



Designing for People of All Ages and Abilities: Active Transportation Corridors in Vancouver





Transportation 2040





ECONOMY

Smart efficient transportation systems supports a thriving economy while increasing affordability



PEOPLE

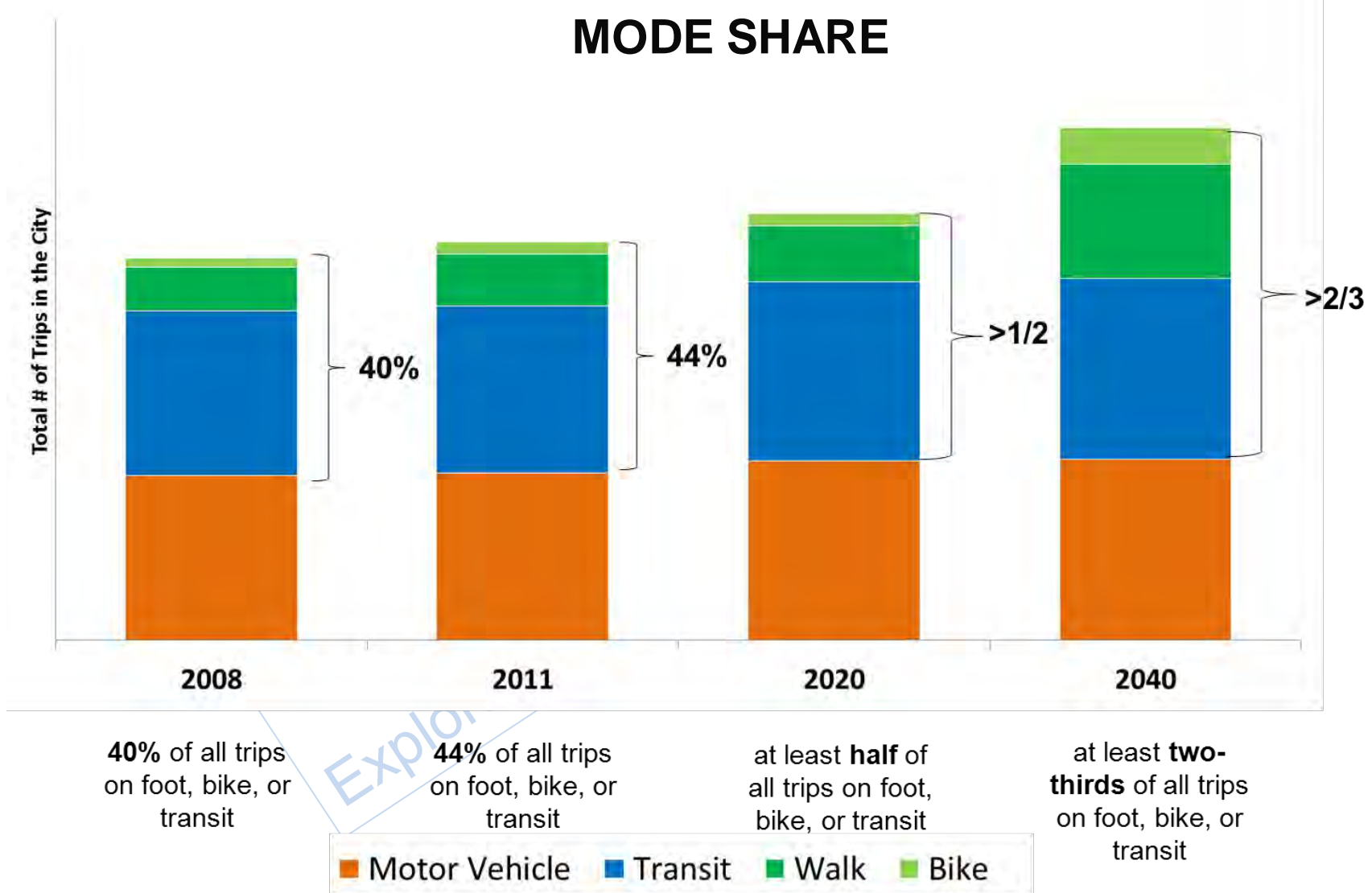
Healthy citizens in a safe, accessible, and vibrant city



ENVIRONMENT

City that enhances its natural environment for its people and the planet

MODE SHARE



For all trips originating in the City of Vancouver.

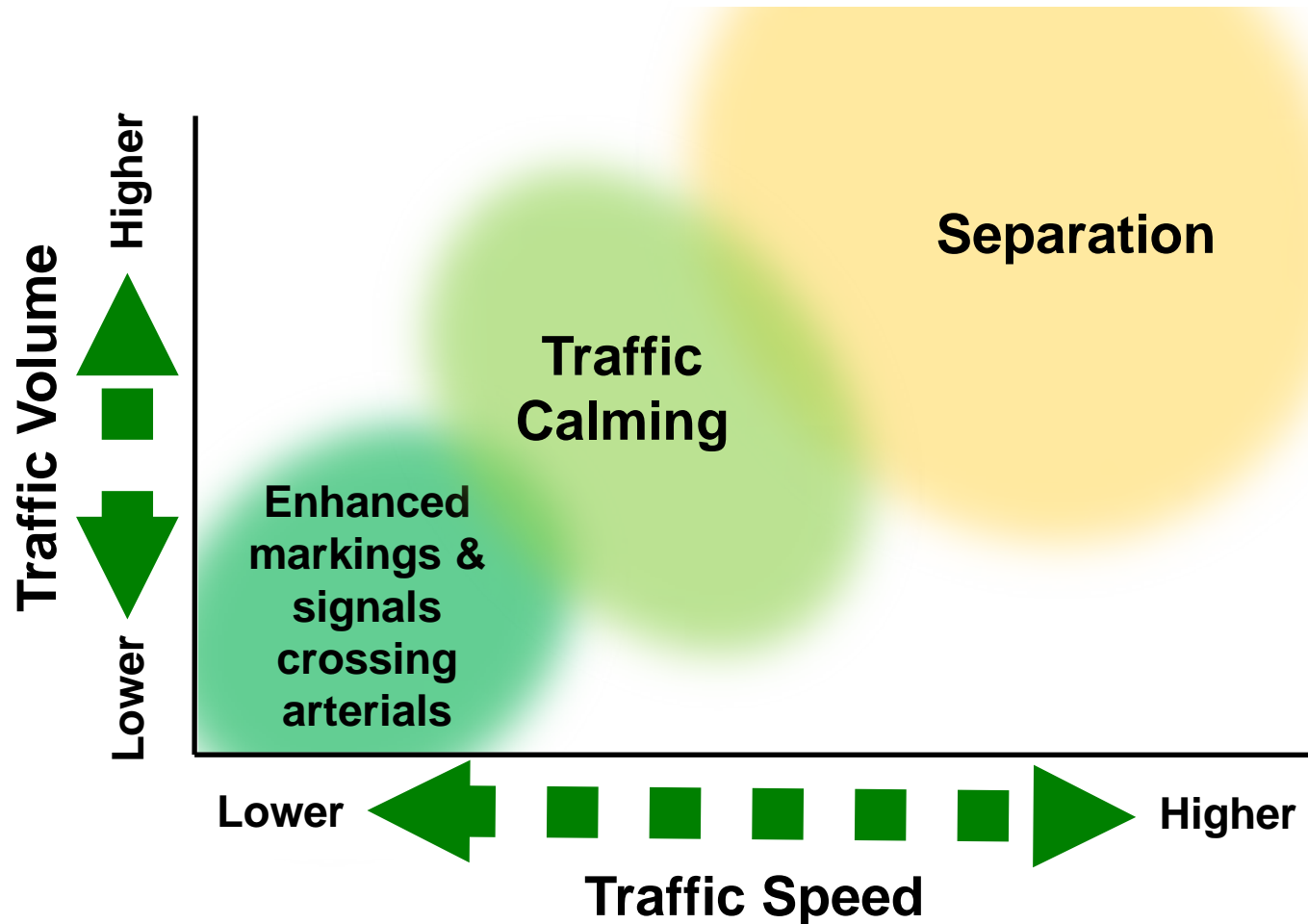
Source: Data and analysis based on TransLink Trip Diaries. Opinions do not necessarily represent the views of TransLink

**make walking safe, convenient,
comfortable & delightful**

**ensure streets and sidewalks
support a vibrant public life and
encourage a walking culture,
healthy lifestyles, and social
connectedness**

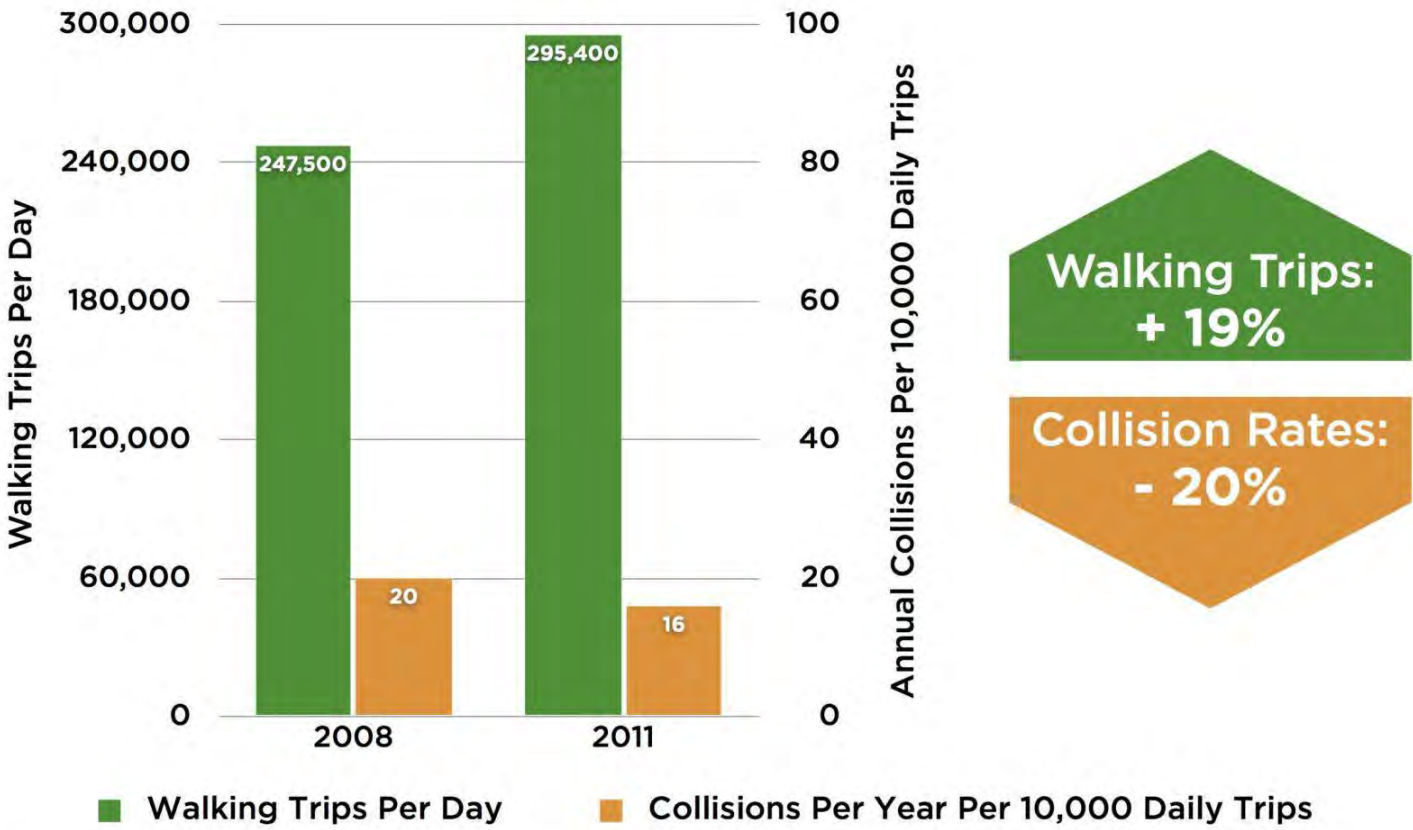
**make cycling
safe, convenient,
comfortable & fun
for people of
all ages and abilities**

Designing for All Ages & Abilities



Moving Toward Our Safety Goal

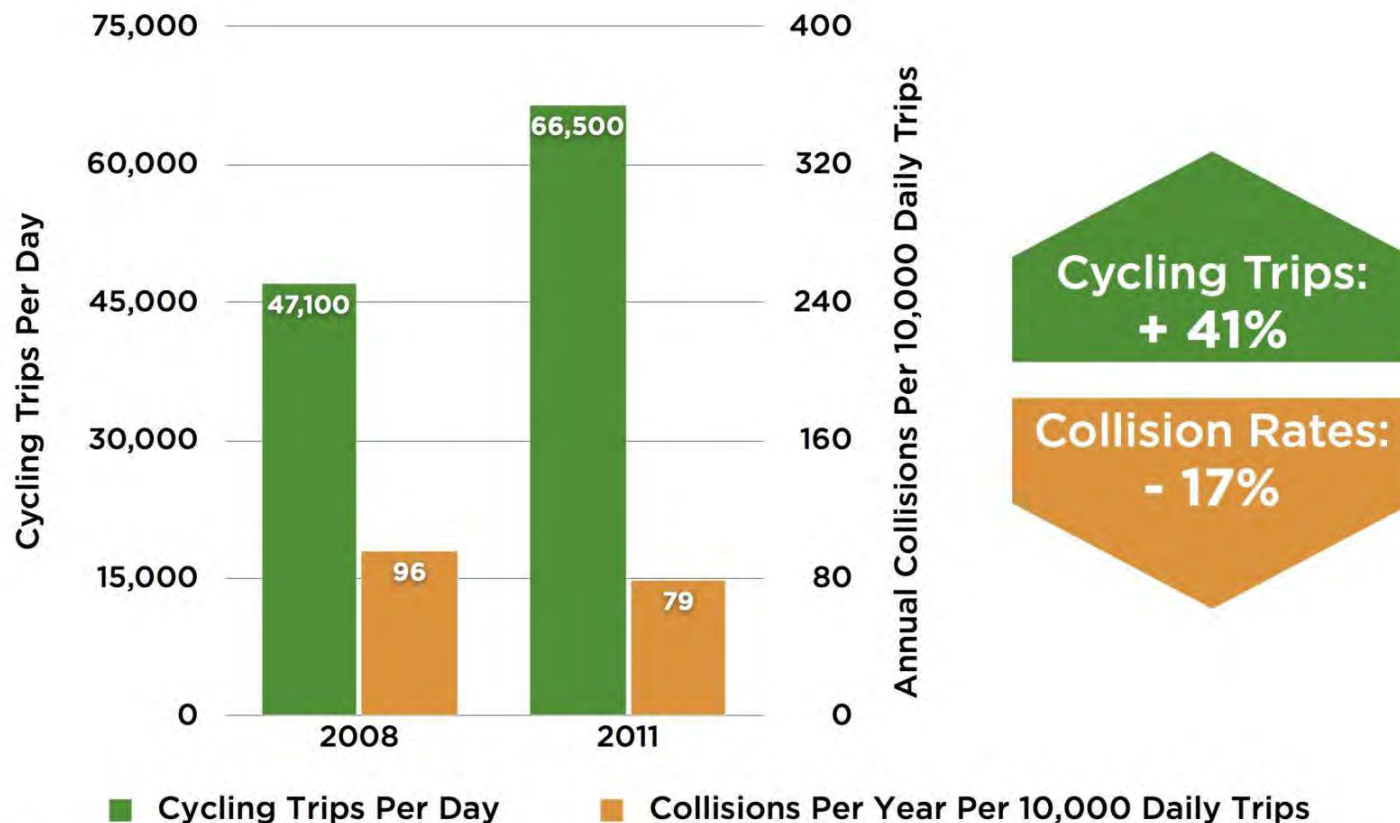
Motor Vehicle Collision Rates with Pedestrians



All numbers for the City of Vancouver. Collision rates based on ICBC data averaged over 3 years (2007-2009 and 2010-2012). Trip rates based on TransLink trip diaries conducted in Fall 2008 and Fall 2011. Opinions expressed do not necessarily represent the views of TransLink.

Moving Toward Our Safety Goal

Motor Vehicle Collision Rates with Cyclists



All numbers for the City of Vancouver. Collision rates based on ICBC data averaged over 3 years (2007-2009 and 2010-2012). Trip rates based on TransLink trip diaries conducted in Fall 2008 and Fall 2011. Opinions expressed do not necessarily represent the views of TransLink.

How do we select our Active Transportation corridors?

Cycling Route Priorities

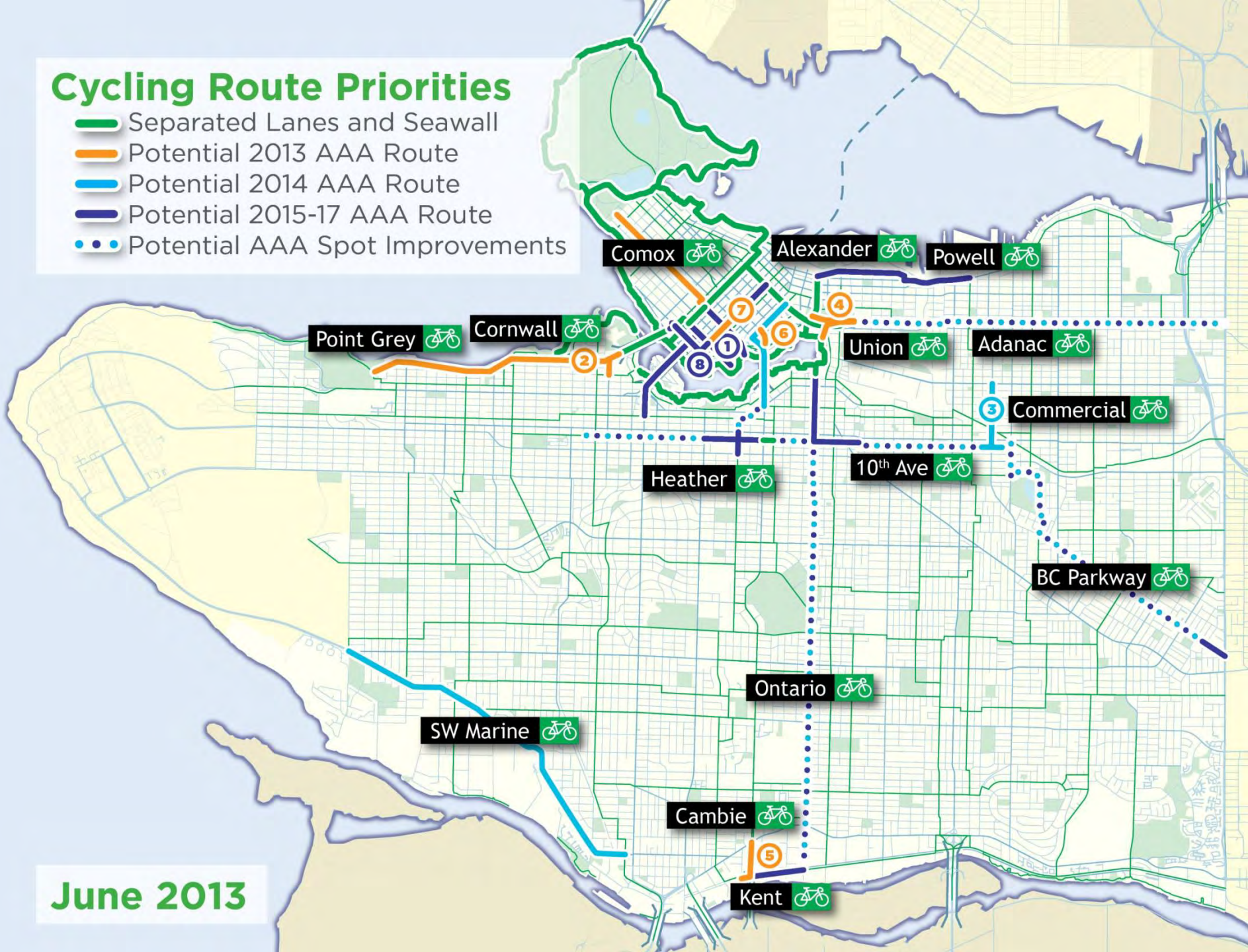
- Downtown Separated Lanes
- Potential 2013 AAA Route
- Potential 2014 AAA Route
- Potential 2015-17 AAA Route
- Potential 2014-17 AAA Retrofit



October 2012

Cycling Route Priorities

- Separated Lanes and Seawall
- Potential 2013 AAA Route
- Potential 2014 AAA Route
- Potential 2015-17 AAA Route
- Potential AAA Spot Improvements



June 2013

Warm-Up Corridors

Cambie Bridge Connection



Photo: Brian Gould

Cambie Bridge Connection



Photo: Brian Gould

Cambie Bridge Connection



Photo: Brian Gould

Cambie Bridge Connection



Photo: Brian Gould

Cambie Bridge Connection

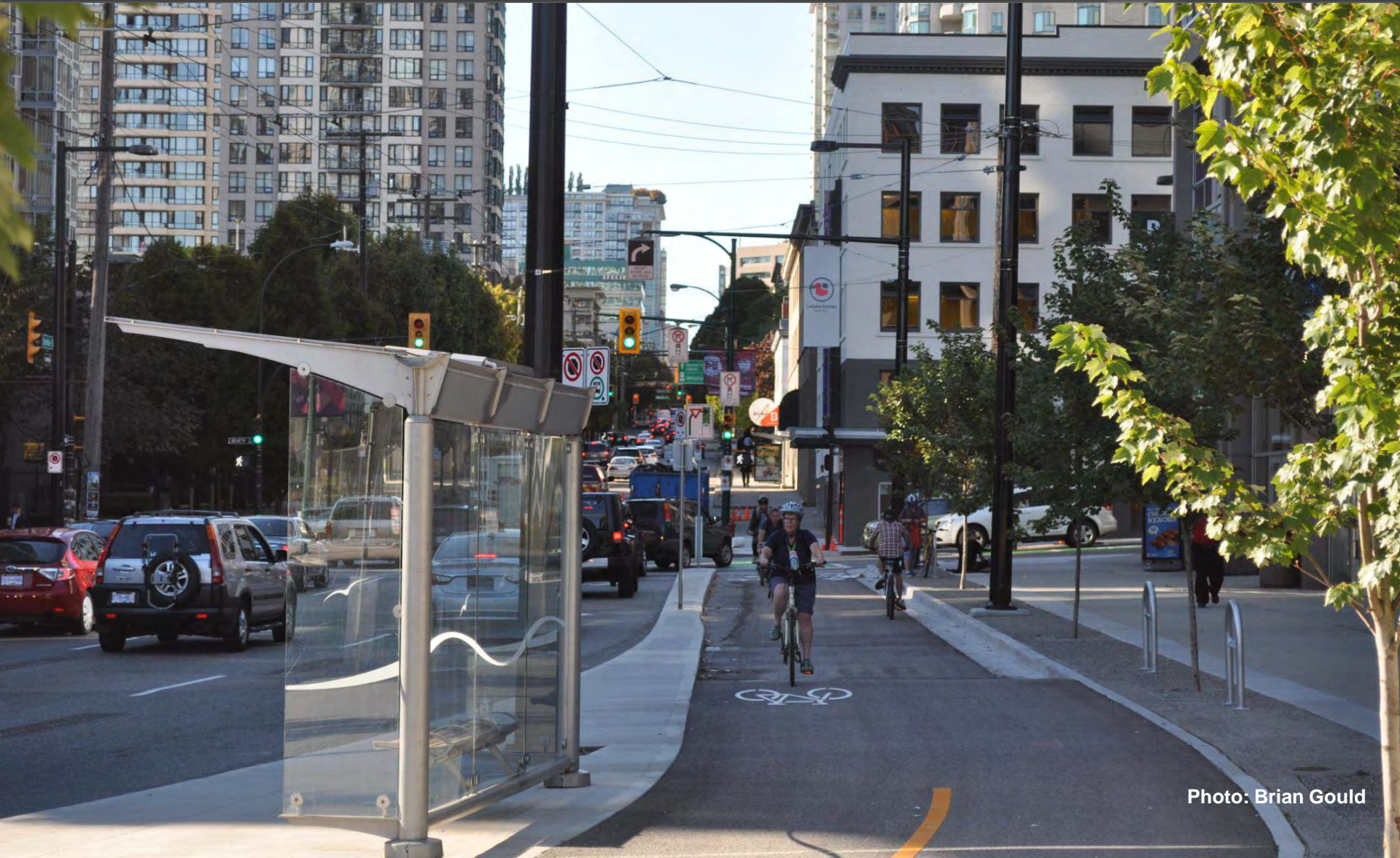


Photo: Brian Gould

Powell Street Overpass



Powell Street Overpass



Powell Street Overpass



Today's Constrained Corridor

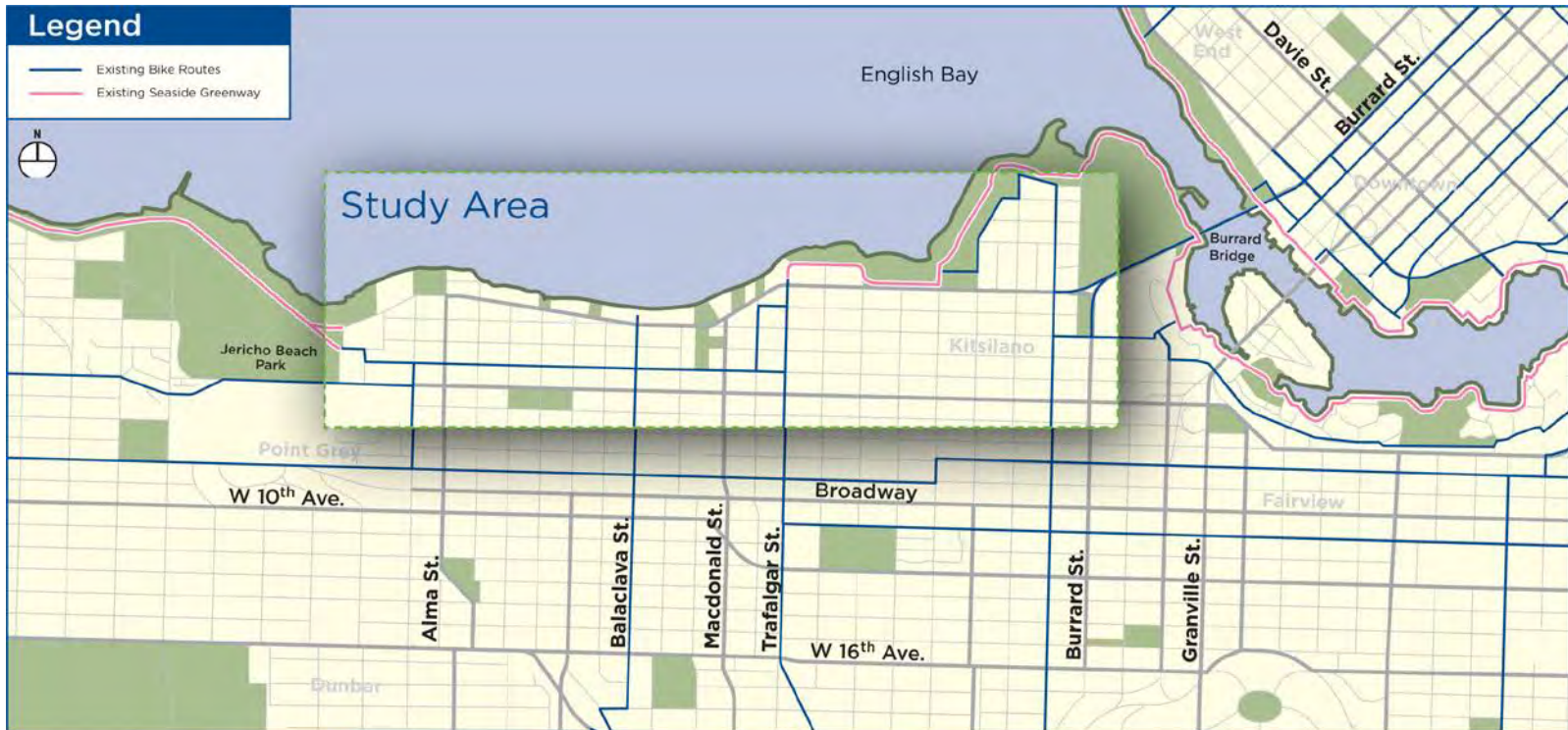


Seaside Greenway Completion and York Bikeway

Phase 1 of Point Grey-Cornwall Active Transportation Corridor



Study Area and Project Goal



Create a walking and cycling connection between Burrard Bridge and Jericho Beach that is safe, convenient, and comfortable for people of all ages and abilities

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



Seaside Greenway Gap

Key gap in the Seaside Greenway – completes a 28km walking and cycling route



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).”

Route Selection

Route Selection

Legend

- Existing bike route
- Existing Seaside Greenway
- Corridor investigated and set aside
- Proposed Active Transportation Corridor
- Route options set aside (A-E)
- Proposed routes (1-5)



Several route segments in the corridor were identified and reviewed for their potential to achieve the project goals.

Route Selection

Legend

- Existing bike route
- Existing Seaside Greenway
- Corridor investigated and set aside
- (A)–(E) Route options set aside
- (1)–(5) Proposed routes



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

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.

Route Selection Criteria

We prioritize:

- High collision locations
- Gaps in the network
- High existing/potential walk/bike
- Civic facilities, commercial streets, transit stations, etc

Other factors include:

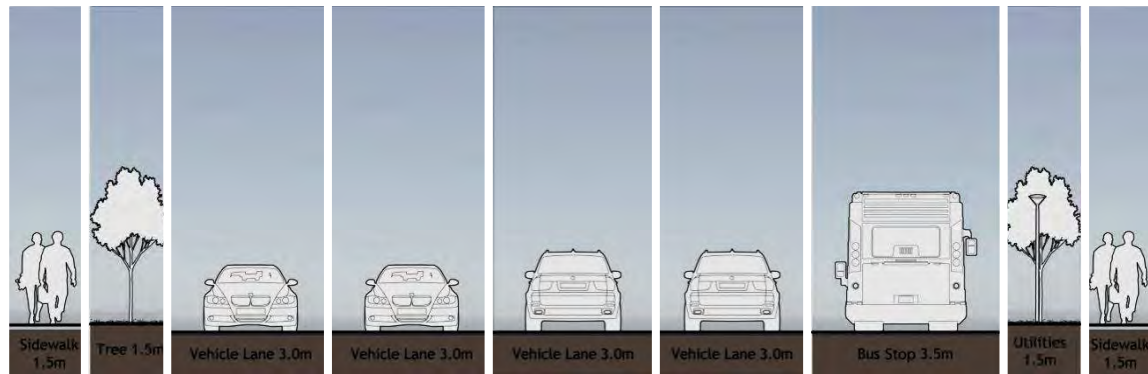
- Topography and directness
- Impacts to transit, loading, businesses, and residents



Transportation 2040 | C. Delivering the Plan

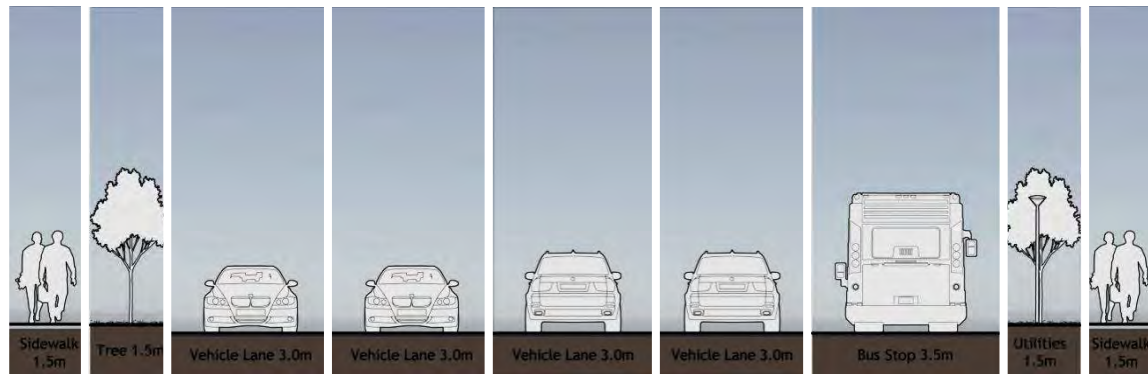


Managing Space

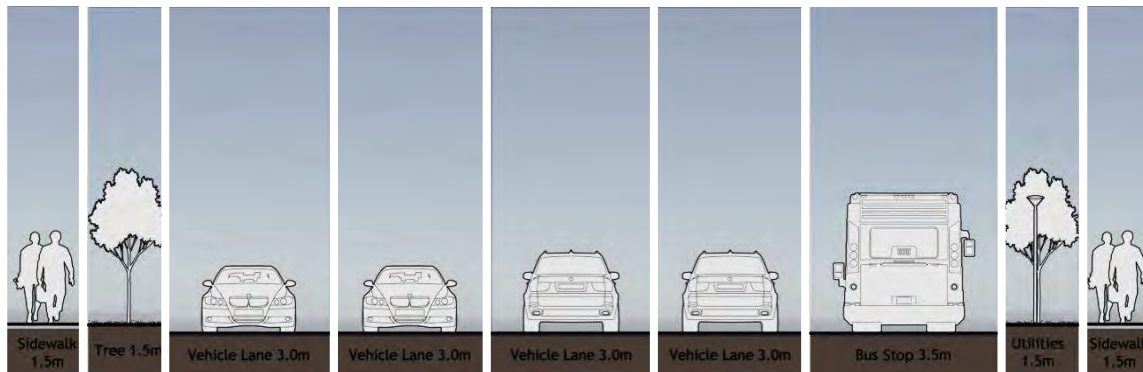


Cornwall (Illustration)

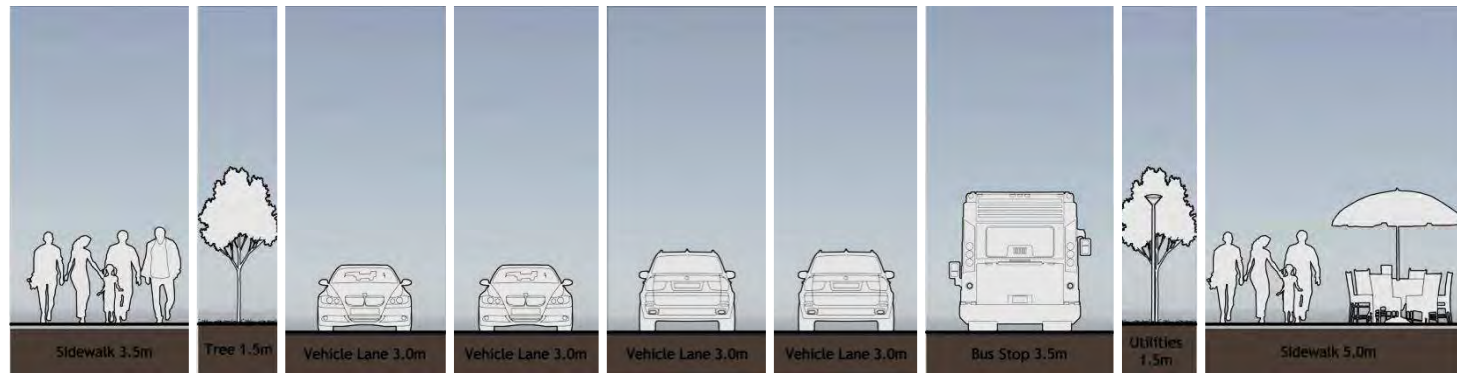
Managing Space



Widen Sidewalks

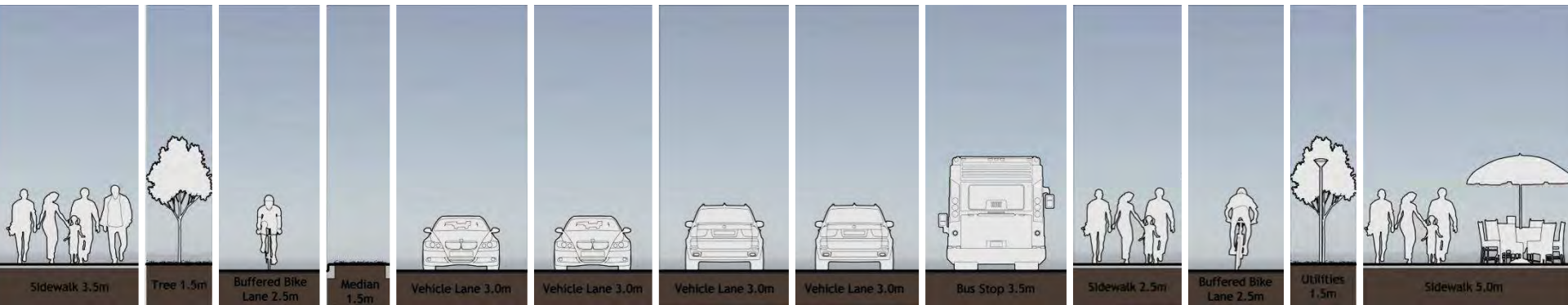


Widen Sidewalks

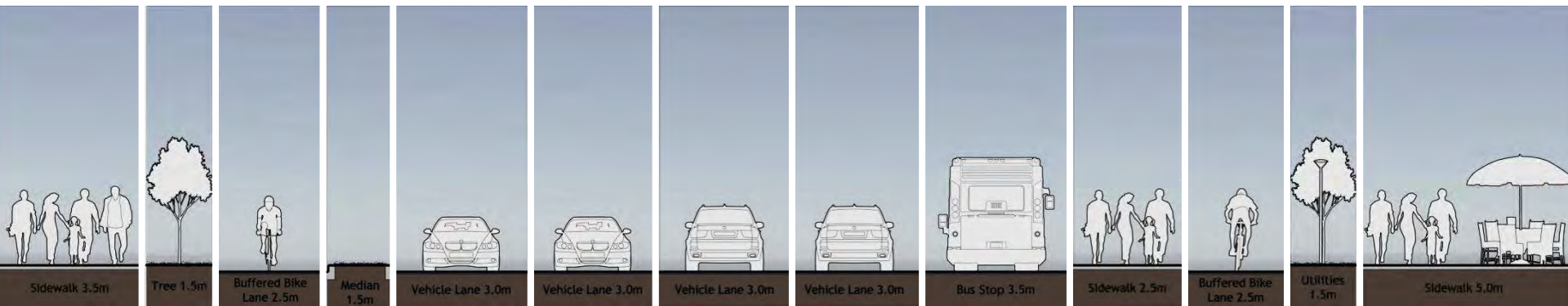


Add Bicycle Lanes and Separation

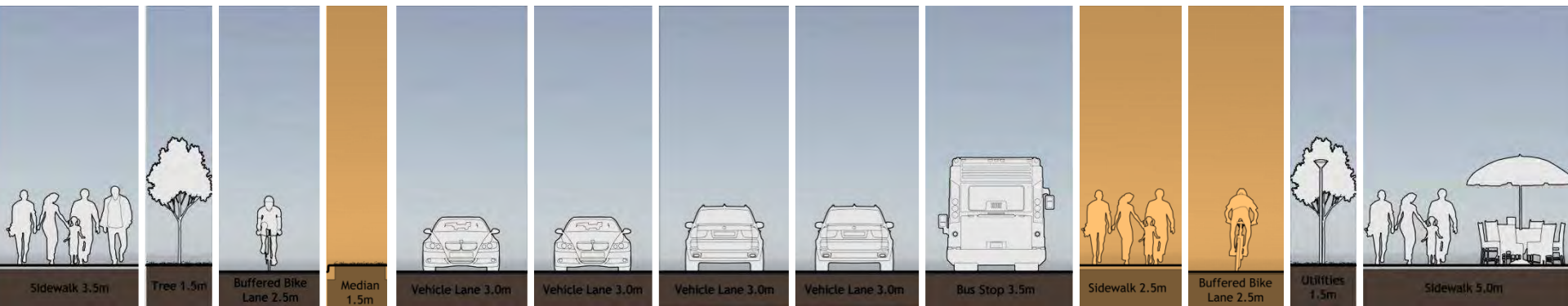
Managing Space



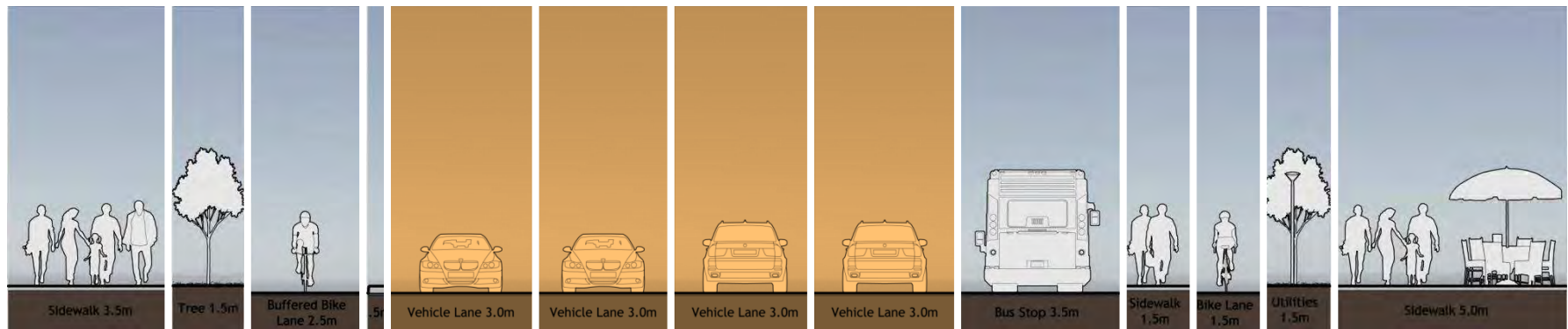
Managing Space



Reconcile with Available Space

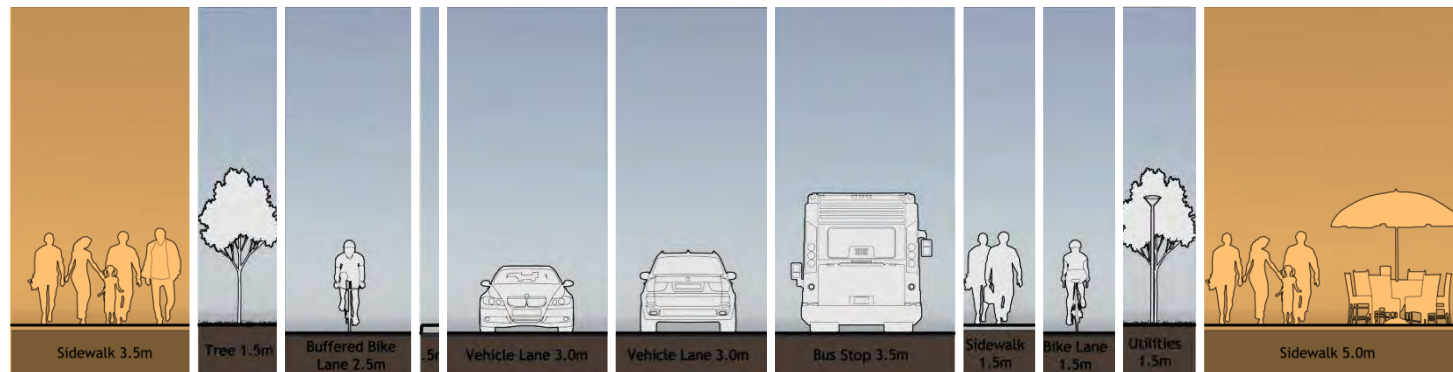


**Reduce Bicycle Lane Separation
and Width at Bus Stop**



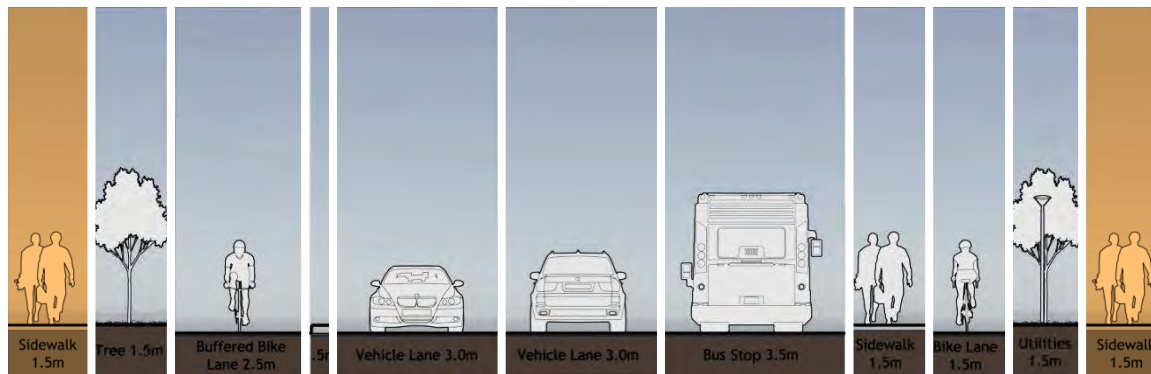
Eliminate a Traffic Lane and the Part-Time Parking Lane

Managing Space



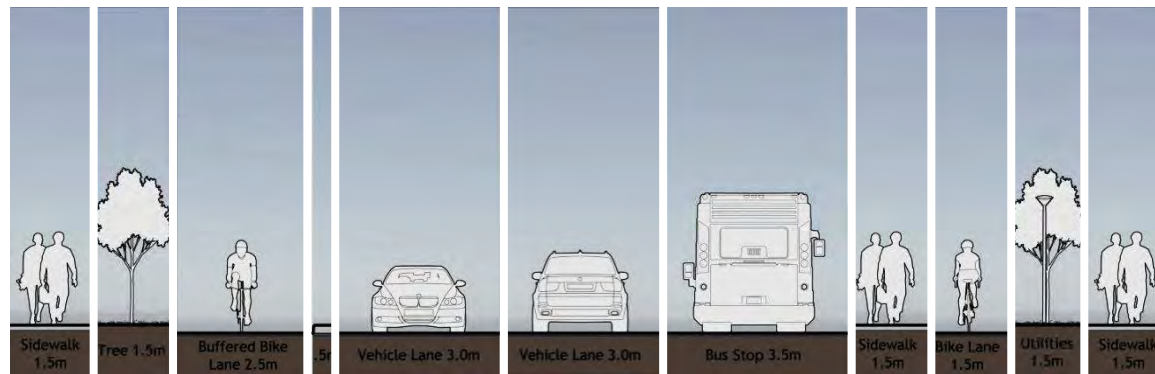
Reduce Sidewalks Back to Available Space

Managing Space



Reduce Sidewalks Back to Available Space

Managing Space



Evaluate Result

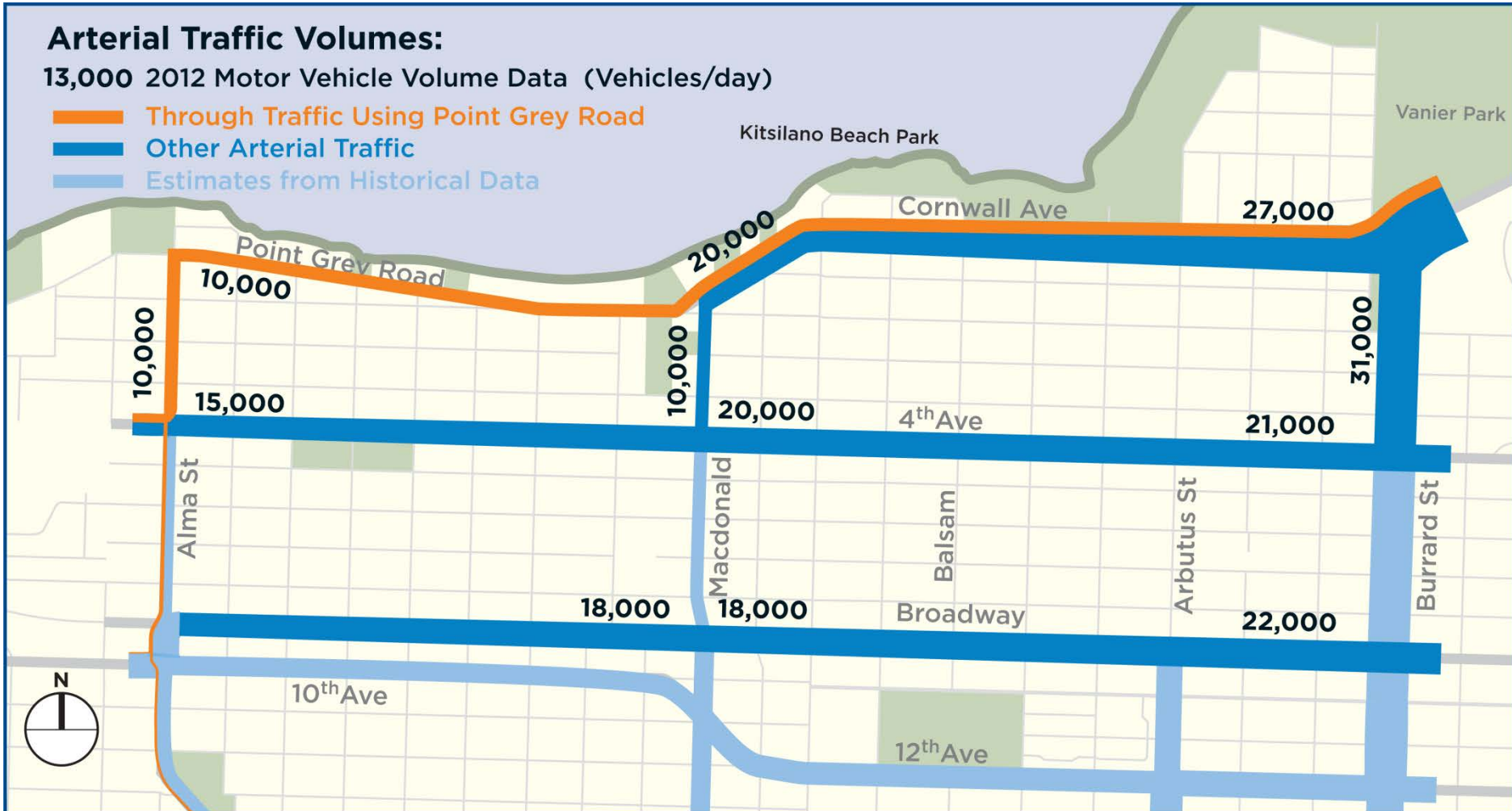
Network Analysis

Network Analysis

Arterial Traffic Volumes:

13,000 2012 Motor Vehicle Volume Data (Vehicles/day)

- Through Traffic Using Point Grey Road
- Other Arterial Traffic
- Estimates from Historical Data





2a Point Grey Road Alma to Macdonald

Local Street Option Significant Traffic Calming





2b Point Grey Road
Alma to Macdonald

Separated Lane Option
Motor Vehicles One-way Westbound

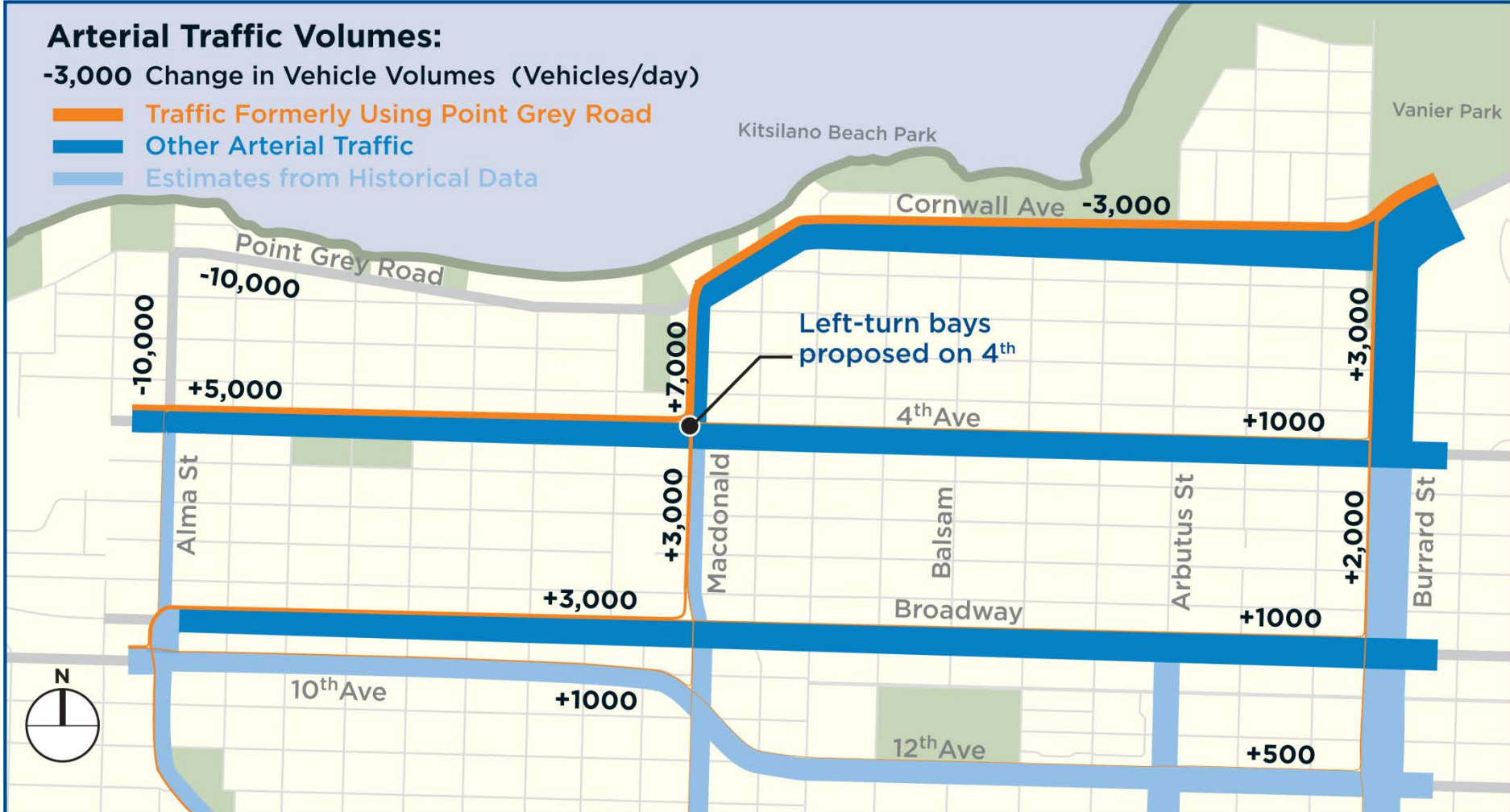


Network Analysis

Arterial Traffic Volumes:

-3,000 Change in Vehicle Volumes (Vehicles/day)

- Traffic Formerly Using Point Grey Road
- Other Arterial Traffic
- Estimates from Historical Data



Public Consultation

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

Recommended Design & Implementation Results

Point Grey Road

Legend

- Existing Bike Route
- Existing Seaside Greenway
- Proposed Active Transportation Corridors**
 - Recreational Route
 - Commuter Route



Before



After



Before



After



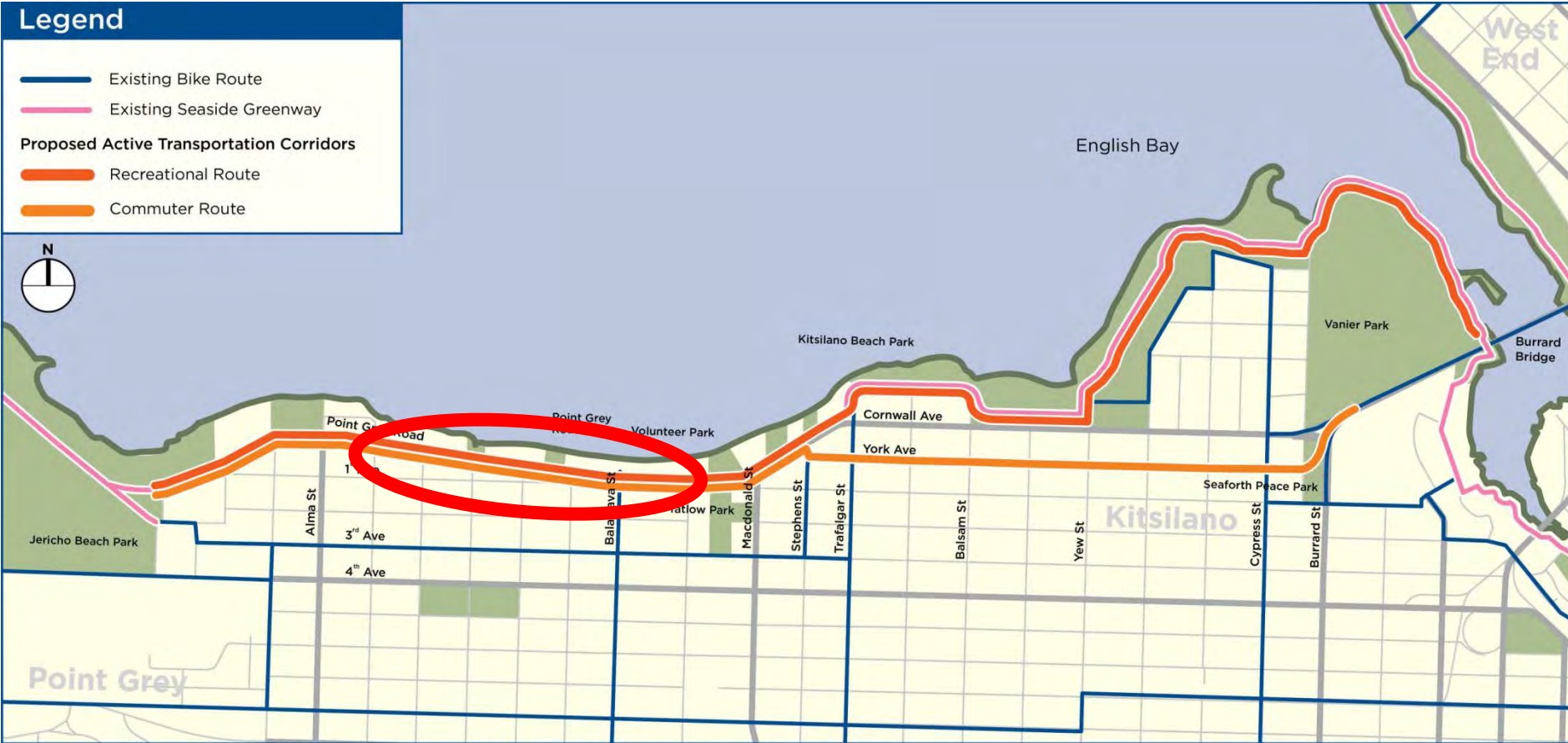
After



Point Grey Road

Legend

- Existing Bike Route
- Existing Seaside Greenway
- Proposed Active Transportation Corridors**
 - Recreational Route
 - Commuter Route



Before



Narrow Arterial



Busy Arterial



Fast Arterial



After



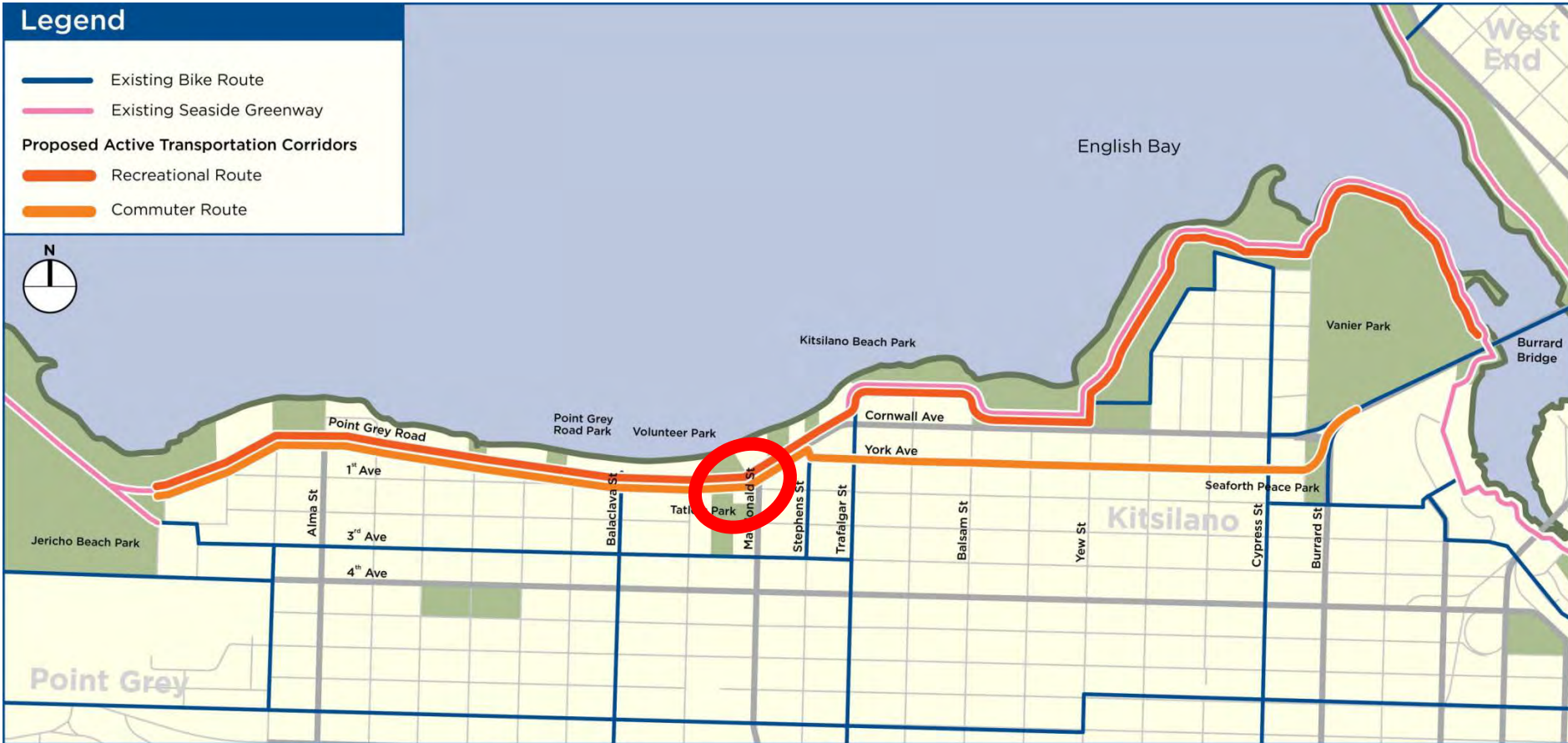
After



Point Grey Road

Legend

- Existing Bike Route
- Existing Seaside Greenway
- Proposed Active Transportation Corridors**
 - Recreational Route
 - Commuter Route



Before



After



Before



After



Photo: Kathleen Corey

Before



After



Before



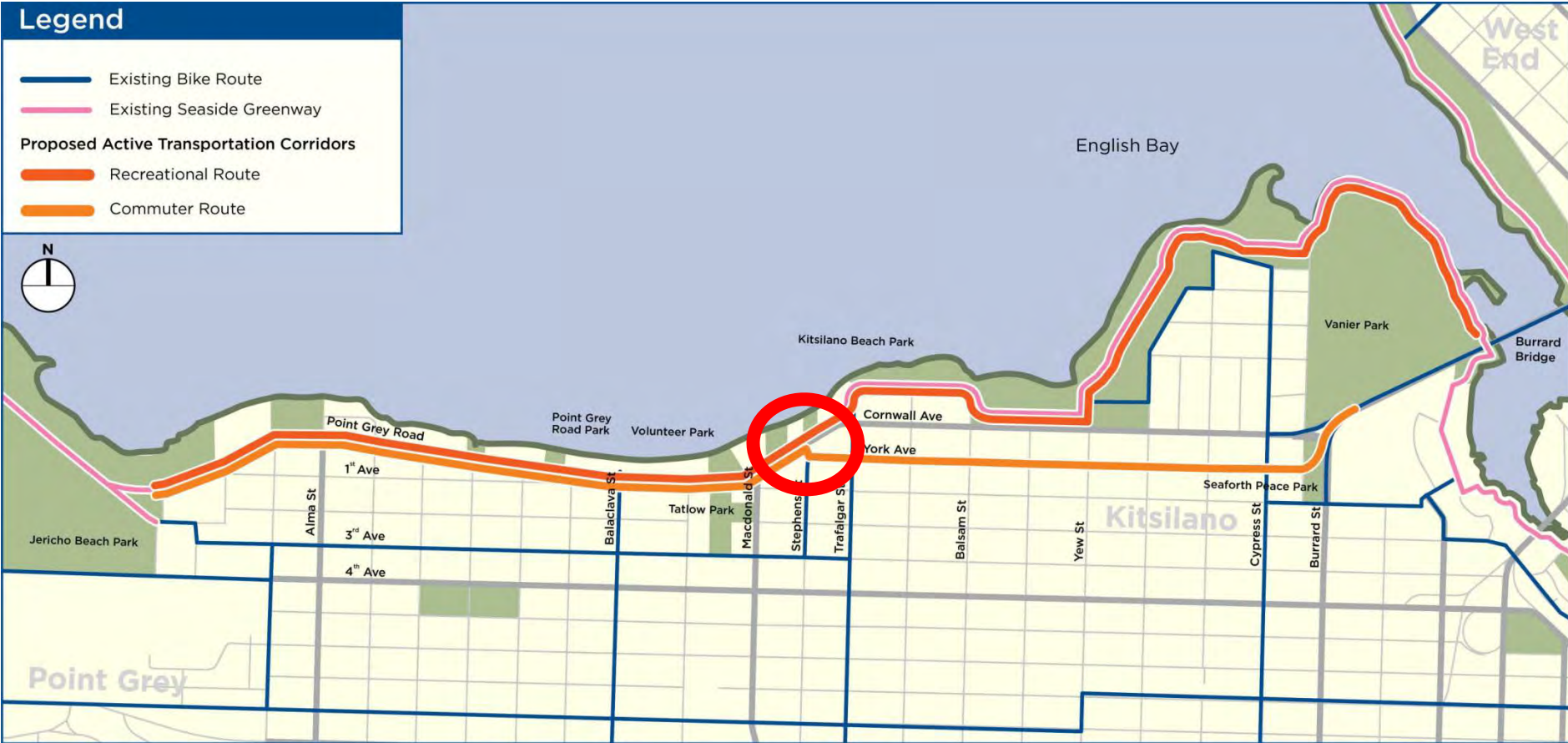
After



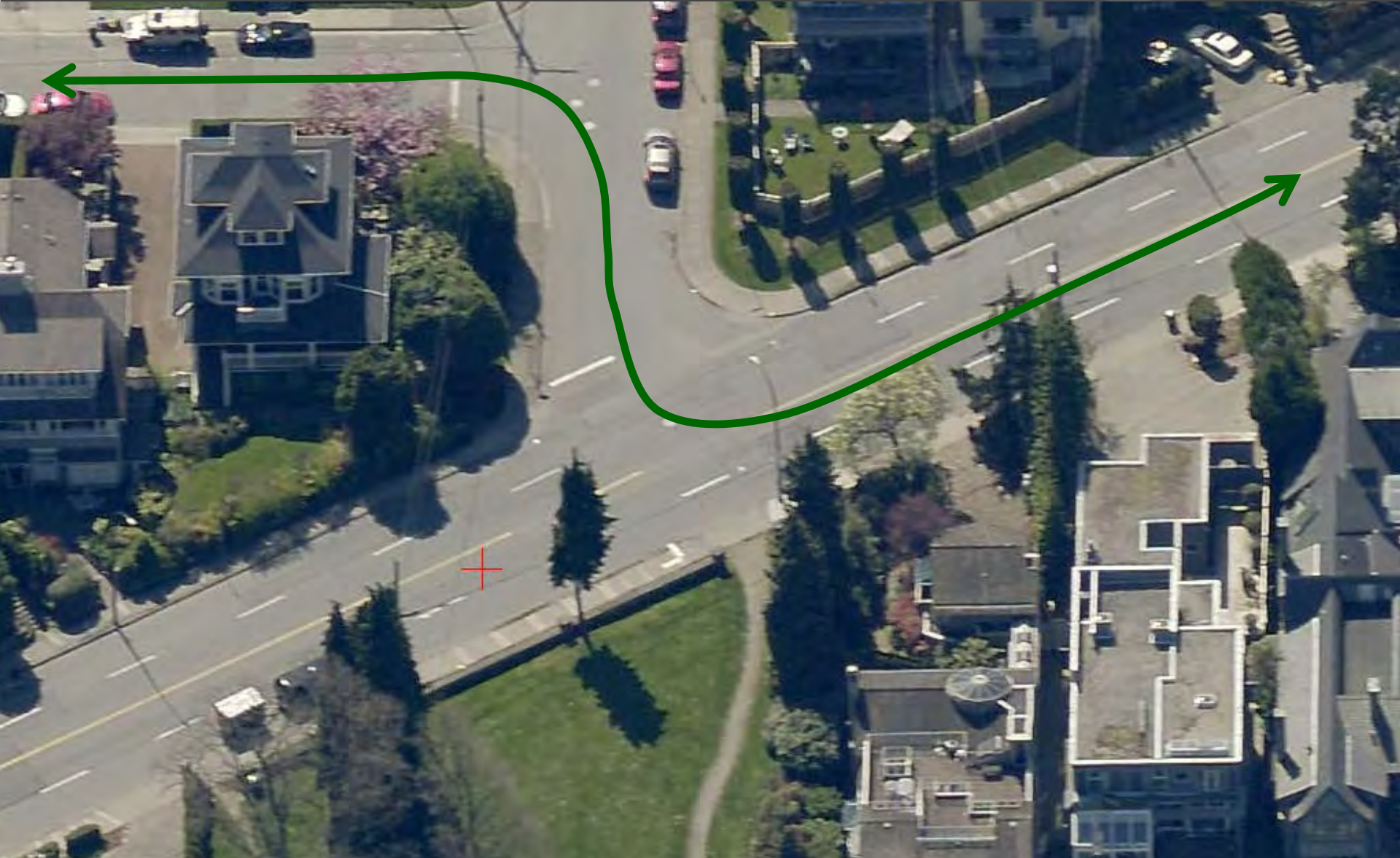
Point Grey Road

Legend

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 - Recreational Route
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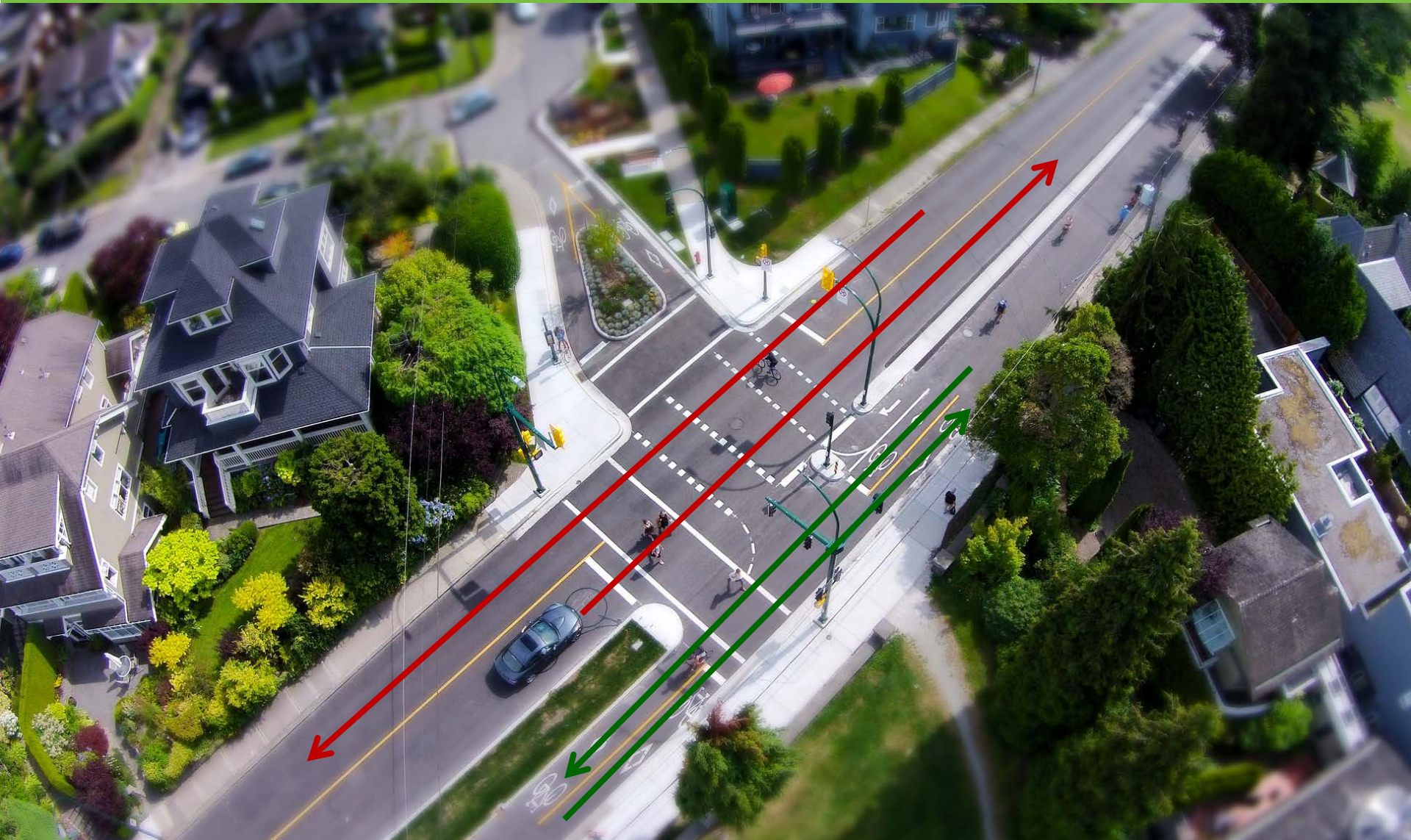
Before



Point Grey & Stevens Intersection



Point Grey & Stevens Intersection



Point Grey & Stevens Intersection



York Avenue

Legend

- Existing Bike Route
- Existing Seaside Greenway
- Proposed Active Transportation Corridors**
 - Recreational Route
 - Commuter Route



Before



After



After



After



Before



After



Burrard-Cornwall Protected Intersection

Legend

- Existing Bike Route
- Existing Seaside Greenway
- Proposed Active Transportation Corridors**
 - Recreational Route
 - Commuter Route



Access to Burrard Street Bridge

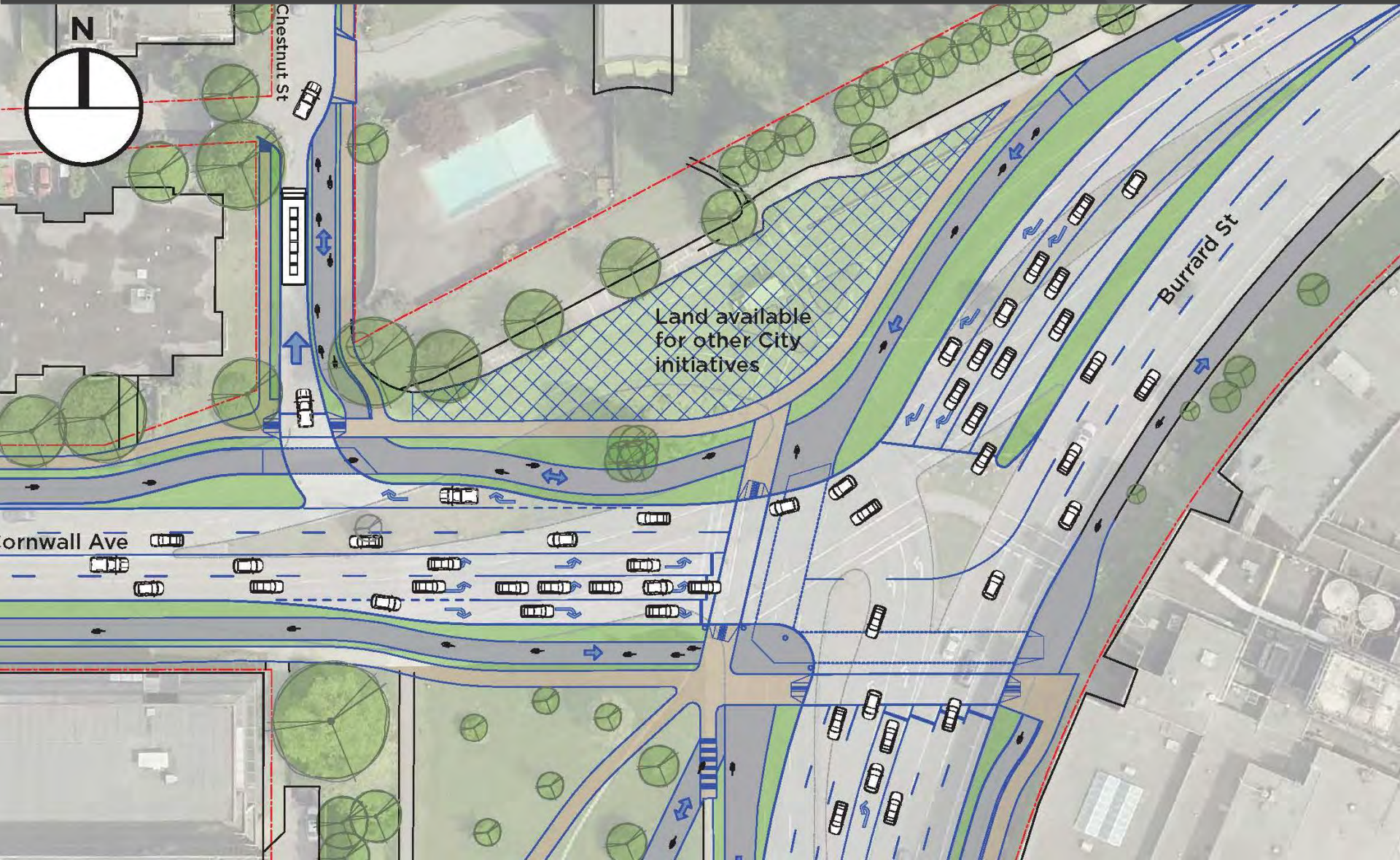


Access to Burrard Street Bridge



Up to 5 crossings
required for
Pedestrians

Redesigned Intersection



Before



After



Before



After



Before



After



Before



After



Before



After



Before



After



VANCOUVER

metro


 NEWS
 WEEKLY
 PAPER

Young girls in urgent need of bone marrow

Donor registry event planned in Vancouver for Feb. 2

PAGE 2

Judgment day for Tortorella after dust-up

Canucks coach set for in-person hearing over melee

PAGE 10

DIGI-DOLLARS, DIGI-RISK

SURE, BITCOIN MAY BE COOLER THAN REGULAR CASHOLA, BUT IT'S SUPER RISKY, EXPLAINS OUR METRO BIZ COLUMNIST

PAGE 10



WAVES COFFEE + HOUSE

Wishing you a

Latte

NEW YEAR

\$2

\$2 LATTES ALL JANUARY!

Medium size. Not valid with other offers.



Concrete barriers and pylons block through traffic for cars on Point Grey Road from Macdonald to Alma streets. EMILY JACKSON/METRO

Love and hate for Point Grey closure

Traffic. Road officially closes to vehicles, making way for bikes and pedestrians



EMILY JACKSON

emily.jackson@vancouvermetro.ca

A pedalling paradise or a Kitsilano traffic crisis.

Depending on who you listen to, the city either boosted street safety or created a nightmare when it permanently closed Point Grey Road to through car traffic between Macdonald and Alma streets over the weekend.

The controversial closure is part of a \$6-million project to connect the western beaches to the Burrard Bridge with an active transportation greenway safe for pedestrians and cyclists.

"It's so peaceful now," a passing cyclist commented to a group of riders before zipping down the middle

of the oceanfront route on Sunday morning, just west of the pylons and concrete barriers forcing cars to turn onto Macdonald.

Moments later, a driver let loose a string of words unfit to print when he realized he could no longer drive directly out of the neighbourhood and had to pull a U-turn.

Some love it and some hate it, but most neighbours Metro spoke with were either confused or angry about the closure.

Judith Rimes, who lives on 4th Avenue, was perplexed by the multiple traffic-pattern changes and concerned about additional traffic on her street. "We've got a lot already," she said.

Heather Macpherson, who rents an apartment just west of the closure, couldn't get a taxi Saturday night as drivers hadn't yet figured out how to reach her home.

Aside from the inconveniences — to get home she has to detour along 3rd Avenue, already a bikeway with

parking on both sides — Macpherson questions how ambulances will respond in emergencies due to the concrete barriers completely blocking Point Grey Road.

But supporters such as 3rd Avenue resident Holly Foxcroft were pleased with the changes and the influx of walkers and cyclists enjoying the peaceful atmosphere.

"It does feel like it has returned the street to the neighbourhood," Foxcroft said, noting the closure is similar to changes in the West End that made it less convenient for drivers to cut through.

But the true test, perhaps, will be traffic on the first workday after the closure.

The NPA, which claims Vision Vancouver pushed the closure despite "widespread community opposition," planned a rally against the changes at the corner of Macdonald and Point Grey Road on Monday morning, encouraging drivers to honk if they want the road to reopen.

*pro walk
pro bike
pro place*



*Meet us in Vancouver!
September 2016*

SEACYCLES

SEACYCLES

Burrard Bridge to Point Grey Road

Questions ?

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bikevancouver@vancouver.ca

vancouver.ca/bikevancouver

bike vancouver