



Traffic and Transportation

Traffic and its impacts are major issues in Kensington-Cedar Cottage (KCC). The area has several of the city's busiest streets and major transit routes. This Vision identifies a number of changes for traffic and transportation, including changes along streets and to transit, traffic calming, and bike routes and greenways. All changes focus on giving more priority to walking, cycling, and transit; and giving less priority to moving cars.



The specific streets included in this Vision are those that were identified as priorities by KCC residents during the Vision process. These are:

- the busiest streets in KCC, passing through the heart of the community (Clark/Knight, Kingsway)
- the streets with the major shopping areas along them (Kingsway, Commercial/Victoria, Fraser) See also **Shopping Areas** (sections 5 to 10) for more on special treatment along the streets that pass through the shopping areas.

City Transportation Plan

The KCC Vision directions support the City Transportation Plan and apply the Plan more specifically to KCC. The Transportation Plan was approved by City Council in May 1997.

It includes:

- not expanding the existing network of arterial roads in the city
- improved transit and expanded cycling
- better conditions for pedestrians, especially in community shopping areas
- traffic calming to protect neighbourhoods from through traffic
- improved truck access for moving goods
- future growth in commuter trips to the downtown to be served by transit, instead of creating more car trips

11. Clark/Knight Street



Clark/Knight is one of the busiest streets in the city, and the city's major north-south truck route to the Port. This makes it a difficult street to live on, walk along, or cross. In the City Transportation Plan, Clark/Knight will continue to be the primary north-south truck route because of its connection to the Knight

Street Bridge. The Transportation Plan also calls for a study of the whole Clark/Knight route, to maintain truck access, while improving conditions for the community.

Approved Vision Direction

11.1 Clark/Knight Street

The conditions and safety along Clark/Knight for residents, pedestrians, and transit users should be substantially improved, by:

- more strictly enforcing traffic speeds
- adding more and safer places to cross
- adding and improving bus shelters
- adding more trees and other plantings and public art
- making it a priority to do the whole-route study identified in the City Transportation Plan, so that additional ways can be found to improve Knight for the community, while also maintaining truck access.

Support %:80/12/9

People's ideas...

- more pedestrian-activated and bike-activated signals, faster signal response times, a median refuge, wider sidewalks, and/or special crosswalk treatments
- big, arching trees and large pieces of public art; planted noise barriers for parks and schools
- ideas for the whole-route study: keep truck route, but less cars; bridge tolls; provide a buffer between traffic and the sidewalk by keeping on-street parking at all times, or turning the parking lanes into wider boulevards with trees and landscaping.

12. Kingsway

Kingsway is and will continue to be a primary arterial, used by traffic travelling across the city and region. It is also lined with stores and businesses. These are in a variety of areas, including areas with convenience stores, ethnic restaurants, and businesses which serve customers mainly from outside the community, as well as a neighbourhood shopping area around Kingsway and Knight. Because



Knight Street: truck route needs speed control, safer crossings, more planting

Types of Streets

Arterials:

Arterials serve cross-city traffic. They are streets that generally have two or more moving lanes of traffic; have traffic signals; and may be designated truck or bus routes. Often they have rush hour parking limits or turning restrictions. Primary arterials usually have more lanes and move higher volumes of traffic than secondary arterials.

Local streets:

Local streets are primarily residential and used mainly by neighbourhood residents.

Kingsway is a diagonal route, it touches much of KCC. With its heavy traffic, many people in the community see it as too much of a barrier and dividing line.

Approved Vision Direction

12.1 Kingsway

Even though Kingsway will remain a primary arterial, pedestrians, transit users, and bicyclists should have more priority than now, and the street's image should be improved, by:

- adding more and safer crossings at key intersections
- adding and improving bus shelters
- adding more trees and other plantings
- providing better clean-up and maintenance along the sidewalks and boulevards.

Support %:81/10/9

People's ideas...

Pedestrian safety:

- pedestrian-activated lights with shorter waiting times and longer crossing times; specially marked crosswalks; medians (concrete and planting strip in centre of street) to serve as a safe spot for pedestrians crossing
- more street trees; greening of the "triangles," such as the green space at Windsor and Kingsway

13. Commercial Drive/Victoria Drive

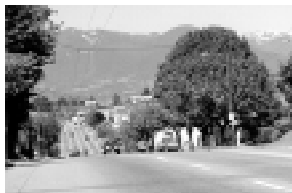
Commercial/Victoria is a secondary arterial, unlike Kingsway, Knight, and Broadway which are primary arterials. According to the City Transportation Plan, the status of Commercial/Victoria as a secondary arterial should remain. The Plan also identifies Commercial/Victoria as having the potential for "increased priority for pedestrians, bicycles, and transit," possibly including a future express bus route and a bike lane.



Kingsway: needs more and safer pedestrian crossings, and more planting



Victoria/Commercial: needs more priority for pedestrians, bikes, transit, and more planting



Fraser: needs more pedestrian crossings

Approved Vision Direction

13.1 Commercial/Victoria

Commercial/Victoria's status as a secondary arterial, with less traffic and slower moving traffic than primary arterials, should be reinforced by:

- adding more and safer pedestrian crossings
- keeping on-street parking where it now exists and, where possible, restoring on-street parking that has been prohibited
- making more room for landscaping, sidewalks, buses, and/or bikes, even using space now taken by traffic.

Support %:77/15/8

People's ideas...

- more pedestrian-activated signals; shorter waiting times
- no increased capacity for traffic; do not build left-turn bays
- restore/retain on-street parking; add bus bulges; add bike lane
- restrict cars to fewer lanes — use space for buses, extended sidewalks, median (concrete and planting strip in centre of street) to serve as a safe spot for pedestrians crossing; bike lanes, more landscaping/buffer for sidewalk and homes

14. Fraser Street

Like Commercial-Victoria, Fraser Street is a secondary arterial and designated in the City Transportation Plan as potential for "increased priority for pedestrians, bicycles, and transit."

Approved Vision Direction

14.1 Fraser Street

Fraser Street should have more and safer pedestrian crossings for bus users and for pedestrians and cyclists.

Support %:74/16/10

People's ideas...

- more pedestrian crossings, with shorter waiting times and longer crossing times
- tie crossings into the bikeway and greenway routes

15. Public Transit

BC Transit controls transit service. The City is responsible for bus shelters, whether traffic signals give priority to buses, and how the streets are designed for buses. The City Transportation Plan improvements for transit include those that the City is directly responsible for, as well as those that the City will work on with others, including:

- better bus stops, bus shelters, and boarding areas (e.g., with timetables and maps)
- more frequent buses
- community mini-buses
- a city-wide network of express bus routes and rapid transit
- measures to give transit priority over cars on streets
- a governing and financing structure more responsive to the needs of city and region

KCC has a number of unusual transit features. A high percent of people use transit compared to many other areas in the city. There are two SkyTrain stations, and another transit line is proposed along Broadway. There are many transit transfer points where people change buses or change between bus and SkyTrain.

Through the Vision process participants had many suggestions for ways to make transit use more attractive. They also welcomed the planned Broadway rapid transit line, with a station at Broadway and Commercial. But they wanted special attention to make sure the new line and station will benefit KCC, as well as benefitting the rest of the region.

(See Section 6, **Broadway And Commercial Shopping Area and Transit Hub** for more information on the Broadway transit line.)

Approved Vision Directions

15.1 New Broadway Rapid Transit Line

The planned Broadway rapid transit line should benefit KCC, as well as benefitting the rest of the region, including:

- a comprehensive plan to improve the Broadway/Commercial area for the mutual benefit of the community and transit users
 - the transit station at street level to improve safety
 - no loss of local bus service as a result of the new rapid transit
- Support %:80/13/6

15.2 Bus Shelters

More and better bus shelters should be provided on all bus routes in KCC

Support %:82/13/6

People's ideas...

Improved bus shelters:

- benches, lighting, schedules, maps, commercial uses; facilities for advance purchase of bus tickets

15.3 Bus Bulges

Bus bulges should be built on key bus routes in KCC, giving buses more priority in traffic, so that they are not slowed down at bus stops by waiting to merge back into traffic.

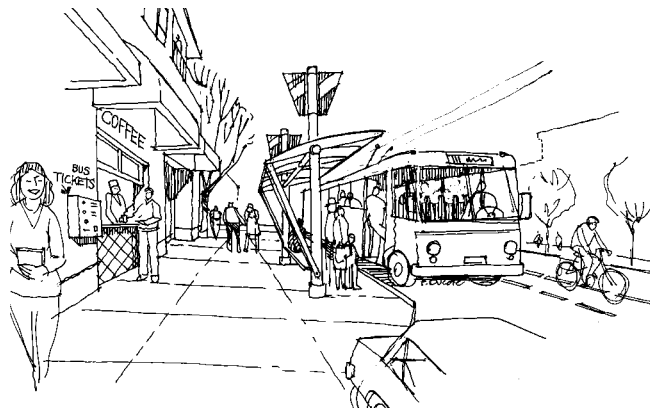
Support %:71/17/12

Competition for Space on Streets

The sections on Shopping Areas and Traffic and Transportation suggest many different ways to improve arterial streets for pedestrians, cyclists, transit users, and shoppers — bike lanes, bus bulges, curb bulges, median refuges, wider sidewalks, wider boulevards, on-street parking. But, on many streets not all of these can fit together. Trade-offs may have to be made as part of more detailed community planning.

Note on direction 15.1

This direction refers to transit at street level. Whether or not transit runs at street level also depends on the transit technology used. The most recent announcement from the Provincial government (summer 1998) has altered technology from conventional light rapid transit (which could run at street level) to SkyTrain (which cannot run at street level). (See also Section 6.)



Better bus stops: shelters, information, ticket machines, bus bulges

15.4 Local Involvement in Transit Decision Making

There should be more local input into transit decision-making, to help ensure that future transit changes that happen in KCC, are a benefit to KCC, as well as to the rest of the city and region.

Support %:84/12/4



Portland speed table: raised crossing to slow cars



Traffic circle: example

People's ideas...

- more buses; express buses; diversity of bus sizes; community mini-buses
- bike parking at transit transfer points; bike carriers on transit
- improved bus turning movements at Broadway and Commercial

16. Traffic Calming

Traffic calming means installing physical devices on streets, such as stops signs, traffic circles, traffic diverters, speed bumps, and speed tables. Usually, these are on local streets. The purpose is to slow traffic, increase safety, and/or discourage through traffic. The main way of providing traffic calming in Vancouver is through a Neighbourhood Traffic Plan. A traffic plan is usually started by resident request, or it is a result of a more general area plan. However, not all requests can be met at once. The City Transportation Plan recommends giving priority to locations where traffic impacts are the most serious.

Approved Vision Direction

16.1 Traffic Calming Criteria

Traffic calming programs should be provided in residential areas of KCC where needed, in consultation with local residents. The need should be determined by objective measurements that compare areas across the city. These should include:

- total traffic volume, and especially non-local (commuter) traffic
- traffic speed
- number of accidents
- number of residents affected
- recent increases in traffic (due to other traffic changes, new development)
- noise levels

- nearness to places with many pedestrians, especially children or seniors (schools, daycare, playgrounds, seniors housing, housing with children)
- the need to control traffic patterns related to prostitution and criminal activity

Support %:79/13/9

16.2 Easily Addressed Traffic Problems

Traffic problems that can be fixed for low cost and with little impact such as by putting in a crosswalk or stop sign, should be able to be dealt with without a full traffic calming program. Community-based measures, such as SpeedWatch, should also be used to help calm traffic.

Support %:81/12/7

People's ideas...

- fix speeding problems: in lanes (need speed bumps, etc); near parks; on wide streets, such as 14th, 16th, and 22nd Ave; at schools (need enforcement of 30 kmph speed limit)
- SpeedWatch: volunteers who monitor traffic speeds to help determine the need for traffic enforcement (coordinated by Police Dept. and ICBC)
- traffic liaison group to provide community input

17. Bike Routes and Greenways

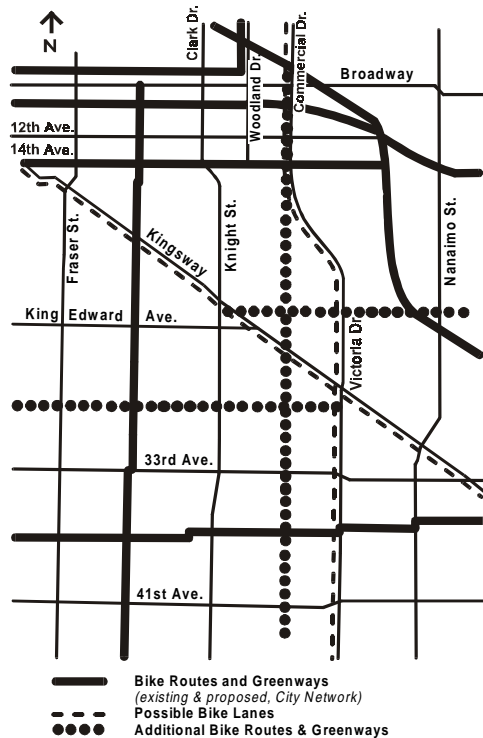
Bike lanes, bikeways, and greenways are routes to improve the experience of cycling and walking and to develop cycling and walking networks throughout the city and within communities. Exact locations and design of future routes will be determined with input from this Community Vision and with further consultation with local residents and businesses.

Greenways

Greenways are streets and routes enhanced to create a pleasant and safe environment for walking and cycling. There are two kinds. City greenways create networks across the city. Examples of city greenways are the B.C. Parkway along the SkyTrain route and the Ridgeway Greenway along 37th Avenue. Neighbourhood greenways create local connections. They are initiated by neighbourhood groups, who receive technical and funding support from the City. A local example of a neighbourhood greenway is at E. 19th Avenue and Fleming.

Bikeways and Bike Lanes

Bikeways are bike routes across the city along local streets. These streets are treated to be "bicycle-friendly." For example, there are traffic circles to slow cars and bicyclist-activated crossing signals at busy intersections. Nearby examples are the Ontario Bikeway and Adanac Bikeway.



Bike Lanes

Bike lanes are lanes marked for bikes on arterial streets. These are a new idea for Vancouver, introduced by the City Transportation Plan. The Plan identifies Kingsway and Commercial/Victoria as possible streets for bike lanes. The Plan also recommends bike carriers on transit vehicles.

Approved Vision Direction

17.1 Bikeway and Greenway Routes

Bikeways and greenways should link schools, parks, community centres, pools, rinks, and shopping areas in KCC and nearby, with safe crossings at major streets. In addition to the routes already planned by the City, there should be:

- north-south route(s) between Clark/Knight and Victoria/Commercial
- east-west route(s) between 15th and 37th
- an extension of Grace MacInnis Park north to the Broadway-Commercial area and to the Grandview Cut
- upgrading of some city-wide bikeways to neighbourhood greenways, such as along Windsor, to connect schools and parks

Support %:71/18/11

17.3 Bike Lane on Commercial/Victoria

A marked bike lane should be considered for Commercial/Victoria, as part of a city-wide commuter bike network. (This would be considered as part of more detailed planning, to see if it fits along with other improvements for pedestrians, shoppers, and transit users.)

Support %:62/19/19



Bikeway example: Adanac St.



Bike lane example: Portland, Oregon



Neighbourhood greenway: 19th & Fleming

17.4 Bike Parking

More places for parking bikes should be provided at local destinations, including shopping areas, community centres, other community services, and at transit stops. Bike carriers should also be provided on buses and SkyTrain.

Support %:69/20/11

People's ideas...

- small bike racks at many locations instead of large bike racks at a few locations; bike parking and storage at bus interchanges

17.5 Bike Education and Promotion

There should be more education in the community about biking and bike safety.

Support %:73/19/8

People's ideas...

- bike education for children and adults at schools and community centres

Other Vision Direction considered but not approved

17.2 Bike Lane on Kingsway

A marked bike lane should be considered for Kingsway, as part of a city-wide commuter bike network. (This would be considered as part of more detailed planning, to see if it fits along with other improvements for pedestrians, shoppers, and transit users.)

Uncertain %:58/20/22*

Comments: This direction did not receive majority agreement in both surveys. However, it did receive a high number of agree votes. It remains on the table for more investigation and public discussion in any future planning for Kingsway and as part of the City Transportation Plan implementation.