

Kerrisdale Public Open House  
41<sup>st</sup> Avenue B-Line  
Saturday, February 9, 2019

On February 9<sup>th</sup>, 2019, the City of Vancouver and TransLink hosted a Public Open House at Point Grey Secondary School, in Kerrisdale. The intent of this consultation was to provide information about the new B-Line bus service and solicit input regarding the proposed design changes to simplify the operation of 41<sup>st</sup> Avenue at the intersections of West Boulevard and East Boulevard. This included enabling more efficient turning movements at the 41st Avenue and West Boulevard intersection, both of which are arterial streets.

Engagement boards with project information, bus transit data and proposed concepts were provided at the open house. Printed comment forms were available to collect feedback and staff were on hand to answer questions from participants. The boards and the comment form were made available on the website and paper copies were left at the Kerrisdale Community Centre to encourage a broad level of participation. City staff conducted door-to-door meetings with businesses from Maple Street to Larch Street prior to the Public Open House to inform them of the project, answer questions and invite them to submit their feedback either in-person or online.

The feedback collected has helped staff:

- Understand issues related to a redesign that would remove the signal at East Boulevard to reduce traffic congestion and improve bus speed and reliability
- Better understand local business and resident access and design priorities.
- Determine how to advance improvements on 41<sup>st</sup> Avenue including the recommended left turn bays onto West Boulevard, the designated arterial.

The themes and feedback compiled here are a combination of various data points from the in-person public open house comment forms, online comment forms, and project email.

### [Analysis of Feedback](#)

After reviewing the comments received, five key themes emerged from the responses:

### [Key Themes](#)

- 1. Bus Improvements**
- 2. Safety and Comfort for Pedestrians and Cyclists**
- 3. Simplification of West and East Boulevard along 41<sup>st</sup> Avenue**
- 4. Traffic Concerns and Neighbourhood Impacts**
- 5. Accessibility and Connectivity to Parks and Homes**

### **1. Bus Improvements**

#### What We Heard

- Strong support was indicated to improve bus speed and reliability as a priority for the project.
- Respondents were supportive of relocating the bus stops to provide more space for loading and unloading passengers, comfort for people walking past the bus stops, and reduced congestion.
- Concerns were noted about increased walking distances with separated bus stops for seniors and those using accessibility devices when travelling further for the bus stop.

#### Snapshot of Comments Received

- “Keep the buses fast paced and on schedule”
- “Introducing a B-line on 41st Avenue is overdue”
- “I am very support of the need and value of increasing the flow of the current B-Line to UBC; and I don’t want you to destroy my neighbourhood in the process”
- “This is a great idea! The stop in front of the bank can be absolutely packed at the end of the day”
- “Presently I have to walk 2 blocks from Balsam to get the express bus. This will make me have to walk 4 blocks, This is a lot for elderly people”

## 2. Safety and Comfort for Pedestrians and Cyclists

#### What We Heard

- Strong respondent support for centralizing the Arbutus Greenway to make crossings safer for all modes of travel and to reduce conflicts between cyclists, pedestrians and vehicles.
- Desire to repair crosswalks to improve accessibility. Desire for smooth surfaces that are easy to walk across, especially for those with mobility aids who experience challenges on brick pavers.
- Support for providing more space at bus stops and reducing sidewalk congestion.
- Concerns were expressed for seniors around increased walking distances at the intersection and road maintenance.

#### Snapshot of Comments Received

- “Very important project. Keep the neighbourhood safe, walkable, accessible, useful businesses, affordable, maintain village character”
- “I look forward to seeing these changes implemented, as it will greatly improve the public realm. It will also decrease conflicts between cyclists, motorists, and pedestrians”
- “Improving a greenway crossing will be safer and will improve pedestrian/cyclist traffic at the crossing”
- “Good idea reduces current congestion on 41st street sidewalks west of West Boulevard”.
- “Please NO cobblestone bricks! Difficult to walk on if disabled. Please keep crosswalks smooth surface, easy to use, blacktop like street surface. Mobility devices are used on surface!”

## 3. Simplification of West and East Boulevard along 41<sup>st</sup> Avenue

### What We Heard

- Overall there was agreement that the intersection at West and East Boulevard along 41<sup>st</sup> Avenue is congested, slow and not working well.
- Support for introducing an east-bound left turn bay to relieve congestion and make left turns easier from 41st to West Boulevard.
- While there was support for the proposed changes to streamline the B-line and Arbutus Greenway crossing, there were concerns about north-south connections on East Blvd and reducing access to homes on 37th and the Parks facilities.

### Snapshot of Comments Received

- “The 41st/greenway intersection was a mess from the start. This does need wise replanning”
- “I’ve hoped to see this intersection improved for years and am thrilled to see what’s proposed. These changes can’t come soon enough”
- “Is there a way to reduce cars on 41st, such as by encouraging parking not on 41st? The traffic gets pretty backed up all the way to Balsam St”
- “Great idea. Removing parking stalls to improve flow is better”
- “Bad idea. This [crossing at 39th] basically eliminates an important thoroughfare for locals, takes away the parking for everyone using the Arena and parents and youth accessing the sports fields at Pt. Grey, and easy access to Quilchena Elementary for drop offs”.
- “As long as there are alternatives ways for people to get onto southerly routes”
- “This idea concerns me. I use this section of East Boulevard often to move south and cross over 41st to access the London Drugs parking and medical buildings when I go by car”.

## **4. Traffic Concerns and Neighbourhood Impacts**

### What We Heard

- A majority of respondents were residents and the results on the proposed designs were generally supportive; however, there were concerns from a few residents about maintaining the character of Kerrisdale. Some participants expressed that the benefits to simplify the intersection would result in shortcutting through local streets, increasing air pollution and cutting off access to homes and Parks facilities.

### Snapshot of Comments Received

- “Please tread lightly on this – the area is already heavily congested and a walkable business area. The suggested improvements don’t really provide much for Kerrisdale community except for the improvements at East Boulevard”
- “Be careful not to increase traffic problems in those residential streets”
- “Do not destroy our neighbourhood”

## **5. Connectivity to Parks and Homes**

### What We Heard

- Some respondents expressed concern around the proposed recommendation to restrict vehicle movements from 41st Avenue westbound to a right-turn in only to East Boulevard northbound. This proposed recommendation would also involve

converting East Boulevard from a two-way street to a one-way street, restricting north-south travel flows and left turns from East Boulevard. Respondents noted specific concerns around crossing distances for students to reach the eastbound bus stop and congestion that will occur if vehicles use the alley behind McDonalds to shortcut to Maple Street.

- There were strong concerns identified for the future proposed crossings at 39th Avenue and 42nd Avenue. Some respondents felt this would improve traffic flow and access to the Parks Facilities; however, some respondents felt that adding the crossings would make driving more convenient, create fractures in the Arbutus Greenway and bring more traffic congestion to residential areas north of 41st Avenue.

#### Snapshot of Comments Received

- “Access to arena and school becomes more difficult and field users/sports teams will feel like a detour for access”
- “Vehicular crossings at 39th Avenue would be a highly disruptive mistake – this would turn 39th Avenue into a high speed thoroughfare between West Boulevard and McDonalds and increase traffic density”
- “As an occasional Arbutus Greenway user, I would support adding additional vehicle crossings for local area residents and businesses”
- “Mandatory to provide adequate circulation”
- “I think exploring these connections in the future would be a good idea. Allows people more connections/access points to the arena. However, should see if these are even needed once the changes/improvements to 41<sup>st</sup> are done.
- “Additional crossings will destroy the character and value of the greenway”

#### Next Steps

Input received from this consultation has been considered along with financial and technical information to support the implementation and launch of the 41st Avenue B-Line bus, for fall 2019. In light of these factors, there will be additional opportunities for public and stakeholder input on proposed access changes for East Boulevard. These changes would accompany the scheduled intersection changes at 41st Avenue and West Boulevard and would plan to be constructed during 2020.