



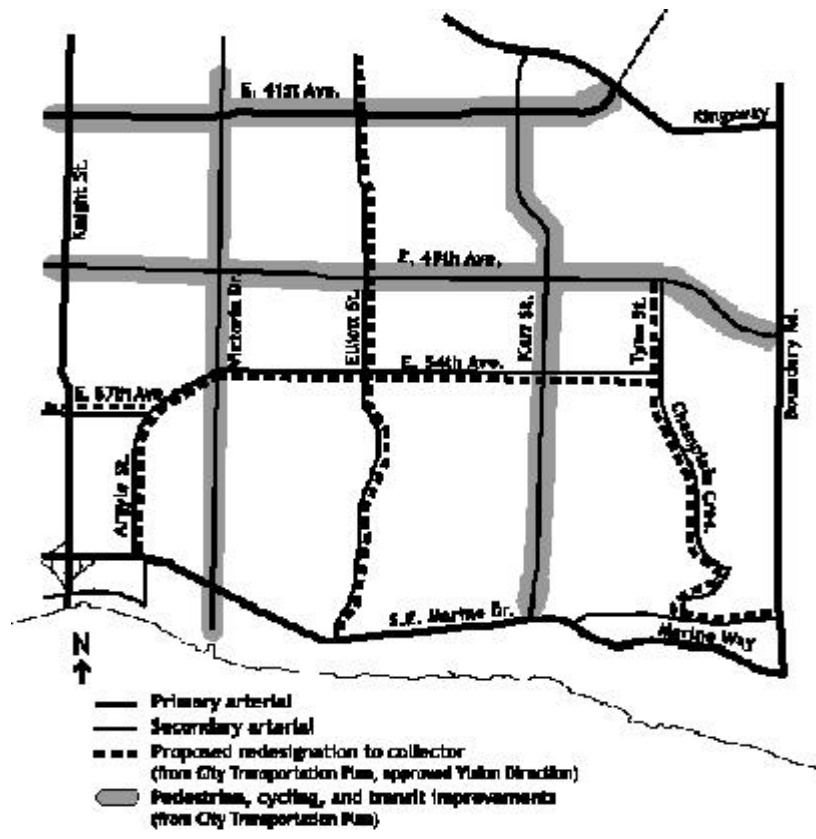
Traffic and Transportation

Traffic and its impacts are major issues in VFK. VFK has some of the city’s busiest streets – in terms of both car and truck traffic. Knight, 41st, Marine, Boundary, Kingsway, and parts of Kerr carry more than 25,000 vehicles per 24-hour period. Knight is also the City’s most heavily-used arterial for truck travel, followed closely by 41st and Marine. Knight, along with 49th and Victoria, has some of the highest accident intersections in the city (e.g. Knight and 49th had 59 crashes in 1995, the most recorded in the city).

The Vision addresses a number of transportation issues for VFK, including improvements for pedestrians, cyclists, transit riders and general safety. (Other Directions related to streets are in SHOPPING AREAS or GREENING PARKS, STREETS, AND PUBLIC PLACES).

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

- the busiest streets in VFK (Knight, Marine, Boundary, 41st, and Kingsway)
- less-busy streets where pedestrians, bikes, and transit should be encouraged (Victoria, 49th, and Kerr)
- streets which should be removed from the arterial network (Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th, and 57th)
- improved pathways through VFK parks



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.

Collector streets: provide a convenient route through a neighbourhood, linking local streets to arterials. Traffic volumes should be lower than for secondary arterials and they should not be designed to serve through trips.

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.

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 Knight Street

Knight is, and will continue to be, one of the busiest streets in the city. It is the city's major north-south truck route linking the Knight Street Bridge to the port. This makes it a difficult street to live on, walk along, or cross. The Transportation Plan calls for a study of the whole Knight/Clark route, responding to the need to maintain truck access while improving conditions for those who live on or near the street.

1.1 Improve Conditions and Safety on Knight Street

Approved

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

- improving pedestrian safety at crosswalks and on sidewalks
- more enforcement of traffic rules and regulations
- improving safety at intersections
- further regulation of trucks
- adding trees, other plantings, public art, and wider sidewalks
- education about and support for public transit.

Percent agree 80%/78%

People's Ideas...

- restrict hours of truck use, use inside lanes only, no use of engine brakes, and find alternative regional truck routes to reduce congestion (e.g. a direct and fast connection from the border to 401)
- improve sidewalk safety and comfort on Knight (wind from trucks and buses in the curb lane buffets pedestrians and sucks them toward the road, which is especially frightening for kids and seniors)
- add pedestrian-activated signals with shorter waiting times
- synchronize lights and add warning that lights are about to change to reduce 'red-light running'
- restrict left-turn bays or signals on Knight to minimize traffic which turns to pass through VFK



Knight: needs speed control, safer crossings, and more regulation of trucks

- use cameras to enforce speed limits and reduce 'red-light running', improve speed limit signs, and increase policing
- restrict traffic to fewer lanes (then extend sidewalks, or create median refuge or use for bike or bus lane), or retain on-street parking at all times
- promote SkyTrain and the use of queue jumpers for buses (short bus lanes or other priority measures which allow buses to by-pass traffic at congested intersections or bridge-heads)

2 Marine, Boundary, 41st, and Kingsway

Marine, Boundary, 41st, and Kingsway will continue to be primary arterials used by traffic travelling across the city and region. They are truck and transit routes. Traffic volumes and vehicle mixes make them difficult streets to live on or to cross. Kingsway has special needs for pedestrians crossing to reach its many retail stores (also see SHOPPING AREAS). Marine is a major barrier between the Fraserlands community and the rest of VFK. (Also see Directions in Public Transit and SAFETY, COMMUNITY SERVICES AND FACILITIES).

2.1 Improve Conditions and Safety on Marine, Boundary, 41st, and Kingsway

Approved

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

- improving pedestrian crossings
- more enforcement of traffic rules and regulations

- improving the safety of intersections
- further regulation of trucks

Percent agree 81%/80%

People's Ideas...

- shorten waiting times for pedestrian-activated signals
- restrict hours of truck use, trucks use inside lanes only, no use of engine brakes, and find alternative truck routes to reduce congestion
- strictly enforce speed limits
- use cameras to enforce speed limits and reduce 'red-light running', improve speed limit signs, and increase policing
- more left-turn bays at busy intersections (e.g. Boundary and Kingsway) but not where they would increase traffic cutting through VFK

3 Victoria, 49th, and Kerr

Victoria, 49th, and Kerr are secondary arterials and designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Vision Directions address problems with pedestrian safety, particularly in commercial areas on Victoria, around schools, and at Champlain Mall.

3.1 Improve Conditions and Safety on Victoria, 49th, and Kerr

Approved

The conditions and safety for residents, pedestrians, and transit users along Victoria, 49th, and Kerr should be substantially improved by:

- improving pedestrian crossings and adding pedestrian activated lights
- improving intersection safety
- further regulation of trucks
- adding trees, other plantings, and public art



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

- reducing speeding, and increasing enforcement of traffic rules and regulations (e.g. addressing illegal stops at bus stops, and parking near crosswalks) especially on Victoria
- educating people about traffic rules and transportation alternatives

Percent agree 85%/82%

People's Ideas...

- restrict hours of truck use, trucks use inside lanes only, no use of engine brakes
- reduce speed limit, and retain on-street parking all the time (or remove on-street parking for peak periods, with provision of off-street parking — particularly on Victoria from 41st to 49th)
- add more pedestrian lights, sidewalk extensions, centre median refuges (e.g. 49th and Elliott, 49th and Nanaimo, Kerr and 55th, outside London Drugs on Victoria at 41st), and introduce 'pedestrian priority' area (on Kerr near the two schools)
- synchronize lights and add warning that lights are about to change to reduce 'red-light running'
- add left-turn bays or signals at busy intersections (e.g. Kerr and 49th)
- promote trip reduction plans (e.g. 'walking school bus' encourages parents to take turns walking neighbourhood children to school)

3.2 Victoria/Argyle Truck Route

Approved

Remove Victoria and Argyle from the city's truck route network. In so doing, truck traffic will likely be diverted onto other city truck routes, like Knight, Marine, and Boundary.

Percent agree 63%/58%

People's Ideas...

- reduce congestion by re-routing trucks
- redesign intersection of Victoria and Argyle which is too wide and unsafe

City Transportation Plan

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

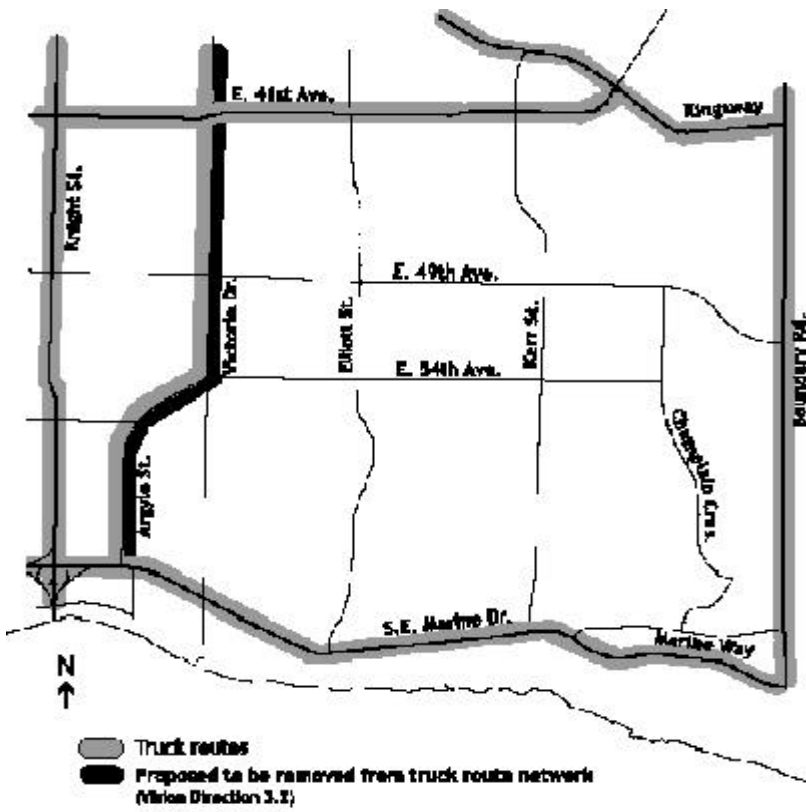
- not expanding the existing network of arterial roads in the city
- improved transit and expanded cycling
- better conditions for pedestrians, especially in community shopping areas
- traffic calming to protect neighbourhoods from through traffic
- improved truck access for moving goods
- future growth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



Marine: regional route needs more enforcement of traffic regulations



41st: primary arterial needs more and safer pedestrian crossings



4 Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th, and 57th

These streets are now secondary arterials which carry relatively low traffic volumes and pass through predominantly residential neighbourhoods. The Transportation Plan and Vision Directions support 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 traffic they carry.



Champlain: redesignate as collector

4.1 Redesignate Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th to Tyne, and 57th

Approved

In accordance with the proposal in the Transportation Plan, the City should redesignate Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th to Tyne, and 57th as neighbourhood collectors to ensure these streets are not widened or changed to accommodate increased traffic volumes or speeds.

Percent agree 74%/72%

4.2 Improve Conditions and Safety on Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th, and 57th

Approved

The conditions and safety for residents, pedestrians, and transit users along Argyle, Elliott/Clarendon, Champlain/Matheson/Tyne, 54th, and 57th should be substantially improved by:

- improving pedestrian crossings
- reducing traffic speed
- improving intersection safety
- increasing enforcement of traffic rules and regulations

Percent agree 76%/71%

People's Ideas...

- add more pedestrian lights, sidewalk extensions, centre median refuges (e.g. 54th from Elliott to Kerr)
- add left-turn bays or signals at busy intersections (e.g. Kerr and 54th), traffic lights (e.g. at 46th and Elliott), and traffic circles (e.g. Elliott and Vivian) but eliminate left turn from Matheson to Arbor
- narrow the streets or their lanes
- limit left-turn bays off of arterials onto collectors
- retain on-street parking all the time
- make collectors discontinuous to discourage through traffic
- reduce speed limit to 40 km/h
- allow no traffic signals except at intersection with arterials
- create planted centre boulevards

5 Traffic Calming on Residential 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 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 (some times planted).

Traffic calming can be put in place using one of three approaches (described in the sidebar):

- neighbourhood-wide traffic calming plan
- property-owner initiated and funded circles or bulges at intersections
- city-funded traffic calming on streets with problems confirmed by measurable criteria

The Vision Directions support these methods, but also propose the City go beyond acting on a complaint basis.

5.1 Residents Should Use Traffic Calming Programs

Approved

Where needed, VFK residents should take advantage of the City's programs to bring traffic calming measures to streets in VFK.

Percent agree 66%/66%

People's Ideas...

- add accident data and non-local traffic volumes to assessment criteria

5.2 City Initiation of Traffic Calming

Approved

Because some communities are reluctant to complain or are unaware of City programs, the City should go beyond responding to resident requests and begin to proactively conduct its own criteria-based evaluation, initiating traffic calming where required.

Percent agree 59%/63%

5.3 Innovative Traffic Calming Measures

Not Approved (Uncertain)

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
- 'chicanes' (i.e., street wiggles)
- textured pavement to slow traffic
- public art/fountains
- 'woonerf' or street layouts which allow walking, playing, parking, and traffic movement to equally share the street (maximum speed is pedestrian speed)
- encourage street-reclaiming with block parties and street festivals organized by residents.

Percent agree 52%/52%

Comments: This Direction did not receive high enough agreement in the random survey to be considered supported, but still had more agree than disagree responses. It is classed as Uncertain, and remains on the table for consideration and public discussion in future planning.

Current Traffic-Calming Approaches

Neighbourhood-wide traffic calming plan: needed 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.

Property-owner initiated circles or bulges: owners agree to 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. 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, playgrounds, and other pedestrian/traffic generators
- proximity to a greenway or bikeway
- area subject to City-initiated projects
- recent increases in traffic due to new development or other traffic changes.

Based on the 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. Streets not funded in one year are carried over to the next year's list.



Speed table: raised pedestrian crossing to slow cars

6 Public Transit

The Transportation Plan recognized that much of the future growth in trips must be accommodated by emphasizing transit usage on the existing road system (supplemented with rapid transit). Control of transit has recently passed from the provincial level to a regional body named TransLink which plans finances, and operates the system. Within Vancouver, the City owns the roads the 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 also 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 rapid transit.

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

6.1 Bus Priority Measures

Approved

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

Percent agree 61%/64%

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

6.2 Limited Stop Express Service

Approved

Limited stop express service should be added on high volume routes such as 49th, Victoria, Kingsway, and Knight.

Percent agree 73%/72%

People's Ideas...

- reduce travel times by reducing the number of stops new 'limited express' buses would make along major routes like 49th and Victoria
- add more express routes, especially along Victoria, to get people to work on time
- have an express bus to UBC along 49th

6.3 Improve the 'Transit Experience'

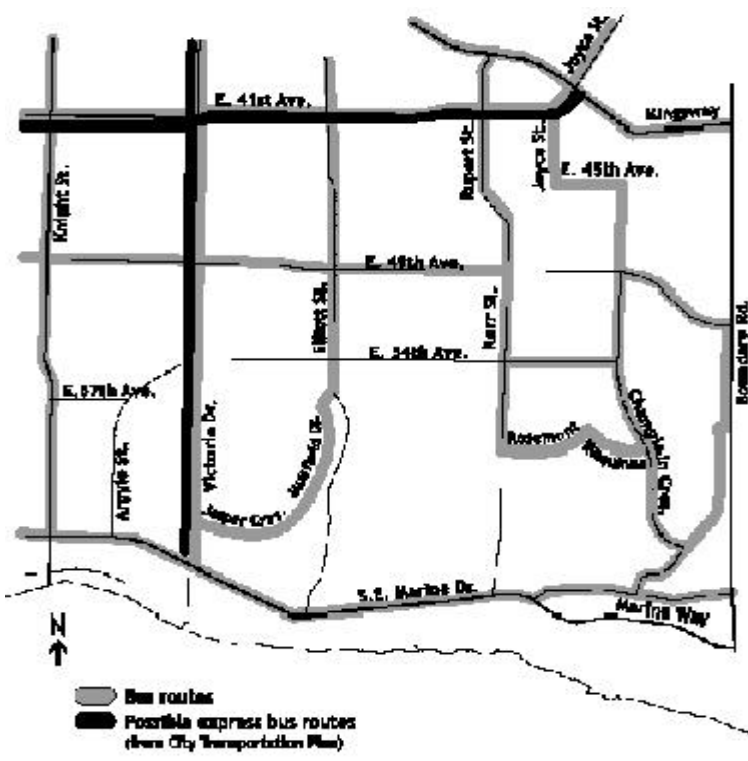
Approved

The 'transit experience' (the comfort, convenience, and efficiency experienced by users as they wait for or ride the system) should be improved in order to attract riders.

Percent agree 69%/69%

People's Ideas...

- post bus timetables and route maps (consider enlarging print)
- improve boarding areas (e.g. weather protection, lighting and security, bike racks)
- provide washrooms at major locations
- use more transit promotions like cheaper bus passes





Bus bulge: helps bus priority, more boarding space

6.4 Increase Bus System Capacity

Approved

TransLink's efforts to increase the capacity of the bus system should be supported.

Percent agree 66%/66%

People's Ideas...

- increase bus size, or have better ventilated buses
- improve connections between routes (e.g. bus to bus transfers, more buses)
- increase frequency of service: minimum 10 minute off-peak frequency
- improve service for Champlain residents and Killarney High students to and from Joyce Station
- route the Richmond/Metrotown bus on 49th

6.5 Shuttle Bus South of 49th

Approved

TransLink's proposal to improve bus service through the use of a community shuttle bus serving the areas south of 49th should be implemented as soon as possible, including better service in Champlain Heights and the Fraserlands.

Percent agree 69%/65%

People's Ideas...

- provide some form of transit service to Holy Family Hospital (7800 Argyle) so visitors do not have to drive
- use smaller community shuttle buses on fixed routes to improve services to local destinations
- use 'taxi-buses' with flexible, demand-responsive routes to connect to the regular city bus system and for use in non-peak

times (reducing gas consumption and air pollution)

- improve bus service to the Fraserlands and Champlain Heights

6.6 Local Involvement in Transit Decisions

Approved

Local involvement in transit decisions should be enhanced.

Percent agree 77%/74%

People's Ideas...

- customer comment card

7 Greenways and Bikeways

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

- greenways, to provide much enhanced walking and cycling routes
- bikeways and bikelanes to provide more functional routes specifically for bikes

7.1 Greenway Routes and Bikeways

Approved

Greenways should link major walking destinations within and outside of VFK and should provide safe crossings at major streets. The planned City Greenways along Vivian, 59th/Rosemont, and the Fraser River Trail should be implemented as soon as possible. Proposed city-wide bikeways within VFK should be planned and finalized.

Percent agree 69%/68%

7.2 General Walking and Biking Improvements

Approved

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

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

Greenways: 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 (the Ridgeway route is nearing completion along 45th/37th); 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.



City-wide greenway: Ridgeway

- more rain shelters and public wash-rooms along walking routes.
- Percent agree 74%/70%**

People's Ideas...

- provide better lighting along walking routes (e.g. 54th and Killarney, 49th and Argyle), perhaps with emergency phones and better policing
- add sidewalks along 54th between Stirling and Victoria, and around Tecumseh Park
- build a hard-surface pathway around Captain Cook Park
- build curb ramps which are missing on several sidewalks connecting with the seniors' homes near 54th and Kerr
- fix pot holes on Kent and gravel shoulders on Elliott/54th

- improve pedestrian and bike crossings of arterials like Victoria (at 42nd and 43rd), along 54th (at Killarney, between Kerr and Tyne, and at Argyle), at 56th and Kerr, across Kerr from Fraserview Golf Course to Everett Crowley Park, Nanaimo (at 49th), and at the Knight Street Bridge
- use pedestrian-activated and audible signals and better street markings, increase size of walk signs
- reduce conflicts between bikes, blades, scooters, and pedestrians on popular routes or areas (e.g. the track at Killarney Park)
- include community gardens along the route, and have more recreational activities planned for parks and community centres to encourage walking

