Assessment Ride Cornwall – Point Grey Corridor

# Background

The Cornwall Street and Point Grey Road form an east-west corridor, which links Vancouver Downtown to Jericho Beach, via the Burrard Street Bridge bikeway. The route services numerous community services and leisure destinations. Elementary schools, daycare centers, health care facilities, and public parks are scattered along this corridor. Although, the best known destinations on this route are Kitsilano Beach and Jericho Beach, which attract thousands of visitor annually. A consequence of the popularity of the area is the amount of traffic travels on a daily basis.

Up to 3500 cars per day travel either direction along the 3700 block of Point Grey Road (1); conversely, up to 30,000 cars per day utilize either directions of 2200 block of Cornwall Avenue (2). The automobile traffic utilization of the area represents a challenge for people who want to cycle this corridor. On a Survey conducted by HUB in May 2012, from the322 respondents, 46.5% of them answered the Pointe Grey – Cornwall Corridor as the first route they want to see developed as a separate bike lane (3). In addition, the City of Vancouver Active Transportation Council has brought forward the Cornwall – Point Grey route as one of the first route to consider for cyclist of All Ages and Abilities (AAA) (4).

The Vancouver Area Cycling Coalition did an assessment of the area in 2004 and their recommendation was for a separate bike lane on the North Side of the corridor, which would start at Jericho Beach and terminate at Kitsilano Beach. Other recommendation included an improved access to Jericho Beach Park with the creation of “No Parking” zones at the entrance of the paths; a paved, separated path through Jericho Beach Park; and, improvement to the 4th Avenue and S.W. Marine Drive Seaside Bypass route with the establishment and maintenance of clean bike lanes (3).

# The Cornwall – Pointe Grey Route

## Cornwall Street

Cornwall Street is an arterial street[[1]](#footnote-1), which runs between Burrard Street and Macdonald. Between the 1800 block and 2100 block, the cityscape is composed of small businesses, an elementary school, a daycare center, and medium density housing. Kitsilano Beach Park occupies the North side of 2100, 2200, and 2300 block; small businesses, pubs, restaurants, and medium density housing reside in the south side. The remaining stretch, to MacDonald, is mainly residential with the exception of a private hospital.

Westbound cyclists connect to Cornwall Street from either the Burrard Street Bridge or Cypress Street. Currently, the city’s bicycle network diverts the westbound traffic onto Cypress Street and there is no space dedicated to bicycle transportation on the main arterial. The Eastbound-cycling route enters the area from North-South Trafalgar bike route and is diverted away from Cornwall via Point Grey Road and Kitsilano Beach Park.

## Point Grey Road

Pointe Grey Road is a secondary arterial from MacDonald to the 3700 block, and then becomes a residential street. The cityscape is consistently residential, scattered with small parks and a marina. There is currently no planned cycling facility on Pointe Grey Road. Instead, the bike route network goes along West 3rd Avenue; although, Point Grey road is used by bicyclists.

# October 2012 Assessment Ride

The purpose of an assessment ride along the Cornwall – Point Grey corridor is to provide the City of Vancouver a bicyclist perspective on the route; as well, to provide recommendation on how the city may make this corridor welcome by bicyclists of all ages and abilities. The intent is to invite city staff to ride with HUB volunteers to assess accessibility, hazard, and opportunities along the route. The participants will document the ride with notes and photos, which HUB will use to produce a report for the Active Transportation Policy Council. The suggested approach is to use a modified SWOT (Strengths Weaknesses, Opportunities, and Threats) analysis.

## Assessment Components

1. **Accessibility:** Identify the ease of accessibility to and from the route. This includes intersections, parks, businesses, and other destination. Assessors should look for some examples of easy access along with difficult accesses.
2. **Safety:** Identify cyclists safety issues such as vehicular traffic, bus stops, pedestrian traffic, blank spots, road surface, street design, and absence/presence of cycling facilities (bike lane, traffic light, bike box)
3. **Opportunity:** Visualize and record improvement opportunities to the cycling infrastructure.
4. **Possible Conflict:** The assessment report should identify possible conflicts with other land users and suggest means to address them.

## Assessment Plan

* The Assessment team will meet at a location on the west end of the corridor at, or nearby, Burrard and Cornwall.
* The Assessment leader will brief the riders on the assessment procedure, note taking, and photo documentation.
* The Assessment team will proceed along the corridor, taking notes and pictures.
* The group will stop along the route do discuss individual assessment
* The ride includes a return trip to assess the route going both ways.
* The group will gather at the end of the ride to discuss notes; the leader will collect individual notes and produce the final report or delegate the report writing to a volunteer.
* HUB will deliver the report and follow up on the city actions.
* HUB will report progression to the members.

## Procedure

* Note format
* Safety procedure
  + Safety equipment
  + Emergency procedure
  + Communication Plan
* Participant invitation

# Works Cited

1. **City of Vancouver - Engineering Services.** Automatic Traffic Count 3700 Point Grey Road. *VanMap Reports.* [Online] ND. [Cited: October 6, 2012.] http://vanmapp.vancouver.ca/pubvanmap\_net/reports/autocounts/vmp\_mge\_autocounts.htm?selObjKey=\_\_FIE0KV.

2. —. Automatic Traffic Count 2200 Cornwall Avenue. *VanMap Reports.* [Online] ND. [Cited: October 6, 2012.] http://vanmapp.vancouver.ca/pubvanmap\_net/reports/autocounts/vmp\_mge\_autocounts.htm?selObjKey=\_\_FIE3D0.

3. **Bike HUB Vancouver.** Survey Results - Question 4. *Vancouver Committee Wiki.* [Online] May 2012. [Cited: October 8, 2012.] http://wiki.vacc.bc.ca/vancouver/images/3/3f/2012-05-25\_Q4\_PDF.pdf.

4. **Slakov, Lisa.** E-mail communication October 3, 2012. Vancouver : s.n., 2012.

5. **Becker, H-JEH.** Linking Kitsilano Beach to Jericho and Spanish Banks. *The Cyclist Web House.* [Online] February 10, 2004. [Cited: October 6, 2012.] http://cycling.thecyclistwebhouse.com/Point\_Grey\_Rd/VACC\_Submission\_to\_Council\_2004-02-10.htm.

1. Urban streets are designated in three major categories: Arterial, Collector, and Local. Arterials are designed to accommodate the greatest amount of traffic while local street the least. [↑](#footnote-ref-1)