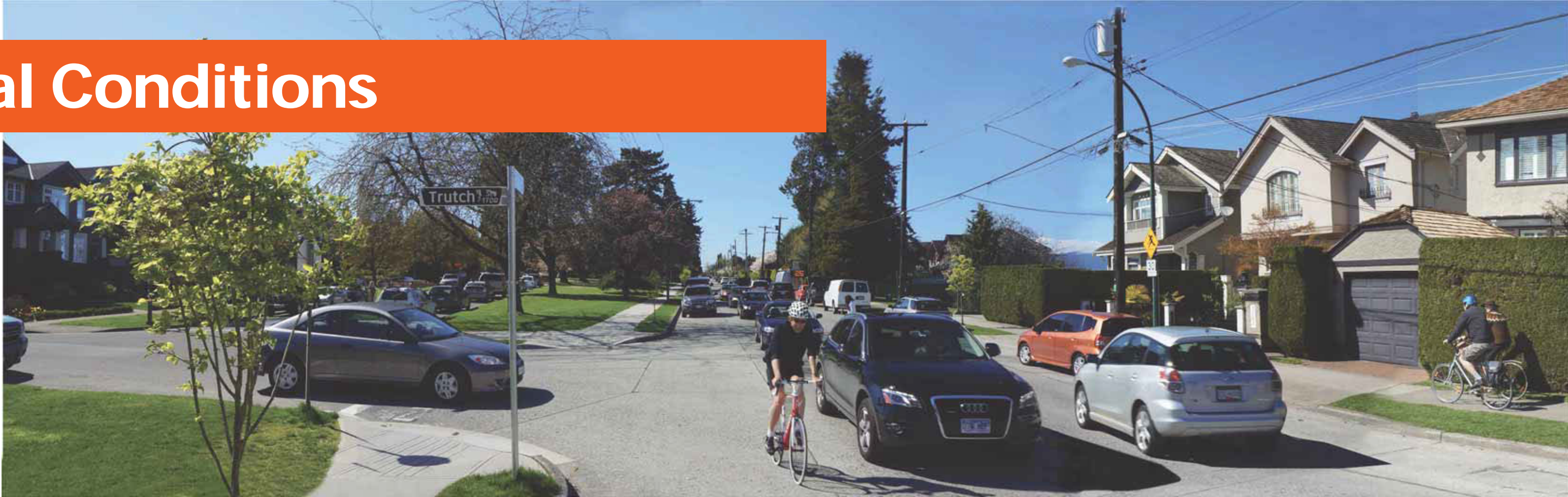


14 Point Grey Cul-de-sacs

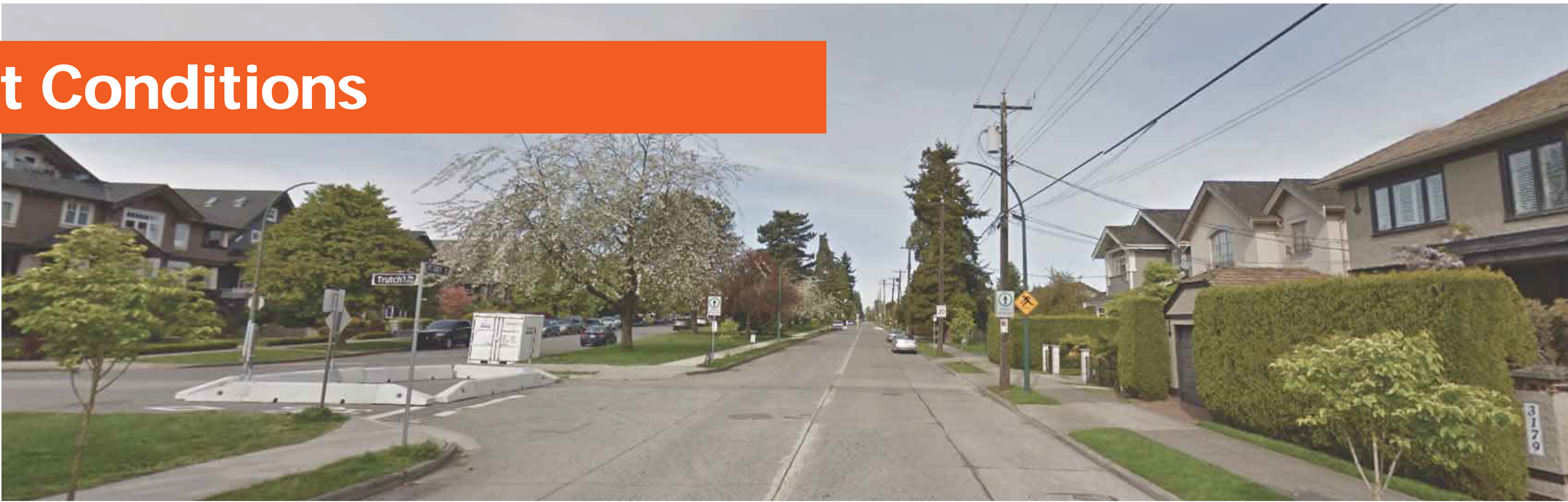


Council approved cul-de-sacs on Point Grey Road between Bleheim St and Trutch St in Phase 1 of the Seaside Greenway Completion. The cul-de-sacs will close Point Grey Road to through traffic. Improved sidewalks and a bike path will link the two cul-de-sacs.

Original Conditions



Current Conditions



Proposed Conditions

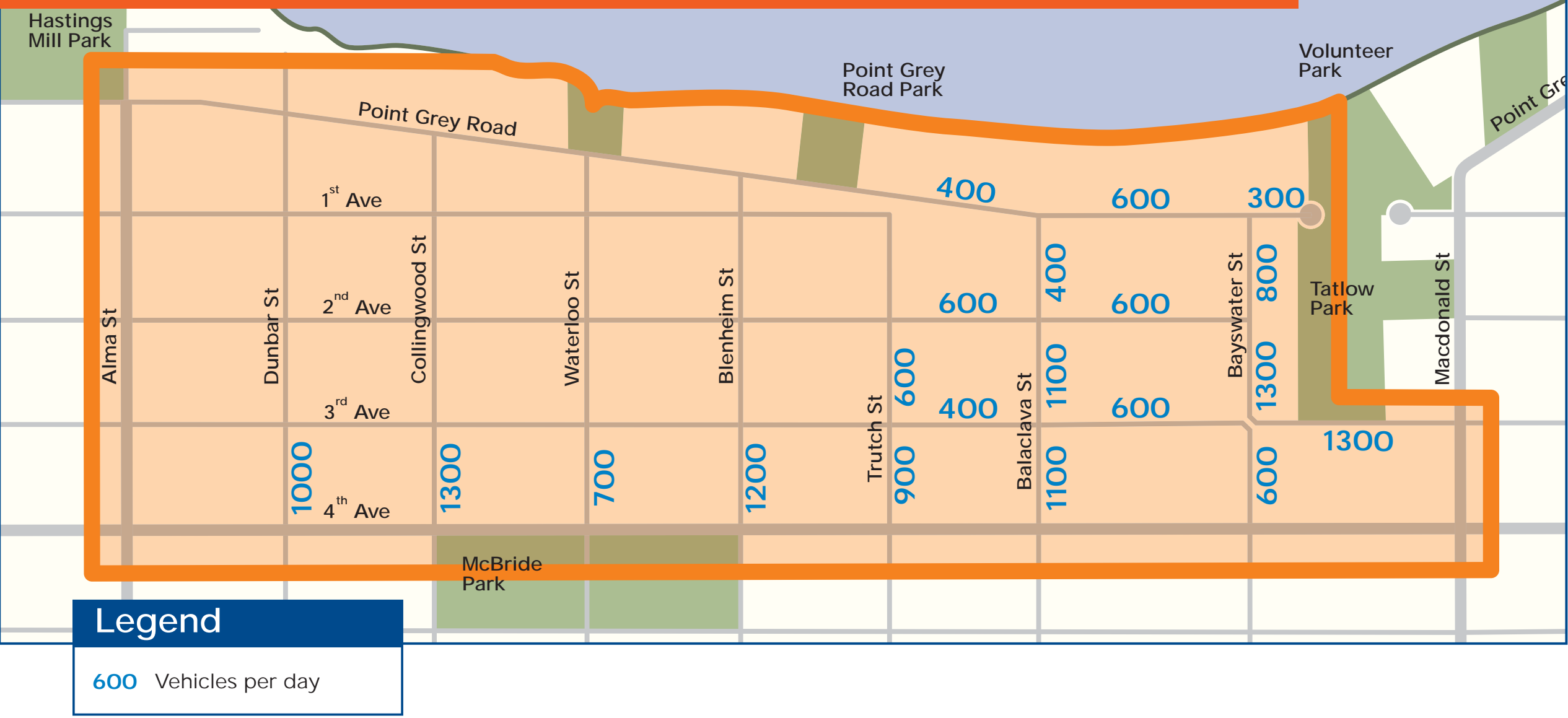
More greenspace, wider sidewalks, a local street bikeway



15 Neighbourhood Traffic



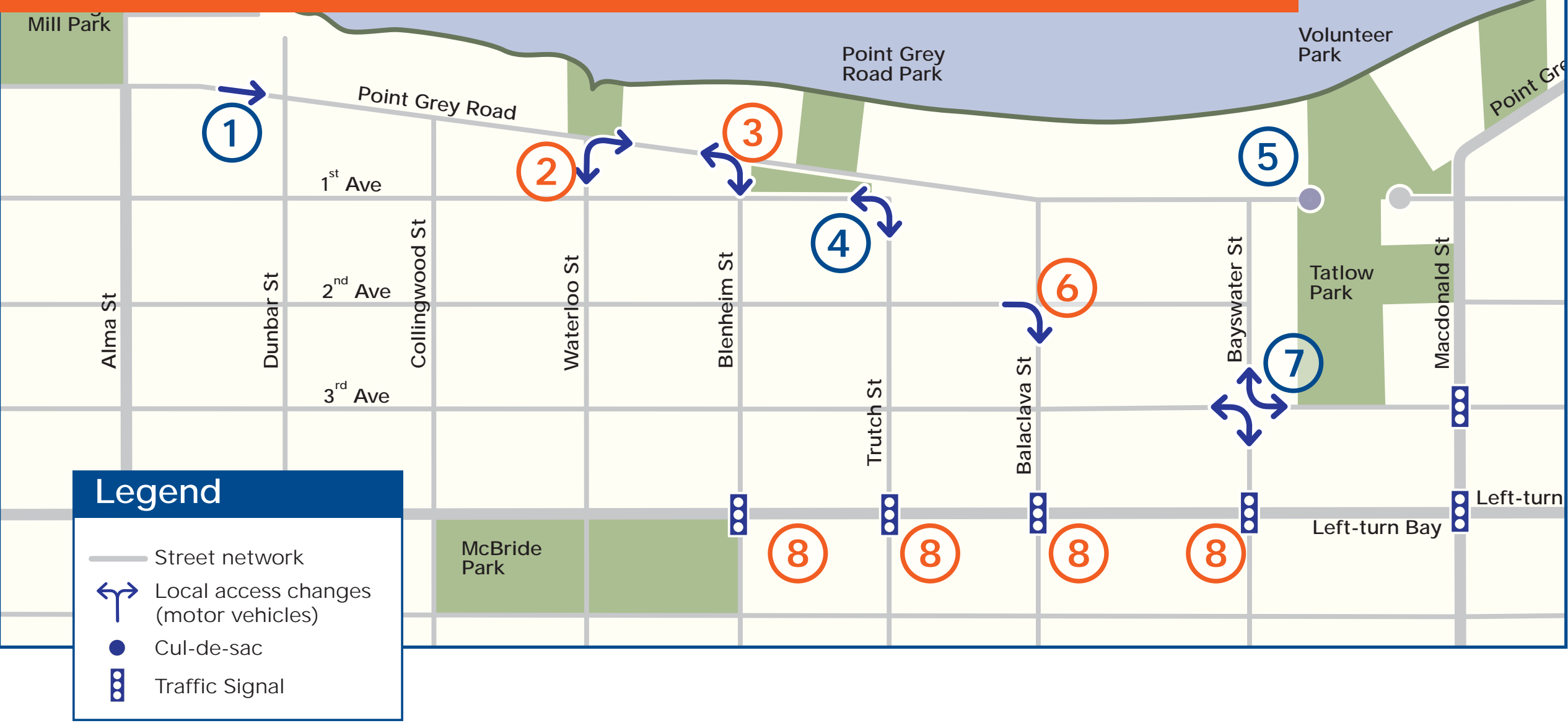
Neighbourhood Traffic Issues



Current Traffic Conditions

- Fewer than 1000 vehicles per day drive on Point Grey Road
- Most other east-west local streets have vehicle volumes of 300-600 vehicles per day
- The north-south streets immediately north of 4th Ave have vehicle volumes of up to 1,300 vehicles per day
- The 2800-block of 3rd Ave (bike route and playground zone) and Bayswater St between 2nd Ave and 3rd Ave have vehicle volumes of 1,300 vehicles per day
- Some potential short-cutting in the lanes north of 4th Ave

Current Measures



Point Grey Road

1. One-way, Alma St to Dunbar St
 2. Westbound left-turn-only at Waterloo St and northbound right-turn-only from Waterloo St *
 3. Eastbound right-turn-only at Blenheim St and Northbound left-turn-only from Blenheim St *
 4. No access to Point Grey Road from Trutch
 5. Cul-de-sac at Bayswater St
 6. W 2nd & Balclava St: Eastbound right-turn-only *
 7. W 3rd Ave & Bayswater St: Diagonal diverter
 8. W 4th Ave intersections: Four pedestrian signals on timer *
- * Currently Temporary

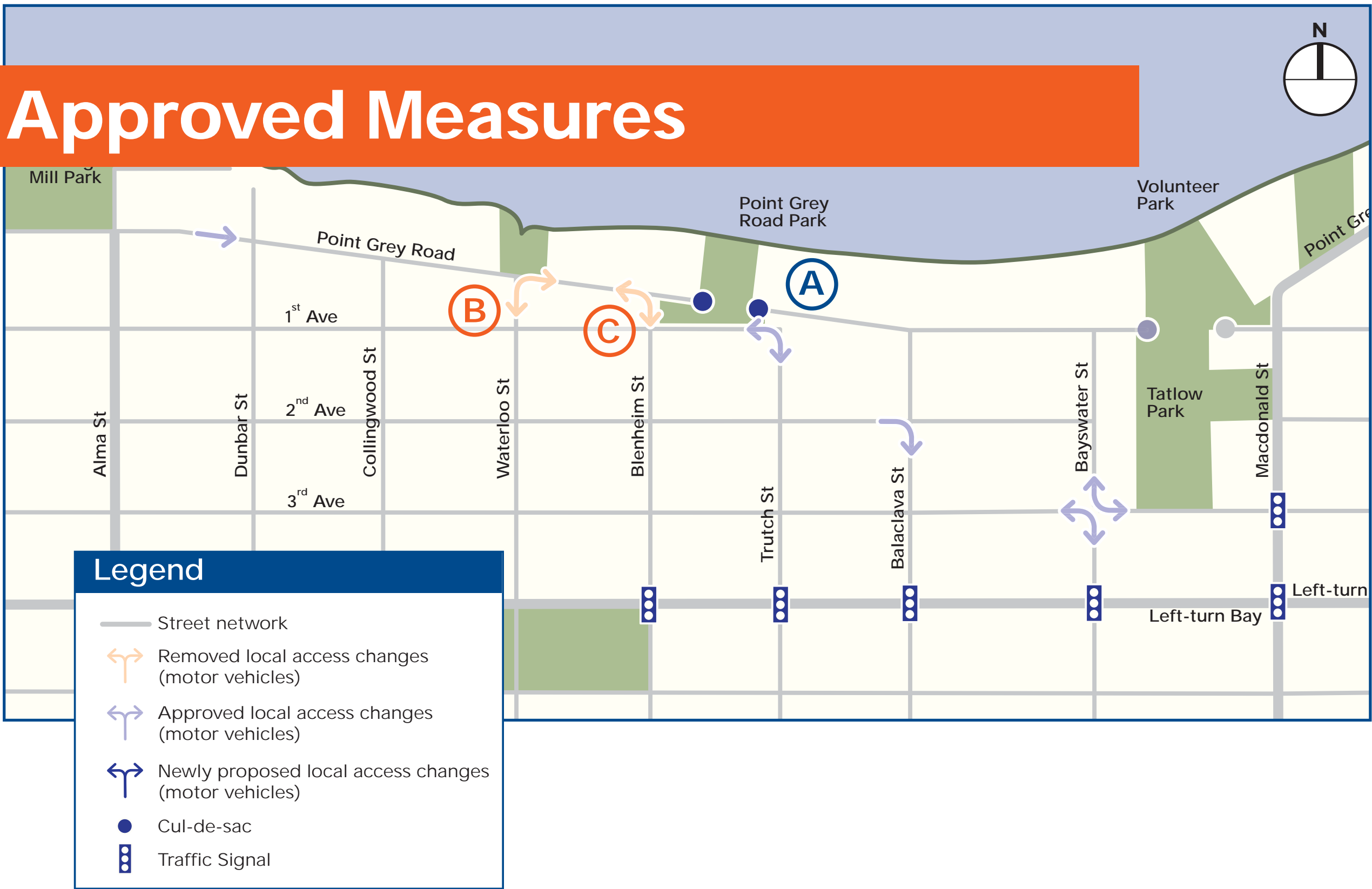
Objectives

- Discourage traffic from traversing the neighbourhood.
- Evenly distribute traffic across local streets
- Encourage traffic to use direct routes to arterial streets (4th Ave, Alma St and Macdonald St).

16 Alternate Options

Connecting Point Grey Road Park with green space to the south with two cul-de-sacs was approved by Council in 2013 as part of the Seaside Greenway plan. These cul-de-sacs will be built after the major sewer and water works planned for Point Grey Road are carried out, likely in 2016.

The following changes to the current traffic calming features are planned:

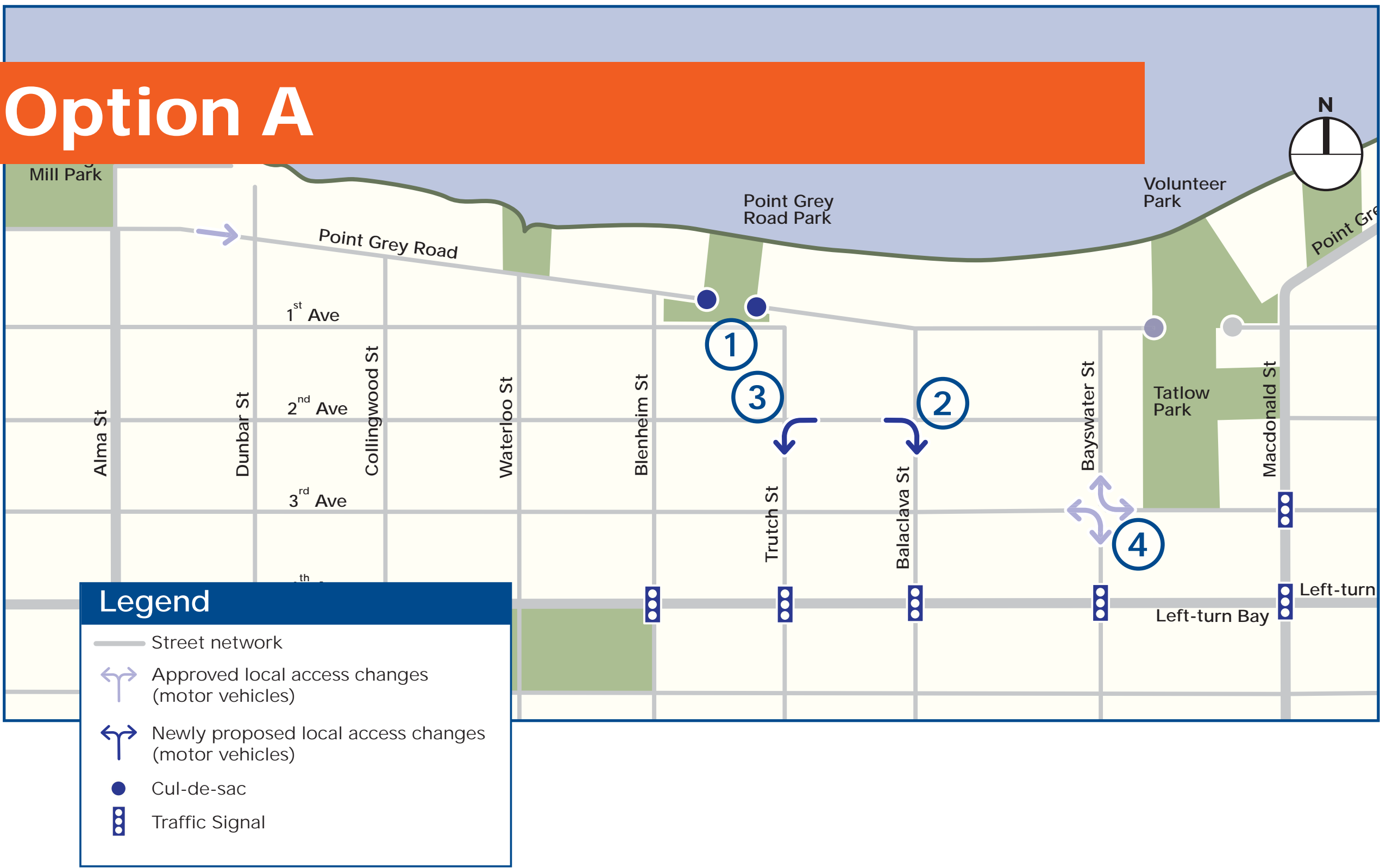


Point Grey Road

- Add
- A. Expanded green space and cul-de-sacs between Blenheim St and Trutch St
- Remove
- B. Westbound left-turn-only at Waterloo St and northbound right-turn-only from Waterloo St
- C. Eastbound right-turn-only at Blenheim St and Northbound left-turn-only from Blenheim St

Note: These approved measures are part of all preliminary design options A, B and C.

The following diagrams outline three preliminary design options to accomodate traffic patterns that may change as a result of the installation of the planned cul-de-sacs on Point Grey Road, and address the high traffic volume and short-cutting in local lanes.



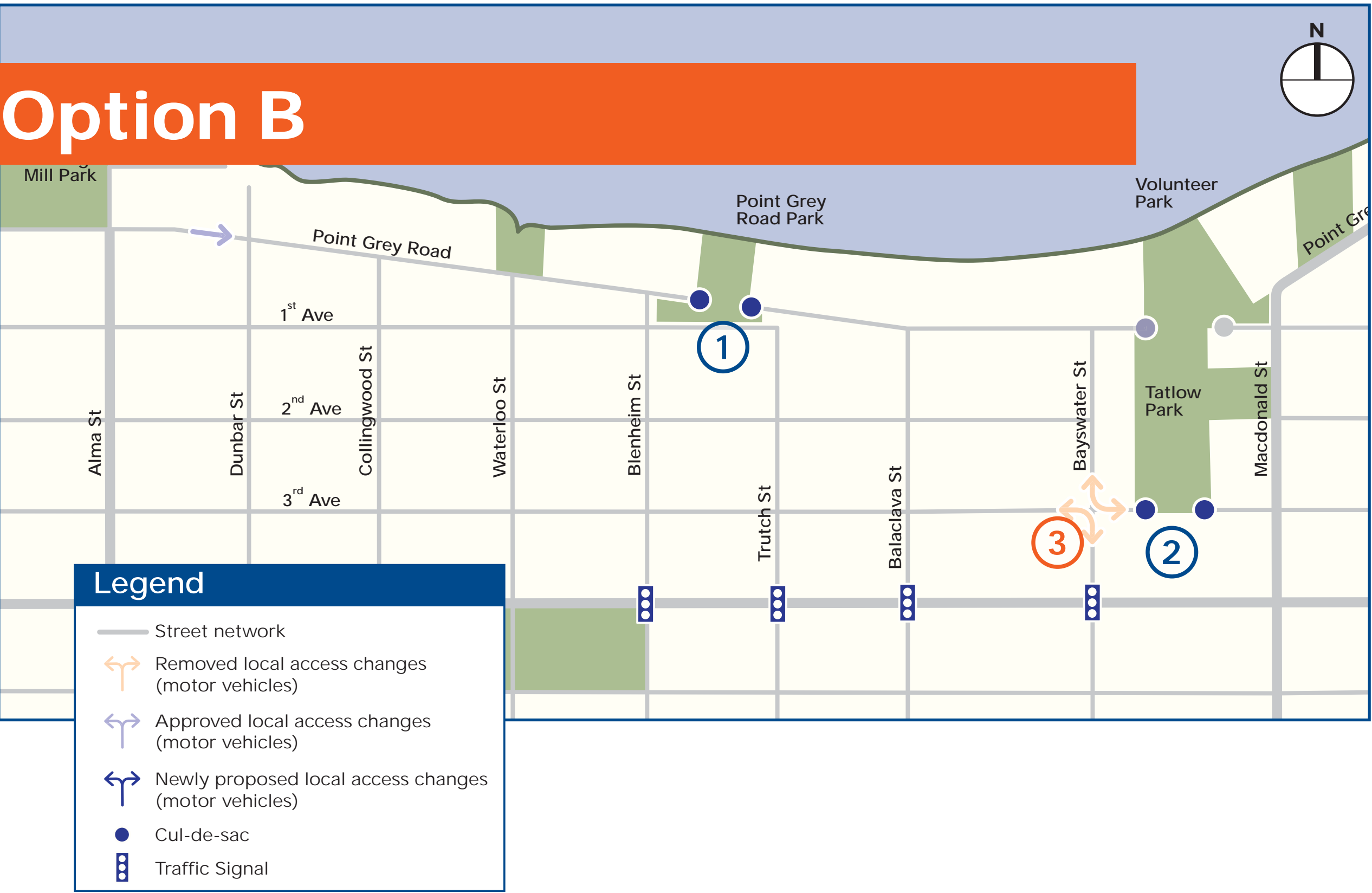
Point Grey Road

- Approved in 2013
1. 2 cul-de-sacs between Blenheim St and Trutch St
- Additional Features
2. W 2nd & Balaclava St: Eastbound right-turn-only to become permanent
3. W 2nd & Trutch St: Add westbound diverter
4. W 3rd Ave & Bayswater St: Existing diagonal diverter remains

This preliminary design option maintains some of the traffic control measures currently in place, including the diagonal diverter at 3rd and Bayswater St and the temporary diverter at 2nd Ave and Balaclava St. It adds a diverter at 2nd Ave and Trutch St.

17 Alternate Options

Option B



Point Grey Road

Approved in 2013

1. 2 cul-de-sacs between Blenheim and Trutch

Additional Features

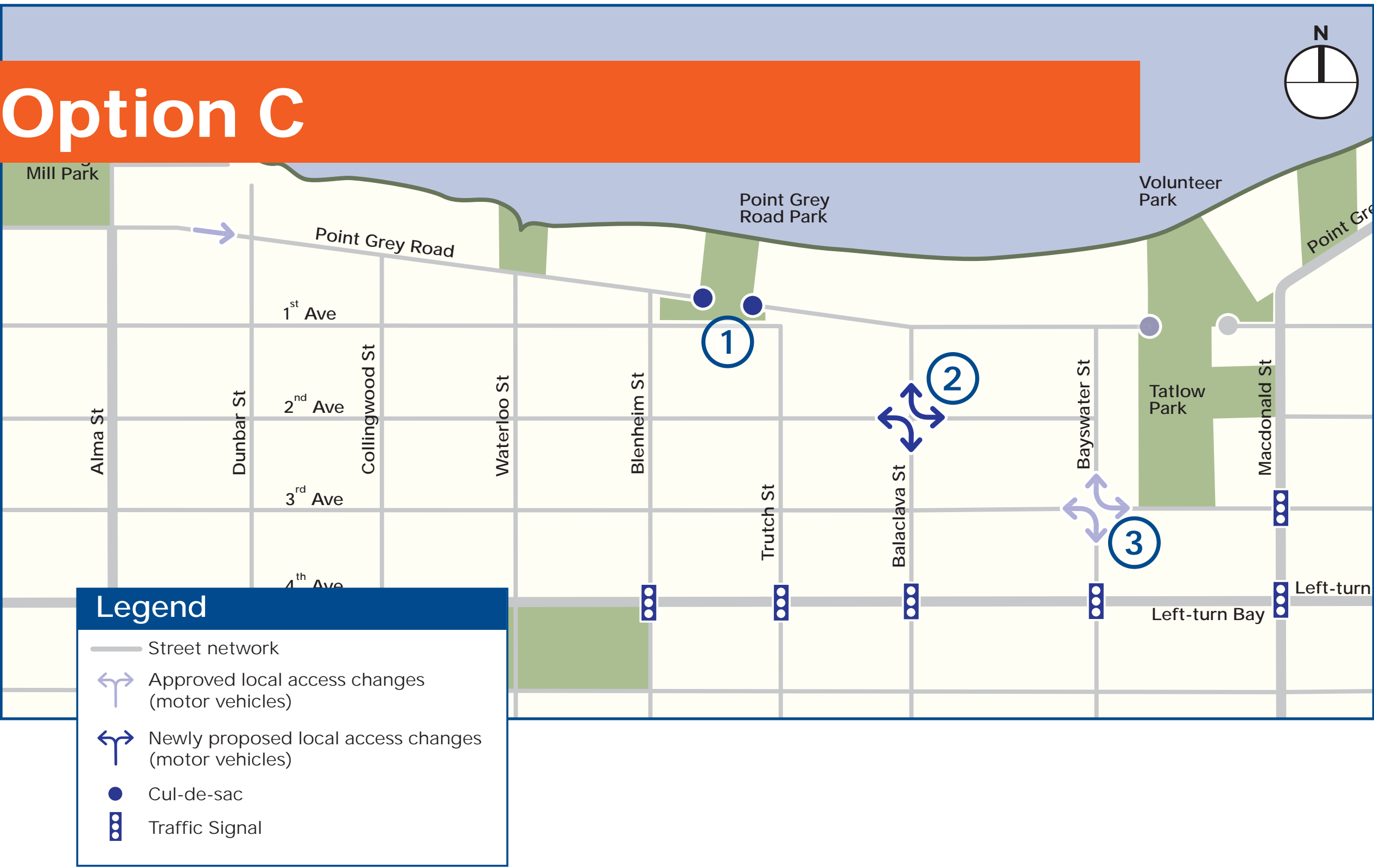
2. W 3rd Ave: 2 cul-de-sacs between Macdonald St and Bayswater St

Remove

3. W 3rd Ave and Bayswater: diagonal diverter

This preliminary design option returns most of the intersections north of 4th Ave to unrestricted left and right turns. New cul-de-sacs on 3rd Ave between Bayswater St and Macdonald St will prevent vehicles from using 3rd Ave as a short-cut between local streets and Macdonald St.

Option C



Point Grey Road

Approved in 2013

1. 2 cul-de-sacs between Blenheim St and Trutch St

Additional Features

2. W 2nd & Balclava St: Add diagonal diverter

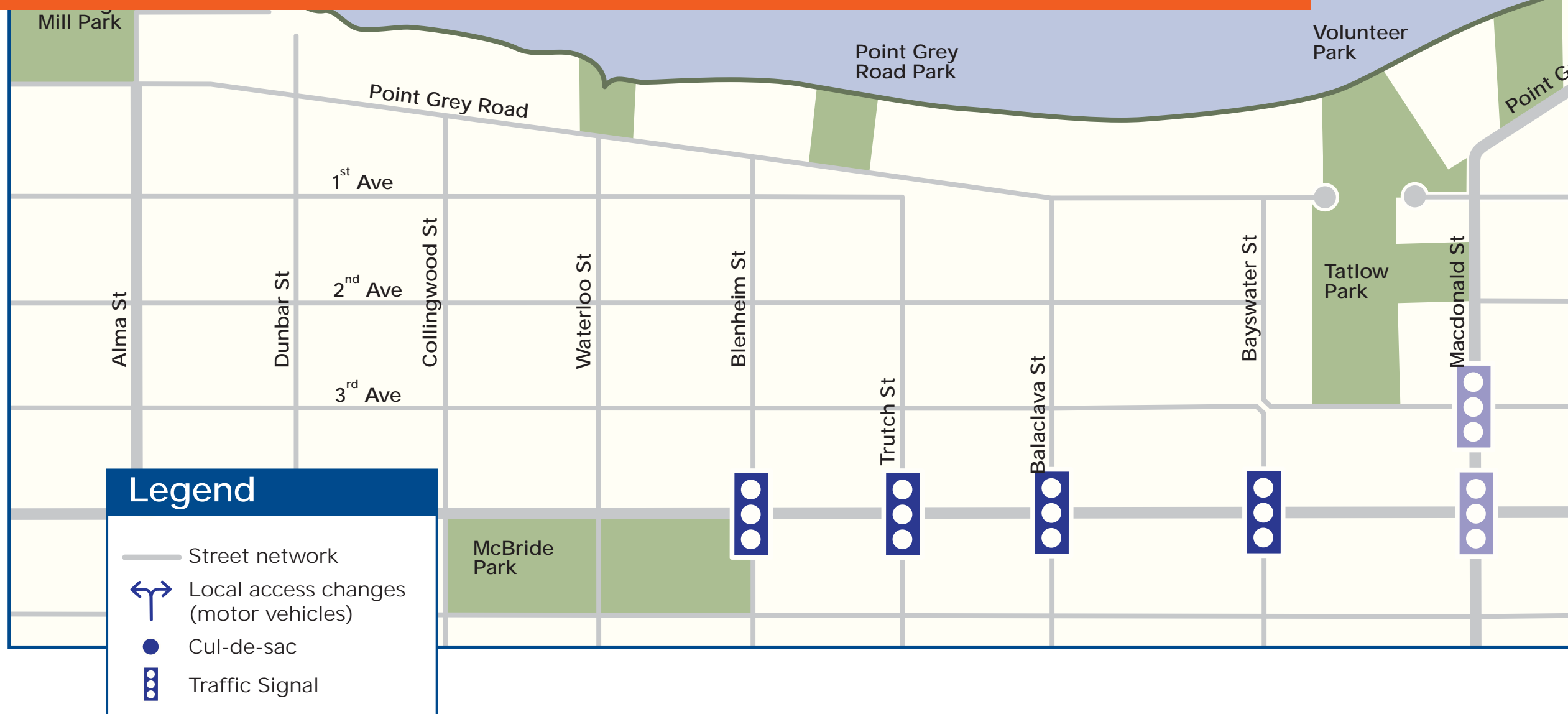
3. W 3rd Ave & Bayswater St: Existing diagonal diverter remains

This preliminary design option maintains some of the temporary traffic control measures currently in place, including the diagonal diverter at 3rd Ave and Bayswater St. The eastbound right-turn-only at 2nd Ave and Balclava St would be converted into a diagonal diverter. The traffic signal at Macdonald St and 3rd Ave may need modifications to accomodate east-bound traffic.

18



W 4th Ave Traffic Signals



Prior to 2014, the traffic signals on 4th Ave at Blenheim St, Trutch St, Balaclava St and Bayswater St stayed green for traffic travelling on 4th Ave unless a person walking or cycling pushed a button to change the light.

As part of the traffic management implemented in 2014, those four signals were set to operate on 'recall,' meaning that they change from green to red every 70 seconds from 7 am to 7 pm. This allows vehicles to turn left onto 4th Ave from neighbourhood streets more easily. From 7 pm to 7 am, the signals are activated by pushing a button.

What we've heard

The changes to the traffic signals implemented in Phase 1 have been beneficial to traffic leaving the neighbourhoods north of 4th Ave. However:

- Traffic travelling along 4th Ave is experiencing delays due to the increased number of red lights between Blenheim St and Bayswater St.
- We have heard complaints about increased noise from vehicles accelerating when traffic lights change from red to green.

Proposed Solution:

Remove the 'recall' setting and add vehicle detector loops on the north side of the four intersections.

As a result, the signals will stay green for traffic travelling on 4th Ave unless a person walking or cycling presses the button at the intersection, or a person driving southbound towards 4th Ave triggers a signal change from green to red.

Adding detector loops will limit the number of red lights on 4th Ave, **thereby** reducing vehicle delay and noise while still providing opportunities for a person driving to exit the neighbourhood north of 4th Ave.

These changes will be **monitored** to assess their effectiveness and safety . Further modifications will be made if needed.

We have also received questions about the possibility of adding a westbound to southbound left turn lane on 4th Ave at Alma, and are currently reviewing this issue. If you would like to receive updates about this intersection, please fill out a comment sheet in person or online at vancouver.ca/pointgreycornwall.