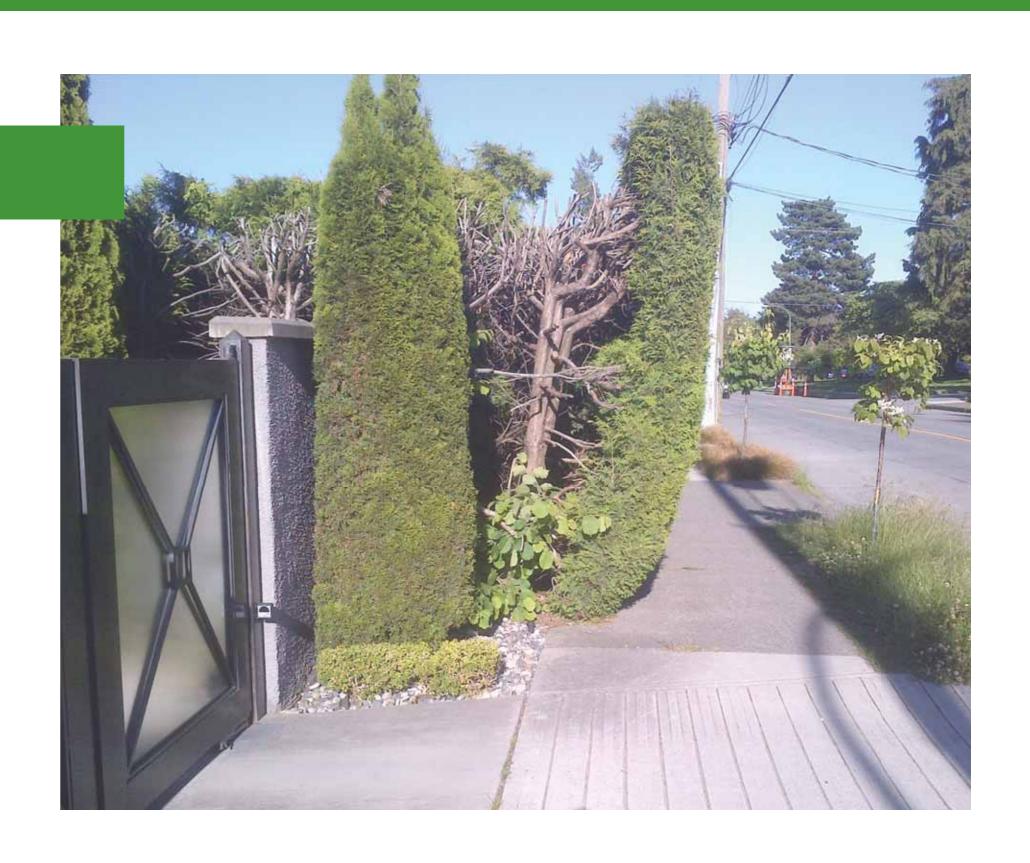
6) Improved Walking



Existing Sidewalk Conditions

- Sidewalk levels drop at over 70 driveway crossings.
- They are extremely narrow when compared to the rest of the Seaside Greenway.
- Many are in a poor state of repair.
- There are crossing points with no curb ramps.
- In some places, hedges and vegetation hang into the sidewalk.



Walking Toolkit

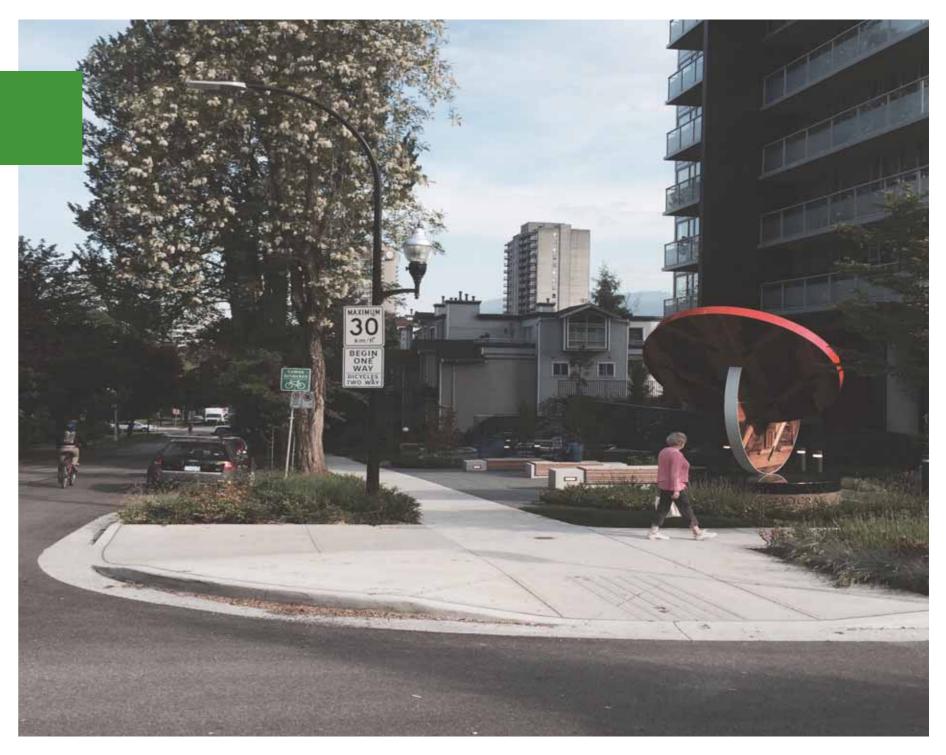
- Design street and driveway crossings to be safe and convenient with sufficient visibility for all users.
- Provide sufficient sidewalk width, free of obstructions for the full range of anticipated users.
- Use smooth level surfaces to accommodate strollers and wheelchairs.
- Provide pedestrian-scale lighting and street furniture.





Optimal Sidewalk Conditions

- Maintain an even grade that does not drop down for driveway crossings.
- A sidewalk width comparable to the rest of the Seaside Greenway (2.4 3.6m wide).
- Provide a smooth, even surface.
- Provide adequate visibility for all users.



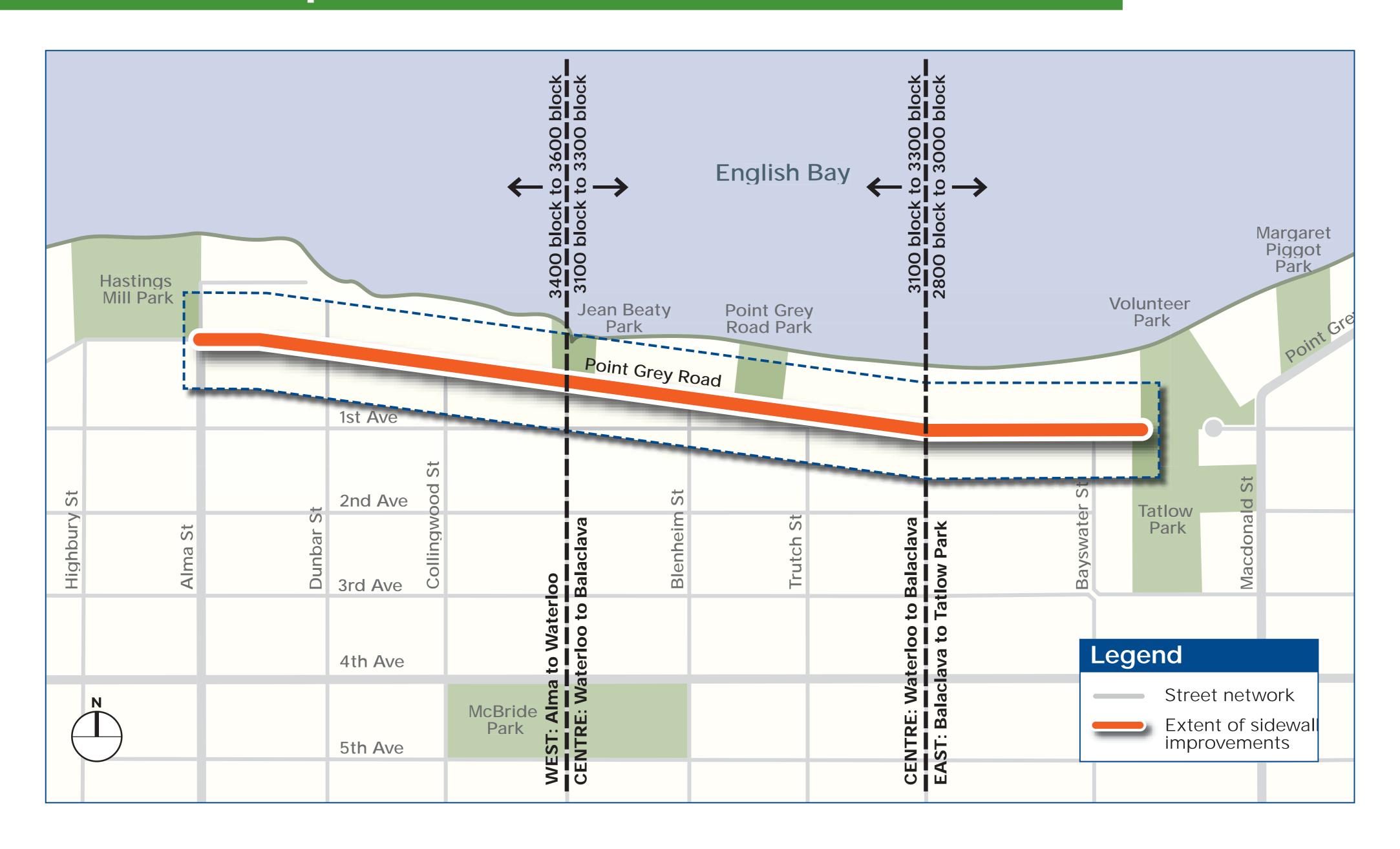
Improved sidewalks and public realm on the Comox-Helmcken Greenway



(7) Extent of Work



Location Map



Air Photo Location Plans



WEST: Alma St to Waterloo St



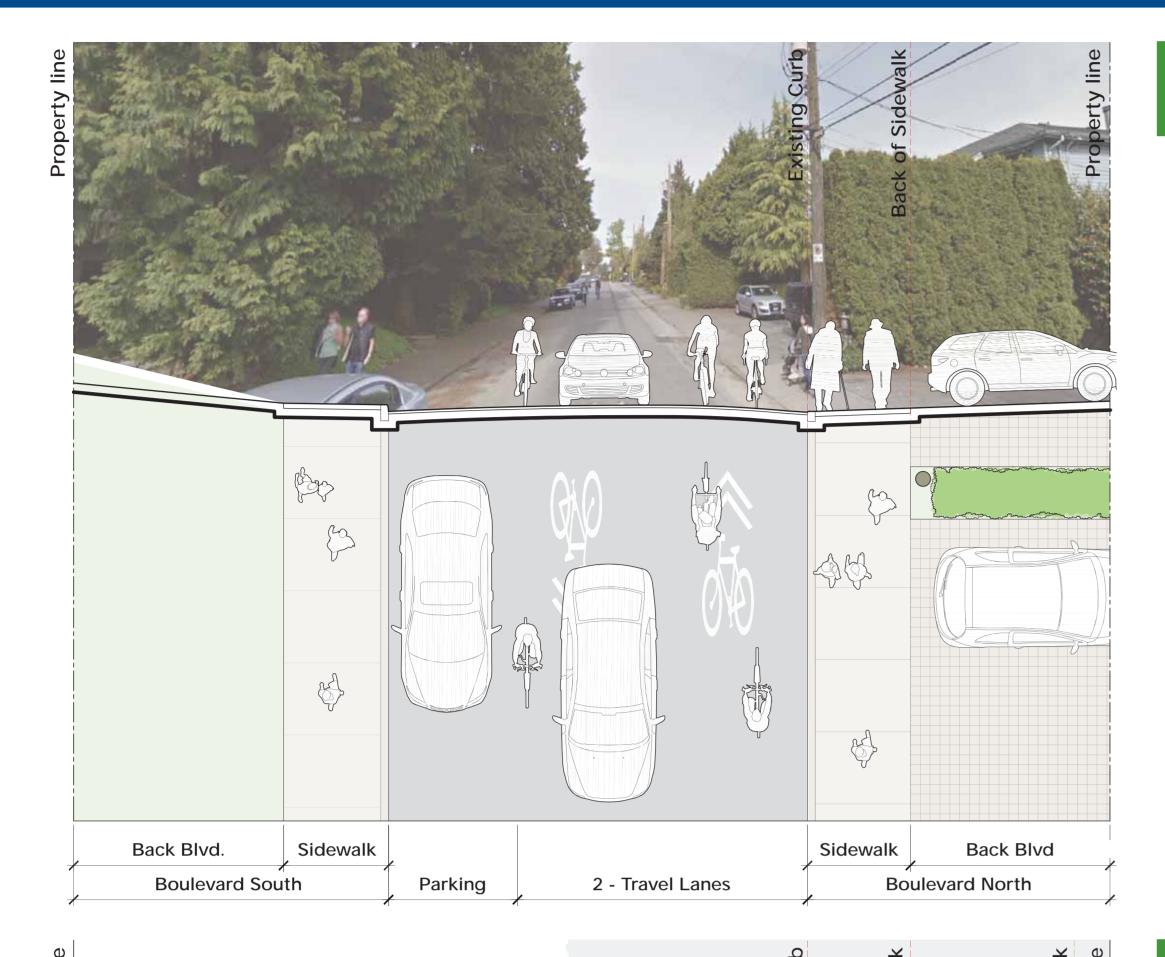
CENTRE: Waterloo St to Balaclava St

EAST: Balaclava St to Tatlow Park

(8) Alma to Waterloo



WEST: Alma St to Waterloo St - Cross Sections



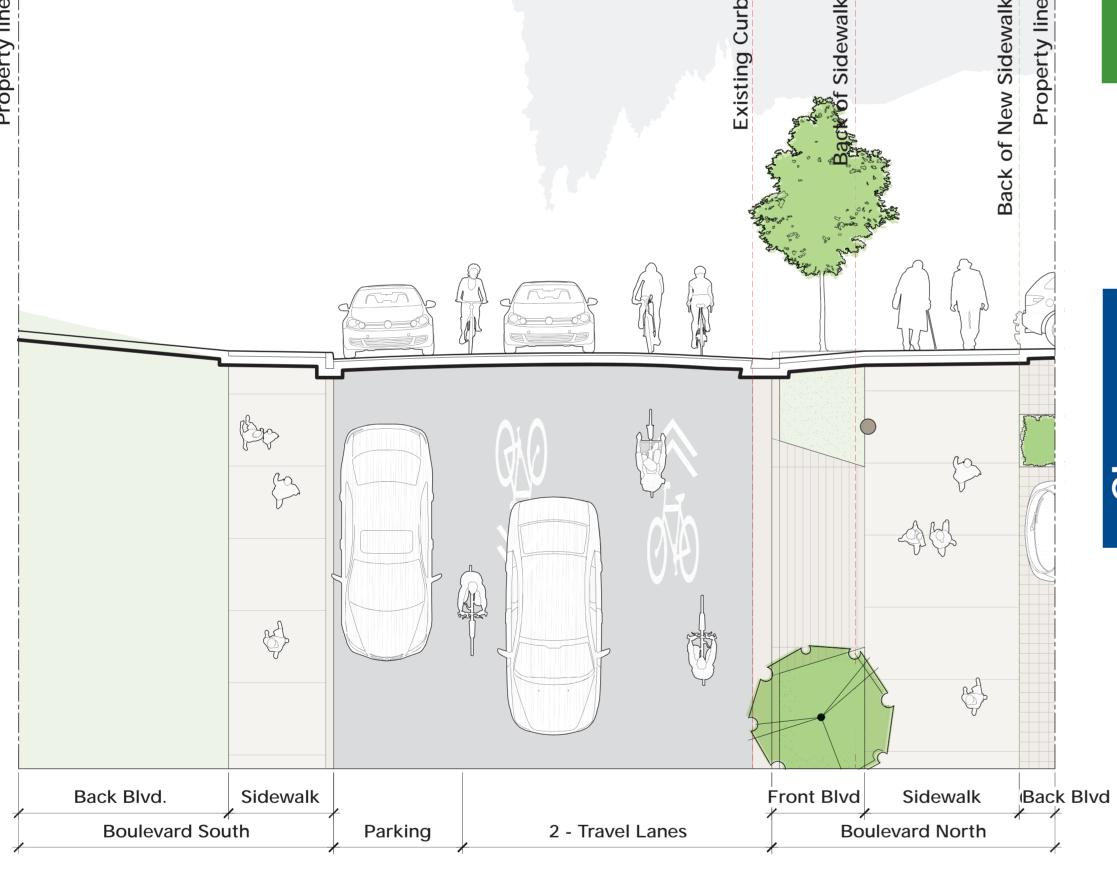
Existing Conditions

Typical Cross Section

6.0m boulevard south side of Point Grey Road.Divided into: 4.0m landscaped back boulevard, 2.0m sidewalk

8.2m roadway (curb to curb)
Divided into: 2.4m on-street parking, 2 x 2.9m travel lanes

5.9m boulevard north side of Point Grey RoadDivided into: 2.0m sidewalk, 3.9m back boulevard



Recommended Option

Typical Cross Section

6.0m boulevard south side of Point Grey Road.
Divided into: 4.0m back boulevard, 2.0m sidewalk

8.5m roadway (curb to curb)

Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

5.6m boulevard north side of Point Grey Road Divided into: 1.5-1.8m front boulevard, 2.7-3.0m sidewalk, 0.6-1.2m back boulevard

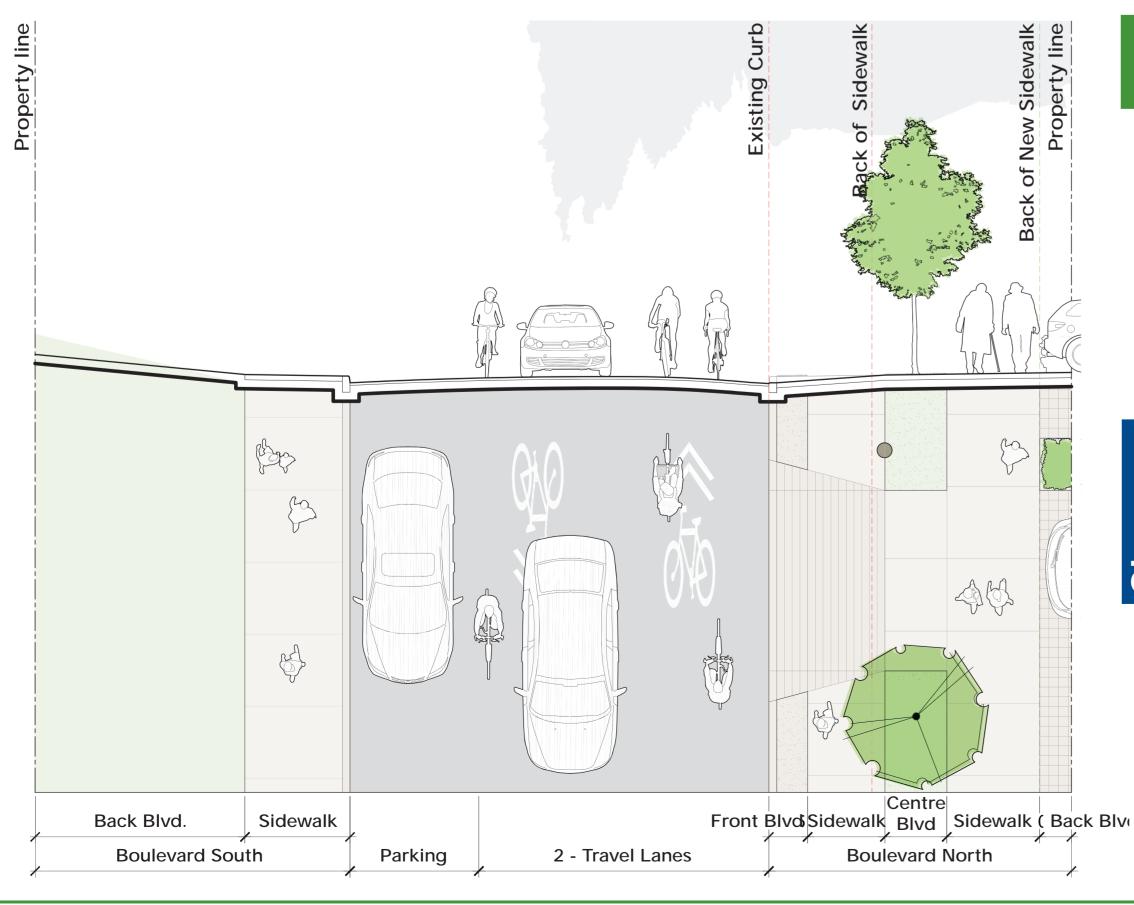
Alternate Option

Typical Cross Section

6.0m boulevard south side of Point Grey Road Divided into: 4.0m back boulevard, 2.0m sidewalk

8.2m roadway (curb to curb)
Divided into: 2.4m on-street parking, 2 x 2.9m travel lanes

5.9m boulevard north side of Point Grey RoadDivided into: 0.5m front utility strip, 1.5m sidewalk, 1.5m centre boulevard, 1.8m sidewalk, 0.6m back boulevard

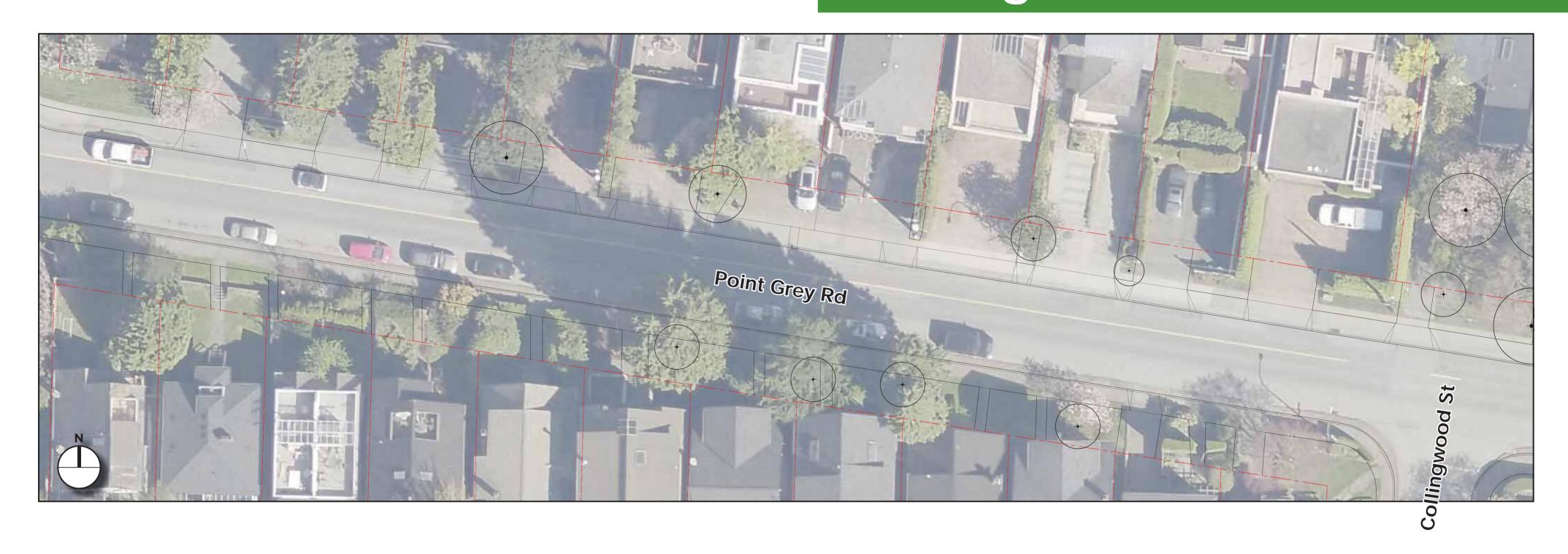


(9) Alma to Waterloo

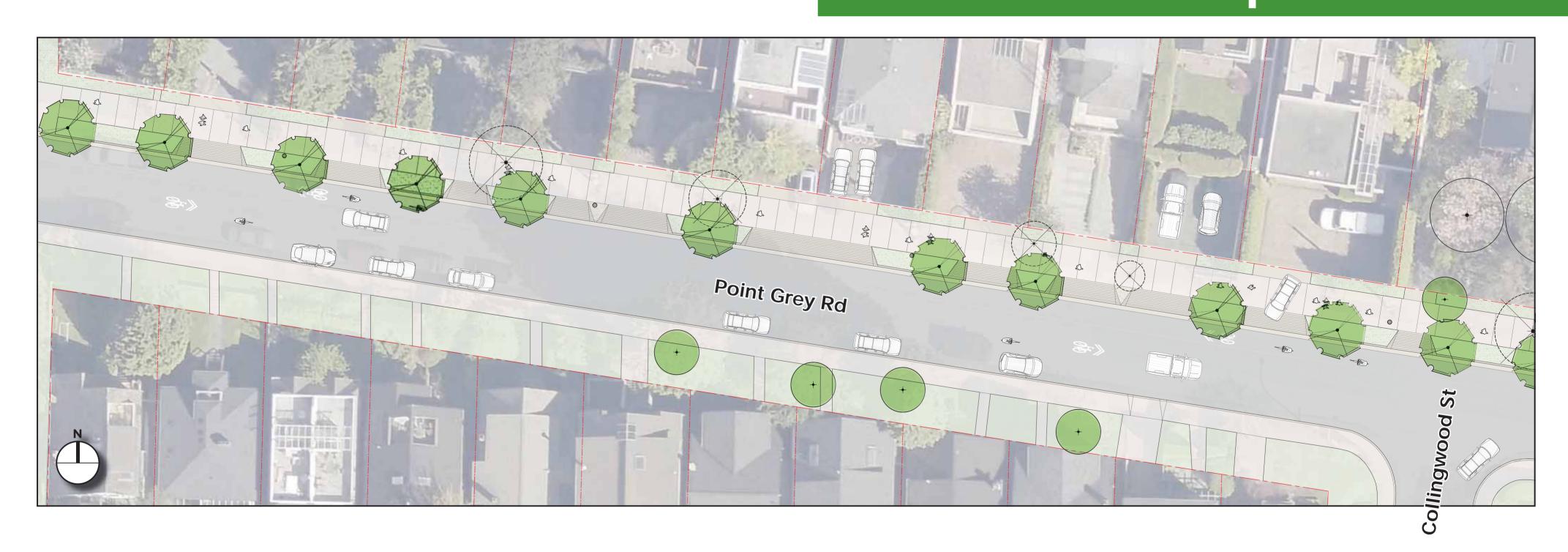


WEST: Alma St to Waterloo St - Plans

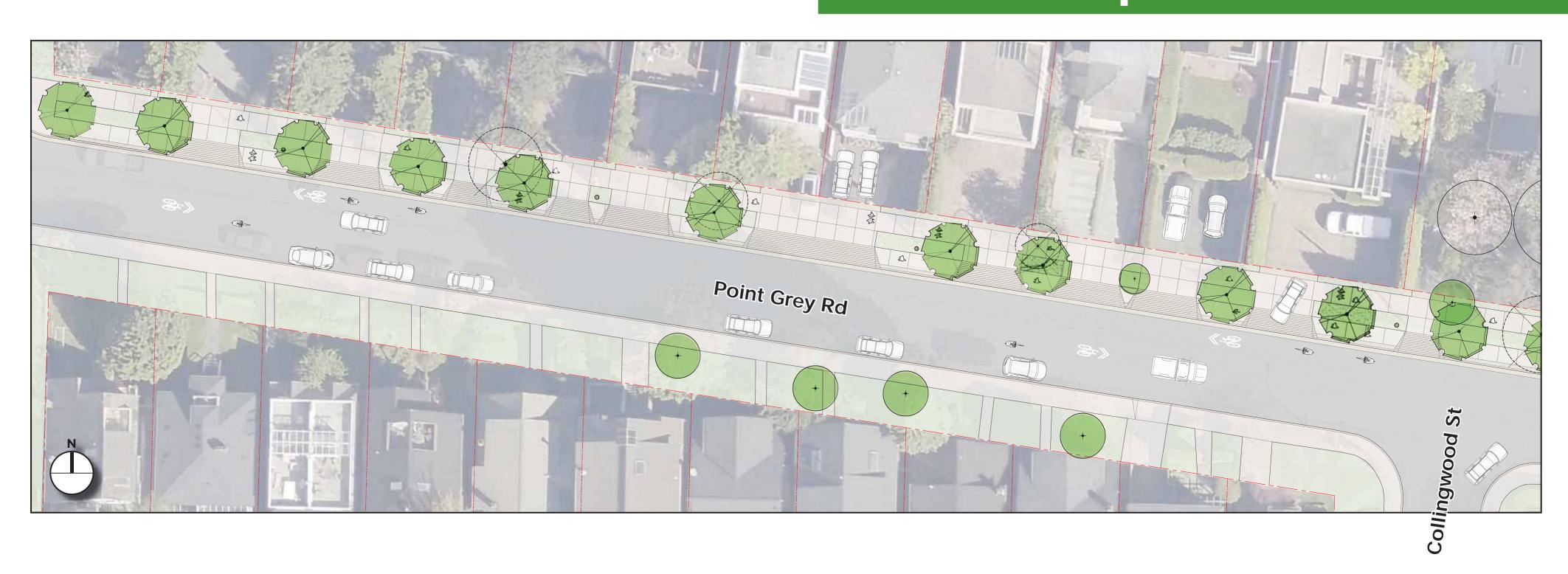
Existing Conditions



Recommended Option



Alternate Option



(10) Waterloo to Balaclava



CENTRE: Waterloo St to Balaclava St - Sections



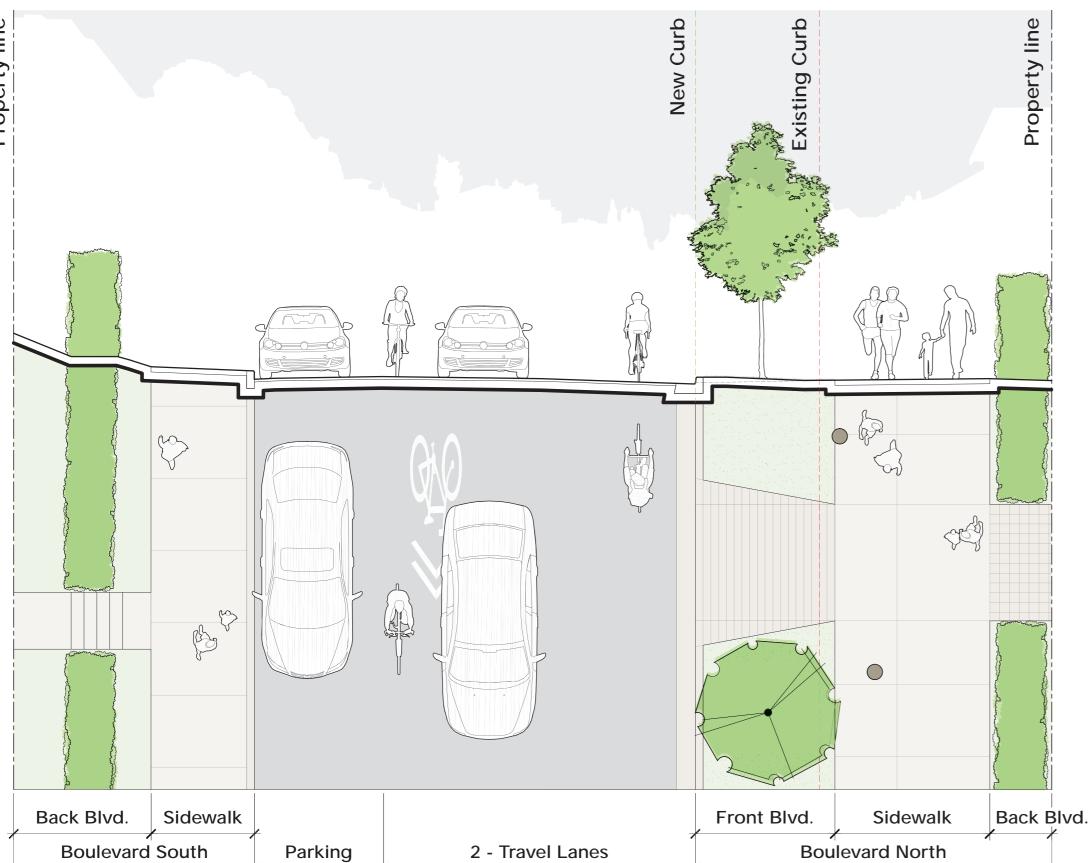
Existing Conditions

Typical Cross Section

4.6m boulevard south side of Point Grey Road Varying boulevard widths between Waterloo and Balaclava with 2.0m sidewalk

11.0m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes, 2.5m on-street parking

4.5m boulevard north side of Point Grey Road
Divided into: 1.5m utility strip/boulevard, 1.8m sidewalk,
1.2m back boulevard



Recommended Option

Typical Cross Section

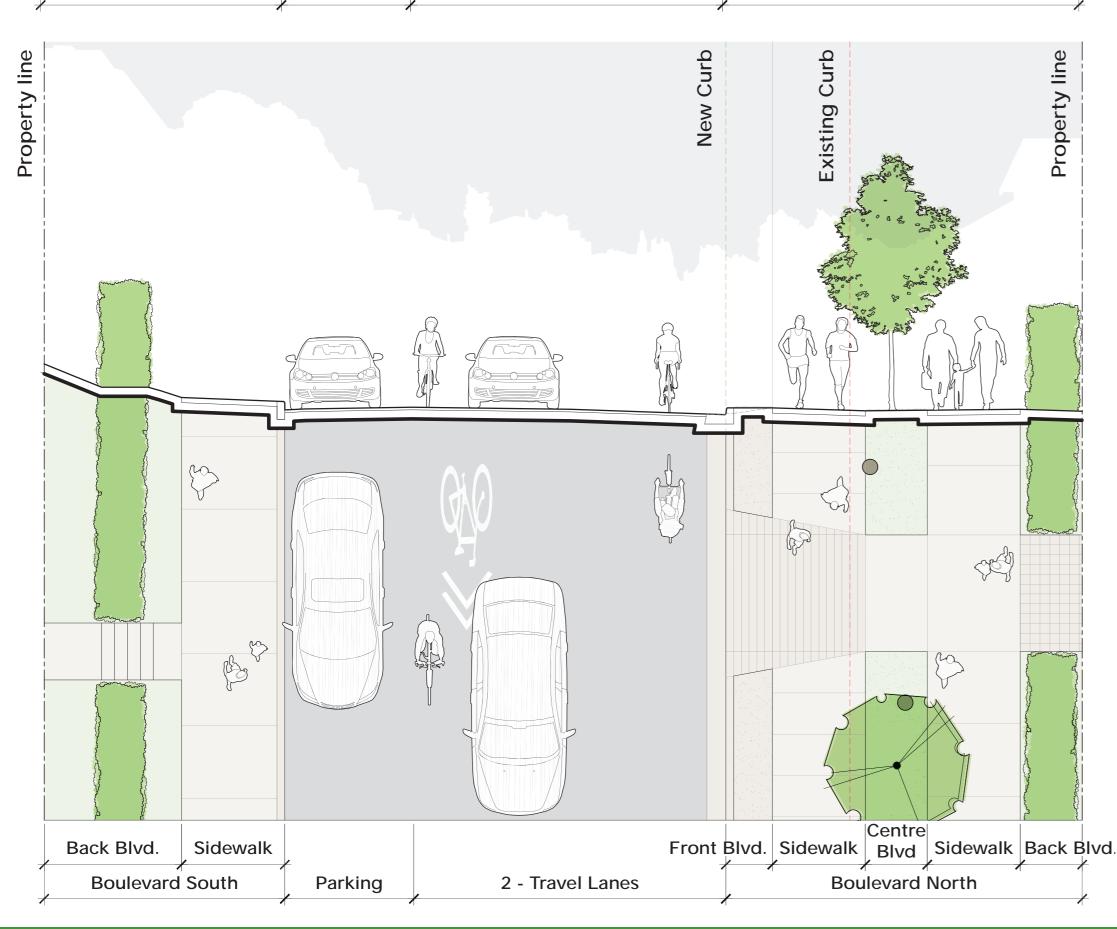
4.6m boulevard south side of Point Grey Road Divided into: 2.6m back boulevard, 2.0m sidewalk Between Blenheim and Balaclava: 1.8m sidewalk, 1.2m boulevard

8.5m roadway (curb to curb)

Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

6.9m boulevard north

Divided into: 2.7m front boulevard, 3.0m sidewalk, 1.2m back boulevard



Alternate Option

Typical Cross Section

4.6m boulevard south side of Point Grey Road Divided into: 2.6m back boulevard, 2.0m sidewalk Between Blenheim and Balaclava: 1.8m sidewalk, 1.2m boulevard

8.5m roadway (curb to curb)

Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

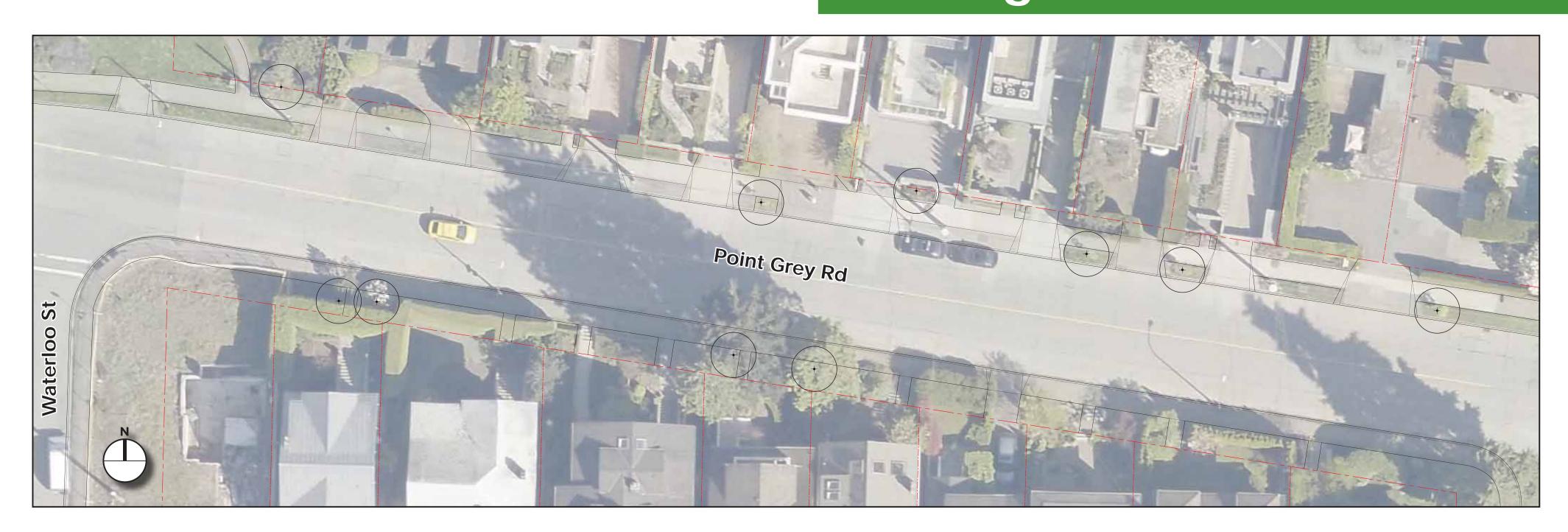
6.9m boulevard north side of Point Grey Road Divided into: 0.6m front utility strip, 1.8m sidewalk, 1.5m mid boulevard, 1.8m sidewalk, 1.2 back boulevard

(11) Waterloo to Balaclava

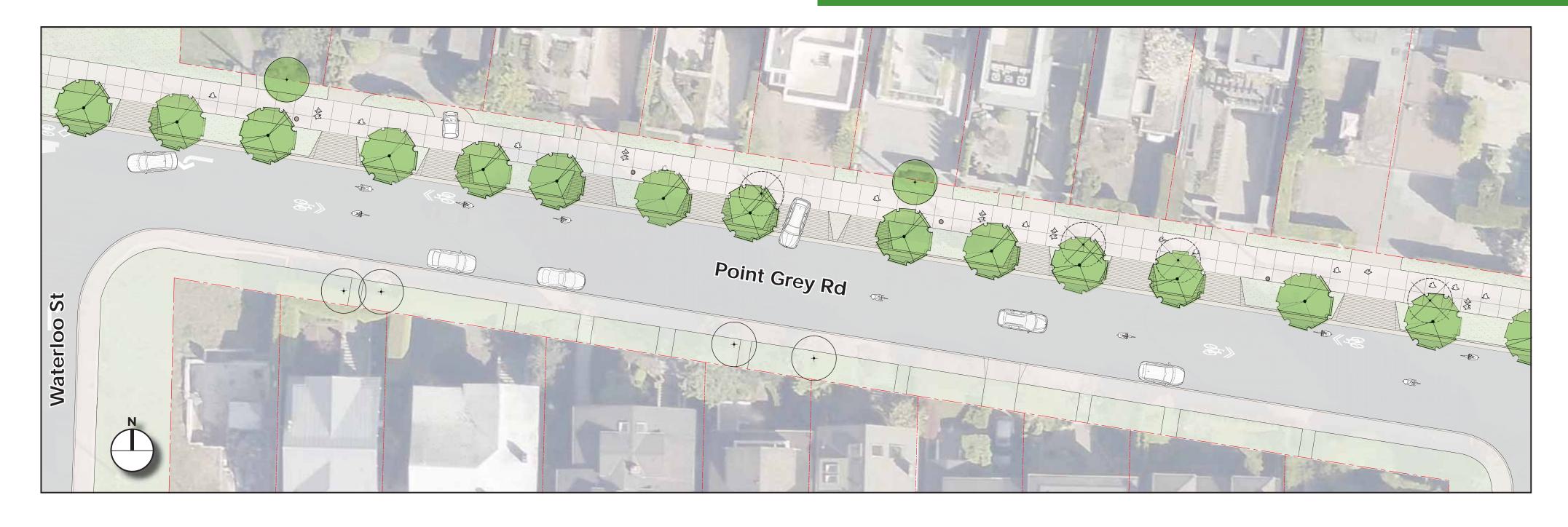


CENTRE: Waterloo St to Balaclava St - Plans

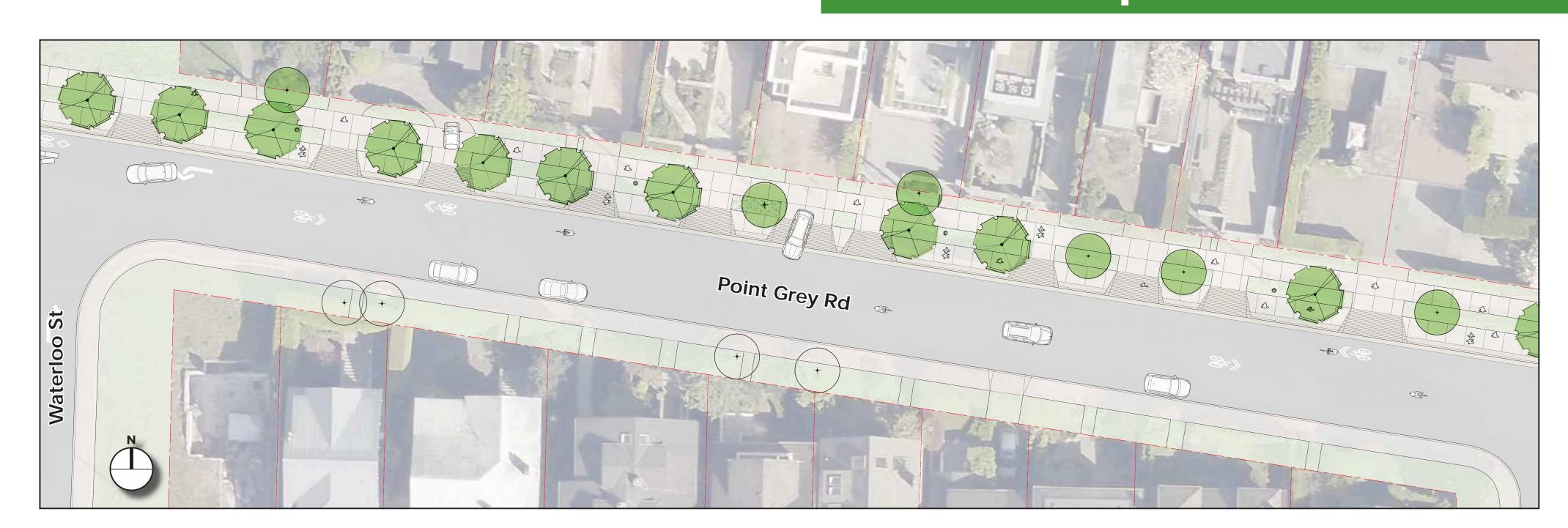
Existing Conditions



Recommended Option



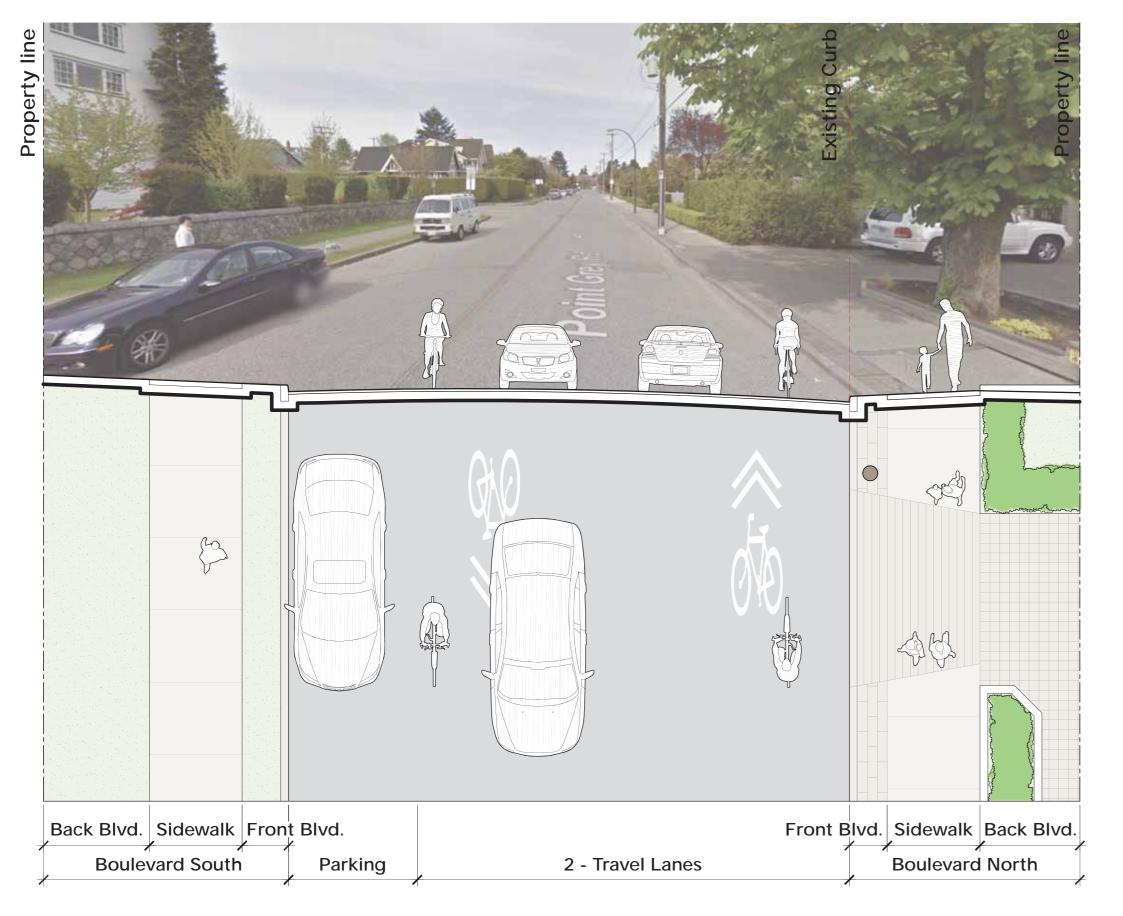
Alternate Option



(12) Balaclava to Tatlow Pk



EAST: Balaclava St to Tatlow Park - Sections



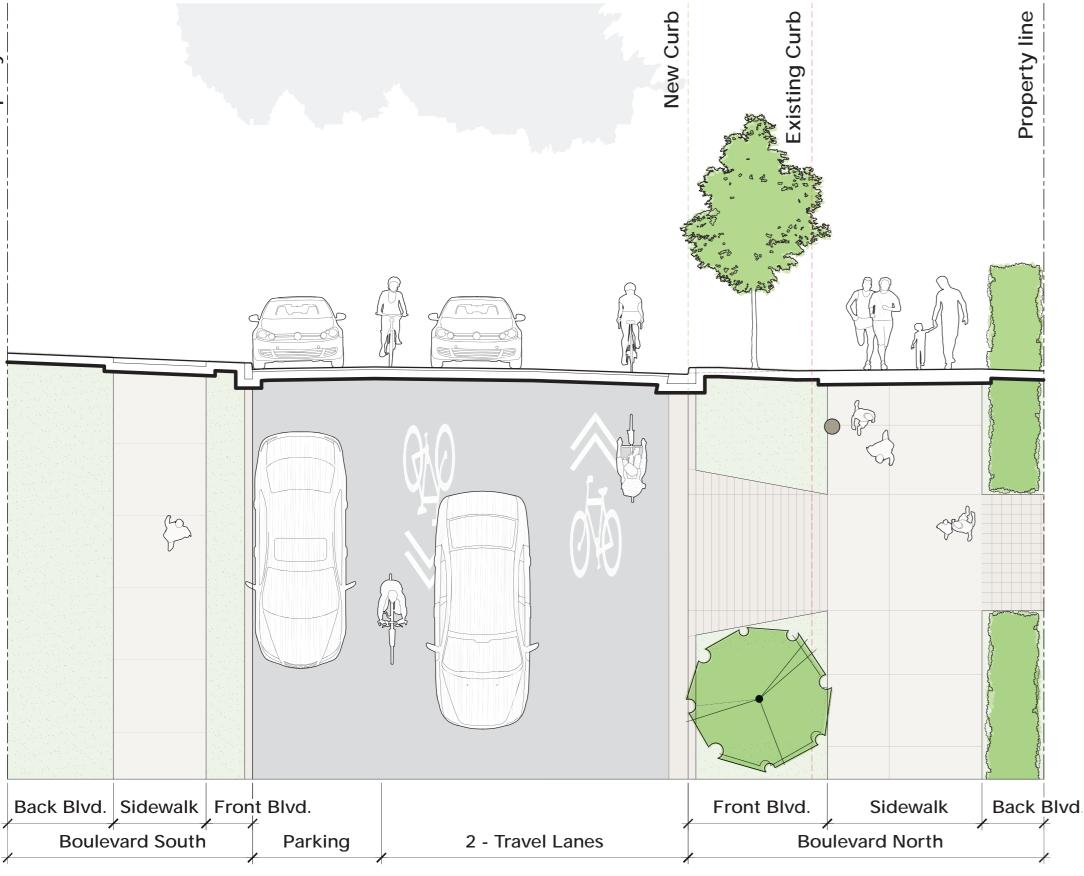
Existing Conditions

Typical Cross Section

4.8m boulevard south side of Point Grey Road
Divided into: 2.0m back boulevard, 1.8m sidewalk, 1.0m
front boulevard

11.0m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes, 2.5m on-street parking

4.3m boulevard north side of Point Grey Road
Divided into: 0.6m utility strip/boulevard, 1.8m sidewalk,
1.9m back boulevard



Recommended Option

Typical Cross Section

4.8m boulevard south side of Point Grey Road
Divided into: 2.0m back boulevard, 1.8m sidewalk, 1.0m
frount boulevard

8.5m roadway (curb to curb)
Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

6.8m boulevard north
Divided into: 2.6m front boulevard, 3.0m sidewalk, 1.2m back boulevard

Chang

Alternate Option

Typical Cross Section

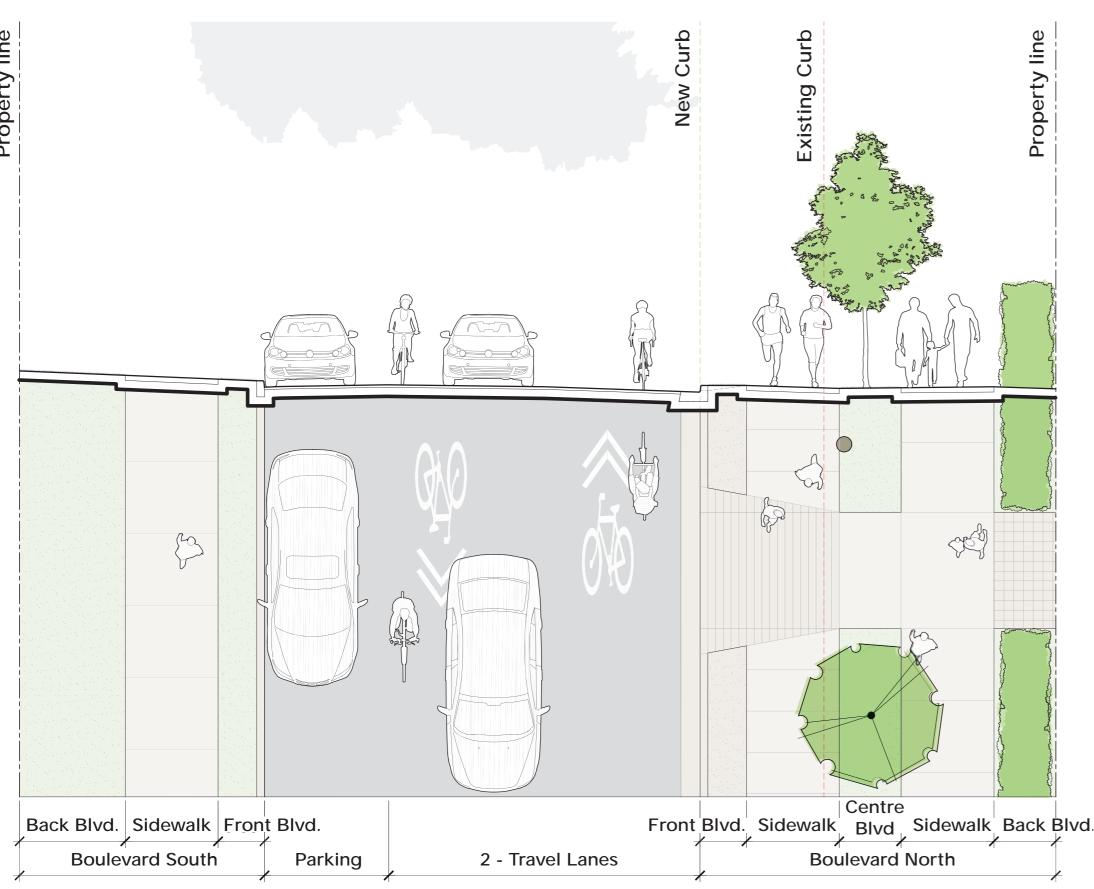
4.8m boulevard south side of Point Grey Road
Divided into: 2.0m back boulevard, 1.8m sidewalk, 1.0m
front boulevard

Changes

8.5m roadway (curb to curb)

Divided into: 2.5m on-street parking, 2 x 3.0m travel lanes

6.8m boulevard north side of Point Grey Road Divided into: 0.5m front boulevard, 1.8m sidewalk, 1.5m mid boulevard, 1.8m sidewalk, 1.2 back boulevard



(13) Balaclava to Tatlow Pk

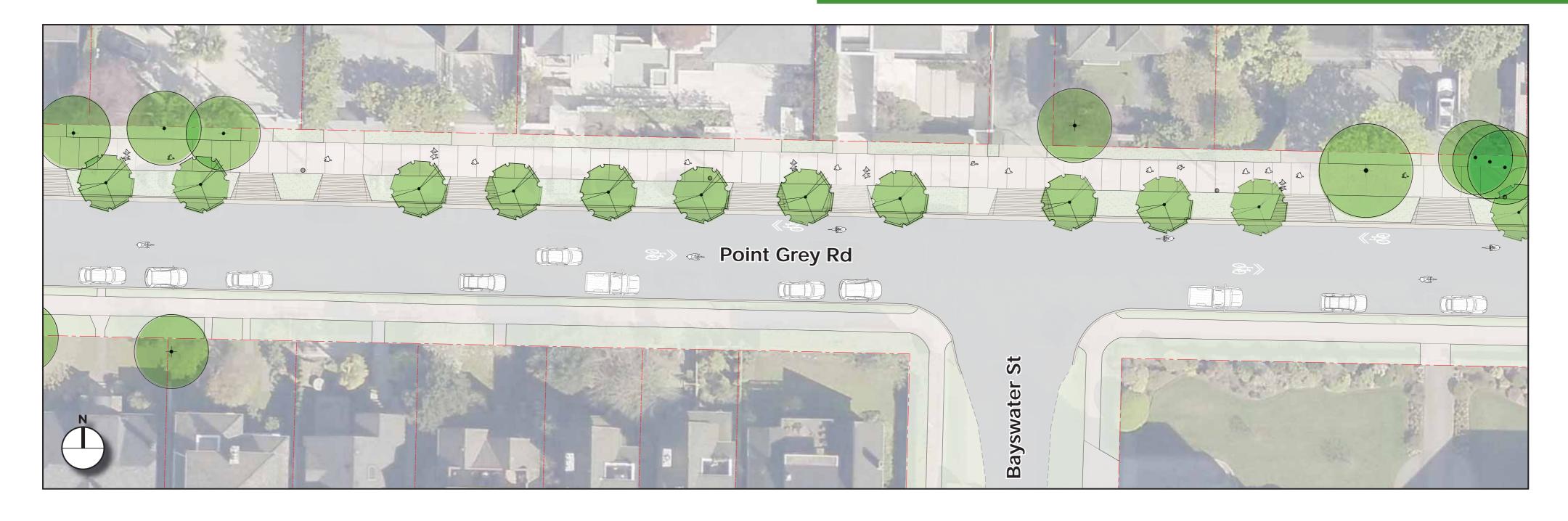


EAST: Balaclava St to Tatlow Park - Plans

Existing Conditions



Recommended Option



Alternate Option

