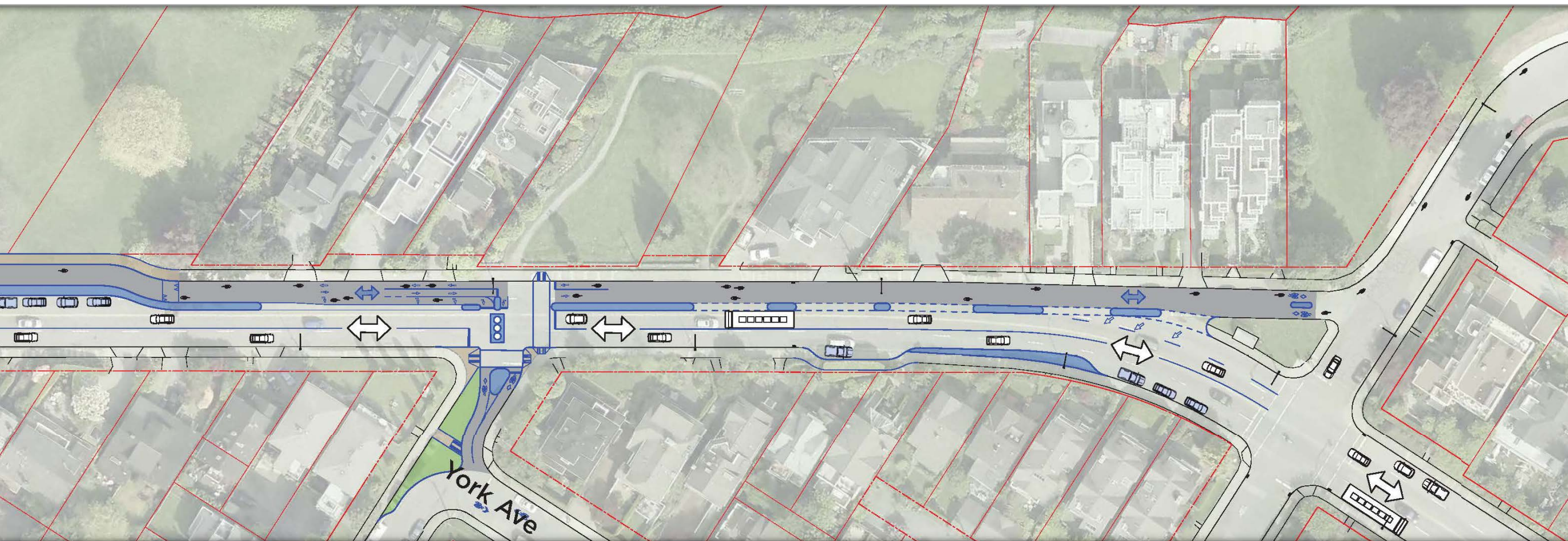




3

Point Grey Road Macdonald to Balsam

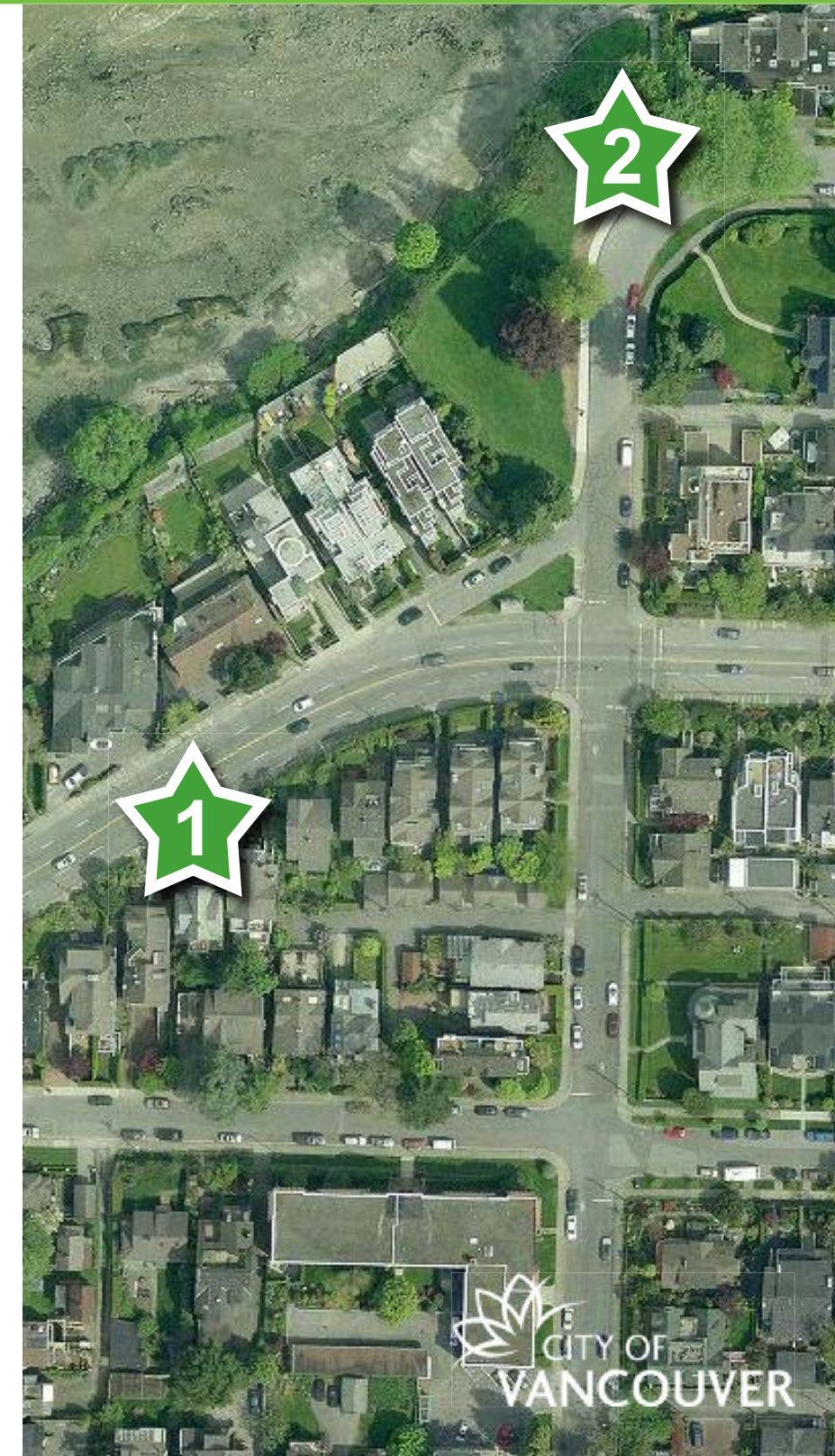
Separated Bicycle Lanes Two-way Motor Vehicle Traffic



Seaside Greenway: Design Changes based on Feedback

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



York Bikeway Overview



The York Bikeway was identified as section 4 during Phase 2 consultation.



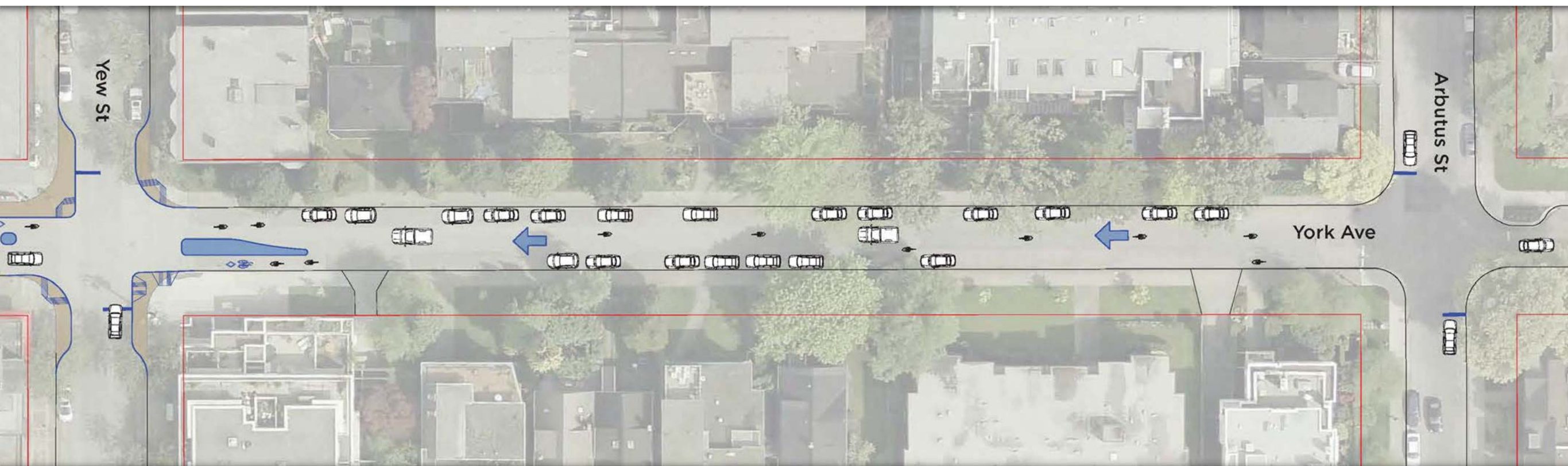
4

York Avenue

Vine to Maple

Local Street Bikeway

Alternating One-way Motor Vehicles





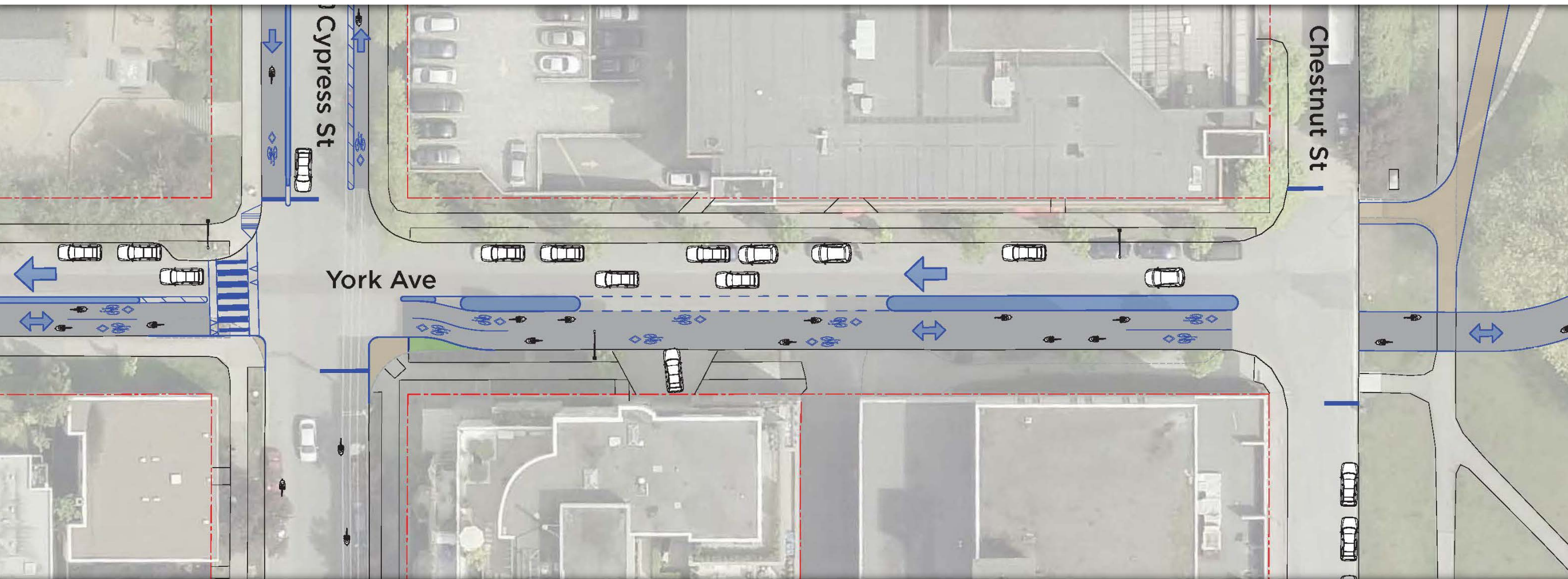
4

York Avenue

Maple to Burrard

Separated Bicycle Lanes

Two-way Motor Vehicle Traffic

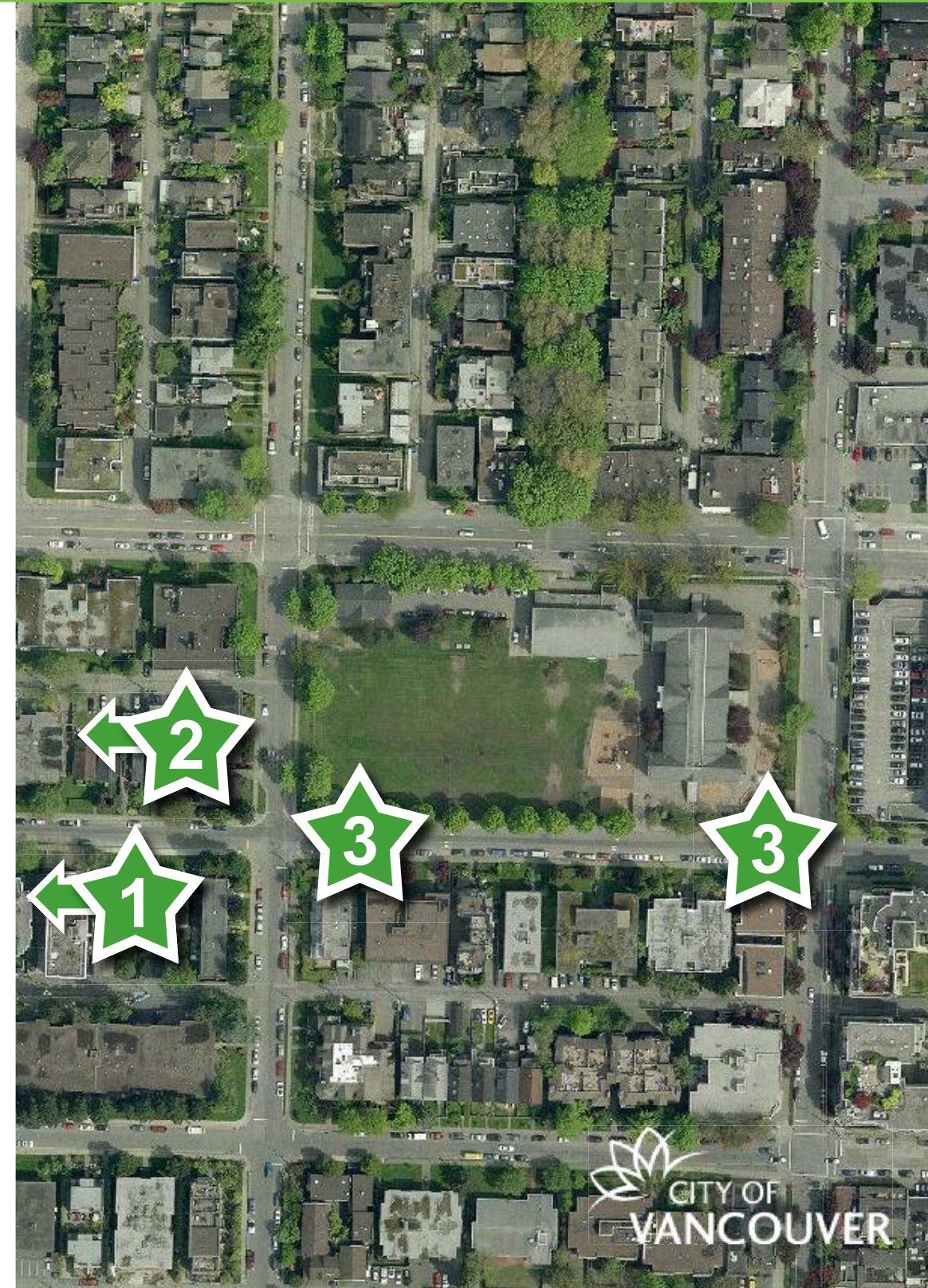


York Bikeway

Design Refinements based on Feedback

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

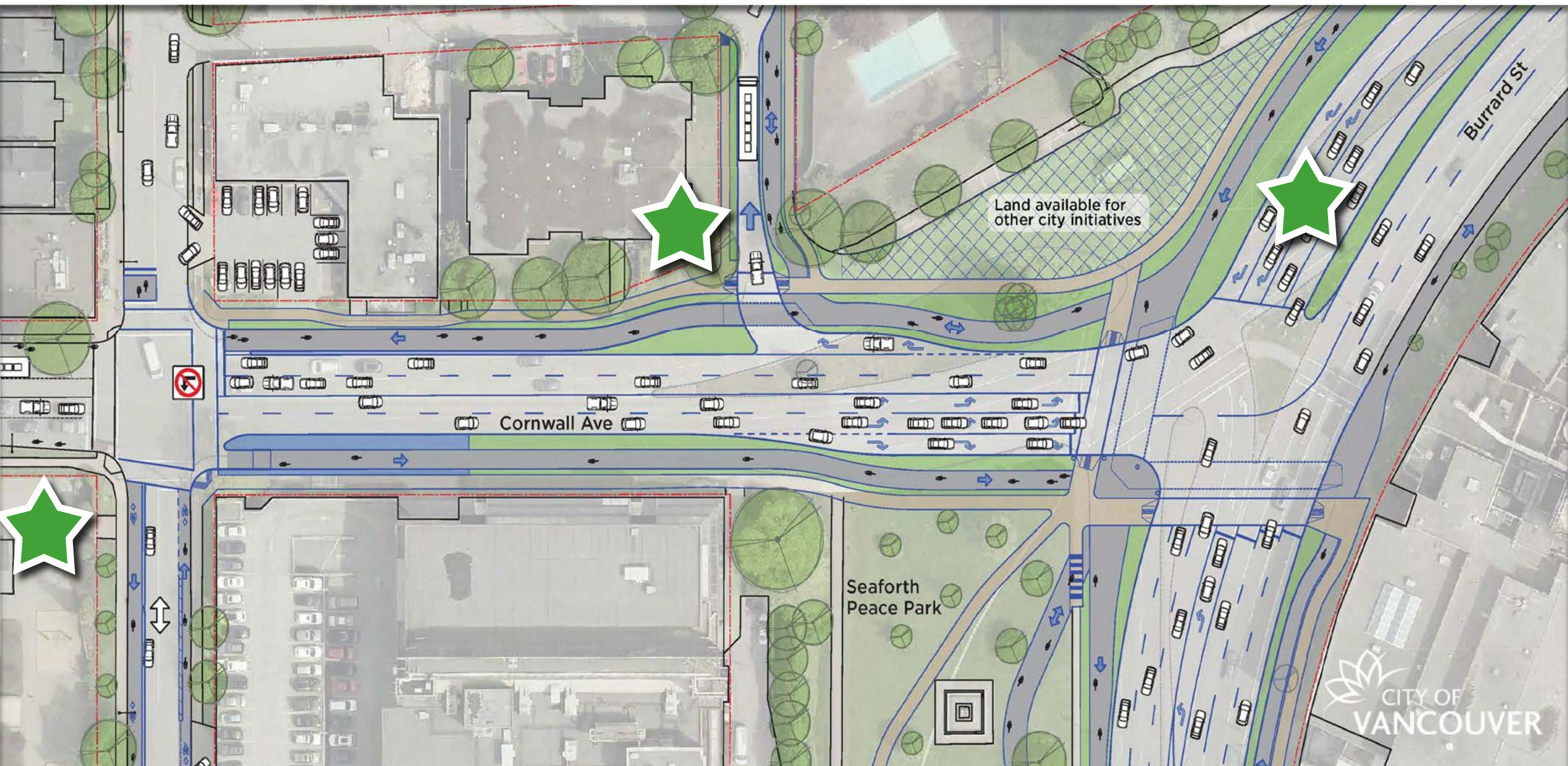


Separate
Report

False Creek Bridges: Burrard Street Bridge South End Improvements

Burrard and Cornwall
Simplified Intersection

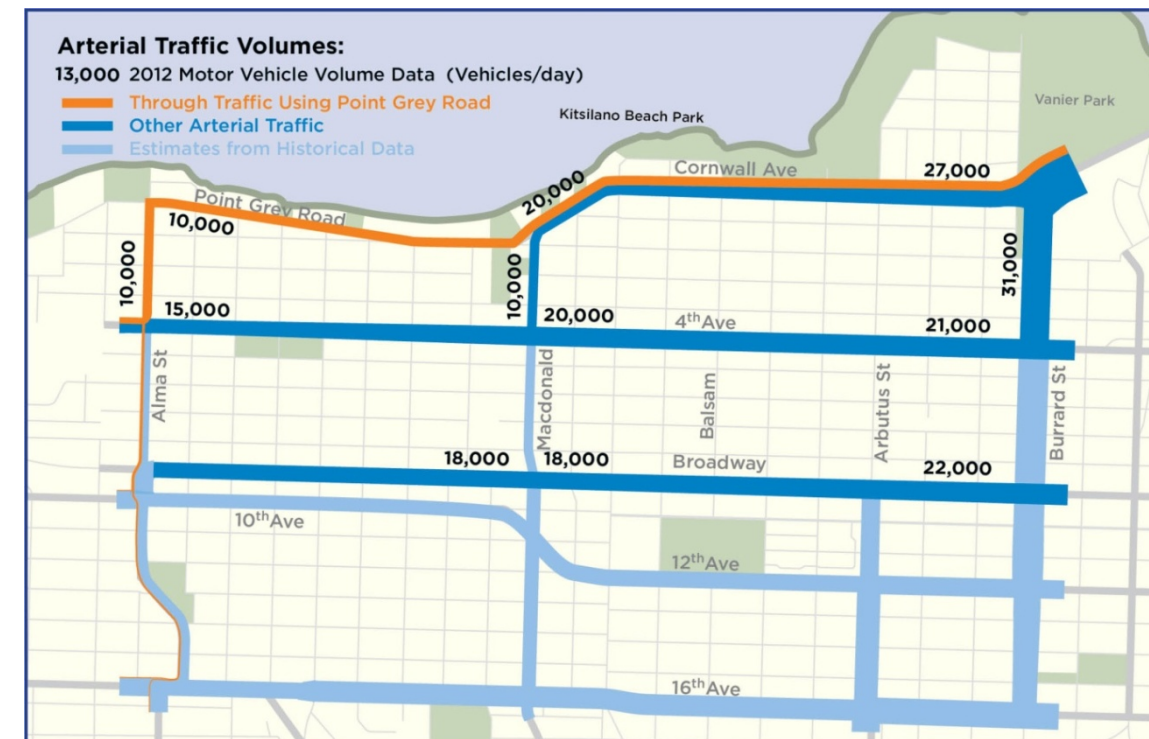
Shorten Crossings
Maintain All Movements



Overall Project: Arterial Traffic Management

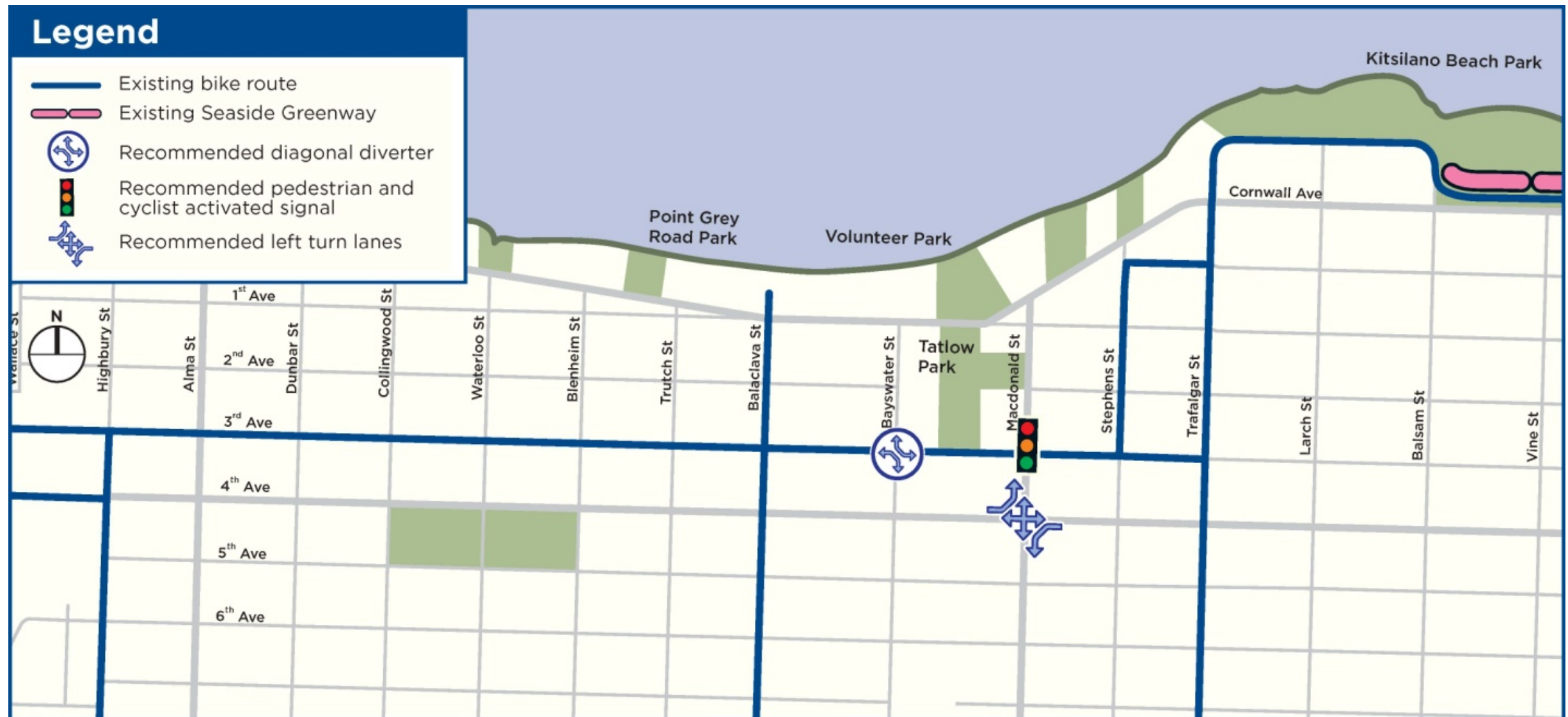
Goal: Redirect vehicles from Cornwall/Point Grey to other arterials:

- 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

Implementation Plan

Seaside Greenway & York Bikeway



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

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

Implementation Plan

Seaside Greenway



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

Summary of Recommendations



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?