

Point Grey Rd

Linking Kitsilano to Jericho Beaches

Two-Way Active Transportation Path on Road Concept



At sunset on March 8, 2004, 7 cyclists from the Vancouver Area Cycling Coalition rode Point Grey Rd from MacDonald St. to Jericho Beaches. The feasibility of a two-way active transportation path replacing the existing westbound lane was assessed. Other design considerations were noted as well.

Conclusions from the ride were that the two-way path concept was an ideal approach to linking Kitsilano Beach to Jericho Beach.

Design Considerations



MacDonald and Point Grey Intersection

- Opportunity for improving the traffic flow on through this intersection by reducing the traffic signal to a cyclist activated signal or removing the need for the signal (left turn from MacDonald northbound consideration)

Alma and Point Grey Intersection

- Corner bulge on south-east corner to



improve line of sight for straight through intersection traffic on Alma St. northbound.

- Also reduces intersection crossing distance for pedestrians on the east side of the road.
- Pedestrian safety would improve with the two-way path concept. The intersection would be simplified for all modes of traffic flow. The need for a proposed crosswalk would be negated.



Driveways on North Side of Point Grey Rd.

- Design of openings in physical barrier separating two-way path and traffic lane needs to consider motor vehicle turning radius.
- Parking within close proximity of opening may need to be adjusted through use of painted triangles on pavement or other techniques.



Streetscape

- Road width varies from MacDonald St. to Alma St. with the road being significantly narrower towards the west - two thorough lanes and one parking lane.
- Where road is only sufficiently wide for one parked car lane, then parked car lane should be on south side. South side parking would eliminate "Dooring" issue as westward moving traffic would be adjacent to the eastbound lane of the two-way path.
- Night driving and cycling an defects of headlights would favour a physical barrier (curb, etc.) between moving motorized vehicle and bicycles to help define space for each and keep vehicles physically separated.
- As a measure for achieving local residents desire for low speed traffic on Point Grey rd., width of westbound traffic lane should be minimized to encourage slow traffic speed. Minimized traffic lane width could allow maximum width for two-way path.





Jericho Beaches Entrance off Point Grey Rd.

- Improvements required.
- At the first entrance, repaving required at curb joint to provide a smooth transition from road to beach trail and eliminating a bump at the transition. Westbound, the entrance needs to be signed and marked with 'No Parking'. Seaside Route signs need to lead into park through this entrance. As well, cycling signs inside the park eastbound would need to be updated directing cycling traffic either on to the proposed Point Grey Rd. Seaside Path or on to

2nd Ave and 3rd Ave. as the bypass route. Currently cycling traffic is directed up a path on the west side of the parking lot on to the 3rd Ave. bypass route.

- Entrance at the west end of Point Grey Rd. by the parking lot should be redesigned to accommodate cycling traffic from Point Grey Rd on to the Jericho Beach path by the water.
- Eventually, pedestrian, joggers, dogs and their walkers, and bicycles will need to be separated through this stretch as volumes increase, as a safety measure. This area is not in-line skating friendly with the fine stone finish to the trail.
- A paved, light cycling trail within Jericho Beach that does not infringe on any sensitive area and removed from foot traffic would increase year round usage of the park by cyclists.

Other Comments



Parking

- Parking regulations varies along the street.
- No changes to amount of parking spaces along the road is anticipated from this concept.
- In the worst case, minor parking regulations may be required for sections of street with only one lane of parking and for one of the two parking lanes to accommodate city servicing local residents (garage pick-up, etc.)



1st Ave. and Point Grey Rd and MacDonald Intersection Triangle

- Existing streetscape appears sufficient for accommodating northbound traffic on MacDonald St. and turning left on to Point Grey Rd. (Maximum hour range of 22 to 34 vehicles, peak 56)



Alternate Westbound Routing for Path on to 1st Ave at Trutch St.

- Routing not recommended as the active transportation traffic (walkers, cyclists, etc.) on the two-way path would have to cross a westbound traffic lane and an eastbound lane that would be tuning right on to Trutch St. This routing would not be attractive to the family and small children segment of the cycling market, thus would not realize the full potential for attaining the potential of cycling as a transportation mode. This routing would also increase southbound motorized traffic on Balaclava St., for which planning is underway to make it a bike route.

Alma and 4th Ave. Intersection

- The proposed concept would reduce left turning traffic at this intersection would reduce current traffic conflicts and lower traffic volumes on the residential Alma St. to the north.

Point Grey Rd. - Concept for Linking Kitsilano to Jericho Beach with On-Road Two-Way Path

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