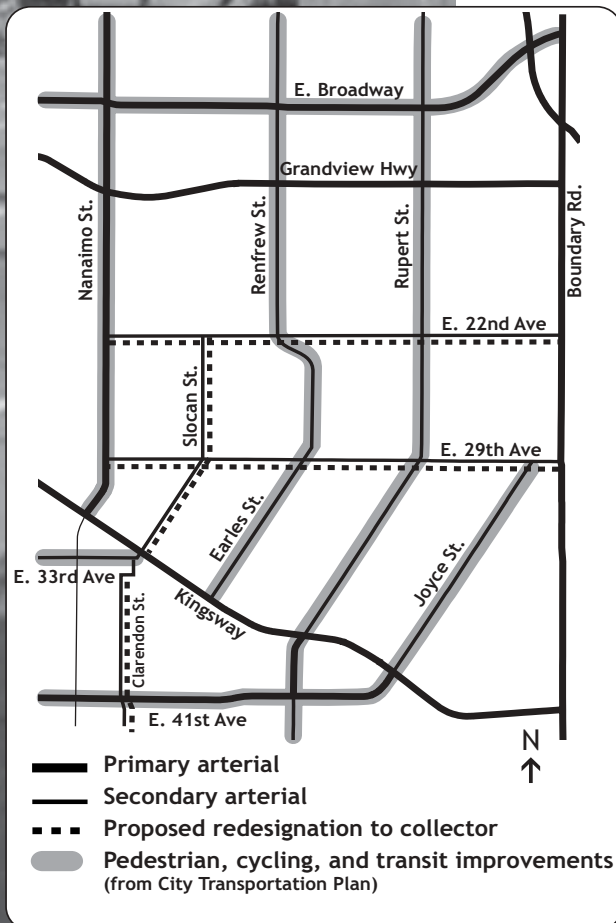




Traffic and Transportation

Traffic and its impacts are major issues in Renfrew-Collingwood. The area has some of the city's busiest streets in terms of both car and truck traffic. Kingsway, Grandview Highway, Boundary, and Broadway each carry more than 40,000 vehicles in a 24-hour period. Many of Renfrew-Collingwood's arterial streets are among the most heavily used for truck travel in the City: Kingsway, Grandview Highway, Broadway, Boundary, and Joyce each carry 600 trucks per day. Accidents are common. Nanaimo at Kingsway (with 33 crashes) and Rupert at Kingsway (25 crashes) were among the intersections with the highest number of accidents recorded in the city in 1998-2002 (Knight at 49th, with 54, had the most in the city).

Renfrew-Collingwood is also the home for five SkyTrain stations. Older stations on Nanaimo, 29th, and Joyce were joined by two new stations on Rupert and Renfrew (at Grandview Highway). For residents, the advantages of having rapid transit so close to home were balanced against safety and amenity concerns around the stations.



The Vision addresses a number of transportation issues for Renfrew-Collingwood, including improvements for pedestrians, cyclists, transit riders, and general safety. (Other Directions related to streets are in NEIGHBOURHOOD CENTRES and IMPROVING PARKS, STREETS, LANES, AND PUBLIC PLACES).

The specific types of streets included here are those identified as priorities at the Vision Fair and community workshops. These are:

- primary arterials: the busiest streets in Renfrew-Collingwood (Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st)
- secondary arterials: less-busy streets where pedestrians, bikes, and transit should be encouraged (Rupert, Renfrew/Earles, Joyce, and Slovan — south of 22nd)
- streets proposed to be removed from the arterial network: 22nd, 29th, Clarendon

Types of Streets

Primary arterials: serve through traffic and provide access to the region's major roads. They generally have two or more moving lanes of traffic in each direction, high traffic volumes, traffic signals, and rush hour parking or turning restrictions. Most are truck and transit routes.

Secondary arterials: also serve through traffic but they are generally narrower and less busy than primary arterials (although some, like 12th, have high traffic volumes). They may not be bus or truck routes.

Neighbourhood collectors: are intended to give local traffic access to the arterial road network and are not intended to act as arterials by serving through traffic. Traffic volumes should be lower than on most secondary arterials and should not increase except when new trips are generated in the local neighbourhood.

Local streets: provide access to homes. They are generally bordered by residential uses and used primarily by residents of the neighbourhood. Traffic volumes are low.

Streets with increased priority for pedestrians, cyclists, and transit-users: are arterials identified in the Transportation Plan as having the potential for increased use by pedestrians (e.g. improved crossings, pedestrian priority areas), cyclists (e.g. Bikelanes), and transit users (e.g. bus bulges, bus lanes, bus priority measures).

Truck routes: provide through routes for large trucks (generally trucks with three or more axles) on designated primary and secondary arterial streets. These trucks must travel on truck routes except when their origin or destination is not on a truck route — then they must take the shortest route to the closest truck route.

1 Primary Arterials

(Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st)

Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st will continue to be primary arterials used by traffic traveling across the city and region. They are truck and transit routes. Broadway, Nanaimo, and 41st have been designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Traffic volumes, speeds, vehicle mixes, and noise make all these streets difficult to walk or live on and to cross. Kingsway has special needs for pedestrians crossing to reach its many retail stores (also see NEIGHBOURHOOD CENTRES).

1.1 Improve Conditions and Safety on Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st

Approved

Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st should have the conditions and safety for residents, pedestrians, and transit users substantially improved by:

- improving pedestrian crossings and sidewalks
- reducing the speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- reducing the adverse impacts of trucks on neighbourhoods
- adding more planting, landscaping, public art.

Percent agree 79%/76%

People's Ideas...

- add crossing light at Norquay Park
- improve pedestrian crossing opportunities: more pedestrian-activated signals, shorter waiting times, longer crossing times, median refuges, curb bulges, etc.
- add more signs to limit speed and provide warnings (e.g. road sense)

- create more left-turn bays to reduce congestion on arterial streets
- add warning lights that signal is about to change; synchronize traffic signals



Kingsway: primary arterial needs more and safer pedestrian crossings

2 Secondary Arterials

(Rupert, Renfrew/Earles, Joyce, and Slocan south of 22nd)

Rupert, Renfrew/Earles, Joyce, and Slocan (south of 22nd) are secondary arterials. Rupert (north of Kingsway), Renfrew (Broadway to Grandview), and Joyce (Kingsway to 29th) are truck routes. All carry transit vehicles for all or part of their length. Rupert, Renfrew/Earles, and Joyce are designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Vision participants noted problems with traffic speed and pedestrian safety, particularly around schools. Vision participants felt that truck traffic along Rupert and Joyce had increased over time and was too heavy.

2.1 Improve Conditions and Safety on Rupert, Renfrew/Earles, Joyce, and Slocan (south of 22nd)

Approved

The conditions and safety for residents, pedestrians, and transit users along Rupert, Renfrew/Earles, Joyce, and Slocan (south of 22nd) should be substantially improved by:

- improving pedestrian crossings and sidewalks

- reducing speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- reducing the adverse impacts of trucks on neighbourhoods
- adding more planting, landscaping, public art.

Percent agree 82%/80%

People’s Ideas...

- add crosswalk or controlled light on Rupert between Grandview and 22nd to get to Falaise Park
- post speed limit signs on Rupert, Slocan, and Norquay near elementary schools
- add traffic control measures to make it easier and safer to cross to schools and parks, reduce speeds
- need left turn signal for 22nd and Rupert (many cars turn on red light)
- add crossing aid (bulges or push-button crosswalk) at Rupert and Euclid, which is an east-west corridor for bikes and pedestrians
- restrict cars to fewer lanes — use extra space for buses, extended sidewalks, median refuges, bike lanes, more landscaping/buffer for sidewalk and homes (e.g. 22nd and Rupert)
- improve pedestrian crossing opportunities — more pedestrian-activated signals, shorter waiting times, median refuges, curb bulges, crossing guards

2.2 Rupert and Joyce Truck Routes

Approved

Review the impacts of trucks along the Rupert and Joyce truck routes, and respond to adverse impacts with mitigation measures like noise abatement, stricter enforcement of traffic regulations, restricted hours of truck movement, requiring the use of inside lanes, and/or traffic management measures to redistribute traffic onto other truck routes.

Percent agree 71%/76%

People’s Ideas...

- clean-up commercial and business district of Joyce: too many trucks, unsafe, dirty, noise pollution; doesn’t encourage people to shop
- eliminate heavy trucks on Rupert: it shouldn’t be a truck route, contributes to pollution and congestion
- too many trucks, too much noise and pollution on Rupert, need crossing at Wellington
- avoid heavy trucks on Joyce between Kingsway and Boundary and their noisy engine brakes
- restrict parking of trucks in Renfrew Heights (by Dieppe, Malta, Haida, etc.)



Rupert: secondary arterial needs increased priority for pedestrians, bicycles, and transit

City Transportation Plan

The City’s Transportation Plan was approved by City Council in May 1997. The Plan’s most important directions include:

- not expanding the existing network of arterial roads in the city
- improved transit and expanded cycling
- better conditions for pedestrians, especially in important 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.

Truck Routes



2.3 Change the Designation of Slocan (south of 22nd)

Approved

Consider changing the designation of Slocan (south of 22nd) from secondary arterial to neighbourhood collector where it would continue to give local traffic access to arterial roads but it would not be widened or improved to increase the amount of through traffic it carries.

Percent agree 56%/57%

People's Ideas...

- include Slocan between Kingsway and 22nd when you change 22nd and 29th to collectors

3 Streets Proposed to be Removed from the Arterial Network

(22nd, 29th, and Clarendon)

These streets are now secondary arterials which carry relatively low traffic volumes and pass through predominantly residential neighbourhoods. The Transportation Plan proposes, and Vision participants supported, their reclassification to neighbourhood collectors. As neighbourhood collectors they would continue to give local traffic access to arterial roads but they would not be widened or improved to increase the amount of through traffic they carry.

3.1 Change the Designation of 22nd, 29th and Clarendon

Approved

In accordance with the Transportation Plan proposal, the City should change the designation of 22nd, 29th, and Clarendon from secondary arterial to neighbourhood collector to ensure these streets are not widened or changed to accommodate increased traffic volumes or speeds. These streets should be redesigned to discourage through trips.

Percent agree 55%/56%

3.2 Improve Conditions and Safety on 22nd, 29th, and Clarendon

Approved

The conditions and safety for residents, pedestrians, and transit users along 22nd, 29th, and Clarendon should be substantially improved by:

- improving pedestrian crossings and sidewalks
- reducing the speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- adding more planting, landscaping, public art.

Percent agree 69%/63%

People's Ideas...

- build islands, corner bulges, narrow street to slow down traffic on 22nd (from Renfrew to Boundary)
- add lights or crosswalk on 22nd at Slocan, Nootka, and Lillooet
- extend 22nd median to Rupert, add street trees
- add special lighted crosswalk, provide pedestrian lighting with local traffic calming on 29th at Rupert and Windermere



22nd: change the designation to neighbourhood collector

4 Traffic Calming on Local Streets

Local streets should carry low volumes of local traffic traveling at moderate speeds. The Transportation Plan recommends lowering the speed limit on all local streets to 40 km/h. In some cases, through and/or speeding traffic consistently occurs on local streets. Traffic calming reduces the speed or volume of traffic on these streets to increase safety and livability. Traffic calming may employ traffic circles, speed humps, corner bulges, traffic diverters, stop signs, or other types of signs, street closures, street narrowing, raised crosswalks, and pedestrian islands/refuge areas (sometimes planted).

Traffic calming can be put in place using one of three approaches:

- a neighbourhood-wide traffic calming plan
- property owners initiate and pay for a traffic circle or corner bulges at an intersection
- City funded traffic calming on streets with problems confirmed by measurable criteria

The Vision Directions support more traffic calming in Renfrew-Collingwood.

4.1 Use Traffic Calming Programs

Approved

The City should do more to make Renfrew-Collingwood residents aware of its 'complaint-based' traffic calming process. Residents should take advantage of the City's traffic calming programs to bring City funded measures like traffic circles, speed humps, stop signs, and traffic diverters to streets in Renfrew-Collingwood.

Percent agree 70%/66%

People's Ideas...

- need traffic calming at uncontrolled intersections
- reduce shortcutting on local streets from Grandview Highway (e.g. on Dieppe)
- control speeding traffic — add speed bumps on roads by parks and schools

- reduce speed of traffic in Renfrew Heights (on Dieppe, Malta, Haida, etc.)
- provide traffic calming in lanes too, particularly behind Kingsway



Speed table: raised pedestrian crossing to slow cars

4.2 Maintenance of Local Streets and Sidewalks

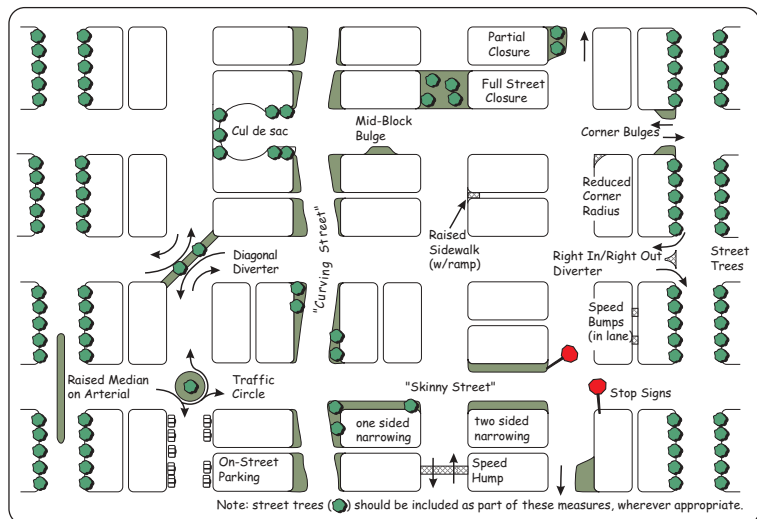
Approved

Streets and sidewalks in Renfrew-Collingwood should be paved or repaired where necessary.

Percent agree 85%/86%

People's Ideas...

- repair road on Kaslo between 18th and 20th
- fix holes on Windermere between 25th and 27th
- build sidewalks and concrete curbs on School — not safe for children
- add sidewalks and pave Vanness from Spencer to Earles



Neighbourhood Traffic Calming Measures

Current Traffic Calming Approaches

Neighbourhood-wide traffic calming plan: used when calming on one street would divert traffic to other residential streets. This approach can take two to three years to complete, involving many public meetings, open houses, and surveys. The City pays for the traffic calming devices.

Property owner initiated circles or bulges: owners decide on and pay for a traffic calming device. Enough residents must vote for the initiative and then all residents contribute to the cost of the improvement.

Criteria-based traffic calming: used for an individual problem street or street segment. The process starts with a resident requesting calming on a street (if there are no complaints the City assumes there is no problem). City staff evaluate the request using criteria which measure the extent of the problem. The criteria used by the City include:

- high traffic volumes and/or speeds
- proximity to schools, play grounds, and other pedestrian/traffic generators
- proximity to a Greenway or Bikeway
- City-initiated projects in the area
- recent increases in traffic due to new development or other traffic changes.

Based on staff's evaluation, each request is placed on a priority list of streets to be calmed. Each year the City pays for traffic calming on the highest priority streets. Most streets not funded in one year are carried over to the next year's list.

4.3 On-street Parking on Local Streets

Approved

Improve control over parking of cars and trucks on local streets to make streets safer and provide more parking for local residents.

Percent agree 68%/60%

People's Ideas...

- restrict stopping and parking of cars when dropping kids off to school
- restrict parking on residential streets by high school students and for church services

4.4 Innovative Traffic Calming Measures

Approved

In addition to the traffic calming measures listed above (i.e. traffic circles, speed humps, etc.) the City should consider using the following:

- 40 km/h speed limit (30 km/h speed limit in high density areas)
- mid-street pedestrian islands/refuges
- public art/fountains
- pedestrian level lights (street lights get blocked out by trees, etc.)
- more signs: children playing, etc.
- encourage street-reclaiming with block parties and street festivals organized by residents

Percent agree 66%/60%

5 Public Transit

The Transportation Plan recognized that future growth in trips must be accommodated on the existing road system (supplemented with rapid transit). Control of transit has passed from the province to a regional body named Translink which plans, finances, and operates the system. Within Vancouver, the City owns the roads used by the buses; is responsible for bus shelters; determines whether traffic signals give priority to buses; and establishes how the streets are designed for buses.

The Transportation Plan recommends that the City work with the region to create:

- better bus stops, bus shelters, and boarding areas (e.g. with timetables and maps)
- more frequent buses
- measures to give transit priority over cars on streets (e.g. bus bulges)
- community mini-buses
- a city-wide network of express bus routes (including 41st and Broadway) and rapid transit.

The Vision Directions address how to make transit more attractive to users.

5.1 Bus Priority Measures

Approved

The speed and ease of boarding of buses should be increased on all routes through bus priority measures such as bus bulges.

Percent agree 67%/70%

People's Ideas...

- provide bus bulges on streets where road capacity is available
- provide buses with bus lanes or other priority measures which would allow them to by-pass traffic at congested intersections
- allow signal priority for buses at intersections



Bus bulge: helps bus priority, more boarding space

5.2 Improve Bus Routes and Frequency

Approved

Translink should expand the number of bus routes and add more express routes to bring the bus closer to home or other destinations and to quicken service. Attention should be paid to the poor north-south connections and the lack of service to and from key destinations in the neighbourhood.

Percent agree 75%/72%

People's Ideas...

- add 'express' bus to #25 to UBC
- add more express routes, possibly on Kingsway or Renfrew, to get people to work on time
- reduce the number of bus stops during peak hours on routes along Kingsway or Nanaimo to improve travel times to and from the Downtown and UBC
- quicken connections between routes (e.g. speedy transfer between buses), especially to SkyTrain stations
- expand bus hours of service
- make bus routes to major post secondary schools (e.g. Capilano College) more direct: too many transfers
- use smaller community shuttle buses on fixed routes to improve services to local destinations

5.3 Improve the 'Transit Experience'

Approved

The 'transit experience' (the comfort, convenience, and sense of safety experienced by users as they walk to, wait for or ride the system) should be improved in order to attract riders, for example, with better weather protection, lighting and security, transit schedules and route maps, sidewalks and pathways, landscaping, and the provision of bike racks.

Percent agree 74%/72%

People's Ideas...

- add information on service frequency and route maps at selected bus stops and libraries (consider enlarging print)
- improve boarding areas (e.g. weather protection, lighting and security, bike racks)
- provide washrooms at major locations

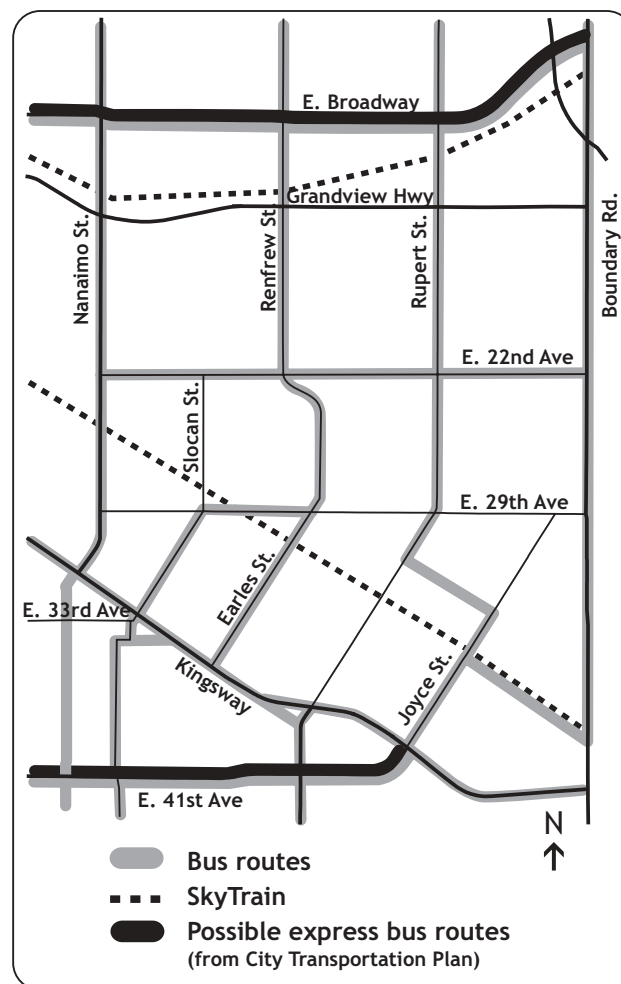
5.4 Improve Safety and Amenity at SkyTrain Stations

Approved

Safety concerns and the need for improved amenity should be addressed at SkyTrain stations, especially Joyce SkyTrain station.

Percent agree 85%/83%

Bus Routes



People's Ideas...

- clean up the SkyTrain pathway west of Joyce station — change the landscaping, widen and pave the path, add more lighting
- make the Joyce station area more inviting to pedestrians and vehicles; create a plaza, more benches
- Joyce SkyTrain station unsafe, add ticket takers at all stations, cameras and panic buttons, security people
- encourage/permit more commercial uses at SkyTrain stations (becomes a more lively place, safer place)
- increase safety of transit users, especially at SkyTrain stations, with more 'open design' (e.g. no hidden corners)
- redesign SkyTrain entrances; have artwork, public theatre, street musicians, community notice board
- planting on all SkyTrain pillars

5.5 Review Transit Fares

Approved

Translink should reduce the inequity of zone boundary fares and consider lower fares for some groups.

Percent agree 78%/78%

People's Ideas...

- encourage ridership with equitable fare/zone payment (e.g. four stops should not require a two zone fair)
- provide cheaper bus passes; create more transit promotions
- encourage merchants to give promotions for use of transit
- lower the price of tickets for students

5.6 Local Involvement in Transit Decisions

Approved

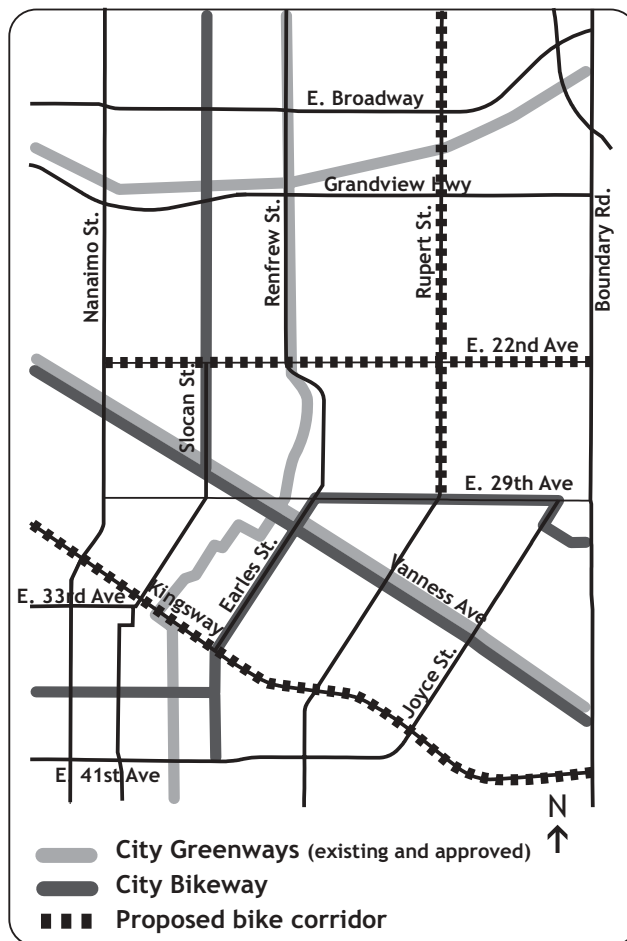
Local involvement in transit decisions should be enhanced.

Percent agree 69%/67%

People's Ideas...

- consult the neighbourhood about SkyTrain stations
- customer comment cards

Greenways and Bikeways



6 Greenways and Bikeways

Greenways, Bikeways, and Bikelanes are networks of routes designed to improve the experience of walking and cycling within the city. Work is underway through various City programs:

- Greenways to provide enhanced walking and cycling routes
- Bikeways and Bikelanes to provide more functional routes specifically for bikes



City-wide Greenway: Central Valley

6.1 Greenway Routes and Bikeways

Approved

Greenways should link major walking destinations within and outside of Renfrew-Collingwood and should provide safe crossings at major streets. The planned City Greenways along Vanness (Parkway Greenway), along/near Renfrew/Duchess/Wales (Eastside Crosscut), and along the new Millennium Line SkyTrain (Central Valley Trail) should be implemented as soon as possible. Proposed city-wide Bikeways within Renfrew-Collingwood should be planned and finalized. Improvements must be made to the Parkway Greenway from 29th to Boundary, and Greenway and Bikeway routes need to be more widely publicized to pedestrians and cyclists in Renfrew-Collingwood.

Percent agree 70%/73%

People's Ideas...

- remove posts in the middle of the sidewalk on Vanness (between Rupert and Joyce) as they force people out into the road
- Vanness from 29th station to Boundary is the most desolate, hidden, aesthetically bankrupt, dangerous stretch of Greenway/Bikeway north of Dodge City
- improve maintenance of roadways and sidewalks (especially arterials e.g. Kingsway and Joyce; repave Vanness between Renfrew and Joyce)
- clearly designate bike routes (e.g. maps and signage)
- make Vanness one-way to accommodate pedestrians and cyclists
- connect bikeways and greenways with other municipalities



Neighbourhood Greenway: Renfrew Ravine

6.2 General Walking and Biking Improvements

Approved

The frequently used pedestrian and biking routes within Renfrew-Collingwood shown on the map below should have additional greening and other types of improvements:

- installation of sidewalks on streets now without sidewalks and improved maintenance of existing streets and sidewalks
- better pedestrian and bike crossings of arterials
- beautification of streets and sidewalks (e.g. tree-lined streets, landscaping, flowers, benches, special paving, lighting)
- clean-up streets and sidewalks in commercial areas
- allow bikes on SkyTrain.

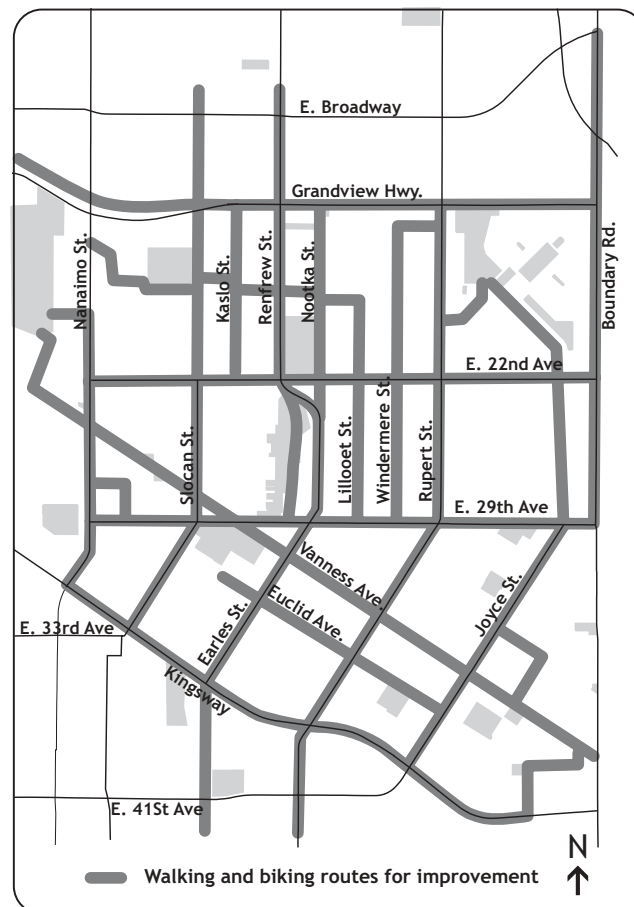
Percent agree 73%/75%

People's Ideas...



Sunrise Bikeway: north/south route from Fraser River to Burrard Inlet

General Walking and Biking Improvements



Greenways: streets and routes enhanced to create an interesting and safe environment for walking and recreational cycling. The city-wide Vancouver Greenways Plan was developed with public consultation and approved in 1995. It identifies two kinds of greenways:

City Greenways which have been planned to create a city-wide network of 14 routes; and Neighbourhood Greenways which create pleasant local connections, are smaller in scale, and are initiated by neighbourhood groups, who receive technical and funding support from the City.

Bikeways are bike routes which cross the city on local streets which parallel arterials. These streets have features that make them 'bicycle-friendly'. For example, traffic circles can be installed to slow cars but not bikes and cyclist-activated crossing signals can be provided where Bikeways cross busy streets.

Bikelanes are narrow marked lanes for bikes on some arterial streets. This is a relatively new idea for Vancouver, introduced by the Transportation Plan.

- provide emergency phones to call 911
- make it easier to cross arterials by bike (Renfrew and Slocan)
- provide more sidewalks in residential/industrial areas
- more green landscaping and art along bike routes
- develop safe green bike connector routes between schools, parks, community centres, and neighbourhood houses
- remove 'sandwich board' signs outside stores when they are a barrier to walking
- provide traffic calming (bulges, crosswalks, etc.) to shorten crossing distance and improve visibility of pedestrians; add landscaping, flowers, and benches
- provide a safe, environmentally friendly boardwalk through Renfrew Ravine

6.3 Bike Parking and Racks

Approved

Bike parking and racks should be more readily available in Renfrew-Collingwood, particularly at major destinations.

Percent agree 60%/59%

People's Ideas...

- need more bike posts to lock up bikes
- more bike racks or parking lots for bikes
- make bike racks available on buses on all major transit routes



Bike racks in commercial areas

6.4 Bikelanes along Kingsway, 22nd, 29th, and Slocan

Approved

Consider Bikelanes along Kingsway, 22nd, 29th, and Slocan as part of a city-wide commuter network (this would be considered as part of a more detailed plan, to ensure that it was safe, and to see if it fits with improvements for pedestrians, shoppers, and transit users).

Percent agree 55%/59%