

# TRAFFIC and TRANSPORTATION



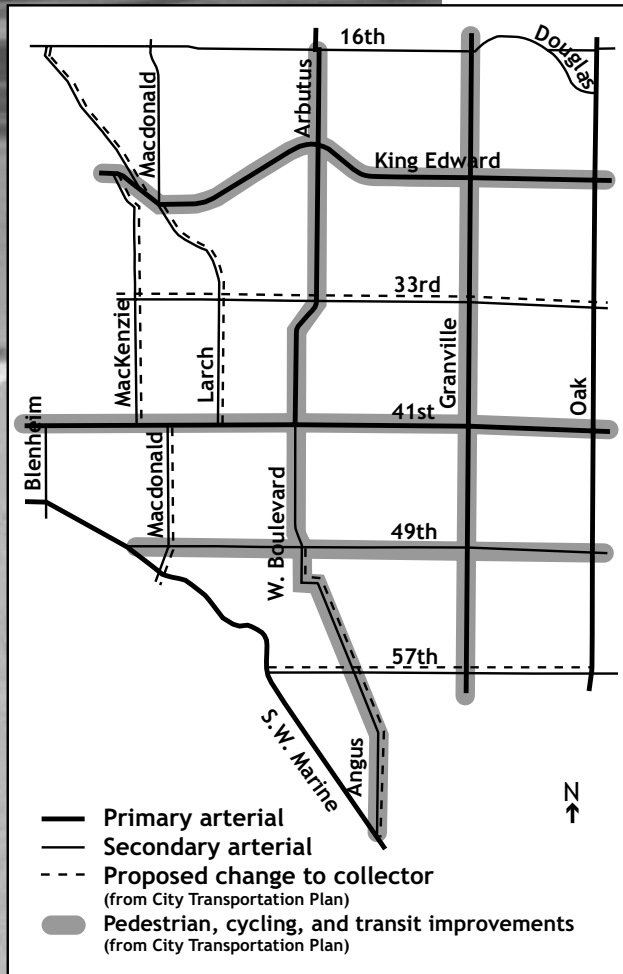
Traffic and its impacts are major issues in Arbutus Ridge/Kerrisdale/Shaugnessy. The area has two of the city's busiest streets in terms of both car and truck traffic. Granville and Oak carry between 40,000 to just over 50,000 vehicles per 24-hour period. Many of ARKS arterial streets are used for truck travel: Vancouver's Transportation Plan estimated that Marine Drive carries over 400 trucks per day; Oak, Granville, Arbutus/West Boulevard, Macdonald/MacKenzie, and 41<sup>st</sup> each carry 200 trucks per day. In 2003, Oak and 41<sup>st</sup> had the highest number of motor vehicle collisions in ARKS (185), followed by Granville and 41<sup>st</sup> (132), and Granville and King Edward (119).

The Vision addresses a number of transportation issues in ARKS including traffic volumes and congestion; truck traffic, particularly trucks servicing redevelopment at UBC; specific intersections; and improvements for pedestrians, cyclists, and transit users. Many of

these Directions are described below, others are in the NEIGHBOURHOOD CENTRES or PARKS, STREETS, LANES, AND PUBLIC PLACES sections.

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

- primary arterials: the busiest streets in ARKS — King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak
- secondary arterials: less-busy streets where pedestrians, bikes, and transit should be encouraged — 16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward)
- streets proposed to be removed from the arterial network: Quesnel (King Edward to 27<sup>th</sup>) and MacKenzie (27<sup>th</sup> to 41<sup>st</sup>), West Boulevard (51<sup>st</sup> to 61<sup>st</sup>) and Angus (61<sup>st</sup> to Marine Drive), Puget (King Edward to 33<sup>rd</sup>) and Larch (33<sup>rd</sup> to 41<sup>st</sup>), Macdonald (41<sup>st</sup> to Marine Drive), 33<sup>rd</sup> (Oak to MacKenzie), and 57<sup>th</sup> (Oak to Marine Drive).



## 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 12<sup>th</sup>, 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. improving pedestrian 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 at traffic signals).

**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, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak)

King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak will continue to be primary arterials used by traffic travelling across the city and region. All except King Edward are truck routes. All are transit routes (including a small portion of Marine Drive). King Edward, 41<sup>st</sup>, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), and Granville have been designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Traffic volumes, speeds, truck traffic, and noise can make these streets difficult to walk along, live on, or to cross. 41<sup>st</sup> is the 'Main Street' for Kerrisdale Village and has special needs for pedestrians crossing to reach its many retail stores. Both Marine Drive and 41<sup>st</sup> play a significant role in providing access to UBC for both car and truck traffic, with the accompanying problems regarding safety and amenity for pedestrians and homeowners who live along these arterials (also see Directions in the NEIGHBOURHOOD CENTRES section of the Vision).



Marine Drive: primary arterial needs more and safer pedestrian crossings

## 1.1 Improve Conditions and Safety on King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak

### Approved

The conditions and safety for residents and pedestrians on King Edward, 41<sup>st</sup>, Marine Drive, Arbutus/West Boulevard (16<sup>th</sup> to 41<sup>st</sup>), Granville, and Oak should be substantially improved by:

- adding and upgrading pedestrian crossings and sidewalks
- reducing traffic speed and noise
- providing more education about and enforcement of traffic rules and regulations
- pursuing design solutions to reduce traffic impacts, and
- reducing the adverse impacts of trucks on neighbourhoods.

**Percent Agree 75%/78%**

### People's Ideas...

- improve pedestrian crossing opportunities: more pedestrian-activated signals, median refuges, curb bulges, grade separated crossings, employ crossing guards to shorten waiting times
- reduce maximum size of trucks permitted to use residential truck routes
- use noise absorbent material when resurfacing noisy streets
- make Kerrisdale Village a 'pedestrian priority area', especially at East and West Boulevards
- restrict hours of truck use, restrict their use to inside lanes, and limit use of engine brakes along Marine Drive and 41<sup>st</sup>
- add crosswalks or median refuges on Marine Drive (e.g. at Larch, Yew, 45<sup>th</sup>, 49<sup>th</sup>, and the Arbutus Corridor), and set minimum distances between crosswalks
- assess the impact of street widening of Marine Drive on local residents and on area traffic congestion

**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 Secondary Arterials

**(16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward))**

16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward) are secondary arterials. Macdonald is a truck and transit route, West Boulevard and 49<sup>th</sup> are transit routes. West Boulevard, 49<sup>th</sup>, and Macdonald 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, especially along West Boulevard.



49<sup>th</sup>: secondary arterial needs increased priority for pedestrians, bicycles, and transit

## 2.1 Improve Conditions and Safety on 16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward)

*Approved*

The conditions and safety for residents and pedestrians on 16<sup>th</sup>, Marpole/15<sup>th</sup>/Wolfe/Douglas, West Boulevard (41<sup>st</sup> to 51<sup>st</sup>), 49<sup>th</sup>, and Macdonald (16<sup>th</sup> to King Edward) should be substantially improved by:

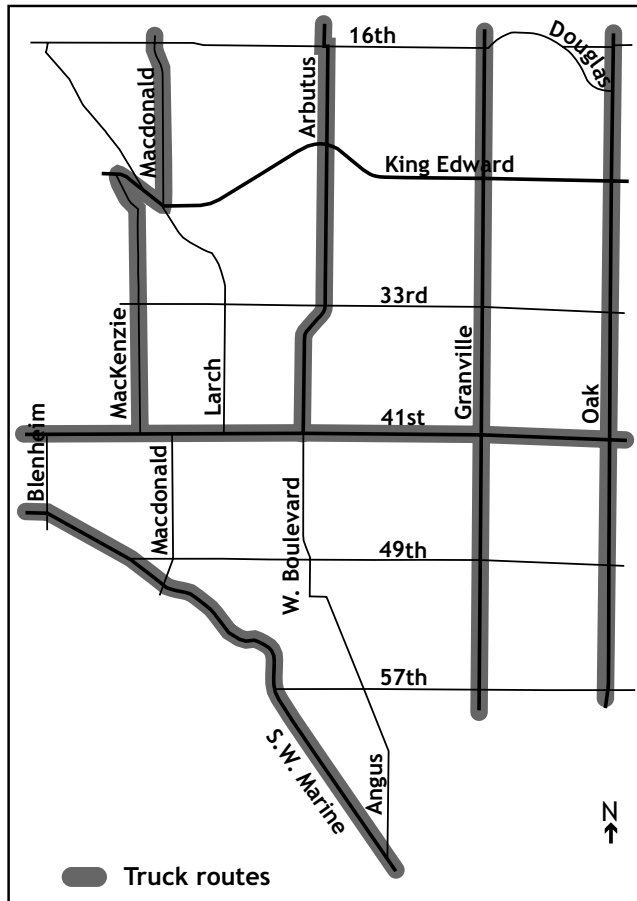
- adding and upgrading pedestrian crossings and sidewalks
- reducing traffic speed and noise, and
- providing more education about, and enforcement of, traffic rules and regulations.

**Percent Agree 73%/74%**

*People's Ideas...*

- need pedestrian crossings on East and West Boulevard at 47<sup>th</sup> (near Magee High School), along 49<sup>th</sup> from Arbutus to Marine, and on 49<sup>th</sup> at Balsam (to improve access to Maple Grove Park)

**Truck Routes**



# 3 Redesignate to Collectors

Quesnel (King Edward to 27<sup>th</sup>) and MacKenzie (27<sup>th</sup> to 41<sup>st</sup>), West Boulevard (51<sup>st</sup> to 61<sup>st</sup>) and Angus (61<sup>st</sup> to Marine Drive), Puget (King Edward to 33<sup>rd</sup>) and Larch (33<sup>rd</sup> to 41<sup>st</sup>), Macdonald (41<sup>st</sup> to Marine Drive), 33<sup>rd</sup> (Oak to MacKenzie), and 57<sup>th</sup> (Oak to Marine Drive)

These streets are now secondary arterials which carry relatively low traffic volumes and pass through predomi-

## UBC Strategic Transportation Plan

The UBC Strategic Transportation Plan provides guidelines and recommendations for managing changes to UBC's transportation systems. The Plan contains 55 strategies to reduce Single Occupancy Vehicle (SOV) reliance. These strategies include the 'U-pass' Program which provides mandatory unlimited transit access to students, van/car pool programs, comfortable and secure bicycle/pedestrian facilities, campus shuttle systems, and flexible work/study programs. Another aspect of the Plan seeks to mitigate the impacts of heavy trucks in Vancouver's residential areas through a Truck Management Program. The Program includes promoting on-site storage and reuse of materials, consolidation of truck deliveries, and scheduling of construction activities to 'even out' heavy truck traffic.

nantly residential neighbourhoods. Quesnel and MacKenzie serve as both truck and transit routes, West Boulevard and Angus as bus routes within ARKS. Quesnel and MacKenzie are located on the boundary between ARKS and Dunbar, and Angus and 57<sup>th</sup> on the boundary with Marpole.

The Transportation Plan proposes, and Vision participants supported, their reclassification to neighbourhood collectors. As a neighbourhood collector, a street 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. To achieve reclassification requires neighbourhood support, so streets which are located on the boundary between ARKS and other neighbourhoods will require further discussion with residents living outside of ARKS. The results of this Survey and of any further discussions with residents will be reported to City Council for a final decision on reclassification.

### 3.1 Change Designation of Some Secondary Arterials

The City should change the designation of the following streets from secondary arterial to neighbourhood collector to ensure these streets are not widened to increase the number of traffic lanes or the amount of car or truck traffic they carry:

#### **Approved**

a) Quesnel (King Edward to 27<sup>th</sup>) and MacKenzie (27<sup>th</sup> to 41<sup>st</sup>)

**Percent Agree 54%/61%**

#### **Approved**

b) West Boulevard (51<sup>st</sup> to 61<sup>st</sup>) and Angus (61<sup>st</sup> to Marine Drive)

**Percent Agree 57%/57%**

#### **Approved**

c) Puget (King Edward to 33<sup>rd</sup>) and Larch (33<sup>rd</sup> to 41<sup>st</sup>)

**Percent Agree 56%/58%**

#### **Approved**

d) Macdonald (41<sup>st</sup> to Marine Drive)

**Percent Agree 53%/58%**

#### **Approved**

e) 33<sup>rd</sup> (Oak to MacKenzie)

**Percent Agree 51%/59%**

#### **Not Approved (Uncertain)**

f) 57<sup>th</sup> (Oak to Marine Drive).

**Percent Agree 48%/52%**

**Comment:** Direction 3.1(f) did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.7 to 1, random survey: 1.9 to 1). As a result, this Direction is classified 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 49<sup>th</sup>, Oak, 57<sup>th</sup>, Angus and Marine Drive) supported the Direction: 64% agree, 28% disagree.



33<sup>rd</sup>: change designation to neighbourhood collector

### 3.2 Improve Conditions and Safety on Streets with the Potential to be Redesignated to Neighbourhood Collectors

#### **Approved**

The conditions and safety for residents and pedestrians on Quesnel (King Edward to 27<sup>th</sup>) and MacKenzie (27<sup>th</sup> to 41<sup>st</sup>), West Boulevard (51<sup>st</sup> to 61<sup>st</sup>) and Angus (61<sup>st</sup> to Marine Drive), Puget (King Edward to 33<sup>rd</sup>) and Larch (33<sup>rd</sup> to 41<sup>st</sup>), Macdonald (41<sup>st</sup> to Marine Drive), 33<sup>rd</sup> (Oak to MacKenzie), and 57<sup>th</sup> (Oak to Marine Drive) should be substantially improved by:

- adding and upgrading pedestrian crossings and sidewalks

### 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 for 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).

- reducing traffic speed and noise
- providing more education about, and enforcement of, traffic rules and regulations, and
- reducing the adverse impacts of trucks on neighbourhoods.

**Percent Agree 72%/72%**

#### People's Ideas...

- use traffic circles and stop signs when downgrading from arterial to collector
- prohibit parking for ½ block on Larch north of 41<sup>st</sup>

## 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.

### 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 65%/68%**

#### People's Ideas...

- need comprehensive traffic calming plan for area south of 41<sup>st</sup>
- slow traffic around York House, Little Flower Academy, and Shaughnessy School
- address traffic congestion around schools, especially at Kerrisdale and Point Grey Schools
- enforce existing 50 km/h speed limit
- address traffic issues on 42<sup>nd</sup> just outside the Kerrisdale Community Centre
- need 4-way stop to slow traffic and enhance pedestrian safety around 45<sup>th</sup> and Yew, provide stop signs at East Boulevard and 50<sup>th</sup>, 52<sup>nd</sup>, and 54<sup>th</sup>



Raised crosswalk: traffic calming to slow cars

### 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.

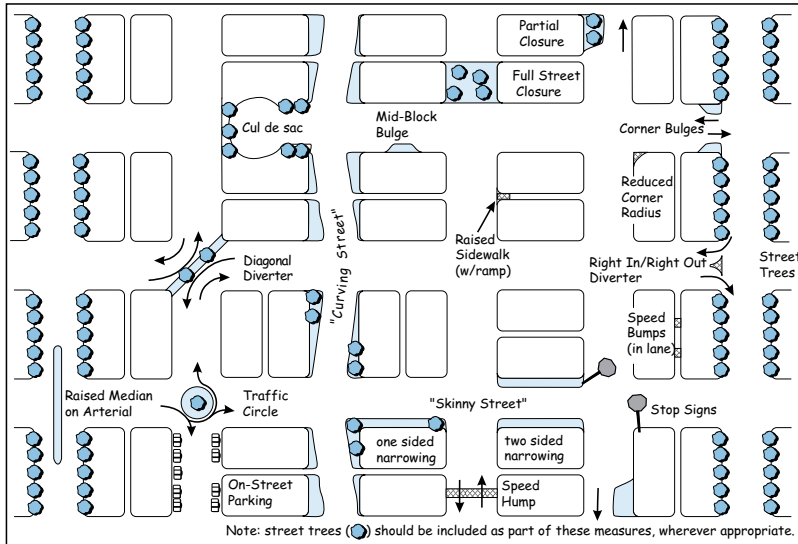
### 4.2 Allow 40 km/h Speed Limit on Local Streets

#### *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 54%/58%**

## Neighbourhood Traffic Calming Measures



### 4.3 Pursue Traffic Demand Reduction Measures

#### **Not Approved (Uncertain)**

More should be done to reduce auto-trips taken by residents of ARKS. Create and/or adopt from other areas programs and measures that get people walking, biking, or taking transit to local destinations, and link trips that would usually be taken individually.

**Percent Agree 52%/52%**

#### People's Ideas...

- organize walking or biking school bus to discourage drop-off by car
- limit parking around schools, provide parking only for car-pools at UBC, use family trip-reduction plans, and adopt more user-pay measures for car drivers

**Comment:** This Direction did receive majority support in the general survey, but did not receive high enough agreement in the random survey to be classified as Approved. In the random survey, the Direction received substantially more agree votes than disagree votes (2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.

# 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. Instead, its 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 a regional body named 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 41<sup>st</sup>) and rapid transit.

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

### 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 65%/64%**



Bus bulge: helps bus priority, more boarding space

People's Ideas...

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

- use express lanes during peak hours to serve schools
- address problem of UBC cross-town buses being filled to capacity before they reach Kerrisdale
- need bus route on Oak to link to Richmond City Centre

**5.2 Increase Frequency of Bus Service**

*Approved*

The City should consult with TransLink to increase bus frequency — including adding more express routes — to quicken service. Attention should be paid to north-south connections in ARKS.

**Percent Agree 70%/74%**

People's Ideas...

- reduce number of bus stops during rush hour to increase frequency and reduce transit times, and add express routes (especially along Arbutus, and Macdonald/MacKenzie)
- alternate express and regular buses

**5.3 Provide Shuttle Buses**

*Approved*

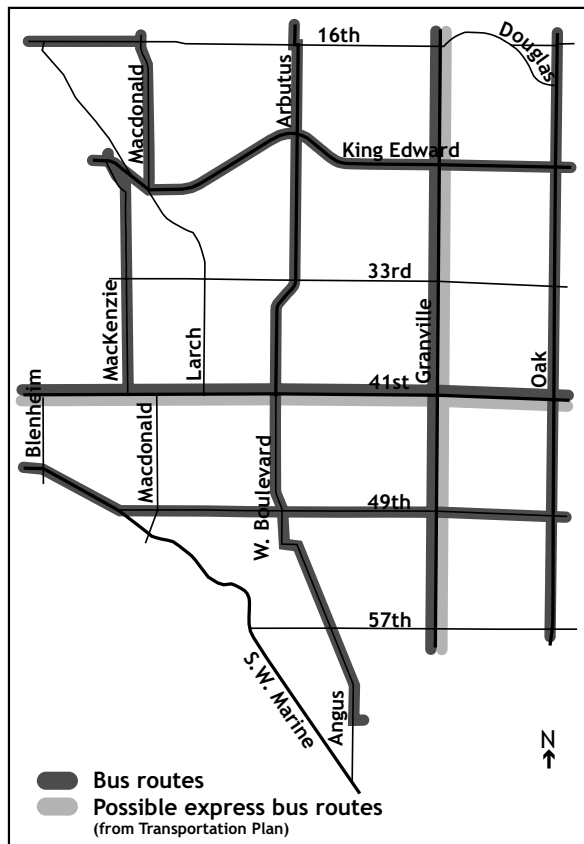
TransLink should use shuttle buses to provide more flexible local service to and from key destinations like Kerrisdale Village, Kerrisdale Community Centre and Library, and Arbutus Shopping Centre.

**Percent Agree 57%/60%**

People's Ideas...

- use taxi-buses with flexible, demand-responsive routes to connect to regular city bus system
- use smaller buses in off-peak hours (especially on 49th)
- provide shuttles between shopping areas

**Bus Routes**



**5.4 Improve Taxi Service**

*Not Approved (Uncertain)*

The number of taxis permitted in the city should be increased to improve local service, and further broaden transportation alternatives to the private automobile.

**Percent Agree 36%/42%**

People's Ideas...

- increase the city's taxi fleet (number of licenses) and incorporate into overall transit plan
- provide more taxis/private shuttles

*Comment: This Direction did not receive majority support in either the general survey or random surveys. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.3 to 1, random survey: 1.8 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion in further planning.*

## Arbutus Corridor

The Arbutus Corridor is an 11 km stretch of land, running from False Creek in the north to the Fraser River in the south. The Corridor includes more than 20 hectares of land along its length. Canadian Pacific Railway (CPR) is the legal owner of the Arbutus Corridor south of First Avenue.

In 1999, the CPR announced its intention to discontinue rail services on the line. The CPR proposed the development of the Arbutus Corridor for commercial and residential use. In 2000, after a public hearing process, the City of Vancouver enacted the Arbutus Corridor Official Development Plan (ODP). The Plan designates the land in the Arbutus Corridor for transportation, including rail and transit, and for greenways.

The CPR subsequently challenged the Arbutus Corridor ODP in BC Supreme Court. In the initial decision in 2002, the Court ruled that the Arbutus Corridor ODP was invalid and set it aside. The City appealed that decision and the BC Court of Appeal affirmed the City's authority to enact the Arbutus Corridor ODP. The CPR appealed the decision of the BC Court of Appeal to the Supreme Court of Canada which upheld the Arbutus Corridor ODP which designates it for transportation and greenways uses.

## 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, and trash cans.

**Percent Agree 66%/71%**

#### People's Ideas...

- provide quiet transit through Kerrisdale (trolley bus/street car), cleaner buses, mail boxes, and news vending machines at bus stops
- post timetables and route maps and provide garbage cans at bus stops
- provide washrooms at major transit stops

## 5.6 Extensive Public Consultation when Planning for the Arbutus Corridor

### *Approved*

Assuming the Supreme Court of Canada decides that the City has the authority to regulate the development of the Arbutus Corridor, there should be extensive public consultation with ARKS residents on the future of the Arbutus Corridor.

**Percent Agree 80%/81%**

## 5.7 Review Transit Fares and Promote Ridership

### *Approved*

TransLink should consider ways to encourage greater ridership including special promotions and a reduction in the fare schedule.

**Percent Agree 70%/68%**

#### People's Ideas...

- provide free rides on Canada Day
- provide 'U-pass' for Vancouver residents — add cost to property taxes — and run 'U-passes' all year round
- decrease bus fares for seniors and youth
- extend time limits for transfers
- provide a 'family rate' for families travelling together on transit

## 5.8 Local Involvement in Transit Decisions

### *Approved*

There should be more local involvement in transit decisions.

**Percent Agree 72%/66%**

#### People's Ideas...

- make those most affected by TransLink decisions part of the decision making process

# 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 the experience of nature, community, and city life. 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

**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 (the Ridgeway route is nearing completion); 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 can be provided where a Bikeway crosses a busy street.



City-wide Greenway:  
Ridgeway



Neighbourhood Greenway

**Bikelanes** are marked lanes (minimum 1.5m 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.

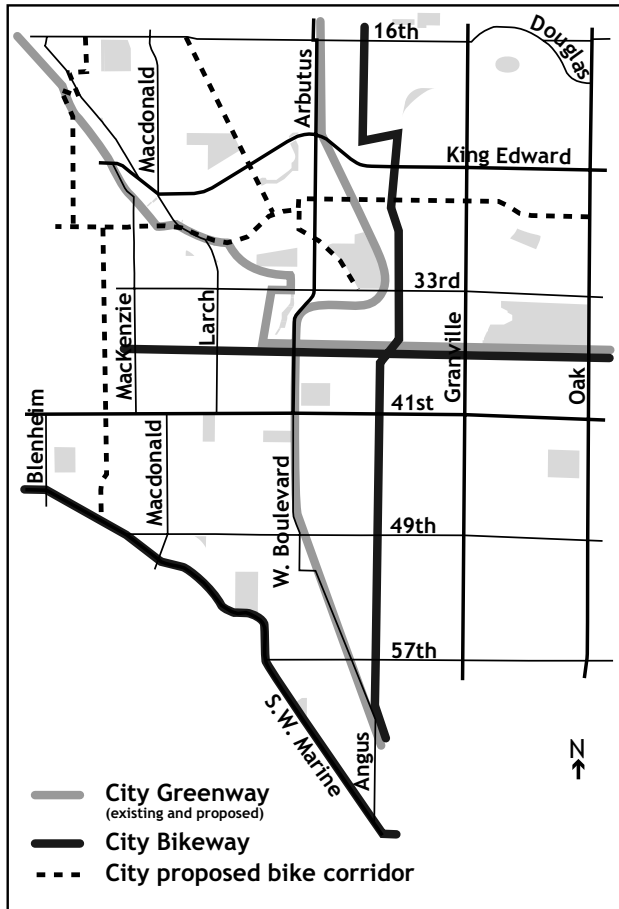
Exact routes and designs of future city-wide Greenways, Bikeways, and Bikelanes are determined partly through input from the Community Vision but are usually followed by further, more detailed consultation with local residents and businesses.

### 6.1 Improve Greenway and Bikeway Routes

#### *Approved*

Greenways should link major walking destinations within and outside of ARKS and provide safe crossings at major streets. While the existing Ridgeway Greenway, and the Angus/Cypress, Mid-

### Greenways and Bikeways



town, and Marine Bikeways are important community assets, improvements must still be made to encourage greater use of pedestrian and cyclist routes and facilities, and improve safety at intersections.

**Percent Agree 72%/72%**

#### People's Ideas...

- narrow traffic lanes on Marine Drive to expand Bikelane and sidewalk
- provide better signage directing cyclists to Bikeways
- provide buffer between vehicles and bicycles on Marine Drive – remove cars parking in bikelane
- provide more traffic calming on bike routes especially on 37<sup>th</sup> to deal with school traffic
- show alternative routes to avoid steep hills and other barriers (e.g. 45<sup>th</sup> instead of 37<sup>th</sup> for steep sections)
- provide an east-west Greenway along King Edward or 16<sup>th</sup>
- consider 43<sup>rd</sup> or 45<sup>th</sup> as a good biking and walking route
- add a route for cyclists near 41<sup>st</sup> (e.g. 40<sup>th</sup> or 42<sup>nd</sup>)

### 6.2 Initiate Neighbourhood Greenways

#### *Approved*

ARKS residents should initiate Neighbourhood Greenways on frequently used walking and biking routes within the area (shown on the map). A Neighbourhood Greenway running between Kerrisdale Village and Arbutus Shopping Centre and incorporating Ravine Park should be investigated.

**Percent Agree 68%/74%**

#### People's Ideas...

- extend trail along Ravine Park to 41<sup>st</sup> shopping area

### 6.3 Provide General Walking and Biking Improvements

#### *Approved*

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

**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. In order 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.

Heavily utilized sidewalks that are seriously in need of repair, like sidewalks in neighbourhood shopping areas, now may be reconstructed by the City (without the approval of property owners) when the full costs of reconstruction is borne by the City.

- installation of sidewalks on streets without sidewalks and improved maintenance of existing streets and sidewalks,
- better pedestrian and bike crossings of arterials, and
- beautification of streets and sidewalks (e.g. tree-lined streets, landscaping, flowers, benches, special paving, and lighting).

**Percent Agree 72%/73%**

**People's Ideas...**

- install signals at major intersections on well-used but non-designated routes

**6.4 Provide and Repair Streets and Sidewalks**

**Approved**

Streets and sidewalks in ARKS should be provided or repaired where necessary.

**Percent Agree 77%/82%**

**People's Ideas...**

- fix sidewalks on west side of 5900 block Balsam
- improve condition of sidewalk and pavement on Elm, Larch, 43<sup>rd</sup>, Balsam, Angus, and Connaught
- pave and calm MacKenzie between 33<sup>rd</sup> and 41<sup>st</sup>
- provide sidewalks on East Boulevard between 52<sup>nd</sup> and 57<sup>th</sup>
- fix the pavement along MacKenzie, Blenheim, and East Boulevard (49<sup>th</sup> to 57<sup>th</sup>)

**6.5 Provide Bike Parking and Racks**

**Approved**

Bike parking and racks should be more readily available in ARKS, particularly at major destinations like Kerrisdale Village.

**Percent Agree 64%/67%**

**People's Ideas...**

- provide bike racks in visible areas – easy to access and monitor – in areas around Kerrisdale Village, on buses, and in schools, parks and commercial areas

**6.6 Develop Bikelanes along 33<sup>rd</sup> and MacKenzie**

**Approved**

Bikelanes along 33<sup>rd</sup> and MacKenzie should be considered 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 that it fits in with the City's overall network of biking routes).

**Percent Agree 59%/57%**

**People's Ideas...**

- provide Bikelanes on secondary arterials with bike parking
- dedicate land for Bikelanes
- install Bikelanes near all elementary and secondary schools
- separate Bikelanes from car lanes

**Frequently Used Walking and Biking Routes**

