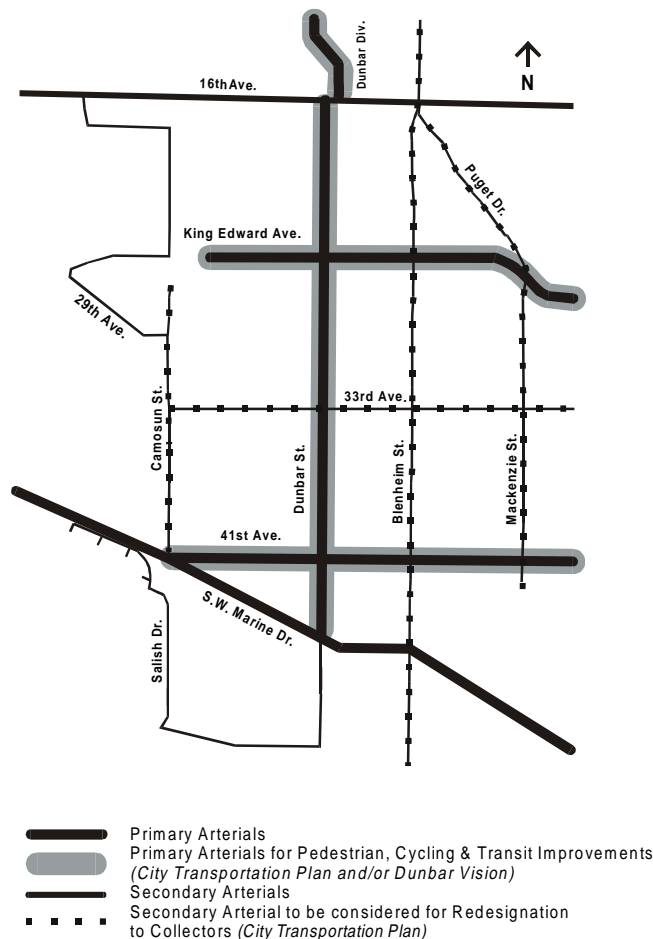




Traffic and Transportation

Traffic is a major concern to many people in Dunbar. The Vision directions identify a number of changes for the community. All changes focus on giving more priority to walking, cycling, and transit; and giving less priority to moving cars. Dunbar Street was the priority street for action. Other topics were traffic calming, transit, and bike routes and greenways.



Street Definitions

Primary and secondary

arterials: Arterials are streets that generally have two or more moving lanes of traffic; have traffic signals; and may be designated truck or bus routes. They are intended to serve through traffic. Often they are subject to rush hour parking or turning restrictions. Primary arterials generally have more lanes and move higher volumes of traffic compared to secondary arterials.

Local streets: Local streets are primarily residential and used primarily by residents of a neighbourhood.

Collector Streets: These streets collect traffic from local streets, to access arterials.

Streets for pedestrian, cycling, and transit

improvements: These are arterials identified in the City Transportation Plan as having the potential for increased use by pedestrians, cyclists, and transit riders.

Right-of-way: The street right-of-way is the full, publicly-owned street width. It includes the paved road, the boulevards, and the sidewalks – up to the private property line on each side of the street.

City Transportation Plan

This Vision supports the City Transportation Plan and applies the Plan more specifically to Dunbar. The Plan was approved by City Council in May 1997. It includes:

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

UBC Traffic

Traffic headed to and from UBC is a particular concern in Dunbar, especially with the planned increase in residential population at the University. A number of ways to address this problem are contained in the City Transportation Plan and the UBC Official Community Plan. These include the following:

- recommending the extension of the proposed Broadway light rapid transit line eventually to UBC
- setting targets for increased use of transit to UBC
- setting targets for 20 percent reduction of single-occupant vehicles to UBC
- pursuing measures to reduce the impacts of truck travelling to UBC
- developing and implementing a comprehensive and integrated transportation management strategy for UBC.

10. Dunbar Street



Dunbar Street is one of four primary arterials in Dunbar, along with S.W. Marine, 41st, and King Edward. It is also the community's shopping street.

Dunbar's traffic lanes are wider than standard. Although there are two lanes of moving traffic at present, the right-of-way could accommodate four lanes, or even six with parking removed. However, the City Transportation Plan shows Dunbar as having the potential for increased priority for pedestrians, cycling, and transit. These Vision directions support this and add to it. (For more about Dunbar Street, see Shopping Areas which is about the specific shopping sections along the street, and see New Types of Housing which includes different types of housing that could occur along Dunbar Street.)

Approved Vision Directions

10.1 Pedestrian Crossing Safety

The traffic speed limit should be more strictly enforced, and there should be more and safer pedestrian crossings.

Support %: 81/10/9

People's ideas...

- more crosswalks, more and faster-acting pedestrian lights, more clearly marked pedestrian crossings (e.g., painted, textured, signed, lighted, with audio)

10.2 Street Width

Dunbar Street should continue to have only two lanes of moving traffic, with parking on each side at all times. The wide right-of-way should not be used to add traffic lanes; instead, extra space should be created for pedestrians, cyclists, and transit users, with some, or all, of the following changes:

- corner bulges at key intersections, and/or median refuge islands, to increase crossing safety
- more areas with trees and plantings
- a dedicated bike lane
- improvements for buses

Support %: 84/70/3

People's ideas...

- corner bulges at major pedestrian links, such as school routes
- traffic refuge islands
- plantings and trees in bulges and medians

10.3 Traffic Trouble Spots

Traffic trouble spots, such as at 16th Avenue, should be redesigned if possible, to improve pedestrian and vehicle safety.

Support %: 80/14/7

10.4 The Look of Dunbar Street

Bus shelters, light standards, and various improvements should be designed to create a distinctive character for the whole of Dunbar Street.

Support %: 74/19/8

People's ideas...

- develop an urban design scheme for Dunbar; provide a "gateway" identification at north and south entries; use public art; make something of fact that Dunbar Street has one of the highest elevation points in the city — a "high street" in two senses

11. Public Transit

As of April 1, 1999, the Greater Vancouver Transit Authority will control transit service (taking over from BC Transit). The City is responsible for bus shelters, whether traffic signals give priority to buses, and how the streets are designed for buses.

The City Transportation Plan's improvements for transit include those that the City is directly responsible for, as well as those that the City will work on with others to achieve:

- 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 and rapid transit, including 41st and Broadway/10th Avenue
- a governing and financing structure more responsive to the needs of the city and region

In Dunbar a relatively low percentage of people use transit (7% of the morning peak versus 23% city-wide). This Vision has many suggestions to increase transit use.



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

Approved Vision Directions

11.1 Improvements to Transit Amenities

More people should be encouraged to use transit, with:

- easier-to-buy tickets
- more and better bus shelters
- more locally available bus information
- a community commitment to support and encourage transit use.

Support %: 79/16/5



Mini Bus



Speed table: raised pavement slows traffic (Portland, Oregon)



Traffic circle

People's ideas...

- pre-paid tickets; create more visibility for businesses selling these tickets
- benches and lighting at bus stops; coffee bar at major bus stops (partnership with local businesses); better lighting (e.g., where trees block out light); community public art project to plan and design bus shelters; stops near seniors housing; improve 41st Avenue bus loop
- advertise bus fares and bus passes; bus schedule information at bus stops and shelters
- encourage private and public schools to promote transit or establish school buses; encourage employers and educational institutions to provide bus passes

11.2 Improvements to Transit Service

As part of the improved public transit service described in the City Transportation Plan, Dunbar priorities are:

- extension of proposed Broadway rapid transit to UBC
- more bus routes
- more frequent service
- community mini-buses.

Support %: 80/14/6

People's ideas...

- more express buses; light rapid transit to UBC; more east-west bus routes
- community mini-buses: make nearby shopping areas, schools, beaches, and recreation more convenient to get to by bus: from 4th or foot of Alma along Dunbar to 41st or

Marine; from Southlands to beach; from Dunbar bus to MacDonald bus; loop around Kerrisdale, Dunbar, Point Grey to shopping areas; school bus route for high school students at Prince of Wales and Lord Byng

Other Vision Direction considered but not supported

11.3 Bus Bulges

Bus bulges should be built along key bus routes in Dunbar, giving buses more priority in traffic, so that they are not slowed down at bus stops by waiting to merge back into traffic. (A bus bulge is an extension of the sidewalk at a bus stop into the parking lane and up to the travel lane, so that buses stop in the lane they are travelling in.)

Uncertain %: 47/21/32

Comment: This direction received many more agree votes than disagree votes. Consequently, this idea remains on the table, for more detailed community discussion of the impacts and trade-offs, as part of any work to provide extra space on Dunbar Street for pedestrians, cyclists, and/or transit users, as described in 10.2.

12. Traffic Calming

Neighbourhood traffic calming is the use of physical devices, such as stop signs, traffic circles, traffic diverters, and/or speed bumps, usually on local residential streets.

The purpose is to slow traffic, increase safety, and/or discourage through traffic. The main process for traffic calming in Vancouver is through a Neighbourhood Traffic Plan. A plan is usually initiated by resident request or as a result of a planning review. However, not all requests can be accommodated at once. The City Transportation Plan recommends giving priority to locations in the city where traffic impacts are the most serious.

Approved Vision Direction

12.1 Traffic Calming Criteria

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

- traffic volumes, especially non-local traffic
- traffic speeds
- proximity of schools, playgrounds, and other pedestrian destinations
- number of accidents
- level of impact and number of residents affected
- sharp increases in traffic due to new developments

Support %: 75/13/12

12.2 Easily Addressed Traffic Problems

Traffic problems that can be easily addressed, such as the need for a stop sign or marked crosswalk, should be able to be addressed without a full traffic calming program.

Support %: 89/7/3

13. Greenways and Bike Routes

Bike lanes, bikeways, and greenways are routes to improve the experience of cycling and walking, and to develop cycling and walking networks throughout the city and within communities. Work is underway through various City programs:

- Greenways are streets and routes enhanced to create a pleasant and safe environment for walking and cycling. There are two kinds. City-wide greenways create networks across the city. (The first example of a City Greenway is the Ridgeway Greenway along 37th Avenue). Neighbourhood greenways create local connections and are initiated by neighbourhood groups, who receive technical and funding support from the City.



- Bikeways create bike routes across the city by following local streets. These streets are treated to be “bicycle-friendly,” for example, with traffic circles to slow cars and with bicyclist-activated crossing signals at busy intersections. An example is the Off-Broadway Bikeway.
- Bike lanes are lanes marked for bikes on arterial streets (e.g., S.W. Marine). These are a new idea for Vancouver, introduced by the City Transportation Plan. The Plan also recommends bike carriers on transit vehicles.

Exact routes and design of future greenways, bikeways, and bike lanes will be determined with input from this Community Vision and with further consultation with local residents and businesses.



Bike lane example: Portland, Oregon



Bikeway example: Adanac Street

Approved Vision Direction

13.1 Greenways and Bikeways

The network of greenways and bike routes in Dunbar should have routes added to those already shown in City plans, including:

- more east-west routes into Pacific Spirit Park/UBC and points east
- a north-south route between Camosun and Dunbar
- a loop into and around Southlands from Dunbar
- a route to follow the alignment of the former Head of the Lake Creek (see Direction 14.5).

Support %: 61/21/18



Neighbourhood greenway: 19th and Fleming

Other Vision Direction considered but not approved

13.2 Bike Lane on Dunbar Street

A bike lane should be considered for Dunbar Street, as part of more detailed planning for improvements along the street.

Uncertain %: 50/17/33

Comment: This direction did not receive majority agreement in both surveys.

However; it received many more agree votes than disagree, and was especially favoured by younger adult survey respondents. As with 11.3, this idea remains on the table, for more detailed community discussion of the impacts and trade-offs, as part of any work to provide extra space on Dunbar Street for pedestrians, cyclists, and/or transit users, as described in 10.2