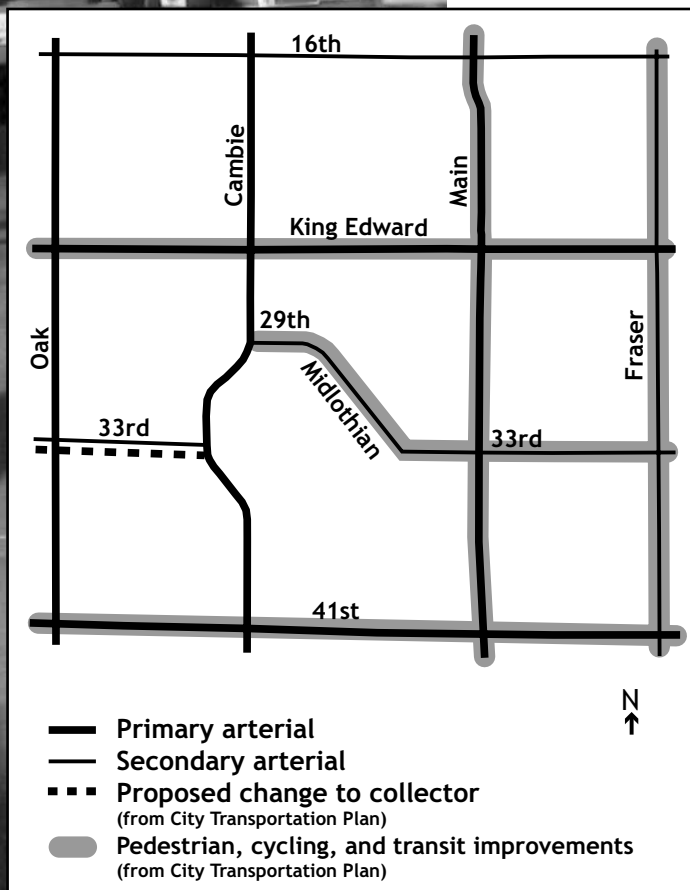


TRAFFIC AND TRANSPORTATION



Traffic and its impacts are major issues in Riley Park/South Cambie (RPSC). The area has two of the city's busiest streets in terms of both car and truck traffic. Within RPSC, Cambie carries over 45,000 vehicles per 24-hour period, Oak over 40,000. Many of RPSC's arterial streets are used for truck travel: Vancouver's Transportation Plan estimated that Oak, Cambie, Main, Fraser, and 41st each carry 200 trucks per day. In 2003, Oak and 41st had the highest number of motor vehicle collisions in RPSC (185), followed by Cambie and 41st (132), and Fraser and 41st (80).

The Richmond/Airport/Vancouver (Canada Line) Rapid Transit Project passes through RPSC. Stations will be built on Cambie at 41st and at King Edward. Provision for a possible future station will be made at Cambie and 33rd. Residents wanted good connections between Canada Line and important neighbourhood destinations (e.g. Queen Elizabeth Park, Riley Park Community Center), but expressed concerns about the potential impacts of these stations on crime, vandalism, and litter.



The Vision addresses a number of transportation issues including the traffic and parking impacts associated with the future development of community facilities at Riley and Hillcrest Parks (i.e. the 2010 Winter Olympic Curling venue and the new Aquatic Center), the speed of traffic along Main and 41st, the proposed transit improvements along Main, and the difficulties faced by people walking and biking along 16th and Midlothian. There is a need to improve the situation for pedestrians, cyclists, and transit users along many of RPSC's busiest streets. Many of these Directions are described below, others are in the NEIGHBOURHOOD CENTRES; PARKS, STREETS, LANES, AND PUBLIC PLACES; and LARGE SITES sections.

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

- primary arterials: the busiest streets in RPSC — King Edward, 41st, Oak, Cambie, and Main
- secondary arterials: less-busy streets where pedestrians, bikes, and transit should be encouraged — 16th, 29th/Midlothian/33rd, and Fraser
- a street proposed to be removed from the arterial network: 33rd (Cambie to Oak).

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 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 or creating 'pedestrian priority areas' with corner bulges, public art and landscaping), 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

(King Edward, 41st, Oak, Cambie, and Main)

King Edward, 41st, Oak, Cambie, and Main will continue to be primary arterials used by traffic traveling across the city and region. All except King Edward are truck routes, all have transit service. King Edward, 41st, and Main have been designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Traffic speed and congestion can make these streets difficult to live on or to cross. Cambie, Main, and Fraser have special needs for pedestrians crossing the streets to reach their many retail stores (also see Directions in the NEIGHBOURHOOD CENTRES section of the Vision).

1.1 Improve Conditions and Safety on King Edward, 41st, Oak, Cambie, and Main

Approved

The conditions and safety for residents and pedestrians on King Edward, 41st, Oak, Cambie, and Main should be substantially improved by:

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

Percent Agree 83%/83%

Peoples Ideas...

- introduce pedestrian priority areas in neighbourhood centres/shopping areas with special treatments like landscaping and additional traffic calming measures adjoining Cambie (16th to 21st and at 41st), Main and 33rd, and 16th and Oak

- make the King Edward and Oak intersection more pedestrian friendly
- use speed humps in side streets to discourage traffic trying to get around transit improvements along Main
- create more left-turn bays to reduce congestion on arterial streets, provided curb-to-curb width is maintained
- add left turn signal (advance) at 16th and Cambie to address traffic congestion once the old Produce City site is redeveloped
- install left turn signals at Main and King Edward
- add more planting/landscaping/public art along Main and grassed borders along 41st to reduce traffic noise and increase character and vitality (and hire community artists)



Main Street: Primary arterial needs more and safer pedestrian crossings

2 Secondary Arterials

(16th, 29th/Midlothian/33rd, and Fraser)

16th, 29th/Midlothian/33rd, and Fraser are secondary arterials. Fraser is a truck and transit route. 29th/Midlothian/33rd is 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 along Midlothian, some dangerous intersections along 16th, and difficulties crossing Fraser to visit local stores in the shopping area.

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 primarily by transit, instead of creating more car trips.

2.1 Improve Conditions and Safety on 16th, 29th /Midlothian/33rd, and Fraser

Approved

The conditions and safety for residents and pedestrians on 16th, 29th /Midlothian/33rd, and Fraser should be substantially improved by:

- adding and upgrading pedestrian crossings and sidewalks
- reducing the speed of traffic, more enforcement of traffic rules and regulations, and education of motorists
- improving the safety of intersections
- landscaping and plantings.

Percent Agree 77%/78%

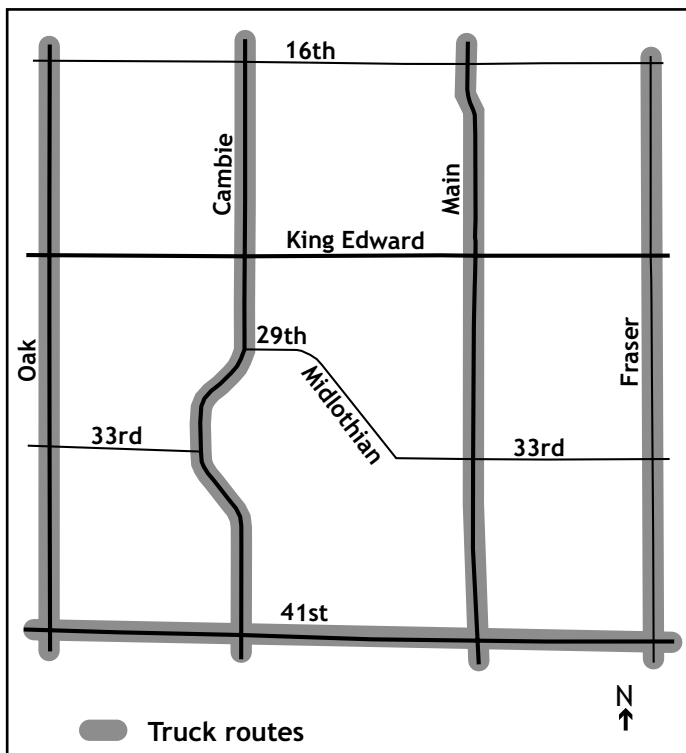


Midlothian: Secondary arterial needs increased priority for pedestrians, bicycles, and transit

Peoples Ideas...

- introduce pedestrian priority areas in neighbourhood centres/shopping areas with special treatments like landscaping and additional traffic calming measures (adjoining Fraser's business area)
- enforce speed limits on Midlothian, or narrow Midlothian by adding bike lanes and medians
- don't permit stopping on both sides of 33rd between Main and the lane west of Main to reduce congestion
- add crosswalks along Prince Edward at 33rd
- don't permit parking on 16th at Ontario to increase visibility for pedestrians and bicyclists
- add median refuges along Fraser (especially at 31st) to allow for safe crossing of the street
- conduct education campaign about patience and risk avoidance, stopping respectfully for pedestrians at intersections

Truck Routes



3 Neighbourhood Collector

33rd (Cambie to Oak)

33rd is now a secondary arterial which carries relatively low traffic volumes. Although the majority of streets proposed to be removed from the arterial network pass through predominantly residential neighbourhoods, this section of 33rd is predominantly institutional. The Transportation Plan proposes, and workshop participants supported, its reclassification to a neighbourhood collector. As a neighbourhood collector it would continue to give local traffic access to arterial roads but it would not be widened to increase the number of traffic lanes or the amount of car or truck traffic it carries. Participants noted that future transit use on 33rd should be a consideration when making any changes to this street because the Canada Line design includes a future potential station at Cambie and 33rd. The results of this Survey and of any further discussions with residents will be reported to City Council for a final decision on reclassification.



33rd: Change designation to neighbourhood collector

Less Widely Used Traffic Calming Measures

There are other traffic calming measures that the City has tried in a few trial locations. These methods are less widely used and sometimes must be paid for either wholly or partially by residents. These include:

- mid-block bulges or 'pinches' to narrow the street
- public art/fountains, street trees, and planting/gardening on boulevards to provide more visual clues to traffic to slow down and to provide greater amenity
- street-reclaiming with block parties and street festivals organized by residents
- rough pavement including the use of stamped pavement or alternate paving materials to create an uneven surface, and
- Woonerf (or 'street for living') street layout: creating a common space shared by pedestrians, bicyclists, and low-speed motor vehicles – typically streets have no sidewalks or curbs, and traffic is slowed by placing trees, planters, parking areas and other 'obstacles' in the street (parts of Granville Island work this way).

3.1 Change the Designation of 33rd (Cambie to Oak)

Not Approved (Uncertain)

33rd (Cambie to Oak) should be changed from a secondary arterial to neighbourhood collector to ensure this street is not widened or changed to increase the number of traffic lanes or the amount of car or truck traffic it carries.

Percent Agree 54%/54%

Peoples Ideas...

- install corner bulges on Heather at 33rd
- keep access to St. Vincent's Hospital site from 33rd

Comment: This Direction did receive majority support in the general survey, but did not receive high enough agreement in the random survey to be considered approved. In the random survey, the Direction received substantially more agree votes than disagree votes (2.2 to 1). As a result, this Direction is classed as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning. An examination of the distribution of votes for both surveys found that respondents in the neighbourhood adjacent to the street (bounded by Oak, Cambie, King Edward and 41st) supported the Direction: 65% agree, 22% disagree.

4 Traffic Calming on Local Streets

Local streets should carry low volumes of local traffic travelling 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 amenity. 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 pay for a non-diversionary traffic calming device
- City funded traffic calming on streets with problems confirmed by measurable criteria.

The Vision supports more traffic calming.



Raised Crosswalk: traffic calming to slow cars

4.1 Use Traffic Calming Programs

Approved

Residents should ensure they contact the City about any traffic problems experienced on local streets so that the City's traffic calming programs can be initiated.

Percent Agree 69%/71%

Peoples Ideas...

- need traffic calming on 19th between Laurel and Oak
- raise crosswalks at intersections of local streets with commercial streets to help slow traffic
- install crosswalks at 30th and James, 30th and Ontario, and 32nd and Prince Edward (to cross to and from the cemetery)
- close off some intersections of local streets to stop through traffic and create mini-parks
- use directional dividers to stop through traffic on Prince Edward (from King Edward to 33rd, and 33rd to 41st)
- need speed humps, stop signs or traffic circles on 28th at both John and Prince Edward
- need stop signs Main to Fraser, 16th to 25th

Riley/Hillcrest Park Master Plan Update

In 2000, the Park Board approved a Master Plan for Riley, Nat Bailey, and Hillcrest Parks. The decision to locate the 2010 Winter Olympic /Paralympics Games curling venue and a 'city-wide' indoor destination Aquatic Centre in Riley/Hillcrest Parks led to an update of the plan. Following the 2010 Olympic Games the curling venue will convert to a new community centre, curling, and ice rink to replace Riley Park Community Centre. The Update also addresses issues such as traffic, parking, and circulation demands and the interface with the Ontario Street Greenway.

4.2 Provide Traffic Management and Parking Plans for Riley/Hillcrest Parks

Approved

Traffic management and parking plans should be developed, in consultation with the community, to address impacts of new facilities in Riley/Hillcrest (i.e. the 2010 Winter Olympic curling venue, and the new Aquatic Centre).

Percent Agree 72%/76%

Peoples Ideas...

- need to have a traffic calming plan in place for the area between King Edward and 33rd, and between Main and Cambie, before the implementation of the updated Riley/ Hillcrest Park Master Plan
- need traffic calming on the residential streets surrounding the Olympic facilities
- improve the assessment of traffic impacts on the local community from major development proposals

40 km/h Speed Limit on Local Streets

The City's Transportation Plan has a policy to reduce speed limits on residential streets to 40 km/h. This will require an amendment to the province's Motor Vehicle Act.

4.3 40 km/h Speed Limit on Local Streets

Approved

The City should continue to encourage the province to move quickly to amend the Motor Vehicle Act to allow the City to reduce the speed limit on local streets to 40 km/h.

Percent Agree 60%/62%

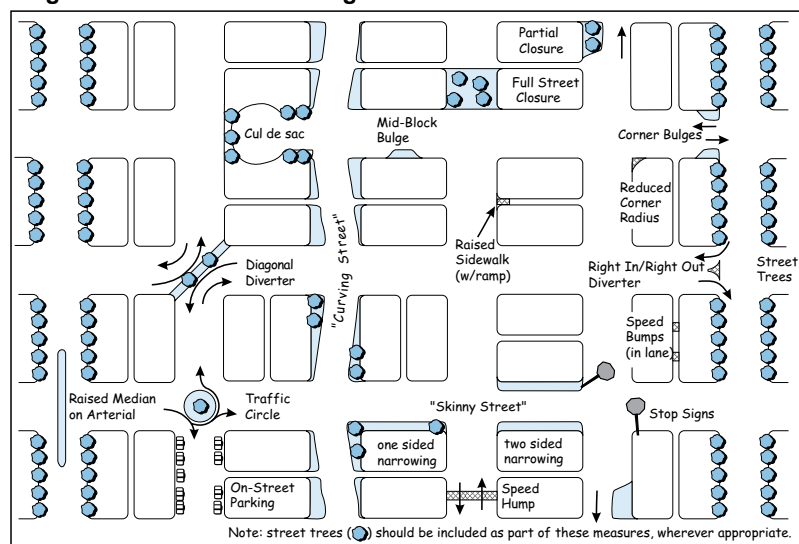
5 Public Transit

The Transportation Plan recognized that future growth in trips must be accommodated on the existing road system (supplemented with rapid transit). According to the Plan, the City cannot afford the cost or impacts of widening roads enough to reduce auto congestion. The approach is to reallocate road space and accommodate more trips on transit. More people must be attracted to transit in order to keep future traffic congestion from becoming unbearable.

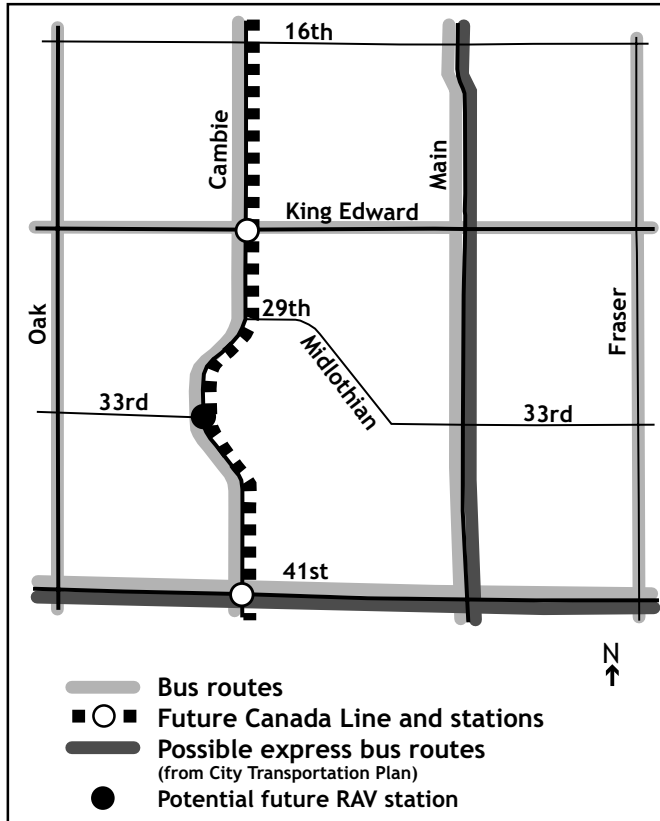
Control of transit has passed from the province to TransLink which plans, finances, and operates the transit system. Within Vancouver, the City owns the roads that buses operate on and is responsible for bus shelters, whether traffic signals give priority to buses, and how the streets are designed for buses. The Transportation Plan recommends that the City work with TransLink to create:

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

Neighbourhood Traffic Calming Measures



Transit Routes



5.1 Use Bus Priority Measures

Approved

The efficiency and reliability of buses should be improved through the use of bus priority measures such as bus bulges, bus signal priority, and bus only lanes.

Percent Agree 60%/62%

Peoples Ideas...

- provide bus lanes on Main
- allow signal priority for buses at intersections to reduce delays on Main
- provide bus bulges and boarding spaces on transit-oriented streets where road space is available



Bus bulge: helps bus priority, more boarding space

5.2 Expand Bus Routes and Increase Bus Frequency

Approved

The City should consult with TransLink to increase the number of bus routes, the frequency of buses and the hours of operation to enhance transit service by bringing the bus closer to homes and other destinations, and to decrease crowding on buses.

Percent Agree 80%/78%

People's Ideas...

- expand peak hours of service and Nite Owl service
- increase bus size or frequency to reduce overcrowding on Cambie, Main, Fraser, and King Edward
- provide more bus service East to West

5.3 Add Express Bus Routes

Approved

The City should consult with TransLink to add more express routes to facilitate transit service.

Percent Agree 71%/75%

People's Ideas...

- provide 'rapid bus' service on Main, Cambie, and King Edward with reduced number of bus stops and quicker connections between buses (especially rapid transit stations)

5.4 Provide Shuttle Buses

Approved

TransLink should use shuttle buses to provide more flexible local service to and from key destinations like Vancouver General Hospital, Riley and Douglas Park Community Centres, Nat Bailey Stadium, Riley Park Library, and local shopping areas.

Percent Agree 57%/63%

People's Ideas...

- use smaller community shuttles on fixed routes to improve services to local destinations and reduce car use

Richmond/Airport/Vancouver Rapid Transit Project (the Canada Line)

The Canada Line project is a rail-based rapid transit line that will link central Richmond, the Vancouver International Airport, and Vancouver along the Cambie corridor to central Broadway, the downtown Business District, and a transportation hub at Waterfront Station. The line is 19.5 km long with 18 stations. Once operational, the line will provide an alternative to the private automobile, address congestion, and encourage more compact urban form.

The development of the line and stations is the responsibility of a subsidiary of TransLink. The City will provide official advice to the project through development review processes (Urban Design Panel and Development Permit Board). The City is also responsible for any planning work outside of the line and stations, including public works, integration with adjacent development, zoning of property, parking impacts, pedestrian and bicycle access, and connections to the stations. The overall cost of the line is \$1.72 billion and it will be open by November, 2009.

- provide shuttle buses along east-west routes like 16th and 33rd to service regular transit routes
- use flexible mini-buses to interface with arterial transit for elderly and disabled (who can't walk far or uphill)
- use 'taxi-buses' for flexible, demand-responsive service on Midlothian – good connection to Olympic facilities and new pool & Canada Line

5.5 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, transit schedules and route maps, bike racks, trash cans, and public washrooms.

Percent Agree 73%/74%

People's Ideas...

- provide scheduling information about realistic connection times on buses or at stops
- post bus timetables and route maps at bus stops
- provide benches at NE corner of King Edward and Cambie
- provide a shelter and garbage can at NE corner of Main & 33rd
- need better storage on buses
- provide washrooms at major transit stops, and gain access by use of transit ticket or pass
- need weather protection, including sun protection

5.6 Address Crime, Safety, and Parking Impacts of Canada Line Stations

Approved

Crime, safety, and parking impacts should be addressed during the design and operation of the new Canada Line stations in RPSC.

Percent Agree 86%/89%

People's Ideas...

- address concerns about the potential increase in crime, vandalism and garbage at stations
- need good security around stations i.e. Community Policing Centre and good lighting to deter crime, improve sense of safety for women and seniors
- provide resident only parking around stations
- need design to prevent ugly scary station atmosphere
- add stores and cafes to King Edward and Cambie station to create busy and safe area at night
- make sure stations are well gated and have lots of staff on duty

5.7 Provide Connections to Canada Line Stations

Approved

Appropriate pedestrian, cyclist, and bus connections should be provided in the design and operation of the new Canada Line stations in RPSC. Develop safe, strong linkages to allow for easy movement between stations and important destinations within RPSC (e.g. Queen Elizabeth Park, Riley and Douglas Park Community Centres, Women's and Children's Hospitals, Nat Bailey Stadium).

Percent Agree 80%/83%

People's Ideas...

- need strong connections to the stations for pedestrians, cyclists and buses to promote ridership on the system
- provide access for bicycles to Canada Line stations away from main roads, and have a good connection to bike routes

5.8 Address Impacts of Canada Line Construction on Local Residents and Businesses

Approved

Plans should be made to address potential impacts caused by construction of the Canada Line system, in consultation with local residents and businesses.

Main Street 'Showcase' Initiative

The Main Street Showcase Initiative is part of a package of sustainable transportation projects funded by Transport Canada's Urban Transportation Showcase Program. Transport Canada awarded TransLink and the Greater Vancouver Regional District \$8.8 million for selected programs that demonstrate innovation in promoting reductions in greenhouse gas and other emissions.

The #3 Main Street/Downtown trolley bus is one of the busiest, most frequent and highest passenger volume routes in the region. Growing traffic congestion along Main is slowing this service and causing buses to 'bunch,' affecting travel times, operating costs, and ridership. The 'Showcase' initiative involves changes to the design of Main Street to incorporate a number of bus priority measures. These include adding 'bus bulges' and possibly providing bus signal priority at some intersections. Better bus stops with electronic displays similar to those used on the 98 B-Line will be included in the project to make the service more attractive.

These impacts could include street closures, additional car and truck traffic, road detours, noise, and litter.

Percent Agree 78%/85%

5.9 Reflect Main Street's Unique Character in the Design of the 'Showcase' Initiative

Approved

The design of 'Showcase' transit and pedestrian improvements on Main in RPSC should respond to the unique character of the street and immediate neighbourhood (e.g. integrate public art by local artists, reflect history in bus shelter design).

Percent Agree 72%/75%

People's Ideas...

- ensure transit vs. 'great street' balance on Main — keep it pedestrian-friendly and visually appealing
- take advantage of 'Showcase' investment to design improvements that consider history and special characteristics of Main
- retain parking on Main — provides separation of pedestrians from heavy traffic

5.10 Review Transit Fares & Promote Ridership

Approved

TransLink should consider ways to encourage greater ridership including special promotions and a review of its fare schedules.

Percent Agree 76%/77%

People's Ideas...

- provide yearly seniors/disabled passes
- have free transit for school-aged children — easy way to educate, helps low income families and increases ridership for mothers and fathers with kids
- create a reward 'point' system for frequent bus users that can be redeemed for discounts on merchandise
- introduce a U-pass program for high school kids

5.11 Increase Local Involvement in Transit Decisions

Approved

There should be more local involvement in transit decisions.

Percent Agree 68%/73%

People's Ideas...

- provide more local decision making in transit, including resident involvement
- involvement is important for those who are transit dependent

6 Greenways and Bikeways

Greenways, Bikeways, and Bikelanes are networks of routes designed to provide active and alternative ways to move through the city, while enhancing their experience of nature, community and 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 & Bikeway: Ridgeway

6.1 Improve Greenway and Bikeway Routes

Approved

Greenways should link major walking destinations within and outside of RPSC and should provide safe crossings at major streets. While the Ontario and Ridgeway Greenways, and the Ontario, Midtown/Ridgeway, and Heather Bikeways are important community assets, improvements must still be made to

Greenways are streets and routes enhanced to create an interesting and safe environment for walking and recreational cycling. The 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 push buttons on signals can be provided where a Bikeway crosses a busy street.

Bikelanes are marked lanes (minimum 1.5 m wide) for bikes on some arterial streets. This idea was introduced by the Transportation Plan. Often space for bikelanes needs to be allocated from space reserved for other street uses. This can have impacts on parking, the number of travel lanes, and street and median curb-to-curb width.

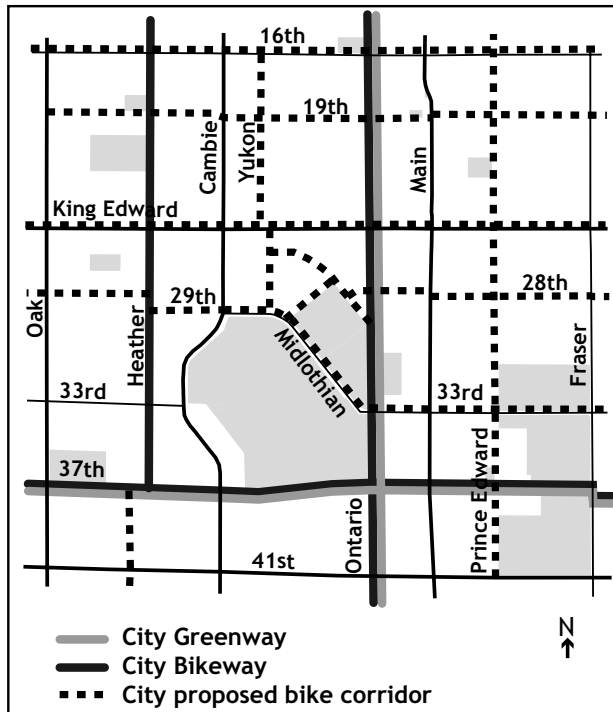
encourage greater use of pedestrian and cyclist routes and facilities, and improve safety at intersections. Special attention should be made to link the Ontario Greenway with the construction of new facilities in Riley Park, Hillcrest Park, and Nat Bailey Stadium. Provision of additional Greenways, Bikeways, and Bikelane routes should also be investigated.

Percent Agree 78%/81%

People's Ideas...

- improve crossing at 16th and Ontario
- provide traffic calming, improved lighting, seating and water fountains, especially on routes with hills
- provide facilities for transition from bike route to transit (e.g. King Edward to Rapid Bus)
- need a neighbourhood east-west Greenway or Bikeway route (e.g. along 18th or 20th)
- create a Bikelane along Midlothian to and from Riley Park
- create a Bikeway/Greenway along Prince Edward with additional traffic calming and signals for crossing the major streets

Greenways and Bikeways



6.2 Initiate Neighbourhood Greenways

Approved

RPSC residents should initiate neighbourhood Greenways on frequently used pedestrian and biking routes within the area (shown on the map).

Percent Agree 70%/72%

People's Ideas...

- create a neighbourhood Greenway near the community centre and future Olympic facilities
- create a Jomar Lanot Memorial Greenway through Sir Charles Tupper Secondary School and along St. George

6.3 Provide General Walking and Biking Improvements

Approved

The frequently used pedestrian and biking routes within RPSC shown on the map should have additional greening and other types of improvements, including:

- installation of sidewalks on streets 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).

Percent Agree 77%/81%

People's Ideas...

- provide lights on Prince Edward at 33rd and 41st, on 28th at Fraser and Cambie, on 18th at Fraser
- provide routes and crossings that encourage shopping and getting to school by walking or biking
- create strong pedestrian connections from Youville Seniors Housing to the St. Vincents and RCMP sites
- need pedestrian linkages, Greenways for Little Mountain Housing site

Funding Sidewalks

In 2004, City Council committed to completing the sidewalk network on all streets in Vancouver. A priority list of sidewalk/street types was established: transit routes, arterial streets, pedestrian collector routes, higher zoned streets, and local residential streets.

Construction and reconstruction of sidewalks and improvements to residential streets and lanes is generally cost shared by the City and the adjacent property owner. The percentages of cost sharing are set out in the Local Improvement Procedure (LIP) By-law. In order to further facilitate the completion of the sidewalk network the City decreased the property owner share for new sidewalks and increased the owner's share for street and lane improvements.

For heavily utilized sidewalks that are seriously in need of repair, like sidewalks in neighbourhood shopping areas, there is now the option for reconstruction outside of the LIP. This means that City Council can set priorities for sidewalk reconstruction without the approval of property owners when the full cost of reconstruction is borne by the City. The LIP still allows property owners to identify and fund projects that are not identified as priorities by City Council.

6.4 Provide Sidewalks

Approved

Sidewalks should be provided on all streets in RPSC.

Percent Agree 68%/71%

People's Ideas...

- provide sidewalks around Queen Elizabeth Park
- need sidewalk along Midlothian
- need sidewalk on 18th, 19th, and Laurel
- need sidewalk along Prince Edward to 41st

6.5 Repair Sidewalks

Approved

Sidewalks in RPSC should be repaired where necessary.

Percent Agree 83%/87%

People's Ideas...

- provide new sidewalks and street furnishings on Main
- Main sidewalks need to be re-paved

6.6 Provide Bike Lockers and Racks

Approved

Bike lockers and racks should be more readily available in RPSC, particularly at major destinations and new Canada Line stations.

Percent Agree 65%/68%

People's Ideas...

- provide more bike racks in shopping areas
- provide more bike racks on buses
- provide secure bike lockers at new Canada Line stations
- provide more bike racks and locker rooms at schools

6.7 Develop Bikelanes along King Edward

Approved

Bikelanes along King Edward should be developed as part of a city-wide commuter network (this would be considered as part of a more detailed plan, to ensure that it is safe and that it fits in with the City's overall network of biking routes).

Percent Agree 61%/61%

6.8 Promote Biking with New Initiatives

Approved

New initiatives should be developed to promote bicycling in RPSC, especially at schools.

Percent Agree 63%/62%

People's Ideas...

- provide free community bikes at key destinations e.g. like the shopping cart rental system
- provide rewards/recognition for students that ride their bikes to school
- make some roads only available for bikes before and after school hours
- make biking 'cool' (e.g. bike and walk to school days).

Frequently Used Walking and Biking Routes

