

POINT GREY ROAD - CORNWALL AVENUE CORRIDOR

Seaside Bicycle Route - Everyone Wins Concept

The Everyone Wins concept seeks to achieve a cost-effective balance between the need for a safe and attractive cycling connection and the necessity to maintain an efficient and well distributed arterial road and transit network.

In addition to ensuring the safety of cyclists, the proposed approach would predictably yield a substantial reduction in traffic volumes and speed on the Cornwall - Point Grey corridor without diverting the bulk of current traffic to parallel corridors that are already congested. In addition to ensuring the safety of cyclists, placement of separated bike lanes between Burrard and Arbutus and between Trafalger and Balacava would provide critical calming for traffic entering the corridor from Burrard as well as from MacDonald.

In addition, while crossings at MacDonald and Alma, and continuation of separated bike lanes to Balacava would provide further calming for Point Grey Road, the the Everyone Wins concept would crucially avoid the closure of Point Grey Road, a key element of the City's arterial road network that currently accommodates more than 10,000 motor vehicle trips per day. Given existing congestion and an already higher rate of collisions involving cyclists on W 4th Avenue, it is difficult to see that diverting additional traffic from Point Grey Road makes good sense. Instead, the proposed solution would see bicycle traffic diverted to W 1st Avenue, an attractive low-traffic street leading directly to Jericho Park.

Point Grey Road would continue to serve as primary pedestrian link between Kits and Jericho Beach Parks with access to local parks and foreshore at Trutch and Waterloo Streets. Appropriate improvements would be made to sidewalk north side of Point Grey Road to enhance pedestrian accessibility and safety.

Upgrade Seawall to provide improved access to natural foreshore-intertidal area, with placement of appropriate signage to raise awareness around the proposed Seawall extension and to provide interpretive information relating to the ecology of the foreshore environment/habitat and associated conservation considerations.

Off-corridor bike lanes through Kits Beach Park improves quality of experience for average cyclist, provides flexible access to park/beach, connection with recreational bike routes and promotes synergies with other recreational opportunities. Off-corridor routing simultaneously reduces congestion on the corridor and limits construction cost.



- Designated off-corridor bike lanes
- Separated on-corridor bike lanes
- Connecting bicycle routes
- Limited Seawall extension and foreshore access.

Off-corridor routing along W 1st Avenue maintains Point Grey Road as a key element of the arterial road network and avoids increased congestion and traffic impacts on MacDondald, W 4th and Broadway. Intersections engineered to ensure priority and safety of cyclists.

Separated on-corridor bike lanes between Trafalger and Balacava with crossing at MacDonald. Separated bike lanes also provide traffic calming until corridor narrows west of Balacava.

Separated on-corridor bike lanes north-side Cornwall between Burrard and Arbutus provides safe cycling transition to corridor and enhanced pedestrian environment within local commercial area.

Proposed Seawall Extension / Foreshore Access - Pedestrian Realm

Given ongoing consideration of an extended Seawall link between Kitsilano and Jericho Beach Parks, the present proposal suggests a phased approach with initial focus on cycling. Near-term investment in the pedestrian realm would be directed principally toward a limited extension/upgrading of the existing seawall from Kits pool to Point Grey Park at the foot of Trafalger street (all within current boundaries of Kitsilano Beach Park). The existing foot path would be improved to provide an inviting point of access to the natural foreshore area to encourage wider awareness and exploration of this unique intertidal environment. Information boards would be placed to better inform public engagement on the proposed Seawall extension and/or foreshore preservation.

A second point of access to the natural foreshore area is suggested, together with placement of a pedestrian crossing at Tatlow Park and potentially a third at Hastings Park.

Appropriate engineering and signage at key crossing points provides enhanced awareness and calming for Point Grey Road as primary pedestrian route.